November 5, 2025 (Revision No. 2)

Mr. Frank Ciminelli
Arc Building Partners
100 South Elmwood Avenue, Suite 100
Buffalo, NY 14202

RE: Traffic Impact Report for Proposed Sports Complex and Hotel
330 Maple Road, Town of Amherst, Erie County, New York
LaBella Project No.: 2254561

Dear Mr. Ciminelli:

LaBella Associates (LaBella) has completed a Due Diligence Traffic Analysis for the proposed 716 Sports Fieldhouse development, to be located in the Town of Amherst at 330 Maple Road. This assessment is based on industry-standard engineering guidelines and the Concept Plan prepared by LaBella Associates, dated October 1, 2025, which is included under Attachment A. The revisions to this assessment are based on comments in a letter from Erie County Department of Public Works, dated October 20, 2025.

1. Project Description

The subject site is located along the north side of Maple Road and situated between the Audubon Town Park baseball fields and the Amherst Parks Department Building. Exhibit 1 is an aerial image that depicts the subject site, study intersections, and key landmarks.

Exhibit 1 – Site Location & Study Intersections

The proposed project generally consists of an athletic community center comprised of two 137,500 square-foot sports domes. A two-story, 56,000-square-foot building will connect the two sports domes. The project will be supported by 520 parking spaces. Access to the site will be provided via a full-movement driveway on Maple Road. The analysis herein considers the proposed driveway operating under signal control.

2. Existing Conditions

Study Area Roadways

Maple Road is classified as a Principal Arterial – Other (no control of access) roadway and is under the jurisdiction of the Erie Country Department of Public Works. The roadway runs primarily east-west through the Town of Amherst. In the vicinity of the subject site, Maple Road provides one 11-foot-wide travel lane and one 14-foot-wide travel in each direction, with a 15-foot-wide two-way left-turn lane, and sidewalks are located on both sides of the roadway. There is no shoulder near the subject site. The posted speed limit is 45-mph.

NYS Route 263 (a.k.a. Millersport Highway) is classified as a Principal Arterial – Other (no control of access) roadway and is under the jurisdiction of the New York State Department of Transportation (NYSDOT). The roadway primarily north-south through the Town of Amherst and is also known as Millersport Highway. In the vicinity of the subject site, Millersport Highway provides two 12-foot-wide travel lanes in both directions, with a landscaped split median that varies in width. There are no sidewalks along this roadway. The posted speed limit is 45-mph.

North Maplemere Road is classified as an Urban Local roadway and is under the jurisdiction of the Town of Amherst. The roadway runs north-south from Maple Road to Millersport Highway. In the vicinity of the subject site, North Maplemere Road provides a 32-foot-wide cross-section with travel lanes in both directions. It should be noted that the roadway narrows to a 20-foot-wide cross-section approximately 700-feet from the intersection of Maple Road and North Maplemere Road. Sidewalks are located on both sides of the roadway. The posted speed limit is 30-mph.

Study Intersections

Maple Road and Flint Road is a four-leg signalized intersection. The eastbound Maple Road approach provides an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane. The westbound Maple Road approach provides an exclusive left-turn only lane, a through lane, and a shared through/right-turn lane. The northbound and southbound Flint Road approaches provide an exclusive left-turn lane and a shared through/right-turn lane. Pedestrian accommodations at the intersection include curb ramps, marked crosswalks, and pedestrian signals with push buttons on all approaches. The study utilized signal timing data provided by the Erie County Department of Public Works, which is included in Attachment B. Exhibit 2 depicts an aerial image of the study intersection.

Exhibit 2 – Maple Road & Flint Road

Maple Road and NYS Route 263 (a.k.a. Millersport Highway) Southbound Ramps is a three-leg signalized intersection. The eastbound Maple Road approach consists of one exclusive left-turn lane and two through lanes. The westbound Maple Road approach provides two through lanes and an exclusive right-turn lane. The southbound NYS Route 263 ramps approach provides an exclusive left-turn lane and an exclusive right-turn lane. The southbound approach provides curb ramps, marked crosswalks, and pedestrian signals with a push buttons. The study utilized signal timing data provided by the New York State Department of Transportation (NYSDOT), which is included in Attachment B. Exhibit 3 depicts an aerial image of the study intersection.

Exhibit 3 – Maple Road & NYS Route 263 SB Ramps

Maple Road and NYS Route 263 (a.k.a. Millersport Highway) Northbound Ramps is a four-leg signalized intersection. The eastbound Maple Road approach provides an exclusive left-turn lane and two through lanes. The westbound Maple Road approach provides one through lane and one through/right-turn lane. The northbound NYS Route 263 exit ramp approach provides an exclusive left-turn lane and a shared through/right-turn lane. It should be noted that there is a one-way entrance ramp at this intersection. Pedestrian accommodation at the intersection includes curb ramps, marked crosswalks, and pedestrian signals with push buttons across the northbound and southbound approaches. The study utilized signal timing data provided by the NYSDOT, which is included in Attachment B. Exhibit 4 depicts an aerial image of the study intersection.

Exhibit 4 – Maple Road & NY Route 263 NB Ramps

Maple Road and N Maplemere Road is a four-leg signalized intersection. The eastbound and westbound Maple Road approaches provide an exclusive left-turn lane, a through lane, and a shared through/right-turn lane. The northbound N Maplemere Road approach provides a shared left-turn/through/right-turn lane. The southbound N Maplemere Road approach provides an exclusive left-turn lane and a shared through/right-turn lane. Pedestrian accommodations at the intersection include curb ramps, marked crosswalks, and pedestrian signals with push buttons on all approaches. The study utilized signal timing data provided by the Erie County Department of Public Works, which is included in Attachment B. Exhibit 5 depicts an aerial image of the study intersection.

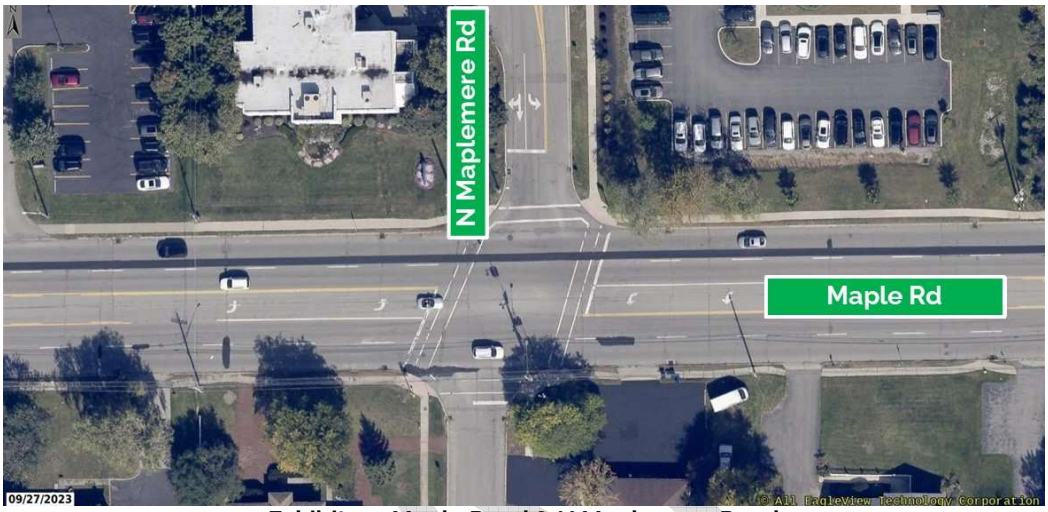


Exhibit 5 – Maple Road & N Maplemere Road

Maple Road and N Forest Road is a four-leg signalized intersection. The eastbound and westbound Maple Road approaches provide an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane. The northbound and southbound N Forest Road approaches provide an exclusive left-turn lane, a through lane, and an exclusive right-turn lane. Pedestrian accommodations at the intersection include curb ramps, marked crosswalks, and pedestrian signals with push buttons on all approaches. The study utilized signal timing data provided by the Erie County Department of Public Works, which is included in Attachment B. Exhibit 6 depicts an aerial image of the study intersection.

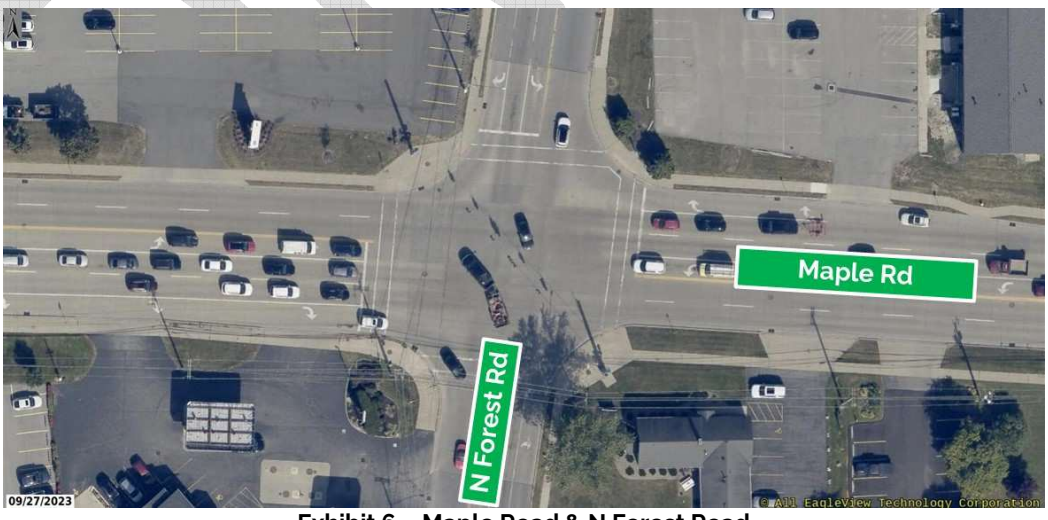


Exhibit 6 – Maple Road & N Forest Road

N Maplemere Road/Coventry Road and NYS Route 263 (a.k.a. Millersport Highway) is a four-leg signalized intersection. The eastbound and westbound Millersport Highway approaches provide an offset exclusive left-turn lane, a through lane, and a shared through/right-turn lane. The northbound N Maplemere Road approach provides a shared left-turn/through lane and an exclusive right-turn lane. The southbound Coventry Road approach provides a shared left-turn/through lane and an exclusive right-turn lane. It should be noted that Millersport Highway has a landscaped median. Pedestrian accommodations include curb ramps, a marked crosswalk, and pedestrian signals with push buttons across the westbound approach. The study utilized signal timing data provided by the NYSDOT, which is included in Attachment B. Exhibit 7 depicts an aerial image of the study intersection.

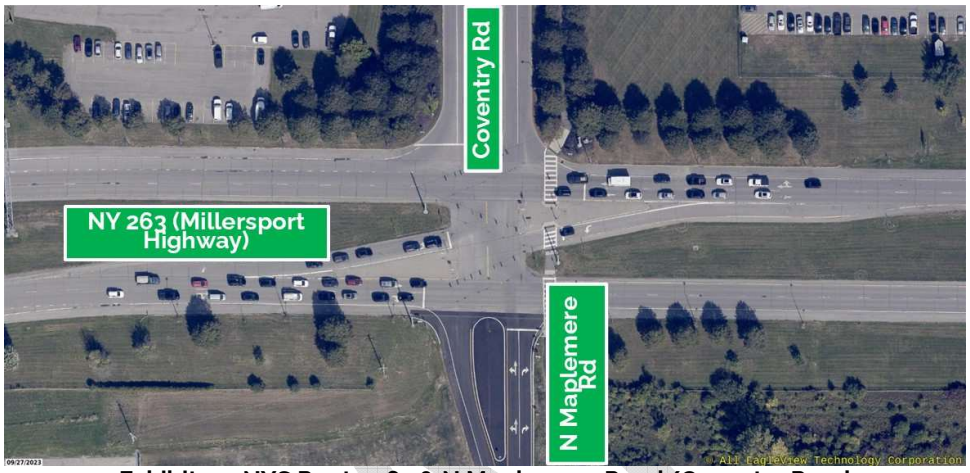


Exhibit 7 – NYS Route 263 & N Maplemere Road/Coventry Road

Collision Analysis

A collision analysis was performed for the study roadways and intersections based on data obtained from NYSDOT. The analysis included the review of 67 crashes over a three-year period between August 22, 2022, and August 22, 2025. Detailed collision summary tables are shown below in Tables 1-1 through 1-6.

Table 1-1: Maple Road and Flint Road Intersection Collision Summary

Collision Type	Number of Collisions				Number of Collisions Resulting in Injury				Number of Collisions Resulting in Fatalities			
	2022	2023	2024	2025	2022	2023	2024	2025	2022	2023	2024	2025
Rear End	0	2	1	2	0	1	0	1	0	0	0	0
Head On	0	0	0	0	0	0	0	0	0	0	0	0
Overtaking/Sideswipe	1	1	0	1	0	1	0	0	0	0	0	0
Left-Turn	1	0	0	2	1	0	0	1	0	0	0	0
Right-Turn	0	2	1	0	0	0	0	0	0	0	0	0
Right Angle	0	0	1	1	0	0	0	0	0	0	0	0
Fixed Object	0	1	0	0	0	0	0	0	0	0	0	0
Bicyclist	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	1	0	0	0	1	0	0	0	0	0
Other	1	0	0	0	1	0	0	0	0	0	0	0
Total	3	6	4	6	2	2	1	2	0	0	0	0
Three-Year Total	19				7				0			

Table 1-1 shows that 19 collisions were reported at this intersection over the three-year period. Out of the 19 collisions, seven of the collisions resulted in an injury, and zero collisions resulted in a fatality. There were zero collisions involving a bicyclist and one collision involving a pedestrian resulting in an injury.

Table 1-2: Maple Road and CR 263 SB Ramps Intersection Collision Summary

Collision Type	Number of Collisions				Number of Collisions Resulting in Injury				Number of Collisions Resulting in Fatalities			
	2022	2023	2024	2025	2022	2023	2024	2025	2022	2023	2024	2025
Rear End	0	0	0	0	0	0	0	0	0	0	0	0
Head On	0	0	0	0	0	0	0	0	0	0	0	0
Overtaking/Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0
Left-Turn	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn	0	0	0	0	0	0	0	0	0	0	0	0
Right Angle	0	0	0	0	0	0	0	0	0	0	0	0
Fixed Object	0	0	0	0	0	0	0	0	0	0	0	0
Bicyclist	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Three-Year Total	**0**				**0**				**0**			

Table 1-2 shows that zero collisions were reported at this intersection over the three-year period. Out of the zero collisions, zero of the collisions resulted in an injury, and zero collisions resulted in a fatality. There were zero collisions involving a bicyclist and zero collisions involving a pedestrian.

Table 1-3: Maple Road and NYS Route 263 NB Ramps Intersection Collision Summary

Collision Type	Number of Collisions				Number of Collisions Resulting in Injury				Number of Collisions Resulting in Fatalities			
	2022	2023	2024	2025	2022	2023	2024	2025	2022	2023	2024	2025
Rear End	1	1	0	1	0	0	0	1	0	0	0	0
Head On	0	0	0	0	0	0	0	0	0	0	0	0
Overtaking/Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0
Left-Turn	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn	0	0	1	0	0	0	0	0	0	0	0	0
Right Angle	0	0	0	0	0	0	0	0	0	0	0	0
Fixed Object	0	0	0	1	0	0	0	0	0	0	0	0
Bicyclist	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	1	2	0	0	0	1	0	0	0	0
Three-Year Total	5				1				0			

Table 1-3 shows that five collisions were reported at this intersection over the three-year period. Out of the five collisions, one of the collisions resulted in an injury, and zero collisions resulted in a fatality. There were zero collisions involving a bicyclist and zero collisions involving a pedestrian.

Table 1-4: Maple Road and N Maplemere Road Intersection Collision Summary

Collision Type	Number of Collisions				Number of Collisions Resulting in Injury				Number of Collisions Resulting in Fatalities			
	2022	2023	2024	2025	2022	2023	2024	2025	2022	2023	2024	2025
Rear End	0	1	0	0	0	0	0	0	0	0	0	0
Head On	0	0	0	0	0	0	0	0	0	0	0	0
Overtaking/Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0
Left-Turn	0	2	0	1	0	2	0	0	0	0	0	0
Right-Turn	0	0	0	0	0	0	0	0	0	0	0	0
Right Angle	0	0	0	0	0	0	0	0	0	0	0	0
Fixed Object	0	0	0	1	0	0	0	0	0	0	0	0
Bicyclist	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	1	0	0	0	0	0	0	0	0	0
Total	0	3	1	2	0	2	0	0	0	0	0	0
Three-Year Total	6				2				0			

Table 1-4 shows that six collisions were reported at this intersection over the three-year period. Out of the six collisions, two of the collisions resulted in an injury, and zero collisions resulted in a fatality. There were zero collisions involving a bicyclist and zero collisions involving a pedestrian.

Table 1-5: Maple Road and N Forest Road Intersection Collision Summary

Collision Type	Number of Collisions				Number of Collisions Resulting in Injury				Number of Collisions Resulting in Fatalities			
	2022	2023	2024	2025	2022	2023	2024	2025	2022	2023	2024	2025
Rear End	1	2	1	1	0	0	1	0	0	0	0	0
Head On	0	0	0	0	0	0	0	0	0	0	0	0
Overtaking/Sideswipe	0	1	1	1	0	0	0	0	0	0	0	0
Left-Turn	1	2	3	0	1	1	1	0	0	0	0	0
Right-Turn	0	0	0	1	0	0	0	0	0	0	0	0
Right Angle	0	2	4	0	0	0	1	0	0	0	0	0
Fixed Object	1	0	0	0	0	0	0	0	0	0	0	0
Bicyclist	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	1	0	0	0	1	0	0	0	0	0	0
Other	1	1	1	0	0	0	0	0	0	0	0	0
Total	4	9	10	3	1	2	3	0	0	0	0	0
Three-Year Total	26				6				0			

Table 1-5 shows that 26 collisions were reported at this intersection over the three-year period. Out of the 26 collisions, six of the collisions resulted in an injury, and zero collisions resulted in a fatality. There were zero collisions involving a bicyclist and zero collisions involving a pedestrian.

Table 1-6: N Maplemere Road/Coventry Road and NYS Route Intersection Collision Summary

Collision Type	Number of Collisions				Number of Collisions Resulting in Injury				Number of Collisions Resulting in Fatalities			
	2022	2023	2024	2025	2022	2023	2024	2025	2022	2023	2024	2025
Rear End	1	2	1	0	0	0	0	0	0	0	0	0
Head On	0	0	0	0	0	0	0	0	0	0	0	0
Overtaking/Sideswipe	0	1	1	0	0	0	0	0	0	0	0	0
Left-Turn	0	0	1	1	0	0	1	0	0	0	0	0
Right-Turn	0	0	0	1	0	0	0	0	0	0	0	0
Right Angle	0	0	0	0	0	0	0	0	0	0	0	0
Fixed Object	0	0	1	0	0	0	0	0	0	0	0	0
Bicyclist	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	1	0	0	0	1	0	0	0	0	0	0
Total	1	4	4	2	0	1	1	0	0	0	0	0
Three-Year Total	11				2				0			

Table 1-6 shows that 11 collisions were reported at this intersection over the three-year period. Out of the 11 collisions, two of the collisions resulted in an injury, and zero collisions resulted in a fatality. There were zero collisions involving a bicyclist and zero collisions involving a pedestrian.

Data Collection

LaBella collected turning movement counts (TMCs) at the study intersections on Thursday, September 11, 2025, and Saturday, September 13, 2025. The counts were conducted during the typical weekday PM and Saturday Midday peak periods – 4:00 p.m. to 7:00 p.m. and 11:00 a.m. to 2:00 p.m., respectively. The typical weekday AM peak period – 7:00 a.m. to 9:00 a.m. – was not evaluated as the weekday volumes are highest during thew weekday PM peak period. Furthermore, it should be noted that the University of Buffalo football team had an away game during the Saturday count period. The selection of an away game Saturday was done intentionally to avoid capturing abnormal traffic patterns that result from home games. Based on these counts, the observed network peak hours were 4:30 p.m. to 5:30 p.m. during the weekday PM peak period and 12:15 p.m. to 1:15 p.m. during the Saturday Midday peak period. These 2025 Existing traffic volumes formed the basis of the traffic analysis herein and are shown in Figure 1. The raw TMC data is included under Attachment C.

LaBella also collected continuous traffic volume, speed, and vehicle classification data along Maple Road in proximity to the subject site's frontage from Friday September 5, 2025, through Saturday, September 13, 2025. The raw ATR data is included under Attachment D.

3. Traffic Assessment

Traffic Forecasting (i.e. No-Build Traffic Volumes)

To evaluate the impact of the proposed project, traffic projections were prepared for the design year of 2028. It should be noted that this design year was selected to provide a conservative analysis as it is expected that the project will be completed and occupied sooner than 2028. LaBella Associates reviewed the Pending Development Project page on the Town of Amherst website and determined that there are no projects that will have an effect on the study intersections.[1] In addition, historical traffic volume data from the NYSDOT Traffic Viewer was also reviewed. To provide a conservative analysis, a 1.50% annual growth rate was applied to the Existing 2025 traffic volumes and compounded over a three-year period. The 2028 No-Build traffic volumes are shown in Figure 2 for AM, Midday and PM peak hours. No-Build volumes represent the forecasted traffic volumes for 2028 *without* the proposed project.

[1] https://www.amherst.ny.us/content/development_projects_pending.php

Trip Generation

The Institute of Transportation Engineers' (ITE) *Trip Generation Manual,* 12th Edition, is the industry-standard resource used for estimating trip generation for proposed land uses based on data collected at similar uses. Upon review of the *Trip Generation Manual*, the following Land Use Codes (LUC) were utilized for the study herein:

- LUC 495 "Recreational Community Center" – ITE Description: *A recreational community center is a stand-alone public facility similar to and including YMCAs. These facilities often include classes and clubs for adults and children, a day care or nursery school, meeting rooms and other social facilities, swimming pools and whirlpools, saunas, tennis, racquetball, handball, pickleball, basketball and volleyball courts, outdoor athletic fields/courts, exercise classes, weightlifting and gymnastics equipment, locker rooms, and a restaurant or snack bar. Public access is typically allowed, and a membership fee may be charged.*

Table 2 summarizes the weekday PM and Saturday Midday peak hour site-generated trips for the two components of the project based on the applicable independent variable (IV).

Table 2 – Summary of Peak Hour Trip Generation

Project Component	Land Use	IV	Weekday PM Peak Hour			Saturday Midday Peak Hour		
			Entering	Exiting	Total	Entering	Exiting	Total
Recreational Community Center	495	331 KSF	441	228	669	204	173	377

As shown in Table 2, the proposed project will generate 669 total trips during the weekday PM peak hour and 377 total trips during the Saturday Midday peak hour. There is no "pass-by" component associated with the proposed uses. It should be noted that the analysis herein does not take a credit for internal capture (i.e., trip sharing between the two components) to provide a conservative analysis.

Trip Distribution

It was assumed that the majority of trips (60%) will come from the west via Maple Road. The 60% is distributed along key roadways that intersect Maple Road such as NYS Route 263 (a.k.a. Millersport Highway) and Flint Road. The remaining trips (40%) will come from the east via Maple Road. These trip distributions are shown in Figure 3. The resulting project-generated trips are shown in Figure 4 for weekday PM and Saturday Midday peak hours.

Capacity Analysis

The capacity analysis relates traffic volumes to the physical characteristics of an intersection. Intersection evaluations were made using Synchro Version 12 and the procedures contained in the *Highway Capacity Manual (HCM), 7th Edition*. Table 3 and Table 4 summarize the results of the level of service calculations for the Existing, No-Build and Build conditions during the weekday PM and Saturday Midday peak hours, respectively. The Level of Service reports are included under Attachment E.

Table 3 – LOS Summary: Weekday PM Peak Hour

Approach	Lane Group	2025 Existing	2028 No-Build	2028 Build	Δ No-Build vs. Build
Maple Rd / Flint Rd					
Maple Rd, EB	L	B/18.3	B/19.5	B/20.6	+1.1
	T	C/23.1	C/24.6	C/26.6	+2.0
	R	C/25.0	C/26.8	C/27.7	+0.9
Maple Rd, WB	L	B/16.8	B/18.0	B/19.8	+1.8
	TR	C/23.8	C/25.6	C/27.3	+1.7
Flint Rd, NB	L	C/32.3	C/33.8	C/34.6	+0.8
	TR	C/30.0	C/30.1	C/31.3	+1.2
Flint Rd, SB	LT	C/26.1	C/26.0	C/26.6	+0.6
	R	D/43.8	D/45.9	D/46.9	+1.0
	Overall	**C/26.7**	**C/28.2**	**C/29.4**	**+1.2**
Maple Rd / NYS Route 263 SB Ramps					
Maple Rd, EB	L	A/5.5	A/5.9	A/6.5	+0.6
	T	A/4.2	A/4.3	A/4.6	+0.3
Maple Rd, WB	T	A/4.4	A/4.6	A/4.7	+0.1
	R	A/3.9	A/4.1	A/4.7	+0.8
NYS Route 263 SB Ramp, SB	L	C/29.9	C/29.7	C/29.7	0.0
	R	D/39.5	D/39.2	D/39.2	0.0
	Overall	**A/6.9**	**A/7.0**	**A/6.8**	**-0.2**
Maple Rd / NYS Route 263 NB Ramps					
Maple Rd, EB	L	D/41.6	D/48.1	F/83.5	+35.4
	T	C/20.3	C/21.9	C/24.9	+3.0
Maple Rd, WB	TR	C/24.6	C/27.0	C/34.0	+7.0
NYS Route 263 NB Ramps, NB	L	C/33.2	C/31.7	C/29.9	-1.8
	TR	E/74.8	E/75.5	F/123.1	+47.6
	Overall	**D/35.4**	**D/37.2**	**D/53.1**	**+15.9**
Maple Rd / N Maplemere Rd					
Maple Rd, EB	L	A/5.2	A/5.4	A/6.9	+1.5
	TR	A/9.2	A/9.7	B/12.1	+2.4
Maple Rd, WB	L	A/5.8	A/6.1	A/7.4	+1.3
	TR	A/9.2	A/9.6	B/12.2	+2.6
N Maplemere Rd, NB	LTR	C/26.4	C/26.5	C/26.5	0.0
N Maplemere Rd, SB	L	C/25.9	C/26.0	C/26.6	+0.6
	TR	C/27.3	C/27.5	C/27.5	0.0
	Overall	**B/10.6**	**B/11.0**	**B/13.2**	**+2.2**
Maple Rd / N Forest Rd					
Maple Rd, EB	L	C/20.9	C/22.8	C/33.3	+10.5
	T	C/33.0	D/37.3	D/44.1	+6.8
	R	C/22.4	C/23.8	C/25.4	+1.6
Maple Rd, WB	L	C/27.9	C/34.0	D/41.8	+7.8
	T	C/27.6	C29.9	C/34.7	+4.8
	R	C/22.4	C/23.8	C/25.4	+1.6
N Forest Rd, NB	L	C/28.2	C/28.3	C/28.9	+0.6
	T	D/43.3	D/45.2	D/46.1	+0.9
	R	D/36.7	D/37.1	D/37.6	+0.5
N Forest Rd, SB	L	C/32.8	C/34.8	D/36.0	+1.2
	T	C/34.1	C/34.4	D/37.1	+2.7
	R	C/29.3	C/29.4	C/32.7	+3.3
	Overall	**C/31.3**	**C/33.8**	**D/37.8**	**+4.0**
N Maplemere Rd/Coventry Rd and NYS Route 263					
NYS Route 263, EB	L	F/99.8	F/99.2	F/99.2	0.0
	TR	C/26.9	C/27.8	C/29.7	+1.9
NYS Route 263, WB	L	F/107.6	F/106.9	F/102.1	-4.8
	TR	C/31.2	C/32.4	C/32.4	0.0
N Maplemere Rd, NB	LT	F/83.4	F/83.4	F/83.2	-0.2
	R	E/79.9	E/79.6	F/82.8	+3.2
Coventry Rd, SB	LT	E/72.4	E/73.4	E/73.4	0.0
	R	F/171.4	F/190.6	F/190.6	0.0
	Overall	**E/60.4**	**E/63.7**	**E/65.0**	**+1.3**

EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches
L, T, R = Left-turn, Through, and/or Right-turn movements
X / X.X = Level of service / Average delay in seconds per vehicle

Table 4 – LOS Summary: Saturday Midday Peak Hour

Approach	Lane Group	2025 Existing	2028 No-Build	2028 Build	Δ No-Build vs. Build
Maple Rd / Flint Rd					
Maple Rd, EB	L	B/11.8	B/12.2	B/12.4	+0.2
	T	B/15.4	B/16.1	B/16.6	+0.5
	R	B15.0	B/15.5	B/15.7	+0.2
Maple Rd, WB	L	B/10.9	B/11.3	B/11.7	+0.4
	TR	B/14.5	B/15.1	B/15.4	+0.3
Flint Rd, NB	L	C/27.1	C/27.3	C/27.4	+0.1
	TR	C/27.1	C/27.2	C/27.6	+0.4
Flint Rd, SB	LT	C/30.9	C/31.0	C/31.2	+0.2
	R	C/34.9	D/35.3	D/35.5	+0.2
	Overall	**B/16.9**	**B/17.4**	**B/17.7**	**+0.3**
Maple Rd / NYS Route 263 SB Ramps					
Maple Rd, EB	L	A/4.5	A/4.8	A/5.0	+0.2
	T	A/3.4	A/3.6	A/3.7	+0.1
Maple Rd, WB	T	A/3.6	A/3.8	A/3.9	+0.1
	R	A/3.2	A/3.4	A/3.6	+0.2
NYS Route 263 SB Ramp, SB	L	C/30.9	C/30.6	C/30.6	0.0
	R	D/41.9	D/41.4	D/41.4	0.0
	Overall	**A/6.1**	**A/6.3**	**A/6.2**	**-0.1**
Maple Rd / NYS Route 263 NB Ramps					
Maple Rd, EB	L	B/16.2	B/18.3	C/25.7	+7.4
	T	A/8.8	A/9.4	B/12.1	+2.7
Maple Rd, WB	TR	B/10.4	B/11.2	B/14.7	+3.5
NYS Route 263 NB Ramps, NB	L	D/42.5	D/41.4	D/37.1	-4.3
	TR	E/61.8	E/62.8	E/65.6	+2.8
	Overall	**C/20.3**	**C/21.1**	**C/24.7**	**+3.6**
Maple Rd / N Maplemere Rd					
Maple Rd, EB	L	A/5.1	A/5.3	A/5.9	+0.6
	TR	A/6.6	A/6.8	A/7.3	+0.5
Maple Rd, WB	L	A/6.3	A/6.4	A/6.4	0.0
	TR	B/10.5	B/10.9	B/11.7	+0.8
N Maplemere Rd, NB	LTR	C/28.0	C/28.1	C/28.1	0.0
N Maplemere Rd, SB	L	C/30.0	C/30.5	C/31.0	+0.5
	TR	C/31.9	C/32.3	C/32.3	0.0
	Overall	**B/11.5**	**B/11.8**	**B/12.2**	**+0.4**
Maple Rd / N Forest Rd					
Maple Rd, EB	L	B/11.1	B/11.6	B/12.2	+0.6
	T	B/15.4	B/16.1	B/16.9	+0.8
	R	B/12.7	B/13.2	B/13.8	+0.6
Maple Rd, WB	L	B/11.1	B/11.7	B/12.3	+0.6
	T	B/14.9	B/15.6	B/16.8	+1.2
	R	B/12.4	B/12.9	B/13.6	+0.7
N Forest Rd, NB	L	C/29.2	C/29.3	C/28.8	-0.5
	T	D/36.9	D/37.2	D/36.3	-0.9
	R	D/36.4	D/36.6	D/35.8	-0.8
N Forest Rd, SB	L	C/28.6	C/28.7	C/28.4	-0.3
	T	D/35.9	D/36.2	D/37.4	+1.2
	R	C/31.8	C/31.9	C/33.5	+1.6
	Overall	**C/20.4**	**C/20.9**	**C/21.5**	**+0.6**
N Maplemere Rd/Coventry Rd and NYS Route 263					
NYS Route 263, EB	L	F/114.0	F/113.0	F/113.0	0.0
	TR	B/11.4	B/11.8	B/12.7	+0.9
NYS Route 263, WB	L	F/104.0	F/103.6	F/102.1	-1.5
	TR	B/10.6	B/11.0	B/11.4	+0.4
N Maplemere Rd, NB	LT	F/84.2	F/84.0	F/82.7	-1.3
	R	F/86.6	F/86.6	F/86.8	+0.2
Coventry Rd, SB	LT	F/88.2	F/88.1	F/88.1	0.0
	R	F/101.7	F/101.4	F/101.4	0.0
	Overall	**C/29.8**	**C/30.0**	**C/31.2**	**+1.2**

EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches
L, T, R = Left-turn, Through, and/or Right-turn movements
X / X.X = Level of service / Average delay in seconds per vehicle

Maple Road and Flint Road: The level of service analysis indicates that the intersection currently operates at an overall LOS C or better during the study peak hours and it will continue to do so in the No-Build and Build conditions. The maximum increase in overall delay between the No-Build and Build conditions is +1.2 second, which occurs during the weekday PM peak hour. The maximum increase in delay for an individual movement between the No-Build and Build conditions is +2.0 seconds during the weekday PM peak hour for the eastbound Maple Road through movement. Based on the analysis, the proposed project will not have a significant adverse impact on the operations of the intersection.

Maple Road and NYS Route 263 SB Ramps: The level of service analysis indicates that the intersection currently operates at an overall LOS A during all peak hours and it will continue to do so in the No-Build and Build conditions. In fact, there will be a marginal decrease in the overall delay between the No-Build and Build conditions. The maximum increase in delay for an individual movement between the No-Build and Build conditions is +0.8 seconds during the weekday PM peak hour for the westbound right-turn movement. Based on the analysis, the proposed project will not have a significant adverse impact on the operations of the intersection.

Maple Road and NYS Route 263 NB Ramps: The level of service analysis indicates that the intersection currently operates at an overall LOS D or better during the weekday PM and Saturday Midday peak hours and it will continue to do so in the No-Build and Build conditions. The maximum increase in overall delay between the No-Build and Build conditions is the +15.9, which occurs during the weekday PM peak hour. In the Build condition, there is a notable increase in delay in the northbound NYS Route 263 through/right-turn movement. LaBella investigated potential signal timing adjustments to mitigate the increase in delay in the Build condition during the weekday PM peak hour. Specifically, LaBella analyzed reallocated 5 seconds of green time from the mainline Maple Road movements to the northbound NYS Route 263 approach thus maintaining the existing cycle length. Table 5 summarizes the LOS results with these adjustments. The LOS reports are included under Attachment E.

Table 5 – LOS Summary: Weekday PM Peak Hour – Signal Timing Adjustments

Approach	Lane Group	2025 Existing	2028 No-Build	2028 Build w. Mitigation	Δ No-Build vs. Build w/ Mitigation
Maple Rd / NYS Route 263 NB Ramps					
Maple Rd, EB	L	D/41.6	D/48.1	F/142.8	+94.7
	T	C/20.3	C/21.9	C/31.5	+9.6
Maple Rd, WB	TR	C/24.6	C/27.0	D/45.7	+18.7
NYS Route 263 NB Ramps, NB	L	C/33.2	C/31.7	C/24.4	-7.3
	TR	E/74.8	E/75.5	E/70.5	-5.0
	Overall	**D/35.4**	**D/37.2**	**D/49.3**	**+12.1**

EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches
L, T, R = Left-turn, Through, and/or Right-turn movements
X / X.X = Level of service / Average delay in seconds per vehicle

As shown in Table 5, the signal timing adjustments will result in the northbound NYS Route 263 approach operating with lower delays in the Build condition than the No-Build and Existing conditions. It should be noted that the reduction in time on the mainline does result in the eastbound Maple Road left-turn movment experiencing a degradation in LOS from a LOS D to a LOS F with an increase in delay of +94.7 seconds. However, the V/C ratio for the movement remain below 1.0 (0.89), which indicates that the approach will continue to have capacity in the Build condition with the signal timing adjustments. Based on the analysis, it is recommended that the signal timing adjustments be considered for implementation during the weekday PM peak hour. There are no impacts that require mitigation during the Saturday Midday peak hour.

Maple Road and N Maplemere Road: The level of service analysis indicates that the intersection currently operates at an overall LOS B during all peak hours and it will continue to do so in the No-Build and Build conditions. The maximum increase in overall delay between the No-Build and Build conditions is +2.2 second, which occurs during the weekday PM peak hour. The maximum increase in delay for an individual movement between the No-Build and Build conditions is +2.6 seconds during the weekday PM peak hour for the westbound Maple Road through movements. Based on the analysis, the proposed project will not have a significant adverse impact on the operations of the intersection.

Maple Road and N Forest Road: The level of service analysis indicates that the intersection currently operates at an overall LOS C during all peak hours and it will continue to do so in the No-Build conditions. The overall LOS will degrade from a LOS C to a LOS D in the Build condition during the weekday PM peak hour. The overall LOS will remain an LOS C in the Build condition during the Saturday Midday peak hour. The maximum increase in overall delay between the No-Build and Build conditions is +4.0 second, which occurs during the weekday PM peak hour. The maximum increase in delay for an individual movement between the No-Build and Build conditions is +10.5 seconds during the weekday PM peak hour for the eastbound Maple Road left-turn movement. Based on the analysis, the proposed project will not have a significant adverse impact on the operations of the intersection.

NYS Route 263 and N Maplemere Road/Coventry Road: The level of service analysis indicates that the intersection currently operates at an overall LOS E during the weekday PM peak hour and an overall LOS C during the Saturday Midday peak hour. These conditions are expected to remain unchanged under No-Build and Build conditions. The maximum increase in overall delay between the No-Build and Build conditions is +1.3 second, which occurs during the weekday PM peak hour. The maximum increase in delay for an individual movement between the No-Build and Build conditions is +3.2 seconds during the weekday PM peak hour for the northbound N Maplemere Road right-turn movement. Based on the analysis, the proposed project will not have a significant adverse impact on the operations of the intersection.

Maple Road and Site Driveway:

The proposed project is considering signalizing the Maple Road/Site Driveway intersection. As requested in the comment letter from Erie County Department of Public Works, the intersection has been modeled as an unsignalized intersection with the Site Driveway approach operating under stop-control. Table 6 summarizes the LOS results for the Maple Road/Site Driveway intersection modeled as an unsignalized intersection.

Table 6 – LOS Summary: Maple Road/Site Driveway - Unsignalized

Approach	Lane Group	Weekday PM Peak Hour		Saturday Midday Peak Hour	
Maple Rd / Site Driveway		Delay	95th Percentile Queue	Delay	95th Percentile Queue
Maple Rd, EB	L	C/21.1	3.5 veh / 100-ft	B/12.0	0.8 veh / 25-ft
Site Driveway, SB	L	F/1108.6	21.4 veh / 525-ft	E/46.7	2.3 veh / 50-ft
	R	E/41.2	6.8 veh / 175-ft	B/14.7	0.9 veh / 25-ft

EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches
L, T, R = Left-turn, Through, and/or Right-turn movements
X / X.X = Level of service / Average delay in seconds per vehicle

As shown in Table 6, the eastbound Maple Road left-turn movement will operate at an acceptable LOS C or better during the study peak hours. However, the southbound Site Driveway left-turn movement is expected to operate a LOS F with a delay of 1108.6 seconds and a LOS E with a delay of 46.7 seconds during the weekday PM and Saturday Midday peak hours, respectively. Due to the expected high delay and queue for the southbound Site Driveway left-turn expected during the weekday PM peak hour, signalization of the intersection is being considered.

LaBella conducted a Signal Warrant Analysis based on guidance in Chapter 4C of the *Manual on Uniform Traffic Control Devices* (MUTCD), 11th Edition. A technical memorandum containing the Signal Warrant Analysis and its findings that a signal is warranted is included under Attachment F. A capacity analysis was conducted for the Maple Road/Site Driveway based on the following assumptions:

- Exclusive left-turn and right-turn lanes for the Site Driveway approach
- Exclusive left-turn lane for the eastbound Maple Road approach
- Semi-Actuated Uncoordinated with detection on the Site Driveway and Maple Road left-turn movements
- 60-second cycle length with a 40-second Minimum Recall split for the mainline Maple Road phases and a 20-second No Recall split for the Site Driveway phase

Table 7 summarizes the LOS results for the Maple Road/Site Driveway intersection based on these assumptions. The LOS reports are included under Attachment E.

Table 7 – LOS Summary: Maple Road/Site Driveway - Signalized

Approach	Lane Group	Weekday PM Peak Hour	Saturday Midday Peak Hour
Maple Rd / Site Driveway			
Maple Rd, EB	L	F/136.7	B/11.4
	T	B/10.4	A/5.8
Maple Rd, WB	TR	B/10.5	A/6.2
Site Driveway, SB	L	C/21.2	B/14.2
	R	D/39.8	B/16.5
Overall		**C/23.3**	**A/7.0**

EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches
L, T, R = Left-turn, Through, and/or Right-turn movements
X / X.X = Level of service / Average delay in seconds per vehicle

As shown in Table 7, the level of service analysis indicates that the intersection will operate favorably under signal control.

4. Conclusion

Based on the results of the traffic impact study completed for the proposed project, the following conclusions are presented:

- The proposed project generally consists of an athletic community center comprised of two 125,000 square-foot sports domes that will house a full-size turf football/lacrosse/soccer field, a 200 meter long 6-lane banked track, and six basketball/volleyball/pickleball courts. A two-story, 50,000-square-foot building will connect the two sports domes, and it will be comprised of a 25,000-square-foot fitness center, a 20,000-square-foot core lobby (Locker Room/Restroom), and a 5,000-square-foot space for member amenities (Restaurant/Snack Bar). Lastly, a five-story 150-room hotel will be located on the site to support the proposed development. The project will be supported by +/- 500 parking spaces. Access to the site will be provided via a full-movement driveway on Maple Road. The analysis herein considers the proposed driveway operating under signal control.

- LaBella collected turning movement counts (TMCs) at the study intersections on Thursday, September 11, 2025, and Saturday, September 13, 2025. The counts were conducted during the typical PM and Saturday MD peak periods – 4:00 p.m. to 7:00 p.m. and 11:00 a.m. to 2:00 p.m., respectively. *It should be noted that the University of Buffalo football team had an away game during the Saturday count period. This was done intentionally to avoid capturing abnormal traffic patterns that result from home games.* Based on these counts, the observed network peak hours were 4:30 p.m. to 5:30 p.m. during the weekday PM peak period and 12:15 p.m. to 1:15 p.m. during the weekend Midday peak period.

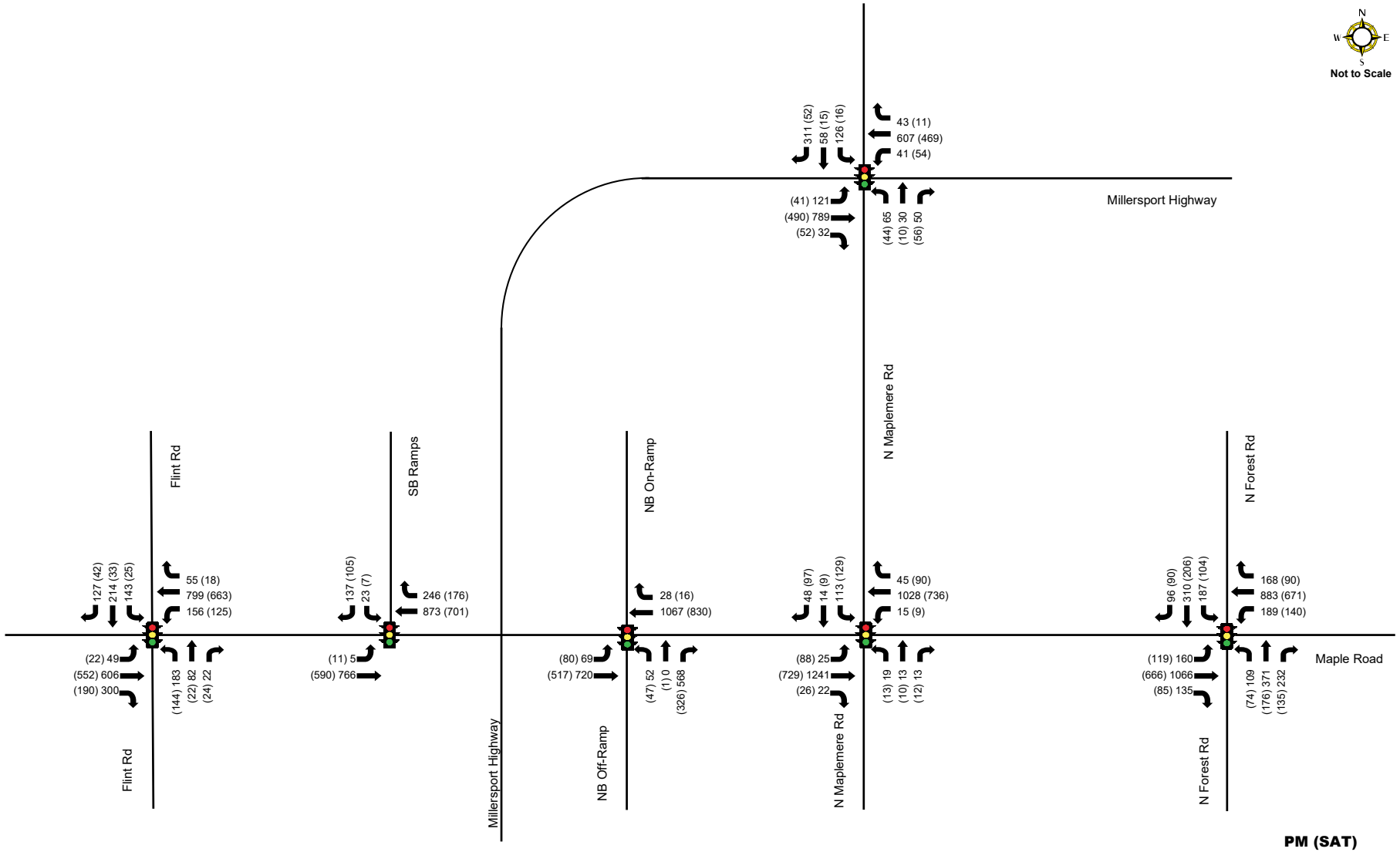
- To evaluate the impact of the proposed project, traffic projections were prepared for the design year of 2028. It should be noted that this design year was selected to provide a conservative analysis as it is expected that the project will be completed and occupied sooner than 2028. LaBella Associates reviewed the Pending Development Project page on the Town of Amherst website and determined that there are no projects that will have an effect on the study intersections. In addition, historical traffic volume data from the NYSDOT Traffic Viewer was also reviewed. To provide a conservative analysis, a 1.50% annual growth rate was applied to the Existing 2025 traffic volumes and compounded over a three-year period.

- The level of service analysis indicates that the majority of the study intersection will operate at levels of service commensurate to the No-Build condition. Maple Road and NYS Route 263 SB Ramps – The northbound NYS Route 263 approach to the intersection will experience delay during the weekday PM peak hour Build condition. Mitigation could consist of signal timing adjustments. It is recommended that the Maple Road/Site Driveway intersection operate under signal control. Based on the MUTCD, a signal warrant analysis indicates that the Build condition traffic volumes warrant a traffic signal.

Please contact me at shipp@labellapc.com or at (914) 269-5604 if you have questions on this traffic analysis.

Sincerely,
LaBella Associates

Starke W. Hipp, PE
Traffic Engineer



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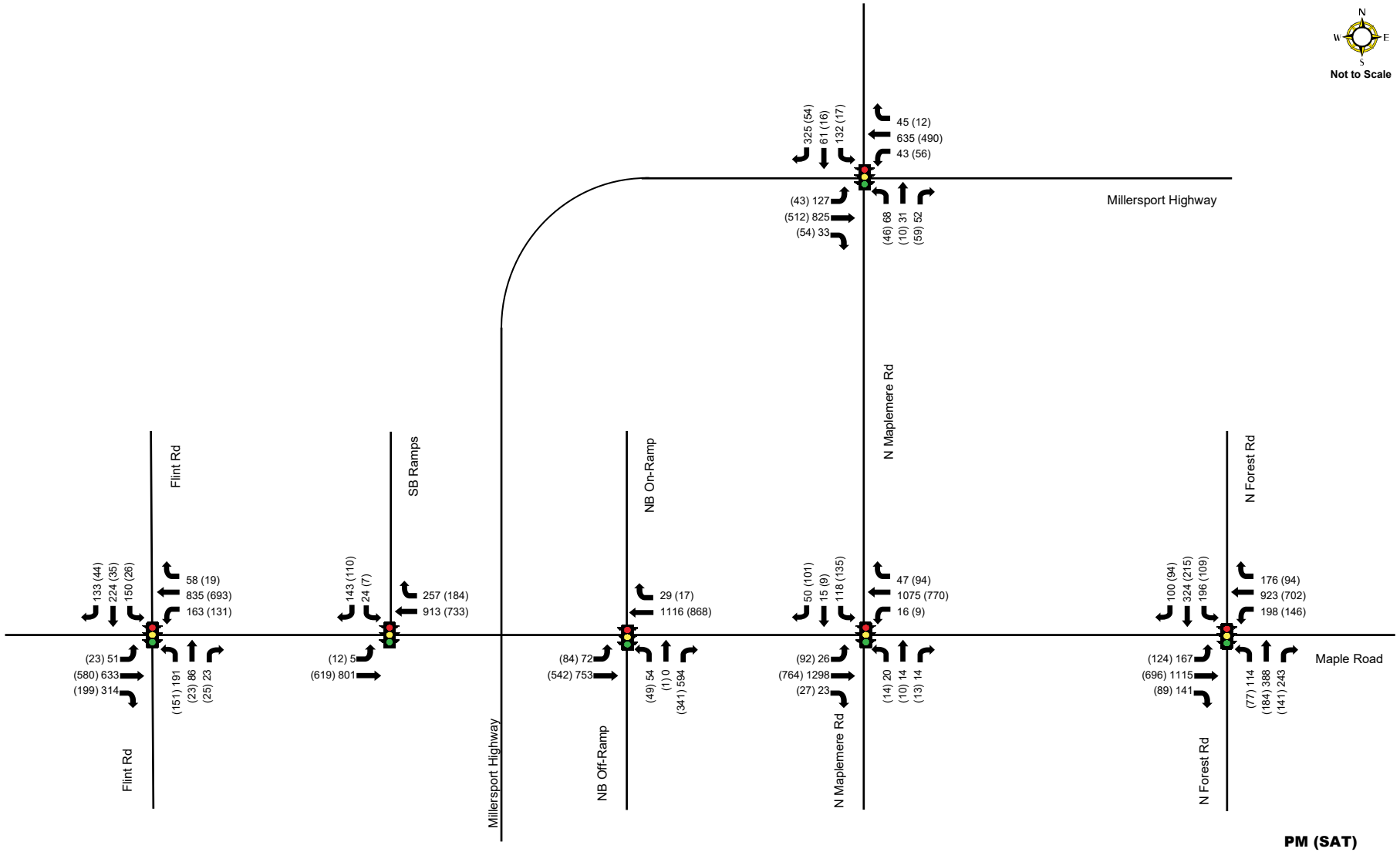
2025 Existing
Peak Hour Traffic Volumes

FIGURE - 1

November 2025

716 Sports Fieldhouse
Traffic Impact Study

Town of Amherst
Erie County, New York



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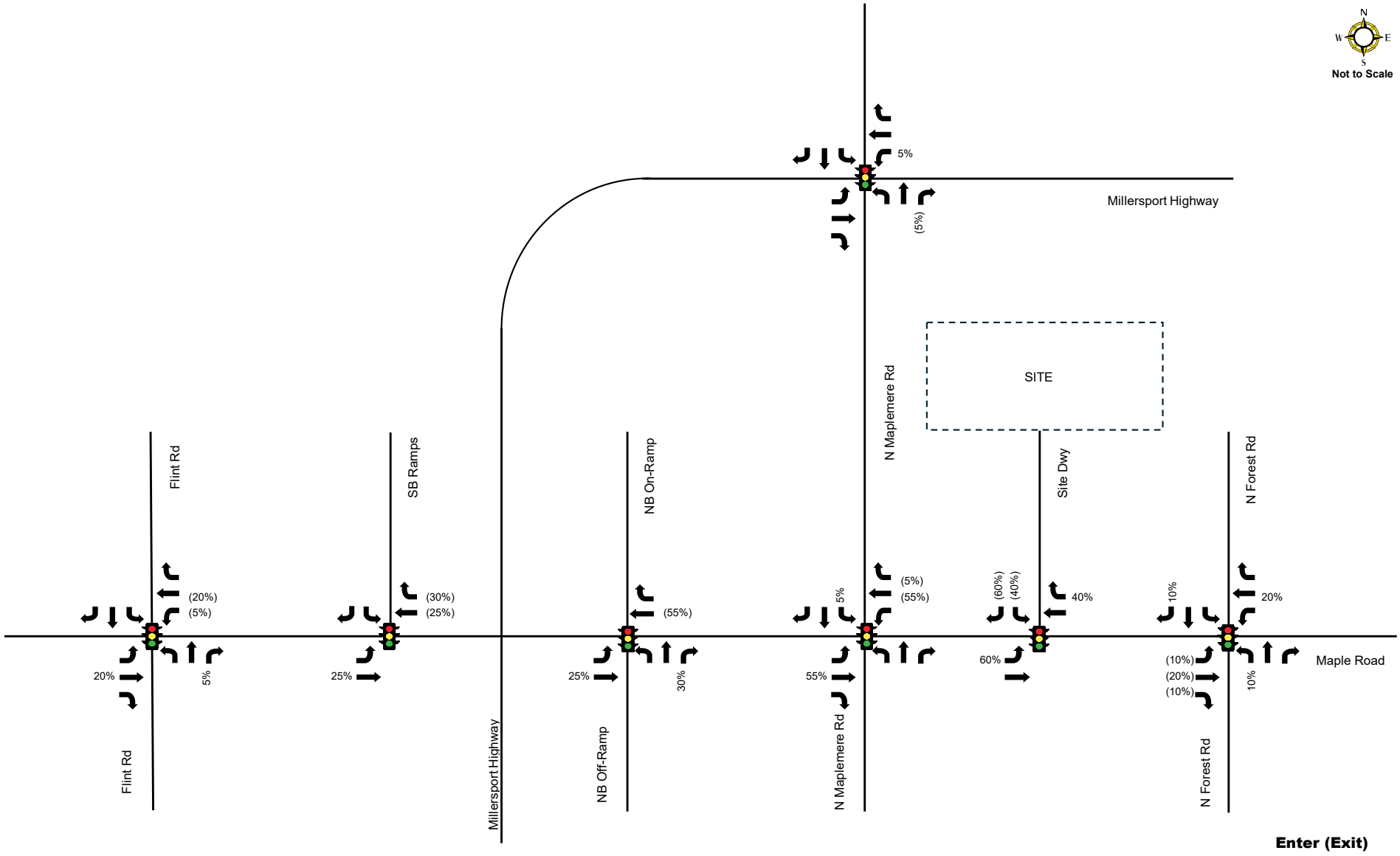
2028 No-Build
Peak Hour Traffic Volumes

FIGURE - 2

November 2025

716 Sports Fieldhouse
Traffic Impact Study

Town of Amherst
Erie County, New York



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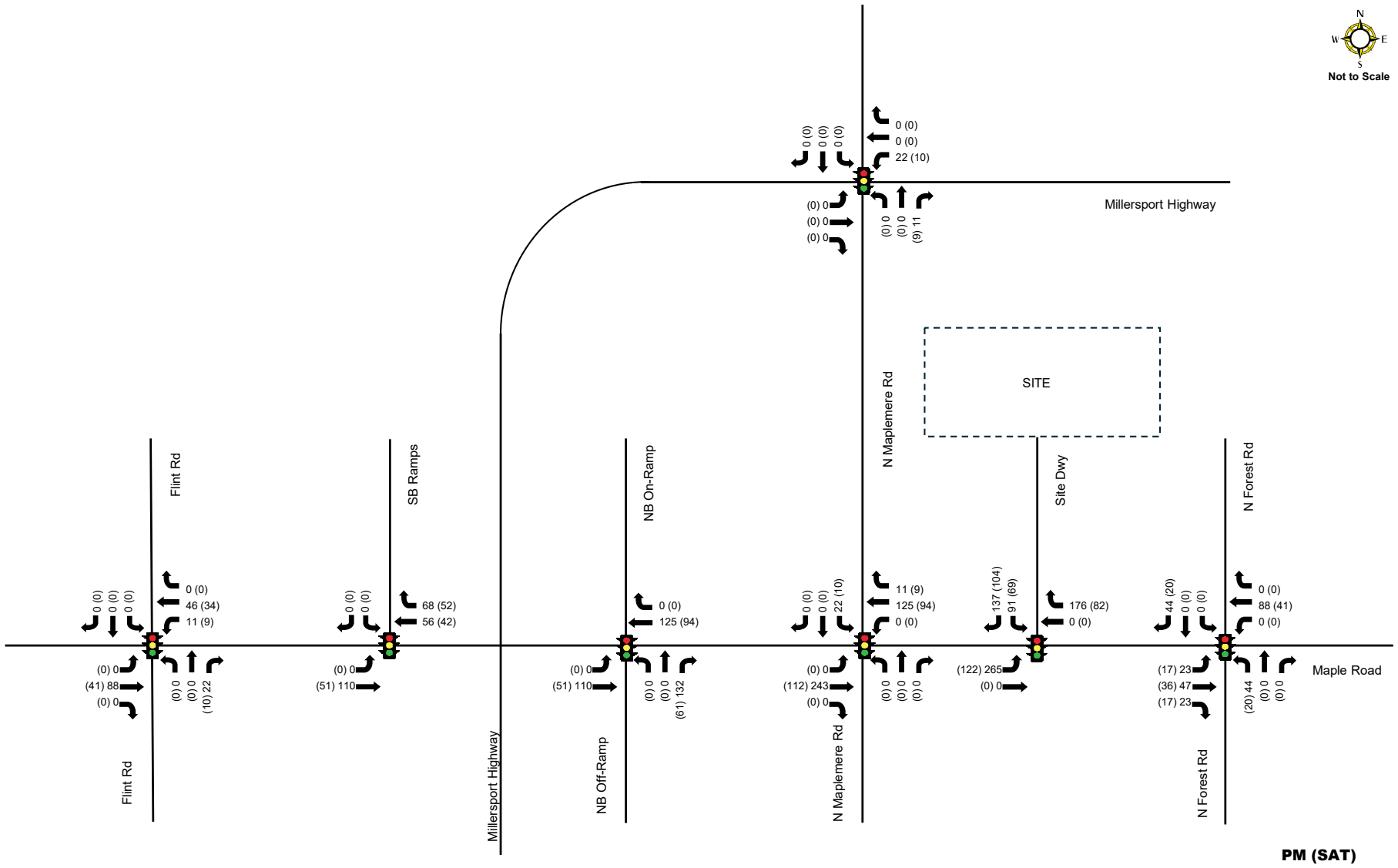
Trip Distributions

FIGURE - 3

November 2025

716 Sports Fieldhouse
Traffic Impact Study

Town of Amherst
Erie County, New York



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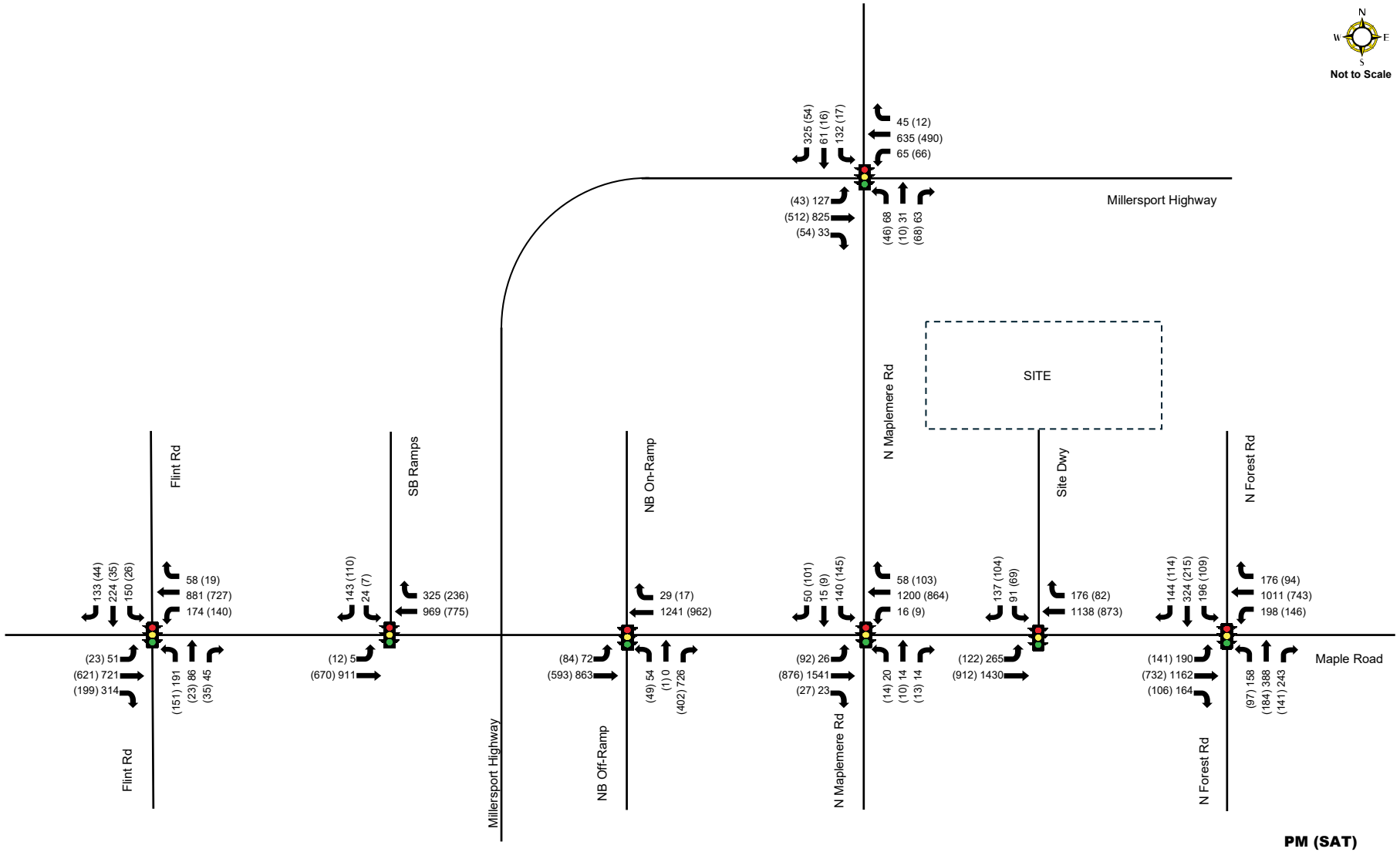
Trip Assignment

FIGURE - 4

November 2025

716 Sports Fieldhouse Traffic Impact Study

Town of Amherst
Erie County, New York



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2028 Build
Peak Hour Traffic Volumes

FIGURE - 5

November 2025

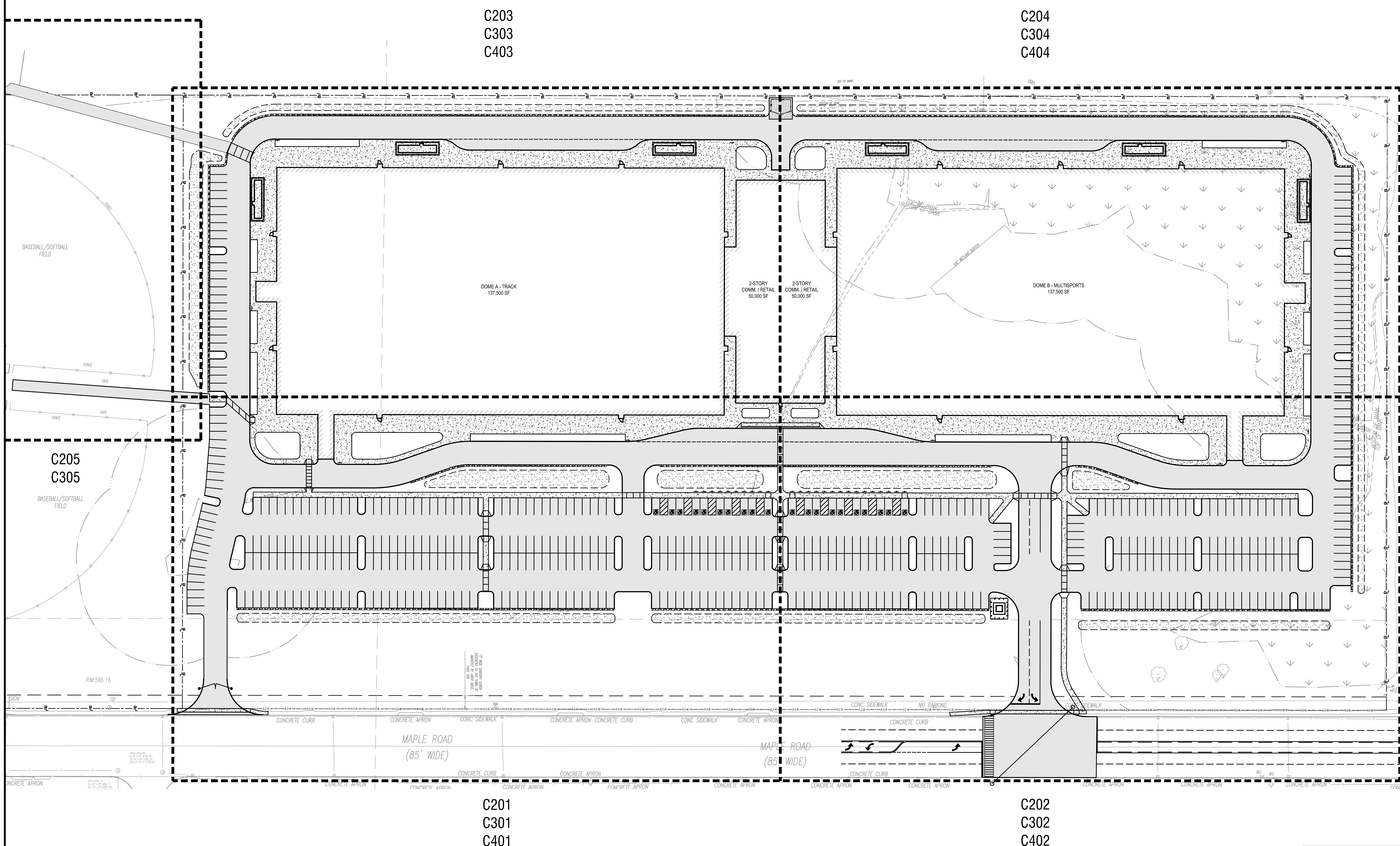
716 Sports Fieldhouse
Traffic Impact Study

Town of Amherst
Erie County, New York

ATTACHMENT A

SITE PLAN

PROPOSED SPORTS COMPLEX AND HOTEL
TOWN OF AMHERST
ERIE COUNTY, NY



1
C200
OVERALL SITE PLAN
SCALE: 1"=60'

N

0' 30' 60' 90'

PROJECT DATA

PARCEL INFORMATION	
APPLICANT	716 SPORTS COMPLEX, LLC
OWNER	TOWN OF AMHERST
PARCEL ADDRESS	330 MAPLE ROAD
TAX NUMBER	55.03-1-10
PARCEL AREA (TOTAL)	21.3 ACRES
TOTAL PROJECT AREA	21.3 ACRES
EXISTING IMPERVIOUS WITHIN PROJECT AREA	0.0 ACRES
PROPOSED IMPERVIOUS WITHIN PROJECT AREA	15.3 ACRES
TOTAL DISTURBANCE AREA	±19.0 ACRES
PARKING COUNT	520 SPACES - REQUIRED NUMBER OF SPACES TO BE DETERMINED BY PARKING ANALYSIS

ZONING INFORMATION	REQUIRED	PROPOSED
CLASSIFICATION	GB / RC 100-FT FRONTAGE CONSERVATION AREA	GB / RC 100-FT FRONTAGE CONSERVATION AREA
MIN. LOT AREA	NONE	N/A
MIN. LOT WIDTH	NONE	N/A
FRONT SETBACK	30 FT	±100 FT
SIDE SETBACK	25 FT	±91 FT
REAR SETBACK	25 FT	±91 FT
MAX. HEIGHT	*	*
MAX. BUILDING COVERAGE	NONE	N/A
MAX. INTERIOR BUILDING SEPARATION	NONE	N/A

*PER NEW YORK STATE BUILDING CODE 2020 TABLE 504.3, "ALLOWABLE BUILDING HEIGHT IN FEET ABOVE GRADE PLANE":

MAX. ALLOWED HEIGHT: 2 STORIES, 55 FEET (TYPE IIB)
PROPOSED HEIGHT: 1 STORY, AVERAGE HEIGHT 50' (100' TO RIDGE)

PER NEW YORK STATE BUILDING CODE 2020 - SECTION 3102.5 "MAXIMUM HEIGHT":

MEMBRANE STRUCTURES SHALL NOT EXCEED ONE STORY NOR SHALL SUCH STRUCTURES EXCEED THE HEIGHT LIMITATIONS IN FEET SPECIFIED IN SECTION 504.3.

EXCEPTION: NONCOMBUSTIBLE MEMBRANE STRUCTURES SERVING AS ROOFS ONLY.

TOWN OF AMHERST

LaBella
Powered by partnership.

300 Pearl Street, Suite 130
Buffalo, NY 14202
716-551-6281

labellapc.com

STATE OF NEW YORK · ROBERT JOSEPH STEEHLER · 094674 · LICENSED PROFESSIONAL ENGINEER

NOT FOR CONSTRUCTION

EXP. 02/28/2029

CERTIFICATE OF AUTHORIZATION NUMBER:
PROFESSIONAL ENGINEERING: 0021272
LAND SURVEYING: 0021271
GEOLOGICAL: 0021659

ARC BUILDING PARTNERS
100 S ELMWOOD AVE
SUITE 100
BUFFALO, NY 14202

716 SPORTS COMPLEX
330 MAPLE ROAD
AMHERST NY, 14221

NO:	DATE:	DESCRIPTION:
Revisions		

PROJECT NUMBER: 2254561

DRAWN BY: SCB/JBB

REVIEWED BY: RJS

ISSUED FOR: PERMIT

DATE: OCTOBER 8, 2025

DRAWING NAME:

OVERALL SITE PLAN

DRAWING NUMBER:

C200

Drawing Name: B:\GLOBAL\Projects\Arc Building Partners\2254561 - 716 Sports Fieldhouse Complex\06_Drawings\Civil\C200 SITE PLAN.dwg
Xref's Attached: X-BORDER 24X36; DESIGN-UTILITY; DESIGN-SITE; X-AERIAL; X-BASEMAP
Date Printed: Nov 03, 2025, 2:11pm

ATTACHMENT B1

NYSDOT SIGNAL TIMINGS

PROPOSED SPORTS COMPLEX AND HOTEL
TOWN OF AMHERST
ERIE COUNTY, NY

QUANTITY AND ITEM LIST			
SIGNAL 431			
ITEM NO.	DESCRIPTION	UNIT	QTY
206.03060005	CONDUIT EXCAV & BACKFILL (NOT IN ROADWAY)	FT	75
619.1612	MAINTAIN TRAFFIC SIGNAL EQUIP (REQ B)	INT MO	1
680.5001	POLE EXCAVATION AND CONCRETE FOUNDATION	CY	1
680.520506	CONDUIT, RIGID PLASTIC, CLASS 1, 2"	FT	75
680.6710	SIGNAL POLE - TOP MOUNT (10FT)	EA	2
680.730514	SIGNAL CABLE, 5 CONDUCTOR, 14 AWG	FT	325
680.78010005	ALTER PULLBOX FOR CONDUIT	EA	2
680.79000805	REMOVE TRAFFIC SIGNAL INSTALLATION	EA	1
680.813105	PEDESTRIAN SIGNAL MODULE 12IN, BI-MODAL HAND/MAN	EA	2
680.813106	PEDESTRIAN SIGNAL SECTION - POLYCARBONITE, TYPE 1 12IN	EA	4
680.81330010	AUDIBLE PEDESTRIAN SIGNAL	EA	2
680.8142	PEDESTRIAN SIGNAL POST TOP MOUNT ASSEMBLY	EA	2
680.81500010	PEDESTRIAN COUNT DOWN TIMER	EA	2

R10-3f

NEW PEDESTRIAN SIGNS
SHALL BE SIGN NUMBER R10-3f FROM THE MUTCD.

"RTE 263 RAMP" FOR WA1 & WA2

ARROW MAY FACE LEFT OR RIGHT,
IT IS CONTRACTORS RESPONSIBILITY FOR PROPER ARROW ORIENTATION.

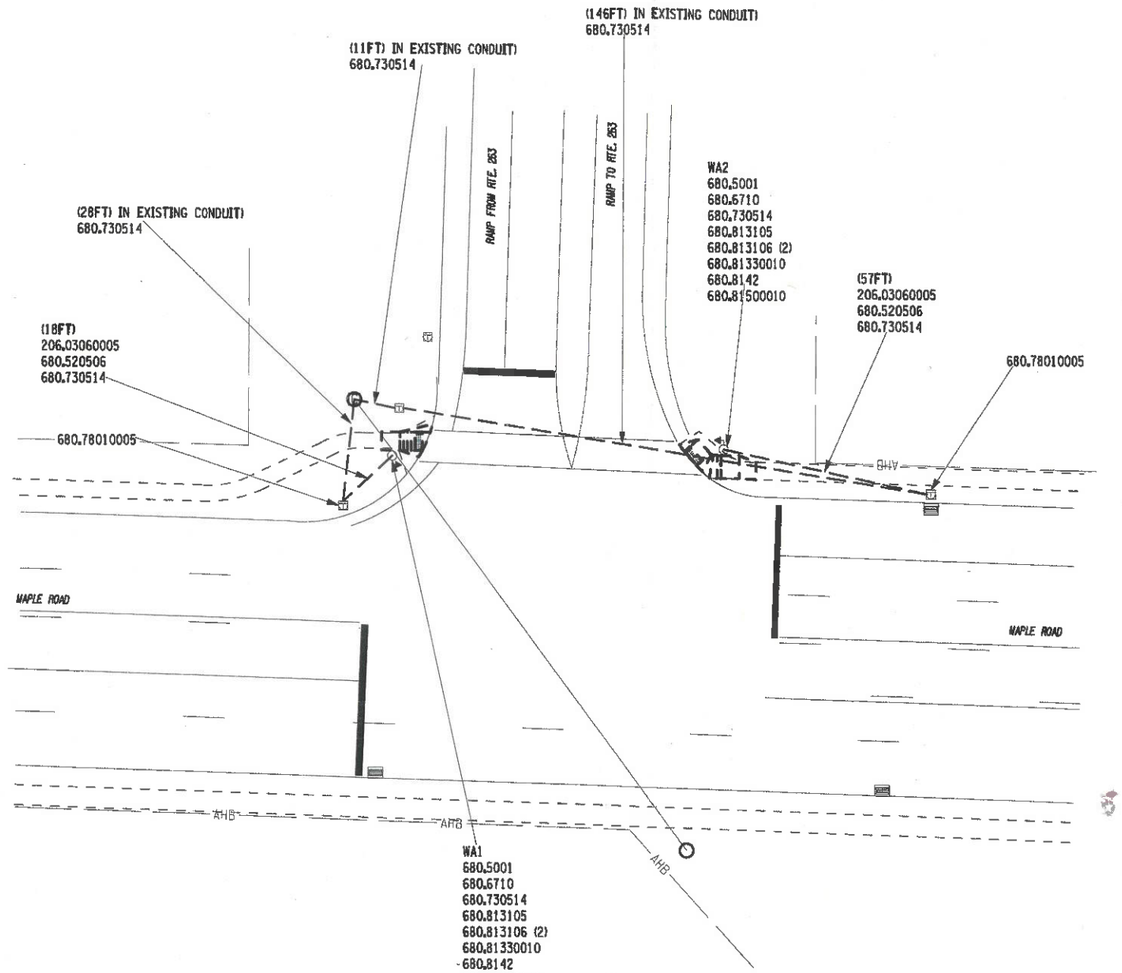
1.) PULLBOX AND EXISTING CONDUIT LOCATIONS ON PLANS ARE SHOWN BASED ON RECORD PLANS. ACTUAL FIELD LOCATIONS MAY VARY.

2.) ITEM 680.79000805, "REMOVE TRAFFIC SIGNAL INSTALLATION" SHALL INCLUDE THE REMOVAL AND STORAGE OF THE EXISTING TRAFFIC SIGNAL EQUIPMENT. ALL EQUIPMENT, EXCEPT EXISTING PEDESTRIAN SIGNAL POLE AND CABLE, SHALL BE TURNED OVER TO THE REGION 5 NYSDOT TRAFFIC SIGNAL MAINTENANCE CREW. EXISTING PEDESTRIAN SIGNAL POLES WILL BECOME THE PROPERTY OF THE CONTRACTOR.

UNLESS OTHERWISE NOTED,
"REMOVE TRAFFIC SIGNAL INSTALLATION",
ITEM 680.79000805, SHALL INCLUDE:

-ALL EXISTING PEDESTRIAN SIGNAL CABLE
-ALL EXISTING PEDESTRIAN PUSH BUTTONS AND SIGNS
-ALL EXISITNG PEDESTRIAN SIGNAL HEADS AND BRACKETS
-ALL EXISITNG PEDESTRIAN SIGNAL POLES

NYSDOT TRAFFIC SIGNAL #431
MAPLE RD @ RAMP TO/FROM RTE 263



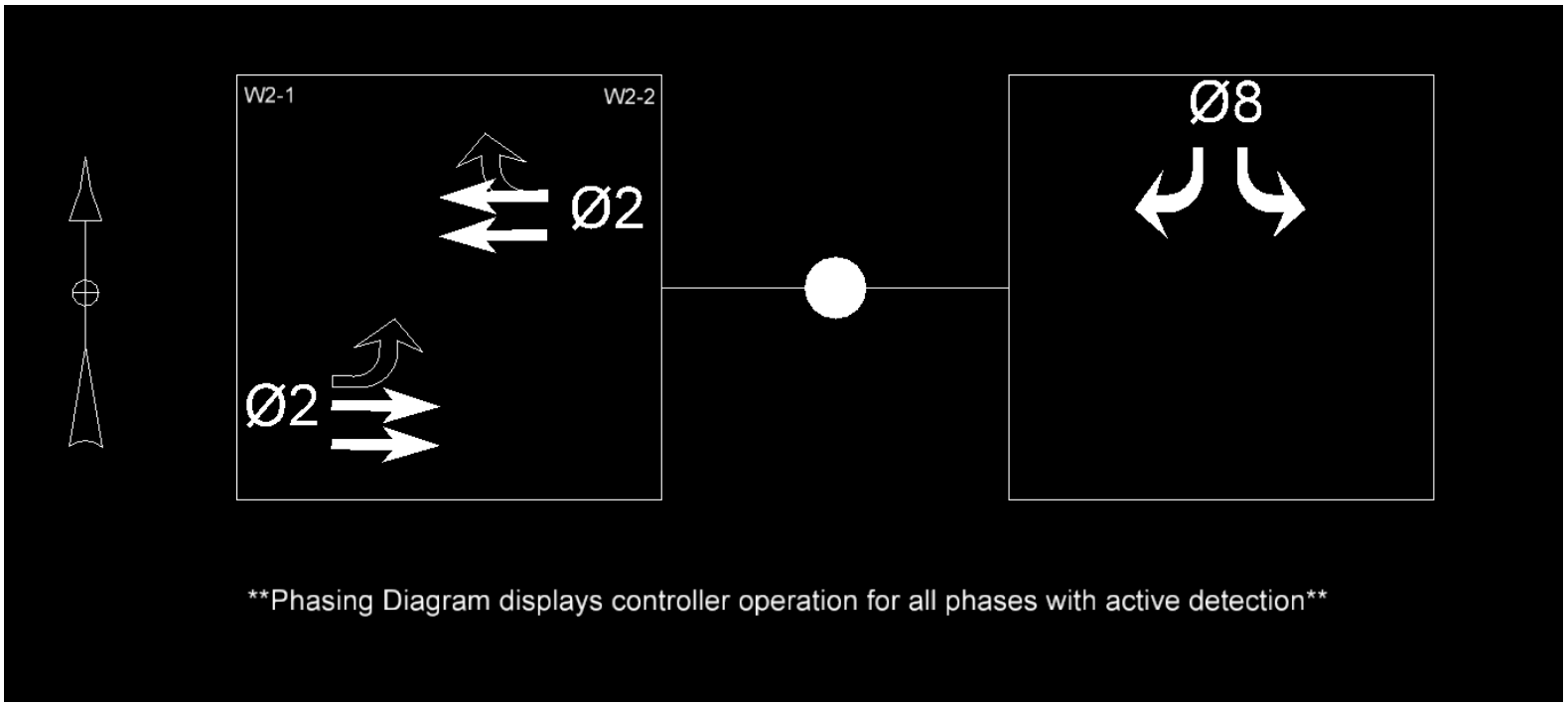
AFFIX SEAL:	ALTERED BY:
ON:	ON:
1-21-16	

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	ADA COMPLIANCE ON VARIOUS ROUTES ERIE AND NIAGARA COUNTIES COUNTY: VARIOUS REGION: 5	PIN 5808.30	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED SIGNAL 431 - GENERAL PLAN SHEET	CONTRACT NUMBER D263157 DRAWING NO. 431-1 SHEET NO. 35

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

DESIGN SUPERVISOR K. LORENZ JOB MANAGER M.F. CHRISTNER DESIGN K. GORECKI DRAFTING K. GORECKI CHECK R. LUNZ PROJECT MANAGER K. LORENZ CHECK R. LUNZ

FILE NAME = 580830_CPM_SIG431_1.dgn
DATE/TIME = 12-JAN-2016 11:32
USER = rlunz



Phasing Diagram displays controller operation for all phases with active detection

53431

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green		10						6
Gap, Ext		4						4
Max 1		40						30
Max 2								
Yel Clearance	3.5	4.3	3.5	3.5	3.5	3.5	3.5	4.3
Red Clearance	1.5	2	1.5	1.5	1.5	1.5	1.5	1.9
Walk		7						
Ped Clearance		22						
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								

Options [1.1.2]

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

Options+ [1.1.3]

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

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

Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq
1	140	20	1	1	13	0	0	13	1	25	0	0	0	1	37	0	0	0	1
2	150	45	2	1	14	0	0	14	1	26	0	0	0	1	38	0	0	0	1
3	160	121	3	1	15	0	0	15	1	27	0	0	0	1	39	0	0	0	1
4	130	33	4	1	16	0	0	16	1	28	0	0	0	1	40	0	0	0	1
5	140	59	5	1	17	0	0	17	1	29	0	0	0	1	41	0	0	0	1
6	140	66	6	1	18	0	0	18	1	30	0	0	0	1	42	0	0	0	1
7	75	0	7	1	19	0	0	19	1	31	0	0	0	1	43	0	0	0	1
8	0	0	8	1	20	0	0	20	1	32	0	0	0	1	44	0	0	0	1
9	0	0	9	1	21	0	0	21	1	33	0	0	0	1	45	0	0	0	1
10	0	0	10	1	22	0	0	22	1	34	0	0	0	1	46	0	0	0	1
11	0	0	11	1	23	0	0	23	1	35	0	0	0	1	47	0	0	0	1
12	0	0	12	1	24	0	0	24	1	36	0	0	0	1	48	0	0	0	1

Split		1	2	3	4	5	6	7	8	Split		1	2	3	4	5	6	7	8
1	Coor	0	90	0	50	0	90	0	50	13	Coor	0	0	0	0	0	0	0	0
	2	NON	Max	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
2	Coor	0	95	0	55	0	95	0	55	14	Coor	0	0	0	0	0	0	0	0
	2	NON	Max	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
3	Coor	0	100	0	60	0	100	0	60	15	Coor	0	0	0	0	0	0	0	0
	2	NON	Max	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
4	Coor	0	80	0	50	0	80	0	50	16	Coor	0	0	0	0	0	0	0	0
	2	NON	Max	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
5	Coor	0	80	0	60	0	80	0	60	17	Coor	0	0	0	0	0	0	0	0
	2	NON	Max	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
6	Coor	0	80	0	60	0	80	0	60	18	Coor	0	0	0	0	0	0	0	0
	2	NON	Max	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
7	Coor	0	50	0	25	0	50	0	25	19	Coor	0	0	0	0	0	0	0	0
	2	NON	Max	NON	NON	NON	Max	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
8	Coor	0	0	0	0	0	0	0	0	20	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
9	Coor	0	0	0	0	0	0	0	0	21	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
10	Coor	0	0	0	0	0	0	0	0	22	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
11	Coor	0	0	0	0	0	0	0	0	23	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
12	Coor	0	0	0	0	0	0	0	0	24	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON

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

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	Red	OFF
2	1	Red	ON
3	1	Red	OFF
4	1	Red	OFF
5	2	Red	OFF
6	2	Red	OFF
7	2	Red	OFF
8	2	Red	ON

Coord Modes [2.1]

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

Auto Flash [1.4.1]

Auto Flash	PH_OVLP
Flash Yel	45
Flash Red	20

Unit Params [1.2.1]

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

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

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

1	Included Ø									Type	NORMAL	9	Included Ø									Type	NORMAL
	Modifier Ø									Grn			Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
A	Conflict Olap									Red	1.5	I	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
2	Included Ø									Type	NORMAL	10	Included Ø									Type	NORMAL
	Modifier Ø									Grn			Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
B	Conflict Olap									Red	1.5	J	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
3	Included Ø									Type	NORMAL	11	Included Ø									Type	NORMAL
	Modifier Ø									Grn			Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
C	Conflict Olap									Red	1.5	K	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
4	Included Ø									Type	NORMAL	12	Included Ø									Type	NORMAL
	Modifier Ø									Grn			Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
D	Conflict Olap									Red	1.5	L	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
5	Included Ø									Type	NORMAL	13	Included Ø									Type	NORMAL
	Modifier Ø									Grn			Modifier Ø									Grn	
	Conf o0l									Yel	3.5		Conflict Ø									Yel	3.5
E	Conflict Olap									Red	1.5	M	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
6	Included Ø									Type	NORMAL	14	Included Ø									Type	NORMAL
	Modifier Ø									Grn			Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
F	Conflict Olap									Red	1.5	N	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
7	Included Ø									Type	NORMAL	15	Included Ø									Type	NORMAL
	Modifier Ø									Grn			Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
G	Conflict Olap									Red	1.5	O	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
8	Included Ø									Type	NORMAL	16	Included Ø									Type	NORMAL
	Modifier Ø									Grn			Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
H	Conflict Olap									Red	1.5	P	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	

Channel Settings [1.8.1]

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

Channel+ Settings [1.8.4]

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

Coord Transition, CoorPhs [2.5]

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

Channel Params[1.8.3]

C1 IO Mode	User	Single BIU Map	DEFAULT	Invert Rail Input	OFF

Veh Par 1-64 [5.1]

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

Veh Par 1-64 [5.1]

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

Vehicle Options 1-64 [5.2]

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

Vehicle Options 1-64 [5.2]

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

Parameters+ 1-64 [5.3]

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

Parameters+ 1-64 [5.3]

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

Ped Det Parms [5.4]

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

Unit Paramters [1.2.1]

TS2 Det Faults	

Vol/Occ Report Parm [1.5.8]

Vol/Occ Period Minutes
Vol/Occ Period Minutes

263 @ Maple Rd. (West)


Src
ON
0
15

Annual Schedule [4.3] — **Month of Year** — **Day of Week** — **Date**

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

Day Plans [4.4]

Day Plan 1

	Hour	Min	Act		Hour	Min	Act
1	7	0	1	9	0	0	0
2	10	0	2	10	0	0	0
3	16	0	3	11	0	0	0
4	20	0	25	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 2

	Hour	Min	Act		Hour	Min	Act
1	7	0	4	9	0	0	0
2	10	0	5	10	0	0	0
3	16	0	6	11	0	0	0
4	20	0	25	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 3

	Hour	Min	Act		Hour	Min	Act
1	7	0	7	9	0	0	0
2	20	0	25	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 4

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

Day Plan 5

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

Day Plan 6

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

Day Plan 7

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

Day Plan 8

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

Day Plan 9

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

Day Plan 10

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

Day Plan 11

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

Day Plan 12

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

Day Plan 13

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

Day Plan 14

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

Day Plan 15

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

Action Table [4.5]

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

Coord Alternate Tables - Pat+ [2.6]

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

NYSDOT TRAFFIC SIGNAL #432
MAPLE RD @ RAMP FROM RTE 263

QUANTITY AND ITEM LIST			
SIGNAL 432			
ITEM NO.	DESCRIPTION	UNIT	QTY
206.03050005	CONDUIT EXCAV & BACKFILL (IN ROADWAY)	FT	63
206.03060005	CONDUIT EXCAV & BACKFILL (NOT IN ROADWAY)	FT	190
619.1612	MAINTAIN TRAFFIC SIGNAL EQUIP (REQ B)	INT MO	1
680.5001	POLE EXCAVATION AND CONCRETE FOUNDATION	CY	2
680.51000105	ALTER ELEVATION OF PULLBOX	EA	1
680.50500005	REMOVE POLE FOUNDATION	EA	2
680.510301	PULLBOX-CIRC., 24" DIA. REINF. CONC.	EA	1
680.520506	CONDUIT, RIGID PLASTIC, CLASS 1, 2"	FT	253
680.6710	SIGNAL POLE - TOP MOUNT (10FT)	EA	4
680.730514	SIGNAL CABLE, 5 CONDUCTOR, 14 AWG	FT	938
680.78010005	ALTER PULLBOX FOR CONDUIT	EA	5
680.79000905	REMOVE TRAFFIC SIGNAL INSTALLATION	EA	1
680.813105	PEDESTRIAN SIGNAL MODULE 12IN, BI-MODAL HAND/MAN	EA	4
680.813106	PEDESTRIAN SIGNAL SECTION - POLYCARBONITE, TYPE 1 12IN	EA	8
680.81330010	AUDIBLE PEDESTRIAN SIGNAL	EA	4
680.8142	PEDESTRIAN SIGNAL POST TOP MOUNT ASSEMBLY	EA	4
680.81500010	PEDESTRIAN COUNT DOWN TIMER	EA	4

R10-3i

NEW PEDESTRIAN SIGNS SHALL BE SIGN NUMBER R10-3i FROM THE MUTCD.

"RTE 263 RAMP" FOR WA1, WA2, WA3 & WA4

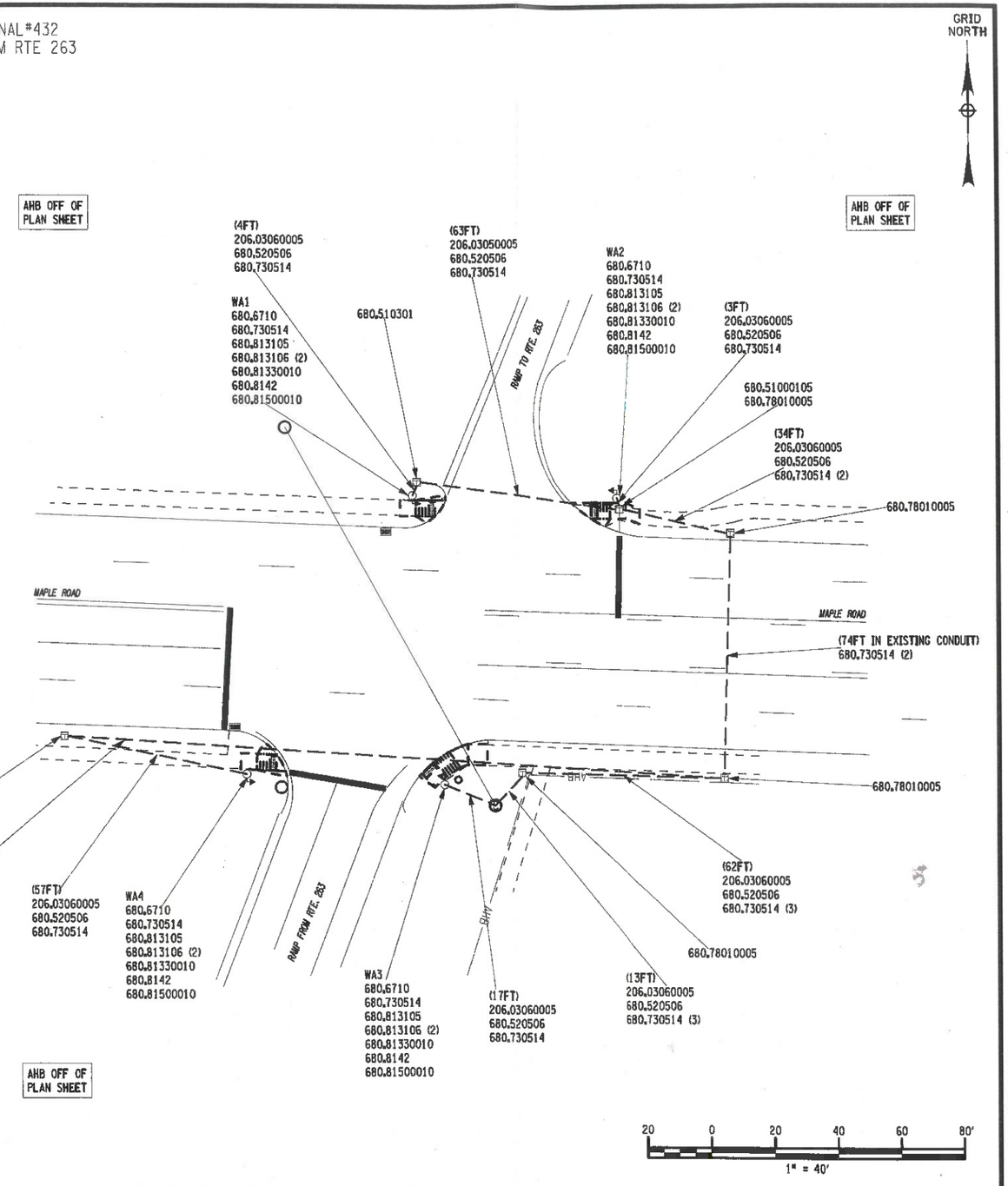
ARROW MAY FACE LEFT OR RIGHT, IT IS CONTRACTORS RESPONSIBILITY FOR PROPER ARROW ORIENTATION.

1.) PULLBOX AND EXISTING CONDUIT LOCATIONS ON PLANS ARE SHOWN BASED ON RECORD PLANS. ACTUAL FIELD LOCATIONS MAY VARY.

2.) ITEM 680.79000905, "REMOVE TRAFFIC SIGNAL INSTALLATION" SHALL INCLUDE THE REMOVAL AND STORAGE OF THE EXISTING TRAFFIC SIGNAL EQUIPMENT. ALL EQUIPMENT, EXCEPT EXISTING PEDESTRIAN SIGNAL POLE AND CABLE, SHALL BE TURNED OVER TO THE REGION 5 NYSDOT TRAFFIC SIGNAL MAINTENANCE CREW. EXISTING PEDESTRIAN SIGNAL POLES WILL BECOME THE PROPERTY OF THE CONTRACTOR.

UNLESS OTHERWISE NOTED,
"REMOVE TRAFFIC SIGNAL INSTALLATION",
ITEM 680.79000905, SHALL INCLUDE:

-ALL EXISTING PEDESTRIAN SIGNAL CABLE
-ALL EXISTING PEDESTRIAN PUSH BUTTONS AND SIGNS
-ALL EXISITNG PEDESTRIAN SIGNAL HEADS AND BRACKETS
-ALL EXISITNG PEDESTRIAN SIGNAL POLES



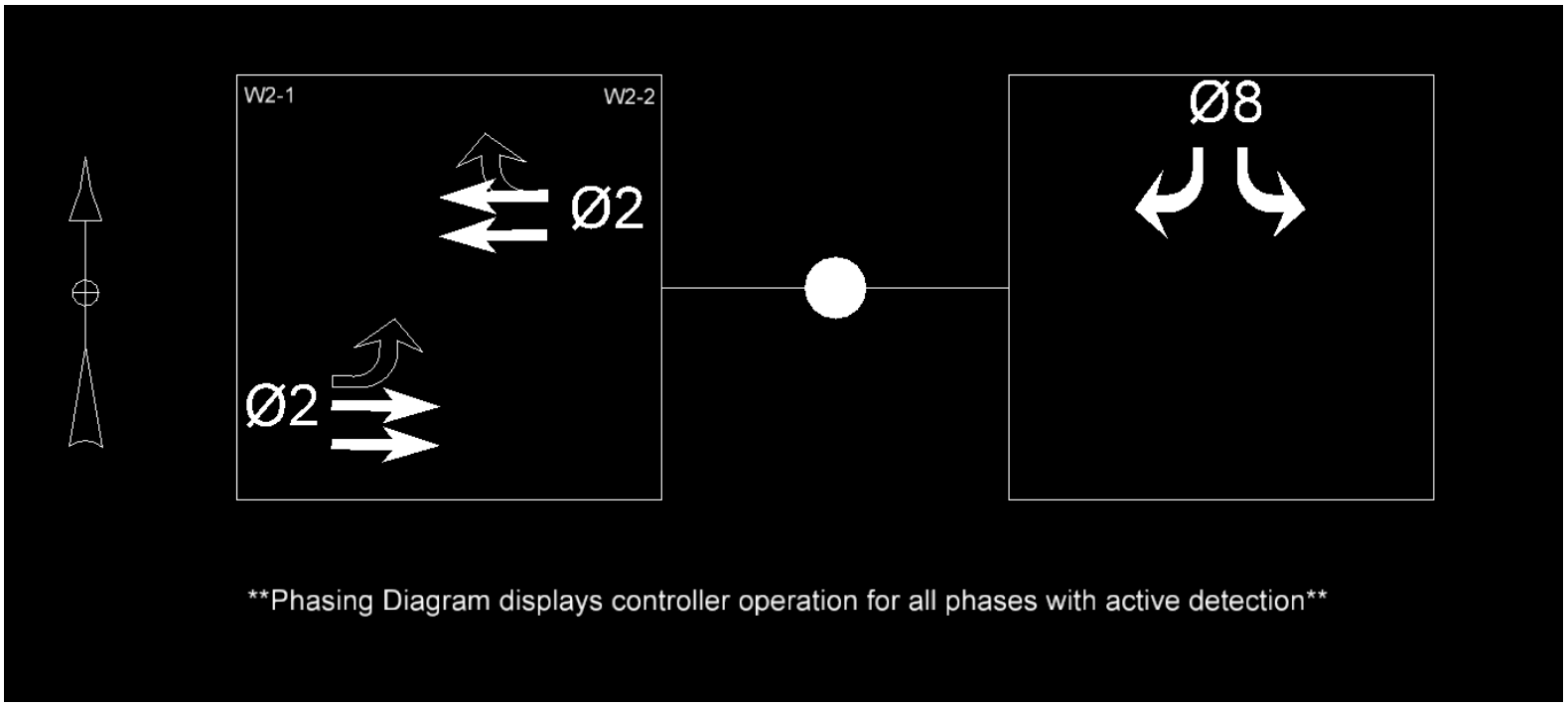
AFFIX SEAL: ON:	ALTERED BY: ON:
1-21-16 	

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	ADA COMPLIANCE ON VARIOUS ROUTES ERIE AND NIAGARA COUNTIES COUNTY: VARIOUS REGION: 5	PIN 5808.30	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED SIGNAL 432 - GENERAL PLAN SHEET	CONTRACT NUMBER D263157 DRAWING NO. 432-1 SHEET NO. 36

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

DESIGN SUPERVISOR K. LORENZ JOB MANAGER M.F. CHRISTNER DESIGN K. GORECKI CHECK R. LUNZ DRAFTING K. GORECKI CHECK R. LUNZ PROJECT MANAGER K. LORENZ

FILE NAME = 580830_CPN_SIG432_1.dgn
DATE/TIME = 12-JAN-2016 11:32
USER = rlunz



Phasing Diagram displays controller operation for all phases with active detection

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green		20		6				
Gap, Ext		4		2				
Max 1		40		30				
Max 2								
Yel Clearance	3.5	4.3	3.5	4.3	3.5	3.5	3.5	3.5
Red Clearance	1.5	1.7	1.5	1.9	1.5	1.5	1.5	1.5
Walk		7						
Ped Clearance		16						
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								

Options [1.1.2]

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

Options+ [1.1.3]

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

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

Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq
1	140	12	1	1	13	0	0	13	1	25	0	0	0	1	37	0	0	0	1
2	150	35	2	1	14	0	0	14	1	26	0	0	0	1	38	0	0	0	1
3	160	80	3	1	15	0	0	15	1	27	0	0	0	1	39	0	0	0	1
4	130	39	4	1	16	0	0	16	1	28	0	0	0	1	40	0	0	0	1
5	140	43	5	1	17	0	0	17	1	29	0	0	0	1	41	0	0	0	1
6	140	67	6	1	18	0	0	18	1	30	0	0	0	1	42	0	0	0	1
7	0	0	7	1	19	0	0	19	1	31	0	0	0	1	43	0	0	0	1
8	0	0	8	1	20	0	0	20	1	32	0	0	0	1	44	0	0	0	1
9	0	0	9	1	21	0	0	21	1	33	0	0	0	1	45	0	0	0	1
10	0	0	10	1	22	0	0	22	1	34	0	0	0	1	46	0	0	0	1
11	0	0	11	1	23	0	0	23	1	35	0	0	0	1	47	0	0	0	1
12	0	0	12	1	24	0	0	24	1	36	0	0	0	1	48	0	0	0	1

Split		1	2	3	4	5	6	7	8	Split		1	2	3	4	5	6	7	8
1	Coor	0	74	0	66	0	0	0	0	13	Coor	0	0	0	0	0	0	0	0
	2	NON	Max	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
2	Coor	0	85	0	65	0	0	0	0	14	Coor	0	0	0	0	0	0	0	0
	2	NON	Max	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
3	Coor	0	90	0	70	0	0	0	0	15	Coor	0	0	0	0	0	0	0	0
	2	NON	Max	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
4	Coor	0	65	0	65	0	0	0	0	16	Coor	0	0	0	0	0	0	0	0
	2	NON	Max	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
5	Coor	0	80	0	60	0	0	0	0	17	Coor	0	0	0	0	0	0	0	0
	2	NON	Max	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
6	Coor	0	72	0	68	0	0	0	0	18	Coor	0	0	0	0	0	0	0	0
	2	NON	Max	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
7	Coor	0	0	0	0	0	0	0	0	19	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
8	Coor	0	0	0	0	0	0	0	0	20	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
9	Coor	0	0	0	0	0	0	0	0	21	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
10	Coor	0	0	0	0	0	0	0	0	22	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
11	Coor	0	0	0	0	0	0	0	0	23	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
12	Coor	0	0	0	0	0	0	0	0	24	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON

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

53432

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	Red	OFF
2	1	Red	ON
3	1	Red	OFF
4	1	Red	ON
5	2	Red	OFF
6	2	Red	OFF
7	2	Red	OFF
8	2	Red	OFF

Coord Modes [2.1]

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

Auto Flash [1.4.1]

Auto Flash	PH_OVLP
Flash Yel	45
Flash Red	20

Unit Params [1.2.1]

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

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

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

1	Included Ø									Type	NORMAL	9	Included Ø									Type	NORMAL
	Modifier Ø									Grn			Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
A	Conflict Olap									Red	1.5	I	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
2	Included Ø									Type	NORMAL	10	Included Ø									Type	NORMAL
	Modifier Ø									Grn			Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
B	Conflict Olap									Red	1.5	J	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
3	Included Ø									Type	NORMAL	11	Included Ø									Type	NORMAL
	Modifier Ø									Grn			Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
C	Conflict Olap									Red	1.5	K	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
4	Included Ø									Type	NORMAL	12	Included Ø									Type	NORMAL
	Modifier Ø									Grn			Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
D	Conflict Olap									Red	1.5	L	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
5	Included Ø									Type	NORMAL	13	Included Ø									Type	NORMAL
	Modifier Ø									Grn			Modifier Ø									Grn	
	Conf o0l									Yel	3.5		Conflict Ø									Yel	3.5
E	Conflict Olap									Red	1.5	M	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
6	Included Ø									Type	NORMAL	14	Included Ø									Type	NORMAL
	Modifier Ø									Grn			Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
F	Conflict Olap									Red	1.5	N	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
7	Included Ø									Type	NORMAL	15	Included Ø									Type	NORMAL
	Modifier Ø									Grn			Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
G	Conflict Olap									Red	1.5	O	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
8	Included Ø									Type	NORMAL	16	Included Ø									Type	NORMAL
	Modifier Ø									Grn			Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
H	Conflict Olap									Red	1.5	P	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	

Channel Settings [1.8.1]

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

Channel+ Settings [1.8.4]

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

Coord Transition, CoorPhs [2.5]

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

Channel Params[1.8.3]

C1 IO Mode	User	Single BIU Map	DEFAULT	Invert Rail Input	OFF

Veh Par 1-64 [5.1]

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

Veh Par 1-64 [5.1]

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

Vehicle Options 1-64 [5.2]

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

Vehicle Options 1-64 [5.2]

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

Parameters+ 1-64 [5.3]

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

Parameters+ 1-64 [5.3]

Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
33						NORM	
34						NORM	
35						NORM	
36						NORM	
37						NORM	
38						NORM	
39						NORM	
40						NORM	
41						NORM	
42						NORM	
43						NORM	

Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
44						NORM	
45						NORM	
46						NORM	
47						NORM	
48						NORM	
49						NORM	
50						NORM	
51						NORM	
52						NORM	
53						NORM	
54						NORM	

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

263 @ Maple Rd (East)

Ped Det Parms [5.4]

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

Unit Paramters [1.2.1]

TS2 Det Faults	

Vol/Occ Report Parm [1.5.8]

Vol/Occ Period Minutes
Vol/Occ Period Minutes


Src
ON
0
15

Annual Schedule [4.3] — **Month of Year** — **Day of Week** — **Date**

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

Day Plans [4.4]

Day Plan 1

	Hour	Min	Act		Hour	Min	Act
1	7	0	1	9	0	0	0
2	10	0	2	10	0	0	0
3	16	0	3	11	0	0	0
4	20	0	25	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 2

	Hour	Min	Act		Hour	Min	Act
1	7	0	4	9	0	0	0
2	10	0	5	10	0	0	0
3	16	0	6	11	0	0	0
4	20	0	25	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 3

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

Day Plan 4

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

Day Plan 5

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

Day Plan 6

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

Day Plan 7

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

Day Plan 8

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

Day Plan 9

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

Day Plan 10

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

Day Plan 11

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

Day Plan 12

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

Day Plan 13

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

Day Plan 14

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

Day Plan 15

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

Action Table [4.5]

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

Coord Alternate Tables - Pat+ [2.6]

Pat#	ØOpt	ØTime	DetG	Call Inh	CIC	CNA1	Overlap Off 1	2	3	4	5	6	7	8	Dia	Max2
1		1													DFT	
2		1													DFT	
3	1	1													DFT	
4		1													DFT	
5		1													DFT	
6	1	1													DFT	
7															DFT	
8															DFT	
9															DFT	
10															DFT	
11															DFT	
12															DFT	
13															DFT	
14															DFT	
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23															DFT	
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27															DFT	
28															DFT	
29															DFT	
30															DFT	
31															DFT	
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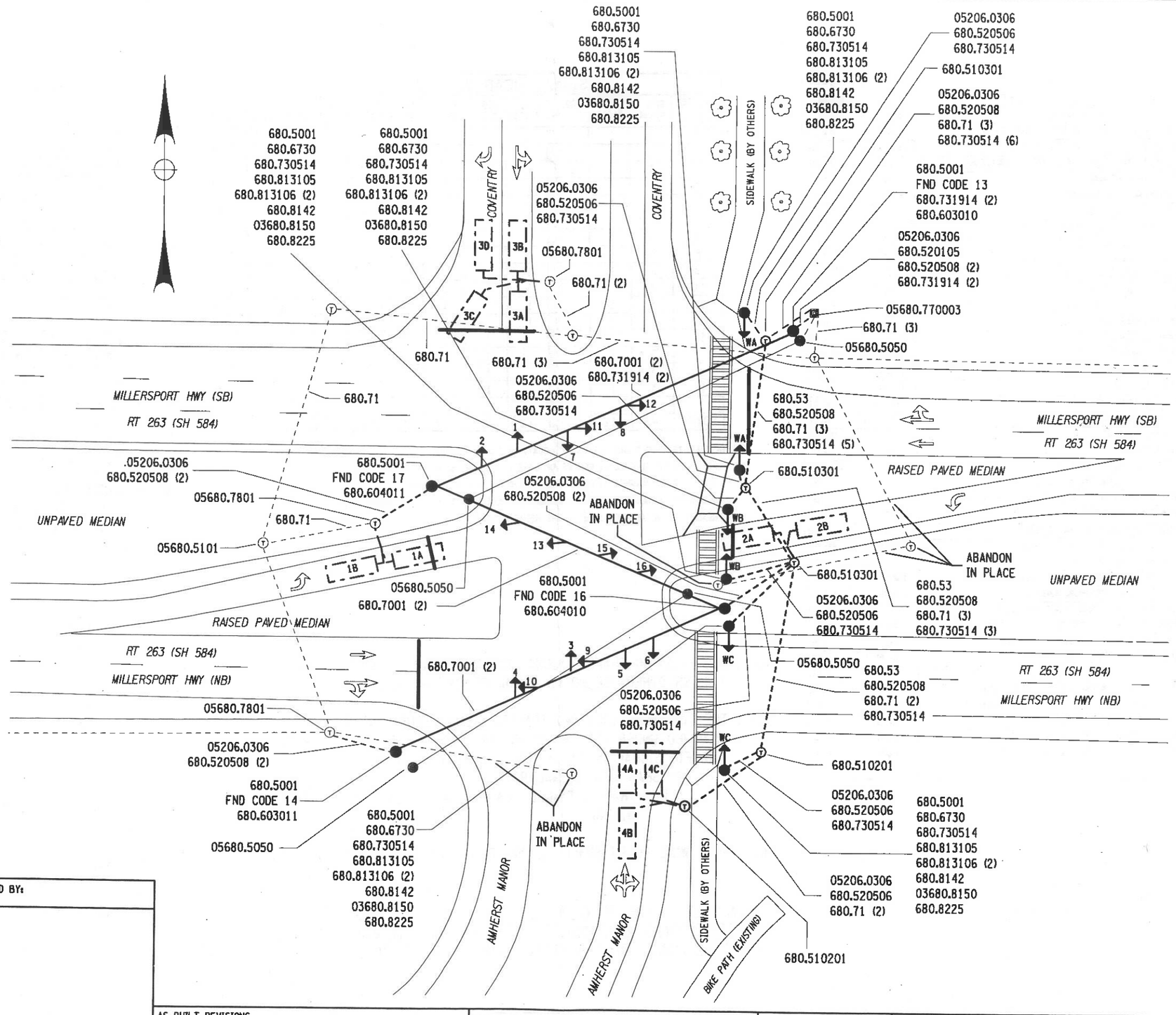
46															DFT	
47															DFT	
48															DFT	



PREPARED BY: ON:	ALTERED BY: ON:

AS BUILT REVISIONS
DESCRIPTION OF WORK:

SIGNATURE _____ DATE _____

DOCUMENT NAME: SIG417.DGN

SIGNAL IMPROVEMENTS/INSTALLATION PROJECT SFY 09/10
VARIOUS LOCATIONS IN REGION 5

COUNTY: ERIE

PIN 5805.90
PS&E DATE 3/17/09

BRIDGES

CULVERTS

ALL DIMENSIONS IN m UNLESS OTHERWISE NOTED

RT 263 MILLERSPORT AT COVENTRY

NYSDOT TRAFFIC SIGNAL #417 (ERIE)

CONTRACT NUMBER D261074

DRAWING NO. SIG-11
SHEET NO. 15

NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION 05

DESIGN SUPERVISOR S. S. VAIDYA JOB MANAGER R. LUNZ DESIGNED BY PETER CALABRESE CHECKED BY RICHARD LUNZ
ESTIMATED BY P.CALABRESE DRAFTED BY PETER CALABRESE CHECKED BY R. LUNZ

FILE NAME = SIG417.DGN
DATE/TIME = 17-MAR-2009 11:03
USER = fdegeorge

ITEM	QUANTITY AND ITEM LIST DESCRIPTION	UNIT	Project Total QTY
05206.0306	CONDUIT EXCAV & BACKFILL (NOT IN ROADWAY)	M	82.00
619.1611	MAINTAIN TRAFFIC SIGNAL EQUIP (REQ A)	INT MO	12.00
680.5001	POLE EXCAVATION AND CONCRETE FOUNDATION	CM	19.00
05680.5050	REMOVE POLE FOUNDATION	M	1.20
05680.5101	ALTER ELEVATION OF PULLBOX	EACH	1.00
680.510201	PULLBOX-CIRC., 450 mm DIA, REINF. CONC.	EACH	2.00
680.510301	PULLBOX-CIRC., 600 mm DIA, REINF. CONC.	EACH	3.00
680.520105	CONDUIT, STEEL, ZINC COATED, 1-1/2 NPS	M	4.00
680.520506	CONDUIT, RIGID PLASTIC, CLASS 1, 2 NPS	M	45.00
680.520508	CONDUIT, RIGID PLASTIC, CLASS 1, 3 NPS	M	139.00
680.53	CONDUIT JACKING OR BORING	M	52.00
05680.530803	CONDUIT, FLEX LIQ-TIGHT NON-METAL, 1 NPS	M	24.00
680.54	INDUCTANCE LOOP INSTALLATION	M	225.00
680.603010	SIGNAL POLE-SPAN WIRE	EACH	1.00
680.603011	SIGNAL POLE-SPAN WIRE	EACH	1.00
680.604010	SIGNAL POLE-SPAN WIRE	EACH	1.00
680.604011	SIGNAL POLE-SPAN WIRE	EACH	1.00
680.6730	SIGNAL POLE-POST TOP MOUNT	EACH	6.00
680.7001	SINGLE SPAN WIRE ASSEMBLY	EACH	6.00
680.71	SHIELDED LEAD-IN CABLE	M	428.00
680.72	INDUCTANCE LOOP WIRE	M	599.00
680.730514	SIGNAL CABLE, 5 CONDUCTORS 14 AWG	M	296.00
680.731914	SIGNAL CABLE, 19 CONDUCTORS 14 AWG	M	253.00
05680.770003	MODIFY TRAFFIC SIGNAL INSTALLATION, LOC 417	ELOC	1.00
05680.7801	ALTER PULLBOX FOR CONDUITS	EACH	3.00
05680.790005	REMOVE TRAFFIC SIGNAL INSTALLATION	ELOC	1.00
680.810101	SIGNAL MODULE-300 mm, RED BALL,LED	EACH	16.00
680.810103	SIGNAL MODULE-300 mm, YELLOW BALL, LED	EACH	12.00
680.810104	SIGNAL MODULE-300 mm, YELLOW ARROW,LED	EACH	4.00
680.810105	SIGNAL MODULE-300 mm, GREEN BALL,LED	EACH	12.00
680.810106	SIGNAL MODULE-300 mm, GREEN ARROW,LED	EACH	4.00
680.810601	SIGNAL SECTION, POLYCARBONITE,TYPE I, 300 mm	EACH	48.00
680.8111	TRAFFIC SIGNAL BRACKET ASSEMBLY - 1 WAY	EACH	16.00
680.8120	TRAFFIC SIGNAL DISCONNECT HANGER	EACH	16.00
680.813105	PED MODULE - 300mm, BI-MODAL HAND/MAN, LED	EACH	6.00
680.813106	PED SIGNAL SEC. - POLYCARBONATE TYPE I, 300 mm	EACH	12.00
680.8142	PEDESTRIAN SIGNAL POST TOP MOUNT ASSEMBLY	EACH	6.00
03680.8150	PEDESTRIAN COUNT DOWN TIMER	EACH	6.00
680.8201	OVERHEAD SIGN ASSEMBLY, TYPE A	EACH	6.00
680.8225	PEDESTRIAN PUSHBUTTON AND SIGN - W/O POST	EACH	6.00

SIGNAL HEAD DATA TABLE

FACE \ ITEM	680. 810601	680. 810101	680. 810102	680. 810103	680. 810104	680. 810105	680. 810106	680. 8111	680. 8112	680. 8113	680. 8114	680. 8120
1	3	1		1		1		1				1
2	3	1		1		1		1				1
3	3	1		1		1		1				1
4	3	1		1		1		1				1
5	3	1		1		1		1				1
6	3	1		1		1		1				1
7	3	1		1		1		1				1
8	3	1		1		1		1				1
9	3	1		1		1		1				1
10	3	1		1		1		1				1
11	3	1		1		1		1				1
12	3	1		1		1		1				1
13	3	1			1		1	1				1
14	3	1			1		1	1				1
15	3	1			1		1	1				1
16	3	1			1		1	1				1
TOTAL	48	16		12	4	12	4	16				16

INSTALL TRAFFIC SIGNAL HEADS AT LOCATIONS SHOWN BELOW:
HEADS TO BE ALIGNED IN CENTER OF LANE : 1, 2, 4, 5, 8, 9, 10, 11, 12
HEADS TO BE ALIGNED WITH EDGE OF PAVEMENT: 13, 14, 15, 16
HEADS TO BE ALIGNED WITH CENTERLINE OF MEDIAN : 3, 7
HEAD 6 TO BE ALIGNED 3.3m TO THE RIGHT OF HEAD 5.

DETECTOR DATA TABLE

NO.	680. 54	680. 72	680. 71	05206. 0306	05680. 530803
1A	21	55	117	3	3
1B	21	55			3
2A	20	54	45	2	2
2B	20	54			2
3A	20	54	48	2	2
3B	20	54			2
3C	22	56	48		2
3D	22	56			2
4A	20	54	85	2	2
4B	20	54			2
4C	19	53	85	2	2
TOTAL	225	599	428	11	24

NOTE: 1.83m X 6.1m LOOPS SHALL HAVE 3 TURNS OF WIRE.
NOTE: 1.83m X 1,83m LOOPS SHALL HAVE 4 TURNS OF WIRE.
NOTE: THE LEADING EDGE OF THE FIRST LOOP SHALL BE INSTALLED 1.5m IN FRONT OF THE STOP LINE.

NOTE: UNDER PROVISIONS OF 05680.770003 CONTRACTOR SHALL MODIFY CONTROLLER FOUNDATION BASE TO ACCEPT CONDUIT A.O.B.E.

NOTE: ALL EXISTING TRAFFIC SIGNAL EQUIPMENT WILL REMAIN AS IS UNLESS OTHERWISE NOTED BELOW OR ON THE PLANS.

NOTE: THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT WILL BE REMOVED UNDER THE PROVISIONS OF ITEM 05680.790005, "REMOVE TRAFFIC SIGNAL INSTALLATION, LOCATION 417 ERIE":
4- SPAN WIRE SIGNAL POLES
ALL - TRAFFIC SIGNAL HEADS, SPAN WIRES, AND RELATED WIRING.

NOTE: SPAN WIRE POLES SHALL BECOME PROPERTY OF THE CONTRACTOR

CONTACT THE REGIONAL TRANSPORTATION SYSTEM OPERATIONS ENGINEER FOR OPERATIONAL SCHEDULE AND SIGNAL OPERATION SPECIFICATIONS.

SIGNAL HEAD INDICATIONS

FACE
1, 2, 3, 4, 5, 6
7, 8, 9, 10, 11, 12

FACE
13, 14,
15, 16

Ⓡ RED BALL
Ⓨ YELLOW BALL
Ⓖ GREEN BALL
RED ARROW
YELLOW ARROW
GREEN ARROW

PREPARED BY: ON:	ALTERED BY: ON:

AS BUILT REVISIONS
DESCRIPTION OF WORK:

SIGNATURE DATE

DOCUMENT NAME: SIG417.DGN

SIGNAL IMPROVEMENTS/INSTALLATION PROJECT SFY 09/10
VARIOUS LOCATIONS IN REGION 5
COUNTY: ERIE

PIN 5805.90
PS&E DATE 3/17/09

BRIDGES

CULVERTS

ALL DIMENSIONS IN m UNLESS OTHERWISE NOTED

RT 263 MILLERSPORT AT COVENTRY

NYSDOT TRAFFIC SIGNAL #417 (ERIE)

CONTRACT NUMBER D261074

DRAWING NO. SIG-12
SHEET NO. 16

NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION 05

DESIGN SUPERVISOR S. S. VAIDYA JOB MANAGER R. LUNZ DESIGNED BY PETER CALABRESE CHECKED BY R. LUNZ
CHECKED BY RICHARD LUNZ ESTIMATED BY P.CALABRESE DRAFTED BY PETER CALABRESE CHECKED BY R. LUNZ

USER = fdegeorge

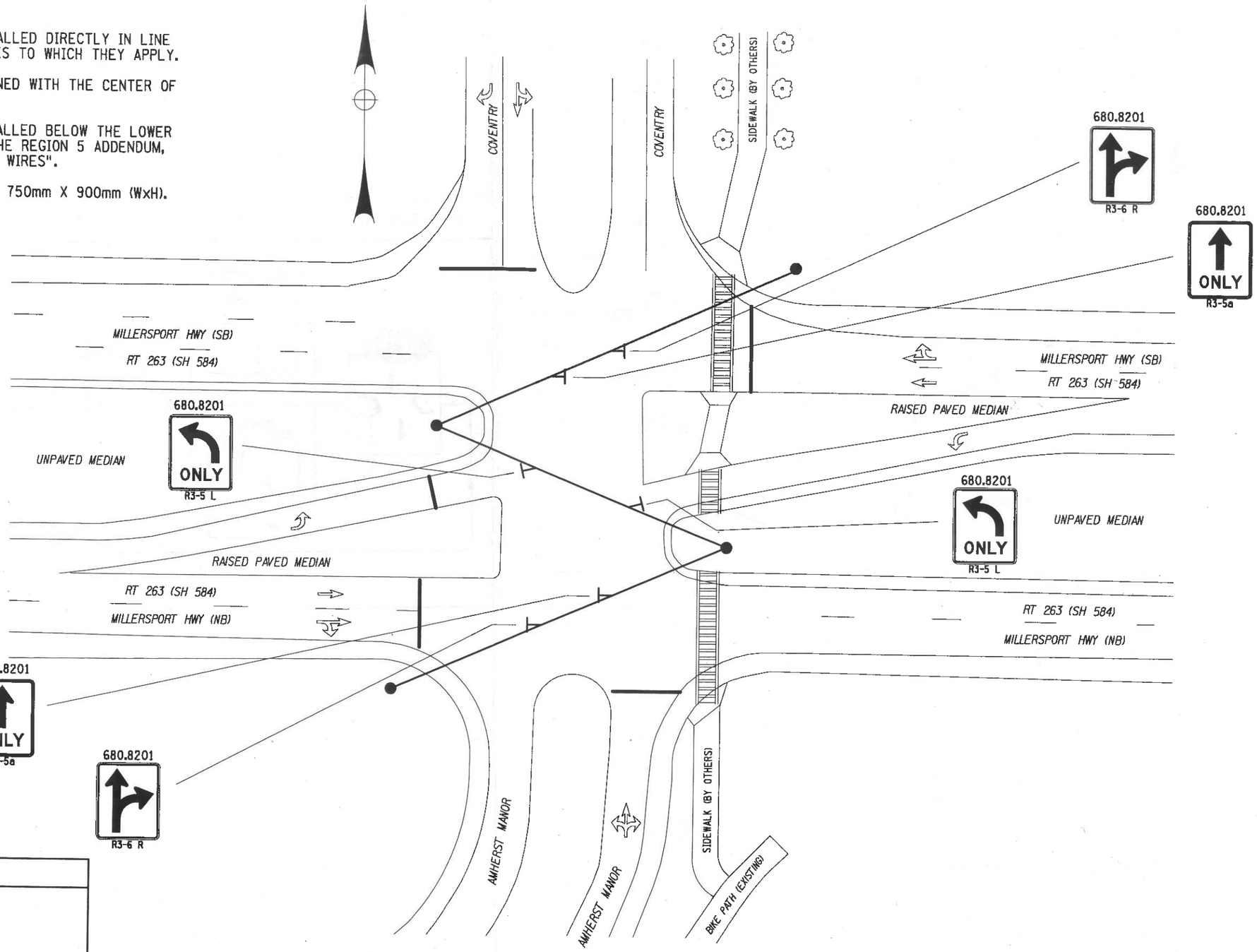
NOTE

ALL SIGNS SHALL BE INSTALLED DIRECTLY IN LINE WITH TRAFFIC IN THE LANES TO WHICH THEY APPLY.

ALL SIGNS SHALL BE ALIGNED WITH THE CENTER OF THEIR ASSOCIATED LANE.

ALL SIGNS SHALL BE INSTALLED BELOW THE LOWER SPAN WIRE AS SHOWN IN THE REGION 5 ADDENDUM, "SIGN MOUNT ON TWO SPAN WIRES".

ALL SIGNS SHALL MEASURE 750mm X 900mm (WxH).



PREPARED BY: ON:	ALTERED BY: ON:

AS BUILT REVISIONS
DESCRIPTION OF WORK:

SIGNATURE DATE

DOCUMENT NAME: SIG417.DGN

SIGNAL IMPROVEMENTS/INSTALLATION PROJECT SFY 09/10 VARIOUS LOCATIONS IN REGION 5 COUNTY: ERIE	PIN 5805.90 PS&E DATE 3/17/09	BRIDGES	CULVERTS	ALL DIMENSIONS IN m UNLESS OTHERWISE NOTED RT 263 MILLERSPORT AT COVENTRY NYSDOT TRAFFIC SIGNAL #417 (ERIE)	CONTRACT NUMBER D261074 DRAWING NO. SIG-13 SHEET NO. 17

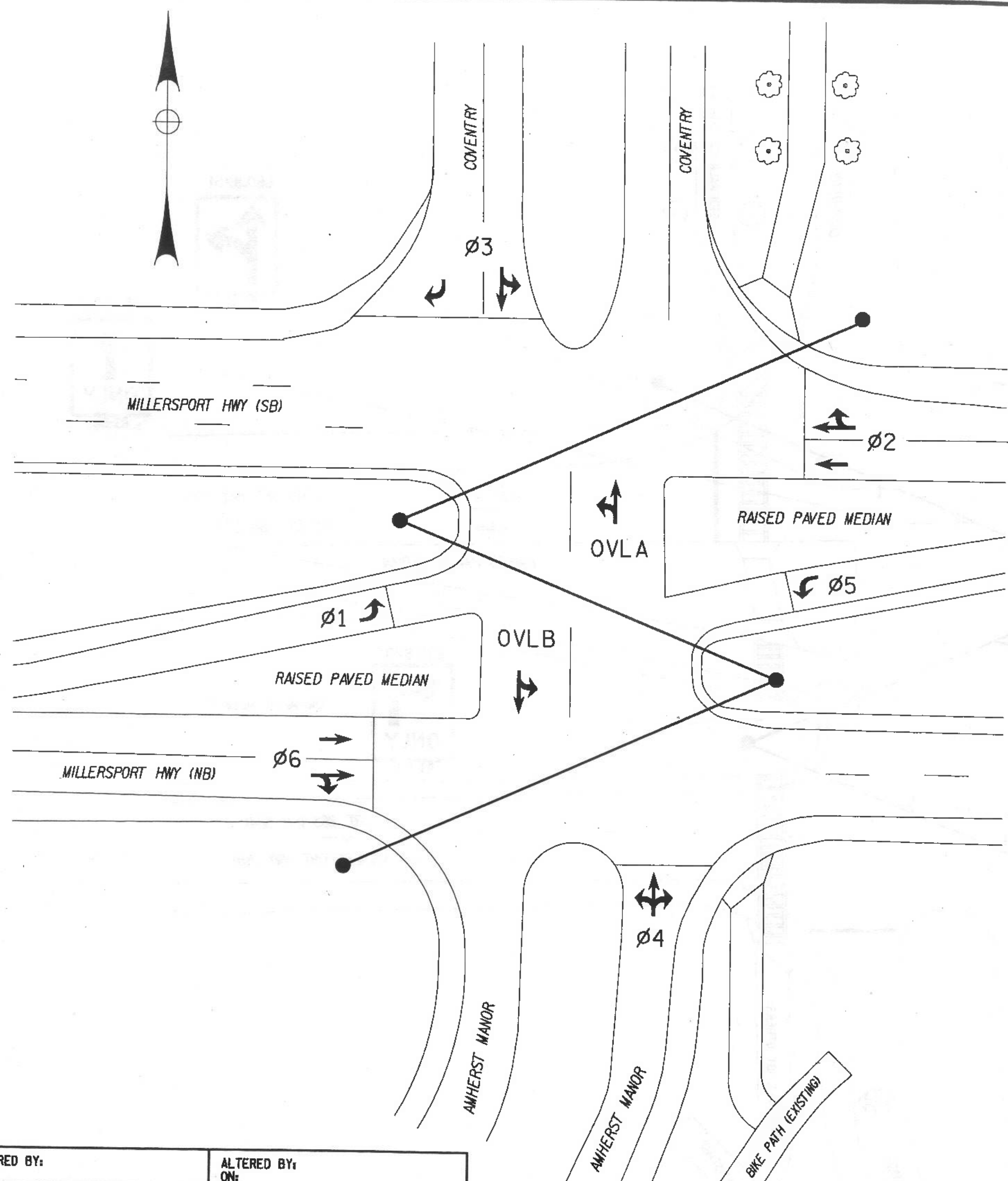
NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION 05

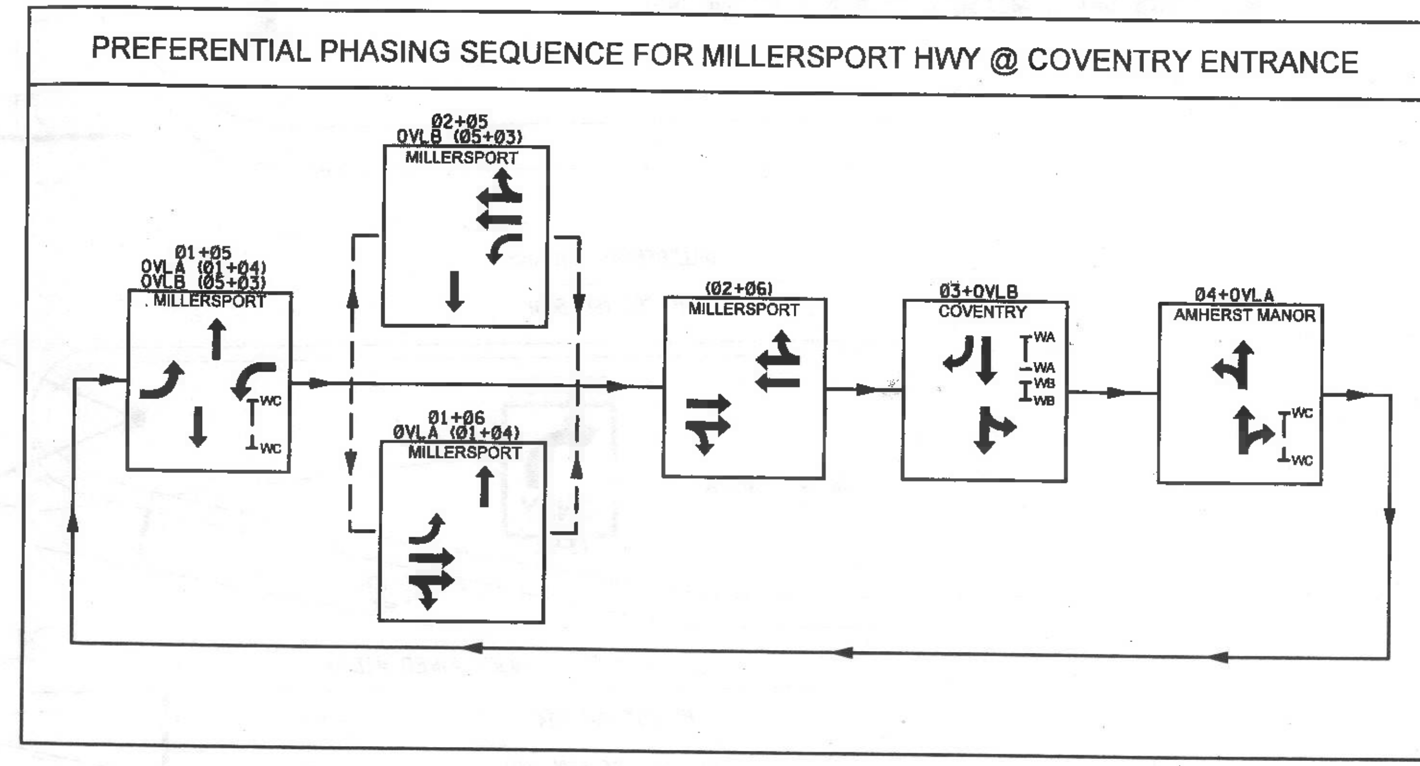
DESIGN SUPERVISOR S. S. VAIDYA JOB MANAGER R. LUNZ DESIGNED BY PETER CALABRESE CHECKED BY R. LUNZ
CHECKED BY RICHARD LUNZ ESTIMATED BY P.CALABRESE DRAFTED BY PETER CALABRESE CHECKED BY R. LUNZ

FILE NAME = SIG417.DGN
DATE/TIME = 17-MAR-2009 11:02
USER = fdegeorge

DESIGN SUPERVISOR S. S. VAIDYA JOB MANAGER R. LUNZ DESIGNED BY PETER CALABRESE CHECKED BY RICHARD LUNZ ESTIMATED BY P.CALABRESE DRAFTED BY PETER CALABRESE CHECKED BY R. LUNZ

USER = fdegeorge





PREPARED BY: ON:	ALTERED BY: ON:

AS BUILT REVISIONS
DESCRIPTION OF WORK:

SIGNATURE DATE

DOCUMENT NAME: SIG417.DGN

SIGNAL IMPROVEMENTS/INSTALLATION PROJECT SFY 09/10
VARIOUS LOCATIONS IN REGION 5

COUNTY: ERIE

PIN 5805.90

PS&E DATE 3/17/09

BRIDGES

CULVERTS

ALL DIMENSIONS IN m UNLESS OTHERWISE NOTED

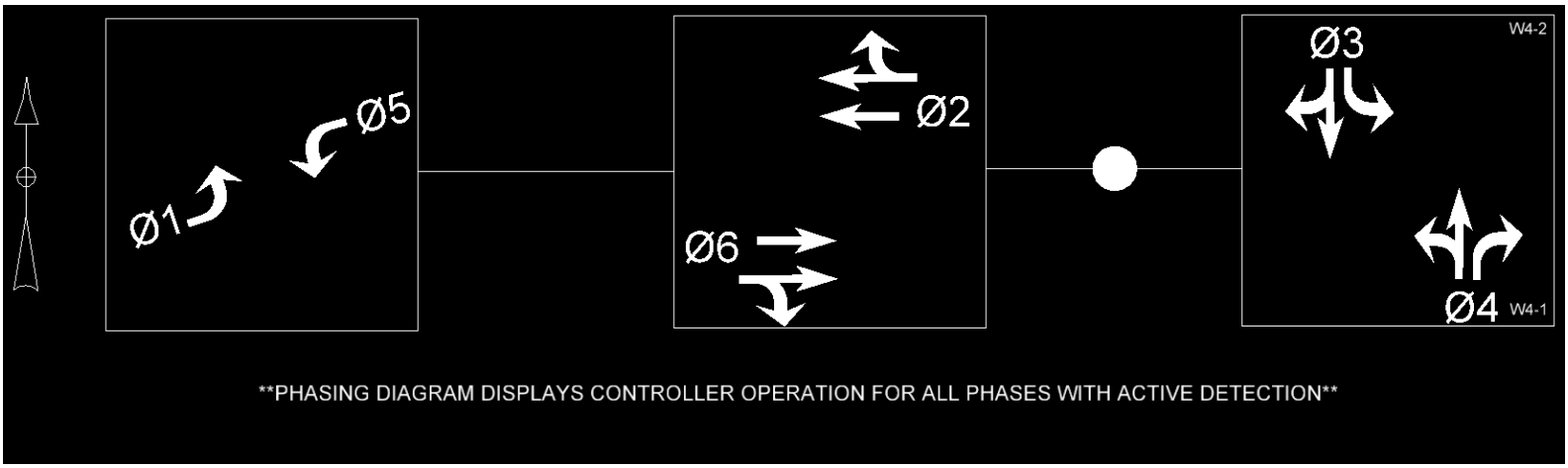
RT 263 MILLERSPORT AT COVENTRY

NYSDOT TRAFFIC SIGNAL #417 (ERIE)

CONTRACT NUMBER
D261074

DRAWING NO. SIG-14
SHEET NO. 18

NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION 05



PHASING DIAGRAM DISPLAYS CONTROLLER OPERATION FOR ALL PHASES WITH ACTIVE DETECTION

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green	6	35	6	6	6	35		
Gap, Ext	4	5	3	4	3	5		
Max 1	50	55	40	35	25	55		
Max 2								
Yel Clearance	4.3	4.3	3.2	3.2	4.3	4.3	3.5	3.5
Red Clearance	2.5	2.5	4.3	4.3	2.5	2.5	1.5	1.5
Walk				10				
Ped Clearance				33				
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								

Options [1.1.2]

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

Options+ [1.1.3]

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

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

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

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

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

53417

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	Red	ON
2	1	Green	ON
3	1	Red	ON
4	1	Red	ON
5	2	Red	ON
6	2	Green	ON
7	2	Red	OFF
8	2	Red	OFF

Coord Modes [2.1]

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

Auto Flash [1.4.1]

Auto Flash	PH_OVLP
Flash Yel	45
Flash Red	20

Unit Params [1.2.1]

Phase Mode	STD8
IO Mode	User
Loc Flsh Start	Red
Start Flash(s)	0
Start AllRed(s)	6
Yellow < 3"	OFF
Display Time	20
Red Revert	3
MCE Timeout	5
Feature Profile	
Free Ring Seq	1
Auxswitch	STOPTM
SDLC Retry	0
TS2 Det Faults	ON
Auto Ped Clear	OFF
SDLC Retry	0

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

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

	Included Ø	1	4							Type	NORMAL		Included Ø									Type	NORMAL
1	Modifier Ø									Grn	5	9	Modifier Ø									Grn	
	Conflict Ø									Yel	3.2		Conflict Ø									Yel	3.5
A	Conflict Olap									Red	4.3	I	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
	Included Ø	3	5							Type	NORMAL		Included Ø									Type	NORMAL
2	Modifier Ø									Grn	5	10	Modifier Ø									Grn	
	Conflict Ø									Yel	3.2		Conflict Ø									Yel	3.5
B	Conflict Olap									Red	4.3	J	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
	Included Ø									Type	NORMAL		Included Ø									Type	NORMAL
3	Modifier Ø									Grn		11	Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
C	Conflict Olap									Red	1.5	K	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
	Included Ø									Type	NORMAL		Included Ø									Type	NORMAL
4	Modifier Ø									Grn		12	Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
D	Conflict Olap									Red	1.5	L	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
	Included Ø									Type	NORMAL		Included Ø									Type	NORMAL
5	Modifier Ø									Grn		13	Modifier Ø									Grn	
	Conf o0l									Yel	3.5		Conflict Ø									Yel	3.5
E	Conflict Olap									Red	1.5	M	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
	Included Ø									Type	NORMAL		Included Ø									Type	NORMAL
6	Modifier Ø									Grn		14	Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
F	Conflict Olap									Red	1.5	N	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
	Included Ø									Type	NORMAL		Included Ø									Type	NORMAL
7	Modifier Ø									Grn		15	Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
G	Conflict Olap									Red	1.5	O	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
	Included Ø									Type	NORMAL		Included Ø									Type	NORMAL
8	Modifier Ø									Grn		16	Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
H	Conflict Olap									Red	1.5	P	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	

Channel Settings [1.8.1]

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

Channel+ Settings [1.8.4]

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

Coord Transition, CoorPhs [2.5]

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

Channel Params[1.8.3]

C1 IO Mode	User	Single BIU Map	DEFAULT	Invert Rail Input	OFF

Veh Par 1-64 [5.1]

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

Veh Par 1-64 [5.1]

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

Vehicle Options 1-64 [5.2]

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

Vehicle Options 1-64 [5.2]

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

Parameters+ 1-64 [5.3]

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

Parameters+ 1-64 [5.3]

Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
33						NORM	
34						NORM	
35						NORM	
36						NORM	
37						NORM	
38						NORM	
39						NORM	
40						NORM	
41						NORM	
42						NORM	
43						NORM	

Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
44						NORM	
45						NORM	
46						NORM	
47						NORM	
48						NORM	
49						NORM	
50						NORM	
51						NORM	
52						NORM	
53						NORM	
54						NORM	

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

Ped Det Parms [5.4]

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

Unit Paramters [1.2.1]

TS2 Det Faults	

Vol/Occ Report Parm [1.5.8]

Vol/Occ Period Minutes
Vol/Occ Period Minutes

263 @ Coventry Rd.

8/22/2025 **Page**


Src
ON
0
15

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

Day Plans [4.4]

Day Plan 1

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

Day Plan 2

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

Day Plan 3

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

Day Plan 4

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

Day Plan 5

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

Day Plan 6

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

Day Plan 7

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

Day Plan 8

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

Day Plan 9

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

Day Plan 10

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

Day Plan 11

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

Day Plan 12

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

Day Plan 13

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

Day Plan 14

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

Day Plan 15

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

Action Table [4.5]

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

Coord Alternate Tables - Pat+ [2.6]

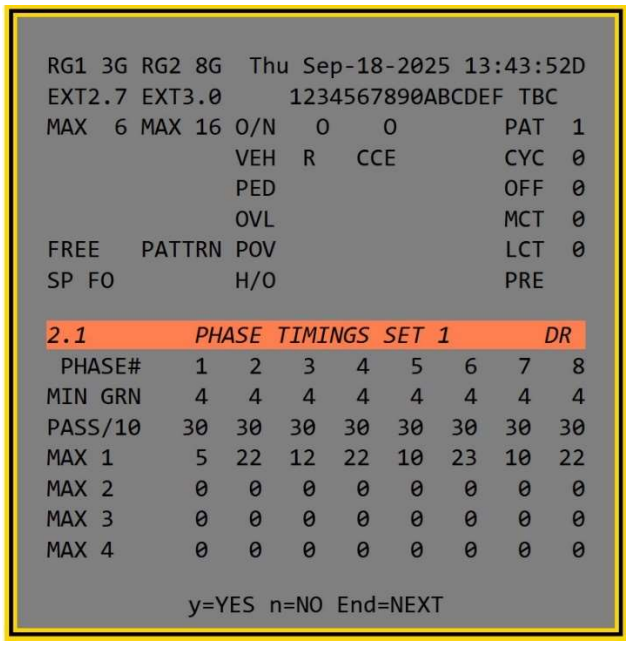
							Overlap Off									
Pat#	ØOpt	ØTime	DetG	Call Inh	CIC	CNA1	1	2	3	4	5	6	7	8	Dia	Max2
1															DFT	
2															DFT	
3															DFT	
4															DFT	
5															DFT	
6															DFT	
7															DFT	
8															DFT	
9															DFT	
10															DFT	
11		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

ATTACHMENT B2

ERIE COUNTY SIGNAL TIMINGS

PROPOSED SPORTS COMPLEX AND HOTEL
TOWN OF AMHERST
ERIE COUNTY, NY

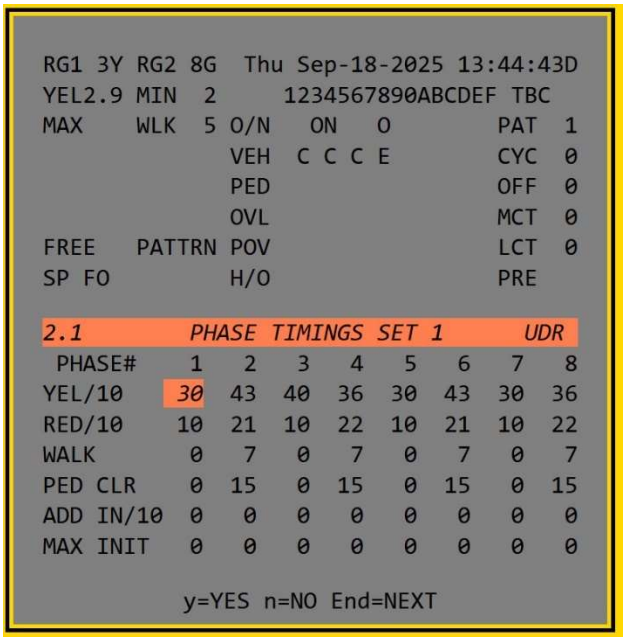
MAPLE ROAD AND FLINT ROAD – WEEKDAY PM



```
RG1 3G RG2 8G  Thu Sep-18-2025 13:43:52D
EXT2.7 EXT3.0     1234567890ABCDEF TBC
MAX  6 MAX 16 O/N   O    O        PAT  1
              VEH  R   CCE        CYC  0
              PED                 OFF  0
              OVL                 MCT  0
FREE   PATTRN POV                 LCT  0
SP FO         H/O                 PRE

2.1          PHASE TIMINGS SET 1        DR
 PHASE#    1   2   3   4   5   6   7   8
MIN GRN    4   4   4   4   4   4   4   4
PASS/10   30  30  30  30  30  30  30  30
MAX 1      5  22  12  22  10  23  10  22
MAX 2      0   0   0   0   0   0   0   0
MAX 3      0   0   0   0   0   0   0   0
MAX 4      0   0   0   0   0   0   0   0

          y=YES n=NO End=NEXT
```

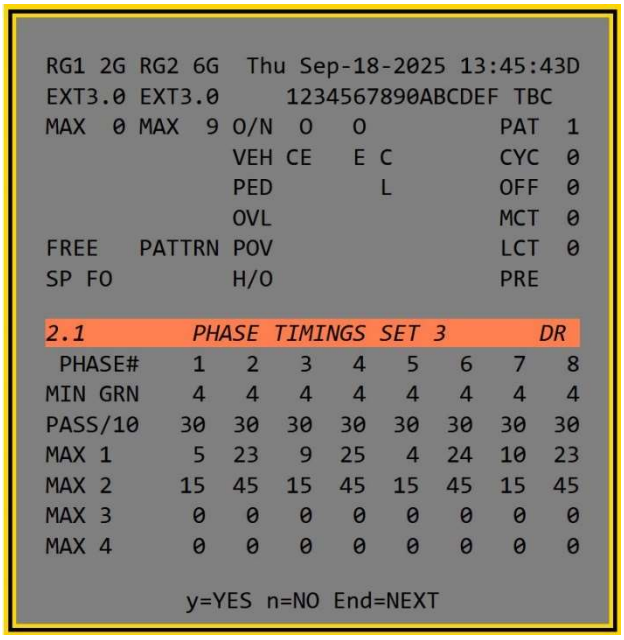


```
RG1 3Y RG2 8G  Thu Sep-18-2025 13:44:43D
YEL2.9 MIN  2     1234567890ABCDEF TBC
MAX    WLK  5 O/N   ON   O        PAT  1
              VEH  C C C E        CYC  0
              PED                 OFF  0
              OVL                 MCT  0
FREE   PATTRN POV                 LCT  0
SP FO         H/O                 PRE

2.1          PHASE TIMINGS SET 1        UDR
 PHASE#    1   2   3   4   5   6   7   8
YEL/10    30  43  40  36  30  43  30  36
RED/10    10  21  10  22  10  21  10  22
WALK       0   7   0   7   0   7   0   7
PED CLR    0  15   0  15   0  15   0  15
ADD IN/10  0   0   0   0   0   0   0   0
MAX INIT   0   0   0   0   0   0   0   0

          y=YES n=NO End=NEXT
```

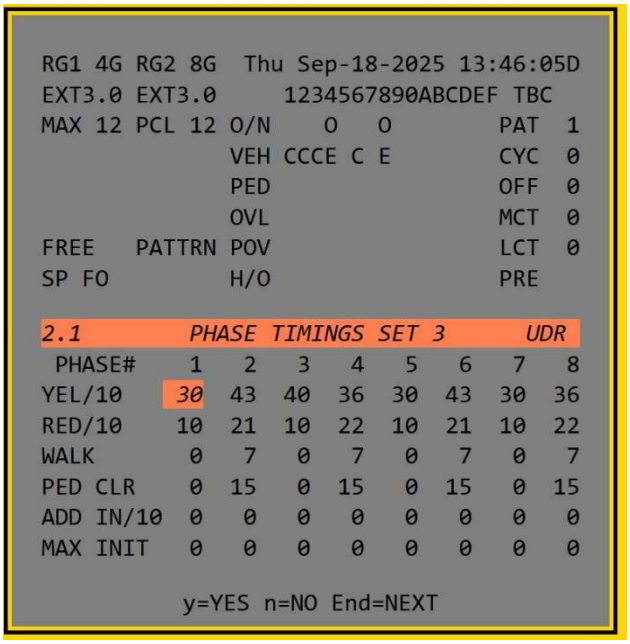
MAPLE ROAD AND FLINT ROAD – WEEKEND MD



```
RG1 2G RG2 6G  Thu Sep-18-2025 13:45:43D
EXT3.0 EXT3.0     1234567890ABCDEF TBC
MAX  0 MAX  9 O/N  O   O          PAT  1
              VEH CE   E C        CYC  0
              PED        L        OFF  0
              OVL                 MCT  0
FREE   PATTRN POV                 LCT  0
SP FO         H/O                 PRE

2.1          PHASE TIMINGS SET 3        DR
 PHASE#    1   2   3   4   5   6   7   8
MIN GRN    4   4   4   4   4   4   4   4
PASS/10   30  30  30  30  30  30  30  30
MAX 1      5  23   9  25   4  24  10  23
MAX 2     15  45  15  45  15  45  15  45
MAX 3      0   0   0   0   0   0   0   0
MAX 4      0   0   0   0   0   0   0   0

          y=YES n=NO End=NEXT
```

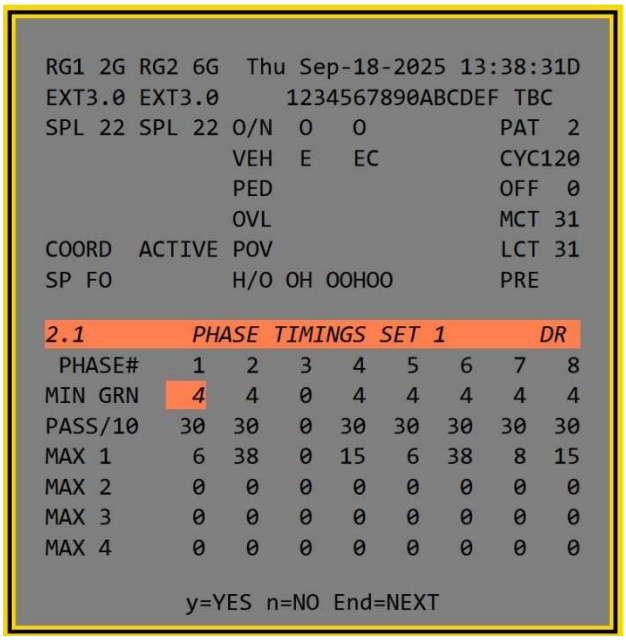


```
RG1 4G RG2 8G  Thu Sep-18-2025 13:46:05D
EXT3.0 EXT3.0     1234567890ABCDEF TBC
MAX 12 PCL 12 O/N    O   O        PAT  1
              VEH CCCE C E        CYC  0
              PED                 OFF  0
              OVL                 MCT  0
FREE   PATTRN POV                 LCT  0
SP FO         H/O                 PRE

2.1          PHASE TIMINGS SET 3        UDR
 PHASE#    1   2   3   4   5   6   7   8
YEL/10    30  43  40  36  30  43  30  36
RED/10    10  21  10  22  10  21  10  22
WALK       0   7   0   7   0   7   0   7
PED CLR    0  15   0  15   0  15   0  15
ADD IN/10  0   0   0   0   0   0   0   0
MAX INIT   0   0   0   0   0   0   0   0

          y=YES n=NO End=NEXT
```

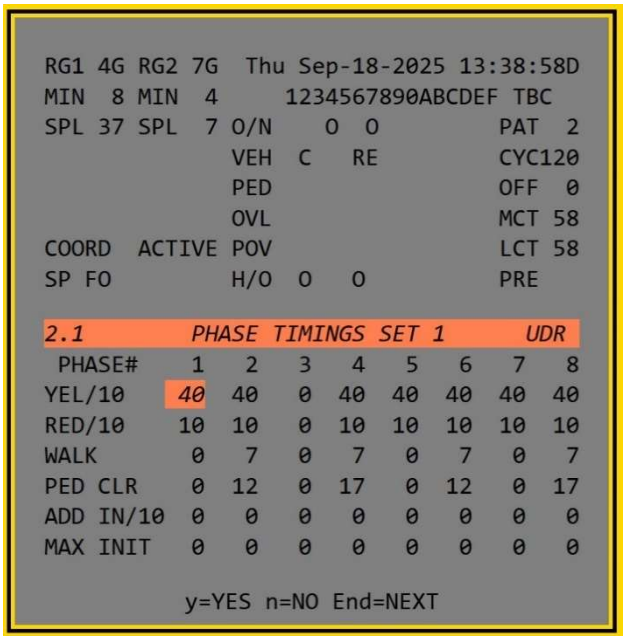
MAPLE ROAD AND N MAPLEMERE ROAD – WEEKDAY PM



```
RG1 2G RG2 6G  Thu Sep-18-2025 13:38:31D
EXT3.0 EXT3.0     1234567890ABCDEF TBC
SPL 22 SPL 22 O/N  O   O          PAT  2
              VEH  E   EC         CYC120
              PED                 OFF  0
              OVL                 MCT 31
COORD  ACTIVE POV                 LCT 31
SP FO         H/O OH OOHOO        PRE

2.1          PHASE TIMINGS SET 1        DR
 PHASE#    1   2   3   4   5   6   7   8
MIN GRN    4   4   0   4   4   4   4   4
PASS/10   30  30   0  30  30  30  30  30
MAX 1      6  38   0  15   6  38   8  15
MAX 2      0   0   0   0   0   0   0   0
MAX 3      0   0   0   0   0   0   0   0
MAX 4      0   0   0   0   0   0   0   0

          y=YES n=NO End=NEXT
```

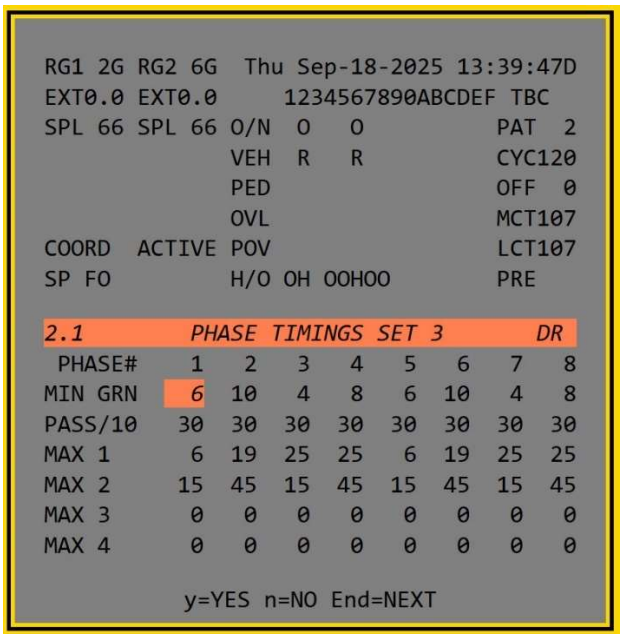


```
RG1 4G RG2 7G  Thu Sep-18-2025 13:38:58D
MIN  8 MIN  4     1234567890ABCDEF TBC
SPL 37 SPL  7 O/N    O  O          PAT  2
              VEH  C   RE         CYC120
              PED                 OFF  0
              OVL                 MCT 58
COORD  ACTIVE POV                 LCT 58
SP FO         H/O  O   O          PRE

2.1          PHASE TIMINGS SET 1        UDR
 PHASE#    1   2   3   4   5   6   7   8
YEL/10    40  40   0  40  40  40  40  40
RED/10    10  10   0  10  10  10  10  10
WALK       0   7   0   7   0   7   0   7
PED CLR    0  12   0  17   0  12   0  17
ADD IN/10  0   0   0   0   0   0   0   0
MAX INIT   0   0   0   0   0   0   0   0

          y=YES n=NO End=NEXT
```

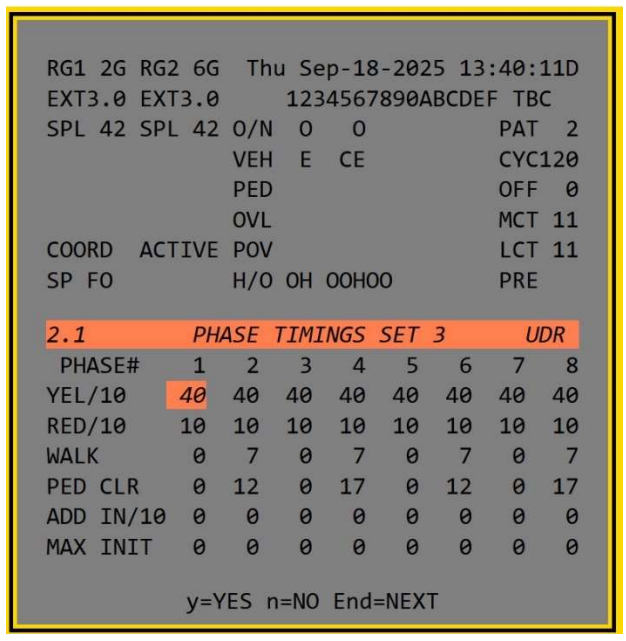
MAPLE ROAD AND N MAPLEMERE ROAD – WEEKEND MD



```
RG1 2G RG2 6G  Thu Sep-18-2025 13:39:47D
EXT0.0 EXT0.0     1234567890ABCDEF TBC
SPL 66 SPL 66 O/N  O   O          PAT  2
              VEH  R   R          CYC120
              PED                 OFF  0
              OVL                 MCT107
COORD  ACTIVE POV                 LCT107
SP FO         H/O OH OOHOO        PRE

2.1          PHASE TIMINGS SET 3        DR
 PHASE#    1   2   3   4   5   6   7   8
MIN GRN    6  10   4   8   6  10   4   8
PASS/10   30  30  30  30  30  30  30  30
MAX 1      6  19  25  25   6  19  25  25
MAX 2     15  45  15  45  15  45  15  45
MAX 3      0   0   0   0   0   0   0   0
MAX 4      0   0   0   0   0   0   0   0

          y=YES n=NO End=NEXT
```

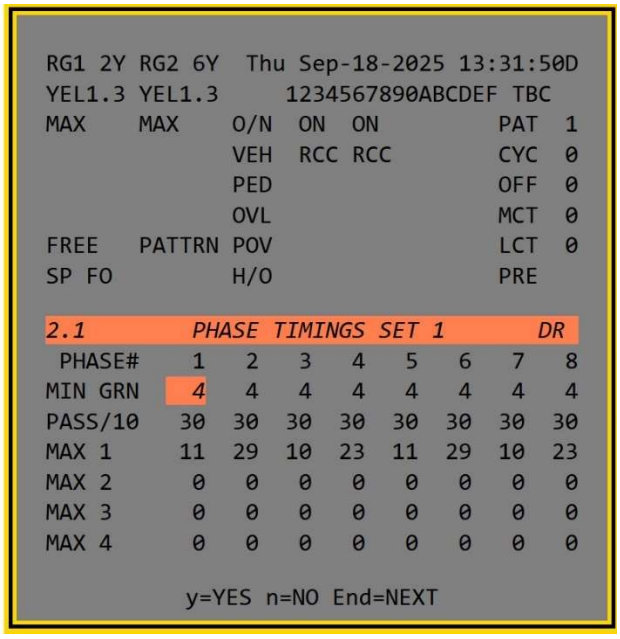


```
RG1 2G RG2 6G  Thu Sep-18-2025 13:40:11D
EXT3.0 EXT3.0     1234567890ABCDEF TBC
SPL 42 SPL 42 O/N  O   O          PAT  2
              VEH  E  CE          CYC120
              PED                 OFF  0
              OVL                 MCT 11
COORD  ACTIVE POV                 LCT 11
SP FO         H/O OH OOHOO        PRE

2.1          PHASE TIMINGS SET 3        UDR
 PHASE#    1   2   3   4   5   6   7   8
YEL/10    40  40  40  40  40  40  40  40
RED/10    10  10  10  10  10  10  10  10
WALK       0   7   0   7   0   7   0   7
PED CLR    0  12   0  17   0  12   0  17
ADD IN/10  0   0   0   0   0   0   0   0
MAX INIT   0   0   0   0   0   0   0   0

          y=YES n=NO End=NEXT
```

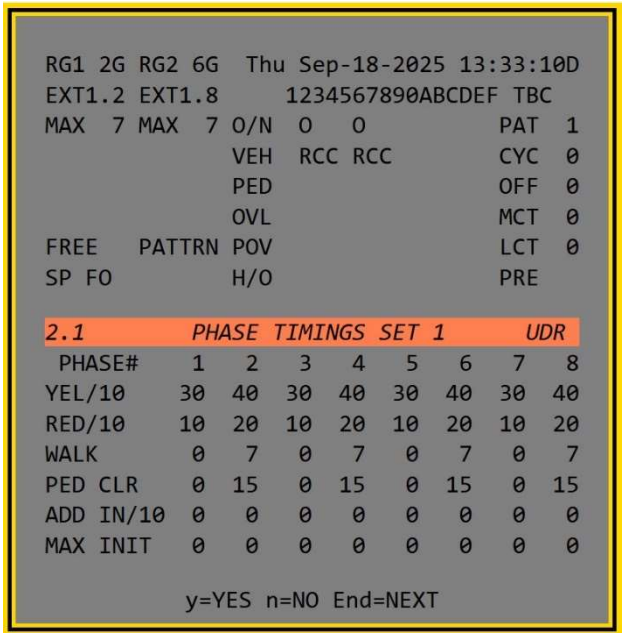
MAPLE ROAD AND N FOREST ROAD – WEEKDAY PM



```
RG1 2Y RG2 6Y  Thu Sep-18-2025 13:31:50D
YEL1.3 YEL1.3     1234567890ABCDEF TBC
MAX    MAX     O/N  ON  ON          PAT  1
               VEH  RCC RCC         CYC  0
               PED                  OFF  0
               OVL                  MCT  0
FREE   PATTRN  POV                  LCT  0
SP FO          H/O                  PRE

2.1          PHASE TIMINGS SET 1        DR
 PHASE#    1   2   3   4   5   6   7   8
MIN GRN    4   4   4   4   4   4   4   4
PASS/10   30  30  30  30  30  30  30  30
MAX 1     11  29  10  23  11  29  10  23
MAX 2      0   0   0   0   0   0   0   0
MAX 3      0   0   0   0   0   0   0   0
MAX 4      0   0   0   0   0   0   0   0

          y=YES n=NO End=NEXT
```

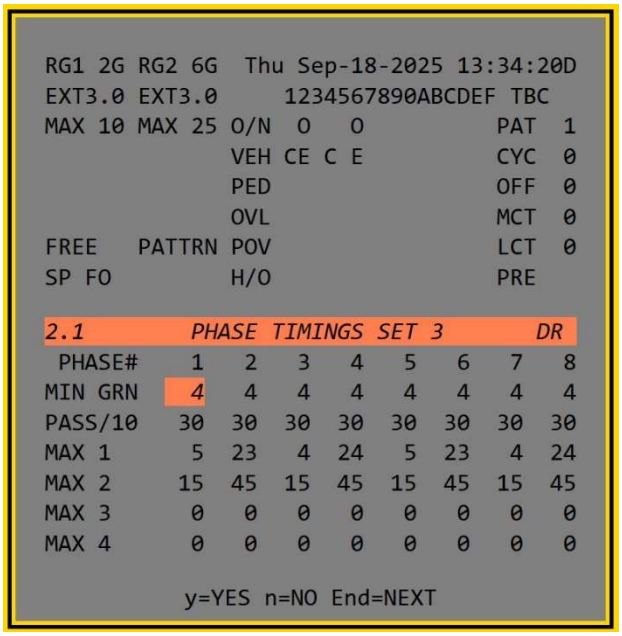


```
RG1 2G RG2 6G  Thu Sep-18-2025 13:33:10D
EXT1.2 EXT1.8     1234567890ABCDEF TBC
MAX  7 MAX  7 O/N  O   O           PAT  1
               VEH  RCC RCC         CYC  0
               PED                  OFF  0
               OVL                  MCT  0
FREE   PATTRN  POV                  LCT  0
SP FO          H/O                  PRE

2.1          PHASE TIMINGS SET 1       UDR
 PHASE#    1   2   3   4   5   6   7   8
YEL/10    30  40  30  40  30  40  30  40
RED/10    10  20  10  20  10  20  10  20
WALK       0   7   0   7   0   7   0   7
PED CLR    0  15   0  15   0  15   0  15
ADD IN/10  0   0   0   0   0   0   0   0
MAX INIT   0   0   0   0   0   0   0   0

          y=YES n=NO End=NEXT
```

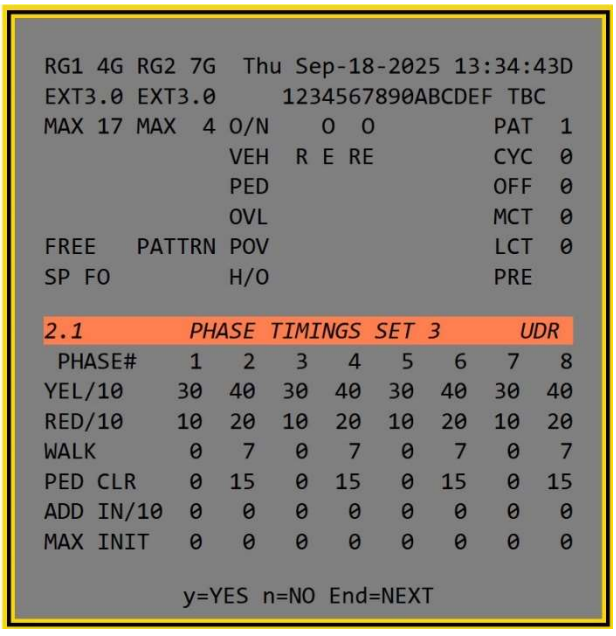
MAPLE ROAD AND N FOREST ROAD – WEEKEND MD



```
RG1 2G RG2 6G  Thu Sep-18-2025 13:34:20D
EXT3.0 EXT3.0     1234567890ABCDEF TBC
MAX 10 MAX 25 O/N  O   O           PAT  1
               VEH CE C E           CYC  0
               PED                  OFF  0
               OVL                  MCT  0
FREE   PATTRN  POV                  LCT  0
SP FO          H/O                  PRE

2.1          PHASE TIMINGS SET 3        DR
 PHASE#    1   2   3   4   5   6   7   8
MIN GRN    4   4   4   4   4   4   4   4
PASS/10   30  30  30  30  30  30  30  30
MAX 1      5  23   4  24   5  23   4  24
MAX 2     15  45  15  45  15  45  15  45
MAX 3      0   0   0   0   0   0   0   0
MAX 4      0   0   0   0   0   0   0   0

          y=YES n=NO End=NEXT
```



```
RG1 4G RG2 7G  Thu Sep-18-2025 13:34:43D
EXT3.0 EXT3.0     1234567890ABCDEF TBC
MAX 17 MAX  4 O/N    O  O          PAT  1
               VEH  R E RE          CYC  0
               PED                  OFF  0
               OVL                  MCT  0
FREE   PATTRN  POV                  LCT  0
SP FO          H/O                  PRE

2.1          PHASE TIMINGS SET 3       UDR
 PHASE#    1   2   3   4   5   6   7   8
YEL/10    30  40  30  40  30  40  30  40
RED/10    10  20  10  20  10  20  10  20
WALK       0   7   0   7   0   7   0   7
PED CLR    0  15   0  15   0  15   0  15
ADD IN/10  0   0   0   0   0   0   0   0
MAX INIT   0   0   0   0   0   0   0   0

          y=YES n=NO End=NEXT
```

ATTACHMENT C

TURNING MOVEMENT COUNT DATA

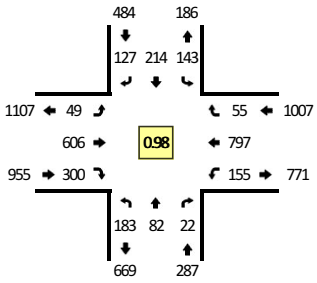
PROPOSED SPORTS COMPLEX AND HOTEL
TOWN OF AMHERST
ERIE COUNTY, NY

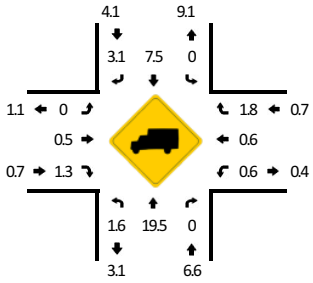
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: Flint Rd -- Maple Rd
CITY/STATE: University at Buffalo, NY

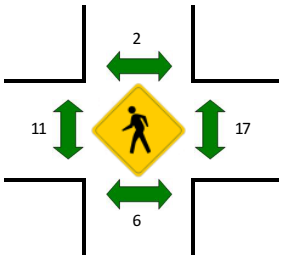
QC JOB #: 17217101
DATE: Thu, Sep 11 2025

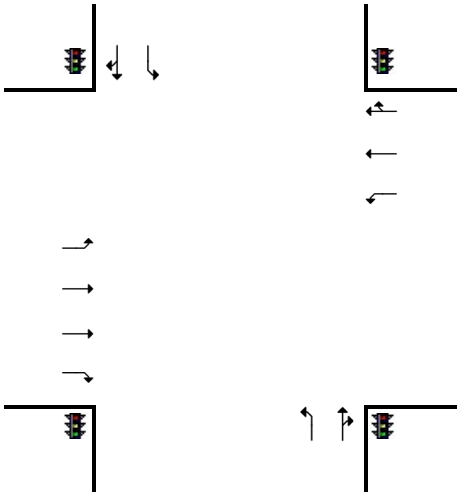
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

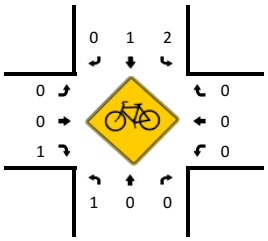


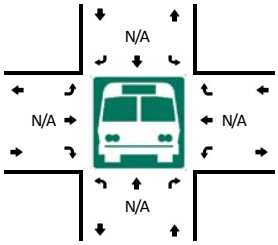


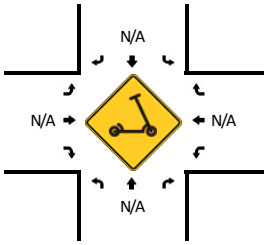
TRUE DATA TO IMPROVE MOBILITY











15-Min Count Period Beginning At	Flint Rd (Northbound)				Flint Rd (Southbound)				Maple Rd (Eastbound)				Maple Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	40	13	7	0	35	50	30	0	13	145	65	0	54	197	6	0	655	
4:15 PM	54	15	3	0	22	47	16	0	14	167	56	0	39	192	7	0	632	
4:30 PM	44	22	6	0	51	55	38	0	15	143	71	0	25	209	18	0	697	
4:45 PM	43	20	8	0	33	44	16	0	14	131	69	0	41	203	16	0	638	2622
5:00 PM	38	24	3	0	38	64	37	0	9	164	99	0	38	177	7	0	698	2665
5:15 PM	58	16	5	0	21	51	36	0	11	168	61	0	51	208	14	0	700	2733
5:30 PM	46	17	8	0	24	35	16	0	19	140	58	0	36	194	9	0	602	2638
5:45 PM	49	27	5	0	26	21	19	0	9	124	41	0	19	172	8	0	520	2520
6:00 PM	46	24	2	0	22	17	17	0	9	112	49	0	22	146	12	0	478	2300
6:15 PM	39	16	2	0	25	18	14	0	14	129	62	0	19	129	6	0	473	2073
6:30 PM	41	8	8	0	22	28	17	0	8	121	45	0	22	137	10	0	467	1938
6:45 PM	32	13	4	0	20	21	15	0	10	113	40	0	28	127	10	0	433	1851

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	232	64	20	0	84	204	144	0	44	672	244	0	204	832	56	0	2800
Heavy Trucks	4	8	0		0	24	0		0	0	0		0	8	0		44
Buses																	
Pedestrians		8				8				8				24			48
Bicycles	4	0	0		4	0	0		0	0	0		0	0	0		8
Scooters																	

Comments:

Report generated on 9/19/2025 12:30 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

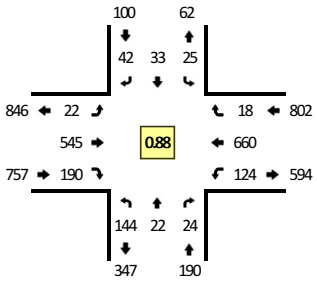
Type of peak hour being reported: Intersection Peak

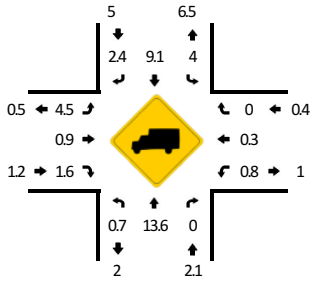
Method for determining peak hour: Total Entering Volume

LOCATION: Flint Rd -- Maple Rd
CITY/STATE: University at Buffalo, NY

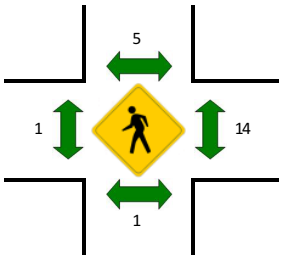
QC JOB #: 17217102
DATE: Sat, Sep 13 2025

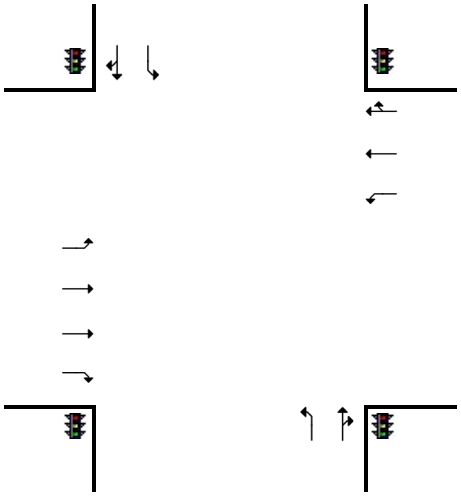
Peak-Hour: 12:15 PM -- 1:15 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

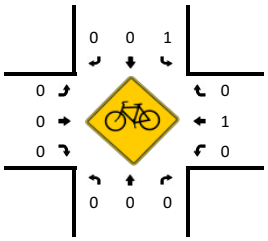


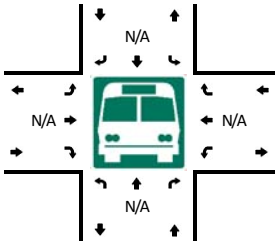


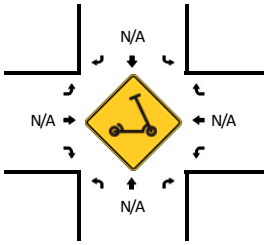
TRUE DATA TO IMPROVE MOBILITY











15-Min Count Period Beginning At	Flint Rd (Northbound)				Flint Rd (Southbound)				Maple Rd (Eastbound)				Maple Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	47	7	5	0	7	9	6	0	4	107	37	0	26	152	9	0	416	
11:15 AM	37	7	6	0	6	3	9	0	7	109	31	0	28	147	5	0	395	
11:30 AM	36	7	6	0	7	5	9	0	3	135	38	0	32	170	7	0	455	
11:45 AM	45	5	3	0	11	8	5	0	2	118	50	0	22	166	3	0	438	1704
12:00 PM	30	7	0	0	9	7	4	0	7	126	41	0	23	154	3	0	411	1699
12:15 PM	42	7	6	0	3	7	5	0	4	150	51	0	19	160	3	0	457	1761
12:30 PM	26	5	4	0	4	4	7	0	5	146	46	0	36	163	3	0	449	1755
12:45 PM	41	7	11	0	9	15	19	0	7	127	46	0	39	194	8	0	523	1840
1:00 PM	35	3	3	0	9	7	11	0	6	122	47	0	30	143	4	0	420	1849
1:15 PM	29	4	5	0	8	7	6	0	7	120	44	0	26	138	4	0	398	1790
1:30 PM	44	7	5	0	3	4	7	0	4	130	42	0	27	151	5	0	429	1770
1:45 PM	26	4	3	0	6	7	9	0	6	125	43	0	27	156	5	0	417	1664

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	164	28	44	0	36	60	76	0	28	508	184	0	156	776	32	0	2092
Heavy Trucks	4	4	0		0	4	4		0	0	0		0	4	0		20
Buses																	
Pedestrians		0				8				0				16			24
Bicycles	0	0	0		4	0	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 9/19/2025 12:30 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

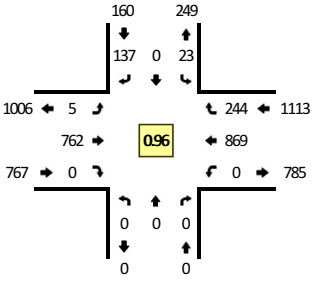
Type of peak hour being reported: Intersection Peak

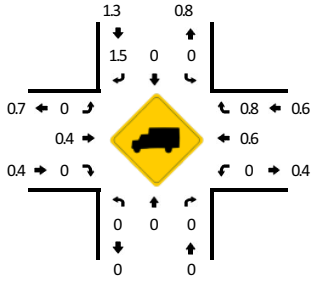
Method for determining peak hour: Total Entering Volume

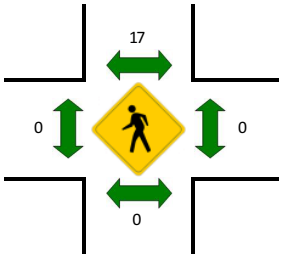
LOCATION: CR 263 SB Ramps -- Maple Rd
CITY/STATE: University at Buffalo, NY

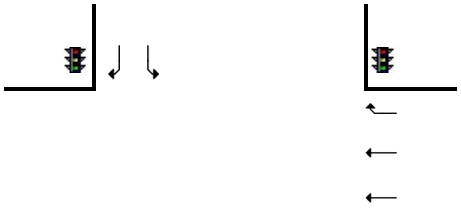
QC JOB #: 17217103
DATE: Thu, Sep 11 2025

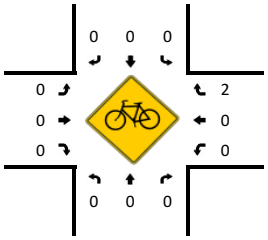
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

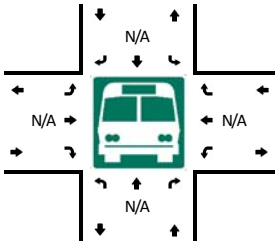


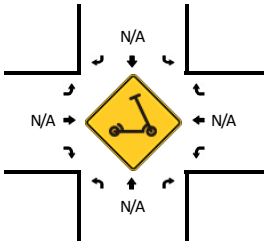












15-Min Count Period Beginning At	CR 263 SB Ramps (Northbound)				CR 263 SB Ramps (Southbound)				Maple Rd (Eastbound)				Maple Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	5	0	29	0	1	182	0	0	0	217	67	0	501	
4:15 PM	0	0	0	0	9	0	27	0	2	192	0	0	0	216	68	0	514	
4:30 PM	0	0	0	0	7	0	24	0	1	189	0	0	0	226	64	0	511	
4:45 PM	0	0	0	0	4	0	24	0	0	178	0	0	0	225	75	0	506	2032
5:00 PM	0	0	0	0	7	0	35	0	3	198	0	0	0	193	58	0	494	2025
5:15 PM	0	0	0	0	5	0	54	0	1	197	0	0	0	225	47	0	529	2040
5:30 PM	0	0	0	0	5	0	34	0	2	166	0	0	0	190	39	0	436	1965
5:45 PM	0	0	0	0	3	0	26	0	1	152	0	0	0	178	43	0	403	1862
6:00 PM	0	0	0	0	2	0	23	0	4	125	0	0	0	151	70	0	375	1743
6:15 PM	0	0	0	0	7	0	28	0	0	156	0	0	0	124	44	0	359	1573
6:30 PM	0	0	0	0	2	0	17	0	4	138	0	0	0	147	36	0	344	1481
6:45 PM	0	0	0	0	5	0	24	0	2	139	0	0	0	139	50	0	359	1437

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	20	0	216	0	4	788	0	0	0	900	188	0	2116
Heavy Trucks	0	0	0		0	0	4		0	0	0		0	4	0		8
Buses																	
Pedestrians		0				20				0				0			20
Bicycles	0	0	0		0	0	0		0	0	0		0	0	8		8
Scooters																	

Comments:

Report generated on 9/19/2025 12:30 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

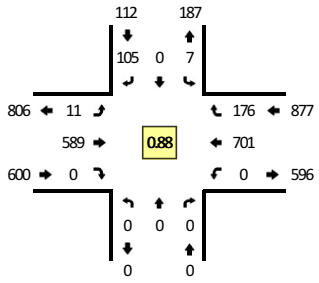
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

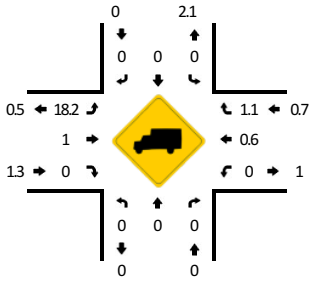
LOCATION: CR 263 SB Ramps -- Maple Rd
CITY/STATE: University at Buffalo, NY

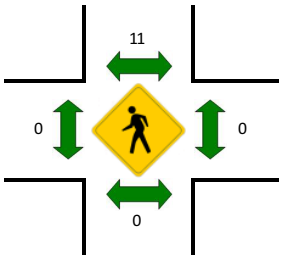
QC JOB #: 17217104
DATE: Sat, Sep 13 2025

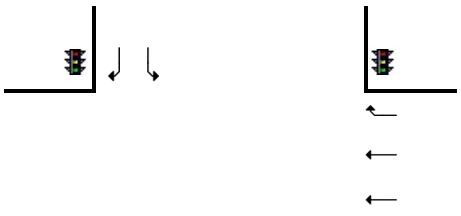
Peak-Hour: 12:15 PM -- 1:15 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

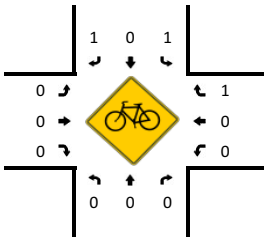


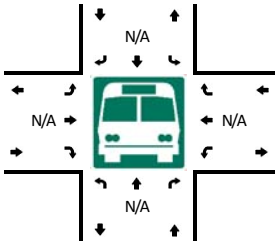
TRUE DATA TO IMPROVE MOBILITY

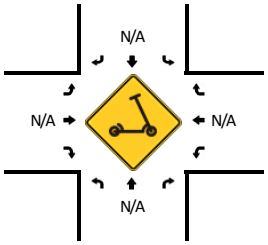












15-Min Count Period Beginning At	CR 263 SB Ramps (Northbound)				CR 263 SB Ramps (Southbound)				Maple Rd (Eastbound)				Maple Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	0	0	0	0	2	0	25	0	2	121	0	0	0	165	32	0	347	
11:15 AM	0	0	0	0	0	0	22	1	1	121	0	0	0	160	49	0	354	
11:30 AM	0	0	0	0	2	0	23	0	2	145	0	0	0	182	41	0	395	
11:45 AM	0	0	0	0	2	0	25	0	5	127	0	0	0	168	52	0	379	1475
12:00 PM	0	0	0	0	0	0	23	0	0	131	0	0	0	157	39	0	350	1478
12:15 PM	0	0	0	0	1	0	31	0	4	159	0	0	0	152	43	0	390	1514
12:30 PM	0	0	0	0	0	0	20	0	2	147	0	0	0	178	38	0	385	1504
12:45 PM	0	0	0	0	2	0	29	0	4	149	0	0	0	216	50	0	450	1575
1:00 PM	0	0	0	0	4	0	25	0	1	134	0	0	0	155	45	0	364	1589
1:15 PM	0	0	0	0	2	0	30	0	1	130	0	0	0	129	38	0	330	1529
1:30 PM	0	0	0	0	3	0	25	0	2	137	0	0	0	161	33	0	361	1505
1:45 PM	0	0	0	0	4	0	33	0	1	134	0	0	0	152	45	0	369	1424

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	8	0	116	0	16	596	0	0	0	864	200	0	1800
Heavy Trucks	0	0	0		0	0	0		0	4	0		0	4	4		12
Buses																	
Pedestrians		0				20				0				0			20
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/19/2025 12:30 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

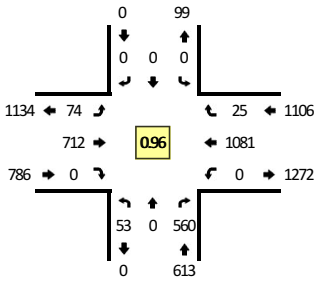
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

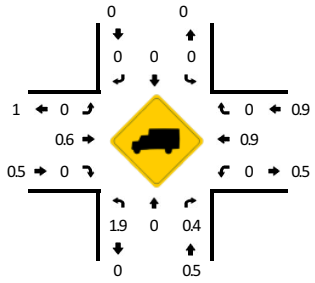
LOCATION: CR 263 NB Ramps -- Maple Rd
CITY/STATE: Erie, NY

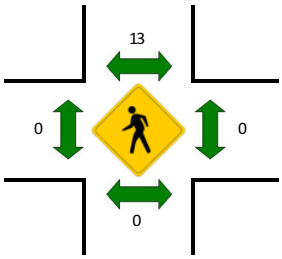
QC JOB #: 17217105
DATE: Thu, Sep 11 2025

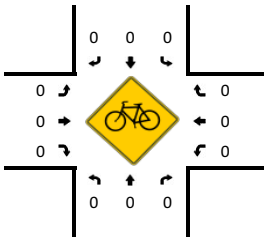
Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

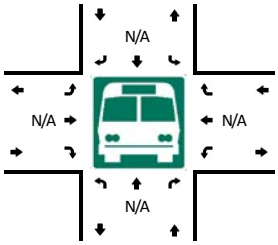


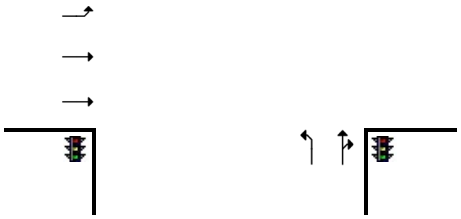
TRUE DATA TO IMPROVE MOBILITY

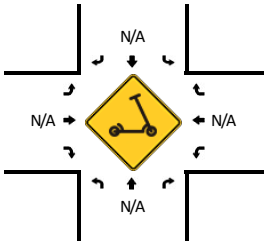












15-Min Count Period Beginning At	CR 263 NB Ramps (Northbound)				CR 263 NB Ramps (Southbound)				Maple Rd (Eastbound)				Maple Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	10	0	124	0	0	0	0	0	18	168	0	0	0	274	7	0	601	
4:15 PM	19	0	127	0	0	0	0	0	17	183	0	0	0	268	3	0	617	
4:30 PM	9	0	153	0	0	0	0	0	15	179	0	0	0	287	10	0	653	
4:45 PM	17	0	141	0	0	0	0	0	22	163	0	0	0	285	5	0	633	2504
5:00 PM	8	0	139	0	0	0	0	0	20	187	0	0	0	241	7	0	602	2505
5:15 PM	18	0	135	0	0	0	0	0	12	189	0	0	0	254	6	0	614	2502
5:30 PM	12	1	104	0	0	0	0	0	19	152	0	0	0	219	10	0	517	2366
5:45 PM	13	0	120	0	0	0	0	0	16	136	0	0	0	213	7	0	505	2238
6:00 PM	6	0	96	0	0	0	0	0	15	114	0	0	0	210	6	0	447	2083
6:15 PM	11	0	104	0	0	0	0	0	19	144	0	0	0	154	5	0	437	1906
6:30 PM	12	0	96	0	0	0	0	0	8	129	0	0	0	172	4	0	421	1810
6:45 PM	10	0	88	0	0	0	0	0	18	126	0	0	0	178	7	0	427	1732

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	36	0	612	0	0	0	0	0	60	716	0	0	0	1148	40	0	2612
Heavy Trucks	0	0	4		0	0	0		0	8	0		0	12	0		24
Buses																	
Pedestrians		0				16				0				0			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/19/2025 12:30 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

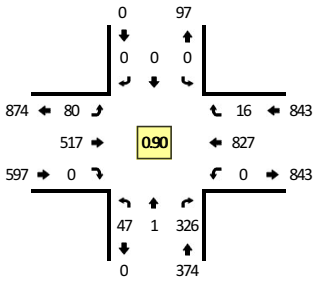
Type of peak hour being reported: Intersection Peak

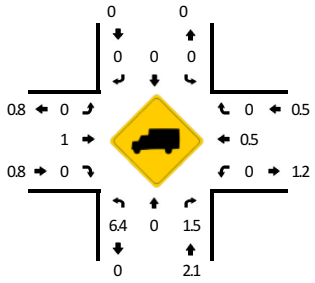
Method for determining peak hour: Total Entering Volume

LOCATION: CR 263 NB Ramps -- Maple Rd
CITY/STATE: Erie, NY

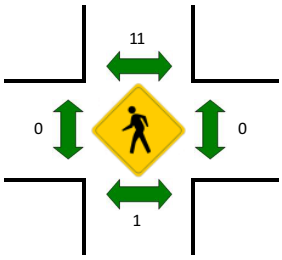
QC JOB #: 17217106
DATE: Sat, Sep 13 2025

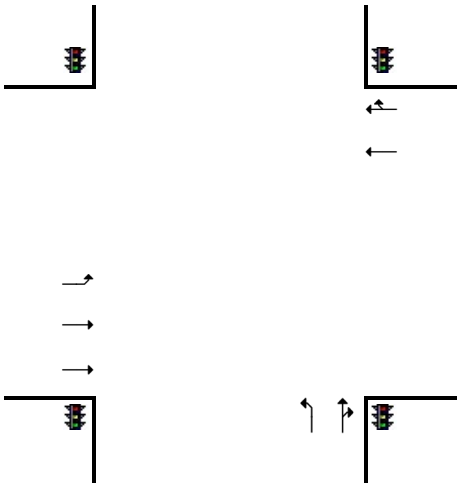
Peak-Hour: 12:15 PM -- 1:15 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

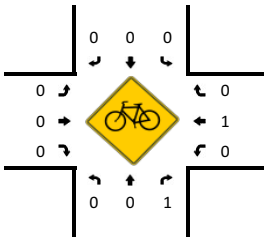


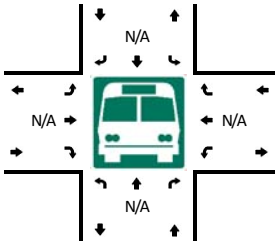


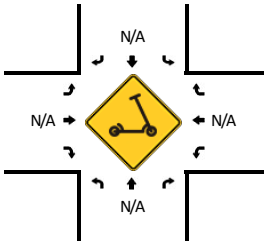
TRUE DATA TO IMPROVE MOBILITY











15-Min Count Period Beginning At	CR 263 NB Ramps (Northbound)				CR 263 NB Ramps (Southbound)				Maple Rd (Eastbound)				Maple Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	10	0	86	0	0	0	0	0	18	109	0	0	0	186	2	0	411	
11:15 AM	11	0	78	0	0	0	0	0	11	110	0	0	0	198	6	0	414	
11:30 AM	12	2	76	0	0	0	0	0	14	130	0	0	0	212	8	0	454	
11:45 AM	22	0	78	0	0	0	0	0	11	120	0	0	0	200	2	0	433	1712
12:00 PM	13	0	93	0	0	0	0	0	16	116	0	0	0	184	2	0	424	1725
12:15 PM	9	1	86	0	0	0	0	0	17	144	0	0	0	184	5	0	446	1757
12:30 PM	12	0	74	0	0	0	0	0	17	126	0	0	0	203	1	0	433	1736
12:45 PM	16	0	84	0	0	0	0	0	21	130	0	0	0	250	5	0	506	1809
1:00 PM	10	0	82	0	0	0	0	0	25	117	0	0	0	190	5	0	429	1814
1:15 PM	10	0	74	0	0	0	0	0	15	117	0	0	0	156	4	0	376	1744
1:30 PM	6	0	76	0	0	0	0	0	21	115	0	0	0	188	4	0	410	1721
1:45 PM	3	0	79	0	0	0	0	0	15	126	0	0	0	194	3	0	420	1635

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	64	0	336	0	0	0	0	0	84	520	0	0	0	1000	20	0	2024
Heavy Trucks	0	0	8		0	0	0		0	0	0		0	8	0		16
Buses																	
Pedestrians		0				8				0				0			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/19/2025 12:30 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

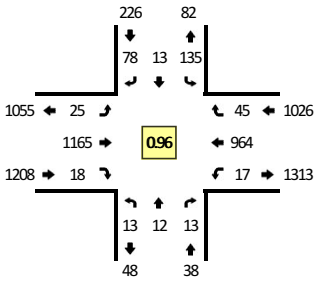
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

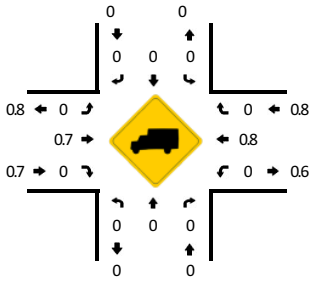
LOCATION: N Maplemere Rd -- Maple Rd
CITY/STATE: Erie, NY

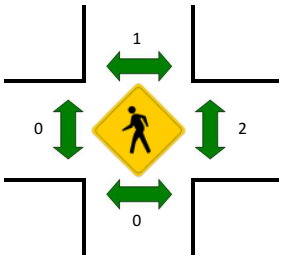
QC JOB #: 17217107
DATE: Thu, Sep 11 2025

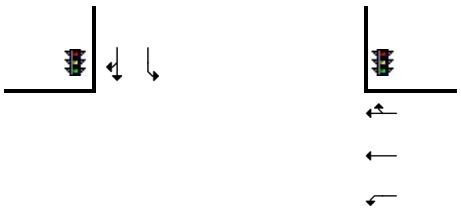
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

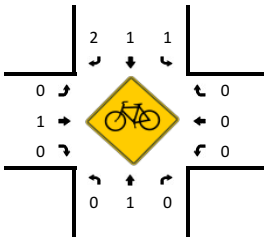


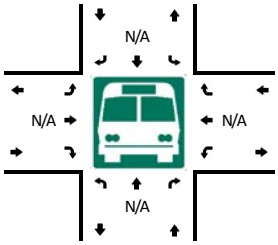
TRUE DATA TO IMPROVE MOBILITY

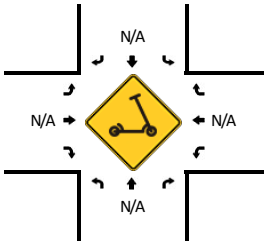












15-Min Count Period Beginning At	N Maplemere Rd (Northbound)				N Maplemere Rd (Southbound)				Maple Rd (Eastbound)				Maple Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	0	5	0	34	4	45	0	7	278	2	0	6	210	11	0	604	
4:15 PM	1	1	2	0	31	2	10	0	5	282	5	0	2	243	14	0	598	
4:30 PM	4	5	3	0	31	3	14	0	8	318	6	0	3	247	6	0	648	
4:45 PM	6	6	3	0	39	4	9	0	5	287	5	0	6	264	14	0	648	2498
5:00 PM	3	1	4	0	23	2	11	0	6	308	5	0	2	221	9	0	595	2489
5:15 PM	5	1	3	0	20	5	10	0	6	300	6	0	4	221	16	0	597	2488
5:30 PM	7	1	1	0	20	4	12	0	9	228	5	0	2	198	14	0	501	2341
5:45 PM	1	2	1	0	12	1	13	0	11	227	8	0	5	190	19	0	490	2183
6:00 PM	5	3	2	0	15	1	9	0	8	192	4	0	1	178	8	0	426	2014
6:15 PM	2	4	6	0	14	5	10	0	15	202	3	0	2	134	15	0	412	1829
6:30 PM	2	0	4	0	22	2	8	0	9	215	3	0	3	159	13	0	440	1768
6:45 PM	3	3	1	0	20	2	5	0	2	189	1	0	4	163	7	0	400	1678

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	20	12	0	124	12	56	0	32	1272	24	0	12	988	24	0	2592
Heavy Trucks	0	0	0		0	0	0		0	16	0		0	12	0		28
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	8		0	0	0		0	0	0		8
Scooters																	

Comments:

Report generated on 9/19/2025 12:30 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

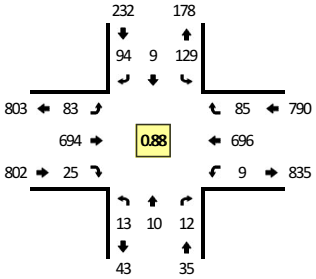
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

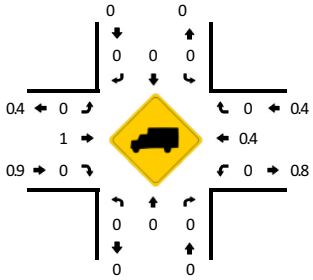
LOCATION: N Maplemere Rd -- Maple Rd
CITY/STATE: Erie, NY

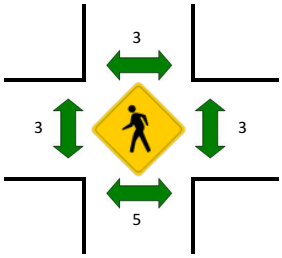
QC JOB #: 17217108
DATE: Sat, Sep 13 2025

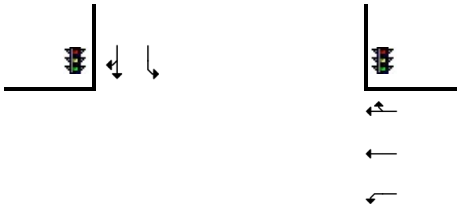
Peak-Hour: 12:15 PM -- 1:15 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

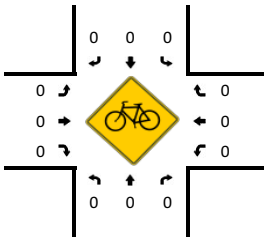


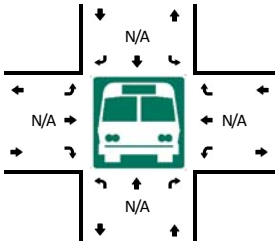
TRUE DATA TO IMPROVE MOBILITY

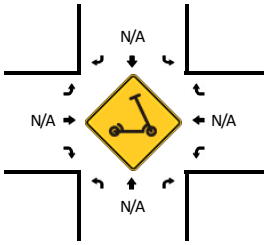












15-Min Count Period Beginning At	N Maplemere Rd (Northbound)				N Maplemere Rd (Southbound)				Maple Rd (Eastbound)				Maple Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	2	0	2	0	11	2	7	0	17	156	2	0	3	167	14	0	383	
11:15 AM	2	0	4	0	11	1	4	0	7	167	5	0	6	180	11	0	398	
11:30 AM	4	0	2	0	10	0	29	0	12	180	1	0	3	166	17	0	424	
11:45 AM	1	4	6	0	7	2	10	0	7	182	3	0	3	180	15	0	420	1625
12:00 PM	3	1	4	0	11	2	9	0	7	181	8	0	3	159	4	0	392	1634
12:15 PM	5	3	2	0	7	1	12	0	16	194	4	0	1	171	9	0	425	1661
12:30 PM	3	3	3	0	38	3	17	0	25	172	5	0	2	177	27	0	475	1712
12:45 PM	5	4	1	0	55	4	34	0	24	168	7	0	3	197	28	0	530	1822
1:00 PM	0	0	6	0	29	1	31	0	18	160	9	0	3	151	21	0	429	1859
1:15 PM	2	1	2	0	5	2	4	0	12	165	2	0	4	153	14	0	366	1800
1:30 PM	2	1	3	0	14	0	7	0	6	182	3	0	2	176	7	0	403	1728
1:45 PM	3	0	1	0	7	2	20	0	11	181	2	0	3	163	12	0	405	1603

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	16	4	0	220	16	136	0	96	672	28	0	12	788	112	0	2120
Heavy Trucks	0	0	0		0	0	0		0	4	0		0	8	0		12
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

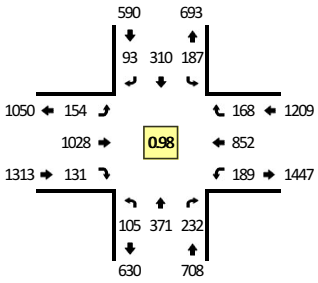
Report generated on 9/19/2025 12:30 PM

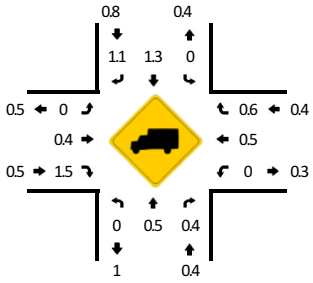
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

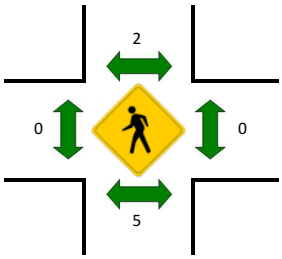
LOCATION: N Forest Rd -- Maple Rd | **QC JOB #:** 17217109
CITY/STATE: Erie, NY | **DATE:** Thu, Sep 11 2025

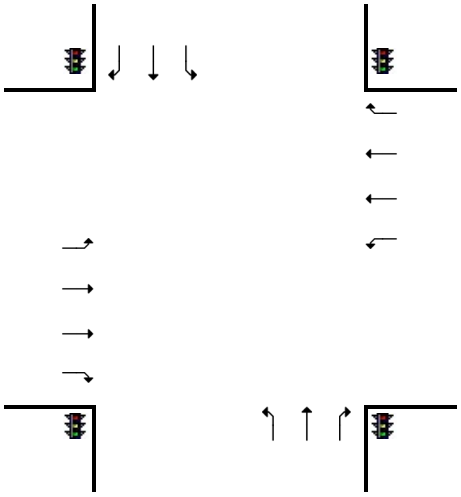
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 4:45 PM -- 5:00 PM

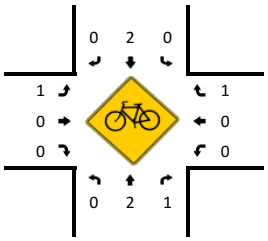


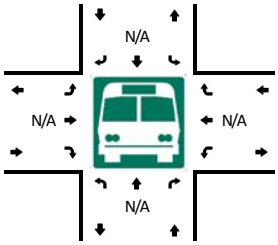


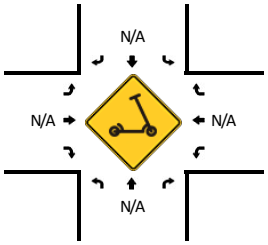
TRUE DATA TO IMPROVE MOBILITY











15-Min Count Period Beginning At	N Forest Rd (Northbound)				N Forest Rd (Southbound)				Maple Rd (Eastbound)				Maple Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	31	79	55	0	48	84	30	0	46	225	32	0	41	182	28	0	881	
4:15 PM	31	88	52	0	48	72	19	0	44	227	30	0	41	219	47	0	918	
4:30 PM	30	92	69	0	42	62	22	0	28	266	39	0	39	215	35	0	939	
4:45 PM	25	93	48	0	40	85	27	0	36	263	32	0	48	229	49	0	975	3713
5:00 PM	26	97	61	0	50	68	22	0	45	266	25	0	52	214	39	0	965	3797
5:15 PM	24	89	54	0	55	95	22	0	45	233	35	0	50	194	45	0	941	3820
5:30 PM	19	86	46	0	39	57	20	0	33	197	16	0	51	163	26	0	753	3634
5:45 PM	16	68	57	0	41	55	38	0	36	186	18	0	37	165	41	0	758	3417
6:00 PM	11	51	38	0	40	60	34	0	23	163	30	0	31	164	32	0	677	3129
6:15 PM	13	50	36	0	35	61	24	0	27	169	7	0	22	109	26	0	579	2767
6:30 PM	14	57	40	0	30	52	24	0	40	189	19	0	39	137	17	0	658	2672
6:45 PM	13	49	32	0	28	44	16	0	29	159	24	0	31	139	33	0	597	2511

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	100	372	192	0	160	340	108	0	144	1052	128	0	192	916	196	0	3900
Heavy Trucks	0	4	0		0	4	0		0	0	0		0	4	0		12
Buses																	
Pedestrians		4				0				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

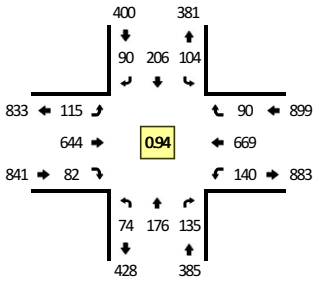
Comments:

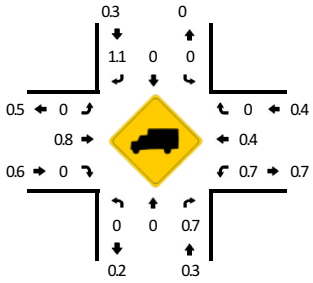
Report generated on 9/19/2025 12:30 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

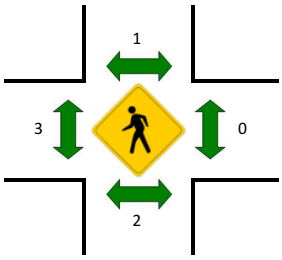
LOCATION: N Forest Rd -- Maple Rd | **QC JOB #:** 17217110
CITY/STATE: Erie, NY | **DATE:** Sat, Sep 13 2025

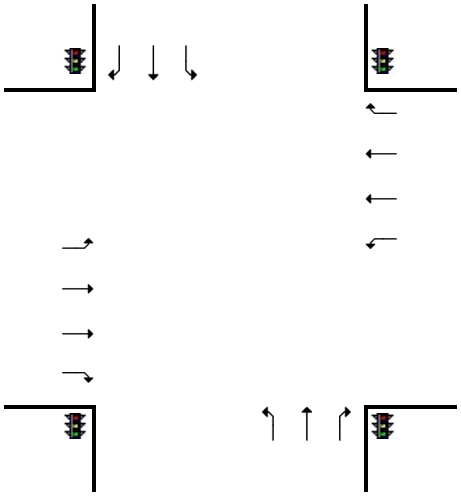
Peak-Hour: 12:15 PM -- 1:15 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

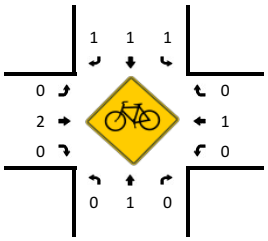


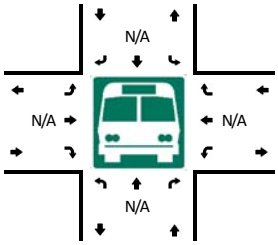


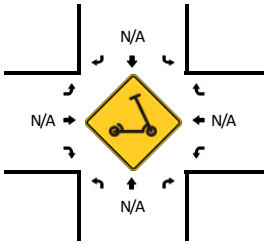
TRUE DATA TO IMPROVE MOBILITY











15-Min Count Period Beginning At	N Forest Rd (Northbound)				N Forest Rd (Southbound)				Maple Rd (Eastbound)				Maple Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	21	42	31	0	23	52	28	0	23	138	11	0	19	140	17	0	545	
11:15 AM	14	45	24	0	37	45	35	0	20	145	13	0	32	156	29	0	595	
11:30 AM	17	53	28	0	26	50	22	0	27	133	11	0	40	142	23	0	572	
11:45 AM	12	48	34	0	23	50	28	0	26	163	16	0	42	157	28	0	627	2339
12:00 PM	14	39	38	0	16	31	26	0	30	152	17	0	42	136	24	0	565	2359
12:15 PM	16	47	38	0	30	55	22	0	35	155	17	0	41	152	21	0	629	2393
12:30 PM	23	45	32	0	23	58	17	0	29	143	26	0	33	182	22	0	633	2454
12:45 PM	19	43	32	0	23	55	28	0	22	187	20	0	34	184	23	0	670	2497
1:00 PM	16	41	33	0	28	38	23	0	29	159	19	0	32	151	24	0	593	2525
1:15 PM	15	49	19	0	28	38	17	0	24	122	15	0	40	140	8	0	515	2411
1:30 PM	14	52	32	0	19	46	23	0	28	153	16	0	41	130	17	0	571	2349
1:45 PM	16	30	27	0	24	40	17	0	15	147	15	0	42	152	22	0	547	2226

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	76	172	128	0	92	220	112	0	88	748	80	0	136	736	92	0	2680
Heavy Trucks	0	0	4		0	0	4		0	4	0		4	8	0		24
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/19/2025 12:30 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

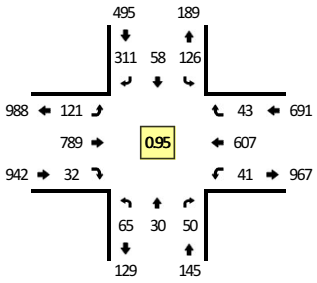
Type of peak hour being reported: Intersection Peak

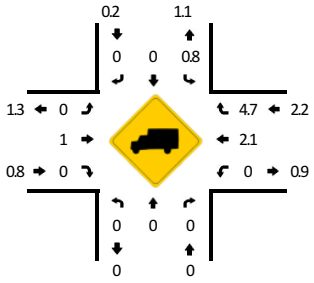
Method for determining peak hour: Total Entering Volume

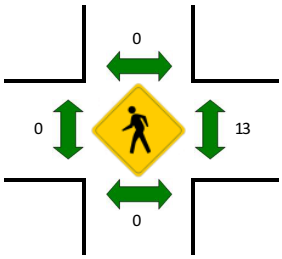
LOCATION: Coventry Rd/N Maplemere Rd -- CR 263
CITY/STATE: University at Buffalo, NY

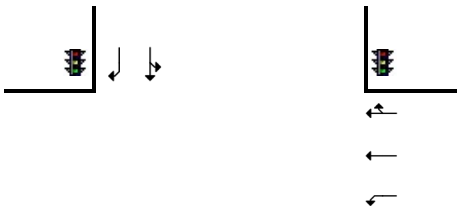
QC JOB #: 17217111
DATE: Thu, Sep 11 2025

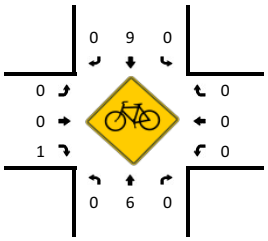
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

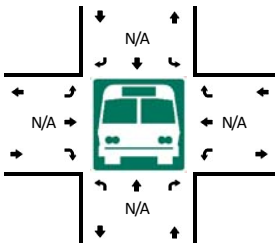


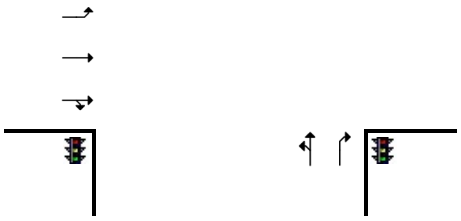


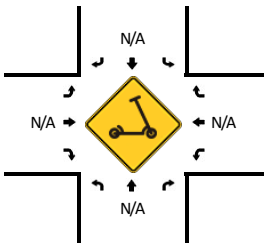












15-Min Count Period Beginning At	Coventry Rd/N Maplemere Rd (Northbound)				Coventry Rd/N Maplemere Rd (Southbound)				CR 263 (Eastbound)				CR 263 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	32	4	26	0	12	17	60	0	29	195	9	3	8	149	11	0	555	
4:15 PM	20	5	13	0	16	14	28	0	25	186	6	5	6	136	6	1	467	
4:30 PM	24	4	18	0	32	17	69	0	30	144	8	3	13	147	13	1	523	
4:45 PM	14	11	14	0	26	17	65	0	37	225	4	0	6	157	15	1	592	2137
5:00 PM	18	10	9	0	50	12	111	0	19	196	8	1	6	153	8	0	601	2183
5:15 PM	9	5	9	0	18	12	66	0	30	224	12	1	14	150	7	0	557	2273
5:30 PM	2	2	10	0	20	11	57	0	29	176	3	4	21	117	9	0	461	2211
5:45 PM	4	8	11	0	16	6	45	0	23	172	7	2	7	125	6	0	432	2051
6:00 PM	8	7	11	0	15	7	51	0	29	159	7	1	14	157	9	0	475	1925
6:15 PM	9	14	13	0	18	12	53	0	33	125	2	1	8	108	12	0	408	1776
6:30 PM	3	14	9	0	11	12	42	0	42	130	5	2	6	132	9	0	417	1732
6:45 PM	4	4	5	0	24	10	48	0	33	107	3	2	6	85	12	0	343	1643

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	72	40	36	0	200	48	444	0	76	784	32	4	24	612	32	0	2404
Heavy Trucks	0	0	0		4	0	0		0	8	0		0	4	0		16
Buses																	
Pedestrians		0				0				0				16			16
Bicycles	0	0	0		0	12	0		0	0	4		0	0	0		16
Scooters																	

Comments:

Report generated on 9/19/2025 12:30 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

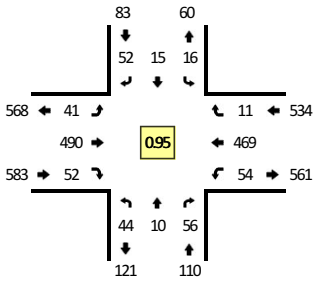
Type of peak hour being reported: Intersection Peak

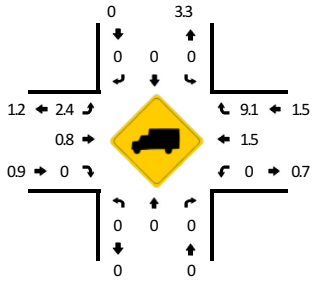
Method for determining peak hour: Total Entering Volume

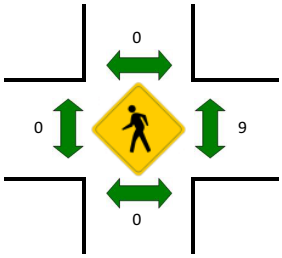
LOCATION: Coventry Rd/N Maplemere Rd -- CR 263
CITY/STATE: University at Buffalo, NY

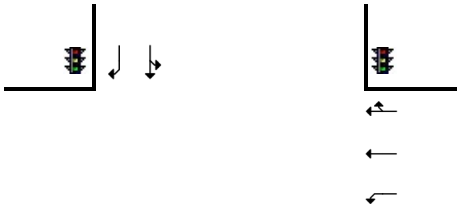
QC JOB #: 17217112
DATE: Sat, Sep 13 2025

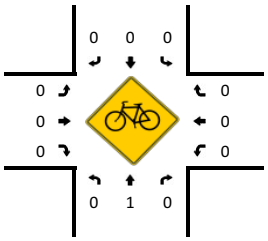
Peak-Hour: 12:15 PM -- 1:15 PM
Peak 15-Min: 1:00 PM -- 1:15 PM

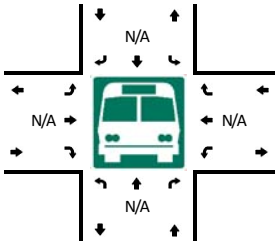


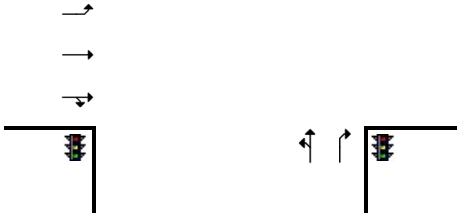


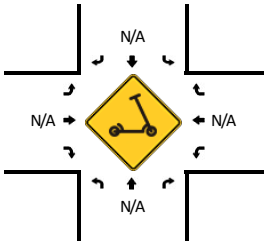












15-Min Count Period Beginning At	Coventry Rd/N Maplemere Rd (Northbound)				Coventry Rd/N Maplemere Rd (Southbound)				CR 263 (Eastbound)				CR 263 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	6	3	6	0	2	7	11	0	11	108	10	1	7	134	3	1	310	
11:15 AM	10	5	16	0	6	2	16	0	12	117	4	1	2	112	2	0	305	
11:30 AM	17	3	3	0	9	8	35	0	21	87	9	1	7	103	3	1	307	
11:45 AM	3	2	9	0	8	3	25	0	14	110	8	0	10	136	6	0	334	1256
12:00 PM	5	1	7	0	4	7	19	0	13	122	4	1	6	86	3	1	279	1225
12:15 PM	7	3	5	0	5	2	14	1	5	107	14	1	9	123	2	0	298	1218
12:30 PM	10	3	12	0	2	1	10	0	8	127	15	0	17	122	1	0	328	1239
12:45 PM	7	3	16	0	6	10	11	0	14	131	13	0	21	103	5	0	340	1245
1:00 PM	20	1	23	0	2	2	17	0	11	125	10	2	7	121	3	0	344	1310
1:15 PM	4	1	3	0	4	1	14	0	9	113	11	3	8	101	5	0	277	1289
1:30 PM	10	3	5	0	3	1	5	0	13	122	8	1	8	117	3	0	299	1260
1:45 PM	9	5	8	0	8	2	17	0	13	102	8	3	12	98	6	0	291	1211

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	80	4	92	0	8	8	68	0	44	500	40	8	28	484	12	0	1376
Heavy Trucks	0	0	0		0	0	0		0	8	0		0	0	0		8
Buses																	
Pedestrians		0				0				0				12			12
Bicycles	0	4	0		0	0	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 9/19/2025 12:30 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

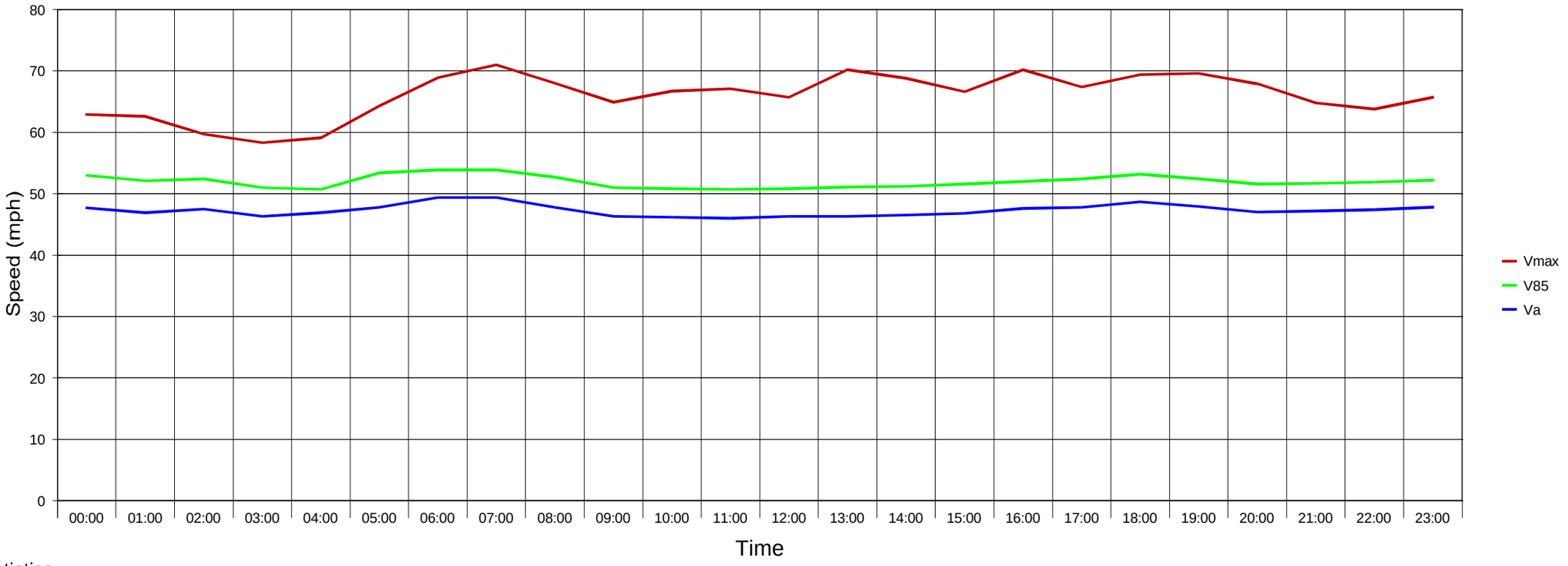
ATTACHMENT D

AUTOMATIC TRAFFIC RECORDER (ATR) DATA

PROPOSED SPORTS COMPLEX AND HOTEL
TOWN OF AMHERST
ERIE COUNTY, NY

Quality Counts L.L.C.
621 Carlisle Dr, Herndon VA 20170
954-944-2363

Maple Road, EB, 950 ft east of Donna Lea Blvd.; Lat.: 42°59'28.81"N; Long.,78°46'24.73"W, "+" = EB



Statistics

Period: Friday, September 5, 2025, 00:00 o'clock to Saturday, September 13, 2025, 23:59 o'clock

Speed violations:	64	%
Average time interval:	4.3	sec.
Traffic in column:	95	%
ADT:	10953	
Truck Share:	3	%

	Count	%	V15	Va	V85	Vmax
Motorcycle/sm	2422	2.5	41	46	52	75
Car	93229	94.6	42	47	52	83
Truck	2513	2.5	41	45	50	64
Tractor-Trailer	403	0.4	39	43	48	56
Total	98567	100	42	47	52	83

Quality Counts L.L.C.
621 Carlisle Dr, Herndon VA 20170
954-944-2363

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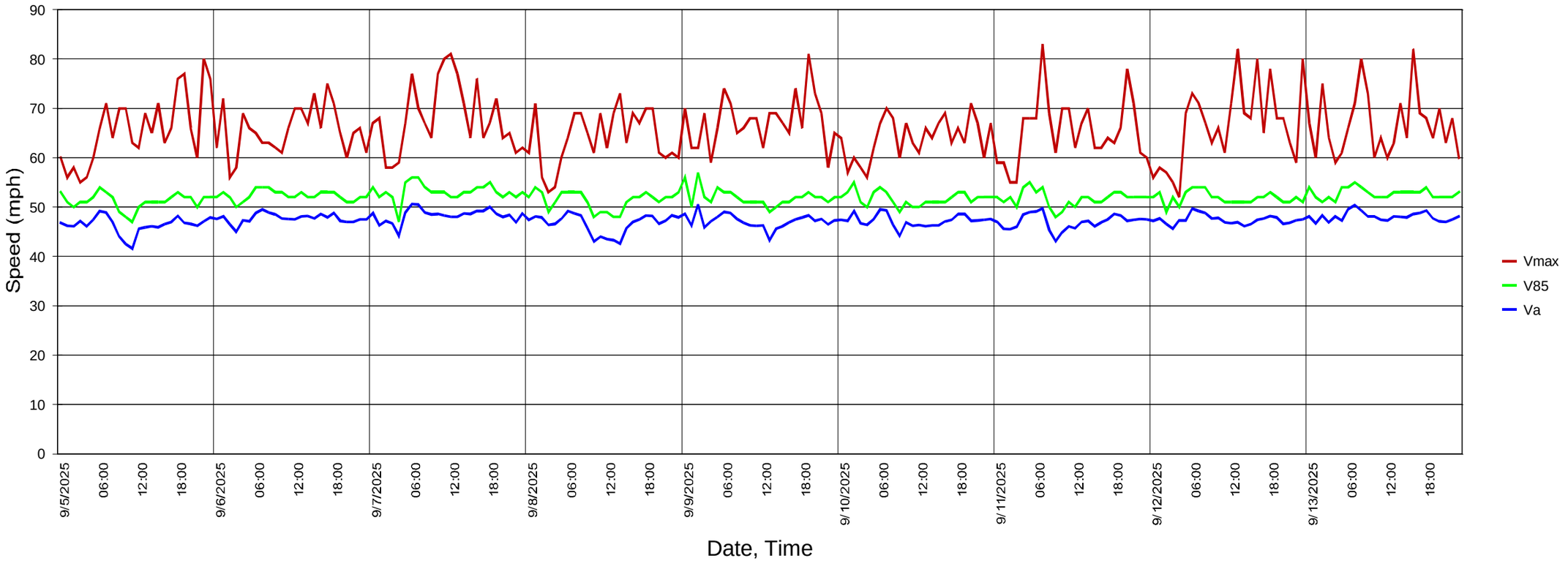

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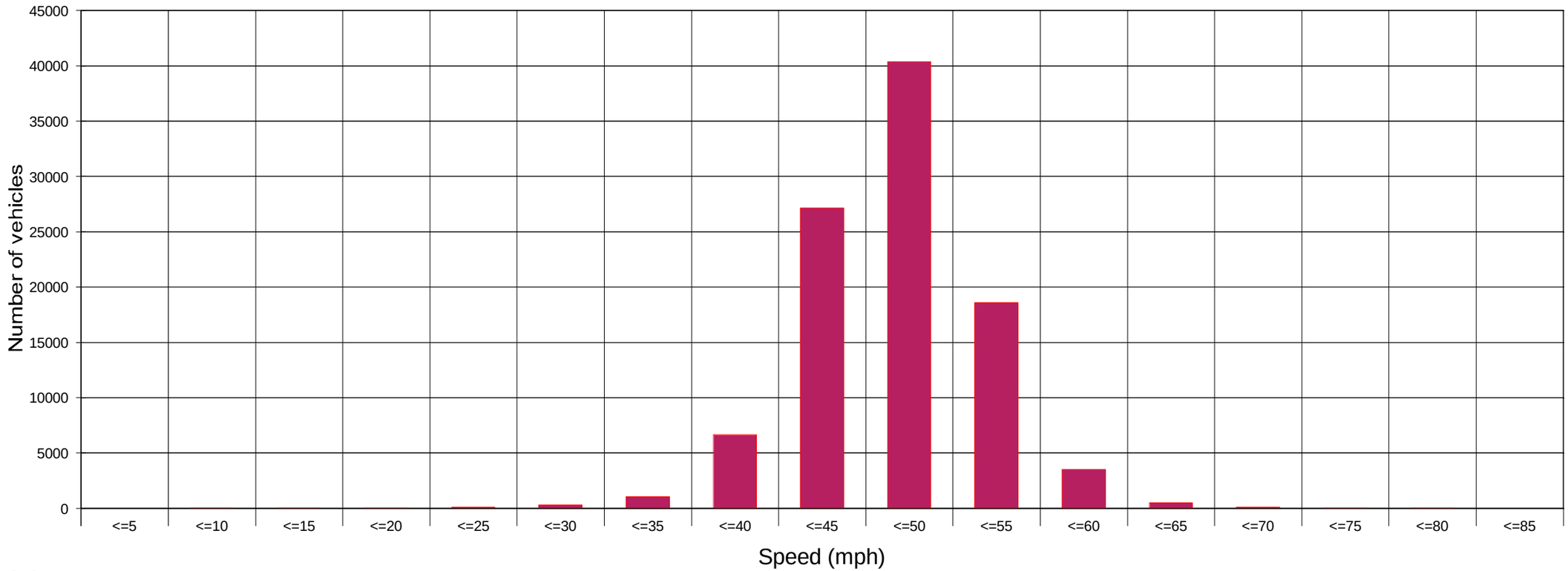

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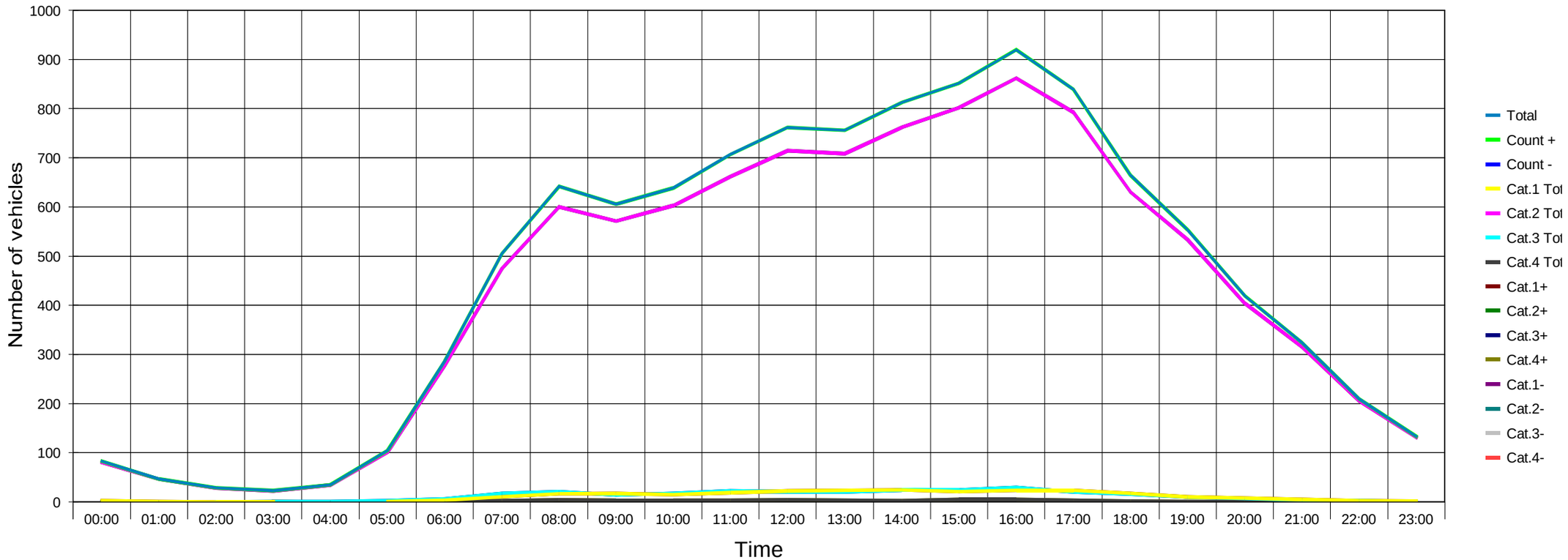

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954-944-2363

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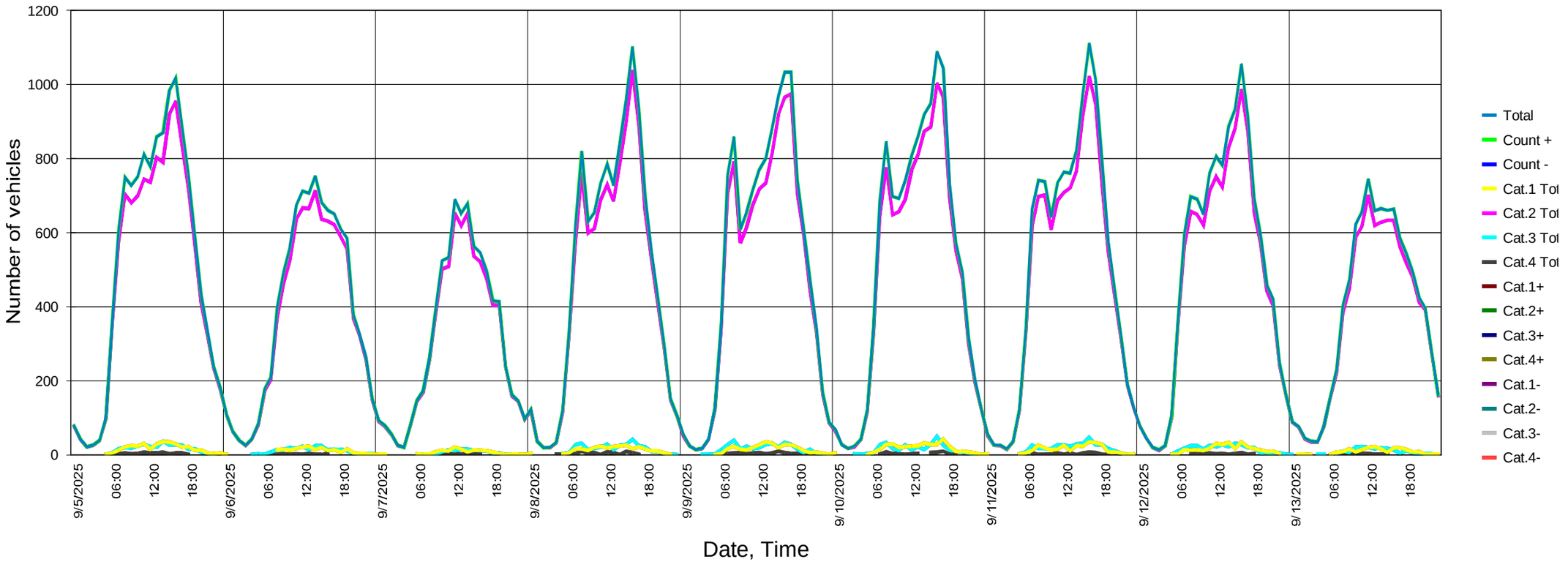

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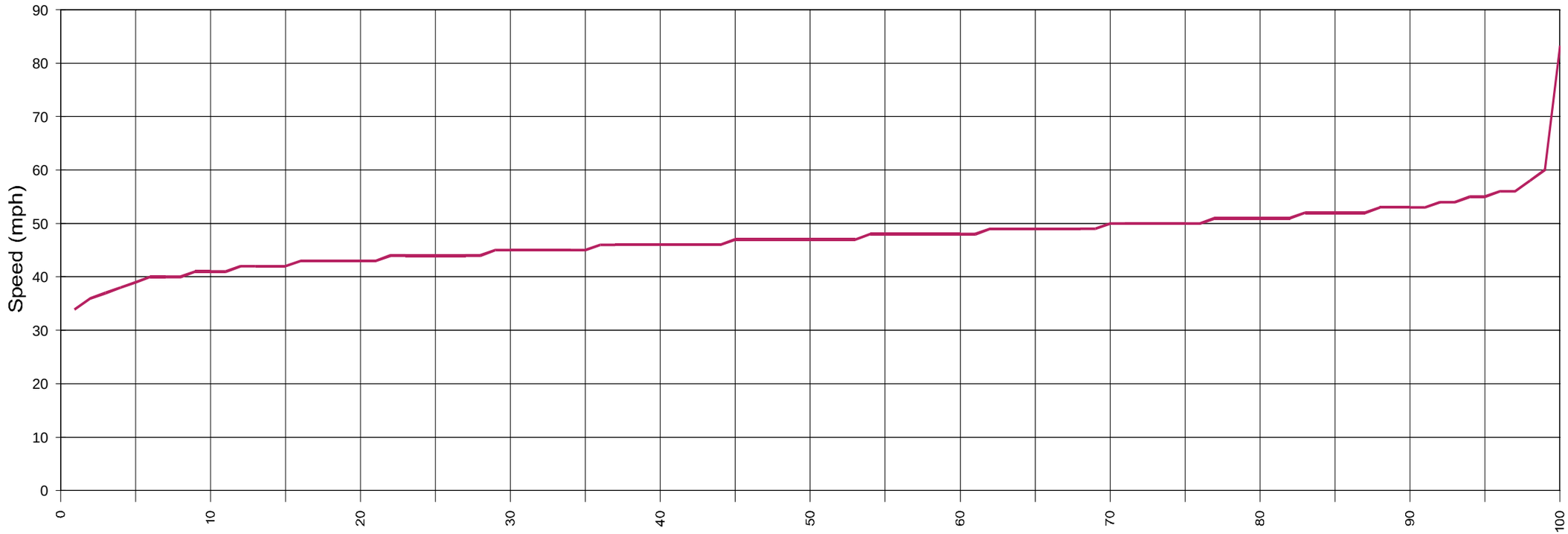

Vx (%) Comment: x % of vehicles are driving at or below y mph

Statistics

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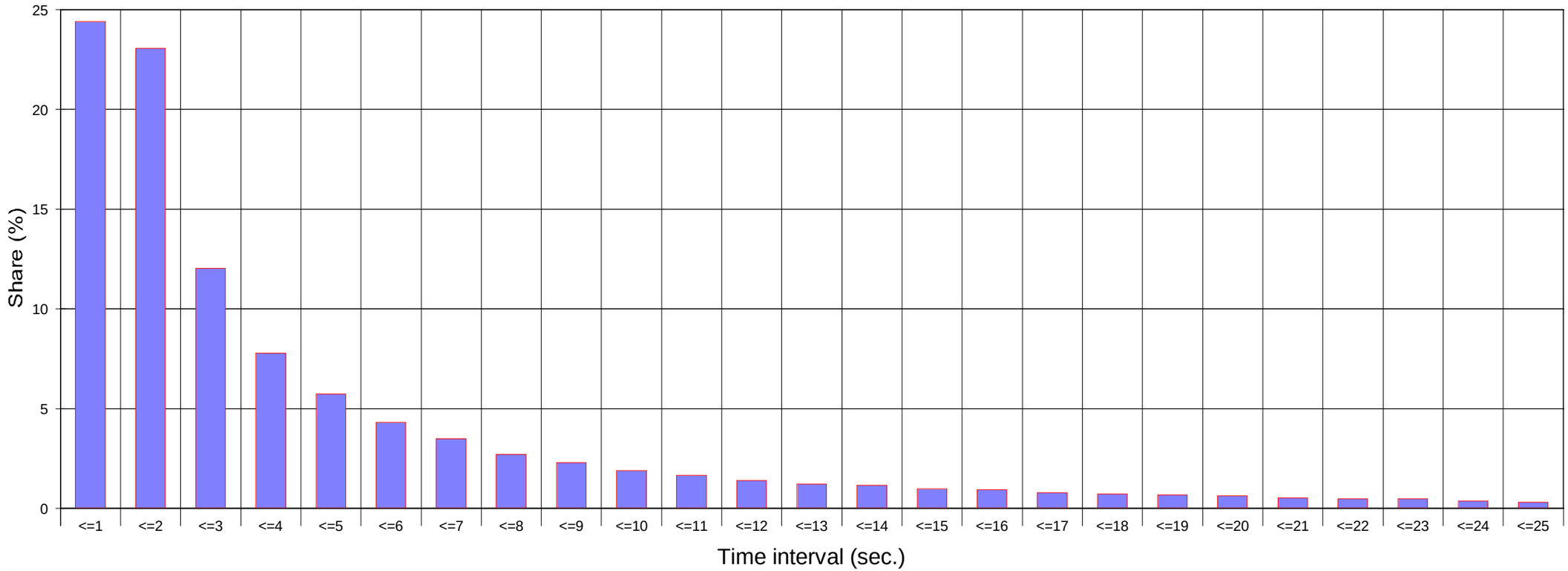

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Quality Counts L.L.C.
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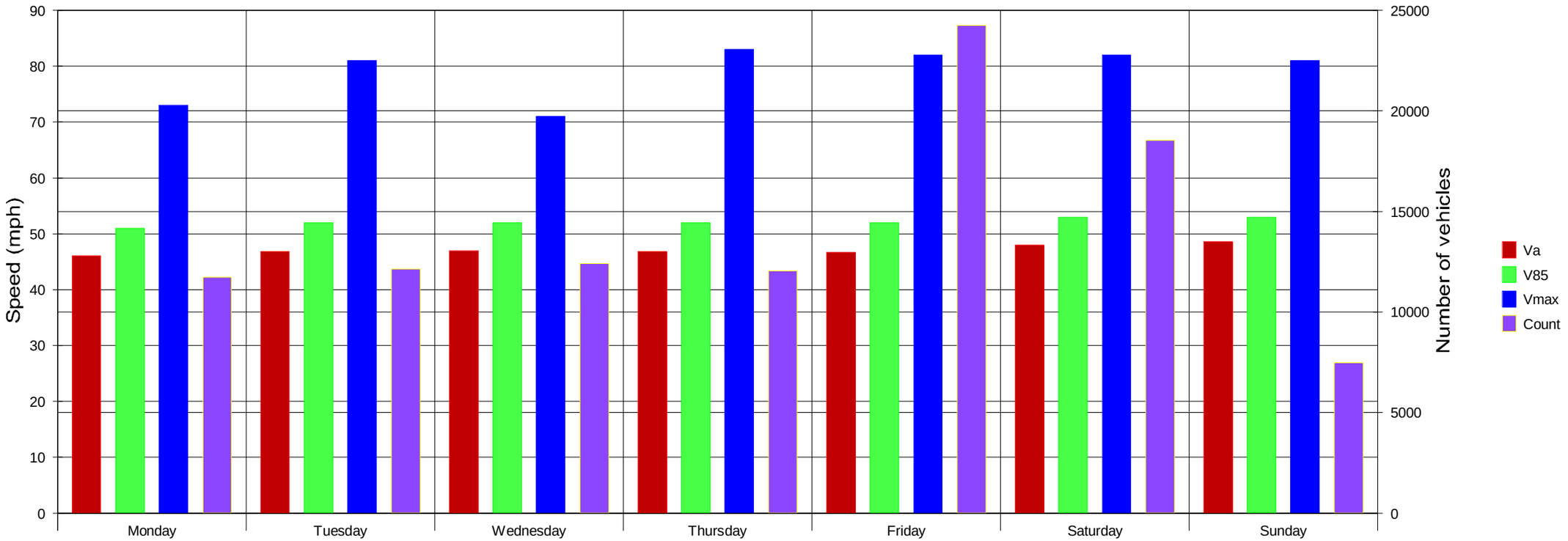

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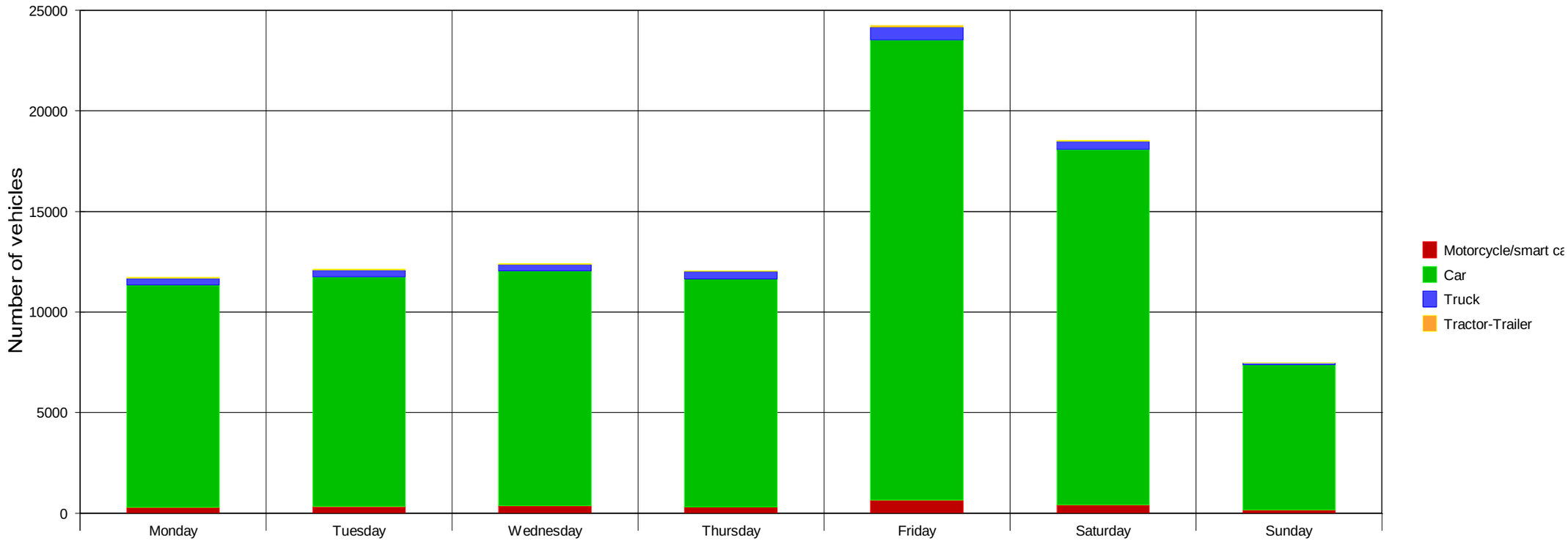

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Tractor-Trailer	403	0.4	39	43	48	56
Total	98567	100	42	47	52	83

Detailed evaluation Friday, September 5, 2025, 00:00 o'clock to Saturday, September 13, 2025, 23:59 o'clock

		Car					Truck					Tractor-Trailer					Truck + Tractor-Trailer					Total:				
	Evaluation:	Count	Share [%]	Va mph	V85 mph	Vmax mph	Count	Share [%]	Va mph	V85 mph	Vmax mph	Count	Share [%]	Va mph	V85 mph	Vmax mph	Count	Share [%]	Va mph	V85 mph	Vmax mph	Count	Share [%]	Va mph	V85 mph	Vmax mph
Direction +	Day:	56667	93.8	47	52	83	1797	3	45	50	64	308	0.5	43	48	56	2105	3.5	45	50	64	**60437**	61.3	47	51	83
	Evening:	7912	96.2	47	52	81	146	1.8	46	51	58	12	0.1	46	49	54	158	1.9	46	51	58	**8228**	8.3	47	52	81
	Night:	3686	97.2	48	52	80	43	1.1	46	50	60	9	0.2	42	47	48	52	1.4	46	49	60	**3791**	3.8	47	52	80
	16 Hours:	64630	94	47	52	83	1943	2.8	45	50	64	320	0.5	43	48	56	2263	3.3	45	50	64	**68719**	69.7	47	52	83
	Weekday traffic:	68354	94.2	47	52	83	1986	2.7	45	50	64	329	0.5	43	48	56	2315	3.2	45	50	64	**72548**	73.6	47	52	83
	Weekend traffic:	24875	95.6	48	53	82	527	2	47	51	60	74	0.3	45	48	55	601	2.3	47	51	60	**26019**	26.4	48	53	82
	Total traffic:	93229	94.6	47	52	83	2513	2.5	45	50	64	403	0.4	43	48	56	2916	3	45	50	64	**98567**	100	47	52	83
Direction -	Day:	0	0				0	0				0	0				0	0				**0**	0			
	Evening:	0	0				0	0				0	0				0	0				**0**	0			
	Night:	0	0				0	0				0	0				0	0				**0**	0			
	16 Hours:	0	0				0	0				0	0				0	0				**0**	0			
	Weekday traffic:	0	0				0	0				0	0				0	0				**0**	0			
	Weekend traffic:	0	0				0	0				0	0				0	0				**0**	0			
	Total traffic:	0	0				0	0				0	0				0	0				**0**	0			
Total	Day:	56667	93.8	47	52	83	1797	3	45	50	64	308	0.5	43	48	56	2105	3.5	45	50	64	**60437**	61.3	47	51	83
	Evening:	7912	96.2	47	52	81	146	1.8	46	51	58	12	0.1	46	49	54	158	1.9	46	51	58	**8228**	8.3	47	52	81
	Night:	3686	97.2	48	52	80	43	1.1	46	50	60	9	0.2	42	47	48	52	1.4	46	49	60	**3791**	3.8	47	52	80
	16 Hours:	64630	94	47	52	83	1943	2.8	45	50	64	320	0.5	43	48	56	2263	3.3	45	50	64	**68719**	69.7	47	52	83
	Weekday traffic:	68354	94.2	47	52	83	1986	2.7	45	50	64	329	0.5	43	48	56	2315	3.2	45	50	64	**72548**	73.6	47	52	83
	Weekend traffic:	24875	95.6	48	53	82	527	2	47	51	60	74	0.3	45	48	55	601	2.3	47	51	60	**26019**	26.4	48	53	82
	Total traffic:	**93229**	**94.6**	**47**	**52**	**83**	**2513**	**2.5**	**45**	**50**	**64**	**403**	**0.4**	**43**	**48**	**56**	**2916**	**3**	**45**	**50**	**64**	98567	**100**	**47**	**52**	**83**

SIERZEGA

Detailed evaluation Friday, September 5, 2025, 00:00 o'clock to Saturday, September 13, 2025, 23:59 o'clock

Evaluation:				Average Traffic									
	From - To	Days	Dir.	Day:		Evening:		Night:		16 Hours:		ADT	
From - To				06:00 - 18:59		19:00 - 21:59		22:00 - 05:59		06:00 - 21:59		00:00 - 23:59	
Days				9		9		8.998		9		8.999	
				AT [veh./h]	AT [veh./13h]	AT [veh./h]	AT [veh./3h]	AT [veh./h]	AT [veh./8h]	AT [veh./h]	AT [veh./16h]	AT [veh./h]	ADT [veh./24h]
Weekday traffic:	Mon - Fri	6	+	776	10073	460	1371	79	632	717	11453	504	12091
			-	0	0	0	0	0	0	0	0	0	0
			T	776	10073	460	1371	79	632	717	11453	504	12091
Weekend traffic:	Sat - Sun	2.999	+	524	6798	380	1135	91	726	497	7943	361	8675
			-	0	0	0	0	0	0	0	0	0	0
			T	524	6798	380	1135	91	726	497	7943	361	8675
Total traffic:		8.999	+	692	8981	433	1292	83	663	643	10283	456	10953
			-	0	0	0	0	0	0	0	0	0	0
			T	692	8981	433	1292	83	663	643	10283	456	10953

SIERZEGA

Detailed evaluation Friday, September 5, 2025, 00:00 o'clock to Saturday, September 13, 2025, 23:59 o'clock

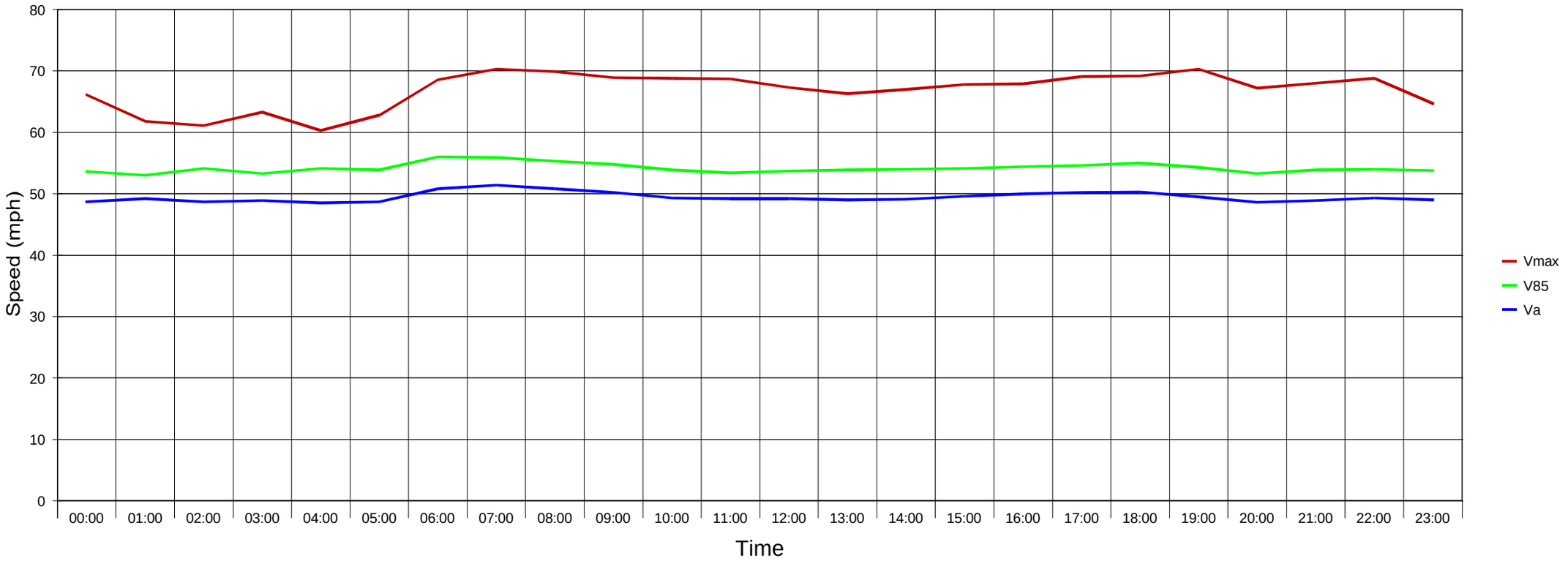
Evaluation:				Peak hours				K - Factors		
	From - To	Days	Dir.	From mean values		Absolute		K6	K16	K200
From - To								06:00 - 08:59	06:00 - 21:59	Peak hour
				Time	[veh./h]	Date, time	[veh./h]	15:00 - 17:59		
Weekday traffic:	Mon - Fri	6	+	16:15	1082	9/11/2025, 16:30	1136	0.394	0.947	0.089
			-	00:00	0	0	0	0	0	0
			T	16:15	1082	9/11/2025, 16:30	1136	0.394	0.947	0.089
Weekend traffic:	Sat - Sun	2.999	+	12:15	748	9/6/2025, 12:15	761	0.292	0.915	0.086
			-	00:00	0	0	0	0	0	0
			T	12:15	748	9/6/2025, 12:15	761	0.292	0.915	0.086
Total traffic:		8.999	+	16:15	927	9/11/2025, 16:30	1136	0.367	0.939	0.085
			-	00:00	0	0	0	0	0	0
			T	16:15	927	9/11/2025, 16:30	1136	0.367	0.939	0.085

Legend to K-factors:
K(I) -factor: vehicles in period1+2 / ADT
K(J) -factor: vehicles in 16 hrs. period /ADT
K(200)-factor: vehicles in peak hour /ADT

SIERZEGA

Quality Counts L.L.C.
621 Carlisle Dr, Herndon VA 20170
954-944-2363

Maple Road, WB, 760 ft. west of Sandhurst Ln; Lat = 42°59'29.66"N; Long = 78°46'15.60"W ; "+" = WB



Statistics

Period: Friday, September 5, 2025, 00:00 o'clock to Saturday, September 13, 2025, 23:59 o'clock

Speed violations:	82	%
Average time interval:	4.2	sec.
Traffic in column:	93	%
ADT:	9737	
Truck Share:	3	%

	Count	%	V15	Va	V85	Vmax
Motorcycle	2207	2.5	43	49	55	77
Car	82828	94.5	45	50	54	79
Truck	1774	2	46	50	53	70
Tractor-Trailer	813	0.9	45	49	53	62
Total	87622	100	45	50	54	79

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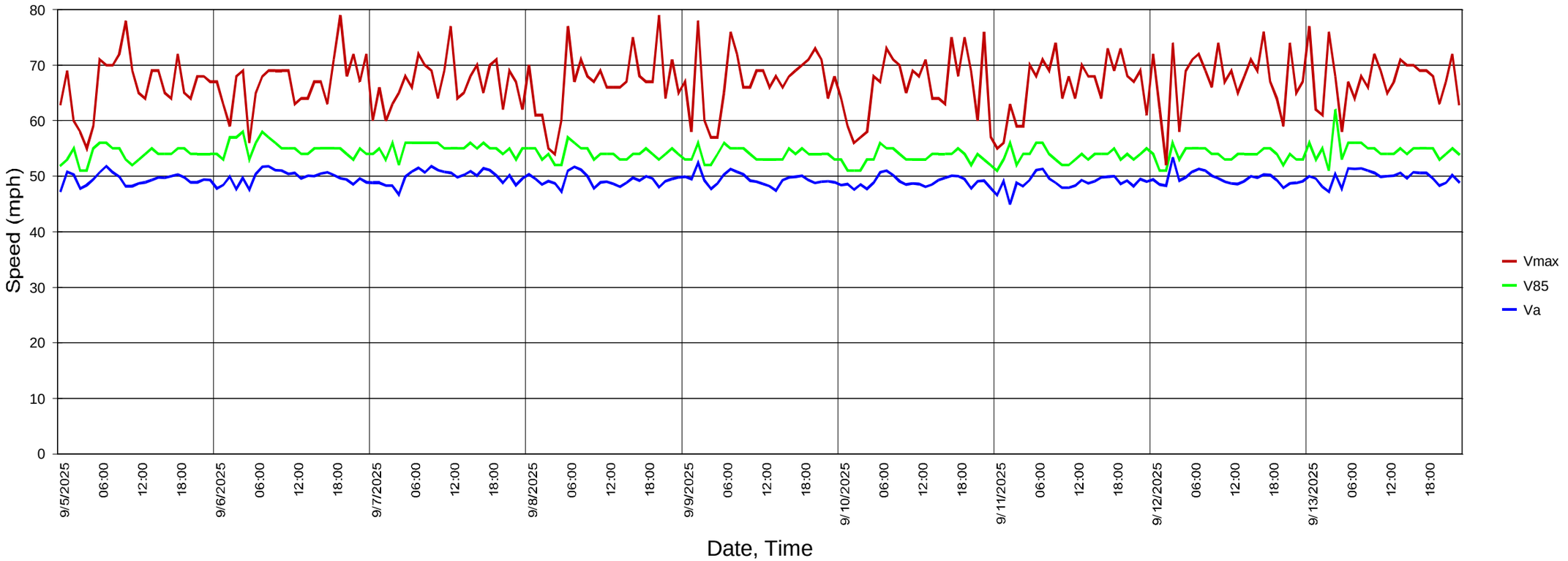

Statistics

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			Count	%	V15	Va	V85	Vmax
Speed violations:	82	%	Motorcycle	2207	2.5	43	49	55	77
Average time interval:	4.2	sec.	Car	82828	94.5	45	50	54	79
Traffic in column:	93	%	Truck	1774	2	46	50	53	70
ADT:	9737		Tractor-Trailer	813	0.9	45	49	53	62
Truck Share:	3	%	Total	87622	100	45	50	54	79

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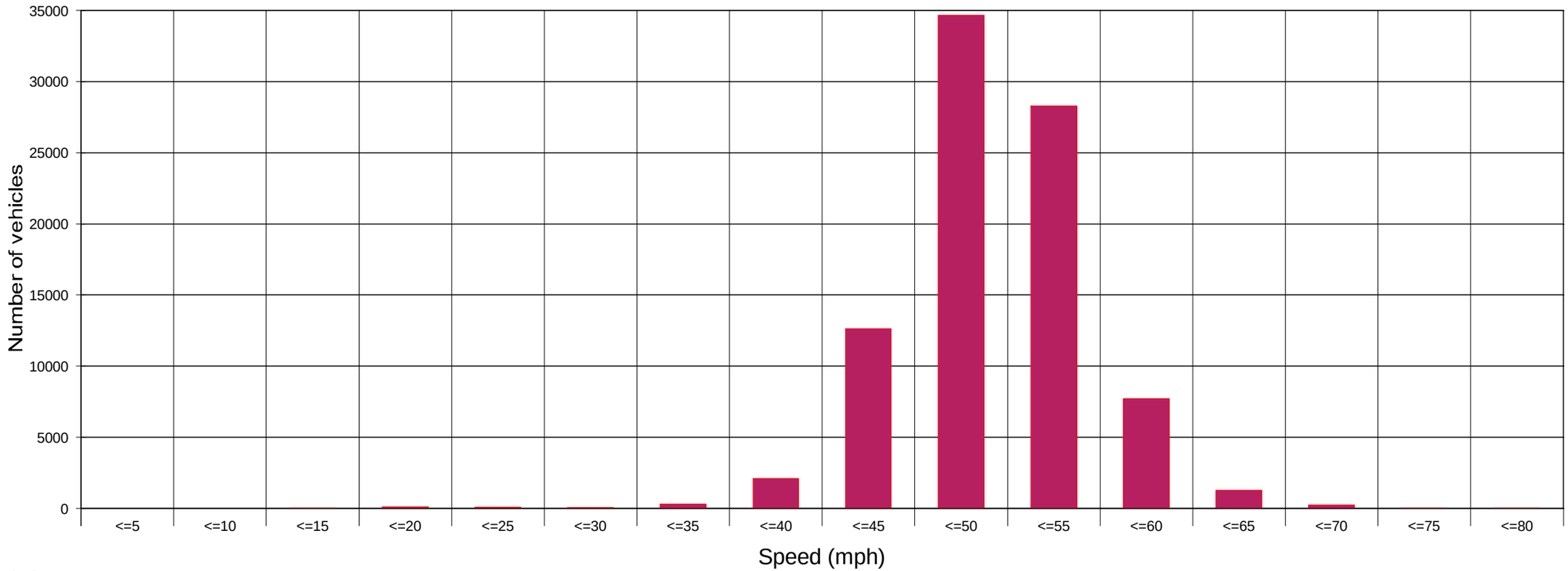

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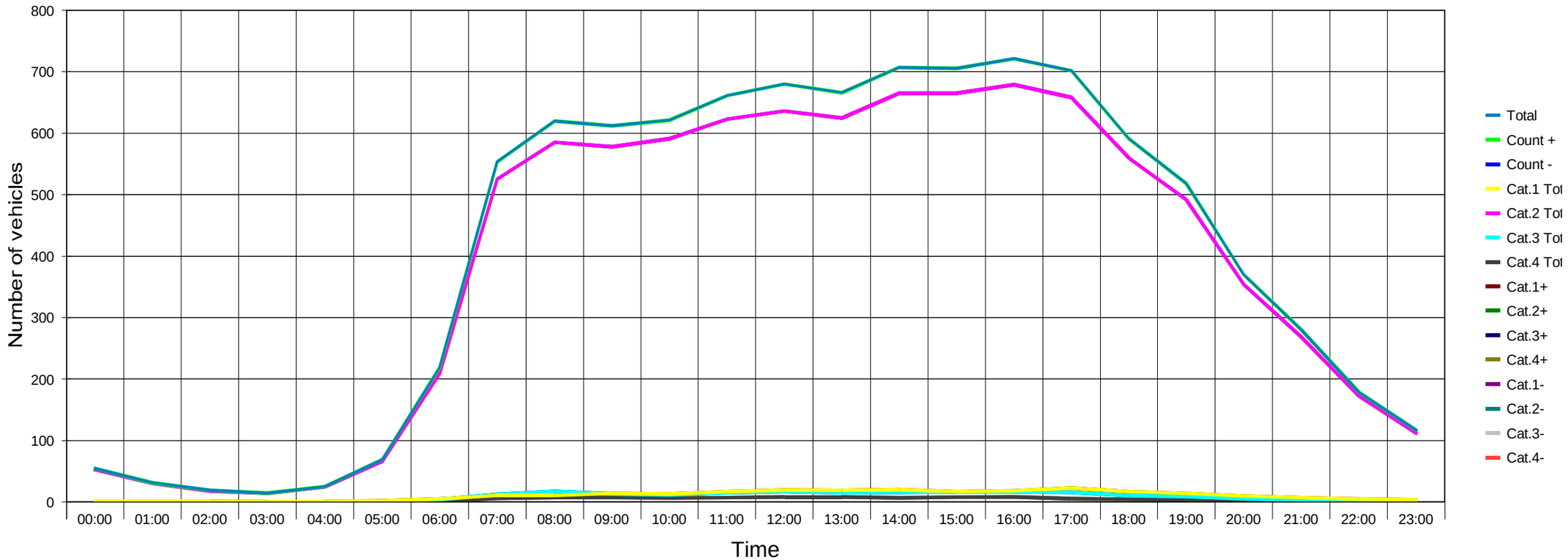

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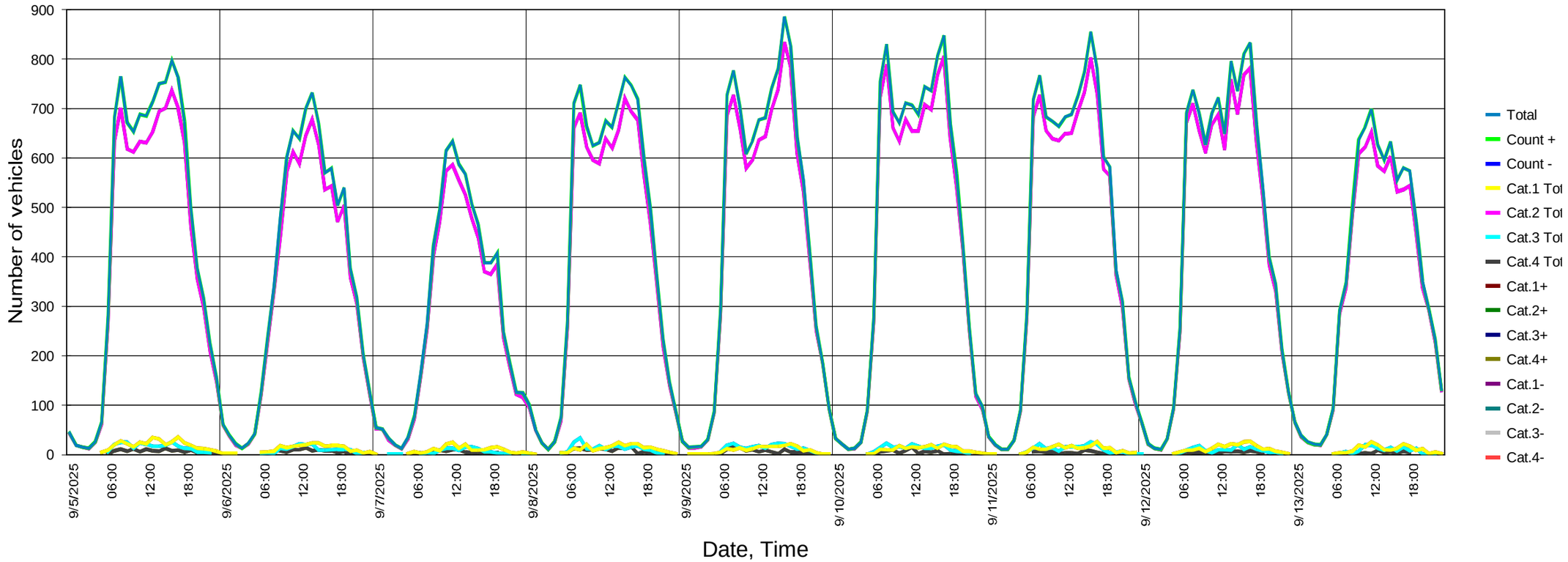

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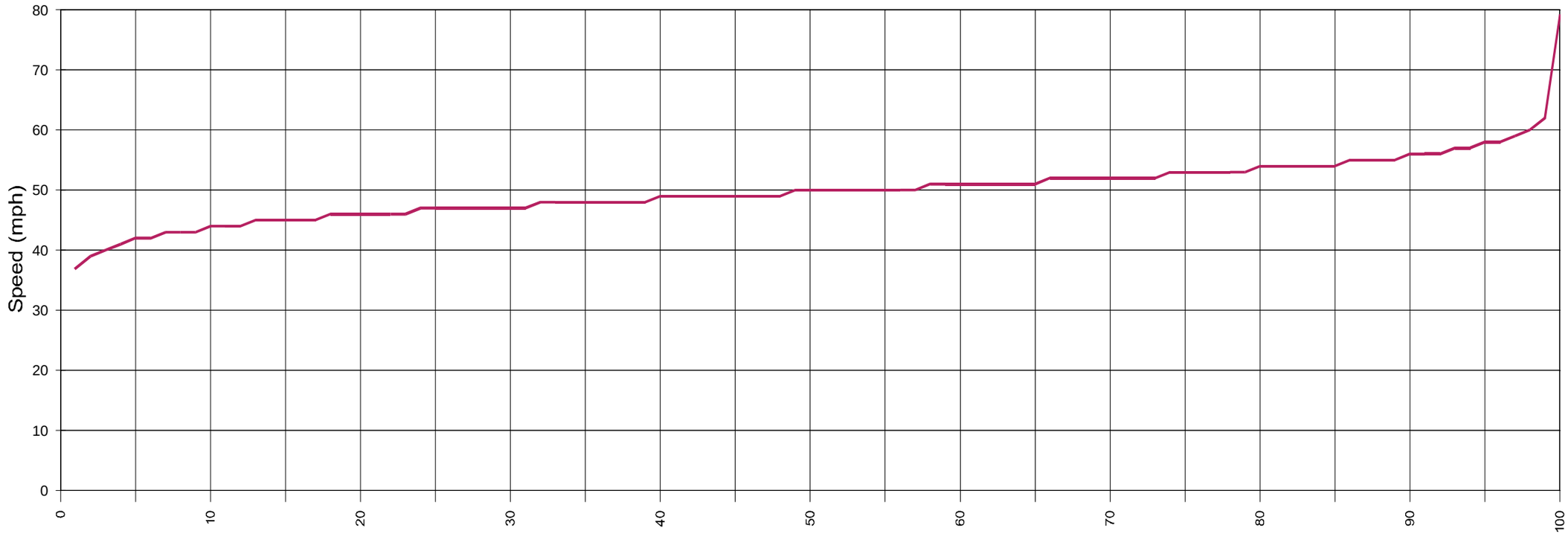

Vx (%) Comment: x % of vehicles are driving at or below y mph

Statistics

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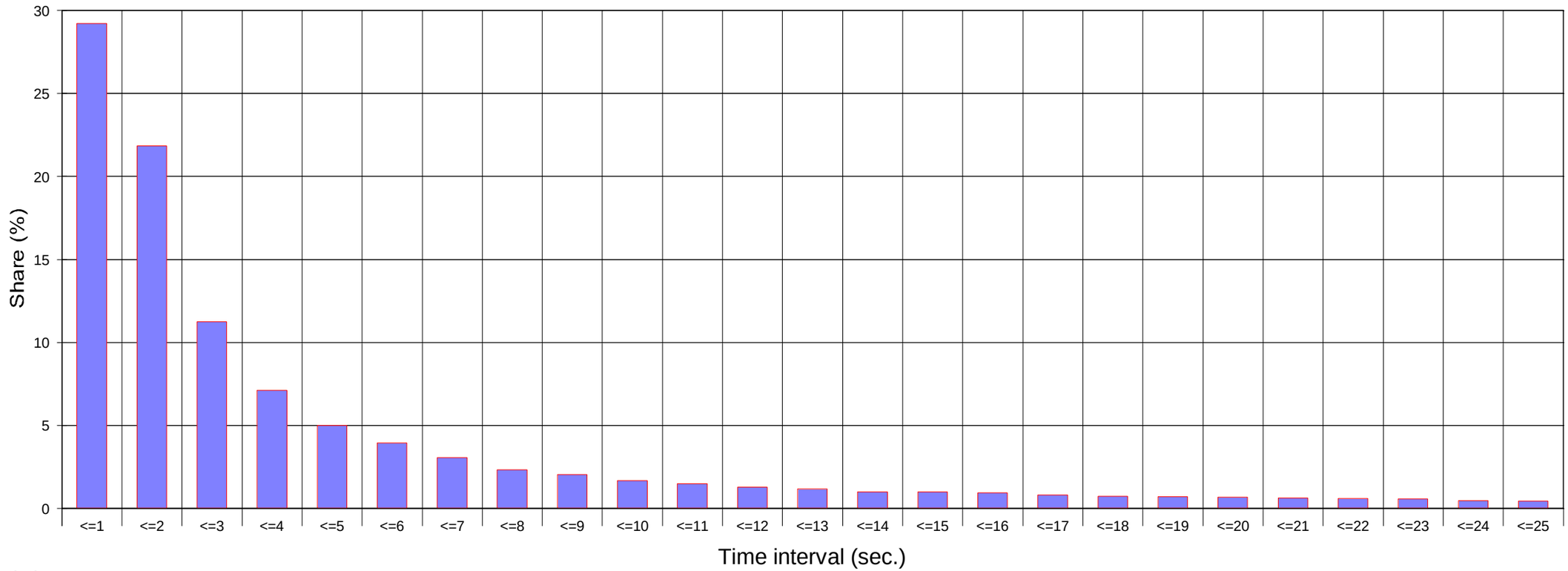

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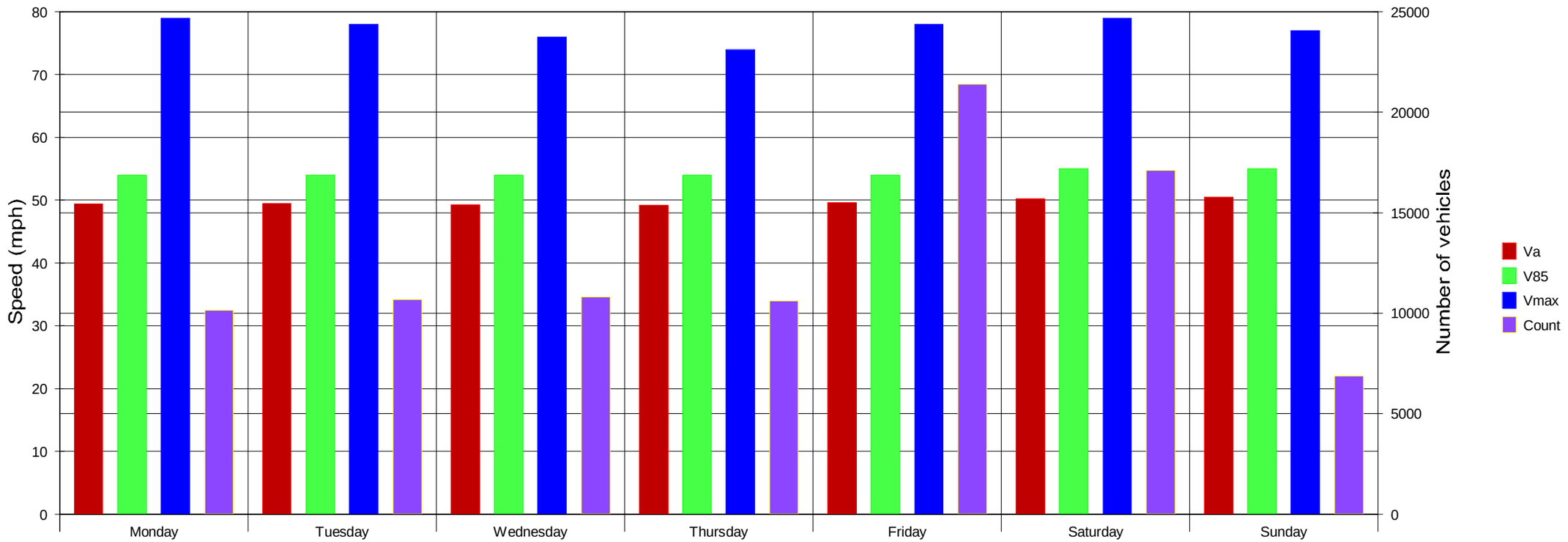

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Average time interval:	4.2 sec.
Traffic in column:	93 %
ADT:	9737
Truck Share:	3 %

	Count	%	V15	Va	V85	Vmax
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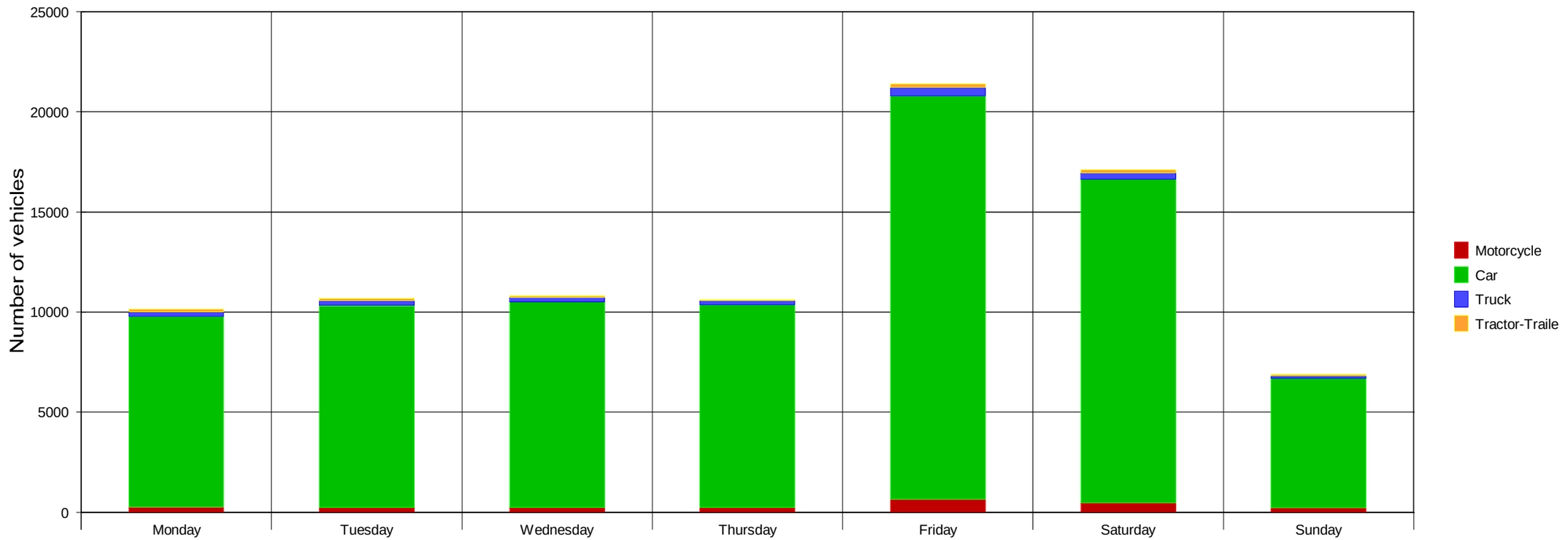


Statistics

Period: Friday, September 5, 2025, 00:00 o'clock to Saturday, September 13, 2025, 23:59 o'clock

Speed violations:	82	%
Average time interval:	4.2	sec.
Traffic in column:	93	%
ADT:	9737	
Truck Share:	3	%

	Count	%	V15	Va	V85	Vmax
Motorcycle	2207	2.5	43	49	55	77
Car	82828	94.5	45	50	54	79
Truck	1774	2	46	50	53	70
Tractor-Trailer	813	0.9	45	49	53	62
Total	87622	100	45	50	54	79

Detailed evaluation Friday, September 5, 2025, 00:00 o'clock to Saturday, September 13, 2025, 23:59 o'clock

		Car					Truck					Tractor-Trailer					Truck + Tractor-Trailer					Total:				
	Evaluation:	Count	Share [%]	Va mph	V85 mph	Vmax mph	Count	Share [%]	Va mph	V85 mph	Vmax mph	Count	Share [%]	Va mph	V85 mph	Vmax mph	Count	Share [%]	Va mph	V85 mph	Vmax mph	Count	Share [%]	Va mph	V85 mph	Vmax mph
Direction +	Day:	50255	94.3	50	54	78	1204	2.3	49	53	70	539	1	49	53	62	1743	3.3	49	53	70	**53282**	60.8	50	54	78
	Evening:	6964	95.4	49	54	79	105	1.4	49	53	62	45	0.6	49	52	58	150	2.1	49	53	62	**7300**	8.3	49	54	79
	Night:	2889	96.3	49	54	78	23	0.8	47	49	54	11	0.4	49	52	54	34	1.1	47	50	54	**3000**	3.4	49	54	78
	16 Hours:	57263	94.5	50	54	79	1309	2.2	49	53	70	584	1	49	53	62	1893	3.1	49	53	70	**60626**	69.2	49	54	79
	Weekday traffic:	60179	94.5	49	54	79	1332	2.1	49	53	70	595	0.9	49	53	62	1927	3	49	53	70	**63653**	72.6	49	54	79
	Weekend traffic:	22649	94.5	50	55	79	442	1.8	50	54	62	218	0.9	50	53	60	660	2.8	50	54	62	**23969**	27.4	50	55	79
	Total traffic:	82828	94.5	50	54	79	1774	2	50	53	70	813	0.9	49	53	62	2587	3	49	53	70	**87622**	100	50	54	79
Direction -	Day:	0	0				0	0				0	0				0	0				**0**	0			
	Evening:	0	0				0	0				0	0				0	0				**0**	0			
	Night:	0	0				0	0				0	0				0	0				**0**	0			
	16 Hours:	0	0				0	0				0	0				0	0				**0**	0			
	Weekday traffic:	0	0				0	0				0	0				0	0				**0**	0			
	Weekend traffic:	0	0				0	0				0	0				0	0				**0**	0			
	Total traffic:	0	0				0	0				0	0				0	0				**0**	0			
Total	Day:	50255	94.3	50	54	78	1204	2.3	49	53	70	539	1	49	53	62	1743	3.3	49	53	70	**53282**	60.8	50	54	78
	Evening:	6964	95.4	49	54	79	105	1.4	49	53	62	45	0.6	49	52	58	150	2.1	49	53	62	**7300**	8.3	49	54	79
	Night:	2889	96.3	49	54	78	23	0.8	47	49	54	11	0.4	49	52	54	34	1.1	47	50	54	**3000**	3.4	49	54	78
	16 Hours:	57263	94.5	50	54	79	1309	2.2	49	53	70	584	1	49	53	62	1893	3.1	49	53	70	**60626**	69.2	49	54	79
	Weekday traffic:	60179	94.5	49	54	79	1332	2.1	49	53	70	595	0.9	49	53	62	1927	3	49	53	70	**63653**	72.6	49	54	79
	Weekend traffic:	22649	94.5	50	55	79	442	1.8	50	54	62	218	0.9	50	53	60	660	2.8	50	54	62	**23969**	27.4	50	55	79
	Total traffic:	**82828**	**94.5**	**50**	**54**	**79**	**1774**	**2**	**50**	**53**	**70**	**813**	**0.9**	**49**	**53**	**62**	**2587**	**3**	**49**	**53**	**70**	87622	**100**	**50**	**54**	**79**

SIERZEGA

Detailed evaluation Friday, September 5, 2025, 00:00 o'clock to Saturday, September 13, 2025, 23:59 o'clock

Evaluation:				Average Traffic									
	From - To	Days	Dir.	Day:		Evening:		Night:		16 Hours:		ADT	
From - To				06:00 - 18:59		19:00 - 21:59		22:00 - 05:59		06:00 - 21:59		00:00 - 23:59	
Days				9		9		8.998		9		8.999	
				AT [veh./h]	AT [veh./13h]	AT [veh./h]	AT [veh./3h]	AT [veh./h]	AT [veh./8h]	AT [veh./h]	AT [veh./16h]	AT [veh./h]	ADT [veh./24h]
Weekday traffic:	Mon - Fri	6	+	684	8880	408	1217	63	500	632	10104	442	10609
			-	0	0	0	0	0	0	0	0	0	0
			T	684	8880	408	1217	63	500	632	10104	442	10609
Weekend traffic:	Sat - Sun	2.999	+	493	6396	355	1059	66	523	467	7461	333	7992
			-	0	0	0	0	0	0	0	0	0	0
			T	493	6396	355	1059	66	523	467	7461	333	7992
Total traffic:		8.999	+	620	8052	390	1164	64	508	577	9223	406	9737
			-	0	0	0	0	0	0	0	0	0	0
			T	620	8052	390	1164	64	508	577	9223	406	9737

Detailed evaluation Friday, September 5, 2025, 00:00 o'clock to Saturday, September 13, 2025, 23:59 o'clock

Evaluation:				Peak hours				K - Factors		
	From - To	Days	Dir.	From mean values		Absolute		K6	K16	K200
From - To								06:00 - 08:59	06:00 - 21:59	Peak hour
				Time	[veh./h]	Date, time	[veh./h]	15:00 - 17:59		
Weekday traffic:	Mon - Fri	6	+	16:30	817	9/9/2025, 16:15	902	0.388	0.952	0.077
			-	00:00	0	0	0	0	0	0
			T	16:30	817	9/9/2025, 16:15	902	0.388	0.952	0.077
Weekend traffic:	Sat - Sun	2.999	+	12:30	667	9/6/2025, 13:30	735	0.286	0.934	0.083
			-	00:00	0	0	0	0	0	0
			T	12:30	667	9/6/2025, 13:30	735	0.286	0.934	0.083
Total traffic:		8.999	+	14:30	725	9/9/2025, 16:15	902	0.36	0.947	0.074
			-	00:00	0	0	0	0	0	0
			T	14:30	725	9/9/2025, 16:15	902	0.36	0.947	0.074

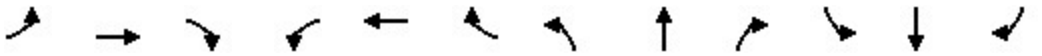
Legend to K-factors:
K(I) -factor: vehicles in period1+2 / ADT
K(J) -factor: vehicles in 16 hrs. period /ADT
K(200)-factor: vehicles in peak hour /ADT

SIERZEGA

ATTACHMENT E

SYNCHRO LEVEL OF SERVICE REPORTS

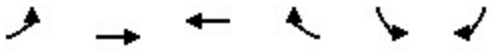
PROPOSED SPORTS COMPLEX AND HOTEL
TOWN OF AMHERST
ERIE COUNTY, NY



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	606	300	156	799	55	183	82	22	143	214	127
Future Volume (veh/h)	49	606	300	156	799	55	183	82	22	143	214	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.04	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.04	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	0.99		0.98	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1961	1885	1885	1870	1945	1604	1900	1900	1868	1856
Adj Flow Rate, veh/h	50	618	306	159	815	56	187	84	22	146	218	130
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	1	1	1	2	2	20	0	0	7	3
Cap, veh/h	291	1411	645	362	1468	101	286	308	81	472	247	147
Arrive On Green	0.03	0.39	0.39	0.07	0.43	0.43	0.10	0.25	0.25	0.08	0.23	0.23
Sat Flow, veh/h	1810	3610	1649	1795	3399	234	1853	1219	319	1810	1086	648
Grp Volume(v), veh/h	50	618	306	159	429	442	187	0	106	146	0	348
Grp Sat Flow(s),veh/h/ln	1810	1805	1649	1795	1791	1842	1853	0	1538	1810	0	1734
Q Serve(g_s), s	1.6	12.4	13.7	5.0	17.7	17.7	7.5	0.0	5.5	6.0	0.0	19.2
Cycle Q Clear(g_c), s	1.6	12.4	13.7	5.0	17.7	17.7	7.5	0.0	5.5	6.0	0.0	19.2
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.21	1.00		0.37
Lane Grp Cap(c), veh/h	291	1411	645	362	774	796	286	0	389	472	0	394
V/C Ratio(X)	0.17	0.44	0.47	0.44	0.56	0.56	0.65	0.00	0.27	0.31	0.00	0.88
Avail Cap(c_a), veh/h	438	1411	645	435	774	796	296	0	611	528	0	688
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.0	22.1	22.5	15.9	21.0	21.0	27.4	0.0	29.6	25.8	0.0	36.9
Incr Delay (d2), s/veh	0.3	1.0	2.5	0.8	2.9	2.8	4.9	0.0	0.4	0.4	0.0	6.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	5.1	5.6	1.9	7.4	7.6	3.6	0.0	2.0	2.6	0.0	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.3	23.1	25.0	16.8	23.8	23.7	32.3	0.0	30.0	26.1	0.0	43.8
LnGrp LOS	B	C	C	B	C	C	C		C	C		D
Approach Vol, veh/h		974			1030			293			494	
Approach Delay, s/veh		23.4			22.7			31.4			38.6	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	45.0	14.5	28.2	7.0	49.0	12.0	30.7
Change Period (Y+Rc), s	4.0	6.4	5.0	5.8	4.0	6.4	4.0	5.8
Max Green Setting (Gmax), s	11.0	38.6	10.0	39.2	11.0	38.6	11.0	39.2
Max Q Clear Time (g_c+I1), s	7.0	0.0	9.5	21.2	3.6	0.0	8.0	7.5
Green Ext Time (p_c), s	0.2	0.0	0.0	1.3	0.0	0.0	0.1	0.4

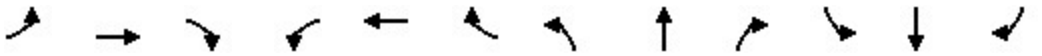
Intersection Summary	
HCM 7th Control Delay, s/veh	26.7
HCM 7th LOS	C



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	766	873	246	23	137
Future Volume (veh/h)	5	766	873	246	23	137
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.04	1.00	1.00	1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00			0.99	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1976	1900	1885	1961	1976	1961
Adj Flow Rate, veh/h	5	798	909	256	24	143
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	0	1
Cap, veh/h	411	2586	2566	1176	220	194
Arrive On Green	0.72	0.72	0.72	0.72	0.12	0.12
Sat Flow, veh/h	508	3705	3676	1642	1882	1662
Grp Volume(v), veh/h	5	798	909	256	24	143
Grp Sat Flow(s),veh/h/ln	508	1805	1791	1642	1882	1662
Q Serve(g_s), s	0.3	6.0	7.2	3.9	0.9	6.2
Cycle Q Clear(g_c), s	7.5	6.0	7.2	3.9	0.9	6.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	411	2586	2566	1176	220	194
V/C Ratio(X)	0.01	0.31	0.35	0.22	0.11	0.74
Avail Cap(c_a), veh/h	411	2586	2566	1176	472	416
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.85	0.85	1.00	1.00
Uniform Delay (d), s/veh	5.5	3.9	4.0	3.6	29.6	32.0
Incr Delay (d2), s/veh	0.0	0.3	0.3	0.4	0.3	7.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.3	1.5	0.8	0.4	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	5.5	4.2	4.4	3.9	29.9	39.5
LnGrp LOS	A	A	A	A	C	D
Approach Vol, veh/h		803	1165		167	
Approach Delay, s/veh		4.2	4.3		38.1	
Approach LOS		A	A		D	

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	60.0				60.0	15.0
Change Period (Y+Rc), s	6.3				6.3	6.2
Max Green Setting (Gmax), s	43.7				43.7	18.8
Max Q Clear Time (g_c+I1), s	0.0				0.0	8.2
Green Ext Time (p_c), s	0.0				0.0	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	6.9
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	720	0	0	1067	28	52	0	568	0	0	0
Future Volume (veh/h)	69	720	0	0	1067	28	52	0	568	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1976	1900	0	0	1885	1796	1870	1976	1900			
Adj Flow Rate, veh/h	72	750	0	0	1111	29	54	0	592			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	1	7	2	0	0			
Cap, veh/h	231	2014	0	0	1988	52	652	0	613			
Arrive On Green	0.56	0.56	0.00	0.00	0.56	0.56	0.37	0.00	0.37			
Sat Flow, veh/h	521	3705	0	0	3659	93	1781	0	1675			
Grp Volume(v), veh/h	72	750	0	0	558	582	54	0	592			
Grp Sat Flow(s),veh/h/ln	521	1805	0	0	1791	1867	1781	0	1675			
Q Serve(g_s), s	16.5	18.6	0.0	0.0	32.0	32.0	3.2	0.0	55.5			
Cycle Q Clear(g_c), s	48.5	18.6	0.0	0.0	32.0	32.0	3.2	0.0	55.5			
Prop In Lane	1.00		0.00	0.00		0.05	1.00		1.00			
Lane Grp Cap(c), veh/h	231	2014	0	0	999	1041	652	0	613			
V/C Ratio(X)	0.31	0.37	0.00	0.00	0.56	0.56	0.08	0.00	0.97			
Avail Cap(c_a), veh/h	231	2014	0	0	999	1041	710	0	668			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.96	0.96	0.00	0.00	0.83	0.83	1.00	0.00	1.00			
Uniform Delay (d), s/veh	38.3	19.7	0.0	0.0	22.7	22.7	33.2	0.0	49.7			
Incr Delay (d2), s/veh	3.3	0.5	0.0	0.0	1.9	1.8	0.0	0.0	25.0			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.3	7.8	0.0	0.0	13.6	14.1	1.4	0.0	27.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.6	20.3	0.0	0.0	24.6	24.5	33.2	0.0	74.8			
LnGrp LOS	D	C			C	C	C		E			
Approach Vol, veh/h		822			1140			646				
Approach Delay, s/veh		22.1			24.6			71.3				
Approach LOS		C			C			E				

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	95.2	64.8	95.2
Change Period (Y+Rc), s	6.0	* 6.2	6.0
Max Green Setting (Gmax), s	84.0	* 64	84.0
Max Q Clear Time (g_c+I1), s	50.5	57.5	0.0
Green Ext Time (p_c), s	0.1	1.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	35.4
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1241	22	15	1028	45	19	13	13	113	14	48
Future Volume (veh/h)	25	1241	22	15	1028	45	19	13	13	113	14	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.04	1.00	1.00	1.04	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1976	1900	1900	1976	1885	1900	1900	1976	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	1293	23	16	1071	47	20	14	14	118	15	50
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	1	0	0	0	0	0	0	0
Cap, veh/h	424	2275	40	337	2111	93	135	91	61	349	48	158
Arrive On Green	0.05	0.63	0.63	0.02	0.60	0.60	0.12	0.12	0.12	0.00	0.12	0.12
Sat Flow, veh/h	1882	3629	65	1882	3495	153	469	733	495	1810	384	1281
Grp Volume(v), veh/h	26	643	673	16	549	569	48	0	0	118	0	65
Grp Sat Flow(s),veh/h/ln	1882	1805	1888	1882	1791	1858	1697	0	0	1810	0	1666
Q Serve(g_s), s	0.3	13.7	13.7	0.2	11.6	11.6	0.0	0.0	0.0	0.1	0.0	2.4
Cycle Q Clear(g_c), s	0.3	13.7	13.7	0.2	11.6	11.6	1.5	0.0	0.0	0.1	0.0	2.4
Prop In Lane	1.00		0.03	1.00		0.08	0.42		0.29	1.00		0.77
Lane Grp Cap(c), veh/h	424	1131	1184	337	1082	1122	287	0	0	349	0	206
V/C Ratio(X)	0.06	0.57	0.57	0.05	0.51	0.51	0.17	0.00	0.00	0.34	0.00	0.32
Avail Cap(c_a), veh/h	621	1131	1184	578	1082	1122	1064	0	0	619	0	1383
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.2	7.2	7.2	5.8	7.5	7.5	26.1	0.0	0.0	25.3	0.0	26.5
Incr Delay (d2), s/veh	0.1	2.1	2.0	0.1	1.7	1.6	0.3	0.0	0.0	0.6	0.0	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.0	4.1	0.1	3.5	3.6	0.7	0.0	0.0	1.6	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.2	9.2	9.2	5.9	9.2	9.1	26.4	0.0	0.0	25.9	0.0	27.3
LnGrp LOS	A	A	A	A	A	A	C			C		C
Approach Vol, veh/h		1342			1134			48			183	
Approach Delay, s/veh		9.1			9.1			26.4			26.4	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.5	46.5		13.2	8.0	45.0	0.0	13.2				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	10.0	40.0		55.0	10.0	40.0	10.0	40.0				
Max Q Clear Time (g_c+I1), s	2.2	15.7		4.4	2.3	13.6	0.0	3.5				
Green Ext Time (p_c), s	0.0	5.5		0.2	0.0	4.5	0.0	0.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			10.6									
HCM 7th LOS			B									

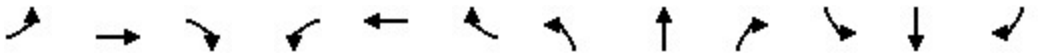
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	1066	135	189	883	168	109	371	232	187	310	96
Future Volume (veh/h)	160	1066	135	189	883	168	109	371	232	187	310	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1870	1900	1900	1885	1900	1885	1900	1900	1885	1885
Adj Flow Rate, veh/h	163	1088	138	193	901	171	111	379	237	191	316	98
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	2	0	0	1	0	1	0	0	1	1
Cap, veh/h	305	1367	596	275	1404	617	305	441	377	280	504	427
Arrive On Green	0.07	0.38	0.38	0.08	0.39	0.39	0.06	0.23	0.23	0.10	0.27	0.27
Sat Flow, veh/h	1810	3610	1575	1810	3610	1587	1810	1885	1610	1810	1885	1598
Grp Volume(v), veh/h	163	1088	138	193	901	171	111	379	237	191	316	98
Grp Sat Flow(s),veh/h/ln	1810	1805	1575	1810	1805	1587	1810	1885	1610	1810	1885	1598
Q Serve(g_s), s	5.5	27.3	6.1	6.5	20.7	7.5	4.7	19.6	13.4	7.9	15.0	4.9
Cycle Q Clear(g_c), s	5.5	27.3	6.1	6.5	20.7	7.5	4.7	19.6	13.4	7.9	15.0	4.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	305	1367	596	275	1404	617	305	441	377	280	504	427
V/C Ratio(X)	0.53	0.80	0.23	0.70	0.64	0.28	0.36	0.86	0.63	0.68	0.63	0.23
Avail Cap(c_a), veh/h	366	1367	596	318	1404	617	385	716	611	300	716	606
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.4	28.1	21.5	22.2	25.3	21.3	27.5	37.3	35.0	27.1	32.8	29.1
Incr Delay (d2), s/veh	1.5	4.9	0.9	5.7	2.3	1.1	0.7	6.0	1.7	5.7	1.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	11.8	2.3	2.9	8.7	2.9	2.0	9.5	5.3	3.7	6.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.9	33.0	22.4	27.9	27.6	22.4	28.2	43.3	36.7	32.8	34.1	29.3
LnGrp LOS	C	C	C	C	C	C	C	D	D	C	C	C
Approach Vol, veh/h		1389			1265			727			605	
Approach Delay, s/veh		30.5			26.9			38.9			32.9	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	45.0	10.5	33.6	11.6	46.0	13.9	30.2
Change Period (Y+Rc), s	4.0	6.5	4.0	* 6.4	4.0	6.5	4.0	* 6.4
Max Green Setting (Gmax), s	11.0	38.5	11.0	* 39	11.0	38.5	11.0	* 39
Max Q Clear Time (g_c+I1), s	8.5	0.0	6.7	17.0	7.5	0.0	9.9	21.6
Green Ext Time (p_c), s	0.1	0.0	0.1	1.4	0.1	0.0	0.1	2.2

Intersection Summary	
HCM 7th Control Delay, s/veh	31.3
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	789	32	41	607	43	65	30	50	126	58	311
Future Volume (veh/h)	121	789	32	41	607	43	65	30	50	126	58	311
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1976	1870	1826	1900	1900	1900	1885	1976	1976
Adj Flow Rate, veh/h	127	831	34	43	639	45	68	32	53	133	61	327
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	0	0	2	5	0	0	0	1	0	0
Cap, veh/h	151	1899	78	57	1645	116	122	58	152	230	106	288
Arrive On Green	0.08	0.54	0.54	0.03	0.49	0.49	0.10	0.10	0.10	0.18	0.18	0.18
Sat Flow, veh/h	1810	3507	143	1882	3368	237	1250	588	1546	1310	601	1637
Grp Volume(v), veh/h	127	424	441	43	337	347	100	0	53	194	0	327
Grp Sat Flow(s),veh/h/ln	1810	1791	1859	1882	1777	1828	1838	0	1546	1911	0	1637
Q Serve(g_s), s	12.8	26.3	26.3	4.2	22.1	22.2	9.6	0.0	5.9	17.2	0.0	32.5
Cycle Q Clear(g_c), s	12.8	26.3	26.3	4.2	22.1	22.2	9.6	0.0	5.9	17.2	0.0	32.5
Prop In Lane	1.00		0.08	1.00		0.13	0.68		1.00	0.69		1.00
Lane Grp Cap(c), veh/h	151	970	1007	57	868	893	180	0	152	336	0	288
V/C Ratio(X)	0.84	0.44	0.44	0.76	0.39	0.39	0.56	0.00	0.35	0.58	0.00	1.14
Avail Cap(c_a), veh/h	423	970	1007	185	868	893	323	0	272	336	0	288
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	83.6	25.5	25.5	89.1	29.9	29.9	79.6	0.0	77.9	70.0	0.0	76.3
Incr Delay (d2), s/veh	16.2	1.4	1.4	18.6	1.3	1.3	3.8	0.0	2.0	2.5	0.0	95.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	11.5	11.9	2.3	9.8	10.1	4.8	0.0	2.5	8.7	0.0	21.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	99.8	26.9	26.9	107.6	31.2	31.1	83.4	0.0	79.9	72.4	0.0	171.4
LnGrp LOS	F	C	C	F	C	C	F		E	E		F
Approach Vol, veh/h		992			727			153			521	
Approach Delay, s/veh		36.2			35.7			82.2			134.6	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.2	97.2		25.6	12.4	107.0		40.0				
Change Period (Y+Rc), s	6.8	6.8		7.5	6.8	6.8		7.5				
Max Green Setting (Gmax), s	43.2	48.2		32.5	18.2	73.2		32.5				
Max Q Clear Time (g_c+I1), s	14.8	0.0		11.6	6.2	0.0		34.5				
Green Ext Time (p_c), s	0.6	0.0		0.7	0.1	0.0		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	60.4	
HCM 7th LOS	E	

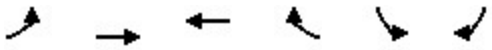
Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	552	190	125	663	18	144	22	24	25	33	42
Future Volume (veh/h)	22	552	190	125	663	18	144	22	24	25	33	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.04	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.04	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	0.98		0.98	0.97		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1885	1945	1885	1900	1900	1961	1693	1900	1841	1837	1870
Adj Flow Rate, veh/h	25	627	216	142	753	20	164	25	27	28	38	48
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	5	1	2	1	0	0	1	14	0	4	9	2
Cap, veh/h	375	1651	756	427	1806	48	371	156	168	291	92	116
Arrive On Green	0.02	0.46	0.46	0.06	0.50	0.50	0.10	0.21	0.21	0.02	0.13	0.13
Sat Flow, veh/h	1739	3582	1640	1795	3592	95	1867	736	795	1753	723	913
Grp Volume(v), veh/h	25	627	216	142	378	395	164	0	52	28	0	86
Grp Sat Flow(s),veh/h/ln	1739	1791	1640	1795	1805	1882	1867	0	1531	1753	0	1636
Q Serve(g_s), s	0.6	9.6	6.8	3.3	11.0	11.0	6.1	0.0	2.3	1.2	0.0	4.1
Cycle Q Clear(g_c), s	0.6	9.6	6.8	3.3	11.0	11.0	6.1	0.0	2.3	1.2	0.0	4.1
Prop In Lane	1.00		1.00	1.00		0.05	1.00		0.52	1.00		0.56
Lane Grp Cap(c), veh/h	375	1651	756	427	908	947	371	0	324	291	0	209
V/C Ratio(X)	0.07	0.38	0.29	0.33	0.42	0.42	0.44	0.00	0.16	0.10	0.00	0.41
Avail Cap(c_a), veh/h	567	1651	756	550	908	947	416	0	717	481	0	766
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.7	14.7	14.0	10.5	13.1	13.1	26.3	0.0	26.9	30.7	0.0	33.6
Incr Delay (d2), s/veh	0.1	0.7	1.0	0.5	1.4	1.4	0.8	0.0	0.2	0.1	0.0	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.6	0.2	1.1	4.2	4.3	2.7	0.0	0.9	0.5	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.8	15.4	15.0	10.9	14.5	14.4	27.1	0.0	27.1	30.9	0.0	34.9
LnGrp LOS	B	B	B	B	B	B	C		C	C		C
Approach Vol, veh/h		868			915			216			114	
Approach Delay, s/veh		15.2			13.9			27.1			33.9	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	45.0	13.0	16.5	5.8	48.5	5.9	23.5
Change Period (Y+Rc), s	4.0	6.4	5.0	5.8	4.0	6.4	4.0	5.8
Max Green Setting (Gmax), s	11.0	38.6	10.0	39.2	11.0	38.6	11.0	39.2
Max Q Clear Time (g_c+I1), s	5.3	0.0	8.1	6.1	2.6	0.0	3.2	4.3
Green Ext Time (p_c), s	0.2	0.0	0.1	0.3	0.0	0.0	0.0	0.2

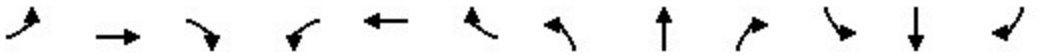
Intersection Summary	
HCM 7th Control Delay, s/veh	16.9
HCM 7th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	590	701	176	7	105
Future Volume (veh/h)	11	590	701	176	7	105
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.04	1.00	1.00	1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00			0.99	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1699	1885	1885	1961	1976	1976
Adj Flow Rate, veh/h	12	670	797	200	8	119
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	18	1	1	1	0	0
Cap, veh/h	435	2639	2639	1215	182	162
Arrive On Green	0.74	0.74	0.74	0.74	0.10	0.10
Sat Flow, veh/h	512	3676	3676	1649	1882	1675
Grp Volume(v), veh/h	12	670	797	200	8	119
Grp Sat Flow(s),veh/h/ln	512	1791	1791	1649	1882	1675
Q Serve(g_s), s	0.6	4.5	5.6	2.7	0.3	5.2
Cycle Q Clear(g_c), s	6.3	4.5	5.6	2.7	0.3	5.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	435	2639	2639	1215	182	162
V/C Ratio(X)	0.03	0.25	0.30	0.16	0.04	0.74
Avail Cap(c_a), veh/h	435	2639	2639	1215	472	420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.96	0.96	1.00	1.00
Uniform Delay (d), s/veh	4.4	3.2	3.3	3.0	30.7	33.0
Incr Delay (d2), s/veh	0.1	0.2	0.3	0.3	0.1	8.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.9	1.1	0.5	0.1	2.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	4.5	3.4	3.6	3.2	30.9	41.9
LnGrp LOS	A	A	A	A	C	D
Approach Vol, veh/h		682	997		127	
Approach Delay, s/veh		3.4	3.5		41.2	
Approach LOS		A	A		D	

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	61.6				61.6	13.4
Change Period (Y+Rc), s	6.3				6.3	6.2
Max Green Setting (Gmax), s	43.7				43.7	18.8
Max Q Clear Time (g_c+I1), s	0.0				0.0	7.2
Green Ext Time (p_c), s	0.0				0.0	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	6.1
HCM 7th LOS	A



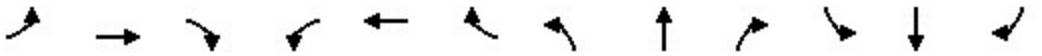
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	517	0	0	830	16	47	1	326	0	0	0
Future Volume (veh/h)	80	517	0	0	830	16	47	1	326	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1976	1885	0	0	1900	1900	1811	1976	1870			
Adj Flow Rate, veh/h	89	574	0	0	922	18	52	1	362			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90			
Percent Heavy Veh, %	0	1	0	0	0	0	6	0	2			
Cap, veh/h	410	2434	0	0	2461	48	402	1	390			
Arrive On Green	0.68	0.68	0.00	0.00	0.68	0.68	0.23	0.23	0.23			
Sat Flow, veh/h	629	3676	0	0	3716	71	1725	5	1671			
Grp Volume(v), veh/h	89	574	0	0	460	480	52	0	363			
Grp Sat Flow(s),veh/h/ln	629	1791	0	0	1805	1887	1725	0	1675			
Q Serve(g_s), s	9.9	8.6	0.0	0.0	15.3	15.3	3.3	0.0	29.7			
Cycle Q Clear(g_c), s	25.2	8.6	0.0	0.0	15.3	15.3	3.3	0.0	29.7			
Prop In Lane	1.00		0.00	0.00		0.04	1.00		1.00			
Lane Grp Cap(c), veh/h	410	2434	0	0	1227	1282	402	0	391			
V/C Ratio(X)	0.22	0.24	0.00	0.00	0.37	0.37	0.13	0.00	0.93			
Avail Cap(c_a), veh/h	410	2434	0	0	1227	1282	663	0	644			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.98	0.98	0.00	0.00	0.86	0.86	1.00	0.00	1.00			
Uniform Delay (d), s/veh	15.1	8.6	0.0	0.0	9.6	9.6	42.4	0.0	52.5			
Incr Delay (d2), s/veh	1.2	0.2	0.0	0.0	0.8	0.7	0.1	0.0	9.2			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.5	3.1	0.0	0.0	5.7	6.0	1.5	0.0	13.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.2	8.8	0.0	0.0	10.4	10.4	42.5	0.0	61.8			
LnGrp LOS	B	A			B	B	D		E			
Approach Vol, veh/h		663			940			415				
Approach Delay, s/veh		9.8			10.4			59.4				
Approach LOS		A			B			E				

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	101.1	38.9	101.1
Change Period (Y+Rc), s	6.0	* 6.2	6.0
Max Green Setting (Gmax), s	74.0	* 54	74.0
Max Q Clear Time (g_c+I1), s	27.2	31.7	0.0
Green Ext Time (p_c), s	0.1	1.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	20.3
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	729	26	9	736	90	13	10	12	129	9	97
Future Volume (veh/h)	88	729	26	9	736	90	13	10	12	129	9	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.04	1.00	1.00	1.04	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1976	1885	1900	1976	1900	1900	1900	1976	1900	1900	1900	1900
Adj Flow Rate, veh/h	100	828	30	10	836	102	15	11	14	147	10	110
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	1	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	545	2281	83	496	1829	223	103	74	58	299	17	187
Arrive On Green	0.10	0.65	0.65	0.02	0.56	0.56	0.13	0.13	0.13	0.00	0.13	0.13
Sat Flow, veh/h	1882	3525	128	1882	3237	395	265	589	460	1810	135	1485
Grp Volume(v), veh/h	100	421	437	10	466	472	40	0	0	147	0	120
Grp Sat Flow(s),veh/h/ln	1882	1791	1862	1882	1805	1827	1314	0	0	1810	0	1620
Q Serve(g_s), s	1.2	7.7	7.7	0.2	10.7	10.7	0.1	0.0	0.0	0.1	0.0	5.0
Cycle Q Clear(g_c), s	1.2	7.7	7.7	0.2	10.7	10.7	5.0	0.0	0.0	0.1	0.0	5.0
Prop In Lane	1.00		0.07	1.00		0.22	0.37		0.35	1.00		0.92
Lane Grp Cap(c), veh/h	545	1159	1205	496	1020	1032	235	0	0	299	0	204
V/C Ratio(X)	0.18	0.36	0.36	0.02	0.46	0.46	0.17	0.00	0.00	0.49	0.00	0.59
Avail Cap(c_a), veh/h	628	1159	1205	733	1020	1032	932	0	0	552	0	1259
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.9	5.8	5.8	6.3	9.0	9.0	27.7	0.0	0.0	28.8	0.0	29.2
Incr Delay (d2), s/veh	0.2	0.9	0.8	0.0	1.5	1.5	0.3	0.0	0.0	1.3	0.0	2.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.1	2.2	0.0	3.6	3.6	0.6	0.0	0.0	2.4	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.1	6.6	6.6	6.3	10.5	10.5	28.0	0.0	0.0	30.0	0.0	31.9
LnGrp LOS	A	A	A	A	B	B	C			C		C
Approach Vol, veh/h		958			948			40			267	
Approach Delay, s/veh		6.5			10.5			28.0			30.9	
Approach LOS		A			B			C			C	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.1	50.8		13.9	11.9	45.0	0.0	13.9				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	10.0	40.0		55.0	10.0	40.0	10.0	40.0				
Max Q Clear Time (g_c+I1), s	2.2	9.7		7.0	3.2	12.7	0.0	7.0				
Green Ext Time (p_c), s	0.0	3.2		0.5	0.1	3.6	0.0	0.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			11.5									
HCM 7th LOS			B									

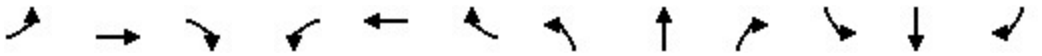
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	666	85	140	671	90	74	176	135	104	206	90
Future Volume (veh/h)	119	666	85	140	671	90	74	176	135	104	206	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1885	1900	1900	1900	1900	1885	1900	1900	1885
Adj Flow Rate, veh/h	127	709	90	149	714	96	79	187	144	111	219	96
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	1	0	1	0	0	0	0	1	0	0	1
Cap, veh/h	430	1674	751	437	1715	763	237	269	225	267	305	255
Arrive On Green	0.06	0.47	0.47	0.07	0.48	0.48	0.05	0.14	0.14	0.07	0.16	0.16
Sat Flow, veh/h	1810	3582	1607	1795	3610	1607	1810	1900	1587	1810	1900	1589
Grp Volume(v), veh/h	127	709	90	149	714	96	79	187	144	111	219	96
Grp Sat Flow(s),veh/h/ln	1810	1791	1607	1795	1805	1607	1810	1900	1587	1810	1900	1589
Q Serve(g_s), s	2.9	10.8	2.6	3.5	10.7	2.7	3.0	7.7	7.1	4.2	9.0	4.4
Cycle Q Clear(g_c), s	2.9	10.8	2.6	3.5	10.7	2.7	3.0	7.7	7.1	4.2	9.0	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	430	1674	751	437	1715	763	237	269	225	267	305	255
V/C Ratio(X)	0.30	0.42	0.12	0.34	0.42	0.13	0.33	0.69	0.64	0.42	0.72	0.38
Avail Cap(c_a), veh/h	565	1674	751	557	1715	763	384	890	744	380	890	744
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.7	14.6	12.4	10.7	14.1	12.1	28.4	33.7	33.4	27.6	32.8	30.9
Incr Delay (d2), s/veh	0.4	0.8	0.3	0.5	0.7	0.3	0.8	3.2	3.0	1.0	3.1	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	4.0	0.9	1.2	3.9	1.0	1.3	3.7	2.8	1.8	4.3	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.1	15.4	12.7	11.1	14.9	12.4	29.2	36.9	36.4	28.6	35.9	31.8
LnGrp LOS	B	B	B	B	B	B	C	D	D	C	D	C
Approach Vol, veh/h		926			959			410			426	
Approach Delay, s/veh		14.5			14.1			35.2			33.1	
Approach LOS		B			B			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	45.0	8.3	19.6	8.8	45.6	9.9	18.1
Change Period (Y+Rc), s	4.0	6.5	4.0	* 6.4	4.0	6.5	4.0	* 6.4
Max Green Setting (Gmax), s	11.0	38.5	11.0	* 39	11.0	38.5	11.0	* 39
Max Q Clear Time (g_c+I1), s	5.5	0.0	5.0	11.0	4.9	0.0	6.2	9.7
Green Ext Time (p_c), s	0.2	0.0	0.1	1.1	0.2	0.0	0.1	1.2

Intersection Summary	
HCM 7th Control Delay, s/veh	20.4
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



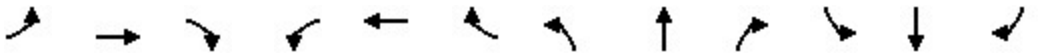
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	490	52	54	469	11	44	10	56	16	15	52
Future Volume (veh/h)	41	490	52	54	469	11	44	10	56	16	15	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.96	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1885	1900	1976	1885	1767	1900	1900	1900	1900	1976	1976
Adj Flow Rate, veh/h	43	516	55	57	494	12	46	11	59	17	16	55
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	1	0	0	1	9	0	0	0	0	0	0
Cap, veh/h	57	2234	237	73	2470	60	113	27	119	46	43	73
Arrive On Green	0.03	0.68	0.68	0.04	0.69	0.69	0.08	0.08	0.08	0.05	0.05	0.05
Sat Flow, veh/h	1781	3267	347	1882	3574	87	1474	352	1553	992	934	1577
Grp Volume(v), veh/h	43	282	289	57	247	259	57	0	59	33	0	55
Grp Sat Flow(s),veh/h/ln	1781	1791	1823	1882	1791	1870	1826	0	1553	1926	0	1577
Q Serve(g_s), s	4.4	10.9	11.0	5.6	9.2	9.2	5.5	0.0	6.7	3.1	0.0	6.4
Cycle Q Clear(g_c), s	4.4	10.9	11.0	5.6	9.2	9.2	5.5	0.0	6.7	3.1	0.0	6.4
Prop In Lane	1.00		0.19	1.00		0.05	0.81		1.00	0.52		1.00
Lane Grp Cap(c), veh/h	57	1225	1246	73	1238	1292	139	0	119	89	0	73
V/C Ratio(X)	0.76	0.23	0.23	0.78	0.20	0.20	0.41	0.00	0.50	0.37	0.00	0.75
Avail Cap(c_a), veh/h	416	1225	1246	185	1238	1292	321	0	273	338	0	277
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	88.9	11.0	11.0	88.1	10.2	10.2	81.5	0.0	82.0	85.6	0.0	87.2
Incr Delay (d2), s/veh	25.1	0.4	0.4	15.9	0.4	0.3	2.7	0.0	4.5	2.5	0.0	14.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	4.4	4.5	3.0	3.7	3.8	2.7	0.0	2.9	1.6	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	114.0	11.4	11.4	104.0	10.6	10.6	84.2	0.0	86.6	88.2	0.0	101.7
LnGrp LOS	F	B	B	F	B	B	F		F	F		F
Approach Vol, veh/h		614			563			116			88	
Approach Delay, s/veh		18.6			20.1			85.4			96.6	
Approach LOS		B			C			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.7	134.6		21.6	14.0	133.3		16.1				
Change Period (Y+Rc), s	6.8	6.8		7.5	6.8	6.8		7.5				
Max Green Setting (Gmax), s	43.2	48.2		32.5	18.2	73.2		32.5				
Max Q Clear Time (g_c+I1), s	6.4	0.0		8.7	7.6	0.0		8.4				
Green Ext Time (p_c), s	0.2	0.0		0.5	0.1	0.0		0.3				

Intersection Summary		
HCM 7th Control Delay, s/veh	29.8	
HCM 7th LOS	C	

Notes

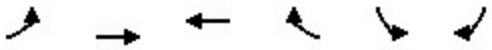
User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	633	314	163	835	58	191	86	23	150	224	133
Future Volume (veh/h)	51	633	314	163	835	58	191	86	23	150	224	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.04	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.04	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1961	1885	1885	1870	1945	1604	1900	1900	1868	1856
Adj Flow Rate, veh/h	52	646	320	166	852	59	195	88	23	153	229	136
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	1	1	1	2	2	20	0	0	7	3
Cap, veh/h	271	1379	630	349	1446	100	287	319	83	482	257	153
Arrive On Green	0.03	0.38	0.38	0.07	0.43	0.43	0.10	0.26	0.26	0.08	0.24	0.24
Sat Flow, veh/h	1810	3610	1648	1795	3397	235	1853	1220	319	1810	1088	646
Grp Volume(v), veh/h	52	646	320	166	449	462	195	0	111	153	0	365
Grp Sat Flow(s),veh/h/ln	1810	1805	1648	1795	1791	1842	1853	0	1539	1810	0	1735
Q Serve(g_s), s	1.8	13.6	15.0	5.4	19.4	19.4	7.9	0.0	5.8	6.4	0.0	20.6
Cycle Q Clear(g_c), s	1.8	13.6	15.0	5.4	19.4	19.4	7.9	0.0	5.8	6.4	0.0	20.6
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.21	1.00		0.37
Lane Grp Cap(c), veh/h	271	1379	630	349	762	784	287	0	402	482	0	410
V/C Ratio(X)	0.19	0.47	0.51	0.48	0.59	0.59	0.68	0.00	0.28	0.32	0.00	0.89
Avail Cap(c_a), veh/h	414	1379	630	412	762	784	289	0	597	529	0	673
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.2	23.5	23.9	17.0	22.2	22.2	27.6	0.0	29.7	25.7	0.0	37.3
Incr Delay (d2), s/veh	0.3	1.1	2.9	1.0	3.3	3.2	6.2	0.0	0.4	0.4	0.0	8.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	5.6	6.2	2.1	8.2	8.4	3.9	0.0	2.2	2.8	0.0	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.5	24.6	26.8	18.0	25.6	25.5	33.8	0.0	30.1	26.0	0.0	45.9
LnGrp LOS	B	C	C	B	C	C	C		C	C		D
Approach Vol, veh/h		1018			1077			306			518	
Approach Delay, s/veh		25.1			24.4			32.5			40.0	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	45.0	14.9	29.7	7.1	49.4	12.4	32.2
Change Period (Y+Rc), s	4.0	6.4	5.0	5.8	4.0	6.4	4.0	5.8
Max Green Setting (Gmax), s	11.0	38.6	10.0	39.2	11.0	38.6	11.0	39.2
Max Q Clear Time (g_c+I1), s	7.4	0.0	9.9	22.6	3.8	0.0	8.4	7.8
Green Ext Time (p_c), s	0.2	0.0	0.0	1.3	0.0	0.0	0.1	0.4

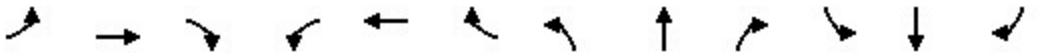
Intersection Summary	
HCM 7th Control Delay, s/veh	28.2
HCM 7th LOS	C



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	801	913	257	24	143
Future Volume (veh/h)	5	801	913	257	24	143
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.04	1.00	1.00	1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00			0.99	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1976	1900	1885	1961	1976	1961
Adj Flow Rate, veh/h	5	834	951	268	25	149
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	0	1
Cap, veh/h	390	2571	2551	1169	228	201
Arrive On Green	0.71	0.71	0.71	0.71	0.12	0.12
Sat Flow, veh/h	483	3705	3676	1642	1882	1662
Grp Volume(v), veh/h	5	834	951	268	25	149
Grp Sat Flow(s),veh/h/ln	483	1805	1791	1642	1882	1662
Q Serve(g_s), s	0.3	6.5	7.8	4.2	0.9	6.5
Cycle Q Clear(g_c), s	8.1	6.5	7.8	4.2	0.9	6.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	390	2571	2551	1169	228	201
V/C Ratio(X)	0.01	0.32	0.37	0.23	0.11	0.74
Avail Cap(c_a), veh/h	390	2571	2551	1169	472	416
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.82	0.82	1.00	1.00
Uniform Delay (d), s/veh	5.8	4.0	4.2	3.7	29.4	31.8
Incr Delay (d2), s/veh	0.1	0.3	0.3	0.4	0.3	7.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.4	1.7	0.9	0.4	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	5.9	4.3	4.6	4.1	29.7	39.2
LnGrp LOS	A	A	A	A	C	D
Approach Vol, veh/h		839	1219		174	
Approach Delay, s/veh		4.3	4.5		37.8	
Approach LOS		A	A		D	

Timer - Assigned Phs		2				6	8
Phs Duration (G+Y+Rc), s		59.7				59.7	15.3
Change Period (Y+Rc), s		6.3				6.3	6.2
Max Green Setting (Gmax), s		43.7				43.7	18.8
Max Q Clear Time (g_c+I1), s		0.0				0.0	8.5
Green Ext Time (p_c), s		0.0				0.0	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	7.0
HCM 7th LOS	A



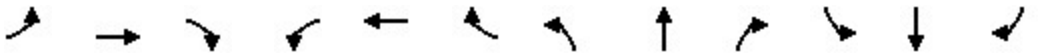
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	753	0	0	1116	29	54	0	594	0	0	0
Future Volume (veh/h)	72	753	0	0	1116	29	54	0	594	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1976	1900	0	0	1885	1796	1870	1976	1900			
Adj Flow Rate, veh/h	75	784	0	0	1162	30	56	0	619			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	1	7	2	0	0			
Cap, veh/h	205	1961	0	0	1937	50	678	0	637			
Arrive On Green	0.54	0.54	0.00	0.00	0.54	0.54	0.38	0.00	0.38			
Sat Flow, veh/h	496	3705	0	0	3660	92	1781	0	1675			
Grp Volume(v), veh/h	75	784	0	0	583	609	56	0	619			
Grp Sat Flow(s),veh/h/ln	496	1805	0	0	1791	1867	1781	0	1675			
Q Serve(g_s), s	19.3	20.3	0.0	0.0	35.3	35.3	3.2	0.0	58.1			
Cycle Q Clear(g_c), s	54.7	20.3	0.0	0.0	35.3	35.3	3.2	0.0	58.1			
Prop In Lane	1.00		0.00	0.00		0.05	1.00		1.00			
Lane Grp Cap(c), veh/h	205	1961	0	0	973	1014	678	0	637			
V/C Ratio(X)	0.37	0.40	0.00	0.00	0.60	0.60	0.08	0.00	0.97			
Avail Cap(c_a), veh/h	205	1961	0	0	973	1014	710	0	668			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.96	0.96	0.00	0.00	0.80	0.80	1.00	0.00	1.00			
Uniform Delay (d), s/veh	43.3	21.3	0.0	0.0	24.8	24.8	31.7	0.0	48.7			
Incr Delay (d2), s/veh	4.8	0.6	0.0	0.0	2.2	2.1	0.0	0.0	26.8			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.6	8.6	0.0	0.0	15.1	15.7	1.4	0.0	28.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.1	21.9	0.0	0.0	27.0	26.9	31.7	0.0	75.5			
LnGrp LOS	D	C			C	C	C		E			
Approach Vol, veh/h		859			1192			675				
Approach Delay, s/veh		24.2			26.9			71.9				
Approach LOS		C			C			E				

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	92.9	67.1	92.9
Change Period (Y+Rc), s	6.0	* 6.2	6.0
Max Green Setting (Gmax), s	84.0	* 64	84.0
Max Q Clear Time (g_c+I1), s	56.7	60.1	0.0
Green Ext Time (p_c), s	0.1	0.8	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	37.2
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	1298	23	16	1075	47	20	14	14	118	15	50
Future Volume (veh/h)	26	1298	23	16	1075	47	20	14	14	118	15	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.04	1.00	1.00	1.04	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1976	1900	1900	1976	1885	1900	1900	1976	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	1352	24	17	1120	49	21	15	15	123	16	52
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	1	0	0	0	0	0	0	0
Cap, veh/h	408	2271	40	322	2108	92	134	91	62	349	49	158
Arrive On Green	0.05	0.63	0.63	0.02	0.60	0.60	0.12	0.12	0.12	0.00	0.12	0.12
Sat Flow, veh/h	1882	3629	64	1882	3496	153	461	738	499	1810	392	1275
Grp Volume(v), veh/h	27	672	704	17	574	595	51	0	0	123	0	68
Grp Sat Flow(s),veh/h/ln	1882	1805	1888	1882	1791	1858	1698	0	0	1810	0	1667
Q Serve(g_s), s	0.3	14.7	14.7	0.2	12.4	12.4	0.0	0.0	0.0	0.1	0.0	2.5
Cycle Q Clear(g_c), s	0.3	14.7	14.7	0.2	12.4	12.4	1.6	0.0	0.0	0.1	0.0	2.5
Prop In Lane	1.00		0.03	1.00		0.08	0.41		0.29	1.00		0.76
Lane Grp Cap(c), veh/h	408	1130	1182	322	1080	1120	287	0	0	349	0	206
V/C Ratio(X)	0.07	0.59	0.60	0.05	0.53	0.53	0.18	0.00	0.00	0.35	0.00	0.33
Avail Cap(c_a), veh/h	603	1130	1182	560	1080	1120	1062	0	0	619	0	1382
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.3	7.4	7.4	6.0	7.7	7.7	26.2	0.0	0.0	25.4	0.0	26.6
Incr Delay (d2), s/veh	0.1	2.3	2.2	0.1	1.9	1.8	0.3	0.0	0.0	0.6	0.0	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.3	4.5	0.1	3.7	3.9	0.7	0.0	0.0	1.7	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.4	9.7	9.6	6.1	9.6	9.5	26.5	0.0	0.0	26.0	0.0	27.5
LnGrp LOS	A	A	A	A	A	A	C			C		C
Approach Vol, veh/h		1403			1186			51			191	
Approach Delay, s/veh		9.6			9.5			26.5			26.6	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.6	46.5		13.2	8.1	45.0	0.0	13.2				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	10.0	40.0		55.0	10.0	40.0	10.0	40.0				
Max Q Clear Time (g_c+I1), s	2.2	16.7		4.5	2.3	14.4	0.0	3.6				
Green Ext Time (p_c), s	0.0	5.9		0.2	0.0	4.7	0.0	0.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			11.0									
HCM 7th LOS			B									

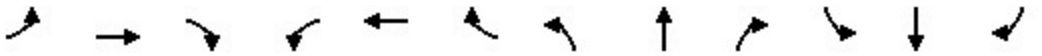
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	1115	141	198	923	176	114	388	243	196	324	100
Future Volume (veh/h)	167	1115	141	198	923	176	114	388	243	196	324	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1870	1900	1900	1885	1900	1885	1900	1900	1885	1885
Adj Flow Rate, veh/h	170	1138	144	202	942	180	116	396	248	200	331	102
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	2	0	0	1	0	1	0	0	1	1
Cap, veh/h	291	1334	582	263	1374	604	306	457	390	281	521	441
Arrive On Green	0.08	0.37	0.37	0.09	0.38	0.38	0.07	0.24	0.24	0.10	0.28	0.28
Sat Flow, veh/h	1810	3610	1574	1810	3610	1587	1810	1885	1610	1810	1885	1598
Grp Volume(v), veh/h	170	1138	144	202	942	180	116	396	248	200	331	102
Grp Sat Flow(s),veh/h/ln	1810	1805	1574	1810	1805	1587	1810	1885	1610	1810	1885	1598
Q Serve(g_s), s	6.0	30.2	6.6	7.1	22.8	8.3	4.9	21.0	14.4	8.3	16.1	5.1
Cycle Q Clear(g_c), s	6.0	30.2	6.6	7.1	22.8	8.3	4.9	21.0	14.4	8.3	16.1	5.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	291	1334	582	263	1374	604	306	457	390	281	521	441
V/C Ratio(X)	0.58	0.85	0.25	0.77	0.69	0.30	0.38	0.87	0.64	0.71	0.64	0.23
Avail Cap(c_a), veh/h	343	1334	582	295	1374	604	379	699	597	293	699	592
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.0	30.2	22.8	23.6	27.0	22.5	27.5	37.9	35.3	27.4	33.1	29.1
Incr Delay (d2), s/veh	1.8	7.1	1.0	10.3	2.8	1.3	0.8	7.3	1.7	7.5	1.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	13.5	2.6	3.5	9.7	3.2	2.2	10.4	5.7	4.1	7.3	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.8	37.3	23.8	34.0	29.9	23.8	28.3	45.2	37.1	34.8	34.4	29.4
LnGrp LOS	C	D	C	C	C	C	C	D	D	C	C	C
Approach Vol, veh/h		1452			1324			760			633	
Approach Delay, s/veh		34.3			29.7			40.0			33.7	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	45.0	10.8	35.2	12.1	46.1	14.3	31.6
Change Period (Y+Rc), s	4.0	6.5	4.0	* 6.4	4.0	6.5	4.0	* 6.4
Max Green Setting (Gmax), s	11.0	38.5	11.0	* 39	11.0	38.5	11.0	* 39
Max Q Clear Time (g_c+I1), s	9.1	0.0	6.9	18.1	8.0	0.0	10.3	23.0
Green Ext Time (p_c), s	0.1	0.0	0.1	1.5	0.1	0.0	0.0	2.3

Intersection Summary	
HCM 7th Control Delay, s/veh	33.8
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



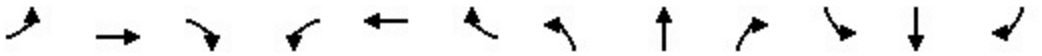
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	825	33	43	635	45	68	31	52	132	61	325
Future Volume (veh/h)	127	825	33	43	635	45	68	31	52	132	61	325
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1976	1870	1826	1900	1900	1900	1885	1976	1976
Adj Flow Rate, veh/h	134	868	35	45	668	47	72	33	55	139	64	342
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	0	0	2	5	0	0	0	1	0	0
Cap, veh/h	158	1889	76	59	1625	114	126	58	155	230	106	288
Arrive On Green	0.09	0.54	0.54	0.03	0.48	0.48	0.10	0.10	0.10	0.18	0.18	0.18
Sat Flow, veh/h	1810	3509	141	1882	3368	237	1260	577	1547	1308	602	1637
Grp Volume(v), veh/h	134	443	460	45	352	363	105	0	55	203	0	342
Grp Sat Flow(s),veh/h/ln	1810	1791	1860	1882	1777	1828	1837	0	1547	1911	0	1637
Q Serve(g_s), s	13.5	28.1	28.1	4.4	23.7	23.7	10.1	0.0	6.1	18.1	0.0	32.5
Cycle Q Clear(g_c), s	13.5	28.1	28.1	4.4	23.7	23.7	10.1	0.0	6.1	18.1	0.0	32.5
Prop In Lane	1.00		0.08	1.00		0.13	0.69		1.00	0.68		1.00
Lane Grp Cap(c), veh/h	158	964	1001	59	857	882	184	0	155	336	0	288
V/C Ratio(X)	0.85	0.46	0.46	0.76	0.41	0.41	0.57	0.00	0.36	0.60	0.00	1.19
Avail Cap(c_a), veh/h	423	964	1001	185	857	882	323	0	272	336	0	288
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	83.2	26.2	26.2	88.9	30.9	30.9	79.5	0.0	77.7	70.3	0.0	76.3
Incr Delay (d2), s/veh	16.0	1.6	1.5	18.0	1.5	1.4	3.9	0.0	2.0	3.1	0.0	114.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	12.3	12.8	2.4	10.5	10.8	5.0	0.0	2.6	9.2	0.0	22.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	99.2	27.8	27.7	106.9	32.4	32.3	83.4	0.0	79.6	73.4	0.0	190.6
LnGrp LOS	F	C	C	F	C	C	F		E	E		F
Approach Vol, veh/h		1037			760			160			545	
Approach Delay, s/veh		37.0			36.8			82.1			146.9	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.9	96.1		26.0	12.6	106.4		40.0				
Change Period (Y+Rc), s	6.8	6.8		7.5	6.8	6.8		7.5				
Max Green Setting (Gmax), s	43.2	48.2		32.5	18.2	73.2		32.5				
Max Q Clear Time (g_c+I1), s	15.5	0.0		12.1	6.4	0.0		34.5				
Green Ext Time (p_c), s	0.6	0.0		0.7	0.1	0.0		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	63.7	
HCM 7th LOS	E	

Notes

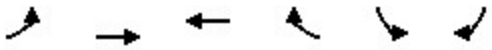
User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	580	199	131	693	19	151	23	25	26	35	44
Future Volume (veh/h)	23	580	199	131	693	19	151	23	25	26	35	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.04	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.04	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	0.98		0.98	0.97		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1885	1945	1885	1900	1900	1961	1693	1900	1841	1837	1870
Adj Flow Rate, veh/h	26	659	226	149	788	22	172	26	28	30	40	50
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	5	1	2	1	0	0	1	14	0	4	9	2
Cap, veh/h	359	1634	748	413	1793	50	375	159	171	293	94	117
Arrive On Green	0.02	0.46	0.46	0.07	0.50	0.50	0.10	0.22	0.22	0.02	0.13	0.13
Sat Flow, veh/h	1739	3582	1639	1795	3587	100	1867	737	794	1753	728	910
Grp Volume(v), veh/h	26	659	226	149	397	413	172	0	54	30	0	90
Grp Sat Flow(s),veh/h/ln	1739	1791	1639	1795	1805	1882	1867	0	1531	1753	0	1637
Q Serve(g_s), s	0.7	10.4	7.4	3.5	11.9	11.9	6.4	0.0	2.4	1.2	0.0	4.3
Cycle Q Clear(g_c), s	0.7	10.4	7.4	3.5	11.9	11.9	6.4	0.0	2.4	1.2	0.0	4.3
Prop In Lane	1.00		1.00	1.00		0.05	1.00		0.52	1.00		0.56
Lane Grp Cap(c), veh/h	359	1634	748	413	902	941	375	0	330	293	0	211
V/C Ratio(X)	0.07	0.40	0.30	0.36	0.44	0.44	0.46	0.00	0.16	0.10	0.00	0.43
Avail Cap(c_a), veh/h	547	1634	748	530	902	941	411	0	710	479	0	759
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.1	15.3	14.5	10.8	13.6	13.6	26.4	0.0	27.0	30.9	0.0	34.0
Incr Delay (d2), s/veh	0.1	0.7	1.0	0.5	1.6	1.5	0.9	0.0	0.2	0.2	0.0	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.9	2.8	1.2	4.6	4.7	2.9	0.0	0.9	0.5	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.2	16.1	15.5	11.3	15.1	15.0	27.3	0.0	27.2	31.0	0.0	35.3
LnGrp LOS	B	B	B	B	B	B	C		C	C		D
Approach Vol, veh/h		911			959			226			120	
Approach Delay, s/veh		15.8			14.5			27.2			34.2	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	45.0	13.4	16.7	5.8	48.7	6.0	24.0
Change Period (Y+Rc), s	4.0	6.4	5.0	5.8	4.0	6.4	4.0	5.8
Max Green Setting (Gmax), s	11.0	38.6	10.0	39.2	11.0	38.6	11.0	39.2
Max Q Clear Time (g_c+I1), s	5.5	0.0	8.4	6.3	2.7	0.0	3.2	4.4
Green Ext Time (p_c), s	0.2	0.0	0.1	0.3	0.0	0.0	0.0	0.2

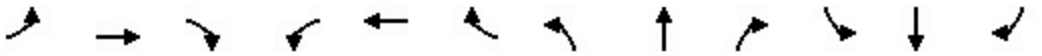
Intersection Summary	
HCM 7th Control Delay, s/veh	17.4
HCM 7th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	12	619	733	184	7	110
Future Volume (veh/h)	12	619	733	184	7	110
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.04	1.00	1.00	1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00			0.99	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1699	1885	1885	1961	1976	1976
Adj Flow Rate, veh/h	14	703	833	209	8	125
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	18	1	1	1	0	0
Cap, veh/h	416	2623	2623	1208	190	169
Arrive On Green	0.73	0.73	0.73	0.73	0.10	0.10
Sat Flow, veh/h	491	3676	3676	1649	1882	1675
Grp Volume(v), veh/h	14	703	833	209	8	125
Grp Sat Flow(s),veh/h/ln	491	1791	1791	1649	1882	1675
Q Serve(g_s), s	0.8	4.9	6.1	2.9	0.3	5.4
Cycle Q Clear(g_c), s	6.8	4.9	6.1	2.9	0.3	5.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	416	2623	2623	1208	190	169
V/C Ratio(X)	0.03	0.27	0.32	0.17	0.04	0.74
Avail Cap(c_a), veh/h	416	2623	2623	1208	472	420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.95	0.95	1.00	1.00
Uniform Delay (d), s/veh	4.7	3.3	3.5	3.1	30.4	32.8
Incr Delay (d2), s/veh	0.1	0.2	0.3	0.3	0.1	8.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.0	1.2	0.6	0.1	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	4.8	3.6	3.8	3.4	30.6	41.4
LnGrp LOS	A	A	A	A	C	D
Approach Vol, veh/h		717	1042		133	
Approach Delay, s/veh		3.6	3.7		40.8	
Approach LOS		A	A		D	

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	61.2				61.2	13.8
Change Period (Y+Rc), s	6.3				6.3	6.2
Max Green Setting (Gmax), s	43.7				43.7	18.8
Max Q Clear Time (g_c+I1), s	0.0				0.0	7.4
Green Ext Time (p_c), s	0.0				0.0	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	6.3
HCM 7th LOS	A



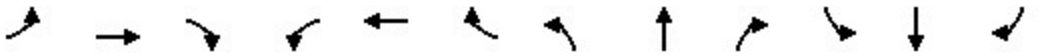
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	542	0	0	868	17	49	1	341	0	0	0
Future Volume (veh/h)	84	542	0	0	868	17	49	1	341	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1976	1885	0	0	1900	1900	1811	1976	1870			
Adj Flow Rate, veh/h	93	602	0	0	964	19	54	1	379			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90			
Percent Heavy Veh, %	0	1	0	0	0	0	6	0	2			
Cap, veh/h	384	2398	0	0	2424	48	420	1	407			
Arrive On Green	0.67	0.67	0.00	0.00	0.67	0.67	0.24	0.24	0.24			
Sat Flow, veh/h	605	3676	0	0	3715	71	1725	4	1671			
Grp Volume(v), veh/h	93	602	0	0	481	502	54	0	380			
Grp Sat Flow(s),veh/h/ln	605	1791	0	0	1805	1886	1725	0	1675			
Q Serve(g_s), s	11.5	9.3	0.0	0.0	16.8	16.8	3.4	0.0	31.1			
Cycle Q Clear(g_c), s	28.3	9.3	0.0	0.0	16.8	16.8	3.4	0.0	31.1			
Prop In Lane	1.00		0.00	0.00		0.04	1.00		1.00			
Lane Grp Cap(c), veh/h	384	2398	0	0	1208	1263	420	0	408			
V/C Ratio(X)	0.24	0.25	0.00	0.00	0.40	0.40	0.13	0.00	0.93			
Avail Cap(c_a), veh/h	384	2398	0	0	1208	1263	663	0	644			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.98	0.98	0.00	0.00	0.84	0.84	1.00	0.00	1.00			
Uniform Delay (d), s/veh	16.8	9.2	0.0	0.0	10.4	10.4	41.4	0.0	51.8			
Incr Delay (d2), s/veh	1.5	0.2	0.0	0.0	0.8	0.8	0.1	0.0	11.0			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.7	3.4	0.0	0.0	6.4	6.6	1.5	0.0	14.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.3	9.4	0.0	0.0	11.2	11.2	41.4	0.0	62.8			
LnGrp LOS	B	A			B	B	D		E			
Approach Vol, veh/h		695			983			434				
Approach Delay, s/veh		10.6			11.2			60.1				
Approach LOS		B			B			E				

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	99.7	40.3	99.7
Change Period (Y+Rc), s	6.0	* 6.2	6.0
Max Green Setting (Gmax), s	74.0	* 54	74.0
Max Q Clear Time (g_c+I1), s	30.3	33.1	0.0
Green Ext Time (p_c), s	0.1	1.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	21.1
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	764	27	9	770	94	14	10	13	135	9	101
Future Volume (veh/h)	92	764	27	9	770	94	14	10	13	135	9	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.04	1.00	1.00	1.04	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1976	1885	1900	1976	1900	1900	1900	1976	1900	1900	1900	1900
Adj Flow Rate, veh/h	105	868	31	10	875	107	16	11	15	153	10	115
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	1	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	531	2284	82	478	1825	223	102	70	56	296	16	187
Arrive On Green	0.10	0.65	0.65	0.02	0.56	0.56	0.13	0.13	0.13	0.00	0.13	0.13
Sat Flow, veh/h	1882	3527	126	1882	3236	396	252	556	449	1810	130	1490
Grp Volume(v), veh/h	105	441	458	10	488	494	42	0	0	153	0	125
Grp Sat Flow(s),veh/h/ln	1882	1791	1862	1882	1805	1827	1256	0	0	1810	0	1619
Q Serve(g_s), s	1.3	8.2	8.2	0.2	11.5	11.5	0.1	0.0	0.0	0.1	0.0	5.2
Cycle Q Clear(g_c), s	1.3	8.2	8.2	0.2	11.5	11.5	5.2	0.0	0.0	0.1	0.0	5.2
Prop In Lane	1.00		0.07	1.00		0.22	0.38		0.36	1.00		0.92
Lane Grp Cap(c), veh/h	531	1160	1206	478	1018	1030	228	0	0	296	0	204
V/C Ratio(X)	0.20	0.38	0.38	0.02	0.48	0.48	0.18	0.00	0.00	0.52	0.00	0.61
Avail Cap(c_a), veh/h	611	1160	1206	715	1018	1030	920	0	0	548	0	1256
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.1	5.8	5.8	6.3	9.2	9.2	27.8	0.0	0.0	29.1	0.0	29.4
Incr Delay (d2), s/veh	0.2	0.9	0.9	0.0	1.6	1.6	0.4	0.0	0.0	1.4	0.0	3.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.3	2.3	0.0	3.8	3.9	0.6	0.0	0.0	2.5	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.3	6.8	6.8	6.4	10.9	10.8	28.1	0.0	0.0	30.5	0.0	32.3
LnGrp LOS	A	A	A	A	B	B	C			C		C
Approach Vol, veh/h		1004			992			42			278	
Approach Delay, s/veh		6.6			10.8			28.1			31.3	
Approach LOS		A			B			C			C	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.1	50.9		13.9	12.0	45.0	0.0	13.9				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	10.0	40.0		55.0	10.0	40.0	10.0	40.0				
Max Q Clear Time (g_c+I1), s	2.2	10.2		7.2	3.3	13.5	0.0	7.2				
Green Ext Time (p_c), s	0.0	3.4		0.5	0.1	3.8	0.0	0.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			11.8									
HCM 7th LOS			B									

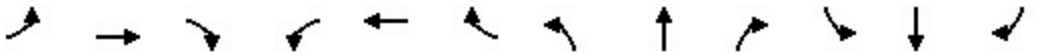
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	696	89	146	702	94	77	184	141	109	215	94
Future Volume (veh/h)	124	696	89	146	702	94	77	184	141	109	215	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1885	1900	1900	1900	1900	1885	1900	1900	1885
Adj Flow Rate, veh/h	132	740	95	155	747	100	82	196	150	116	229	100
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	1	0	1	0	0	0	0	1	0	0	1
Cap, veh/h	415	1653	741	423	1695	754	238	277	232	269	315	264
Arrive On Green	0.06	0.46	0.46	0.07	0.47	0.47	0.05	0.15	0.15	0.07	0.17	0.17
Sat Flow, veh/h	1810	3582	1607	1795	3610	1607	1810	1900	1588	1810	1900	1589
Grp Volume(v), veh/h	132	740	95	155	747	100	82	196	150	116	229	100
Grp Sat Flow(s),veh/h/ln	1810	1791	1607	1795	1805	1607	1810	1900	1588	1810	1900	1589
Q Serve(g_s), s	3.1	11.7	2.8	3.7	11.5	2.9	3.2	8.2	7.4	4.5	9.5	4.7
Cycle Q Clear(g_c), s	3.1	11.7	2.8	3.7	11.5	2.9	3.2	8.2	7.4	4.5	9.5	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	415	1653	741	423	1695	754	238	277	232	269	315	264
V/C Ratio(X)	0.32	0.45	0.13	0.37	0.44	0.13	0.34	0.71	0.65	0.43	0.73	0.38
Avail Cap(c_a), veh/h	544	1653	741	536	1695	754	380	879	735	375	879	735
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.2	15.3	12.9	11.2	14.8	12.5	28.4	33.9	33.6	27.6	33.0	31.0
Incr Delay (d2), s/veh	0.4	0.9	0.4	0.5	0.8	0.4	0.9	3.3	3.0	1.1	3.2	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	4.4	1.0	1.3	4.3	1.1	1.4	3.9	3.0	1.9	4.5	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.6	16.1	13.2	11.7	15.6	12.9	29.3	37.2	36.6	28.7	36.2	31.9
LnGrp LOS	B	B	B	B	B	B	C	D	D	C	D	C
Approach Vol, veh/h		967			1002			428			445	
Approach Delay, s/veh		15.2			14.7			35.5			33.3	
Approach LOS		B			B			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	45.0	8.5	20.2	9.1	45.7	10.1	18.6
Change Period (Y+Rc), s	4.0	6.5	4.0	* 6.4	4.0	6.5	4.0	* 6.4
Max Green Setting (Gmax), s	11.0	38.5	11.0	* 39	11.0	38.5	11.0	* 39
Max Q Clear Time (g_c+I1), s	5.7	0.0	5.2	11.5	5.1	0.0	6.5	10.2
Green Ext Time (p_c), s	0.2	0.0	0.1	1.2	0.2	0.0	0.1	1.3

Intersection Summary	
HCM 7th Control Delay, s/veh	20.9
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	512	54	56	490	12	46	10	59	17	16	54
Future Volume (veh/h)	43	512	54	56	490	12	46	10	59	17	16	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1885	1900	1976	1885	1767	1900	1900	1900	1900	1976	1976
Adj Flow Rate, veh/h	45	539	57	59	516	13	48	11	62	18	17	57
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	1	0	0	1	9	0	0	0	0	0	0
Cap, veh/h	59	2222	234	76	2451	62	116	27	121	47	45	75
Arrive On Green	0.03	0.68	0.68	0.04	0.69	0.69	0.08	0.08	0.08	0.05	0.05	0.05
Sat Flow, veh/h	1781	3269	345	1882	3570	90	1485	340	1554	991	936	1580
Grp Volume(v), veh/h	45	295	301	59	259	270	59	0	62	35	0	57
Grp Sat Flow(s),veh/h/ln	1781	1791	1823	1882	1791	1869	1826	0	1554	1926	0	1580
Q Serve(g_s), s	4.6	11.7	11.7	5.7	9.8	9.8	5.7	0.0	7.1	3.3	0.0	6.6
Cycle Q Clear(g_c), s	4.6	11.7	11.7	5.7	9.8	9.8	5.7	0.0	7.1	3.3	0.0	6.6
Prop In Lane	1.00		0.19	1.00		0.05	0.81		1.00	0.51		1.00
Lane Grp Cap(c), veh/h	59	1217	1239	76	1230	1283	142	0	121	92	0	75
V/C Ratio(X)	0.76	0.24	0.24	0.78	0.21	0.21	0.41	0.00	0.51	0.38	0.00	0.76
Avail Cap(c_a), veh/h	416	1217	1239	185	1230	1283	321	0	273	338	0	277
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	88.7	11.4	11.4	88.0	10.6	10.6	81.3	0.0	81.9	85.5	0.0	87.0
Incr Delay (d2), s/veh	24.3	0.5	0.5	15.6	0.4	0.4	2.7	0.0	4.7	2.6	0.0	14.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	4.7	4.8	3.1	3.9	4.1	2.8	0.0	3.0	1.7	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	113.0	11.8	11.8	103.6	11.0	11.0	84.0	0.0	86.6	88.1	0.0	101.4
LnGrp LOS	F	B	B	F	B	B	F		F	F		F
Approach Vol, veh/h		641			588			121			92	
Approach Delay, s/veh		18.9			20.3			85.3			96.3	
Approach LOS		B			C			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.9	133.8		21.9	14.2	132.5		16.3				
Change Period (Y+Rc), s	6.8	6.8		7.5	6.8	6.8		7.5				
Max Green Setting (Gmax), s	43.2	48.2		32.5	18.2	73.2		32.5				
Max Q Clear Time (g_c+I1), s	6.6	0.0		9.1	7.7	0.0		8.6				
Green Ext Time (p_c), s	0.2	0.0		0.5	0.1	0.0		0.3				

Intersection Summary		
HCM 7th Control Delay, s/veh	30.0	
HCM 7th LOS	C	

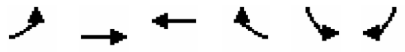
Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	725	314	188	935	58	191	86	46	150	224	133
Future Volume (veh/h)	51	725	314	188	935	58	191	86	46	150	224	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.04	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.04	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1961	1885	1885	1870	1945	1604	1900	1900	1868	1856
Adj Flow Rate, veh/h	52	740	320	192	954	59	195	88	47	153	229	136
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	1	1	1	2	2	20	0	0	7	3
Cap, veh/h	243	1360	621	335	1471	91	285	254	136	455	257	152
Arrive On Green	0.03	0.38	0.38	0.08	0.43	0.43	0.10	0.26	0.26	0.08	0.24	0.24
Sat Flow, veh/h	1810	3610	1648	1795	3425	212	1853	976	521	1810	1088	646
Grp Volume(v), veh/h	52	740	320	192	499	514	195	0	135	153	0	365
Grp Sat Flow(s),veh/h/ln	1810	1805	1648	1795	1791	1846	1853	0	1497	1810	0	1735
Q Serve(g_s), s	1.8	16.5	15.4	6.4	22.6	22.6	8.0	0.0	7.5	6.5	0.0	20.9
Cycle Q Clear(g_c), s	1.8	16.5	15.4	6.4	22.6	22.6	8.0	0.0	7.5	6.5	0.0	20.9
Prop In Lane	1.00		1.00	1.00		0.11	1.00		0.35	1.00		0.37
Lane Grp Cap(c), veh/h	243	1360	621	335	769	793	285	0	390	455	0	409
V/C Ratio(X)	0.21	0.54	0.52	0.57	0.65	0.65	0.68	0.00	0.35	0.34	0.00	0.89
Avail Cap(c_a), veh/h	383	1360	621	379	769	793	285	0	573	500	0	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.1	25.0	24.7	18.1	23.1	23.1	28.0	0.0	30.8	26.1	0.0	37.9
Incr Delay (d2), s/veh	0.4	1.6	3.0	1.6	4.2	4.1	6.6	0.0	0.5	0.4	0.0	9.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	6.9	6.4	2.6	9.7	9.9	4.0	0.0	2.7	2.8	0.0	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.6	26.6	27.7	19.8	27.3	27.2	34.6	0.0	31.3	26.6	0.0	46.9
LnGrp LOS	C	C	C	B	C	C	C		C	C		D
Approach Vol, veh/h		1112			1205			330			518	
Approach Delay, s/veh		26.6			26.1			33.3			40.9	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	45.0	15.0	30.0	7.1	50.4	12.4	32.5
Change Period (Y+Rc), s	4.0	6.4	5.0	5.8	4.0	6.4	4.0	5.8
Max Green Setting (Gmax), s	11.0	38.6	10.0	39.2	11.0	38.6	11.0	39.2
Max Q Clear Time (g_c+I1), s	8.4	0.0	10.0	22.9	3.8	0.0	8.5	9.5
Green Ext Time (p_c), s	0.1	0.0	0.0	1.3	0.0	0.0	0.1	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	29.4
HCM 7th LOS	C



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	916	1037	406	24	143
Future Volume (veh/h)	5	916	1037	406	24	143
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.04	1.00	1.00	1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00			0.99	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1976	1900	1885	1961	1976	1961
Adj Flow Rate, veh/h	5	954	1080	423	25	149
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	1	0	1
Cap, veh/h	313	2571	2551	1169	228	201
Arrive On Green	0.71	0.71	0.71	0.71	0.12	0.12
Sat Flow, veh/h	368	3705	3676	1642	1882	1662
Grp Volume(v), veh/h	5	954	1080	423	25	149
Grp Sat Flow(s),veh/h/ln	368	1805	1791	1642	1882	1662
Q Serve(g_s), s	0.4	7.8	9.3	7.5	0.9	6.5
Cycle Q Clear(g_c), s	9.7	7.8	9.3	7.5	0.9	6.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	313	2571	2551	1169	228	201
V/C Ratio(X)	0.02	0.37	0.42	0.36	0.11	0.74
Avail Cap(c_a), veh/h	313	2571	2551	1169	472	416
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.55	0.55	1.00	1.00
Uniform Delay (d), s/veh	6.5	4.2	4.4	4.2	29.4	31.8
Incr Delay (d2), s/veh	0.1	0.3	0.3	0.5	0.3	7.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.7	2.0	1.5	0.4	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	6.5	4.6	4.7	4.7	29.7	39.2
LnGrp LOS	A	A	A	A	C	D
Approach Vol, veh/h		959	1503		174	
Approach Delay, s/veh		4.6	4.7		37.8	
Approach LOS		A	A		D	

Timer - Assigned Phs	2			6	8
Phs Duration (G+Y+Rc), s	59.7			59.7	15.3
Change Period (Y+Rc), s	6.3			6.3	6.2
Max Green Setting (Gmax), s	43.7			43.7	18.8
Max Q Clear Time (g_c+I1), s	0.0			0.0	8.5
Green Ext Time (p_c), s	0.0			0.0	0.8

Intersection Summary		
HCM 7th Control Delay, s/veh	6.8	
HCM 7th LOS	A	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	868	0	0	1390	29	54	0	732	0	0	0
Future Volume (veh/h)	72	868	0	0	1390	29	54	0	732	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1976	1900	0	0	1885	1796	1870	1976	1900			
Adj Flow Rate, veh/h	75	904	0	0	1448	30	56	0	752			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	1	7	2	0	0			
Cap, veh/h	122	1895	0	0	1883	39	710	0	668			
Arrive On Green	0.52	0.52	0.00	0.00	0.52	0.52	0.40	0.00	0.40			
Sat Flow, veh/h	378	3705	0	0	3682	74	1781	0	1675			
Grp Volume(v), veh/h	75	904	0	0	722	756	56	0	752			
Grp Sat Flow(s),veh/h/ln	378	1805	0	0	1791	1871	1781	0	1675			
Q Serve(g_s), s	31.6	25.4	0.0	0.0	51.4	51.5	3.1	0.0	63.8			
Cycle Q Clear(g_c), s	83.1	25.4	0.0	0.0	51.4	51.5	3.1	0.0	63.8			
Prop In Lane	1.00		0.00	0.00		0.04	1.00		1.00			
Lane Grp Cap(c), veh/h	122	1895	0	0	940	982	710	0	668			
V/C Ratio(X)	0.62	0.48	0.00	0.00	0.77	0.77	0.08	0.00	1.13			
Avail Cap(c_a), veh/h	122	1895	0	0	940	982	710	0	668			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	0.62	0.62	1.00	0.00	1.00			
Uniform Delay (d), s/veh	63.4	24.1	0.0	0.0	30.2	30.3	29.9	0.0	48.1			
Incr Delay (d2), s/veh	20.0	0.8	0.0	0.0	3.8	3.7	0.0	0.0	75.0			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.7	10.8	0.0	0.0	22.2	23.3	1.4	0.0	40.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	83.5	24.9	0.0	0.0	34.0	34.0	29.9	0.0	123.1			
LnGrp LOS	F	C			C	C	C		F			
Approach Vol, veh/h		979			1478			808				
Approach Delay, s/veh		29.4			34.0			116.6				
Approach LOS		C			C			F				

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	90.0	70.0	90.0
Change Period (Y+Rc), s	6.0	* 6.2	6.0
Max Green Setting (Gmax), s	84.0	* 64	84.0
Max Q Clear Time (g_c+I1), s	85.1	65.8	0.0
Green Ext Time (p_c), s	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	53.1
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	1550	23	16	1349	72	20	14	14	141	15	50
Future Volume (veh/h)	26	1550	23	16	1349	72	20	14	14	141	15	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.04	1.00	1.00	1.04	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1976	1900	1900	1976	1885	1900	1900	1976	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	1615	24	17	1405	75	21	15	15	147	16	52
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	1	0	0	0	0	0	0	0
Cap, veh/h	322	2278	34	260	2084	111	134	91	62	349	49	158
Arrive On Green	0.05	0.63	0.63	0.02	0.60	0.60	0.12	0.12	0.12	0.00	0.12	0.12
Sat Flow, veh/h	1882	3641	54	1882	3459	184	461	737	499	1810	392	1275
Grp Volume(v), veh/h	27	800	839	17	726	754	51	0	0	147	0	68
Grp Sat Flow(s),veh/h/ln	1882	1805	1890	1882	1791	1852	1698	0	0	1810	0	1667
Q Serve(g_s), s	0.3	19.8	19.9	0.2	18.0	18.1	0.0	0.0	0.0	0.1	0.0	2.5
Cycle Q Clear(g_c), s	0.3	19.8	19.9	0.2	18.0	18.1	1.6	0.0	0.0	0.1	0.0	2.5
Prop In Lane	1.00		0.03	1.00		0.10	0.41		0.29	1.00		0.76
Lane Grp Cap(c), veh/h	322	1129	1182	260	1079	1116	287	0	0	349	0	207
V/C Ratio(X)	0.08	0.71	0.71	0.07	0.67	0.68	0.18	0.00	0.00	0.42	0.00	0.33
Avail Cap(c_a), veh/h	516	1129	1182	498	1079	1116	1062	0	0	619	0	1381
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.8	8.4	8.4	7.3	8.8	8.8	26.2	0.0	0.0	25.8	0.0	26.5
Incr Delay (d2), s/veh	0.1	3.8	3.6	0.1	3.3	3.3	0.3	0.0	0.0	0.8	0.0	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	6.0	6.2	0.1	5.6	5.8	0.7	0.0	0.0	2.1	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.9	12.1	12.0	7.4	12.2	12.1	26.5	0.0	0.0	26.6	0.0	27.5
LnGrp LOS	A	B	B	A	B	B	C			C		C
Approach Vol, veh/h		1666			1497			51			215	
Approach Delay, s/veh		12.0			12.1			26.5			26.9	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	46.5		13.2	8.1	45.0	0.0	13.2
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	10.0	40.0		55.0	10.0	40.0	10.0	40.0
Max Q Clear Time (g_c+I1), s	2.3	21.9		4.5	2.3	20.1	0.0	3.6
Green Ext Time (p_c), s	0.0	7.0		0.2	0.0	6.3	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	13.2
HCM 7th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	217	1216	191	198	1015	176	160	388	243	196	324	146
Future Volume (veh/h)	217	1216	191	198	1015	176	160	388	243	196	324	146
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1870	1900	1900	1885	1900	1885	1900	1900	1885	1885
Adj Flow Rate, veh/h	221	1241	195	202	1036	180	163	396	248	200	331	149
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	2	0	0	1	0	1	0	0	1	1
Cap, veh/h	291	1340	584	244	1317	579	315	456	389	282	484	410
Arrive On Green	0.09	0.37	0.37	0.09	0.36	0.36	0.09	0.24	0.24	0.10	0.26	0.26
Sat Flow, veh/h	1810	3610	1574	1810	3610	1587	1810	1885	1610	1810	1885	1598
Grp Volume(v), veh/h	221	1241	195	202	1036	180	163	396	248	200	331	149
Grp Sat Flow(s),veh/h/ln	1810	1805	1574	1810	1805	1587	1810	1885	1610	1810	1885	1598
Q Serve(g_s), s	7.9	34.8	9.4	7.3	27.0	8.6	7.0	21.3	14.6	8.6	16.7	8.1
Cycle Q Clear(g_c), s	7.9	34.8	9.4	7.3	27.0	8.6	7.0	21.3	14.6	8.6	16.7	8.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	291	1340	584	244	1317	579	315	456	389	282	484	410
V/C Ratio(X)	0.76	0.93	0.33	0.83	0.79	0.31	0.52	0.87	0.64	0.71	0.68	0.36
Avail Cap(c_a), veh/h	308	1340	584	273	1317	579	348	690	589	289	690	584
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.3	31.8	23.8	24.6	29.9	24.0	27.5	38.4	35.9	28.4	35.4	32.1
Incr Delay (d2), s/veh	10.0	12.3	1.5	17.2	4.8	1.4	1.3	7.7	1.7	7.6	1.7	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	16.3	3.7	4.0	11.8	3.4	3.1	10.6	5.8	4.2	7.7	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.3	44.1	25.4	41.8	34.7	25.4	28.9	46.1	37.6	36.0	37.1	32.7
LnGrp LOS	C	D	C	D	C	C	C	D	D	D	D	C
Approach Vol, veh/h		1657			1418			807			680	
Approach Delay, s/veh		40.5			34.5			40.0			35.8	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	45.7	13.0	33.5	14.0	45.0	14.6	31.9
Change Period (Y+Rc), s	4.0	6.5	4.0	* 6.4	4.0	6.5	4.0	* 6.4
Max Green Setting (Gmax), s	11.0	38.5	11.0	* 39	11.0	38.5	11.0	* 39
Max Q Clear Time (g_c+I1), s	9.3	0.0	9.0	18.7	9.9	0.0	10.6	23.3
Green Ext Time (p_c), s	0.1	0.0	0.1	1.7	0.1	0.0	0.0	2.2

Intersection Summary	
HCM 7th Control Delay, s/veh	37.8
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

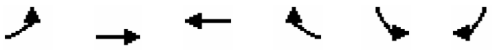
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	825	33	66	635	45	68	31	77	132	61	325
Future Volume (veh/h)	127	825	33	66	635	45	68	31	77	132	61	325
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1976	1870	1826	1900	1900	1900	1885	1976	1976
Adj Flow Rate, veh/h	134	868	35	69	668	47	72	33	81	139	64	342
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	0	0	2	5	0	0	0	1	0	0
Cap, veh/h	158	1835	74	87	1623	114	127	58	156	230	106	288
Arrive On Green	0.09	0.52	0.52	0.05	0.48	0.48	0.10	0.10	0.10	0.18	0.18	0.18
Sat Flow, veh/h	1810	3509	141	1882	3368	237	1260	577	1548	1308	602	1637
Grp Volume(v), veh/h	134	443	460	69	352	363	105	0	81	203	0	342
Grp Sat Flow(s),veh/h/ln	1810	1791	1860	1882	1777	1828	1837	0	1548	1911	0	1637
Q Serve(g_s), s	13.5	29.0	29.0	6.7	23.7	23.7	10.1	0.0	9.2	18.1	0.0	32.5
Cycle Q Clear(g_c), s	13.5	29.0	29.0	6.7	23.7	23.7	10.1	0.0	9.2	18.1	0.0	32.5
Prop In Lane	1.00		0.08	1.00		0.13	0.69		1.00	0.68		1.00
Lane Grp Cap(c), veh/h	158	937	973	87	856	881	185	0	156	336	0	288
V/C Ratio(X)	0.85	0.47	0.47	0.79	0.41	0.41	0.57	0.00	0.52	0.60	0.00	1.19
Avail Cap(c_a), veh/h	423	937	973	185	856	881	323	0	272	336	0	288
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	83.2	28.0	28.0	87.3	31.0	31.0	79.4	0.0	79.0	70.3	0.0	76.3
Incr Delay (d2), s/veh	16.0	1.7	1.6	14.8	1.5	1.4	3.9	0.0	3.8	3.1	0.0	114.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	12.8	13.3	3.6	10.5	10.8	5.0	0.0	3.9	9.2	0.0	22.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	99.2	29.7	29.6	102.1	32.4	32.4	83.2	0.0	82.8	73.4	0.0	190.6
LnGrp LOS	F	C	C	F	C	C	F		F	E		F
Approach Vol, veh/h		1037			784			186			545	
Approach Delay, s/veh		38.6			38.5			83.0			146.9	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.9	96.0		26.1	15.4	103.5		40.0				
Change Period (Y+Rc), s	6.8	6.8		7.5	6.8	6.8		7.5				
Max Green Setting (Gmax), s	13.2	48.2		32.5	18.2	73.2		32.5				
Max Q Clear Time (g_c+I1), s	15.5	0.0		12.1	8.7	0.0		34.5				
Green Ext Time (p_c), s	0.6	0.0		0.9	0.1	0.0		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	65.0
HCM 7th LOS	E

Notes

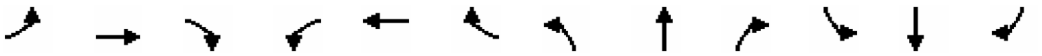
User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	275	1430	1138	184	199	299
Future Volume (veh/h)	275	1430	1138	184	199	299
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1885	1900	1900	1900
Adj Flow Rate, veh/h	286	1490	1185	192	207	311
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	0	0	0
Cap, veh/h	244	2072	1773	286	404	360
Arrive On Green	0.57	0.57	0.57	0.57	0.22	0.22
Sat Flow, veh/h	400	3705	3183	498	1810	1610
Grp Volume(v), veh/h	286	1490	685	692	207	311
Grp Sat Flow(s),veh/h/ln	400	1805	1791	1796	1810	1610
Q Serve(g_s), s	18.2	17.7	15.6	15.8	5.9	11.0
Cycle Q Clear(g_c), s	34.0	17.7	15.6	15.8	5.9	11.0
Prop In Lane	1.00			0.28	1.00	1.00
Lane Grp Cap(c), veh/h	244	2072	1028	1031	404	360
V/C Ratio(X)	1.17	0.72	0.67	0.67	0.51	0.86
Avail Cap(c_a), veh/h	244	2072	1028	1031	428	381
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.1	9.2	8.7	8.7	20.2	22.1
Incr Delay (d2), s/veh	111.6	1.2	1.6	1.7	1.0	17.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.9	5.6	4.3	4.4	2.4	5.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	136.7	10.4	10.3	10.5	21.2	39.8
LnGrp LOS	F	B	B	B	C	D
Approach Vol, veh/h		1776	1377		518	
Approach Delay, s/veh		30.7	10.4		32.4	
Approach LOS		C	B		C	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			40.0		19.2	40.0
Change Period (Y+Rc), s			6.0		6.0	6.0
Max Green Setting (Gmax), s			34.0		14.0	34.0
Max Q Clear Time (g_c+I1), s			36.0		13.0	0.0
Green Ext Time (p_c), s			0.0		0.2	0.0

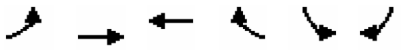
Intersection Summary	
HCM 7th Control Delay, s/veh	23.3
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	621	199	140	727	19	151	23	35	26	35	44
Future Volume (veh/h)	23	621	199	140	727	19	151	23	35	26	35	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.04	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.04	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	0.98		0.98	0.97		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1885	1945	1885	1900	1900	1961	1693	1900	1841	1837	1870
Adj Flow Rate, veh/h	26	706	226	159	826	22	172	26	40	30	40	50
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	5	1	2	1	0	0	1	14	0	4	9	2
Cap, veh/h	346	1628	745	401	1800	48	374	128	197	291	94	117
Arrive On Green	0.02	0.45	0.45	0.07	0.50	0.50	0.10	0.22	0.22	0.02	0.13	0.13
Sat Flow, veh/h	1739	3582	1639	1795	3592	96	1867	594	913	1753	728	910
Grp Volume(v), veh/h	26	706	226	159	415	433	172	0	66	30	0	90
Grp Sat Flow(s),veh/h/ln	1739	1791	1639	1795	1805	1882	1867	0	1507	1753	0	1637
Q Serve(g_s), s	0.7	11.4	7.4	3.7	12.7	12.7	6.5	0.0	3.1	1.3	0.0	4.3
Cycle Q Clear(g_c), s	0.7	11.4	7.4	3.7	12.7	12.7	6.5	0.0	3.1	1.3	0.0	4.3
Prop In Lane	1.00		1.00	1.00		0.05	1.00		0.61	1.00		0.56
Lane Grp Cap(c), veh/h	346	1628	745	401	905	943	374	0	325	291	0	211
V/C Ratio(X)	0.08	0.43	0.30	0.40	0.46	0.46	0.46	0.00	0.20	0.10	0.00	0.43
Avail Cap(c_a), veh/h	533	1628	745	511	905	943	410	0	695	476	0	756
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.3	15.7	14.7	11.0	13.7	13.7	26.5	0.0	27.3	31.0	0.0	34.1
Incr Delay (d2), s/veh	0.1	0.8	1.0	0.6	1.7	1.6	0.9	0.0	0.3	0.2	0.0	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.3	2.8	1.3	4.8	5.0	2.9	0.0	1.1	0.5	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.4	16.6	15.7	11.7	15.4	15.3	27.4	0.0	27.6	31.2	0.0	35.5
LnGrp LOS	B	B	B	B	B	B	C		C	C		D
Approach Vol, veh/h		958			1007			238			120	
Approach Delay, s/veh		16.3			14.8			27.4			34.4	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	45.0	13.4	16.8	5.8	49.0	6.0	24.1
Change Period (Y+Rc), s	4.0	6.4	5.0	5.8	4.0	6.4	4.0	5.8
Max Green Setting (Gmax), s	11.0	38.6	10.0	39.2	11.0	38.6	11.0	39.2
Max Q Clear Time (g_c+I1), s	5.7	0.0	8.5	6.3	2.7	0.0	3.3	5.1
Green Ext Time (p_c), s	0.2	0.0	0.1	0.3	0.0	0.0	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	17.7
HCM 7th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	12	670	775	236	7	110
Future Volume (veh/h)	12	670	775	236	7	110
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.04	1.00	1.00	1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00			0.99	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1699	1885	1885	1961	1976	1976
Adj Flow Rate, veh/h	14	761	881	268	8	125
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	18	1	1	1	0	0
Cap, veh/h	382	2623	2623	1208	190	169
Arrive On Green	0.73	0.73	0.73	0.73	0.10	0.10
Sat Flow, veh/h	444	3676	3676	1649	1882	1675
Grp Volume(v), veh/h	14	761	881	268	8	125
Grp Sat Flow(s),veh/h/ln	444	1791	1791	1649	1882	1675
Q Serve(g_s), s	0.9	5.4	6.5	3.9	0.3	5.4
Cycle Q Clear(g_c), s	7.4	5.4	6.5	3.9	0.3	5.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	382	2623	2623	1208	190	169
V/C Ratio(X)	0.04	0.29	0.34	0.22	0.04	0.74
Avail Cap(c_a), veh/h	382	2623	2623	1208	472	420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.91	0.91	1.00	1.00
Uniform Delay (d), s/veh	4.9	3.4	3.6	3.2	30.4	32.8
Incr Delay (d2), s/veh	0.2	0.3	0.3	0.4	0.1	8.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.1	1.3	0.8	0.1	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	5.0	3.7	3.9	3.6	30.6	41.4
LnGrp LOS	A	A	A	A	C	D
Approach Vol, veh/h		775	1149		133	
Approach Delay, s/veh		3.7	3.8		40.8	
Approach LOS		A	A		D	

Timer - Assigned Phs	2			6	8
Phs Duration (G+Y+Rc), s	61.2			61.2	13.8
Change Period (Y+Rc), s	6.3			6.3	6.2
Max Green Setting (Gmax), s	43.7			43.7	18.8
Max Q Clear Time (g_c+I1), s	0.0			0.0	7.4
Green Ext Time (p_c), s	0.0			0.0	0.6

Intersection Summary		
HCM 7th Control Delay, s/veh	6.2	
HCM 7th LOS	A	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	593	0	0	962	17	49	1	402	0	0	0
Future Volume (veh/h)	84	593	0	0	962	17	49	1	402	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1976	1885	0	0	1900	1900	1811	1976	1870			
Adj Flow Rate, veh/h	93	659	0	0	1069	19	54	1	447			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90			
Percent Heavy Veh, %	0	1	0	0	0	0	6	0	2			
Cap, veh/h	311	2253	0	0	2282	41	490	1	474			
Arrive On Green	0.63	0.63	0.00	0.00	0.63	0.63	0.28	0.28	0.28			
Sat Flow, veh/h	548	3676	0	0	3723	64	1725	4	1671			
Grp Volume(v), veh/h	93	659	0	0	532	556	54	0	448			
Grp Sat Flow(s),veh/h/ln	548	1791	0	0	1805	1888	1725	0	1675			
Q Serve(g_s), s	15.1	11.7	0.0	0.0	21.7	21.7	3.2	0.0	36.6			
Cycle Q Clear(g_c), s	36.8	11.7	0.0	0.0	21.7	21.7	3.2	0.0	36.6			
Prop In Lane	1.00		0.00	0.00		0.03	1.00		1.00			
Lane Grp Cap(c), veh/h	311	2253	0	0	1135	1187	490	0	475			
V/C Ratio(X)	0.30	0.29	0.00	0.00	0.47	0.47	0.11	0.00	0.94			
Avail Cap(c_a), veh/h	311	2253	0	0	1135	1187	663	0	644			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	0.78	0.78	1.00	0.00	1.00			
Uniform Delay (d), s/veh	23.3	11.8	0.0	0.0	13.7	13.7	37.1	0.0	49.0			
Incr Delay (d2), s/veh	2.4	0.3	0.0	0.0	1.1	1.0	0.0	0.0	16.6			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.1	4.5	0.0	0.0	8.5	8.9	1.4	0.0	17.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.7	12.1	0.0	0.0	14.7	14.7	37.1	0.0	65.6			
LnGrp LOS	C	B			B	B	D		E			
Approach Vol, veh/h		752			1088			502				
Approach Delay, s/veh		13.8			14.7			62.6				
Approach LOS		B			B			E				

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	94.1	45.9	94.1
Change Period (Y+Rc), s	6.0	* 6.2	6.0
Max Green Setting (Gmax), s	74.0	* 54	74.0
Max Q Clear Time (g_c+I1), s	38.8	38.6	0.0
Green Ext Time (p_c), s	0.1	1.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	24.7
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	876	27	9	864	103	14	10	13	145	9	101
Future Volume (veh/h)	92	876	27	9	864	103	14	10	13	145	9	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.04	1.00	1.00	1.04	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1976	1885	1900	1976	1900	1900	1900	1976	1900	1900	1900	1900
Adj Flow Rate, veh/h	105	995	31	10	982	117	16	11	15	165	10	115
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	1	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	490	2296	72	426	1831	218	102	70	56	296	16	187
Arrive On Green	0.10	0.65	0.65	0.02	0.56	0.56	0.13	0.13	0.13	0.00	0.13	0.13
Sat Flow, veh/h	1882	3545	110	1882	3247	387	252	556	449	1810	130	1490
Grp Volume(v), veh/h	105	503	523	10	546	553	42	0	0	165	0	125
Grp Sat Flow(s),veh/h/ln	1882	1791	1865	1882	1805	1828	1256	0	0	1810	0	1619
Q Serve(g_s), s	1.3	9.8	9.8	0.2	13.4	13.4	0.1	0.0	0.0	0.1	0.0	5.2
Cycle Q Clear(g_c), s	1.3	9.8	9.8	0.2	13.4	13.4	5.2	0.0	0.0	0.1	0.0	5.2
Prop In Lane	1.00		0.06	1.00		0.21	0.38		0.36	1.00		0.92
Lane Grp Cap(c), veh/h	490	1160	1207	426	1018	1031	228	0	0	296	0	204
V/C Ratio(X)	0.21	0.43	0.43	0.02	0.54	0.54	0.18	0.00	0.00	0.56	0.00	0.61
Avail Cap(c_a), veh/h	570	1160	1207	663	1018	1031	920	0	0	548	0	1256
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.7	6.1	6.1	6.4	9.7	9.7	27.8	0.0	0.0	29.4	0.0	29.4
Incr Delay (d2), s/veh	0.2	1.2	1.1	0.0	2.0	2.0	0.4	0.0	0.0	1.6	0.0	3.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.7	2.8	0.0	4.5	4.6	0.6	0.0	0.0	2.7	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.9	7.3	7.3	6.4	11.7	11.7	28.1	0.0	0.0	31.0	0.0	32.3
LnGrp LOS	A	A	A	A	B	B	C			C		C
Approach Vol, veh/h		1131			1109			42			290	
Approach Delay, s/veh		7.2			11.6			28.1			31.6	
Approach LOS		A			B			C			C	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	50.9		13.9	12.0	45.0	0.0	13.9
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	10.0	40.0		55.0	10.0	40.0	10.0	40.0
Max Q Clear Time (g_c+I1), s	2.3	11.8		7.2	3.3	15.4	0.0	7.2
Green Ext Time (p_c), s	0.0	4.0		0.5	0.1	4.4	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	12.2
HCM 7th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	732	106	146	743	94	97	184	141	109	215	114
Future Volume (veh/h)	141	732	106	146	743	94	97	184	141	109	215	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1885	1900	1900	1900	1900	1885	1900	1900	1885
Adj Flow Rate, veh/h	150	779	113	155	790	100	103	196	150	116	229	121
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	1	0	1	0	0	0	0	1	0	0	1
Cap, veh/h	401	1636	734	401	1656	737	252	292	244	276	306	256
Arrive On Green	0.07	0.46	0.46	0.07	0.46	0.46	0.07	0.15	0.15	0.07	0.16	0.16
Sat Flow, veh/h	1810	3582	1607	1795	3610	1607	1810	1900	1588	1810	1900	1589
Grp Volume(v), veh/h	150	779	113	155	790	100	103	196	150	116	229	121
Grp Sat Flow(s),veh/h/ln	1810	1791	1607	1795	1805	1607	1810	1900	1588	1810	1900	1589
Q Serve(g_s), s	3.6	12.7	3.5	3.8	12.8	3.0	4.0	8.2	7.4	4.5	9.7	5.8
Cycle Q Clear(g_c), s	3.6	12.7	3.5	3.8	12.8	3.0	4.0	8.2	7.4	4.5	9.7	5.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	401	1636	734	401	1656	737	252	292	244	276	306	256
V/C Ratio(X)	0.37	0.48	0.15	0.39	0.48	0.14	0.41	0.67	0.61	0.42	0.75	0.47
Avail Cap(c_a), veh/h	516	1636	734	512	1656	737	370	870	727	381	870	727
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.7	15.9	13.4	11.7	15.8	13.2	27.8	33.7	33.3	27.4	33.7	32.1
Incr Delay (d2), s/veh	0.6	1.0	0.4	0.6	1.0	0.4	1.1	2.7	2.5	1.0	3.7	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	4.8	1.3	1.3	4.8	1.1	1.7	3.9	2.9	1.9	4.6	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.2	16.9	13.8	12.3	16.8	13.6	28.8	36.3	35.8	28.4	37.4	33.5
LnGrp LOS	B	B	B	B	B	B	C	D	D	C	D	C
Approach Vol, veh/h		1042			1045			449			466	
Approach Delay, s/veh		15.9			15.8			34.5			34.2	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	45.0	9.5	20.0	9.6	45.2	10.1	19.4
Change Period (Y+Rc), s	4.0	6.5	4.0	* 6.4	4.0	6.5	4.0	* 6.4
Max Green Setting (Gmax), s	11.8	38.5	11.0	* 39	11.0	38.5	11.0	* 39
Max Q Clear Time (g_c+I1), s	5.8	0.0	6.0	11.7	5.6	0.0	6.5	10.2
Green Ext Time (p_c), s	0.2	0.0	0.1	1.2	0.2	0.0	0.1	1.3

Intersection Summary	
HCM 7th Control Delay, s/veh	21.5
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

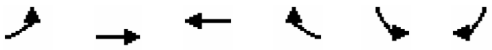
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	512	54	66	490	12	46	10	68	17	16	54
Future Volume (veh/h)	43	512	54	66	490	12	46	10	68	17	16	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1885	1900	1976	1885	1767	1900	1900	1900	1900	1976	1976
Adj Flow Rate, veh/h	45	539	57	69	516	13	48	11	72	18	17	57
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	1	0	0	1	9	0	0	0	0	0	0
Cap, veh/h	59	2186	231	87	2433	61	123	28	129	47	45	75
Arrive On Green	0.03	0.67	0.67	0.05	0.68	0.68	0.08	0.08	0.08	0.05	0.05	0.05
Sat Flow, veh/h	1781	3269	345	1882	3570	90	1485	340	1558	991	936	1580
Grp Volume(v), veh/h	45	295	301	69	259	270	59	0	72	35	0	57
Grp Sat Flow(s),veh/h/ln	1781	1791	1823	1882	1791	1869	1826	0	1558	1926	0	1580
Q Serve(g_s), s	4.6	12.1	12.1	6.7	9.9	10.0	5.7	0.0	8.2	3.3	0.0	6.6
Cycle Q Clear(g_c), s	4.6	12.1	12.1	6.7	9.9	10.0	5.7	0.0	8.2	3.3	0.0	6.6
Prop In Lane	1.00		0.19	1.00		0.05	0.81		1.00	0.51		1.00
Lane Grp Cap(c), veh/h	59	1197	1219	87	1221	1274	152	0	129	92	0	75
V/C Ratio(X)	0.76	0.25	0.25	0.79	0.21	0.21	0.39	0.00	0.56	0.38	0.00	0.76
Avail Cap(c_a), veh/h	416	1197	1219	185	1221	1274	321	0	274	338	0	277
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	88.7	12.2	12.2	87.3	11.0	11.0	80.4	0.0	81.6	85.5	0.0	87.0
Incr Delay (d2), s/veh	24.3	0.5	0.5	14.8	0.4	0.4	2.3	0.0	5.2	2.6	0.0	14.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	4.9	5.0	3.6	4.0	4.2	2.8	0.0	3.5	1.7	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	113.0	12.6	12.7	102.1	11.4	11.3	82.7	0.0	86.8	88.1	0.0	101.4
LnGrp LOS	F	B	B	F	B	B	F		F	F		F
Approach Vol, veh/h		641			598			131			92	
Approach Delay, s/veh		19.7			21.8			85.0			96.3	
Approach LOS		B			C			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.9	132.9		22.9	15.4	130.5		16.3				
Change Period (Y+Rc), s	6.8	6.8		7.5	6.8	6.8		7.5				
Max Green Setting (Gmax), s	43.2	48.2		32.5	18.2	73.2		32.5				
Max Q Clear Time (g_c+I1), s	6.6	0.0		10.2	8.7	0.0		8.6				
Green Ext Time (p_c), s	0.2	0.0		0.6	0.1	0.0		0.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	31.2
HCM 7th LOS	C

Notes

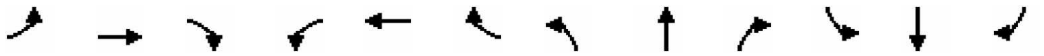
User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	122	912	873	82	69	104
Future Volume (veh/h)	122	912	873	82	69	104
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	139	1036	992	93	78	118
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	379	1861	1719	161	227	202
Arrive On Green	0.52	0.52	0.52	0.52	0.13	0.13
Sat Flow, veh/h	528	3705	3431	313	1810	1610
Grp Volume(v), veh/h	139	1036	537	548	78	118
Grp Sat Flow(s),veh/h/ln	528	1805	1805	1844	1810	1610
Q Serve(g_s), s	8.2	6.5	6.8	6.9	1.3	2.3
Cycle Q Clear(g_c), s	15.1	6.5	6.8	6.9	1.3	2.3
Prop In Lane	1.00			0.17	1.00	1.00
Lane Grp Cap(c), veh/h	379	1861	930	950	227	202
V/C Ratio(X)	0.37	0.56	0.58	0.58	0.34	0.58
Avail Cap(c_a), veh/h	645	3674	1837	1876	758	675
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.8	5.5	5.6	5.6	13.4	13.8
Incr Delay (d2), s/veh	0.6	0.3	0.6	0.6	0.9	2.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.2	0.8	0.9	0.5	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	11.4	5.8	6.2	6.1	14.2	16.5
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		1175	1085		196	
Approach Delay, s/veh		6.4	6.1		15.6	
Approach LOS		A	A		B	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	23.2	10.2	23.2
Change Period (Y+Rc), s	6.0	6.0	6.0
Max Green Setting (Gmax), s	34.0	14.0	34.0
Max Q Clear Time (g_c+I1), s	17.1	4.3	0.0
Green Ext Time (p_c), s	0.1	0.4	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	7.0
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	868	0	0	1390	29	54	0	732	0	0	0
Future Volume (veh/h)	72	868	0	0	1390	29	54	0	732	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1976	1900	0	0	1885	1796	1870	1976	1900			
Adj Flow Rate, veh/h	75	904	0	0	1448	30	56	0	752			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	1	7	2	0	0			
Cap, veh/h	85	1685	0	0	1674	35	814	0	765			
Arrive On Green	0.47	0.47	0.00	0.00	0.47	0.47	0.46	0.00	0.46			
Sat Flow, veh/h	378	3705	0	0	3681	74	1781	0	1675			
Grp Volume(v), veh/h	75	904	0	0	722	756	56	0	752			
Grp Sat Flow(s),veh/h/ln	378	1805	0	0	1791	1870	1781	0	1675			
Q Serve(g_s), s	16.8	28.5	0.0	0.0	57.7	57.9	2.8	0.0	70.8			
Cycle Q Clear(g_c), s	74.7	28.5	0.0	0.0	57.7	57.9	2.8	0.0	70.8			
Prop In Lane	1.00		0.00	0.00		0.04	1.00		1.00			
Lane Grp Cap(c), veh/h	85	1685	0	0	836	873	814	0	765			
V/C Ratio(X)	0.89	0.54	0.00	0.00	0.86	0.87	0.07	0.00	0.98			
Avail Cap(c_a), veh/h	85	1685	0	0	836	873	822	0	772			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	0.62	0.62	1.00	0.00	1.00			
Uniform Delay (d), s/veh	75.6	30.4	0.0	0.0	38.1	38.2	24.3	0.0	42.8			
Incr Delay (d2), s/veh	67.2	1.2	0.0	0.0	7.6	7.4	0.0	0.0	27.7			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.6	12.4	0.0	0.0	26.1	27.4	1.2	0.0	34.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	142.8	31.5	0.0	0.0	45.7	45.5	24.4	0.0	70.5			
LnGrp LOS	F	C			D	D	C		E			
Approach Vol, veh/h		979			1478			808				
Approach Delay, s/veh		40.0			45.6			67.3				
Approach LOS		D			D			E				

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	80.7	79.3	80.7
Change Period (Y+Rc), s	6.0	* 6.2	6.0
Max Green Setting (Gmax), s	74.0	* 74	74.0
Max Q Clear Time (g_c+I1), s	76.7	72.8	0.0
Green Ext Time (p_c), s	0.0	0.3	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	49.3
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	67.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	275	1430	1138	184	199	299
Future Vol, veh/h	275	1430	1138	184	199	299
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	286	1490	1185	192	207	311

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1377	0	-	0	2599	689
Stage 1	-	-	-	-	1281	-
Stage 2	-	-	-	-	1318	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	504	-	-	-	~ 21	393
Stage 1	-	-	-	-	228	-
Stage 2	-	-	-	-	218	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	504	-	-	-	~ 9	393
Mov Cap-2 Maneuver	-	-	-	-	~ 66	-
Stage 1	-	-	-	-	~ 99	-
Stage 2	-	-	-	-	218	-

Approach	EB	WB	SB
HCM Control Delay, s/v	3.4	0	$ 467.74
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	504	-	-	-	66	393
HCM Lane V/C Ratio	0.568	-	-	-	3.164	0.792
HCM Control Delay (s/veh)	21.1	-	-	-	$ 1108.6	41.2
HCM Lane LOS	C	-	-	-	F	E
HCM 95th %tile Q(veh)	3.5	-	-	-	21.4	6.8

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

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	122	912	873	82	69	104
Future Vol, veh/h	122	912	873	82	69	104
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	139	1036	992	93	78	118

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1085	0	-	0	1834	543
Stage 1	-	-	-	-	1039	-
Stage 2	-	-	-	-	795	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	650	-	-	-	~ 69	489
Stage 1	-	-	-	-	307	-
Stage 2	-	-	-	-	410	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	650	-	-	-	~ 54	489
Mov Cap-2 Maneuver	-	-	-	-	161	-
Stage 1	-	-	-	-	241	-
Stage 2	-	-	-	-	410	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.42	0	27.47
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	650	-	-	-	161	489
HCM Lane V/C Ratio	0.213	-	-	-	0.486	0.241
HCM Control Delay (s/veh)	12	-	-	-	46.7	14.7
HCM Lane LOS	B	-	-	-	E	B
HCM 95th %tile Q(veh)	0.8	-	-	-	2.3	0.9

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

ATTACHMENT F

SIGNAL WARRANT ANALYSIS

PROPOSED SPORTS COMPLEX AND HOTEL
TOWN OF AMHERST
ERIE COUNTY, NY

MUTCD Signal Warrant Analysis – Maple Road & Site Driveway

LaBella conducted a Signal Warrant Analysis to determine if signalization is warranted at the Site Driveway intersection. Chapter 4C of the *MUTCD* provides guidance for investigating the need for a traffic control signal in the form of nine warrant analyses.

Warrants 1-3: Eight-Hour Vehicular Volume, Four-Hour Vehicular Volume, & Peak Hour

- Warrant 1 – Eight-Hour Vehicular Volume – This warrant is satisfied if for any eight hours of an average day the traffic volumes for Condition A or Condition B specified in Table 4C-1 in the MUTCD are met for the main arterial and the higher volume side road approach to the intersection.
- Warrant 2 – Four-Hour Vehicular Volume – This warrant is met when for any four hours of any average day, points plotted on the graph presented on Figure 4C-1 of the MUTCD fall above the appropriate curve.
- Warrant 3 – Peak Hour – This warrant is met when for any one hour of an average day, points plotted on the graph presented on Figure 4C-3 of the MUTCD fall above the appropriate curve.

The volumes for the main arterial (a.k.a. Maple Road) and side road (a.k.a. Site Driveway) are based on the forecasted traffic volumes and the site-generated trips per the applicable ITE Land Use Codes (LUC 495 "Athletic Community Center").[1] Tables 1 summarizes the analyses for Signal Warrants 1, 2, and 3. A "Yes" under the "Signal Warrants Met?" column indicates that the criteria are satisfied for that hour. The detailed evaluation for Warrants 2 and 3 is included under Attachment F-2.

Table 1 – Signal Warrant Analysis – Maple Road/Site Driveway

Time Begin (1-hour Period)	Build Volumes		Signal Warrants Met?			
			#1 – Eight Hour Volume		#2 – Four Hour Volume	#3 – Peak Hour Volume
	Maple Road	Site Driveway	Condition A	Condition B		
12:00 AM	143	7	No	No	No	No
1:00 AM	82	3	No	No	No	No
2:00 AM	50	0	No	No	No	No
3:00 AM	39	0	No	No	No	No
4:00 AM	126	3	No	No	No	No
5:00 AM	357	49	No	No	No	No
6:00 AM	697	202	Yes	No	No	No
7:00 AM	1379	167	No	Yes	Yes	No
8:00 AM	1743	227	Yes	Yes	Yes	Yes
9:00 AM	1603	300	Yes	Yes	Yes	Yes
10:00 AM	1612	248	Yes	Yes	Yes	Yes
11:00 AM	1619	307	Yes	Yes	Yes	Yes
12:00 PM	1742	331	Yes	Yes	Yes	Yes
1:00 PM	1592	136	No	Yes	Yes	No
2:00 PM	1739	143	No	Yes	Yes	No
3:00 PM	1881	303	Yes	Yes	Yes	Yes
4:00 PM	2122	286	Yes	Yes	Yes	Yes
5:00 PM	2329	460	Yes	Yes	Yes	Yes
6:00 PM	1712	408	Yes	Yes	Yes	Yes
7:00 PM	1484	582	Yes	Yes	Yes	Yes
8:00 PM	975	363	Yes	Yes	Yes	No
9:00 PM	712	206	Yes	No	No	No
10:00 PM	407	31	No	No	No	No
11:00 PM	262	7	No	No	No	No
Required volumes	**Two Lane Major Street**		**600**	**900**	**See Figure 4C-1**	**See Figure 4C-3**
	Two Lane Minor Street		**200**	**100**		
Overall Warrant Met?			**Yes**	**Yes**	**Yes**	**Yes**

As shown in Table 1, a signal is warranted based on Warrants 1, 2, and 3.

[1] Tables displaying the volumes are included under Attachment F-1.

Warrant 4, Pedestrian Volume Four Hour Volume & Peak Hour Volume
This warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street. These warrants require a minimum of 53 pedestrian crossings per hour for four hours or 66 pedestrian crossings per hour for one hour. This project is not expected to generate this volume of pedestrian crossings per hour; thus, this warrant is not applicable.

Warrant 5, School Crossing
This warrant is intended for application where the fact that schoolchildren (elementary through high school students) cross the major street is the principal reason to consider installing a traffic control signal. This project will not be associated with a school crossing where schoolchildren would be crossing the major street; thus, this warrant is not applicable.

Warrant 6, Coordinated Signal System
This warrant is intended for application where proper platooning of vehicle must be maintained to facilitate progressive movement along a coordinated signal system. While this warrant is not applicable for this project, it is possible that the proposed signal be considered for inclusion in the coordinated network along Maple Road.

Warrant 7, Crash Experience
This warrant is intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal. There is no history of crashes as the intersection does not exist currently; thus, this warrant is not applicable.

Warrant 8, Roadway Network
Similar to Warrant 6, this warrant is intended to justify the encouragement of concentrating and organizing traffic flow on a roadway network. These purposes are not the intent of the proposed signal; thus, this warrant is not applicable.

Warrant 9, Intersection Near a Grade Crossing
This warrant is intended for use at a location where none of the conditions described in the other eight traffic signal warrants are met, but the proximity of a grade crossing on an approach controlled by a Stop or Yield sign at a highway-highway intersection is the principal reason to consider installing a traffic control signal. The proposed intersection is not proximity to a grade crossing; thus, this warrant is not applicable.

ATTACHMENT F-1

SIGNAL WARRANT ANALYSIS – Build Volumes

PROPOSED SPORTS COMPLEX AND HOTEL
TOWN OF AMHERST
ERIE COUNTY, NY

Land Use	IV	Enter	Exit	Total
LUC 495	331	4770	4769	9539

	Existing 2025		No Build 2028		LUC 495 - Weekday			LUC 495 - Weekday			Site Generated Volumes			Build 2025	
Hour	Maple Rd	Site Drwy	Maple Rd	Site Drwy	% of 24-Hour Vehicle Trips			24-Hour Vehicle Volume						Maple Rd	Site Drwy
Beginning	Street	Street 1	Street	Street 1	Total	Entering	Exiting	Total	Entering	Exiting	Enter	Exit	Total	Street	Street 1
12:00 AM	137	0	143	0	0.1%	0.0%	0.1%	7	0	7	0	7	7	143	7
1:00 AM	78	0	82	0	0.0%	0.0%	0.1%	3	0	3	0	3	3	82	3
2:00 AM	48	0	50	0	0.0%	0.0%	0.0%	0	0	0	0	0	0	50	0
3:00 AM	37	0	39	0	0.0%	0.0%	0.0%	0	0	0	0	0	0	39	0
4:00 AM	60	0	63	0	0.7%	1.3%	0.1%	66	63	3	63	3	66	126	3
5:00 AM	174	0	182	0	2.3%	3.7%	1.0%	223	175	49	175	49	223	357	49
6:00 AM	506	0	529	0	3.9%	3.5%	4.2%	370	168	202	168	202	370	697	202
7:00 AM	1058	0	1106	0	4.6%	5.7%	3.5%	440	273	167	273	167	440	1379	167
8:00 AM	1262	0	1320	0	6.8%	8.9%	4.8%	649	423	227	423	227	649	1743	227
9:00 AM	1218	0	1274	0	6.6%	6.9%	6.3%	628	329	300	329	300	628	1603	300
10:00 AM	1260	0	1318	0	5.7%	6.2%	5.2%	541	294	248	294	248	541	1612	248
11:00 AM	1368	0	1430	0	5.2%	4.0%	6.4%	496	189	307	189	307	496	1619	307
12:00 PM	1442	0	1508	0	5.9%	4.9%	6.9%	566	234	331	234	331	566	1742	331
1:00 PM	1422	0	1487	0	2.5%	2.2%	2.9%	241	105	136	105	136	241	1592	136
2:00 PM	1520	0	1589	0	3.1%	3.2%	3.0%	293	150	143	150	143	293	1739	143
3:00 PM	1558	0	1629	0	5.8%	5.3%	6.4%	555	252	303	252	303	555	1881	303
4:00 PM	1641	0	1716	0	7.2%	8.5%	6.0%	691	406	286	406	286	691	2122	286
5:00 PM	1542	0	1612	0	12.3%	15.0%	9.6%	1177	717	460	717	460	1177	2329	460
6:00 PM	1256	0	1313	0	8.5%	8.4%	8.6%	807	399	408	399	408	807	1712	408
7:00 PM	1071	0	1120	0	9.9%	7.6%	12.2%	946	364	582	364	582	946	1484	582
8:00 PM	789	0	825	0	5.4%	3.2%	7.6%	513	150	363	150	363	513	975	363
9:00 PM	604	0	632	0	3.0%	1.7%	4.3%	286	80	206	80	206	286	712	206
10:00 PM	389	0	407	0	0.3%	0.0%	0.7%	31	0	31	0	31	31	407	31
11:00 PM	251	0	262	0	0.1%	0.0%	0.1%	7	0	7	0	7	7	262	7

ATTACHMENT F

SIGNAL WARRANT ANALYSIS – Warrant 2 & 3 Figures

PROPOSED SPORTS COMPLEX AND HOTEL
TOWN OF AMHERST
ERIE COUNTY, NY

Figure 4C-1
Four-Hour Vehicular Volume Warrant
Source: Federal MUTCD

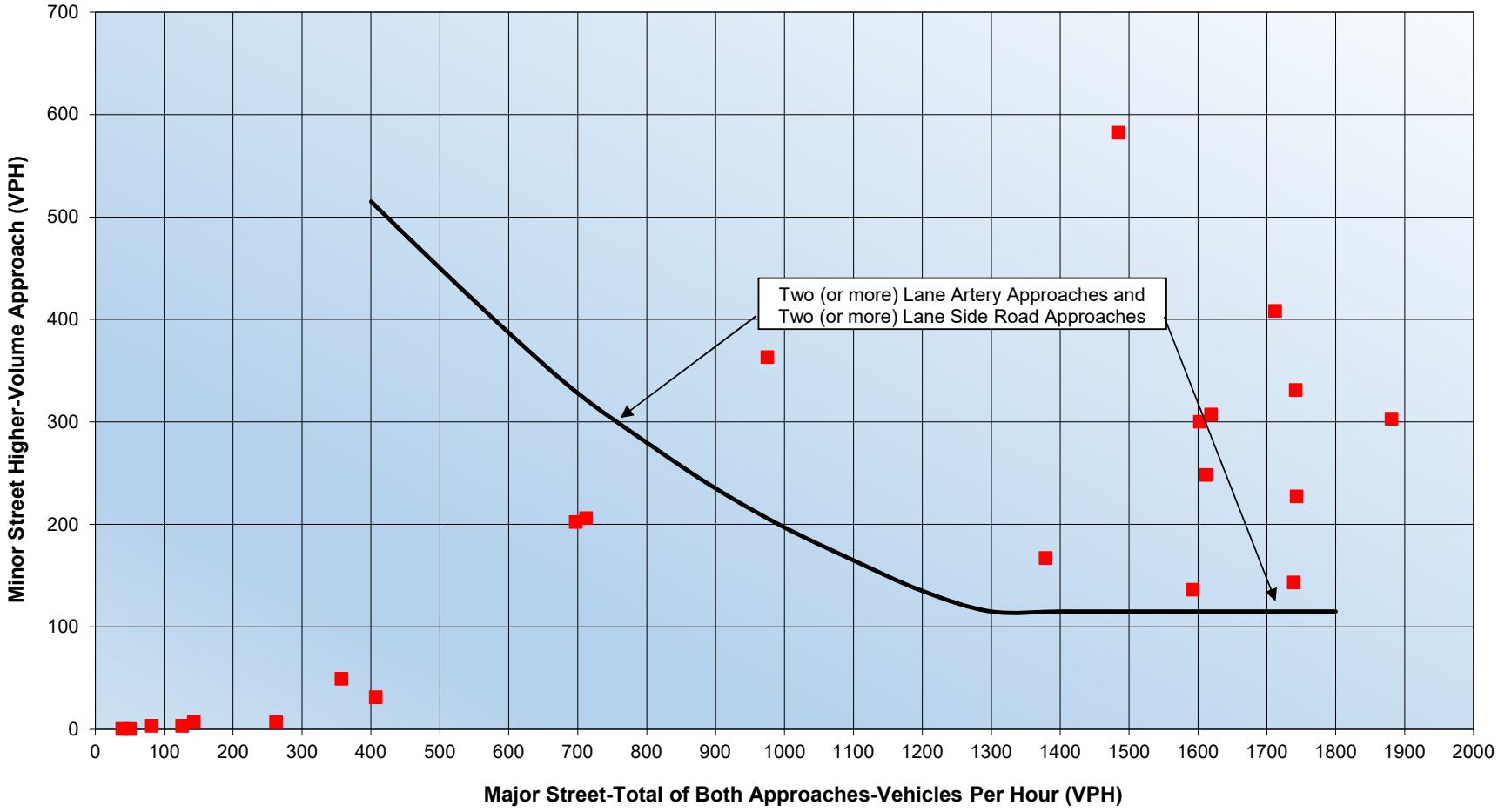


Figure 4C-3
Peak Hour Volume Warrant
Source: Federal MUTCD