Boulevard Central District

Modernizing Planning and Zoning
in Amherst's Major Commercial Center
to Encourage Revitalization

Supplemental Final Generic Environmental Impact Statement

Town of Amherst

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SFGEIS Acceptance: _____

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SECTION 1.0

INTRODUCTION

The following is a Supplemental Final Generic Environmental Impact Statement (SFGEIS) for the Boulevard Central District (formerly the Amherst Opportunity Zone), pursuant to the State Environmental Quality Review Act (SEQR). The purpose of this SFGEIS is to respond to comments on the Supplemental Draft Generic Environmental Impact Statement (SDGEIS) provided during the comment period.

1.1 Project Background

The Boulevard Central District (BCD) Supplemental GEIS Study Area is located in the western portion of the Town of Amherst and remains the same as that originally delineated in the original BCD GEIS. Niagara Falls Boulevard forms the western boundary and is also the municipal boundary with the Town of Tonawanda. The southern boundary is generally Sheridan Drive, but also includes some parcels fronting along the south side of Sheridan Drive. Interstate-290 (I-290) forms the eastern and northern boundaries of the Study Area, creating a triangle. The intent of establishing the 1,260 acre Study Area was to include the majority of commercial properties within this area of Town. For this reason, the commercial properties south of Sheridan Drive were included even though they are not within the Opportunity Zone.

Land use within the Study Area is primarily commercial retail that includes many underutilized properties such as the Boulevard Mall. In addition, there are some office developments, apartment complexes and well-established single-family residential neighborhoods, extending from North Bailey Avenue east to I-290 and Millersport Highway. Sweet Home Middle School is located on Maple Road in the central portion of the Study Area. Adjacent land uses along Niagara Falls Boulevard and Sheridan Drive consist primarily of commercial retail with mostly older, established single-family residential neighborhoods adjacent to the commercial uses. The most significant use in this area is the State University of New York at Buffalo (UB) North Campus. The I-290 creates a separation between the Study Area and uses to the north and east.

The project involved the preparation of a Supplemental Draft Generic Environmental Impact Statement (SDGEIS) to re-evaluate the cumulative impacts of future development within the Study Area and to identify appropriate mitigation to ensure orderly and equitable growth. The Town of Amherst coordinated lead agency as required under SEQR Part 617.6, and the Town Board re-established itself Lead Agency by resolution on May 11, 2026. The SDGEIS was prepared and was determined to be adequate for public review by the Town Board on May 26, 2026. A SEQR Public Hearing was held by the Town Board on the SDGEIS document on June 22, 2026. The public comment period remained open until July 8, 2026. The SDGEIS is posted for public access on the Town's website (www.amherst.ny.us).

1.2 Document Organization and Summary

The Supplemental Final GEIS is organized into four major sections: an introduction, responses to substantive comments raised during the comment period, additional information, and appendices. The Introduction (Section 1.0) is provided to summarize the actions which have led to the preparation of the SFGEIS, describe the general organization of the document, and discuss future actions that may occur following the filing of this SFGEIS. Section 2.0, Response to Public Comments, provides a summary of questions or concerns followed by the responses organized by public hearing comments and agency comments. Section 3.0 provides additional information including the Mitigation Fee Table that was deemed important to be memorialized as part of this SGEIS process. Appendices are found in Section 4.0.

1.3 Future Actions

As required by SEQR Part 617.11, following the filing of this SFGEIS, there will be a ten-day period provided for agencies and the public to consider the SFGEIS. Comments may be submitted by agencies and the general public to the Lead Agency, however, this is not an official comment period. Such comments may be considered by the Town during preparation of the Findings Statement, but the Town is not obligated to consider or respond to these comments, in accordance with the SEQR regulations.

Each project proposed for the Study Area will be evaluated against the thresholds and recommendations included in this SGEIS and the Findings Statement to determine if further SEQR action is required. The Findings and the details of studies provided in the Supplemental Draft and Final GEIS documents will provide the guidance for evaluating consistency with SEQR. These

will become the guidelines for future development in the Study Area and will be readily available to the public and the development community.

When projects in the Study Area are submitted to the Town, the Planning Department will review the Environmental Assessment Form (EAF) to determine consistency with, or deviation from, the SGEIS and the Findings Statement. If the impact thresholds identified in this SGEIS are exceeded, the project may require further action under SEQR. For example, an action that is inconsistent with the zoning and the intended land use pattern for the Study Area would be subject to further SEQR review. In other cases, adoption of a Negative Declaration (determination of no significant adverse impact) may be sufficient to satisfy SEQR requirements. This determination must be made by the Town prior to the issuance of any discretionary land use approvals for the proposed development.

The following scenarios put forth in Section 617.10(c) & (d) of the SEQR regulations summarize the mechanism for reviewing future actions:

A. If the Town determines that the proposed action is in conformance with the conditions and thresholds in the SGEIS or the Findings Statement, then no further environmental review pursuant to SEQR will be required;

B. If the Town determines that the proposed action is adequately addressed in the SGEIS, but is not addressed or not adequately addressed in the Findings Statement, then an amended Findings Statement must be prepared;

C. If the Town determines that the proposed action was not addressed or was not adequately addressed in the SGEIS, but it will not result in any significant environmental impacts, then a negative declaration must be prepared; or

D. If the Town determines that the proposed action was not addressed or was not adequately addressed in the SGEIS, and the action may have one or more significant adverse environmental impacts, then a supplement to the SGEIS must be prepared.

Procedures for implementing mitigation costs will be provided in the Findings Statement. Adoption of the Findings Statement by the Town will constitute adoption of the mitigation guidelines to be applied during review and approval of future development proposals within the Study Area.

SECTION 2.0

RESPONSE TO COMMENTS

This section of the Supplemental Final GEIS (SFGEIS) provides responses to substantive comments on the Supplemental Draft GEIS (SDGEIS) received from the general public and various Involved and Interested Agencies.

2.1 Public Hearing Comments

A public hearing on the Draft GEIS was held to provide the public the opportunity to comment on the document in accordance with SEQR Part 617.9(4). The hearing was held at the Amherst Town Hall on June 22, 2026 during a regularly scheduled Town Board Meeting. Only one individual commented during the hearing. The speaker wanted to know how this project related to the light rail extension project currently proposed within this area of Town. The comment was noted; however, the comment was not identified as a substantive issue that would require further discussion in this document. A record of the public hearing can be found in Appendix A.

2.2 Written Comments

No written comments from the general public were received during the SDGEIS comment period. Comments were received from the New York State Department of Transportation; this correspondence can be found in Appendix B. Responses to comments have been organized by subject matter and in some cases paraphrased for clarity and presented in the order they are addressed in the SDGEIS.

2.3 Response to Comments

2.3.1 Land Use and Zoning

A. **Comment:** The map of new retail seems low in the Maple Road area (slightly over 13% north of Maple and 6.5% south of Maple). This area has Costco coming in, Angie's is taking over the former Boston Market at 4185 Maple Road, and Raising Cane's is taking over the former Red Lobster at 4010 Maple Road.

Response: The Planning Department conducted a detailed land use analysis to develop the Projected Growth Redevelopment Scenario. The referenced development projects are located within the Potential Redevelopment Areas (see Map 2.3-3 in the SDGEIS) and were accounted for during the land use analysis. In the original GEIS, TAZ 678 was projected to gain a total of 100,000 sq.ft. of retail and in the SDGEIS this was increased to almost 300,000 sq.ft. of retail. Similarly, TAZ 688 was projected to gain a total of 47,000 sq.ft. of retail in the original GEIS and this was increased to 147,657 sq.ft. in the SDGEIS. The Town does see Maple Road as a corridor with great potential for growth and feels that the thresholds established in the SDGEIS for commercial redevelopment within the TAZ's along Maple Road are adequate. TAZ 679, where Costco is located, remained at about 310,000 sq.ft. of retail – this already considered the Costco development as it had been approved and was in the process of being constructed.

2.3.2 Transportation

B. **Comment:** An updated Traffic Impact Study (TIS) is required as this area gets developed and tenants become identified. Appropriate mitigation is required for new or existing access points to the state highway system.

Response: As development projects are proposed in the Study Area, the Town will continuously monitor roadway conditions. The Town's Boulevard Central District Site Plan application, which utilizes the BCD GEIS, requires each applicant to provide the following information as it pertains to traffic:

- Development layout including ingress and egress connections to existing streets
- Estimated Trip Distribution Diagram
- Estimate of Project Trip Generation during Weekday PM Peak Hour of Adjacent Street Traffic
- Pass By Trips (as percentage)

The SDGEIS serves as adequate SEQR review and approval for projects within the Study Area, but the Town has discretion to require an applicant to submit additional/supplemental information or studies, such as a TIS, should the Town feel the project is at a very large scale or if special circumstances arise. This SGEIS provides enough flexibility to address specific projects and issues that may come up. The Town could update various traffic data or simply update the Findings Statement over the next 10 years should these be necessary based on recent development.

C. **Comment:** Access management per Highway Design Manual (HDM) Chapter 5 Appendix A and Federal Highway Administration (FHWA) best practices shall be followed on state routes.

Response: The Town understands the requirements of the Highway Design Manual and Federal Highway Administration and will continue to follow these with any access management mitigation projects identified in this SGEIS on state routes.

D. **Comment:** Any changes to signal timing, coordination, adaptive control, bike boxes, leading pedestrian intervals (LPI), etcetera at any state owned/maintained traffic signal will require further coordination and review by NYSDOT. NYSDOT ultimately has final approval for any proposed changes. Signal timing adjustments and/or signal optimization are not considered mitigation.

Response: The Town understands that any traffic signals under the NYSDOT's jurisdiction will require coordination with and review by the NYSDOT before any final approval is issued by the NYSDOT.

E. **Comment:** Please note that there is signal coordination on NY 324 within and beyond this district. Proposed mitigation that references coordination on this corridor should be updated in the report to reflect this.

Response: It is acknowledged that there is existing signal coordination on Sheridan Drive (NYS 324) and it is modeled that way in Synchro. Proposed mitigation is to adjust timings and coordination. The Town acknowledges that this roadway extends outside of the SDGEIS Study Area and any changes in signal timing or coordination within or outside the Study Area would need to be coordinated with and approved by the NYSDOT before being implemented.

F. **Comment:** Please note that there is signal coordination on Maple Road between US 62 and Sweet Home Road that interconnects with the NYSDOT signals. Proposed mitigation that references coordination on this corridor should be updated in the report to reflect this.

Response: The Town has verified their signal operations along Maple Road, and there is currently no signal coordination on Maple Road between Niagara Falls Boulevard (US 62) and Sweet Home Road. There is no proposed mitigation that references coordination on Maple Road between Niagara Falls Boulevard and Sweet Home Road. The Town acknowledges that any changes in signal timing within or outside the Study Area connecting to NYSDOT signals would need to be coordinated with and approved by the NYSDOT before being implemented.

G. **Comment:** Proposed adaptive signal control on NY 324 should also include the signals at US 62/I-290 westbound, NY 324/Eggert Road and US 62/Eggert Road due to the close proximity of the signals.

Response: Adaptive control is not proposed on Sheridan Drive (NY 324), only on Niagara Falls Boulevard (US 62). It is understood that any adaptive signal will need to be coordinated with and approved by the NYSDOT, including consideration of nearby signals.

H. **Comment:** NYSDOT disagrees that the Level of Service (LOS) of Niagara Falls Boulevard and Sheridan Drive will improve without any mitigation.

Response: Mitigation is proposed on Niagara Falls Boulevard in the form of adaptive signal control. Development will be monitored by the Town through review procedures and processes. It is understood that any mitigation measures identified and required as part of a site plan review and approval will still be required by the applicant, including possible additional travel/turn lanes and/or lengthening of turn lanes as it relates to that specific site.

There is no mitigation proposed on Sheridan Drive (NY 324) as there are anticipated to be minimal impacts from development. The analysis shows only minor changes in delay between existing and planned conditions. Based on GBNRTC's regional model, there is only expected to be a minor increase in traffic

volumes along Sheridan Drive during peak hours. Planned conditions are anticipated to be similar to existing conditions but not improve in Level of Service.

I. **Comment:** Adjustments to signal phasing, addition of backplates, installation of overhead blank-out signs will likely require signal replacement due to the structural capacity of the existing signal systems. Current signal replacement estimate is approximately $400,000 per intersection.

Response: As future mitigation measures are determined to be necessary based on proposed development projects, the Town will work with the NYSDOT on state routes and at state roadway intersections to determine the entire scope of mitigation needed to be implemented.

J. **Comment:** For the intersections studied on Maple Road, Corporate Parkway is not included. This signalized intersection is approximately 300' east of Maple Road and Sweet Home, which is the one intersection that the report states can't improve better than an "E". As a result, this intersection should be studied as well. Additionally, this should be included for potential adaptive control due to the close proximity.

- The traffic model for Maple Road doesn't show coordination. NYSDOT worked with the Town of Amherst to implement a coordination plan a few years ago.
- Maple Road and Flint Road should be included in the traffic model. The intersection of Sweet Home Road and both intersections of Millersport are included, so the two signals in between should also be included.

Response: For the intersection of Sweet Home Road and Maple Road, recommended mitigation includes lane adjustments to better accommodate traffic patterns and maximize green time on Sheridan Drive.

- The Town reviewed their signal timing plans, and there is currently coordination on the Maple Road corridor from Sweet Home Road and east.
- The traffic model extended as far as Sweet Home Road and Millersport Highway as those are two major intersections that were expected to be affected by project traffic due to their combined intersection volume. While Maple Road at Flint Road and Maple Road at Corporate Parkway may influence broader corridor operations, they were not anticipated to have significant impacts due to the project because of their lower side street volumes.

A review of the regional travel demand model indicated that traffic volumes are expected to increase along this segment of Maple Road, therefore a detailed operational assessment was completed for the intersections of Maple Road with Corporate Parkway and Flint Road (see Appendix C).

Corporate Parkway at Maple Road: The analysis found that this intersection is expected to continue to operate at a LOS A during both the existing and planned conditions for both peak hours. While the northbound approach experiences high delays (which occurs during existing conditions), it is due to limited green time and heavy Maple Road traffic. Project related traffic results in only minor operational changes and does not substantially impact overall intersection performance. The project is therefore expected to have a negligible impact on operations at this location.

Flint Road at Maple Road: The analysis found that this intersection sees modest increase in delays under planned conditions for a few movements, particularly the eastbound and westbound approaches. The overall intersection performance still maintains a LOS D in the PM Peak and LOS C in the Saturday Midday Peak. Existing operational deficiencies at select movements are generally consistent with current conditions and are not substantially exacerbated by project traffic.

K. Comment: Previous NYSDOT reviews of this area have identified concerns with the impact of additional development on intersections along US 62 including Ridge Lea. These concerns were partially addressed with the eventual installation of adaptive signal control technology. However, additional capacity (via turn/travel lanes) will be required to provide minimum acceptable levels-of-service along US 62 and other state highways. Signal timings will not be adjusted to favor any private and/or local access points to the state system that have not been addressed with the added capacity via added travel/turn lanes or the lengthening of existing turn lanes to provide adequate storage.

Response: Proposed development projects will continue to adhere to the Town's development review procedures and processes. This includes coordination with and approval from the NYSDOT should the project involve a state roadway or

intersection. Although the SDGEIS serves as adequate SEQR review and approval for projects within the Study Area, it is understood that any mitigation measures identified and required as part of a site plan review and approval will still be required by the applicant, including possible additional travel/turn lanes and/or lengthening of turn lanes as it relates to that specific site.

L. **Comment:** In regards to the Traffic Model:

- There's a 10 sec discrepancy on the splits for the Boulevard at Consumer Square.
- Niagara Falls Boulevard at Maple Road/Brighton Road in the PM Peak should be following plan, which has splits of:
    1. 40
    2. 55
    3. 35
    4. 60
    5. 30
    6. 65
    7. 30
    8. 65
- Niagara Falls Boulevard at Boulevard Mall has concurrent left turn phases and splits in the PM Peak of:
    1. 35
    2. 40
    3. 35
    4. 35
    5. 40

Response: Splits used were sent in Synchro files and signal timing sheets provided by NYSDOT. The timings have been revised.

- The changes were made to Niagara Falls Boulevard at Maple Road and Brighton Road intersection, the timings had a cycle length of 180 seconds and this was changed to 190 seconds with the above splits. The timing adjustment resulted in negligible changes to operations at the intersection.
- The changes were made to Niagara Falls Boulevard at Boulevard Mall. The timing changes resulted in an increase in delay for specific movements, with negligible changes to planned condition. The overall intersection LOS is expected to remain a B. Some of the left turn movements have a LOS E

under existing conditions due to no exclusive turns and green time favoring Niagara Falls Boulevard. This is expected to be maintained in the future condition.

SECTION 3.0

ADDITIONAL INFORMATION

During the Supplemental Draft GEIS (SDGEIS) comment period and preparation of this Supplemental Final GEIS (SFGEIS), aspects of the GEIS have been refined through decisions made by the Town and the consideration of comments made by the public and Involved Agencies. The following refinements of the SDGEIS will help to provide stronger conclusions and findings within the SEQR Statement of Findings.

3.1 Zoning

In addition to the Town Board designating the Boulevard Central District Urban Renewal Area in June 2022, a subsequent Urban Renewal Area Overlay District 1 (URAOD) was created to address specific redevelopment provisions involving the Boulevard Mall and immediately adjacent sites (approximately 68.7± acres). The overlay is a special zoning district that supersedes the underlying zoning, which for the Boulevard Mall site is currently the mixed-use zoning districts. In some cases, the superseded elements translate to a stricter limit of an underlying provision, while in other cases it provides relief or exemptions from certain provisions of the underlying district. In combination, the URAOD's modifications improve flexibility and provide incentives to promote/attract redevelopment, while also responding to the area's geographic limitations and supporting a phased progression of development. Procedurally, the URAOD varies very little from the Town's existing Development Review procedures and Planning Board authorities.

Some elements of the URAOD include a core street framework to break up the large mall site into more walkable blocks and to increase traffic flow, street design standards, a new frontage type to encourage development closer to major roadways, removing off-street parking minimums, a two-story height bonus for projects that include structured parking, drive-thru restrictions, phased development, open space standards, and design guidance. The URAOD as amendments to the Town's Zoning Ordinance (Chapter 203) (see Appendix D), was adopted by the Town Board on December 15, 2025.

This overlay achieves many of the same outcomes as the current mixed-use districts and actually creates a more walkable, mixed-use environment on the mall site. This form of redevelopment has already been accounted for in the town's land use analysis for TAZ 682 and the Projected Growth Redevelopment Scenario in the SDGEIS.

3.2 Transportation

To clarify, mitigation measures recommended throughout the BCD are intended to address a broad set of objectives related to overall transportation system performance including capacity, operational efficiency, and safety. While some intersections and roadway segments may continue to operate at similar levels following development, mitigation may still be warranted because they are approaching capacity, experiencing excessive delays due to operational inefficiencies, or have an established crash history that could be exacerbated by additional traffic volumes. The planned mitigation measures aim to proactively address existing deficiencies before they worsen under future conditions. Recommended mitigation measures to the roadway network were done with a holistic approach ensuring a safe, efficient, and reliable transportation network that can accommodate future growth and support the planned development scenario.

3.3 Draft Mitigation Cost Table

The table below provides a summary of mitigation costs associated with preparation of the GEIS, transportation improvements, and water and sewer mitigation. The selected units to calculate the share of each project towards the mitigation of the cumulative impacts of redevelopment over the 20-year planning period were based on the most equitable means of assessing impact.

Mitigation Cost Summary				
	Total Cost	Public Share	Private Share	Applicant Mitigation Cost
GEIS Preparation *	$250,000	N/A	Residential $125,000	$25/unit
			Commercial $125,000	$0.042/sf
Transportation**	$34,120,470	$23,084,660	$11,035,810	$1,130/trip*
Sewer*	$16,185,214	$8,327,774	$7,860,440	$2.78/1 GPD
Water*	$14,682,600	$11,299,200	$3,383,400	$3.64/ 1 GPD

**Reflects 2025 costs*

***Reflects 2030 costs*

3.4 New SEQR Regulations

On April 24, 2026, the New York State Department of Environmental Conservation (NYSDEC) adopted amendments to the State Environmental Review Act (SEQR) regulations (6 NYCRR Part 617) and Environmental Assessment Forms (EAFs). The amended regulations became effective June 12, 2026. The amended SEQR regulations strengthen the consideration of environmental justice and require agencies to evaluate whether an action may cause or increase a disproportionate environmental burden on a disadvantaged community as part of the SEQR process. The Town, as Lead Agency, has considered the potential for the projected growth identified in the SDGEIS to affect Disadvantaged Communities ("DACs") and climate-related impacts.

The Disadvantaged Community Assessment Tool (DACAT) is a screening tool to assess disproportionality and consider whether a potentially affected DAC has an increased likelihood of experiencing a moderate to large impact based on existing burdens or vulnerabilities as compared to relevant non-DACs as required under the Environmental Justice Siting Law. The DACAT is based on data from the Climate Justice Working Group (CJWG) disadvantaged communities criteria and uses statistically meaningful thresholds to compare existing burdens in a DAC with existing burdens in non-DAC scenarios. The DACAT identifies DACs as having either 1) comparatively higher existing burdens or vulnerabilities and therefore an increased likelihood that a proposed action may have a moderate to large impact on the DAC or 2) having comparatively lower existing burdens or vulnerabilities and therefore a decreased likelihood that a proposed action may have a moderate or large impact on the DAC.

The DAC designation provides an important basis for evaluating whether the proposed growth and redevelopment in the SDGEIS could contribute to an existing environmental burden or vulnerability and whether additional avoidance, minimization, mitigation, monitoring, or community-engagement measures are warranted. NYSDEC's Disadvantaged Community Assessment Tool ("DACAT") shows that there are no DACs in the Town, including within the Boulevard Central District/Study Area.

Despite not having any formal DACs, the Town will aim to identify measures that could avoid, minimize or mitigate potential disproportionate environmental burdens in areas with lower-income populations while striving to provide environmental, public health, and resilience benefits and resources to affected neighborhoods. These could include emissions controls, energy-efficiency, electrification, transportation-demand measures, vegetation and heat-island reduction, stormwater controls, flood resilience, construction controls, enhanced monitoring, operational restrictions, and other site-specific measures.

The mitigation measures identified in the SDGEIS already include some of these solutions and aim to make comprehensive improvements to various infrastructure systems within the Boulevard Central District that benefit not only adjacent neighborhoods but the Town as a whole.

The Town recognizes that meaningful consideration of potential impacts to DACs benefits from information provided by affected communities. Accordingly, public comments during public hearings on redevelopment projects concerning existing environmental burdens, community vulnerabilities, climate risks, potential cumulative impacts, and proposed mitigation measures will be considered.

The Town also realizes the need to consider environmental and climate-related impacts from proposed redevelopment such as air pollution, traffic, noise, flooding, extreme heat, contamination, infrastructure deficiencies, or other environmental burdens. Contributing factors could include emissions associated with construction, operations and building use, energy consumption and anticipated new sources of energy, greenhouse gas ("GHG") emissions associated with transportation systems, and others.

The Town aims to address both mitigation and adaptation/resilience in the SDGEIS by reducing queuing traffic and investing in alternative forms of transportation, therefore helping to reduce GHG emissions, utilizing more efficient traffic technologies which can reduce reliance on fossil fuels, upgrading older infrastructure with green infrastructure such as increased vegetation and less impervious surfaces, and encouraging redevelopment of older buildings with more energy efficient design (heating, cooling, lighting) to reduce energy consumption, all of which helps reduce climate-related impacts. A denser, mixed-use redevelopment of this area enabled by the Town's mixed-use districts also helps to maintain green and open space throughout other portions of the Town, protecting natural resources and promoting smart growth principles.

The Town recognizes that the Findings Statement should include measures sufficient to avoid, minimize, or mitigate identified significant adverse environmental impacts and, where appropriate, potential disproportionate pollution burdens affecting DACs. The Town has considered the potential environmental consequences of the projected redevelopment in the SDGEIS in relation to the amended SEQR requirements concerning disadvantaged communities and climate change. The Town will continue to evaluate subsequent actions for consistency with the SGEIS and will require additional SEQR review where subsequent actions may result in significant adverse environmental impacts or otherwise fall outside the scope of the analysis and conditions established by the SGEIS.

APPENDIX A

RECORD OF PUBLIC HEARING

Transcript of Public Hearing Held During June 22, 2026 Town Board Meeting

Re: Boulevard Central District Supplemental Draft Generic Environmental Impact Statement

Presented By: Kimberly Amplement, Senior Planner

[1]**SUPERVISOR LAVIN**: Okay. Thank you very much. With regards to resolution public hearing Resolution 2026-475 is the Boulevard Central District Supplemental Draft Generic Environmental Impact Statement. Wow. Kim, the floor uh I'll make a motion to open that public hearing. Second. All those in favor?

TOWN BOARD: Aye.

SUPERVISOR LAVIN: Kim, the floor is yours.

KIMBERLY AMPLEMENT: Thank you, Councilmembers. Uh my name is Kim Amplement and I'm a Senior Planner uh with the Town of Amherst Planning Department. Uh and I'm here today to give you an overview of the Boulevard Central District Supplemental Draft Generic Environmental Impact Statement. Sorry about that.

Um so just a little bit of background. Um the original BCDGEIS was an environmental analysis prepared under um the SEQR process and it looked at the cumulative impacts of growth of various projects in a large geographic area, how those ums are related to one another and how that uh you know affects the town and the region. And this is really an effective tool to plan for future growth um using uh proactive planning, capital improvement plans and more equitable distribution of costs. Um you're probably familiar with the study area. It's approximately 1,200 acres um bounded by Niagara Falls Boulevard on the west, the um I-190 on the east and north and Sheridan Drive with a few Sheridan Drive properties uh to the south and the intent originally of the SDGEIS was to reimagine and redevelop this larger commercial area in town to uh in a more comprehensive manner by encouraging mixed use development um, maximizing investment in tax revenue, uh improving mobility and safety, um making more investment improvements to the aging infrastructure and then protecting and enhancing surrounding residential neighborhoods.

And so this uh current BCDGEIS was prepared in 2019 and adopted in 2020 um and it's over actually six years ago now. And so um a GEIS uh may be supplemented uh or updated pursuant to SEQR. And there have been changes over uh the past several years that have really signaled a need to look at the GEIS again. And some of these include um a decline in office space because of work from home options.

[1] Transcript prepared without the benefit of a court reporter

There's been an increase in medical office demand. There's been more e-commerce or online shopping which has changed that demand for retail space, an increase in light industrial demand, especially warehousing and logistics, an increase in rental housing demand, um rising construction costs and interest rates, and then more selective bank financing as well.

And other factors that have affected this area over the sev..uh past several years have included uh zoning assumptions that have really been different than what we initially assumed in the GEIS. Um there was an action plan adopted in 2021 that gave more refined redevelopment direction. Uh there was an urban renewal area designated in 2022 that also includes the Boulevard Mall. There was a strategic economic development plan created in 2023.

There's also been some major infrastructure projects definitely in the sewer department. Um and then also uh some of the recently constructed projects that we've seen in the area have kind of been not to the scale that we've..had expected in the original GEIS. So we reviewed all these factors and the original assumptions and determined that they've changed to a degree that warrant a supplemental GEIS.

So the Town Board has already re-established itself as lead agency under SEQR um on May 11th and directed the Planning Department to create the supplemental and that has been deemed uh complete and adequate for public review at the meeting on May 26th. Um so that action init [inish]...initiated a public review period um from May 26th until July 8th uh when the public and other outside agencies can review the document and submit their comments. And we're also holding this Public Hearing to give the uh public another opportunity to provide those comments.

So when creating the supplemental GEIS, we looked at land use and zoning and made some new assumptions regarding land use zoning um and development projections over a same year uh 20-year uh growth period. And this kind of became the new projected growth redevelopment scenario. And so we um projected commercial growth by utilizing a building analysis looking at what buildings may remain or be removed, a land use and zoning analysis of future land use and zoning an existing zoning to see what could be constructed there today and then a building use composition um especially since that office demand has decreased so much.

And we also looked at the future residential growth and we kind of based that on student housing that has um appeared to serve the students at UB, um a townwide uh growth rate of 2% of housing, a growing trend that we've seen um with citing multifamily and mixed use projects um more so in commercial areas and then increasing upper floor housing in

commercial projects as well. Um and so these growth growth thresholds uh for the entire study area have then been modified in this supplemental.

As you can see um the housing units have kind of remained the same um just decreased slightly. The real difference you can see is in the commercial retail square footage and the commercial office square footage where the retail has really um grown and the commercial office is projected to be much less. And so these new assumptions are actually expected to result in a decrease in redevelopment from the original GEIS and therefore uh no significant adverse land use uh impacts are anticipated as part of the supplemental.

When we looked at transportation, uh we did some intersection analyses and that shows that the overall operations of most of the intersections uh in the study area are at level of service D um during the AM and PM peak hours for both the existing today condition and the planned condition with that growth that we anticipate. Um and that level of service D is really consistent with local and regional mobility objectives and is um essentially um accepted by those agencies. And under the planned condition or that re...growth scenario only the Maple and Sweet Home Road intersection would operate at a lower level of service at E.

And so um mitigation measures can be um employed to offset these impacts with geometric and operational um techniques that uh come from these proposed projects. And so there have been a variety of different improvements that have been identified. Mostly are the corridor improvements um along major roadways including Niagara Falls Boulevard, North Bailey Avenue and Sheridan Drive and that includes adapted signal timing controls, widening and adding lanes and then resurfacing and also some intersection improvements at Maple and Sweet Home and Maple and uh and at Sheridan and Sweet Home and these include some updated signal timings, installation of safety improvements and a roundabout at Emerson, Amsterdam, and North Bailey Avenue. Um and then besides corridor and intersection improvements, other improvements could be access management strategies, multi-modal infrastructure and leveraging technology to make sure that our existing road infrastructure is efficient.

When we look at water, um there's significant millions of gallons of day per uh water added with the projected growth along with a drop in water pressure and so mitigation should include replacing the aging cast iron watermains um, and that would involve replacement of about 52,000 linear feet of watermain ranging in size from 6 to 16 inches in diameter throughout the study area.

And last but not least, if we look at the uh sewer impacts, the projected growth also adds significant millions of gallons of day uh per for sewer. Um, one issue is that the West Side Interceptor doesn't have sufficient capacity to transmit this existing or the proposed flow

with the growth. There's alternatives that we've identified to help with this, including additional infiltration and inflow or I&I work, um construction of a replacement parallel West Side interceptor or construction of a pump station to divert flows to another interceptor. And um other uh things that could be undertaken to create sewer capacity would be really a lot of relining...um replacing and sewers and then making improvements at the wastewater treatment plant.

So really uh where we are today and where we're going is in front of you um for your review is the supplemental draft GEIS. We have that comment period that's currently open until July 8th. Um it can be revised if necessary based on the comments that we receive and then we will um take those comments, we will compile and respond to them in the supplemental final GEIS and we will also create the supplemental finding statements um based on the uh draft GEIS. And both of those are planned to be in front of the board sometime this summer.

Um, so that concludes my presentation and I'll take any questions.

SUPERVISOR LAVIN: Kim, that was a lot of information and thank you. Appreciate all the work you did on that study. Um, I will open up the board to any questions. Questions for Kim? I will open it up to questions from the audience with regards to Resolution 2026-475.

JAMES VITALI: Yes, my name is James Vitali. Um, is this going to be above ground?

SUPERVISOR LAVIN: Jason [sic], can you speak to the board so we can get you on mic?

RESIDENT VITALI: Is this going to be above ground the train or is this going to be underground?

SUPERVISOR LAVIN: This is not with regards to the NFTA light rail. This is just an entire district that's going to be rezoned for uh future use.

RESIDENT VITALI: Oh.

SUPERVISOR LAVIN: This has nothing to do with light rail.

RESIDENT VITALI: I misunderstood that. Okay, I'm sorry.

SUPERVISOR LAVIN: No problem. Any other questions with regards to this resolution? Okay. So, seeing none, I'm not going to close the public hearing because we have comments period until July 8th. So, I'm make I'm going to leave it open.

So, I'll make a motion to adjourn Resolution 2026-475.

MARINUCCI: Second.

SUPERVISOR LAVIN: All those in favor?

TOWN BOARD: Aye.

SUPERVISOR LAVIN: Thank you, Kim. Next is resolution next public hearing is Resolution 2026-476.

APPENDIX B

AGENCY COMMENTS

Amplement, Kimberly

From: dot.sm.r05.SEQR <dot.sm.r05.SEQR@dot.ny.gov>
Sent: Wednesday, September 2, 2026 12:58 PM
To: Amplement, Kimberly; Carrato, Amy; PlanningDepartmentEmailDL
Subject: FW: Boulevard Central District SDGEIS; NYSDOT Comments 2025-206

CAUTION: This email originated from outside of the organization.
Please do not click links or open attachments unless you recognize the sender and know the content is safe.

The New York State Department of Transportation (NYSDOT) has completed review of the submitted documentation for the Boulevard Central District SDGEIS dated May 2026 and offers the following comments:

- An updated Traffic Impact Study (TIS) is required as this area gets developed and tenants become identified. Appropriate mitigation is required for new or existing access points to the state highway system.

- Access management per Highway Design Manual (HDM) Chapter 5 Appendix A and Federal Highway Administration (FHWA) best practices shall be followed on state routes.

- Any changes to signal timing, coordination, adaptive control, bike boxes, leading pedestrian intervals (LPI), etcetera at any state owned/maintained traffic signal will require further coordination and review by NYSDOT. NYSDOT ultimately has final approval for any proposed changes. Signal timing adjustments and/or signal optimization are not considered mitigation.

- Please note that there is signal coordination on NY 324 within and beyond this district. Proposed mitigation that references coordination on this corridor should be updated in the report to reflect this.

- Please note that there is signal coordination on Maple Road between US 62 and Sweet Home Road that interconnects with the NYSDOT signals. Proposed mitigation that references coordination on this corridor should be updated in the report to reflect this.

- Proposed adaptive signal control on NY 324 should also include the signals at US 62/I-290 westbound, NY 324/Eggert Road and US 62/Eggert Road due to the close proximity of the signals.

- NYSDOT disagrees that the Level of Service (LOS) of Niagara Falls Boulevard and Sheridan Drive will improve without any mitigation. This should be updated in the report.

- Adjustments to signal phasing, addition of backplates, installation of overhead blank-out signs will likely require signal replacement due to the structural capacity of the existing signal systems. Current signal replacement estimate is approximately $400,000 per intersection.

- The map of new retail seems low in the Maple Road area (slightly over 13% north of Maple and 6.5% south of Maple). This area has Costco coming in, Angie's is taking over the former Boston

Market at 4185 Maple Road, Raising Cane's is taking over the former Red Lobster at 4010 Maple Road, to name a few.

- For the intersections studied on Maple Road, Corporate Parkway is not included. This signalized intersection is approximately 300' east of Maple Road and Sweet Home, which is the one intersection that the report states can't improve better than an "E". As a result, this intersection should be studied as well. Additionally, this should be included for potential adaptive control due to the close proximity.
    - The traffic model for Maple Road doesn't show coordination. NYSDOT worked with the Town of Amherst to implement a coordination plan a few years ago.
    - Maple Road and Flint Road should be included in the traffic model. The intersection of Sweet Home Road and both intersections of Millersport are included, so the two signals in between should also be included.

- Previous NYSDOT reviews of this area have identified concerns with the impact of additional development on intersections along US 62 including Ridge Lea. These concerns were partially addressed with the eventual installation of adaptive signal control technology. However, additional capacity (via turn/travel lanes) will be required to provide minimum acceptable levels-of-service along US 62 and other state highways. Signal timings will not be adjusted to favor any private and/or local access points to the state system that have not been addressed with the added capacity via added travel/turn lanes or the lengthening of existing turn lanes to provide adequate storage.

- Traffic Model:
    - There's a 10 sec discrepancy on the splits for the Boulevard at Consumer Square.
    - Niagara Falls Boulevard at Maple Road/Brighton Road in the PM Peak should be following plan, which has splits of

    1. 40
    2. 55
    3. 35
    4. 60
    5. 30
    6. 65
    7. 30
    8. 65

    - Niagara Falls Boulevard at Boulevard Mall has concurrent left turn phases and splits in the PM Peak of

    1. 35
    2. 40
    3. 35
    5. 35
    6. 40

Thank you,

Thomas Nieswiadomy
Transportation Analyst Trainee 2

APPENDIX C

REVISED TRAFFIC DATA

Technical Memo 1 – Inventory of Existing Conditions

Traffic Impact Study: Town of Amherst Boulevard Central District

Background

This technical memo is an inventory of existing conditions for the transportation network within the Town of Amherst Boulevard Central District (BCD). The Town of Amherst BCD is the study area for this project which is approximately 1,260 acres of land bounded by the Interstate 290 (I-290), Niagara Falls Boulevard, and Sheridan Drive. The Town of Amherst completed a GEIS for this study area in 2019 evaluating the cumulative impacts of growth for adopting mixed-use zoning districts.

The GEIS is going through an update revising the land use plan and therefore impacting proposed traffic generated by development. Since it has been more than 3 years since traffic data was collected, an updated inventory of existing conditions including traffic counts and crashes within the study area was completed. This technical memorandum reports the results of an inventory of existing conditions for the GEIS update.

Study Area

The study area for the traffic impact study will be that of the Amherst Boulevard Central District with some extended limits. The Amherst BCD is generally bound by Niagara Falls Boulevard to the west, Sheridan Drive to the south and I-290 to the north and east. The traffic study area will incorporate road segments and intersections further east to incorporate Millersport Highway and further north to include both I-290 ramps. The limits of the traffic study area compared to the Amherst BCD area are extended because it incorporates major intersections that are a point of entry and exit to Amherst BCD area. The study area is a mix of commercial and residential zoning and is a highly trafficked retail area. It is located near the UB North Campus approximately ten miles from downtown Buffalo.

Roadway Network

The study area includes a network of Town, County, and State roadways. Primary access to the study area is provided by Niagara Falls Boulevard from the north and south, and Maple Road and Sheridan Drive from the east and west. The primary roadways within the study area are listed in Table 1.

Traffic Volumes

Traffic volume data was compiled from several sources, including the New York State Department of Transportation (NYSDOT) Traffic Data Viewer, Greater Buffalo Niagara Regional Transportation Council (GBNRTC) Transportation Data Management System, New York State Department of Transportation (NYSDOT), and the Town of Amherst Engineering Department (see Table 2). Turning movement data was collected at the study area intersections through a combination of hired contractors, Town of Amherst Miovision cameras, and NYSDOT Miovision cameras. The weekday PM data was collected on Thursday February 2, 2023, October 26, 2023, and November 16, 2023 from 3:00 PM to 6:00 PM. The Saturday midday

count data was collected on Saturday February 4, 2023, October, 28, 2023, and November 18, 2023 from 12:00 PM to 3:00 PM. Turning movement counts were collected during similar months when school and the University at Buffalo were in session.

The study area is primarily retail in nature, which sees heavy peaks during winter months and the holiday season. Historical traffic data was reviewed from Miovision cameras and the NYS Traffic Data Viewer to verify peak traffic months. Since traffic data was taken during peak periods in the area, no adjustments were made to the data. GBNRTC was consulted about growth in the area and if a compounded growth rate would be applied to bring traffic counts to the existing/current year (2025). There is stagnant growth in the area and therefore no growth rate was applied to bring counts to the current year.

Table 1: Primary Study Roadways

Roadway	Segment	Jurisdiction	Functional Classification	AADT*
I-290	Interchange 3 Eastbound Interchange 3 Westbound	NYSDOT Region 5	Principal Arterial Interstate	109,548
Millersport Highway (NYS Route 263)	Maple Rd to Sheridan Dr	NYSDOT Region 5	Principal Arterial	25,099
Niagara Falls Boulevard (US Route 62)	I-290 WB Interchange to Eggert Rd	NYSDOT Region 5	Principal Arterial	30,297
Sheridan Drive (NYS Route 324)	Eggert Rd to Millersport Hwy	NYSDOT Region 5	Principal Arterial	25,400
Eggert Road	Sheridan Dr to Bailey Ave	Erie County	Minor Arterial	9,173
Maple Road	Niagara Falls Blvd to Millersport Hwy	Erie County	Principal Arterial	23,079
Sweet Home Road	Maple Rd to Sheridan Dr	Erie County	Local	12,540
Alberta Drive	Maple Rd to Eggert Rd	Town of Amherst	Local	7,100
North Bailey Avenue/Bailey Avenue	Ridge Lea Rd to Eggert Rd	Town of Amherst	Minor Arterial	14,954
Bowmart Parkway	Meyer Rd to Maple Rd	Town of Amherst	Local	3,039
Meyer Road	Niagara Falls Blvd to Bowmart Pkwy	Town of Amherst	Local	3,440
Ridge Lea Road	Niagara Falls Blvd to North Bailey Ave	Town of Amherst	Minor Arterial	13,662
Romney Road	Niagara Falls Blvd to North Bailey Ave	Town of Amherst	Local	6,770

*Counts estimated in 2024

Interstate-290 is a southeast/northwest road that acts as the border to north and east within the study area. The I-290 with interchanges connects to the Boulevard Central District study area at Niagara Falls Boulevard

and Millersport Highway. The I-290 is classified as a principal arterial interstate. It is a six-lane divided freeway and has multiple exit and entrance ramps within the study area. The posted speed limit is 55 mph.

Millersport Highway (NYS Route 263) is a northeast/southwest highway that provides access to the UB North Campus and several intersecting arterials. It is classified as a principal arterial road and Millersport Highway is a four-lane road with a two-way center turn lane and auxiliary turning lanes in the study area. The connection to Maple Road from Millersport Highway is a partial clover leaf/diamond interchange. Interchange access from Millersport Highway is provided to I-290. The posted speed limit is 45 mph north of the I-290 interchange and 35 mph south of the I-290 interchange.

Niagara Falls Boulevard (US Route 62) is the main north/south access and acts as the western border to the study area. The properties along Niagara Falls Boulevard are primarily retail/commercial. Niagara Falls Boulevard is a principal arterial and a part of the National Highway System. Niagara Falls Boulevard is a six-lane divided highway with auxiliary turning lanes at major intersections. The posted speed limit is 40 mph.

Sheridan Drive (NYS Route 324) is an east/west road that is a main access and acts as the southern border to the study area. It is classified as a principal arterial highway. Sheridan Drive is a six-lane road with three lanes in each direction and auxiliary turn lanes at the major intersections. The road has center medians with greenery. The posted speed limit is 40 mph.

Maple Road is an east/west roadway and is a major access route into the study area. The properties along Maple Road are primarily commercial/retail, along with a middle school. Maple Road is a principal arterial. Maple Road is a five-lane roadway between Niagara Falls Boulevard and North Bailey Avenue. Maple Road is a four-lane roadway east of Niagara Falls Boulevard. Maple Road has a two way left turn lane between Niagara Falls Boulevard and Sweet Home Road with auxiliary right turn lanes at multiple locations for driveways and major intersections. The posted speed is 45 mph.

Eggert Road is a northwest/southeast roadway classified as a minor arterial. Eggert Road is a four-lane roadway with auxiliary turn lanes at the intersection with Niagara Falls Boulevard. The posted speed limit is 35 mph.

North Bailey Avenue is a north/south road in the study area and is parallel to Niagara Falls Boulevard. North Bailey Avenue extends from Ridge Lea Road to Sheridan Drive and extends beyond Sheridan Drive as Bailey Avenue. North Bailey Avenue is a principal arterial. North Bailey Avenue is a two-lane road with a two-way center turn lane between Ridge Lea Road and Sheridan Drive. North Bailey Avenue shifts to a four-lane road with a two-way center turn lane at the Sheridan Driver intersection then changes back to a two-lane road south of Eggert Road. The posted speed limit is 35 mph.

Ridge Lea Road is an east/west road between Niagara Falls Boulevard and North Bailey Avenue. Ridge Lea Road is a minor arterial roadway. Ridge Lea Road serves as a connection for vehicles coming from the north on Niagara Falls Boulevard to North Bailey Avenue. Ridge Lea Road is a two-lane road with auxiliary turning lanes at the intersection with Niagara Falls Boulevard and the Boulevard Plaza driveway. In the segment between Niagara Falls Boulevard and the Consumer Plaza driveway there are two eastbound lanes. The posted speed is 35 mph.

Romney Road is an east/west road between Niagara Falls Boulevard and North Bailey Avenue. Romney Road is classified as a local road. It is a two-lane road with left turning lanes at intersections and right turn lanes at driveways. The posted speed limit is 30 mph.

Meyer Road is an east/west road between Niagara Falls Boulevard to just past Bowmart Parkway where it dead ends. Meyer Road is classified as a local road. Meyer Road is a two-lane roadway without auxiliary turn lanes. The posted speed limits is 30 mph.

Alberta Drive is a north/south roadway that runs parallel to Niagara Falls Boulevard. Alberta Drive is classified as a local road. Between Maple Road and Sheridan Drive, Alberta Drive is a four-lane road. South of Sheridan Drive, Alberta Drive changes to a two-lane roadway. The posted speed limit is 35 mph.

Bowmart Parkway is a north/south road between Meyer Road and Maple Road. Bowmart Parkway is classified as a local road. Bowmart parkway is a two-lane road with a left turn lane at the intersection with Maple Road. There is no posted speed limit on Bowmart Parkway; the assumed speed limit is 30 mph.

Sweet Home Road is a north/south road through the Boulevard Central District. Sweet Home Road is a four-lane highway and is classified as a minor arterial north of Maple Road. South of Maple Road, Sweet Home Road is a local two-lane roadway. Sweet Home Road has auxiliary turn lanes at the major intersections in the study area. The posted speed limit is 45 mph north of Maple Road and 35 mph south of Maple Road.

Table 2 describes the intersection control at each major intersection in the study area.

Table 2: Study Intersections

	Intersection	Intersection Control
1.	Niagara Falls Boulevard at WB I-290 Ramps	Signalized
2.	Niagara Falls Boulevard at EB I-290 Ramps	Signalized/Slip Ramp
3.	Niagara Falls Boulevard at Ridge Lea Road	Signalized
4.	Niagara Falls Boulevard at Consumer Square	Signalized
5.	Niagara Falls Boulevard at Romney Road	Signalized
6.	Niagara Falls Boulevard at Meyer Road	Stop Control
7.	Niagara Falls Boulevard at Maple Road & Brighton Road	Signalized
8.	Niagara Falls Boulevard at Boulevard Mall Driveway	Signalized
9.	Niagara Falls Boulevard at Tredwell Road	Signalized
10.	Niagara Falls Boulevard at Sheridan Drive	Signalized
11.	Niagara Falls Boulevard at Eggert Road	Signalized
12.	Maple Road at Alberta Drive	Signalized
13.	Maple Road at North Bailey Avenue	Signalized
14.	Maple Road at Bowmart Parkway	Signalized
15.	Maple Road at Hillcrest Drive	Signalized
16.	Maple Road at Sweet Home Road	Signalized
17.	Maple Road at Millersport Hwy Ramps SB	Signalized

18.	Maple Road at Millersport Hwy Ramps NB	Signalized
19.	Sheridan Drive at Eggert Road	Signalized
20.	Sheridan Drive at Alberta Drive	Signalized
21.	Sheridan Drive at Bailey Avenue	Signalized
22.	Sheridan Drive at Sweet Home Road	Signalized
23.	Sheridan Drive at Millersport Highway	Signalized
24.	Eggert Road at Alberta Drive	Signalized
25.	Eggert Road at Bailey Avenue	Signalized
26.	North Bailey Avenue at Romney Road	Stop Control
27.	North Bailey Avenue at Meyer Road	Signalized
28.	Bailey Avenue at Emerson Drive	Stop Control
29.	Bowmart Parkway at Meyer Road	Stop Control
30.	Maple Road at Corporate Parkway	Signalized
31.	Maple Road at Flint Road	Signalized

Pedestrian Conditions

The pedestrian accommodations in the study area include sidewalks on at least one side of the road for all study roadways with the exceptions of

- Meyer Road east of N Bailey Avenue
- Bowmart Parkway
- Maple Road from Corporate Parkway to Flint Road
- Millersport Highway from Flint Road to the intersecting northern study limit.

All study area signalized intersections have pedestrian accommodations that include crosswalks and pedestrian signals. See Figure 1 for the Pedestrian and Bicycle Infrastructure Map prepared for the Town of Amherst on the Boulevard Central District development.

Bicycle Conditions

Sweet Home Road is the only road with bicycle accommodations within the study area, which are striped on-street bicycle lanes. Millersport Highway is a designated bicycle route, but there are currently no exclusive or marked shared bicycle accommodations. The study area is a highly commercial location. Existing bicycle use is low in the area based on count data. See Figure 1 for the Pedestrian and Bicycle Infrastructure Map.

Transit Conditions

There are 5 NFTA transit routes within the study area and 68 transit route stops. Three of the five NFTA transit routes operate every day of the week, the other two routes operate only on weekdays. The University at

Buffalo also provides students, staff, and faculty with transportation through a bus/shuttle to off-campus destinations that are nearby shopping locations. Based on the Spring 2025 Semester schedule, the university bus, the stampede, has stops for different locations depending on the day of the week. Stops include Tops, Wegmans, Walmart, Target, and the Boulevard Mall from the campus. See Figure 2 for the Transit Map.

Table 3: NFTA Bus Service

Route No.	Route Name	Route	Service Hours	Average Weekday Headways
34	Niagara Falls Boulevard	University LRT Station (University at Buffalo South Campus) to Amherst Development Park	6 a.m. to 9:30 p.m.	30 min (peak) 60 min (off-peak)
35	Sheridan	Blackrock Riverside Transit Hub to University at Buffalo Amherst Campus	5:45 a.m. to 10:00 p.m.	30 min (peak) 60 min (off-peak)
44	Lockport	University LRT Station (University at Buffalo South Campus) to Lockport	6:15 a.m. to 11:00 p.m.	45 min (peak) 60-90 min (off-peak)
49	East Amherst	University LRT Station (University at Buffalo South Campus) to Eastern Hills Mall	7:15a.m. to 4:30p.m.	60-90 min

Access Management

The Boulevard Central District is heavily developed with commercial and retail properties. There are many driveways on the main arterials in the study area like Niagara Falls Boulevard, Maple Road, and Sheridan Drive. Excessive vehicular access points to parcels from high volume roadways can cause additional crashes, limits on roadway capacity and longer travel times for motorists from the unpredictable entry and exit of vehicles from driveways.

Figure 1: Pedestrian and Bicycle Infrastructure Map

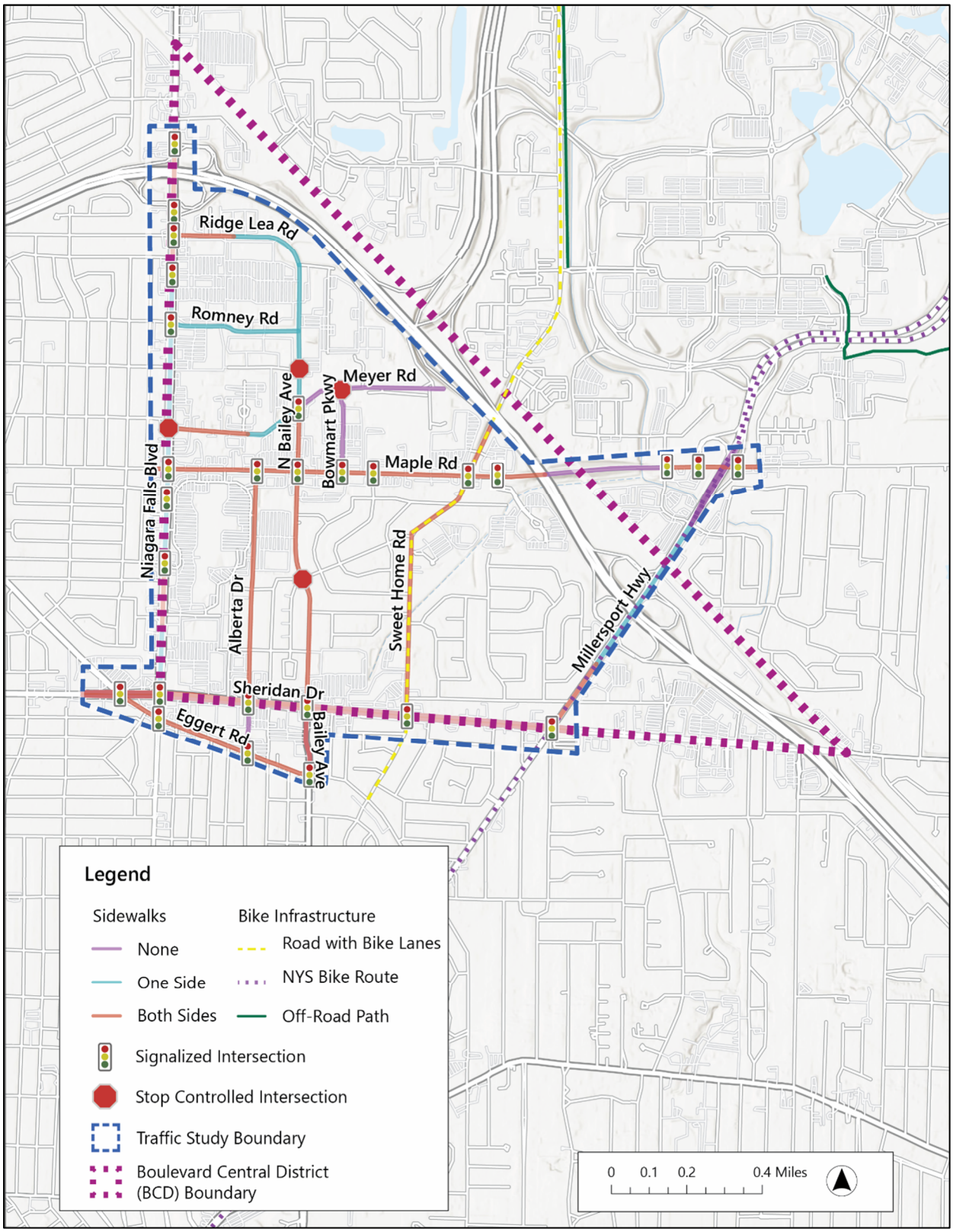


Figure 2: Transit Map



Capacity Analysis Methodology

Intersections

The study intersections were analyzed using SYNCHRO 12[1], which is a computer program that implements the methods presented in the 7th Edition Highway Capacity Manual[2]. SYNCHRO determines the Level of Service (LOS), which is measured in terms of time Delay (seconds).

> Delay is a quantitative measure stated in terms of the control delay per vehicle for a 15-minute analysis period expressed in time (seconds). It is a qualitative measure of driver discomfort, frustration, fuel consumption and lost travel time.
> Level of Service criteria are stated in terms of the control delay (stated above) per vehicle and ranges from "A" to "F". Level of Service A is representative of a movement that is free flowing with minimal delay, while LOS F generally represents long delays. LOS D is generally considered acceptable in urban environments.

The ranges of delay for each level of service, as contained in the 7th Edition Highway Capacity Manual, are shown in Table 3.

Table 3: Intersection Level of Service Criteria

Level of Service (LOS)	Unsignalized Intersections	Signalized Intersections	
	Delay (sec)	Delay (sec)	v/c ratio*
A	0-10	0-10	<1.0
B	> 10-15	> 10-20	<1.0
C	> 15-25	> 20-35	<1.0
D	> 25-35	> 35-55	<1.0
E	> 35-50	> 55-80	<1.0
F	over 50	over 80	≥1.0

* If the volume to capacity ratio is 1.0 or greater, the LOS is F

Intersection Analysis

Turning movement counts (TMCs) were collected at the study area intersections through a combination of turning movements collected by Quality Counts, Town of Amherst Miovision cameras, and NYSDOT Miovision cameras. The weekday PM data was collected on Thursday February 2, 2023, October 26, 2023, and November 16, 2023 from 3:00 PM to 6:00 PM. The Saturday midday count data was collected on Saturday February 4, 2023, October, 28, 2023, and November 18, 2023 from 12:00 PM to 3:00 PM. The study area

[1] Synchro Studio 12, Traffic Signal Optimization and Simulation Modeling Software, Version 12, Trafficware Corporation, Albany, California, 2023.
[2] Highway Capacity Manual, Transportation Research Board, National Research Council, Washington D.C., 2022.

weekday afternoon peak hour is 4:30 PM to 5:30 PM and the Saturday midday peak hour is 1:30 PM to 2:30 PM. Refer to Figure 3 in Appendix A for existing turning movement volumes. The turning movement counts had no adjustment factors applied to them. They were collected during similar months when schools and the University were in session. Counts were compared to previous counts taken at the study intersections, and they were similar not requiring any adjustments. The study area is primarily retail seeing heavy peaks during the winter months and holiday season.

Intersections along Niagara Falls Boulevard are a part of a coordinated traffic signal network. Coordinated traffic signal networks manage the progression of traffic on the mainline by increasing traffic flow and therefore decreasing congestion. Since a coordinated network prioritizes the mainline, side street approaches and mainline exclusive turning movements typically experience longer delays and lower levels of service. The existing condition results indicate that Niagara Falls Boulevard through movements are operating with acceptable levels of service of D or better, while the side street and mainline exclusive turning movements are experiencing longer delays, which is typical for a coordinated network. In addition, the values for delay are based on Synchro's Delay Method, which has more favorable results for shorter cycle lengths, while Niagara Falls Boulevard is on a cycle length of 180 seconds, which is the upper limit of recommended cycle lengths according to the Synchro Manual. Table 4 highlights the results of the level of service analysis for existing conditions.

Table 4: Intersection LOS Analysis of Existing Conditions

Approach		Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Niagara Falls Boulevard at I-290 Westbound Ramps (Signalized)							
Eastbound	*Left*	D (41.2)	0.04	14	D (43.2)	0.06	18
	Right	A (0.1)	0.02	0	A (7.5)	0.04	16
Westbound	*Left*	**E (72.1)**	**0.82**	**594**	**E (72.0)**	**0.80**	**541**
	Thru	**E (63.7)**	**0.82**	**550**	**E (69.1)**	**0.82**	**535**
	Right	**E (61.4)**	**0.80**	**511**	**E (59.1)**	**0.76**	**447**
Northbound	*Thru*	B (17.5)	0.39	340	C (21.2)	0.39	363
	Right	A (3.0)	0.36	51	A (5.3)	0.37	99
Southbound	*Thru/Right*	B (19.6)	0.45	402	B (19.7)	0.52	500
	Intersection	C (30.4)	-	-	C (30.4)	-	-

*lowercase letters signify the HCM 6th edition Stop Control methodology was used
a: level-of-service
b: delay is measured in seconds
c: volume to capacity ratio
d: 95th queue length, measured in feet (queue length of stop-controlled intersections measured in number of vehicles)
m footnote on queue indicates that volume is metered by an upstream signal
footnote on queue indicated that the volume modeled exceeds capacity

Table 4 Continued: Intersection LOS Analysis of Existing Conditions

Approach		Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Niagara Falls Boulevard at I-290 Eastbound Ramps (Signalized)							
Eastbound	*Right*	**E (66.3)**	**0.79**	**292**	D (49.0)	0.65	428
Westbound	*Right*	A (0.4)	0.26	0	A (0.2)	0.15	0
Northbound	*Thru/Right*	A (0.1)	0.25	0	A (0.8)	0.41	0
Southbound	*Thru*	A (7.5)	0.34	154	C (27.9)	0.53	573
	Right	A (1.5)	0.39	13	A (7.1)	0.48	61
	Intersection	B (10.3)	-	-	B (16.2)	-	-
Niagara Falls Boulevard at Ridge Lea Road (Signalized)							
Eastbound	*Left*	**E (66.4)**	**0.50**	**187**	**E (56.7)**	**0.39**	**178**
	Thru/Right	D (53.8)	0.21	120	D (50.4)	0.21	147
Westbound	*Left/Thru*	**F (107.2)**	**0.71**	**170**	**E (73.0)**	**0.35**	**167**
	Right	D (38.3)	0.67	351	C (22.1)	0.50	319
Northbound	*Left*	**F (96.0)**	**0.35**	**m59**	**F (105.0)**	**0.49**	**m103**
	Thru/Right	B (12.4)	0.47	85	C (28.6)	0.79	113
Southbound	*Left*	**F (83.6)**	**0.83**	**371**	**E (78.1)**	**0.61**	**463**
	Thru/Right	A (9.1)	0.36	204	B (12.1)	0.43	227
	Intersection	C (32.6)	-	-	C (33.3)	-	-
Niagara Falls Boulevard at Consumer Plaza (Signalized)							
Eastbound	*Left/Thru*	**E (67.7)**	**0.22**	**60**	**F (174.1)**	**0.82**	**#103**
	Right	A (0.1)	0.03	0	A (0.8)	0.10	0
Westbound	*Left/Thru*	**E (67.1)**	**0.44**	**207**	**F (96.9)**	**0.82**	**296**
	Right	A (9.0)	0.42	75	A (9.8)	0.54	82
Northbound	*Left*	**F (93.2)**	**0.20**	**m40**	**F (124.6)**	**0.32**	**m70**
	Thru	**E (56.9)**	**0.56**	**480**	D (44.9)	0.53	516
	Right	B (11.7)	0.18	m107	A (9.6)	0.17	24
Southbound	*Left*	**F (94.3)**	**0.81**	**250**	**F (83.4)**	**0.72**	**#491**
	Thru/Right	B (16.7)	0.40	313	A (7.4)	0.39	258
	Intersection	D (39.4)	-	-	C (34.8)	-	-

Table 4 Continued: Intersection LOS Analysis of Existing Conditions

Approach		Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Niagara Falls Boulevard at Romney Road (Signalized)							
Eastbound	*Left/Thru*	**F (345.3)**	**1.54**	**#288**	**F (158.2)**	**1.04**	**#265**
	Right	A (0.5)	0.08	0	A (0.8)	0.09	4
Westbound	*Left*	**F (110.8)**	**0.84**	**234**	**F (117.4)**	**0.94**	**304**
	Thru/Right	**F (84.4)**	**0.85**	**320**	**E (65.5)**	**0.77**	**333**
Northbound	*Left*	**F (81.6)**	**0.38**	**76**	**F (84.2)**	**0.53**	**115**
	Thru	C (25.9)	0.24	312	D (39.5)	0.30	394
	Right	B (13.6)	0.05	46	C (23.3)	0.17	150
Southbound	*Left*	**F (118.5)**	**0.77**	**264**	**F (108.2)**	**0.82**	**352**
	Thru/Right	A (2.5)	0.25	26	A (6.8)	0.28	124
	Intersection	D (49.7)	-	-	D (46.5)	-	-
Niagara Falls Boulevard at Meyer Road (Unsignalized)							
Eastbound	*Left/Thru/Right*	c (17.6)	0.05	0.1	**f (83.7)**	**0.29**	**1**
Westbound	*Left/Thru/Right*	d (31.9)	0.24	0.9	**f (119.0)**	**0.78**	**4.1**
Northbound	*Left*	b (11.6)	0.00	0	c (15.3)	0.0	0
Southbound	*Left*	c (18.0)	0.20	0.8	d (27.2)	0.36	1.6
	Intersection	n/a			n/a		
Niagara Falls Boulevard at Maple Road and Brighton Road (Signalized)							
Eastbound	*Left*	**E (55.8)**	**0.55**	**186**	D (54.4)	0.54	197
	Thru/Right	**F (89.2)**	**0.79**	**245**	**F (88.8)**	**0.80**	**260**
Westbound	*Left*	**F (79.3)**	**0.88**	**#384**	**E (75.3)**	**0.86**	**#357**
	Thru	**E (74.1)**	**0.63**	**287**	**E (70.8)**	**0.52**	**236**
	Right	B (10.5)	0.52	86	B (10.6)	0.54	88
Northbound	*Left*	**F (102.0)**	**0.61**	**146**	**F (101.4)**	**0.58**	**130**
	Thru	C (31.3)	0.35	298	C (34.5)	0.44	385
	Right	A (4.1)	0.26	57	A (4.2)	0.29	60
Southbound	*Left*	**F (101.9)**	**0.74**	**208**	**F (93.9)**	**0.76**	**198**
	Thru/Right	B (17.5)	0.34	167	C (21.7)	0.37	224
	Intersection	D (45.5)	-	-	D (45.8)	-	-

Table 4 Continued: Intersection LOS Analysis of Existing Conditions

Approach		Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Niagara Falls Boulevard at Boulevard Mall Driveway (Signalized)							
Eastbound	*Left*	**E (63.2)**	**0.05**	**17**	**E (63.8)**	**0.11**	**27**
	Thru/Right	D (37.5)	0.09	19	C (31.0)	0.16	27
Westbound	*Left/Thru*	**E (79.1)**	**0.39**	**59**	**F (80.2)**	**0.46**	**72**
	Right	A (2.5)	0.18	0	A (3.8)	0.22	3
Northbound	*Left*	D (48.1)	0.06	27	**E (57.6)**	**0.11**	**m21**
	Thru/Right	A (4.6)	0.26	113	A (5.3)	0.29	115
Southbound	*Left*	**E (74.9)**	**0.39**	**71**	**E (77.8)**	**0.51**	**99**
	Thru/Right	A (4.0)	0.26	186	A (2.9)	0.24	123
	Intersection	A (6.7)	-	-	A (7.7)	-	-
Niagara Falls Boulevard at Treadwell Road (Signalized)							
Eastbound	*Left/Thru*	**E (58.5)**	**0.26**	**58**	**E (59.7)**	**0.28**	**61**
	Right	A (0.6)	0.08	0	A (0.6)	0.08	0
Westbound	*Left/Thru/Right*	D (41.1)	0.27	26	C (34.3)	0.29	42
Northbound	*Left*	**E (60.0)**	**0.22**	**34**	**E (59.7)**	**0.27**	**92**
	Thru/Right	A (9.9)	0.29	104	A (9.8)	0.32	252
Southbound	*Left*	**E (74.3)**	**0.17**	**19**	**E (75.0)**	**0.23**	**60**
	Thru/Right	B (16.6)	0.35	145	B (16.5)	0.33	373
	Intersection	B (16.3)	-	-	B (16.2)	-	-
Niagara Falls Boulevard at Sheridan Drive (Signalized)							
Eastbound	*Left*	**F (96.7)**	**0.81**	**268**	**F (90.3)**	**0.76**	**274**
	Thru/Right	**E (73.0)**	**0.67**	**330**	**E (67.0)**	**0.54**	**280**
Westbound	*Left*	**F (97.6)**	**0.79**	**238**	**F (98.6)**	**0.75**	**200**
	Thru	**E (78.1)**	**0.76**	**359**	**E (79.2)**	**0.75**	**339**
	Right	A (0.5)	0.10	0	A (0.8)	0.14	0
Northbound	*Thru/Right*	B (19.6)	0.27	62	C (22.5)	0.29	122
Southbound	*Left*	**F (99.4)**	**0.71**	**171**	**F (98.6)**	**0.76**	**208**
	Thru	C (23.2)	0.33	315	C (22.2)	0.26	242
	Right	A (2.9)	0.34	56	A (2.9)	0.36	57
	Intersection	**E (55.3)**	-	-	D (54.1)	-	-

Table 4 Continued: Intersection LOS Analysis of Existing Conditions

Approach		Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Niagara Falls Boulevard at Eggert Road (Signalized)							
Eastbound	*Thru*	**E (79.6)**	**0.53**	**197**	**F (88.0)**	**0.59**	**174**
	Right	B (14.3)	0.48	83	B (16.1)	0.50	73
Westbound	*Left*	**F (82.4)**	**0.39**	**99**	**F (104.1)**	**0.57**	**115**
	Thru/Right	**F (86.4)**	**0.77**	**284**	**F (85.7)**	**0.75**	**205**
Northbound	*Left*	**F (109.1)**	**0.80**	**275**	**F (110.8)**	**0.74**	**207**
	Thru/Right	C (24.3)	0.27	255	B (18.8)	0.27	239
Southbound	*Left*	D (36.5)	0.30	124	**E (61.2)**	**0.30**	**130**
	Thru/Right	B (13.4)	0.36	315	A (3.9)	0.30	264
	Intersection	D (40.4)	-	-	D (35.1)	-	-
Maple Road at Alberta Drive (Signalized)							
Eastbound	*Left*	B (12.6)	0.08	23	B (12.4)	0.13	36
	Thru	C (26.4)	0.59	170	C (25.5)	0.58	166
	Right	A (6.4)	0.34	47	A (6.3)	0.36	48
Westbound	*Left*	B (15.2)	0.41	98	B (15.1)	0.43	103
	Thru/Right	B (18.0)	0.43	187	B (19.1)	0.38	152
Northbound	*Left*	B (18.2)	0.46	124	C (20.3)	0.55	140
	Thru/Right	B (12.6)	0.32	104	B (11.3)	0.37	106
Southbound	*Left*	B (14.1)	0.05	16	B (13.9)	0.04	14
	Thru/Right	B (14.9)	0.24	51	B (18.7)	0.31	61
	Intersection	B (18.1)	-	-	B (18.2)	-	-
Maple Road at N Bailey Avenue (Signalized)							
Eastbound	*Left*	C (23.2)	0.34	57	C (25.9)	0.45	89
	Thru	D (38.4)	0.67	242	D (42.7)	0.69	240
	Right	A (0.3)	0.08	0	A (0.7)	0.15	0
Westbound	*Left*	C (25.2)	0.59	150	C (26.0)	0.56	154
	Thru/Right	C (29.2)	0.68	288	C (33.6)	0.72	249
Northbound	*Left*	B (20.0)	0.22	60	B (18.2)	0.28	78
	Thru	D (43.5)	0.75	341	D (48.4)	0.77	335
	Right	A (1.9)	0.25	10	A (1.7)	0.26	6
Southbound	*Left*	**E (61.0)**	**0.92**	**#317**	C (23.6)	0.64	200
	Thru	D (37.5)	0.65	348	C (32.9)	0.61	359
	Right	A (0.7)	0.19	0	A (3.1)	0.21	28
	Intersection	C (32.7)	-	-	C (30.8)	-	-

Table 4 Continued: Intersection LOS Analysis of Existing Conditions

Approach		Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Maple Road at Bowmart Parkway (Signalized)							
Eastbound	*Left*	A (6.8)	0.30	32	C (31.9)	0.37	83
	Thru	A (6.0)	0.37	125	A (6.6)	0.40	133
Westbound	*Thru/Right*	B (14.0)	0.60	250	B (15.6)	0.62	198
Southbound	*Left*	C (34.0)	0.58	162	C (30.2)	0.56	149
	Right	A (8.3)	0.24	37	A (0.9)	0.12	11
Intersection		B (12.5)	-	-	B (13.4)	-	-
Maple Road at Hillcrest Drive (Signalized)							
Eastbound	*Left/Thru/Right*	A (8.0)	0.45	228	A (4.6)	0.37	182
Westbound	*Left*	C (20.9)	0.06	24	C (20.2)	0.04	13
	Thru/Right	A (7.0)	0.62	200	A (2.7)	0.41	115
Northbound	*Left/Thru/Right*	A (9.5)	0.22	33	A (4.6)	0.10	12
Southbound	*Left*	C (21.7)	0.11	31	A (0.0)	0.00	0
	Thru/Right	A (0.0)	0.01	0	B (16.7)	0.16	6
Intersection		A (7.7)	-	-	A (3.7)	-	-
Maple Road at Sweet Home Road (Signalized)							
Eastbound	*Left*	**E (55.7)**	**0.83**	**336**	C (22.7)	0.65	228
	Thru	D (37.6)	0.44	331	C (23.2)	0.32	251
	Right	A (2.4)	0.12	17	A (0.4)	0.09	3
Westbound	*Left*	C (26.7)	0.50	109	B (14.1)	0.17	34
	Thru	D (48.8)	0.78	#666	C (31.9)	0.47	370
	Right	B (10.8)	0.37	80	A (3.6)	0.13	27
Northbound	*Left*	D (40.3)	0.51	110	D (37.7)	0.40	97
	Thru	**E (63.6)**	**0.72**	**457**	**E (65.5)**	**0.72**	**283**
	Right	A (3.3)	0.23	23	A (0.9)	0.17	0
Southbound	*Left*	D (42.9)	0.64	192	D (43.1)	0.57	146
	Thru	**E (69.5)**	**0.85**	**#653**	**E (62.9)**	**0.72**	**306**
	Right	B (19.7)	0.72	291	A (8.6)	0.60	83
Intersection		D (41.5)	-	-	C (29.8)	-	-

Table 4 Continued: Intersection LOS Analysis of Existing Conditions

Approach		Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Maple Road at Millersport Highway West (Signalized)							
Eastbound	*Left*	A (0.9)	0.03	m2	A (0.4)	0.02	m1
	Thru	A (0.9)	0.27	28	A (1.1)	0.23	10
Westbound	*Thru*	A (3.0)	0.31	108	A (1.2)	0.24	17
	Right	A (0.2)	0.15	0	A (0.2)	0.12	0
Southbound	*Left*	**E (74.0)**	**0.29**	**80**	**E (65.1)**	**0.15**	**37**
	Right	C (21.5)	0.58	78	C (22.8)	0.58	60
	Intersection	A (4.3)	-	-	A (3.0)	-	-
Maple Road at Millersport Highway East (Signalized)							
Eastbound	*Left*	C (34.4)	0.48	138	A (1.8)	0.14	9
	Thru	C (23.0)	0.46	457	A (1.1)	0.20	26
Westbound	*Thru/Right*	C (24.4)	0.56	488	A (4.6)	0.31	178
Northbound	*Left*	C (32.3)	0.36	72	D (54.9)	0.21	65
	Thru/Right	**E (62.3)**	**0.36**	**#690**	C (33.2)	0.85	179
	Intersection	C (32.5)	-	-	A (9.9)	-	-
Sheridan Drive at Eggert Road (Signalized)							
Eastbound	*Left*	C (27.2)	0.29	47	C (29.8)	0.41	73
	Thru	C (21.1)	0.42	169	C (20.5)	0.45	188
	Right	A (3.9)	0.25	41	A (3.5)	0.22	34
Westbound	*Thru/Right*	C (22.5)	0.56	229	C (20.6)	0.51	210
South eastbound	*Left/Thru/Right*	D (46.5)	0.77	#191	D (40.2)	0.58	126
North westbound	*Left/Thru/Right*	D (41.9)	0.66	151	D (39.7)	0.63	141
	Intersection	C (26.9)	-	-	C (24.1)	-	-
Sheridan Drive at Alberta Drive (Signalized)							
Eastbound	*Left*	**F (86.3)**	**0.73**	**237**	**F (85.7)**	**0.77**	**269**
	Thru/Right	B (16.0)	0.24	193	C (20.6)	0.33	262
Westbound	*Left*	**F (102.4)**	**0.52**	**m126**	**F (103.4)**	**0.57**	**m142**
	Thru/Right	A (9.4)	0.40	94	B (11.4)	0.44	102
Northbound	*Left/Thru/Right*	**E (75.2)**	**0.58**	**98**	**E (76.7)**	**0.71**	**144**
Southbound	*Left*	**E (56.9)**	**0.48**	**174**	D (52.4)	0.47	165
	Thru/Right	**E (55.5)**	**0.69**	**306**	**E (56.6)**	**0.75**	**374**
	Intersection	C (28.8)	-	-	C (33.2)	-	-

Table 4 Continued: Intersection LOS Analysis of Existing Conditions

Approach		Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Sheridan Drive at Bailey Avenue (Signalized)							
Eastbound	*Left*	**F (105.8)**	**0.69**	**219**	**F (104.9)**	**0.77**	**320**
	Thru/Right	B (20.0)	0.33	128	C (21.9)	0.38	144
Westbound	*Left*	**F (123.3)**	**0.68**	**215**	**F (108.1)**	**0.73**	**172**
	Thru/Right	B (10.3)	0.43	75	C (25.6)	0.50	434
Northbound	*Left*	D (46.3)	0.43	115	D (43.9)	0.43	121
	Thru/Right	**E (71.7)**	**0.79**	**295**	**E (72.5)**	**0.79**	**286**
Southbound	*Left*	D (50.1)	0.54	138	D (51.5)	0.64	185
	Thru/Right	**E (63.5)**	**0.68**	**263**	**E (60.1)**	**0.62**	**254**
	Intersection	D (39.7)	-	-	D (45.8)	-	-
Sheridan Drive at Sweet Home Road (Signalized)							
Eastbound	*Left*	**E (76.6)**	**0.64**	**257**	**E (58.1)**	**0.60**	**268**
	Thru/Right	D (43.3)	0.33	367	C (34.5)	0.29	332
Westbound	*Left*	**F (86.2)**	**0.54**	**125**	**F (84.3)**	**0.43**	**92**
	Thru/Right	D (38.1)	0.53	413	C (33.8)	0.43	334
Northbound	*Left*	D (51.9)	0.15	52	**E (62.8)**	**0.22**	**65**
	Thru/Right	**E (79.5)**	**0.84**	**399**	**F (83.6)**	**0.76**	**274**
Southbound	*Left*	D (42.9)	0.46	113	D (49.0)	0.48	147
	Thru/Right	D (48.1)	0.65	396	D (46.0)	0.55	289
	Intersection	D (48.8)	-	-	D (42.7)	-	-
Sheridan Drive at Millersport Highway (Signalized)							
Eastbound	*Left*	**E (57.4)**	**0.72**	**#318**	D (45.4)	0.66	260
	Thru/Right	D (36.8)	0.50	234	C (26.7)	0.39	180
Westbound	*Left*	**E (58.5)**	**0.63**	**203**	D (47.9)	0.42	116
	Thru/Right	D (43.4)	0.70	272	D (37.9)	0.65	200
Northbound	*Left*	C (24.2)	0.17	43	C (22.6)	0.16	50
	Thru	D (38.8)	0.48	205	D (40.7)	0.62	190
	Right	A (7.8)	0.26	49	A (7.0)	0.27	36
Southbound	*Left*	C (24.5)	0.27	86	C (23.6)	0.29	81
	Thru	D (39.9)	0.68	354	C (33.8)	0.41	161
	Right	A (5.9)	0.45	68	A (7.0)	0.47	67
	Intersection	D (37.4)	-	-	C (31.4)	-	-

Table 4 Continued: Intersection LOS Analysis of Existing Conditions

Approach		Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Eggert Road at Alberta Drive (Signalized)							
Eastbound	*Left/Thru/Right*	A (5.0)	0.20	40	A (6.3)	0.27	39
Westbound	*Left/Thru/Right*	A (4.8)	0.21	43	A (5.8)	0.22	32
Northbound	*Left/Thru/Right*	B (13.2)	0.07	20	A (9.3)	0.07	14
Southbound	*Left/Thru/Right*	B (12.8)	0.32	49	B (11.1)	0.37	42
	Intersection	A (6.1)	-	-	A (7.0)	-	-
Eggert Road at Bailey Avenue (Signalized)							
Eastbound	*Left/Thru/Right*	B (16.6)	0.48	104	B (16.5)	0.45	87
Westbound	*Left/Thru/Right*	B (17.0)	0.53	114	B (15.7)	0.53	100
Northbound	*Left*	A (7.8)	0.22	43	A (7.1)	0.16	32
	Thru/Right	C (20.1)	0.65	213	C (20.1)	0.66	209
Southbound	*Left*	A (8.6)	0.29	46	A (8.6)	0.32	48
	Thru/Right	B (13.0)	0.32	83	B (11.5)	0.28	80
	Intersection	B (15.7)	-	-	B (15.1)	-	-
N Bailey Avenue at Romney Road (Unsignalized)							
Eastbound	*Left*	**e (49.1)**	**0.20**	**0.7**	**f (85.6)**	**0.41**	**1.6**
	Right	c (16.5)	0.40	1.9	c (24.3)	0.59	3.8
Northbound	*Left*	a (9.3)	0.15	0.5	b (10.2)	0.22	0.9
	Intersection	n/a			n/a		
N Bailey Avenue at Meyer Road (Signalized)							
Eastbound	*Left/Thru/Right*	C (25.4)	0.57	131	C (26.0)	0.52	125
Westbound	*Left/Thru*	B (19.8)	0.08	32	C (23.8)	0.06	26
	Right	A (6.5)	0.28	38	A (8.1)	0.28	41
Northbound	*Left*	A (7.0)	0.10	17	A (6.5)	0.11	15
	Thru/Right	B (11.0)	0.62	279	A (9.7)	0.60	265
Southbound	*Left*	A (9.2)	0.28	46	A (6.6)	0.17	27
	Thru/Right	B (12.4)	0.68	326	B (13.5)	0.76	399
	Intersection	B (12.7)	-	-	B (12.7)	-	-
Bowmart Parkway at Meyer Road (Unsignalized)							
Westbound	*Left*	a (7.6)	0.01	0	a (7.5)	0.00	0
Northbound	*Left*	a (9.9)	0.18	0.6	a (9.7)	0.16	0.6
	Intersection	n/a			n/a		

Approach		Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Maple Road at Corporate Parkway (Signalized)							
Eastbound	*Left*	A (2.0)	0.03	m2	A (1.1)	0.02	m1
	Thru	A (2.7)	0.35	75	A(2.6)	0.25	278
	Right	A (0.0)	0.01	m0	A (0.0)	0.00	m0
Westbound	*Left*	A (1.6)	0.02	m1	A (8.0)	0.00	m1
	Thru	A (6.1)	0.44	464	A (7.6)	0.29	330
	Right	A (0.2)	0.01	m0	A (0.0)	0.00	m0
Northbound	*Left*	**F (82.7)**	**0.41**	**87**	**E (64.5)**	**0.03**	**12**
	Left/Thru	**F (83.2)**	**0.42**	**89**	**E (65.0)**	**0.04**	**13**
Southbound	*Right*	C (21.7)	0.66	66	A(0.0)	0.01	0
	Left/Thru/Right	A (5.9)	0.036	0	A (1.0)	0.10	0
Intersection		A (8.4)	-	-	A (5.4)	-	-
Maple Road at Flint Road (Signalized)							
Eastbound	*Left*	B (14.3)	0.17	49	A (5.7)	0.12	8
	Thru	D (44.9)	0.57	410	B (10.7)	0.30	179
	Right	B (18.0)	0.70	#281	B (16.9)	0.46	147
Westbound	*Left*	**F (83.9)**	**0.63**	**#435**	B (12.3)	0.27	75
	Thru/Right	C (27.0)	0.54	324	B (17.0)	0.40	211
Northbound	*Left*	D (46.9)	0.65	168	D (44.3)	0.59	150
	Thru/Right	D (44.1)	0.22	114	D (38.1)	0.20	86
Southbound	*Left*	D (36.2)	0.32	133	D (37.4)	0.34	112
	Thru/Right	**E (76.8)**	**0.85**	**406**	**E (68.4)**	**0.79**	**275**
Intersection		D (41.4)	-	-	C (23.9)	-	-

The majority of intersections are operating overall at acceptable levels of service (D or better). The only intersection currently experiencing an overall LOS of E or F is Niagara Falls Boulevard at Sheridan Drive. This is a high-volume intersection of US Route 62 and NY State Route 324. The movements experiencing a LOS E or F at this intersection include eastbound left and through/right, westbound left and through, and southbound left.

There are many intersections with movements experiencing a LOS E or F. The majority of these movements are left turn lanes. Lower levels of service are common on exclusive turn lanes as most of the green time at signals is given to the major through movements to move large volumes of traffic, creating delay on the lower demand movements. Movements experiencing a LOS E or F are listed below. See **Appendix A, Figures 4 and 5** for intersection level of service maps for the Weekday PM and Saturday Midday peaks respectively.

Movements:

- Niagara Falls Boulevard at I-290 Westbound Ramps westbound left, through, and right.
- Niagara Falls Boulevard at I-290 Eastbound Ramps westbound right.
- Niagara Falls Boulevard at Ridge Lea Road eastbound left, westbound left, northbound left, southbound left.
- Niagara Falls Boulevard at Consumer Plaza Drive eastbound left/through, westbound left/through, northbound left and through.
- Niagara Falls Boulevard at Romney Road eastbound left/through, westbound left and through/right, northbound left, southbound left.
- Niagara Falls Boulevard at Meyer Road eastbound left/through/right and westbound left/through/right.
- Niagara Falls Boulevard at Maple Road and Brighton Road eastbound left and through/right, westbound left and through, northbound left, southbound left.
- Niagara Falls Boulevard at Boulevard Mall eastbound left, westbound left/through, northbound left, southbound left
- Niagara Falls Boulevard at Treadwell Road eastbound left/through, northbound left, and southbound left
- Niagara Falls Boulevard at Sheridan Drive eastbound left and through/right, westbound left and through, and southbound left.
- Niagara Falls Boulevard at Eggert Road eastbound through, westbound left and through/right, northbound left, and southbound left.
- Maple Road at N Bailey Avenue southbound left.
- Maple Road at Home Sweet Road eastbound left, northbound through, and southbound through.
- Maple Road at Millersport Highway West southbound left.
- Maple Road at Millersport Highway East northbound through/right.
- Sheridan Drive at Alberta Drive eastbound left, westbound left, northbound left/through/right, and southbound left and through/right.
- Sheridan Drive at Bailey Avenue eastbound left, westbound left, northbound through/right, and southbound through/right.
- Sheridan Drive at Sweet Home Road eastbound left, westbound left, and northbound left and through/right.
- Sheridan Drive at Millersport Highway eastbound left and westbound left.
- North Bailey at Romney Road eastbound left.
- Maple Road at Corporate Parkway northbound left and northbound left/through.
- Maple Road at Flint Road westbound left and southbound through/right.

Crash Analysis

A crash analysis was completed for the study area intersections and road segments. There was a total of 1,032 crashes within the study area over a three-year period from May 2021 through May 2024. The most common type of crash within the study area was rear end, with a total of 423 out of 1,032 crashes (40%). Then next most common types were left turn and overtaking with a combined total of 180 crashes (30%). Detailed crash analyses are provided in Appendix B. There were 15 crashes with a pedestrian and 8 crashes with a bicyclist. All of the pedestrian and bicyclist crashes resulted in an injury. There were no fatalities.

A total of 592 crashes occurred at the study intersections and 440 crashes occurred along roadway segments. Table 5 and Table 6 are a summary of the predominant crash types and severity at each intersection. Crash maps within the study area are provided in Appendix B. See Figure 6 for a crash heat map.

Intersections that had a more concentrated number of crashes over the analysis period included the following:

- Maple Road at Sweet Home Road (58 crashes)
- Sheridan Drive at Millersport Highway (50 crashes)
- Niagara Falls Boulevard at Ridge Lea Road (49 crashes)
- Maple Road at North Bailey Avenue (45 crashes)
- Niagara Falls Boulevard at Maple Road and Brighton Road (44 crashes)
- Sheridan Drive at Bailey Avenue (37 crashes)
- Sheridan Drive at Sweet Home Road (33 crashes)
- Niagara Falls Boulevard at Romney Road (30 crashes)
- Niagara Falls Boulevard at Sheridan Drive (30 crashes)
- Sheridan Drive at Alberta Drive (23 crashes)
- Maple Road at Alberta Drive (17 crashes)

Two intersections in particular had a significantly high number of crashes (>50 crash), Maple Road at Sweet Home Road and Sheridan Drive at Millersport Highway. The majority of the crashes were rear ends with a listed cause of following too closely and driver inattention. Congestion increases the chances of rear ends with unexpected stops and increased driver frustration. The second typical crash for Maple Road at Sweet Home Road was left turn. These can be caused by disregarding traffic signals, driver inattention /distraction or failing to yield the right of way, which is noted in the crash reports as the primary cause. The signal operates on permissive and protective left turns for all approaches. Crash diagrams can be found in Appendix B.

Figure 6: Crash Heat Map

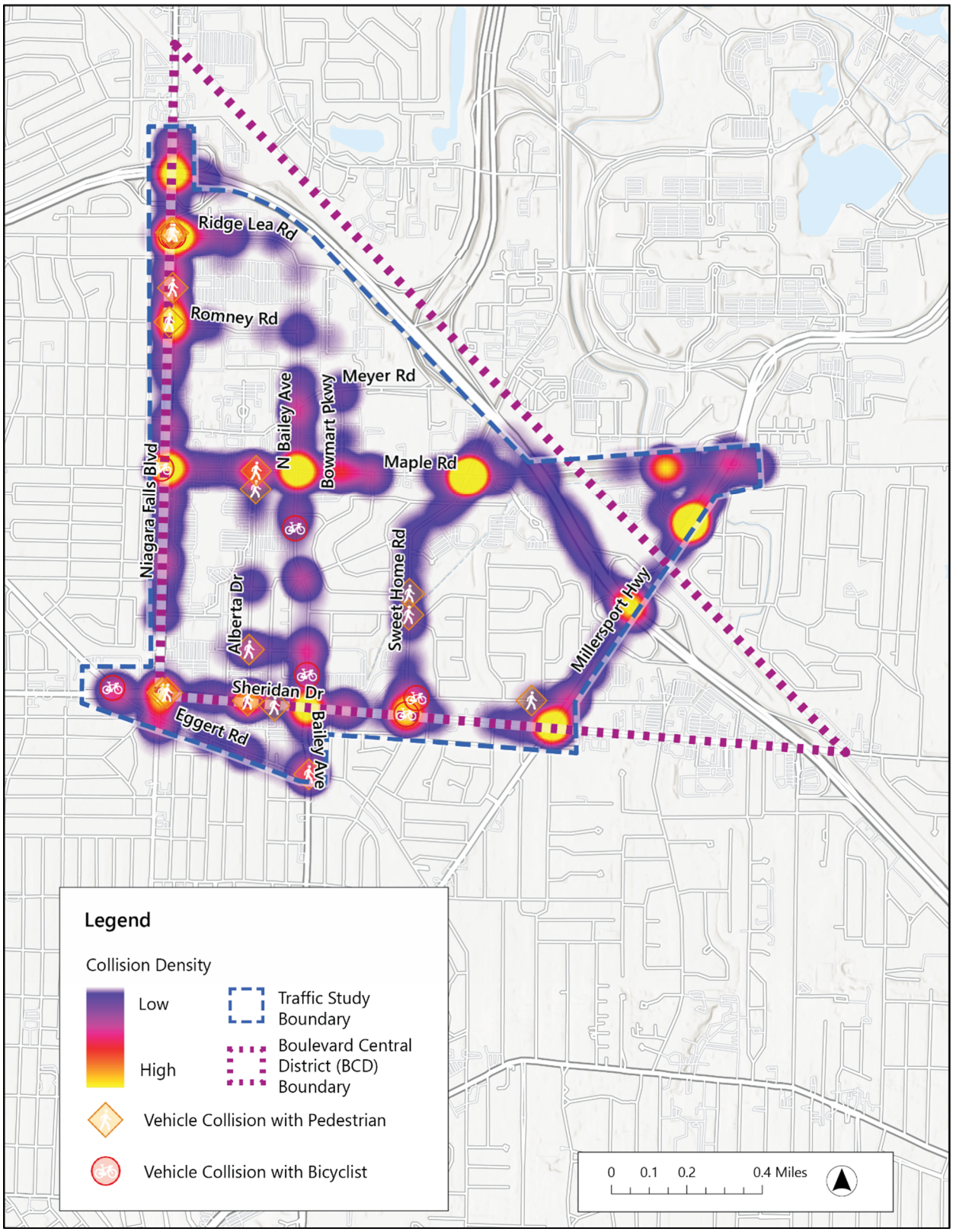


Table 5: Intersection Crash Types

Intersection Name	Less Severe					Severe					Total Crashes
	Rear End	Overtaking	Sideswipe	Right Turn	Total	Right Angle	Left Turn	Head On	Pedestrian Bicyclist	Total	
Maple Rd at Sweet Home Road	31	4	7	2	44	1	13	0	0	14	58
Sheridan Dr at Millersport Hwy	27	10	4	4	45	2	3	0	0	5	50
Niagara Falls Blvd at Ridge Lea Road	16	12	4	3	35	1	9	0	4	14	49
Maple Rd at North Bailey Ave	21	5	2	2	30	2	12	1	0	15	45
Niagara Falls Blvd at Maple Rd & Brighton Rd	26	6	3	0	35	2	6	0	1	9	44
Sheridan Dr at Bailey Ave	15	7	4	0	26	8	3	0	0	11	37
Sheridan Dr at Sweet Home Rd	12	3	0	3	18	7	6	1	1	15	33
Niagara Falls Blvd at Romney Rd	16	4	1	3	24	1	3	1	1	6	30
Niagara Falls Blvd at Sheridan Dr	14	4	1	3	22	1	5	0	2	8	30
Sheridan Dr at Alberta Dr	10	4	0	1	15	6	1	0	1	8	23
Maple Rd at Alberta Dr	8	1	0	0	9	3	4	0	1	8	17
Niagara Falls Blvd at Eggert Rd	9	3	1	0	13	3	0	0	0	3	16
North Bailey Ave at Meyer Rd	6	1	2	1	10	3	3	0	0	6	16
Eggert Rd at Bailey Ave	3	2	2	2	9	2	3	0	1	6	15
Maple Rd at Bowmart Pkwy	4	4	0	1	9	2	3	0	0	5	14
Sheridan Dr at Eggert Rd	3	5	1	0	9	1	2	0	1	4	13
Niagara Falls Blvd at Consumer Square	7	2	0	0	9	1	2	0	0	3	12
Maple Rd at Hillcrest Dr	3	3	2	0	8	1	3	0	0	4	12
Niagara Falls Blvd at WB I-290 Ramps	5	1	0	2	8	1	1	1	0	3	11
Niagara Falls Blvd at Meyer Rd	2	2	0	2	6	0	5	0	0	5	11
Bailey Ave at Emerson Dr	2	0	1	0	3	8	0	0	0	8	11
Niagara Falls Blvd at Tredwell Rd	8	0	0	0	8	2	0	0	0	2	10
Niagara Falls Blvd at EB I-290 Ramps	6	0	0	0	6	0	0	0	0	0	6
Niagara Falls Blvd at Boulevard Mall Driveway	5	0	0	0	5	0	0	0	0	0	5
Maple Rd at Millersport Hwy Ramps NB	4	0	0	1	5	0	0	0	0	0	5
Eggert Rd at Alberta Dr	2	1	0	0	3	1	1	0	0	2	5
North Bailey Ave at Alberta Dr	1	0	0	0	1	0	4	0	0	4	5
Bowmart Pkwy at Meyer Rd	2	1	0	0	3	0	2	0	0	2	5
Maple Rd at Millersport Hwy Ramps SB	2	1	0	1	4	0	0	0	0	0	4
Total	270	86	35	31	422	59	94	4	13	169	592

Table 6: Intersection Crash Severity

Intersection Name	Property Damage	Injury	Fatal	Total Crashes
Niagara Falls Blvd at WB I-290 Ramps	7	4	0	11
Niagara Falls Blvd at EB I-290 Ramps	3	3	0	6
Niagara Falls Blvd at Ridge Lea Road	31	18	0	49
Niagara Falls Blvd at Consumer Square	8	4	0	12
Niagara Falls Blvd at Romney Rd	24	6	0	30
Niagara Falls Blvd at Meyer Rd	7	4	0	11
Niagara Falls Blvd at Maple Rd & Brighton Rd	29	15	0	44
Niagara Falls Blvd at Boulevard Mall Driveway	2	3	0	5
Niagara Falls Blvd at Tredwell Rd	5	5	0	10
Niagara Falls Blvd at Sheridan Dr	19	11	0	30
Niagara Falls Blvd at Eggert Rd	11	5	0	16
Maple Rd at Alberta Dr	12	5	0	17
Maple Rd at North Bailey Ave	36	9	0	45
Maple Rd at Bowmart Pkwy	8	6	0	14
Maple Rd at Hillcrest Dr	7	5	0	12
Maple Rd at Sweet Home Road	32	26	0	58
Maple Rd at Millersport Hwy Ramps SB	3	1	0	4
Maple Rd at Millersport Hwy Ramps NB	3	2	0	5
Sheridan Dr at Eggert Rd	6	7	0	13
Sheridan Dr at Alberta Dr	11	12	0	23
Sheridan Dr at Bailey Ave	26	11	0	37
Sheridan Dr at Sweet Home Rd	18	15	0	33
Sheridan Dr at Millersport Hwy	38	12	0	50
Eggert Rd at Alberta Dr	3	2	0	5
Eggert Rd at Bailey Ave	10	5	0	15
North Bailey Ave at Alberta Dr	5	0	0	5
North Bailey Ave at Meyer Rd	12	4	0	16
Bailey Ave at Emerson Dr	8	3	0	11
Bowmart Pkwy at Meyer Rd	5	0	0	5
Total	389	203	0	592

Technical Memo 2 – Summary of Planned Conditions

Traffic Impact Study: Town of Amherst Boulevard Central District

Background

This technical memo is a summary of planned conditions due to a change in the Town's land use plan, for the transportation network within the Town of Amherst Boulevard Central District (BCD). This planned condition analysis builds off the existing conditions report model and analysis results that were presented in Technical Memo 1. The planned conditions analysis considers the anticipated growth within the transportation network based on the Town's planned land use projections for the area. This technical memorandum presents the results of the planned conditions analysis for the GEIS update.

Planned Land Use and Growth

A land use program was developed for the Amherst Boulevard Central District and provided by the Town of Amherst. To determine the impacts of the planned land use program on the transportation network, planned land uses were correlated to Traffic Analysis Zones (TAZ). Each TAZ had a projected increase in population, retail employment, and office employment based on the potential development corresponding to land uses. Expected population and employee growth were based on the number of planned residential units and the square footage of retail and office facilities. The Greater Buffalo Niagara Regional Transportation Council (GBNRTC) was engaged to determine the origin and destination of travel within the study area using their regional transportation model. The regional model has known background development and growth programmed into it. The Town of Amherst planned land use projections were added to the regional model according to the anticipated type of development growth within each TAZ, and the model determined increases and decreases on major routes/street segments within the transportation system in the study area. The regional model which was altered to include changes in the projected land use in the BCD area is referred to as the Projected Growth Development Model.

The regional model analyzed the AM and PM three-hour peak periods for street segments. The regional model only has the PM peak, the future land use program induced the most significant impacts to the PM and Saturday peaks. To account for increases and decreases on each segment during the Saturday peak hour, the PM regional model scenario was used, as it is expected to have similar origin and destination patterns to the PM peak. Figure 1 in Appendix A is a map showing the percentage change in traffic volumes between the base model and the model with the Amherst BCD forecast volumes during the PM peak period. Streets with a high percentage increase in volumes were Alberta Drive, Niagara Falls Boulevard, Maple Road, North Bailey Avenue, and Sheridan Drive. To complete the analysis segment growth was translated to intersection turning movement volumes to determine impacts to intersections.

To determine vehicle routes, the percentage increases and decreases of street segments by comparing the base regional model to the Projected Growth Model were applied to the planned condition Synchro model. The turning movements were determined by using the ratios of the Projected Growth Development Model and applying those to the planned condition Synchro model. To check the road segment and turning

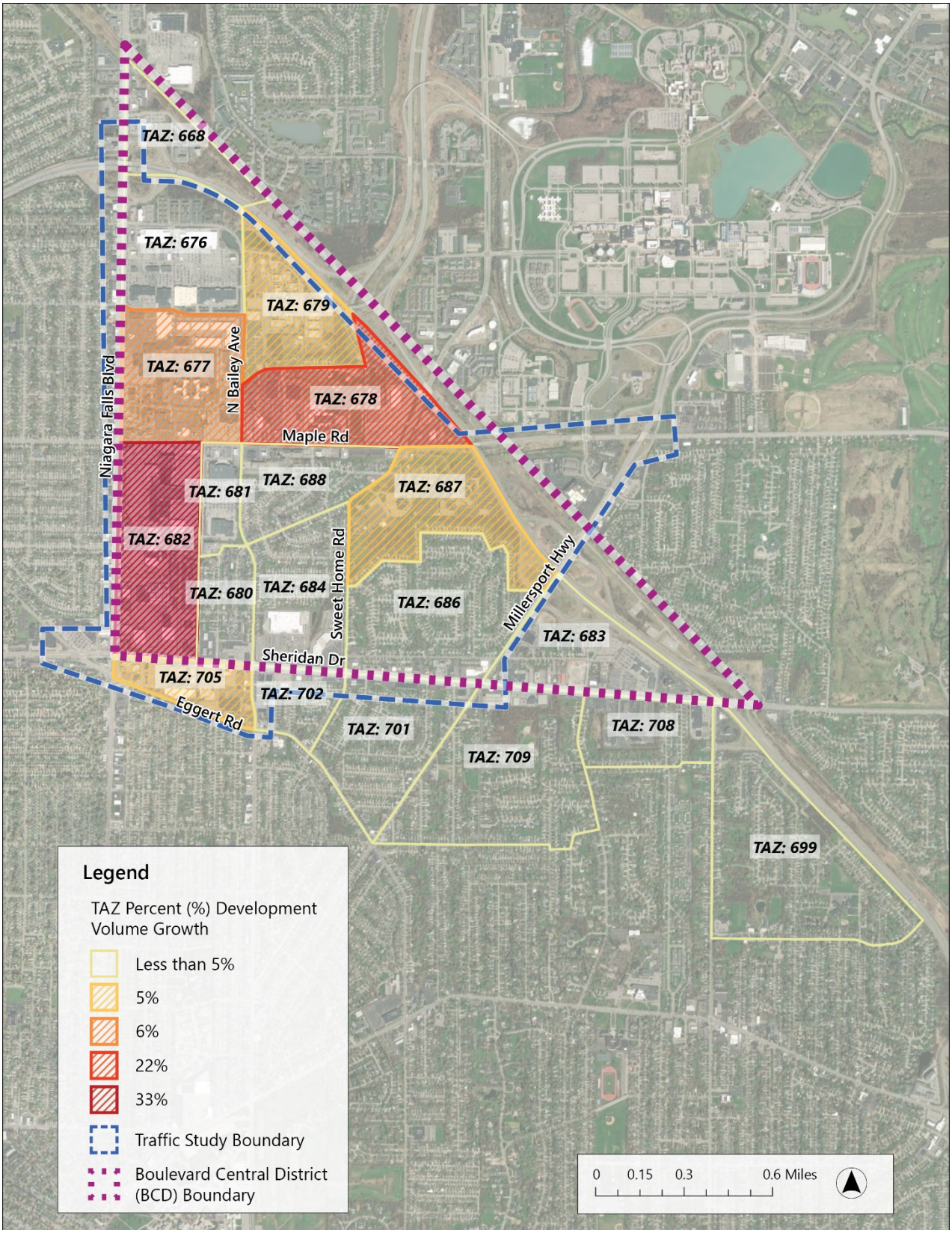
movement changes for the planned condition, a percentage of growth in each TAZ was calculated and compared to the expected overall growth of the Amherst Boulevard Central District. A summary of the projections and growth percentages are given in Table 1, any TAZ with 5% or greater of the total area growth was considered a significant increase in future volumes and was included as one a major growth TAZ. The six identified TAZs with 5% or greater of the total area growth were used to project trip distribution to and from the study area, see Figure 2 for a map of the TAZs.

Table 1: Amherst Boulevard Central District TAZ Growth Projections

TAZ	Amherst BCD Projections (2026)			Amherst BCD Projections to Pop & Emp				
	Total Units	Retail SF	Office SF	Population	Retail Emp*	Office Emp*	Total Pop & Emp Growth	Percentage of Growth
668	0	0	0	0	0	0	0	0%
676	78	82,062	0	108	234	0	343	2%
677	494	109,678	0	756	313	0	1069	**6%**
678	1,140	299,265	99,755	2394	855	570	3819	**22%**
679	0	310,159	0	0	886	0	886	**5%**
680	43	28,622	0	74	82	0	155	1%
681	50	65,350	0	115	187	0	301	2%
682	1,551	831,015	158,013	2389	2374	903	5666	**33%**
683	269	51,799	0	422	148	0	570	3%
684	50	13,875	0	125	40	0	165	1%
686	115	69,845	0	265	200	0	464	3%
687	385	0	0	905	0	0	905	**5%**
688	118	147,657	0	283	422	0	705	4%
699	20	7,000	0	45	20	0	65	0%
701	0	0	0	0	0	0	0	0%
702	200	52,500	17,500	384	150	100	634	4%
705	320	84,000	28,000	602	240	160	1002	**6%**
708	90	31,394	0	189	90	0	279	2%
709	0	74,456	0	0	213	0	213	1%

* Town of Amherst Economic Study (2016)
350 sq ft per retail employee
175 sq ft per office employee

Figure 2: TAZ Growth Changes



Planned Condition Model

The Planned Condition for traffic volumes is the future redevelopment scenario. Since growth is expected to be stagnant outside of the land use and zoning changes, the future redevelopment scenario is not tied to a specific horizon year and is therefore referred to as the planned condition. Traffic volumes for the Planned Condition were estimated using data outputs of GBNRTC's regional Travel Demand Model (TDM). Without considering the Planned Condition, the Town of Amherst is projected to maintain a general status quo condition, i.e. negligible changes to traffic and growth. The following are descriptions for each of the models used and considered to determine forecasted traffic volumes in the Study Area:

- GBNRTC Base Travel Demand Model: GBNRTC's base model is a 2020 calibrated model for this study area consisting of 18 Traffic Analysis Zones (TAZs). This includes the base highway network of streets within the federal aid highway system.

- GBNRTC Forecasted Travel Demand Model: GBNRTC's forecasted model is a 2050 model that includes all known development and projects with a planning year of 2050. This model includes the NFTA light rail extension through the Town of Amherst to the UB Campus. This model was not used as a part of this project because it provided more conservative traffic volumes compared to the existing base model, partly in due to the light rail extension expected to decrease the dependency on single occupancy vehicles in the area.

- GBNRTC Projected Growth Development Model: This model was created by GBNRTC using the GBNRTC base travel demand model and adjusting existing land use and zoning to incorporate future land use changes for new population, retail employment, and office employment.

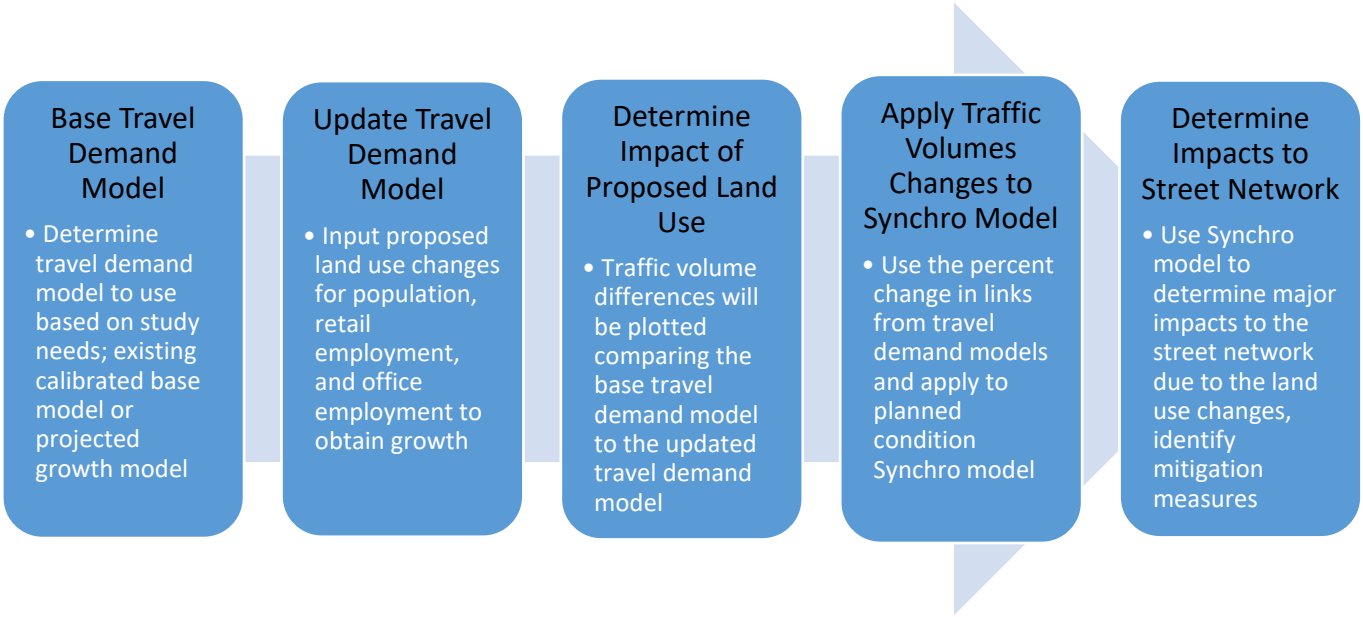
- Existing Condition Model: Synchro 12 model encompassing major intersections and road segments within the study area. This model is populated with existing traffic count data, geometry, signal timings, and phasings that were requested by signal owners and field verified. This model is used to determine the existing capacity, delay, and queueing at intersections.

- Planned Condition Model: Synchro 12 model encompassing major intersections and road segments within the study area. This model is populated with projected traffic volumes from the GBNRTC Project Growth Development Model with existing geometry, signal timings, and phasings.

- Planned Condition Model with Mitigation: Synchro 12 model encompassing major intersections and road segments within the study area. This model is populated with projected traffic volumes from the GBNRTC Project Growth Development Model and identified mitigation including updated signal timings and coordination, geometry, and other mitigation techniques.

The base travel demand model and the projected growth development model were compared to obtain the percent difference for peak hour periods. The percent difference was applied to existing traffic counts to obtain traffic data for the Planned Condition (see Chart 1).

Chart 1: Traffic Volume Development



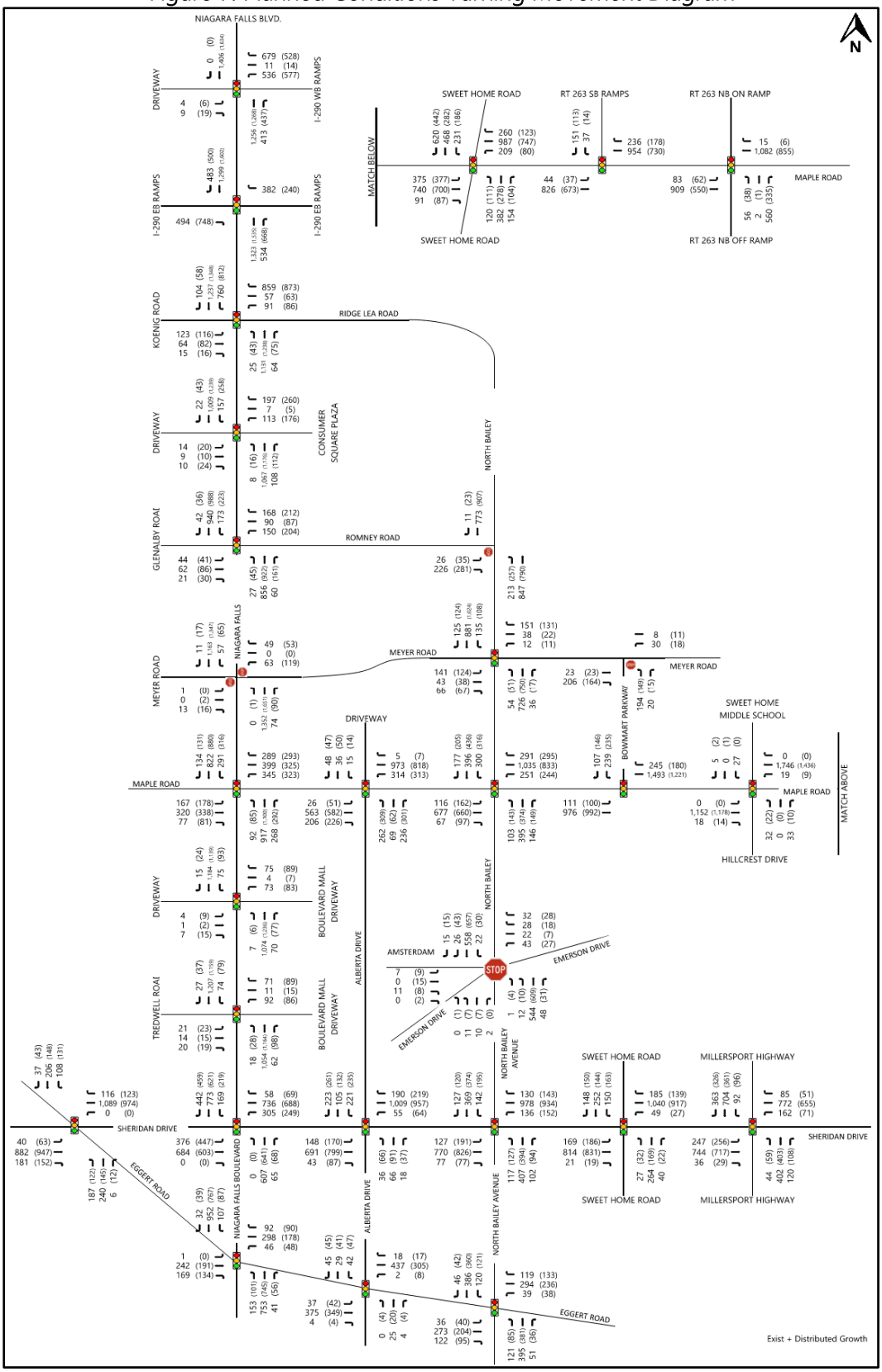
Trip Distribution

Trip distribution assumptions were based on the TAZ growth and the roadway segment percent changes provided by the regional model. Road segment changes were applied to the planned condition Synchro model based on the changes from the regional model. Turning movement ratios were also applied to the planned condition model. For verification of trip distribution, the main access points of entering and exiting the study area were identified. Main access points to the study area include the following intersections:

- Niagara Falls Boulevard at Ridge Lea Road/Koeing Road
- Niagara Falls Boulevard at Maple Road
- Niagara Falls Boulevard at Sheridan Drive
- Maple Road at Millersport Highway
- Sheridan Drive at Millersport Highway
- Eggert Road at Bailey Avenue

From these major access points into and out of the study area, traffic was distributed based on level of segment increases in traffic that were reported from the regional model, as well as the increases in each TAZ based on growth from new development. Projected turning movement volumes were not balanced between intersections because driveway locations for developments will not be determined until site plan review for each impending development. Therefore, turning movement volumes distributed to a street segment may have been dissolved or generated within a segment based on the assumption they entered or exited to an existing or future driveway within that street segment. Appendix A Figure 3 shows the existing turning movement volumes collected in 2023. Figure 4 in Appendix A displays the segment growth calculated from existing volumes and the growth rates provided by GBNRTC. In Appendix A Figure 5 shows the turning movement distribution percentages at each intersection and Figure 6 shows the turning movement distribution volumes. Figure 7 shows the overall planned conditions for the intersection analysis.

Figure 7: Planned Conditions Turning Movement Diagram



Capacity Analysis Methodology

Intersections

The study intersections were analyzed using SYNCHRO 12[1], which is a computer program that implements the methods presented in the 7th Edition Highway Capacity Manual[2]. SYNCHRO determines the Level of Service (LOS), which is measured in terms of time Delay (seconds).

> Delay is a quantitative measure stated in terms of the control delay per vehicle for a 15-minute analysis period expressed in time (seconds). It is a qualitative measure of driver discomfort, frustration, fuel consumption and lost travel time.
> Level of Service criteria are stated in terms of the control delay (stated above) per vehicle and ranges from "A" to "F". Level of Service A is representative of a movement that is free flowing with minimal delay, while LOS F generally represents long delays. LOS D is generally considered acceptable in urban environments.

The ranges of delay for each level of service, as contained in the 7th Edition Highway Capacity Manual, are shown in Table 2.

Table 2: Intersection Level of Service Criteria

Level of Service (LOS)	Unsignalized Intersections	Signalized Intersections	
	Delay (sec)	Delay (sec)	v/c ratio*
A	0-10	0-10	<1.0
B	> 10-15	> 10-20	<1.0
C	> 15-25	> 20-35	<1.0
D	> 25-35	> 35-55	<1.0
E	> 35-50	> 55-80	<1.0
F	over 50	over 80	≥1.0

* If the volume to capacity ratio is 1.0 or greater, the LOS is F

The projected growth volumes distributed through the transportation network based on the Town's projected growth were added to the existing traffic volumes to complete an intersection capacity analysis. The results of the planned land use capacity analysis are compared to existing conditions and displayed in Table 3.

[1] Synchro Studio 12, Traffic Signal Optimization and Simulation Modeling Software, Version 12, Trafficware Corporation, Albany, California, 2023.
[2] Highway Capacity Manual, Transportation Research Board, National Research Council, Washington D.C., 2022.

Table 3: Intersection LOS Analysis of Existing vs. Planned Land Use Conditions

Approach		Existing Condition						Planned Condition					
		Weekday PM			Saturday Midday			Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue	LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Niagara Falls Boulevard at I-290 Westbound Ramps (Signalized)													
Eastbound	*Left*	D (41.2)	0.04	14	D (43.2)	0.06	18	D (40.8)	0.04	14	D (42.1)	0.05	18
	Right	A (0.1)	0.02	0	A (7.5)	0.04	16	A (0.1)	0.02	0	A (7.4)	0.04	16
Westbound	*Left*	**E (72.1)**	**0.82**	**594**	**E (72.0)**	**0.80**	**541**	**E (71.9)**	**0.83**	**625**	**E (71.4)**	**0.81**	**576**
	Thru	**E (63.7)**	**0.82**	**550**	**E (69.1)**	**0.82**	**535**	**E (66.5)**	**0.84**	**595**	**E (70.1)**	**0.83**	**575**
	Right	**E (61.4)**	**0.80**	**511**	**E (59.1)**	**0.76**	**447**	**E (63.5)**	**0.82**	**547**	**E (60.9)**	**0.77**	**485**
Northbound	*Thru*	B (17.5)	0.39	340	C (21.2)	0.39	363	B (19.3)	0.42	354	C (23.0)	0.41	389
	Right	A (3.0)	0.36	51	A (5.3)	0.37	99	A (3.3)	0.38	59	A (5.5)	0.39	102
Southbound	*Thru/Right*	B (19.6)	0.45	402	B (19.7)	0.52	500	C (20.6)	0.47	412	C (21.0)	0.53	514
	Intersection	C (30.4)	-	-	C (30.4)	-	-	C (31.7)	-	-	C (31.7)	-	-
Niagara Falls Boulevard at I-290 Eastbound Ramps (Signalized)													
Eastbound	*Right*	**E (66.3)**	**0.79**	**292**	D (49.0)	0.65	428	**E (68.2)**	**0.81**	**352**	**E (56.9)**	**0.76**	**534**
Westbound	*Right*	A (0.4)	0.26	0	A (0.2)	0.15	0	A (0.4)	0.26	0	A (0.1)	0.15	0
Northbound	*Thru/Right*	A (0.1)	0.25	0	A (0.8)	0.41	0	A (0.1)	0.25	0	A (0.3)	0.46	0
Southbound	*Thru*	A (7.5)	0.34	154	C (27.9)	0.53	573	B (10.3)	0.38	243	C (28.9)	0.56	627
	Right	A (1.5)	0.39	13	A (7.1)	0.48	61	A (2.3)	0.41	29	A (7.8)	0.57	137
	Intersection	B (10.3)	-	-	B (16.2)	-	-	B (12.6)	-	-	B (17.7)	-	-

*lowercase letters signify the HCM 6th edition Stop Control methodology was used

a: level-of-service

b: delay is measured in seconds

c: volume to capacity ratio

d: 95th queue length, measured in feet (queue length of stop controlled intersections measured in number of vehicles

m footnote on queue indicates that volume is metered by an upstream signal

footnote on queue indicated that the volume modeled exceeds capacity

Table 3 Continued: Intersection LOS Analysis of Existing vs. Planned Land Use Conditions

Approach		Existing Condition						Planned Condition					
		Weekday PM			Saturday Midday			Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue	LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Niagara Falls Boulevard at Ridge Lea Road (Signalized)													
Eastbound	*Left*	**E (66.4)**	**0.50**	**187**	**E (56.7)**	**0.39**	**178**	**E (62.0)**	**0.51**	**186**	**E (58.9)**	**0.46**	**178**
	Thru/Right	D (53.8)	0.21	120	D (50.4)	0.21	147	D (49.4)	0.18	119	D (50.4)	0.20	147
Westbound	*Left/Thru*	**F (107.2)**	**0.71**	**170**	**E (73.0)**	**0.35**	**167**	**F (120.2)**	**0.89**	**#325**	**F (87.8)**	**0.68**	**#304**
	Right	D (38.3)	0.67	351	C (22.1)	0.50	319	D (35.5)	0.68	456	C (26.8)	0.60	443
Northbound	*Left*	**F (96.0)**	**0.35**	**m59**	**F (105.0)**	**0.49**	**m103**	**F (99.4)**	**0.35**	**m53**	**F (103.9)**	**0.48**	**m93**
	Thru/Right	B (12.4)	0.47	85	C (28.6)	0.79	113	B (12.8)	0.65	88	C (30.5)	0.90	128
Southbound	*Left*	**F (83.6)**	**0.83**	**371**	**E (78.1)**	**0.61**	**463**	**E (72.0)**	**0.86**	**468**	**F (87.9)**	**0.75**	**575**
	Thru/Right	A (9.1)	0.36	204	B (12.1)	0.43	227	B (11.6)	0.43	247	B (11.9)	0.49	253
Intersection		C (32.6)	-	-	C (33.3)	-	-	C (32.7)	-	-	D (37.6)	-	-
Niagara Falls Boulevard at Consumer Plaza (Signalized)													
Eastbound	*Left/Thru*	**E (67.7)**	**0.22**	**60**	**F (174.1)**	**0.82**	**#103**	**E (67.7)**	**0.22**	**60**	**F (174.1)**	**0.81**	**#103**
	Right	A (0.1)	0.03	0	A (0.8)	0.10	0	A (0.1)	0.03	0	A (0.7)	0.09	0
Westbound	*Left/Thru*	**E (67.1)**	**0.44**	**207**	**F (96.9)**	**0.82**	**296**	**E (67.1)**	**0.44**	**207**	**F (96.9)**	**0.81**	**296**
	Right	A (9.0)	0.42	75	A (9.8)	0.54	82	A (9.0)	0.42	75	A (9.8)	0.54	82
Northbound	*Left*	**F (93.2)**	**0.20**	**m40**	**F (124.6)**	**0.32**	**m70**	**F (111.4)**	**0.20**	**m0**	**F (122.3)**	**0.32**	**m68**
	Thru	**E (56.9)**	**0.56**	**480**	D (44.9)	0.53	516	**E (55.9)**	**0.64**	**547**	D (41.0)	0.61	590
	Right	B (11.7)	0.18	m107	A (9.6)	0.17	24	B (9.1)	0.18	m76	A (5.2)	0.17	m13
Southbound	*Left*	**F (94.3)**	**0.81**	**250**	**F (83.4)**	**0.72**	**#491**	**F (95.8)**	**0.81**	**m253**	**F (80.8)**	**0.72**	**#477**
	Thru/Right	B (16.7)	0.40	313	A (7.4)	0.39	258	B (16.7)	0.46	350	A (8.3)	0.45	324
Intersection		D (39.4)	-	-	C (34.8)	-	-	D (38.8)	-	-	C (32.5)	-	-

Table 3 Continued: Intersection LOS Analysis of Existing vs. Planned Land Use Conditions

Approach		Existing Condition						Planned Condition					
		Weekday PM			Saturday Midday			Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue	LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Niagara Falls Boulevard at Romney Road (Signalized)													
Eastbound	*Left/Thru*	**F (345.3)**	**1.54**	**#288**	**F (158.2)**	**1.04**	**#265**	**F (372.5)**	**1.60**	**#291**	**F (130.7)**	**0.94**	**#249**
	Right	A (0.5)	0.08	0	A (0.8)	0.09	4	A (0.5)	0.07	0	A (0.7)	0.08	3
Westbound	*Left*	**F (110.8)**	**0.84**	**234**	**F (117.4)**	**0.94**	**304**	**F (109.5)**	**0.86**	**m254**	**F (109.4)**	**0.92**	**m336**
	Thru/Right	**F (84.4)**	**0.85**	**320**	**E (65.5)**	**0.77**	**333**	**F (82.3)**	**0.86**	**m340**	**E (62.2)**	**0.77**	**363**
Northbound	*Left*	**F (81.6)**	**0.38**	**76**	**F (84.2)**	**0.53**	**115**	**E (78.1)**	**0.38**	**m73**	**F (81.2)**	**0.53**	**116**
	Thru	C (25.9)	0.24	312	D (39.5)	0.30	394	D (36.1)	0.28	394	D (51.2)	0.36	462
	Right	B (13.6)	0.05	46	C (23.3)	0.17	150	C (21.1)	0.06	67	C (31.7)	0.19	172
Southbound	*Left*	**F (118.5)**	**0.77**	**264**	**F (108.2)**	**0.82**	**352**	**F (117.6)**	**0.79**	**294**	**F (112.7)**	**0.83**	**391**
	Thru/Right	A (2.5)	0.25	26	A (6.8)	0.28	124	A (2.6)	0.28	36	A (8.5)	0.33	140
Intersection		D (49.7)	-	-	D (46.5)	-	-	D (51.0)	-	-	D (48.7)	-	-
Niagara Falls Boulevard at Meyer Road (Unsignalized)													
Eastbound	*Left/Thru/Right*	c (17.6)	0.05	0.1	**f (83.7)**	**0.29**	**1**	c (21.5)	0.06	0.2	**f (147.7)**	**0.78**	**1.5**
Westbound	*Left/Thru/Right*	d (31.9)	0.24	0.9	**f (119.0)**	**0.78**	**4.1**	**f (609.8)**	**1.97**	**11**	**f (3958.5)**	**23.0**	**22.4**
Northbound	*Left*	b (11.6)	0.00	0	c (15.3)	0.0	0	b (12.3)	0.00	0	c (16.5)	0.003	0
Southbound	*Left*	c (18.0)	0.20	0.8	d (27.2)	0.36	1.6	d (25.5)	0.35	1.5	**f (50.8)**	**0.62**	**3.5**
Intersection		n/a			n/a			n/a			n/a		

Table 3 Continued: Intersection LOS Analysis of Existing vs. Planned Land Use Conditions

Approach		Existing Condition						Planned Condition					
		Weekday PM			Saturday Midday			Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue	LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Niagara Falls Boulevard at Maple Road and Brighton Road (Signalized)													
Eastbound	*Left*	**E (55.8)**	**0.55**	**186**	D (54.4)	0.54	197	D (53.1)	0.59	209	D (51.0)	0.56	222
	Thru/Right	**F (89.2)**	**0.79**	**245**	**F (88.8)**	**0.80**	**260**	**F (86.6)**	**0.83**	**296**	**F (86.3)**	**0.83**	**314**
Westbound	*Left*	**F (79.3)**	**0.88**	**#384**	**E (75.3)**	**0.86**	**#357**	**F (119.2)**	**1.08**	**#593**	**F (107.6)**	**1.03**	**#545**
	Thru	**E (74.1)**	**0.63**	**287**	**E (70.8)**	**0.52**	**236**	**E (70.0)**	**0.59**	**295**	**E (66.7)**	**0.48**	**241**
	Right	B (10.5)	0.52	86	B (10.6)	0.54	88	B (10.5)	0.55	99	B (13.0)	0.57	122
Northbound	*Left*	**F (102.0)**	**0.61**	**146**	**F (101.4)**	**0.58**	**130**	**F (97.0)**	**0.66**	**195**	**F (98.0)**	**0.66**	**189**
	Thru	C (31.3)	0.35	298	C (34.5)	0.44	385	D (37.3)	0.43	361	D (41.6)	0.53	468
	Right	A (4.1)	0.26	57	A (4.2)	0.29	60	A (4.6)	0.33	64	A (6.8)	0.36	98
Southbound	*Left*	**F (101.9)**	**0.74**	**208**	**F (93.9)**	**0.76**	**198**	**F (105.4)**	**0.77**	**243**	**F (97.4)**	**0.79**	**227**
	Thru/Right	B (17.5)	0.34	167	C (21.7)	0.37	224	C (20.7)	0.43	185	C (27.0)	0.46	256
	Intersection	D (45.5)	-	-	D (45.8)	-	-	D (51.2)	-	-	D (50.8)	-	-
Niagara Falls Boulevard at Boulevard Mall Driveway													
Eastbound	*Left*	**E (63.2)**	**0.05**	**17**	**E (63.8)**	**0.11**	**27**	**E (55.2)**	**0.03**	**5**	D (53.3)	0.06	25
	Thru/Right	D (37.5)	0.09	19	C (31.0)	0.16	27	C (32.0)	0.05	18	C (24.8)	0.09	25
Westbound	*Left/Thru*	**E (79.2)**	**0.39**	**59**	**F (80.2)**	**0.46**	**72**	**F (84.4)**	**0.66**	**127**	**F (84.0)**	**0.68**	**139**
	Right	A (2.5)	0.18	0	A (3.8)	0.22	3	B (16.0)	**0.37**	**50**	B (14.8)	0.38	52
Northbound	*Left*	**D (48.1)**	**0.06**	**27**	**E (58.4)**	**0.11**	**m21**	**E (58.0)**	**0.06**	**m25**	**E (58.0)**	**0.06**	**21**
	Thru/Right	A (5.0)	0.26	113	A (5.3)	0.29	113	A (6.9)	0.35	102	B (11.8)	0.40	277
Southbound	*Left*	**E (74.9)**	**0.39**	**71**	**E (77.8)**	**0.51**	**99**	**E (79.4)**	**0.63**	141	**E (79.5)**	**0.67**	**160**
	Thru/Right	A (4.0)	0.26	186	A (2.8)	0.24	123	A (6.3)	0.32	256	A (6.2)	0.30	232
	Intersection	A (6.7)	-	-	A (7.6)	-	-	B (11.9)	-	-	B (14.9)	-	-

Table 3 Continued: Intersection LOS Analysis of Existing vs. Planned Land Use Conditions

Approach		Existing Condition						Planned Condition					
		Weekday PM			Saturday Midday			Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue	LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Niagara Falls Boulevard at Treadwell Road (Signalized)													
Eastbound	*Left/Thru/Right*	**E (58.5)**	**0.26**	**58**	**E (59.7)**	**0.28**	**61**	D (43.3)	0.31	74	**E (60.0)**	**0.39**	**92**
Westbound	*Left*	A (0.6)	0.08	0	A (0.6)	0.08	0	**E (72.1)**	**0.59**	**137**	**F (90.5)**	**0.61**	**151**
	Thru/Right	D (41.1)	0.27	26	C (34.3)	0.29	42	B (18.2)	0.35	59	C (20.6)	0.41	74
Northbound	*Left*	**E (60.0)**	**0.22**	**34**	**E (59.7)**	**0.27**	**92**	**E (66.2)**	**0.30**	**75**	**E (63.1)**	**0.20**	**93**
	Thru/Right	A (9.9)	0.29	104	A (9.8)	0.32	252	B (14.1)	0.37	271	B (12.6)	0.37	336
Southbound	*Left*	**E (74.3)**	**0.17**	**19**	**E (75.0)**	**0.23**	**60**	**E (68.9)**	**0.37**	**133**	**F (86.4)**	**0.51**	**147**
	Thru/Right	B (16.6)	0.35	145	B (16.5)	0.33	373	A (9.0)	0.41	326	B (18.7)	0.39	402
	Intersection	B (16.3)	-	-	B (16.2)	-	-	B (16.7)	-	-	C (21.8)	-	-
Niagara Falls Boulevard at Sheridan Drive (Signalized)													
Eastbound	*Left*	**F (96.7)**	**0.81**	**268**	**F (90.3)**	**0.76**	**274**	**F (95.7)**	**0.83**	**301**	**F (86.5)**	**0.79**	**344**
	Thru/Right	**E (73.0)**	**0.67**	**330**	**E (67.0)**	**0.54**	**280**	**E (70.2)**	**0.64**	**329**	**E (61.0)**	**0.47**	**272**
Westbound	*Left*	**F (97.6)**	**0.79**	**238**	**F (98.6)**	**0.75**	**200**	**F (97.2)**	**0.80**	**253**	**F (98.4)**	**0.76**	**214**
	Thru	**E (78.1)**	**0.76**	**359**	**E (79.2)**	**0.75**	**339**	**E (77.2)**	**0.76**	**367**	**E (78.6)**	**0.75**	**347**
	Right	A (0.5)	0.10	0	A (0.8)	0.14	0	A (0.8)	0.15	0	A (1.0)	0.18	0
Northbound	*Thru/Right*	B (19.6)	0.27	62	C (22.5)	0.29	122	C (20.9)	0.32	76	C (27.7)	0.37	330
Southbound	*Left*	**F (99.4)**	**0.71**	**171**	**F (98.6)**	**0.76**	**208**	**F (99.2)**	**0.73**	**179**	**F (98.4)**	**0.76**	**216**
	Thru	C (23.2)	0.33	315	C (22.2)	0.26	242	C (26.7)	0.40	406	C (27.5)	0.33	329
	Right	A (2.9)	0.34	56	A (2.9)	0.36	57	A (3.2)	0.42	63	A (4.4)	0.44	98
	Intersection	**E (55.3)**	-	-	D (54.1)	-	-	D (53.4)	-	-	D (53.3)	-	-

Table 3 Continued: Intersection LOS Analysis of Existing vs. Planned Land Use Conditions

Approach		Existing Condition						Planned Condition					
		Weekday PM			Saturday Midday			Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue	LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Niagara Falls Boulevard at Eggert Road (Signalized)													
Eastbound	*Thru*	**E (79.6)**	**0.53**	**197**	**F (88.0)**	**0.59**	**174**	**E (78.2)**	**0.51**	**195**	**F (86.3)**	**0.56**	**172**
	Right	B (14.3)	0.48	83	B (16.1)	0.50	73	B (13.9)	0.47	82	B (15.5)	0.49	72
Westbound	*Left*	**F (82.4)**	**0.39**	**99**	**F (104.1)**	**0.57**	**115**	**F (80.3)**	**0.37**	**99**	**F (99.6)**	**0.54**	**114**
	Thru/Right	**F (86.4)**	**0.77**	**284**	**F (85.7)**	**0.75**	**205**	**F (84.8)**	**0.78**	**294**	**F (81.8)**	**0.75**	**208**
Northbound	*Left*	**F (109.1)**	**0.80**	**275**	**F (110.8)**	**0.74**	**207**	**F (109.1)**	**0.80**	**275**	**F (110.8)**	**0.73**	**207**
	Thru/Right	C (24.3)	0.27	255	B (18.8)	0.27	239	C (26.2)	0.30	285	C (20.4)	0.29	269
Southbound	*Left*	D (36.5)	0.30	124	**E (61.2)**	**0.30**	**130**	D (38.4)	0.33	161	**E (70.8)**	**0.34**	**189**
	Thru/Right	B (13.4)	0.36	315	A (3.9)	0.30	264	B (13.0)	0.43	410	A (3.2)	0.35	156
	Intersection	D (40.4)	-	-	D (35.1)	-	-	D (39.0)	-	-	C (33.7)	-	-
Maple Road at Alberta Drive (Signalized)													
Eastbound	*Left*	B (12.6)	0.08	23	B (12.4)	0.13	36	B (12.3)	0.09	22	B (24.9)	0.14	35
	Thru	C (26.4)	0.59	170	C (25.5)	0.58	166	C (27.2)	0.65	203	C (17.1)	0.63	200
	Right	A (6.4)	0.34	47	A (6.3)	0.36	48	A (5.8)	0.38	50	A (17.1)	0.39	51
Westbound	*Left*	B (15.2)	0.41	98	B (15.1)	0.43	103	C (30.4)	0.79	#248	C (30.7)	0.76	#258
	Thru/Right	B (18.0)	0.43	187	B (19.1)	0.38	152	B (17.9)	0.48	223	B (25.3)	0.42	182
Northbound	*Left*	B (18.2)	0.46	124	C (20.3)	0.55	140	C (22.9)	0.60	163	C (22.3)	0.70	184
	Thru/Right	B (12.6)	0.32	104	B (11.3)	0.37	106	B (13.2)	0.50	153	B (20.8)	0.55	157
Southbound	*Left*	B (14.1)	0.05	16	B (13.9)	0.04	14	B (15.3)	0.05	17	B (15.7)	0.04	15
	Thru/Right	B (14.9)	0.24	51	B (18.7)	0.31	61	B (15.7)	0.25	53	B (10.4)	0.32	63
	Intersection	B (18.1)	-	-	B (18.2)	-	-	C (20.2)	-	-	C (20.4)	-	-

Table 3 Continued: Intersection LOS Analysis of Existing vs. Planned Land Use Conditions

Approach		Existing Condition						Planned Condition					
		Weekday PM			Saturday Midday			Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue	LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Maple Road at N Bailey Avenue (Signalized)													
Eastbound	*Left*	C (23.2)	0.34	57	C (25.9)	0.45	89	D (35.1)	0.60	#113	D (38.4)	0.67	#162
	Thru	D (38.4)	0.67	242	D (42.7)	0.69	240	D (44.1)	0.77	338	D (53.1)	0.85	#363
	Right	A (0.3)	0.08	0	A (0.7)	0.15	0	A (0.4)	0.12	0	A (0.8)	0.19	0
Westbound	*Left*	C (25.2)	0.59	150	C (26.0)	0.56	154	D (36.2)	0.74	212	D (36.2)	0.72	204
	Thru/Right	C (29.2)	0.68	288	C (33.6)	0.72	249	C (34.6)	0.81	369	D (38.4)	0.80	320
Northbound	*Left*	B (20.0)	0.22	60	B (18.2)	0.28	78	C (26.8)	0.43	91	C (22.4)	0.45	100
	Thru	D (43.5)	0.75	341	D (48.4)	0.77	335	D (52.4)	0.83	#437	**E (55.9)**	**0.83**	**#415**
	Right	A (1.9)	0.25	10	A (1.7)	0.26	6	A (2.3)	0.26	15	A (2.1)	0.27	12
Southbound	*Left*	**E (61.0)**	**0.92**	**#317**	C (23.6)	0.64	200	**F (160.1)**	**1.23**	**#386**	D (35.6)	0.78	#279
	Thru	D (37.5)	0.65	348	C (32.9)	0.61	359	D (51.3)	0.82	#439	D (39.8)	0.72	403
	Right	A (0.7)	0.19	0	A (3.1)	0.21	28	A (4.4)	0.31	38	A (8.2)	0.33	74
Intersection		C (32.7)	-	-	C (30.8)	-	-	D (46.0)	-	-	D (37.9)	-	-
Maple Road at Bowmart Parkway (Signalized)													
Eastbound	*Left*	A (6.8)	0.30	32	C (31.9)	0.37	83	B (11.7)	0.40	56	D (41.8)	0.48	111
	Thru	A (6.0)	0.37	125	A (6.6)	0.40	133	A (6.8)	0.42	157	A (7.8)	0.47	175
Westbound	*Thru/Right*	B (14.0)	0.60	250	B (15.6)	0.62	198	B (16.9)	0.70	320	B (17.5)	0.66	256
Southbound	*Left*	C (34.0)	0.58	162	C (30.2)	0.56	149	D (44.2)	0.69	#259	D (35.9)	0.63	209
	Right	A (8.3)	0.24	37	A (0.9)	0.12	11	A (8.9)	0.27	46	A (0.6)	0.13	11
Intersection		B (12.5)	-	-	B (13.4)	-	-	B (15.4)	-	-	B (15.7)	-	-

Table 3 Continued: Intersection LOS Analysis of Existing vs. Planned Land Use Conditions

Approach		Existing Condition						Planned Condition					
		Weekday PM			Saturday Midday			Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue	LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Maple Road at Hillcrest Drive (Signalized)													
Eastbound	*Left/Thru/Right*	A (8.0)	0.45	228	A (4.6)	0.37	182	B (10.3)	0.53	285	A (4.7)	0.41	223
Westbound	*Left*	C (20.9)	0.06	24	C (20.2)	0.04	13	C (25.7)	0.06	26	C (22.3)	0.03	14
	Thru/Right	A (7.0)	0.62	200	A (2.7)	0.41	115	A (7.6)	0.70	292	A (2.9)	0.48	151
Northbound	*Left/Thru/Right*	A (9.5)	0.22	33	A (4.6)	0.10	12	B (11.0)	0.24	34	A (4.6)	0.10	13
Southbound	*Left*	C (21.7)	0.11	31	A (0.0)	0.00	0	C (25.7)	0.10	33	A (0.0)	0.00	0
	Thru/Right	A (0.0)	0.01	0	B (16.7)	0.16	6	A (0.0)	0.01	0	B (18.3)	0.01	7
	Intersection	A (7.7)	-	-	A (3.7)	-	-	A (9.0)	-	-	A (3.8)	-	-
Maple Road at Sweet Home Road (Signalized)													
Eastbound	*Left*	**E (55.7)**	**0.83**	**336**	C (22.7)	0.65	228	**E (77.7)**	**0.94**	**#507**	D (38.8)	0.81	#408
	Thru	D (37.6)	0.44	331	C (23.2)	0.32	251	D (42.4)	0.57	421	C (27.4)	0.42	322
	Right	A (2.4)	0.12	17	A (0.4)	0.09	3	A (3.9)	0.15	29	A (1.3)	0.11	11
Westbound	*Left*	C (26.7)	0.50	109	B (14.1)	0.17	34	D (42.8)	0.67	170	B (17.2)	0.25	42
	Thru	D (48.8)	0.78	#666	C (31.9)	0.47	370	**F (108.2)**	**1.10**	**#862**	D (42.6)	0.65	424
	Right	B (10.8)	0.37	80	A (3.6)	0.13	27	B (16.5)	0.51	145	A (4.7)	0.19	37
Northbound	*Left*	D (40.3)	0.51	110	D (37.7)	0.40	97	D (45.2)	0.62	132	D (37.2)	0.44	111
	Thru	**E (63.6)**	**0.72**	**457**	**E (65.5)**	**0.72**	**283**	**E (70.6)**	**0.82**	**#566**	**E (66.6)**	**0.76**	**329**
	Right	A (3.3)	0.23	23	A (0.9)	0.17	0	A (8.3)	0.30	63	A (1.1)	0.22	0
Southbound	*Left*	D (42.9)	0.64	192	D (43.1)	0.57	146	**E (60.8)**	**0.85**	**#313**	D (49.2)	0.71	178
	Thru	**E (69.5)**	**0.85**	**#653**	**E (62.9)**	**0.72**	**306**	**E (73.2)**	**0.89**	**#757**	**E (61.1)**	**0.71**	**334**
	Right	B (19.7)	0.72	291	A (8.6)	0.60	83	C (27.6)	0.84	#493	B (11.3)	0.67	130
	Intersection	D (41.5)	-	-	C (29.8)	-	-	**E (60.4)**	-	-	C (34.7)	-	-

Table 3 Continued: Intersection LOS Analysis of Existing vs. Planned Land Use Conditions

Approach		Existing Condition						Planned Condition					
		Weekday PM			Saturday Midday			Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue	LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Maple Road at Millersport Highway West (Signalized)													
Eastbound	*Left*	A (0.9)	0.03	m2	A (0.4)	0.02	m1	A (1.4)	0.11	m6	A (0.5)	0.06	m2
	Thru	A (0.9)	0.27	28	A (1.1)	0.23	10	A (1.1)	0.28	37	A (1.0)	0.23	11
Westbound	*Thru*	A (3.0)	0.31	108	A (1.2)	0.24	17	A (3.0)	0.33	133	A (1.1)	0.25	18
	Right	A (0.2)	0.15	0	A (0.2)	0.12	0	A (0.2)	0.15	0	A (0.1)	0.11	0
Southbound	*Left*	**E (74.0)**	**0.29**	**80**	**E (65.1)**	**0.15**	**37**	**E (74.9)**	**0.31**	**78**	**E (64.9)**	**0.15**	**36**
	Right	C (21.5)	0.58	78	C (22.8)	0.58	60	D (39.7)	0.71	121	C (22.7)	0.59	62
Intersection		A (4.3)	-	-	A (3.0)	-	-	A (5.6)	-	-	A (2.9)	-	-
Maple Road at Millersport Highway East (Signalized)													
Eastbound	*Left*	C (34.4)	0.48	138	A (1.8)	0.14	9	D (36.1)	0.52	120	A (2.2)	0.14	11
	Thru	C (23.0)	0.46	457	A (1.1)	0.20	26	C (21.3)	0.48	467	A (1.4)	0.20	35
Westbound	*Thru/Right*	C (24.4)	0.56	488	A (4.6)	0.31	178	C (25.2)	0.58	517	A (5.1)	0.32	196
Northbound	*Left*	C (32.3)	0.36	72	D (54.9)	0.21	65	C (32.1)	0.09	72	D (53.1)	0.18	64
	Thru/Right	**E (62.3)**	**0.36**	**#690**	C (33.2)	0.85	179	**E (63.4)**	**0.93**	**#722**	D (35.7)	0.85	195
Intersection		C (32.5)	-	-	A (9.9)	-	-	C (32.3)	-	-	B (10.5)	-	-
Sheridan Drive at Eggert Road (Signalized)													
Eastbound	*Left*	C (27.2)	0.29	47	C (29.8)	0.41	73	C (32.0)	0.36	52	D (35.4)	0.47	#84
	Thru	C (21.1)	0.42	169	C (20.5)	0.45	188	C (21.4)	0.44	183	C (20.7)	0.47	204
	Right	A (3.9)	0.25	41	A (3.5)	0.22	34	A (3.9)	0.25	41	A (3.5)	0.21	34
Westbound	*Thru/Right*	C (22.5)	0.56	229	C (20.6)	0.51	210	C (23.4)	0.61	261	C (21.3)	0.55	238
South eastbound	*Left/Thru/Right*	D (46.5)	0.77	#191	D (40.2)	0.58	126	D (42.2)	0.66	151	D (40.1)	0.63	141
North westbound	*Left/Thru/Right*	D (41.9)	0.66	151	D (39.7)	0.63	141	D (47.1)	0.77	#191	D (40.6)	0.58	126
Intersection		C (26.9)	-	-	C (24.1)	-	-	C (27.2)	-	-	C (24.5)	-	-

Table 3 Continued: Intersection LOS Analysis of Existing vs. Planned Land Use Conditions

Approach		Existing Condition						Planned Condition					
		Weekday PM			Saturday Midday			Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue	LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Sheridan Drive at Alberta Drive (Signalized)													
Eastbound	*Left*	**F (86.3)**	**0.73**	**237**	**F (85.7)**	**0.77**	**269**	**F (85.7)**	**0.76**	**261**	**F (85.0)**	**0.78**	**296**
	Thru/Right	B (16.0)	0.24	193	C (20.6)	0.33	262	B (19.4)	0.26	204	C (24.8)	0.36	261
Westbound	*Left*	**F (102.4)**	**0.52**	**m126**	**F (103.4)**	**0.57**	**m142**	**F (101.7)**	**0.52**	**m124**	**F (107.4)**	**0.57**	**m139**
	Thru/Right	A (9.4)	0.40	94	B (11.4)	0.44	102	B (13.1)	0.51	123	B (17.9)	0.57	256
Northbound	*Left/Thru/Right*	**E (75.2)**	**0.58**	**98**	**E (76.7)**	**0.71**	**144**	**E (75.4)**	**0.58**	**98**	**E (75.3)**	**0.69**	**143**
Southbound	*Left*	**E (56.9)**	**0.48**	**174**	D (52.4)	0.47	165	**E (57.4)**	**0.64**	**279**	D (54.0)	0.65	292
	Thru/Right	**E (55.5)**	**0.69**	**306**	**E (56.6)**	**0.75**	**374**	D (50.2)	0.70	366	D (48.9)	0.68	406
	Intersection	C (28.8)	-	-	C (33.2)	-	-	C (31.5)	-	-	D (36.1)	-	-
Sheridan Drive at Bailey Avenue (Signalized)													
Eastbound	*Left*	**F (105.8)**	**0.69**	**219**	**F (104.9)**	**0.77**	**320**	**F (98.1)**	**0.72**	**245**	**F (98.3)**	**0.82**	**#406**
	Thru/Right	B (20.0)	0.33	128	C (21.9)	0.38	144	C (24.7)	0.38	173	C (26.7)	0.45	192
Westbound	*Left*	**F (123.3)**	**0.68**	**215**	**F (108.1)**	**0.73**	**172**	**F (117.2)**	**0.71**	**219**	**F (108.7)**	**0.75**	**220**
	Thru/Right	B (10.3)	0.43	75	C (25.6)	0.50	434	B (13.6)	0.51	459	C (26.2)	0.57	460
Northbound	*Left*	D (46.3)	0.43	115	D (43.9)	0.43	121	D (46.6)	0.51	131	D (43.9)	0.51	136
	Thru/Right	**E (71.7)**	**0.79**	**295**	**E (72.5)**	**0.79**	**286**	**E (70.5)**	**0.81**	**320**	**E (71.1)**	**0.80**	**313**
Southbound	*Left*	D (50.1)	0.54	138	D (51.5)	0.64	185	D (50.3)	0.61	156	D (51.8)	0.70	204
	Thru/Right	**E (63.5)**	**0.68**	**263**	**E (60.1)**	**0.62**	**254**	**E (63.1)**	**0.73**	**300**	**E (59.2)**	**0.67**	**295**
	Intersection	D (39.7)	-	-	D (45.8)	-	-	D (41.9)	-	-	D (47.0)	-	-

Table 3 Continued: Intersection LOS Analysis of Existing vs. Planned Land Use Conditions

Approach		Existing Condition						Planned Condition					
		Weekday PM			Saturday Midday			Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue	LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Sheridan Drive at Sweet Home Road (Signalized)													
Eastbound	*Left*	**E (76.6)**	**0.64**	**257**	**E (58.1)**	**0.60**	**268**	**E (75.7)**	**0.15**	**#386**	D (54.7)	0.58	304
	Thru/Right	D (43.3)	0.33	367	C (34.5)	0.29	332	D (46.1)	0.46	391	D (37.8)	0.31	362
Westbound	*Left*	**F (86.2)**	**0.54**	**125**	**F (84.3)**	**0.43**	**92**	**F (86.2)**	**0.07**	**125**	**F (84.3)**	**0.43**	**92**
	Thru/Right	D (38.1)	0.53	413	C (33.8)	0.43	334	D (42.3)	0.38	454	D (39.6)	0.54	412
Northbound	*Left*	D (51.9)	0.15	52	**E (62.8)**	**0.22**	**65**	D (52.3)	0.20	53	**E (62.9)**	**0.22**	**65**
	Thru/Right	**E (79.5)**	**0.84**	**399**	**F (83.6)**	**0.76**	**274**	**F (81.4)**	**0.20**	**407**	**F (83.6)**	**0.76**	**274**
Southbound	*Left*	D (42.9)	0.46	113	D (49.0)	0.48	147	D (44.1)	0.35	154	D (48.5)	0.54	179
	Thru/Right	D (48.1)	0.65	396	D (46.0)	0.55	289	D (45.4)	0.35	406	D (43.3)	0.55	293
	Intersection	D (48.8)	-	-	D (42.7)	-	-	D (50.4)	-	-	D (45.0)	-	-
Sheridan Drive at Millersport Highway (Signalized)													
Eastbound	*Left*	**E (57.4)**	**0.72**	**#318**	D (45.4)	0.66	260	**E (59.9)**	**0.74**	**#355**	D (46.3)	0.67	#279
	Thru/Right	D (36.8)	0.50	234	C (26.7)	0.39	180	D (37.7)	0.56	279	C (26.8)	0.42	205
Westbound	*Left*	**E (58.5)**	**0.63**	**203**	D (47.9)	0.42	116	**E (61.5)**	**0.65**	**209**	D (49.1)	0.42	116
	Thru/Right	D (43.4)	0.70	272	D (37.9)	0.65	200	D (44.4)	0.72	296	D (38.4)	0.66	214
Northbound	*Left*	C (24.2)	0.17	43	C (22.6)	0.16	50	C (25.8)	0.20	49	C (23.4)	0.18	56
	Thru	D (38.8)	0.48	205	D (40.7)	0.62	190	D (40.3)	0.48	212	D (41.8)	0.62	192
	Right	A (7.8)	0.26	49	A (7.0)	0.27	36	A (7.9)	0.26	50	A (6.9)	0.27	36
Southbound	*Left*	C (24.5)	0.27	86	C (23.6)	0.29	81	C (25.7)	0.27	89	C (24.5)	0.29	83
	Thru	D (39.9)	0.68	354	C (33.8)	0.41	161	D (42.1)	0.69	372	D (35.1)	0.42	166
	Right	A (5.9)	0.45	68	A (7.0)	0.47	67	A (6.3)	0.51	78	A (7.2)	0.52	74
	Intersection	D (37.4)	-	-	C (31.4)	-	-	D (38.4)	-	-	C (31.7)	-	-

Table 3 Continued: Intersection LOS Analysis of Existing vs. Planned Land Use Conditions

Approach		Existing Condition						Planned Condition					
		Weekday PM			Saturday Midday			Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue	LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Eggert Road at Alberta Drive (Signalized)													
Eastbound	*Left/Thru/Right*	A (5.0)	0.20	40	A (6.3)	0.27	39	A (5.0)	0.21	42	A (6.3)	0.28	42
Westbound	*Left/Thru/Right*	A (4.8)	0.21	43	A (5.8)	0.22	32	A (4.9)	0.22	45	A (5.7)	0.22	34
Northbound	*Left/Thru/Right*	B (13.2)	0.07	20	A (9.3)	0.07	14	B (13.2)	0.07	20	A (9.3)	0.07	15
Southbound	*Left/Thru/Right*	B (12.8)	0.32	49	B (11.1)	0.37	42	B (12.8)	0.32	49	B (11.2)	0.36	42
	Intersection	A (6.1)	-	-	A (7.0)	-	-	A (6.1)	-	-	A (7.0)	-	-
Eggert Road at Bailey Avenue (Signalized)													
Eastbound	*Left/Thru/Right*	B (16.6)	0.48	104	B (16.5)	0.45	87	B (17.1)	0.51	114	B (17.1)	0.48	94
Westbound	*Left/Thru/Right*	B (17.0)	0.53	114	B (15.7)	0.53	100	B (18.0)	0.53	123	B (16.9)	0.54	107
Northbound	*Left*	A (7.8)	0.22	43	A (7.1)	0.16	32	A (7.9)	0.24	46	A (7.1)	0.19	35
	Thru/Right	C (20.1)	0.65	213	C (20.1)	0.66	209	C (20.9)	0.69	243	C (20.3)	0.68	235
Southbound	*Left*	A (8.6)	0.29	46	A (8.6)	0.32	48	A (8.6)	0.30	46	A (8.7)	0.33	47
	Thru/Right	B (13.0)	0.32	83	B (11.5)	0.28	80	B (13.2)	0.35	97	B (12.7)	0.34	93
	Intersection	B (15.7)	-	-	B (15.1)	-	-	B (16.2)	-	-	B (15.8)	-	-
N Bailey Avenue at Romney Road (Unsignalized)													
Eastbound	*Left*	e (49.1)	0.20	0.7	f (85.6)	0.41	1.6	f (179.9)	0.62	2.3	f (535.9)	1.39	4.4
	Right	c (16.5)	0.40	1.9	c (24.3)	0.59	3.8	d (26.8)	0.59	3.7	f (72.2)	0.93	9.2
Northbound	*Left*	a (9.3)	0.15	0.5	b (10.2)	0.22	0.9	b (10.9)	0.26	1.1	b (13.0)	0.37	1.7
	Intersection	n/a			n/a			n/a			n/a		

Table 3 Continued: Intersection LOS Analysis of Existing vs. Planned Land Use Conditions

Approach		Existing Condition						Planned Condition					
		Weekday PM			Saturday Midday			Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue	LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
N Bailey Avenue at Meyer Road (Signalized)													
Eastbound	*Left/Thru/Right*	C (25.4)	0.57	131	C (26.0)	0.52	125	D (46.3)	0.78	#251	D (47.2)	0.76	#213
Westbound	*Left/Thru*	B (19.8)	0.08	32	C (23.8)	0.06	26	C (28.3)	0.13	54	C (29.1)	0.10	40
	Right	A (6.5)	0.28	38	A (8.1)	0.28	41	A (7.5)	0.33	48	A (7.8)	0.31	45
Northbound	*Left*	A (7.0)	0.10	17	A (6.5)	0.11	15	C (23.3)	0.47	58	D (41.0)	0.58	#85
	Thru/Right	B (11.0)	0.62	279	A (9.7)	0.60	265	B (12.1)	0.66	341	B (11.0)	0.63	347
Southbound	*Left*	A (9.2)	0.28	46	A (6.6)	0.17	27	B (13.9)	0.47	82	B (11.0)	0.38	69
	Thru/Right	B (12.4)	0.68	326	B (13.5)	0.76	399	C (22.4)	0.88	#651	C (28.8)	0.93	#905
	Intersection	B (12.7)	-	-	B (12.7)	-	-	C (20.4)	-	-	C (23.2)	-	-
Bowmart Parkway at Meyer Road (Unsignalized)													
Westbound	*Left*	a (7.6)	0.01	0	a (7.5)	0.00	0	a (7.7)	0.02	0.1	a (7.7)	0.016	0.1
Northbound	*Left*	a (9.9)	0.18	0.6	a (9.7)	0.16	0.6	b (11.3)	0.28	1.2	b (11.0)	0.25	1
	Intersection	n/a			n/a			n/a			n/a		

Table 3 Continued: Intersection LOS Analysis of Existing vs. Planned Land Use Conditions

Maple Road at Corporate Parkway (Signalized)													
Eastbound	*Left*	A (2.0)	0.03	m2	A (1.1)	0.02	m1	A (2.6)	0.03	m2	A (3.1)	0.02	6
	Thru	A (2.7)	0.35	75	A(2.6)	0.25	278	A (3.5)	0.43	114	A (4.4)	0.31	224
	Right	A (0.0)	0.01	m0	A (0.0)	0.00	m0	A (0.0)	0.01	m0	A (0.0)	0.00	0
Westbound	*Left*	A (1.6)	0.02	m1	A (8.0)	0.00	m1	A (4.2)	0.03	m3	A (3.0)	0.00	2
	Thru	A (6.1)	0.44	464	A (7.6)	0.29	330	A (6.0)	0.50	225	A (4.1)	0.33	244
	Right	A (0.2)	0.01	m0	A (0.0)	0.00	m0	A (0.0)	0.01	m0	A (0.0)	0.00	0
Northbound	*Left*	**F (82.7)**	**0.41**	**87**	**E (64.5)**	**0.03**	**12**	**F (86.8)**	**0.41**	**87**	**E (70.0)**	**0.03**	**12**
	Left/Thru	**F (83.2)**	**0.42**	**89**	**E (65.0)**	**0.04**	**13**	**F (83.2)**	**0.42**	**89**	**E (70.3)**	**0.04**	**14**
	Right	C (21.7)	0.66	66	A(0.0)	0.01	0	C (21.7)	0.66	66	A (0.0)	0.01	0
Southbound	*Left/Thru/Right*	A (5.9)	0.036	0	A (1.0)	0.10	0	C (20.8)	0.45	35	A (1.2)	0.10	0
	Intersection	A (8.4)	-	-	A (5.4)	-	-	A (7.8)	-	-	A (4.4)	-	-
Maple Road at Flint Road (Signalized)													
Eastbound	*Left*	B (14.3)	0.17	49	A (5.7)	0.12	8	D (38.3)	0.28	95	B (16.3)	0.23	63
	Thru	D (44.9)	0.57	410	B (10.7)	0.30	179	E (71.1)	0.63	418	C (25.2)	0.35	278
	Right	B (18.0)	0.70	#281	B (16.9)	0.46	147	D (49.9)	0.93	#563	A (6.5)	0.59	42
Westbound	*Left*	**F (83.9)**	**0.63**	**#435**	B (12.3)	0.27	75	**E (70.1)**	**0.70**	**#465**	B (14.6)	0.31	82
	Thru/Right	C (27.0)	0.54	324	B (17.0)	0.40	211	C (24.8)	0.63	603	C (21.8)	0.48	369
Northbound	*Left*	D (46.9)	0.65	168	D (44.3)	0.59	150	**E (59.3)**	**0.82**	**261**	D (43.0)	0.64	160
	Thru/Right	D (44.1)	0.22	114	D (38.1)	0.20	86	D (37.3)	0.18	104	C (34.2)	0.24	81
Southbound	*Left*	D (36.2)	0.32	133	D (37.4)	0.34	112	C (32.2)	0.30	123	C (33.4)	0.25	104
	Thru/Right	**E (76.8)**	**0.85**	**406**	**E (68.4)**	**0.79**	**275**	**E (74.6)**	**0.87**	**446**	**E (66.5)**	**0.19**	**309**
	Intersection	D (41.4)	-	-	C (23.9)	-	-	D (50.4)	-	-	C (27.1)	-	-

The majority of intersections are expected to operate at an overall acceptable level of service (D or better) with the growth volumes applied. Under existing conditions, the only intersection experiencing an overall LOS of E or F is Niagara Falls Boulevard at Sheridan Drive. Under planned conditions without mitigation the LOS at the intersection of Niagara Falls Boulevard at Sheridan Drive improved from E to D during the PM peak, while the overall LOS decreased from D to E at the intersection of Maple Road and Sweet Home Road during the PM peak. Movement level of service maps for the planned condition during the PM and Saturday peaks are in Appendix A, Figures 8 & 9.

Degradation in LOS

Changes in LOS for intersections and movements that have a change of delay resulting in a degradation of LOS (i.e. from a LOS D to a LOS E) resulting in a projected LOS E or worse from the existing condition to the planned condition are listed below. Also see Figure 10 for a diagram of the movements with a degradation in LOS.

Niagara Falls Boulevard at I-290 Eastbound Ramps
- Eastbound right in the Saturday Midday Peak from LOS D to LOS E

Niagara Falls Boulevard at Ridge Lea Road
- Westbound left/through in the Saturday Midday Peak from LOS E to LOS F
- Southbound left in the Saturday Midday Peak from LOS E to LOS F
- Overall intersection level of service in the Saturday Midday Peak from LOS C to LOS D

Niagara Falls Boulevard at Meyer Road
- Westbound left/through/right in the PM Peak from LOS d to LOS f
- Southbound left in the Saturday Midday Peak from LOS d to LOS f

Niagara Falls Boulevard at Maple Road and Brighton Road
- Westbound left in the Saturday Midday Peak from LOS E to LOS F

Niagara Falls Boulevard at Boulevard Mall
- Northbound left in the PM Peak from LOS D to LOS E

Niagara Falls Boulevard at Treadwell Road
- Westbound left in the PM and Saturday Midday Peak from LOS E to LOS F

Maple Road at N Bailey Avenue
- Northbound through in the Saturday Midday Peak from LOS D to LOS E
- Southbound left in the Weekday PM Peak from LOS E to LOS F
- Overall Intersection level of service in the PM and Saturday Midday Peaks from LOS C to LOS D

Maple Road at Sweet Home Road
- Westbound through in the PM Peak from LOS D to LOS F
- Southbound left in the PM Peak from LOS D to LOS E
- Overall Intersection level of service in the PM Peak from LOS D to LOS E

Sheridan Drive at Sweet Home Road
- Northbound through/right in the PM Peak from LOS E to LOS F

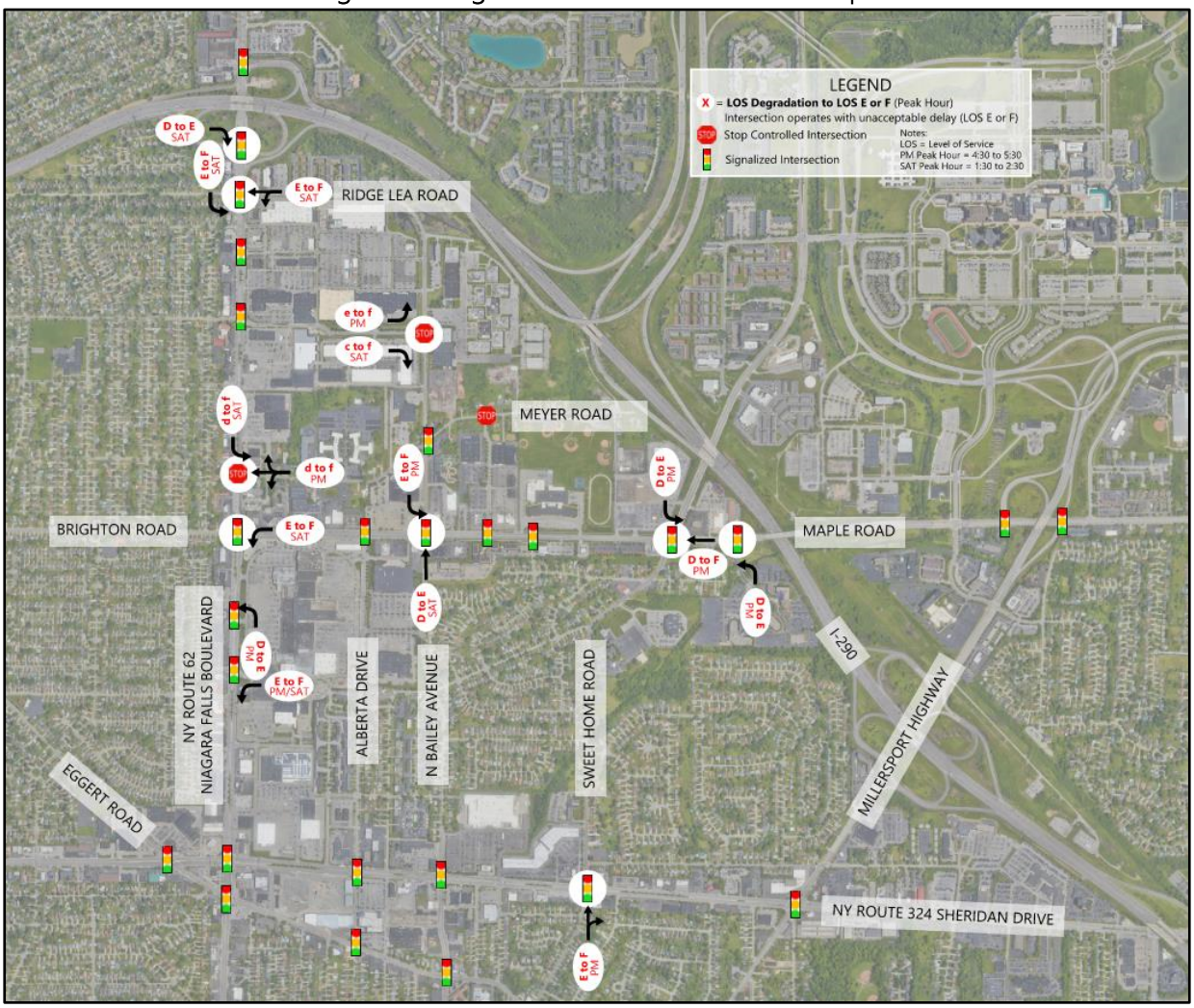
N Bailey Avenue at Romney Road
- Eastbound left in the PM Peak from LOS e to LOS f

- Eastbound right in the Saturday Midday Peak from LOS c to LOS f

Maple Road at Flint Road

- Northbound left in the PM Peak from LOS D to LOS E

Figure 10: Degradation in Level of Service Map



Improvement in LOS

Several intersection movements throughout the study area show an improvement in delay from the existing to planned scenario even though the traffic volumes either stayed the same or increased. The planned scenario differs from existing conditions due to changing traffic volumes and distribution. Adjustments in the traffic volumes impact adjacent intersections and street segments resulting from shifting arrival patterns at intersections due to a change in vehicle headway. The change in arrival patterns has a cascading impact within the study area network most focused on directly connected streets and intersections especially. These impacts to connected street and intersections result in improvements to LOS movements without any roadway improvements applied.

For coordinated signal networks, the platoon of traffic in Synchro is equally distributed from upstream traffic signals across the green time. Changes in traffic volumes at intersections in a coordinated network impacts the coordination factor or effectiveness of the existing offsets and timings. For the build scenario, the offsets and timings remain the same; these may result in positive distribution of changes to traffic volumes arriving from upstream intersections improving the delay and level of service.

Protected left turns at some intersections also experience an improvement in LOS with no changes or experience an increase in left turn volumes. One of the limitations to the methodologies for calculating delay is analyzing left turn pockets. If through movement vehicles have queues blocking the left turn lane, the delay for that left turn lane will not accurately be reflected because the demand is not represented in the delay output. At these left turn pocket locations, the queue in the build condition now exceeds the length of the turn pocket, which may restrict some left turning vehicles from reaching the turn pocket during each cycle.

Intersections that experienced an improvement to level of service in one or more movements are as follows:

- Niagara Falls Boulevard at Ridge Lea Road
- Niagara Falls Boulevard at Romney Road
- Niagara Falls Boulevard at Maple Road and Brighton Road
- Niagara Falls Boulevard at Treadwell Road
- Niagara Falls Boulevard at Sheridan Drive
- Niagara Falls Boulevard at Eggert Road
- Sheridan Drive at Alberta Drive
- Sheridan Drive at Sweet Home Road

Mitigation

Mitigation will be explored further in future analyses; however, mitigation is recommended at the following locations due to either overall or movement level of service E or F, an increase in traffic volumes at a location impacting operations, and a high number of crashes and crash severity:

Street Segments

- Niagara Falls Boulevard from Ridge Lea Road to Sheridan Drive
- Ridge Lea Road/North Bailey Avenue from Niagara Falls Boulevard to Maple Road
- Bowmart Parkway from Maple Road to Meyer Road
- Sheridan Drive from Niagara Falls Boulevard to Millersport Highway

Intersections

- Maple Road at N Bailey Avenue
- Maple Road at Sweet Home Road
- Sheridan Drive at Sweet Home Road
- Emerson Drive at North Bailey Avenue

Street Segments

Niagara Falls Boulevard from Ridge Lea Road to Sheridan Drive

Niagara Falls Boulevard is a major arterial in Amherst carrying large volumes of traffic. Niagara Falls Boulevard currently operates on a coordinated signal network and is three travel lanes in each direction with turn lanes at intersections. To improve operations along Niagara Falls Boulevard, ITS technology should be explored such as adaptive signal control. Adaptive signal control responds to fluctuating traffic demand and patterns by adjusting signal timings to ease traffic congestion. This mitigation strategy would improve traffic flow without building additional lanes and infrastructure to increase capacity.

Ridge Lea Road/North Bailey Avenue from Niagara Falls Boulevard to Maple Road

Ridge Lea Road/North Bailey Avenue in this section is approaching capacity under existing conditions based on daily traffic volumes. This section is currently one lane in each direction with a two way left turn lane/exclusive turn lane at intersections. This segment is going through improvements to accommodate imminent development at Amherst Commerce Park of DICK'S House of Sport and a Costco with fueling stations. There will be two traffic signals installed at the intersections of Romney Road and the Best Buy Driveway. Additional capacity will be needed to accommodate the traffic volumes from the development as well as more available capacity at the traffic signals for through movements.

Bowmart Parkway from Maple Road to Meyer Road

A private road is being constructed across from where Bowmart Parkway currently ends at Meyer Road, which will provide access to the newly constructed Amherst Commerce Park. This direct access to eminent development is expected to make Bowmart Parkway a more attractive route for trips originating from and going to the southeast. Bowmart Parkway as a direct route to this development may relieve some of the congestion from parallel routes such as North Bailey Avenue. Bowmart Parkway is a single lane in each direction and currently has enough capacity for existing conditions with plenty of reserve capacity. The current pavement surface is in poor condition, basic maintenance to Bowmart Parkway would make this a more appealing route providing direct access to trip generating attractions.

Sheridan Drive from Niagara Falls Boulevard to Millersport Highway

Sheridan Drive is a major east-west arterial that carries large volumes of traffic. Sheridan Drive is a six-lane road with three lanes in each direction and exclusive turn lanes at intersections. The cycle lengths at traffic signals on Sheridan Drive are very long creating excessive delay. Sheridan Drive could benefit from operating on a coordinated network with update signal timings.

Intersections

Maple Road at Sweet Home Road

Maple Road at Sweet Home Road is currently approaching capacity under existing conditions and has injury crashes and severe crash types. This intersection will also experience an increase in traffic volumes due to the planned development. This intersection should be investigated for mitigation to provide capacity and safety improvements.

Sheridan Drive at Sweet Home Road

This intersection currently has multiple movements with a LOS E or F and has injury crashes and severe crash types. There is available capacity at the intersection, but timings should be revised, and the intersection should be investigated for safety improvements.

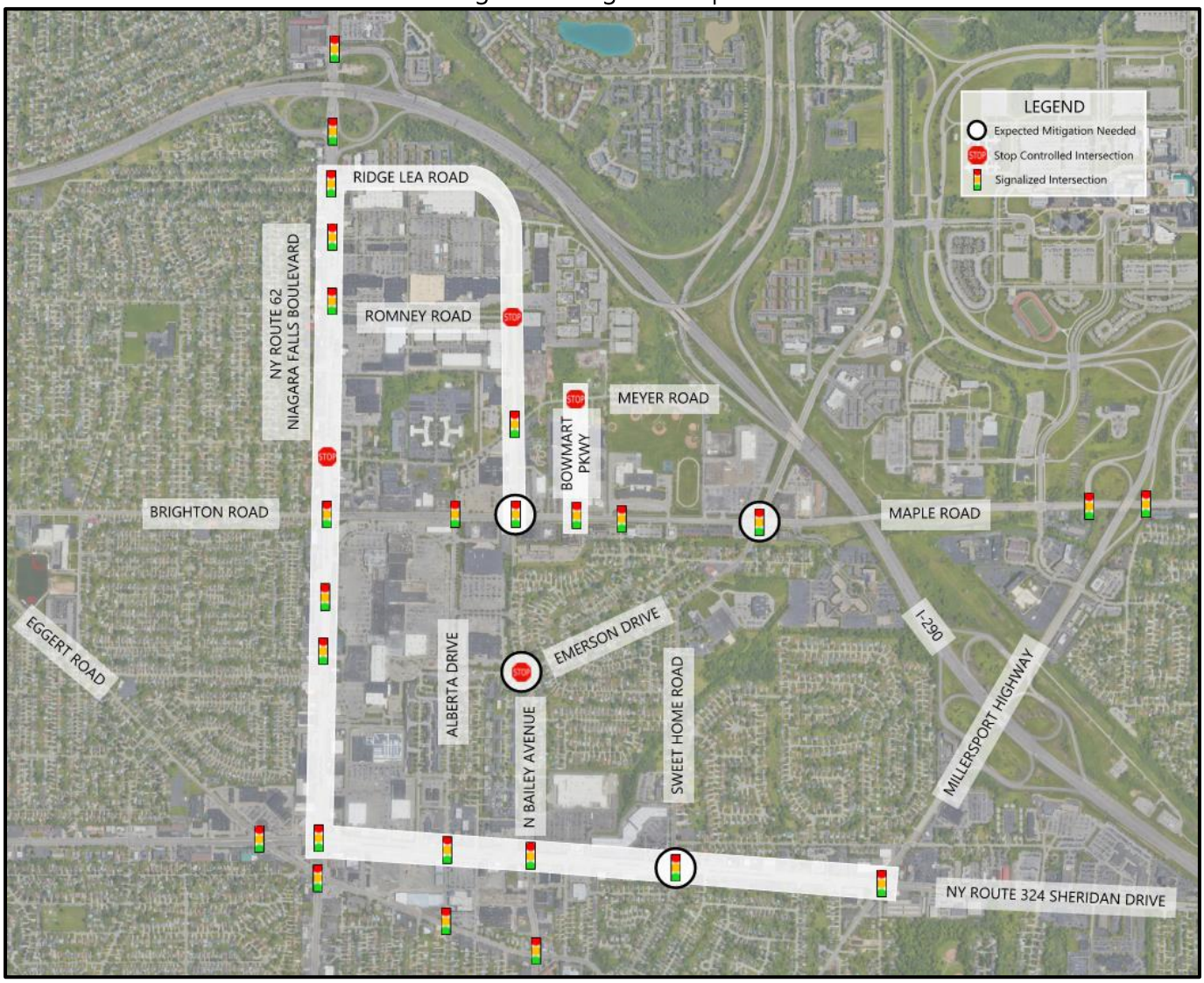
Emerson Drive at North Bailey Avenue

This is a 5-legged intersection with all approaches operating under stop control. In prior studies, this intersection has been recommended for conversion to a roundabout to improve safety and operations. This recommendation was identified in the previous GEIS. It is recommended to continue with the previously identified mitigation to convert this intersection to a roundabout.

Maple Road at North Bailey Avenue

This intersection was recently awarded Congestion Mitigation and Air Quality (CMAQ) to make capacity improvements. In addition to a need for improved capacity, this intersection also experiences a high frequency of severe crash types. Capacity and safety improvements should be investigated.

Figure 11: Mitigation Map



Mitigation Objectives

Mitigation is recommended at street segments and intersections throughout the Boulevard Central District (BCD) due to capacity, efficiency, or safety constraints. These constraints are sometimes present in existing conditions and expected to be exasperated by future traffic demands due to development, or are a need to be addressed in the future condition once development has been established. Recommended improvements primarily focus on improvements to capacity, efficiency, and safety.

Capacity

There are existing locations throughout the BCD Area that are already approaching or have reached capacity, which is primarily controlled by the ability of the physical infrastructure to accommodate traffic demands. To increase capacity, mitigation will depend on whether the infrastructure is an intersection or road segment. For signalized intersections, capacity can be increased by additional lanes at the intersection or by installing congestion management technology such as adaptive signal timings. For road segments, an increase in capacity is typically limited to increasing the number of travel lanes, and/or also providing turn lanes to remove turning vehicles from through traffic. There are a number of other methods to help improve capacity such as restricting left turns, changing intersection control, and providing additional multimodal options to reduce dependency on single occupancy vehicles, etc.

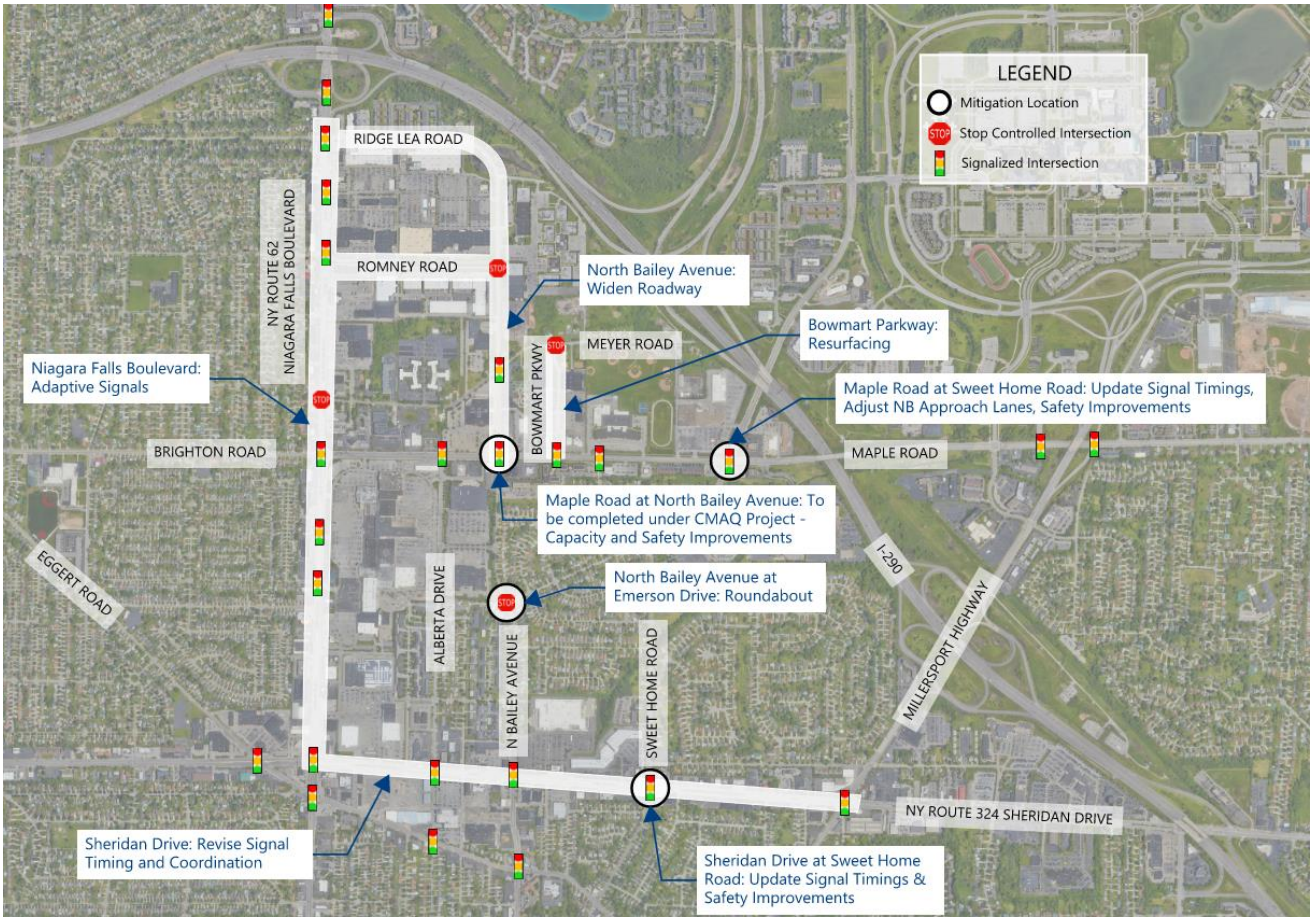
Efficiency

There are locations throughout the BCD area where there is available capacity within the physical infrastructure to accommodate the demand, but the level of service is poor with higher delays due to the inefficiencies of a traffic signal or signal network. Improvements can be made to reduce delay through updated timings, network coordination, and signal detection technology.

Safety

There are existing locations that have a high number of crashes, and/or severe crash types. Existing crashes should be mitigated since additional traffic or growth will add to the number of conflicts, potentially compounding an existing safety deficiency. Many of these countermeasures for mitigation projects were identified as broad scale treatments in the Greater Buffalo Niagara Regional Transportation Council (GBNRTC) Roadway All-user Crash Elimination (RACE) Plan. Countermeasures include updated clearance times, adding backplates to signal heads, enhanced pavement markings, and no turn on red signage.

Figure 1: Mitigation Map



Proposed Mitigation Projects

A table of proposed mitigation projects is on the next page with further explanation of existing and/or future needs to be addressed and recommended improvements to mitigate those needs. Additional information is provided on adaptive signal timings following the mitigation table.

Boulevard Central District Mitigation Concepts					
Location		Existing and/or Future Build Needs to Address	Jurisdiction	Recommended Improvements	Improvement Results
Segments	Niagara Falls Boulevard: Ridge Lea Road to Sheridan Drive	• Efficiency: Side streets and exclusive turn lanes have long delays and poor levels of service to accommodate heavy northbound and southbound traffic volumes on Niagara Falls Boulevard. • Safety: There are a high number of crashes, including pedestrians and bicyclists, at signalized intersections, including NFB at Ridge Lea Road, Romney Road, Maple Road, and Sheridan Drive.	NYSDOT	• Adaptive Signal Control	• Improved traffic flow and performance measures during peak and off-peak periods. • Reduced delay for side streets and auxiliary turns. • Improved pedestrian and bicycle crossing times through detection with the ability to extend crossing times when peds/bicycles detected in the crosswalks.
	Ridge Lea Road/North Bailey Avenue: Niagara Falls Boulevard to Maple Road	• Capacity: N Bailey Avenue is approaching capacity under existing conditions based on ATR data collected in February 2023. Counts show a daily volume of approximately 17,000 vehicles per day, and peak hourly volumes of 1,400 vehicles per hour. Traffic will increase with planned development including Costco with fueling stations and Dick's House of Sport	Town of Amherst	• Widen from one-lane in each direction with turn lanes, to two-lanes in each direction with turn lanes	• Additional capacity to accommodate future traffic due to development in the area.
	Bowmart Parkway: Maple Road to Meyer Road	• Pavement Surface: A private road is being constructed across from where Bowmart Parkway currently ends at Meyer Road, which will provide access to the newly constructed Amherst Commerce Park. This direct access to Amherst Commerce Park will potentially make Bowmart Parkway a more appealing route for trips originating from and going to the southeast. Bowmart Parkway has enough capacity, but has a pavement surface in poor condition.	Town of Amherst	• Resurfacing	• Bowmart Parkway as an alternative route could alleviate some traffic from North Bailey Avenue and congestion at the signalized intersection of North Bailey Avenue and Meyers Road, which is already at capacity.
	Sheridan Drive: Niagara Falls Boulevard to Millersport Highway	• Efficiency: Cycle lengths are currently long (160 seconds) with poor LOS and increasing delay on side streets and left turn movements.	NYSDOT	• Revised signal timings and coordination.	• Improved traffic flow and performance measures • Reduced delay for side streets and auxiliary turns.
Intersections	North Bailey Avenue at Maple Road	• Capacity: Under future conditions, left turns and the North Bailey Avenue approaches are expected to experience long delays and poor levels of service due to the expected increase in traffic due to planned nearby development along North Bailey Avenue. • Safety: High frequency of left turn crashes with a high number of total crashes. Traffic signals operate with protected/permissive left turns. Operating as protected lefts only impacts capacity and level of service.	Town of Amherst	*Improvements are to be completed under an existing CMAQ Project.* • Updated timings including exclusive left turns, improved yellow/red times • Installation of safety improvements including backplates, enhanced pavement markings, No Turn on Red signs (Overhead Blank-Out) • Installation of a second southbound left turn lane • Possible traffic signal replacement for widening	• Additional capacity to accommodate future left turn volumes southbound on North Bailey Avenue • Improved safety through clearance times and traffic signal intersection countermeasures

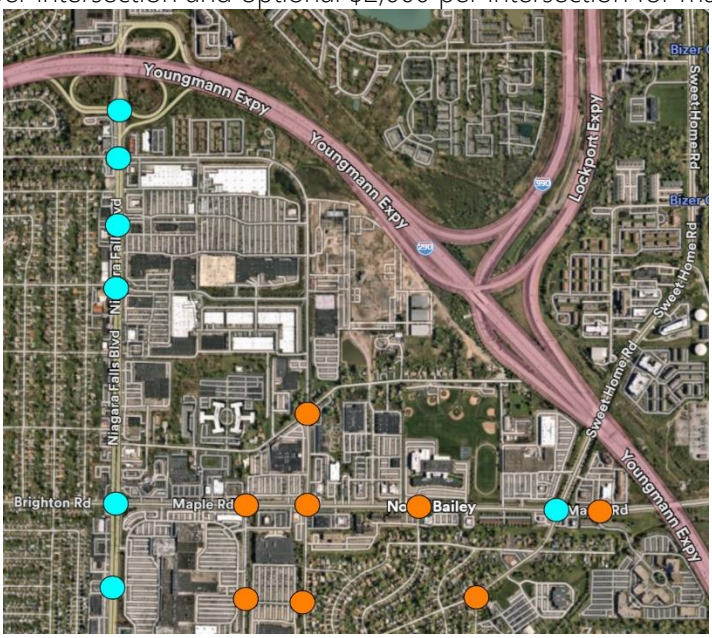
Boulevard Central District Mitigation Concepts					
Location		Existing and/or Future Build Needs to Address	Jurisdiction	Recommended Improvements	Improvement Results
Intersections	Maple Road at Sweet Home Road	• Capacty and Efficiency: Multiple movements under the existing conditions have a LOS E including NB through, SB through, and EB left. Deteriorating LOS is expected in future conditions with additional traffic. In future conditions the intersection is expected to be over capacity. • Safety: This intersection has the highest number of crashes in the study area. Most crashes are rear ends with the second most common being left turn.	NYSDOT	• Updated timings including exclusive left turns and improved yellow/red times • Installation of safety improvements including backplates, enhanced pavement markings, No Turn on Red signs (Overhead Blank-Out) • Adjust the northbound approach – NB right turn lane changes to right and through lane • Adjust signal timing	• Increase capacity northbound/southbound/EB lefts • Improved safety through clearance times and traffic signal intersection countermeasures
	Sheridan Drive at Sweet Home Road	• Capacty and Efficiency: Multiple movements under the existing conditions have a LOS E or F including NB through, EB left, and WB left. Deteriorating LOS is expected in future conditions with additional traffic. • Safety: This intersection has a high number of severe type crashes compared to others in the study area. Outside of rear ends, the predominant crash types are right angles and left turns. There was also a bicycle hit, Sweet Home Road is a bicycle route.	NYSDOT	• Updated timings including exclusive left turns and improved yellow/red times • Installation of safety improvements including backplates, enhanced pavement markings, No Turn on Red signs (Overhead Blank-Out), and bicycle boxes • Adjust signal timing, cycle length too long even considering it is a part of a coordinated network, including leading pedestrian and bicycle intervals	• Improved LOS for turning movements. • Improved efficiency and reduced delay with improved signal timings and coordination • Improved pedestrian and bicycle safety
	Emerson Drive at North Bailey Avenue	• Efficiency: Northbound and southbound approaches experience long queues and delays (up to 20 vehicles) during peak hour. Future development is anticipated to increase volumes on the northbound and southbound approaches of North Bailey Avenue.	Town of Amherst	• Convert to roundabout	• Improved efficiency and flow through the intersection, serving the higher demand movements of northbound and southbound. • Improved safety with less conflict points.

Adaptive Signal Control Technology

Adaptive signal control (ASCT) is an advanced traffic signal system that adjusts signal timings in real time based on current traffic conditions. Unlike fixed-time or actuated signals that operate using pre-programmed timing plans, ASCT systems continuously monitor traffic volumes, queues, and flow patterns to dynamically adjust green times, cycle lengths and signal coordination across multiple intersections in a corridor. ASCT supports multi-mobility demands to respond to vehicles, peds, bike, and buses. The goal of adaptive signal control is to reduce congestion, stops, delay emissions, and to improve travel time by responding to actual traffic patterns instead of relying on pre-fixed timing schedules. The more intersections and data that ASCT has to utilize, the better the performance. ASCT responds strongly to special events and traffic pattern anomalies. ASCT performs best during off-peak peak periods and is less effective with at capacity roadways during peak periods.

Implementation of adaptive signal control systems typically begins with evaluation and data collection to establish baseline performance. Installation of upgraded signal controllers, detection hardware and a reliable communication infrastructure may be necessary to implement adaptive signal control systems. Adaptive signal control software can then be installed, and a burn in period of several weeks to collect and analyze data to build a baseline. Then the next steps involve calibration and fine-tuning of minimum green times, coordination, and logic rules to meet the objectives for the corridor network. This is effective in comparing before/after comparisons and system performance. There is no impact to existing transit signal priority (TSP) or emergency vehicle priority (EVP) systems.

Niagara Falls Boulevard, Maple Road and Sweet Homes Road in the Town of Amherst have existing Miovision signal detection cameras installed. Miovision's TrafficLink platform (now called Miovision One) can be integrated with the SURTRAC adaptive signal control system because there is already a video detection camera system, real time traffic data, and cloud connectivity available. SURTRAC is a decentralized system that involves software level integration rather than major hardware changes. However additional hardware to expand the effectiveness can include advanced detection cameras. The SURTRAC system is modular and cloud-connected, adaptive operations can be implemented quickly, minimizing installation costs and disruption. Estimated costs are a one-time purchase of $8,950 per intersection and optional $2,000 per intersection for maintenance and support.



Mitigation

Mitigation Measures

Mitigation measures were identified to offset the impacts of anticipated traffic resulting from a land use and development plan. These mitigation measures reflect estimates in trip generation assuming full build out of the BCD area, based on the Town's updated land use and zoning projections. The identified intersection of Maple Road at N Bailey Avenue is already being progressed as a funded project through the Congestion Mitigation and Air Quality (CMAQ) program to improve capacity. Therefore, this intersection is not included as a part of mitigation costs.

Street Segments

- Niagara Falls Boulevard from Ridge Lea Road to Sheridan Drive
- Ridge Lea Road from Niagara Falls Boulevard to N Bailey Avenue
- Bowmart Parkway: Maple Road to Meyer Road
- Sheridan Drive: Niagara Falls Boulevard to Millersport Highway

Intersections

- Maple Road at Sweet Home Road
- Sheridan Drive at Sweet Home Road
- Emerson Drive at N Bailey Avenue
- Maple Road at N Bailey Avenue

Table 1 contains updated cost estimates for the identified mitigation above. For planning purposes, mitigation projects are assumed to occur over the short (5 year horizon) and mid-term (10 year horizon). There are many factors that would be considered on which and when projects are to be implemented. This will depend on when, where, and the type of development that occurs, which cannot be predicted. Therefore, the cost of mitigation projects will use the midpoint (5-year time frame). To determine future costs, a 3% compounded inflation rate was used for each project, which is the standard inflation rate used by the NYSDOT to project future costs on projects at the design approval stage. Inflation rates for construction consider increased prices of materials, supply-chain constraints, and an increased cost for skilled labor. Costs developed assume public works projects that require prevailing wages. Trip and cost estimates are approximate and may not reflect how development actually occurs over time, therefore it is recommended to review and update the fee and schedule periodically as development occurs.

Table 1: Estimated Mitigation Improvement and Associated Costs

Location	Improvements		Estimated Cost		
			2025 Cost	2030 Cost	2035 Cost
Corridor Improvements					
Niagara Falls Boulevard: Ridge Lea Road to Sheridan Drive	Adaptive signal control using ITS technology	Design	$21,750	$26,250	$29,250
		Construction	$145,000	$175,000	$194,900
		Construction CS/CI	$14,500	$17,500	$19,500
		ROW Acquisition	N/A	N/A	N/A
		Total Cost	*$181,250*	*$218,750*	*$243,650*
Ridge Lea Road/N Bailey Avenue: Niagara Falls Boulevard to Maple Road	Add a travel lane in each direction with turn lanes at intersections	Design	$3,157,150	$3,660,000	$4,242,950
		Construction	$21,047,650	$24,400,000	$28,286,300
		Construction CS/CI	$2,104,800	$2,440,000	$2,828,650
		ROW Acquisition	TBD	TBD	TBD
		Total Cost	*$26,309,600*	*$30,500,000*	*$35,579,000*
Bowmart Parkway: Maple Road to Meyer Road	Resurfacing	Design	$32,250	$38,250	$43,350
		Construction	$215,000	$255,000	$288,950
		Construction CS/CI	$21,500	$25,500	$28,900
		ROW Acquisition	N/A	N/A	N/A
		Total Cost	*$268,750*	*$318,750*	*$361,200*
Sheridan Drive: Niagara Falls Boulevard to Millersport Highway	Revised signal timings and coordination	Design	$1,200	$1,400	$1,650
		Construction	$8,000	$9,300	$10,750
		Construction CS/CI	$800	$1,000	$1,100
		ROW Acquisition	N/A	N/A	N/A
		Total Cost	*$10,000*	*$11,700*	*$13,500*

Table 1 Continued: Estimated Mitigation Improvement and Associated Costs

Location	Improvements		Estimated Cost		
			2025 Cost	2030 Cost	2035 Cost
Intersection Improvements					
Maple Road at Sweet Home Road	• Updated timings including exclusive left turns and improved yellow/red times • Installation of safety improvements including backplates, enhanced pavement markings, No Turn on Red signs (Overhead Blank-Out) • Adjust the northbound approach – NB right turn lane changes to right and through lane	Design	$12,150	$15,150	$16,330
		Construction	$81,000	$101,000	$108,850
		Construction CS/CI	$8,100	$10,100	$10,900
		ROW Acquisition	N/A	N/A	N/A
		Total Cost	***$101,250***	***$126,250***	***$136,050***
Sheridan Drive at Sweet Home Road	• Updated timings including exclusive left turns and improved yellow/red times • Installation of safety improvements including backplates, enhanced pavement markings, No Turn on Red signs (Overhead Blank-Out), and bicycle boxes • Adjust signal timing, cycle length too long even considering it is a part of a coordinated network, including leading pedestrian and bicycle intervals	Design	$12,150	$15,150	$16,330
		Construction	$81,000	$101,000	$108,850
		Construction CS/CI	$8,100	$10,100	$10,900
		ROW Acquisition	N/A	N/A	N/A
		Total Cost	***$101,250***	***$126,250***	***$136,050***
Emerson Drive at N Bailey Avenue	Convert to a roundabout	Design	$291,750	$338,250	$392,100
		Construction	$1,945,000	$2,255,000	$2,613,950
		Construction CS/CI	$194,500	$225,500	$261,400
		ROW Acquisition	TBD	TBD	TBD
		Total Cost	***$2,431,250***	***$2,818,750***	***$3,267,450***
Total Mitigation Improvement Costs			$29,403,350	$34,120,450	$39,520,250

Mitigation Cost Program

Mitigation measures were developed through land use assumptions and projections in the GEIS. The NYS SEQR is the legal basis to determine each development's contribution towards transportation improvements to mitigate congestion, safety deficiencies, and other adverse impacts from proposed development. This may also alleviate the need for individual traffic impact studies for each proposed development within the Study Area, but a trip generation analysis/traffic impact analysis would be needed to determine site access improvements and private contributions towards the mitigation cost share. Not included in these transportation improvements are site access improvements that are required to mitigate the direct impact of any individual development, i.e. traffic signals, turn lanes into driveways, access roads, and any treatments beyond what is outlined in this document. Site access improvements are still required to be implemented by the developer as part of site plan approval.

Mitigation costs are calculated based on a development's percentage consumption of new peak-hour, peak-direction traffic capacity by roadway segment or intersection, and the cost by link or node of creating that capacity. Costs are split into two shares; a public share, and a private share of proportional costs.

Public Share
The public share will incorporate costs considering the following:

- existing and background growth
- new traffic to and from residential locations within the Study Area
- existing and new traffic to and from public institutions (e.g. University at Buffalo)
- the amount of additional reserve capacity created (reserve capacity can be expected to be minimal, even after implementation of planned improvements)
- safety improvements
- costs may be covered under State or Federal grant funding, and supported by NYSDOT, Erie County Department of Public Works, and the Town

Private Share
The private share will incorporate costs considering the following:

- existing and new traffic to and from commercial properties in the Study Area
- new residential traffic in the Study Area

The following process was used for determining the public and private shares for transportation mitigation improvement projects:

1) Determine Benefited Area: The benefited areas are delineated by the boundaries established for the Study Area. The parcels internal to this boundary area have been identified as the primary beneficiaries of the construction of the identified mitigation improvements. Exceptions include parcels located within the study area that are pre-existing to the implementation of mitigation improvements. If parcels are redeveloped and incorporated as a part of the proposed roadway network, the formula should incorporate and charge such a parcel for their cost-share. The general public at large and

external parcels will be considered secondary beneficiaries to the mitigation improvement projects. These external parcels are considered background traffic generators and are therefore the responsibility of the public share.

2) Calculate Costs of Improved Facilities: The cost of each planned roadway improvement includes design, construction, and supervision expressed in projected dollars. Construction, engineering, and management costs will be indexed according to NYSDOT's construction price trends. Costs for highway maintenance, renewal, or reconstruction are excluded from the cost basis to be shared; these will be the responsibility of the roadway jurisdictional owner.

   Site access improvements are those that are required to mitigate the direct impact of any individual development. Examples of site improvements are additional turning lanes, traffic signals, or other traffic control devices beyond those outlined as a part of this GEIS. Other site access improvements may include but are not limited to access roads, sidewalks, lighting, raised medians, landscaping, and other treatments not specific in this GEIS. These are implemented by the private developers.

3) Determine Available Capacity: *Available Capacity* is defined as the existing unused capacity from Tables 5 and 6, plus either the additional one-way peak direction capacity of the reconstructed/new facilities or total approach capacity for intersections. Capacity values were calculated based on guidelines in the Highway Capacity Manual, using base threshold volumes to maintain a LOS D or better at a planning level basis. For intersections, capacity can be difficult to measure as similar to an urban street, there are many factors that impact capacity including signal timings, detection, queues, peak hour factor, etc. Therefore, the intersection capacity utilization tool in Synchro was used for each intersection, which determines the amount of available capacity.

4) Calculate Available Capacity Consumed: The amount of available capacity used by traffic generated by the proposed project is calculated by dividing the development projected trips for the Study Area by the total available capacity for improvement projects.

5) Calculate Development Cost Share: Development cost share is based on the amount of available capacity consumed by PM peak hour trips generated by projected new development. Mitigation costs are calculated for new trips only.

$$\text{Private Share} = \text{Cost} \times \frac{\text{Additional Development Trips}}{(\text{Total New Trips} + \text{Additional Reserve Capacity})}$$

$$\text{Public Share} = \text{Cost} \times \frac{(\text{New Non-Development Trips} + \text{Additional Reserve Capacity})}{(\text{Total New Trips} + \text{Additional Reserve Capacity})}$$

There are existing streets and intersections which have capacity to accommodate additional traffic volumes but they are not operating at full potential based on inefficiencies with the traffic signal network, or the infrastructure, such as the road surface is in poor condition making it a less appealing

route. Some of these streets and intersections provide direct access through a public street to new development areas and relieve congestion from parallel routes which are at capacity.

Table 2: Threshold Analysis for Improvements

	PM Peak Hour Traffic (vph)		LOS D Threshold		
	Existing (2025) Volume	Planned Demand Volume	Maximum Volume*	Volumes that Could be Accommodated	% Cost of Private Share Improvements
Street Segments					
Niagara Falls Boulevard: Ridge Lea Road to Sheridan Drive					
	3,700	4,300	3,700	0	0%
	w/adaptive signal control		4,300	-	100%
Ridge Lea Road/N Bailey Avenue: Niagara Falls Boulevard to Maple Road					
	1,660	2,090	1,680	20	-
	w/ 4 lane cross section		2,500	820	35%
Bowmart Parkway: Maple Road to Meyer Road					
	434	560	1,680	1,120	-
	w/upgrades		1,680	1,120	10%
Sheridan Drive: Niagara Falls Boulevard to Millersport Highway					
	2,600	2,850	2,600	250	0%
	w/ coordinated network		2,850	-	100%
Intersections					
Maple Road at Sweet Home Road					
	3,093	4,637	3,436	343	-
	w/ lane and timing changes		5,040	-	21%
Sheridan Drive at Sweet Home Road					
	2,897	3,187	2,897	0	-
	w/timing changes		3,400	213	57%
N Bailey Avenue at Emerson Drive & Amsterdam Avenue (Stop Controlled)					
	1,225	1,390	-	-	-
	roundabout		-	-	0%

*The assumptions in this table are based on the principles of the 2010 Highway Capacity Manual which provides planning level engineering estimates for capacity. This is for a base condition and may vary per location depending on number of access points, speed, driver behavior, truck percentage, signal timings and spacing, etc. Values were also checked in Synchro running an arterial LOS analysis since each road has unique site condition impacting capacity.

Niagara Falls Boulevard from Ridge Lea Road to Sheridan Drive

This street segment is expected to operate under planned development at an arterial LOSE for northbound during the PM and Saturday peaks, the existing level of service for northbound is an E. Urban street LOS is based on travel speed as a percentage of base free-flow speed. There are many variables which impact the capacity and LOS of an urban street including signal timings and spacing, exclusive turn lanes and phasing at intersections, the peak hour factor, facility length, access points, etc. In addition, determining the capacity of

an adaptive signal-controlled network is difficult in the planning process, it is better measured in the field once implemented. Therefore it can be reasonably assumed that the adaptive signal control would be able to accommodate the increase in traffic volumes but reserve capacity for public benefit would be difficult to determine. The private share of these improvements is based on the number of planned trips expected to use Niagara Falls Boulevard and there would be no additional reserve capacity for public benefit.

Ridge Lea Road/N Bailey Avenue from Niagara Falls Boulevard to Maple Road

Segments of this road are expected to operate at an arterial LOS E, with the existing road approaching capacity volumes.

Bowmart Parkway from Maple Road to Meyer Road

Bowmart Parkway has capacity to accommodate existing and planned volumes; however, this will provide direct access to planned development with an extension of Bowmart Parkway north of Meyer Road. Bowmart Parkway could help relieve congestion from N Bailey Avenue, including the N Bailey Avenue at Maple Road intersection. Private share costs are based on the private/public share mitigation cost formulas.

Sheridan Drive from Niagara Falls Boulevard to Millersport Highway

Sheridan Drive is currently operating at a LOS D (westbound) and E (eastbound) during the PM peak. Some segments between intersections will experience a LOS E and F. It is assumed that any additional traffic volumes will degrade the arterial level of service to below a D and further degrade the LOS E for the eastbound direction. The private share of these improvements is based on the number of planned trips expected to use Sheridan Drive divided by the reserve capacity that is of public benefit.

The private share of these improvements is based on the number of planned trips expected to use Niagara Falls Boulevard and there would be no additional reserve capacity for public benefit.

Trip Generation

The number of expected trips generated from the land use and zoning projections for the entire study area was determined using the Trip Generation Manual for the PM peak. The PM peak was chosen because it has the most data associated with trip generation for the multiple types of proposed developments.

The proposed land use plan was used to estimate the increase in trips into the study area. Each TAZ had trips estimated on a high level based on the planned development and type, assumptions were made for specific land use codes that correlate to the Trip Generation Manual for housing types, retail, and office space. The following are land use codes that were used and applied tailored to each TAZ.

Residential	Retail	Office
220: Multi-family (Low Rise)	820: Shopping Center > 150k SF	710: General Office Building
221: Multi-family (Mid Rise)	821: Shopping Plaza (40k-150l SF)	
	822: Strip Retail Plaza (<40k SF)	

The change in land use, which typically leads to an increase in development, was converted to planned trips which is shown in Table 3 below.

Table 3: TAZ Trip Generation

TAZ	Residential			Commercial - Retail			Commercial - Office			Total Trips
	Land Use	*Units*	*PM Trips*	*Land Use*	*Retail (SF)*	*PM Trips*	*Land Use*	*Office (SF)*	*PM Trips*	
668	N/A	0	0	N/A	0	0	N/A	0	0	0
676	221	78	31	821	82,062	748	N/A	0	0	779
677	221	494	193	821	109,678	960	N/A	0	0	1,153
678	221	1140	445	820	299,265	1243	710	99,755	166	1,853
679	N/A	0	0	820	310,159	1275	N/A	0	0	1,275
680	221	43	17	822	28,622	164	N/A	0	0	181
681	221	50	20	821	65,350	620	N/A	0	0	640
682	221	1551	605	820	831,015	2592	710	158,013	243	3,440
683	221	269	105	821	51,799	516	N/A	0	0	621
684	221	50	20	822	13,875	98	N/A	0	0	118
686	220	115	70	821	69,845	655	N/A	0	0	725
687	221	385	150	N/A	0	0	N/A	0	0	150
688	220	118	71	821	147,657	1251	N/A	0	0	1,323
699	220	20	29	822	7,000	60	N/A	0	0	90
701	N/A	0	0	N/A	0	0	N/A	0	0	0
702	221	200	78	821	52,500	522	710	17,500	39	639
705	221	320	125	821	84,000	763	710	28,000	58	946
708	221	90	35	822	31,394	175	N/A	0	0	211
709	N/A	0	0	821	74,456	690	N/A	0	0	690
		Total Trips	1,996			12,333			505	14,835

The following table is a breakdown of the expected trips by land use type.

Table 4: Proposed PM Peak Hour Trips by Land Use Type for the Study Area

Land Use	PM Peak Trips
Residential Housing	1,996
Retail	12,333
Office	505
Total	*14,835*

The land use plan focuses on providing mixed-use development. Mixed-use developments typically have some portion of trips beginning and ending within the mixed-use development. An internal capture rate is applied to not double count trips on the external road system when some trips are visiting multiple locations within the mixed-use development either by driving or walking. The mixed-use development in the land use plan typically consists of retail/commercial establishments mixed with rental housing. In addition, retail and commercial trips are typically not all new trips, many are pass-by trips meaning those vehicles are already on route and stop by at a retail or commercial establishment on their existing route. Retail has an average pass-by rate of 29%. Therefore, a pass-by rate of 29% was applied to the retail trips only to obtain a new trip total for the area.

Table 5: Total Proposed PM Peak Hour Trips for the Study Area

Land Use	PM Peak Trips
Residential Housing	1,996
Retail	12,333
Office	505
10% internal capture	-1,484
29% pass-by rate (for retail)	-3,577
Total	*9,773*

Based on the number of trips anticipated with the private share percentage of each mitigation project, the mitigation cost per trip is **$1,130.**

Table 6: Private Share versus Public Share Costs

Project	Private Share Cost (2030)	Public Share Cost (2030)
Niagara Falls Boulevard: Ridge Lea Road to Sheridan Drive	$218,750	-
Ridge Lea Road: Niagara Falls Boulevard to N Bailey Avenue	$10,675,000	$19,825,000
Bowmart Parkway: Maple Road to Meyer Road	$31,880	$286,880
Sheridan Drive: Niagara Falls Boulevard to Millersport Highway	$11,700	-
Maple Road at Sweet Home Road	$26,520	$99,740
Sheridan Drive at Sweet Home Road	$71,960	$54,290
N Bailey Avenue at Emerson Drive & Amsterdam Avenue	$0	$2,818,750
Total	*$11,035,810*	*$23,084,660*

Costs Contribution Determination for New Developments

A process is outlined below for determining the cost share each development will contribute towards the transportation mitigation improvements based on a cost per trip generated. The process includes:

1) Proposed Development Assumptions: Information about the proposed development is sent to the Town of Amherst to review, this will include an accompanying traffic study. The Town will determine if the proposal contains enough information for a review. Information should include development location, type, size, and layout, as well as a site plan showing ingress and egress connections to existing streets. The traffic study should be an abbreviated version which includes trip generation and methodology, trip distribution, and an existing and build capacity/operational analysis of an appropriate study area mutually delimited with the Town with consideration of anticipated trips and distribution.

    a) Review Development Trips: The trip generation of the proposed development would be calculated to determine mitigation cost. The trip generation should be calculated using the methodology established by the *Institute of Transportation Engineers* in the most recent edition of the ***Trip Generation Manual***. The output of this step is trip ends, which is trips entering and exiting the proposed development during the PM peak hour.

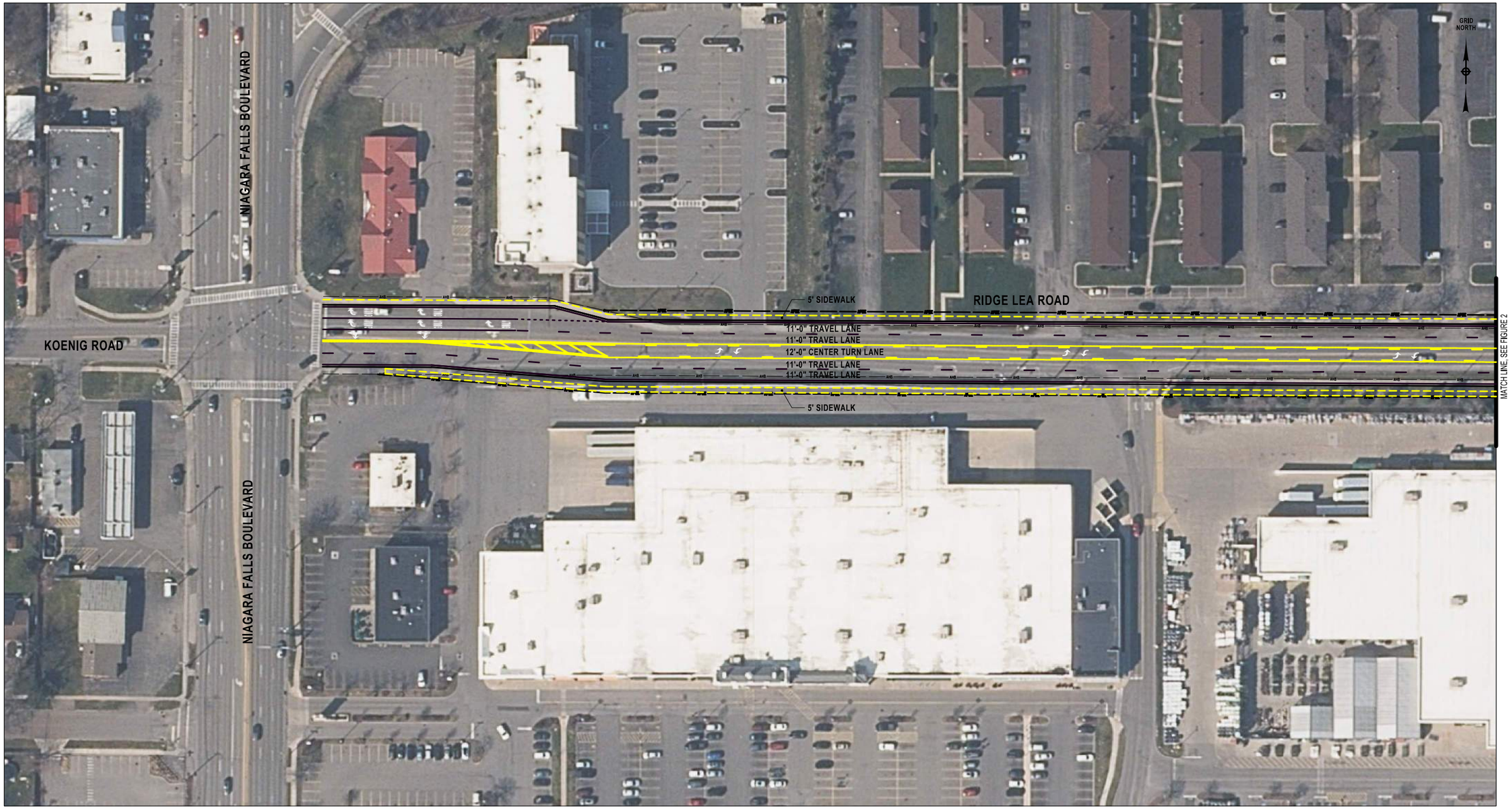
    Pass-By Trips: For developments that are identified in the ITE Trip Generation Manual that must account for pass-by trips such as gas stations, banks, service stations, etc. this can be used when appropriate. A pass-by trip is defined as traffic passing the site on the street that contains direct access to the development, this is not to be mistook for a diverted trip. The pass-by adjustment rate is to be based on the ITE Trip Generation Manual, or surveys conducted by a qualified engineer or planner with industry standard accepted methodology and agreed upon by the Town.

    Redevelopment: For redevelopments, the trip generation rate is adjusted for traffic generated by the previous development, ***if*** that development was in operation during the traffic data collection for the GEIS (2022). The credit should be based on traffic counts compiled for the former land use, if available. If actual traffic data is not available, then the credit will be based on trips calculated from the ITE Trip Generation Manual.

    b) Distribute Trips: Trips generated from the development will be distributed to the adjacent roadway to determine if access improvements may be required.

2) Once the number of trips has been determined, the defined cost per trip will be applied to the development as a contribution for public transportation mitigation improvements.

RIDGE LEA ROAD/NORTH BAILEY AVENUE NIAGARA FALLS BOULEVARD TO MAPLE ROAD



50 0 50 100 150 200'

1" = 100'

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TRANSPORTATION IMPROVEMENT CONCEPT LAYOUT

BOULEVARD CENTRAL DISTRICT
GENERIC ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL
TOWN OF AMHERST, ERIE COUNTY, NEW YORK

FIGURE 1

DATE: AUGUST 2025

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RIDGE LEA ROAD/NORTH BAILEY AVENUE NIAGARA FALLS BOULEVARD TO MAPLE ROAD



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GENERIC ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL
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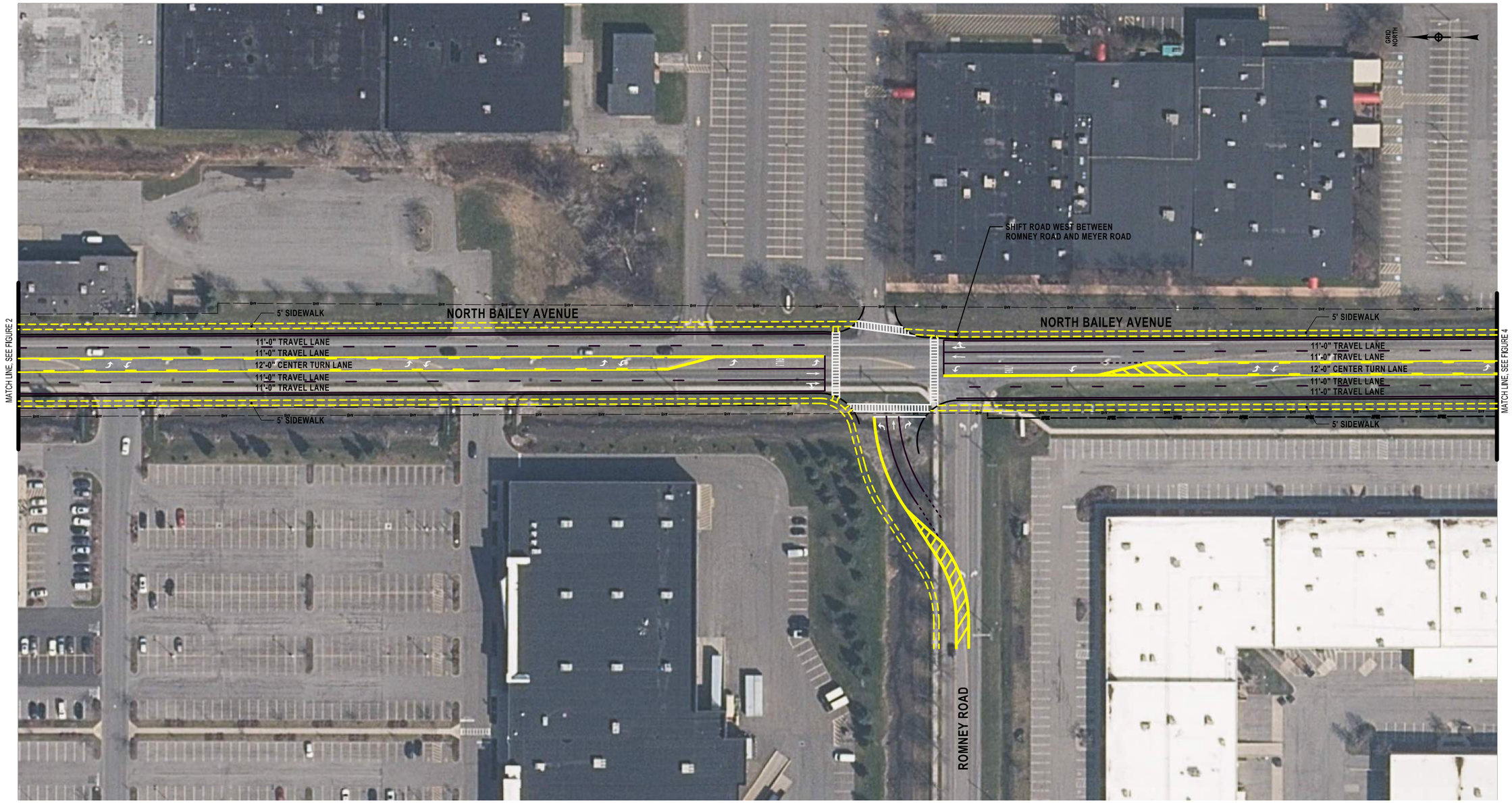
FIGURE 2

DATE: AUGUST 2025

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RIDGE LEA ROAD/NORTH BAILEY AVENUE NIAGARA FALLS BOULEVARD TO MAPLE ROAD



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1" = 100'

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TRANSPORTATION IMPROVEMENT CONCEPT LAYOUT

BOULEVARD CENTRAL DISTRICT
GENERIC ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL
TOWN OF AMHERST, ERIE COUNTY, NEW YORK

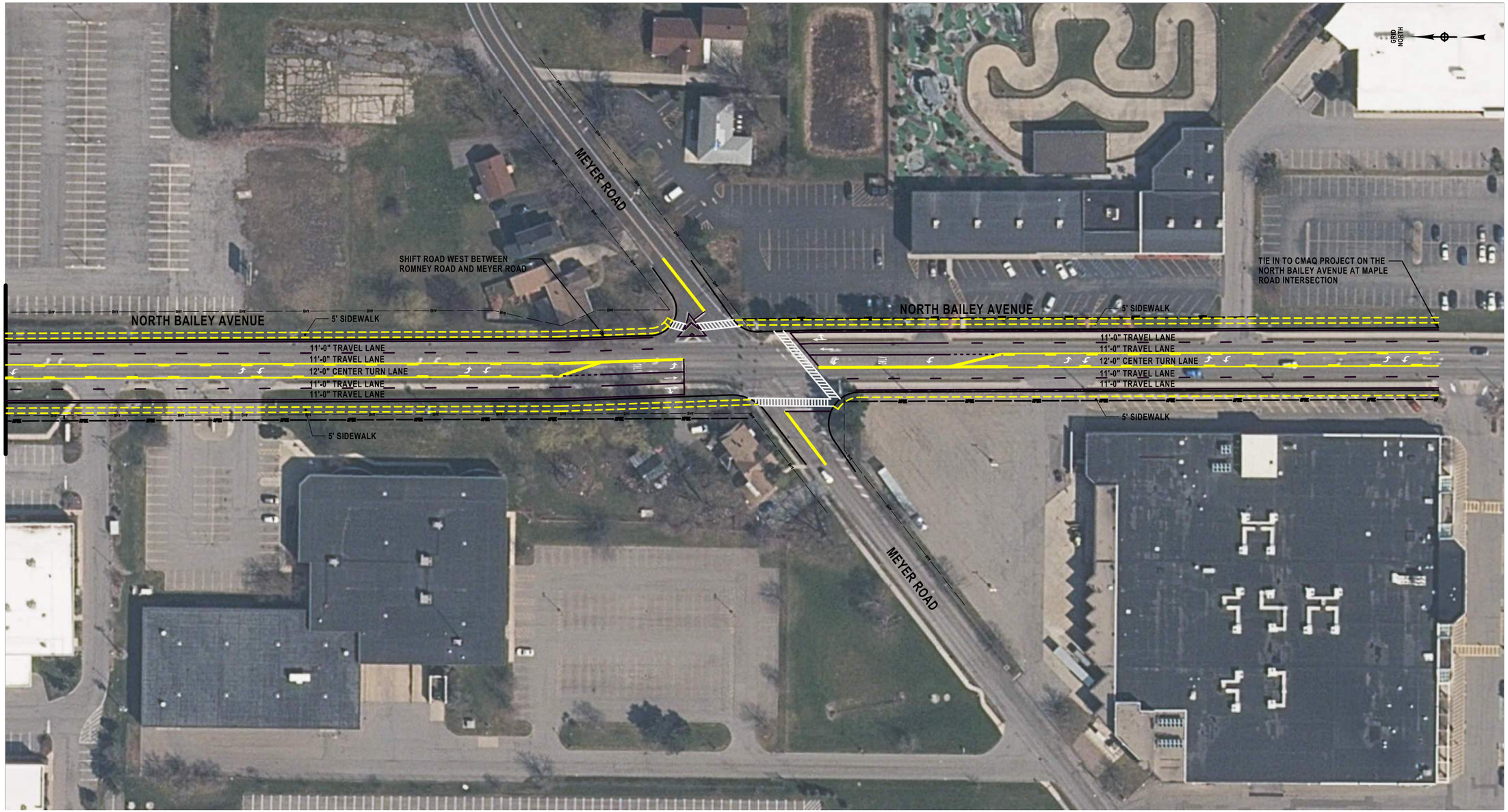
FIGURE 3

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RIDGE LEA ROAD/NORTH BAILEY AVENUE NIAGARA FALLS BOULEVARD TO MAPLE ROAD



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1" = 100'

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TRANSPORTATION IMPROVEMENT CONCEPT LAYOUT

BOULEVARD CENTRAL DISTRICT
GENERIC ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL
TOWN OF AMHERST, ERIE COUNTY, NEW YORK

FIGURE 4

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MAPLE ROAD AT SWEET HOME ROAD



50 0 50 100 150 200'

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BOULEVARD CENTRAL DISTRICT
GENERIC ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL
TOWN OF AMHERST, ERIE COUNTY, NEW YORK

FIGURE 5

DATE: AUGUST 2025

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SHERIDAN DRIVE AT SWEET HOME ROAD



50 0 50 100 150 200'

1" = 100'

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TRANSPORTATION IMPROVEMENT CONCEPT LAYOUT

BOULEVARD CENTRAL DISTRICT
GENERIC ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL
TOWN OF AMHERST, ERIE COUNTY, NEW YORK

FIGURE 6

DATE: AUGUST 2025

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Existing Conditions Memo
Appendix A – Figures

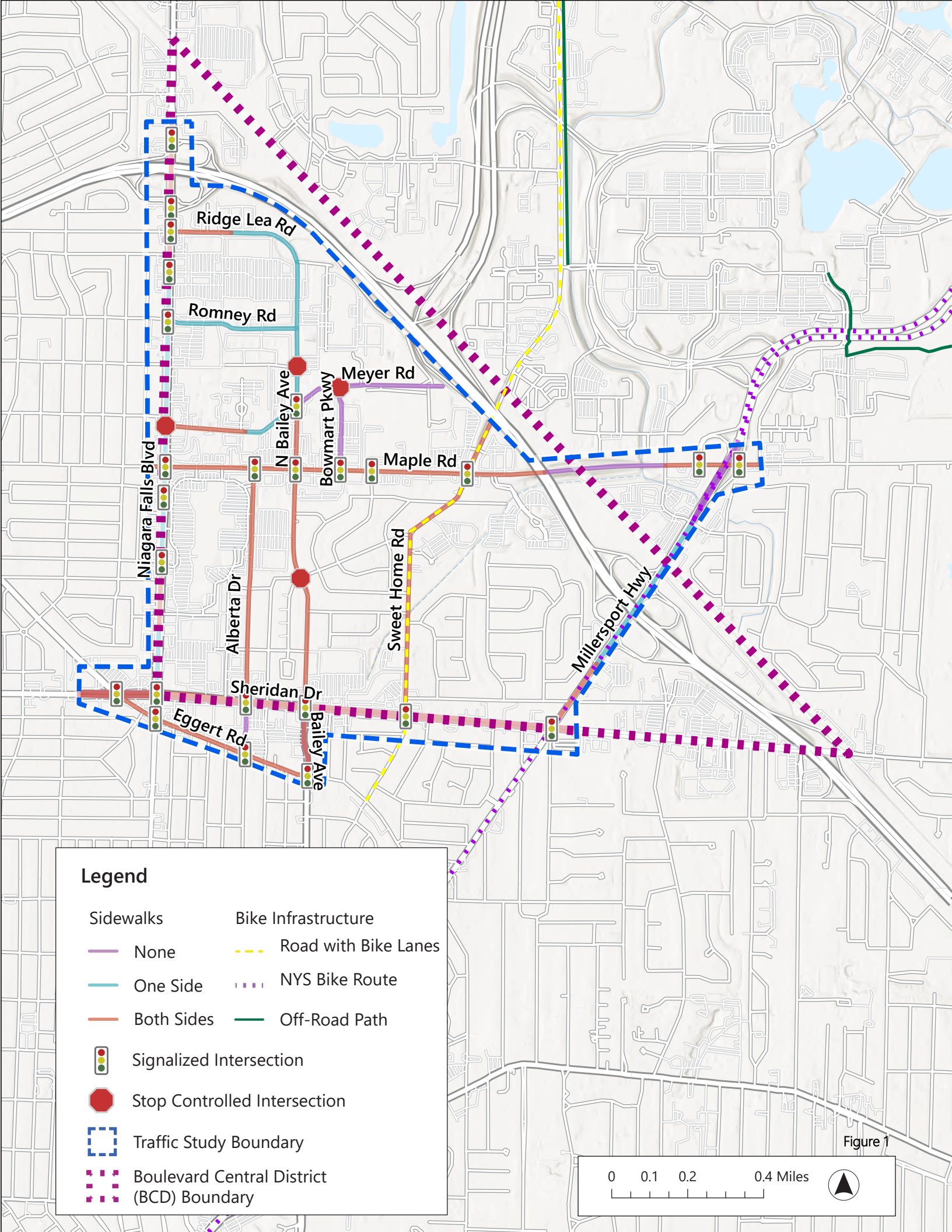

Ridge Lea Rd
Romney Rd
Meyer Rd
Maple Rd
Niagara Falls Blvd
N Bailey Ave
Bowmart Pkwy
Alberta Dr
Sweet Home Rd
Millersport Hwy
Sheridan Dr
Eggert Rd
Bailey Ave
Legend
Sidewalks
None
One Side
Both Sides
Bike Infrastructure
Road with Bike Lanes
NYS Bike Route
Off-Road Path
Signalized Intersection
Stop Controlled Intersection
Traffic Study Boundary
Boulevard Central District (BCD) Boundary
0 0.1 0.2 0.4 Miles

Figure 1

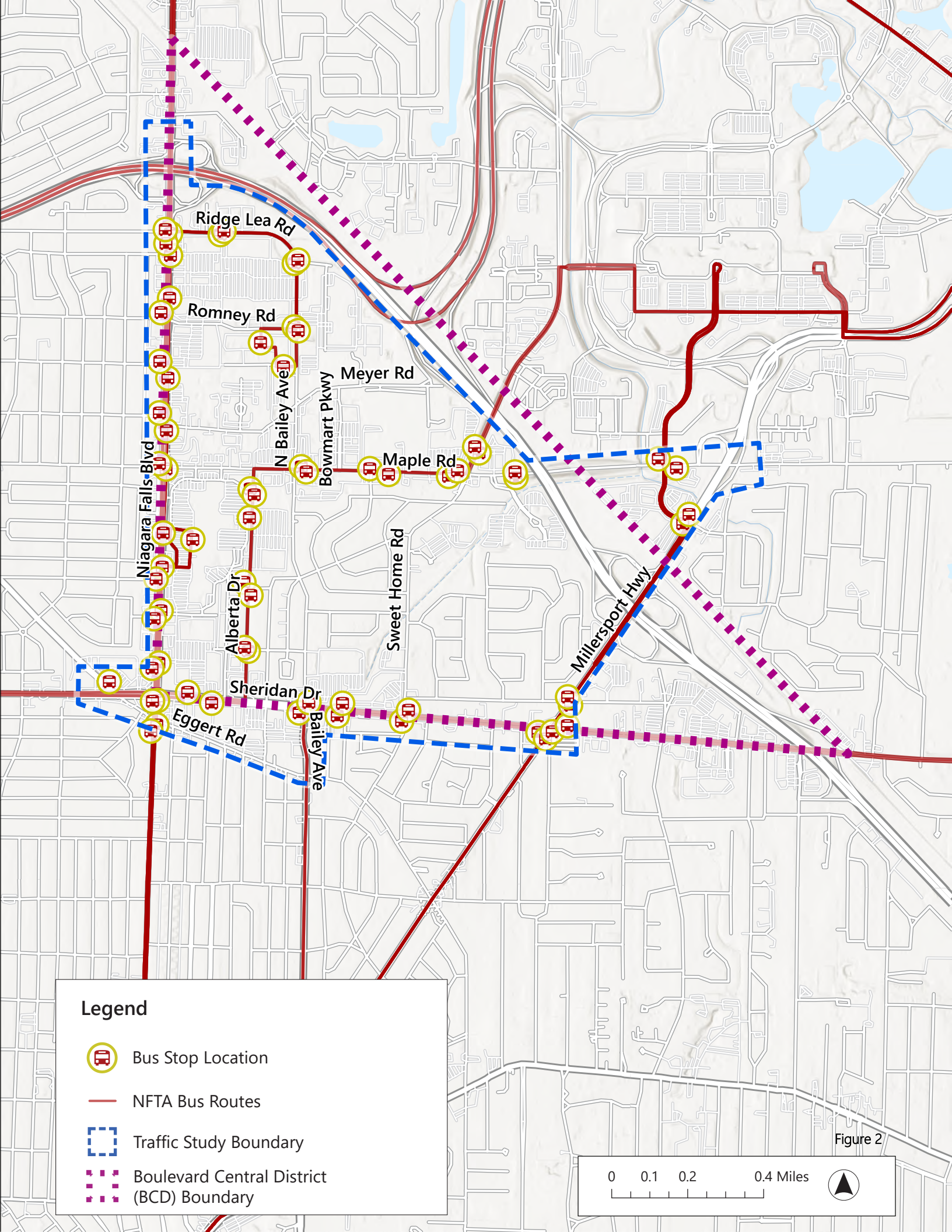
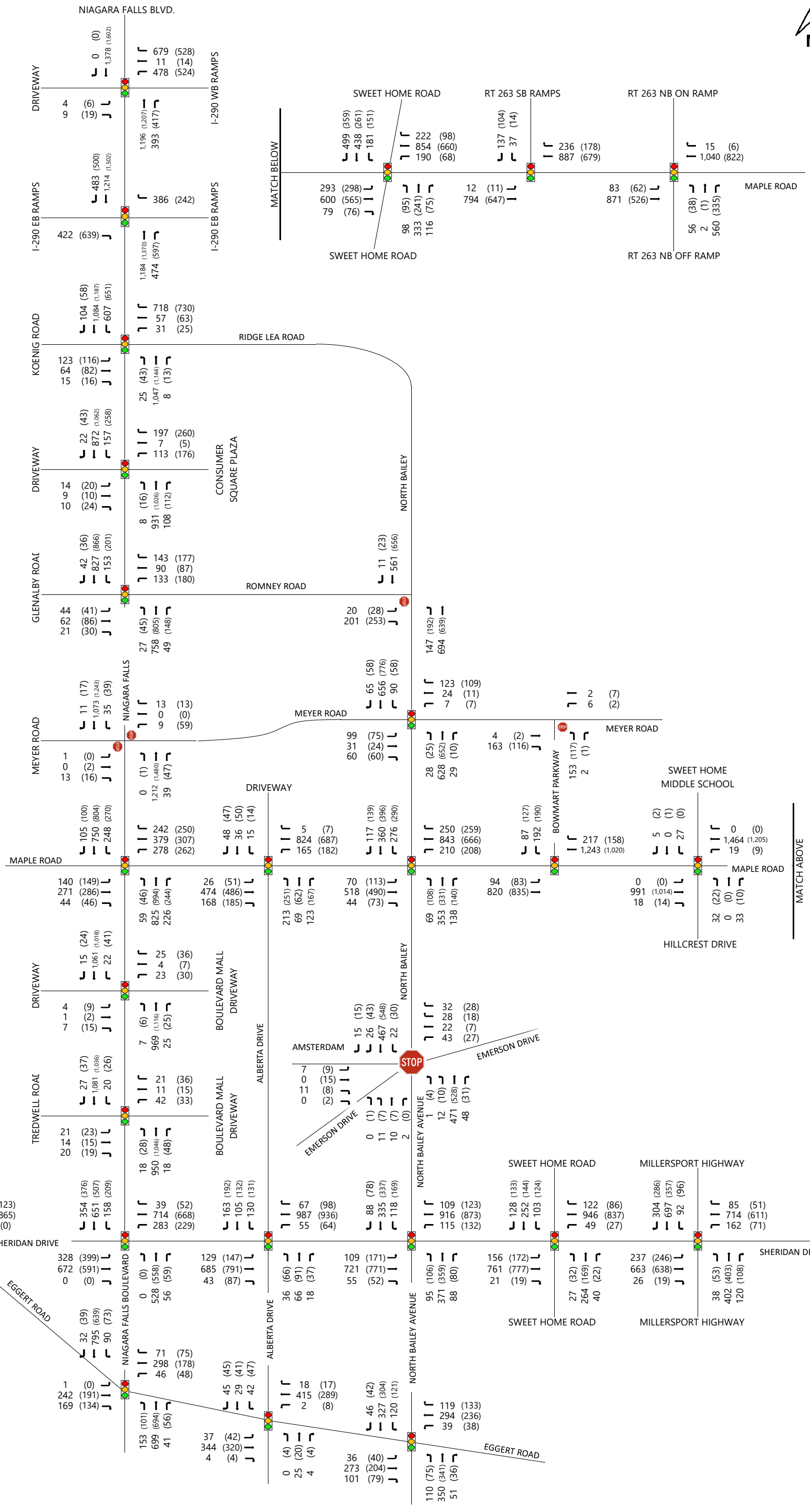
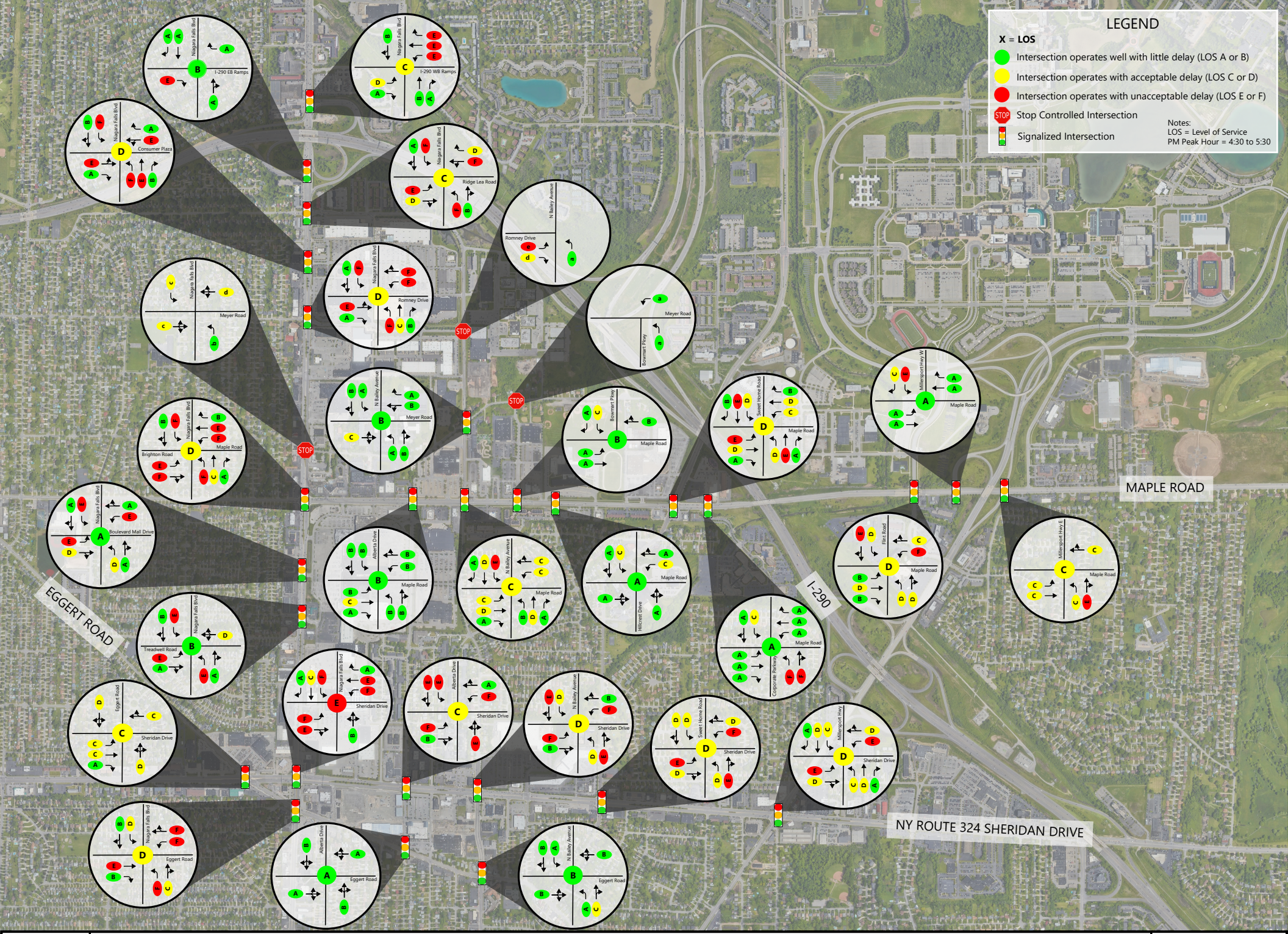

Ridge Lea Rd
Romney Rd
Meyer Rd
N Bailey Ave
Bowmart Pkwy
Maple Rd
Niagara Falls Blvd
Alberta Dr
Sweet Home Rd
Millersport Hwy
Sheridan Dr
Eggert Rd
Bailey Ave
Legend
Bus Stop Location
NFTA Bus Routes
Traffic Study Boundary
Boulevard Central District (BCD) Boundary
0 0.1 0.2 0.4 Miles

Figure 2



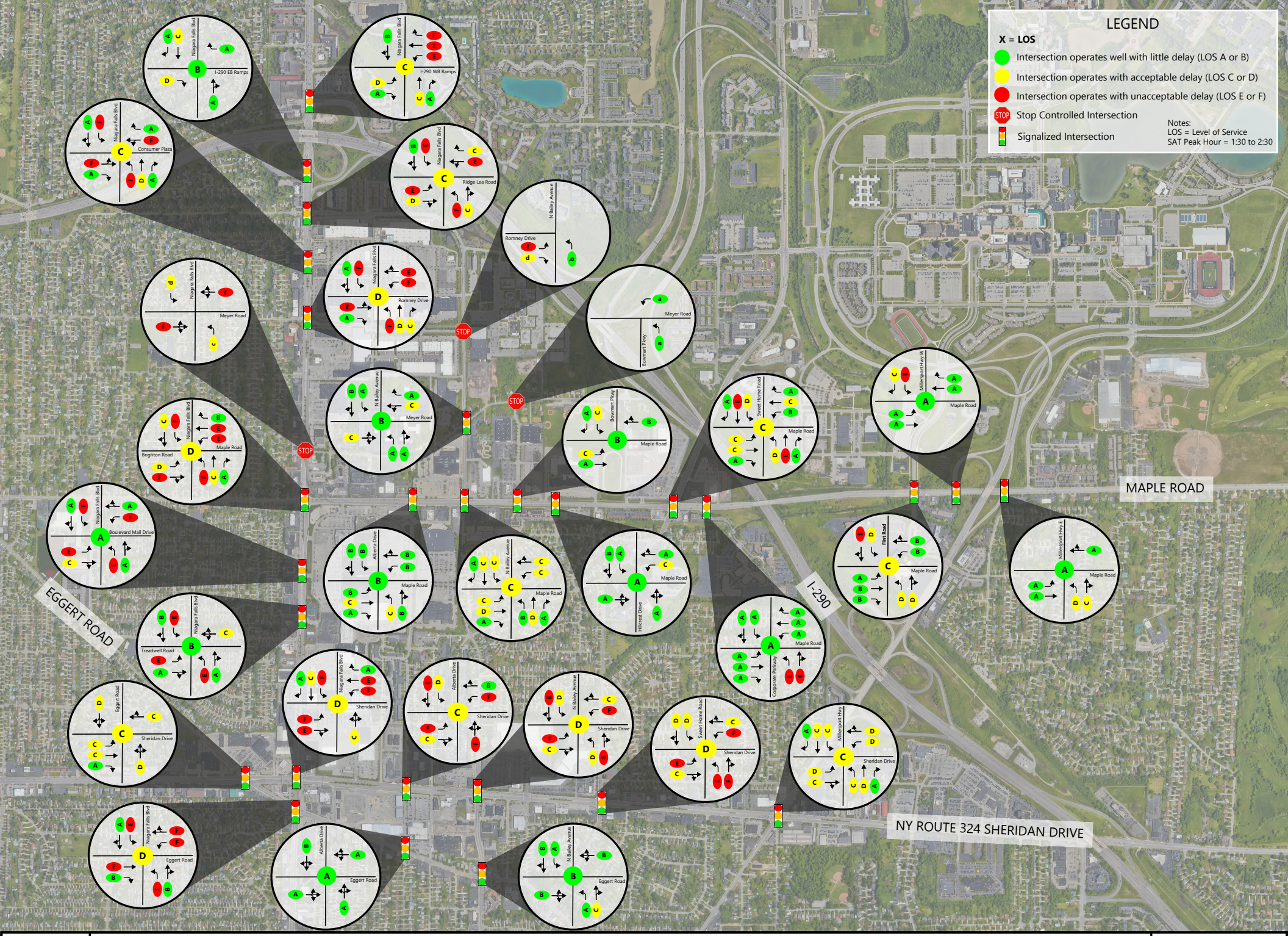
C&S COMPANIES®	Boulevard Central Distict - GEIS Update TOWN OF AMHERST, ERIE COUNTY, NEW YORK Project No. H22.007.005 Date: Apr-25	**Legend** AM Peak Hour: N/A PM Peak Hour: 4:30 - 5:30 PM SAT Peak Hour: (1:30 - 2:30 PM) Signalized: Stop Controlled: Roundabout: Thru Movement: Right Turn Movement: Left Turn Movement	**Figure 3** 2023 Existing Conditions Peak Hour Volumes



Level of Service Map: Existing Conditions PM Peak

Traffic Impact Study: Town of Amherst Boulevard Central District
Town of Amherst, Erie County, New York

Figure 3

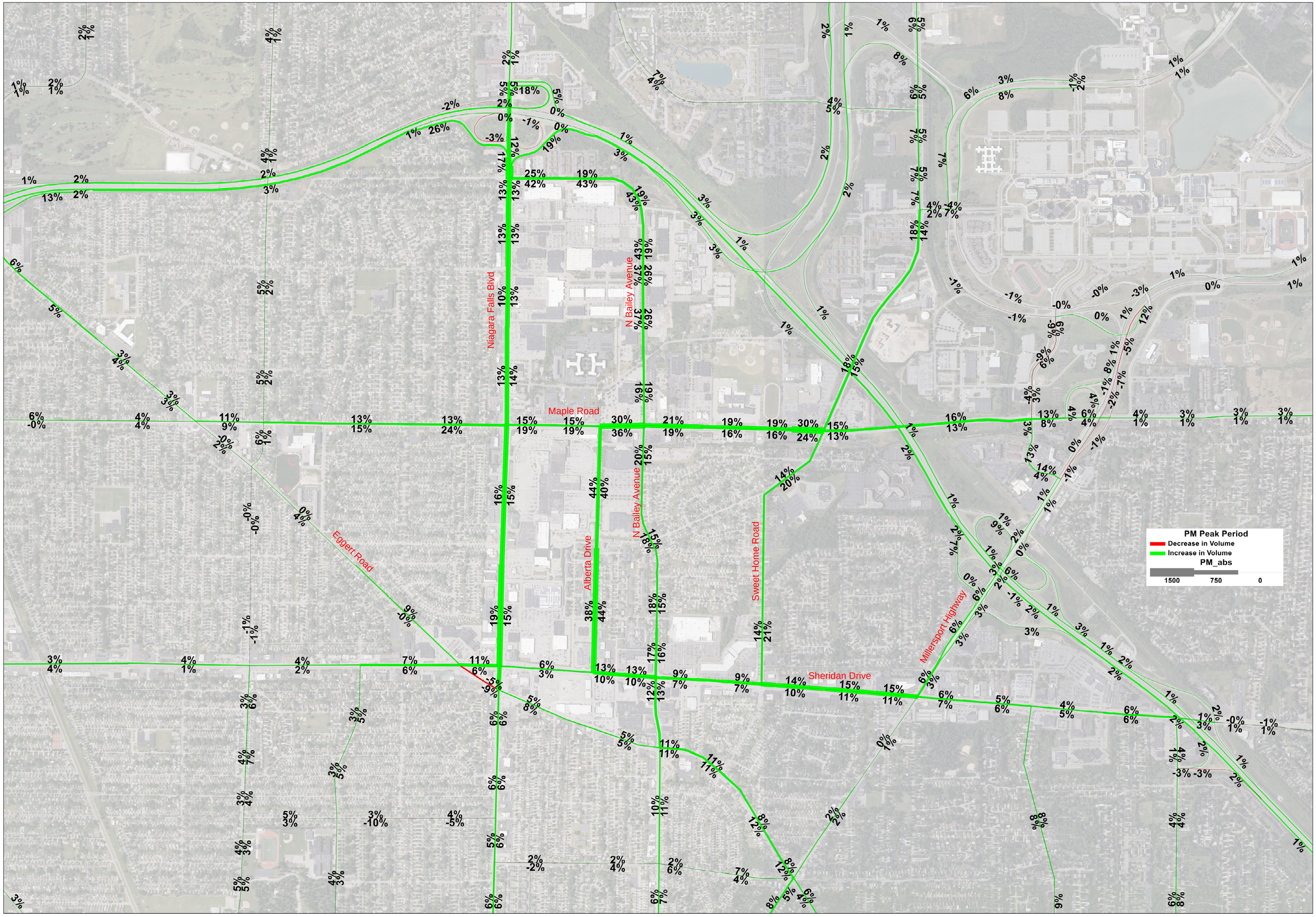


Level of Service Map: Existing Conditions SAT Peak

Traffic Impact Study: Town of Amherst Boulevard Central District
Town of Amherst, Erie County, New York

Figure 4

Planned Conditions Memo
Appendix A – Figures



Boulevard Central District
Percent Change in PM Peak Period Modeled Volume
2020 Base vs 2020 Base with BCD Forecast
GBNRTC Travel Demand Model 2020 Base Year
Prepared by GBNRTC, November 2024

Figure 1

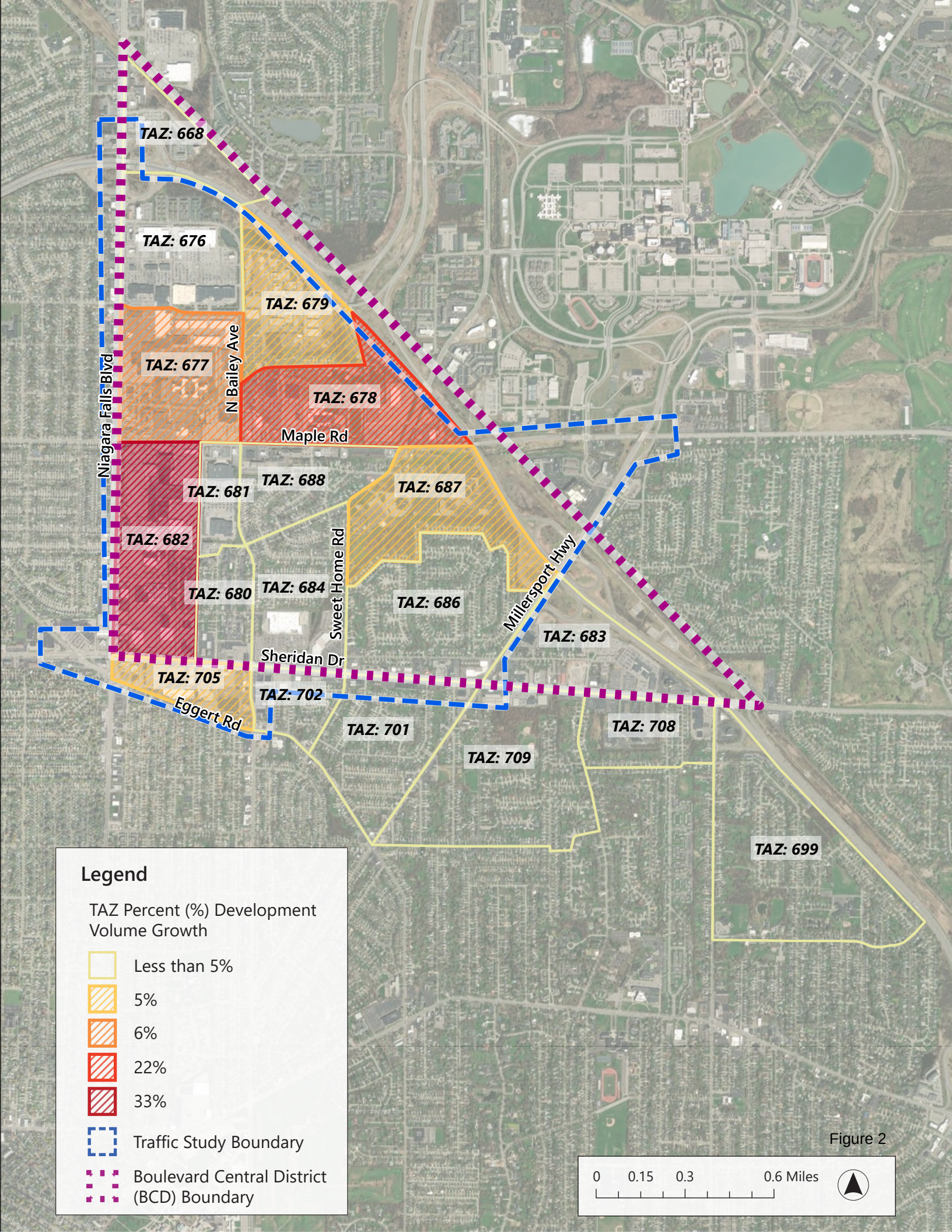
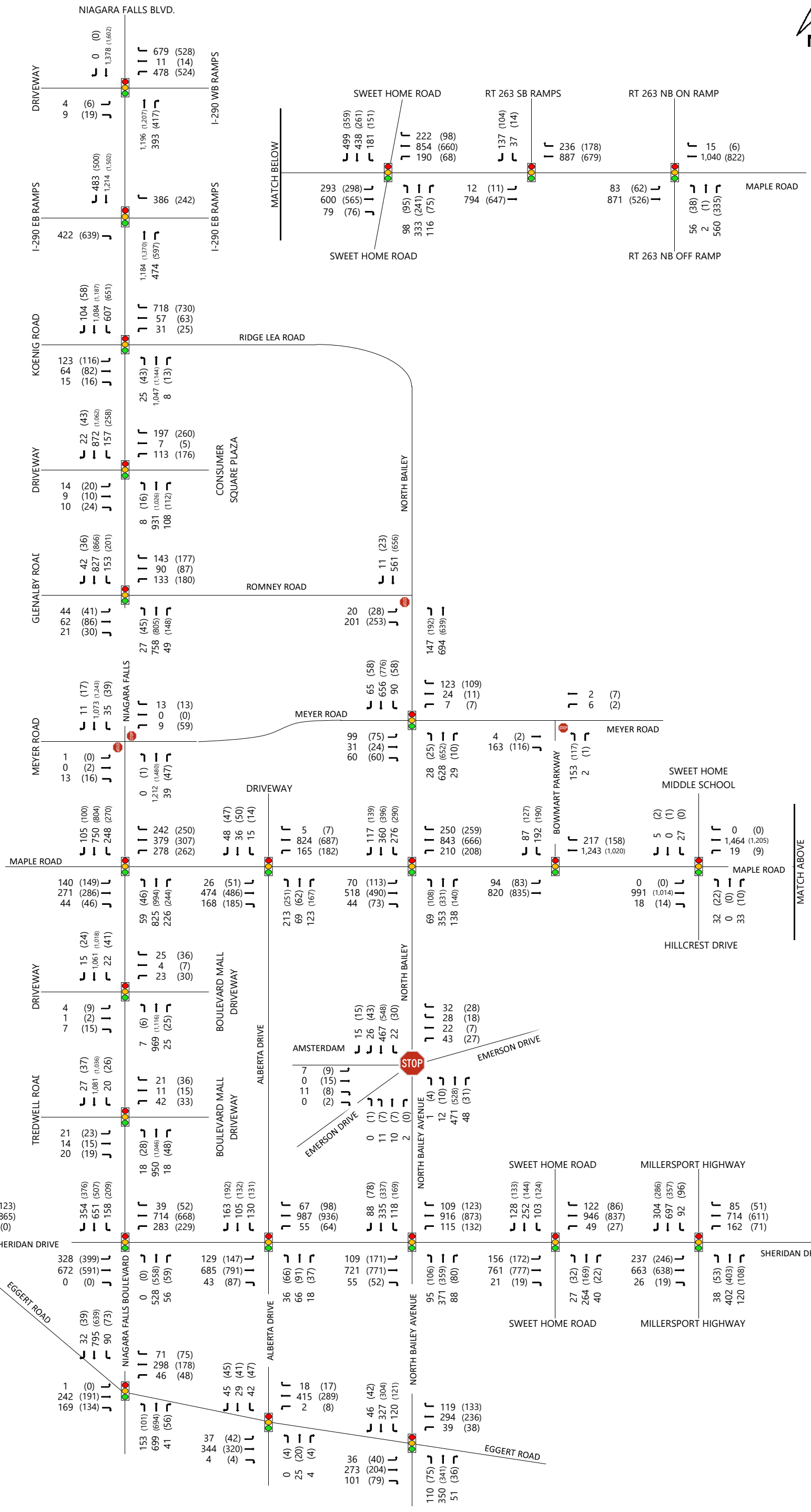
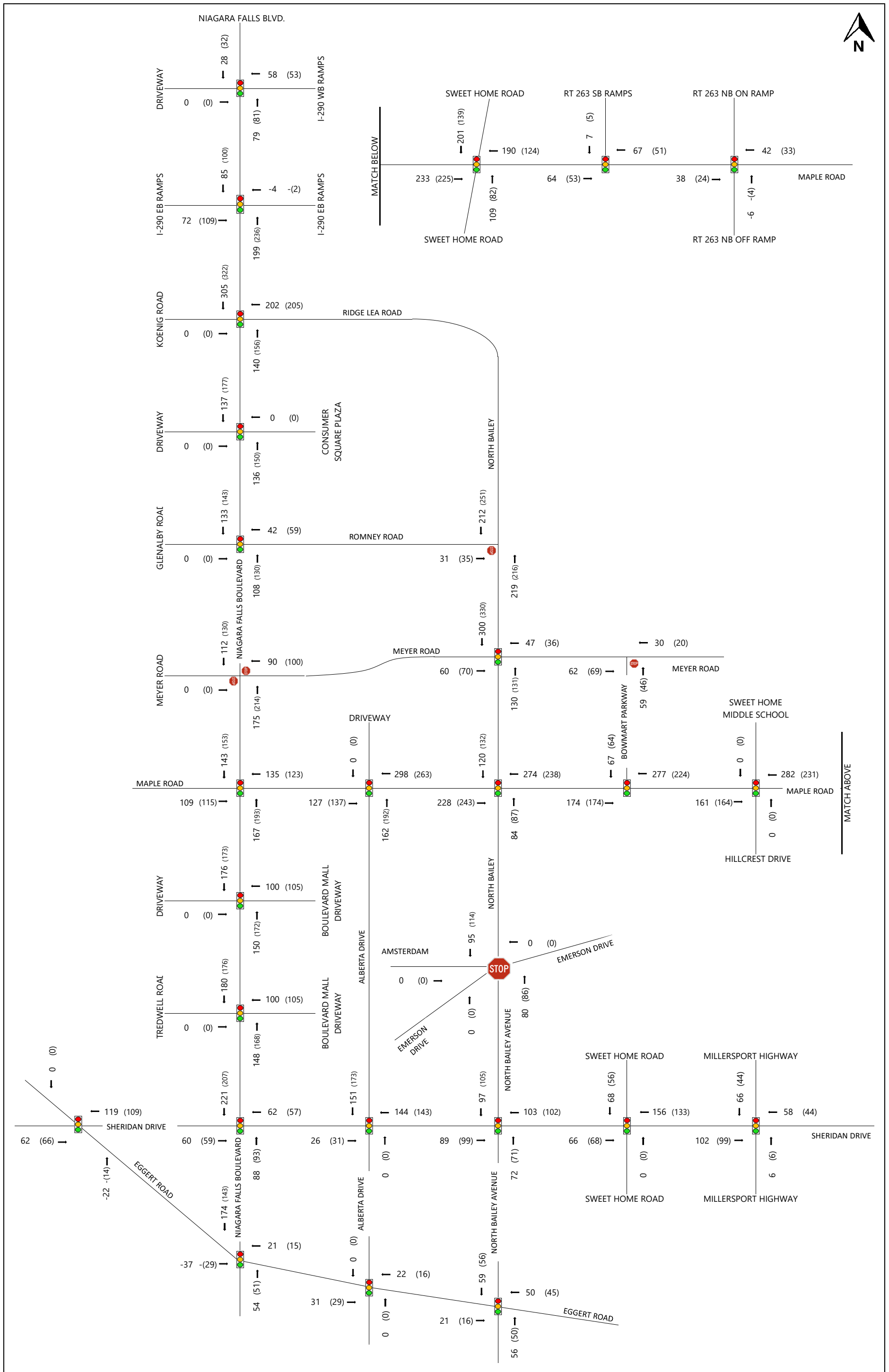

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TAZ: 679
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TAZ: 678
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Maple Rd
TAZ: 681
TAZ: 688
TAZ: 687
TAZ: 682
TAZ: 680
TAZ: 684
TAZ: 686
Sweet Home Rd
Millersport Hwy
TAZ: 683
Sheridan Dr
TAZ: 705
TAZ: 702
Eggert Rd
TAZ: 701
TAZ: 708
TAZ: 709
TAZ: 699
Legend
TAZ Percent (%) Development Volume Growth
Less than 5%
5%
6%
22%
33%
Traffic Study Boundary
Boulevard Central District (BCD) Boundary
0
0.15
0.3
0.6 Miles

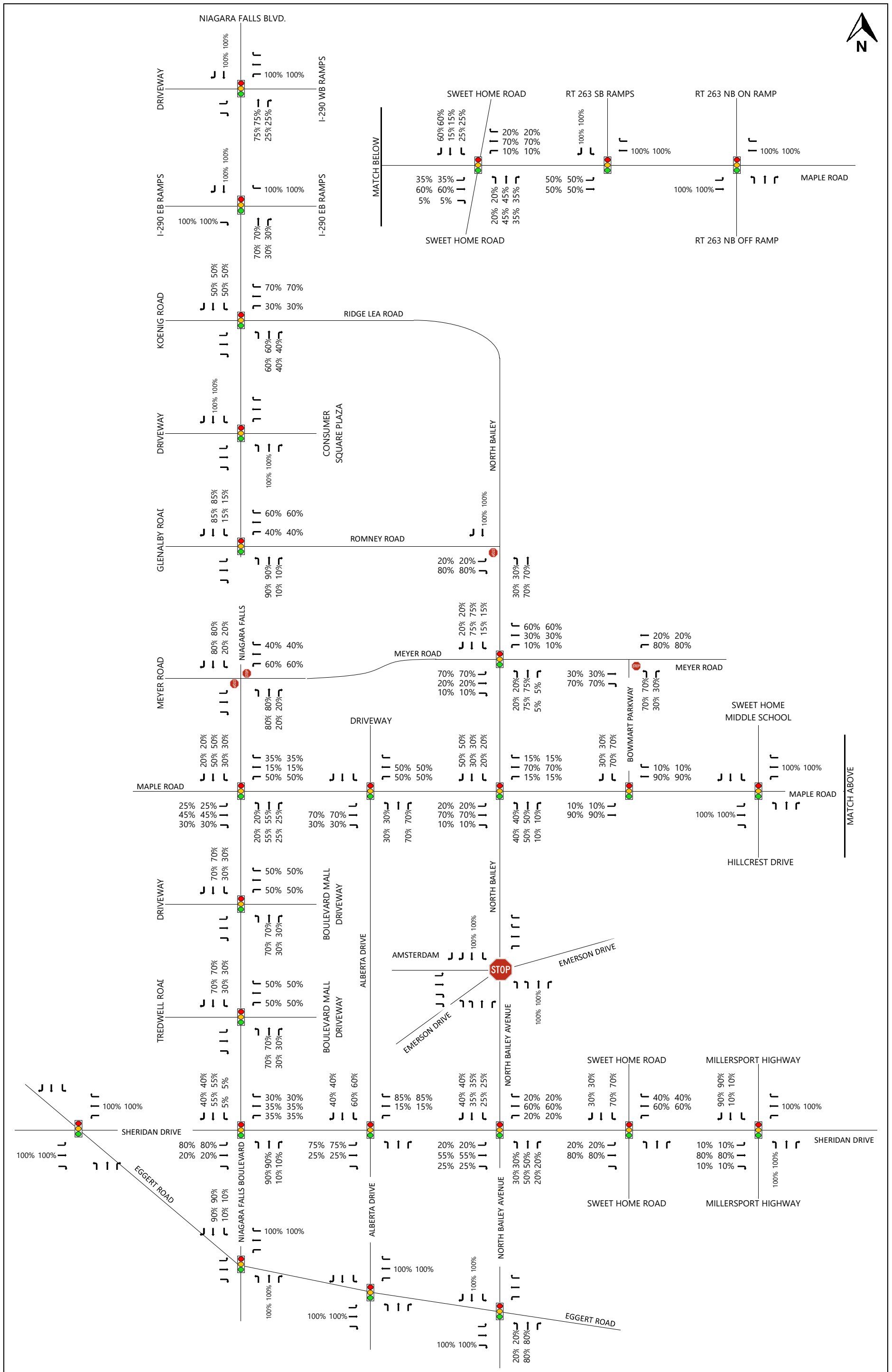
Figure 2



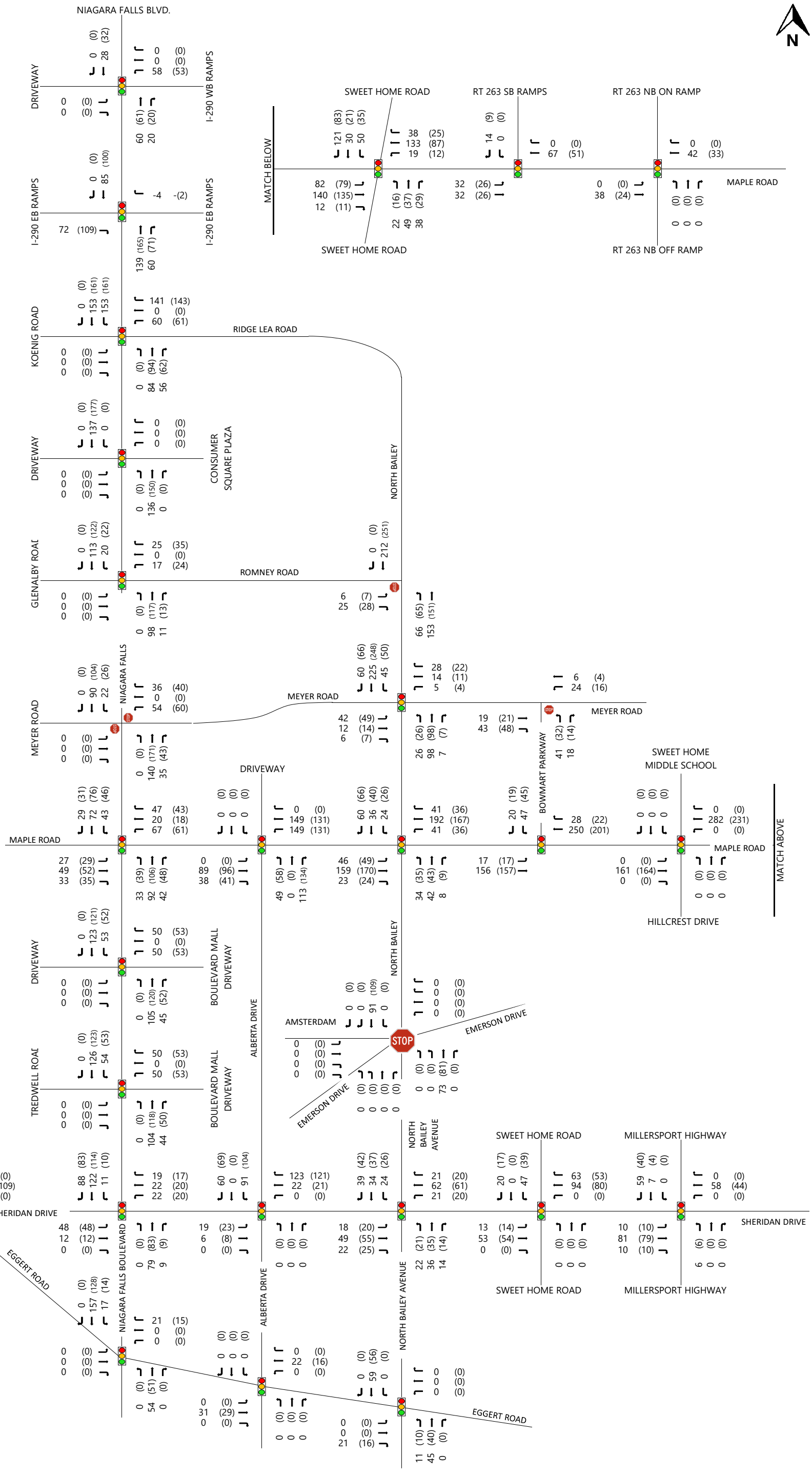
C&S COMPANIES®	Boulevard Central Distict - GEIS Update TOWN OF AMHERST, ERIE COUNTY, NEW YORK Project No. H22.007.005 Date: Apr-25	**Legend** AM Peak Hour: N/A PM Peak Hour: 4:30 - 5:30 PM SAT Peak Hour: (1:30 - 2:30 PM) Signalized: Stop Controlled: Roundabout: Thru Movement: Right Turn Movement: Left Turn Movement	**Figure 3** 2023 Existing Conditions Peak Hour Volumes



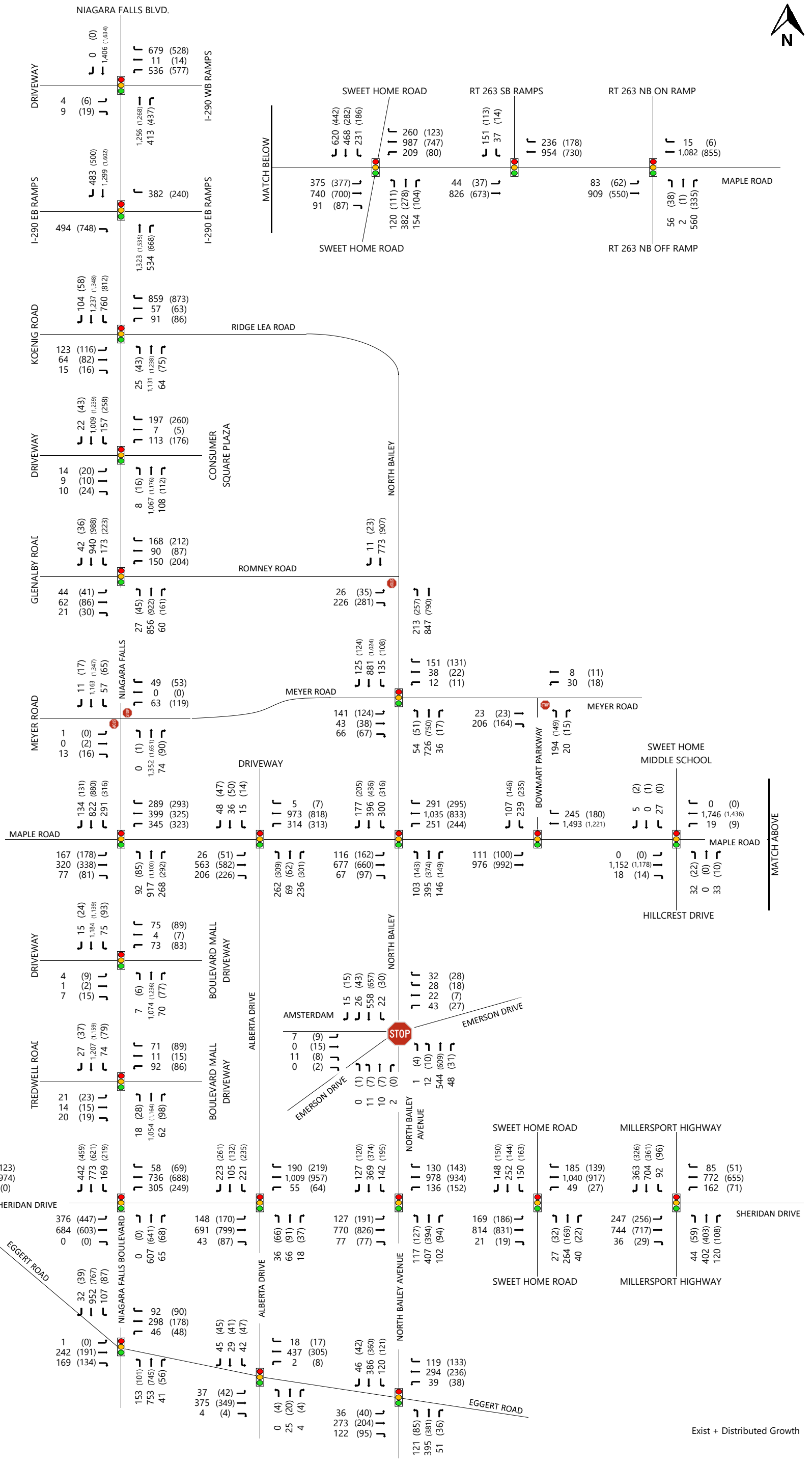
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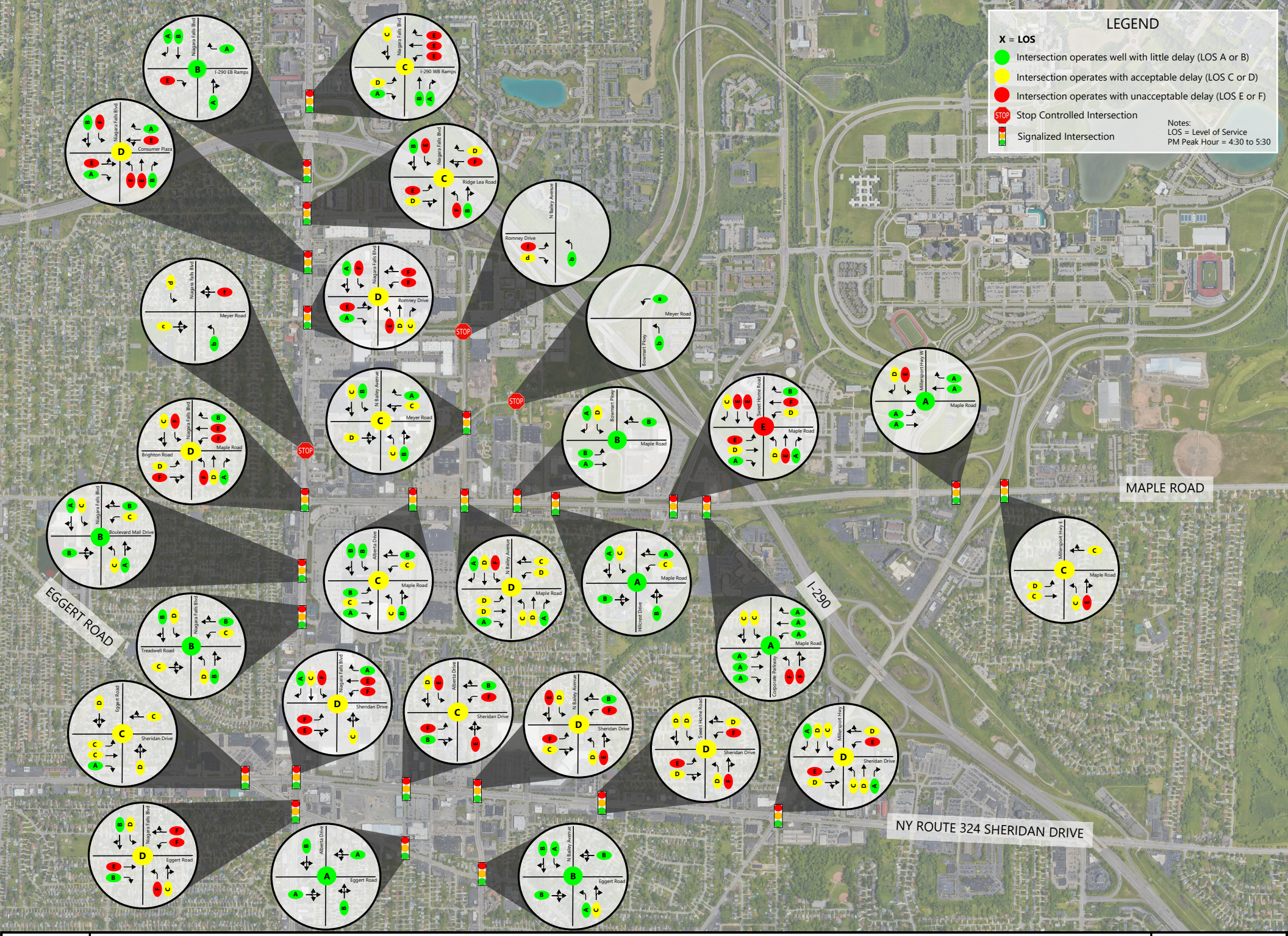
C&S COMPANIES®	Boulevard Central Distict - GEIS Update TOWN OF AMHERST, ERIE COUNTY, NEW YORK Project No. H22.007.005 Date: Apr-25	**Legend** AM Peak Hour: N/A PM Peak Hour: 4:30 - 5:30 PM SAT Peak Hour: (1:30 - 2:30 PM) Signalized: Stop Controlled: Roundabout: Thru Movement: Right Turn Movement: Left Turn Movement:	**Figure 5** Distribution Split Percentages



C&S COMPANIES®	Boulevard Central Distict - GEIS Update TOWN OF AMHERST, ERIE COUNTY, NEW YORK Project No. H22.007.005 Date: Apr-25	**Legend** AM Peak Hour: N/A PM Peak Hour: 4:30 - 5:30 PM SAT Peak Hour: (1:30 - 2:30 PM) Signalized: Stop Controlled: Roundabout: Thru Movement: Right Turn Movement: Left Turn Movement	**Figure 6** Intersection Growth Volumes



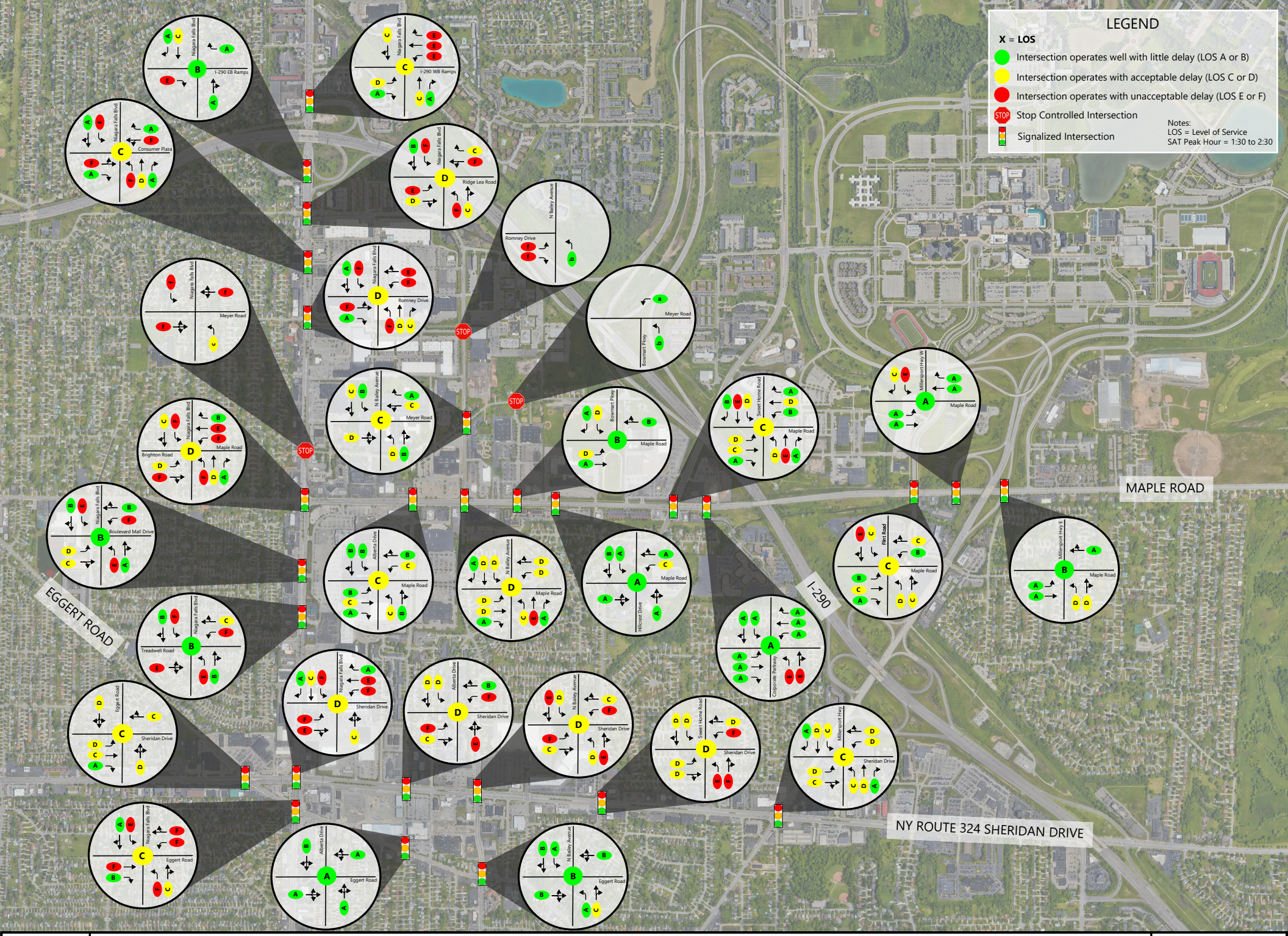
C&S COMPANIES®	Boulevard Central Distict - GEIS Update TOWN OF AMHERST, ERIE COUNTY, NEW YORK Project No. H22.007.005 Date: Apr-25	**Legend** AM Peak Hour: N/A PM Peak Hour: 4:30 - 5:30 PM SAT Peak Hour: (1:30 - 2:30 PM) Signalized: Stop Controlled: Roundabout: Thru Movement: Right Turn Movement: Left Turn Movement	**Figure 7** Planned Conditions Peak Hour Volumes



Level of Service Map: Planned Conditions PM Peak

Traffic Impact Study: Town of Amherst Boulevard Central District
Town of Amherst, Erie County, New York

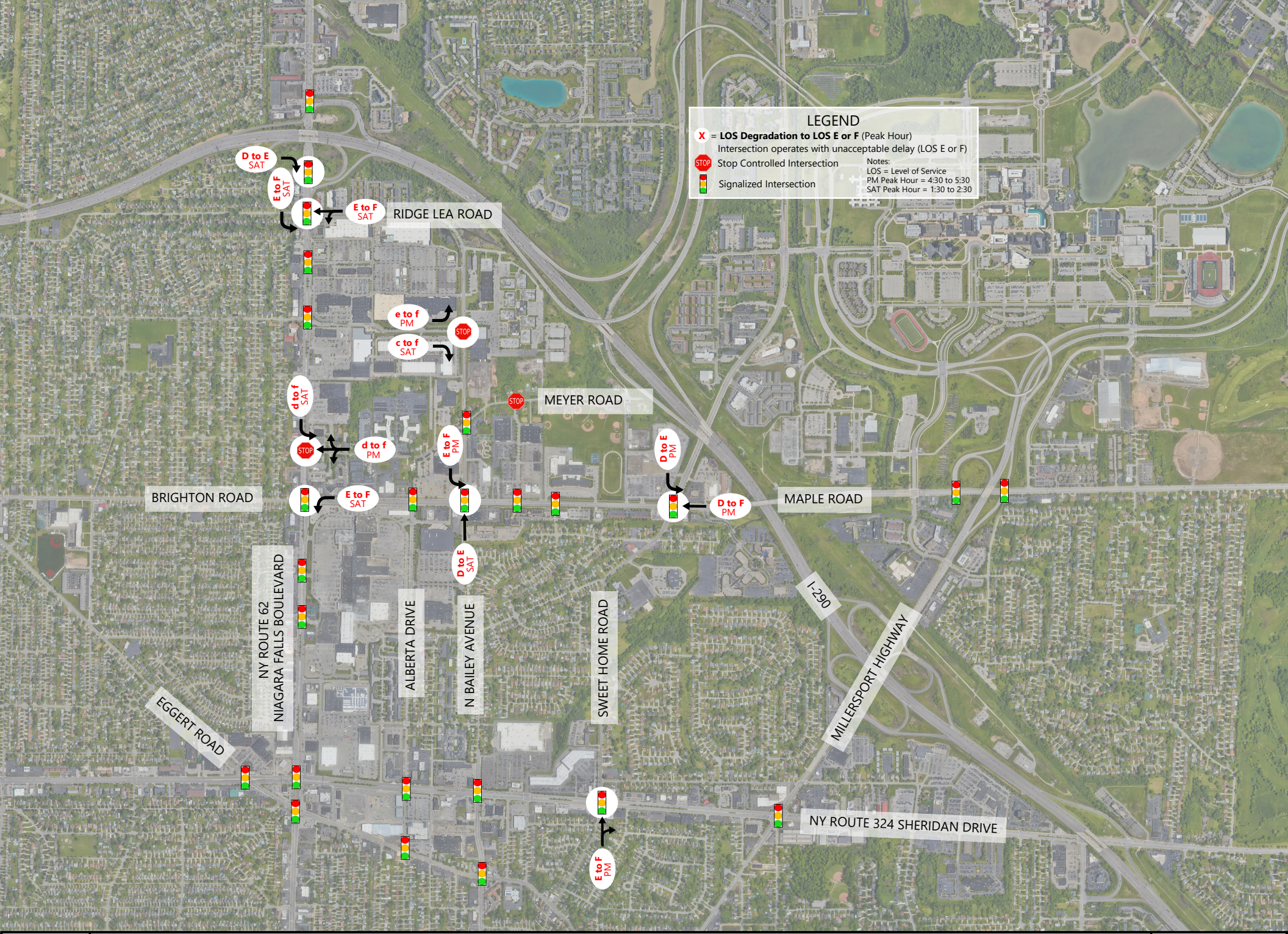
Figure 8



Level of Service Map: Planned Conditions SAT Peak

Traffic Impact Study: Town of Amherst Boulevard Central District
Town of Amherst, Erie County, New York

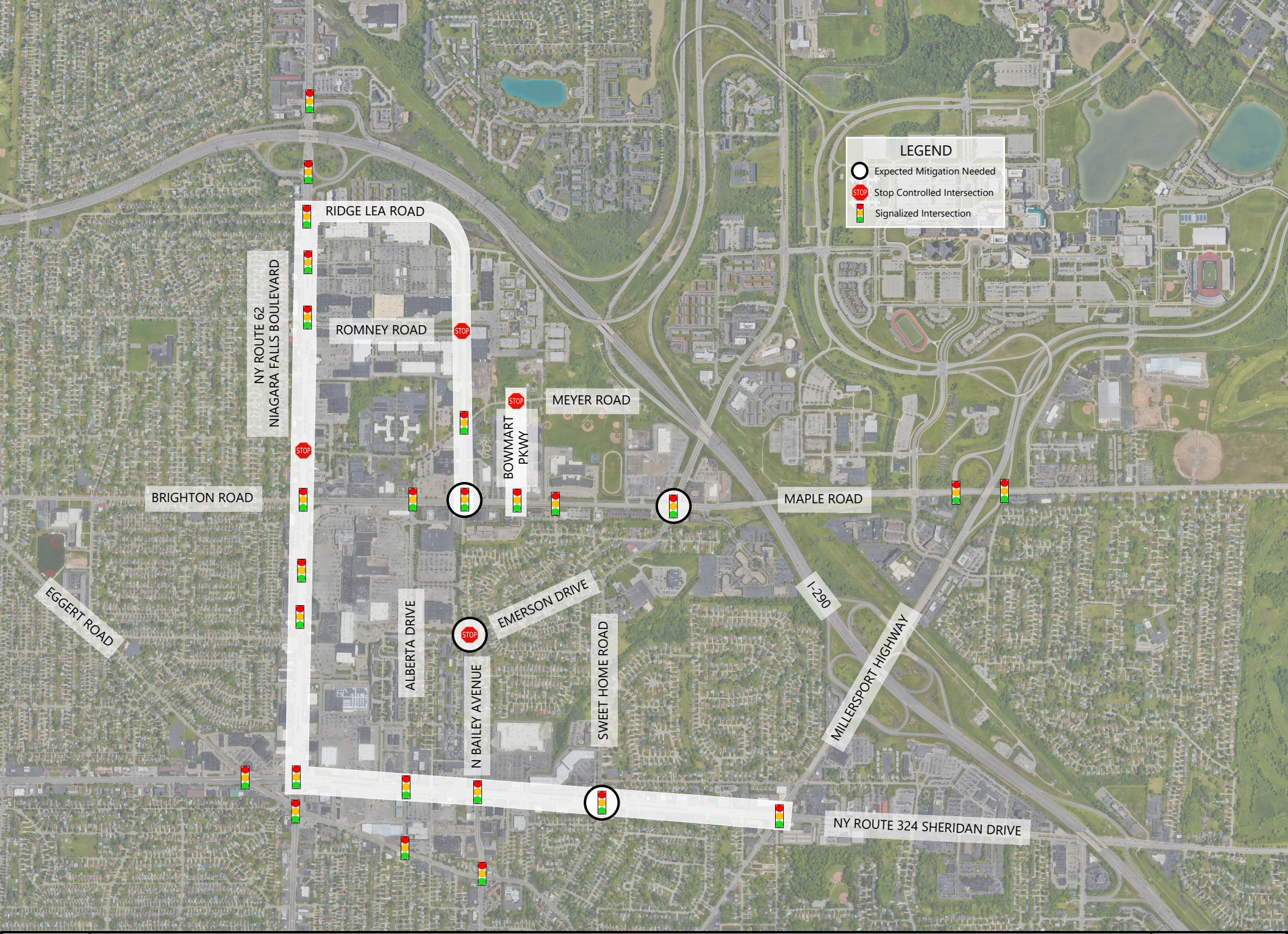
Figure 9



Degradation in Level of Service Map: PM Peak & SAT Peak

Traffic Impact Study: Town of Amherst Boulevard Central District
Town of Amherst, Erie County, New York

Figure 10



Mitigation Map

Traffic Impact Study: Town of Amherst Boulevard Central District
Town of Amherst, Erie County, New York

Figure 11

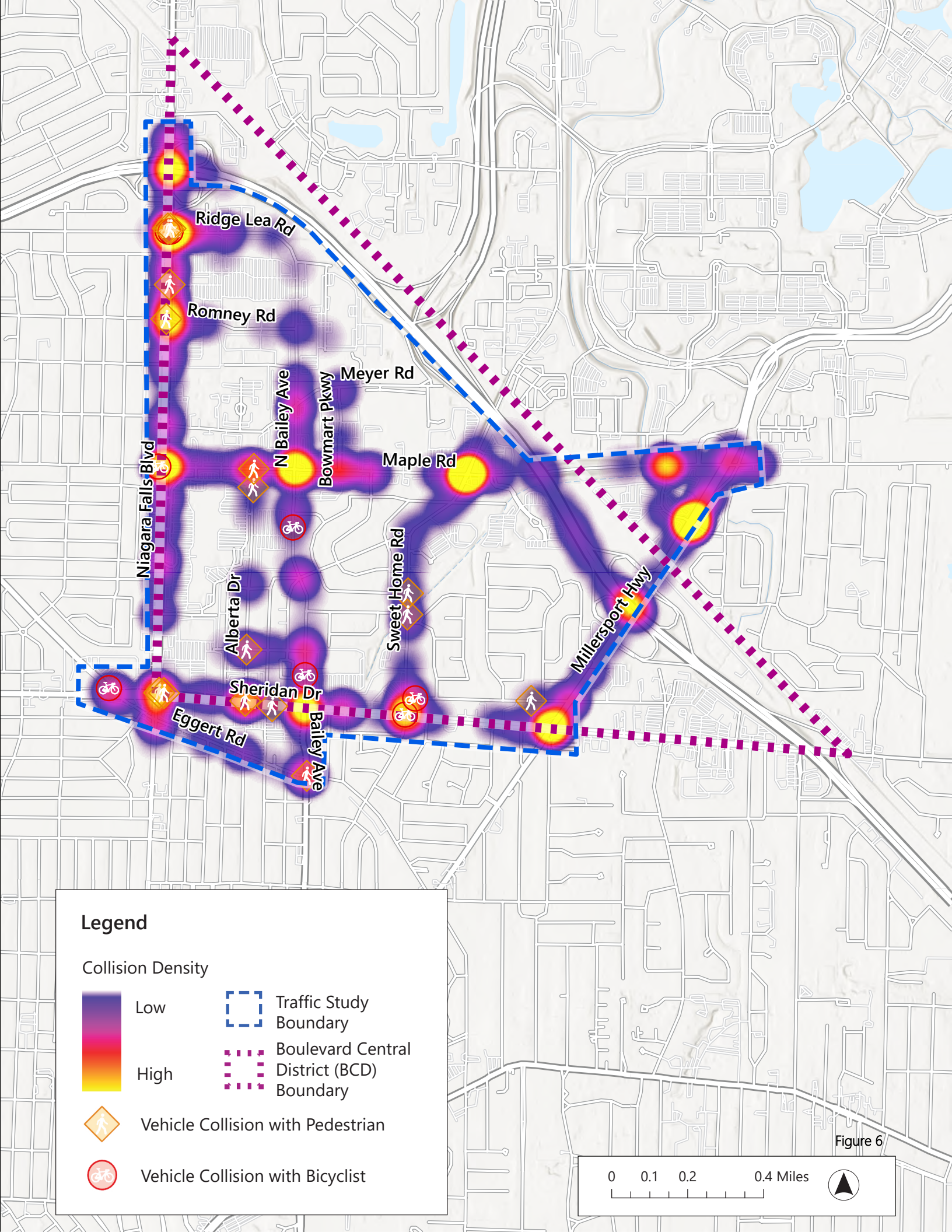

Ridge Lea Rd
Romney Rd
Meyer Rd
N Bailey Ave
Bowmart Pkwy
Maple Rd
Niagara Falls Blvd
Alberta Dr
Sweet Home Rd
Millersport Hwy
Sheridan Dr
Eggert Rd
Bailey Ave
Legend
Collision Density
Low
High
Traffic Study Boundary
Boulevard Central District (BCD) Boundary
Vehicle Collision with Pedestrian
Vehicle Collision with Bicyclist
0 0.1 0.2 0.4 Miles

Figure 6

Appendix B – Collision Data

Crash Level Details

Case Number	X Coordinate	Y Coordinate	Crash Date	Crash Time	Case Year	Collision Type	Crash Severity	Crash Type	Light Conditions	Road Characteristics	Road Surface Conditions	Traffic Control	Traffic Way	Weather Conditions	Max Injury in Crash	Apparent Contributing Factor
38871509	189011.25	4766863.69	5/31/2021	10:25 AM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
38871510	188425.0657	4768032.134	5/31/2021	1:33 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38871512	189858.48	4766811.31	5/31/2021	12:28 PM	2021	LEFT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	A - SERIOUS INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38876317	188749.0898	4766878.276	6/3/2021	2:28 PM	2021	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	C - POSSIBLE INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,TURNING IMPROPER) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38881529	188427.4768	4768077.791	6/7/2021	12:04 AM	2021	PEDESTRIAN	INJURY	COLLISION WITH PEDESTRIAN	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	A - SERIOUS INJURY	V1:(UNKNOWN,UNKNOWN)
38883966	188569.2978	4768053.07	6/9/2021	12:31 PM	2021	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH TREE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:(REACTION TO OTHER UNINVOLVED VEHICL,NOT APPLICABLE)
38885359	189033.7304	4765971.024	6/9/2021	5:20 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(CELL PHONE (HAND HELD),DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
38888038	189002.5469	4765350.334	6/8/2021	3:35 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38889485	189049.5833	4765689.68	6/11/2021	10:00 AM	2021	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:(UNKNOWN,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38891620	188726.51	4765728.74	6/14/2021	5:50 PM	2021	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	C - POSSIBLE INJURY	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38891624	189018.0882	4765358.999	6/15/2021	11:16 AM	2021	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY		V1:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38893909	188689.2864	4768063.538	6/13/2021	11:45 AM	2021	LEFT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	A - SERIOUS INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38894540	188428.2436	4768093.011	6/17/2021	3:36 PM	2021	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:(FOLLOWING TOO CLOSELY,UNSAFE SPEED) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE) / V4:(NOT APPLICABLE,NOT APPLICABLE) / V5:(NOT APPLICABLE,NOT APPLICABLE)
38896128	190961.7754	4766519.369	6/17/2021	4:17 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	OTHER	NOT ENTERED	CLEAR		V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38896926	188485.4118	4768059.483	6/19/2021	12:38 PM	2021	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLOUDY	A - SERIOUS INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,UNKNOWN) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38896929	188460.5131	4768486.002	6/19/2021	1:48 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38897516	188744.0366	4768044.894	6/20/2021	12:19 PM	2021	LEFT TURN (WITH OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR		V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38906531	188440.6939	4768077.191	6/7/2021	12:04 AM	2021	PEDESTRIAN	INJURY	COLLISION WITH PEDESTRIAN	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	A - SERIOUS INJURY	V1:(DRIVER INATTENTION,NOT ENTERED)
38906533	190845.4525	4766798.447	6/25/2021	6:42 PM	2021	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	CURVE AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY		V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38907481	190838.4	4766825.93	6/26/2021	10:22 PM	2021	HEAD ON	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	C - POSSIBLE INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,TURNING IMPROPER) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38916307	188306.78	4766160.2	7/3/2021	1:59 PM	2021	LEFT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:(TURNING IMPROPER,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38916953	188578.7527	4768052.576	7/5/2021	6:04 PM	2021	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	TWO-WAY,NOT DIVIDED	CLOUDY		V1:(FAILURE TO YIELD RIGHT OF WAY,TURNING IMPROPER) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38927596	188462.03	4768514.94	7/12/2021	12:08 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY		V1:(DRIVER INATTENTION,FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38928659	188376.97	4766899.12	6/15/2021	6:15 PM	2021	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
38929028	189018.4	4765678.29	7/13/2021	1:03 PM	2021	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	C - POSSIBLE INJURY	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38929031	189858.48	4766811.31	7/12/2021	7:11 PM	2021	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY		V1:(UNSAFE LANE CHANGE,FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
38929033	188375.9398	4766883.915	7/13/2021	2:29 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38930697	188369.8221	4767086.513	7/14/2021	9:15 AM	2021	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	UNKNOWN	NONE	NOT ENTERED	CLOUDY		V1:(UNSAFE LANE CHANGE,AGGRESSIVE DRIVING/ROAD RAGE) / V2:(AGGRESSIVE DRIVING/ROAD RAGE,NOT APPLICABLE)
38938629	189228.36	4766851.93	7/14/2021	11:31 AM	2021	RIGHT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	TWO-WAY,DIVIDED,UNPROTECTED	CLOUDY	A - SERIOUS INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,TRAFFIC CONTROL DEVICES DISREGARDED) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE) / V4:(NOT APPLICABLE,NOT APPLICABLE)
38939770	188709.07	4765465.65	7/15/2021	12:16 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(DRIVER INATTENTION,FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38943717	188326.35	4766431.76	7/20/2021	11:57 AM	2021	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:(DRIVER INATTENTION,FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38945734	189518.8593	4765724.173	7/9/2021	4:16 PM	2021	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38947668	189018.4	4765678.29	7/20/2021	5:50 PM	2021	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	C - POSSIBLE INJURY	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
38871509	189011.25	4766863.69	5/31/2021	10:25 AM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
38949124	189512.93	4765618.602	7/21/2021	7:52 PM	2021	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	TWO-WAY,DIVIDED,POSITIVE MEDIA BARR	CLEAR	B - INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38952198	190946.82	4766542.14	7/28/2021	12:32 PM	2021	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	CURVE AND GRADE	DRY	NONE	NOT ENTERED	CLEAR		V1:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38954570	191137.12	4766817.45	8/1/2021	1:50 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY		V1:(DRIVER INATTENTION,FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38955555	189851.7652	4766797.637	7/31/2021	7:08 PM	2021	LEFT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	C - POSSIBLE INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38958491	188403.6752	4766897.273	8/3/2021	1:13 PM	2021	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38959884	189241.4238	4767216.358	8/4/2021	8:11 AM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:(UNSAFE SPEED,FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38961123	188444.3045	4768102.118	7/19/2021	12:03 PM	2021	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	CURVE AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
38962539	190967.26	4766528.08	8/6/2021	12:42 PM	2021	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,UNSAFE SPEED) / V2:(DRIVER INATTENTION,NOT APPLICABLE)
38964625	188358.1	4766900.87	8/7/2021	4:23 PM	2021	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	C - POSSIBLE INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38964725	189018.4	4765678.29	8/8/2021	12:51 AM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(BACKING UNSAFELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38965537	188322.51	4766175.29	8/9/2021	2:07 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY		V1:(FOLLOWING TOO CLOSELY,TRAFFIC CONTROL DEVICES DISREGARDED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38969876	189011.25	4766863.69	8/13/2021	4:25 PM	2021	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY		V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38969886	189980.48	4766806.33	8/13/2021	11:51 AM	2021	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	C - POSSIBLE INJURY	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38970176	189518.47	4765713.68	8/9/2021	6:25 PM	2021	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NO PASSING ZONE	NOT ENTERED	CLEAR		V1:(EATING OR DRINKING,NOT APPLICABLE) / V2:(UNKNOWN,NOT APPLICABLE)
38970981	189031.12	4767182.2	8/10/2021	6:20 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38975060	188353.4467	4766602.842	8/17/2021	8:28 PM	2021	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	C - POSSIBLE INJURY	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38976600	189513.5	4765618.53	8/16/2021	1:36 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38976613	188338.0463	4766902.552	8/13/2021	9:40 PM	2021	BICYCLIST	INJURY	COLLISION WITH BICYCLIST	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	A - SERIOUS INJURY	V1:(NOT APPLICABLE,NOT APPLICABLE)
38976669	190949.8033	4766528.722	8/17/2021	5:12 PM	2021	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	NONE	NOT ENTERED	CLOUDY		V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38979901	190967.26	4766528.08	8/19/2021	3:17 PM	2021	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(TURNING IMPROPER,PASSING OR LANE USAGE IMPROPERLY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38979907	189017.49	4765347.34	8/20/2021	9:59 AM	2021	PEDESTRIAN	INJURY	COLLISION WITH PEDESTRIAN	DAYLIGHT	STRAIGHT AND LEVEL	DRY	MAINTENANCE WORK AREA	NOT ENTERED	CLEAR	A - SERIOUS INJURY	V1:(UNSAFE SPEED,PASSING OR LANE USAGE IMPROPERLY)
38980805	188808.9179	4766859.414	8/13/2021	7:40 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAWN	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38982728	190238.28	4765545.61	8/23/2021	8:07 AM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY		V1:(FOLLOWING TOO CLOSELY,FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38982739	188742.21	4765982.22	8/23/2021	1:28 PM	2021	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	C - POSSIBLE INJURY	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
38982754	188422.1275	4767717.694	8/22/2021	3:15 PM	2021	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38985917	188280.1394	4765767.328	8/24/2021	3:45 PM	2021	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38985919	190238.28	4765545.61	8/2/2021	4:26 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38985950	188365.1864	4766738.621	8/25/2021	10:34 AM	2021	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38995813	188358.1	4766900.87	8/31/2021	9:47 PM	2021	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38995912	188957.9006	4765685.77	8/26/2021	4:15 PM	2021	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38997616	190238.28	4765545.61	9/1/2021	10:15 AM	2021	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY		V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
38998638	188371.07	4767103.06	9/2/2021	6:58 PM	2021	LEFT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38999379	190331.09	4765668.06	9/3/2021	7:58 PM	2021	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38999382	190226.55	4765530.23	9/4/2021	7:07 AM	2021	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAWN	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(TRAFFIC CONTROL DEVICES DISREGARDED,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
38999388	189011.25	4766863.69	9/4/2021	12:25 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(DRIVER INATTENTION,FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39001459	189019.33	4765693.39	9/6/2021	1:48 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(UNSAFE SPEED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39002611	188426.71	4768062.57	9/7/2021	12:27 PM	2021	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	TWO-WAY,NOT DIVIDED	CLEAR		V1:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
39002631	190238.28	4765545.61	9/7/2021	6:57 AM	2021	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:(DRIVER INATTENTION,CELL PHONE (HANDS FREE)) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39002647	189011.25	4766863.69	9/6/2021	8:23 PM	2021	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39003951	188742.21	4765982.22	9/8/2021	8:41 AM	2021	PEDESTRIAN	INJURY	COLLISION WITH PEDESTRIAN	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	C - POSSIBLE INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,DRIVER INATTENTION)
39003954	188376.97	4766899.12	9/8/2021	7:55 AM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN		V1:(DRIVER INATTENTION,FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39005144	188442.611	4768339.18	9/9/2021	2:20 PM	2021	OVERTAKING	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:(UNKNOWN,UNKNOWN) / V2:(NOT APPLICABLE,NOT APPL

39006527	188282.82	4765652.11	9/10/2021	1:22 PM	2021	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39007425	189347.6613	4766844.596	9/7/2021	4:00 PM	2021	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:(BACKING UNSAFELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39007428	190954.98	4766536.54	9/10/2021	6:26 PM	2021	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39014972	190971.8412	4766561.932	9/8/2021	12:37 PM	2021	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	NONE	NOT ENTERED	CLEAR	B - INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
39017442	190238.28	4765545.61	9/15/2021	8:54 PM	2021	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	C - POSSIBLE INJURY	V1:(BACKING UNSAFELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39017443	191307.08	4766812.67	9/16/2021	7:32 AM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:(UNSAFE LANE CHANGE,GLARE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39018430	189389.35	4766841.83	9/17/2021	9:15 AM	2021	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39018447	188429.9766	4767856.632	9/17/2021	2:00 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(UNSAFE SPEED,TRAFFIC CONTROL DEVICES DISREGARDED) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE) / V4:(NOT APPLICABLE,NOT APPLICABLE)
39019190	188296.28	4765784.38	9/18/2021	3:22 AM	2021	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:(ALCOHOL INVOLVEMENT,FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39020349	188725.61	4765714.2	9/11/2021	5:38 PM	2021	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	C - POSSIBLE INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39020490	189882.4855	4766806.156	9/17/2021	6:46 PM	2021	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DUSK	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39020647	188980.8148	4766865.342	9/19/2021	10:34 AM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39021979	190238.28	4765545.61	9/18/2021	12:34 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(UNSAFE SPEED,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39023487	191120.6247	4766792.373	9/20/2021	3:50 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39024746	189015.5156	4765632.661	9/22/2021	2:28 PM	2021	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	CLOUDY		V1:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39025924	189018.4	4765678.29	9/22/2021	8:32 PM	2021	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN		V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39027816	188352.8492	4766595.287	9/25/2021	1:40 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY		V1:(UNSAFE SPEED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39028546	189860.7354	4766816.973	9/26/2021	4:13 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:(FOLLOWING TOO CLOSELY,UNSAFE SPEED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39029747	188438.3212	4768031.534	9/23/2021	12:47 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY		V1:(DRIVER INATTENTION,TRAFFIC CONTROL DEVICES DISREGARDED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39030538	188416.97	4767626.4	9/27/2021	1:25 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39030559	188416.97	4767626.4	9/27/2021	1:50 PM	2021	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(FAILURE TO YIELD RIGHT OF WAY,UNSAFE LANE CHANGE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39032282	188424.3803	4767757.571	9/28/2021	1:04 PM	2021	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR		V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39032283	189858.48	4766811.31	9/27/2021	3:05 PM	2021	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	C - POSSIBLE INJURY	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39032291	190967.26	4766528.08	9/27/2021	11:57 AM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39036061	191175.22	4766873.175	9/30/2021	12:43 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39036062	190997.133	4766600.019	9/29/2021	3:33 PM	2021	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	NONE	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
39036067	191042.8817	4766671.334	9/29/2021	3:38 PM	2021	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:(UNSAFE SPEED,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
39037118	188407.5077	4767465.744	10/1/2021	2:26 PM	2021	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY		V1:(TURNING IMPROPER,UNSAFE LANE CHANGE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39037123	189513.5	4765618.53	10/1/2021	10:18 AM	2021	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	C - POSSIBLE INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,TRAFFIC CONTROL DEVICES DISREGARDED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39037834	189242.3	4767022.02	10/1/2021	10:07 PM	2021	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD UNLIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39038273	188437.82	4766895.518	9/25/2021	3:24 PM	2021	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY		V1:(REACTION TO OTHER UNINVOLVED VEHICL,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39040812	189020.9623	4765754.314	10/3/2021	1:05 PM	2021	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	STOP SIGN	NOT ENTERED	RAIN		V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39040813	189523.7279	4765631.684	10/4/2021	11:13 AM	2021	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN		V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39044094	188281.23	4765785.74	10/2/2021	10:55 AM	2021	RIGHT TURN (WITH OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	TWO-WAY,DIVIDED,UNPROTECTED	CLEAR		V1:(VIEW OBSTRUCTED/LIMITED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39044097	188365.1864	4766738.621	10/6/2021	1:03 PM	2021	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	C - POSSIBLE INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39044103	188626.7169	4767599.568	10/6/2021	12:22 PM	2021	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY		V1:(FAILURE TO YIELD RIGHT OF WAY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39045509	188270.29	4765658.69	9/23/2021	6:38 AM	2021	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NOT ENTERED	UNKNOWN		V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
39046336	189018.6556	4766954.829	10/8/2021	12:11 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY		V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39046414	189067.9943	4766859.861	10/7/2021	3:55 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39047227	188809.94	4766874.62	10/8/2021	6:13 PM	2021	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY		V1:(FAILURE TO YIELD RIGHT OF WAY,GLARE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39049056	189858.48	4766811.31	10/11/2021	5:46 PM	2021	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	C - POSSIBLE INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39049057	189518.8593	4765724.173	10/7/2021	10:58 AM	2021	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	TWO-WAY,DIVIDED,UNPROTECTED	CLOUDY		V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39052321	191175.22	4766873.175	10/12/2021	3:35 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY		V1:(REACTION TO OTHER UNINVOLVED VEHICL,FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39055428	189665.119	4766596.067	10/14/2021	5:39 PM	2021	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	A - SERIOUS INJURY	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39056395	189011.25	4766863.69	10/16/2021	3:21 PM	2021	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	C - POSSIBLE INJURY	V1:(FOLLOWING TOO CLOSELY,UNKNOWN) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39057128	189238.8	4766851.34	10/17/2021	2:49 PM	2021	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY		V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39057130	188415.1779	4767595.973	10/17/2021	11:51 AM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY		V1:(DRIVER INATTENTION,FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39058684	188358.1	4766900.87	9/21/2021	9:05 AM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
39059254	188548.3813	4768055.07	10/17/2021	5:28 PM	2021	OVERTAKING	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	CLOUDY	C - POSSIBLE INJURY	V1:(FAILURE TO KEEP RIGHT,LOST CONSCIOUSNESS) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39060921	188531.045	4768056.742	10/19/2021	9:29 AM	2021	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	TWO-WAY,NOT DIVIDED	CLEAR		V1:(PASSING OR LANE USAGE IMPROPERLY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39066169	190459.43	4765840.66	10/21/2021	8:30 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN		V1:(REACTION TO OTHER UNINVOLVED VEHICL,PAVEMENT SLIPPERY) / V2:(REACTION TO OTHER UNINVOLVED VEHICL,NOT APPLICABLE)
39066175	188378.7074	4766929.55	10/22/2021	7:30 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:(REACTION TO OTHER UNINVOLVED VEHICL,NOT APPLICABLE) / V2:(REACTION TO OTHER UNINVOLVED VEHICL,NOT APPLICABLE)
39067003	188376.97	4766899.12	10/22/2021	7:08 PM	2021	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(TURNING IMPROPER,UNKNOWN) / V2:(UNKNOWN,NOT APPLICABLE)
39070558	189389.35	4766841.83	10/24/2021	7:13 PM	2021	LEFT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	A - SERIOUS INJURY	V1:(UNKNOWN,NOT APPLICABLE) / V2:(UNKNOWN,NOT APPLICABLE)
39070560	190774.1914	4766270.399	10/25/2021	8:37 AM	2021	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	C - POSSIBLE INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE) / V4:(NOT APPLICABLE,NOT APPLICABLE)
39073594	191085.7346	4766739.439	10/12/2021	3:39 PM	2021	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY		V1:(FAILURE TO YIELD RIGHT OF WAY,PASSING OR LANE USAGE IMPROPERLY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39073852	189514.06	4765632.86	10/19/2021	5:15 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	UNKNOWN	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
39074250	188401.99	4767631.09	10/26/2021	12:26 PM	2021	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	TWO-WAY,NOT DIVIDED	RAIN		V1:(DRIVER INATTENTION,TURNING IMPROPER) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39074319	189031.12	4767182.2	10/27/2021	5:23 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39077300	189887.16	4766805.89	10/15/2021	5:55 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DUSK	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN		V1:(FOLLOWING TOO CLOSELY,PAVEMENT SLIPPERY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39077304	190954.98	4766536.54	10/5/2021	5:23 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY		V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39077308	188998.0331	4766661.512	10/29/2021	3:15 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN		V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39078189	189812.7771	4766812.517	10/30/2021	3:54 PM	2021	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	C - POSSIBLE INJURY	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39083046	188438.9318	4768044.454	10/31/2021	1:39 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY		V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
39086580	189017.51	4766325.63	11/3/2021	7:45 PM	2021	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR		V1:(FAILURE TO YIELD RIGHT OF WAY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39089414	188809.3342	4766865.496	11/5/2021	12:59 PM	2021	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39089468	189017.51	4766325.63	10/20/2021	8:30 AM	2021	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39089479	189141.3675	4766856.232	11/5/2021	1:18 PM	2021	RIGHT TURN (WITH OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,TURNING IMPROPER) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39089481	188341.9331	4766442.4	11/5/2021	5:00 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
39089496	188951.0638	4766866.958	11/4/2021	10:31 PM	2021	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN		V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39090013	189228.36	4766851.93	11/7/2021	9:37 AM	2021	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(TRAFFIC CONTROL DEVICES DISREGARDED,UNKNOWN) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39091993	188340.8396	4766427.09	11/8/2021	11:53 AM	2021	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:(FOLLOWING TOO CLOSELY,UNSAFE SPEED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39093975	189571.78	4766535.62	11/8/2021	11:54 AM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	CURVE AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(UNSAFE SPEED,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39093985	189000.8026	4766707.148	11/8/2021	5:25 PM	2021	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DARK- ROAD UNLIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:(UNSAFE SPEED,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE) / V4:(NOT APPLICABLE,NOT APPLICABLE)
39094073	189543.4503	4766130.074	11/8/2021	3:20 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39095262	188596.9549	4766887.259	11/9/2021	2:17 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLOUDY		V1:(BACKING UNSAFELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39097063	189010.649	4766856.094	11/11/2021	2:38 PM	2021	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:(PASSING OR LANE USAGE IMPROP

39106622	190238.28	4765545.61	11/13/2021	10:12 AM	2021	SIDESWIPE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	SNOW/ICE	TRAFFIC SIGNAL	NOT ENTERED	SNOW	C - POSSIBLE INJURY	V1:(TURNING IMPROPER,UNSAFE LANE CHANGE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39108066	188426.71	4768062.57	11/17/2021	11:15 AM	2021	BICYCLIST	PROPERTY DAMAGE	COLLISION WITH PEDESTRIAN	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY		V1:(DRIVER INATTENTION,FAILURE TO YIELD RIGHT OF WAY)
39108198	189028.7645	4767127.777	11/17/2021	5:06 PM	2021	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DUSK	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39109286	190238.28	4765545.61	11/19/2021	1:14 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY		V1:(DRIVER INATTENTION,FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39109289	188358.1	4766900.87	11/19/2021	5:56 PM	2021	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39109292	188387.8307	4767391.47	11/14/2021	12:24 PM	2021	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY		V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(DRIVER INATTENTION,NOT APPLICABLE)
39110284	189011.25	4766863.69	11/20/2021	4:42 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY		V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
39115904	189887.16	4766805.89	11/22/2021	6:34 PM	2021	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:(FOLLOWING TOO CLOSELY,UNSAFE SPEED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39116910	190838.4	4766825.93	11/21/2021	3:38 AM	2021	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(TRAFFIC CONTROL DEVICES DISREGARDED,UNSAFE SPEED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39116917	189228.36	4766851.93	11/24/2021	6:56 PM	2021	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY		V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39118704	188997.11	4766646.3	11/28/2021	2:03 PM	2021	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	TWO-WAY,DIVIDED,UNPROTECTED	SNOW	C - POSSIBLE INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
39122877	188101.19	4765776.47	11/10/2021	11:55 AM	2021	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
39125114	189858.48	4766811.31	11/29/2021	9:19 PM	2021	LEFT TURN (WITH OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(FAILURE TO YIELD RIGHT OF WAY,DRIVER INEXPERIENCE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39125119	190253.2278	4765542.852	11/22/2021	5:40 PM	2021	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39126939	188439.76	4768061.98	11/27/2021	7:42 PM	2021	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY		V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
39128514	190968.2261	4766529.625	12/2/2021	10:54 AM	2021	HEAD ON	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY		V1:(UNSAFE SPEED,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39128519	190400.7871	4765763.465	12/2/2021	2:29 PM	2021	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN		V1:(UNSAFE LANE CHANGE,DRIVER INEXPERIENCE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39132052	188406.3446	4767445.997	12/4/2021	3:14 PM	2021	LEFT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	A - SERIOUS INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39138264	190887.5632	4766434.959	12/8/2021	6:57 AM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD UNLIGHTED	STRAIGHT AND LEVEL	SNOW/ICE	NONE	NOT ENTERED	CLOUDY		V1:(DRIVER INATTENTION,FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39138364	189870.6928	4766839.219	12/8/2021	3:38 PM	2021	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	SNOW/ICE	NONE	NOT ENTERED	SNOW		V1:(UNSAFE SPEED,PAVEMENT SLIPPERY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39141491	188435.3358	4767968.362	12/10/2021	10:05 AM	2021	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	STOP SIGN	NOT ENTERED	CLOUDY	A - SERIOUS INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39147946	189018.4	4765678.29	12/14/2021	2:26 PM	2021	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(DRIVER INATTENTION,NOT APPLICABLE)
39147948	188498.7113	4766892.625	12/5/2021	12:14 PM	2021	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NO PASSING ZONE	NOT ENTERED	CLOUDY		V1:(FAILURE TO YIELD RIGHT OF WAY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39150998	189019.4111	4765385.593	12/16/2021	3:36 PM	2021	RIGHT TURN (WITH OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(UNKNOWN,NOT APPLICABLE) / V2:(UNKNOWN,NOT APPLICABLE)
39151001	188991.8489	4766564.176	12/15/2021	1:02 PM	2021	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN		V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39151002	189818.3	4766716.19	12/16/2021	1:39 PM	2021	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY		V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39151837	188340.8975	4766427.895	12/16/2021	1:08 PM	2021	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY		V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE)
39151839	188432.5658	4767909.75	12/17/2021	8:34 AM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:(BACKING UNSAFELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39154184	189033.24	4765963.42	12/18/2021	2:31 PM	2021	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	STOP SIGN	NOT ENTERED	RAIN		V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(DRIVER INATTENTION,NOT APPLICABLE)
39155497	188214.44	4765695.51	12/3/2021	5:15 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY		V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
39158285	189016.1729	4766924.451	12/21/2021	12:41 PM	2021	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:(FAILURE TO YIELD RIGHT OF WAY,VIEW OBSTRUCTED/LIMITED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39158315	189005.163	4766864.02	12/19/2021	10:18 PM	2021	HEAD ON	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:(BACKING UNSAFELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39159744	189274.159	4767263.783	12/20/2021	7:15 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:(FOLLOWING TOO CLOSELY,UNKNOWN) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39162002	189855.5991	4766805.938	12/23/2021	10:30 AM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY		V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39162003	188430.1298	4767859.346	12/23/2021	6:22 PM	2021	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	SNOW		V1:(UNSAFE LANE CHANGE,FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39165705	188854.1321	4765713.524	12/26/2021	11:07 AM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY		V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39168254	189521.4825	4765785.071	12/8/2021	3:34 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	SNOW/ICE	NONE	NOT ENTERED	SNOW		V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED) / V3:(NOT ENTERED,NOT ENTERED)
39168751	189858.48	4766811.31	12/27/2021	7:00 PM	2021	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY		V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39171494	189018.4	4765678.29	12/30/2021	5:40 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(FOLLOWING TOO CLOSELY,TRAFFIC CONTROL DEVICES DISREGARDED) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
39172950	188376.5993	4766893.035	1/1/2022	4:05 AM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	CLOUDY		V1:(ALCOHOL INVOLVEMENT,UNSAFE SPEED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39174002	188333.8339	4766330.846	1/2/2022	8:44 AM	2022	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	SNOW/ICE	NONE	NOT ENTERED	SNOW		V1:(UNSAFE SPEED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39175279	188416.97	4767626.4	1/1/2022	7:42 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN		V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(REACTION TO OTHER UNINVOLVED VEHICL,NOT APPLICABLE)
39175706	188758.0082	4766877.74	12/23/2021	12:00 PM	2021	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	UNKNOWN	TRAFFIC SIGNAL	NOT ENTERED	SLEET/HAIL/FREEZING RAIN		V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
39177696	188327.7267	4766903.418	12/30/2021	5:12 PM	2021	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
39178577	188950.3797	4766866.995	1/5/2022	10:31 AM	2022	RIGHT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	NONE	NOT ENTERED	CLOUDY		V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39178580	190954.98	4766536.54	1/4/2022	2:55 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(UNSAFE SPEED,OUTSIDE CAR DISTRACTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39178594	188294	4765687	1/4/2022	4:00 PM	2022	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39179883	188341.3382	4766426.889	1/6/2022	4:00 PM	2022	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	SNOW/ICE	TRAFFIC SIGNAL	NOT ENTERED	SNOW	C - POSSIBLE INJURY	V1:(UNSAFE SPEED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39180630	188518.7521	4766891.672	1/5/2022	4:23 PM	2022	SIDESWIPE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	A - SERIOUS INJURY	V1:(LOST CONSCIOUSNESS,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39180647	190870.6499	4766410.991	1/4/2022	2:37 PM	2022	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	TWO-WAY,NOT DIVIDED	CLEAR		V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39180816	188523.9671	4766891.423	1/1/2022	1:40 PM	2022	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	CLOUDY	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39181482	190886.6435	4766812.576	1/8/2022	11:28 AM	2022	RIGHT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(TURNING IMPROPER,NOT APPLICABLE)
39183004	189238.8	4766851.34	1/8/2022	6:42 PM	2022	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	C - POSSIBLE INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39183006	189514.06	4765632.86	1/8/2022	4:43 PM	2022	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	C - POSSIBLE INJURY	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,FAILURE TO YIELD RIGHT OF WAY) / V2:(DRIVER INATTENTION,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
39186360	188416.97	4767626.4	1/11/2022	8:56 AM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	SNOW/ICE	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY		V1:(PRESCRIPTION MEDICATION,FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39192439	188997.11	4766646.3	1/16/2022	9:42 AM	2022	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:(TURNING IMPROPER,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39192440	189033.24	4765963.42	1/15/2022	9:06 PM	2022	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR		V1:(PASSING OR LANE USAGE IMPROPERLY,TURNING IMPROPER) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39192998	188281.23	4765785.74	1/3/2022	7:50 PM	2022	LEFT TURN (WITH OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
39196942	188474.0616	4767607.309	1/19/2022	6:17 PM	2022	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLOUDY		V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39196989	189706.3774	4766820.245	1/19/2022	7:53 PM	2022	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	CLOUDY		V1:(ALCOHOL INVOLVEMENT,PASSING OR LANE USAGE IMPROPERLY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39198499	189072.0751	4766859.659	1/20/2022	11:14 AM	2022	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	SNOW		V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39199384	189419.7608	4766839.777	1/21/2022	2:28 PM	2022	OVERTAKING	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39200276	190938.152	4766511.126	1/22/2022	7:39 AM	2022	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:(UNKNOWN,UNKNOWN) / V2:(UNKNOWN,UNKNOWN)
39201507	189036.995	4766284.27	1/23/2022	9:30 AM	2022	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	CURVE AND LEVEL	SNOW/ICE	STOP SIGN	NOT ENTERED	SNOW		V1:(UNSAFE SPEED,PAVEMENT SLIPPERY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39201514	190437.4862	4765811.774	1/22/2022	3:20 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY		V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39203359	188358.1	4766900.87	1/8/2022	6:45 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NOT ENTERED	UNKNOWN		V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
39203426	188726.51	4765728.74	1/24/2022	8:49 AM	2022	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	TWO-WAY,DIVIDED,POSITIVE MEDIA BARR	CLOUDY		V1:(FAILURE TO YIELD RIGHT OF WAY,TRAFFIC CONTROL DEVICES DISREGARDED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39203427	188408.0095	4767474.264	1/24/2022	4:00 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	SNOW/ICE	NONE	NOT ENTERED	SNOW		V1:(FOLLOWING TOO CLOSELY,UNSAFE SPEED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39203429	188726.9994	4765983.166	1/24/2022	6:00 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD UNLIGHTED	STRAIGHT AND LEVEL	SNOW/ICE	NONE	NOT ENTERED	SNOW		V1:(FOLLOWING TOO CLOSELY,PAVEMENT SLIPPERY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39204992	188574.3553	4767602.158	1/25/2022	12:30 PM	2022	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	CLEAR		V1:(FAILURE TO YIELD RIGHT OF WAY,VIEW OBSTRUCTED/LIMITED) / V2:(VIEW OBSTRUCTED/LIMITED,NOT APPLICABLE)
39204999	188710.7682	4768046.411	1/25/2022	1:14 PM	2022	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	TWO-WAY,NOT DIVIDED	CLEAR		V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(DRIVER INATTENTION,NOT APPLICABLE)
39205005	188574.3553	4767602.158	1/25/2022	12:57 PM	2022	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	CLEAR		V1:(FAILURE TO YIELD RIGHT OF WAY,VIEW OBSTRUCTED/LIMITED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39207848	190846.48	4766825.68	1/26/2022	5:40 PM	2022	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	C - POSSIBLE INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,TURNING IMPROPER) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39207851	190331.09	4765668.06	1/26/2022	3:52 PM	2022	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY		V1:(TRAFFIC CONTROL DEVICES DISREGARDED,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39208741	188468.2656	4766894.071	1/28/2022	1:30 PM	2022	SIDESWIPE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	C - POSSIBLE INJURY	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39211143	189019.33	4765693.39	1/29/2022	8:55 PM	2022	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY		V1:(TRAFFIC CONTROL DEVICES DISREGARDED,FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39211782	188322.51	4766175.29	1/29/2022	5:40 PM	2022	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE

39213888	188718.6646	4766880.104	2/1/2022	6:17 PM	2022	RIGHT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY		V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39213889	191005.5636	4766612.715	1/31/2022	3:43 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	NONE	NOT ENTERED	CLEAR		V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39217289	189197.6657	4765671.589	2/3/2022	11:54 AM	2022	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	SNOW/ICE	NONE	NOT ENTERED	SNOW		V1:(PAVEMENT SLIPPERY,UNKNOWN) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39217295	189514.06	4765632.86	1/25/2022	4:18 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39218233	189513.5	4765618.53	2/3/2022	9:15 PM	2022	RIGHT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	SNOW/ICE	TRAFFIC SIGNAL	NOT ENTERED	SNOW		V1:(FAILURE TO YIELD RIGHT OF WAY,DRIVER INEXPERIENCE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39218246	188426.71	4768062.57	2/4/2022	4:30 PM	2022	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY		V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39221078	188415.1779	4767595.973	2/5/2022	11:09 AM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39222329	190215.8271	4765515.415	1/25/2022	4:30 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
39222458	189033.5296	4765676.459	2/7/2022	1:13 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:(BACKING UNSAFELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39223738	189228.36	4766851.93	2/7/2022	4:23 PM	2022	OVERTAKING	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	A - SERIOUS INJURY	V1:(FOLLOWING TOO CLOSELY,PAVEMENT SLIPPERY) / V2:(UNKNOWN,UNKNOWN)
39223739	188413.3858	4767565.545	2/7/2022	6:45 PM	2022	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT/ GRADE	DRY	NONE	NOT ENTERED	CLOUDY		V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39225479	188358.1	4766900.87	2/9/2022	8:46 AM	2022	LEFT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	C - POSSIBLE INJURY	V1:(NOT ENTERED,NOT ENTERED) / V2:(FAILURE TO YIELD RIGHT OF WAY,NOT ENTERED)
39227893	190967.26	4766528.08	2/11/2022	9:05 AM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY		V1:(BACKING UNSAFELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39227896	191152.86	4766816.96	2/11/2022	1:49 PM	2022	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY		V1:(UNKNOWN,UNKNOWN) / V2:(UNKNOWN,UNKNOWN)
39227900	188726.51	4765728.74	2/11/2022	7:21 PM	2022	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	C - POSSIBLE INJURY	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39228827	188461.7166	4768508.962	2/12/2022	12:54 PM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39231980	189228.36	4766851.93	2/14/2022	2:04 PM	2022	LEFT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39232997	189858.48	4766811.31	2/2/2022	12:00 AM	2022	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN		V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
39233252	189023.3828	4767024.156	2/14/2022	2:30 PM	2022	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR		V1:(FAILURE TO YIELD RIGHT OF WAY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39233260	189031.12	4767182.2	2/15/2022	12:37 PM	2022	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY		V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39233262	188282.82	4765652.11	2/15/2022	6:22 AM	2022	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAWN	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY		V1:(TURNING IMPROPER,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39234640	190954.98	4766536.54	2/16/2022	6:00 PM	2022	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DUSK	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	C - POSSIBLE INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
39237545	188282.82	4765652.11	2/18/2022	7:05 PM	2022	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY		V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39239869	188401.99	4767631.09	2/13/2022	7:00 PM	2022	HEAD ON	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39242370	188416.97	4767626.4	2/21/2022	2:43 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39243628	190838.4	4766825.93	2/23/2022	12:04 PM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	A - SERIOUS INJURY	V1:(FOLLOWING TOO CLOSELY,CELL PHONE (HAND HELD)) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39243632	191005.5636	4766612.715	2/23/2022	5:17 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	NONE	NOT ENTERED	CLOUDY		V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V3:(NOT APPLICABLE,NOT APPLICABLE) / V4:(NOT APPLICABLE,NOT APPLICABLE)
39243637	189022.9274	4767015.634	2/23/2022	7:06 PM	2022	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	YIELD SIGN	NOT ENTERED	CLOUDY		V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39245089	189832.5957	4766756.13	2/24/2022	11:00 AM	2022	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY		V1:(PASSING OR LANE USAGE IMPROPERLY,UNSAFE LANE CHANGE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39245095	189032.3467	4765948.206	2/23/2022	7:12 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39246046	189019.33	4765693.39	2/24/2022	7:05 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(REACTION TO OTHER UNINVOLVED VEHICL,NOT APPLICABLE)
39246054	189018.4	4765678.29	2/23/2022	12:57 PM	2022	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	C - POSSIBLE INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39246833	189997.31	4766795.56	2/26/2022	11:19 AM	2022	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	SNOW	C - POSSIBLE INJURY	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39246837	189858.48	4766811.31	2/25/2022	8:05 PM	2022	SIDESWIPE	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	SNOW	C - POSSIBLE INJURY	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39249605	189860.7354	4766816.973	2/28/2022	12:47 PM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	C - POSSIBLE INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39249608	190954.98	4766536.54	2/28/2022	2:50 PM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	A - SERIOUS INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39249610	189514.06	4765632.86	2/28/2022	5:26 PM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	C - POSSIBLE INJURY	V1:(FOLLOWING TOO CLOSELY,CELL PHONE (HAND HELD)) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39250773	189018.4	4765678.29	3/1/2022	12:28 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39257181	189017.49	4765347.34	3/6/2022	2:20 PM	2022	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	YIELD SIGN	NOT ENTERED	CLEAR		V1:(FAILURE TO YIELD RIGHT OF WAY,UNSAFE LANE CHANGE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39258789	190223.1394	4765547.347	3/7/2022	1:22 PM	2022	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY		V1:(UNSAFE LANE CHANGE,FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39258792	190238.28	4765545.61	3/7/2022	1:29 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN		V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(REACTION TO OTHER UNINVOLVED VEHICL,NOT APPLICABLE)
39265096	188726.51	4765728.74	3/10/2022	4:33 PM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:(FOLLOWING TOO CLOSELY,UNKNOWN) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39265101	188847.65	4765975.54	3/11/2022	3:08 PM	2022	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	STOP SIGN	NOT ENTERED	RAIN		V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(UNKNOWN,NOT APPLICABLE)
39266051	188924.0144	4766868.426	3/13/2022	11:26 AM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	TWO-WAY,DIVIDED,UNPROTECTED	CLOUDY	C - POSSIBLE INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
39266057	188441.9334	4768061.861	3/13/2022	6:25 PM	2022	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DUSK	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	SNOW		V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(DRIVER INATTENTION,NOT APPLICABLE)
39268846	188359.5374	4766925.969	3/5/2022	6:42 AM	2022	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	C - POSSIBLE INJURY	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
39271027	189518.47	4765713.68	3/15/2022	5:50 PM	2022	RIGHT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	STOP SIGN	NOT ENTERED	RAIN		V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39272070	190845.93	4766813.68	3/17/2022	4:13 PM	2022	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE)
39273942	189858.48	4766811.31	3/19/2022	5:06 PM	2022	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39277305	189017.51	4766325.63	3/20/2022	8:53 PM	2022	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLOUDY		V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39277310	188413.4186	4767566.103	3/21/2022	2:44 PM	2022	RIGHT TURN (WITH OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39278530	191175.22	4766873.175	3/18/2022	3:48 PM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	NONE	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
39279920	190955.8846	4766810.7	3/21/2022	4:23 PM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	A - SERIOUS INJURY	V1:(UNSAFE SPEED,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
39279921	188439.76	4768061.98	3/22/2022	8:11 PM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39281377	188858.6817	4765698.037	3/24/2022	1:00 PM	2022	PEDESTRIAN	INJURY	COLLISION WITH PEDESTRIAN	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:(DRIVER INATTENTION,NOT APPLICABLE)
39281381	190954.98	4766536.54	3/20/2022	5:29 PM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	TWO-WAY,NOT DIVIDED	CLEAR	C - POSSIBLE INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39282244	190967.26	4766528.08	3/25/2022	3:30 PM	2022	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	C - POSSIBLE INJURY	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39282958	188439.76	4768061.98	3/26/2022	2:43 PM	2022	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	CURVE AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN		V1:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39286851	188416.97	4767626.4	3/26/2022	2:15 PM	2022	RIGHT TURN (WITH OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY		V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39286856	189557.8751	4766344.108	3/28/2022	4:52 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY		V1:(FOLLOWING TOO CLOSELY,UNSAFE SPEED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39291265	189205.432	4765670.652	3/31/2022	7:06 PM	2022	RIGHT TURN (WITH OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY		V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39291266	188282.82	4765652.11	4/1/2022	11:20 AM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	C - POSSIBLE INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39291271	188380.4449	4766959.981	3/30/2022	6:19 PM	2022	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39291852	189017.49	4765347.34	4/1/2022	3:53 PM	2022	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	CURVE AND LEVEL	WET	NONE	NOT ENTERED	CLOUDY		V1:(TURNING IMPROPER,PASSING OR LANE USAGE IMPROPERLY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39293645	189031.12	4767182.2	4/3/2022	1:45 PM	2022	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	C - POSSIBLE INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39293692	189858.48	4766811.31	4/2/2022	10:57 PM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:(ALCOHOL INVOLVEMENT,UNSAFE SPEED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39295250	188376.97	4766899.12	4/4/2022	8:46 AM	2022	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(UNKNOWN,UNKNOWN) / V2:(UNKNOWN,UNKNOWN)
39296916	188364.8217	4766734.747	4/4/2022	4:01 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39296918	191163.4575	4766854.822	4/5/2022	2:02 PM	2022	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39298986	190954.98	4766536.54	4/5/2022	6:21 PM	2022	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,TRAFFIC CONTROL DEVICES DISREGARDED) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
39300528	189011.25	4766863.69	4/6/2022	4:13 PM	2022	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY		V1:(FAILURE TO YIELD RIGHT OF WAY,FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39301369	188294.63	4765765.98	4/8/2022	7:31 AM	2022	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39304328	188816.3062	4765718.086	4/9/2022	3:00 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	CLOUDY		V1:(AGGRESSIVE DRIVING/ROAD RAGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39304331	190954.98	4766536.54	4/10/2022	6:00 PM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	C - POSSIBLE INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39306084	188439.76	4768061.98	4/11/2022	7:10 PM	2022	LEFT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DUSK	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	C - POSSIBLE INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39309838	189012.5417	4766880.018	4/14/2022	12:19 PM	2022	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN		V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39309916	190214.0517	4765512.963	4/12/2022	4:18

39317868	190238.09	4766810.13	4/22/2022	10:55 AM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:{FOLLOWING TOO CLOSELY,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39317877	190331.09	4765668.06	4/22/2022	4:27 PM	2022	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:{TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39322984	190954.98	4766536.54	4/25/2022	6:26 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN		V1:{FAILURE TO YIELD RIGHT OF WAY,TURNING IMPROPER} / V2:{NOT APPLICABLE,NOT APPLICABLE} / V3:{NOT APPLICABLE,NOT APPLICABLE}
39324212	190960.2703	4766822.464	4/27/2022	9:47 AM	2022	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	CLOUDY		V1:{PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39324217	188809.94	4766874.62	4/26/2022	9:33 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN		V1:{FOLLOWING TOO CLOSELY,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39325494	189858.48	4766811.31	4/28/2022	1:14 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:{DRIVER INATTENTION,FOLLOWING TOO CLOSELY} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39328390	189078.9184	4765670.966	3/30/2022	2:50 PM	2022	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY		V1:{BACKING UNSAFELY,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39328458	188847.65	4765975.54	5/1/2022	12:49 PM	2022	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	STOP SIGN	NOT ENTERED	RAIN	C - POSSIBLE INJURY	V1:{TRAFFIC CONTROL DEVICES DISREGARDED,UNKNOWN} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39329659	188435.0401	4768214.739	5/2/2022	7:13 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DUSK	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY		V1:{UNSAFE SPEED,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39331211	189048.6592	4765674.628	5/3/2022	9:53 AM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	NONE	NOT ENTERED	CLOUDY		V1:{DRIVER INEXPERIENCE,DRIVER INATTENTION} / V2:{NOT APPLICABLE,NOT APPLICABLE} / V3:{NOT APPLICABLE,NOT APPLICABLE}
39334130	190838.1	4766813.93	5/4/2022	11:10 AM	2022	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	CLOUDY		V1:{UNSAFE LANE CHANGE,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39335067	190226.55	4765530.23	5/6/2022	4:10 PM	2022	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY		V1:{TURNING IMPROPER,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39335071	188376.97	4766899.12	5/6/2022	4:29 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:{FOLLOWING TOO CLOSELY,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39336953	189017.49	4765347.34	5/8/2022	4:39 PM	2022	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:{TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39336954	188561.3843	4768053.816	5/7/2022	5:44 PM	2022	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:{FAILURE TO YIELD RIGHT OF WAY,VIEW OBSTRUCTED/LIMITED} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39337979	190686.0669	4766830.105	5/8/2022	7:46 AM	2022	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:{PASSING OR LANE USAGE IMPROPERLY,UNKNOWN} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39341184	188270.29	4765658.69	5/7/2022	1:33 PM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:{FOLLOWING TOO CLOSELY,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39342790	188462.03	4768514.94	5/12/2022	6:53 AM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:{FOLLOWING TOO CLOSELY,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39343446	191004.28	4766821.22	5/13/2022	5:02 PM	2022	RIGHT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:{FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39344276	189828.0098	4766812.081	5/14/2022	10:03 AM	2022	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:{UNSAFE LANE CHANGE,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39344279	189539.4853	4766057.837	5/13/2022	10:15 AM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:{FOLLOWING TOO CLOSELY,DRIVER INATTENTION} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39351786	190954.98	4766536.54	5/17/2022	5:58 PM	2022	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY		V1:{TRAFFIC CONTROL DEVICES DISREGARDED,UNKNOWN} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39352703	189514.06	4765632.86	5/20/2022	12:03 AM	2022	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD UNLIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:{TRAFFIC CONTROL DEVICES DISREGARDED,ALCOHOL INVOLVEMENT} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39352704	188268.0461	4765628.293	5/20/2022	12:10 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY		V1:{FOLLOWING TOO CLOSELY,UNKNOWN} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39356718	189949	4765579.86	5/24/2022	10:51 AM	2022	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:{TURNING IMPROPER,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39356722	188942.99	4765969.75	5/24/2022	5:08 PM	2022	HEAD ON	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR		V1:{TURNING IMPROPER,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39360570	189847.9313	4766789.335	5/26/2022	7:22 AM	2022	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:{DRIVER INATTENTION,TURNING IMPROPER} / V2:{DRIVER INATTENTION,TURNING IMPROPER}
39360573	190238.28	4765545.61	5/18/2022	2:50 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN		V1:{FOLLOWING TOO CLOSELY,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39361534	188579.802	4768052.522	5/27/2022	12:54 PM	2022	LEFT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	NONE	NOT ENTERED	CLOUDY	C - POSSIBLE INJURY	V1:{FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39362301	189529.1885	4765631.02	5/28/2022	6:38 PM	2022	RIGHT TURN (WITH OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY		V1:{FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39365534	191171.6959	4766867.641	5/24/2022	4:10 PM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:{FOLLOWING TOO CLOSELY,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39365535	190844.0254	4766752.75	5/31/2022	4:00 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:{FOLLOWING TOO CLOSELY,REACTION TO OTHER UNINVOLVED VEHICL} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39365553	188392.1737	4766898.068	5/31/2022	11:27 AM	2022	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:{UNSAFE LANE CHANGE,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39365555	190437.8067	4765817.278	5/31/2022	10:11 AM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	B - INJURY	V1:{FOLLOWING TOO CLOSELY,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE} / V3:{NOT APPLICABLE,NOT APPLICABLE} / V4:{REACTION TO OTHER UNINVOLVED VEHICL,NOT APPLICABLE}
39367071	188407.3774	4766897.017	5/31/2022	4:30 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:{FOLLOWING TOO CLOSELY,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39368234	188376.97	4766899.12	5/31/2022	6:10 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:{DRIVER INATTENTION,FOLLOWING TOO CLOSELY} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39368236	190247.1752	4765543.577	6/1/2022	10:09 PM	2022	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:{UNSAFE LANE CHANGE,NOT APPLICABLE} / V2:{UNSAFE SPEED,NOT APPLICABLE}
39369219	188726.51	4765728.74	6/3/2022	11:58 AM	2022	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:{UNSAFE LANE CHANGE,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39369224	190988.7024	4766587.323	6/2/2022	5:30 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	NONE	NOT ENTERED	CLOUDY		V1:{FOLLOWING TOO CLOSELY,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39370102	188379.3252	4766940.369	6/3/2022	11:59 AM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:{DRIVER INATTENTION,FOLLOWING TOO CLOSELY} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39370104	189031.12	4767182.2	6/4/2022	12:46 PM	2022	LEFT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:{FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39370880	190967.26	4766528.08	6/1/2022	10:54 PM	2022	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR		V1:{FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39372284	189029.8922	4767151.745	6/4/2022	4:35 PM	2022	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:{FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39373674	189035.4052	4767287.561	6/6/2022	9:02 AM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY		V1:{TURNING IMPROPER,UNKNOWN} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39376934	190967.26	4766528.08	3/18/2022	8:00 AM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NOT ENTERED	UNKNOWN		V1:{NOT ENTERED,NOT ENTERED} / V2:{NOT ENTERED,NOT ENTERED}
39377016	190238.28	4765545.61	6/8/2022	9:31 AM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:{FOLLOWING TOO CLOSELY,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39378885	189736.7773	4766818.037	6/8/2022	12:20 PM	2022	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:{FAILURE TO YIELD RIGHT OF WAY,TURNING IMPROPER} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39380011	190963.4106	4766549.236	6/10/2022	6:11 PM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:{FOLLOWING TOO CLOSELY,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39380736	188430.9132	4767874.781	6/10/2022	9:41 PM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:{FOLLOWING TOO CLOSELY,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39383624	188380.4449	4766959.981	6/13/2022	2:41 PM	2022	RIGHT TURN (WITH OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY		V1:{FAILURE TO YIELD RIGHT OF WAY,TURNING IMPROPER} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39386958	188294.63	4765765.98	6/15/2022	6:15 AM	2022	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:{TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39391115	188385.6168	4767059.819	6/18/2022	8:16 PM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DUSK	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	B - INJURY	V1:{FOLLOWING TOO CLOSELY,FOLLOWING TOO CLOSELY,UNKNOWN,UNKNOWN} / V2:{NOT APPLICABLE,NOT APPLICABLE,NOT APPLICABLE,NOT APPLICABLE}
39392619	189018.4	4765678.29	6/19/2022	9:59 PM	2022	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:{UNKNOWN,PASSING OR LANE USAGE IMPROPERLY} / V2:{UNKNOWN,UNKNOWN}
39394457	189867.27	4766807.02	6/21/2022	11:04 AM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	CURVE AND GRADE	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:{DRIVER INATTENTION,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39394459	189019.33	4765693.39	6/20/2022	4:56 PM	2022	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	C - POSSIBLE INJURY	V1:{TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39396278	189011.25	4766863.69	6/21/2022	5:06 PM	2022	LEFT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	OTHER	NOT ENTERED	CLEAR	A - SERIOUS INJURY	V1:{FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39396279	189928.154	4766804.662	6/21/2022	7:19 PM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	A - SERIOUS INJURY	V1:{UNSAFE SPEED,GLARE} / V2:{NOT APPLICABLE,NOT APPLICABLE} / V3:{NOT APPLICABLE,NOT APPLICABLE}
39396280	189006.8234	4766802.891	6/22/2022	11:46 AM	2022	LEFT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	NONE	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:{PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE} / V2:{FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE}
39396284	189514.06	4765632.86	6/21/2022	5:39 PM	2022	BICYCLIST	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	TWO-WAY,NOT DIVIDED	CLEAR	A - SERIOUS INJURY	V1:} / V2:{NOT APPLICABLE,NOT APPLICABLE} / V3:{NOT APPLICABLE,NOT APPLICABLE}
39396287	189867.27	4766807.02	6/22/2022	4:58 PM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:{UNSAFE SPEED,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39398742	189011.25	4766863.69	6/23/2022	5:57 PM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:{DRIVER INATTENTION,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39403683	188326.35	4766431.76	6/6/2022	4:48 PM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	C - POSSIBLE INJURY	V1:{NOT ENTERED,NOT ENTERED} / V2:{NOT ENTERED,NOT ENTERED}
39408204	190431.3507	4765803.698	6/28/2022	9:43 AM	2022	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	YIELD SIGN	NOT ENTERED	CLEAR		V1:{FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39408207	188358.1	4766900.87	6/30/2022	1:02 PM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:{DRIVER INATTENTION,FOLLOWING TOO CLOSELY} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39408210	188709.07	4765465.65	6/29/2022	6:41 PM	2022	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:{TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39409163	188950.3797	4766866.995	7/1/2022	3:19 PM	2022	RIGHT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY		V1:{TURNING IMPROPER,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39415471	188335.5022	4766353.764	6/30/2022	6:25 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:{FOLLOWING TOO CLOSELY,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39417179	188372.1736	4765776.323	7/7/2022	1:13 PM	2022	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR		V1:{FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39417181	190846.1001	4766818.511	7/7/2022	9:15 PM	2022	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:{FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39417182	188534.55	4765541.7	7/7/2022	10:33 AM	2022	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:{TURNING IMPROPER,DRIVER INATTENTION} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39419139	188414.2818	4767580.759	7/9/2022	1:41 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:{DRIVER INATTENTION,DRIVER INEXPERIENCE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39420827	188101.19	4765776.47	7/9/2022	4:41 PM	2022	LEFT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	A - SERIOUS INJURY	V1:{FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39422300	190238.28	4765545.61	6/27/2022	2:30 PM	2022	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NOT ENTERED	UNKNOWN	U - UNKNOWN	V1:{NOT ENTERED,NOT ENTERED} / V2:{NOT ENTERED,NOT ENTERED}
39425628	190954.98	4766536.54	7/13/2022	4:46 PM	2022	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	C - POSSIBLE INJURY	V1:{TRAFFIC CONTROL DEVICES DISREGARDED,UNSAFE SPEED} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39426572	189015.5086	4765632.55	7/11/2022	5:49 PM	2022	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:{FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE} / V2:{FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE}
39426610	190954.98	4766536.54	7/8/2022	7:40 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY		V1:{DRIVER INATTENTION,UNSAFE SPEED} / V2:{NOT APPLICABLE,NOT APPLICABLE}
39427511	188442.569	4768338.236	7/11/2022	4:50 PM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	C - POSSIBLE INJURY	V1:{FOLLOWING TOO CLOSELY,NOT APPLICABLE} / V2:{NOT APPLICABLE,NOT APPLICABLE} / V3:{NOT APPLICABLE,NOT APPLICABLE}
39433805	190238.28	4765545.61	7/20/2022

39442915	188430.0549	4767858.02	7/26/2022	4:29 PM	2022	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39442922	189015.2659	4766324.205	7/26/2022	4:38 PM	2022	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39445743	190238.28	4765545.61	7/29/2022	4:42 PM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
39446511	190967.26	4766528.08	7/30/2022	4:00 PM	2022	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39449860	189238.8	4766851.34	7/31/2022	9:18 PM	2022	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39451317	188727.4534	4765743.972	8/2/2022	11:45 AM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(UNSAFE SPEED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39451378	189221.1901	4765668.75	8/2/2022	1:34 PM	2022	OVERTAKING	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39452601	190956.2409	4766538.691	8/3/2022	10:47 AM	2022	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	TWO-WAY,DIVIDED,UNPROTECTED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39454283	189951.609	4766803.259	8/3/2022	1:24 PM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	TWO-WAY,DIVIDED,UNPROTECTED	CLEAR	B - INJURY	V1:(FOLLOWING TOO CLOSELY,UNSAFE SPEED) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE) / V4:(NOT APPLICABLE,NOT APPLICABLE)
39456060	188422.1297	4767717.734	8/6/2022	2:50 PM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39458207	189514.06	4765632.86	8/6/2022	6:17 PM	2022	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,UNSAFE SPEED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39459626	188323.2744	4766185.79	8/8/2022	11:15 AM	2022	RIGHT TURN (WITH OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39460904	188420.8617	4767695.288	8/9/2022	1:32 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,CELL PHONE (HANDS FREE)) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39463751	189882.5094	4766806.884	8/11/2022	11:27 AM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39468223	188293.6708	4765757.472	8/14/2022	10:02 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39471516	188470.1945	4768060.316	8/17/2022	1:42 PM	2022	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39473013	188439.76	4768061.98	8/17/2022	8:19 PM	2022	BICYCLIST	INJURY	COLLISION WITH BICYCLIST	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(VIEW OBSTRUCTED/LIMITED,NOT APPLICABLE)
39476191	188642.07	4765988.45	8/21/2022	12:58 PM	2022	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39476195	189893.3963	4766861.862	8/20/2022	5:00 PM	2022	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39478495	188426.7747	4767799.956	8/23/2022	8:41 AM	2022	PEDESTRIAN	PROPERTY DAMAGE	COLLISION WITH PEDESTRIAN	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE)
39482210	188431.7983	4767893.51	8/26/2022	11:51 AM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39482300	189048.1865	4767628.632	8/25/2022	4:56 PM	2022	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39483633	188426.7067	4768062.508	8/23/2022	4:45 PM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39483919	188296.28	4765784.38	8/25/2022	7:53 AM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(TRAFFIC CONTROL DEVICES DISREGARDED,UNKNOWN)
39485969	188438.4211	4768033.649	8/28/2022	3:08 PM	2022	RIGHT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39488692	188474.5575	4767607.734	8/31/2022	12:35 PM	2022	HEAD ON	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(TURNING IMPROPER,UNSAFE LANE CHANGE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39488694	188500.629	4768058.651	8/31/2022	1:57 PM	2022	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39488697	189244.9904	4767003.613	8/28/2022	6:33 PM	2022	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	B - INJURY	V1:(DRIVER INEXPERIENCE,FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT ENTERED,NOT ENTERED)
39488758	188415.6259	4767603.58	8/31/2022	12:24 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,REACTION TO OTHER UNINVOLVED VEHICL) / V2:(REACTION TO OTHER UNINVOLVED VEHICL,NOT APPLICABLE)
39490271	189453.5526	4765640.275	9/1/2022	4:15 PM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	B - INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
39490272	190964.7318	4766524.064	9/1/2022	9:22 AM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,REACTION TO OTHER UNINVOLVED VEHICL) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39490277	189013.8985	4765479.223	8/31/2022	12:27 PM	2022	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	CURVE AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,PASSING OR LANE USAGE IMPROPERLY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39491890	188448.3304	4768214.138	9/2/2022	8:30 AM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	YIELD SIGN	NOT ENTERED	CLEAR	B - INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39491895	189102.5179	4766858.154	9/2/2022	6:47 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
39491896	190975.3396	4766541.002	9/1/2022	3:50 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39492256	190979.24	4766547.24	9/2/2022	4:24 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(DRIVER INATTENTION,FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39494495	188742.21	4765982.22	8/4/2022	12:09 PM	2022	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE)
39496077	188440.6939	4768077.191	9/5/2022	8:00 PM	2022	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39497894	188445.8652	4768061.646	9/6/2022	3:53 PM	2022	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(UNKNOWN,NOT APPLICABLE) / V2:(UNKNOWN,NOT APPLICABLE)
39497910	190287.2348	4765610.675	9/7/2022	8:04 AM	2022	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39499726	189011.25	4766863.69	9/8/2022	8:29 AM	2022	LEFT TURN (WITH OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,GLARE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39501363	188598.5522	4765745.593	9/10/2022	11:13 AM	2022	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(DRIVER INATTENTION,PASSING OR LANE USAGE IMPROPERLY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39501369	189243.73	4767262.02	9/10/2022	11:36 AM	2022	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39502198	188296.28	4765784.38	8/28/2022	10:30 AM	2022	RIGHT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NOT ENTERED	UNKNOWN	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
39503161	188366.25	4766749.92	9/10/2022	6:16 PM	2022	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39505311	188769.0864	4766326.809	9/13/2022	3:26 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39508350	189016.47	4765647.76	9/14/2022	4:58 PM	2022	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39508351	189863.8941	4766800.189	9/15/2022	9:00 AM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	B - INJURY	V1:(UNSAFE SPEED,FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39512975	190916.8614	4766451.798	9/19/2022	9:42 AM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,UNSAFE SPEED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39512976	190967.26	4766528.08	9/19/2022	11:49 AM	2022	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,TURNING IMPROPER) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39514239	190967.26	4766528.08	9/20/2022	3:21 PM	2022	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39514241	188726.51	4765728.74	9/20/2022	3:56 PM	2022	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39514255	189871.4901	4766820.74	9/19/2022	4:30 PM	2022	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	CURVE AND HILLCREST	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39514256	190195.69	4765675.19	9/20/2022	8:20 AM	2022	LEFT TURN (WITH OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,GLARE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39514261	188101.19	4765776.47	9/20/2022	2:02 PM	2022	LEFT TURN (WITH OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(TURNING IMPROPER,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39515346	189022.9274	4767015.634	9/21/2022	1:04 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39517089	191048	4766656.76	9/22/2022	12:39 PM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE) / V4:(NOT APPLICABLE,NOT APPLICABLE)
39517094	189014.03	4765609.16	9/22/2022	1:27 PM	2022	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39517105	188041.9906	4765778.757	9/20/2022	2:05 PM	2022	OVERTAKING	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	TWO-WAY,DIVIDED,POSITIVE MEDIA BARR	CLEAR	A - SERIOUS INJURY	V1:(ILLNESS,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE) / V4:(NOT APPLICABLE,NOT APPLICABLE) / V5.(NOT APPLICABLE,NOT APPLICABLE) / V6:(NOT APPLICABLE,NOT APPLICABLE)
39518013	188282.82	4765652.11	9/23/2022	7:43 PM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DARK- ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(UNSAFE SPEED,ALCOHOL INVOLVEMENT) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
39518709	188435.4435	4767970.642	9/22/2022	4:25 PM	2022	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39518710	190967.26	4766528.08	9/24/2022	12:15 PM	2022	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	A - SERIOUS INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39518712	188522.9552	4765756.477	9/24/2022	2:05 PM	2022	RIGHT TURN (WITH OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39520176	188397.5579	4767300.924	9/24/2022	4:05 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39520179	190844.7171	4766774.992	9/25/2022	3:26 PM	2022	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39521456	188718.5983	4765729.754	9/26/2022	4:43 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	TWO-WAY,DIVIDED,POSITIVE MEDIA BARR	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39521472	188438.951	4768044.861	9/25/2022	6:40 PM	2022	RIGHT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DUSK	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
39524334	189023.3122	4767022.835	9/28/2022	11:22 AM	2022	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,DRIVER INEXPERIENCE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39526703	189550.55	4766231.63	9/29/2022	4:49 PM	2022	PEDESTRIAN	INJURY	COLLISION WITH OTHER PEDESTRIAN	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	B - INJURY	V1:(NOT APPLICABLE,NOT APPLICABLE)
39529278	188438.951	4768044.861	10/1/2022	11:43 AM	2022	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(AGGRESSIVE DRIVING/ROAD RAGE,PASSING OR LANE USAGE IMPROPERLY) / V2:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE)
39530577	188273.8966	4765561.106	9/29/2022	10:45 AM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	B - INJURY	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39531909	189498.9332	4765634.714	10/3/2022	8:22 AM	2022	HEAD ON	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39531921	189845.4328	4766783.763	10/3/2022	1:10 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
39532363	188726.51	4765728.74	10/3/2022	8:35 AM	2022	RIGHT TURN (WITH OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NO

39546730	189040.7896	4766080.489	10/14/2022	11:38 AM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	B - INJURY	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39551498	189011.25	4766863.69	10/15/2022	7:11 PM	2022	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39551525	189243.73	4767262.02	10/15/2022	5:35 PM	2022	LEFT TURN (WITH OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DUSK	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39551608	189514.06	4765632.86	10/17/2022	11:52 AM	2022	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39553024	188520.5229	4765547.658	10/18/2022	2:30 PM	2022	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39553042	189845.4328	4766783.763	10/18/2022	6:05 PM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	B - INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39553053	189941.8294	4766961.492	10/18/2022	7:30 PM	2022	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT/ GRADE	WET	NONE	NOT ENTERED	RAIN	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39554828	189703.1415	4766820.48	10/19/2022	4:13 PM	2022	RIGHT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39555786	188756.599	4766877.825	10/12/2022	3:24 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39555805	189845.8765	4766763.728	10/20/2022	2:44 PM	2022	RIGHT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
39556479	188296.28	4765784.38	10/21/2022	11:04 AM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(DRIVER INATTENTION,FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39556489	188761.4	4766281.74	10/14/2022	12:40 PM	2022	RIGHT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,TRAFFIC CONTROL DEVICES DISREGARDED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39557937	191136.461	4766792.06	10/21/2022	9:17 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39557958	191200.0762	4766809.413	10/22/2022	7:33 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(UNSAFE SPEED,FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39563876	190289.5445	4765523.442	10/26/2022	3:06 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	U - UNKNOWN	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39565865	189867.27	4766807.02	10/28/2022	11:24 AM	2022	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39567025	189221.1901	4765668.75	10/29/2022	5:05 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(BACKING UNSAFELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39567039	188398.6457	4767322.155	10/29/2022	7:22 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39568002	188422.4467	4767723.345	10/30/2022	3:30 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39568004	188414.7678	4767589.01	10/30/2022	4:12 PM	2022	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39568019	189518.47	4765713.68	10/30/2022	11:09 AM	2022	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	STOP SIGN	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39569359	189871.4901	4766820.74	10/31/2022	5:22 PM	2022	LEFT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DUSK	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39573049	188835.2793	4765777.693	11/2/2022	7:02 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39573059	188987.9016	4765353.267	11/2/2022	4:51 PM	2022	RIGHT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39574031	189033.24	4765963.42	11/3/2022	11:24 AM	2022	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(UNKNOWN,NOT APPLICABLE) / V2:(NOT ENTERED,NOT APPLICABLE)
39576715	191136.461	4766792.06	10/21/2022	9:22 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39576727	188352.8492	4766595.287	11/5/2022	1:25 PM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	B - INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
39581854	190240.4457	4765545.022	10/28/2022	12:00 AM	2022	LEFT TURN (WITH OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
39583619	190238.28	4765545.61	11/9/2022	1:27 PM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
39583836	189037.3748	4767334.471	11/9/2022	12:22 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39584743	188302.3035	4765783.863	11/10/2022	3:30 PM	2022	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39584774	189016.16	4765642.856	11/10/2022	5:07 PM	2022	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DUSK	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39587304	188387.3201	4767101.1	11/12/2022	5:50 PM	2022	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39593280	189867.27	4766807.02	11/16/2022	10:37 PM	2022	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(DRIVER INATTENTION,UNKNOWN) / V2:(DRIVER INATTENTION,UNKNOWN)
39595282	188995.9366	4766627.984	11/17/2022	4:29 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(UNSAFE SPEED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39595286	189882.8554	4766842.075	11/17/2022	9:45 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT/ GRADE	SNOW/ICE	NONE	NOT ENTERED	SNOW	U - UNKNOWN	V1:(UNSAFE SPEED,PAVEMENT SLIPPERY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39597044	189514.06	4765632.86	11/19/2022	2:21 PM	2022	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	SNOW/ICE	TRAFFIC SIGNAL	TWO-WAY,DIVIDED,POSITIVE MEDIA BARR	SNOW	U - UNKNOWN	V1:(DRIVER INATTENTION,TRAFFIC CONTROL DEVICES DISREGARDED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39598340	190838.265	4766826.882	11/11/2022	9:22 PM	2022	LEFT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	A - SERIOUS INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39599799	188426.813	4768064.617	11/21/2022	5:05 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(REACTION TO OTHER UNINVOLVED VEHICL,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39599886	188390.6946	4767166.964	11/21/2022	2:23 PM	2022	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39601273	190253.2279	4765542.852	11/22/2022	12:13 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	STRAIGHT AND LEVEL	UNKNOWN	NONE	NOT ENTERED	UNKNOWN	U - UNKNOWN	V1:(UNKNOWN,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39602607	188998.7338	4766673.059	11/23/2022	9:15 AM	2022	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	TWO-WAY,NOT DIVIDED	CLOUDY	U - UNKNOWN	V1:(PASSING OR LANE USAGE IMPROPERLY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39604133	188387.632	4767107.188	11/25/2022	2:45 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39605373	188418.6426	4767656.008	11/26/2022	3:03 PM	2022	RIGHT TURN (WITH OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(TURNING IMPROPER,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39605727	190334.8644	4765673.291	10/31/2022	8:15 PM	2022	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
39606522	188591.7982	4768051.896	11/27/2022	1:57 PM	2022	LEFT TURN (WITH OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	U - UNKNOWN	V1:(TURNING IMPROPER,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39614221	188799.4851	4766723.953	12/2/2022	5:55 PM	2022	HEAD ON	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39615893	190853.7278	4766818.303	11/29/2022	4:57 PM	2022	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39617445	188742.21	4765982.22	12/2/2022	4:48 PM	2022	LEFT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39618222	190999.6182	4766579.743	11/8/2022	11:07 AM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AT HILLCREST	DRY	NONE	NOT ENTERED	CLEAR	B - INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(OTHER (VEHICLE),NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
39619035	190025.1214	4766799.944	12/5/2022	12:10 PM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	NONE	NOT ENTERED	CLEAR	B - INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39620793	189907.3008	4766888.977	12/6/2022	2:08 PM	2022	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39622954	189017.51	4766325.63	12/7/2022	8:31 AM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	STOP SIGN	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39622958	188403.7892	4767630.625	12/7/2022	10:30 AM	2022	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	STOP SIGN	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(DRIVER INATTENTION,FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39623093	188436.8823	4768001.088	12/1/2022	7:49 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39623100	189072.0751	4766859.659	12/5/2022	12:57 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39624163	189022.1166	4766862.938	12/8/2022	9:40 AM	2022	LEFT TURN (WITH OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	TWO-WAY,NOT DIVIDED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39624167	190208.4326	4766816.716	12/7/2022	9:09 AM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39624931	189567.1702	4765710.978	12/9/2022	3:42 PM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	A - SERIOUS INJURY	V1:(FOLLOWING TOO CLOSELY,UNKNOWN) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE) / V4:(NOT APPLICABLE,NOT APPLICABLE)
39624933	189893.3963	4766861.862	12/9/2022	4:49 PM	2022	LEFT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	B - INJURY	V1:(ALCOHOL INVOLVEMENT,FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39624940	189035.5843	4767291.827	12/9/2022	1:58 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39626303	188633.1594	4766885.193	12/10/2022	3:19 PM	2022	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39626909	189011.25	4766863.69	11/15/2022	6:00 PM	2022	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
39627921	189859.9185	4766814.922	11/11/2022	6:00 PM	2022	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
39629245	188850.6924	4765975.355	12/12/2022	10:23 AM	2022	OVERTAKING	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	B - INJURY	V1:(TURNING IMPROPER,NOT APPLICABLE) / V2:(DRIVER INEXPERIENCE,NOT APPLICABLE)
39631747	188302.7432	4765870.884	12/13/2022	9:21 AM	2022	RIGHT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(DRIVER INATTENTION,FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39634128	189867.27	4766807.02	12/14/2022	11:38 AM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,UNSAFE SPEED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39635205	188376.97	4766899.12	12/15/2022	8:03 AM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	SNOW/ICE	TRAFFIC SIGNAL	NOT ENTERED	SLEET/HAIL/FREEZING RAIN	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,PAVEMENT SLIPPERY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39637562	190238.28	4765545.61	11/16/2022	12:00 AM	2022	RIGHT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	CURVE AND LEVEL	DRY	UNKNOWN	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
39638275	189247.9268	4766850.779	12/17/2022	5:30 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	SNOW/ICE	TRAFFIC SIGNAL	NOT ENTERED	SNOW	U - UNKNOWN	V1:(UNSAFE SPEED,PAVEMENT SLIPPERY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39640782	188358.1	4766900.87	11/27/2022	5:15 PM	2022	LEFT TURN (WITH OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
39641326	189017.49	4765347.34	12/19/2022	12:02 PM	2022	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39641347	188390.2233	4765604.174	12/19/2022	4:05 PM	2022	OVERTAKING	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	B - INJURY	V1:(TURNING IMPROPER,PASSING OR LANE USAGE IMPROPERLY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39641371	188364.0273	4766726.307	12/19/2022	2:27 PM	2022	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(FOLLOWING TOO CLOSELY,UNSAFE SPEED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39641414	188416.7527	4767880.278	12/17/2022	12:05 AM	2022	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(TURN

39646118	190967.26	4766528.08	12/19/2022	10:57 AM	2022	LEFT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	WET	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39646123	188422.1297	4767717.734	12/21/2022	11:42 AM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39647230	189547.4629	4766088.048	12/22/2022	6:10 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39647402	189705.5235	4766623.136	12/22/2022	5:52 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39657800	188376.97	4766899.12	11/23/2022	9:35 AM	2022	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
39659103	189011.25	4766863.69	1/1/2023	6:25 PM	2023	LEFT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39663261	188714.2565	4768046.252	1/3/2023	6:11 PM	2023	RIGHT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39663273	189951.609	4766803.259	1/3/2023	3:51 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	B - INJURY	V1:(FOLLOWING TOO CLOSELY,CELL PHONE (HAND HELD)) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39665062	188331.3619	4766296.888	1/4/2023	12:12 PM	2023	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39665200	188498.1497	4768058.787	1/4/2023	10:45 AM	2023	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39666438	190504.7724	4765918.917	1/6/2023	8:42 AM	2023	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,DRIVER INEXPERIENCE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39676099	188565.1304	4768053.454	1/13/2023	6:50 PM	2023	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	SNOW	U - UNKNOWN	V1:(VIEW OBSTRUCTED/LIMITED,FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39676109	189011.25	4766863.69	1/13/2023	7:43 AM	2023	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	SNOW/ICE	TRAFFIC SIGNAL	NOT ENTERED	SNOW	U - UNKNOWN	V1:(PAVEMENT SLIPPERY,TRAFFIC CONTROL DEVICES DISREGARDED) / V2:(PAVEMENT SLIPPERY,TRAFFIC CONTROL DEVICES DISREGARDED)
39677471	189017.51	4766325.63	1/5/2023	5:48 PM	2023	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(UNKNOWN,NOT APPLICABLE)
39677512	188459.6037	4767609.887	1/14/2023	3:49 PM	2023	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	STOP SIGN	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39679229	188449.4222	4768475.445	12/17/2022	9:00 PM	2022	RIGHT TURN	PROPERTY DAMAGE	COLLISION WITH GUIDE RAIL	DARK-ROAD LIGHTED	CURVE AND LEVEL	SNOW/ICE	UNKNOWN	NOT ENTERED	SNOW	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED)
39681805	188354.459	4766615.045	1/16/2023	12:17 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	B - INJURY	V1:(UNSAFE SPEED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
39681817	188766.5243	4766311.786	1/16/2023	8:44 AM	2023	RIGHT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NO PASSING ZONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(VIEW OBSTRUCTED/LIMITED,FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39683464	189514.06	4765632.86	1/18/2023	9:14 AM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	B - INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
39683518	188296.28	4765784.38	1/18/2023	6:07 PM	2023	RIGHT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39684292	189044.538	4767542.639	1/19/2023	5:30 PM	2023	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39689308	188786.0727	4766650.936	1/23/2023	3:56 PM	2023	RIGHT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(TURNING IMPROPER,REACTION TO OTHER UNINVOLVED VEHICL) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39690907	188406.133	4767442.404	1/24/2023	6:41 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(BACKING UNSAFELY,UNKNOWN) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39691430	189867.27	4766807.02	1/23/2023	6:55 PM	2023	LEFT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	A - SERIOUS INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39693257	189034.9366	4765989.729	1/25/2023	5:15 PM	2023	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DUSK	STRAIGHT AND LEVEL	SLUSH	STOP SIGN	NOT ENTERED	SNOW	U - UNKNOWN	V1:(UNSAFE SPEED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39693327	188416.97	4767626.4	12/29/2022	5:31 PM	2022	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(REACTION TO OTHER UNINVOLVED VEHICL,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
39694163	189867.27	4766807.02	1/26/2023	9:00 AM	2023	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	SNOW/ICE	TRAFFIC SIGNAL	NOT ENTERED	SNOW	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39698934	189191.7799	4766853.739	1/30/2023	3:40 PM	2023	LEFT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39700977	191305.072	4766805.832	1/31/2023	7:08 AM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DUSK	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39702934	188366.25	4766749.92	1/28/2023	2:06 PM	2023	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39706075	188426.7769	4768063.901	2/4/2023	7:45 PM	2023	LEFT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,TURNING IMPROPER) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39711623	188439.76	4768061.98	2/8/2023	6:50 PM	2023	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39711625	188391.6161	4767184.95	2/8/2023	5:00 PM	2023	RIGHT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39711644	188758.8735	4765724.9	2/8/2023	11:02 AM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	B - INJURY	V1:(FOLLOWING TOO CLOSELY,BRAKES DEFECTIVE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39712354	191195.5134	4766787.18	2/9/2023	2:47 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	WET	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39713330	188470.1945	4768060.316	2/10/2023	1:50 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	WET	NONE	NOT ENTERED	RAIN	U - UNKNOWN	V1:(BACKING UNSAFELY,DRIVER INEXPERIENCE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39713332	189867.27	4766807.02	2/10/2023	6:44 PM	2023	LEFT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,DRIVER INEXPERIENCE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39713352	189566.493	4766472.817	2/10/2023	9:07 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39714327	188403.7892	4767630.625	2/11/2023	4:19 PM	2023	LEFT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,TRAFFIC CONTROL DEVICES DISREGARDED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39714472	190331.09	4765668.06	2/11/2023	4:01 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	A - SERIOUS INJURY	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39714496	189015.6083	4765634.128	2/6/2023	6:09 AM	2023	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,UNSAFE SPEED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39719577	189867.27	4766807.02	2/14/2023	9:35 AM	2023	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39720771	188418.9925	4768062.809	2/14/2023	4:17 PM	2023	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(VIEW OBSTRUCTED/LIMITED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39720862	188723.4926	4765714.459	2/15/2023	4:45 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(BRAKES DEFECTIVE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
39720883	188521.0361	4765756.753	2/15/2023	12:55 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39722976	189072.0751	4766859.659	2/11/2023	4:12 PM	2023	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39724242	190157.0464	4765554.932	2/19/2023	1:19 AM	2023	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(OTHER (VEHICLE),NOT APPLICABLE)
39725205	190104.3061	4765545.697	2/20/2023	11:21 AM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39725223	188408.0095	4767474.264	2/20/2023	2:40 PM	2023	RIGHT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	NONE	NOT ENTERED	CLOUDY	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,REACTION TO OTHER UNINVOLVED VEHICL) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39726322	188470.1945	4768060.316	2/21/2023	2:07 PM	2023	LEFT TURN (WITH OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(TURNING IMPROPER,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39727699	188376.4894	4766891.515	2/22/2023	2:58 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	SNOW/ICE	TRAFFIC SIGNAL	NOT ENTERED	SNOW	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39728528	188383.0515	4766898.699	2/22/2023	7:26 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	SNOW/ICE	TRAFFIC SIGNAL	NOT ENTERED	SLEET/HAIL/FREEZING RAIN	U - UNKNOWN	V1:(UNSAFE SPEED,PAVEMENT SLIPPERY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39729382	191052.937	4766664.311	2/24/2023	5:35 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	B - INJURY	V1:(UNSAFE SPEED,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE) / V4:(NOT APPLICABLE,NOT APPLICABLE)
39730480	190238.28	4765545.61	2/25/2023	4:11 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39732475	189867.27	4766807.02	2/26/2023	8:00 PM	2023	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,UNSAFE SPEED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39735265	188474.5575	4767607.734	2/28/2023	1:28 PM	2023	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39740594	190846.1001	4766818.511	1/25/2023	2:00 PM	2023	RIGHT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NOT ENTERED	UNKNOWN	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
39744787	188809.94	4766874.62	3/7/2023	8:53 PM	2023	OVERTAKING	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39746424	190238.28	4765545.61	3/8/2023	12:07 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39746435	190238.28	4765545.61	3/8/2023	4:37 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39746527	190979.24	4766547.24	3/8/2023	8:16 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(UNSAFE SPEED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39747398	190541.7229	4765967.87	3/9/2023	4:23 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	B - INJURY	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39748170	189011.25	4766863.69	3/10/2023	11:30 AM	2023	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	SNOW/ICE	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39748187	188694.543	4768063.271	3/10/2023	12:52 PM	2023	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	SNOW	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,VIEW OBSTRUCTED/LIMITED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39748236	188386.6252	4767084.258	3/10/2023	6:51 PM	2023	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	SNOW/ICE	NONE	NOT ENTERED	SNOW	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,PAVEMENT SLIPPERY) / V2:(PAVEMENT SLIPPERY,NOT APPLICABLE)
39749386	188414.7678	4767589.01	3/11/2023	3:40 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39749394	189753.3617	4766816.833	3/10/2023	6:30 PM	2023	LEFT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	SNOW/ICE	TRAFFIC SIGNAL	TWO-WAY,NOT DIVIDED	SNOW	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,PAVEMENT SLIPPERY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39749396	189087.2965	4766858.906	3/11/2023	12:41 PM	2023	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39749412	189019.432	4765701.5	2/28/2023	6:00 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
39753675	190967.26	4766528.08	3/14/2023	2:46 PM	2023	LEFT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	SNOW/ICE	TRAFFIC SIGNAL	NOT ENTERED	SNOW	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39757112	188703.936	4765716.848	3/17/2023	1:35 PM	2023	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39758443	190878.2529	4766395.011	3/18/2023	3:10 PM	2023	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39758449	190140.2427	4765678.475	3/13/2023	8:29 AM	2023	PEDESTRIAN	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	TWO-WAY,NOT DIVIDED	CLOUDY	B - INJURY	V1:(BACKING UNSAFELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39765090	189199.2287	4765671.4	3/22/2023	3:11 PM	2023	RIGHT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	TWO-WAY,NOT DIVIDED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39766786	189241.4228	4767198.572	3/

39778689	188523.6026	4765756.384	4/3/2023	2:48 PM	2023	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39778705	189867.27	4766807.02	4/3/2023	8:27 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	U - UNKNOWN	V1:(UNSAFE SPEED,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39781601	189860.5182	4766793.357	4/5/2023	2:54 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	B - INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39782143	188928.5617	4765704.453	4/6/2023	1:15 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(FOLLOWING TOO CLOSELY,FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39783402	188365.7931	4768064.886	3/17/2023	12:10 PM	2023	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	STOP SIGN	NOT ENTERED	RAIN	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
39783507	189762.3979	4766816.176	4/6/2023	11:29 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(BACKING UNSAFELY,NOT APPLICABLE)
39784700	189026.3304	4765845.74	4/8/2023	2:50 PM	2023	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39785917	188422.1297	4767717.734	4/9/2023	12:22 PM	2023	RIGHT TURN (WITH OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(DRIVER INATTENTION,TURNING IMPROPER) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39788521	190967.26	4766528.08	4/11/2023	2:01 PM	2023	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39788528	190967.26	4766528.08	4/11/2023	11:19 AM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39790047	189386.5976	4766799.216	4/12/2023	3:55 PM	2023	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39790059	189013.6902	4766894.072	4/12/2023	1:11 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39790161	189012.4489	4766878.883	4/12/2023	2:15 PM	2023	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39791842	188726.51	4765728.74	4/12/2023	4:12 PM	2023	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(UNKNOWN,UNKNOWN) / V2:(UNKNOWN,UNKNOWN)
39792866	189238.8	4766851.34	4/15/2023	1:20 PM	2023	LEFT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE)
39794272	189342.3488	4765653.902	4/15/2023	1:04 PM	2023	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39795228	190030.13	4765570.51	4/17/2023	4:38 PM	2023	LEFT TURN (WITH OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	B - INJURY	V1:(TURNING IMPROPER,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39795863	188283.0324	4765785.416	4/3/2023	10:40 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
39796540	188438.4211	4768033.649	4/18/2023	10:32 AM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39800469	188694.6862	4765471.972	4/16/2023	1:36 PM	2023	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(PASSING OR LANE USAGE IMPROPERLY,FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39802650	189009.5373	4765557.366	4/18/2023	12:56 PM	2023	OVERTAKING	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39803658	190238.28	4765545.61	4/12/2023	1:55 PM	2023	RIGHT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	UNKNOWN	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
39804216	190563.4347	4765987.244	4/24/2023	5:13 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39806859	188921.6339	4768034.376	4/24/2023	5:49 PM	2023	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NO PASSING ZONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39807483	188264.7742	4765786.459	4/22/2023	11:49 AM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	TWO-WAY,DIVIDED,POSITIVE MEDIA BARR	RAIN	B - INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(FOLLOWING TOO CLOSELY,NOT APPLICABLE)
39807539	188287.0728	4765766.732	4/26/2023	10:26 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	A - SERIOUS INJURY	V1:(DRUGS (ILLEGAL),TRAFFIC CONTROL DEVICES DISREGARDED) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE) / V4:(NOT APPLICABLE,NOT APPLICABLE)
39809688	188462.9372	4768530.023	4/29/2023	5:09 PM	2023	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	U - UNKNOWN	V1:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39809712	188485.4118	4768059.483	4/29/2023	7:55 PM	2023	OVERTAKING	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	B - INJURY	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39812723	188461.8002	4768510.556	5/2/2023	5:36 PM	2023	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	U - UNKNOWN	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39813043	190963.8147	4766522.608	4/30/2023	5:03 PM	2023	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	U - UNKNOWN	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,FAILURE TO YIELD RIGHT OF WAY) / V2:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE)
39815399	188448.0257	4768208.629	5/3/2023	3:57 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(FOLLOWING TOO CLOSELY,NOT APPLICABLE)
39816606	188425.5658	4767778.557	5/5/2023	5:45 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	B - INJURY	V1:(UNSAFE SPEED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39818257	188419.5936	4767672.842	5/6/2023	10:17 AM	2023	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39871337	188296.28	4765784.38	10/26/2022	4:01 PM	2022	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NOT ENTERED	UNKNOWN	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
39824031	188430.055	4767858.023	5/11/2023	5:21 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(UNSAFE SPEED,FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE) / V4:(NOT APPLICABLE,NOT APPLICABLE)
39824951	190043.5396	4765553.541	5/12/2023	10:20 AM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39826316	189541.8213	4766097.392	5/13/2023	6:18 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(UNSAFE SPEED,UNSAFE SPEED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39828129	189031.4099	4765932.25	5/14/2023	3:32 PM	2023	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39829508	189512.8478	4765612.41	5/15/2023	1:34 PM	2023	RIGHT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
39830981	189543.35	4766127.01	5/15/2023	5:58 PM	2023	PEDESTRIAN	INJURY	COLLISION WITH PEDESTRIAN	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	B - INJURY	V1:) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39832431	189878.5936	4766855.841	5/17/2023	10:12 AM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39833292	188358.1	4766900.87	5/9/2023	12:55 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39837077	189867.27	4766807.02	5/4/2023	10:45 AM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NOT ENTERED	UNKNOWN	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
39837876	190967.26	4766528.08	5/22/2023	11:29 PM	2023	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AT HILLCREST	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39838788	189743.4367	4766648.688	5/21/2023	10:59 AM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NO PASSING ZONE	NOT ENTERED	CLEAR	B - INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39842317	188296.28	4765784.38	5/24/2023	7:00 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE)
39843123	188296.28	4765784.38	5/25/2023	12:22 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	CURVE AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39843131	190238.28	4765545.61	5/25/2023	8:56 AM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,CELL PHONE (HANDS FREE)) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39843905	188296.28	4765784.38	5/26/2023	2:05 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(DRUGS (ILLEGAL),NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39851817	188347.6508	4766522.48	5/30/2023	1:07 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(TURNING IMPROPER,UNSAFE LANE CHANGE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39851830	190223.1394	4765547.347	5/31/2023	9:30 AM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39853756	189514.06	4765632.86	6/2/2023	8:28 AM	2023	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39861950	188439.76	4768061.98	5/1/2023	9:30 AM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
39862456	190846.1001	4766818.511	6/8/2023	10:21 PM	2023	OVERTAKING	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	A - SERIOUS INJURY	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39872274	189221.1901	4765668.75	6/17/2023	1:07 PM	2023	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39874456	190238.28	4765545.61	6/18/2023	5:45 PM	2023	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	TWO-WAY,DIVIDED,UNPROTECTED	CLEAR	U - UNKNOWN	V1:(ALCOHOL INVOLVEMENT,PASSING OR LANE USAGE IMPROPERLY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39876313	188376.97	4766899.12	6/20/2023	11:30 AM	2023	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(TURNING IMPROPER,FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39882578	188726.51	4765728.74	6/24/2023	1:40 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39882580	188462.9372	4768530.023	6/25/2023	8:52 AM	2023	RIGHT TURN (WITH OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE)
39882615	189867.27	4766807.02	6/23/2023	5:40 PM	2023	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39884487	188742.21	4765982.22	6/26/2023	4:13 PM	2023	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39884494	189513.5464	4765619.716	6/9/2023	7:10 PM	2023	OVERTAKING	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39887426	190844.7171	4766774.992	6/27/2023	5:54 PM	2023	RIGHT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39887427	188534.55	4765541.7	6/28/2023	1:54 PM	2023	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(TURNING IMPROPER,NOT APPLICABLE) / V2:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE)
39889136	188054.9094	4765816.102	6/27/2023	11:11 AM	2023	BICYCLIST	INJURY	COLLISION WITH BICYCLIST	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	B - INJURY	V1:) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39891080	188409.8016	4767504.691	7/2/2023	1:23 PM	2023	OVERTAKING	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	B - INJURY	V1:(UNSAFE LANE CHANGE,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39895282	188915.88	4765377	7/5/2023	11:06 AM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39896046	191297.4566	4766806.097	7/6/2023	3:00 PM	2023	LEFT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39896902	191048	4766656.76	7/7/2023	3:40 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(UNSAFE SPEED,ALCOHOL INVOLVEMENT) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
39896929	191305.072	4766805.832	7/7/2023	12:08 PM	2023	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,VIEW OBSTRUCTED/LIMITED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39897615	188439.1003	4768048.02	7/7/2023	4:45 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(UNKNOWN,UNKNOWN) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39898402	191004.8416	4766837.752	7/8/2023	10:04 AM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39899523	188461.8967	4768512.397	7/9/2023	5:47 PM	2023	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39901144	189047.6103	4765342.671	7/7/2023	1:21 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	B - INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39902335	189008.0989	4766821.077	7/11/2023	9:18 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	U - UNKNOWN	V1:(BACKING UNSAFELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39907245	190276.9505	4765597.218	7/15/2023	5:29 PM	2023	RIGHT TURN (WITH OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLOUDY	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,TURNING IMPRO

39920155	188101.19	4765776.47	6/19/2023	10:00 AM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NOT ENTERED	UNKNOWN	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
39923705	188101.19	4765776.47	6/7/2023	12:00 AM	2023	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NOT ENTERED	UNKNOWN	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
39924370	189512.103	4765618.707	7/27/2023	10:12 AM	2023	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE)
39924381	188451.0236	4768262.832	7/22/2023	8:45 AM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	B - INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39924390	190238.28	4765545.61	7/27/2023	8:50 AM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39926708	189019.33	4765693.39	7/29/2023	5:20 PM	2023	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39926828	190268.3595	4765541.038	7/29/2023	1:50 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39928214	189432.1967	4765628.67	7/30/2023	7:11 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	TWO-WAY,DIVIDED,POSITIVE MEDIA BARR	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(REACTION TO OTHER UNINVOLVED VEHICL,NOT APPLICABLE)
39932949	188432.5658	4767909.75	8/2/2023	7:10 PM	2023	LEFT TURN	INJURY	COLLISION WITH BUILDING/WALL	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	B - INJURY	V1:(REACTION TO OTHER UNINVOLVED VEHICL,NOT APPLICABLE)
39935158	188378.0632	4766918.267	8/4/2023	6:37 PM	2023	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39935974	189867.27	4766807.02	8/5/2023	1:05 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39937272	189514.06	4765632.86	8/6/2023	1:29 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39937676	189018.0113	4765678.338	7/18/2023	5:18 PM	2023	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NOT ENTERED	UNKNOWN	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
39941801	189017.51	4766325.63	8/9/2023	9:58 AM	2023	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39946851	188972.738	4768013.634	8/13/2023	1:45 PM	2023	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39946866	188358.2303	4766903.145	8/13/2023	9:16 AM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39946881	188993.1143	4765681.416	8/13/2023	8:55 PM	2023	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39948513	189827.5684	4766812.092	8/14/2023	9:30 AM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39949201	188376.97	4766899.12	7/19/2023	12:15 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
39950220	189547.4629	4766088.048	8/15/2023	5:30 PM	2023	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	STOP SIGN	NOT ENTERED	RAIN	U - UNKNOWN	V1:(TURNING IMPROPER,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39950307	189185.6355	4767515.444	8/15/2023	3:35 PM	2023	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	STOP SIGN	NOT ENTERED	RAIN	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39951013	189322.4368	4766846.203	8/15/2023	8:37 PM	2023	OVERTAKING	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	B - INJURY	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39952620	190238.28	4765545.61	8/14/2023	11:07 AM	2023	RIGHT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39952652	189525.1109	4766233.245	8/17/2023	9:45 PM	2023	HEAD ON	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	B - INJURY	V1:(DRIVER INATTENTION,PASSING OR LANE USAGE IMPROPERLY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39953328	190967.26	4766528.08	8/18/2023	2:58 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39957374	190618.8724	4766824.9	8/21/2023	1:10 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(REACTION TO OTHER UNINVOLVED VEHICL,FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39957438	189017.8788	4766863.231	8/21/2023	7:08 PM	2023	RIGHT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39960768	189017.8788	4766863.231	8/23/2023	11:31 AM	2023	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	A - SERIOUS INJURY	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,UNSAFE SPEED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39960798	189141.3675	4766856.232	8/23/2023	5:10 PM	2023	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39961454	190835.4718	4766819.208	8/24/2023	4:23 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(UNSAFE SPEED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39964924	189035.5843	4767291.827	8/28/2023	5:20 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39964981	190983.4251	4766553.92	8/26/2023	5:49 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(UNSAFE SPEED,FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39965013	189579.887	4766540.222	8/26/2023	10:05 AM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39965018	190331.09	4765668.06	8/27/2023	1:40 PM	2023	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39965149	188403.7892	4767630.625	8/28/2023	12:50 PM	2023	RIGHT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39968870	188950.3797	4766866.995	8/29/2023	5:47 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	B - INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(REACTION TO OTHER UNINVOLVED VEHICL,NOT APPLICABLE)
39968877	188535.1788	4768056.343	8/30/2023	4:22 PM	2023	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,REACTION TO OTHER UNINVOLVED VEHICL) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39968897	188452.405	4768287.809	8/30/2023	9:12 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	YIELD SIGN	NOT ENTERED	CLOUDY	B - INJURY	V1:(UNSAFE SPEED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39970494	190961.7754	4766519.369	8/29/2023	9:53 PM	2023	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	A - SERIOUS INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39970507	190331.09	4765668.06	9/1/2023	2:47 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39970612	190238.28	4765545.61	9/1/2023	11:09 AM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39973047	189623.19	4765604.87	8/17/2023	8:42 PM	2023	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	B - INJURY	V1:(DRIVER INATTENTION,TURNING IMPROPER) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39973924	188439.76	4768061.98	9/4/2023	4:59 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,BRAKES DEFECTIVE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39975320	188438.951	4768044.861	9/5/2023	2:57 PM	2023	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39977301	190067.9903	4766799.865	9/7/2023	12:23 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(FOLLOWING TOO CLOSELY,VIEW OBSTRUCTED/LIMITED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39978145	188626.9101	4765741.51	9/8/2023	12:33 PM	2023	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39978864	188718.9519	4765729.709	8/14/2023	9:45 AM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
39979095	189055.9831	4766860.593	9/5/2023	6:20 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
39979097	189045.16	4767557.52	8/9/2023	5:15 PM	2023	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39979836	189012.2548	4765348.389	9/9/2023	5:29 PM	2023	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
39982730	191036.2159	4766660.699	9/11/2023	2:29 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	B - INJURY	V1:(FOLLOWING TOO CLOSELY,UNKNOWN) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39985667	188053.4949	4765817.551	8/15/2023	2:45 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
39986130	188758.8735	4765724.9	9/13/2023	1:22 PM	2023	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39986141	190959.1402	4766515.183	9/13/2023	8:46 AM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,UNSAFE LANE CHANGE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39986147	189031.12	4767182.2	9/13/2023	7:54 PM	2023	RIGHT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,TURNING IMPROPER) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39987601	189238.8	4766851.34	9/15/2023	5:03 PM	2023	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(TURNING IMPROPER,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39987734	188991.6658	4766410.013	9/15/2023	4:57 PM	2023	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39989152	189514.06	4765632.86	9/16/2023	9:10 AM	2023	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,TRAFFIC CONTROL DEVICES DISREGARDED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39990324	188388.5829	4767403.993	8/28/2023	2:00 PM	2023	RIGHT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NOT ENTERED	UNKNOWN	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
39990875	188726.51	4765728.74	9/17/2023	6:09 PM	2023	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39990914	188415.1779	4767595.973	9/17/2023	5:58 PM	2023	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39990917	188422.1297	4767717.734	9/17/2023	11:20 AM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	RR CROSSING GATES	NOT ENTERED	CLOUDY	B - INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE) / V4:(NOT APPLICABLE,NOT APPLICABLE)
39992218	188803.7019	4766783.393	9/18/2023	2:52 PM	2023	PEDESTRIAN	INJURY	COLLISION WITH PEDESTRIAN	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	A - SERIOUS INJURY	V1:(DRIVER INATTENTION,NOT APPLICABLE)
39992232	188726.51	4765728.74	9/18/2023	10:11 AM	2023	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	TWO-WAY,NOT DIVIDED	CLOUDY	U - UNKNOWN	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39993949	188756.599	4766877.825	9/19/2023	4:09 PM	2023	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
39994695	189759.1067	4766659.249	8/2/2023	2:35 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NOT ENTERED	UNKNOWN	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
39995747	188809.94	4766874.62	9/20/2023	3:33 PM	2023	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
39995821	188485.4118	4768059.483	9/20/2023	10:02 AM	2023	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40000966	189517.3814	4765693.729	9/24/2023	4:20 PM	2023	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40004641	189011.25	4766863.69	9/22/2023	4:55 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(UNKNOWN,NOT APPLICABLE)
40007566	189762.3979	4766816.176	9/28/2023	6:37 PM	2023	RIGHT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DAWN	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,TRAFFIC CONTROL DEVICES DISREGARDED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40007636	189011.25	4766863.69	9/28/2023	7:20 PM	2023	LEFT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE)
40008402	188438.951	4768044.861	9/26/2023	3:15 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(BRAKES DEFECTIVE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40010287	189238.8	4766851.34	9/30/2023	4:35 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40010297	190238.28	4765545.61	9/30/2023	4:57 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(UNSAFE SPEED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40014560	188726.51	4765728.74	3/29/2023	12:12 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(FOLLOWING TOO CLOSELY,FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40018076	188410.6989	4765752.594	10/4/2023	5:30 PM	2023	REAR END	PROPERTY DA

40019049	188559.5848	4766889.391	10/5/2023	4:59 PM	2023	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40020056	191215.2079	4766808.964	10/6/2023	7:15 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	CURVE AND LEVEL	DRY	YIELD SIGN	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40020662	189762.3979	4766816.176	10/7/2023	12:39 PM	2023	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40020687	189016.1729	4766924.451	10/7/2023	10:55 AM	2023	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(TURNING IMPROPER,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40022370	189023.3122	4767022.835	10/8/2023	1:56 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40027029	189024.8508	4765820.54	10/11/2023	5:17 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40027072	190838.1	4766813.93	10/10/2023	7:38 PM	2023	RIGHT TURN (WITH OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,TRAFFIC CONTROL DEVICES DISREGARDED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40027114	188426.7067	4768062.508	8/31/2023	10:42 AM	2023	OVERTAKING	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	TWO-WAY,NOT DIVIDED	CLEAR	B - INJURY	V1:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40027167	190331.09	4765668.06	10/11/2023	10:41 AM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(DRIVER INATTENTION,FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40027194	188489.4543	4768059.262	10/11/2023	9:27 AM	2023	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40028149	189867.27	4766807.02	10/11/2023	4:55 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40029031	189166.3233	4766854.998	10/13/2023	12:14 PM	2023	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40029704	189567.1702	4765710.978	9/24/2023	7:57 PM	2023	BICYCLIST	INJURY	COLLISION WITH BICYCLIST	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(UNKNOWN,NOT APPLICABLE)
40033280	189032.8827	4765957.334	10/9/2023	5:00 PM	2023	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	STOP SIGN	NOT ENTERED	SLEET/HAIL/FREEZING RAIN	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
40034155	188296.28	4765784.38	10/16/2023	6:16 AM	2023	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	U - UNKNOWN	V1:(TURNING IMPROPER,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40034248	189529.8382	4765905.536	10/16/2023	12:08 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
40036078	190354.1798	4765700.062	10/17/2023	10:44 AM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE) / V4:(NOT APPLICABLE,NOT APPLICABLE)
40037085	188341.1339	4766431.205	10/18/2023	12:03 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40038850	190104.3061	4765545.697	10/20/2023	2:30 PM	2023	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40039021	189028.6794	4767125.967	10/20/2023	3:42 PM	2023	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40040354	189914.5433	4766931.473	10/21/2023	3:45 PM	2023	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
40042667	190967.26	4766528.08	10/23/2023	5:18 PM	2023	RIGHT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(TURNING IMPROPER,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40043523	189019.33	4765693.39	10/11/2023	11:00 AM	2023	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NOT ENTERED	UNKNOWN	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
40044238	189389.35	4766841.83	10/24/2023	3:51 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40046374	188279.8455	4765621.775	10/25/2023	4:21 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40047255	188296.28	4765784.38	10/27/2023	10:12 AM	2023	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40047272	191305.072	4766805.832	10/27/2023	11:50 AM	2023	RIGHT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,TRAFFIC CONTROL DEVICES DISREGARDED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40047793	190967.26	4766528.08	10/24/2023	3:40 PM	2023	LEFT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40049011	190838.9662	4766845.786	9/29/2023	3:35 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40050408	190897.9143	4766564.148	10/29/2023	12:25 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,UNSAFE SPEED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40050937	188474.5575	4767607.734	10/8/2023	12:00 AM	2023	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
40053469	189019.33	4765693.39	10/31/2023	10:16 AM	2023	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40054927	189016.47	4765647.76	11/1/2023	12:30 PM	2023	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	OFFICER/FLAGMAN/GUARD	NOT ENTERED	CLOUDY	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE)
40054933	190970.4918	4766533.249	11/1/2023	1:47 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(FOLLOWING TOO CLOSELY,BRAKES DEFECTIVE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40054940	189027.1284	4765859.331	11/1/2023	10:37 AM	2023	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,TURNING IMPROPER) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40057110	189017.49	4765347.34	11/3/2023	12:35 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	NONE	NOT ENTERED	CLEAR	B - INJURY	V1:(BACKING UNSAFELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40057173	189018.8518	4766863.164	11/3/2023	8:00 PM	2023	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,UNSAFE LANE CHANGE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40057221	188449.64	4768479.67	11/2/2023	11:13 AM	2023	HEAD ON	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	TWO-WAY,DIVIDED,UNPROTECTED	SLEET/HAIL/FREEZING RAIN	B - INJURY	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40058003	188992.7298	4766577.927	11/1/2023	10:45 AM	2023	BICYCLIST	INJURY	COLLISION WITH BICYCLIST	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE)
40060675	189514.06	4765632.86	10/30/2023	1:33 PM	2023	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40060705	189010.0588	4766848.497	11/5/2023	1:30 PM	2023	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40061973	188695.3053	4768047.115	11/6/2023	4:04 PM	2023	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40063844	188441.2063	4768085.537	11/7/2023	8:47 AM	2023	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MEDIAN/BARRIER - END	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(TURNING IMPROPER,REACTION TO OTHER UNINVOLVED VEHICL) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40067567	189018.5907	4766323.336	11/10/2023	7:44 PM	2023	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40068350	189221.1901	4765668.75	11/10/2023	7:41 PM	2023	LEFT TURN (WITH OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40070807	188296.28	4765784.38	11/12/2023	12:29 PM	2023	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(PASSING OR LANE USAGE IMPROPERLY,FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40070808	188344.5672	4766479.291	11/12/2023	4:55 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40072300	190983.4251	4766553.92	11/13/2023	2:27 PM	2023	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(PASSING OR LANE USAGE IMPROPERLY,UNSAFE LANE CHANGE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40073746	188374.28	4767150.22	8/25/2023	8:40 PM	2023	RIGHT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NOT ENTERED	UNKNOWN	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
40077135	189518.47	4765713.68	11/16/2023	9:03 AM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40078177	188439.76	4768061.98	11/17/2023	4:20 PM	2023	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40080543	189867.27	4766807.02	11/17/2023	6:15 PM	2023	RIGHT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE)
40080544	188366.25	4766749.92	11/18/2023	12:16 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40083567	188358.1	4766900.87	10/28/2023	12:00 PM	2023	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
40084592	191048	4766656.76	11/20/2023	2:06 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	B - INJURY	V1:(FOLLOWING TOO CLOSELY,UNKNOWN) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
40084593	189019.33	4765693.39	11/20/2023	8:53 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(BACKING UNSAFELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40087839	188726.51	4765728.74	11/22/2023	7:10 AM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAWN	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(DRIVER INATTENTION,TRAFFIC CONTROL DEVICES DISREGARDED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40088684	190859.811	4766818.137	11/22/2023	2:50 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40089937	189011.25	4766863.69	10/28/2023	4:00 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
40091060	189014.1476	4765611.021	11/25/2023	4:20 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(AGGRESSIVE DRIVING/ROAD RAGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40095852	189867.27	4766807.02	11/28/2023	8:03 PM	2023	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	SNOW/ICE	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40097743	188761.0884	4768044.117	11/29/2023	5:23 PM	2023	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40099014	189048.8702	4766240.392	11/29/2023	3:04 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	CURVE AND LEVEL	WET	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40099828	191048	4766656.76	12/1/2023	2:52 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AT HILLCREST	WET	NONE	NOT ENTERED	RAIN	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40100350	188078.347	4765777.352	11/10/2023	11:50 AM	2023	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	UNKNOWN	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
40101741	188523.85	4766891.43	12/2/2023	12:00 PM	2023	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40103198	188403.7892	4767630.625	12/3/2023	4:35 PM	2023	PEDESTRIAN	INJURY	COLLISION WITH PEDESTRIAN	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	B - INJURY	V1:) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40103204	190931.1888	4766500.668	12/3/2023	7:47 PM	2023	LEFT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40103206	189012.3539	4766877.721	12/3/2023	9:21 PM	2023	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(PASSENGER DISTRACTION,NOT APPLICABLE)
40104662	189867.27	4766807.02	12/4/2023	3:20 PM	2023	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	A - SERIOUS INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40104719	188414.7678	4767589.01	12/4/2023	11:29 AM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	B - INJURY	V1:(FOLLOWING TOO CLOSELY,UNKNOWN) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
40108469	190238.28	4765545.61	12/6/2023	11:30 AM	2023	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	SNOW	U - UNKNOWN	V1:(REACTION TO OTHER UNINVOLVED VEHICL,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40109590	188892.9355	4767564.736	12/7/2023	5:48 PM	2023	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40110792	189024.8508	4765820.54	12/8/2023	3:40 PM	2023	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DUSK	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40116760	188387.3201	4767101.1	12/5/2023	5:17 PM	2023	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	SNOW	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40119973	188278.0401	4765785.701	12/11/2023	2:53 PM	2023	LEFT TURN	INJURY	COLLISION WIT

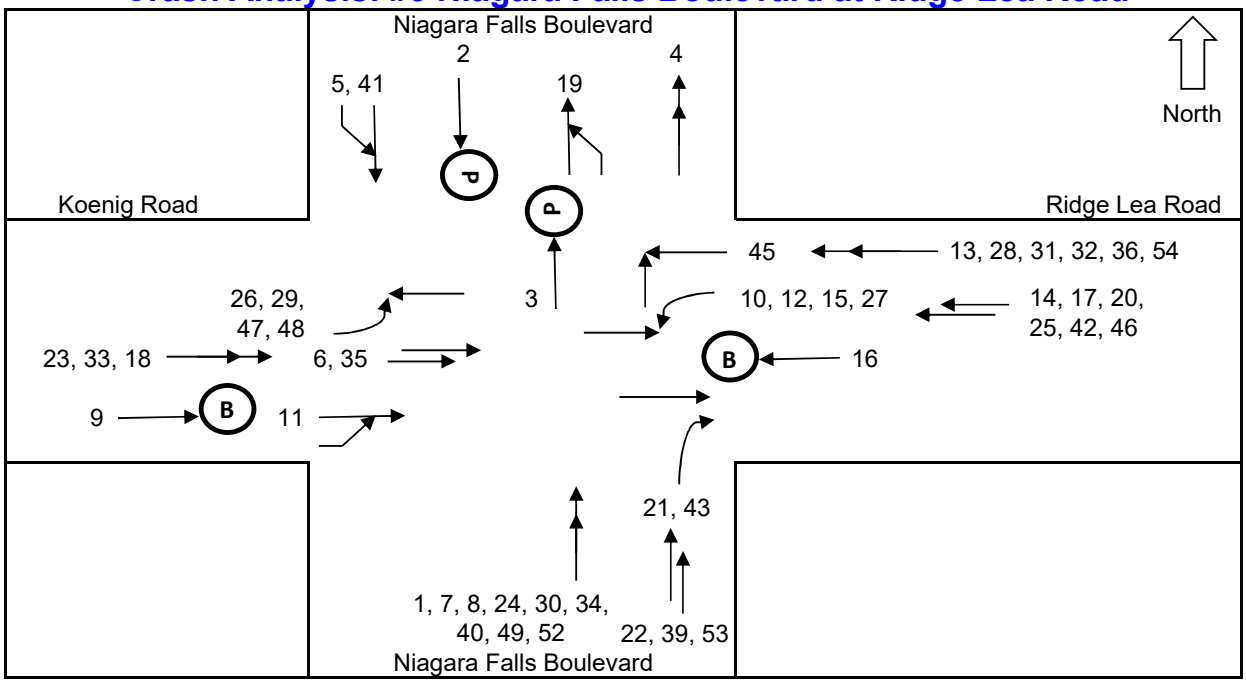
40130343	189008.956	4766833.297	12/21/2023	4:18 PM	2023	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40130352	188809.94	4766874.62	12/21/2023	8:53 PM	2023	PEDESTRIAN	INJURY	COLLISION WITH PEDESTRIAN	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	A - SERIOUS INJURY	V1:(NOT APPLICABLE,NOT APPLICABLE)
40130385	188742.21	4765982.22	12/21/2023	7:40 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40132111	189011.25	4766863.69	12/23/2023	5:11 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	B - INJURY	V1:(CELL PHONE (HAND HELD),NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40132123	188693	4767944	12/23/2023	6:03 PM	2023	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	STOP SIGN	NOT ENTERED	RAIN	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40133057	188424.3802	4767757.571	12/24/2023	11:08 AM	2023	LEFT TURN (WITH OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40134658	190220.0615	4765673.907	12/25/2023	12:00 PM	2023	RIGHT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(AGGRESSIVE DRIVING/ROAD RAGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40135849	189787.821	4766680.195	12/26/2023	8:49 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40137519	188809.94	4766874.62	12/27/2023	5:25 PM	2023	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40138419	188416.97	4767626.4	12/26/2023	12:00 PM	2023	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,UNKNOWN) / V2:(UNKNOWN,NOT APPLICABLE)
40139420	188470.1945	4768060.316	12/29/2023	6:18 PM	2023	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLOUDY	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40140233	188376.97	4766899.12	12/30/2023	11:11 AM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(REACTION TO OTHER UNINVOLVED VEHICL,NOT APPLICABLE)
40143433	188761.4	4766281.74	1/2/2024	1:30 PM	2024	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLOUDY	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40144330	189665.3574	4765614.562	12/4/2023	6:00 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
40149793	190240.0637	4765548.082	1/3/2024	5:12 PM	2024	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	SNOW	B - INJURY	V1:(UNSAFE SPEED,ALCOHOL INVOLVEMENT) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40150784	188809.3428	4766865.496	1/10/2024	11:01 AM	2024	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40151686	190846.1001	4766818.511	1/9/2024	9:10 AM	2024	RIGHT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	SNOW/ICE	TRAFFIC SIGNAL	NOT ENTERED	SNOW	U - UNKNOWN	V1:(PAVEMENT SLIPPERY,TURNING IMPROPER) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40154558	189567.1702	4765710.978	12/22/2023	5:45 PM	2023	RIGHT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
40154647	188304.0125	4766160.311	1/4/2024	6:24 PM	2024	LEFT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40157415	189518.47	4765713.68	1/11/2024	5:47 PM	2024	LEFT TURN (WITH OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	STOP SIGN	NOT ENTERED	RAIN	A - SERIOUS INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40158503	189561.1992	4766394.698	1/12/2024	4:41 PM	2024	HEAD ON	INJURY	COLLISION WITH MOTOR VEHICLE	DUSK	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	B - INJURY	V1:(FELL ASLEEP,UNSAFE LANE CHANGE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40164146	188364.4779	4765777.228	1/16/2024	12:37 PM	2024	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	SNOW/ICE	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40164155	188358.1545	4766659.589	1/16/2024	10:12 AM	2024	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	SNOW/ICE	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(UNSAFE SPEED,PAVEMENT SLIPPERY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40164162	189867.27	4766807.02	1/16/2024	7:53 AM	2024	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	SNOW/ICE	TRAFFIC SIGNAL	NOT ENTERED	SNOW	U - UNKNOWN	V1:(UNSAFE SPEED,PAVEMENT SLIPPERY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40164172	189029.94	4767152.76	1/16/2024	8:25 PM	2024	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	SNOW/ICE	NONE	NOT ENTERED	SNOW	U - UNKNOWN	V1:(PAVEMENT SLIPPERY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40173284	188439.8723	4768063.809	1/22/2024	11:23 AM	2024	RIGHT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(UNKNOWN,UNKNOWN) / V2:(UNKNOWN,UNKNOWN)
40176893	188333.7545	4766329.755	1/24/2024	10:07 PM	2024	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	CURVE AND HILLCREST	WET	NONE	NOT ENTERED	RAIN	U - UNKNOWN	V1:(BACKING UNSAFELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40178044	190238.28	4765545.61	1/25/2024	10:20 AM	2024	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40182241	189019.33	4765693.39	1/27/2024	11:09 PM	2024	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	A - SERIOUS INJURY	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40183363	188809.94	4766874.62	1/5/2024	4:00 PM	2024	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
40183912	188432.8579	4767915.932	1/29/2024	8:15 PM	2024	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40184034	188296.28	4765784.38	1/29/2024	12:24 PM	2024	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40187607	189832.5915	4766756.121	1/31/2024	5:10 PM	2024	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40189488	189389.35	4766841.83	2/2/2024	7:19 AM	2024	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40190459	188812.17	4765421.9	2/3/2024	3:04 PM	2024	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	TWO-WAY,NOT DIVIDED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,TURNING IMPROPER) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40190482	189015.5726	4765313.988	2/3/2024	5:43 PM	2024	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(PASSING OR LANE USAGE IMPROPERLY,AGGRESSIVE DRIVING/ROAD RAGE) / V2:(NOT APPLICABLE,AGGRESSIVE DRIVING/ROAD RAGE)
40191622	189321.0228	4766846.289	2/3/2024	3:29 PM	2024	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(UNSAFE SPEED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40191736	189040.5954	4767557.781	2/4/2024	3:00 PM	2024	REAR END	PROPERTY DAMAGE	COLLISION WITH CURBING	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(TURNING IMPROPER,BACKING UNSAFELY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40192932	188439.76	4768061.98	2/5/2024	3:07 PM	2024	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40197079	188809.94	4766874.62	2/9/2024	9:01 PM	2024	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40197089	189386.5976	4766799.216	2/9/2024	7:15 PM	2024	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DUSK	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40197090	189867.27	4766807.02	2/9/2024	11:31 AM	2024	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40198421	190983.4251	4766553.92	2/9/2024	2:17 PM	2024	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
40199616	189028.6794	4767325.967	2/11/2024	6:36 PM	2024	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40201722	188377.8387	4766914.335	7/6/2023	4:22 PM	2023	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	B - INJURY	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40202267	189348.8628	4766844.516	2/12/2024	4:43 PM	2024	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40203920	188422.1297	4767717.734	2/14/2024	4:40 PM	2024	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40206987	189863.92	4766824.97	7/29/2023	12:30 PM	2023	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40211869	190286.4578	4765523.803	2/24/2024	4:25 PM	2024	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40211879	190942.5434	4766489.623	2/24/2024	7:53 PM	2024	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40211883	188416.97	4767626.4	2/24/2024	12:47 PM	2024	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40211895	188422.1297	4767717.734	2/24/2024	6:26 PM	2024	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,UNSAFE SPEED) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
40211906	188420.4083	4767687.263	2/24/2024	3:55 PM	2024	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
40213958	189011.25	4766863.69	2/18/2024	7:15 PM	2024	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	SNOW	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40214050	188439.76	4768061.98	2/23/2024	1:52 PM	2024	OVERTAKING	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(DRIVER INATTENTION,UNSAFE LANE CHANGE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40217360	188422.6368	4767726.709	2/22/2024	5:27 PM	2024	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	CLOUDY	B - INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(UNKNOWN,UNKNOWN)
40217361	188809.94	4766874.62	2/22/2024	1:39 PM	2024	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40218230	189013.6902	4766894.072	2/23/2024	4:10 PM	2024	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40219805	190924.687	4766816.364	2/16/2024	8:43 AM	2024	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40219913	188296.28	4765784.38	2/20/2024	5:15 PM	2024	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40219944	189056.866	4767861.338	2/19/2024	11:32 AM	2024	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	CURVE AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40219946	189033.24	4765963.42	2/21/2024	11:39 AM	2024	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(PASSING OR LANE USAGE IMPROPERLY,UNSAFE LANE CHANGE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40220039	189514.06	4765632.86	2/21/2024	9:39 AM	2024	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40220558	188535.1788	4768056.343	2/15/2024	6:32 PM	2024	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	STOP SIGN	NOT ENTERED	SLEET/HAIL/FREEZING RAIN	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40221847	189019.6174	4765716.248	2/29/2024	12:33 PM	2024	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,TURNING IMPROPER) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40221866	190238.28	4765545.61	2/28/2024	4:35 PM	2024	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40223378	188627.2704	4765747.378	12/6/2023	3:05 PM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40226258	189514.06	4765632.86	3/3/2024	1:51 PM	2024	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40227875	189238.8	4766851.34	3/4/2024	12:43 PM	2024	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40228964	189031.12	4767182.2	12/21/2023	3:31 PM	2023	SIDESWIPE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40231655	190207.9987	4765549.085	3/6/2024	1:07 PM	2024	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40231694	189017.49	4765347.34	3/6/2024	6:30 PM	2024	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAWN	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40232399	188591.7982	4768051.896	3/7/2024	1:53 PM	2024	LEFT TURN (WITH OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,TURNING IMPROPER) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40234889	188278.7222	4765610.319	3/9/2024	10:10 AM	2024	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	U - UNKNOWN	V1:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40234922	188413.4186	4767566.103	3/9/2024	12:50 PM	2024	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLIC

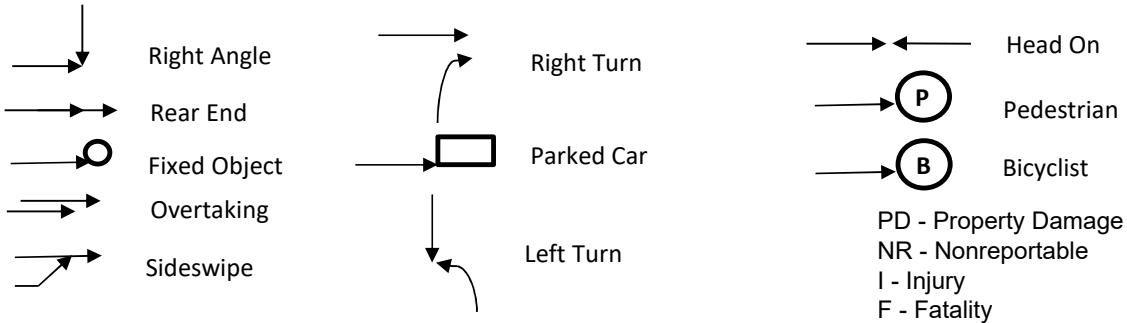
40242314	190104.3079	4765545.696	3/11/2024	7:29 AM	2024	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40244942	188370.4438	4766807.914	3/17/2024	1:13 PM	2024	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
40244952	190967.26	4766528.08	3/17/2024	3:22 PM	2024	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(CELL PHONE (HAND HELD),NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40246095	188358.1	4766900.87	3/17/2024	1:44 PM	2024	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
40247276	188659.5505	4766883.656	3/19/2024	1:59 PM	2024	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	SNOW	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40249661	188430.0549	4767858.02	3/21/2024	7:06 PM	2024	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,UNSAFE SPEED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40250999	188431.84	4768164.4	2/28/2024	10:00 AM	2024	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED) / V3:(NOT ENTERED,NOT ENTERED)
40251547	191281.0177	4766806.67	3/23/2024	12:13 PM	2024	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(UNSAFE SPEED,TIRE FAILURE/INADEQUATE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40251613	189026.3304	4765845.74	3/4/2024	5:00 PM	2024	BICYCLIST	INJURY	COLLISION WITH BICYCLIST	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	B - INJURY	V1:) / V2:(FOLLOWING TOO CLOSELY,NOT APPLICABLE)
40252940	189514.06	4765632.86	3/24/2024	11:28 AM	2024	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40255687	188426.8539	4767801.358	3/26/2024	4:43 PM	2024	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	CLOUDY	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40257905	189019.33	4765693.39	3/28/2024	9:54 AM	2024	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40257931	189221.1901	4765668.75	3/27/2024	8:45 PM	2024	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40257947	188438.3212	4768031.534	3/28/2024	8:04 PM	2024	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(FOLLOWING TOO CLOSELY,ALCOHOL INVOLVEMENT) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
40258624	189032.972	4765958.856	3/29/2024	3:09 PM	2024	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,UNKNOWN) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40258630	188416.97	4767626.4	3/29/2024	2:53 PM	2024	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40258638	189033.24	4765963.42	3/29/2024	4:22 PM	2024	SIDESWIPE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN	NOT ENTERED	CLEAR	B - INJURY	V1:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE) / V2:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE)
40259983	188809.94	4766874.62	3/30/2024	10:30 AM	2024	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	TWO-WAY,NOT DIVIDED	CLEAR	B - INJURY	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40262784	190967.26	4766528.08	4/1/2024	3:36 PM	2024	LEFT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40264539	189221.1901	4765668.75	4/2/2024	1:10 PM	2024	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	B - INJURY	V1:(DRIVER INATTENTION,TRAFFIC CONTROL DEVICES DISREGARDED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40264620	189162.11	4765675.88	4/2/2024	1:00 PM	2024	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	OTHER	NOT ENTERED	RAIN	U - UNKNOWN	V1:(DRIVER INATTENTION,UNSAFE LANE CHANGE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40267481	190964.0121	4766522.921	4/5/2024	4:44 PM	2024	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40268958	189514.06	4765632.86	4/6/2024	6:33 PM	2024	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(GLARE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40269441	188426.7067	4768062.508	3/21/2024	10:00 PM	2024	LEFT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
40270397	189011.25	4766863.69	4/7/2024	6:40 PM	2024	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40271340	189011.25	4766863.69	4/7/2024	6:35 PM	2024	RIGHT ANGLE	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	TWO-WAY,NOT DIVIDED	CLEAR	U - UNKNOWN	V1:(DRIVER INATTENTION,UNSAFE SPEED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40272599	189867.27	4766807.02	4/9/2024	7:17 PM	2024	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO KEEP RIGHT,UNSAFE SPEED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40273894	189017.49	4765347.34	4/10/2024	10:20 PM	2024	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40273995	190238.28	4765545.61	4/9/2024	10:09 AM	2024	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40274778	188439.76	4768061.98	4/11/2024	12:37 PM	2024	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	WET	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40274808	188405.3252	4767428.689	4/11/2024	6:58 PM	2024	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DUSK	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40275618	188756.599	4766877.825	4/12/2024	3:36 PM	2024	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(FOLLOWING TOO CLOSELY,UNSAFE SPEED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40277192	188726.51	4765728.74	4/13/2024	7:20 PM	2024	PEDESTRIAN	INJURY	COLLISION WITH PEDESTRIAN	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(AGGRESSIVE DRIVING/ROAD RAGE,NOT APPLICABLE)
40277646	188426.7067	4768062.508	3/26/2024	4:50 PM	2024	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NOT ENTERED	UNKNOWN	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
40277840	189858.4799	4766811.31	3/21/2024	4:15 PM	2024	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
40278030	189867.27	4766807.02	3/26/2024	3:35 PM	2024	RIGHT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NOT ENTERED	UNKNOWN	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
40281946	189997.256	4766799.995	4/16/2024	5:25 PM	2024	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
40283335	188376.97	4766899.12	4/18/2024	7:35 PM	2024	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40283813	189514.06	4765632.86	4/17/2024	12:22 PM	2024	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40283990	189526.1364	4765852.167	4/17/2024	11:27 AM	2024	RIGHT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40284520	190967.26	4766528.08	4/5/2024	10:05 AM	2024	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE)
40284627	188438.4211	4768033.649	4/19/2024	11:48 AM	2024	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40284697	190965.4304	4766529.34	4/19/2024	5:33 PM	2024	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	TWO-WAY,NOT DIVIDED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40284701	189517.6397	4765698.463	4/19/2024	9:28 AM	2024	OVERTAKING	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE	NOT ENTERED	RAIN	B - INJURY	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40285293	190967.26	4766528.08	4/19/2024	3:09 PM	2024	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(UNSAFE LANE CHANGE,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE) / V4:(UNKNOWN,UNKNOWN)
40295333	188296.28	4765784.38	4/10/2024	12:00 AM	2024	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
40295740	189907.3008	4766888.977	4/29/2024	7:10 PM	2024	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40297436	190242.6922	4765544.412	4/30/2024	6:02 PM	2024	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40299182	189949.0001	4765579.86	5/1/2024	8:02 AM	2024	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	FOG/SMOG/SMOKE	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40299881	188673.567	4765481.255	5/2/2024	5:27 PM	2024	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40299898	189514.06	4765632.86	5/2/2024	12:43 PM	2024	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40302076	189098.2912	4765683.707	5/4/2024	1:33 PM	2024	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(BACKING UNSAFELY,NOT APPLICABLE) / V2:(BACKING UNSAFELY,NOT APPLICABLE)
40302078	189024.8508	4765820.54	4/22/2024	3:20 PM	2024	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
40302129	190967.26	4766528.08	5/4/2024	10:00 AM	2024	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AT HILLCREST	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40305937	188388.73	4767406.43	5/7/2024	3:20 PM	2024	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(DRIVER INATTENTION,FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40307373	189035.4521	4765997.723	5/8/2024	11:54 AM	2024	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40309024	189022.1166	4766862.938	5/10/2024	5:05 PM	2024	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40310462	189635.092	4765618.172	5/11/2024	11:39 AM	2024	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40310493	190238.28	4765545.61	5/11/2024	11:55 AM	2024	RIGHT TURN (WITH OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40310772	190776.9236	4766274.053	5/11/2024	2:08 PM	2024	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40311614	189171.9278	4766854.721	5/12/2024	1:55 PM	2024	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(BACKING UNSAFELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40312544	188049.3969	4765794.774	4/28/2024	5:30 PM	2024	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
40315003	189867.27	4766807.02	5/14/2024	8:10 AM	2024	LEFT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40316401	191148.4447	4766810.739	5/15/2024	10:16 PM	2024	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40317342	188069.2167	4765803.258	5/15/2024	2:43 PM	2024	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
40317355	188089.507	4765786.256	5/15/2024	12:49 PM	2024	OVERTAKING	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLOUDY	B - INJURY	V1:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE) / V4:(NOT APPLICABLE,NOT APPLICABLE) / V5:(NOT APPLICABLE,NOT APPLICABLE)
40318113	189017.0274	4766863.29	5/17/2024	12:41 PM	2024	RIGHT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLOUDY	B - INJURY	V1:(TURNING IMPROPER,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40318232	190813.8029	4766820.509	5/17/2024	5:23 PM	2024	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL	NOT ENTERED	RAIN	B - INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
40321314	190846.1001	4766818.511	5/19/2024	8:48 AM	2024	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40322957	188492.4226	4768512.634	5/20/2024	4:36 PM	2024	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	CURVE AND GRADE	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40323025	188633.1594	4766885.193	5/20/2024	5:27 PM	2024	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40324455	191148.4447	4766810.739	5/21/2024	6:36 PM	2024	RIGHT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40324474	189035.5843	4767291.827	5/21/2024	1:42 PM	2024	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	B - INJURY	V1:(UNSAFE SPEED,FOLLOWING TOO CLOSELY) / V2:(REACTION TO OTHER UNINVOLVED VEHICL,NOT APPLICABLE)
40324500	188440.1399	4768068.167	5/21/2024	5:23 PM	2024	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	CURVE AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	B - INJURY	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40324636	191270.4993	4766807.037	5/21/2024	4:49 PM	2024	RIGHT TURN (AGAINST OTHER CAR)	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT AP

40332064	189019.33	4765693.39	5/30/2024	7:20 AM	2024	REAR END	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	TWO-WAY,NOT DIVIDED	CLEAR	B - INJURY	V1:(BRAKES DEFECTIVE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40346017	188808.9258	4766859.414	1/26/2023	10:13 AM	2023	REAR END	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	SNOW/ICE	NONE	NOT ENTERED	SNOW	U - UNKNOWN	V1:(BACKING UNSAFELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40349924	190967.26	4766528.08	5/19/2024	9:30 PM	2024	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
40370077	188358.1	4766900.87	5/24/2024	6:25 PM	2024	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
40440233	189390.896	4766841.726	10/26/2023	8:53 PM	2023	LEFT TURN	INJURY	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	B - INJURY	V1:(DRUGS (ILLEGAL),PASSING OR LANE USAGE IMPROPERLY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40457736	190999.6182	4766579.743	7/18/2023	8:00 AM	2023	OVERTAKING	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40457800	190917.6142	4766816.557	7/27/2023	8:23 AM	2023	LEFT TURN (AGAINST OTHER CAR)	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	TWO-WAY,NOT DIVIDED	CLOUDY	B - INJURY	V1:(FAILURE TO YIELD RIGHT OF WAY,TURNING IMPROPER) / V2:(NOT APPLICABLE,NOT APPLICABLE)

Project	**Boulevard Central District**	Sheet	**1** of **X**
	GEIS Update	File #	**H22.007.005**
Prepared by	**J.Anastasia**	Date	**01/15/25**
Checked by		Date	

Crash Analysis: #3 Niagara Falls Boulevard at Ridge Lea Road

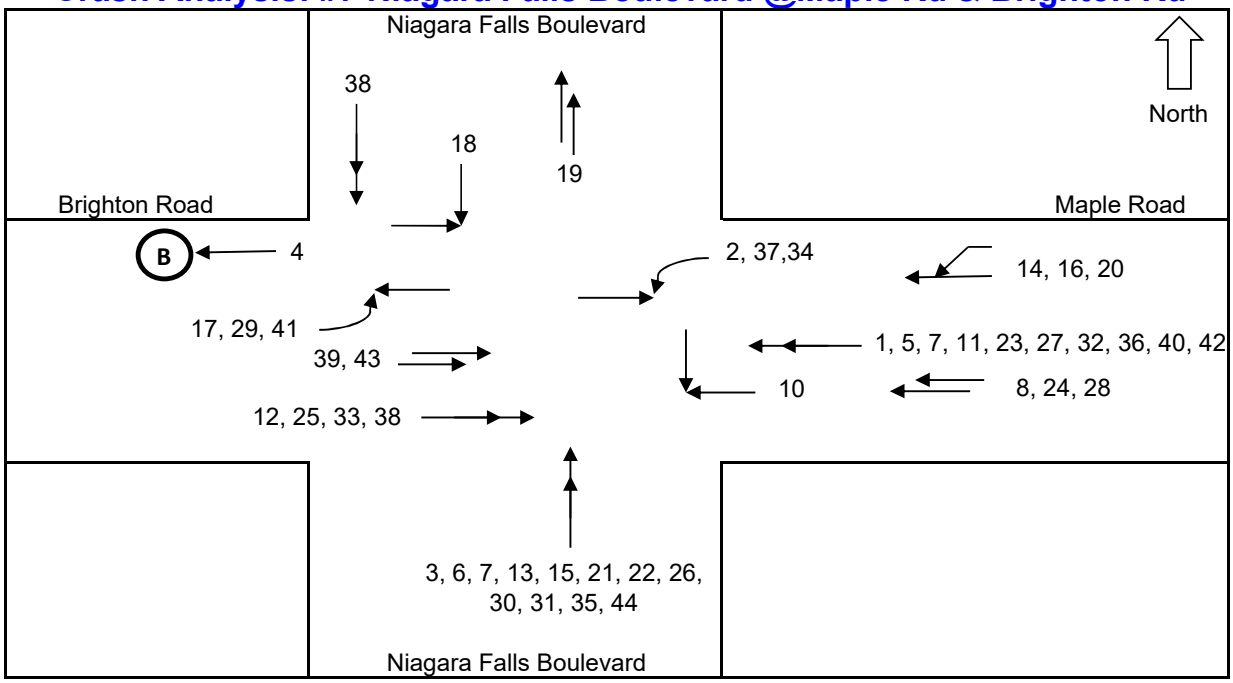


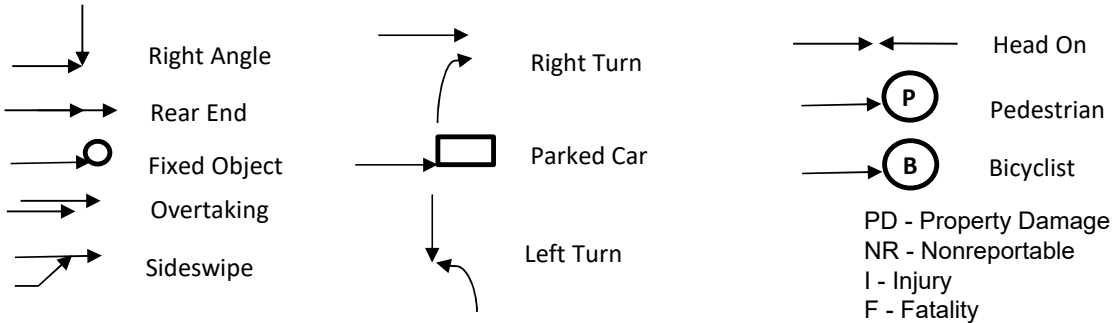


No.	Date	Time	Collision Type	Weather	Severity	Comment
1	5/31/2021	1:33 PM	Rear End	Clear	PD	
2	6/7/2021	12:04 AM	Pedestrian	Clear	I	
3	6/7/2021	12:04 AM	Pedestrian	Clear	I	
4	6/17/2021	3:36 PM	Rear End	Clear	I	
5	7/19/2021	12:03 PM	Sideswipe	Clear	PD	
6	9/7/2021	12:27 PM	Overtaking	Clear	PD	
7	9/23/2021	12:47 PM	Rear End	Cloudy	PD	
8	10/17/2021	5:28 PM	Overtaking	Cloudy	I	
9	10/31/2021	1:39 PM	Rear End	Cloudy	PD	
10	11/17/2021	11:15 AM	Bicyclist	Cloudy	PD	
11	11/27/2021	7:42 PM	Left Turn	Cloudy	PD	
12	2/4/2022	4:30 PM	Sideswipe	Cloudy	PD	
13	3/13/2022	6:25 PM	Left Turn	Snow	PD	
14	3/22/2022	8:11 PM	Rear End	Clear	I	
15	3/26/2022	2:43 PM	Overtaking	Rain	PD	
16	4/11/2022	7:10 PM	Left Turn	Rain	I	
17	8/17/2022	8:19 PM	Bicyclist	Cloudy	I	
18	8/17/2022	1:42 PM	Overtaking	Clear	PD	

No.	Date	Time	Collision Type	Weather	Severity	Comment
19	8/23/2022	4:45 PM	Rear End	Cloudy	I	
20	8/28/2022	3:08 PM	Right Turn	Clear	PD	
21	9/5/2022	8:00 PM	Sideswipe	Rain	PD	
22	9/6/2022	3:53 PM	Overtaking	Cloudy	PD	
23	10/1/2022	11:43 AM	Overtaking	Clear	PD	
24	9/25/2022	6:40 PM	Right Turn	Cloudy	I	
25	11/21/2022	5:05 PM	Rear End	Cloudy	PD	
26	12/1/2022	7:49 PM	Rear End	Clear	PD	
27	1/4/2023	10:45 AM	Overtaking	Cloudy	PD	
28	2/4/2023	7:45 PM	Left Turn	Clear	I	
29	2/8/2023	6:50 PM	Left Turn	Cloudy	PD	
30	2/10/2023	1:50 PM	Rear End	Rain	PD	
31	2/14/2023	4:17 PM	Left Turn	Clear	PD	
32	2/21/2023	2:07 PM	Left Turn	Cloudy	PD	
33	4/18/2023	10:32 AM	Rear End	Cloudy	PD	
34	4/29/2023	7:55 PM	Overtaking	Rain	I	
35	5/1/2023	9:30 AM	Rear End	Clear	PD	
36	6/4/2023	5:30 PM	Rear End	Unknown	I	
39	8/31/2023	10:42 AM	Overtaking	Clear	I	
40	9/4/2023	4:59 PM	Rear End	Clear	PD	
41	9/5/2023	2:57 PM	Overtaking	Clear	PD	
42	9/26/2023	3:15 PM	Rear End	Clear	PD	
43	11/7/2023	8:47 AM	Sideswipe	Cloudy	PD	
45	12/29/2023	6:18 PM	Left Turn	Cloudy	I	
46	1/22/2024	11:23 AM	Right Turn	Cloudy	PD	
47	2/5/2024	3:07 PM	Right Angle	Cloudy	I	
48	2/23/2024	1:52 PM	Overtaking	Cloudy	I	
49	3/21/2024	10:00 PM	Left Turn	Clear	I	
52	4/11/2024	12:37 PM	Rear End	Cloudy	PD	
53	4/19/2024	11:48 AM	Overtaking	Cloudy	PD	
54	5/21/2024	5:23 PM	Rear End	Clear	I	

Crash Analysis: #7 Niagara Falls Boulevard @Maple Rd & Brighton Rd



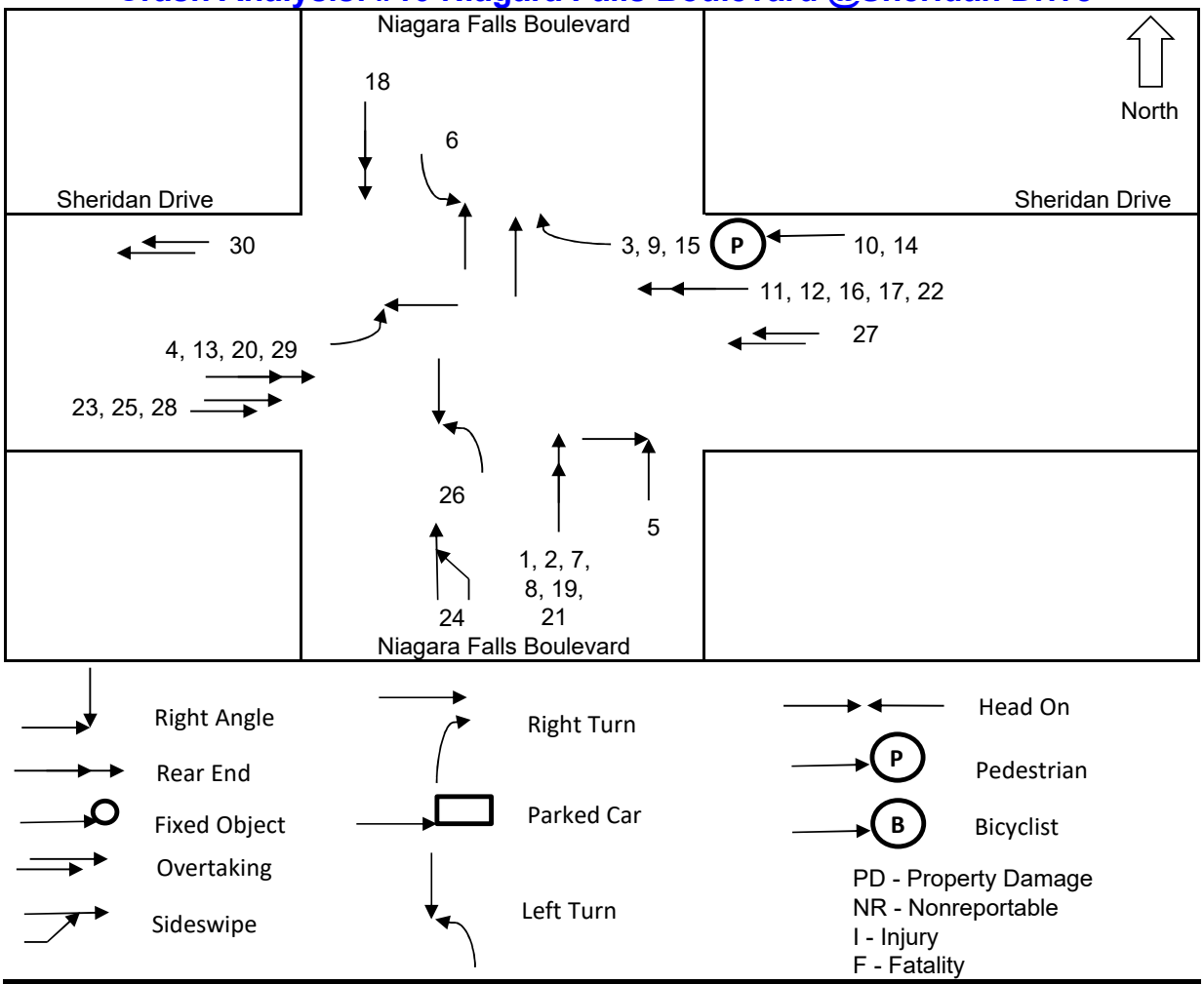


No.	Date	Time	Collision Type	Weather	Severity	Comment
1	6/15/2021	6:15 PM	Rear End	Clear	I	
2	8/3/2021	1:13 PM	Left Turn	Clear	PD	
3	8/7/2021	4:23 PM	Rear End	Cloudy	I	
4	8/13/2021	9:40 PM	Bicyclist	Clear	I	
5	8/31/2021	9:47 PM	Rear End	Clear	I	
6	9/8/2021	7:55 AM	Rear End	Rain	PD	
7	9/21/2021	9:05 AM	Rear End	Clear	PD	
8	9/25/2021	3:24 PM	Overtaking	Cloudy	PD	
9	10/22/2021	7:30 PM	Rear End	Clear	PD	
10	10/22/2021	7:08 PM	Right Angle	Clear	PD	
11	11/19/2021	5:56 PM	Rear End	Clear	I	
12	12/30/2021	5:12 PM	Rear End	Clear	I	
13	1/1/2022	4:05 AM	Rear End	Cloudy	PD	
14	1/5/2022	4:23 PM	Sideswipe	Rain	I	
15	1/8/2022	6:45 PM	Rear End	Unknown	PD	
16	1/28/2022	1:30 PM	Sideswipe	Cloudy	I	
17	2/9/2022	8:46 AM	Left Turn	Cloudy	I	
18	3/5/2022	6:42 AM	Right Angle	Cloudy	I	

No.	Date	Time	Collision Type	Weather	Severity	Comment
19	3/30/2022	6:19 PM	Overtaking	Clear	PD	
20	4/4/2022	8:46 AM	Sideswipe	Clear	PD	
21	4/18/2022	10:35 AM	Rear End	Cloudy	PD	
22	5/6/2022	4:29 PM	Rear End	Clear	PD	
23	5/31/2022	4:30 PM	Rear End	Clear	PD	
24	5/31/2022	11:27 AM	Overtaking	Clear	PD	
25	5/31/2022	6:10 PM	Rear End	Clear	PD	
26	6/3/2022	11:59 AM	Rear End	Clear	PD	
27	6/30/2022	1:02 PM	Rear End	Clear	I	
28	11/23/2022	9:35 AM	Overtaking	Clear	PD	
29	11/27/2022	5:15 PM	Left Turn	Clear	PD	
30	12/15/2022	8:03 AM	Rear End	Sleet/Hail/ Freezing Rain	PD	
31	2/22/2023	7:26 PM	Rear End	Sleet/Hail/ Freezing Rain	PD	
32	2/22/2023	2:58 PM	Rear End	Snow	PD	
33	5/9/2023	12:55 PM	Rear End	Clear	PD	
34	6/20/2023	11:30 AM	Left Turn	Clear	PD	
35	7/6/2023	4:22 PM	Rear End	Cloudy	I	
36	7/19/2023	12:15 PM	Rear End	Clear	PD	
37	8/4/2023	6:37 PM	Left Turn	Clear	PD	
38	8/13/2023	9:16 AM	Rear End	Clear	I	
39	10/28/2023	12:00 PM	Overtaking	Clear	PD	
40	12/30/2023	11:11 AM	Rear End	Cloudy	I	
41	3/17/2024	1:44 PM	Left Turn	Rain	I	
42	4/18/2024	7:35 PM	Rear End	Cloudy	PD	
43	5/24/2024	6:25 PM	Overtaking	Clear	PD	
44	7/13/2021	2:29 PM	Rear End	Clear	PD	

Project	**Boulevard Central District**	Sheet	**5** of **X**
	GEIS Update	File #	**H22.007.005**
Prepared by	**J.Anastasia**	Date	**01/14/25**
Checked by		Date	

Crash Analysis: #10 Niagara Falls Boulevard @Sheridan Drive

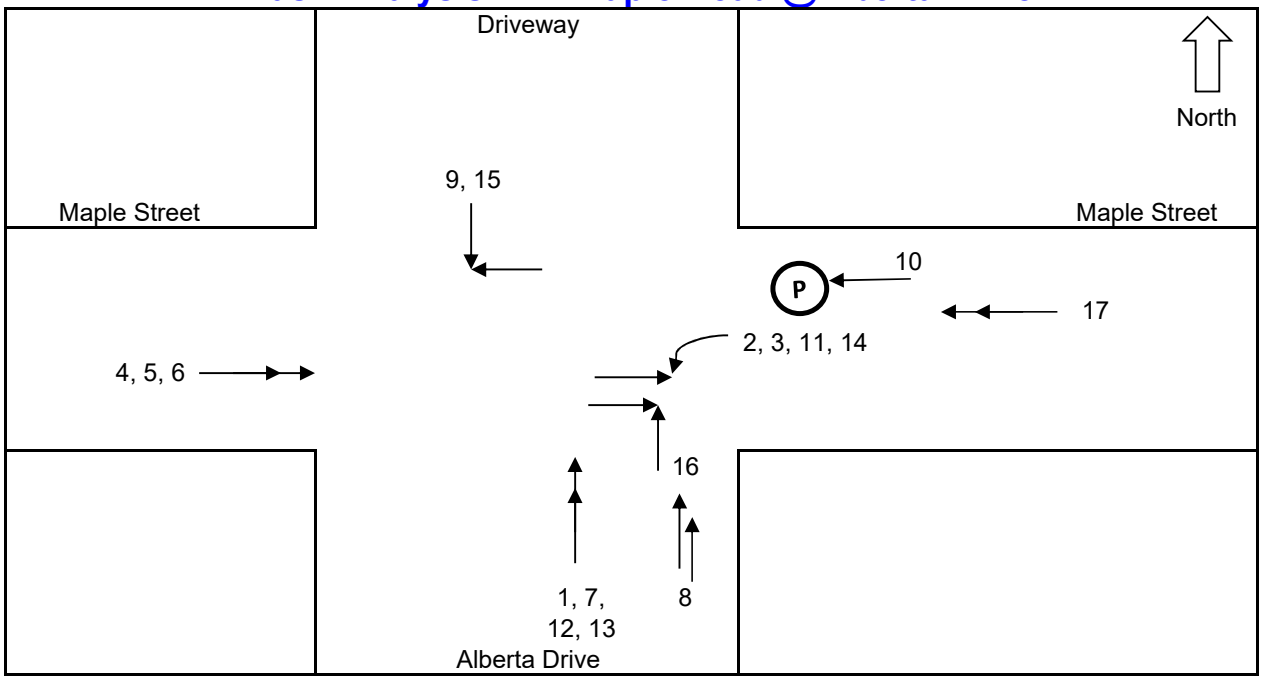


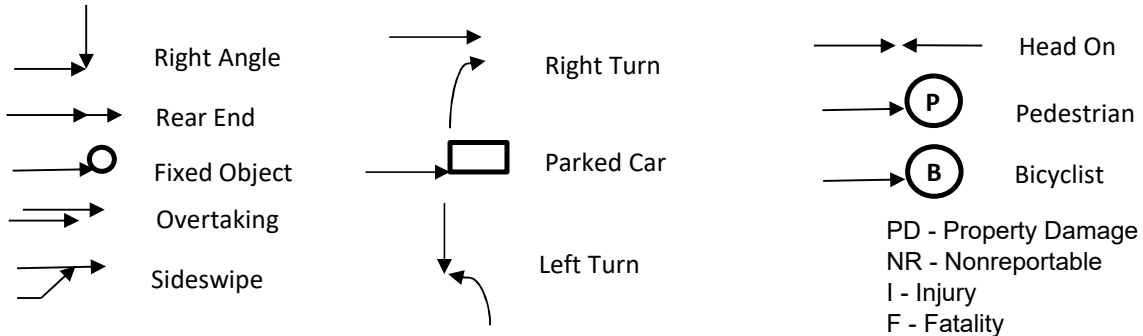
No.	Date	Time	Collision Type	Weather	Severity	Comment
1	8/24/2021	3:45 PM	Rear End	Clear	I	
2	9/18/2021	3:22 AM	Rear End	Clear	I	
3	10/2/2021	10:55 AM	Right Turn	Clear	PD	
4	1/3/2022	7:50 PM	Left Turn	Clear	PD	
5	4/8/2022	7:31 AM	Right Angle	Clear	PD	
6	6/15/2022	6:15 AM	Left Turn	Clear	I	
7	8/14/2022	10:02 PM	Rear End	Cloudy	PD	
8	8/25/2022	7:53 AM	Rear End	Clear	PD	
9	8/28/2022	10:30 AM	Right Turn	Unknown	PD	
10	10/6/2022	9:24 AM	Pedestrian	Cloudy	I	
11	10/21/2022	11:04 AM	Rear End	Clear	PD	
12	10/26/2022	4:01 PM	Rear End	Unknown	PD	
13	11/10/2022	3:30 PM	Left Turn	Clear	PD	
14	12/21/2022	4:52 PM	Pedestrian	Cloudy	I	
15	1/18/2023	6:07 PM	Right Turn	Clear	PD	
16	4/3/2023	10:40 PM	Rear End	Clear	PD	
17	4/22/2023	11:49 AM	Rear End	Rain	I	
18	4/26/2023	10:26 PM	Rear End	Clear	I	

F:\Project\H22 - Town of Amherst\H22.007 - 2021 Professional Svcs Term\H22.007.005 - BCD Supplemental - GEIS\Planning-Study\Technical Information\Accident Analysis\Crash Diagrams

No.	Date	Time	Collision Type	Weather	Severity	Comment
19	5/24/2023	7:00 PM	Rear End	Clear	I	
20	5/25/2023	12:22 PM	Rear End	Clear	PD	
21	5/26/2023	2:05 PM	Rear End	Clear	I	
22	10/4/2023	5:30 PM	Rear End	Clear	PD	
23	10/16/2023	6:16 AM	Overtaking	Rain	PD	
24	10/27/2023	10:12 AM	Sideswipe	Clear	PD	
25	11/12/2023	12:29 PM	Overtaking	Clear	PD	
26	12/11/2023	2:53 PM	Left Turn	Cloudy	I	
27	1/16/2024	12:37 PM	Overtaking	Clear	PD	
28	1/29/2024	12:24 PM	Rear End	Cloudy	PD	
29	2/20/2024	5:15 PM	Left Turn	Clear	I	
30	4/10/2024	12:00 AM	Overtaking	Clear	PD	

Crash Analysis: #12 Maple Road @Alberta Drive



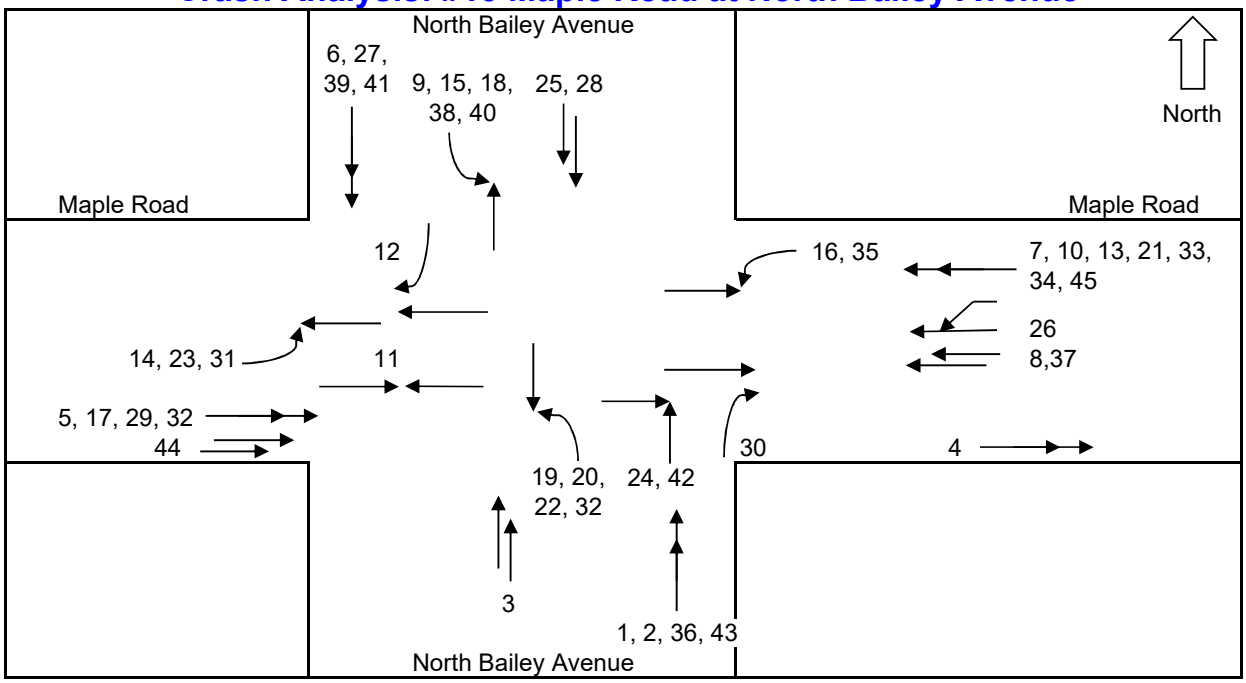


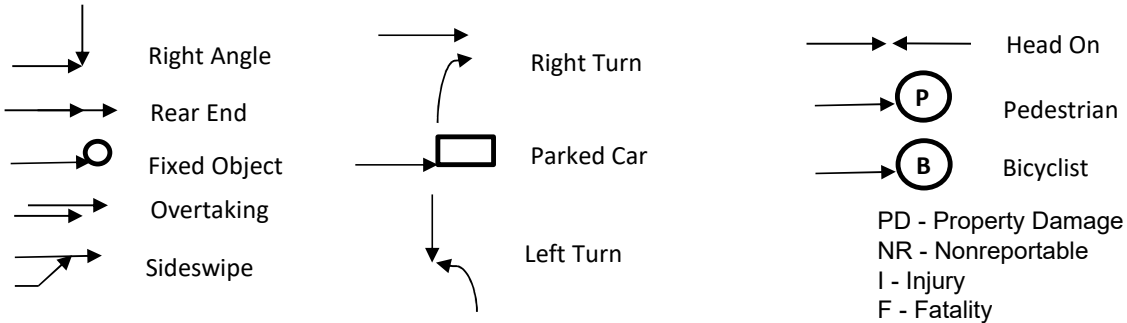
PD - Property Damage
NR - Nonreportable
I - Injury
F - Fatality

No.	Date	Time	Collision Type	Weather	Severity	Comment
1	8/13/2021	7:40 PM	Rear End	Clear	PD	
2	10/8/2021	6:13 PM	Left Turn	Cloudy	PD	
3	11/5/2021	12:59 PM	Left Turn	Clear	PD	
4	12/23/2021	12:00 PM	Rear End	Freezing Rain	PD	
5	4/26/2022	9:33 PM	Rear End	Rain	PD	
6	10/12/2022	3:24 PM	Rear End	Cloudy	PD	
7	1/26/2023	10:13 AM	Rear End	Snow	PD	
8	3/7/2023	8:53 PM	Overtaking	Clear	I	
9	9/20/2023	3:33 PM	Right Angle	Clear	I	
10	12/21/2023	8:53 PM	Pedestrian	Clear	I	
11	12/27/2023	5:25 PM	Left Turn	Rain	PD	
12	1/5/2024	4:00 PM	Rear End	Clear	PD	
13	1/10/2024	11:01 AM	Rear End	Cloudy	PD	
14	2/9/2024	9:01 PM	Left Turn	Clear	PD	
15	2/22/2024	1:39 PM	Right Angle	Cloudy	PD	
16	3/30/2024	10:30 AM	Right Angle	Clear	I	
17	4/12/2024	3:36 PM	Rear End	Clear	I	

Project	**Boulevard Central District**	Sheet	**1** of **X**
	GEIS Update	File #	**H22.007.005**
Prepared by	**J.Anastasia**	Date	**01/14/25**
Checked by		Date	

Crash Analysis: #13 Maple Road at North Bailey Avenue



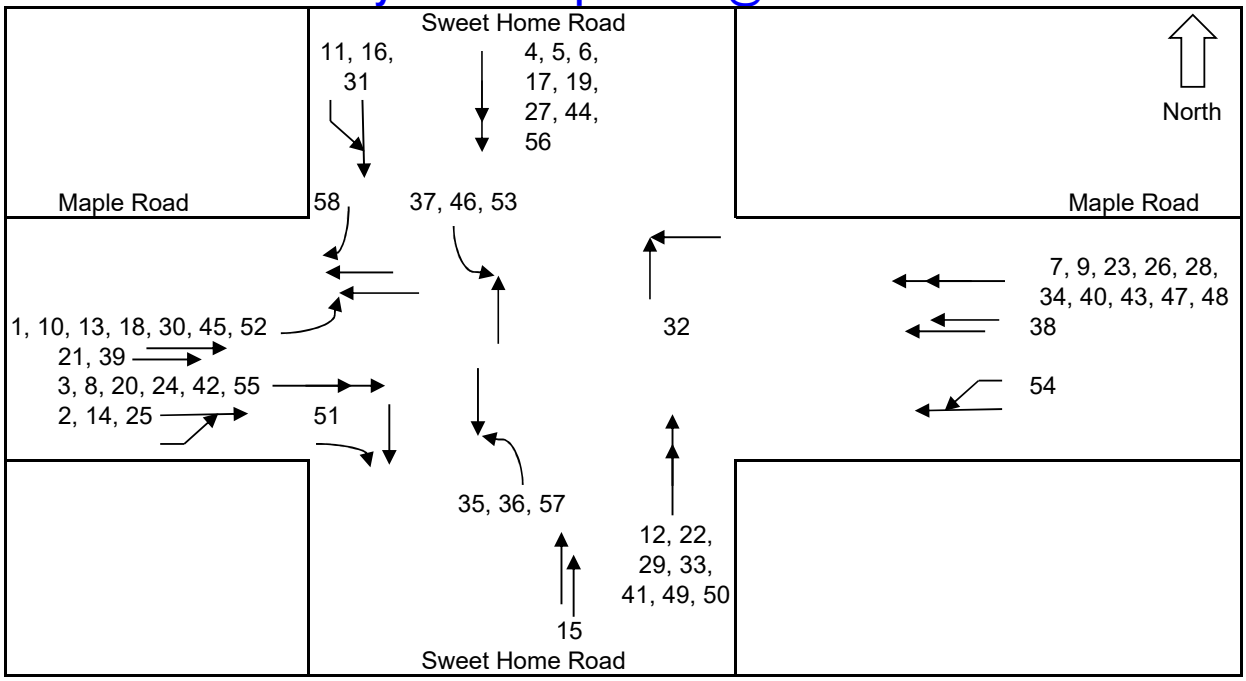


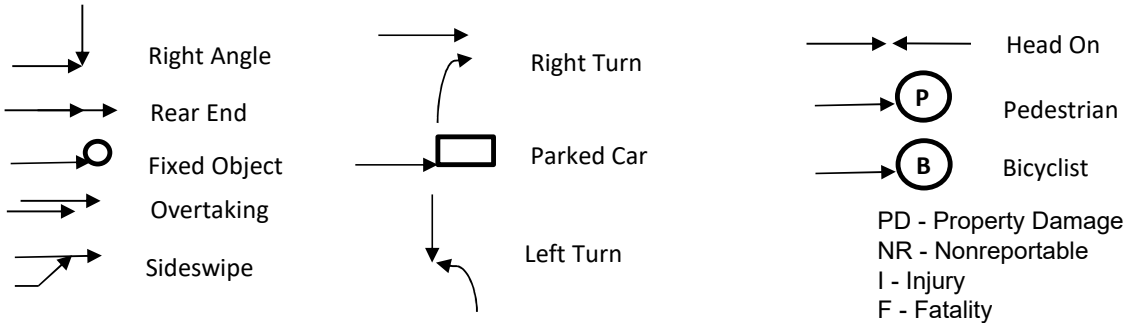
No.	Date	Time	Collision Type	Weather	Severity	Comment
1	5/31/2021	10:25 AM	Rear End	Clear	PD	
2	9/4/2021	12:25 PM	Rear End	Clear	PD	
3	9/6/2021	8:23 PM	Sideswipe	Clear	PD	
4	9/19/2021	10:34 AM	Rear End	Clear	PD	
5	10/7/2021	3:55 PM	Rear End	Clear	PD	
6	10/8/2021	12:11 PM	Rear End	Cloudy	PD	
7	10/16/2021	3:21 PM	Rear End	Cloudy	I	
8	11/4/2021	10:31 PM	Overtaking	Rain	PD	
9	11/11/2021	2:38 PM	Left Turn	Clear	PD	
10	11/20/2021	4:42 PM	Rear End	Cloudy	PD	
11	12/19/2021	10:18 PM	Head On	Clear	PD	
12	1/5/2022	10:31 AM	Right Turn	Cloudy	PD	
13	3/13/2022	11:26 AM	Rear End	Cloudy	I	
14	4/14/2022	12:19 PM	Left Turn	Rain	PD	
15	6/21/2022	5:06 PM	Left Turn	Clear	I	
16	6/23/2022	5:57 PM	Rear End	Clear	I	
17	9/2/2022	6:47 PM	Rear End	Clear	PD	

No.	Date	Time	Collision Type	Weather	Severity	Comment
18	9/8/2022	8:29 AM	Left Turn	Clear	PD	
19	10/15/2022	7:11 PM	Left Turn	Cloudy	PD	
20	11/15/2022	6:00 PM	Left Turn	Clear	PD	
21	12/5/2022	12:57 PM	Rear End	Clear	PD	
22	12/8/2022	9:40 AM	Left Turn	Cloudy	PD	
23	1/1/2023	6:25 PM	Left Turn	Cloudy	I	
24	1/13/2023	7:43 AM	Right Angle	Snow	PD	
25	3/10/2023	11:30 AM	Overtaking	Cloudy	PD	
26	3/11/2023	12:41 PM	Sideswipe	Cloudy	PD	
27	4/12/2023	1:11 PM	Rear End	Clear	PD	
28	4/12/2023	2:15 PM	Overtaking	Clear	PD	
29	7/11/2023	9:18 PM	Rear End	Rain	PD	
30	8/21/2023	7:08 PM	Right Turn	Cloudy	PD	
31	8/23/2023	11:31 AM	Left Turn	Rain	I	
32	8/29/2023	5:47 PM	Rear End	Clear	I	
33	9/5/2023	6:20 PM	Rear End	Clear	PD	
34	9/22/2023	4:55 PM	Rear End	Clear	PD	
35	9/28/2023	7:20 PM	Left Turn	Clear	I	
36	10/28/2023	4:00 PM	Rear End	Clear	PD	
37	11/3/2023	8:00 PM	Overtaking	Clear	PD	
38	12/3/2023	9:21 PM	Left Turn	Rain	PD	
39	12/23/2023	5:11 PM	Rear End	Rain	I	
40	2/18/2024	7:15 PM	Left Turn	Snow	PD	
41	2/23/2024	4:10 PM	Rear End	Clear	PD	
42	4/7/2024	6:35 PM	Right Angle	Clear	PD	
43	4/7/2024	6:40 PM	Rear End	Clear	PD	
44	5/10/2024	5:05 PM	Overtaking	Clear	PD	
45	5/15/2024	10:16 PM	Rear End	Clear	PD	

Project	**Boulevard Central District**	Sheet	**1** of **X**
	GEIS Update	File #	**H22.007.005**
Prepared by	**J.Anastasia**	Date	**01/14/25**
Checked by		Date	

Crash Analysis: #16 Maple Road @Sweet Home Road





No.	Date	Time	Collision Type	Weather	Severity	Comment
1	5/31/2021	12:28 PM	Left Turn	Clear	I	
2	7/12/2021	7:11 PM	Sideswipe	Cloudy	PD	
3	9/17/2021	6:46 PM	Rear End	Clear	I	
4	9/26/2021	4:13 PM	Rear End	Clear	PD	
5	9/27/2021	3:05 PM	Rear End	Cloudy	I	
6	10/11/2021	5:46 PM	Rear End	Cloudy	I	
7	10/15/2021	5:55 PM	Rear End	Rain	PD	
8	10/30/2021	3:54 PM	Rear End	Cloudy	I	
9	11/22/2021	6:34 PM	Rear End	Clear	I	
10	11/29/2021	9:19 PM	Left Turn	Clear	PD	
11	12/8/2021	3:38 PM	Sideswipe	Snow	PD	
12	12/23/2021	10:30 AM	Rear End	Cloudy	PD	
13	12/27/2021	7:00 PM	Left Turn	Cloudy	PD	
14	1/19/2022	7:53 PM	Sideswipe	Cloudy	PD	
15	2/24/2022	11:00 AM	Overtaking	Cloudy	PD	
16	2/25/2022	8:05 PM	Sideswipe	Snow	I	

No.	Date	Time	Collision Type	Weather	Severity	Comment
17	2/28/2022	12:47 PM	Rear End	Cloudy	I	
18	3/19/2022	5:06 PM	Left Turn	Cloudy	I	
19	4/2/2022	10:57 PM	Rear End	Clear	I	
20	4/28/2022	1:14 PM	Rear End	Clear	PD	
21	5/14/2022	10:03 AM	Overtaking	Clear	PD	
22	6/21/2022	7:19 PM	Rear End	Clear	I	
23	6/21/2022	11:04 AM	Rear End	Clear	I	
24	6/22/2022	4:58 PM	Rear End	Clear	I	
25	7/8/2022	2:40 PM	Sideswipe	Clear	PD	
26	8/11/2022	11:27 AM	Rear End	Clear	PD	
27	9/15/2022	9:00 AM	Rear End	Cloudy	I	
28	10/3/2022	1:10 PM	Rear End	Cloudy	PD	
29	10/18/2022	6:05 PM	Rear End	Rain	I	
30	10/28/2022	11:24 AM	Left Turn	Cloudy	PD	
31	11/11/2022	6:00 PM	Sideswipe	Clear	PD	
32	11/16/2022	10:37 PM	Right Angle	Clear	I	
33	11/17/2022	9:45 PM	Rear End	Snow	PD	
34	12/14/2022	11:38 AM	Rear End	Clear	PD	
35	1/23/2023	6:55 PM	Left Turn	Cloudy	I	
36	1/26/2023	9:00 AM	Left Turn	Snow	I	
37	2/10/2023	6:44 PM	Left Turn	Clear	I	
38	2/14/2023	9:35 AM	Overtaking	Clear	PD	
39	2/26/2023	8:00 PM	Overtaking	Clear	PD	
40	4/3/2023	8:27 PM	Rear End	Rain	PD	
41	4/5/2023	2:54 PM	Rear End	Rain	I	
42	4/6/2023	11:29 PM	Rear End	Clear	PD	
43	5/4/2023	10:45 AM	Rear End	Unknown	PD	
44	5/17/2023	10:12 AM	Rear End	Cloudy	PD	
45	6/23/2023	5:40 PM	Left Turn	Cloudy	PD	
46	7/29/2023	12:30 PM	Left Turn	Rain	PD	
47	8/5/2023	1:05 PM	Rear End	Cloudy	I	
48	8/14/2023	9:30 AM	Rear End	Cloudy	PD	
49	10/11/2023	4:55 PM	Rear End	Cloudy	I	
50	10/31/2023	7:00 PM	Rear End	Unknown	PD	
51	11/17/2023	6:15 PM	Right Turn	Cloudy	PD	
52	11/28/2023	8:03 PM	Left Turn	Cloudy	I	
53	12/4/2023	3:20 PM	Left Turn	Cloudy	I	
54	1/16/2024	7:53 AM	Sideswipe	Snow	PD	
55	1/31/2024	5:10 PM	Rear End	Clear	I	
56	2/9/2024	11:31 AM	Rear End	Clear	PD	
57	3/26/2024	3:35 PM	Left Turn	Unknown	PD	
58	5/24/2024	9:25 AM	Right Turn	Clear	I	

Appendix C – Traffic Data

TSTData.com

Summary

Project	C & S
Project Code	11682
Site Name	Niagara Falls Boulevard & M
Legs and Movements	All Processed Legs & Mover
Bin Size	15 minutes
Survey Date	2023-11-16, Thursday
Location	Niagara Falls Boulevard & M
Latitude and Longitude	42.99274,-78.82253

	Start	End	PHF
PM Peak	2023-11-16 16:45:00	2023-11-16 17:45:00	0.976

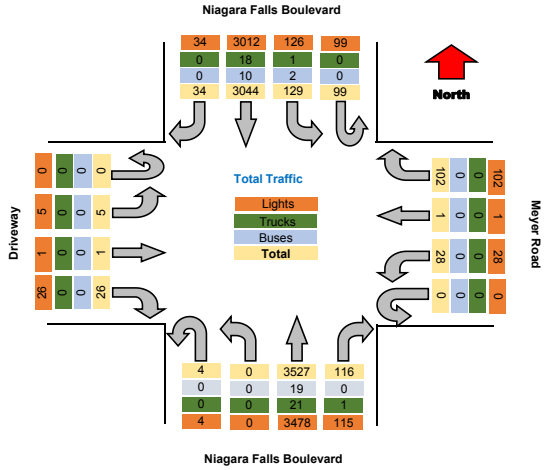
Turning Movement Data

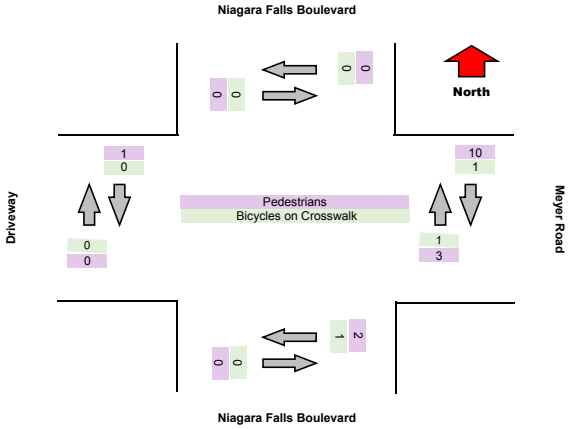
Leg	Niagara Falls Boulevard							Meyer Road							Niagara Falls Boulevard							Driveway							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
3:00:00 PM	1	210	7	11	**229**	0	0	8	1	1	0	**10**	0	0	7	264	0	1	**272**	1	0	1	0	0	0	**1**	0	0	**512**
3:15:00 PM	4	247	11	4	**266**	0	0	6	0	1	0	**7**	1	0	13	265	0	1	**279**	1	0	1	0	0	0	**1**	0	0	**553**
3:30:00 PM	1	253	12	5	**271**	0	0	6	0	4	0	**10**	3	1	9	313	0	0	**322**	0	0	2	0	0	0	**2**	0	0	**605**
3:45:00 PM	2	230	7	7	**246**	0	0	10	0	1	0	**11**	2	1	7	298	0	0	**305**	0	0	1	0	0	0	**1**	0	0	**563**
Hourly Total	8	940	37	27	**1012**	0	0	30	1	7	0	**38**	6	2	36	1140	0	2	**1178**	2	0	5	0	0	0	**5**	0	0	**2233**
4:00:00 PM	3	231	17	8	**259**	0	0	16	0	7	0	**23**	1	0	14	315	0	0	**329**	0	0	1	0	0	0	**1**	0	0	**612**
4:15:00 PM	5	247	14	6	**272**	0	0	7	0	1	0	**8**	0	0	8	285	0	0	**293**	0	0	4	0	2	0	**6**	0	0	**579**
4:30:00 PM	4	269	9	6	**288**	0	0	8	0	2	0	**10**	2	1	13	296	0	0	**309**	0	0	4	0	0	0	**4**	0	1	**611**
4:45:00 PM	0	251	9	11	**271**	0	0	5	0	2	0	**7**	1	1	12	342	0	1	**355**	0	0	3	0	1	0	**4**	0	0	**637**
Hourly Total	12	998	49	31	**1090**	0	0	36	0	12	0	**48**	4	2	47	1238	0	1	**1286**	0	0	12	0	3	0	**15**	0	1	**2439**
5:00:00 PM	4	275	8	9	**296**	0	0	10	0	3	0	**13**	0	0	7	277	0	0	**284**	0	0	0	0	0	0	**0**	0	0	**593**
5:15:00 PM	3	278	9	10	**300**	0	0	10	0	2	0	**12**	0	0	7	297	0	1	**305**	0	0	6	0	0	0	**6**	0	0	**623**
5:30:00 PM	2	290	14	12	**318**	0	0	10	0	2	0	**12**	0	0	9	295	0	0	**304**	0	0	2	1	1	0	**4**	0	0	**638**
5:45:00 PM	5	263	12	10	**290**	0	0	6	0	2	0	**8**	1	0	10	280	0	0	**290**	1	0	1	0	1	0	**2**	0	0	**590**
Hourly Total	14	1106	43	41	**1204**	0	0	36	0	9	0	**45**	1	0	33	1149	0	1	**1183**	1	0	9	1	2	0	**12**	0	0	**2444**
Grand Total	34	3044	129	99	**3306**	0	0	102	1	28	0	**131**	11	4	116	3527	0	4	**3647**	3	0	26	1	5	0	**32**	0	1	**7116**
% Approach	1.0%	92.1%	3.9%	3.0%	**0.0%**	0.0%	0.0%	77.9%	0.8%	21.4%	0.0%	**0.0%**	0.0%	0.0%	3.2%	96.7%	0.0%	0.1%	**0.0%**	0.0%	0.0%	81.3%	3.1%	15.6%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	0.5%	42.8%	1.8%	1.4%	**46.5%**	0.0%	0.0%	1.4%	0.0%	0.4%	0.0%	**1.8%**	0.0%	0.0%	1.6%	49.6%	0.0%	0.1%	**51.3%**	0.0%	0.0%	0.4%	0.0%	0.1%	0.0%	**0.4%**	0.0%	0.0%	**0.0%**
Lights	34	3012	126	99	**3271**	0	0	102	1	28	0	**131**	0	0	115	3478	0	4	**3597**	0	0	26	1	5	0	**32**	0	0	**7031**
% Lights	100.0%	98.9%	97.7%	100.0%	**98.9%**	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	99.1%	98.6%	0.0%	100.0%	**98.6%**	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	**98.8%**
Trucks	0	18	1	0	**19**	0	0	0	0	0	0	**0**	0	0	1	21	0	0	**22**	0	0	0	0	0	0	**0**	0	0	**41**
% Trucks	0.0%	0.6%	0.8%	0.0%	**0.6%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.9%	0.6%	0.0%	0.0%	**0.6%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.6%**
Buses	0	10	2	0	**12**	0	0	0	0	0	0	**0**	0	0	0	19	0	0	**19**	0	0	0	0	0	0	**0**	0	0	**31**
% Buses	0.0%	0.3%	1.6%	0.0%	**0.4%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.4%**
Pedestrians	0	0	0	0	**0**	0	0	0	0	0	0	**0**	10	3	0	0	0	0	**0**	2	0	0	0	0	0	**0**	0	1	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	90.9%	75.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	1	1	0	0	0	0	**0**	1	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	9.1%	25.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

TSTData.com

Summary

Turning Movement Data Plot





TRI-STATE TRAFFIC DATA

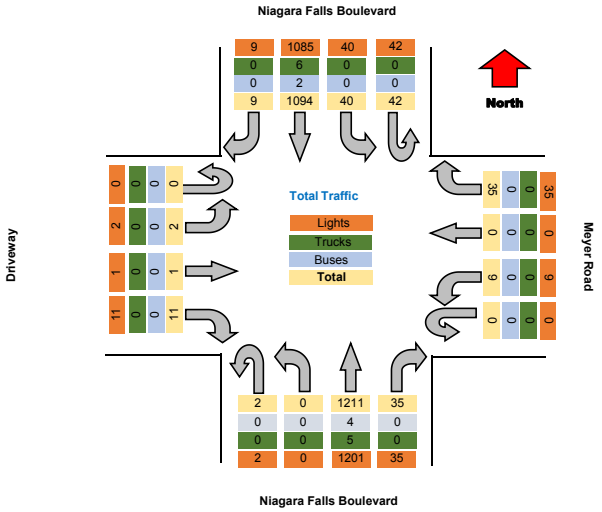
TSTData.com

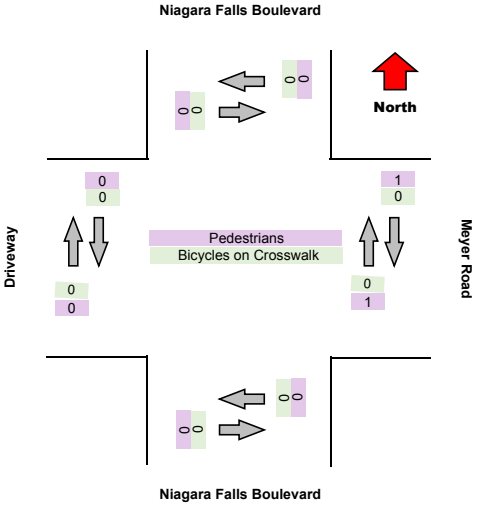
Summary

Turning Movement Peak Hour Data (PM)

4:45:00 PM

Leg	Niagara Falls Boulevard							Meyer Road							Niagara Falls Boulevard							Driveway							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
4:45:00 PM	0	251	9	11	**271**	0	0	5	0	2	0	**7**	1	1	12	342	0	1	**355**	0	0	3	0	1	0	**4**	0	0	**637**
5:00:00 PM	4	275	8	9	**296**	0	0	10	0	3	0	**13**	0	0	7	277	0	0	**284**	0	0	0	0	0	0	**0**	0	0	**593**
5:15:00 PM	3	278	9	10	**300**	0	0	10	0	2	0	**12**	0	0	7	297	0	1	**305**	0	0	6	0	0	0	**6**	0	0	**623**
5:30:00 PM	2	290	14	12	**318**	0	0	10	0	2	0	**12**	0	0	9	295	0	0	**304**	0	0	2	1	1	0	**4**	0	0	**638**
Grand Total	9	1094	40	42	**1185**	0	0	35	0	9	0	**44**	1	1	35	1211	0	2	**1248**	0	0	11	1	2	0	**14**	0	0	**2491**
% Approach	0.8%	92.3%	3.4%	3.5%	**0.0%**	0.0%	0.0%	79.5%	0.0%	20.5%	0.0%	**0.0%**	0.0%	0.0%	2.8%	97.0%	0.0%	0.2%	**0.0%**	0.0%	0.0%	78.6%	7.1%	14.3%	0.0%	**0.0%**	0.0%	0.0%	
% Total	0.4%	43.9%	1.6%	1.7%	**47.6%**	0.0%	0.0%	1.4%	0.0%	0.4%	0.0%	**1.8%**	0.0%	0.0%	1.4%	48.6%	0.0%	0.1%	**50.1%**	0.0%	0.0%	0.4%	0.0%	0.1%	0.0%	**0.6%**	0.0%	0.0%	
PHF	0.563	0.943	0.714	0.875	**0.932**	0.000	0.000	0.875	0.000	0.750	0.000	**0.846**	0.000	0.000	0.729	0.885	0.000	0.500	**0.879**	0.000	0.000	0.458	0.250	0.500	0.000	**0.583**	0.000	0.000	**0.976**
Lights	9	1085	40	42	**1176**	0	0	35	0	9	0	**44**	0	0	35	1201	0	2	**1238**	0	0	11	1	2	0	**14**	0	0	**2472**
% Lights	100.0%	99.2%	100.0%	100.0%	**99.2%**	0.0%	0.0%	100.0%	0.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	100.0%	99.2%	0.0%	100.0%	**99.2%**	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	**99.2%**
Trucks	0	6	0	0	**6**	0	0	0	0	0	0	**0**	0	0	0	5	0	0	**5**	0	0	0	0	0	0	**0**	0	0	**11**
% Trucks	0.0%	0.5%	0.0%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	**0.4%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.4%**
Buses	0	2	0	0	**2**	0	0	0	0	0	0	**0**	0	0	0	4	0	0	**4**	0	0	0	0	0	0	**0**	0	0	**6**
% Buses	0.0%	0.2%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.2%**
Pedestrians	0	0	0	0	**0**	0	0	0	0	0	0	**0**	1	1	0	0	0	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%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**



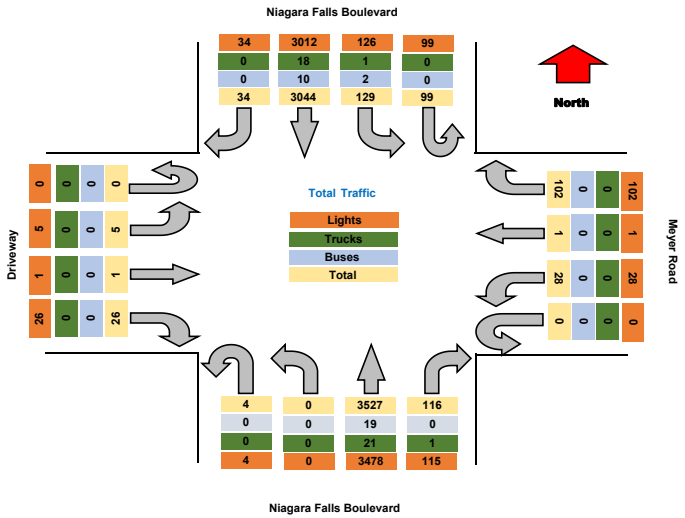


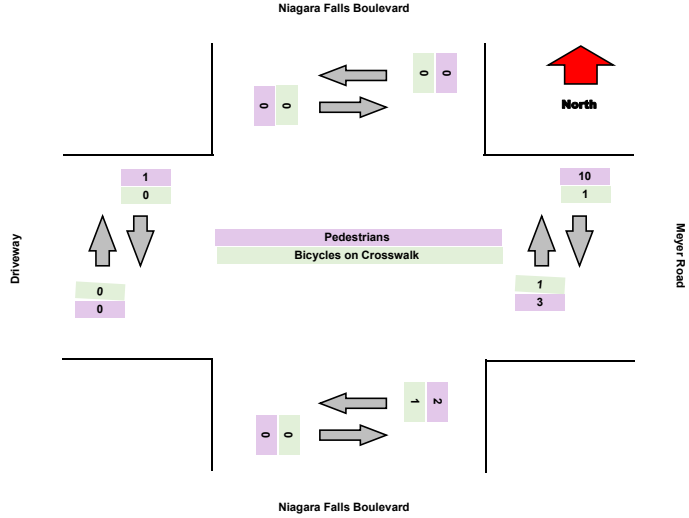


Turning Movement Data

Leg	Niagara Falls Boulevard							Meyer Road							Niagara Falls Boulevard							Driveway							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
3:00:00 PM	1	210	7	11	**229**	0	0	8	1	1	0	**10**	0	0	7	264	0	1	**272**	1	0	1	0	0	0	**1**	0	0	**512**
3:15:00 PM	4	247	11	4	**266**	0	0	6	0	1	0	**7**	1	0	13	265	0	1	**279**	1	0	1	0	0	0	**1**	0	0	**553**
3:30:00 PM	1	253	12	5	**271**	0	0	6	0	4	0	**10**	3	1	9	313	0	0	**322**	0	0	2	0	0	0	**2**	0	0	**605**
3:45:00 PM	2	230	7	7	**246**	0	0	10	0	1	0	**11**	2	1	7	298	0	0	**305**	0	0	1	0	0	0	**1**	0	0	**563**
Hourly Total	8	940	37	27	**1012**	0	0	30	1	7	0	**38**	6	2	36	1140	0	2	**1178**	2	0	5	0	0	0	**5**	0	0	**2233**
4:00:00 PM	3	231	17	8	**259**	0	0	16	0	7	0	**23**	1	0	14	315	0	0	**329**	0	0	1	0	0	0	**1**	0	0	**612**
4:15:00 PM	5	247	14	6	**272**	0	0	7	0	1	0	**8**	0	0	8	285	0	0	**293**	0	0	4	0	2	0	**6**	0	0	**579**
4:30:00 PM	4	269	9	6	**288**	0	0	8	0	2	0	**10**	2	1	13	296	0	0	**309**	0	0	4	0	0	0	**4**	0	1	**611**
4:45:00 PM	0	251	9	11	**271**	0	0	5	0	2	0	**7**	1	1	12	342	0	1	**355**	0	0	3	0	1	0	**4**	0	0	**637**
Hourly Total	12	998	49	31	**1090**	0	0	36	0	12	0	**48**	4	2	47	1238	0	1	**1286**	0	0	12	0	3	0	**15**	0	1	**2439**
5:00:00 PM	4	275	8	9	**296**	0	0	10	0	3	0	**13**	0	0	7	277	0	0	**284**	0	0	0	0	0	0	**0**	0	0	**593**
5:15:00 PM	3	278	9	10	**300**	0	0	10	0	2	0	**12**	0	0	7	297	0	1	**305**	0	0	6	0	0	0	**6**	0	0	**623**
5:30:00 PM	2	290	14	12	**318**	0	0	10	0	2	0	**12**	0	0	9	295	0	0	**304**	0	0	2	1	1	0	**4**	0	0	**638**
5:45:00 PM	5	263	12	10	**290**	0	0	6	0	2	0	**8**	1	0	10	280	0	0	**290**	1	0	1	0	1	0	**2**	0	0	**590**
Hourly Total	14	1106	43	41	**1204**	0	0	36	0	9	0	**45**	1	0	33	1149	0	1	**1183**	1	0	9	1	2	0	**12**	0	0	**2444**
Grand Total	34	3044	129	99	**3306**	0	0	102	1	28	0	**131**	11	4	116	3527	0	4	**3647**	3	0	26	1	5	0	**32**	0	1	**7116**
% Approach	1.0%	92.1%	3.9%	3.0%	**0.0%**	0.0%	0.0%	77.9%	0.8%	21.4%	0.0%	**0.0%**	0.0%	0.0%	3.2%	96.7%	0.0%	0.1%	**0.0%**	0.0%	0.0%	81.3%	3.1%	15.6%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	0.5%	42.8%	1.8%	1.4%	**46.5%**	0.0%	0.0%	1.4%	0.0%	0.4%	0.0%	**1.8%**	0.0%	0.0%	1.6%	49.6%	0.0%	0.1%	**51.3%**	0.0%	0.0%	0.4%	0.0%	0.1%	0.0%	**0.4%**	0.0%	0.0%	**0.0%**
Lights	34	3012	126	99	**3271**	0	0	102	1	28	0	**131**	0	0	115	3478	0	4	**3597**	0	0	26	1	5	0	**32**	0	0	**7031**
% Lights	100.0%	98.9%	97.7%	100.0%	**98.9%**	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	99.1%	98.6%	0.0%	100.0%	**98.6%**	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	**98.8%**
Trucks	0	18	1	0	**19**	0	0	0	0	0	0	**0**	0	0	1	21	0	0	**22**	0	0	0	0	0	0	**0**	0	0	**41**
% Trucks	0.0%	0.6%	0.8%	0.0%	**0.6%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.9%	0.6%	0.0%	0.0%	**0.6%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.6%**
Buses	0	10	2	0	**12**	0	0	0	0	0	0	**0**	0	0	0	19	0	0	**19**	0	0	0	0	0	0	**0**	0	0	**31**
% Buses	0.0%	0.3%	1.6%	0.0%	**0.4%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.4%**
Pedestrians	0	0	0	0	**0**	0	0	0	0	0	0	**0**	10	3	0	0	0	0	**0**	2	0	0	0	0	0	**0**	0	1	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	90.9%	75.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	1	1	0	0	0	0	**0**	1	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	9.1%	25.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

Turning Movement Data Plot

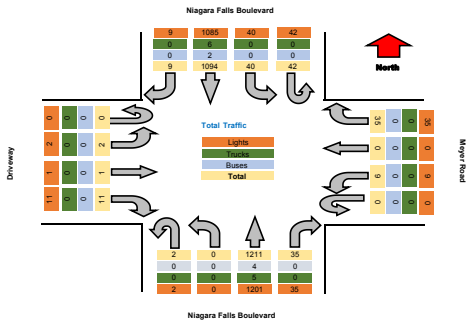


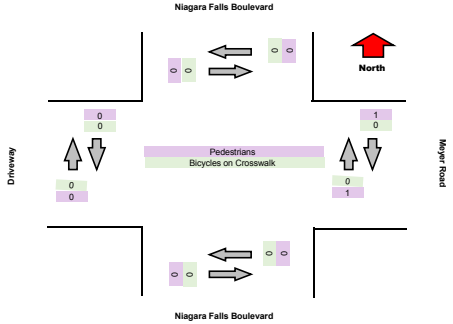


Turning Movement Peak Hour Data (PM)

4:45:00 PM

Leg	Niagara Falls Boulevard							Meyer Road							Niagara Falls Boulevard							Driveway							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
4:45:00 PM	0	251	9	11	**271**	0	0	5	0	2	0	**7**	1	1	12	342	0	1	**355**	0	0	3	0	1	0	**4**	0	0	**637**
5:00:00 PM	4	275	8	9	**296**	0	0	10	0	3	0	**13**	0	0	7	277	0	0	**284**	0	0	0	0	0	0	**0**	0	0	**593**
5:15:00 PM	3	278	9	10	**300**	0	0	10	0	2	0	**12**	0	0	7	297	0	1	**305**	0	0	6	0	0	0	**6**	0	0	**623**
5:30:00 PM	2	290	14	12	**318**	0	0	10	0	2	0	**12**	0	0	9	295	0	0	**304**	0	0	2	1	1	0	**4**	0	0	**638**
Grand Total	9	1094	40	42	**1185**	0	0	35	0	9	0	**44**	1	1	35	1211	0	2	**1248**	0	0	11	1	2	0	**14**	0	0	**2491**
% Approach	0.8%	92.3%	3.4%	3.5%	**0.0%**	0.0%	0.0%	79.5%	0.0%	20.5%	0.0%	**0.0%**	0.0%	0.0%	2.8%	97.0%	0.0%	0.2%	**0.0%**	0.0%	0.0%	78.6%	7.1%	14.3%	0.0%	**0.0%**	0.0%	0.0%	
% Total	0.4%	43.9%	1.6%	1.7%	**47.6%**	0.0%	0.0%	1.4%	0.0%	0.4%	0.0%	**1.8%**	0.0%	0.0%	1.4%	48.6%	0.0%	0.1%	**50.1%**	0.0%	0.0%	0.4%	0.0%	0.1%	0.0%	**0.6%**	0.0%	0.0%	
PHF	0.563	0.943	0.714	0.875	**0.932**	0.000	0.000	0.875	0.000	0.750	0.000	**0.846**	0.000	0.000	0.729	0.885	0.000	0.500	**0.879**	0.000	0.000	0.458	0.250	0.500	0.000	**0.583**	0.000	0.000	**0.976**
Lights	9	1085	40	42	**1176**	0	0	35	0	9	0	**44**	0	0	35	1201	0	2	**1238**	0	0	11	1	2	0	**14**	0	0	**2472**
% Lights	100.0%	99.2%	100.0%	100.0%	**99.2%**	0.0%	0.0%	100.0%	0.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	100.0%	99.2%	0.0%	100.0%	**99.2%**	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	**99.2%**
Trucks	0	6	0	0	**6**	0	0	0	0	0	0	**0**	0	0	0	5	0	0	**5**	0	0	0	0	0	0	**0**	0	0	**11**
% Trucks	0.0%	0.5%	0.0%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	**0.4%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.4%**
Buses	0	2	0	0	**2**	0	0	0	0	0	0	**0**	0	0	0	4	0	0	**4**	0	0	0	0	0	0	**0**	0	0	**6**
% Buses	0.0%	0.2%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.2%**
Pedestrians	0	0	0	0	**0**	0	0	0	0	0	0	**0**	1	1	0	0	0	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%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





TSTData.com

Summary

Project	C & S
Project Code	11682
Site Name	Niagara Falls Boulevard & M
Legs and Movements	All Processed Legs & Mover
Bin Size	15 minutes
Survey Date	2023-11-18, Saturday
Location	Niagara Falls Boulevard & M
Latitude and Longitude	42.99274,-78.82253

	Start	End	PHF
PM Peak	2023-11-18 13:45:00	2023-11-18 14:45:00	0.982

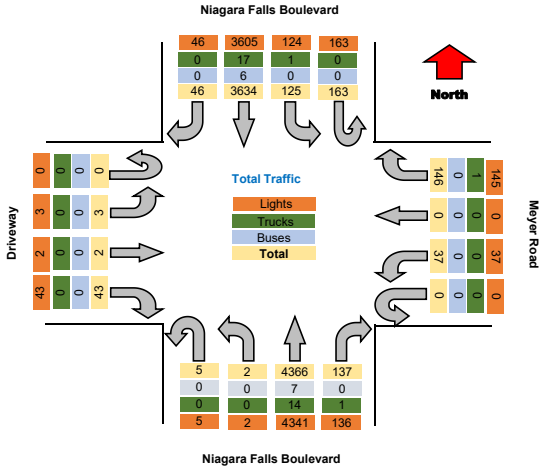
Turning Movement Data

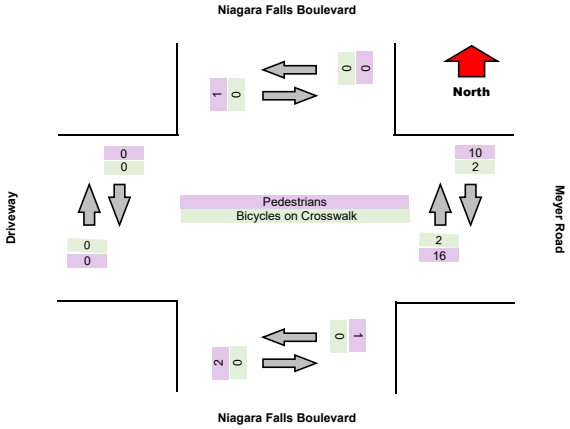
Leg	Niagara Falls Boulevard							Meyer Road							Niagara Falls Boulevard							Driveway							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
12:00:00	7	294	7	10	**318**	1	0	6	0	2	0	**8**	1	1	12	350	0	1	**363**	0	0	4	0	1	0	**5**	0	0	**694**
12:15:00	3	308	11	17	**339**	0	0	5	0	0	0	**5**	2	1	5	332	1	0	**338**	0	0	2	0	0	0	**2**	0	0	**684**
12:30:00	2	272	12	11	**297**	0	0	11	0	2	0	**13**	0	0	20	376	0	0	**396**	0	0	2	0	0	0	**2**	0	0	**708**
12:45:00	5	310	14	19	**348**	0	0	17	0	3	0	**20**	0	1	10	377	0	1	**388**	0	0	4	0	1	0	**5**	0	0	**761**
Hourly Total	17	1184	44	57	**1302**	1	0	39	0	7	0	**46**	3	3	47	1435	1	2	**1485**	0	0	12	0	2	0	**14**	0	0	**2847**
13:00:00	1	304	16	18	**339**	0	0	18	0	2	0	**20**	1	1	9	363	0	0	**372**	0	0	5	0	0	0	**5**	0	0	**736**
13:15:00	6	315	9	13	**343**	0	0	11	0	8	0	**19**	0	4	9	352	0	2	**363**	0	2	3	0	1	0	**4**	0	0	**729**
13:30:00	6	290	8	13	**317**	0	0	8	0	3	0	**11**	2	0	6	386	0	1	**393**	0	0	4	1	0	0	**5**	0	0	**726**
13:45:00	5	302	13	16	**336**	0	0	19	0	0	0	**19**	1	0	11	381	1	0	**393**	1	0	6	1	0	0	**7**	0	0	**755**
Hourly Total	18	1211	46	60	**1335**	0	0	56	0	13	0	**69**	4	5	35	1482	1	3	**1521**	1	2	18	2	1	0	**21**	0	0	**2946**
14:00:00	4	324	12	9	**349**	0	0	17	0	6	0	**23**	0	0	16	367	0	0	**383**	0	0	2	0	0	0	**2**	0	0	**757**
14:15:00	2	327	6	12	**347**	0	0	15	0	4	0	**19**	0	4	14	346	0	0	**360**	0	0	4	0	0	0	**4**	0	0	**730**
14:30:00	4	303	9	13	**329**	0	0	11	0	2	0	**13**	4	2	16	370	0	0	**386**	0	0	2	0	0	0	**2**	0	0	**730**
14:45:00	1	285	8	12	**306**	0	0	8	0	5	0	**13**	1	4	9	366	0	0	**375**	0	0	5	0	0	0	**5**	0	0	**699**
Hourly Total	11	1239	35	46	**1331**	0	0	51	0	17	0	**68**	5	10	55	1449	0	0	**1504**	0	0	13	0	0	0	**13**	0	0	**2916**
Grand Total	46	3634	125	163	**3968**	1	0	146	0	37	0	**183**	12	18	137	4366	2	5	**4510**	1	2	43	2	3	0	**48**	0	0	**8709**
% Approach	1.2%	91.6%	3.2%	4.1%	**0.0%**	0.0%	0.0%	79.8%	0.0%	20.2%	0.0%	**0.0%**	0.0%	0.0%	3.0%	96.8%	0.0%	0.1%	**0.0%**	0.0%	0.0%	89.6%	4.2%	6.3%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	0.5%	41.7%	1.4%	1.9%	**45.6%**	0.0%	0.0%	1.7%	0.0%	0.4%	0.0%	**2.1%**	0.0%	0.0%	1.6%	50.1%	0.0%	0.1%	**51.8%**	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	**0.6%**	0.0%	0.0%	**0.0%**
Lights	46	3605	124	163	**3938**	0	0	145	0	37	0	**182**	0	0	136	4341	2	5	**4484**	0	0	43	2	3	0	**48**	0	0	**8652**
% Lights	100.0%	99.2%	99.2%	100.0%	**99.2%**	0.0%	0.0%	99.3%	0.0%	100.0%	0.0%	**99.5%**	0.0%	0.0%	99.3%	99.4%	100.0%	100.0%	**99.4%**	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	**99.3%**
Trucks	0	17	1	0	**18**	0	0	1	0	0	0	**1**	0	0	1	14	0	0	**15**	0	0	0	0	0	0	**0**	0	0	**34**
% Trucks	0.0%	0.5%	0.8%	0.0%	**0.5%**	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	**0.5%**	0.0%	0.0%	0.7%	0.3%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.4%**
Buses	0	6	0	0	**6**	0	0	0	0	0	0	**0**	0	0	0	7	0	0	**7**	0	0	0	0	0	0	**0**	0	0	**13**
% Buses	0.0%	0.2%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.1%**
Pedestrians	0	0	0	0	**0**	1	0	0	0	0	0	**0**	10	16	0	0	0	0	**0**	1	2	0	0	0	0	**0**	0	0	**0**
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	83.3%	88.9%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	2	2	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	**0**
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	16.7%	11.1%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

TSTData.com

Summary

Turning Movement Data Plot





TRI-STATE TRAFFIC DATA

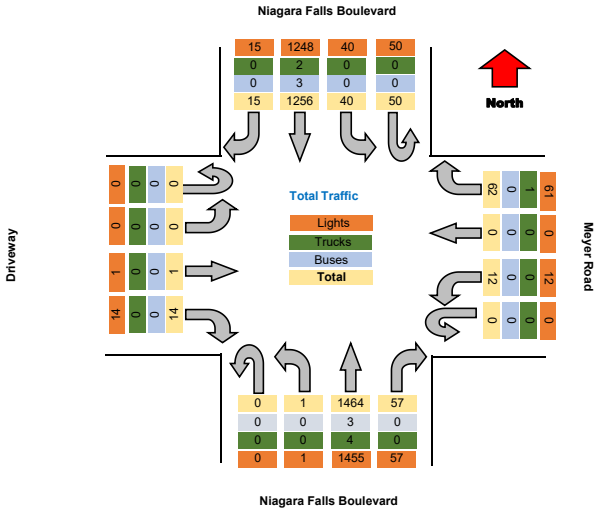
TSTData.com

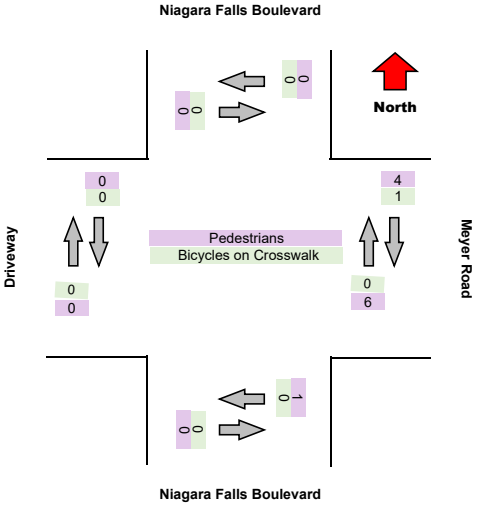
Summary

Turning Movement Peak Hour Data (PM)

13:45:00

Leg	Niagara Falls Boulevard							Meyer Road							Niagara Falls Boulevard							Driveway							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
13:45:00	5	302	13	16	**336**	0	0	19	0	0	0	**19**	1	0	11	381	1	0	**393**	1	0	6	1	0	0	**7**	0	0	**755**
14:00:00	4	324	12	9	**349**	0	0	17	0	6	0	**23**	0	0	16	367	0	0	**383**	0	0	2	0	0	0	**2**	0	0	**757**
14:15:00	2	327	6	12	**347**	0	0	15	0	4	0	**19**	0	4	14	346	0	0	**360**	0	0	4	0	0	0	**4**	0	0	**730**
14:30:00	4	303	9	13	**329**	0	0	11	0	2	0	**13**	4	2	16	370	0	0	**386**	0	0	2	0	0	0	**2**	0	0	**730**
Grand Total	15	1256	40	50	**1361**	0	0	62	0	12	0	**74**	5	6	57	1464	1	0	**1522**	1	0	14	1	0	0	**15**	0	0	**2972**
% Approach	1.1%	92.3%	2.9%	3.7%	**0.0%**	0.0%	0.0%	83.8%	0.0%	16.2%	0.0%	**0.0%**	0.0%	0.0%	3.7%	96.2%	0.1%	0.0%	**0.0%**	0.0%	0.0%	93.3%	6.7%	0.0%	0.0%	**0.0%**	0.0%	0.0%	
% Total	0.5%	42.3%	1.3%	1.7%	**45.8%**	0.0%	0.0%	2.1%	0.0%	0.4%	0.0%	**2.5%**	0.0%	0.0%	1.9%	49.3%	0.0%	0.0%	**51.2%**	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	**0.5%**	0.0%	0.0%	
PHF	0.750	0.960	0.769	0.781	**0.975**	0.000	0.000	0.816	0.000	0.500	0.000	**0.804**	0.000	0.000	0.891	0.961	0.250	0.000	**0.968**	0.000	0.000	0.583	0.250	0.000	0.000	**0.536**	0.000	0.000	**0.982**
Lights	15	1248	40	50	**1353**	0	0	61	0	12	0	**73**	0	0	57	1455	1	0	**1513**	0	0	14	1	0	0	**15**	0	0	**2954**
% Lights	100.0%	99.4%	100.0%	100.0%	**99.4%**	0.0%	0.0%	98.4%	0.0%	100.0%	0.0%	**98.6%**	0.0%	0.0%	100.0%	99.4%	100.0%	0.0%	**99.4%**	0.0%	0.0%	100.0%	100.0%	0.0%	0.0%	**100.0%**	0.0%	0.0%	**99.4%**
Trucks	0	2	0	0	**2**	0	0	1	0	0	0	**1**	0	0	0	4	0	0	**4**	0	0	0	0	0	0	**0**	0	0	**7**
% Trucks	0.0%	0.2%	0.0%	0.0%	**0.1%**	0.0%	0.0%	1.6%	0.0%	0.0%	0.0%	**1.4%**	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.2%**
Buses	0	3	0	0	**3**	0	0	0	0	0	0	**0**	0	0	0	3	0	0	**3**	0	0	0	0	0	0	**0**	0	0	**6**
% Buses	0.0%	0.2%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.2%**
Pedestrians	0	0	0	0	**0**	0	0	0	0	0	0	**0**	4	6	0	0	0	0	**0**	1	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	80.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	1	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**



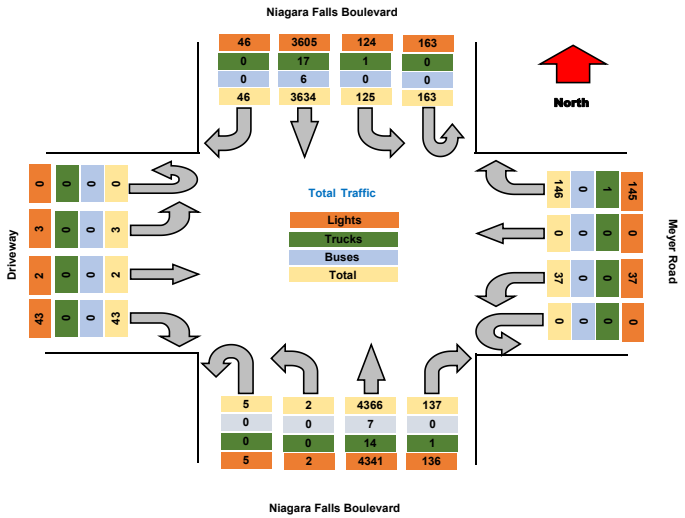


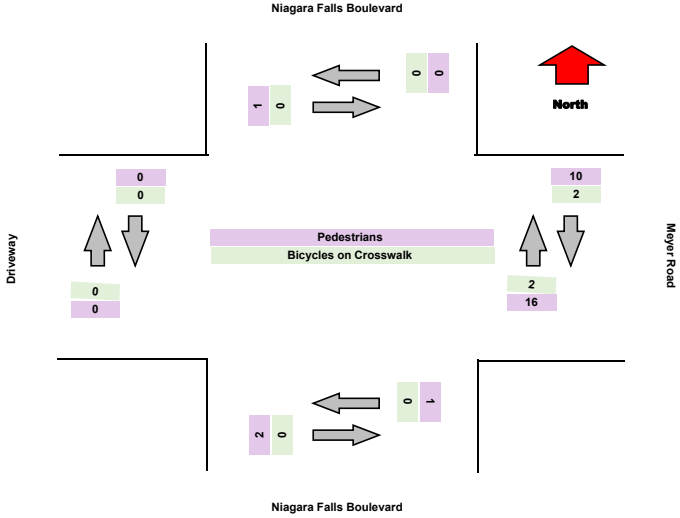


Turning Movement Data

Leg	Niagara Falls Boulevard							Meyer Road							Niagara Falls Boulevard							Driveway							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
12:00:00	7	294	7	10	**318**	1	0	6	0	2	0	**8**	1	1	12	350	0	1	**363**	0	0	4	0	1	0	**5**	0	0	**694**
12:15:00	3	308	11	17	**339**	0	0	5	0	0	0	**5**	2	1	5	332	1	0	**338**	0	0	2	0	0	0	**2**	0	0	**684**
12:30:00	2	272	12	11	**297**	0	0	11	0	2	0	**13**	0	0	20	376	0	0	**396**	0	0	2	0	0	0	**2**	0	0	**708**
12:45:00	5	310	14	19	**348**	0	0	17	0	3	0	**20**	0	1	10	377	0	1	**388**	0	0	4	0	1	0	**5**	0	0	**761**
Hourly Total	17	1184	44	57	**1302**	1	0	39	0	7	0	**46**	3	3	47	1435	1	2	**1485**	0	0	12	0	2	0	**14**	0	0	**2847**
13:00:00	1	304	16	18	**339**	0	0	18	0	2	0	**20**	1	1	9	363	0	0	**372**	0	0	5	0	0	0	**5**	0	0	**736**
13:15:00	6	315	9	13	**343**	0	0	11	0	8	0	**19**	0	4	9	352	0	2	**363**	0	2	3	0	1	0	**4**	0	0	**729**
13:30:00	6	290	8	13	**317**	0	0	8	0	3	0	**11**	2	0	6	386	0	1	**393**	0	0	4	1	0	0	**5**	0	0	**726**
13:45:00	5	302	13	16	**336**	0	0	19	0	0	0	**19**	1	0	11	381	1	0	**393**	1	0	6	1	0	0	**7**	0	0	**755**
Hourly Total	18	1211	46	60	**1335**	0	0	56	0	13	0	**69**	4	5	35	1482	1	3	**1521**	1	2	18	2	1	0	**21**	0	0	**2946**
14:00:00	4	324	12	9	**349**	0	0	17	0	6	0	**23**	0	0	16	367	0	0	**383**	0	0	2	0	0	0	**2**	0	0	**757**
14:15:00	2	327	6	12	**347**	0	0	15	0	4	0	**19**	0	4	14	346	0	0	**360**	0	0	4	0	0	0	**4**	0	0	**730**
14:30:00	4	303	9	13	**329**	0	0	11	0	2	0	**13**	4	2	16	370	0	0	**386**	0	0	2	0	0	0	**2**	0	0	**730**
14:45:00	1	285	8	12	**306**	0	0	8	0	5	0	**13**	1	4	9	366	0	0	**375**	0	0	5	0	0	0	**5**	0	0	**699**
Hourly Total	11	1239	35	46	**1331**	0	0	51	0	17	0	**68**	5	10	55	1449	0	0	**1504**	0	0	13	0	0	0	**13**	0	0	**2916**
Grand Total	46	3634	125	163	**3968**	1	0	146	0	37	0	**183**	12	18	137	4366	2	5	**4510**	1	2	43	2	3	0	**48**	0	0	**8709**
% Approach	1.2%	91.6%	3.2%	4.1%	**0.0%**	0.0%	0.0%	79.8%	0.0%	20.2%	0.0%	**0.0%**	0.0%	0.0%	3.0%	96.8%	0.0%	0.1%	**0.0%**	0.0%	0.0%	89.6%	4.2%	6.3%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	0.5%	41.7%	1.4%	1.9%	**45.6%**	0.0%	0.0%	1.7%	0.0%	0.4%	0.0%	**2.1%**	0.0%	0.0%	1.6%	50.1%	0.0%	0.1%	**51.8%**	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	**0.6%**	0.0%	0.0%	**0.0%**
Lights	46	3605	124	163	**3938**	0	0	145	0	37	0	**182**	0	0	136	4341	2	5	**4484**	0	0	43	2	3	0	**48**	0	0	**8652**
% Lights	100.0%	99.2%	99.2%	100.0%	**99.2%**	0.0%	0.0%	99.3%	0.0%	100.0%	0.0%	**99.5%**	0.0%	0.0%	99.3%	99.4%	100.0%	100.0%	**99.4%**	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	**99.3%**
Trucks	0	17	1	0	**18**	0	0	1	0	0	0	**1**	0	0	1	14	0	0	**15**	0	0	0	0	0	0	**0**	0	0	**34**
% Trucks	0.0%	0.5%	0.8%	0.0%	**0.5%**	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	**0.5%**	0.0%	0.0%	0.7%	0.3%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.4%**
Buses	0	6	0	0	**6**	0	0	0	0	0	0	**0**	0	0	0	7	0	0	**7**	0	0	0	0	0	0	**0**	0	0	**13**
% Buses	0.0%	0.2%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.1%**
Pedestrians	0	0	0	0	**0**	1	0	0	0	0	0	**0**	10	18	0	0	0	0	**0**	1	2	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	83.3%	88.9%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	2	2	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	16.7%	11.1%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

Turning Movement Data Plot

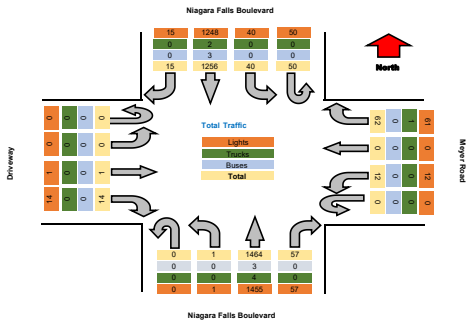


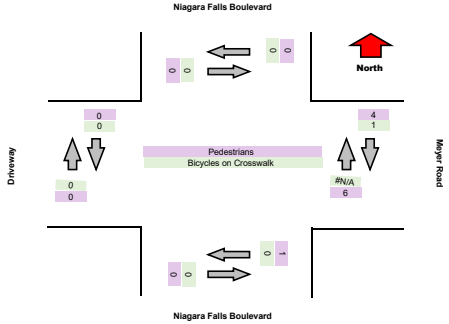


Turning Movement Peak Hour Data (PM)

13:45:00

Leg	Niagara Falls Boulevard							Meyer Road							Niagara Falls Boulevard							Driveway							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
13:45:00	5	302	13	16	**336**	0	0	19	0	0	0	**19**	1	0	11	381	1	0	**393**	1	0	6	1	0	0	**7**	0	0	**755**
14:00:00	4	324	12	9	**349**	0	0	17	0	6	0	**23**	0	0	16	367	0	0	**383**	0	0	2	0	0	0	**2**	0	0	**757**
14:15:00	2	327	6	12	**347**	0	0	15	0	4	0	**19**	0	4	14	346	0	0	**360**	0	0	4	0	0	0	**4**	0	0	**730**
14:30:00	4	303	9	13	**329**	0	0	11	0	2	0	**13**	4	2	16	370	0	0	**386**	0	0	2	0	0	0	**2**	0	0	**730**
Grand Total	15	1256	40	50	**1361**	0	0	62	0	12	0	**74**	5	6	57	1464	1	0	**1522**	1	0	14	1	0	0	**15**	0	0	**2972**
% Approach	1.1%	92.3%	2.9%	3.7%	**0.0%**	0.0%	0.0%	83.8%	0.0%	16.2%	0.0%	**0.0%**	0.0%	0.0%	3.7%	96.2%	0.1%	0.0%	**0.0%**	0.0%	0.0%	93.3%	6.7%	0.0%	0.0%	**0.0%**	0.0%	0.0%	
% Total	0.5%	42.3%	1.3%	1.7%	**45.8%**	0.0%	0.0%	2.1%	0.0%	0.4%	0.0%	**2.5%**	0.0%	0.0%	1.9%	49.3%	0.0%	0.0%	**51.2%**	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	**0.5%**	0.0%	0.0%	
PHF	0.750	0.960	0.769	0.781	**0.975**	0.000	0.000	0.816	0.000	0.500	0.000	**0.804**	0.000	0.000	0.891	0.961	0.250	0.000	**0.968**	0.000	0.000	0.583	0.250	0.000	0.000	**0.536**	0.000	0.000	**0.982**
Lights	15	1248	40	50	**1353**	0	0	61	0	12	0	**73**	0	0	57	1455	1	0	**1513**	0	0	14	1	0	0	**15**	0	0	**2954**
% Lights	100.0%	99.4%	100.0%	100.0%	**99.4%**	0.0%	0.0%	98.4%	0.0%	100.0%	0.0%	**98.6%**	0.0%	0.0%	100.0%	99.4%	100.0%	0.0%	**99.4%**	0.0%	0.0%	100.0%	100.0%	0.0%	0.0%	**100.0%**	0.0%	0.0%	**99.4%**
Trucks	0	2	0	0	**2**	0	0	1	0	0	0	**1**	0	0	0	4	0	0	**4**	0	0	0	0	0	0	**0**	0	0	**7**
% Trucks	0.0%	0.2%	0.0%	0.0%	**0.1%**	0.0%	0.0%	1.6%	0.0%	0.0%	0.0%	**1.4%**	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.2%**
Buses	0	3	0	0	**3**	0	0	0	0	0	0	**0**	0	0	0	3	0	0	**3**	0	0	0	0	0	0	**0**	0	0	**6**
% Buses	0.0%	0.2%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.2%**
Pedestrians	0	0	0	0	**0**	0	0	0	0	0	0	**0**	4	6	0	0	0	0	**0**	1	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	80.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	1	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





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Summary

Project	C & S
Project Code	11682
Site Name	Niagara Falls Boulevard & E
Legs and Movements	All Processed Legs & Move
Bin Size	15 minutes
Survey Date	2023-11-16, Thursday
Location	Niagara Falls Boulevard & E
Latitude and Longitude	42.97965,-78.82296

	Start	End	PHF
PM Peak	2023-11-16 16:45:00	2023-11-16 17:45:00	0.981

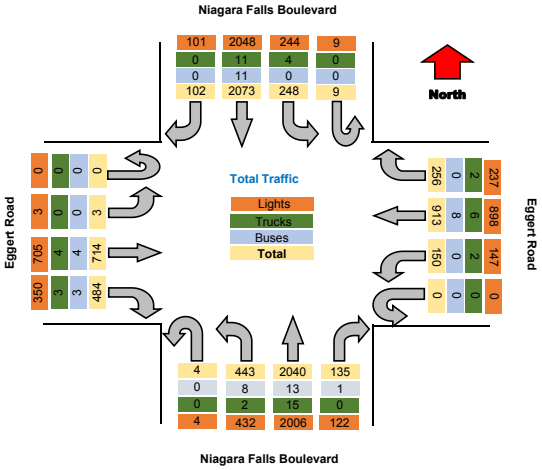
Turning Movement Data

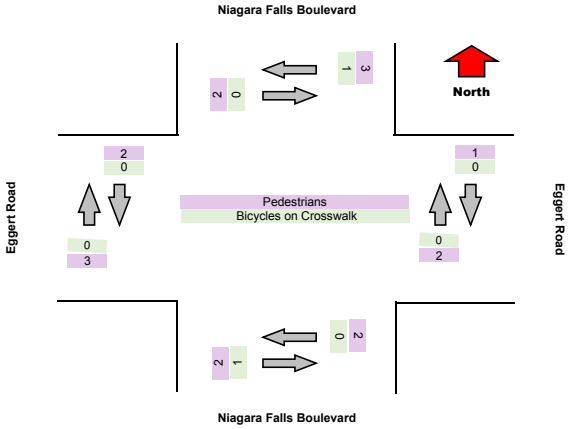
Leg	Niagara Falls Boulevard							Eggert Road							Niagara Falls Boulevard							Eggert Road							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
3:00:00 PM	8	134	19	0	**161**	0	0	23	67	11	0	**101**	0	1	13	167	27	0	**207**	0	0	33	45	0	0	**78**	0	0	**547**
3:15:00 PM	4	136	25	1	**166**	0	0	19	72	9	0	**100**	0	0	13	128	31	1	**173**	0	1	39	67	1	0	**107**	0	0	**546**
3:30:00 PM	12	155	18	1	**186**	0	1	23	70	14	0	**107**	0	0	13	177	22	0	**212**	1	0	28	75	0	0	**103**	0	0	**608**
3:45:00 PM	8	163	20	0	**191**	1	1	23	85	17	0	**125**	0	0	8	195	43	0	**246**	0	0	39	62	0	0	**101**	0	0	**663**
Hourly Total	32	588	82	2	**704**	1	2	88	294	51	0	**433**	0	1	47	667	123	1	**838**	1	1	139	249	1	0	**389**	0	0	**2364**
4:00:00 PM	10	162	15	0	**187**	0	0	27	84	16	0	**127**	0	0	14	171	37	0	**222**	0	0	45	58	0	0	**103**	0	1	**639**
4:15:00 PM	5	151	24	1	**181**	0	0	27	97	14	0	**138**	0	0	12	145	44	0	**201**	0	0	50	64	0	0	**114**	0	0	**634**
4:30:00 PM	12	187	19	1	**219**	0	0	23	73	7	0	**103**	0	0	8	163	37	1	**209**	0	0	37	67	0	0	**104**	0	0	**635**
4:45:00 PM	8	199	22	1	**230**	0	0	10	76	16	0	**102**	0	1	8	198	43	1	**250**	0	0	49	54	0	0	**103**	2	0	**685**
Hourly Total	35	699	80	3	**817**	0	0	87	330	53	0	**470**	0	1	42	677	161	2	**882**	0	0	181	243	0	0	**424**	2	1	**2593**
5:00:00 PM	6	206	24	0	**236**	0	0	18	67	9	0	**94**	0	0	13	182	41	0	**236**	0	1	42	62	1	0	**105**	0	0	**671**
5:15:00 PM	6	203	25	1	**235**	1	1	20	82	14	0	**116**	0	0	12	156	32	0	**200**	1	0	41	59	0	0	**100**	0	1	**651**
5:30:00 PM	12	209	20	2	**243**	0	1	25	81	12	0	**118**	1	0	9	178	38	0	**225**	0	0	41	52	1	0	**94**	1	0	**680**
5:45:00 PM	11	168	17	1	**197**	0	0	18	59	11	0	**88**	0	0	12	180	48	1	**241**	0	1	40	49	0	0	**89**	0	0	**615**
Hourly Total	35	786	86	4	**911**	1	2	81	289	46	0	**416**	1	0	46	696	159	1	**902**	1	2	164	222	2	0	**388**	1	1	**2617**
Grand Total	102	2073	248	9	**2432**	2	4	256	913	150	0	**1319**	1	2	135	2040	443	4	**2622**	2	3	484	714	3	0	**1201**	3	2	**7574**
% Approach	4.2%	85.2%	10.2%	0.4%	**0.0%**	0.0%	0.0%	19.4%	69.2%	11.4%	0.0%	**0.0%**	0.0%	0.0%	5.1%	77.8%	16.9%	0.2%	**0.0%**	0.0%	0.0%	40.3%	59.5%	0.2%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	1.3%	27.4%	3.3%	0.1%	**32.1%**	0.0%	0.0%	3.4%	12.1%	2.0%	0.0%	**17.4%**	0.0%	0.0%	1.8%	26.9%	5.8%	0.1%	**34.6%**	0.0%	0.0%	6.4%	9.4%	0.0%	0.0%	**15.9%**	0.0%	0.0%	**0.0%**
Lights	101	2048	244	9	**2402**	0	0	237	898	147	0	**1282**	0	0	122	2006	432	4	**2564**	0	0	350	705	3	0	**1058**	0	0	**7306**
% Lights	99.0%	98.8%	98.4%	100.0%	**98.8%**	0.0%	0.0%	92.6%	98.4%	98.0%	0.0%	**97.2%**	0.0%	0.0%	90.4%	98.3%	97.5%	100.0%	**97.8%**	0.0%	0.0%	72.3%	98.7%	100.0%	0.0%	**88.1%**	0.0%	0.0%	**96.5%**
Trucks	0	11	4	0	**15**	0	0	2	6	2	0	**10**	0	0	0	15	2	0	**17**	0	0	3	4	0	0	**7**	0	0	**49**
% Trucks	0.0%	0.5%	1.6%	0.0%	**0.6%**	0.0%	0.0%	0.8%	0.7%	1.3%	0.0%	**0.8%**	0.0%	0.0%	0.0%	0.7%	0.5%	0.0%	**0.6%**	0.0%	0.0%	0.6%	0.6%	0.0%	0.0%	**0.6%**	0.0%	0.0%	**0.6%**
Buses	0	11	0	0	**11**	0	0	0	8	0	0	**8**	0	0	1	13	8	0	**22**	0	0	3	4	0	0	**7**	0	0	**48**
% Buses	0.0%	0.5%	0.0%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	**0.6%**	0.0%	0.0%	0.7%	0.6%	1.8%	0.0%	**0.8%**	0.0%	0.0%	0.6%	0.6%	0.0%	0.0%	**0.6%**	0.0%	0.0%	**0.6%**
Pedestrians	0	0	0	0	**0**	2	3	0	0	0	0	**0**	1	2	0	0	0	0	**0**	2	2	0	0	0	0	**0**	3	2	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	75.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	66.7%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

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Summary

Turning Movement Data Plot





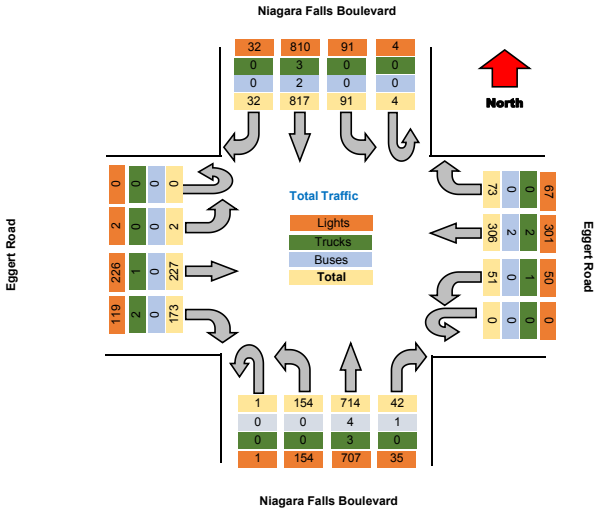
TSTData.com

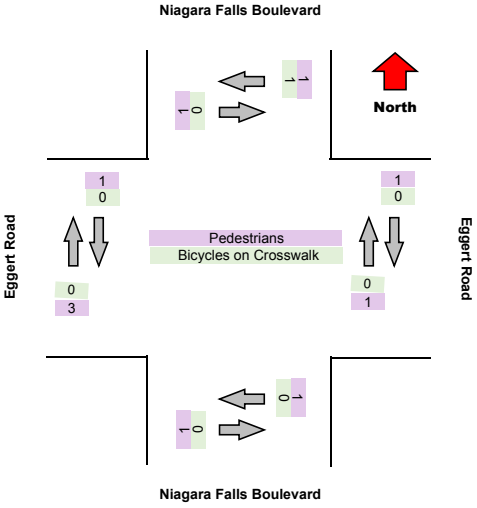
Summary

Turning Movement Peak Hour Data (PM)

4:45:00 PM

Leg	Niagara Falls Boulevard							Eggert Road							Niagara Falls Boulevard							Eggert Road							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
4:45:00 PM	8	199	22	1	**230**	0	0	10	76	16	0	**102**	0	1	8	198	43	1	**250**	0	0	49	54	0	0	**103**	2	0	**685**
5:00:00 PM	6	206	24	0	**236**	0	0	18	67	9	0	**94**	0	0	13	182	41	0	**236**	0	1	42	62	1	0	**105**	0	0	**671**
5:15:00 PM	6	203	25	1	**235**	1	1	20	82	14	0	**116**	0	0	12	156	32	0	**200**	1	0	41	59	0	0	**100**	0	1	**651**
5:30:00 PM	12	209	20	2	**243**	0	1	25	81	12	0	**118**	1	0	9	178	38	0	**225**	0	0	41	52	1	0	**94**	1	0	**680**
Grand Total	32	817	91	4	**944**	1	2	73	306	51	0	**430**	1	1	42	714	154	1	**911**	1	1	173	227	2	0	**402**	3	1	**2687**
% Approach	3.4%	86.5%	9.6%	0.4%	**0.0%**	0.0%	0.0%	17.0%	71.2%	11.9%	0.0%	**0.0%**	0.0%	0.0%	4.6%	78.4%	16.9%	0.1%	**0.0%**	0.0%	0.0%	43.0%	56.5%	0.5%	0.0%	**0.0%**	0.0%	0.0%	
% Total	1.2%	30.4%	3.4%	0.1%	**35.1%**	0.0%	0.0%	2.7%	11.4%	1.9%	0.0%	**16.0%**	0.0%	0.0%	1.6%	26.6%	5.7%	0.0%	**33.9%**	0.0%	0.0%	6.4%	8.4%	0.1%	0.0%	**15.0%**	0.0%	0.0%	
PHF	0.667	0.977	0.910	0.500	**0.971**	0.000	0.000	0.730	0.933	0.797	0.000	**0.911**	0.000	0.000	0.808	0.902	0.895	0.250	**0.911**	0.000	0.000	0.883	0.915	0.500	0.000	**0.957**	0.000	0.000	**0.981**
Lights	32	810	91	4	**937**	0	0	67	301	50	0	**418**	0	0	35	707	154	1	**897**	0	0	119	226	2	0	**347**	0	0	**2599**
% Lights	100.0%	99.1%	100.0%	100.0%	**99.3%**	0.0%	0.0%	91.8%	98.4%	98.0%	0.0%	**97.2%**	0.0%	0.0%	83.3%	99.0%	100.0%	100.0%	**98.6%**	0.0%	0.0%	68.8%	99.6%	100.0%	0.0%	**86.3%**	0.0%	0.0%	**96.7%**
Trucks	0	3	0	0	**3**	0	0	0	2	1	0	**3**	0	0	0	3	0	0	**3**	0	0	2	1	0	0	**3**	0	0	**12**
% Trucks	0.0%	0.4%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.7%	2.0%	0.0%	**0.7%**	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	**0.3%**	0.0%	0.0%	1.2%	0.4%	0.0%	0.0%	**0.7%**	0.0%	0.0%	**0.4%**
Buses	0	2	0	0	**2**	0	0	0	2	0	0	**2**	0	0	1	4	0	0	**5**	0	0	0	0	0	0	**0**	0	0	**9**
% Buses	0.0%	0.2%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	**0.5%**	0.0%	0.0%	2.4%	0.6%	0.0%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.3%**
Pedestrians	0	0	0	0	**0**	1	1	0	0	0	0	**0**	1	1	0	0	0	0	**0**	1	1	0	0	0	0	**0**	3	1	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	50.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**



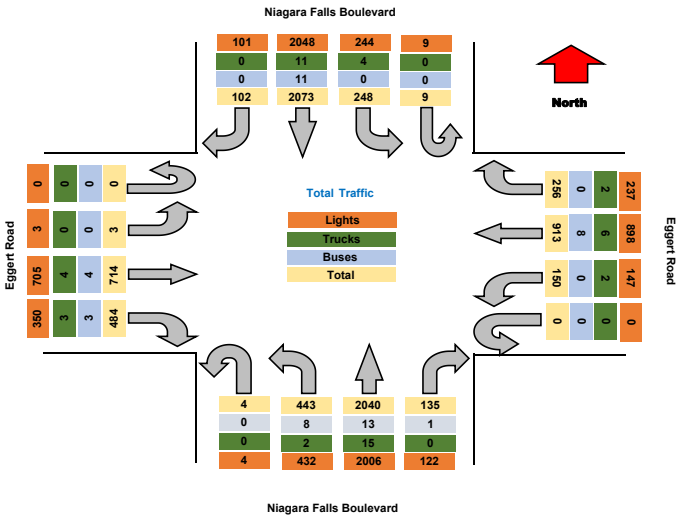


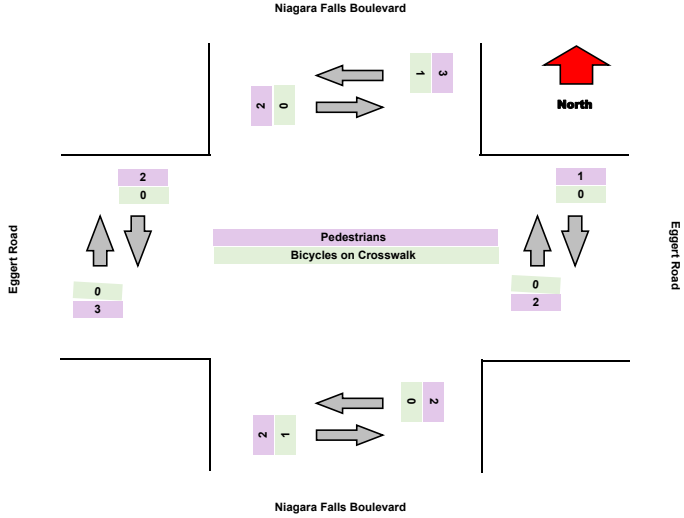


Turning Movement Data

Leg	Niagara Falls Boulevard							Eggert Road							Niagara Falls Boulevard							Eggert Road							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
3:00:00 PM	8	134	19	0	**161**	0	0	23	67	11	0	**101**	0	1	13	167	27	0	**207**	0	0	33	45	0	0	**78**	0	0	**547**
3:15:00 PM	4	136	25	1	**166**	0	0	19	72	9	0	**100**	0	0	13	128	31	1	**173**	0	1	39	67	1	0	**107**	0	0	**546**
3:30:00 PM	12	155	18	1	**186**	0	1	23	70	14	0	**107**	0	0	13	177	22	0	**212**	1	0	28	75	0	0	**103**	0	0	**608**
3:45:00 PM	8	163	20	0	**191**	1	1	23	85	17	0	**125**	0	0	8	195	43	0	**246**	0	0	39	62	0	0	**101**	0	0	**663**
Hourly Total	32	588	82	2	**704**	1	2	88	294	51	0	**433**	0	1	47	667	123	1	**838**	1	1	139	249	1	0	**389**	0	0	**2364**
4:00:00 PM	10	162	15	0	**187**	0	0	27	84	16	0	**127**	0	0	14	171	37	0	**222**	0	0	45	58	0	0	**103**	0	1	**639**
4:15:00 PM	5	151	24	1	**181**	0	0	27	97	14	0	**138**	0	0	12	145	44	0	**201**	0	0	50	64	0	0	**114**	0	0	**634**
4:30:00 PM	12	187	19	1	**219**	0	0	23	73	7	0	**103**	0	0	8	163	37	1	**209**	0	0	37	67	0	0	**104**	0	0	**635**
4:45:00 PM	8	199	22	1	**230**	0	0	10	76	16	0	**102**	0	1	8	198	43	1	**250**	0	0	49	54	0	0	**103**	2	0	**685**
Hourly Total	35	699	80	3	**817**	0	0	87	330	53	0	**470**	0	1	42	677	161	2	**882**	0	0	181	243	0	0	**424**	2	1	**2593**
5:00:00 PM	6	206	24	0	**236**	0	0	18	67	9	0	**94**	0	0	13	182	41	0	**236**	0	1	42	62	1	0	**105**	0	0	**671**
5:15:00 PM	6	203	25	1	**235**	1	1	20	82	14	0	**116**	0	0	12	156	32	0	**200**	1	0	41	59	0	0	**100**	0	1	**651**
5:30:00 PM	12	209	20	2	**243**	0	1	25	81	12	0	**118**	1	0	9	178	38	0	**225**	0	0	41	52	1	0	**94**	1	0	**680**
5:45:00 PM	11	168	17	1	**197**	0	0	18	59	11	0	**88**	0	0	12	180	48	1	**241**	0	1	40	49	0	0	**89**	0	0	**615**
Hourly Total	35	786	86	4	**911**	1	2	81	289	46	0	**416**	1	0	46	696	159	1	**902**	1	2	164	222	2	0	**388**	1	1	**2617**
Grand Total	102	2073	248	9	**2432**	2	4	256	913	150	0	**1319**	1	2	135	2040	443	4	**2622**	2	3	484	714	3	0	**1201**	3	2	**7574**
% Approach	4.2%	85.2%	10.2%	0.4%	**0.0%**	0.0%	0.0%	19.4%	69.2%	11.4%	0.0%	**0.0%**	0.0%	0.0%	5.1%	77.8%	16.9%	0.2%	**0.0%**	0.0%	0.0%	40.3%	59.5%	0.2%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	1.3%	27.4%	3.3%	0.1%	**32.1%**	0.0%	0.0%	3.4%	12.1%	2.0%	0.0%	**17.4%**	0.0%	0.0%	1.8%	26.9%	5.8%	0.1%	**34.6%**	0.0%	0.0%	6.4%	9.4%	0.0%	0.0%	**15.9%**	0.0%	0.0%	**0.0%**
Lights	101	2048	244	9	**2402**	0	0	237	898	147	0	**1282**	0	0	122	2006	432	4	**2564**	0	0	350	705	3	0	**1058**	0	0	**7306**
% Lights	99.0%	98.8%	98.4%	100.0%	**98.8%**	0.0%	0.0%	92.6%	98.4%	98.0%	0.0%	**97.2%**	0.0%	0.0%	90.4%	98.3%	97.5%	100.0%	**97.8%**	0.0%	0.0%	72.3%	98.7%	100.0%	0.0%	**88.1%**	0.0%	0.0%	**96.5%**
Trucks	0	11	4	0	**15**	0	0	2	6	2	0	**10**	0	0	0	15	2	0	**17**	0	0	3	4	0	0	**7**	0	0	**49**
% Trucks	0.0%	0.5%	1.6%	0.0%	**0.6%**	0.0%	0.0%	0.8%	0.7%	1.3%	0.0%	**0.8%**	0.0%	0.0%	0.0%	0.7%	0.5%	0.0%	**0.6%**	0.0%	0.0%	0.6%	0.6%	0.0%	0.0%	**0.6%**	0.0%	0.0%	**0.6%**
Buses	0	11	0	0	**11**	0	0	0	8	0	0	**8**	0	0	1	13	8	0	**22**	0	0	3	4	0	0	**7**	0	0	**48**
% Buses	0.0%	0.5%	0.0%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	**0.6%**	0.0%	0.0%	0.7%	0.6%	1.8%	0.0%	**0.8%**	0.0%	0.0%	0.6%	0.6%	0.0%	0.0%	**0.6%**	0.0%	0.0%	**0.6%**
Pedestrians	0	0	0	0	**0**	2	3	0	0	0	0	**0**	1	2	0	0	0	0	**0**	2	2	0	0	0	0	**0**	3	2	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	75.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	66.7%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

Turning Movement Data Plot

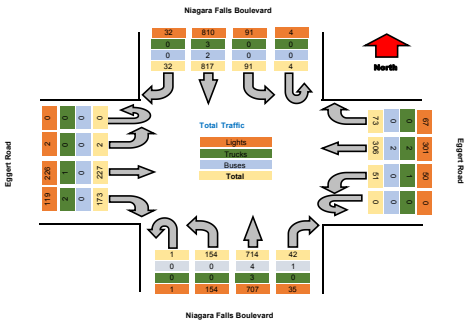


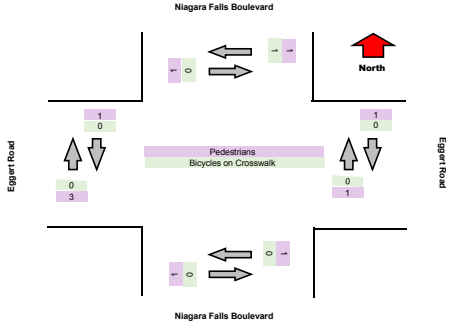


Turning Movement Peak Hour Data (PM)

4:45:00 PM

Leg	Niagara Falls Boulevard							Eggert Road							Niagara Falls Boulevard							Eggert Road							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
4:45:00 PM	8	199	22	1	**230**	0	0	10	76	16	0	**102**	0	1	8	198	43	1	**250**	0	0	49	54	0	0	**103**	2	0	**685**
5:00:00 PM	6	206	24	0	**236**	0	0	18	67	9	0	**94**	0	0	13	182	41	0	**236**	0	1	42	62	1	0	**105**	0	0	**671**
5:15:00 PM	6	203	25	1	**235**	1	1	20	82	14	0	**116**	0	0	12	156	32	0	**200**	1	0	41	59	0	0	**100**	0	1	**651**
5:30:00 PM	12	209	20	2	**243**	0	1	25	81	12	0	**118**	1	0	9	178	38	0	**225**	0	0	41	52	1	0	**94**	1	0	**680**
Grand Total	32	817	91	4	**944**	1	2	73	306	51	0	**430**	1	1	42	714	154	1	**911**	1	1	173	227	2	0	**402**	3	1	**2687**
% Approach	3.4%	86.5%	9.6%	0.4%	**0.0%**	0.0%	0.0%	17.0%	71.2%	11.9%	0.0%	**0.0%**	0.0%	0.0%	4.6%	78.4%	16.9%	0.1%	**0.0%**	0.0%	0.0%	43.0%	56.5%	0.5%	0.0%	**0.0%**	0.0%	0.0%	
% Total	1.2%	30.4%	3.4%	0.1%	**35.1%**	0.0%	0.0%	2.7%	11.4%	1.9%	0.0%	**16.0%**	0.0%	0.0%	1.6%	26.6%	5.7%	0.0%	**33.9%**	0.0%	0.0%	6.4%	8.4%	0.1%	0.0%	**15.0%**	0.0%	0.0%	
PHF	0.667	0.977	0.910	0.500	**0.971**	0.000	0.000	0.730	0.933	0.797	0.000	**0.911**	0.000	0.000	0.808	0.902	0.895	0.250	**0.911**	0.000	0.000	0.883	0.915	0.500	0.000	**0.957**	0.000	0.000	**0.981**
Lights	32	810	91	4	**937**	0	0	67	301	50	0	**418**	0	0	35	707	154	1	**897**	0	0	119	226	2	0	**347**	0	0	**2599**
% Lights	100.0%	99.1%	100.0%	100.0%	**99.3%**	0.0%	0.0%	91.8%	98.4%	98.0%	0.0%	**97.2%**	0.0%	0.0%	83.3%	99.0%	100.0%	100.0%	**98.5%**	0.0%	0.0%	68.8%	99.6%	100.0%	0.0%	**86.3%**	0.0%	0.0%	**96.7%**
Trucks	0	3	0	0	**3**	0	0	0	2	1	0	**3**	0	0	0	3	0	0	**3**	0	0	2	1	0	0	**3**	0	0	**12**
% Trucks	0.0%	0.4%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.7%	2.0%	0.0%	**0.7%**	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	**0.3%**	0.0%	0.0%	1.2%	0.4%	0.0%	0.0%	**0.7%**	0.0%	0.0%	**0.4%**
Buses	0	2	0	0	**2**	0	0	0	2	0	0	**2**	0	0	1	4	0	0	**5**	0	0	0	0	0	0	**0**	0	0	**9**
% Buses	0.0%	0.2%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	**0.5%**	0.0%	0.0%	2.4%	0.6%	0.0%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.3%**
Pedestrians	0	0	0	0	**0**	1	1	0	0	0	0	**0**	1	1	0	0	0	0	**0**	1	1	0	0	0	0	**0**	3	1	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	50.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





TSTData.com

Summary

Project	C & S
Project Code	11682
Site Name	Niagara Falls Boulevard & E
Legs and Movements	All Processed Legs & Move
Bin Size	15 minutes
Survey Date	2023-11-18, Saturday
Location	Niagara Falls Boulevard & E
Latitude and Longitude	42.97965,-78.82296

	Start	End	PHF
PM Peak	2023-11-18 14:00:00	2023-11-18 15:00:00	0.933

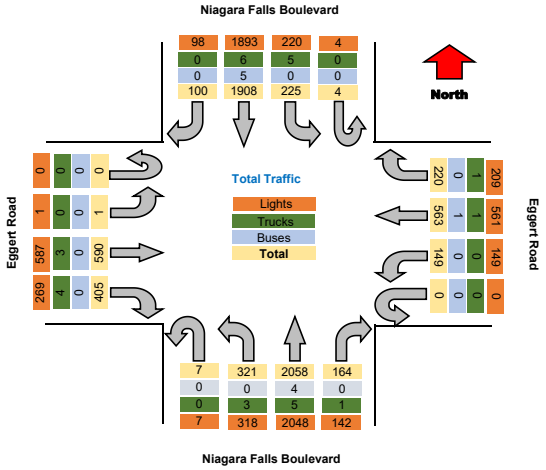
Turning Movement Data

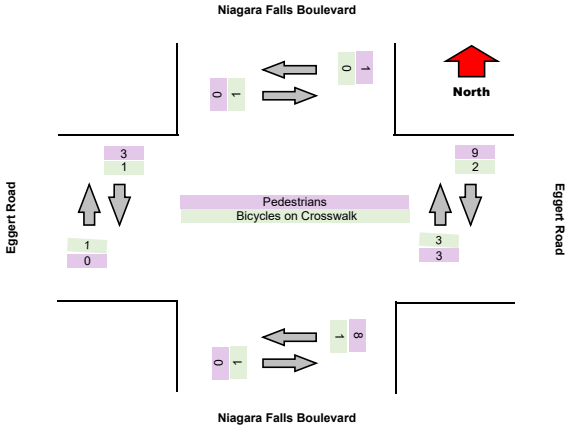
Leg	Niagara Falls Boulevard							Eggert Road							Niagara Falls Boulevard							Eggert Road							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
12:00:00	8	151	18	0	**177**	0	0	22	57	13	0	**92**	6	0	15	180	23	0	**218**	6	0	47	40	0	0	**87**	0	1	**574**
12:15:00	11	146	25	0	**182**	1	0	15	58	11	0	**84**	0	2	8	148	29	0	**185**	0	0	39	55	1	0	**95**	0	1	**546**
12:30:00	7	121	21	0	**149**	0	0	16	59	15	0	**90**	0	1	16	172	31	3	**222**	0	0	27	64	0	0	**91**	0	0	**552**
12:45:00	6	177	14	1	**198**	0	0	18	44	15	0	**77**	0	1	16	174	35	2	**227**	0	0	22	45	0	0	**67**	0	0	**569**
Hourly Total	32	595	78	1	**706**	1	0	71	218	54	0	**343**	8	4	55	674	118	5	**852**	6	0	135	204	1	0	**340**	0	2	**2241**
13:00:00	8	156	13	0	**177**	0	0	13	46	9	0	**68**	0	0	18	162	17	0	**197**	0	0	38	54	0	0	**92**	0	0	**534**
13:15:00	7	150	23	0	**180**	0	0	18	43	20	0	**81**	0	0	9	162	38	0	**209**	0	0	32	51	0	0	**83**	0	0	**553**
13:30:00	11	154	17	0	**182**	0	1	23	51	16	0	**90**	2	1	11	156	21	1	**189**	0	1	32	52	0	0	**84**	0	0	**545**
13:45:00	7	175	16	0	**198**	0	0	14	37	10	0	**61**	0	0	12	177	24	0	**213**	0	0	30	40	0	0	**70**	1	0	**542**
Hourly Total	33	635	69	0	**737**	0	1	68	177	55	0	**300**	2	1	50	657	100	1	**808**	0	1	132	197	0	0	**329**	1	0	**2174**
14:00:00	7	178	22	0	**207**	0	0	16	37	8	0	**61**	0	0	12	209	33	0	**254**	0	0	38	56	0	0	**94**	0	0	**616**
14:15:00	14	132	18	0	**164**	0	0	22	53	14	0	**89**	0	0	21	152	23	1	**197**	3	0	34	43	0	0	**77**	0	0	**527**
14:30:00	7	204	17	0	**228**	0	0	22	35	6	0	**63**	1	0	13	180	22	0	**215**	0	0	35	42	0	0	**77**	0	1	**583**
14:45:00	7	164	21	3	**195**	0	0	21	43	12	0	**76**	0	1	13	186	25	0	**224**	0	0	31	48	0	0	**79**	0	1	**574**
Hourly Total	35	678	78	3	**794**	0	0	81	168	40	0	**289**	1	1	59	727	103	1	**890**	3	0	138	189	0	0	**327**	0	2	**2300**
Grand Total	100	1908	225	4	**2237**	1	1	220	563	149	0	**932**	11	6	164	2058	321	7	**2550**	9	1	405	590	1	0	**996**	1	4	**6715**
% Approach	4.5%	85.3%	10.1%	0.2%	**0.0%**	0.0%	0.0%	23.6%	60.4%	16.0%	0.0%	**0.0%**	0.0%	0.0%	6.4%	80.7%	12.6%	0.3%	**0.0%**	0.0%	0.0%	40.7%	59.2%	0.1%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	1.5%	28.4%	3.4%	0.1%	**33.3%**	0.0%	0.0%	3.3%	8.4%	2.2%	0.0%	**13.9%**	0.0%	0.0%	2.4%	30.6%	4.8%	0.1%	**38.0%**	0.0%	0.0%	6.0%	8.8%	0.0%	0.0%	**14.8%**	0.0%	0.0%	**0.0%**
Lights	98	1893	220	4	**2215**	0	0	209	561	149	0	**919**	0	0	142	2048	318	7	**2515**	0	0	269	587	1	0	**857**	0	0	**6506**
% Lights	98.0%	99.2%	97.8%	100.0%	**99.0%**	0.0%	0.0%	95.0%	99.6%	100.0%	0.0%	**98.6%**	0.0%	0.0%	86.6%	99.5%	99.1%	100.0%	**98.6%**	0.0%	0.0%	66.4%	99.5%	100.0%	0.0%	**86.0%**	0.0%	0.0%	**96.9%**
Trucks	0	6	5	0	**11**	0	0	1	1	0	0	**2**	0	0	1	5	3	0	**9**	0	0	4	3	0	0	**7**	0	0	**29**
% Trucks	0.0%	0.3%	2.2%	0.0%	**0.5%**	0.0%	0.0%	0.5%	0.2%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.6%	0.2%	0.9%	0.0%	**0.4%**	0.0%	0.0%	1.0%	0.5%	0.0%	0.0%	**0.7%**	0.0%	0.0%	**0.4%**
Buses	0	5	0	0	**5**	0	0	0	1	0	0	**1**	0	0	0	4	0	0	**4**	0	0	0	0	0	0	**0**	0	0	**10**
% Buses	0.0%	0.3%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	**0.1%**	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.1%**
Pedestrians	0	0	0	0	**0**	0	1	0	0	0	0	**0**	9	3	0	0	0	0	**0**	8	0	0	0	0	0	**0**	0	3	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	81.8%	50.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	88.9%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	75.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	1	0	0	0	0	0	**0**	2	3	0	0	0	0	**0**	1	1	0	0	0	0	**0**	1	1	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	18.2%	50.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	11.1%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	25.0%	**0.0%**

TSTData.com

Summary

Turning Movement Data Plot





TRI-STATE TRAFFIC DATA

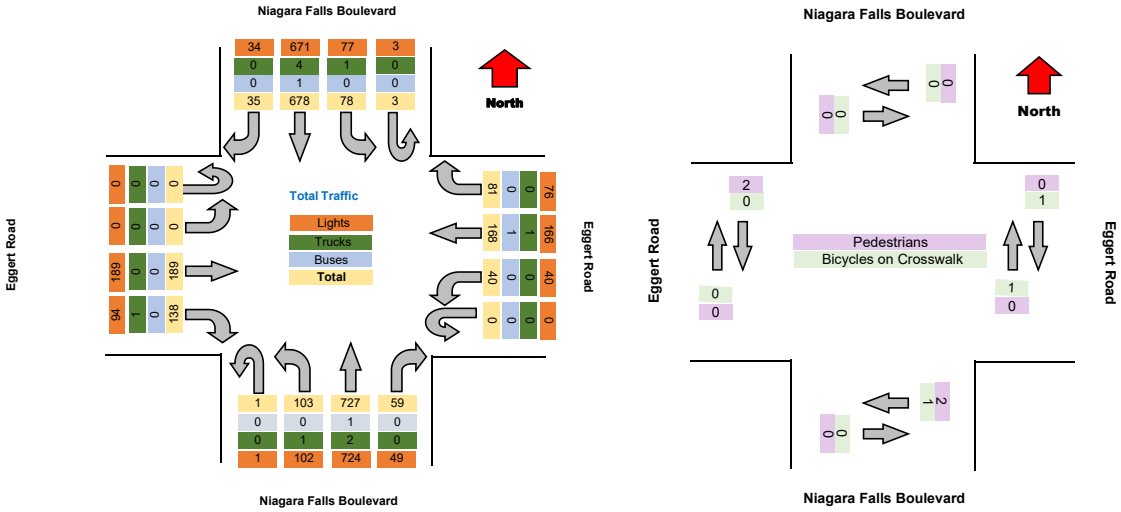
TSTData.com

Summary

Turning Movement Peak Hour Data (PM)

14:00:00

Leg	Niagara Falls Boulevard							Eggert Road							Niagara Falls Boulevard							Eggert Road							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
14:00:00	7	178	22	0	**207**	0	0	16	37	8	0	**61**	0	0	12	209	33	0	**254**	0	0	38	56	0	0	**94**	0	0	**616**
14:15:00	14	132	18	0	**164**	0	0	22	53	14	0	**89**	0	0	21	152	23	1	**197**	3	0	34	43	0	0	**77**	0	0	**527**
14:30:00	7	204	17	0	**228**	0	0	22	35	6	0	**63**	1	0	13	180	22	0	**215**	0	0	35	42	0	0	**77**	0	1	**583**
14:45:00	7	164	21	3	**195**	0	0	21	43	12	0	**76**	0	1	13	186	25	0	**224**	0	0	31	48	0	0	**79**	0	1	**574**
Grand Total	35	678	78	3	**794**	0	0	81	168	40	0	**289**	1	1	59	727	103	1	**890**	3	0	138	189	0	0	**327**	0	2	**2300**
% Approach	4.4%	85.4%	9.8%	0.4%	**0.0%**	0.0%	0.0%	28.0%	58.1%	13.8%	0.0%	**0.0%**	0.0%	0.0%	6.6%	81.7%	11.6%	0.1%	**0.0%**	0.0%	0.0%	42.2%	57.8%	0.0%	0.0%	**0.0%**	0.0%	0.0%	
% Total	1.5%	29.5%	3.4%	0.1%	**34.5%**	0.0%	0.0%	3.5%	7.3%	1.7%	0.0%	**12.6%**	0.0%	0.0%	2.6%	31.6%	4.5%	0.0%	**38.7%**	0.0%	0.0%	6.0%	8.2%	0.0%	0.0%	**14.2%**	0.0%	0.0%	
PHF	0.625	0.831	0.886	0.250	**0.871**	0.000	0.000	0.920	0.792	0.714	0.000	**0.812**	0.000	0.000	0.702	0.870	0.780	0.250	**0.876**	0.000	0.000	0.908	0.844	0.000	0.000	**0.870**	0.000	0.000	**0.933**
Lights	34	671	77	3	**785**	0	0	76	166	40	0	**282**	0	0	49	724	102	1	**876**	0	0	94	189	0	0	**283**	0	0	**2226**
% Lights	97.1%	99.0%	98.7%	100.0%	**98.9%**	0.0%	0.0%	93.8%	98.8%	100.0%	0.0%	**97.6%**	0.0%	0.0%	83.1%	99.6%	99.0%	100.0%	**98.4%**	0.0%	0.0%	68.1%	100.0%	0.0%	0.0%	**86.5%**	0.0%	0.0%	**96.8%**
Trucks	0	4	1	0	**5**	0	0	0	1	0	0	**1**	0	0	0	2	1	0	**3**	0	0	1	0	0	0	**1**	0	0	**10**
% Trucks	0.0%	0.6%	1.3%	0.0%	**0.6%**	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.3%	1.0%	0.0%	**0.3%**	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	**0.3%**	0.0%	0.0%	**0.4%**
Buses	0	1	0	0	**1**	0	0	0	1	0	0	**1**	0	0	0	1	0	0	**1**	0	0	0	0	0	0	**0**	0	0	**3**
% Buses	0.0%	0.1%	0.0%	0.0%	**0.1%**	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	**0.1%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.1%**
Pedestrians	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	2	0	0	0	0	0	**0**	0	2	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	1	1	0	0	0	0	**0**	1	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

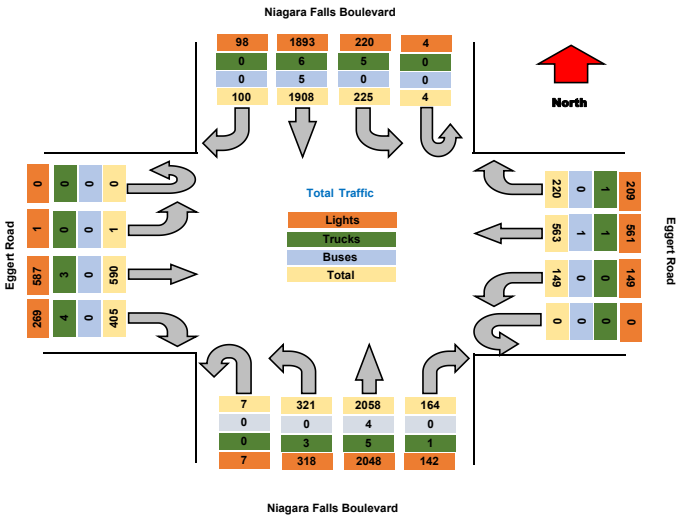


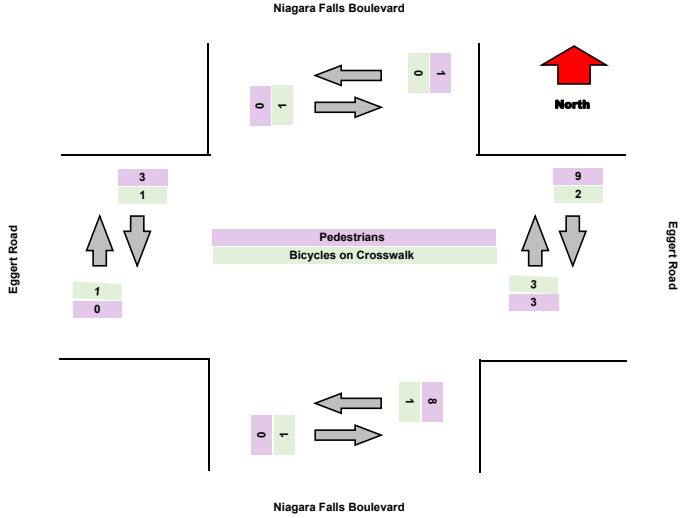


Turning Movement Data

Leg	Niagara Falls Boulevard							Eggert Road							Niagara Falls Boulevard							Eggert Road							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
12:00:00	8	151	18	0	**177**	0	0	22	57	13	0	**92**	8	0	15	180	23	0	**218**	6	0	47	40	0	0	**87**	0	1	**574**
12:15:00	11	146	25	0	**182**	1	0	15	58	11	0	**84**	0	2	8	148	29	0	**185**	0	0	39	55	1	0	**95**	0	1	**546**
12:30:00	7	121	21	0	**149**	0	0	16	59	15	0	**90**	0	1	16	172	31	3	**222**	0	0	27	64	0	0	**91**	0	0	**552**
12:45:00	6	177	14	1	**198**	0	0	18	44	15	0	**77**	0	1	16	174	35	2	**227**	0	0	22	45	0	0	**67**	0	0	**569**
Hourly Total	32	595	78	1	**706**	1	0	71	218	54	0	**343**	8	4	55	674	118	5	**852**	6	0	135	204	1	0	**340**	0	2	**2241**
13:00:00	8	156	13	0	**177**	0	0	13	46	9	0	**68**	0	0	18	162	17	0	**197**	0	0	38	54	0	0	**92**	0	0	**534**
13:15:00	7	150	23	0	**180**	0	0	18	43	20	0	**81**	0	0	9	162	38	0	**209**	0	0	32	51	0	0	**83**	0	0	**553**
13:30:00	11	154	17	0	**182**	0	1	23	51	16	0	**90**	2	1	11	156	21	1	**189**	0	1	32	52	0	0	**84**	0	0	**545**
13:45:00	7	175	16	0	**198**	0	0	14	37	10	0	**61**	0	0	12	177	24	0	**213**	0	0	30	40	0	0	**70**	1	0	**542**
Hourly Total	33	635	69	0	**737**	0	1	68	177	55	0	**300**	2	1	50	657	100	1	**808**	0	1	132	197	0	0	**329**	1	0	**2174**
14:00:00	7	178	22	0	**207**	0	0	16	37	8	0	**61**	0	0	12	209	33	0	**254**	0	0	38	56	0	0	**94**	0	0	**616**
14:15:00	14	132	18	0	**164**	0	0	22	53	14	0	**89**	0	0	21	152	23	1	**197**	3	0	34	43	0	0	**77**	0	0	**527**
14:30:00	7	204	17	0	**228**	0	0	22	35	6	0	**63**	1	0	13	180	22	0	**215**	0	0	35	42	0	0	**77**	0	1	**583**
14:45:00	7	164	21	3	**195**	0	0	21	43	12	0	**76**	0	1	13	186	25	0	**224**	0	0	31	48	0	0	**79**	0	1	**574**
Hourly Total	35	678	78	3	**794**	0	0	81	168	40	0	**289**	1	1	59	727	103	1	**890**	3	0	138	189	0	0	**327**	0	2	**2300**
Grand Total	100	1908	225	4	**2237**	1	1	220	563	149	0	**932**	11	6	164	2058	321	7	**2550**	9	1	405	590	1	0	**996**	1	4	**6715**
% Approach	4.5%	85.3%	10.1%	0.2%	**0.0%**	0.0%	0.0%	23.6%	60.4%	16.0%	0.0%	**0.0%**	0.0%	0.0%	6.4%	80.7%	12.6%	0.3%	**0.0%**	0.0%	0.0%	40.7%	59.2%	0.1%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	1.5%	28.4%	3.4%	0.1%	**33.3%**	0.0%	0.0%	3.3%	8.4%	2.2%	0.0%	**13.9%**	0.0%	0.0%	2.4%	30.6%	4.8%	0.1%	**38.0%**	0.0%	0.0%	6.0%	8.8%	0.0%	0.0%	**14.8%**	0.0%	0.0%	**0.0%**
Lights	98	1893	220	4	**2215**	0	0	209	561	149	0	**919**	0	0	142	2048	318	7	**2515**	0	0	269	587	1	0	**857**	0	0	**6506**
% Lights	98.0%	99.2%	97.8%	100.0%	**99.0%**	0.0%	0.0%	95.0%	99.6%	100.0%	0.0%	**98.6%**	0.0%	0.0%	86.6%	99.5%	99.1%	100.0%	**98.6%**	0.0%	0.0%	66.4%	99.5%	100.0%	0.0%	**86.0%**	0.0%	0.0%	**96.9%**
Trucks	0	6	5	0	**11**	0	0	1	1	0	0	**2**	0	0	1	5	3	0	**9**	0	0	4	3	0	0	**7**	0	0	**29**
% Trucks	0.0%	0.3%	2.2%	0.0%	**0.5%**	0.0%	0.0%	0.5%	0.2%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.6%	0.2%	0.9%	0.0%	**0.4%**	0.0%	0.0%	1.0%	0.5%	0.0%	0.0%	**0.7%**	0.0%	0.0%	**0.4%**
Buses	0	5	0	0	**5**	0	0	0	1	0	0	**1**	0	0	0	4	0	0	**4**	0	0	0	0	0	0	**0**	0	0	**10**
% Buses	0.0%	0.3%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	**0.1%**	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.1%**
Pedestrians	0	0	0	0	**0**	0	1	0	0	0	0	**0**	9	3	0	0	0	0	**0**	8	0	0	0	0	0	**0**	0	3	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	81.8%	50.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	88.9%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	75.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	1	0	0	0	0	0	**0**	2	3	0	0	0	0	**0**	1	1	0	0	0	0	**0**	1	1	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	18.2%	50.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	11.1%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	25.0%	**0.0%**

Turning Movement Data Plot

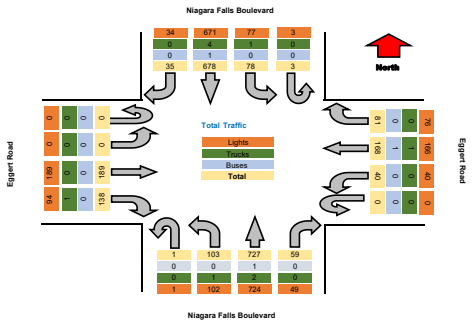


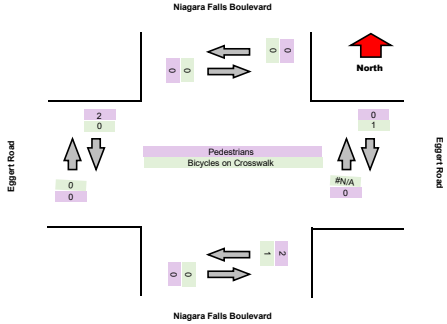


Turning Movement Peak Hour Data (PM)

14:00:00

Leg	Niagara Falls Boulevard							Eggert Road							Niagara Falls Boulevard							Eggert Road							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
14:00:00	7	178	22	0	**207**	0	0	16	37	8	0	**61**	0	0	12	209	33	0	**254**	0	0	38	56	0	0	**94**	0	0	**616**
14:15:00	14	132	18	0	**164**	0	0	22	53	14	0	**89**	0	0	21	152	23	1	**197**	3	0	34	43	0	0	**77**	0	0	**527**
14:30:00	7	204	17	0	**228**	0	0	22	35	6	0	**63**	1	0	13	180	22	0	**215**	0	0	35	42	0	0	**77**	0	1	**583**
14:45:00	7	164	21	3	**195**	0	0	21	43	12	0	**76**	0	1	13	186	25	0	**224**	0	0	31	48	0	0	**79**	0	1	**574**
Grand Total	35	678	78	3	**794**	0	0	81	168	40	0	**289**	1	1	59	727	103	1	**890**	3	0	138	189	0	0	**327**	0	2	**2300**
% Approach	4.4%	85.4%	9.8%	0.4%	**0.0%**	0.0%	0.0%	28.0%	58.1%	13.8%	0.0%	**0.0%**	0.0%	0.0%	6.6%	81.7%	11.6%	0.1%	**0.0%**	0.0%	0.0%	42.2%	57.8%	0.0%	0.0%	**0.0%**	0.0%	0.0%	
% Total	1.5%	29.5%	3.4%	0.1%	**34.5%**	0.0%	0.0%	3.5%	7.3%	1.7%	0.0%	**12.6%**	0.0%	0.0%	2.6%	31.6%	4.5%	0.0%	**38.7%**	0.0%	0.0%	6.0%	8.2%	0.0%	0.0%	**14.2%**	0.0%	0.0%	
PHF	0.625	0.831	0.886	0.250	**0.871**	0.000	0.000	0.920	0.792	0.714	0.000	**0.812**	0.000	0.000	0.702	0.870	0.780	0.250	**0.876**	0.000	0.000	0.908	0.844	0.000	0.000	**0.870**	0.000	0.000	**0.933**
Lights	34	671	77	3	**785**	0	0	76	166	40	0	**282**	0	0	49	724	102	1	**876**	0	0	94	189	0	0	**283**	0	0	**2226**
% Lights	97.1%	99.0%	98.7%	100.0%	**98.9%**	0.0%	0.0%	93.8%	98.8%	100.0%	0.0%	**97.6%**	0.0%	0.0%	83.1%	99.6%	99.0%	100.0%	**98.4%**	0.0%	0.0%	68.1%	100.0%	0.0%	0.0%	**86.5%**	0.0%	0.0%	**96.8%**
Trucks	0	4	1	0	**5**	0	0	0	1	0	0	**1**	0	0	0	2	1	0	**3**	0	0	1	0	0	0	**1**	0	0	**10**
% Trucks	0.0%	0.6%	1.3%	0.0%	**0.6%**	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.3%	1.0%	0.0%	**0.3%**	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	**0.3%**	0.0%	0.0%	**0.4%**
Buses	0	1	0	0	**1**	0	0	0	1	0	0	**1**	0	0	0	1	0	0	**1**	0	0	0	0	0	0	**0**	0	0	**3**
% Buses	0.0%	0.1%	0.0%	0.0%	**0.1%**	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	**0.1%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.1%**
Pedestrians	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	2	0	0	0	0	0	**0**	0	2	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	1	1	0	0	0	0	**0**	1	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





TRI-STATE TRAFFIC DATA

TSTData.com

Summary

Project	C & S
Project Code	11682
Site Name	Sheridan Drive & Eggert Ro
Legs and Movements	All Processed Legs & Mover
Bin Size	15 minutes
Survey Date	2023-11-16, Thursday
Location	Sheridan Drive & Eggert Ro
Latitude and Longitude	42.98074,-78.82546

	Start	End	PHF
PM Peak	2023-11-16 16:15:00	2023-11-16 17:15:00	0.968

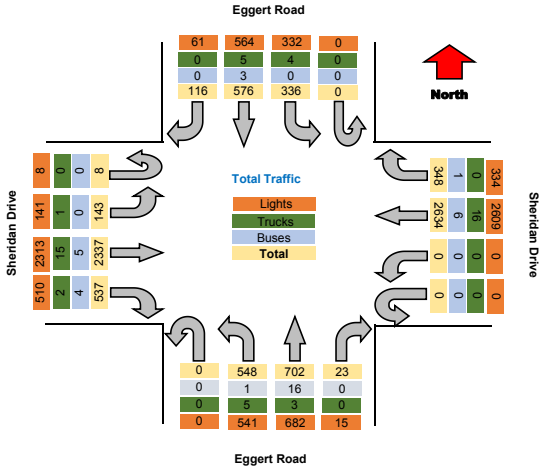
Turning Movement Data

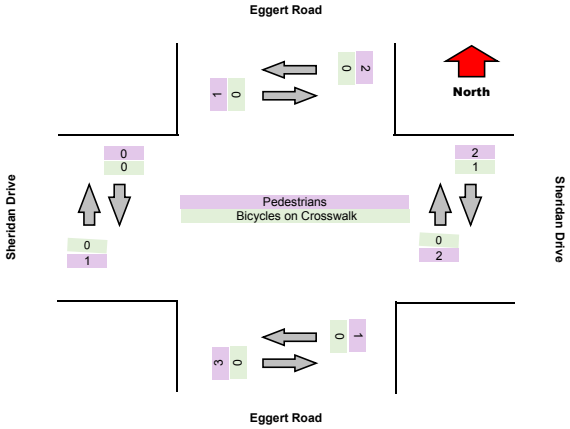
Leg	Eggert Road							Sheridan Drive							Eggert Road							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
3:00:00 PM	13	40	36	0	**89**	0	1	35	200	0	0	**235**	1	1	2	44	47	0	**93**	0	0	34	183	11	2	**230**	0	0	**647**
3:15:00 PM	13	53	32	0	**98**	0	1	22	188	0	0	**210**	1	0	3	44	31	0	**78**	1	0	43	187	23	0	**253**	0	0	**639**
3:30:00 PM	15	49	22	0	**86**	0	0	26	198	0	0	**224**	0	0	2	57	38	0	**97**	0	1	46	205	11	1	**263**	1	0	**670**
3:45:00 PM	6	60	20	0	**86**	0	0	33	182	0	0	**215**	0	0	3	72	47	0	**122**	0	1	44	208	7	0	**259**	0	0	**682**
Hourly Total	47	202	110	0	**359**	0	2	116	768	0	0	**884**	2	1	10	217	163	0	**390**	1	2	167	783	52	3	**1005**	1	0	**2638**
4:00:00 PM	10	47	31	0	**88**	0	0	30	225	0	0	**255**	1	0	2	55	44	0	**101**	0	0	47	201	13	0	**261**	0	0	**705**
4:15:00 PM	9	42	26	0	**77**	0	0	27	224	0	0	**251**	0	1	0	75	58	0	**133**	0	1	55	223	6	0	**284**	0	0	**745**
4:30:00 PM	8	54	26	0	**88**	0	0	33	248	0	0	**281**	0	0	1	61	40	0	**102**	0	0	47	217	7	0	**271**	0	0	**742**
4:45:00 PM	7	55	18	0	**80**	0	0	21	241	0	0	**262**	0	0	2	61	56	0	**119**	0	0	49	174	11	0	**234**	0	0	**695**
Hourly Total	34	198	101	0	**333**	0	0	111	938	0	0	**1049**	1	1	5	252	198	0	**455**	0	1	198	815	37	0	**1050**	0	0	**2887**
5:00:00 PM	15	44	30	0	**89**	0	0	36	267	0	0	**303**	0	0	2	53	35	0	**90**	0	0	44	222	12	0	**278**	0	0	**760**
5:15:00 PM	7	53	34	0	**94**	1	0	26	214	0	0	**240**	0	0	1	65	56	0	**122**	0	0	41	207	10	0	**258**	0	0	**714**
5:30:00 PM	10	40	33	0	**83**	0	0	37	240	0	0	**277**	0	0	2	58	49	0	**109**	0	0	46	164	19	3	**232**	0	0	**701**
5:45:00 PM	3	39	28	0	**70**	0	0	22	207	0	0	**229**	0	0	3	57	47	0	**107**	0	0	41	146	13	2	**202**	0	0	**608**
Hourly Total	35	176	125	0	**336**	1	0	121	928	0	0	**1049**	0	0	8	233	187	0	**428**	0	0	172	739	54	5	**970**	0	0	**2783**
Grand Total	116	576	336	0	**1028**	1	2	348	2634	0	0	**2982**	3	2	23	702	548	0	**1273**	1	3	537	2337	143	8	**3025**	1	0	**8308**
% Approach	11.3%	56.0%	32.7%	0.0%	**0.0%**	0.0%	0.0%	11.7%	88.3%	0.0%	0.0%	**0.0%**	0.0%	0.0%	1.8%	55.1%	43.0%	0.0%	**0.0%**	0.0%	0.0%	17.8%	77.3%	4.7%	0.3%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	1.4%	6.9%	4.0%	0.0%	**12.4%**	0.0%	0.0%	4.2%	31.7%	0.0%	0.0%	**35.9%**	0.0%	0.0%	0.3%	8.4%	6.6%	0.0%	**15.3%**	0.0%	0.0%	6.5%	28.1%	1.7%	0.1%	**36.4%**	0.0%	0.0%	**0.0%**
Lights	61	564	332	0	**957**	0	0	334	2609	0	0	**2943**	0	0	15	682	541	0	**1238**	0	0	510	2313	141	8	**2972**	0	0	**8110**
% Lights	52.6%	97.9%	98.8%	0.0%	**93.1%**	0.0%	0.0%	96.0%	99.1%	0.0%	0.0%	**98.7%**	0.0%	0.0%	65.2%	97.2%	98.7%	0.0%	**97.3%**	0.0%	0.0%	95.0%	99.0%	98.6%	100.0%	**98.2%**	0.0%	0.0%	**97.6%**
Trucks	0	5	4	0	**9**	0	0	0	16	0	0	**16**	0	0	0	3	5	0	**8**	0	0	2	15	1	0	**18**	0	0	**51**
% Trucks	0.0%	0.9%	1.2%	0.0%	**0.9%**	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.4%	0.9%	0.0%	**0.6%**	0.0%	0.0%	0.4%	0.6%	0.7%	0.0%	**0.6%**	0.0%	0.0%	**0.6%**
Buses	0	3	0	0	**3**	0	0	1	6	0	0	**7**	0	0	0	16	1	0	**17**	0	0	4	5	0	0	**9**	0	0	**36**
% Buses	0.0%	0.5%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	2.3%	0.2%	0.0%	**1.3%**	0.0%	0.0%	0.7%	0.2%	0.0%	0.0%	**0.3%**	0.0%	0.0%	**0.4%**
Pedestrians	0	0	0	0	**0**	1	2	0	0	0	0	**0**	2	2	0	0	0	0	**0**	1	3	0	0	0	0	**0**	1	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	66.7%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	1	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

TSTData.com

Summary

Turning Movement Data Plot





TRI-STATE TRAFFIC DATA

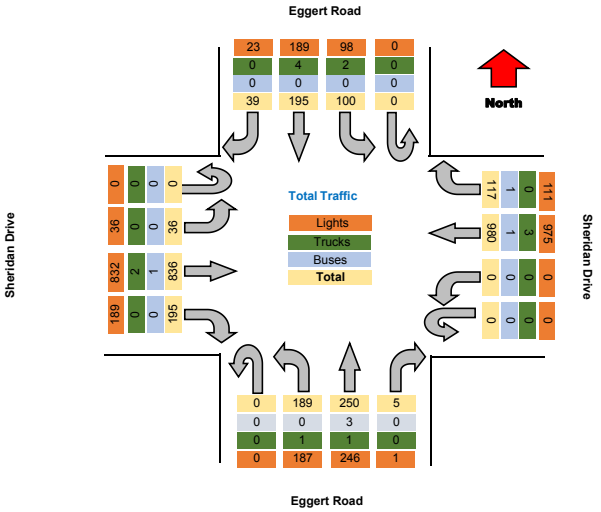
TSTData.com

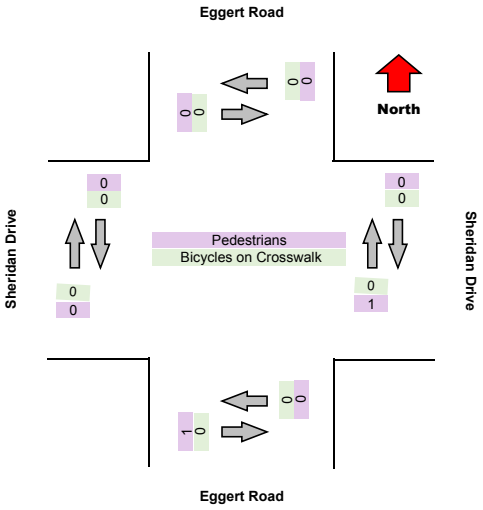
Summary

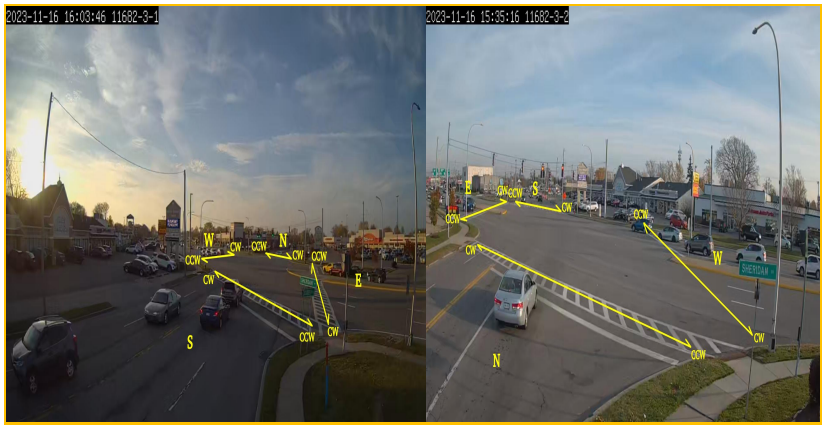
Turning Movement Peak Hour Data (PM)

4:15:00 PM

Leg	Eggert Road							Sheridan Drive							Eggert Road							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
4:15:00 PM	9	42	26	0	**77**	0	0	27	224	0	0	**251**	0	1	0	75	58	0	**133**	0	1	55	223	6	0	**284**	0	0	**745**
4:30:00 PM	8	54	26	0	**88**	0	0	33	248	0	0	**281**	0	0	1	61	40	0	**102**	0	0	47	217	7	0	**271**	0	0	**742**
4:45:00 PM	7	55	18	0	**80**	0	0	21	241	0	0	**262**	0	0	2	61	56	0	**119**	0	0	49	174	11	0	**234**	0	0	**695**
5:00:00 PM	15	44	30	0	**89**	0	0	36	267	0	0	**303**	0	0	2	53	35	0	**90**	0	0	44	222	12	0	**278**	0	0	**760**
Grand Total	39	195	100	0	**334**	0	0	117	980	0	0	**1097**	0	1	5	250	189	0	**444**	0	1	195	836	36	0	**1067**	0	0	**2942**
% Approach	11.7%	58.4%	29.9%	0.0%	**0.0%**	0.0%	0.0%	10.7%	89.3%	0.0%	0.0%	**0.0%**	0.0%	0.0%	1.1%	56.3%	42.6%	0.0%	**0.0%**	0.0%	0.0%	18.3%	78.4%	3.4%	0.0%	**0.0%**	0.0%	0.0%	
% Total	1.3%	6.6%	3.4%	0.0%	**11.4%**	0.0%	0.0%	4.0%	33.3%	0.0%	0.0%	**37.3%**	0.0%	0.0%	0.2%	8.5%	6.4%	0.0%	**15.1%**	0.0%	0.0%	6.6%	28.4%	1.2%	0.0%	**36.3%**	0.0%	0.0%	
PHF	0.650	0.886	0.833	0.000	**0.938**	0.000	0.000	0.813	0.918	0.000	0.000	**0.905**	0.000	0.000	0.625	0.833	0.815	0.000	**0.835**	0.000	0.000	0.886	0.937	0.750	0.000	**0.939**	0.000	0.000	**0.968**
Lights	23	189	98	0	**310**	0	0	111	975	0	0	**1086**	0	0	1	246	187	0	**434**	0	0	189	832	36	0	**1057**	0	0	**2887**
% Lights	59.0%	96.9%	98.0%	0.0%	**92.8%**	0.0%	0.0%	94.9%	99.5%	0.0%	0.0%	**99.0%**	0.0%	0.0%	20.0%	98.4%	98.9%	0.0%	**97.7%**	0.0%	0.0%	96.9%	99.5%	100.0%	0.0%	**99.1%**	0.0%	0.0%	**98.1%**
Trucks	0	4	2	0	**6**	0	0	0	3	0	0	**3**	0	0	0	1	1	0	**2**	0	0	0	2	0	0	**2**	0	0	**13**
% Trucks	0.0%	2.1%	2.0%	0.0%	**1.8%**	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.4%	0.5%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	**0.2%**	0.0%	0.0%	**0.4%**
Buses	0	0	0	0	**0**	0	0	1	1	0	0	**2**	0	0	0	3	0	0	**3**	0	0	0	1	0	0	**1**	0	0	**6**
% Buses	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.9%	0.1%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	**0.7%**	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	**0.1%**	0.0%	0.0%	**0.2%**
Pedestrians	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**



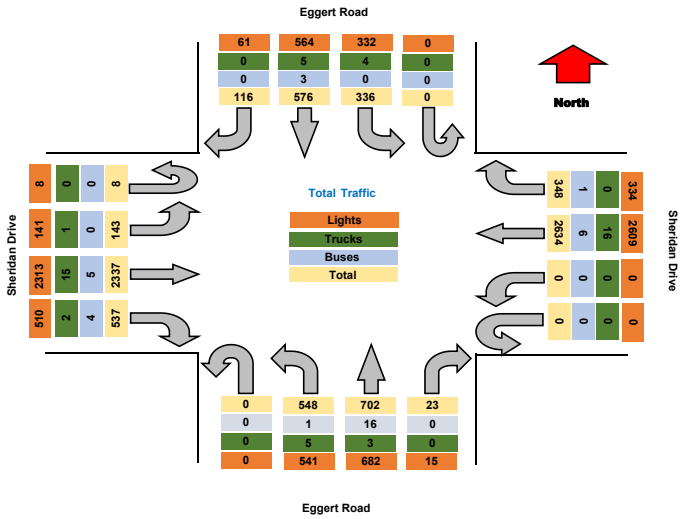


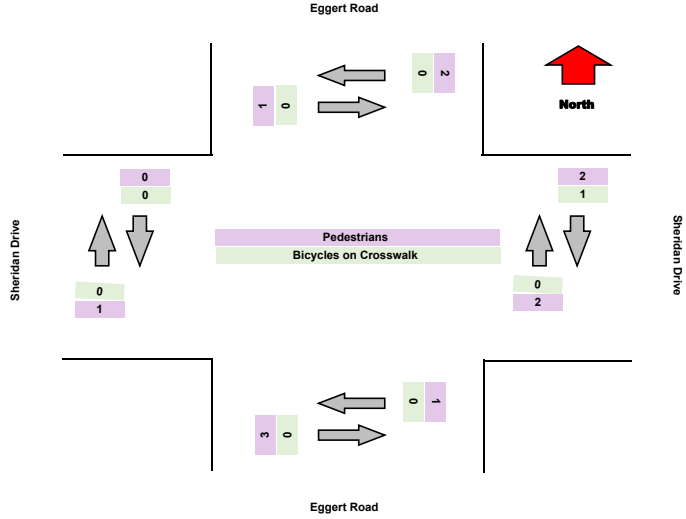


Turning Movement Data

Leg	Eggert Road							Sheridan Drive							Eggert Road							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
3:00:00 PM	13	40	36	0	**89**	0	1	35	200	0	0	**235**	1	1	2	44	47	0	**93**	0	0	34	183	11	2	**230**	0	0	**647**
3:15:00 PM	13	53	32	0	**98**	0	1	22	188	0	0	**210**	1	0	3	44	31	0	**78**	1	0	43	187	23	0	**253**	0	0	**639**
3:30:00 PM	15	49	22	0	**86**	0	0	26	198	0	0	**224**	0	0	2	57	38	0	**97**	0	1	46	205	11	1	**263**	1	0	**670**
3:45:00 PM	6	60	20	0	**86**	0	0	33	182	0	0	**215**	0	0	3	72	47	0	**122**	0	1	44	208	7	0	**259**	0	0	**682**
Hourly Total	47	202	110	0	**359**	0	2	116	768	0	0	**884**	2	1	10	217	163	0	**390**	1	2	167	783	52	3	**1005**	1	0	**2638**
4:00:00 PM	10	47	31	0	**88**	0	0	30	225	0	0	**255**	1	0	2	55	44	0	**101**	0	0	47	201	13	0	**261**	0	0	**705**
4:15:00 PM	9	42	26	0	**77**	0	0	27	224	0	0	**251**	0	1	0	75	58	0	**133**	0	1	55	223	6	0	**284**	0	0	**745**
4:30:00 PM	8	54	26	0	**88**	0	0	33	248	0	0	**281**	0	0	1	61	40	0	**102**	0	0	47	217	7	0	**271**	0	0	**742**
4:45:00 PM	7	55	18	0	**80**	0	0	21	241	0	0	**262**	0	0	2	61	56	0	**119**	0	0	49	174	11	0	**234**	0	0	**695**
Hourly Total	34	198	101	0	**333**	0	0	111	938	0	0	**1049**	1	1	5	252	198	0	**455**	0	1	198	815	37	0	**1050**	0	0	**2887**
5:00:00 PM	15	44	30	0	**89**	0	0	36	267	0	0	**303**	0	0	2	53	35	0	**90**	0	0	44	222	12	0	**278**	0	0	**760**
5:15:00 PM	7	53	34	0	**94**	1	0	26	214	0	0	**240**	0	0	1	65	56	0	**122**	0	0	41	207	10	0	**258**	0	0	**714**
5:30:00 PM	10	40	33	0	**83**	0	0	37	240	0	0	**277**	0	0	2	58	49	0	**109**	0	0	46	164	19	3	**232**	0	0	**701**
5:45:00 PM	3	39	28	0	**70**	0	0	22	207	0	0	**229**	0	0	3	57	47	0	**107**	0	0	41	146	13	2	**202**	0	0	**608**
Hourly Total	35	176	125	0	**336**	1	0	121	928	0	0	**1049**	0	0	8	233	187	0	**428**	0	0	172	739	54	5	**970**	0	0	**2783**
Grand Total	116	576	336	0	**1028**	1	2	348	2634	0	0	**2982**	3	2	23	702	548	0	**1273**	1	3	537	2337	143	8	**3025**	1	0	**8308**
% Approach	11.3%	56.0%	32.7%	0.0%	**0.0%**	0.0%	0.0%	11.7%	88.3%	0.0%	0.0%	**0.0%**	0.0%	0.0%	1.8%	55.1%	43.0%	0.0%	**0.0%**	0.0%	0.0%	17.8%	77.3%	4.7%	0.3%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	1.4%	6.9%	4.0%	0.0%	**12.4%**	0.0%	0.0%	4.2%	31.7%	0.0%	0.0%	**35.9%**	0.0%	0.0%	0.3%	8.4%	6.6%	0.0%	**15.3%**	0.0%	0.0%	6.5%	28.1%	1.7%	0.1%	**36.4%**	0.0%	0.0%	**0.0%**
Lights	61	564	332	0	**957**	0	0	334	2609	0	0	**2943**	0	0	15	682	541	0	**1238**	0	0	510	2313	141	8	**2972**	0	0	**8110**
% Lights	52.6%	97.9%	98.8%	0.0%	**93.1%**	0.0%	0.0%	96.0%	99.1%	0.0%	0.0%	**98.7%**	0.0%	0.0%	65.2%	97.2%	98.7%	0.0%	**97.3%**	0.0%	0.0%	95.0%	99.0%	98.6%	100.0%	**98.2%**	0.0%	0.0%	**97.6%**
Trucks	0	5	4	0	**9**	0	0	0	16	0	0	**16**	0	0	0	3	5	0	**8**	0	0	2	15	1	0	**18**	0	0	**51**
% Trucks	0.0%	0.9%	1.2%	0.0%	**0.9%**	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.4%	0.9%	0.0%	**0.6%**	0.0%	0.0%	0.4%	0.6%	0.7%	0.0%	**0.6%**	0.0%	0.0%	**0.6%**
Buses	0	3	0	0	**3**	0	0	1	6	0	0	**7**	0	0	0	16	1	0	**17**	0	0	4	5	0	0	**9**	0	0	**36**
% Buses	0.0%	0.5%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	2.3%	0.2%	0.0%	**1.3%**	0.0%	0.0%	0.7%	0.2%	0.0%	0.0%	**0.3%**	0.0%	0.0%	**0.4%**
Pedestrians	0	0	0	0	**0**	1	2	0	0	0	0	**0**	2	2	0	0	0	0	**0**	1	3	0	0	0	0	**0**	1	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	66.7%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	1	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

Turning Movement Data Plot

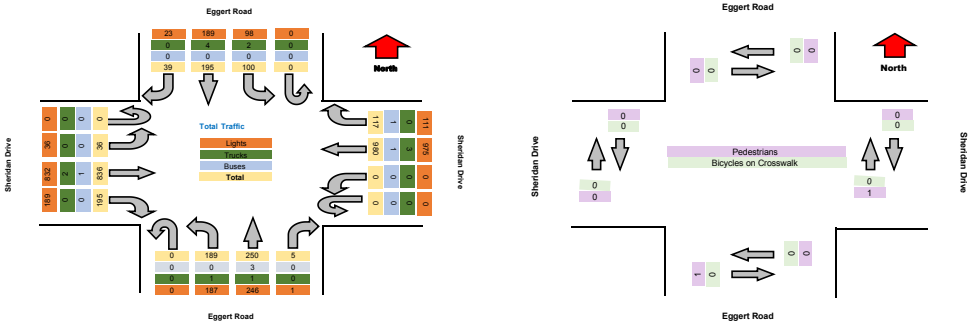




Turning Movement Peak Hour Data (PM)

4:15:00 PM

Leg	Eggert Road							Sheridan Drive							Eggert Road							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
4:15:00 PM	9	42	26	0	**77**	0	0	27	224	0	0	**251**	0	1	0	75	58	0	**133**	0	1	55	223	6	0	**284**	0	0	**745**
4:30:00 PM	8	54	26	0	**88**	0	0	33	248	0	0	**281**	0	0	1	61	40	0	**102**	0	0	47	217	7	0	**271**	0	0	**742**
4:45:00 PM	7	55	18	0	**80**	0	0	21	241	0	0	**262**	0	0	2	61	56	0	**119**	0	0	49	174	11	0	**234**	0	0	**695**
5:00:00 PM	15	44	30	0	**89**	0	0	36	267	0	0	**303**	0	0	2	53	35	0	**90**	0	0	44	222	12	0	**278**	0	0	**760**
Grand Total	39	195	100	0	**334**	0	0	117	980	0	0	**1097**	0	1	5	250	189	0	**444**	0	1	195	836	36	0	**1067**	0	0	**2942**
% Approach	11.7%	58.4%	29.9%	0.0%	**0.0%**	0.0%	0.0%	10.7%	89.3%	0.0%	0.0%	**0.0%**	0.0%	0.0%	1.1%	56.3%	42.6%	0.0%	**0.0%**	0.0%	0.0%	18.3%	78.4%	3.4%	0.0%	**0.0%**	0.0%	0.0%	
% Total	1.3%	6.6%	3.4%	0.0%	**11.4%**	0.0%	0.0%	4.0%	33.3%	0.0%	0.0%	**37.3%**	0.0%	0.0%	0.2%	8.5%	6.4%	0.0%	**15.1%**	0.0%	0.0%	6.6%	28.4%	1.2%	0.0%	**36.3%**	0.0%	0.0%	
PHF	0.650	0.886	0.833	0.000	**0.938**	0.000	0.000	0.813	0.918	0.000	0.000	**0.905**	0.000	0.000	0.625	0.833	0.815	0.000	**0.835**	0.000	0.000	0.886	0.937	0.750	0.000	**0.939**	0.000	0.000	**0.968**
Lights	23	189	98	0	**310**	0	0	111	975	0	0	**1086**	0	0	1	246	187	0	**434**	0	0	189	832	36	0	**1057**	0	0	**2887**
% Lights	59.0%	96.9%	98.0%	0.0%	**92.8%**	0.0%	0.0%	94.9%	99.5%	0.0%	0.0%	**99.0%**	0.0%	0.0%	20.0%	98.4%	98.9%	0.0%	**97.7%**	0.0%	0.0%	96.9%	99.5%	100.0%	0.0%	**99.1%**	0.0%	0.0%	**98.1%**
Trucks	0	4	2	0	**6**	0	0	0	3	0	0	**3**	0	0	0	1	1	0	**2**	0	0	0	2	0	0	**2**	0	0	**13**
% Trucks	0.0%	2.1%	2.0%	0.0%	**1.8%**	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.4%	0.5%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	**0.2%**	0.0%	0.0%	**0.4%**
Buses	0	0	0	0	**0**	0	0	1	1	0	0	**2**	0	0	0	3	0	0	**3**	0	0	0	1	0	0	**1**	0	0	**6**
% Buses	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.9%	0.1%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	**0.7%**	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	**0.1%**	0.0%	0.0%	**0.2%**
Pedestrians	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**



TSTData.com

Summary

Project	C & S
Project Code	11682
Site Name	Sheridan Drive & Eggert Ro
Legs and Movements	All Processed Legs & Mover
Bin Size	15 minutes
Survey Date	2023-11-18, Saturday
Location	Sheridan Drive & Eggert Ro
Latitude and Longitude	42.98074,-78.82546

	Start	End	PHF
PM Peak	2023-11-18 12:00:00	2023-11-18 13:00:00	0.945

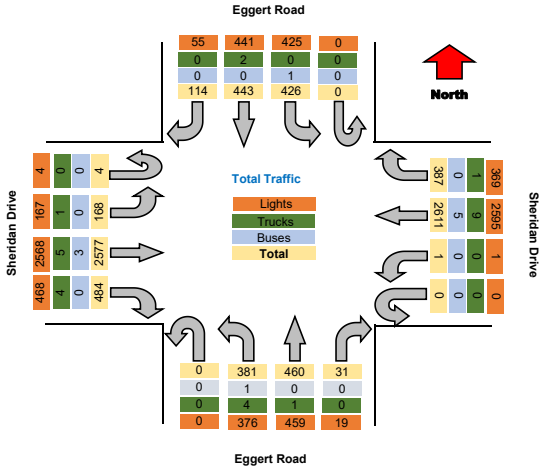
Turning Movement Data

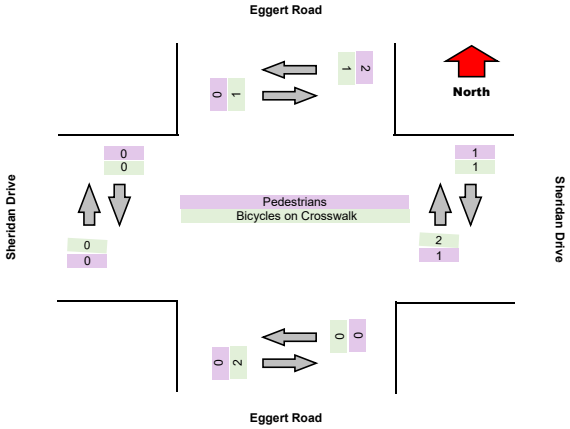
Leg	Eggert Road							Sheridan Drive							Eggert Road							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
12:00:00	9	46	40	0	**95**	0	0	34	217	0	0	**251**	1	1	7	40	33	0	**80**	0	0	40	207	12	0	**259**	0	0	**685**
12:15:00	8	38	40	0	**86**	0	0	40	208	0	0	**248**	1	0	1	42	41	0	**84**	0	0	45	220	11	0	**276**	0	0	**694**
12:30:00	5	41	35	0	**81**	0	2	29	208	0	0	**237**	0	0	1	49	33	0	**83**	0	0	45	208	12	2	**267**	0	0	**668**
12:45:00	10	29	32	0	**71**	0	1	27	255	0	0	**282**	0	2	3	42	31	0	**76**	0	2	49	245	13	0	**307**	0	0	**736**
Hourly Total	32	154	147	0	**333**	0	3	130	888	0	0	**1018**	2	3	12	173	138	0	**323**	0	2	179	880	48	2	**1109**	0	0	**2783**
13:00:00	7	38	42	0	**87**	0	0	30	235	0	0	**265**	0	0	2	36	28	0	**66**	0	0	39	190	16	0	**245**	0	0	**663**
13:15:00	9	28	32	0	**69**	0	0	34	204	1	0	**239**	0	0	2	34	32	0	**68**	0	0	39	216	13	0	**268**	0	0	**644**
13:30:00	12	43	37	0	**92**	0	0	25	186	0	0	**211**	0	0	3	41	27	0	**71**	0	0	34	233	11	0	**278**	0	0	**652**
13:45:00	15	31	31	0	**77**	0	0	34	239	0	0	**273**	0	0	4	43	33	0	**80**	0	0	34	230	26	0	**290**	0	0	**720**
Hourly Total	43	140	142	0	**325**	0	0	123	864	1	0	**988**	0	0	11	154	120	0	**285**	0	0	146	869	66	0	**1081**	0	0	**2679**
14:00:00	8	36	36	0	**80**	0	0	36	215	0	0	**251**	0	0	1	30	23	0	**54**	0	0	48	214	13	0	**275**	0	0	**660**
14:15:00	8	38	27	0	**73**	1	0	28	225	0	0	**253**	0	0	4	31	39	0	**74**	0	0	36	204	13	1	**254**	0	0	**654**
14:30:00	6	40	39	0	**85**	0	0	33	211	0	0	**244**	0	0	2	33	24	0	**59**	0	0	36	200	16	1	**253**	0	0	**641**
14:45:00	17	35	35	0	**87**	0	0	37	208	0	0	**245**	0	0	1	39	37	0	**77**	0	0	39	210	12	0	**261**	0	0	**670**
Hourly Total	39	149	137	0	**325**	1	0	134	859	0	0	**993**	0	0	8	133	123	0	**264**	0	0	159	828	54	2	**1043**	0	0	**2625**
Grand Total	114	443	426	0	**983**	1	3	387	2611	1	0	**2999**	2	3	31	460	381	0	**872**	0	2	484	2577	168	4	**3233**	0	0	**8087**
% Approach	11.6%	45.1%	43.3%	0.0%	**0.0%**	0.0%	0.0%	12.9%	87.1%	0.0%	0.0%	**0.0%**	0.0%	0.0%	3.6%	52.8%	43.7%	0.0%	**0.0%**	0.0%	0.0%	15.0%	79.7%	5.2%	0.1%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	1.4%	5.5%	5.3%	0.0%	**12.2%**	0.0%	0.0%	4.8%	32.3%	0.0%	0.0%	**37.1%**	0.0%	0.0%	0.4%	5.7%	4.7%	0.0%	**10.8%**	0.0%	0.0%	6.0%	31.9%	2.1%	0.0%	**40.0%**	0.0%	0.0%	**0.0%**
Lights	55	441	425	0	**921**	0	0	369	2595	1	0	**2965**	0	0	19	459	376	0	**854**	0	0	468	2568	167	4	**3207**	0	0	**7947**
% Lights	48.2%	99.5%	99.8%	0.0%	**93.7%**	0.0%	0.0%	95.3%	99.4%	100.0%	0.0%	**98.9%**	0.0%	0.0%	61.3%	99.8%	98.7%	0.0%	**97.9%**	0.0%	0.0%	96.7%	99.7%	99.4%	100.0%	**99.2%**	0.0%	0.0%	**98.3%**
Trucks	0	2	0	0	**2**	0	0	1	9	0	0	**10**	0	0	0	1	4	0	**5**	0	0	4	5	1	0	**10**	0	0	**27**
% Trucks	0.0%	0.5%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.3%	0.3%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.2%	1.0%	0.0%	**0.6%**	0.0%	0.0%	0.8%	0.2%	0.6%	0.0%	**0.3%**	0.0%	0.0%	**0.3%**
Buses	0	0	1	0	**1**	0	0	0	5	0	0	**5**	0	0	0	0	1	0	**1**	0	0	0	3	0	0	**3**	0	0	**10**
% Buses	0.0%	0.0%	0.2%	0.0%	**0.1%**	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	**0.1%**	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	**0.1%**	0.0%	0.0%	**0.1%**
Pedestrians	0	0	0	0	**0**	0	2	0	0	0	0	**0**	1	1	0	0	0	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%	66.7%	0.0%	0.0%	0.0%	0.0%	**0.0%**	50.0%	33.3%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	1	1	0	0	0	0	**0**	1	2	0	0	0	0	**0**	0	2	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	33.3%	0.0%	0.0%	0.0%	0.0%	**0.0%**	50.0%	66.7%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

TSTData.com

Summary

Turning Movement Data Plot





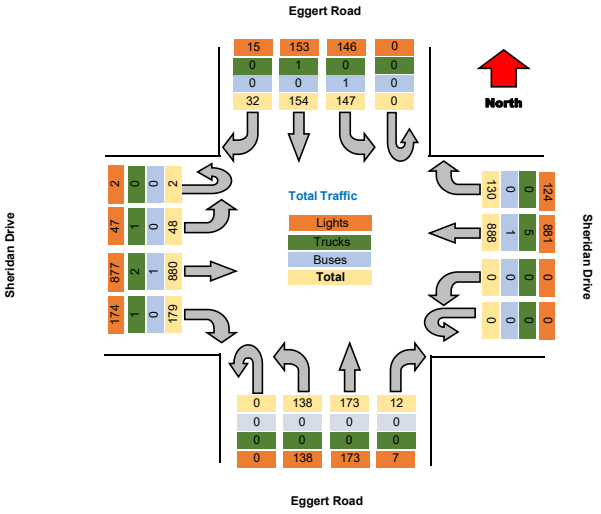
TSTData.com

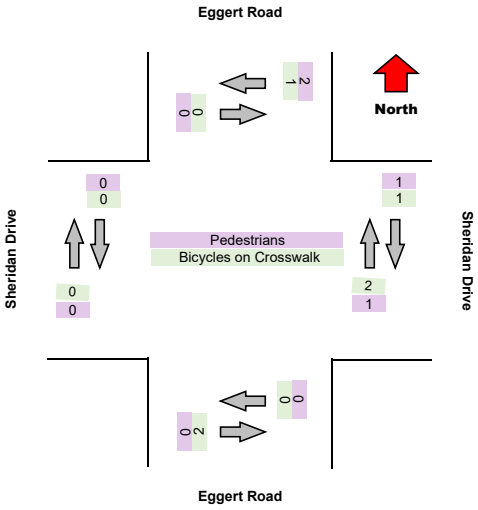
Summary

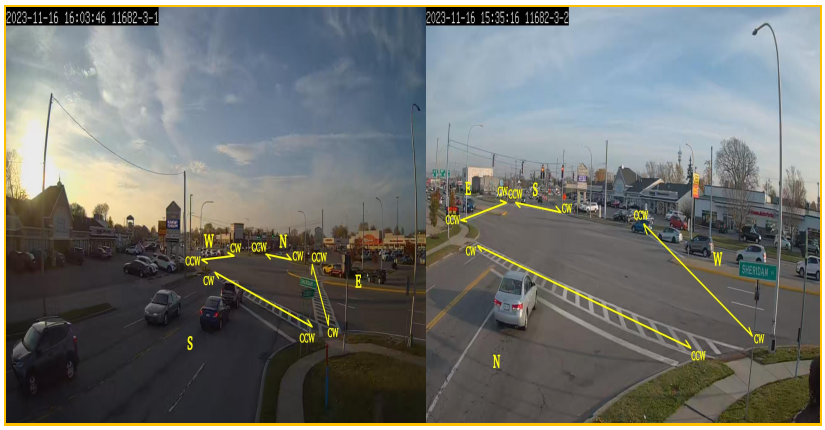
Turning Movement Peak Hour Data (PM)

12:00:00

Leg	Eggert Road							Sheridan Drive							Eggert Road							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
12:00:00	9	46	40	0	**95**	0	0	34	217	0	0	**251**	1	1	7	40	33	0	**80**	0	0	40	207	12	0	**259**	0	0	**685**
12:15:00	8	38	40	0	**86**	0	0	40	208	0	0	**248**	1	0	1	42	41	0	**84**	0	0	45	220	11	0	**276**	0	0	**694**
12:30:00	5	41	35	0	**81**	0	2	29	208	0	0	**237**	0	0	1	49	33	0	**83**	0	0	45	208	12	2	**267**	0	0	**668**
12:45:00	10	29	32	0	**71**	0	1	27	255	0	0	**282**	0	2	3	42	31	0	**76**	0	2	49	245	13	0	**307**	0	0	**736**
Grand Total	32	154	147	0	**333**	0	3	130	888	0	0	**1018**	2	3	12	173	138	0	**323**	0	2	179	880	48	2	**1109**	0	0	**2783**
% Approach	9.6%	46.2%	44.1%	0.0%	**0.0%**	0.0%	0.0%	12.8%	87.2%	0.0%	0.0%	**0.0%**	0.0%	0.0%	3.7%	53.6%	42.7%	0.0%	**0.0%**	0.0%	0.0%	16.1%	79.4%	4.3%	0.2%	**0.0%**	0.0%	0.0%	
% Total	1.1%	5.5%	5.3%	0.0%	**12.0%**	0.0%	0.0%	4.7%	31.9%	0.0%	0.0%	**36.6%**	0.0%	0.0%	0.4%	6.2%	5.0%	0.0%	**11.6%**	0.0%	0.0%	6.4%	31.6%	1.7%	0.1%	**39.8%**	0.0%	0.0%	
PHF	0.800	0.837	0.919	0.000	**0.876**	0.000	0.000	0.813	0.871	0.000	0.000	**0.902**	0.000	0.000	0.429	0.883	0.841	0.000	**0.961**	0.000	0.000	0.913	0.898	0.923	0.250	**0.903**	0.000	0.000	**0.945**
Lights	15	153	146	0	**314**	0	0	124	881	0	0	**1005**	0	0	7	173	138	0	**318**	0	0	174	877	47	2	**1100**	0	0	**2737**
% Lights	46.9%	99.4%	99.3%	0.0%	**94.3%**	0.0%	0.0%	95.4%	99.2%	0.0%	0.0%	**98.7%**	0.0%	0.0%	58.3%	100.0%	100.0%	0.0%	**98.5%**	0.0%	0.0%	97.2%	99.7%	97.9%	100.0%	**99.2%**	0.0%	0.0%	**98.3%**
Trucks	0	1	0	0	**1**	0	0	0	5	0	0	**5**	0	0	0	0	0	0	**0**	0	0	1	2	1	0	**4**	0	0	**10**
% Trucks	0.0%	0.6%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.6%	0.2%	2.1%	0.0%	**0.4%**	0.0%	0.0%	**0.4%**
Buses	0	0	1	0	**1**	0	0	0	1	0	0	**1**	0	0	0	0	0	0	**0**	0	0	0	1	0	0	**1**	0	0	**3**
% Buses	0.0%	0.0%	0.7%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	**0.1%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	**0.1%**	0.0%	0.0%	**0.1%**
Pedestrians	0	0	0	0	**0**	0	2	0	0	0	0	**0**	1	1	0	0	0	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%	66.7%	0.0%	0.0%	0.0%	0.0%	**0.0%**	50.0%	33.3%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	1	0	0	0	0	**0**	1	2	0	0	0	0	**0**	0	2	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	**0.0%**	50.0%	66.7%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**



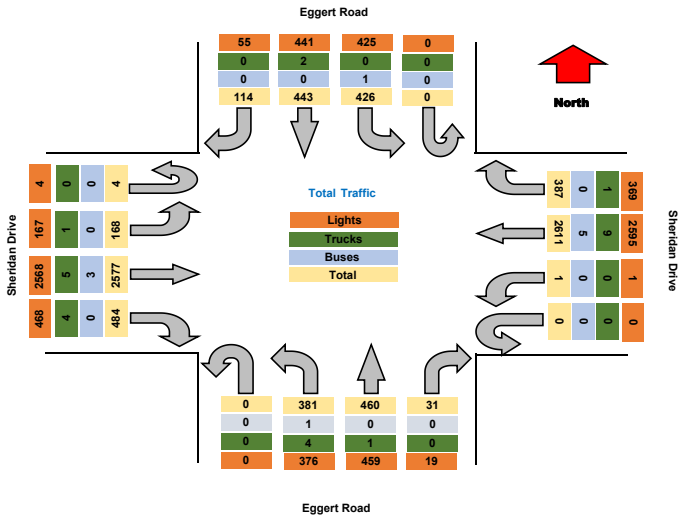


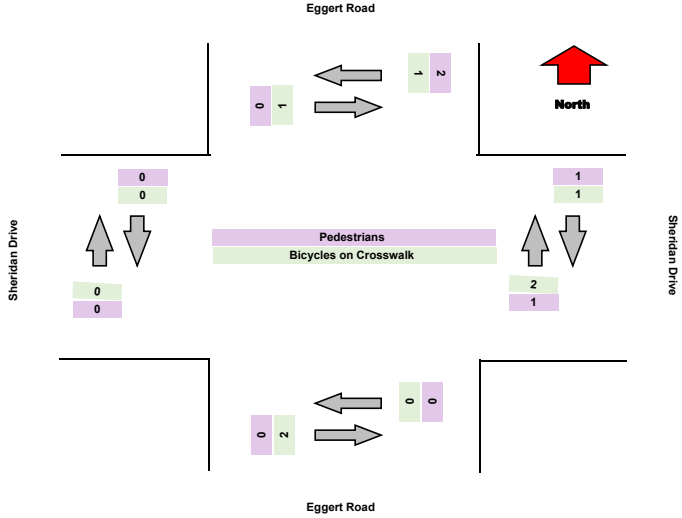


Turning Movement Data

Leg	Eggert Road							Sheridan Drive							Eggert Road							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
12:00:00	9	46	40	0	**95**	0	0	34	217	0	0	**251**	1	1	7	40	33	0	**80**	0	0	40	207	12	0	**259**	0	0	**685**
12:15:00	8	38	40	0	**86**	0	0	40	208	0	0	**248**	1	0	1	42	41	0	**84**	0	0	45	220	11	0	**276**	0	0	**694**
12:30:00	5	41	35	0	**81**	0	2	29	208	0	0	**237**	0	0	1	49	33	0	**83**	0	0	45	208	12	2	**267**	0	0	**668**
12:45:00	10	29	32	0	**71**	0	1	27	255	0	0	**282**	0	2	3	42	31	0	**76**	0	2	49	245	13	0	**307**	0	0	**736**
Hourly Total	32	154	147	0	**333**	0	3	130	888	0	0	**1018**	2	3	12	173	138	0	**323**	0	2	179	880	48	2	**1109**	0	0	**2783**
13:00:00	7	38	42	0	**87**	0	0	30	235	0	0	**265**	0	0	2	36	28	0	**66**	0	0	39	190	16	0	**245**	0	0	**663**
13:15:00	9	28	32	0	**69**	0	0	34	204	1	0	**239**	0	0	2	34	32	0	**68**	0	0	39	216	13	0	**268**	0	0	**644**
13:30:00	12	43	37	0	**92**	0	0	25	186	0	0	**211**	0	0	3	41	27	0	**71**	0	0	34	233	11	0	**278**	0	0	**652**
13:45:00	15	31	31	0	**77**	0	0	34	239	0	0	**273**	0	0	4	43	33	0	**80**	0	0	34	230	26	0	**290**	0	0	**720**
Hourly Total	43	140	142	0	**325**	0	0	123	864	1	0	**988**	0	0	11	154	120	0	**285**	0	0	146	869	66	0	**1081**	0	0	**2679**
14:00:00	8	36	36	0	**80**	0	0	36	215	0	0	**251**	0	0	1	30	23	0	**54**	0	0	48	214	13	0	**275**	0	0	**660**
14:15:00	8	38	27	0	**73**	1	0	28	225	0	0	**253**	0	0	4	31	39	0	**74**	0	0	36	204	13	1	**254**	0	0	**654**
14:30:00	6	40	39	0	**85**	0	0	33	211	0	0	**244**	0	0	2	33	24	0	**59**	0	0	36	200	16	1	**253**	0	0	**641**
14:45:00	17	35	35	0	**87**	0	0	37	208	0	0	**245**	0	0	1	39	37	0	**77**	0	0	39	210	12	0	**261**	0	0	**670**
Hourly Total	39	149	137	0	**325**	1	0	134	859	0	0	**993**	0	0	8	133	123	0	**264**	0	0	159	828	54	2	**1043**	0	0	**2625**
Grand Total	114	443	426	0	**983**	1	3	387	2611	1	0	**2999**	2	3	31	460	381	0	**872**	0	2	484	2577	168	4	**3233**	0	0	**8087**
% Approach	11.6%	45.1%	43.3%	0.0%	**0.0%**	0.0%	0.0%	12.9%	87.1%	0.0%	0.0%	**0.0%**	0.0%	0.0%	3.6%	52.8%	43.7%	0.0%	**0.0%**	0.0%	0.0%	15.0%	79.7%	5.2%	0.1%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	1.4%	5.5%	5.3%	0.0%	**12.2%**	0.0%	0.0%	4.8%	32.3%	0.0%	0.0%	**37.1%**	0.0%	0.0%	0.4%	5.7%	4.7%	0.0%	**10.8%**	0.0%	0.0%	6.0%	31.9%	2.1%	0.0%	**40.0%**	0.0%	0.0%	**0.0%**
Lights	55	441	425	0	**921**	0	0	369	2595	1	0	**2965**	0	0	19	459	376	0	**854**	0	0	468	2568	167	4	**3207**	0	0	**7947**
% Lights	48.2%	99.5%	99.8%	0.0%	**93.7%**	0.0%	0.0%	95.3%	99.4%	100.0%	0.0%	**98.9%**	0.0%	0.0%	61.3%	99.8%	98.7%	0.0%	**97.9%**	0.0%	0.0%	96.7%	99.7%	99.4%	100.0%	**99.2%**	0.0%	0.0%	**98.3%**
Trucks	0	2	0	0	**2**	0	0	1	9	0	0	**10**	0	0	0	1	4	0	**5**	0	0	4	5	1	0	**10**	0	0	**27**
% Trucks	0.0%	0.5%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.3%	0.3%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.2%	1.0%	0.0%	**0.6%**	0.0%	0.0%	0.8%	0.2%	0.6%	0.0%	**0.3%**	0.0%	0.0%	**0.3%**
Buses	0	0	1	0	**1**	0	0	0	5	0	0	**5**	0	0	0	0	1	0	**1**	0	0	0	3	0	0	**3**	0	0	**10**
% Buses	0.0%	0.0%	0.2%	0.0%	**0.1%**	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	**0.1%**	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	**0.1%**	0.0%	0.0%	**0.1%**
Pedestrians	0	0	0	0	**0**	0	2	0	0	0	0	**0**	1	1	0	0	0	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%	66.7%	0.0%	0.0%	0.0%	0.0%	**0.0%**	50.0%	33.3%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	1	1	0	0	0	0	**0**	1	2	0	0	0	0	**0**	0	2	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	33.3%	0.0%	0.0%	0.0%	0.0%	**0.0%**	50.0%	66.7%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

Turning Movement Data Plot

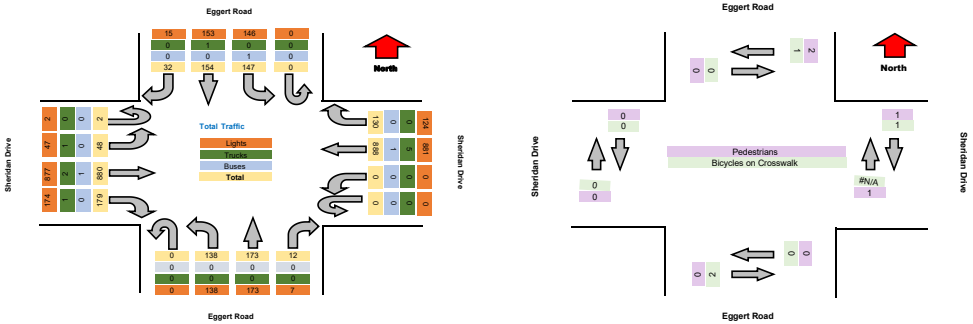




Turning Movement Peak Hour Data (PM)

12:00:00

Leg	Eggert Road							Sheridan Drive							Eggert Road							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
12:00:00	9	46	40	0	**95**	0	0	34	217	0	0	**251**	1	1	7	40	33	0	**80**	0	0	40	207	12	0	**259**	0	0	**685**
12:15:00	8	38	40	0	**86**	0	0	40	208	0	0	**248**	1	0	1	42	41	0	**84**	0	0	45	220	11	0	**276**	0	0	**694**
12:30:00	5	41	35	0	**81**	0	2	29	208	0	0	**237**	0	0	1	49	33	0	**83**	0	0	45	208	12	2	**267**	0	0	**668**
12:45:00	10	29	32	0	**71**	0	1	27	255	0	0	**282**	0	2	3	42	31	0	**76**	0	2	49	245	13	0	**307**	0	0	**736**
Grand Total	32	154	147	0	**333**	0	3	130	888	0	0	**1018**	2	3	12	173	138	0	**323**	0	2	179	880	48	2	**1109**	0	0	**2783**
% Approach	9.6%	46.2%	44.1%	0.0%	**0.0%**	0.0%	0.0%	12.8%	87.2%	0.0%	0.0%	**0.0%**	0.0%	0.0%	3.7%	53.6%	42.7%	0.0%	**0.0%**	0.0%	0.0%	16.1%	79.4%	4.3%	0.2%	**0.0%**	0.0%	0.0%	
% Total	1.1%	5.5%	5.3%	0.0%	**12.0%**	0.0%	0.0%	4.7%	31.9%	0.0%	0.0%	**36.6%**	0.0%	0.0%	0.4%	6.2%	5.0%	0.0%	**11.6%**	0.0%	0.0%	6.4%	31.6%	1.7%	0.1%	**39.8%**	0.0%	0.0%	
PHF	0.800	0.837	0.919	0.000	**0.876**	0.000	0.000	0.813	0.871	0.000	0.000	**0.902**	0.000	0.000	0.429	0.883	0.841	0.000	**0.961**	0.000	0.000	0.913	0.898	0.923	0.250	**0.903**	0.000	0.000	**0.945**
Lights	15	153	146	0	**314**	0	0	124	881	0	0	**1005**	0	0	7	173	138	0	**318**	0	0	174	877	47	2	**1100**	0	0	**2737**
% Lights	46.9%	99.4%	99.3%	0.0%	**94.3%**	0.0%	0.0%	95.4%	99.2%	0.0%	0.0%	**98.7%**	0.0%	0.0%	58.3%	100.0%	100.0%	0.0%	**98.5%**	0.0%	0.0%	97.2%	99.7%	97.9%	100.0%	**99.2%**	0.0%	0.0%	**98.3%**
Trucks	0	1	0	0	**1**	0	0	0	5	0	0	**5**	0	0	0	0	0	0	**0**	0	0	1	2	1	0	**4**	0	0	**10**
% Trucks	0.0%	0.6%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.6%	0.2%	2.1%	0.0%	**0.4%**	0.0%	0.0%	**0.4%**
Buses	0	0	1	0	**1**	0	0	0	1	0	0	**1**	0	0	0	0	0	0	**0**	0	0	0	1	0	0	**1**	0	0	**3**
% Buses	0.0%	0.0%	0.7%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	**0.1%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	**0.1%**	0.0%	0.0%	**0.1%**
Pedestrians	0	0	0	0	**0**	0	2	0	0	0	0	**0**	1	1	0	0	0	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%	66.7%	0.0%	0.0%	0.0%	0.0%	**0.0%**	50.0%	33.3%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	1	0	0	0	0	**0**	1	2	0	0	0	0	**0**	0	2	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	**0.0%**	50.0%	66.7%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**



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Summary

Project	C & S
Project Code	11682
Site Name	Sheridan Drive & Alberta Dri
Legs and Movements	All Processed Legs & Mover
Bin Size	15 minutes
Survey Date	2023-11-16, Thursday
Location	Sheridan Drive & Alberta Dri
Latitude and Longitude	42.98047,-78.81752

	Start	End	PHF
PM Peak	2023-11-16 16:15:00	2023-11-16 17:15:00	0.959

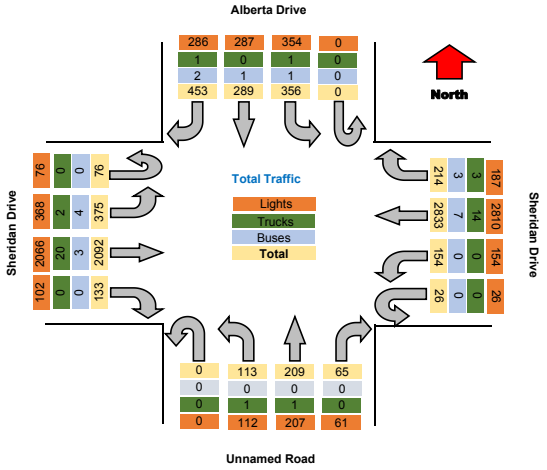
Turning Movement Data

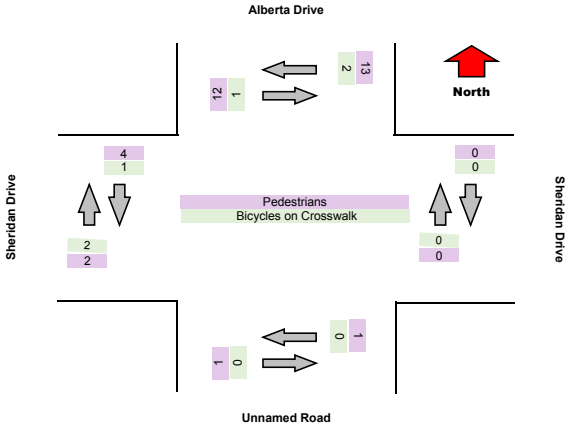
Leg	Alberta Drive							Sheridan Drive							Unnamed Road							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
3:00:00 PM	34	13	23	0	**70**	0	0	15	230	8	3	**256**	0	0	8	17	12	0	**37**	0	0	12	185	36	6	**239**	0	1	**602**
3:15:00 PM	36	26	33	0	**95**	1	2	15	205	15	4	**239**	0	0	4	24	9	0	**37**	0	0	12	142	31	5	**190**	0	0	**561**
3:30:00 PM	38	28	30	0	**96**	1	3	20	254	16	1	**291**	0	0	2	10	9	0	**21**	0	0	7	181	32	5	**225**	0	0	**633**
3:45:00 PM	25	25	22	0	**72**	1	2	23	211	14	3	**251**	0	0	8	22	5	0	**35**	0	0	16	195	30	6	**247**	0	1	**605**
Hourly Total	133	92	108	0	**333**	3	7	73	900	53	11	**1037**	0	0	22	73	35	0	**130**	0	0	47	703	129	22	**901**	0	2	**2401**
4:00:00 PM	42	26	33	0	**101**	4	0	23	199	10	2	**234**	0	0	7	21	15	0	**43**	0	1	9	167	34	12	**222**	0	0	**600**
4:15:00 PM	42	23	29	0	**94**	0	3	20	291	5	1	**317**	0	0	2	19	11	0	**32**	0	0	9	189	30	3	**231**	0	2	**674**
4:30:00 PM	48	28	36	0	**112**	0	0	21	239	18	5	**283**	0	0	5	16	8	0	**29**	1	0	12	158	26	5	**201**	0	0	**625**
4:45:00 PM	33	24	26	0	**83**	1	2	14	255	11	0	**280**	0	0	6	20	11	0	**37**	0	0	11	177	35	3	**226**	0	0	**626**
Hourly Total	165	101	124	0	**390**	5	5	78	984	44	8	**1114**	0	0	20	76	45	0	**141**	1	1	41	691	125	23	**880**	0	2	**2525**
5:00:00 PM	40	19	28	0	**87**	2	1	16	281	15	2	**314**	0	0	6	17	8	0	**31**	0	0	10	179	34	6	**229**	1	0	**661**
5:15:00 PM	42	34	40	0	**116**	2	2	16	212	11	1	**240**	0	0	1	13	9	0	**23**	0	0	10	171	34	11	**226**	2	1	**605**
5:30:00 PM	37	24	32	0	**93**	0	0	15	256	20	1	**292**	0	0	9	15	6	0	**30**	0	0	11	196	26	6	**239**	1	0	**654**
5:45:00 PM	36	19	24	0	**79**	1	0	16	200	11	3	**230**	0	0	7	15	10	0	**32**	0	0	14	152	27	8	**201**	0	0	**542**
Hourly Total	155	96	124	0	**375**	5	3	63	949	57	7	**1076**	0	0	23	60	33	0	**116**	0	0	45	698	121	31	**895**	4	1	**2462**
Grand Total	453	289	356	0	**1098**	13	15	214	2833	154	26	**3227**	0	0	65	209	113	0	**387**	1	1	133	2092	375	76	**2676**	4	5	**7388**
% Approach	41.3%	26.3%	32.4%	0.0%	**0.0%**	0.0%	0.0%	6.6%	87.8%	4.8%	0.8%	**0.0%**	0.0%	0.0%	16.8%	54.0%	29.2%	0.0%	**0.0%**	0.0%	0.0%	5.0%	78.2%	14.0%	2.8%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	6.1%	3.9%	4.8%	0.0%	**14.9%**	0.0%	0.0%	2.9%	38.3%	2.1%	0.4%	**43.7%**	0.0%	0.0%	0.9%	2.8%	1.5%	0.0%	**5.2%**	0.0%	0.0%	1.8%	28.3%	5.1%	1.0%	**36.2%**	0.0%	0.0%	**0.0%**
Lights	286	287	354	0	**927**	0	0	187	2810	154	26	**3177**	0	0	61	207	112	0	**380**	0	0	102	2066	368	76	**2612**	0	0	**7096**
% Lights	63.1%	99.3%	99.4%	0.0%	**84.4%**	0.0%	0.0%	87.4%	99.2%	100.0%	100.0%	**98.5%**	0.0%	0.0%	93.8%	99.0%	99.1%	0.0%	**98.2%**	0.0%	0.0%	76.7%	98.8%	98.1%	100.0%	**97.6%**	0.0%	0.0%	**96.0%**
Trucks	1	0	1	0	**2**	0	0	3	14	0	0	**17**	0	0	0	1	1	0	**2**	0	0	0	20	2	0	**22**	0	0	**43**
% Trucks	0.2%	0.0%	0.3%	0.0%	**0.2%**	0.0%	0.0%	1.4%	0.5%	0.0%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.5%	0.9%	0.0%	**0.5%**	0.0%	0.0%	0.0%	1.0%	0.5%	0.0%	**0.8%**	0.0%	0.0%	**0.6%**
Buses	2	1	1	0	**4**	0	0	3	7	0	0	**10**	0	0	0	0	0	0	**0**	0	0	0	3	4	0	**7**	0	0	**21**
% Buses	0.4%	0.3%	0.3%	0.0%	**0.4%**	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.1%	1.1%	0.0%	**0.3%**	0.0%	0.0%	**0.3%**
Pedestrians	0	0	0	0	**0**	12	13	0	0	0	0	**0**	0	0	0	0	0	0	**0**	1	1	0	0	0	0	**0**	2	4	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	92.3%	86.7%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	50.0%	80.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	1	2	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	2	1	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	7.7%	13.3%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	50.0%	20.0%	**0.0%**

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Summary

Turning Movement Data Plot





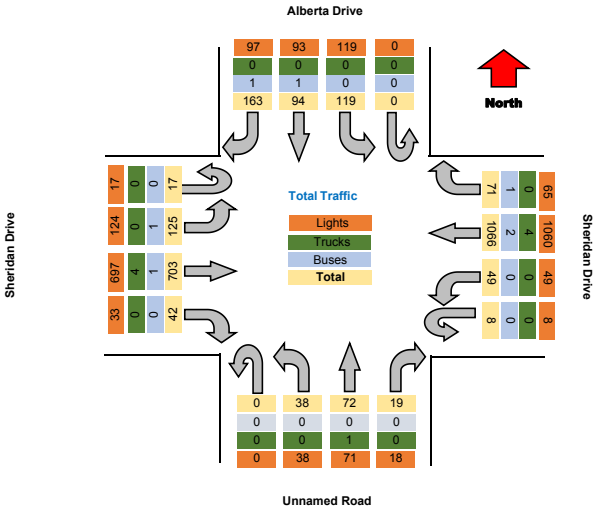
TSTData.com

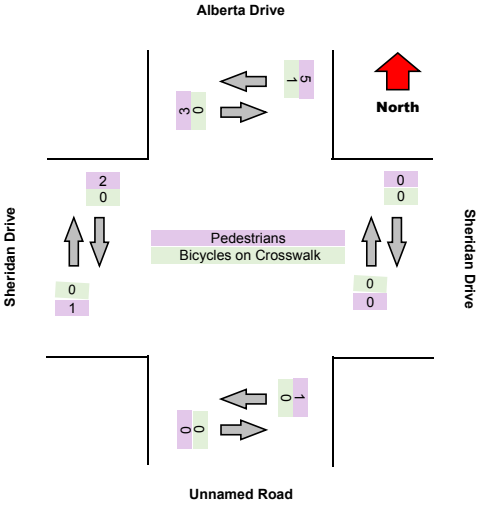
Summary

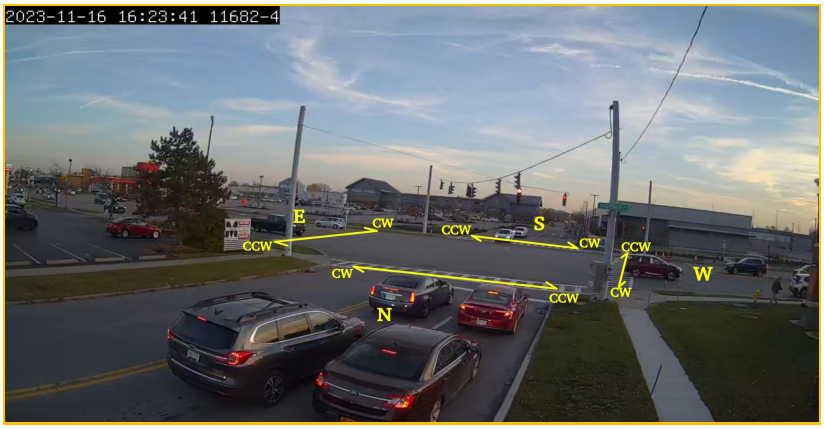
Turning Movement Peak Hour Data (PM)

4:15:00 PM

Leg	Alberta Drive							Sheridan Drive							Unnamed Road							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
4:15:00 PM	42	23	29	0	**94**	0	3	20	291	5	1	**317**	0	0	2	19	11	0	**32**	0	0	9	189	30	3	**231**	0	2	**674**
4:30:00 PM	48	28	36	0	**112**	0	0	21	239	18	5	**283**	0	0	5	16	8	0	**29**	1	0	12	158	26	5	**201**	0	0	**625**
4:45:00 PM	33	24	26	0	**83**	1	2	14	255	11	0	**280**	0	0	6	20	11	0	**37**	0	0	11	177	35	3	**226**	0	0	**626**
5:00:00 PM	40	19	28	0	**87**	2	1	16	281	15	2	**314**	0	0	6	17	8	0	**31**	0	0	10	179	34	6	**229**	1	0	**661**
Grand Total	163	94	119	0	**376**	3	6	71	1066	49	8	**1194**	0	0	19	72	38	0	**129**	1	0	42	703	125	17	**887**	1	2	**2586**
% Approach	43.4%	25.0%	31.6%	0.0%	**0.0%**	0.0%	0.0%	5.9%	89.3%	4.1%	0.7%	**0.0%**	0.0%	0.0%	14.7%	55.8%	29.5%	0.0%	**0.0%**	0.0%	0.0%	4.7%	79.3%	14.1%	1.9%	**0.0%**	0.0%	0.0%	
% Total	6.3%	3.6%	4.6%	0.0%	**14.5%**	0.0%	0.0%	2.7%	41.2%	1.9%	0.3%	**46.2%**	0.0%	0.0%	0.7%	2.8%	1.5%	0.0%	**5.0%**	0.0%	0.0%	1.6%	27.2%	4.8%	0.7%	**34.3%**	0.0%	0.0%	
PHF	0.849	0.839	0.826	0.000	**0.839**	0.000	0.000	0.845	0.916	0.681	0.400	**0.942**	0.000	0.000	0.792	0.900	0.864	0.000	**0.872**	0.000	0.000	0.875	0.930	0.893	0.708	**0.960**	0.000	0.000	**0.959**
Lights	97	93	119	0	**309**	0	0	65	1060	49	8	**1182**	0	0	18	71	38	0	**127**	0	0	33	697	124	17	**871**	0	0	**2489**
% Lights	59.5%	98.9%	100.0%	0.0%	**82.2%**	0.0%	0.0%	91.5%	99.4%	100.0%	100.0%	**99.0%**	0.0%	0.0%	94.7%	98.6%	100.0%	0.0%	**98.4%**	0.0%	0.0%	78.6%	99.1%	99.2%	100.0%	**98.2%**	0.0%	0.0%	**96.2%**
Trucks	0	0	0	0	**0**	0	0	0	4	0	0	**4**	0	0	0	1	0	0	**1**	0	0	0	4	0	0	**4**	0	0	**9**
% Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	1.4%	0.0%	0.0%	**0.8%**	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	**0.5%**	0.0%	0.0%	**0.3%**
Buses	1	1	0	0	**2**	0	0	1	2	0	0	**3**	0	0	0	0	0	0	**0**	0	0	0	1	1	0	**2**	0	0	**7**
% Buses	0.6%	1.1%	0.0%	0.0%	**0.5%**	0.0%	0.0%	1.4%	0.2%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.1%	0.8%	0.0%	**0.2%**	0.0%	0.0%	**0.3%**
Pedestrians	0	0	0	0	**0**	3	5	0	0	0	0	**0**	0	0	0	0	0	0	**0**	1	0	0	0	0	0	**0**	1	2	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	83.3%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**



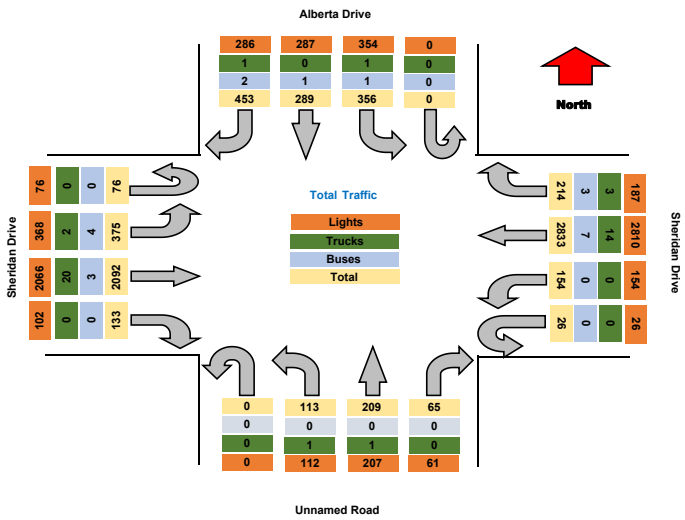


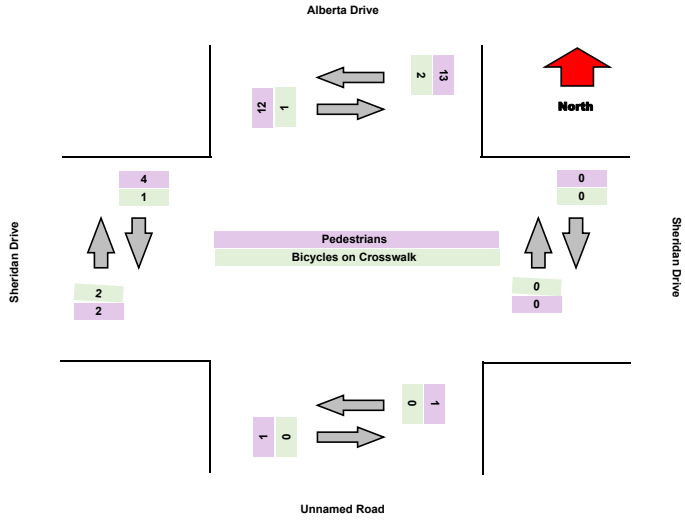


Turning Movement Data

Leg	Alberta Drive							Sheridan Drive							Unnamed Road							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
3:00:00 PM	34	13	23	0	**70**	0	0	15	230	8	3	**256**	0	0	8	17	12	0	**37**	0	0	12	185	36	6	**239**	0	1	**602**
3:15:00 PM	36	26	33	0	**95**	1	2	15	205	15	4	**239**	0	0	4	24	9	0	**37**	0	0	12	142	31	5	**190**	0	0	**561**
3:30:00 PM	38	28	30	0	**96**	1	3	20	254	16	1	**291**	0	0	2	10	9	0	**21**	0	0	7	181	32	5	**225**	0	0	**633**
3:45:00 PM	25	25	22	0	**72**	1	2	23	211	14	3	**251**	0	0	8	22	5	0	**35**	0	0	16	195	30	6	**247**	0	1	**605**
Hourly Total	133	92	108	0	**333**	3	7	73	900	53	11	**1037**	0	0	22	73	35	0	**130**	0	0	47	703	129	22	**901**	0	2	**2401**
4:00:00 PM	42	26	33	0	**101**	4	0	23	199	10	2	**234**	0	0	7	21	15	0	**43**	0	1	9	167	34	12	**222**	0	0	**600**
4:15:00 PM	42	23	29	0	**94**	0	3	20	291	5	1	**317**	0	0	2	19	11	0	**32**	0	0	9	189	30	3	**231**	0	2	**674**
4:30:00 PM	48	28	36	0	**112**	0	0	21	239	18	5	**283**	0	0	5	16	8	0	**29**	1	0	12	158	26	5	**201**	0	0	**625**
4:45:00 PM	33	24	26	0	**83**	1	2	14	255	11	0	**280**	0	0	6	20	11	0	**37**	0	0	11	177	35	3	**226**	0	0	**626**
Hourly Total	165	101	124	0	**390**	5	5	78	984	44	8	**1114**	0	0	20	76	45	0	**141**	1	1	41	691	125	23	**880**	0	2	**2525**
5:00:00 PM	40	19	28	0	**87**	2	1	16	281	15	2	**314**	0	0	6	17	8	0	**31**	0	0	10	179	34	6	**229**	1	0	**661**
5:15:00 PM	42	34	40	0	**116**	2	2	16	212	11	1	**240**	0	0	1	13	9	0	**23**	0	0	10	171	34	11	**226**	2	1	**605**
5:30:00 PM	37	24	32	0	**93**	0	0	15	256	20	1	**292**	0	0	9	15	6	0	**30**	0	0	11	196	26	6	**239**	1	0	**654**
5:45:00 PM	36	19	24	0	**79**	1	0	16	200	11	3	**230**	0	0	7	15	10	0	**32**	0	0	14	152	27	8	**201**	0	0	**542**
Hourly Total	155	96	124	0	**375**	5	3	63	949	57	7	**1076**	0	0	23	60	33	0	**116**	0	0	45	698	121	31	**895**	4	1	**2462**
Grand Total	453	289	356	0	**1098**	13	15	214	2833	154	26	**3227**	0	0	65	209	113	0	**387**	1	1	133	2092	375	76	**2676**	4	5	**7388**
% Approach	41.3%	26.3%	32.4%	0.0%	**0.0%**	0.0%	0.0%	6.6%	87.8%	4.8%	0.8%	**0.0%**	0.0%	0.0%	16.8%	54.0%	29.2%	0.0%	**0.0%**	0.0%	0.0%	5.0%	78.2%	14.0%	2.8%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	6.1%	3.9%	4.8%	0.0%	**14.9%**	0.0%	0.0%	2.9%	38.3%	2.1%	0.4%	**43.7%**	0.0%	0.0%	0.9%	2.8%	1.5%	0.0%	**5.2%**	0.0%	0.0%	1.8%	28.3%	5.1%	1.0%	**36.2%**	0.0%	0.0%	**0.0%**
Lights	286	287	354	0	**927**	0	0	187	2810	154	26	**3177**	0	0	61	207	112	0	**380**	0	0	102	2066	368	76	**2612**	0	0	**7096**
% Lights	63.1%	99.3%	99.4%	0.0%	**84.4%**	0.0%	0.0%	87.4%	99.2%	100.0%	100.0%	**98.5%**	0.0%	0.0%	93.8%	99.0%	99.1%	0.0%	**98.2%**	0.0%	0.0%	76.7%	98.8%	98.1%	100.0%	**97.6%**	0.0%	0.0%	**96.0%**
Trucks	1	0	1	0	**2**	0	0	3	14	0	0	**17**	0	0	0	1	1	0	**2**	0	0	0	20	2	0	**22**	0	0	**43**
% Trucks	0.2%	0.0%	0.3%	0.0%	**0.2%**	0.0%	0.0%	1.4%	0.5%	0.0%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.5%	0.9%	0.0%	**0.5%**	0.0%	0.0%	0.0%	1.0%	0.5%	0.0%	**0.8%**	0.0%	0.0%	**0.6%**
Buses	2	1	1	0	**4**	0	0	3	7	0	0	**10**	0	0	0	0	0	0	**0**	0	0	0	3	4	0	**7**	0	0	**21**
% Buses	0.4%	0.3%	0.3%	0.0%	**0.4%**	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.1%	1.1%	0.0%	**0.3%**	0.0%	0.0%	**0.3%**
Pedestrians	0	0	0	0	**0**	12	13	0	0	0	0	**0**	0	0	0	0	0	0	**0**	1	1	0	0	0	0	**0**	2	4	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	92.3%	86.7%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	50.0%	80.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	1	2	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	2	1	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	7.7%	13.3%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	50.0%	20.0%	**0.0%**

Turning Movement Data Plot

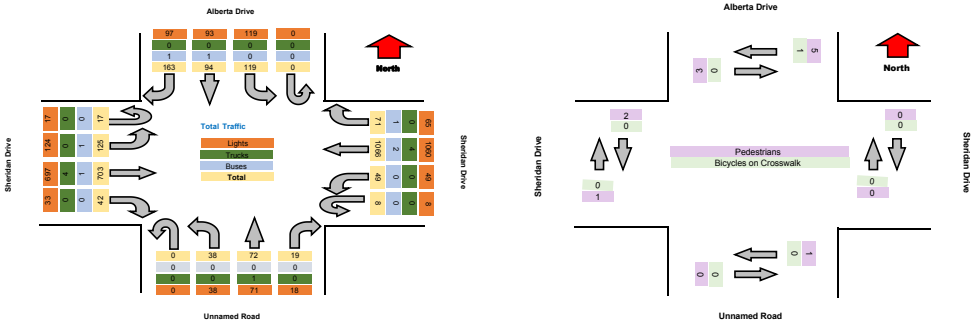




Turning Movement Peak Hour Data (PM)

4:15:00 PM

Leg	Alberta Drive							Sheridan Drive							Unnamed Road							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
4:15:00 PM	42	23	29	0	**94**	0	3	20	291	5	1	**317**	0	0	2	19	11	0	**32**	0	0	9	189	30	3	**231**	0	2	**674**
4:30:00 PM	48	28	36	0	**112**	0	0	21	239	18	5	**283**	0	0	5	16	8	0	**29**	1	0	12	158	26	5	**201**	0	0	**625**
4:45:00 PM	33	24	26	0	**83**	1	2	14	255	11	0	**280**	0	0	6	20	11	0	**37**	0	0	11	177	35	3	**226**	0	0	**626**
5:00:00 PM	40	19	28	0	**87**	2	1	16	281	15	2	**314**	0	0	6	17	8	0	**31**	0	0	10	179	34	6	**229**	1	0	**661**
Grand Total	163	94	119	0	**376**	3	6	71	1066	49	8	**1194**	0	0	19	72	38	0	**129**	1	0	42	703	125	17	**887**	1	2	**2586**
% Approach	43.4%	25.0%	31.6%	0.0%	**0.0%**	0.0%	0.0%	5.9%	89.3%	4.1%	0.7%	**0.0%**	0.0%	0.0%	14.7%	55.8%	29.5%	0.0%	**0.0%**	0.0%	0.0%	4.7%	79.3%	14.1%	1.9%	**0.0%**	0.0%	0.0%	
% Total	6.3%	3.6%	4.6%	0.0%	**14.5%**	0.0%	0.0%	2.7%	41.2%	1.9%	0.3%	**46.2%**	0.0%	0.0%	0.7%	2.8%	1.5%	0.0%	**5.0%**	0.0%	0.0%	1.6%	27.2%	4.8%	0.7%	**34.3%**	0.0%	0.0%	
PHF	0.849	0.839	0.826	0.000	**0.839**	0.000	0.000	0.845	0.916	0.681	0.400	**0.942**	0.000	0.000	0.792	0.900	0.864	0.000	**0.872**	0.000	0.000	0.875	0.930	0.893	0.708	**0.960**	0.000	0.000	**0.959**
Lights	97	93	119	0	**309**	0	0	65	1060	49	8	**1182**	0	0	18	71	38	0	**127**	0	0	33	697	124	17	**871**	0	0	**2489**
% Lights	59.5%	98.9%	100.0%	0.0%	**82.2%**	0.0%	0.0%	91.5%	99.4%	100.0%	100.0%	**99.0%**	0.0%	0.0%	94.7%	98.6%	100.0%	0.0%	**98.4%**	0.0%	0.0%	78.6%	99.1%	99.2%	100.0%	**98.2%**	0.0%	0.0%	**96.2%**
Trucks	0	0	0	0	**0**	0	0	0	4	0	0	**4**	0	0	0	1	0	0	**1**	0	0	0	4	0	0	**4**	0	0	**9**
% Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	1.4%	0.0%	0.0%	**0.8%**	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	**0.5%**	0.0%	0.0%	**0.3%**
Buses	1	1	0	0	**2**	0	0	1	2	0	0	**3**	0	0	0	0	0	0	**0**	0	0	0	1	1	0	**2**	0	0	**7**
% Buses	0.6%	1.1%	0.0%	0.0%	**0.5%**	0.0%	0.0%	1.4%	0.2%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.1%	0.8%	0.0%	**0.2%**	0.0%	0.0%	**0.3%**
Pedestrians	0	0	0	0	**0**	3	5	0	0	0	0	**0**	0	0	0	0	0	0	**0**	1	0	0	0	0	0	**0**	1	2	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	83.3%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**



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Summary

Project	C & S
Project Code	11682
Site Name	Sheridan Drive & Alberta Dri
Legs and Movements	All Processed Legs & Mover
Bin Size	15 minutes
Survey Date	2023-11-18, Saturday
Location	Sheridan Drive & Alberta Dri
Latitude and Longitude	42.98047,-78.81752

	Start	End	PHF
PM Peak	2023-11-18 12:15:00	2023-11-18 13:15:00	0.961

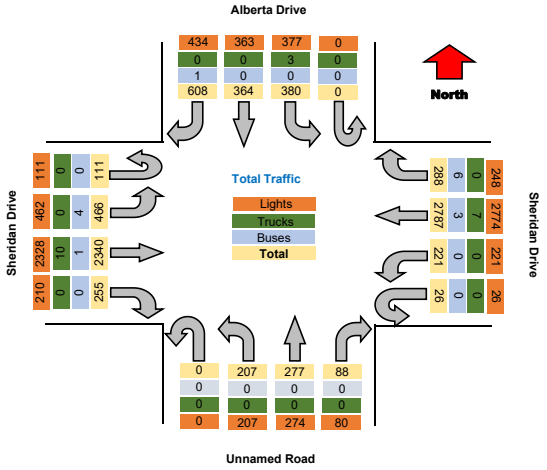
Turning Movement Data

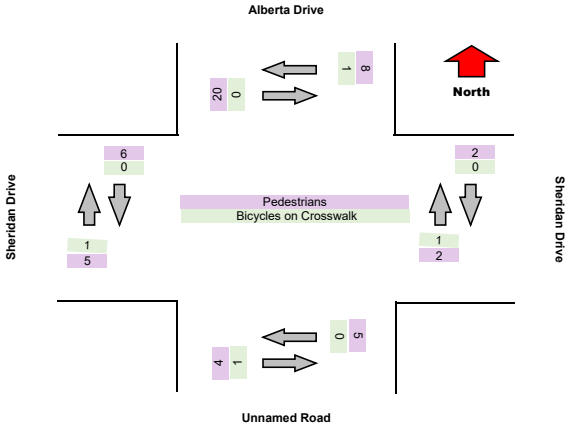
Leg	Alberta Drive							Sheridan Drive							Unnamed Road							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
12:00:00	60	36	32	0	**128**	1	0	29	210	20	2	**261**	0	0	6	26	18	0	**50**	0	0	17	229	31	4	**281**	2	0	**720**
12:15:00	45	24	20	0	**89**	3	0	26	252	27	3	**308**	0	0	10	16	22	0	**48**	0	0	23	196	57	12	**288**	2	1	**733**
12:30:00	55	27	26	0	**108**	3	1	28	211	10	0	**249**	0	0	4	19	18	0	**41**	1	1	17	198	45	14	**274**	2	0	**672**
12:45:00	39	25	36	0	**100**	1	2	29	253	18	3	**303**	0	2	5	24	18	0	**47**	0	0	21	193	26	11	**251**	0	0	**701**
Hourly Total	199	112	114	0	**425**	8	3	112	926	75	8	**1121**	0	2	25	85	76	0	**186**	1	1	78	816	159	41	**1094**	6	1	**2826**
13:00:00	55	26	33	0	**114**	3	0	19	251	24	4	**298**	2	0	6	30	17	0	**53**	0	1	26	196	42	12	**276**	0	0	**741**
13:15:00	46	23	33	0	**102**	1	0	20	218	17	1	**256**	0	0	8	35	21	0	**64**	1	0	15	172	50	10	**247**	0	0	**669**
13:30:00	48	28	24	0	**100**	1	0	31	274	21	1	**327**	0	1	6	17	16	0	**39**	0	0	23	193	21	7	**244**	0	0	**710**
13:45:00	49	37	37	0	**123**	2	0	27	222	13	4	**266**	0	0	5	30	17	0	**52**	0	0	23	187	48	6	**264**	0	0	**705**
Hourly Total	198	114	127	0	**439**	7	0	97	965	75	10	**1147**	2	1	25	112	71	0	**208**	1	1	87	748	161	35	**1031**	0	0	**2825**
14:00:00	51	35	47	0	**133**	0	1	20	209	10	3	**242**	0	0	19	18	17	0	**54**	0	0	23	192	33	6	**254**	0	1	**683**
14:15:00	44	32	23	0	**99**	0	2	20	231	20	1	**272**	0	0	7	26	16	0	**49**	2	1	18	219	45	14	**296**	0	1	**716**
14:30:00	69	35	32	0	**136**	0	0	23	212	16	1	**252**	0	0	8	15	10	0	**33**	1	0	21	173	35	7	**236**	0	2	**657**
14:45:00	47	36	37	0	**120**	5	3	16	244	25	3	**288**	0	0	4	21	17	0	**42**	0	2	28	192	33	8	**261**	0	1	**711**
Hourly Total	211	138	139	0	**488**	5	6	79	896	71	8	**1054**	0	0	38	80	60	0	**178**	3	3	90	776	146	35	**1047**	0	5	**2767**
Grand Total	608	364	380	0	**1352**	20	9	288	2787	221	26	**3322**	2	3	88	277	207	0	**572**	5	5	255	2340	466	111	**3172**	6	6	**8418**
% Approach	45.0%	26.9%	28.1%	0.0%	**0.0%**	0.0%	0.0%	8.7%	83.9%	6.7%	0.8%	**0.0%**	0.0%	0.0%	15.4%	48.4%	36.2%	0.0%	**0.0%**	0.0%	0.0%	8.0%	73.8%	14.7%	3.5%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	7.2%	4.3%	4.5%	0.0%	**16.1%**	0.0%	0.0%	3.4%	33.1%	2.6%	0.3%	**39.5%**	0.0%	0.0%	1.0%	3.3%	2.5%	0.0%	**6.8%**	0.0%	0.0%	3.0%	27.8%	5.5%	1.3%	**37.7%**	0.0%	0.0%	**0.0%**
Lights	434	363	377	0	**1174**	0	0	248	2774	221	26	**3269**	0	0	80	274	207	0	**561**	0	0	210	2328	462	111	**3111**	0	0	**8115**
% Lights	71.4%	99.7%	99.2%	0.0%	**86.8%**	0.0%	0.0%	86.1%	99.5%	100.0%	100.0%	**98.4%**	0.0%	0.0%	90.9%	98.9%	100.0%	0.0%	**98.1%**	0.0%	0.0%	82.4%	99.5%	99.1%	100.0%	**98.1%**	0.0%	0.0%	**96.4%**
Trucks	0	0	3	0	**3**	0	0	0	7	0	0	**7**	0	0	0	0	0	0	**0**	0	0	0	10	0	0	**10**	0	0	**20**
% Trucks	0.0%	0.0%	0.8%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	**0.3%**	0.0%	0.0%	**0.2%**
Buses	1	0	0	0	**1**	0	0	6	3	0	0	**9**	0	0	0	0	0	0	**0**	0	0	0	1	4	0	**5**	0	0	**15**
% Buses	0.2%	0.0%	0.0%	0.0%	**0.1%**	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	**0.2%**	0.0%	0.0%	**0.2%**
Pedestrians	0	0	0	0	**0**	20	8	0	0	0	0	**0**	2	2	0	0	0	0	**0**	5	4	0	0	0	0	**0**	5	6	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	88.9%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	66.7%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	80.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	83.3%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	1	0	0	0	0	**0**	1	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	11.1%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	16.7%	0.0%	**0.0%**

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Summary

Turning Movement Data Plot





TRI-STATE TRAFFIC DATA

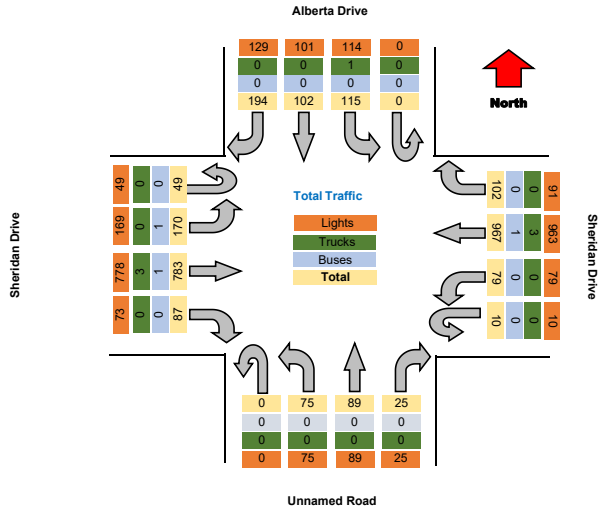
TSTData.com

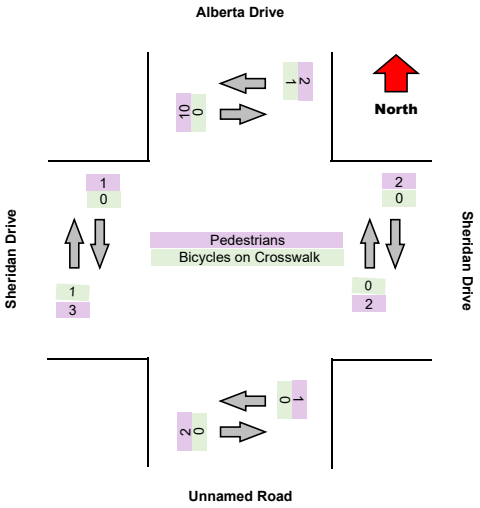
Summary

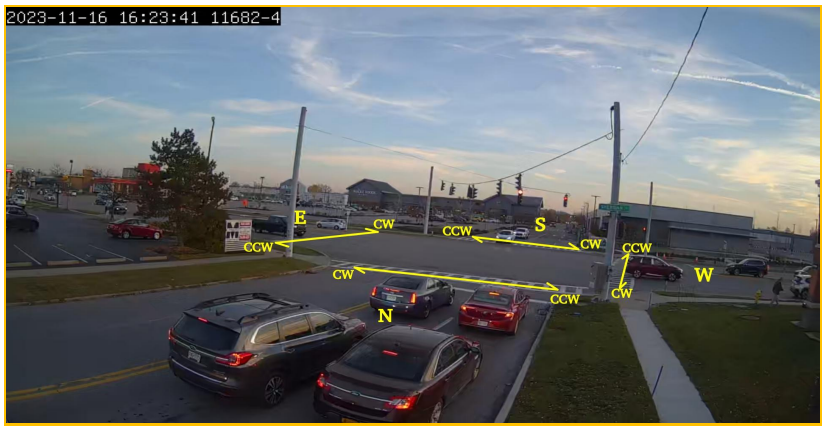
Turning Movement Peak Hour Data (PM)

12:15:00

Leg	Alberta Drive							Sheridan Drive							Unnamed Road							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
12:15:00	45	24	20	0	**89**	3	0	26	252	27	3	**308**	0	0	10	16	22	0	**48**	0	0	23	196	57	12	**288**	2	1	**733**
12:30:00	55	27	26	0	**108**	3	1	28	211	10	0	**249**	0	0	4	19	18	0	**41**	1	1	17	198	45	14	**274**	2	0	**672**
12:45:00	39	25	36	0	**100**	1	2	29	253	18	3	**303**	0	2	5	24	18	0	**47**	0	0	21	193	26	11	**251**	0	0	**701**
13:00:00	55	26	33	0	**114**	3	0	19	251	24	4	**298**	2	0	6	30	17	0	**53**	0	1	26	196	42	12	**276**	0	0	**741**
Grand Total	194	102	115	0	**411**	10	3	102	967	79	10	**1158**	2	2	25	89	75	0	**189**	1	2	87	783	170	49	**1089**	4	1	**2847**
% Approach	47.2%	24.8%	28.0%	0.0%	**0.0%**	0.0%	0.0%	8.8%	83.5%	6.8%	0.9%	**0.0%**	0.0%	0.0%	13.2%	47.1%	39.7%	0.0%	**0.0%**	0.0%	0.0%	8.0%	71.9%	15.6%	4.5%	**0.0%**	0.0%	0.0%	
% Total	6.8%	3.6%	4.0%	0.0%	**14.4%**	0.0%	0.0%	3.6%	34.0%	2.8%	0.4%	**40.7%**	0.0%	0.0%	0.9%	3.1%	2.6%	0.0%	**6.6%**	0.0%	0.0%	3.1%	27.5%	6.0%	1.7%	**38.3%**	0.0%	0.0%	
PHF	0.882	0.944	0.799	0.000	**0.901**	0.000	0.000	0.879	0.956	0.731	0.625	**0.940**	0.000	0.000	0.625	0.742	0.852	0.000	**0.892**	0.000	0.000	0.837	0.989	0.746	0.875	**0.945**	0.000	0.000	**0.961**
Lights	129	101	114	0	**344**	0	0	91	963	79	10	**1143**	0	0	25	89	75	0	**189**	0	0	73	778	169	49	**1069**	0	0	**2745**
% Lights	66.5%	99.0%	99.1%	0.0%	**83.7%**	0.0%	0.0%	89.2%	99.6%	100.0%	100.0%	**98.7%**	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	83.9%	99.4%	99.4%	100.0%	**98.2%**	0.0%	0.0%	**96.4%**
Trucks	0	0	1	0	**1**	0	0	0	3	0	0	**3**	0	0	0	0	0	0	**0**	0	0	0	3	0	0	**3**	0	0	**7**
% Trucks	0.0%	0.0%	0.9%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	**0.3%**	0.0%	0.0%	**0.2%**
Buses	0	0	0	0	**0**	0	0	0	1	0	0	**1**	0	0	0	0	0	0	**0**	0	0	0	1	1	0	**2**	0	0	**3**
% Buses	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	**0.1%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.1%	0.6%	0.0%	**0.2%**	0.0%	0.0%	**0.1%**
Pedestrians	0	0	0	0	**0**	10	2	0	0	0	0	**0**	2	2	0	0	0	0	**0**	1	2	0	0	0	0	**0**	3	1	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	66.7%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	75.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	1	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	25.0%	0.0%	**0.0%**



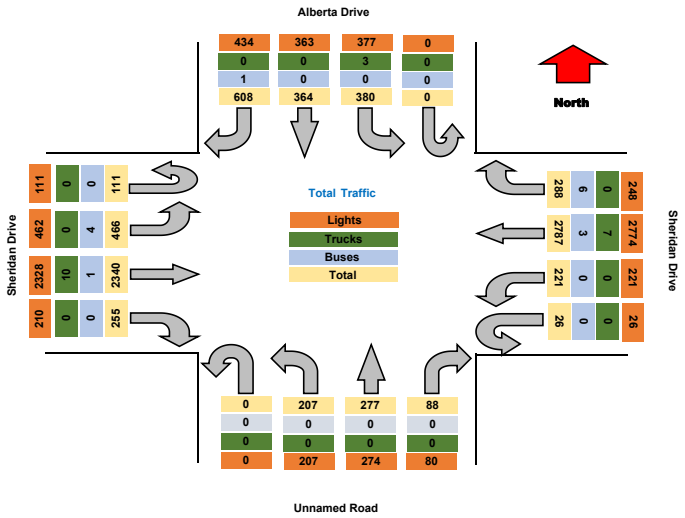


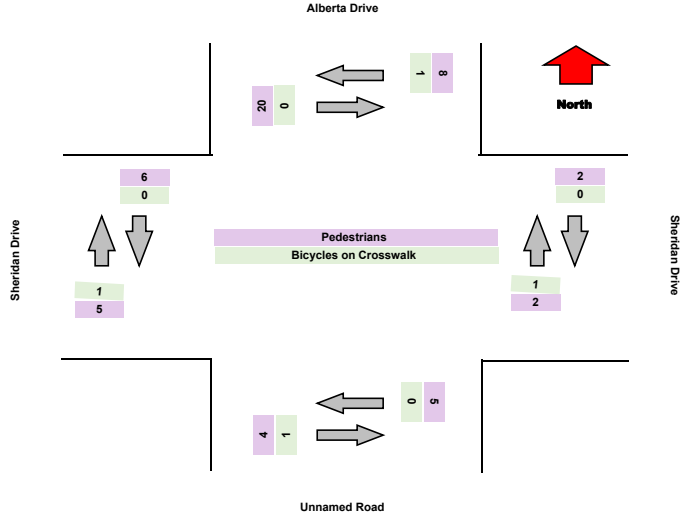


Turning Movement Data

Leg	Alberta Drive							Sheridan Drive							Unnamed Road							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
12:00:00	60	36	32	0	**128**	1	0	29	210	20	2	**261**	0	0	6	26	18	0	**50**	0	0	17	229	31	4	**281**	2	0	**720**
12:15:00	45	24	20	0	**89**	3	0	26	252	27	3	**308**	0	0	10	16	22	0	**48**	0	0	23	196	57	12	**288**	2	1	**733**
12:30:00	55	27	26	0	**108**	3	1	28	211	10	0	**249**	0	0	4	19	18	0	**41**	1	1	17	198	45	14	**274**	2	0	**672**
12:45:00	39	25	36	0	**100**	1	2	29	253	18	3	**303**	0	2	5	24	18	0	**47**	0	0	21	193	26	11	**251**	0	0	**701**
Hourly Total	199	112	114	0	**425**	8	3	112	926	75	8	**1121**	0	2	25	85	76	0	**186**	1	1	78	816	159	41	**1094**	6	1	**2826**
13:00:00	55	26	33	0	**114**	3	0	19	251	24	4	**298**	2	0	6	30	17	0	**53**	0	1	26	196	42	12	**276**	0	0	**741**
13:15:00	46	23	33	0	**102**	1	0	20	218	17	1	**256**	0	0	8	35	21	0	**64**	1	0	15	172	50	10	**247**	0	0	**669**
13:30:00	48	28	24	0	**100**	1	0	31	274	21	1	**327**	0	1	6	17	16	0	**39**	0	0	23	193	21	7	**244**	0	0	**710**
13:45:00	49	37	37	0	**123**	2	0	27	222	13	4	**266**	0	0	5	30	17	0	**52**	0	0	23	187	48	6	**264**	0	0	**705**
Hourly Total	198	114	127	0	**439**	7	0	97	965	75	10	**1147**	2	1	25	112	71	0	**208**	1	1	87	748	161	35	**1031**	0	0	**2825**
14:00:00	51	35	47	0	**133**	0	1	20	209	10	3	**242**	0	0	19	18	17	0	**54**	0	0	23	192	33	6	**254**	0	1	**683**
14:15:00	44	32	23	0	**99**	0	2	20	231	20	1	**272**	0	0	7	26	16	0	**49**	2	1	18	219	45	14	**296**	0	1	**716**
14:30:00	69	35	32	0	**136**	0	0	23	212	16	1	**252**	0	0	8	15	10	0	**33**	1	0	21	173	35	7	**236**	0	2	**657**
14:45:00	47	36	37	0	**120**	5	3	16	244	25	3	**288**	0	0	4	21	17	0	**42**	0	2	28	192	33	8	**261**	0	1	**711**
Hourly Total	211	138	139	0	**488**	5	6	79	896	71	8	**1054**	0	0	38	80	60	0	**178**	3	3	90	776	146	35	**1047**	0	5	**2767**
Grand Total	608	364	380	0	**1352**	20	9	288	2787	221	26	**3322**	2	3	88	277	207	0	**572**	5	5	255	2340	466	111	**3172**	6	6	**8418**
% Approach	45.0%	26.9%	28.1%	0.0%	**0.0%**	0.0%	0.0%	8.7%	83.9%	6.7%	0.8%	**0.0%**	0.0%	0.0%	15.4%	48.4%	36.2%	0.0%	**0.0%**	0.0%	0.0%	8.0%	73.8%	14.7%	3.5%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	7.2%	4.3%	4.5%	0.0%	**16.1%**	0.0%	0.0%	3.4%	33.1%	2.6%	0.3%	**39.5%**	0.0%	0.0%	1.0%	3.3%	2.5%	0.0%	**6.8%**	0.0%	0.0%	3.0%	27.8%	5.5%	1.3%	**37.7%**	0.0%	0.0%	**0.0%**
Lights	434	363	377	0	**1174**	0	0	248	2774	221	26	**3269**	0	0	80	274	207	0	**561**	0	0	210	2328	462	111	**3111**	0	0	**8115**
% Lights	71.4%	99.7%	99.2%	0.0%	**86.8%**	0.0%	0.0%	86.1%	99.5%	100.0%	100.0%	**98.4%**	0.0%	0.0%	90.9%	98.9%	100.0%	0.0%	**98.1%**	0.0%	0.0%	82.4%	99.5%	99.1%	100.0%	**98.1%**	0.0%	0.0%	**96.4%**
Trucks	0	0	3	0	**3**	0	0	0	7	0	0	**7**	0	0	0	0	0	0	**0**	0	0	0	10	0	0	**10**	0	0	**20**
% Trucks	0.0%	0.0%	0.8%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	**0.3%**	0.0%	0.0%	**0.2%**
Buses	1	0	0	0	**1**	0	0	6	3	0	0	**9**	0	0	0	0	0	0	**0**	0	0	0	1	4	0	**5**	0	0	**15**
% Buses	0.2%	0.0%	0.0%	0.0%	**0.1%**	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	**0.2%**	0.0%	0.0%	**0.2%**
Pedestrians	0	0	0	0	**0**	20	8	0	0	0	0	**0**	2	2	0	0	0	0	**0**	5	4	0	0	0	0	**0**	5	6	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	88.9%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	66.7%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	80.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	83.3%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	1	0	0	0	0	**0**	1	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	11.1%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	16.7%	0.0%	**0.0%**

Turning Movement Data Plot

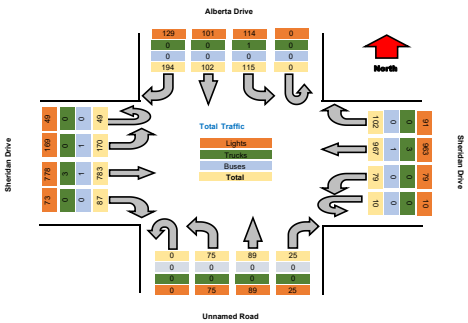


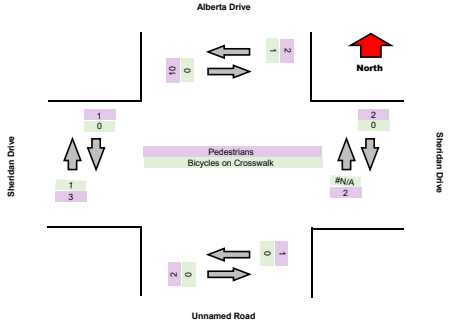


Turning Movement Peak Hour Data (PM)

12:15:00

Leg	Alberta Drive							Sheridan Drive							Unnamed Road							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
12:15:00	45	24	20	0	**89**	3	0	26	252	27	3	**308**	0	0	10	16	22	0	**48**	0	0	23	196	57	12	**288**	2	1	**733**
12:30:00	55	27	26	0	**108**	3	1	28	211	10	0	**249**	0	0	4	19	18	0	**41**	1	1	17	198	45	14	**274**	2	0	**672**
12:45:00	39	25	36	0	**100**	1	2	29	253	18	3	**303**	0	2	5	24	18	0	**47**	0	0	21	193	26	11	**251**	0	0	**701**
13:00:00	55	26	33	0	**114**	3	0	19	251	24	4	**298**	2	0	6	30	17	0	**53**	0	1	26	196	42	12	**276**	0	0	**741**
Grand Total	194	102	115	0	**411**	10	3	102	967	79	10	**1158**	2	2	25	89	75	0	**189**	1	2	87	783	170	49	**1089**	4	1	**2847**
% Approach	47.2%	24.8%	28.0%	0.0%	**0.0%**	0.0%	0.0%	8.8%	83.5%	6.8%	0.9%	**0.0%**	0.0%	0.0%	13.2%	47.1%	39.7%	0.0%	**0.0%**	0.0%	0.0%	8.0%	71.9%	15.6%	4.5%	**0.0%**	0.0%	0.0%	
% Total	6.8%	3.6%	4.0%	0.0%	**14.4%**	0.0%	0.0%	3.6%	34.0%	2.8%	0.4%	**40.7%**	0.0%	0.0%	0.9%	3.1%	2.6%	0.0%	**6.6%**	0.0%	0.0%	3.1%	27.5%	6.0%	1.7%	**38.3%**	0.0%	0.0%	
PHF	0.882	0.944	0.799	0.000	**0.901**	0.000	0.000	0.879	0.956	0.731	0.625	**0.940**	0.000	0.000	0.625	0.742	0.852	0.000	**0.892**	0.000	0.000	0.837	0.989	0.746	0.875	**0.945**	0.000	0.000	**0.961**
Lights	129	101	114	0	**344**	0	0	91	963	79	10	**1143**	0	0	25	89	75	0	**189**	0	0	73	778	169	49	**1069**	0	0	**2745**
% Lights	66.5%	99.0%	99.1%	0.0%	**83.7%**	0.0%	0.0%	89.2%	99.6%	100.0%	100.0%	**98.7%**	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	83.9%	99.4%	99.4%	100.0%	**98.2%**	0.0%	0.0%	**96.4%**
Trucks	0	0	1	0	**1**	0	0	0	3	0	0	**3**	0	0	0	0	0	0	**0**	0	0	0	3	0	0	**3**	0	0	**7**
% Trucks	0.0%	0.0%	0.9%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	**0.3%**	0.0%	0.0%	**0.2%**
Buses	0	0	0	0	**0**	0	0	0	1	0	0	**1**	0	0	0	0	0	0	**0**	0	0	0	1	1	0	**2**	0	0	**3**
% Buses	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	**0.1%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.1%	0.6%	0.0%	**0.2%**	0.0%	0.0%	**0.1%**
Pedestrians	0	0	0	0	**0**	10	2	0	0	0	0	**0**	2	2	0	0	0	0	**0**	1	2	0	0	0	0	**0**	3	1	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	66.7%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	75.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	1	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	25.0%	0.0%	**0.0%**





TSTData.com

Summary

Project	C & S
Project Code	11682
Site Name	Sheridan Drive & Bailey Ave
Legs and Movements	All Processed Legs & Move
Bin Size	15 minutes
Survey Date	2023-11-16, Thursday
Location	Sheridan Drive & Bailey Ave
Latitude and Longitude	42.98023, -78.81391

	Start	End	PHF
PM Peak	2023-11-16 16:15:00	2023-11-16 17:15:00	0.981

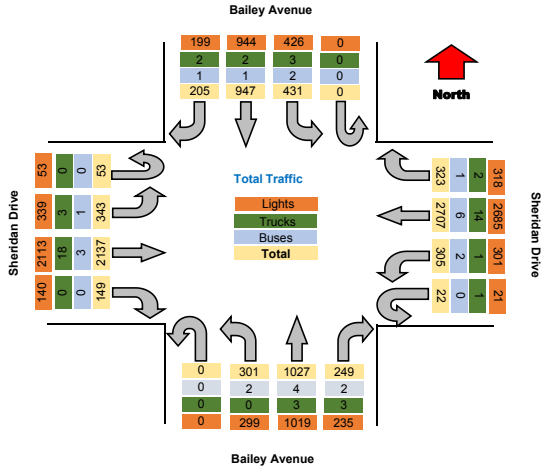
Turning Movement Data

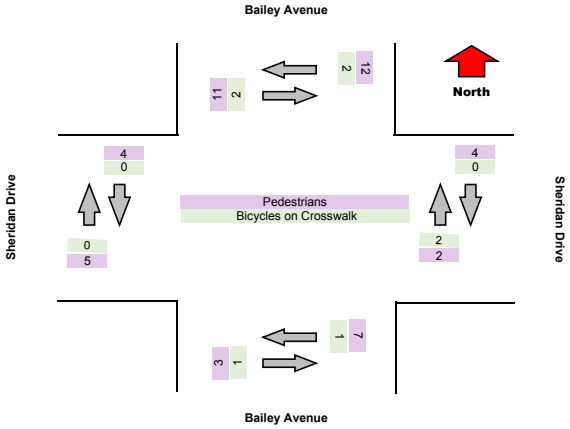
Leg	Bailey Avenue							Sheridan Drive							Bailey Avenue							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
3:00:00 PM	20	69	36	0	**125**	2	1	22	223	16	0	**261**	0	0	17	63	13	0	**93**	0	0	9	193	21	5	**228**	0	0	**707**
3:15:00 PM	11	74	39	0	**124**	0	4	22	205	26	3	**256**	1	0	27	89	34	0	**150**	1	2	9	155	27	3	**194**	0	0	**724**
3:30:00 PM	9	69	32	0	**110**	1	0	22	234	18	5	**279**	0	2	26	83	25	0	**134**	1	1	12	182	31	2	**227**	0	0	**750**
3:45:00 PM	11	78	38	0	**127**	2	2	32	222	27	1	**282**	0	0	18	95	19	0	**132**	0	0	8	182	43	2	**235**	0	0	**776**
Hourly Total	51	290	145	0	**486**	5	7	98	884	87	9	**1078**	1	2	88	330	91	0	**509**	2	3	38	712	122	12	**884**	0	0	**2957**
4:00:00 PM	26	80	56	0	**162**	1	1	29	176	27	0	**232**	2	1	20	96	35	0	**151**	1	0	17	153	31	2	**203**	2	0	**748**
4:15:00 PM	18	72	40	0	**130**	2	0	30	267	20	2	**319**	0	0	12	71	31	0	**114**	3	0	19	187	24	10	**240**	2	1	**803**
4:30:00 PM	27	71	26	0	**124**	1	0	26	229	23	2	**280**	0	0	22	96	20	0	**138**	0	0	15	194	26	4	**239**	0	0	**781**
4:45:00 PM	29	92	34	0	**155**	1	1	30	218	28	3	**279**	1	1	25	101	28	0	**154**	1	1	12	169	23	3	**207**	1	1	**795**
Hourly Total	100	315	156	0	**571**	5	2	115	890	98	7	**1110**	3	2	79	364	114	0	**557**	5	1	63	703	104	19	**889**	5	2	**3127**
5:00:00 PM	17	79	26	0	**122**	2	3	32	254	32	3	**321**	0	0	24	83	25	0	**132**	1	0	13	187	32	7	**239**	0	1	**814**
5:15:00 PM	15	93	32	0	**140**	0	2	21	215	32	1	**269**	0	0	17	91	22	0	**130**	0	0	15	171	28	6	**220**	0	1	**759**
5:30:00 PM	15	88	35	0	**138**	0	0	27	246	27	0	**300**	0	0	23	80	27	0	**130**	0	0	15	189	29	3	**236**	0	0	**804**
5:45:00 PM	7	82	37	0	**126**	1	0	30	218	29	2	**279**	0	0	18	79	22	0	**119**	0	0	5	175	28	6	**214**	0	0	**738**
Hourly Total	54	342	130	0	**526**	3	5	110	933	120	6	**1169**	0	0	82	333	96	0	**511**	1	0	48	722	117	22	**909**	0	2	**3115**
Grand Total	205	947	431	0	**1583**	13	14	323	2707	305	22	**3357**	4	4	249	1027	301	0	**1577**	8	4	149	2137	343	53	**2682**	5	4	**9199**
% Approach	13.0%	59.8%	27.2%	0.0%	**0.0%**	0.0%	0.0%	9.6%	80.6%	9.1%	0.7%	**0.0%**	0.0%	0.0%	15.8%	65.1%	19.1%	0.0%	**0.0%**	0.0%	0.0%	5.6%	79.7%	12.8%	2.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	2.2%	10.3%	4.7%	0.0%	**17.2%**	0.0%	0.0%	3.5%	29.4%	3.3%	0.2%	**36.5%**	0.0%	0.0%	2.7%	11.2%	3.3%	0.0%	**17.1%**	0.0%	0.0%	1.6%	23.2%	3.7%	0.6%	**29.2%**	0.0%	0.0%	**0.0%**
Lights	199	944	426	0	**1569**	0	0	318	2685	301	21	**3325**	0	0	235	1019	299	0	**1553**	0	0	140	2113	339	53	**2645**	0	0	**9092**
% Lights	97.1%	99.7%	98.8%	0.0%	**99.1%**	0.0%	0.0%	98.5%	99.2%	98.7%	95.5%	**99.0%**	0.0%	0.0%	94.4%	99.2%	99.3%	0.0%	**98.5%**	0.0%	0.0%	94.0%	98.9%	98.8%	100.0%	**98.6%**	0.0%	0.0%	**98.8%**
Trucks	2	2	3	0	**7**	0	0	2	14	1	1	**18**	0	0	3	3	0	0	**6**	0	0	0	18	3	0	**21**	0	0	**52**
% Trucks	1.0%	0.2%	0.7%	0.0%	**0.4%**	0.0%	0.0%	0.6%	0.5%	0.3%	4.5%	**0.5%**	0.0%	0.0%	1.2%	0.3%	0.0%	0.0%	**0.4%**	0.0%	0.0%	0.0%	0.8%	0.9%	0.0%	**0.8%**	0.0%	0.0%	**0.6%**
Buses	1	1	2	0	**4**	0	0	1	6	2	0	**9**	0	0	2	4	2	0	**8**	0	0	0	3	1	0	**4**	0	0	**25**
% Buses	0.5%	0.1%	0.5%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.2%	0.7%	0.0%	**0.3%**	0.0%	0.0%	0.8%	0.4%	0.7%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.1%	0.3%	0.0%	**0.1%**	0.0%	0.0%	**0.3%**
Pedestrians	0	0	0	0	**0**	11	12	0	0	0	0	**0**	4	2	0	0	0	0	**0**	7	3	0	0	0	0	**0**	5	4	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	84.6%	85.7%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	50.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	87.5%	75.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	2	2	0	0	0	0	**0**	0	2	0	0	0	0	**0**	1	1	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	15.4%	14.3%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	12.5%	25.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

TSTData.com

Summary

Turning Movement Data Plot





TRI-STATE TRAFFIC DATA

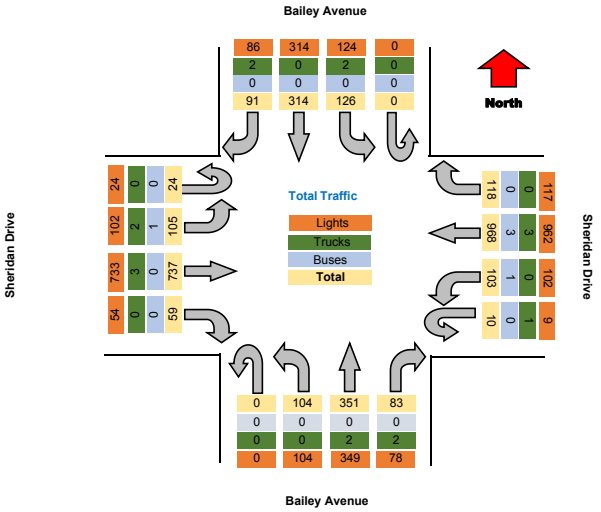
TSTData.com

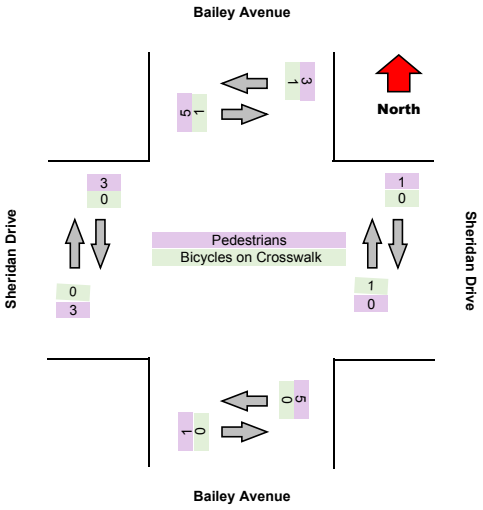
Summary

Turning Movement Peak Hour Data (PM)

4:15:00 PM

Leg	Bailey Avenue							Sheridan Drive							Bailey Avenue							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
4:15:00 PM	18	72	40	0	**130**	2	0	30	267	20	2	**319**	0	0	12	71	31	0	**114**	3	0	19	187	24	10	**240**	2	1	**803**
4:30:00 PM	27	71	26	0	**124**	1	0	26	229	23	2	**280**	0	0	22	96	20	0	**138**	0	0	15	194	26	4	**239**	0	0	**781**
4:45:00 PM	29	92	34	0	**155**	1	1	30	218	28	3	**279**	1	1	25	101	28	0	**154**	1	1	12	169	23	3	**207**	1	1	**795**
5:00:00 PM	17	79	26	0	**122**	2	3	32	254	32	3	**321**	0	0	24	83	25	0	**132**	1	0	13	187	32	7	**239**	0	1	**814**
Grand Total	91	314	126	0	**531**	6	4	118	968	103	10	**1199**	1	1	83	351	104	0	**538**	5	1	59	737	105	24	**925**	3	3	**3193**
% Approach	17.1%	59.1%	23.7%	0.0%	**0.0%**	0.0%	0.0%	9.8%	80.7%	8.6%	0.8%	**0.0%**	0.0%	0.0%	15.4%	65.2%	19.3%	0.0%	**0.0%**	0.0%	0.0%	6.4%	79.7%	11.4%	2.6%	**0.0%**	0.0%	0.0%	
% Total	2.8%	9.8%	3.9%	0.0%	**16.6%**	0.0%	0.0%	3.7%	30.3%	3.2%	0.3%	**37.6%**	0.0%	0.0%	2.6%	11.0%	3.3%	0.0%	**16.8%**	0.0%	0.0%	1.8%	23.1%	3.3%	0.8%	**29.0%**	0.0%	0.0%	
PHF	0.784	0.853	0.788	0.000	**0.856**	0.000	0.000	0.922	0.906	0.805	0.833	**0.934**	0.000	0.000	0.830	0.869	0.839	0.000	**0.873**	0.000	0.000	0.776	0.950	0.820	0.600	**0.964**	0.000	0.000	**0.981**
Lights	86	314	124	0	**524**	0	0	117	962	102	9	**1190**	0	0	78	349	104	0	**531**	0	0	54	733	102	24	**913**	0	0	**3158**
% Lights	94.5%	100.0%	98.4%	0.0%	**98.7%**	0.0%	0.0%	99.2%	99.4%	99.0%	90.0%	**99.2%**	0.0%	0.0%	94.0%	99.4%	100.0%	0.0%	**98.7%**	0.0%	0.0%	91.5%	99.5%	97.1%	100.0%	**98.7%**	0.0%	0.0%	**98.9%**
Trucks	2	0	2	0	**4**	0	0	0	3	0	1	**4**	0	0	2	2	0	0	**4**	0	0	0	3	2	0	**5**	0	0	**17**
% Trucks	2.2%	0.0%	1.6%	0.0%	**0.8%**	0.0%	0.0%	0.0%	0.3%	0.0%	10.0%	**0.3%**	0.0%	0.0%	2.4%	0.6%	0.0%	0.0%	**0.7%**	0.0%	0.0%	0.0%	0.4%	1.9%	0.0%	**0.5%**	0.0%	0.0%	**0.5%**
Buses	0	0	0	0	**0**	0	0	0	3	1	0	**4**	0	0	0	0	0	0	**0**	0	0	0	0	1	0	**1**	0	0	**5**
% Buses	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.3%	1.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	**0.1%**	0.0%	0.0%	**0.2%**
Pedestrians	0	0	0	0	**0**	5	3	0	0	0	0	**0**	1	0	0	0	0	0	**0**	5	1	0	0	0	0	**0**	3	3	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	83.3%	75.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	1	1	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	16.7%	25.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**



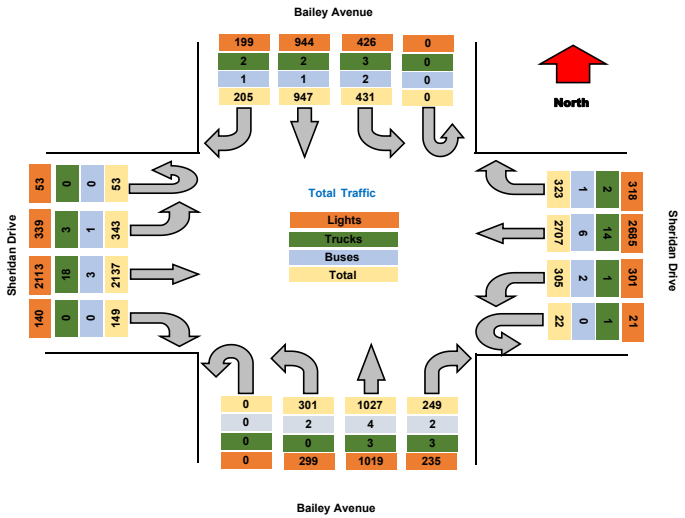


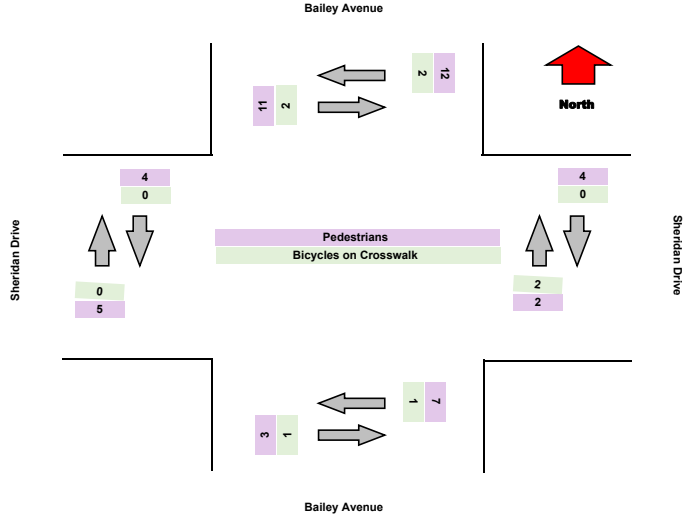


Turning Movement Data

Leg	Bailey Avenue							Sheridan Drive							Bailey Avenue							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
3:00:00 PM	20	69	36	0	**125**	2	1	22	223	16	0	**261**	0	0	17	63	13	0	**93**	0	0	9	193	21	5	**228**	0	0	**707**
3:15:00 PM	11	74	39	0	**124**	0	4	22	205	26	3	**256**	1	0	27	89	34	0	**150**	1	2	9	155	27	3	**194**	0	0	**724**
3:30:00 PM	9	69	32	0	**110**	1	0	22	234	18	5	**279**	0	2	26	83	25	0	**134**	1	1	12	182	31	2	**227**	0	0	**750**
3:45:00 PM	11	78	38	0	**127**	2	2	32	222	27	1	**282**	0	0	18	95	19	0	**132**	0	0	8	182	43	2	**235**	0	0	**776**
Hourly Total	51	290	145	0	**486**	5	7	98	884	87	9	**1078**	1	2	88	330	91	0	**509**	2	3	38	712	122	12	**884**	0	0	**2957**
4:00:00 PM	26	80	56	0	**162**	1	1	29	176	27	0	**232**	2	1	20	96	35	0	**151**	1	0	17	153	31	2	**203**	2	0	**748**
4:15:00 PM	18	72	40	0	**130**	2	0	30	267	20	2	**319**	0	0	12	71	31	0	**114**	3	0	19	187	24	10	**240**	2	1	**803**
4:30:00 PM	27	71	26	0	**124**	1	0	26	229	23	2	**280**	0	0	22	96	20	0	**138**	0	0	15	194	26	4	**239**	0	0	**781**
4:45:00 PM	29	92	34	0	**155**	1	1	30	218	28	3	**279**	1	1	25	101	28	0	**154**	1	1	12	169	23	3	**207**	1	1	**795**
Hourly Total	100	315	156	0	**571**	5	2	115	890	98	7	**1110**	3	2	79	364	114	0	**557**	5	1	63	703	104	19	**889**	5	2	**3127**
5:00:00 PM	17	79	26	0	**122**	2	3	32	254	32	3	**321**	0	0	24	83	25	0	**132**	1	0	13	187	32	7	**239**	0	1	**814**
5:15:00 PM	15	93	32	0	**140**	0	2	21	215	32	1	**269**	0	0	17	91	22	0	**130**	0	0	15	171	28	6	**220**	0	1	**759**
5:30:00 PM	15	88	35	0	**138**	0	0	27	246	27	0	**300**	0	0	23	80	27	0	**130**	0	0	15	189	29	3	**236**	0	0	**804**
5:45:00 PM	7	82	37	0	**126**	1	0	30	218	29	2	**279**	0	0	18	79	22	0	**119**	0	0	5	175	28	6	**214**	0	0	**738**
Hourly Total	54	342	130	0	**526**	3	5	110	933	120	6	**1169**	0	0	82	333	96	0	**511**	1	0	48	722	117	22	**909**	0	2	**3115**
Grand Total	205	947	431	0	**1583**	13	14	323	2707	305	22	**3357**	4	4	249	1027	301	0	**1577**	8	4	149	2137	343	53	**2682**	5	4	**9199**
% Approach	13.0%	59.8%	27.2%	0.0%	**0.0%**	0.0%	0.0%	9.6%	80.6%	9.1%	0.7%	**0.0%**	0.0%	0.0%	15.8%	65.1%	19.1%	0.0%	**0.0%**	0.0%	0.0%	5.6%	79.7%	12.8%	2.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	2.2%	10.3%	4.7%	0.0%	**17.2%**	0.0%	0.0%	3.5%	29.4%	3.3%	0.2%	**36.5%**	0.0%	0.0%	2.7%	11.2%	3.3%	0.0%	**17.1%**	0.0%	0.0%	1.6%	23.2%	3.7%	0.6%	**29.2%**	0.0%	0.0%	**0.0%**
Lights	199	944	426	0	**1569**	0	0	318	2685	301	21	**3325**	0	0	235	1019	299	0	**1553**	0	0	140	2113	339	53	**2645**	0	0	**9092**
% Lights	97.1%	99.7%	98.8%	0.0%	**99.1%**	0.0%	0.0%	98.5%	99.2%	98.7%	95.5%	**99.0%**	0.0%	0.0%	94.4%	99.2%	99.3%	0.0%	**98.5%**	0.0%	0.0%	94.0%	98.9%	98.8%	100.0%	**98.6%**	0.0%	0.0%	**98.8%**
Trucks	2	2	3	0	**7**	0	0	2	14	1	1	**18**	0	0	3	3	0	0	**6**	0	0	0	18	3	0	**21**	0	0	**52**
% Trucks	1.0%	0.2%	0.7%	0.0%	**0.4%**	0.0%	0.0%	0.6%	0.5%	0.3%	4.5%	**0.5%**	0.0%	0.0%	1.2%	0.3%	0.0%	0.0%	**0.4%**	0.0%	0.0%	0.0%	0.8%	0.9%	0.0%	**0.8%**	0.0%	0.0%	**0.6%**
Buses	1	1	2	0	**4**	0	0	1	6	2	0	**9**	0	0	2	4	2	0	**8**	0	0	0	3	1	0	**4**	0	0	**25**
% Buses	0.5%	0.1%	0.5%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.2%	0.7%	0.0%	**0.3%**	0.0%	0.0%	0.8%	0.4%	0.7%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.1%	0.3%	0.0%	**0.1%**	0.0%	0.0%	**0.3%**
Pedestrians	0	0	0	0	**0**	11	12	0	0	0	0	**0**	4	2	0	0	0	0	**0**	7	3	0	0	0	0	**0**	5	4	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	84.6%	85.7%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	50.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	87.5%	75.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	2	2	0	0	0	0	**0**	0	2	0	0	0	0	**0**	1	1	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	15.4%	14.3%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	12.5%	25.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

Turning Movement Data Plot

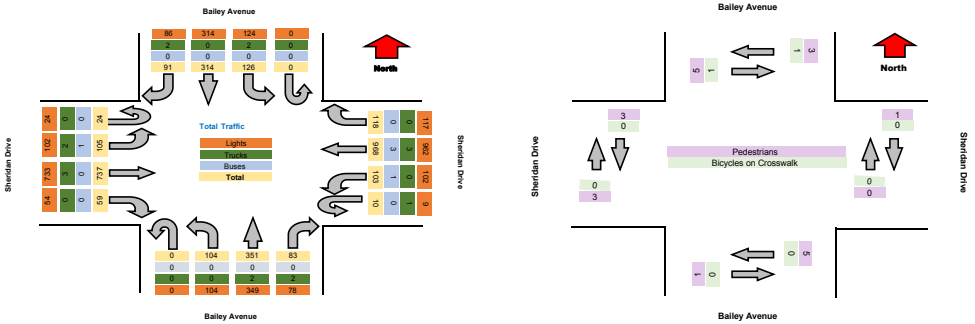




Turning Movement Peak Hour Data (PM)

4:15:00 PM

Leg	Bailey Avenue							Sheridan Drive							Bailey Avenue							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
4:15:00 PM	18	72	40	0	**130**	2	0	30	267	20	2	**319**	0	0	12	71	31	0	**114**	3	0	19	187	24	10	**240**	2	1	**803**
4:30:00 PM	27	71	26	0	**124**	1	0	26	229	23	2	**280**	0	0	22	96	20	0	**138**	0	0	15	194	26	4	**239**	0	0	**781**
4:45:00 PM	29	92	34	0	**155**	1	1	30	218	28	3	**279**	1	1	25	101	28	0	**154**	1	1	12	169	23	3	**207**	1	1	**795**
5:00:00 PM	17	79	26	0	**122**	2	3	32	254	32	3	**321**	0	0	24	83	25	0	**132**	1	0	13	187	32	7	**239**	0	1	**814**
Grand Total	91	314	126	0	**531**	6	4	118	968	103	10	**1199**	1	1	83	351	104	0	**538**	5	1	59	737	105	24	**925**	3	3	**3193**
% Approach	17.1%	59.1%	23.7%	0.0%	**0.0%**	0.0%	0.0%	9.8%	80.7%	8.6%	0.8%	**0.0%**	0.0%	0.0%	15.4%	65.2%	19.3%	0.0%	**0.0%**	0.0%	0.0%	6.4%	79.7%	11.4%	2.6%	**0.0%**	0.0%	0.0%	
% Total	2.8%	9.8%	3.9%	0.0%	**16.6%**	0.0%	0.0%	3.7%	30.3%	3.2%	0.3%	**37.6%**	0.0%	0.0%	2.6%	11.0%	3.3%	0.0%	**16.8%**	0.0%	0.0%	1.8%	23.1%	3.3%	0.8%	**29.0%**	0.0%	0.0%	
PHF	0.784	0.853	0.788	0.000	**0.856**	0.000	0.000	0.922	0.906	0.805	0.833	**0.934**	0.000	0.000	0.830	0.869	0.839	0.000	**0.873**	0.000	0.000	0.776	0.950	0.820	0.600	**0.964**	0.000	0.000	**0.981**
Lights	86	314	124	0	**524**	0	0	117	962	102	9	**1190**	0	0	78	349	104	0	**531**	0	0	54	733	102	24	**913**	0	0	**3158**
% Lights	94.5%	100.0%	98.4%	0.0%	**98.7%**	0.0%	0.0%	99.2%	99.4%	99.0%	90.0%	**99.2%**	0.0%	0.0%	94.0%	99.4%	100.0%	0.0%	**98.7%**	0.0%	0.0%	91.5%	99.5%	97.1%	100.0%	**98.7%**	0.0%	0.0%	**98.9%**
Trucks	2	0	2	0	**4**	0	0	0	3	0	1	**4**	0	0	2	2	0	0	**4**	0	0	0	3	2	0	**5**	0	0	**17**
% Trucks	2.2%	0.0%	1.6%	0.0%	**0.8%**	0.0%	0.0%	0.0%	0.3%	0.0%	10.0%	**0.3%**	0.0%	0.0%	2.4%	0.6%	0.0%	0.0%	**0.7%**	0.0%	0.0%	0.0%	0.4%	1.9%	0.0%	**0.5%**	0.0%	0.0%	**0.5%**
Buses	0	0	0	0	**0**	0	0	0	3	1	0	**4**	0	0	0	0	0	0	**0**	0	0	0	0	1	0	**1**	0	0	**5**
% Buses	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.3%	1.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	**0.1%**	0.0%	0.0%	**0.2%**
Pedestrians	0	0	0	0	**0**	5	3	0	0	0	0	**0**	1	0	0	0	0	0	**0**	5	1	0	0	0	0	**0**	3	3	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	83.3%	75.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	1	1	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	16.7%	25.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**



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Summary

Project	C & S
Project Code	11682
Site Name	Sheridan Drive & Bailey Ave
Legs and Movements	All Processed Legs & Move
Bin Size	15 minutes
Survey Date	2023-11-18, Saturday
Location	Sheridan Drive & Bailey Ave
Latitude and Longitude	42.98023,-78.81391

	Start	End	PHF
PM Peak	2023-11-18 12:45:00	2023-11-18 13:45:00	0.97

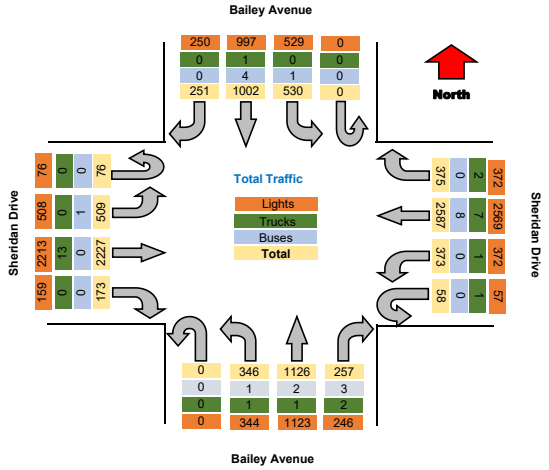
Turning Movement Data

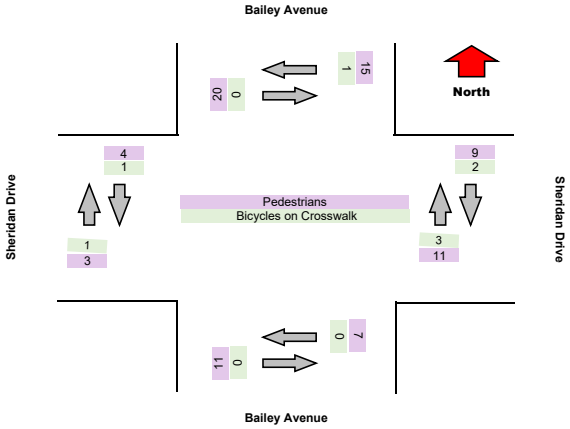
Leg	Bailey Avenue							Sheridan Drive							Bailey Avenue							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
12:00:00	21	97	60	0	**178**	3	0	36	188	24	7	**255**	1	1	22	96	32	0	**150**	0	0	10	187	27	10	**234**	0	0	**817**
12:15:00	19	89	48	0	**156**	2	0	40	234	23	5	**302**	0	2	21	99	26	0	**146**	2	2	22	185	35	5	**247**	0	0	**851**
12:30:00	30	69	43	0	**142**	2	1	21	197	31	4	**253**	0	0	25	119	24	0	**168**	0	2	8	159	45	6	**218**	0	1	**781**
12:45:00	21	77	37	0	**135**	1	0	24	256	28	5	**313**	1	0	22	99	32	0	**153**	0	2	15	202	42	4	**263**	2	0	**864**
Hourly Total	91	332	188	0	**611**	8	1	121	875	106	21	**1123**	2	3	90	413	114	0	**617**	2	6	55	733	149	25	**962**	2	1	**3313**
13:00:00	11	77	38	0	**126**	4	2	31	225	27	6	**289**	1	1	18	98	41	0	**157**	2	0	21	209	43	5	**278**	0	0	**850**
13:15:00	19	90	39	0	**148**	2	2	27	200	29	8	**264**	0	1	26	86	32	0	**144**	1	1	14	160	48	5	**227**	1	0	**783**
13:30:00	25	73	45	0	**143**	3	1	35	269	44	3	**351**	3	3	11	80	32	0	**123**	0	0	14	180	38	5	**237**	0	0	**854**
13:45:00	20	90	37	0	**147**	0	4	29	220	30	4	**283**	1	1	32	98	22	0	**152**	0	1	13	178	45	4	**240**	0	1	**822**
Hourly Total	75	330	159	0	**564**	9	9	122	914	130	21	**1187**	5	6	87	362	127	0	**576**	3	2	62	727	174	19	**982**	1	1	**3309**
14:00:00	21	96	53	0	**170**	1	1	26	175	21	9	**231**	2	2	26	92	30	0	**148**	1	0	15	193	44	10	**262**	0	2	**811**
14:15:00	12	78	34	0	**124**	2	2	33	209	37	3	**282**	0	0	11	89	22	0	**122**	0	1	10	220	44	12	**286**	1	1	**814**
14:30:00	29	95	46	0	**170**	0	0	27	195	28	3	**253**	2	1	24	95	25	0	**144**	1	0	14	170	50	6	**240**	0	0	**807**
14:45:00	23	71	50	0	**144**	0	3	46	219	51	1	**317**	0	2	19	75	28	0	**122**	0	2	17	184	48	4	**253**	0	0	**836**
Hourly Total	85	340	183	0	**608**	3	6	132	798	137	16	**1083**	4	5	80	351	105	0	**536**	2	3	56	767	186	32	**1041**	1	3	**3268**
Grand Total	251	1002	530	0	**1783**	20	16	375	2587	373	58	**3393**	11	14	257	1126	346	0	**1729**	7	11	173	2227	509	76	**2985**	4	5	**9890**
% Approach	14.1%	56.2%	29.7%	0.0%	**0.0%**	0.0%	0.0%	11.1%	76.2%	11.0%	1.7%	**0.0%**	0.0%	0.0%	14.9%	65.1%	20.0%	0.0%	**0.0%**	0.0%	0.0%	5.8%	74.6%	17.1%	2.5%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	2.5%	10.1%	5.4%	0.0%	**18.0%**	0.0%	0.0%	3.8%	26.2%	3.8%	0.6%	**34.3%**	0.0%	0.0%	2.6%	11.4%	3.5%	0.0%	**17.5%**	0.0%	0.0%	1.7%	22.5%	5.1%	0.8%	**30.2%**	0.0%	0.0%	**0.0%**
Lights	250	997	529	0	**1776**	0	0	372	2569	372	57	**3370**	0	0	246	1123	344	0	**1713**	0	0	159	2213	508	76	**2956**	0	0	**9815**
% Lights	99.6%	99.5%	99.8%	0.0%	**99.6%**	0.0%	0.0%	99.2%	99.3%	99.7%	98.3%	**99.3%**	0.0%	0.0%	95.7%	99.7%	99.4%	0.0%	**99.1%**	0.0%	0.0%	91.9%	99.4%	99.8%	100.0%	**99.0%**	0.0%	0.0%	**99.2%**
Trucks	0	1	0	0	**1**	0	0	2	7	1	1	**11**	0	0	2	1	1	0	**4**	0	0	0	13	0	0	**13**	0	0	**29**
% Trucks	0.0%	0.1%	0.0%	0.0%	**0.1%**	0.0%	0.0%	0.5%	0.3%	0.3%	1.7%	**0.3%**	0.0%	0.0%	0.8%	0.1%	0.3%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	**0.4%**	0.0%	0.0%	**0.3%**
Buses	0	4	1	0	**5**	0	0	0	8	0	0	**8**	0	0	3	2	1	0	**6**	0	0	0	0	1	0	**1**	0	0	**20**
% Buses	0.0%	0.4%	0.2%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	**0.2%**	0.0%	0.0%	1.2%	0.2%	0.3%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	**0.0%**	0.0%	0.0%	**0.2%**
Pedestrians	0	0	0	0	**0**	20	15	0	0	0	0	**0**	9	11	0	0	0	0	**0**	7	11	0	0	0	0	**0**	3	4	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	93.8%	0.0%	0.0%	0.0%	0.0%	**0.0%**	81.8%	78.6%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	75.0%	80.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	1	0	0	0	0	**0**	2	3	0	0	0	0	**0**	0	0	0	0	0	0	**0**	1	1	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	6.3%	0.0%	0.0%	0.0%	0.0%	**0.0%**	18.2%	21.4%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	25.0%	20.0%	**0.0%**

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Summary

Turning Movement Data Plot





TRI-STATE TRAFFIC DATA

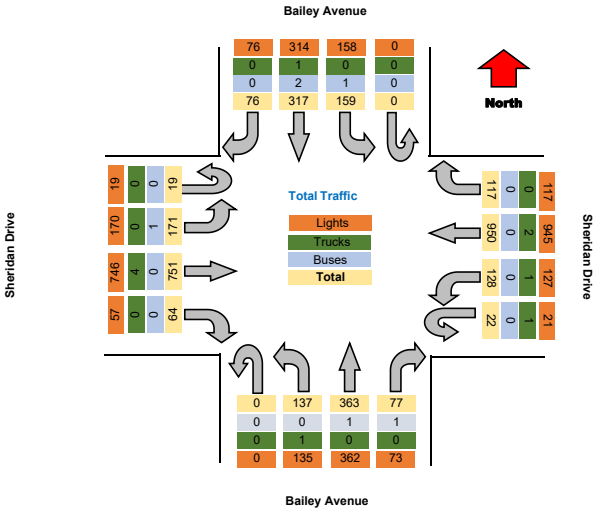
TSTData.com

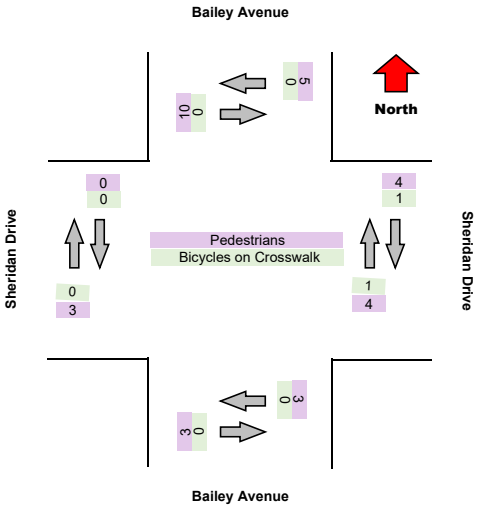
Summary

Turning Movement Peak Hour Data (PM)

12:45:00

Leg	Bailey Avenue							Sheridan Drive							Bailey Avenue							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
12:45:00	21	77	37	0	**135**	1	0	24	256	28	5	**313**	1	0	22	99	32	0	**153**	0	2	15	202	42	4	**263**	2	0	**864**
13:00:00	11	77	38	0	**126**	4	2	31	225	27	6	**289**	1	1	18	98	41	0	**157**	2	0	21	209	43	5	**278**	0	0	**850**
13:15:00	19	90	39	0	**148**	2	2	27	200	29	8	**264**	0	1	26	86	32	0	**144**	1	1	14	160	48	5	**227**	1	0	**783**
13:30:00	25	73	45	0	**143**	3	1	35	269	44	3	**351**	3	3	11	80	32	0	**123**	0	0	14	180	38	5	**237**	0	0	**854**
Grand Total	76	317	159	0	**552**	10	5	117	950	128	22	**1217**	5	5	77	363	137	0	**577**	3	3	64	751	171	19	**1005**	3	0	**3351**
% Approach	13.8%	57.4%	28.8%	0.0%	**0.0%**	0.0%	0.0%	9.6%	78.1%	10.5%	1.8%	**0.0%**	0.0%	0.0%	13.3%	62.9%	23.7%	0.0%	**0.0%**	0.0%	0.0%	6.4%	74.7%	17.0%	1.9%	**0.0%**	0.0%	0.0%	
% Total	2.3%	9.5%	4.7%	0.0%	**16.5%**	0.0%	0.0%	3.5%	28.3%	3.8%	0.7%	**36.3%**	0.0%	0.0%	2.3%	10.8%	4.1%	0.0%	**17.2%**	0.0%	0.0%	1.9%	22.4%	5.1%	0.6%	**30.0%**	0.0%	0.0%	
PHF	0.760	0.881	0.883	0.000	**0.932**	0.000	0.000	0.836	0.883	0.727	0.688	**0.867**	0.000	0.000	0.740	0.917	0.835	0.000	**0.919**	0.000	0.000	0.762	0.898	0.891	0.950	**0.904**	0.000	0.000	**0.970**
Lights	76	314	158	0	**548**	0	0	117	945	127	21	**1210**	0	0	73	362	135	0	**570**	0	0	57	746	170	19	**992**	0	0	**3320**
% Lights	100.0%	99.1%	99.4%	0.0%	**99.3%**	0.0%	0.0%	100.0%	99.5%	99.2%	95.5%	**99.4%**	0.0%	0.0%	94.8%	99.7%	98.5%	0.0%	**98.8%**	0.0%	0.0%	89.1%	99.3%	99.4%	100.0%	**98.7%**	0.0%	0.0%	**99.1%**
Trucks	0	1	0	0	**1**	0	0	0	2	1	1	**4**	0	0	0	0	1	0	**1**	0	0	0	4	0	0	**4**	0	0	**10**
% Trucks	0.0%	0.3%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.2%	0.8%	4.5%	**0.3%**	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	**0.4%**	0.0%	0.0%	**0.3%**
Buses	0	2	1	0	**3**	0	0	0	0	0	0	**0**	0	0	1	1	1	0	**3**	0	0	0	0	1	0	**1**	0	0	**7**
% Buses	0.0%	0.6%	0.6%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	1.3%	0.3%	0.7%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	**0.1%**	0.0%	0.0%	**0.2%**
Pedestrians	0	0	0	0	**0**	10	5	0	0	0	0	**0**	4	4	0	0	0	0	**0**	3	3	0	0	0	0	**0**	3	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	80.0%	80.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	1	1	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	20.0%	20.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**



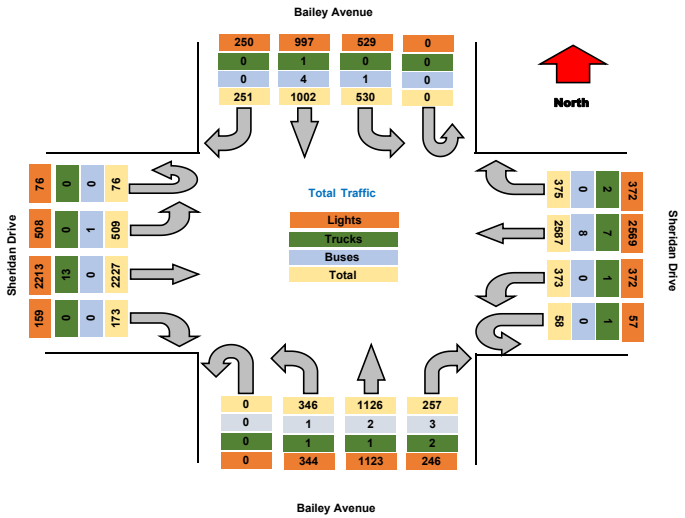


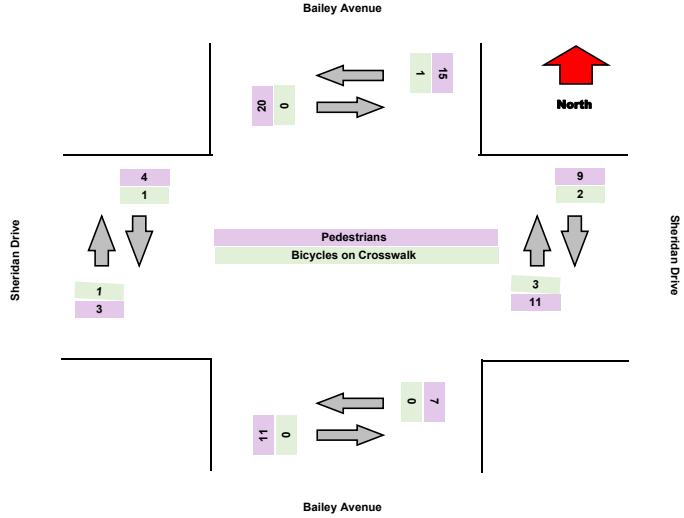


Turning Movement Data

Leg	Bailey Avenue							Sheridan Drive							Bailey Avenue							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
12:00:00	21	97	60	0	**178**	3	0	36	188	24	7	**255**	1	1	22	96	32	0	**150**	0	0	10	187	27	10	**234**	0	0	**817**
12:15:00	19	89	48	0	**156**	2	0	40	234	23	5	**302**	0	2	21	99	26	0	**146**	2	2	22	185	35	5	**247**	0	0	**851**
12:30:00	30	69	43	0	**142**	2	1	21	197	31	4	**253**	0	0	25	119	24	0	**168**	0	2	8	159	45	6	**218**	0	1	**781**
12:45:00	21	77	37	0	**135**	1	0	24	256	28	5	**313**	1	0	22	99	32	0	**153**	0	2	15	202	42	4	**263**	2	0	**864**
Hourly Total	91	332	188	0	**611**	8	1	121	875	106	21	**1123**	2	3	90	413	114	0	**617**	2	6	55	733	149	25	**962**	2	1	**3313**
13:00:00	11	77	38	0	**126**	4	2	31	225	27	6	**289**	1	1	18	98	41	0	**157**	2	0	21	209	43	5	**278**	0	0	**850**
13:15:00	19	90	39	0	**148**	2	2	27	200	29	8	**264**	0	1	26	86	32	0	**144**	1	1	14	160	48	5	**227**	1	0	**783**
13:30:00	25	73	45	0	**143**	3	1	35	269	44	3	**351**	3	3	11	80	32	0	**123**	0	0	14	180	38	5	**237**	0	0	**854**
13:45:00	20	90	37	0	**147**	0	4	29	220	30	4	**283**	1	1	32	98	22	0	**152**	0	1	13	178	45	4	**240**	0	1	**822**
Hourly Total	75	330	159	0	**564**	9	9	122	914	130	21	**1187**	5	6	87	362	127	0	**576**	3	2	62	727	174	19	**982**	1	1	**3309**
14:00:00	21	96	53	0	**170**	1	1	26	175	21	9	**231**	2	2	26	92	30	0	**148**	1	0	15	193	44	10	**262**	0	2	**811**
14:15:00	12	78	34	0	**124**	2	2	33	209	37	3	**282**	0	0	11	89	22	0	**122**	0	1	10	220	44	12	**286**	1	1	**814**
14:30:00	29	95	46	0	**170**	0	0	27	195	28	3	**253**	2	1	24	95	25	0	**144**	1	0	14	170	50	6	**240**	0	0	**807**
14:45:00	23	71	50	0	**144**	0	3	46	219	51	1	**317**	0	2	19	75	28	0	**122**	0	2	17	184	48	4	**253**	0	0	**836**
Hourly Total	85	340	183	0	**608**	3	6	132	798	137	16	**1083**	4	5	80	351	105	0	**536**	2	3	56	767	186	32	**1041**	1	3	**3268**
Grand Total	251	1002	530	0	**1783**	20	16	375	2587	373	58	**3393**	11	14	257	1126	346	0	**1729**	7	11	173	2227	509	76	**2985**	4	5	**9890**
% Approach	14.1%	56.2%	29.7%	0.0%	**0.0%**	0.0%	0.0%	11.1%	76.2%	11.0%	1.7%	**0.0%**	0.0%	0.0%	14.9%	65.1%	20.0%	0.0%	**0.0%**	0.0%	0.0%	5.8%	74.6%	17.1%	2.5%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	2.5%	10.1%	5.4%	0.0%	**18.0%**	0.0%	0.0%	3.8%	26.2%	3.8%	0.6%	**34.3%**	0.0%	0.0%	2.6%	11.4%	3.5%	0.0%	**17.5%**	0.0%	0.0%	1.7%	22.5%	5.1%	0.8%	**30.2%**	0.0%	0.0%	**0.0%**
Lights	250	997	529	0	**1776**	0	0	372	2569	372	57	**3370**	0	0	246	1123	344	0	**1713**	0	0	159	2213	508	76	**2956**	0	0	**9815**
% Lights	99.6%	99.5%	99.8%	0.0%	**99.6%**	0.0%	0.0%	99.2%	99.3%	99.7%	98.3%	**99.3%**	0.0%	0.0%	95.7%	99.7%	99.4%	0.0%	**99.1%**	0.0%	0.0%	91.9%	99.4%	99.8%	100.0%	**99.0%**	0.0%	0.0%	**99.2%**
Trucks	0	1	0	0	**1**	0	0	2	7	1	1	**11**	0	0	2	1	1	0	**4**	0	0	0	13	0	0	**13**	0	0	**29**
% Trucks	0.0%	0.1%	0.0%	0.0%	**0.1%**	0.0%	0.0%	0.5%	0.3%	0.3%	1.7%	**0.3%**	0.0%	0.0%	0.8%	0.1%	0.3%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	**0.4%**	0.0%	0.0%	**0.3%**
Buses	0	4	1	0	**5**	0	0	0	8	0	0	**8**	0	0	3	2	1	0	**6**	0	0	0	0	1	0	**1**	0	0	**20**
% Buses	0.0%	0.4%	0.2%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	**0.2%**	0.0%	0.0%	1.2%	0.2%	0.3%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	**0.0%**	0.0%	0.0%	**0.2%**
Pedestrians	0	0	0	0	**0**	20	15	0	0	0	0	**0**	9	11	0	0	0	0	**0**	7	11	0	0	0	0	**0**	3	4	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	93.8%	0.0%	0.0%	0.0%	0.0%	**0.0%**	81.8%	78.6%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	75.0%	80.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	1	0	0	0	0	**0**	2	3	0	0	0	0	**0**	0	0	0	0	0	0	**0**	1	1	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	6.3%	0.0%	0.0%	0.0%	0.0%	**0.0%**	18.2%	21.4%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	25.0%	20.0%	**0.0%**

Turning Movement Data Plot

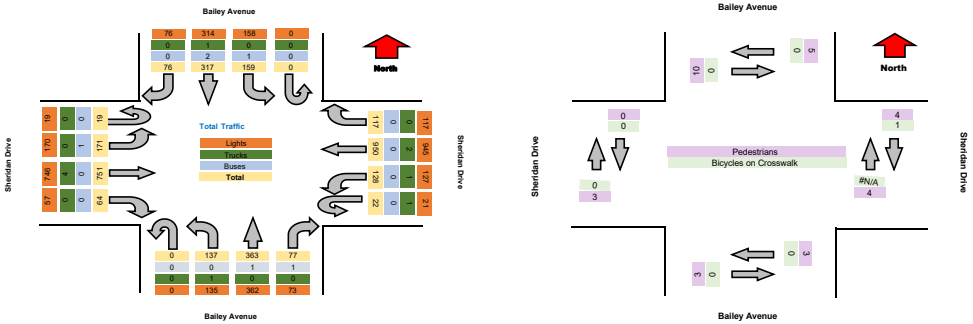




Turning Movement Peak Hour Data (PM)

12:45:00

Leg	Bailey Avenue							Sheridan Drive							Bailey Avenue							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
12:45:00	21	77	37	0	**135**	1	0	24	256	28	5	**313**	1	0	22	99	32	0	**153**	0	2	15	202	42	4	**263**	2	0	**864**
13:00:00	11	77	38	0	**126**	4	2	31	225	27	6	**289**	1	1	18	98	41	0	**157**	2	0	21	209	43	5	**278**	0	0	**850**
13:15:00	19	90	39	0	**148**	2	2	27	200	29	8	**264**	0	1	26	86	32	0	**144**	1	1	14	160	48	5	**227**	1	0	**783**
13:30:00	25	73	45	0	**143**	3	1	35	269	44	3	**351**	3	3	11	80	32	0	**123**	0	0	14	180	38	5	**237**	0	0	**854**
Grand Total	76	317	159	0	**552**	10	5	117	950	128	22	**1217**	5	5	77	363	137	0	**577**	3	3	64	751	171	19	**1005**	3	0	**3351**
% Approach	13.8%	57.4%	28.8%	0.0%	**0.0%**	0.0%	0.0%	9.6%	78.1%	10.5%	1.8%	**0.0%**	0.0%	0.0%	13.3%	62.9%	23.7%	0.0%	**0.0%**	0.0%	0.0%	6.4%	74.7%	17.0%	1.9%	**0.0%**	0.0%	0.0%	
% Total	2.3%	9.5%	4.7%	0.0%	**16.5%**	0.0%	0.0%	3.5%	28.3%	3.8%	0.7%	**36.3%**	0.0%	0.0%	2.3%	10.8%	4.1%	0.0%	**17.2%**	0.0%	0.0%	1.9%	22.4%	5.1%	0.6%	**30.0%**	0.0%	0.0%	
PHF	0.760	0.881	0.883	0.000	**0.932**	0.000	0.000	0.836	0.883	0.727	0.688	**0.867**	0.000	0.000	0.740	0.917	0.835	0.000	**0.919**	0.000	0.000	0.762	0.898	0.891	0.950	**0.904**	0.000	0.000	**0.970**
Lights	76	314	158	0	**548**	0	0	117	945	127	21	**1210**	0	0	73	362	135	0	**570**	0	0	57	746	170	19	**992**	0	0	**3320**
% Lights	100.0%	99.1%	99.4%	0.0%	**99.3%**	0.0%	0.0%	100.0%	99.5%	99.2%	95.5%	**99.4%**	0.0%	0.0%	94.8%	99.7%	98.5%	0.0%	**98.8%**	0.0%	0.0%	89.1%	99.3%	99.4%	100.0%	**98.7%**	0.0%	0.0%	**99.1%**
Trucks	0	1	0	0	**1**	0	0	0	2	1	1	**4**	0	0	0	0	1	0	**1**	0	0	0	4	0	0	**4**	0	0	**10**
% Trucks	0.0%	0.3%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.2%	0.8%	4.5%	**0.3%**	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	**0.4%**	0.0%	0.0%	**0.3%**
Buses	0	2	1	0	**3**	0	0	0	0	0	0	**0**	0	0	1	1	1	0	**3**	0	0	0	0	1	0	**1**	0	0	**7**
% Buses	0.0%	0.6%	0.6%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	1.3%	0.3%	0.7%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	**0.1%**	0.0%	0.0%	**0.2%**
Pedestrians	0	0	0	0	**0**	10	5	0	0	0	0	**0**	4	4	0	0	0	0	**0**	3	3	0	0	0	0	**0**	3	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	80.0%	80.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	1	1	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	20.0%	20.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**



TSTData.com

Summary

Project	C & S
Project Code	11682
Site Name	Sheridan Drive & Sweet Hor
Legs and Movements	All Processed Legs & Mover
Bin Size	15 minutes
Survey Date	2023-11-16, Thursday
Location	Sheridan Drive & Sweet Hor
Latitude and Longitude	42.9799, -78.80785

	Start	End	PHF
PM Peak	2023-11-16 16:30:00	2023-11-16 17:30:00	0.979

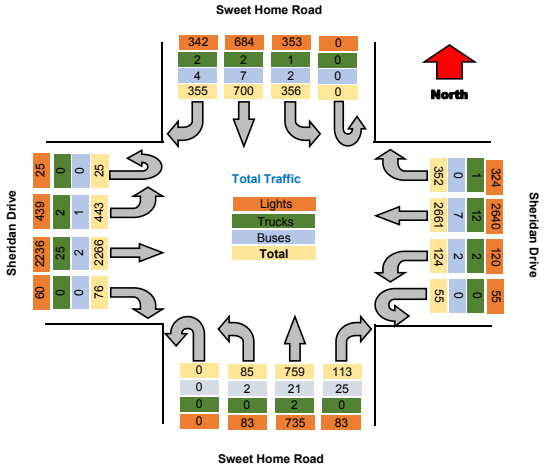
Turning Movement Data

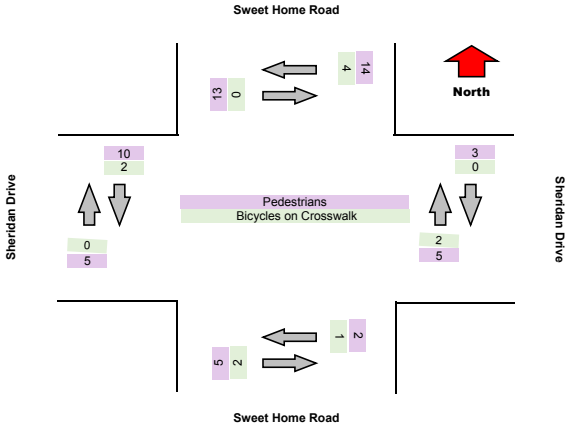
Leg	Sweet Home Road							Sheridan Drive							Sweet Home Road							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
3:00:00 PM	27	68	37	0	**132**	4	1	29	188	9	6	**232**	0	0	7	47	4	0	**58**	0	0	5	192	28	1	**226**	0	0	**648**
3:15:00 PM	29	49	28	0	**106**	2	1	35	229	9	3	**276**	0	0	10	60	12	0	**82**	1	0	7	206	38	6	**257**	0	1	**721**
3:30:00 PM	27	73	27	0	**127**	0	1	22	206	11	7	**246**	0	0	9	80	9	0	**98**	1	0	8	181	43	1	**233**	0	0	**704**
3:45:00 PM	31	50	28	0	**109**	0	5	34	209	4	3	**250**	0	0	7	65	5	0	**77**	0	0	5	194	35	4	**238**	0	1	**674**
Hourly Total	114	240	120	0	**474**	6	8	120	832	33	19	**1004**	0	0	33	252	30	0	**315**	2	0	25	773	144	12	**954**	0	2	**2747**
4:00:00 PM	35	55	33	0	**123**	0	1	21	210	13	6	**250**	0	1	12	73	8	0	**93**	0	1	12	197	39	1	**249**	3	4	**715**
4:15:00 PM	24	43	42	0	**109**	2	0	41	241	16	7	**305**	1	1	10	71	7	0	**88**	1	1	8	166	36	2	**212**	1	1	**714**
4:30:00 PM	31	49	21	0	**101**	0	3	29	227	10	5	**271**	1	0	7	60	6	0	**73**	0	0	6	204	47	2	**259**	0	2	**704**
4:45:00 PM	37	60	24	0	**121**	2	0	27	226	14	4	**271**	0	0	11	81	9	0	**101**	0	1	4	179	46	1	**230**	0	0	**723**
Hourly Total	127	207	120	0	**454**	4	4	118	904	53	22	**1097**	2	2	40	285	30	0	**355**	1	3	30	746	168	6	**950**	4	7	**2856**
5:00:00 PM	29	73	32	0	**134**	1	1	31	241	13	4	**289**	0	3	8	72	8	0	**88**	0	2	6	195	27	1	**229**	1	1	**740**
5:15:00 PM	31	70	26	0	**127**	1	3	35	252	12	7	**306**	0	1	14	51	4	0	**69**	0	1	5	183	36	4	**228**	0	0	**730**
5:30:00 PM	29	63	34	0	**126**	1	0	24	209	9	3	**245**	1	0	10	59	8	0	**77**	0	1	5	183	40	1	**229**	0	1	**677**
5:45:00 PM	25	47	24	0	**96**	0	2	24	223	4	0	**251**	0	1	8	40	5	0	**53**	0	0	5	186	28	1	**220**	0	1	**620**
Hourly Total	114	253	116	0	**483**	3	6	114	925	38	14	**1091**	1	5	40	222	25	0	**287**	0	4	21	747	131	7	**906**	1	3	**2767**
Grand Total	355	700	356	0	**1411**	13	18	352	2661	124	55	**3192**	3	7	113	759	85	0	**957**	3	7	76	2266	443	25	**2810**	5	12	**8370**
% Approach	25.2%	49.6%	25.2%	0.0%	**0.0%**	0.0%	0.0%	11.0%	83.4%	3.9%	1.7%	**0.0%**	0.0%	0.0%	11.8%	79.3%	8.9%	0.0%	**0.0%**	0.0%	0.0%	2.7%	80.6%	15.8%	0.9%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	4.2%	8.4%	4.3%	0.0%	**16.9%**	0.0%	0.0%	4.2%	31.8%	1.5%	0.7%	**38.1%**	0.0%	0.0%	1.4%	9.1%	1.0%	0.0%	**11.4%**	0.0%	0.0%	0.9%	27.1%	5.3%	0.3%	**33.6%**	0.0%	0.0%	**0.0%**
Lights	342	684	353	0	**1379**	0	0	324	2640	120	55	**3139**	0	0	83	735	83	0	**901**	0	0	60	2236	439	25	**2760**	0	0	**8179**
% Lights	96.3%	97.7%	99.2%	0.0%	**97.7%**	0.0%	0.0%	92.0%	99.2%	96.8%	100.0%	**98.3%**	0.0%	0.0%	73.5%	96.8%	97.6%	0.0%	**94.1%**	0.0%	0.0%	78.9%	98.7%	99.1%	100.0%	**98.2%**	0.0%	0.0%	**97.7%**
Trucks	2	2	1	0	**5**	0	0	1	12	2	0	**15**	0	0	0	2	0	0	**2**	0	0	0	25	2	0	**27**	0	0	**49**
% Trucks	0.6%	0.3%	0.3%	0.0%	**0.4%**	0.0%	0.0%	0.3%	0.5%	1.6%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	1.1%	0.5%	0.0%	**1.0%**	0.0%	0.0%	**0.6%**
Buses	4	7	2	0	**13**	0	0	0	7	2	0	**9**	0	0	25	21	2	0	**48**	0	0	0	2	1	0	**3**	0	0	**73**
% Buses	1.1%	1.0%	0.6%	0.0%	**0.9%**	0.0%	0.0%	0.0%	0.3%	1.6%	0.0%	**0.3%**	0.0%	0.0%	22.1%	2.8%	2.4%	0.0%	**5.0%**	0.0%	0.0%	0.0%	0.1%	0.2%	0.0%	**0.1%**	0.0%	0.0%	**0.9%**
Pedestrians	0	0	0	0	**0**	13	14	0	0	0	0	**0**	3	5	0	0	0	0	**0**	2	5	0	0	0	0	**0**	5	10	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	77.8%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	71.4%	0.0%	0.0%	0.0%	0.0%	**0.0%**	66.7%	71.4%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	83.3%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	4	0	0	0	0	**0**	0	2	0	0	0	0	**0**	1	2	0	0	0	0	**0**	0	2	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	22.2%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	28.6%	0.0%	0.0%	0.0%	0.0%	**0.0%**	33.3%	28.6%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	16.7%	**0.0%**

TSTData.com

Summary

Turning Movement Data Plot





TRI-STATE TRAFFIC DATA

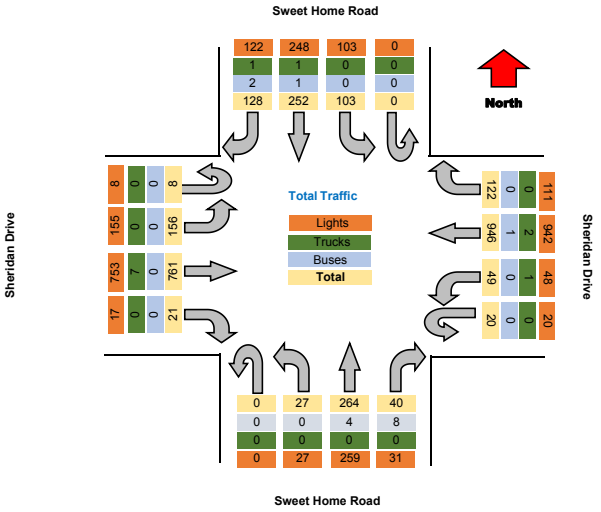
TSTData.com

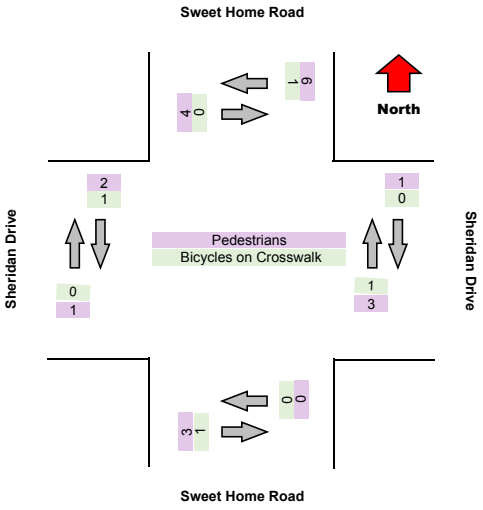
Summary

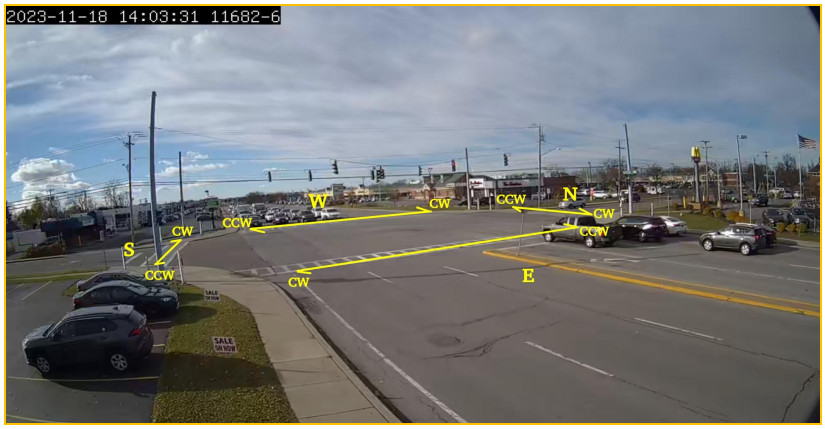
Turning Movement Peak Hour Data (PM)

4:30:00 PM

Leg	Sweet Home Road							Sheridan Drive							Sweet Home Road							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
4:30:00 PM	31	49	21	0	**101**	0	3	29	227	10	5	**271**	1	0	7	60	6	0	**73**	0	0	6	204	47	2	**259**	0	2	**704**
4:45:00 PM	37	60	24	0	**121**	2	0	27	226	14	4	**271**	0	0	11	81	9	0	**101**	0	1	4	179	46	1	**230**	0	0	**723**
5:00:00 PM	29	73	32	0	**134**	1	1	31	241	13	4	**289**	0	3	8	72	8	0	**88**	0	2	6	195	27	1	**229**	1	1	**740**
5:15:00 PM	31	70	26	0	**127**	1	3	35	252	12	7	**306**	0	1	14	51	4	0	**69**	0	1	5	183	36	4	**228**	0	0	**730**
Grand Total	128	252	103	0	**483**	4	7	122	946	49	20	**1137**	1	4	40	264	27	0	**331**	0	4	21	761	156	8	**946**	1	3	**2897**
% Approach	26.5%	52.2%	21.3%	0.0%	**0.0%**	0.0%	0.0%	10.7%	83.2%	4.3%	1.8%	**0.0%**	0.0%	0.0%	12.1%	79.8%	8.2%	0.0%	**0.0%**	0.0%	0.0%	2.2%	80.4%	16.5%	0.8%	**0.0%**	0.0%	0.0%	
% Total	4.4%	8.7%	3.6%	0.0%	**16.7%**	0.0%	0.0%	4.2%	32.7%	1.7%	0.7%	**39.2%**	0.0%	0.0%	1.4%	9.1%	0.9%	0.0%	**11.4%**	0.0%	0.0%	0.7%	26.3%	5.4%	0.3%	**32.7%**	0.0%	0.0%	
PHF	0.865	0.863	0.805	0.000	**0.901**	0.000	0.000	0.871	0.938	0.875	0.714	**0.929**	0.000	0.000	0.714	0.815	0.750	0.000	**0.819**	0.000	0.000	0.875	0.933	0.830	0.500	**0.913**	0.000	0.000	**0.979**
Lights	122	248	103	0	**473**	0	0	111	942	48	20	**1121**	0	0	31	259	27	0	**317**	0	0	17	753	155	8	**933**	0	0	**2844**
% Lights	95.3%	98.4%	100.0%	0.0%	**97.9%**	0.0%	0.0%	91.0%	99.6%	98.0%	100.0%	**98.6%**	0.0%	0.0%	77.5%	98.1%	100.0%	0.0%	**95.8%**	0.0%	0.0%	81.0%	98.9%	99.4%	100.0%	**98.6%**	0.0%	0.0%	**98.2%**
Trucks	1	1	0	0	**2**	0	0	0	2	1	0	**3**	0	0	0	0	0	0	**0**	0	0	0	7	0	0	**7**	0	0	**12**
% Trucks	0.8%	0.4%	0.0%	0.0%	**0.4%**	0.0%	0.0%	0.0%	0.2%	2.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	**0.7%**	0.0%	0.0%	**0.4%**
Buses	2	1	0	0	**3**	0	0	0	1	0	0	**1**	0	0	8	4	0	0	**12**	0	0	0	0	0	0	**0**	0	0	**16**
% Buses	1.6%	0.4%	0.0%	0.0%	**0.6%**	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	**0.1%**	0.0%	0.0%	20.0%	1.5%	0.0%	0.0%	**3.6%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.6%**
Pedestrians	0	0	0	0	**0**	4	6	0	0	0	0	**0**	1	3	0	0	0	0	**0**	0	3	0	0	0	0	**0**	1	2	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	85.7%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	75.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	75.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	66.7%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	1	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	33.3%	**0.0%**



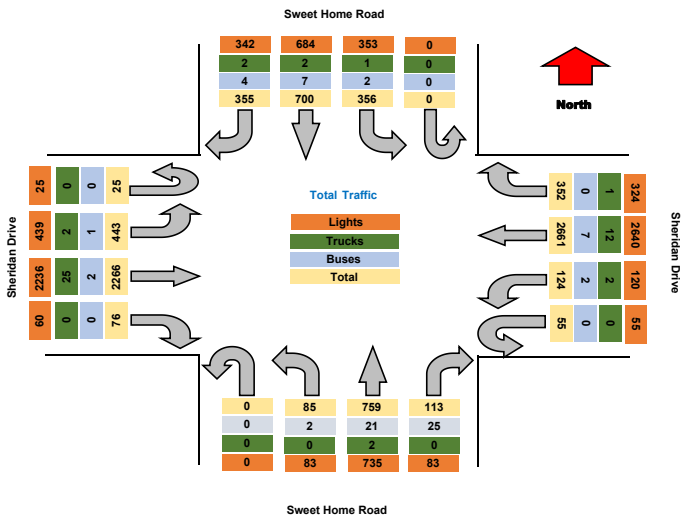


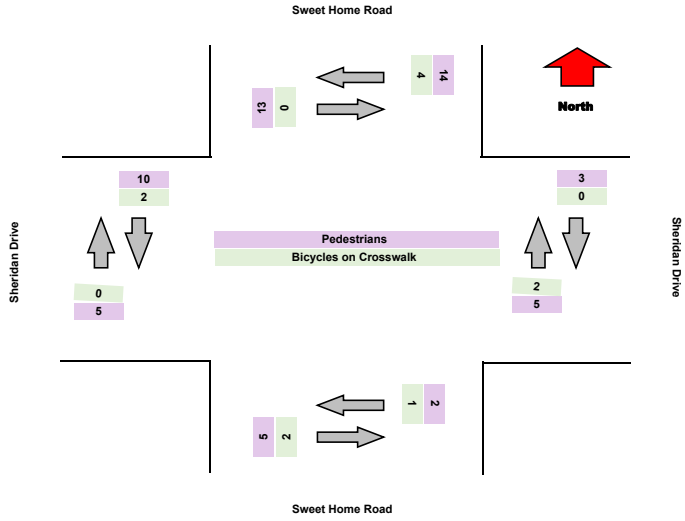


Turning Movement Data

Leg	Sweet Home Road							Sheridan Drive							Sweet Home Road							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
3:00:00 PM	27	68	37	0	**132**	4	1	29	188	9	6	**232**	0	0	7	47	4	0	**58**	0	0	5	192	28	1	**226**	0	0	**648**
3:15:00 PM	29	49	28	0	**106**	2	1	35	229	9	3	**276**	0	0	10	60	12	0	**82**	1	0	7	206	38	6	**257**	0	1	**721**
3:30:00 PM	27	73	27	0	**127**	0	1	22	206	11	7	**246**	0	0	9	80	9	0	**98**	1	0	8	181	43	1	**233**	0	0	**704**
3:45:00 PM	31	50	28	0	**109**	0	5	34	209	4	3	**250**	0	0	7	65	5	0	**77**	0	0	5	194	35	4	**238**	0	1	**674**
Hourly Total	114	240	120	0	**474**	6	8	120	832	33	19	**1004**	0	0	33	252	30	0	**315**	2	0	25	773	144	12	**954**	0	2	**2747**
4:00:00 PM	35	55	33	0	**123**	0	1	21	210	13	6	**250**	0	1	12	73	8	0	**93**	0	1	12	197	39	1	**249**	3	4	**715**
4:15:00 PM	24	43	42	0	**109**	2	0	41	241	16	7	**305**	1	1	10	71	7	0	**88**	1	1	8	166	36	2	**212**	1	1	**714**
4:30:00 PM	31	49	21	0	**101**	0	3	29	227	10	5	**271**	1	0	7	60	6	0	**73**	0	0	6	204	47	2	**259**	0	2	**704**
4:45:00 PM	37	60	24	0	**121**	2	0	27	226	14	4	**271**	0	0	11	81	9	0	**101**	0	1	4	179	46	1	**230**	0	0	**723**
Hourly Total	127	207	120	0	**454**	4	4	118	904	53	22	**1097**	2	2	40	285	30	0	**355**	1	3	30	746	168	6	**950**	4	7	**2856**
5:00:00 PM	29	73	32	0	**134**	1	1	31	241	13	4	**289**	0	3	8	72	8	0	**88**	0	2	6	195	27	1	**229**	1	1	**740**
5:15:00 PM	31	70	26	0	**127**	1	3	35	252	12	7	**306**	0	1	14	51	4	0	**69**	0	1	5	183	36	4	**228**	0	0	**730**
5:30:00 PM	29	63	34	0	**126**	1	0	24	209	9	3	**245**	1	0	10	59	8	0	**77**	0	1	5	183	40	1	**229**	0	1	**677**
5:45:00 PM	25	47	24	0	**96**	0	2	24	223	4	0	**251**	0	1	8	40	5	0	**53**	0	0	5	186	28	1	**220**	0	1	**620**
Hourly Total	114	253	116	0	**483**	3	6	114	925	38	14	**1091**	1	5	40	222	25	0	**287**	0	4	21	747	131	7	**906**	1	3	**2767**
Grand Total	355	700	356	0	**1411**	13	18	352	2661	124	55	**3192**	3	7	113	759	85	0	**957**	3	7	76	2266	443	25	**2810**	5	12	**8370**
% Approach	25.2%	49.6%	25.2%	0.0%	**0.0%**	0.0%	0.0%	11.0%	83.4%	3.9%	1.7%	**0.0%**	0.0%	0.0%	11.8%	79.3%	8.9%	0.0%	**0.0%**	0.0%	0.0%	2.7%	80.6%	15.8%	0.9%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	4.2%	8.4%	4.3%	0.0%	**16.9%**	0.0%	0.0%	4.2%	31.8%	1.5%	0.7%	**38.1%**	0.0%	0.0%	1.4%	9.1%	1.0%	0.0%	**11.4%**	0.0%	0.0%	0.9%	27.1%	5.3%	0.3%	**33.6%**	0.0%	0.0%	**0.0%**
Lights	342	684	353	0	**1379**	0	0	324	2640	120	55	**3139**	0	0	83	735	83	0	**901**	0	0	60	2236	439	25	**2760**	0	0	**8179**
% Lights	96.3%	97.7%	99.2%	0.0%	**97.7%**	0.0%	0.0%	92.0%	99.2%	96.8%	100.0%	**98.3%**	0.0%	0.0%	73.5%	96.8%	97.6%	0.0%	**94.1%**	0.0%	0.0%	78.9%	98.7%	99.1%	100.0%	**98.2%**	0.0%	0.0%	**97.7%**
Trucks	2	2	1	0	**5**	0	0	1	12	2	0	**15**	0	0	0	2	0	0	**2**	0	0	0	25	2	0	**27**	0	0	**49**
% Trucks	0.6%	0.3%	0.3%	0.0%	**0.4%**	0.0%	0.0%	0.3%	0.5%	1.6%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	1.1%	0.5%	0.0%	**1.0%**	0.0%	0.0%	**0.6%**
Buses	4	7	2	0	**13**	0	0	0	7	2	0	**9**	0	0	25	21	2	0	**48**	0	0	0	2	1	0	**3**	0	0	**73**
% Buses	1.1%	1.0%	0.6%	0.0%	**0.9%**	0.0%	0.0%	0.0%	0.3%	1.6%	0.0%	**0.3%**	0.0%	0.0%	22.1%	2.8%	2.4%	0.0%	**5.0%**	0.0%	0.0%	0.0%	0.1%	0.2%	0.0%	**0.1%**	0.0%	0.0%	**0.9%**
Pedestrians	0	0	0	0	**0**	13	14	0	0	0	0	**0**	3	5	0	0	0	0	**0**	2	5	0	0	0	0	**0**	5	10	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	77.8%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	71.4%	0.0%	0.0%	0.0%	0.0%	**0.0%**	66.7%	71.4%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	83.3%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	4	0	0	0	0	**0**	0	2	0	0	0	0	**0**	1	2	0	0	0	0	**0**	0	2	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	22.2%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	28.6%	0.0%	0.0%	0.0%	0.0%	**0.0%**	33.3%	28.6%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	16.7%	**0.0%**

Turning Movement Data Plot

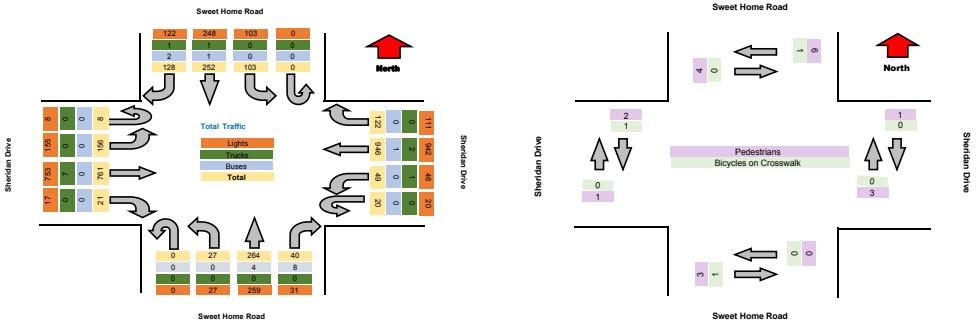




Turning Movement Peak Hour Data (PM)

4:30:00 PM

Leg	Sweet Home Road							Sheridan Drive							Sweet Home Road							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
4:30:00 PM	31	49	21	0	**101**	0	3	29	227	10	5	**271**	1	0	7	60	6	0	**73**	0	0	6	204	47	2	**259**	0	2	**704**
4:45:00 PM	37	60	24	0	**121**	2	0	27	226	14	4	**271**	0	0	11	81	9	0	**101**	0	1	4	179	46	1	**230**	0	0	**723**
5:00:00 PM	29	73	32	0	**134**	1	1	31	241	13	4	**289**	0	3	8	72	8	0	**88**	0	2	6	195	27	1	**229**	1	1	**740**
5:15:00 PM	31	70	26	0	**127**	1	3	35	252	12	7	**306**	0	1	14	51	4	0	**69**	0	1	5	183	36	4	**228**	0	0	**730**
Grand Total	128	252	103	0	**483**	4	7	122	946	49	20	**1137**	1	4	40	264	27	0	**331**	0	4	21	761	156	8	**946**	1	3	**2897**
% Approach	26.5%	52.2%	21.3%	0.0%	**0.0%**	0.0%	0.0%	10.7%	83.2%	4.3%	1.8%	**0.0%**	0.0%	0.0%	12.1%	79.8%	8.2%	0.0%	**0.0%**	0.0%	0.0%	2.2%	80.4%	16.5%	0.8%	**0.0%**	0.0%	0.0%	
% Total	4.4%	8.7%	3.6%	0.0%	**16.7%**	0.0%	0.0%	4.2%	32.7%	1.7%	0.7%	**39.2%**	0.0%	0.0%	1.4%	9.1%	0.9%	0.0%	**11.4%**	0.0%	0.0%	0.7%	26.3%	5.4%	0.3%	**32.7%**	0.0%	0.0%	
PHF	0.865	0.863	0.805	0.000	**0.901**	0.000	0.000	0.871	0.938	0.875	0.714	**0.929**	0.000	0.000	0.714	0.815	0.750	0.000	**0.819**	0.000	0.000	0.875	0.933	0.830	0.500	**0.913**	0.000	0.000	**0.979**
Lights	122	248	103	0	**473**	0	0	111	942	48	20	**1121**	0	0	31	259	27	0	**317**	0	0	17	753	155	8	**933**	0	0	**2844**
% Lights	95.3%	98.4%	100.0%	0.0%	**97.9%**	0.0%	0.0%	91.0%	99.6%	98.0%	100.0%	**98.6%**	0.0%	0.0%	77.5%	98.1%	100.0%	0.0%	**95.8%**	0.0%	0.0%	81.0%	98.9%	99.4%	100.0%	**98.6%**	0.0%	0.0%	**98.2%**
Trucks	1	1	0	0	**2**	0	0	0	2	1	0	**3**	0	0	0	0	0	0	**0**	0	0	0	7	0	0	**7**	0	0	**12**
% Trucks	0.8%	0.4%	0.0%	0.0%	**0.4%**	0.0%	0.0%	0.0%	0.2%	2.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	**0.7%**	0.0%	0.0%	**0.4%**
Buses	2	1	0	0	**3**	0	0	0	1	0	0	**1**	0	0	8	4	0	0	**12**	0	0	0	0	0	0	**0**	0	0	**16**
% Buses	1.6%	0.4%	0.0%	0.0%	**0.6%**	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	**0.1%**	0.0%	0.0%	20.0%	1.5%	0.0%	0.0%	**3.6%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.6%**
Pedestrians	0	0	0	0	**0**	4	6	0	0	0	0	**0**	1	3	0	0	0	0	**0**	0	3	0	0	0	0	**0**	1	2	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	85.7%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	75.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	75.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	66.7%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	1	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	33.3%	**0.0%**



TRI-STATE TRAFFIC DATA

TSTData.com

Summary

Project	C & S
Project Code	11682
Site Name	Sheridan Drive & Sweet Hor
Legs and Movements	All Processed Legs & Mover
Bin Size	15 minutes
Survey Date	2023-11-18, Saturday
Location	Sheridan Drive & Sweet Hor
Latitude and Longitude	42.9799, -78.80785

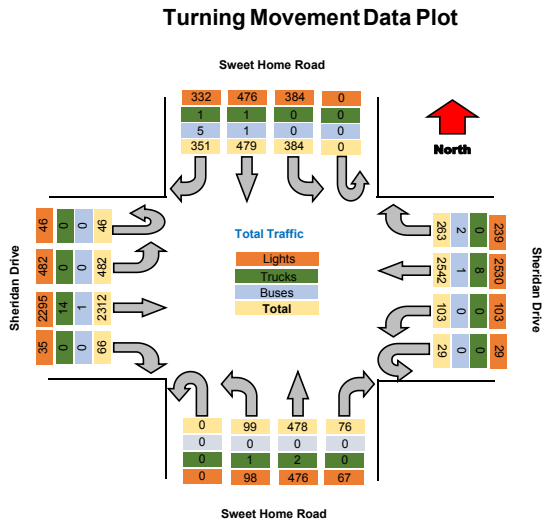
	Start	End	PHF
PM Peak	2023-11-18 12:30:00	2023-11-18 13:30:00	0.978

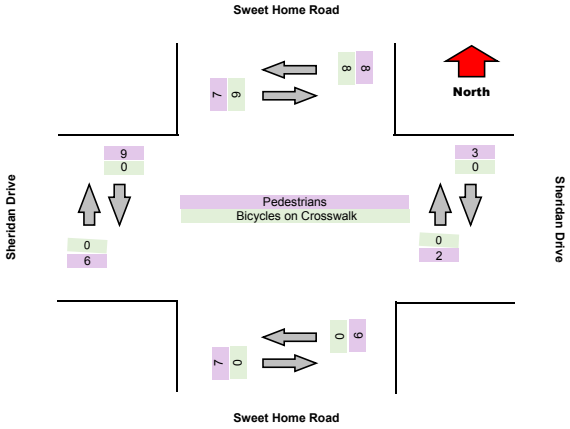
Turning Movement Data

Leg	Sweet Home Road							Sheridan Drive							Sweet Home Road							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
12:00:00 PM	29	36	31	0	**96**	1	0	22	209	12	3	**246**	0	0	9	43	8	0	**60**	2	1	10	206	36	5	**257**	2	0	**659**
12:15:00 PM	24	40	30	0	**94**	0	0	20	220	8	0	**248**	0	0	5	45	12	0	**62**	0	0	3	170	33	0	**206**	0	0	**610**
12:30:00 PM	19	38	32	0	**89**	0	1	21	211	12	0	**244**	1	0	12	33	8	0	**53**	2	0	4	209	38	1	**252**	2	0	**638**
12:45:00 PM	33	39	44	0	**116**	0	5	18	205	9	0	**232**	0	0	2	45	12	0	**59**	1	0	6	200	38	11	**255**	0	0	**662**
Hourly Total	105	153	137	0	**395**	1	6	81	845	41	3	**970**	1	0	28	166	40	0	**234**	5	1	23	785	145	17	**970**	4	0	**2569**
1:00:00 PM	27	47	37	0	**111**	0	6	21	218	7	3	**249**	1	1	2	32	5	0	**39**	0	0	9	176	44	3	**232**	0	2	**631**
1:15:00 PM	31	41	21	0	**93**	0	0	24	232	7	1	**264**	0	1	11	37	8	0	**56**	1	0	5	196	41	4	**246**	0	0	**659**
1:30:00 PM	45	33	37	0	**115**	6	0	18	229	4	5	**256**	0	0	7	38	13	0	**58**	3	3	6	145	44	7	**202**	0	2	**631**
1:45:00 PM	32	38	35	0	**105**	0	1	14	211	9	5	**239**	0	0	4	33	8	0	**45**	0	0	4	202	36	2	**244**	1	0	**633**
Hourly Total	135	159	130	0	**424**	6	7	77	890	27	14	**1008**	1	2	24	140	34	0	**198**	4	3	24	719	165	16	**924**	1	4	**2554**
2:00:00 PM	22	37	22	0	**81**	4	2	28	195	3	4	**230**	0	0	4	53	6	0	**63**	0	1	5	232	53	1	**291**	1	0	**665**
2:15:00 PM	34	36	30	0	**100**	2	0	26	202	11	4	**243**	0	0	7	45	5	0	**57**	0	0	4	198	39	0	**241**	0	5	**641**
2:30:00 PM	23	37	30	0	**90**	2	0	21	219	10	3	**253**	1	0	6	36	6	0	**48**	0	1	3	185	43	8	**239**	0	0	**630**
2:45:00 PM	32	57	35	0	**124**	1	1	30	191	11	1	**233**	0	0	7	38	8	0	**53**	0	1	7	193	37	4	**241**	0	0	**651**
Hourly Total	111	167	117	0	**395**	9	3	105	807	35	12	**959**	1	0	24	172	25	0	**221**	0	3	19	808	172	13	**1012**	1	5	**2587**
Grand Total	351	479	384	0	**1214**	16	16	263	2542	103	29	**2937**	3	2	76	478	99	0	**653**	9	7	66	2312	482	46	**2906**	6	9	**7710**
% Approach	28.9%	39.5%	31.6%	0.0%	**0.0%**	0.0%	0.0%	9.0%	86.6%	3.5%	1.0%	**0.0%**	0.0%	0.0%	11.6%	73.2%	15.2%	0.0%	**0.0%**	0.0%	0.0%	2.3%	79.6%	16.6%	1.6%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	4.6%	6.2%	5.0%	0.0%	**15.7%**	0.0%	0.0%	3.4%	33.0%	1.3%	0.4%	**38.1%**	0.0%	0.0%	1.0%	6.2%	1.3%	0.0%	**8.5%**	0.0%	0.0%	0.9%	30.0%	6.3%	0.6%	**37.7%**	0.0%	0.0%	**0.0%**
Lights	332	476	384	0	**1192**	0	0	239	2530	103	29	**2901**	0	0	67	476	98	0	**641**	0	0	35	2295	482	46	**2858**	0	0	**7592**
% Lights	94.6%	99.4%	100.0%	0.0%	**98.2%**	0.0%	0.0%	90.9%	99.5%	100.0%	100.0%	**98.8%**	0.0%	0.0%	88.2%	99.6%	99.0%	0.0%	**98.2%**	0.0%	0.0%	53.0%	99.3%	100.0%	100.0%	**98.3%**	0.0%	0.0%	**98.5%**
Trucks	1	1	0	0	**2**	0	0	0	8	0	0	**8**	0	0	0	2	1	0	**3**	0	0	0	14	0	0	**14**	0	0	**27**
% Trucks	0.3%	0.2%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.4%	1.0%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	**0.5%**	0.0%	0.0%	**0.4%**
Buses	5	1	0	0	**6**	0	0	2	1	0	0	**3**	0	0	0	0	0	0	**0**	0	0	0	1	0	0	**1**	0	0	**10**
% Buses	1.4%	0.2%	0.0%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.1%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.1%**
Pedestrians	0	0	0	0	**0**	7	8	0	0	0	0	**0**	3	2	0	0	0	0	**0**	9	7	0	0	0	0	**0**	6	9	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	43.8%	50.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	9	8	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	56.3%	50.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

TSTData.com

Summary





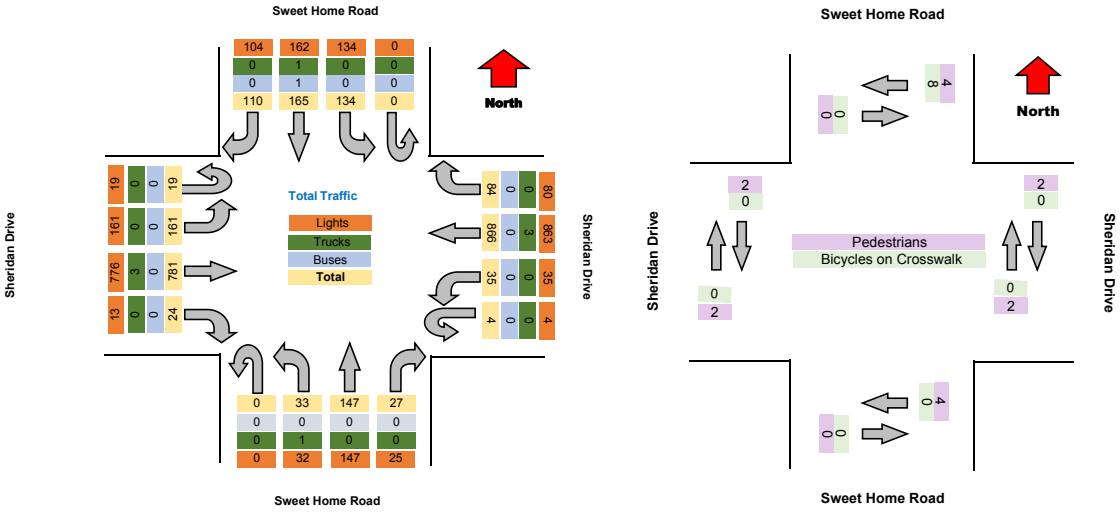
TSTData.com

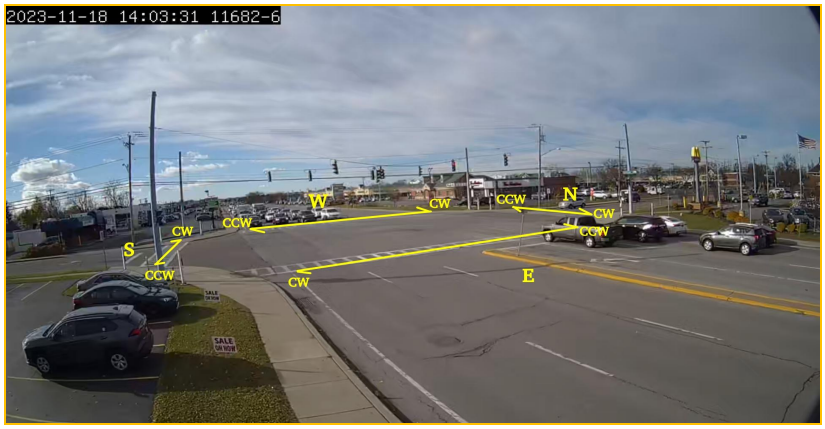
Summary

Turning Movement Peak Hour Data (PM)

12:30:00 PM

Leg	Sweet Home Road							Sheridan Drive							Sweet Home Road							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
12:30:00 PM	19	38	32	0	**89**	0	1	21	211	12	0	**244**	1	0	12	33	8	0	**53**	2	0	4	209	38	1	**252**	2	0	**638**
12:45:00 PM	33	39	44	0	**116**	0	5	18	205	9	0	**232**	0	0	2	45	12	0	**59**	1	0	6	200	38	11	**255**	0	0	**662**
1:00:00 PM	27	47	37	0	**111**	0	6	21	218	7	3	**249**	1	1	2	32	5	0	**39**	0	0	9	176	44	3	**232**	0	2	**631**
1:15:00 PM	31	41	21	0	**93**	0	0	24	232	7	1	**264**	0	1	11	37	8	0	**56**	1	0	5	196	41	4	**246**	0	0	**659**
Grand Total	110	165	134	0	**409**	0	12	84	866	35	4	**989**	2	2	27	147	33	0	**207**	4	0	24	781	161	19	**985**	2	2	**2590**
% Approach	26.9%	40.3%	32.8%	0.0%	**0.0%**	0.0%	0.0%	8.5%	87.6%	3.5%	0.4%	**0.0%**	0.0%	0.0%	13.0%	71.0%	15.9%	0.0%	**0.0%**	0.0%	0.0%	2.4%	79.3%	16.3%	1.9%	**0.0%**	0.0%	0.0%	
% Total	4.2%	6.4%	5.2%	0.0%	**15.8%**	0.0%	0.0%	3.2%	33.4%	1.4%	0.2%	**38.2%**	0.0%	0.0%	1.0%	5.7%	1.3%	0.0%	**8.0%**	0.0%	0.0%	0.9%	30.2%	6.2%	0.7%	**38.0%**	0.0%	0.0%	
PHF	0.833	0.878	0.761	0.000	**0.881**	0.000	0.000	0.875	0.933	0.729	0.333	**0.937**	0.000	0.000	0.563	0.817	0.688	0.000	**0.877**	0.000	0.000	0.667	0.934	0.915	0.432	**0.966**	0.000	0.000	**0.978**
Lights	104	162	134	0	**400**	0	0	80	863	35	4	**982**	0	0	25	147	32	0	**204**	0	0	13	776	161	19	**969**	0	0	**2555**
% Lights	94.5%	98.2%	100.0%	0.0%	**97.8%**	0.0%	0.0%	95.2%	99.7%	100.0%	100.0%	**99.3%**	0.0%	0.0%	92.6%	100.0%	97.0%	0.0%	**98.6%**	0.0%	0.0%	54.2%	99.4%	100.0%	100.0%	**98.4%**	0.0%	0.0%	**98.6%**
Trucks	0	1	0	0	**1**	0	0	0	3	0	0	**3**	0	0	0	0	1	0	**1**	0	0	0	3	0	0	**3**	0	0	**8**
% Trucks	0.0%	0.6%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	**0.3%**	0.0%	0.0%	**0.3%**
Buses	0	1	0	0	**1**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	**1**
% Buses	0.0%	0.6%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Pedestrians	0	0	0	0	**0**	0	4	0	0	0	0	**0**	2	2	0	0	0	0	**0**	4	0	0	0	0	0	**0**	2	2	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	8	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	66.7%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

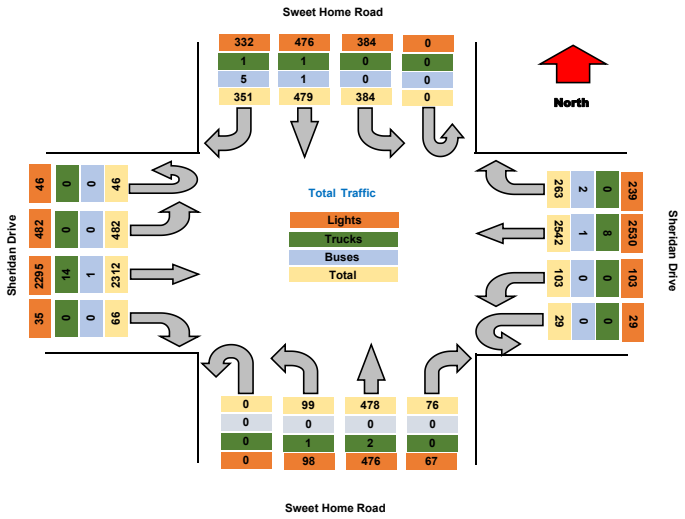


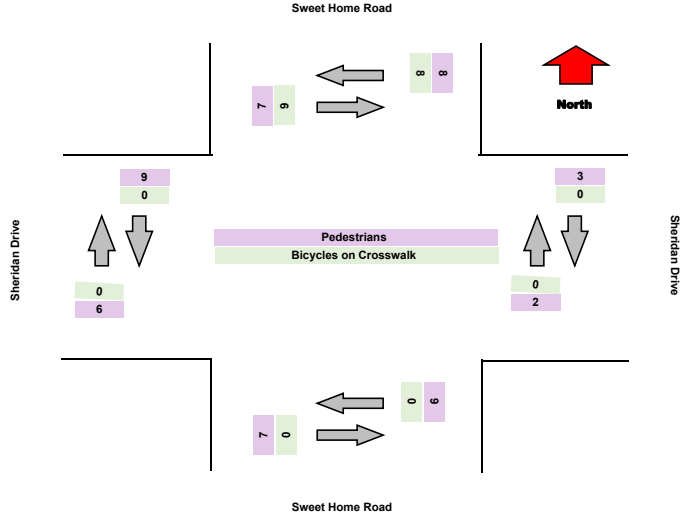


Turning Movement Data

Leg	Sweet Home Road							Sheridan Drive							Sweet Home Road							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
12:00:00 PM	29	36	31	0	**96**	1	0	22	209	12	3	**246**	0	0	9	43	8	0	**60**	2	1	10	206	36	5	**257**	2	0	**659**
12:15:00 PM	24	40	30	0	**94**	0	0	20	220	8	0	**248**	0	0	5	45	12	0	**62**	0	0	3	170	33	0	**206**	0	0	**610**
12:30:00 PM	19	38	32	0	**89**	0	1	21	211	12	0	**244**	1	0	12	33	8	0	**53**	2	0	4	209	38	1	**252**	2	0	**638**
12:45:00 PM	33	39	44	0	**116**	0	5	18	205	9	0	**232**	0	0	2	45	12	0	**59**	1	0	6	200	38	11	**255**	0	0	**662**
Hourly Total	105	153	137	0	**395**	1	6	81	845	41	3	**970**	1	0	28	166	40	0	**234**	5	1	23	785	145	17	**970**	4	0	**2569**
1:00:00 PM	27	47	37	0	**111**	0	6	21	218	7	3	**249**	1	1	2	32	5	0	**39**	0	0	9	176	44	3	**232**	0	2	**631**
1:15:00 PM	31	41	21	0	**93**	0	0	24	232	7	1	**264**	0	1	11	37	8	0	**56**	1	0	5	196	41	4	**246**	0	0	**659**
1:30:00 PM	45	33	37	0	**115**	6	0	18	229	4	5	**256**	0	0	7	38	13	0	**58**	3	3	6	145	44	7	**202**	0	2	**631**
1:45:00 PM	32	38	35	0	**105**	0	1	14	211	9	5	**239**	0	0	4	33	8	0	**45**	0	0	4	202	36	2	**244**	1	0	**633**
Hourly Total	135	159	130	0	**424**	6	7	77	890	27	14	**1008**	1	2	24	140	34	0	**198**	4	3	24	719	165	16	**924**	1	4	**2554**
2:00:00 PM	22	37	22	0	**81**	4	2	28	195	3	4	**230**	0	0	4	53	6	0	**63**	0	1	5	232	53	1	**291**	1	0	**665**
2:15:00 PM	34	36	30	0	**100**	2	0	26	202	11	4	**243**	0	0	7	45	5	0	**57**	0	0	4	198	39	0	**241**	0	5	**641**
2:30:00 PM	23	37	30	0	**90**	2	0	21	219	10	3	**253**	1	0	6	36	6	0	**48**	0	1	3	185	43	8	**239**	0	0	**630**
2:45:00 PM	32	57	35	0	**124**	1	1	30	191	11	1	**233**	0	0	7	38	8	0	**53**	0	1	7	193	37	4	**241**	0	0	**651**
Hourly Total	111	167	117	0	**395**	9	3	105	807	35	12	**959**	1	0	24	172	25	0	**221**	0	3	19	808	172	13	**1012**	1	5	**2587**
Grand Total	351	479	384	0	**1214**	16	16	263	2542	103	29	**2937**	3	2	76	478	99	0	**653**	9	7	66	2312	482	46	**2906**	6	9	**7710**
% Approach	28.9%	39.5%	31.6%	0.0%	**0.0%**	0.0%	0.0%	9.0%	86.6%	3.5%	1.0%	**0.0%**	0.0%	0.0%	11.6%	73.2%	15.2%	0.0%	**0.0%**	0.0%	0.0%	2.3%	79.6%	16.6%	1.6%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	4.6%	6.2%	5.0%	0.0%	**15.7%**	0.0%	0.0%	3.4%	33.0%	1.3%	0.4%	**38.1%**	0.0%	0.0%	1.0%	6.2%	1.3%	0.0%	**8.5%**	0.0%	0.0%	0.9%	30.0%	6.3%	0.6%	**37.7%**	0.0%	0.0%	**0.0%**
Lights	332	476	384	0	**1192**	0	0	239	2530	103	29	**2901**	0	0	67	476	98	0	**641**	0	0	35	2295	482	46	**2858**	0	0	**7592**
% Lights	94.6%	99.4%	100.0%	0.0%	**98.2%**	0.0%	0.0%	90.9%	99.5%	100.0%	100.0%	**98.8%**	0.0%	0.0%	88.2%	99.6%	99.0%	0.0%	**98.2%**	0.0%	0.0%	53.0%	99.3%	100.0%	100.0%	**98.3%**	0.0%	0.0%	**98.5%**
Trucks	1	1	0	0	**2**	0	0	0	8	0	0	**8**	0	0	0	2	1	0	**3**	0	0	0	14	0	0	**14**	0	0	**27**
% Trucks	0.3%	0.2%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.4%	1.0%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	**0.5%**	0.0%	0.0%	**0.4%**
Buses	5	1	0	0	**6**	0	0	2	1	0	0	**3**	0	0	0	0	0	0	**0**	0	0	0	1	0	0	**1**	0	0	**10**
% Buses	1.4%	0.2%	0.0%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.1%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.1%**
Pedestrians	0	0	0	0	**0**	7	8	0	0	0	0	**0**	3	2	0	0	0	0	**0**	9	7	0	0	0	0	**0**	6	9	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	43.8%	50.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	9	8	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	56.3%	50.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

Turning Movement Data Plot

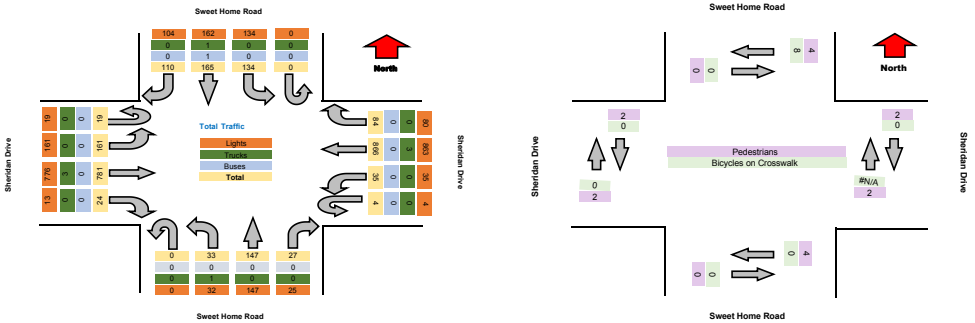




Turning Movement Peak Hour Data (PM)

12:30:00 PM

Leg	Sweet Home Road							Sheridan Drive							Sweet Home Road							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
12:30:00 PM	19	38	32	0	**89**	0	1	21	211	12	0	**244**	1	0	12	33	8	0	**53**	2	0	4	209	38	1	**252**	2	0	**638**
12:45:00 PM	33	39	44	0	**116**	0	5	18	205	9	0	**232**	0	0	2	45	12	0	**59**	1	0	6	200	38	11	**255**	0	0	**662**
1:00:00 PM	27	47	37	0	**111**	0	6	21	218	7	3	**249**	1	1	2	32	5	0	**39**	0	0	9	176	44	3	**232**	0	2	**631**
1:15:00 PM	31	41	21	0	**93**	0	0	24	232	7	1	**264**	0	1	11	37	8	0	**56**	1	0	5	196	41	4	**246**	0	0	**659**
Grand Total	110	165	134	0	**409**	0	12	84	866	35	4	**989**	2	2	27	147	33	0	**207**	4	0	24	781	161	19	**985**	2	2	**2590**
% Approach	26.9%	40.3%	32.8%	0.0%	**0.0%**	0.0%	0.0%	8.5%	87.6%	3.5%	0.4%	**0.0%**	0.0%	0.0%	13.0%	71.0%	15.9%	0.0%	**0.0%**	0.0%	0.0%	2.4%	79.3%	16.3%	1.9%	**0.0%**	0.0%	0.0%	
% Total	4.2%	6.4%	5.2%	0.0%	**15.8%**	0.0%	0.0%	3.2%	33.4%	1.4%	0.2%	**38.2%**	0.0%	0.0%	1.0%	5.7%	1.3%	0.0%	**8.0%**	0.0%	0.0%	0.9%	30.2%	6.2%	0.7%	**38.0%**	0.0%	0.0%	
PHF	0.833	0.878	0.761	0.000	**0.881**	0.000	0.000	0.875	0.933	0.729	0.333	**0.937**	0.000	0.000	0.563	0.817	0.688	0.000	**0.877**	0.000	0.000	0.667	0.934	0.915	0.432	**0.966**	0.000	0.000	**0.978**
Lights	104	162	134	0	**400**	0	0	80	863	35	4	**982**	0	0	25	147	32	0	**204**	0	0	13	776	161	19	**969**	0	0	**2555**
% Lights	94.5%	98.2%	100.0%	0.0%	**97.8%**	0.0%	0.0%	95.2%	99.7%	100.0%	100.0%	**99.3%**	0.0%	0.0%	92.6%	100.0%	97.0%	0.0%	**98.6%**	0.0%	0.0%	54.2%	99.4%	100.0%	100.0%	**98.4%**	0.0%	0.0%	**98.6%**
Trucks	0	1	0	0	**1**	0	0	0	3	0	0	**3**	0	0	0	0	1	0	**1**	0	0	0	3	0	0	**3**	0	0	**8**
% Trucks	0.0%	0.6%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	**0.3%**	0.0%	0.0%	**0.3%**
Buses	0	1	0	0	**1**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	**1**
% Buses	0.0%	0.6%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Pedestrians	0	0	0	0	**0**	0	4	0	0	0	0	**0**	2	2	0	0	0	0	**0**	4	0	0	0	0	0	**0**	2	2	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	8	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	66.7%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**



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Summary

Project	C & S
Project Code	11682
Site Name	Sheridan Drive at Millersport
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Survey Date	2023-11-16, Thursday
Location	Sheridan Drive at Millersport
Latitude and Longitude	42.97934,-78.79902

	Start	End	PHF
PM Peak	2023-11-16 16:45:00	2023-11-16 17:45:00	0.965

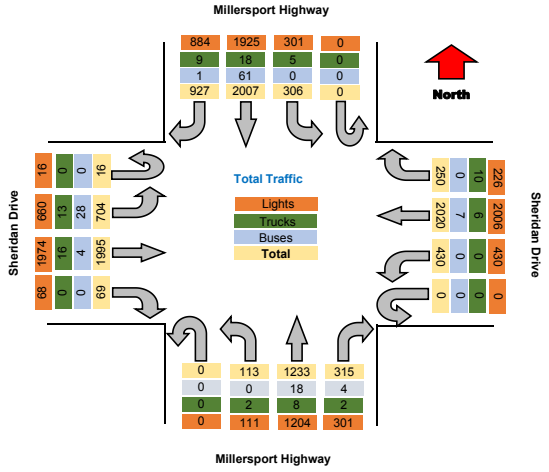
Turning Movement Data

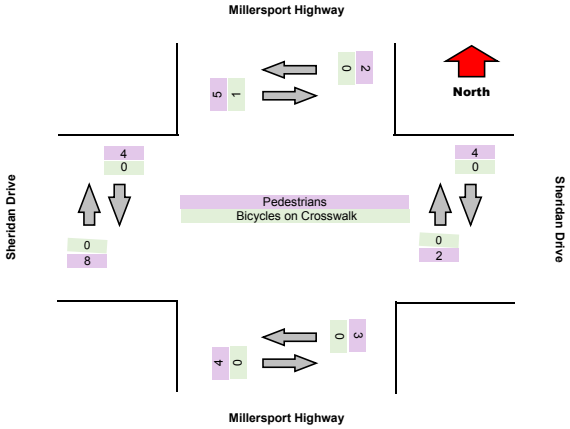
Leg	Millersport Highway							Sheridan Drive							Millersport Highway							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
3:00:00 PM	72	159	29	0	**260**	3	2	22	142	27	0	**191**	2	1	21	102	11	0	**134**	0	0	6	171	60	2	**239**	6	0	**824**
3:15:00 PM	77	167	28	0	**272**	0	0	14	172	29	0	**215**	0	0	20	99	12	0	**131**	0	0	8	166	63	5	**242**	0	0	**860**
3:30:00 PM	75	198	22	0	**295**	0	0	28	170	27	0	**225**	1	0	19	107	10	0	**136**	2	3	6	163	48	1	**218**	0	3	**874**
3:45:00 PM	71	159	32	0	**262**	1	0	27	159	21	0	**207**	1	0	27	108	8	0	**143**	1	1	5	182	61	2	**250**	2	0	**862**
Hourly Total	295	683	111	0	**1089**	4	2	91	643	104	0	**838**	4	1	87	416	41	0	**544**	3	4	25	682	232	10	**949**	8	3	**3420**
4:00:00 PM	70	143	26	0	**239**	0	0	16	154	56	0	**226**	0	0	28	106	16	0	**150**	0	0	7	183	62	0	**252**	0	0	**867**
4:15:00 PM	93	169	25	0	**287**	0	0	20	194	37	0	**251**	0	0	28	96	5	0	**129**	0	0	5	149	51	3	**208**	0	0	**875**
4:30:00 PM	56	148	23	0	**227**	1	0	25	176	35	0	**236**	0	0	29	95	14	0	**138**	0	0	8	170	66	2	**246**	0	1	**847**
4:45:00 PM	91	188	25	0	**304**	0	0	18	189	42	0	**249**	0	0	22	102	15	0	**139**	0	0	8	142	54	1	**205**	0	0	**897**
Hourly Total	310	648	99	0	**1057**	1	0	79	713	170	0	**962**	0	0	107	399	50	0	**556**	0	0	28	644	233	6	**911**	0	1	**3486**
5:00:00 PM	79	181	20	0	**280**	0	0	28	169	31	0	**228**	0	0	33	99	4	0	**136**	0	0	4	166	67	0	**237**	0	0	**881**
5:15:00 PM	78	180	24	0	**282**	0	0	14	180	54	0	**248**	0	0	36	106	5	0	**147**	0	0	6	185	50	0	**241**	0	0	**918**
5:30:00 PM	87	159	21	0	**267**	0	0	21	156	37	0	**214**	0	0	27	113	6	0	**146**	0	0	2	151	68	0	**221**	0	0	**848**
5:45:00 PM	78	156	31	0	**265**	1	0	17	159	34	0	**210**	0	1	25	100	7	0	**132**	0	0	4	167	54	0	**225**	0	0	**832**
Hourly Total	322	676	96	0	**1094**	1	0	80	664	156	0	**900**	0	1	121	418	22	0	**561**	0	0	16	669	239	0	**924**	0	0	**3479**
Grand Total	927	2007	306	0	**3240**	6	2	250	2020	430	0	**2700**	4	2	315	1233	113	0	**1661**	3	4	69	1995	704	16	**2784**	8	4	**10385**
% Approach	28.6%	61.9%	9.4%	0.0%	**0.0%**	0.0%	0.0%	9.3%	74.8%	15.9%	0.0%	**0.0%**	0.0%	0.0%	19.0%	74.2%	6.8%	0.0%	**0.0%**	0.0%	0.0%	2.5%	71.7%	25.3%	0.6%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	8.9%	19.3%	2.9%	0.0%	**31.2%**	0.0%	0.0%	2.4%	19.5%	4.1%	0.0%	**26.0%**	0.0%	0.0%	3.0%	11.9%	1.1%	0.0%	**16.0%**	0.0%	0.0%	0.7%	19.2%	6.8%	0.2%	**26.8%**	0.0%	0.0%	**0.0%**
Lights	884	1925	301	0	**3110**	0	0	226	2006	430	0	**2662**	0	0	301	1204	111	0	**1616**	0	0	68	1974	660	16	**2718**	0	0	**10106**
% Lights	95.4%	95.9%	98.4%	0.0%	**96.0%**	0.0%	0.0%	90.4%	99.3%	100.0%	0.0%	**98.6%**	0.0%	0.0%	95.6%	97.6%	98.2%	0.0%	**97.3%**	0.0%	0.0%	98.6%	98.9%	93.8%	100.0%	**97.6%**	0.0%	0.0%	**97.3%**
Trucks	9	18	5	0	**32**	0	0	10	6	0	0	**16**	0	0	2	8	2	0	**12**	0	0	0	16	13	0	**29**	0	0	**89**
% Trucks	1.0%	0.9%	1.6%	0.0%	**1.0%**	0.0%	0.0%	4.0%	0.3%	0.0%	0.0%	**0.6%**	0.0%	0.0%	0.6%	0.6%	1.8%	0.0%	**0.7%**	0.0%	0.0%	0.0%	0.8%	1.8%	0.0%	**1.0%**	0.0%	0.0%	**0.9%**
Buses	1	61	0	0	**62**	0	0	0	7	0	0	**7**	0	0	4	18	0	0	**22**	0	0	0	4	28	0	**32**	0	0	**123**
% Buses	0.1%	3.0%	0.0%	0.0%	**1.9%**	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	**0.3%**	0.0%	0.0%	1.3%	1.5%	0.0%	0.0%	**1.3%**	0.0%	0.0%	0.0%	0.2%	4.0%	0.0%	**1.1%**	0.0%	0.0%	**1.2%**
Pedestrians	0	0	0	0	**0**	5	2	0	0	0	0	**0**	4	2	0	0	0	0	**0**	3	4	0	0	0	0	**0**	8	4	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	83.3%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	1	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

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Summary

Turning Movement Data Plot





TRI-STATE TRAFFIC DATA

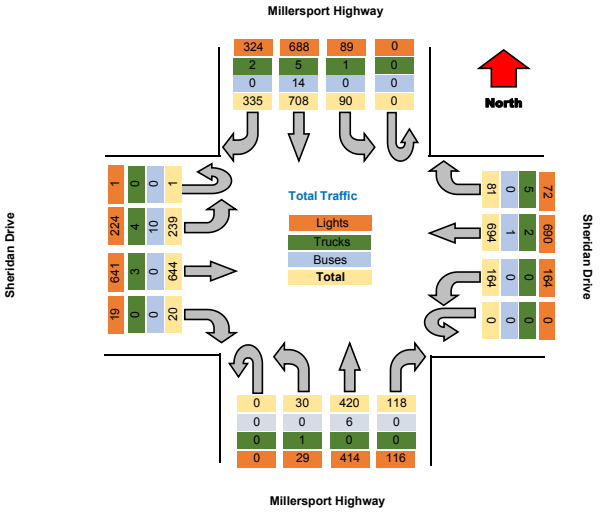
TSTData.com

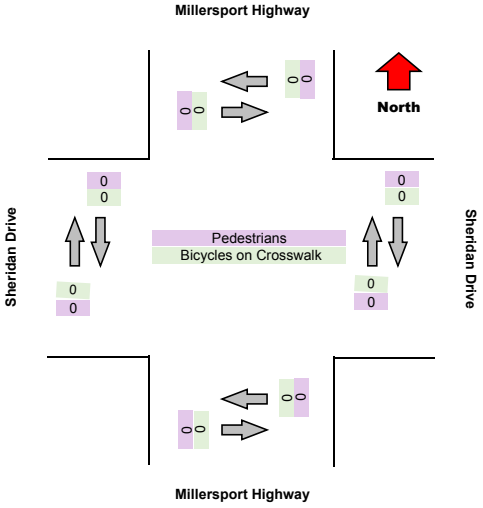
Summary

Turning Movement Peak Hour Data (PM)

4:45:00 PM

Leg	Millersport Highway							Sheridan Drive							Millersport Highway							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
4:45:00 PM	91	188	25	0	**304**	0	0	18	189	42	0	**249**	0	0	22	102	15	0	**139**	0	0	8	142	54	1	**205**	0	0	**897**
5:00:00 PM	79	181	20	0	**280**	0	0	28	169	31	0	**228**	0	0	33	99	4	0	**136**	0	0	4	166	67	0	**237**	0	0	**881**
5:15:00 PM	78	180	24	0	**282**	0	0	14	180	54	0	**248**	0	0	36	106	5	0	**147**	0	0	6	185	50	0	**241**	0	0	**918**
5:30:00 PM	87	159	21	0	**267**	0	0	21	156	37	0	**214**	0	0	27	113	6	0	**146**	0	0	2	151	68	0	**221**	0	0	**848**
Grand Total	335	708	90	0	**1133**	0	0	81	694	164	0	**939**	0	0	118	420	30	0	**568**	0	0	20	644	239	1	**904**	0	0	**3544**
% Approach	29.6%	62.5%	7.9%	0.0%	**0.0%**	0.0%	0.0%	8.6%	73.9%	17.5%	0.0%	**0.0%**	0.0%	0.0%	20.8%	73.9%	5.3%	0.0%	**0.0%**	0.0%	0.0%	2.2%	71.2%	26.4%	0.1%	**0.0%**	0.0%	0.0%	
% Total	9.5%	20.0%	2.5%	0.0%	**32.0%**	0.0%	0.0%	2.3%	19.6%	4.6%	0.0%	**26.5%**	0.0%	0.0%	3.3%	11.9%	0.8%	0.0%	**16.0%**	0.0%	0.0%	0.6%	18.2%	6.7%	0.0%	**25.5%**	0.0%	0.0%	
PHF	0.920	0.941	0.900	0.000	**0.932**	0.000	0.000	0.723	0.918	0.759	0.000	**0.943**	0.000	0.000	0.819	0.929	0.500	0.000	**0.966**	0.000	0.000	0.625	0.870	0.879	0.250	**0.938**	0.000	0.000	**0.965**
Lights	324	688	89	0	**1101**	0	0	72	690	164	0	**926**	0	0	116	414	29	0	**559**	0	0	19	641	224	1	**885**	0	0	**3471**
% Lights	96.7%	97.2%	98.9%	0.0%	**97.2%**	0.0%	0.0%	88.9%	99.4%	100.0%	0.0%	**98.6%**	0.0%	0.0%	98.3%	98.6%	96.7%	0.0%	**98.4%**	0.0%	0.0%	95.0%	99.5%	93.7%	100.0%	**97.9%**	0.0%	0.0%	**97.9%**
Trucks	2	5	1	0	**8**	0	0	5	2	0	0	**7**	0	0	0	0	1	0	**1**	0	0	0	3	4	0	**7**	0	0	**23**
% Trucks	0.6%	0.7%	1.1%	0.0%	**0.7%**	0.0%	0.0%	6.2%	0.3%	0.0%	0.0%	**0.7%**	0.0%	0.0%	0.0%	0.0%	3.3%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.5%	1.7%	0.0%	**0.8%**	0.0%	0.0%	**0.6%**
Buses	0	14	0	0	**14**	0	0	0	1	0	0	**1**	0	0	0	6	0	0	**6**	0	0	0	0	10	0	**10**	0	0	**31**
% Buses	0.0%	2.0%	0.0%	0.0%	**1.2%**	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	**0.1%**	0.0%	0.0%	0.0%	1.4%	0.0%	0.0%	**1.1%**	0.0%	0.0%	0.0%	0.0%	4.2%	0.0%	**1.1%**	0.0%	0.0%	**0.9%**
Pedestrians	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	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%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**



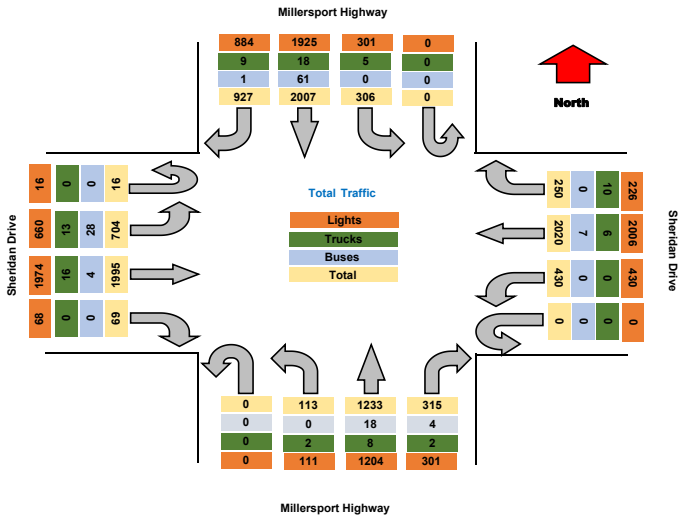


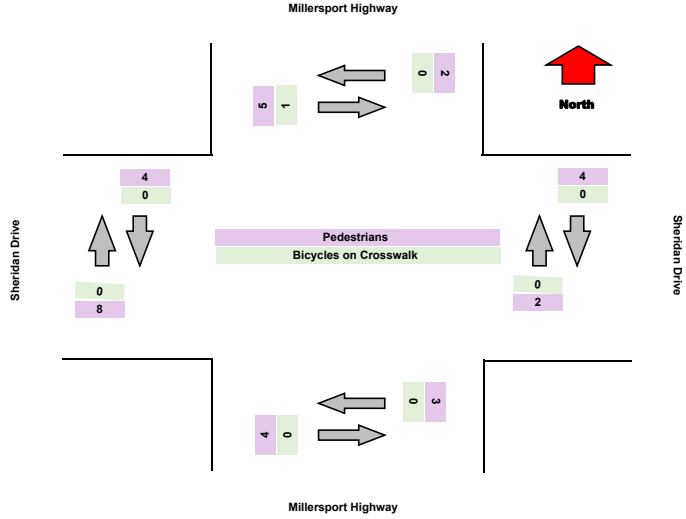


Turning Movement Data

Leg	Millersport Highway							Sheridan Drive							Millersport Highway							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
3:00:00 PM	72	159	29	0	**260**	3	2	22	142	27	0	**191**	2	1	21	102	11	0	**134**	0	0	6	171	60	2	**239**	6	0	**824**
3:15:00 PM	77	167	28	0	**272**	0	0	14	172	29	0	**215**	0	0	20	99	12	0	**131**	0	0	8	166	63	5	**242**	0	0	**860**
3:30:00 PM	75	198	22	0	**295**	0	0	28	170	27	0	**225**	1	0	19	107	10	0	**136**	2	3	6	163	48	1	**218**	0	3	**874**
3:45:00 PM	71	159	32	0	**262**	1	0	27	159	21	0	**207**	1	0	27	108	8	0	**143**	1	1	5	182	61	2	**250**	2	0	**862**
Hourly Total	295	683	111	0	**1089**	4	2	91	643	104	0	**838**	4	1	87	416	41	0	**544**	3	4	25	682	232	10	**949**	8	3	**3420**
4:00:00 PM	70	143	26	0	**239**	0	0	16	154	56	0	**226**	0	0	28	106	16	0	**150**	0	0	7	183	62	0	**252**	0	0	**867**
4:15:00 PM	93	169	25	0	**287**	0	0	20	194	37	0	**251**	0	0	28	96	5	0	**129**	0	0	5	149	51	3	**208**	0	0	**875**
4:30:00 PM	56	148	23	0	**227**	1	0	25	176	35	0	**236**	0	0	29	95	14	0	**138**	0	0	8	170	66	2	**246**	0	1	**847**
4:45:00 PM	91	188	25	0	**304**	0	0	18	189	42	0	**249**	0	0	22	102	15	0	**139**	0	0	8	142	54	1	**205**	0	0	**897**
Hourly Total	310	648	99	0	**1057**	1	0	79	713	170	0	**962**	0	0	107	399	50	0	**556**	0	0	28	644	233	6	**911**	0	1	**3486**
5:00:00 PM	79	181	20	0	**280**	0	0	28	169	31	0	**228**	0	0	33	99	4	0	**136**	0	0	4	166	67	0	**237**	0	0	**881**
5:15:00 PM	78	180	24	0	**282**	0	0	14	180	54	0	**248**	0	0	36	106	5	0	**147**	0	0	6	185	50	0	**241**	0	0	**918**
5:30:00 PM	87	159	21	0	**267**	0	0	21	156	37	0	**214**	0	0	27	113	6	0	**146**	0	0	2	151	68	0	**221**	0	0	**848**
5:45:00 PM	78	156	31	0	**265**	1	0	17	159	34	0	**210**	0	1	25	100	7	0	**132**	0	0	4	167	54	0	**225**	0	0	**832**
Hourly Total	322	676	96	0	**1094**	1	0	80	664	156	0	**900**	0	1	121	418	22	0	**561**	0	0	16	669	239	0	**924**	0	0	**3479**
Grand Total	927	2007	306	0	**3240**	6	2	250	2020	430	0	**2700**	4	2	315	1233	113	0	**1661**	3	4	69	1995	704	16	**2784**	8	4	**10385**
% Approach	28.6%	61.9%	9.4%	0.0%	**0.0%**	0.0%	0.0%	9.3%	74.8%	15.9%	0.0%	**0.0%**	0.0%	0.0%	19.0%	74.2%	6.8%	0.0%	**0.0%**	0.0%	0.0%	2.5%	71.7%	25.3%	0.6%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	8.9%	19.3%	2.9%	0.0%	**31.2%**	0.0%	0.0%	2.4%	19.5%	4.1%	0.0%	**26.0%**	0.0%	0.0%	3.0%	11.9%	1.1%	0.0%	**16.0%**	0.0%	0.0%	0.7%	19.2%	6.8%	0.2%	**26.8%**	0.0%	0.0%	**0.0%**
Lights	884	1925	301	0	**3110**	0	0	226	2006	430	0	**2662**	0	0	301	1204	111	0	**1616**	0	0	68	1974	660	16	**2718**	0	0	**10106**
% Lights	95.4%	95.9%	98.4%	0.0%	**96.0%**	0.0%	0.0%	90.4%	99.3%	100.0%	0.0%	**98.6%**	0.0%	0.0%	95.6%	97.6%	98.2%	0.0%	**97.3%**	0.0%	0.0%	98.6%	98.9%	93.8%	100.0%	**97.6%**	0.0%	0.0%	**97.3%**
Trucks	9	18	5	0	**32**	0	0	10	6	0	0	**16**	0	0	2	8	2	0	**12**	0	0	0	16	13	0	**29**	0	0	**89**
% Trucks	1.0%	0.9%	1.6%	0.0%	**1.0%**	0.0%	0.0%	4.0%	0.3%	0.0%	0.0%	**0.6%**	0.0%	0.0%	0.6%	0.6%	1.8%	0.0%	**0.7%**	0.0%	0.0%	0.0%	0.8%	1.8%	0.0%	**1.0%**	0.0%	0.0%	**0.9%**
Buses	1	61	0	0	**62**	0	0	0	7	0	0	**7**	0	0	4	18	0	0	**22**	0	0	0	4	28	0	**32**	0	0	**123**
% Buses	0.1%	3.0%	0.0%	0.0%	**1.9%**	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	**0.3%**	0.0%	0.0%	1.3%	1.5%	0.0%	0.0%	**1.3%**	0.0%	0.0%	0.0%	0.2%	4.0%	0.0%	**1.1%**	0.0%	0.0%	**1.2%**
Pedestrians	0	0	0	0	**0**	5	2	0	0	0	0	**0**	4	2	0	0	0	0	**0**	3	4	0	0	0	0	**0**	8	4	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	83.3%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	1	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

Turning Movement Data Plot

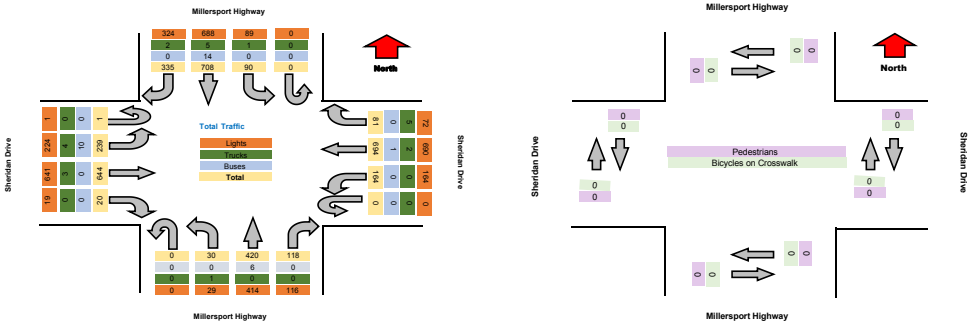




Turning Movement Peak Hour Data (PM)

4:45:00 PM

Leg	Millersport Highway							Sheridan Drive							Millersport Highway							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
4:45:00 PM	91	188	25	0	**304**	0	0	18	189	42	0	**249**	0	0	22	102	15	0	**139**	0	0	8	142	54	1	**205**	0	0	**897**
5:00:00 PM	79	181	20	0	**280**	0	0	28	169	31	0	**228**	0	0	33	99	4	0	**136**	0	0	4	166	67	0	**237**	0	0	**881**
5:15:00 PM	78	180	24	0	**282**	0	0	14	180	54	0	**248**	0	0	36	106	5	0	**147**	0	0	6	185	50	0	**241**	0	0	**918**
5:30:00 PM	87	159	21	0	**267**	0	0	21	156	37	0	**214**	0	0	27	113	6	0	**146**	0	0	2	151	68	0	**221**	0	0	**848**
Grand Total	335	708	90	0	**1133**	0	0	81	694	164	0	**939**	0	0	118	420	30	0	**568**	0	0	20	644	239	1	**904**	0	0	**3544**
% Approach	29.6%	62.5%	7.9%	0.0%	**0.0%**	0.0%	0.0%	8.6%	73.9%	17.5%	0.0%	**0.0%**	0.0%	0.0%	20.8%	73.9%	5.3%	0.0%	**0.0%**	0.0%	0.0%	2.2%	71.2%	26.4%	0.1%	**0.0%**	0.0%	0.0%	
% Total	9.5%	20.0%	2.5%	0.0%	**32.0%**	0.0%	0.0%	2.3%	19.6%	4.6%	0.0%	**26.5%**	0.0%	0.0%	3.3%	11.9%	0.8%	0.0%	**16.0%**	0.0%	0.0%	0.6%	18.2%	6.7%	0.0%	**25.5%**	0.0%	0.0%	
PHF	0.920	0.941	0.900	0.000	**0.932**	0.000	0.000	0.723	0.918	0.759	0.000	**0.943**	0.000	0.000	0.819	0.929	0.500	0.000	**0.966**	0.000	0.000	0.625	0.870	0.879	0.250	**0.938**	0.000	0.000	**0.965**
Lights	324	688	89	0	**1101**	0	0	72	690	164	0	**926**	0	0	116	414	29	0	**559**	0	0	19	641	224	1	**885**	0	0	**3471**
% Lights	96.7%	97.2%	98.9%	0.0%	**97.2%**	0.0%	0.0%	88.9%	99.4%	100.0%	0.0%	**98.6%**	0.0%	0.0%	98.3%	98.6%	96.7%	0.0%	**98.4%**	0.0%	0.0%	95.0%	99.5%	93.7%	100.0%	**97.9%**	0.0%	0.0%	**97.9%**
Trucks	2	5	1	0	**8**	0	0	5	2	0	0	**7**	0	0	0	0	1	0	**1**	0	0	0	3	4	0	**7**	0	0	**23**
% Trucks	0.6%	0.7%	1.1%	0.0%	**0.7%**	0.0%	0.0%	6.2%	0.3%	0.0%	0.0%	**0.7%**	0.0%	0.0%	0.0%	0.0%	3.3%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.5%	1.7%	0.0%	**0.8%**	0.0%	0.0%	**0.6%**
Buses	0	14	0	0	**14**	0	0	0	1	0	0	**1**	0	0	0	6	0	0	**6**	0	0	0	0	10	0	**10**	0	0	**31**
% Buses	0.0%	2.0%	0.0%	0.0%	**1.2%**	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	**0.1%**	0.0%	0.0%	0.0%	1.4%	0.0%	0.0%	**1.1%**	0.0%	0.0%	0.0%	0.0%	4.2%	0.0%	**1.1%**	0.0%	0.0%	**0.9%**
Pedestrians	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	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%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**



TRI-STATE TRAFFIC DATA

TSTData.com

Summary

Project	C & S
Project Code	11682
Site Name	Sheridan Drive at Millersport
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Survey Date	2023-11-18, Saturday
Location	Sheridan Drive at Millersport
Latitude and Longitude	42.97934,-78.79902

	Start	End	PHF
PM Peak	2023-11-18 12:00:00	2023-11-18 13:00:00	0.996

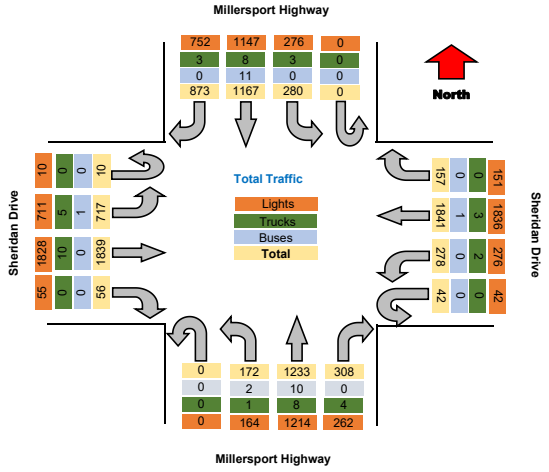
Turning Movement Data

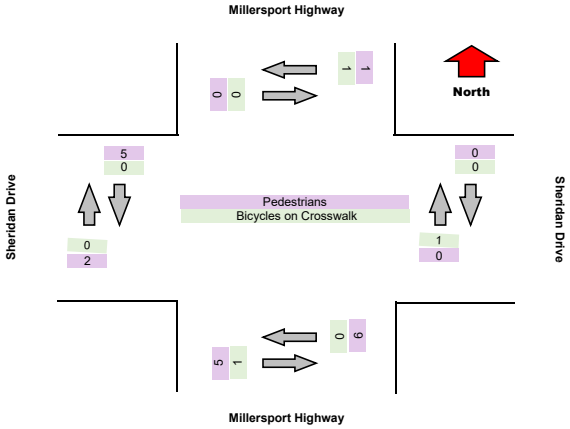
Leg	Millersport Highway							Sheridan Drive							Millersport Highway							Sheridan Drive							
Direction	**Southbound**							**Westbound**							**Northbound**							**Eastbound**							
Start Time	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Total**
12:00:00	70	95	19	0	**184**	0	1	11	155	27	6	**199**	0	0	21	122	20	0	**163**	0	0	3	162	55	1	**221**	0	5	**767**
12:15:00	82	97	18	0	**197**	0	0	12	165	30	3	**210**	0	0	20	113	22	0	**155**	1	1	7	131	65	0	**203**	0	0	**765**
12:30:00	70	104	19	0	**193**	0	0	12	142	19	2	**175**	0	1	25	115	14	0	**154**	0	1	3	166	66	0	**235**	0	0	**757**
12:45:00	76	103	28	0	**207**	0	0	13	156	24	3	**196**	0	0	24	90	9	0	**123**	0	0	6	159	73	2	**240**	0	0	**766**
Hourly Total	298	399	84	0	**781**	0	1	48	618	100	14	**780**	0	1	90	440	65	0	**595**	1	2	19	618	259	3	**899**	0	5	**3055**
13:00:00	76	112	28	0	**216**	0	0	12	139	30	2	**183**	0	0	24	70	12	0	**106**	2	1	5	137	51	1	**194**	1	0	**699**
13:15:00	76	89	27	0	**192**	0	0	16	175	29	4	**224**	0	0	26	113	12	0	**151**	3	0	3	162	44	0	**209**	0	0	**776**
13:30:00	78	85	19	0	**182**	0	1	10	171	16	5	**202**	0	0	21	107	13	0	**141**	0	0	6	151	65	1	**223**	0	0	**748**
13:45:00	77	100	25	0	**202**	0	0	14	140	10	5	**169**	0	0	35	114	10	0	**159**	1	0	2	156	50	1	**209**	0	0	**739**
Hourly Total	307	386	99	0	**792**	0	1	52	625	85	16	**778**	0	0	106	404	47	0	**557**	6	1	16	606	210	3	**835**	1	0	**2962**
14:00:00	60	84	23	0	**167**	0	0	17	147	26	7	**197**	0	0	28	94	15	0	**137**	2	1	7	166	67	0	**240**	0	0	**741**
14:15:00	71	88	29	0	**188**	0	0	10	153	19	4	**186**	0	0	24	88	15	0	**127**	0	1	4	165	64	0	**233**	0	0	**734**
14:30:00	82	117	18	0	**217**	0	0	16	151	18	0	**185**	0	0	32	117	12	0	**161**	0	0	5	135	51	2	**193**	0	0	**756**
14:45:00	55	93	27	0	**175**	0	0	14	147	30	1	**192**	0	0	28	90	18	0	**136**	0	1	5	149	66	2	**222**	1	0	**725**
Hourly Total	268	382	97	0	**747**	0	0	57	598	93	12	**760**	0	0	112	389	60	0	**561**	2	3	21	615	248	4	**888**	1	0	**2956**
Grand Total	873	1167	280	0	**2320**	0	2	157	1841	278	42	**2318**	0	1	308	1233	172	0	**1713**	9	6	56	1839	717	10	**2622**	2	5	**8973**
% Approach	37.6%	50.3%	12.1%	0.0%	**0.0%**	0.0%	0.0%	6.8%	79.4%	12.0%	1.8%	**0.0%**	0.0%	0.0%	18.0%	72.0%	10.0%	0.0%	**0.0%**	0.0%	0.0%	2.1%	70.1%	27.3%	0.4%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	9.7%	13.0%	3.1%	0.0%	**25.9%**	0.0%	0.0%	1.7%	20.5%	3.1%	0.5%	**25.8%**	0.0%	0.0%	3.4%	13.7%	1.9%	0.0%	**19.1%**	0.0%	0.0%	0.6%	20.5%	8.0%	0.1%	**29.2%**	0.0%	0.0%	**0.0%**
Lights	752	1147	276	0	**2175**	0	0	151	1836	276	42	**2305**	0	0	262	1214	164	0	**1640**	0	0	55	1828	711	10	**2604**	0	0	**8724**
% Lights	86.1%	98.3%	98.6%	0.0%	**93.8%**	0.0%	0.0%	96.2%	99.7%	99.3%	100.0%	**99.4%**	0.0%	0.0%	85.1%	98.5%	95.3%	0.0%	**95.7%**	0.0%	0.0%	98.2%	99.4%	99.2%	100.0%	**99.3%**	0.0%	0.0%	**97.2%**
Trucks	3	8	3	0	**14**	0	0	0	3	2	0	**5**	0	0	4	8	1	0	**13**	0	0	0	10	5	0	**15**	0	0	**47**
% Trucks	0.3%	0.7%	1.1%	0.0%	**0.6%**	0.0%	0.0%	0.0%	0.2%	0.7%	0.0%	**0.2%**	0.0%	0.0%	1.3%	0.6%	0.6%	0.0%	**0.8%**	0.0%	0.0%	0.0%	0.5%	0.7%	0.0%	**0.6%**	0.0%	0.0%	**0.5%**
Buses	0	11	0	0	**11**	0	0	0	1	0	0	**1**	0	0	0	10	2	0	**12**	0	0	0	0	1	0	**1**	0	0	**25**
% Buses	0.0%	0.9%	0.0%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.8%	1.2%	0.0%	**0.7%**	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	**0.0%**	0.0%	0.0%	**0.3%**
Pedestrians	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	0	0	0	0	0	**0**	9	5	0	0	0	0	**0**	2	5	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	83.3%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

TSTData.com

Summary

Turning Movement Data Plot





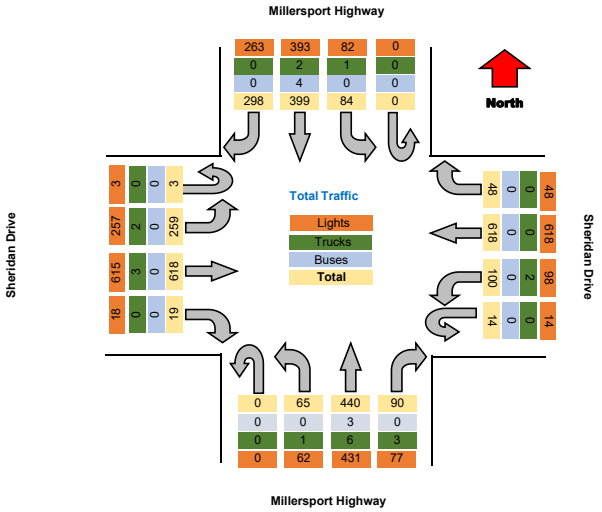
TSTData.com

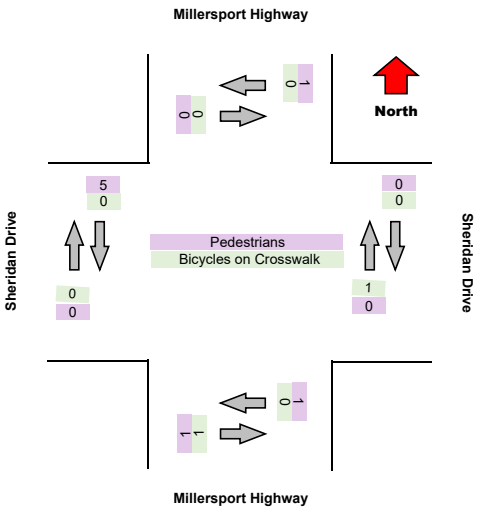
Summary

Turning Movement Peak Hour Data (PM)

12:00:00

Leg	Millersport Highway							Sheridan Drive							Millersport Highway							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
12:00:00	70	95	19	0	**184**	0	1	11	155	27	6	**199**	0	0	21	122	20	0	**163**	0	0	3	162	55	1	**221**	0	5	**767**
12:15:00	82	97	18	0	**197**	0	0	12	165	30	3	**210**	0	0	20	113	22	0	**155**	1	1	7	131	65	0	**203**	0	0	**765**
12:30:00	70	104	19	0	**193**	0	0	12	142	19	2	**175**	0	1	25	115	14	0	**154**	0	1	3	166	66	0	**235**	0	0	**757**
12:45:00	76	103	28	0	**207**	0	0	13	156	24	3	**196**	0	0	24	90	9	0	**123**	0	0	6	159	73	2	**240**	0	0	**766**
Grand Total	298	399	84	0	**781**	0	1	48	618	100	14	**780**	0	1	90	440	65	0	**595**	1	2	19	618	259	3	**899**	0	5	**3055**
% Approach	38.2%	51.1%	10.8%	0.0%	**0.0%**	0.0%	0.0%	6.2%	79.2%	12.8%	1.8%	**0.0%**	0.0%	0.0%	15.1%	73.9%	10.9%	0.0%	**0.0%**	0.0%	0.0%	2.1%	68.7%	28.8%	0.3%	**0.0%**	0.0%	0.0%	
% Total	9.8%	13.1%	2.7%	0.0%	**25.6%**	0.0%	0.0%	1.6%	20.2%	3.3%	0.5%	**25.5%**	0.0%	0.0%	2.9%	14.4%	2.1%	0.0%	**19.5%**	0.0%	0.0%	0.6%	20.2%	8.5%	0.1%	**29.4%**	0.0%	0.0%	
PHF	0.909	0.959	0.750	0.000	**0.943**	0.000	0.000	0.923	0.936	0.833	0.583	**0.929**	0.000	0.000	0.900	0.902	0.739	0.000	**0.913**	0.000	0.000	0.679	0.931	0.887	0.375	**0.936**	0.000	0.000	**0.996**
Lights	263	393	82	0	**738**	0	0	48	618	98	14	**778**	0	0	77	431	62	0	**570**	0	0	18	615	257	3	**893**	0	0	**2979**
% Lights	88.3%	98.5%	97.6%	0.0%	**94.5%**	0.0%	0.0%	100.0%	100.0%	98.0%	100.0%	**99.7%**	0.0%	0.0%	85.6%	98.0%	95.4%	0.0%	**95.8%**	0.0%	0.0%	94.7%	99.5%	99.2%	100.0%	**99.3%**	0.0%	0.0%	**97.5%**
Trucks	0	2	1	0	**3**	0	0	0	0	2	0	**2**	0	0	3	6	1	0	**10**	0	0	0	3	2	0	**5**	0	0	**20**
% Trucks	0.0%	0.5%	1.2%	0.0%	**0.4%**	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	**0.3%**	0.0%	0.0%	3.3%	1.4%	1.5%	0.0%	**1.7%**	0.0%	0.0%	0.0%	0.5%	0.8%	0.0%	**0.6%**	0.0%	0.0%	**0.7%**
Buses	0	4	0	0	**4**	0	0	0	0	0	0	**0**	0	0	0	3	1	0	**4**	0	0	0	0	0	0	**0**	0	0	**8**
% Buses	0.0%	1.0%	0.0%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.7%	1.5%	0.0%	**0.7%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.3%**
Pedestrians	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	0	0	0	0	0	**0**	1	1	0	0	0	0	**0**	0	5	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	50.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**



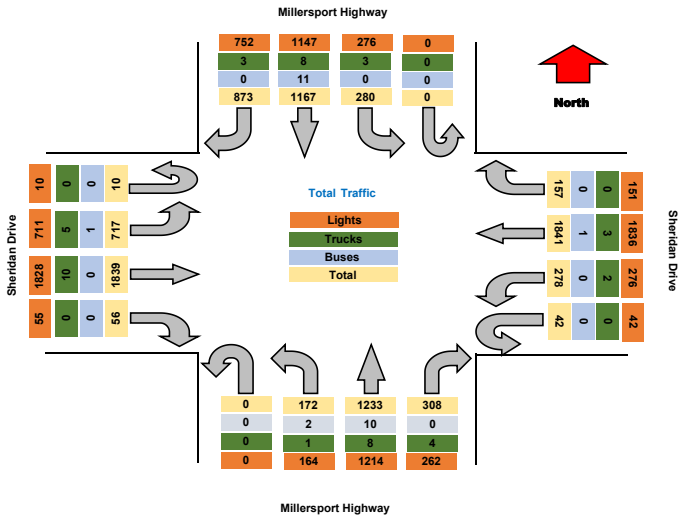


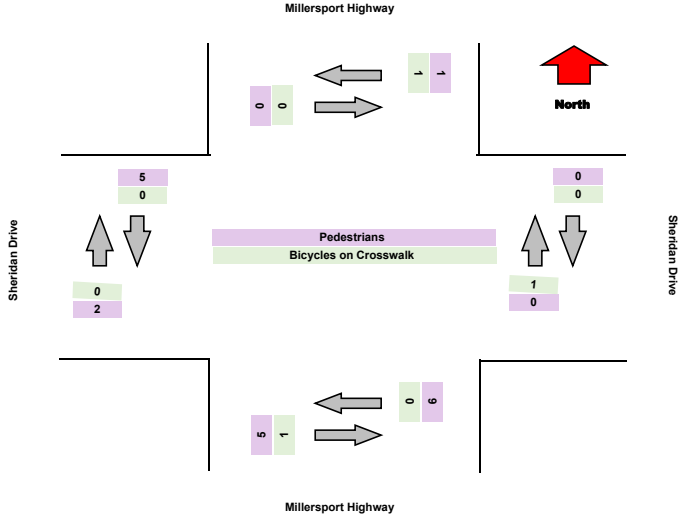


Turning Movement Data

Leg	Millersport Highway							Sheridan Drive							Millersport Highway							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
15:00:00	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	**0**
15:15:00	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	**0**
15:30:00	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	**0**
15:45:00	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	**0**
16:00:00	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	**0**
16:15:00	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	**0**
16:30:00	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	**0**
16:45:00	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	**0**
17:00:00	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	**0**
17:15:00	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	**0**
17:30:00	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	**0**
17:45:00	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	**0**
Grand Total	873	1167	280	0	**2320**	0	2	157	1841	278	42	**2318**	0	1	308	1233	172	0	**1713**	9	6	56	1839	717	10	**2622**	2	5	**8973**
% Approach	37.6%	50.3%	12.1%	0.0%	**0.0%**	0.0%	0.0%	6.8%	79.4%	12.0%	1.8%	**0.0%**	0.0%	0.0%	18.0%	72.0%	10.0%	0.0%	**0.0%**	0.0%	0.0%	2.1%	70.1%	27.3%	0.4%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	9.7%	13.0%	3.1%	0.0%	**25.9%**	0.0%	0.0%	1.7%	20.5%	3.1%	0.5%	**25.8%**	0.0%	0.0%	3.4%	13.7%	1.9%	0.0%	**19.1%**	0.0%	0.0%	0.6%	20.5%	8.0%	0.1%	**29.2%**	0.0%	0.0%	**0.0%**
Lights	752	1147	276	0	**2175**	0	0	151	1836	276	42	**2305**	0	0	262	1214	164	0	**1640**	0	0	55	1828	711	10	**2604**	0	0	**8724**
% Lights	86.1%	98.3%	98.6%	0.0%	**93.8%**	0.0%	0.0%	96.2%	99.7%	99.3%	100.0%	**99.4%**	0.0%	0.0%	85.1%	98.5%	95.3%	0.0%	**95.7%**	0.0%	0.0%	98.2%	99.4%	99.2%	100.0%	**99.3%**	0.0%	0.0%	**97.2%**
Trucks	3	8	3	0	**14**	0	0	0	3	2	0	**5**	0	0	4	8	1	0	**13**	0	0	0	10	5	0	**15**	0	0	**47**
% Trucks	0.3%	0.7%	1.1%	0.0%	**0.6%**	0.0%	0.0%	0.0%	0.2%	0.7%	0.0%	**0.2%**	0.0%	0.0%	1.3%	0.6%	0.6%	0.0%	**0.8%**	0.0%	0.0%	0.0%	0.5%	0.7%	0.0%	**0.6%**	0.0%	0.0%	**0.5%**
Buses	0	11	0	0	**11**	0	0	0	1	0	0	**1**	0	0	0	10	2	0	**12**	0	0	0	0	1	0	**1**	0	0	**25**
% Buses	0.0%	0.9%	0.0%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.8%	1.2%	0.0%	**0.7%**	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	**0.0%**	0.0%	0.0%	**0.3%**
Pedestrians	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	0	0	0	0	0	**0**	9	5	0	0	0	0	**0**	2	5	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	83.3%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

Turning Movement Data Plot

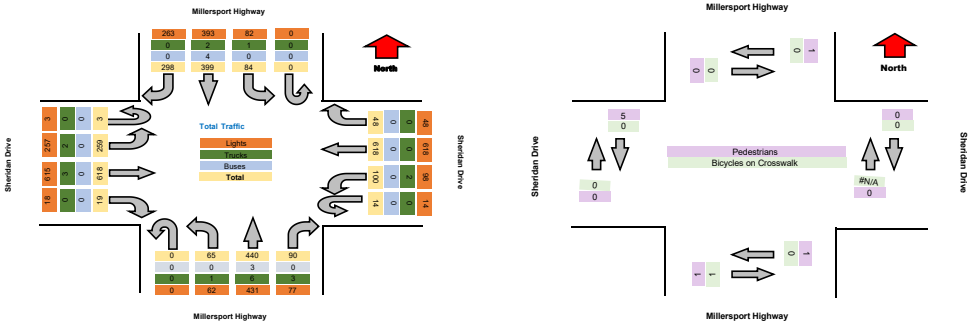




Turning Movement Peak Hour Data (PM)

12:00:00

Leg	Millersport Highway							Sheridan Drive							Millersport Highway							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
12:00:00	70	95	19	0	**184**	0	1	11	155	27	6	**199**	0	0	21	122	20	0	**163**	0	0	3	162	55	1	**221**	0	5	**767**
12:15:00	82	97	18	0	**197**	0	0	12	165	30	3	**210**	0	0	20	113	22	0	**155**	1	1	7	131	65	0	**203**	0	0	**765**
12:30:00	70	104	19	0	**193**	0	0	12	142	19	2	**175**	0	1	25	115	14	0	**154**	0	1	3	166	66	0	**235**	0	0	**757**
12:45:00	76	103	28	0	**207**	0	0	13	156	24	3	**196**	0	0	24	90	9	0	**123**	0	0	6	159	73	2	**240**	0	0	**766**
Grand Total	298	399	84	0	**781**	0	1	48	618	100	14	**780**	0	1	90	440	65	0	**595**	1	2	19	618	259	3	**899**	0	5	**3055**
% Approach	38.2%	51.1%	10.8%	0.0%	**0.0%**	0.0%	0.0%	6.2%	79.2%	12.8%	1.8%	**0.0%**	0.0%	0.0%	15.1%	73.9%	10.9%	0.0%	**0.0%**	0.0%	0.0%	2.1%	68.7%	28.8%	0.3%	**0.0%**	0.0%	0.0%	
% Total	9.8%	13.1%	2.7%	0.0%	**25.6%**	0.0%	0.0%	1.6%	20.2%	3.3%	0.5%	**25.5%**	0.0%	0.0%	2.9%	14.4%	2.1%	0.0%	**19.5%**	0.0%	0.0%	0.6%	20.2%	8.5%	0.1%	**29.4%**	0.0%	0.0%	
PHF	0.909	0.959	0.750	0.000	**0.943**	0.000	0.000	0.923	0.936	0.833	0.583	**0.929**	0.000	0.000	0.900	0.902	0.739	0.000	**0.913**	0.000	0.000	0.679	0.931	0.887	0.375	**0.936**	0.000	0.000	**0.996**
Lights	263	393	82	0	**738**	0	0	48	618	98	14	**778**	0	0	77	431	62	0	**570**	0	0	18	615	257	3	**893**	0	0	**2979**
% Lights	88.3%	98.5%	97.6%	0.0%	**94.5%**	0.0%	0.0%	100.0%	100.0%	98.0%	100.0%	**99.7%**	0.0%	0.0%	85.6%	98.0%	95.4%	0.0%	**95.8%**	0.0%	0.0%	94.7%	99.5%	99.2%	100.0%	**99.3%**	0.0%	0.0%	**97.5%**
Trucks	0	2	1	0	**3**	0	0	0	0	2	0	**2**	0	0	3	6	1	0	**10**	0	0	0	3	2	0	**5**	0	0	**20**
% Trucks	0.0%	0.5%	1.2%	0.0%	**0.4%**	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	**0.3%**	0.0%	0.0%	3.3%	1.4%	1.5%	0.0%	**1.7%**	0.0%	0.0%	0.0%	0.5%	0.8%	0.0%	**0.6%**	0.0%	0.0%	**0.7%**
Buses	0	4	0	0	**4**	0	0	0	0	0	0	**0**	0	0	0	3	1	0	**4**	0	0	0	0	0	0	**0**	0	0	**8**
% Buses	0.0%	1.0%	0.0%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.7%	1.5%	0.0%	**0.7%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.3%**
Pedestrians	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	0	0	0	0	0	**0**	1	1	0	0	0	0	**0**	0	5	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	50.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**



TRI-STATE TRAFFIC DATA

TSTData.com

Summary

Project	C & S
Project Code	11682
Site Name	Eggert Road & Alberta Drive
Legs and Movements	All Processed Legs & Mover
Bin Size	15 minutes
Survey Date	2023-11-16, Thursday
Location	Eggert Road & Alberta Drive
Latitude and Longitude	42.97815,-78.81758

	Start	End	PHF
PM Peak	2023-11-16 15:30:00	2023-11-16 16:30:00	0.956

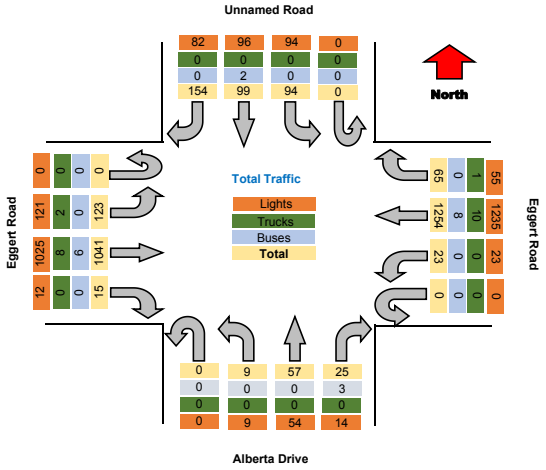
Turning Movement Data

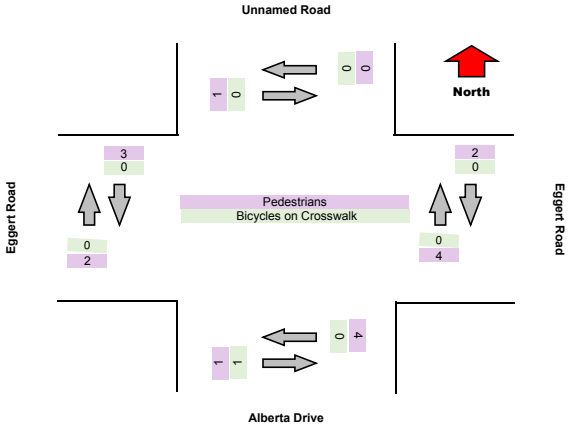
Leg	Unnamed Road							Eggert Road							Alberta Drive							Eggert Road							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
3:00:00 PM	8	4	7	0	**19**	0	0	4	88	1	0	**93**	0	0	2	2	1	0	**5**	0	1	1	74	11	0	**86**	0	1	**203**
3:15:00 PM	15	7	8	0	**30**	0	0	4	89	3	0	**96**	1	1	2	2	0	0	**4**	0	1	1	95	12	0	**108**	1	0	**238**
3:30:00 PM	15	13	6	0	**34**	0	0	7	113	3	0	**123**	0	2	5	0	0	0	**5**	1	0	2	94	5	0	**101**	0	0	**263**
3:45:00 PM	17	6	12	0	**35**	0	0	8	122	2	0	**132**	0	1	4	5	1	0	**10**	0	0	4	90	14	0	**108**	1	0	**285**
Hourly Total	55	30	33	0	**118**	0	0	23	412	9	0	**444**	1	4	13	9	2	0	**24**	1	2	8	353	42	0	**403**	2	1	**989**
4:00:00 PM	16	9	7	0	**32**	0	0	7	120	3	0	**130**	1	0	2	9	2	0	**13**	0	0	1	90	10	0	**101**	0	0	**276**
4:15:00 PM	14	10	4	0	**28**	0	0	3	116	4	0	**123**	0	0	2	6	0	0	**8**	0	0	0	96	11	0	**107**	0	0	**266**
4:30:00 PM	8	9	14	0	**31**	1	0	5	108	0	0	**113**	0	0	3	6	0	0	**9**	0	0	2	82	8	0	**92**	0	1	**245**
4:45:00 PM	13	8	4	0	**25**	0	0	6	114	2	0	**122**	0	0	0	3	0	0	**3**	1	0	1	83	16	0	**100**	0	0	**250**
Hourly Total	51	36	29	0	**116**	1	0	21	458	9	0	**488**	1	0	7	24	2	0	**33**	1	0	4	351	45	0	**400**	0	1	**1037**
5:00:00 PM	9	5	11	0	**25**	0	0	4	91	0	0	**95**	0	0	1	9	0	0	**10**	0	0	0	101	9	0	**110**	0	1	**240**
5:15:00 PM	15	7	13	0	**35**	0	0	3	102	0	0	**105**	0	0	0	7	0	0	**7**	1	0	1	78	4	0	**83**	0	0	**230**
5:30:00 PM	10	11	5	0	**26**	0	0	6	109	3	0	**118**	0	0	3	2	3	0	**8**	1	0	1	82	8	0	**91**	0	0	**243**
5:45:00 PM	14	10	3	0	**27**	0	0	8	82	2	0	**92**	0	0	1	6	2	0	**9**	0	0	1	76	15	0	**92**	0	0	**220**
Hourly Total	48	33	32	0	**113**	0	0	21	384	5	0	**410**	0	0	5	24	5	0	**34**	2	0	3	337	36	0	**376**	0	1	**933**
Grand Total	154	99	94	0	**347**	1	0	65	1254	23	0	**1342**	2	4	25	57	9	0	**91**	4	2	15	1041	123	0	**1179**	2	3	**2959**
% Approach	44.4%	28.5%	27.1%	0.0%	**0.0%**	0.0%	0.0%	4.8%	93.4%	1.7%	0.0%	**0.0%**	0.0%	0.0%	27.5%	62.6%	9.9%	0.0%	**0.0%**	0.0%	0.0%	1.3%	88.3%	10.4%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	5.2%	3.3%	3.2%	0.0%	**11.7%**	0.0%	0.0%	2.2%	42.4%	0.8%	0.0%	**45.4%**	0.0%	0.0%	0.8%	1.9%	0.3%	0.0%	**3.1%**	0.0%	0.0%	0.5%	35.2%	4.2%	0.0%	**39.8%**	0.0%	0.0%	**0.0%**
Lights	82	96	94	0	**272**	0	0	55	1235	23	0	**1313**	0	0	14	54	9	0	**77**	0	0	12	1025	121	0	**1158**	0	0	**2820**
% Lights	53.2%	97.0%	100.0%	0.0%	**78.4%**	0.0%	0.0%	84.6%	98.5%	100.0%	0.0%	**97.8%**	0.0%	0.0%	56.0%	94.7%	100.0%	0.0%	**84.6%**	0.0%	0.0%	80.0%	98.5%	98.4%	0.0%	**98.2%**	0.0%	0.0%	**95.3%**
Trucks	0	0	0	0	**0**	0	0	1	10	0	0	**11**	0	0	0	0	0	0	**0**	0	0	0	8	2	0	**10**	0	0	**21**
% Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	1.5%	0.8%	0.0%	0.0%	**0.8%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.8%	1.6%	0.0%	**0.8%**	0.0%	0.0%	**0.7%**
Buses	0	2	0	0	**2**	0	0	0	8	0	0	**8**	0	0	3	0	0	0	**3**	0	0	0	6	0	0	**6**	0	0	**19**
% Buses	0.0%	2.0%	0.0%	0.0%	**0.6%**	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	**0.6%**	0.0%	0.0%	12.0%	0.0%	0.0%	0.0%	**3.3%**	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	**0.5%**	0.0%	0.0%	**0.6%**
Pedestrians	0	0	0	0	**0**	1	0	0	0	0	0	**0**	2	4	0	0	0	0	**0**	4	1	0	0	0	0	**0**	2	3	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	50.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

TSTData.com

Summary

Turning Movement Data Plot





TRI-STATE TRAFFIC DATA

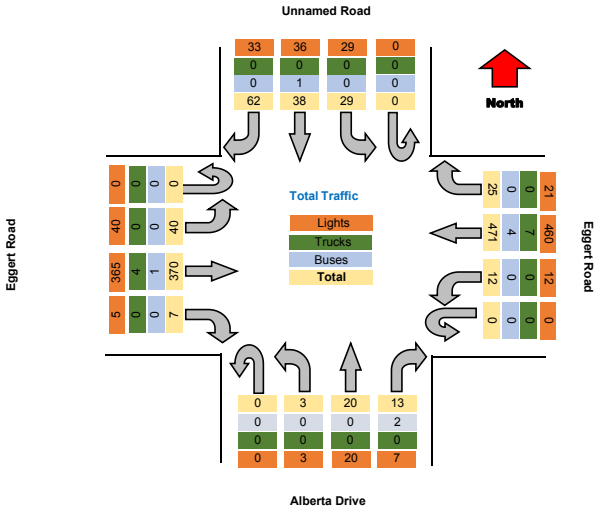
TSTData.com

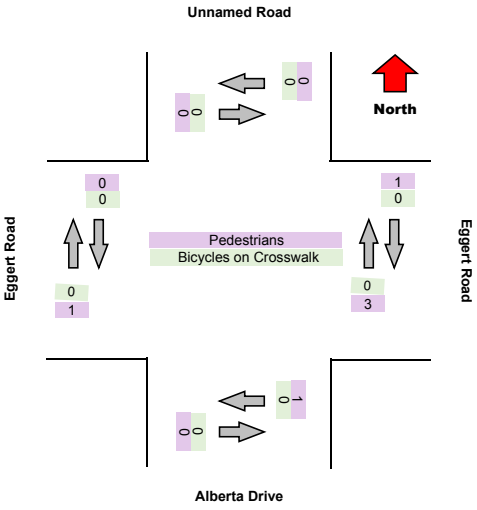
Summary

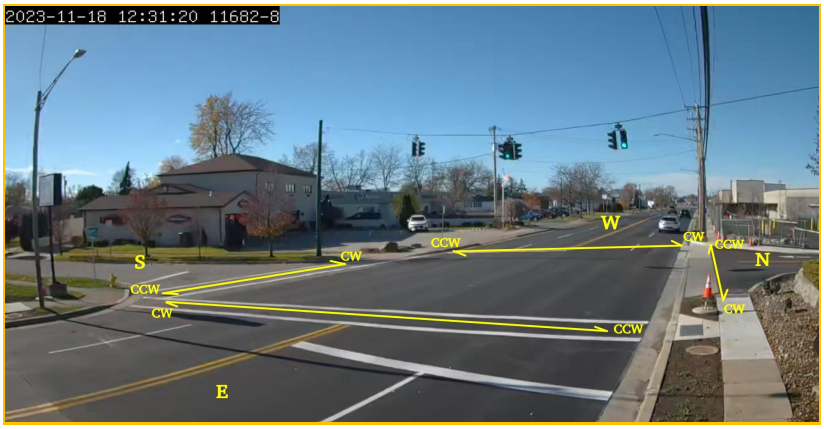
Turning Movement Peak Hour Data (PM)

3:30:00 PM

Leg	Unnamed Road							Eggert Road							Alberta Drive							Eggert Road							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
3:30:00 PM	15	13	6	0	**34**	0	0	7	113	3	0	**123**	0	2	5	0	0	0	**5**	1	0	2	94	5	0	**101**	0	0	**263**
3:45:00 PM	17	6	12	0	**35**	0	0	8	122	2	0	**132**	0	1	4	5	1	0	**10**	0	0	4	90	14	0	**108**	1	0	**285**
4:00:00 PM	16	9	7	0	**32**	0	0	7	120	3	0	**130**	1	0	2	9	2	0	**13**	0	0	1	90	10	0	**101**	0	0	**276**
4:15:00 PM	14	10	4	0	**28**	0	0	3	116	4	0	**123**	0	0	2	6	0	0	**8**	0	0	0	96	11	0	**107**	0	0	**266**
Grand Total	62	38	29	0	**129**	0	0	25	471	12	0	**508**	1	3	13	20	3	0	**36**	1	0	7	370	40	0	**417**	1	0	**1090**
% Approach	48.1%	29.5%	22.5%	0.0%	**0.0%**	0.0%	0.0%	4.9%	92.7%	2.4%	0.0%	**0.0%**	0.0%	0.0%	36.1%	55.6%	8.3%	0.0%	**0.0%**	0.0%	0.0%	1.7%	88.7%	9.6%	0.0%	**0.0%**	0.0%	0.0%	
% Total	5.7%	3.5%	2.7%	0.0%	**11.8%**	0.0%	0.0%	2.3%	43.2%	1.1%	0.0%	**46.6%**	0.0%	0.0%	1.2%	1.8%	0.3%	0.0%	**3.3%**	0.0%	0.0%	0.6%	33.9%	3.7%	0.0%	**38.3%**	0.0%	0.0%	
PHF	0.912	0.731	0.604	0.000	**0.921**	0.000	0.000	0.781	0.965	0.750	0.000	**0.962**	0.000	0.000	0.650	0.556	0.375	0.000	**0.692**	0.000	0.000	0.438	0.964	0.714	0.000	**0.965**	0.000	0.000	**0.956**
Lights	33	36	29	0	**98**	0	0	21	460	12	0	**493**	0	0	7	20	3	0	**30**	0	0	5	365	40	0	**410**	0	0	**1031**
% Lights	53.2%	94.7%	100.0%	0.0%	**76.0%**	0.0%	0.0%	84.0%	97.7%	100.0%	0.0%	**97.0%**	0.0%	0.0%	53.8%	100.0%	100.0%	0.0%	**83.3%**	0.0%	0.0%	71.4%	98.6%	100.0%	0.0%	**98.3%**	0.0%	0.0%	**94.6%**
Trucks	0	0	0	0	**0**	0	0	0	7	0	0	**7**	0	0	0	0	0	0	**0**	0	0	0	4	0	0	**4**	0	0	**11**
% Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%	**1.4%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	**1.0%**	0.0%	0.0%	**1.0%**
Buses	0	1	0	0	**1**	0	0	0	4	0	0	**4**	0	0	2	0	0	0	**2**	0	0	0	1	0	0	**1**	0	0	**8**
% Buses	0.0%	2.6%	0.0%	0.0%	**0.8%**	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	**0.8%**	0.0%	0.0%	15.4%	0.0%	0.0%	0.0%	**5.6%**	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	**0.2%**	0.0%	0.0%	**0.7%**
Pedestrians	0	0	0	0	**0**	0	0	0	0	0	0	**0**	1	3	0	0	0	0	**0**	1	0	0	0	0	0	**0**	1	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**



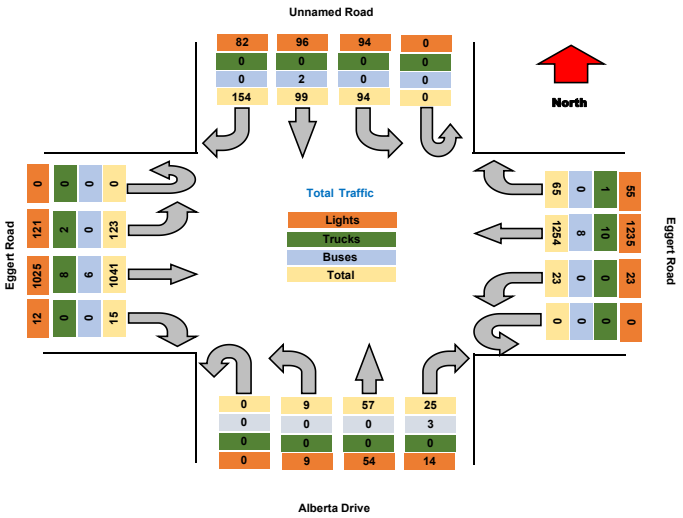


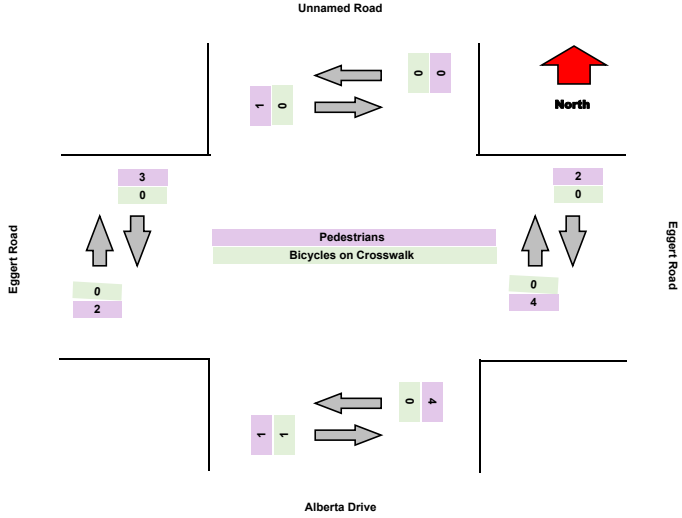


Turning Movement Data

Leg	Unnamed Road							Eggert Road							Alberta Drive							Eggert Road							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
3:00:00 PM	8	4	7	0	**19**	0	0	4	88	1	0	**93**	0	0	2	2	1	0	**5**	0	1	1	74	11	0	**86**	0	1	**203**
3:15:00 PM	15	7	8	0	**30**	0	0	4	89	3	0	**96**	1	1	2	2	0	0	**4**	0	1	1	95	12	0	**108**	1	0	**238**
3:30:00 PM	15	13	6	0	**34**	0	0	7	113	3	0	**123**	0	2	5	0	0	0	**5**	1	0	2	94	5	0	**101**	0	0	**263**
3:45:00 PM	17	6	12	0	**35**	0	0	8	122	2	0	**132**	0	1	4	5	1	0	**10**	0	0	4	90	14	0	**108**	1	0	**285**
Hourly Total	55	30	33	0	**118**	0	0	23	412	9	0	**444**	1	4	13	9	2	0	**24**	1	2	8	353	42	0	**403**	2	1	**989**
4:00:00 PM	16	9	7	0	**32**	0	0	7	120	3	0	**130**	1	0	2	9	2	0	**13**	0	0	1	90	10	0	**101**	0	0	**276**
4:15:00 PM	14	10	4	0	**28**	0	0	3	116	4	0	**123**	0	0	2	6	0	0	**8**	0	0	0	96	11	0	**107**	0	0	**266**
4:30:00 PM	8	9	14	0	**31**	1	0	5	108	0	0	**113**	0	0	3	6	0	0	**9**	0	0	2	82	8	0	**92**	0	1	**245**
4:45:00 PM	13	8	4	0	**25**	0	0	6	114	2	0	**122**	0	0	0	3	0	0	**3**	1	0	1	83	16	0	**100**	0	0	**250**
Hourly Total	51	36	29	0	**116**	1	0	21	458	9	0	**488**	1	0	7	24	2	0	**33**	1	0	4	351	45	0	**400**	0	1	**1037**
5:00:00 PM	9	5	11	0	**25**	0	0	4	91	0	0	**95**	0	0	1	9	0	0	**10**	0	0	0	101	9	0	**110**	0	1	**240**
5:15:00 PM	15	7	13	0	**35**	0	0	3	102	0	0	**105**	0	0	0	7	0	0	**7**	1	0	1	78	4	0	**83**	0	0	**230**
5:30:00 PM	10	11	5	0	**26**	0	0	6	109	3	0	**118**	0	0	3	2	3	0	**8**	1	0	1	82	8	0	**91**	0	0	**243**
5:45:00 PM	14	10	3	0	**27**	0	0	8	82	2	0	**92**	0	0	1	6	2	0	**9**	0	0	1	76	15	0	**92**	0	0	**220**
Hourly Total	48	33	32	0	**113**	0	0	21	384	5	0	**410**	0	0	5	24	5	0	**34**	2	0	3	337	36	0	**376**	0	1	**933**
Grand Total	154	99	94	0	**347**	1	0	65	1254	23	0	**1342**	2	4	25	57	9	0	**91**	4	2	15	1041	123	0	**1179**	2	3	**2959**
% Approach	44.4%	28.5%	27.1%	0.0%	**0.0%**	0.0%	0.0%	4.8%	93.4%	1.7%	0.0%	**0.0%**	0.0%	0.0%	27.5%	62.6%	9.9%	0.0%	**0.0%**	0.0%	0.0%	1.3%	88.3%	10.4%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	5.2%	3.3%	3.2%	0.0%	**11.7%**	0.0%	0.0%	2.2%	42.4%	0.8%	0.0%	**45.4%**	0.0%	0.0%	0.8%	1.9%	0.3%	0.0%	**3.1%**	0.0%	0.0%	0.5%	35.2%	4.2%	0.0%	**39.8%**	0.0%	0.0%	**0.0%**
Lights	82	96	94	0	**272**	0	0	55	1235	23	0	**1313**	0	0	14	54	9	0	**77**	0	0	12	1025	121	0	**1158**	0	0	**2820**
% Lights	53.2%	97.0%	100.0%	0.0%	**78.4%**	0.0%	0.0%	84.6%	98.5%	100.0%	0.0%	**97.8%**	0.0%	0.0%	56.0%	94.7%	100.0%	0.0%	**84.6%**	0.0%	0.0%	80.0%	98.5%	98.4%	0.0%	**98.2%**	0.0%	0.0%	**95.3%**
Trucks	0	0	0	0	**0**	0	0	1	10	0	0	**11**	0	0	0	0	0	0	**0**	0	0	0	8	2	0	**10**	0	0	**21**
% Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	1.5%	0.8%	0.0%	0.0%	**0.8%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.8%	1.6%	0.0%	**0.8%**	0.0%	0.0%	**0.7%**
Buses	0	2	0	0	**2**	0	0	0	8	0	0	**8**	0	0	3	0	0	0	**3**	0	0	0	6	0	0	**6**	0	0	**19**
% Buses	0.0%	2.0%	0.0%	0.0%	**0.6%**	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	**0.6%**	0.0%	0.0%	12.0%	0.0%	0.0%	0.0%	**3.3%**	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	**0.5%**	0.0%	0.0%	**0.6%**
Pedestrians	0	0	0	0	**0**	1	0	0	0	0	0	**0**	2	4	0	0	0	0	**0**	4	1	0	0	0	0	**0**	2	3	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	50.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

Turning Movement Data Plot

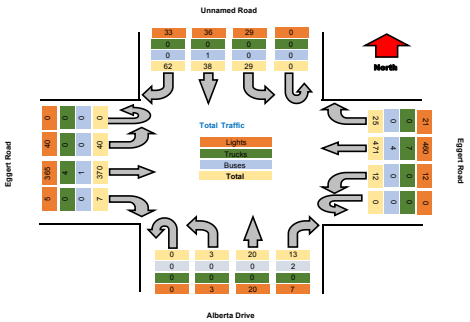


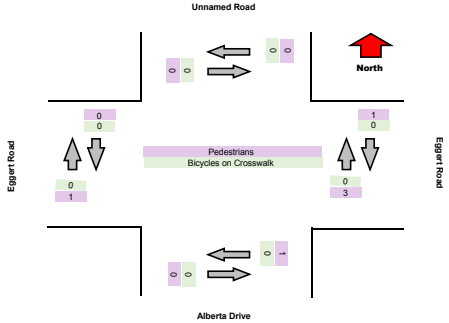


Turning Movement Peak Hour Data (PM)

3:30:00 PM

Leg	Unnamed Road							Eggert Road							Alberta Drive							Eggert Road							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
3:30:00 PM	15	13	6	0	**34**	0	0	7	113	3	0	**123**	0	2	5	0	0	0	**5**	1	0	2	94	5	0	**101**	0	0	**263**
3:45:00 PM	17	6	12	0	**35**	0	0	8	122	2	0	**132**	0	1	4	5	1	0	**10**	0	0	4	90	14	0	**108**	1	0	**285**
4:00:00 PM	16	9	7	0	**32**	0	0	7	120	3	0	**130**	1	0	2	9	2	0	**13**	0	0	1	90	10	0	**101**	0	0	**276**
4:15:00 PM	14	10	4	0	**28**	0	0	3	116	4	0	**123**	0	0	2	6	0	0	**8**	0	0	0	96	11	0	**107**	0	0	**266**
Grand Total	62	38	29	0	**129**	0	0	25	471	12	0	**508**	1	3	13	20	3	0	**36**	1	0	7	370	40	0	**417**	1	0	**1090**
% Approach	48.1%	29.5%	22.5%	0.0%	**0.0%**	0.0%	0.0%	4.9%	92.7%	2.4%	0.0%	**0.0%**	0.0%	0.0%	36.1%	55.6%	8.3%	0.0%	**0.0%**	0.0%	0.0%	1.7%	88.7%	9.6%	0.0%	**0.0%**	0.0%	0.0%	
% Total	5.7%	3.5%	2.7%	0.0%	**11.8%**	0.0%	0.0%	2.3%	43.2%	1.1%	0.0%	**46.6%**	0.0%	0.0%	1.2%	1.8%	0.3%	0.0%	**3.3%**	0.0%	0.0%	0.6%	33.9%	3.7%	0.0%	**38.3%**	0.0%	0.0%	
PHF	0.912	0.731	0.604	0.000	**0.921**	0.000	0.000	0.781	0.965	0.750	0.000	**0.962**	0.000	0.000	0.650	0.556	0.375	0.000	**0.692**	0.000	0.000	0.438	0.964	0.714	0.000	**0.965**	0.000	0.000	**0.956**
Lights	33	36	29	0	**98**	0	0	21	460	12	0	**493**	0	0	7	20	3	0	**30**	0	0	5	365	40	0	**410**	0	0	**1031**
% Lights	53.2%	94.7%	100.0%	0.0%	**76.0%**	0.0%	0.0%	84.0%	97.7%	100.0%	0.0%	**97.0%**	0.0%	0.0%	53.8%	100.0%	100.0%	0.0%	**83.3%**	0.0%	0.0%	71.4%	98.6%	100.0%	0.0%	**98.3%**	0.0%	0.0%	**94.6%**
Trucks	0	0	0	0	**0**	0	0	0	7	0	0	**7**	0	0	0	0	0	0	**0**	0	0	0	4	0	0	**4**	0	0	**11**
% Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%	**1.4%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	**1.0%**	0.0%	0.0%	**1.0%**
Buses	0	1	0	0	**1**	0	0	0	4	0	0	**4**	0	0	2	0	0	0	**2**	0	0	0	1	0	0	**1**	0	0	**8**
% Buses	0.0%	2.6%	0.0%	0.0%	**0.8%**	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	**0.8%**	0.0%	0.0%	15.4%	0.0%	0.0%	0.0%	**5.6%**	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	**0.2%**	0.0%	0.0%	**0.7%**
Pedestrians	0	0	0	0	**0**	0	0	0	0	0	0	**0**	1	3	0	0	0	0	**0**	1	0	0	0	0	0	**0**	1	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





TSTData.com

Summary

Project	C & S
Project Code	11682
Site Name	Eggert Road & Alberta Drive
Legs and Movements	All Processed Legs & Mover
Bin Size	15 minutes
Survey Date	2023-11-18, Saturday
Location	Eggert Road & Alberta Drive
Latitude and Longitude	42.97815,-78.81758

	Start	End	PHF
PM Peak	2023-11-18 12:15:00	2023-11-18 13:15:00	0.947

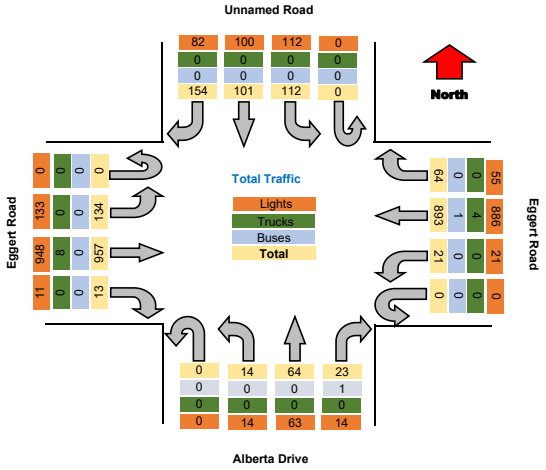
Turning Movement Data

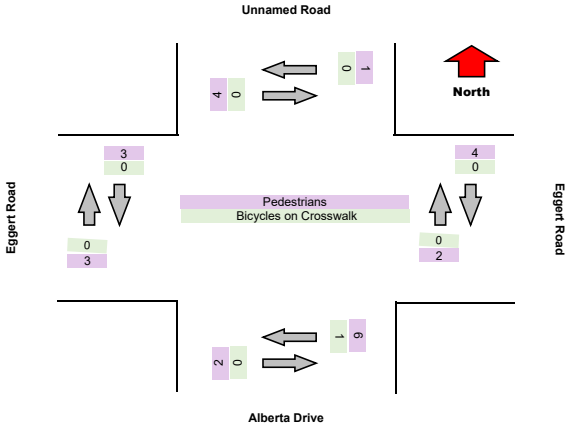
Leg	Unnamed Road							Eggert Road							Alberta Drive							Eggert Road							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Total**
12:00:00	8	5	10	0	**23**	0	0	4	90	2	0	**96**	1	0	2	4	0	0	**6**	0	0	1	84	7	0	**92**	0	0	**217**
12:15:00	15	8	15	0	**38**	0	0	4	82	2	0	**88**	0	2	1	2	0	0	**3**	1	0	1	88	9	0	**98**	0	0	**227**
12:30:00	15	8	7	0	**30**	0	0	7	77	1	0	**85**	0	0	4	4	2	0	**10**	0	1	1	84	22	0	**107**	1	0	**232**
12:45:00	17	7	2	0	**26**	0	0	8	71	0	0	**79**	0	0	4	7	3	0	**14**	0	0	3	70	9	0	**82**	0	1	**201**
Hourly Total	55	28	34	0	**117**	0	0	23	320	5	0	**348**	1	2	11	17	5	0	**33**	1	1	6	326	47	0	**379**	1	1	**877**
13:00:00	16	10	11	0	**37**	1	0	7	66	4	0	**77**	2	0	2	7	1	0	**10**	0	0	1	82	12	0	**95**	0	0	**219**
13:15:00	14	6	8	0	**28**	0	0	3	74	2	0	**79**	0	0	2	10	0	0	**12**	0	0	0	80	13	0	**93**	0	0	**212**
13:30:00	8	11	13	0	**32**	3	0	4	79	2	0	**85**	0	0	3	2	3	0	**8**	0	0	2	80	12	0	**94**	1	0	**219**
13:45:00	13	9	11	0	**33**	0	0	6	60	2	0	**68**	1	0	0	8	1	0	**9**	0	0	1	74	10	0	**85**	1	0	**195**
Hourly Total	51	36	43	0	**130**	4	0	20	279	10	0	**309**	3	0	7	27	5	0	**39**	0	0	4	316	47	0	**367**	2	0	**845**
14:00:00	9	12	6	0	**27**	0	0	4	67	1	0	**72**	0	0	1	5	0	0	**6**	3	0	0	91	5	0	**96**	0	0	**201**
14:15:00	15	9	17	0	**41**	0	1	3	83	3	0	**89**	0	0	0	5	0	0	**5**	3	0	1	75	15	0	**91**	0	1	**226**
14:30:00	10	5	7	0	**22**	0	0	6	58	1	0	**65**	0	0	3	4	3	0	**10**	0	1	1	62	12	0	**75**	0	1	**172**
14:45:00	14	11	5	0	**30**	0	0	8	86	1	0	**95**	0	0	1	6	1	0	**8**	0	0	1	87	8	0	**96**	0	0	**229**
Hourly Total	48	37	35	0	**120**	0	1	21	294	6	0	**321**	0	0	5	20	4	0	**29**	6	1	3	315	40	0	**358**	0	2	**828**
Grand Total	154	101	112	0	**367**	4	1	64	893	21	0	**978**	4	2	23	64	14	0	**101**	7	2	13	957	134	0	**1104**	3	3	**2550**
% Approach	42.0%	27.5%	30.5%	0.0%	**0.0%**	0.0%	0.0%	6.5%	91.3%	2.1%	0.0%	**0.0%**	0.0%	0.0%	22.8%	63.4%	13.9%	0.0%	**0.0%**	0.0%	0.0%	1.2%	86.7%	12.1%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	6.0%	4.0%	4.4%	0.0%	**14.4%**	0.0%	0.0%	2.5%	35.0%	0.8%	0.0%	**38.4%**	0.0%	0.0%	0.9%	2.5%	0.5%	0.0%	**4.0%**	0.0%	0.0%	0.5%	37.5%	5.3%	0.0%	**43.3%**	0.0%	0.0%	**0.0%**
Lights	82	100	112	0	**294**	0	0	55	886	21	0	**962**	0	0	14	63	14	0	**91**	0	0	11	948	133	0	**1092**	0	0	**2439**
% Lights	53.2%	99.0%	100.0%	0.0%	**80.1%**	0.0%	0.0%	85.9%	99.2%	100.0%	0.0%	**98.4%**	0.0%	0.0%	60.9%	98.4%	100.0%	0.0%	**90.1%**	0.0%	0.0%	84.6%	99.1%	99.3%	0.0%	**98.9%**	0.0%	0.0%	**95.6%**
Trucks	0	0	0	0	**0**	0	0	0	4	0	0	**4**	0	0	0	0	0	0	**0**	0	0	0	8	0	0	**8**	0	0	**12**
% Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	**0.4%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	**0.7%**	0.0%	0.0%	**0.5%**
Buses	0	0	0	0	**0**	0	0	0	1	0	0	**1**	0	0	1	0	0	0	**1**	0	0	0	0	0	0	**0**	0	0	**2**
% Buses	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	**0.1%**	0.0%	0.0%	4.3%	0.0%	0.0%	0.0%	**1.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.1%**
Pedestrians	0	0	0	0	**0**	4	1	0	0	0	0	**0**	4	2	0	0	0	0	**0**	6	2	0	0	0	0	**0**	3	3	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	85.7%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	1	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

TSTData.com

Summary

Turning Movement Data Plot





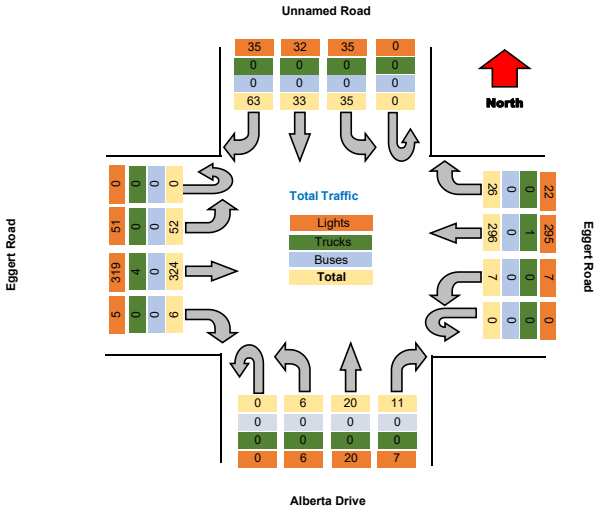
TSTData.com

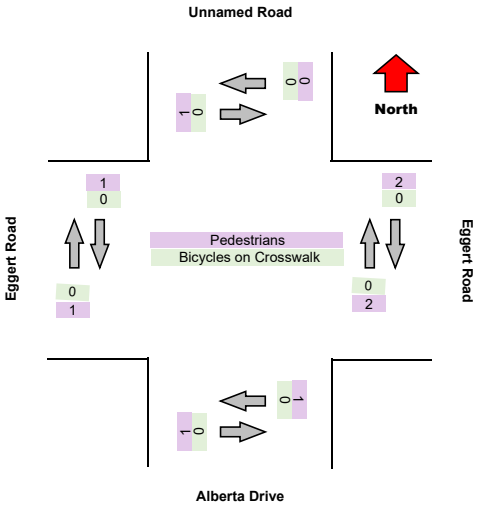
Summary

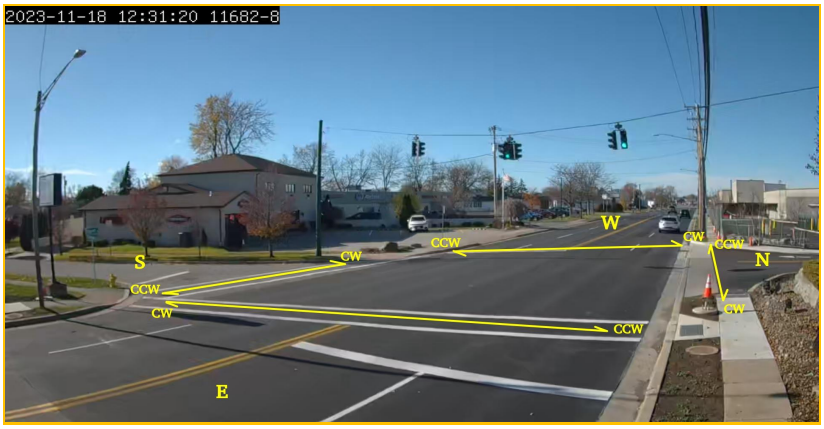
Turning Movement Peak Hour Data (PM)

12:15:00

Leg	Unnamed Road							Eggert Road							Alberta Drive							Eggert Road							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
12:15:00	15	8	15	0	**38**	0	0	4	82	2	0	**88**	0	2	1	2	0	0	**3**	1	0	1	88	9	0	**98**	0	0	**227**
12:30:00	15	8	7	0	**30**	0	0	7	77	1	0	**85**	0	0	4	4	2	0	**10**	0	1	1	84	22	0	**107**	1	0	**232**
12:45:00	17	7	2	0	**26**	0	0	8	71	0	0	**79**	0	0	4	7	3	0	**14**	0	0	3	70	9	0	**82**	0	1	**201**
13:00:00	16	10	11	0	**37**	1	0	7	66	4	0	**77**	2	0	2	7	1	0	**10**	0	0	1	82	12	0	**95**	0	0	**219**
Grand Total	63	33	35	0	**131**	1	0	26	296	7	0	**329**	2	2	11	20	6	0	**37**	1	1	6	324	52	0	**382**	1	1	**879**
% Approach	48.1%	25.2%	26.7%	0.0%	**0.0%**	0.0%	0.0%	7.9%	90.0%	2.1%	0.0%	**0.0%**	0.0%	0.0%	29.7%	54.1%	16.2%	0.0%	**0.0%**	0.0%	0.0%	1.6%	84.8%	13.6%	0.0%	**0.0%**	0.0%	0.0%	
% Total	7.2%	3.8%	4.0%	0.0%	**14.9%**	0.0%	0.0%	3.0%	33.7%	0.8%	0.0%	**37.4%**	0.0%	0.0%	1.3%	2.3%	0.7%	0.0%	**4.2%**	0.0%	0.0%	0.7%	36.9%	5.9%	0.0%	**43.5%**	0.0%	0.0%	
PHF	0.926	0.825	0.583	0.000	**0.862**	0.000	0.000	0.813	0.902	0.438	0.000	**0.935**	0.000	0.000	0.688	0.714	0.500	0.000	**0.661**	0.000	0.000	0.500	0.920	0.591	0.000	**0.893**	0.000	0.000	**0.947**
Lights	35	32	35	0	**102**	0	0	22	295	7	0	**324**	0	0	7	20	6	0	**33**	0	0	5	319	51	0	**375**	0	0	**834**
% Lights	55.6%	97.0%	100.0%	0.0%	**77.9%**	0.0%	0.0%	84.6%	99.7%	100.0%	0.0%	**98.5%**	0.0%	0.0%	63.6%	100.0%	100.0%	0.0%	**89.2%**	0.0%	0.0%	83.3%	98.5%	98.1%	0.0%	**98.2%**	0.0%	0.0%	**94.9%**
Trucks	0	0	0	0	**0**	0	0	0	1	0	0	**1**	0	0	0	0	0	0	**0**	0	0	0	4	0	0	**4**	0	0	**5**
% Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	**1.0%**	0.0%	0.0%	**0.6%**
Buses	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	**0**
% Buses	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Pedestrians	0	0	0	0	**0**	1	0	0	0	0	0	**0**	2	2	0	0	0	0	**0**	1	1	0	0	0	0	**0**	1	1	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**



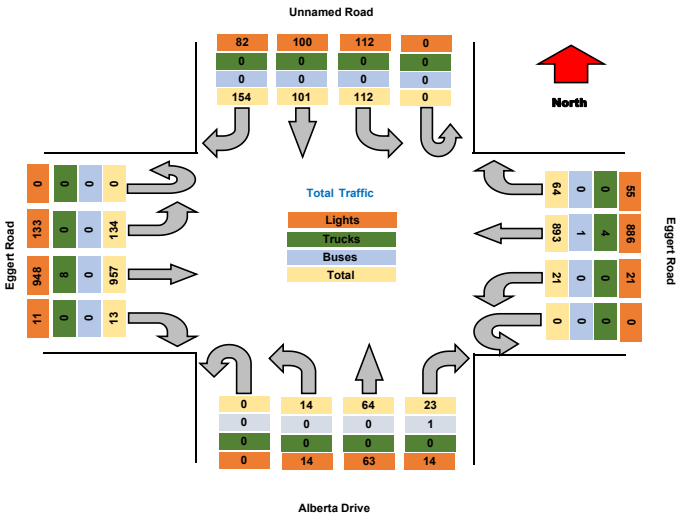


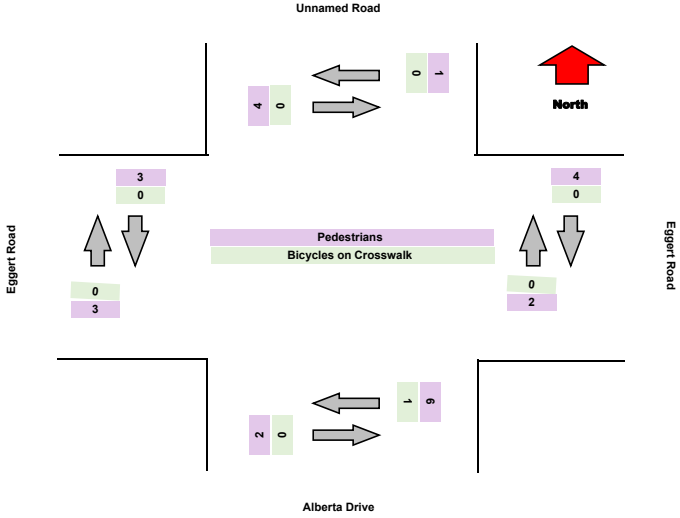


Turning Movement Data

Leg	Unnamed Road							Eggert Road							Alberta Drive							Eggert Road							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
12:00:00	8	5	10	0	**23**	0	0	4	90	2	0	**96**	1	0	2	4	0	0	**6**	0	0	1	84	7	0	**92**	0	0	**217**
12:15:00	15	8	15	0	**38**	0	0	4	82	2	0	**88**	0	2	1	2	0	0	**3**	1	0	1	88	9	0	**98**	0	0	**227**
12:30:00	15	8	7	0	**30**	0	0	7	77	1	0	**85**	0	0	4	4	2	0	**10**	0	1	1	84	22	0	**107**	1	0	**232**
12:45:00	17	7	2	0	**26**	0	0	8	71	0	0	**79**	0	0	4	7	3	0	**14**	0	0	3	70	9	0	**82**	0	1	**201**
Hourly Total	55	28	34	0	**117**	0	0	23	320	5	0	**348**	1	2	11	17	5	0	**33**	1	1	6	326	47	0	**379**	1	1	**877**
13:00:00	16	10	11	0	**37**	1	0	7	66	4	0	**77**	2	0	2	7	1	0	**10**	0	0	1	82	12	0	**95**	0	0	**219**
13:15:00	14	6	8	0	**28**	0	0	3	74	2	0	**79**	0	0	2	10	0	0	**12**	0	0	0	80	13	0	**93**	0	0	**212**
13:30:00	8	11	13	0	**32**	3	0	4	79	2	0	**85**	0	0	3	2	3	0	**8**	0	0	2	80	12	0	**94**	1	0	**219**
13:45:00	13	9	11	0	**33**	0	0	6	60	2	0	**68**	1	0	0	8	1	0	**9**	0	0	1	74	10	0	**85**	1	0	**195**
Hourly Total	51	36	43	0	**130**	4	0	20	279	10	0	**309**	3	0	7	27	5	0	**39**	0	0	4	316	47	0	**367**	2	0	**845**
14:00:00	9	12	6	0	**27**	0	0	4	67	1	0	**72**	0	0	1	5	0	0	**6**	3	0	0	91	5	0	**96**	0	0	**201**
14:15:00	15	9	17	0	**41**	0	1	3	83	3	0	**89**	0	0	0	5	0	0	**5**	3	0	1	75	15	0	**91**	0	1	**226**
14:30:00	10	5	7	0	**22**	0	0	6	58	1	0	**65**	0	0	3	4	3	0	**10**	0	1	1	62	12	0	**75**	0	1	**172**
14:45:00	14	11	5	0	**30**	0	0	8	86	1	0	**95**	0	0	1	6	1	0	**8**	0	0	1	87	8	0	**96**	0	0	**229**
Hourly Total	48	37	35	0	**120**	0	1	21	294	6	0	**321**	0	0	5	20	4	0	**29**	6	1	3	315	40	0	**358**	0	2	**828**
Grand Total	154	101	112	0	**367**	4	1	64	893	21	0	**978**	4	2	23	64	14	0	**101**	7	2	13	957	134	0	**1104**	3	3	**2550**
% Approach	42.0%	27.5%	30.5%	0.0%	**0.0%**	0.0%	0.0%	6.5%	91.3%	2.1%	0.0%	**0.0%**	0.0%	0.0%	22.8%	63.4%	13.9%	0.0%	**0.0%**	0.0%	0.0%	1.2%	86.7%	12.1%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	6.0%	4.0%	4.4%	0.0%	**14.4%**	0.0%	0.0%	2.5%	35.0%	0.8%	0.0%	**38.4%**	0.0%	0.0%	0.9%	2.5%	0.5%	0.0%	**4.0%**	0.0%	0.0%	0.5%	37.5%	5.3%	0.0%	**43.3%**	0.0%	0.0%	**0.0%**
Lights	82	100	112	0	**294**	0	0	55	886	21	0	**962**	0	0	14	63	14	0	**91**	0	0	11	948	133	0	**1092**	0	0	**2439**
% Lights	53.2%	99.0%	100.0%	0.0%	**80.1%**	0.0%	0.0%	85.9%	99.2%	100.0%	0.0%	**98.4%**	0.0%	0.0%	60.9%	98.4%	100.0%	0.0%	**90.1%**	0.0%	0.0%	84.6%	99.1%	99.3%	0.0%	**98.9%**	0.0%	0.0%	**95.6%**
Trucks	0	0	0	0	**0**	0	0	0	4	0	0	**4**	0	0	0	0	0	0	**0**	0	0	0	8	0	0	**8**	0	0	**12**
% Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	**0.4%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	**0.7%**	0.0%	0.0%	**0.5%**
Buses	0	0	0	0	**0**	0	0	0	1	0	0	**1**	0	0	1	0	0	0	**1**	0	0	0	0	0	0	**0**	0	0	**2**
% Buses	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	**0.1%**	0.0%	0.0%	4.3%	0.0%	0.0%	0.0%	**1.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.1%**
Pedestrians	0	0	0	0	**0**	4	1	0	0	0	0	**0**	4	2	0	0	0	0	**0**	6	2	0	0	0	0	**0**	3	3	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	85.7%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	1	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

Turning Movement Data Plot

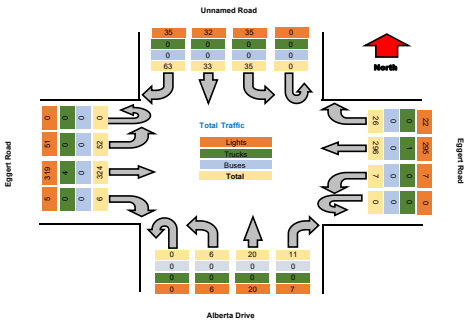


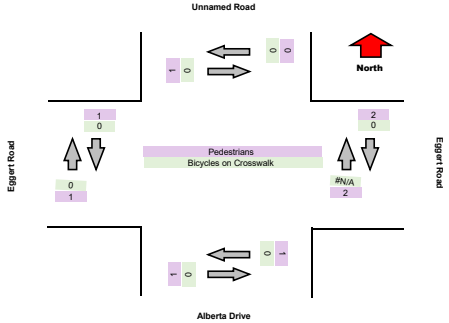


Turning Movement Peak Hour Data (PM)

12:15:00

Leg	Unnamed Road							Eggert Road							Alberta Drive							Eggert Road							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
12:15:00	15	8	15	0	**38**	0	0	4	82	2	0	**88**	0	2	1	2	0	0	**3**	1	0	1	88	9	0	**98**	0	0	**227**
12:30:00	15	8	7	0	**30**	0	0	7	77	1	0	**85**	0	0	4	4	2	0	**10**	0	1	1	84	22	0	**107**	1	0	**232**
12:45:00	17	7	2	0	**26**	0	0	8	71	0	0	**79**	0	0	4	7	3	0	**14**	0	0	3	70	9	0	**82**	0	1	**201**
13:00:00	16	10	11	0	**37**	1	0	7	66	4	0	**77**	2	0	2	7	1	0	**10**	0	0	1	82	12	0	**95**	0	0	**219**
Grand Total	63	33	35	0	**131**	1	0	26	296	7	0	**329**	2	2	11	20	6	0	**37**	1	1	6	324	52	0	**382**	1	1	**879**
% Approach	48.1%	25.2%	26.7%	0.0%	**0.0%**	0.0%	0.0%	7.9%	90.0%	2.1%	0.0%	**0.0%**	0.0%	0.0%	29.7%	54.1%	16.2%	0.0%	**0.0%**	0.0%	0.0%	1.6%	84.8%	13.6%	0.0%	**0.0%**	0.0%	0.0%	
% Total	7.2%	3.8%	4.0%	0.0%	**14.9%**	0.0%	0.0%	3.0%	33.7%	0.8%	0.0%	**37.4%**	0.0%	0.0%	1.3%	2.3%	0.7%	0.0%	**4.2%**	0.0%	0.0%	0.7%	36.9%	5.9%	0.0%	**43.5%**	0.0%	0.0%	
PHF	0.926	0.825	0.583	0.000	**0.862**	0.000	0.000	0.813	0.902	0.438	0.000	**0.935**	0.000	0.000	0.688	0.714	0.500	0.000	**0.661**	0.000	0.000	0.500	0.920	0.591	0.000	**0.893**	0.000	0.000	**0.947**
Lights	35	32	35	0	**102**	0	0	22	295	7	0	**324**	0	0	7	20	6	0	**33**	0	0	5	319	51	0	**375**	0	0	**834**
% Lights	55.6%	97.0%	100.0%	0.0%	**77.9%**	0.0%	0.0%	84.6%	99.7%	100.0%	0.0%	**98.5%**	0.0%	0.0%	63.6%	100.0%	100.0%	0.0%	**89.2%**	0.0%	0.0%	83.3%	98.5%	98.1%	0.0%	**98.2%**	0.0%	0.0%	**94.9%**
Trucks	0	0	0	0	**0**	0	0	0	1	0	0	**1**	0	0	0	0	0	0	**0**	0	0	0	4	0	0	**4**	0	0	**5**
% Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	**1.0%**	0.0%	0.0%	**0.6%**
Buses	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	**0**
% Buses	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Pedestrians	0	0	0	0	**0**	1	0	0	0	0	0	**0**	2	2	0	0	0	0	**0**	1	1	0	0	0	0	**0**	1	1	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





TRI-STATE TRAFFIC DATA

TSTData.com

Summary

Project	C & S
Project Code	11682
Site Name	Bailey Road & Emerson Drive
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Survey Date	2023-11-16, Thursday
Location	Bailey Road & Emerson Drive
Latitude and Longitude	42.98602, -78.8143

	Start	End	PHF
PM Peak	2023-11-16 16:45:00	2023-11-16 17:45:00	0.9621

Turning Movement Data

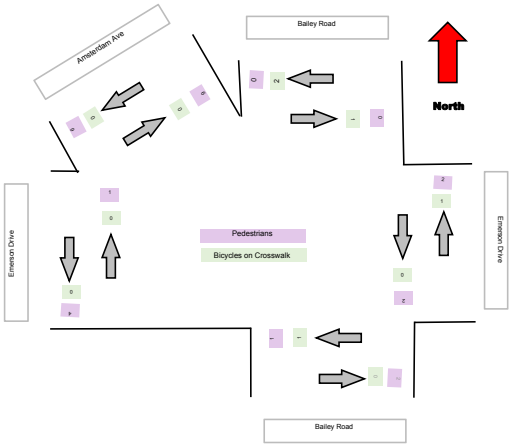
Leg	Bailey Road								Emerson Drive								Bailey Road								Emerson Drive								Amsterdam Ave								
Direction	Southbound								Westbound								Northbound								Eastbound								Southwestbound								
Start Time	Hard Right	Right	Thru	Left	U-Turn	App. Total	Peds	Bicycles	Hard Right	Soft Right	Thru	Left	U-Turn	App. Total	Peds	Bicycles	Right	Thru	Soft Left	Left	U-Turn	App. Total	Peds	Bicycles	Right	Thru	Left	Hard Left	U-Turn	App. Total	Peds	Bicycles	Hard Right	Soft Right	Soft Left	Hard Left	U-Turn	App. Total	Peds	Bicycles	Total
3:00:00 PM	5	7	109	3	0	**124**	0	0	9	4	7	14	0	**34**	0	0	8	67	2	1	0	**98**	0	0	1	6	1	1	0	**9**	0	0	1	3	8	0	0	**12**	0	0	**277**
3:15:00 PM	2	3	105	8	0	**118**	0	0	4	2	3	6	0	**15**	0	1	9	125	5	1	0	**140**	0	0	1	6	1	0	0	**8**	1	0	0	3	3	1	0	**7**	2	0	**288**
3:30:00 PM	3	7	106	11	0	**127**	0	0	6	5	5	8	0	**24**	0	0	9	120	2	0	0	**131**	1	1	0	2	0	0	0	**2**	0	0	0	3	1	0	0	**4**	0	0	**288**
3:45:00 PM	4	1	122	4	0	**131**	0	0	6	3	4	11	0	**26**	0	0	7	105	2	0	0	**114**	0	0	0	2	0	0	0	**2**	0	1	1	4	4	0	0	**9**	2	1	**302**
Hourly Total	14	18	442	26	0	**500**	0	0	25	14	19	39	0	**99**	0	1	33	417	11	2	0	**483**	1	1	2	16	2	1	0	**21**	1	1	2	10	16	1	0	**30**	4	1	**1155**
4:00:00 PM	5	11	121	4	0	**141**	0	0	7	6	3	6	0	**22**	0	0	11	110	5	0	0	**126**	0	0	0	2	1	0	0	**3**	0	0	0	1	0	4	0	**6**	0	0	**301**
4:15:00 PM	2	5	100	6	0	**113**	0	0	13	2	7	5	0	**27**	0	0	13	109	1	0	0	**123**	0	0	0	1	2	0	0	**3**	0	0	0	0	0	1	0	**2**	0	0	**268**
4:30:00 PM	4	7	121	5	0	**137**	1	0	4	10	3	7	0	**24**	0	0	15	96	2	0	0	**113**	0	1	2	5	3	0	0	**10**	0	1	0	2	0	1	0	**5**	0	0	**289**
4:45:00 PM	4	7	118	6	0	**135**	0	0	12	3	7	11	0	**33**	2	1	14	123	0	1	0	**138**	0	0	0	0	2	0	0	**2**	0	0	0	3	0	4	0	**12**	0	1	**323**
Hourly Total	15	30	460	21	0	**526**	1	0	36	21	20	29	0	**106**	2	1	53	438	8	1	0	**500**	0	1	2	8	6	0	0	**18**	0	1	0	6	0	10	0	**25**	0	1	**1181**
5:00:00 PM	4	8	113	6	0	**131**	0	0	5	4	6	11	0	**26**	0	0	10	126	3	0	0	**139**	1	0	0	3	3	0	0	**6**	0	1	0	4	0	0	0	**10**	0	1	**289**
5:15:00 PM	3	4	118	5	0	**130**	0	0	11	5	6	14	0	**36**	0	0	9	126	7	0	0	**142**	0	0	0	2	3	0	0	**5**	0	0	0	2	0	2	0	**6**	0	0	**323**
5:30:00 PM	1	4	132	7	0	**144**	0	0	16	6	2	8	0	**32**	0	0	10	90	2	0	0	**102**	0	0	1	2	1	0	0	**4**	0	1	0	2	0	3	0	**7**	0	1	**312**
5:45:00 PM	5	10	111	5	0	**131**	0	0	13	9	5	11	0	**38**	0	1	8	105	4	0	0	**126**	0	0	0	4	2	0	0	**6**	0	0	1	0	0	3	0	**4**	2	0	**319**
Hourly Total	13	26	474	23	0	**536**	0	0	45	24	19	44	0	**132**	0	1	37	447	16	0	0	**509**	1	0	1	11	9	0	0	**21**	0	2	1	8	0	8	0	**27**	2	1	**1243**
Grand Total	42	74	1373	70	0	**1559**	1	0	106	59	58	112	0	**345**	2	3	123	1383	35	3	0	**1524**	2	1	5	35	19	1	0	**68**	1	3	3	24	40	10	0	**80**	6	2	**13866**
% Approach	2.7%	4.7%	88.1%	7000.0%	0.0%	**0.0%**	0.0%	0.0%	30.8%	20.2%	16.8%	5600.0%	0.0%	**0.0%**	0.0%	0.0%	8.1%	89.4%	2.3%	150.0%	0.0%	**0.0%**	0.0%	0.0%	8.3%	58.3%	31.7%	100.0%	0.0%	**0.0%**	0.0%	0.0%	3.5%	27.9%	46.5%	316.7%	0.0%	**0.8%**	0.0%	0.0%	**0.0%**
% Total	1.2%	2.1%	39.4%	2.0%	0.0%	**43.6%**	0.0%	0.0%	3.0%	2.0%	1.6%	3.1%	0.0%	**9.7%**	0.0%	0.0%	3.4%	38.1%	1.0%	0.1%	0.0%	**42.6%**	0.0%	0.0%	0.1%	1.0%	0.5%	0.0%	0.0%	**1.7%**	0.0%	0.0%	0.1%	0.7%	1.1%	0.0%	0.0%	**2.4%**	0.0%	0.0%	**0.0%**
Lights	41	74	1366	68	0	**1549**	0	0	105	59	57	111	0	**342**	0	0	122	1353	35	3	0	**1513**	0	0	4	34	19	1	0	**58**	0	0	3	24	38	19	0	**84**	0	0	**3546**
% Lights	97.6%	100.0%	99.5%	97.1%	0.0%	**99.4%**	0.0%	0.0%	99.1%	98.8%	98.3%	99.1%	0.0%	**98.8%**	0.0%	0.0%	99.2%	99.3%	100.0%	100.0%	0.0%	**99.3%**	0.0%	0.0%	80.0%	97.1%	100.0%	100.0%	0.0%	**85.7%**	0.0%	0.0%	100.0%	100.0%	95.0%	100.0%	0.0%	**97.7%**	0.0%	0.0%	**25.6%**
Trucks	0	0	4	0	0	**4**	0	0	1	0	0	1	0	**2**	0	0	0	3	0	0	0	**3**	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	**10**
% Trucks	0.0%	0.0%	0.3%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.9%	0.0%	0.0%	0.9%	0.0%	**0.6%**	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	**0.2%**	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	**1.7%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.1%**
Buses	1	0	3	1	0	**5**	0	0	0	1	1	0	0	**2**	0	0	1	6	0	0	0	**6**	0	0	0	1	0	0	0	**1**	0	0	0	0	2	0	0	**2**	0	0	**16**
% Buses	2.4%	0.0%	0.2%	1.4%	0.0%	**0.3%**	0.0%	0.0%	0.0%	1.4%	1.7%	0.0%	0.0%	**0.6%**	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	**0.4%**	0.0%	0.0%	0.0%	2.9%	0.0%	0.0%	0.0%	**1.7%**	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	**2.5%**	0.0%	0.0%	**0.4%**
Pedestrians	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**0**	2	2	0	0	0	0	0	**0**	1	2	0	0	0	0	0	**0**	1	4	0	0	0	0	0	**0**	0	0	**0**
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	50.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	1	**3**
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	50.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	33.3%	**0.0%**

TSTData.com

Summary

Turning Movement Data Plot





Summary

TRI-STATE TRAFFIC DATA

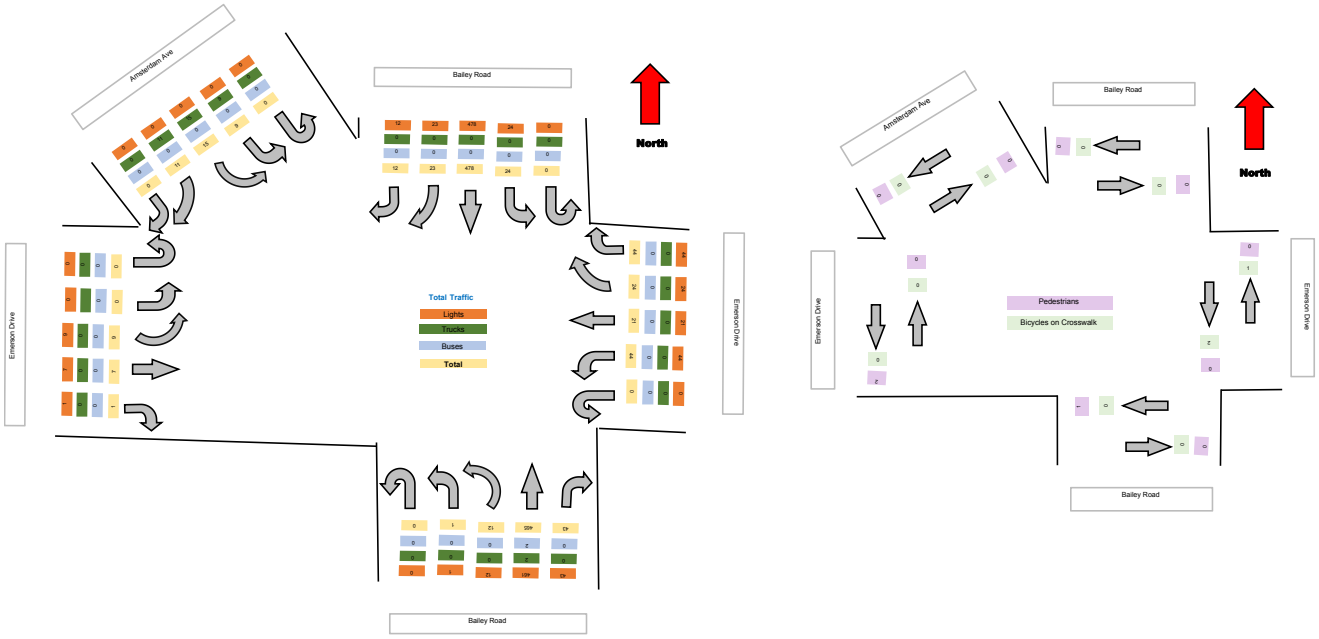
TSTData.com

Summary

Turning Movement Peak Hour Data (PM)

4:45:00 PM

Leg	Bailey Road							Emerson Drive							Bailey Road							Emerson Drive							Amsterdam Ave							Total
Direction	Southbound							Westbound							Northbound							Eastbound							Southbound							
Start Time	Heavy Right	Right	Thru	Left	U-Turn	App. Total	Peds	Heavy Left	Soft Right	Right	Thru	Left	U-Turn	App. Total	Peds	Heavy Left	Right	Thru	Soft Left	Left	U-Turn	App. Total	Peds	Heavy Left	Right	Thru	Left	Heavy Left	U-Turn	App. Total	Peds	Heavy Left	Heavy Left	Soft Right	Soft Left	Heavy Left	U-Turn	App. Total	Peds	Heavy Left	
4:45:00 PM	4	7	115	6	0	132	0	0	12	9	7	11	0	39	2	1	14	123	0	1	0	138	0	0	0	0	2	0	0	2	0	0	0	3	5	4	0	12	0	1	323
5:00:00 PM	4	8	113	6	0	131	0	0	5	4	6	11	0	26	0	0	10	126	3	0	0	139	1	0	0	3	3	0	0	6	0	1	0	4	6	0	0	10	0	1	312
5:15:00 PM	3	4	118	5	0	130	0	0	11	5	6	14	0	36	0	0	9	126	7	0	0	142	0	0	0	2	3	0	0	5	0	0	0	2	2	2	0	6	0	0	319
5:30:00 PM	1	4	132	7	0	144	0	0	16	6	2	8	0	32	0	0	10	90	2	0	0	102	0	0	1	2	1	0	0	4	0	0	0	2	2	3	0	7	0	1	289
Grand Total	12	23	478	24	0	537	0	0	44	24	21	44	0	133	2	1	43	465	12	1	0	521	1	0	1	7	9	0	0	17	0	1	0	11	15	9	0	35	0	2	1240
% Approach	2.2%	4.3%	89.0%	4.5%	0.0%	0.0%	0.0%	0.0%	33.1%	18.0%	15.8%	33.1%	0.0%	0.0%	0.0%	0.0%	8.3%	89.3%	2.3%	0.2%	0.0%	0.0%	0.0%	0.0%	5.9%	41.2%	52.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	31.4%	42.9%	25.7%	0.0%	0.0%	0.0%	0.0%	
% Total	1.0%	1.9%	38.5%	1.9%	0.0%	43.3%	0.0%	0.0%	3.5%	1.9%	1.7%	3.5%	0.0%	10.7%	0.0%	0.0%	3.5%	37.4%	1.0%	0.1%	0.0%	41.9%	0.0%	0.0%	0.1%	0.6%	0.7%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	0.9%	1.2%	0.7%	0.0%	2.8%	0.0%	0.0%	
PHF	0.750	0.719	0.905	0.857	0.000	0.932	0.000	0.000	0.688	0.667	0.700	0.786	0.000	0.853	0.500	0.000	0.768	0.923	0.429	0.250	0.000	0.917	0.500	0.000	0.250	0.583	0.750	0.000	0.000	0.708	0.000	0.000	0.000	0.688	0.625	0.563	0.000	0.729	0.000	0.000	0.962
Lights	12	23	478	24	0	537	0	0	44	24	21	44	0	133	0	0	43	461	12	1	0	517	0	0	1	7	9	0	0	17	0	1	0	0	0	0	0	0	0	0	1239
% Lights	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	99.1%	100.0%	100.0%	0.0%	99.2%	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	99.7%
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	11	15	9	0	35	0	0	2
% Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	0.2%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Buses	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

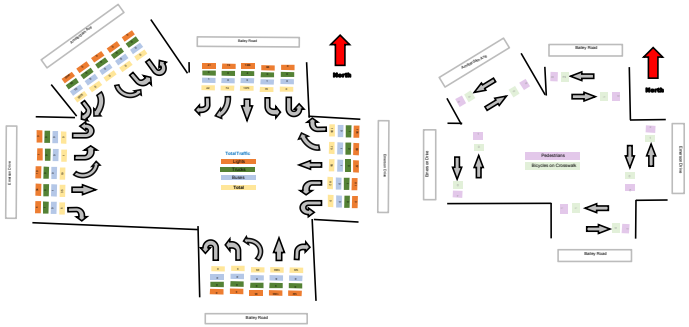




TurningMovementData

Leg	BaileyRoad								EmersonDrive								BaileyRoad								EmersonDrive								AmsterdamAve								
Direction	Southbound								Westbound								Northbound								Eastbound								Southeastbound								
StartTime	HardRight	Right	Thru	Left	UTurn	AppTotal	PedsCW	PedsCCW	Right	SoftRight	Thru	Left	UTurn	AppTotal	PedsCW	PedsCCW	Right	Thru	SoftLeft	Left	UTurn	AppTotal	PedsCW	PedsCCW	Right	Thru	Left	HardLeft	UTurn	AppTotal	PedsCW	PedsCCW	HardRight	SoftRight	SoftLeft	HardLeft	UTurn	AppTotal	PedsCW	PedsCCW	Total
3:00:00PM	5	7	109	3	0	**124**	0	0	9	4	7	14	0	**34**	0	0	8	87	2	1	0	**98**	0	0	1	6	1	1	0	**9**	0	0	1	3	8	0	0	**12**	0	0	**277**
3:15:00PM	2	3	105	8	0	**118**	0	0	4	2	3	6	0	**15**	0	1	9	125	5	1	0	**140**	0	0	1	6	1	0	0	**8**	1	0	0	3	3	1	0	**7**	2	0	**288**
3:30:00PM	3	7	106	11	0	**127**	0	0	6	5	5	8	0	**24**	0	0	9	120	2	0	0	**131**	1	1	0	2	0	0	0	**2**	0	0	0	0	3	1	0	**4**	0	0	**288**
3:45:00PM	4	1	122	4	0	**131**	0	0	6	5	4	11	0	**26**	0	0	7	125	2	0	0	**134**	0	0	0	2	0	0	0	**2**	0	1	1	4	4	0	0	**9**	2	1	**302**
HourlyTotal	14	18	442	26	0	**500**	0	0	25	16	19	39	0	**99**	0	1	33	457	11	2	0	**503**	1	1	2	16	2	1	0	**21**	1	1	2	10	18	2	0	**32**	4	1	**1155**
4:00:00PM	5	11	121	4	0	**141**	0	2	7	9	3	6	0	**25**	0	0	11	110	5	0	0	**126**	0	0	0	2	1	0	0	**3**	0	0	0	1	1	4	0	**6**	0	2	**301**
4:15:00PM	2	5	100	6	0	**113**	0	0	13	2	7	5	0	**27**	0	0	13	109	1	0	0	**123**	0	0	0	1	2	0	0	**3**	0	0	0	0	1	1	0	**2**	0	0	**268**
4:30:00PM	4	7	121	5	0	**137**	1	0	4	10	3	7	0	**24**	0	0	15	96	2	0	0	**113**	0	1	2	5	3	0	0	**10**	0	1	0	2	2	1	0	**5**	0	0	**289**
4:45:00PM	4	7	115	6	0	**132**	0	0	12	9	7	11	0	**39**	2	1	14	123	0	1	0	**138**	0	0	0	0	2	0	0	**2**	0	0	0	3	5	4	0	**12**	0	1	**323**
HourlyTotal	15	30	457	21	0	**523**	1	2	36	30	20	29	0	**115**	2	1	53	438	8	1	0	**500**	0	1	2	8	8	0	0	**18**	0	1	0	6	9	10	0	**25**	0	3	**1181**
5:00:00PM	4	8	113	6	0	**131**	0	0	5	4	6	11	0	**26**	0	0	10	126	3	0	0	**139**	1	0	0	3	3	0	0	**6**	0	1	0	4	6	0	0	**10**	0	1	**312**
5:15:00PM	3	4	118	5	0	**130**	0	0	11	5	6	14	0	**36**	0	0	9	126	7	0	0	**142**	0	0	0	2	3	0	0	**5**	0	0	0	2	2	2	0	**6**	0	0	**319**
5:30:00PM	1	4	132	7	0	**144**	0	0	16	6	2	8	0	**32**	0	0	10	90	2	0	0	**102**	0	0	1	2	1	0	0	**4**	0	1	0	2	2	3	0	**7**	0	1	**289**
5:45:00PM	5	10	111	5	0	**131**	0	0	13	9	5	11	0	**38**	0	1	8	126	4	0	0	**138**	0	0	0	4	2	0	0	**6**	0	0	1	0	3	2	0	**6**	2	0	**319**
HourlyTotal	13	26	474	23	0	**536**	0	0	45	24	19	44	0	**132**	0	1	37	468	16	0	0	**521**	1	0	1	11	9	0	0	**21**	0	2	1	8	13	7	0	**29**	2	2	**1239**
GrandTotal	42	74	1373	70	0	**1559**	1	2	106	70	58	112	0	**346**	2	3	123	1363	35	3	0	**1524**	2	2	5	35	19	1	0	**60**	1	4	3575	0	0	0	0	**0**	6	6	**3575**
% Approach	2.7%	4.7%	88.1%	7000.0%	0.0%	**0.0%**	0.0%	0.0%	30.6%	20.2%	16.8%	5600.0%	0.0%	**0.0%**	0.0%	0.0%	8.1%	89.4%	2.3%	150.0%	0.0%	**0.0%**	0.0%	0.0%	8.3%	58.3%	31.7%	100.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	1.2%	2.1%	38.4%	2.0%	0.0%	**43.6%**	0.0%	0.0%	3.0%	2.0%	1.6%	3.1%	0.0%	**9.7%**	0.0%	0.0%	3.4%	38.1%	1.0%	0.1%	0.0%	**42.6%**	0.0%	0.0%	0.1%	1.0%	0.5%	0.0%	0.0%	**1.7%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Lights	41	74	1366	68	0	**1549**	0	0	105	69	57	111	0	**342**	0	0	122	1353	35	3	0	**1513**	0	0	4	34	19	1	0	**58**	0	0	3546	0	0	0	0	**0**	0	0	**3546**
% Lights	97.6%	100.0%	99.5%	97.1%	0.0%	**99.4%**	0.0%	0.0%	99.1%	98.6%	98.3%	99.1%	0.0%	**98.8%**	0.0%	0.0%	99.2%	99.3%	100.0%	100.0%	0.0%	**99.3%**	0.0%	0.0%	80.0%	97.1%	100.0%	100.0%	0.0%	**96.7%**	0.0%	0.0%	99.2%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**99.2%**
Trucks	0	0	4	0	0	**4**	0	0	1	0	0	1	0	**2**	0	0	0	3	0	0	0	**3**	0	0	1	0	0	0	0	**1**	0	0	10	0	0	0	0	**0**	0	0	**10**
% Trucks	0.0%	0.0%	0.3%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.9%	0.0%	0.0%	0.9%	0.0%	**0.6%**	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	**0.2%**	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	**1.7%**	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.3%**
Buses	1	0	3	1	0	**5**	0	0	0	1	1	0	0	**2**	0	0	0	6	0	0	0	**6**	0	0	0	1	0	0	0	**1**	0	0	16	0	0	0	0	**0**	0	0	**16**
% Buses	2.4%	0.0%	0.2%	1.4%	0.0%	**0.3%**	0.0%	0.0%	0.0%	1.4%	1.7%	0.0%	0.0%	**0.6%**	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	**0.4%**	0.0%	0.0%	0.0%	2.9%	0.0%	0.0%	0.0%	**1.7%**	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.4%**
Pedestrians	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	2	2	0	0	0	0	0	**0**	1	2	0	0	0	0	0	**0**	1	4	0	0	0	0	0	**0**	6	6	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	50.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	**0.0%**
Bicycleson Crosswalk	0	0	0	0	0	**0**	1	2	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0
% Bicycleson Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

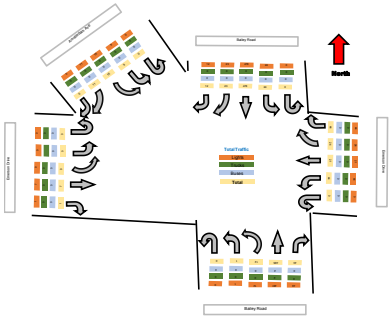
TurningMovementDataPlot

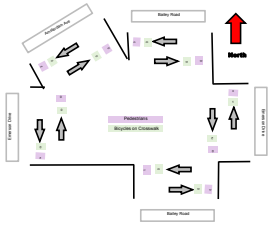


TurningMovementPeakHourData (PM)

4:45:00PM

Leg	BaileyRoad								EmersonDrive								BaileyRoad								EmersonDrive								AmsterdamAve								
Direction	Southbound								Westbound								Northbound								Eastbound								Southeastbound								
StartTime	HardRight	Right	Thru	Left	U-Turn	App Total	PedsCW	PedsCCW	Right	SoftRight	Thru	Left	U-Turn	App Total	PedsCW	PedsCCW	Right	Thru	SoftLeft	Left	U-Turn	App Total	PedsCW	PedsCCW	Right	Thru	Left	HardLeft	U-Turn	App Total	PedsCW	PedsCCW	HardRight	SoftRight	SoftLeft	HardLeft	U-Turn	App Total	PedsCW	PedsCCW	Total
4:45:00PM	4	7	115	6	0	**132**	0	0	12	9	7	11	0	**39**	2	1	14	123	0	1	0	**138**	0	0	0	0	2	0	0	**2**	0	0	0	3	5	4	0	**12**	0	1	**323**
5:00:00PM	4	8	113	6	0	**131**	0	0	5	4	6	11	0	**26**	0	0	10	126	3	0	0	**139**	1	0	0	3	3	0	0	**6**	0	1	0	4	6	0	0	**10**	0	1	**312**
5:15:00PM	3	4	118	5	0	**130**	0	0	11	5	6	14	0	**36**	0	0	9	126	7	0	0	**142**	0	0	0	2	3	0	0	**5**	0	0	0	2	2	2	0	**6**	0	0	**319**
5:30:00PM	1	4	132	7	0	**144**	0	0	16	6	2	8	0	**32**	0	0	10	90	2	0	0	**102**	0	0	1	2	1	0	0	**4**	0	1	0	2	2	3	0	**7**	0	1	**289**
GrandTotal	12	23	478	24	0	**537**	0	0	44	24	21	44	0	**133**	2	1	43	465	12	1	0	**521**	1	0	1	7	9	0	0	**17**	0	2	0	11	15	9	0	**35**	0	3	**1243**
% Approach	2.2%	4.3%	89.0%	4.5%	0.0%	**0.0%**	0.0%	0.0%	33.1%	18.0%	15.8%	33.1%	0.0%	**0.0%**	0.0%	0.0%	8.3%	89.3%	2.3%	0.2%	0.0%	**0.0%**	0.0%	0.0%	5.9%	41.2%	52.9%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	31.4%	42.9%	25.7%	0.0%	**0.0%**	0.0%	0.0%	
% Total	1.0%	1.9%	38.5%	1.9%	0.0%	**43.2%**	0.0%	0.0%	3.5%	1.9%	1.7%	3.5%	0.0%	**10.7%**	0.0%	0.0%	3.5%	37.4%	1.0%	0.1%	0.0%	**41.9%**	0.0%	0.0%	0.1%	0.6%	0.7%	0.0%	0.0%	**1.4%**	0.0%	0.0%	0.0%	0.9%	1.2%	0.7%	0.0%	**2.8%**	0.0%	0.0%	
PHF	0.750	0.719	0.905	0.857	0.000	**0.932**	0.000	0.000	0.688	0.667	0.750	0.786	0.000	**0.853**	0.000	0.000	0.768	0.923	0.429	0.250	0.000	**0.917**	0.000	0.000	0.250	0.583	0.750	0.000	0.000	**0.708**	0.000	0.000	0.000	0.688	0.625	0.563	0.000	**0.729**	0.000	0.000	**0.962**
Lights	12	23	478	24	0	**537**	0	0	44	24	21	44	0	**133**	0	0	43	461	12	1	0	**517**	0	0	1	7	9	0	0	**17**	0	0	0	11	15	9	0	**35**	0	0	**1239**
% Lights	100.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	100.0%	99.1%	100.0%	100.0%	0.0%	**99.2%**	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	0.0%	**100.0%**	0.0%	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	**99.7%**
Trucks	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	2	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	**2**
% Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	**0.4%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.2%**
Buses	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	2	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	**2**
% Buses	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	**0.4%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.2%**
Pedestrians	0	0	0	0	0	**0**	0	**0**	0	0	0	0	0	**0**	2	**0**	0	0	0	0	0	**0**	1	**0**	0	0	0	0	0	**0**	0	**2**	0	0	0	0	0	**0**	3	**0**	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	**0.0%**
Bicycleson Crosswalk	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0
% Bicycleson Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





TRI-STATE TRAFFIC DATA

TSTData.com

Summary

Project	C & S
Project Code	11682
Site Name	Bailey Road & Emerson Drive
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Survey Date	2023-11-18, Saturday
Location	Bailey Road & Emerson Drive
Latitude and Longitude	42.98602, -78.8143

	Start	End	PHF
PM Peak	2023-11-18 13:15:00	2023-11-18 14:15:00	0.9724

Turning Movement Data

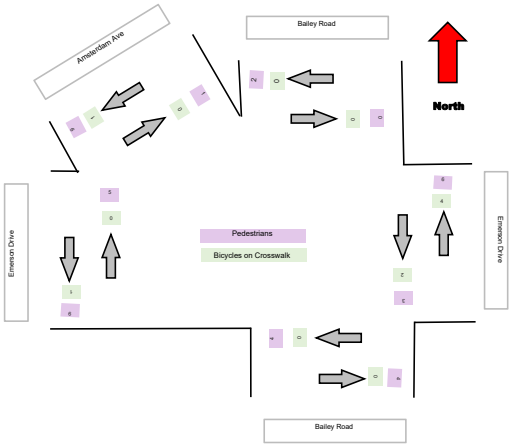
Leg	Bailey Road								Emerson Drive								Bailey Road								Emerson Drive								Amsterdam Ave								
Direction	Southbound								Westbound								Northbound								Eastbound								Southwestbound								
Start Time	Hard Right	Right	Thru	Left	U-Turn	App. Total	Peds	Bike	Hard Right	Soft Right	Thru	Left	U-Turn	App. Total	Peds	Bike	Right	Thru	Soft Left	Left	U-Turn	App. Total	Peds	Bike	Right	Thru	Left	Hard Left	U-Turn	App. Total	Peds	Bike	Hard Right	Soft Right	Soft Left	Hard Left	U-Turn	App. Total	Peds	Bike	Total
12:00:00	4	7	132	5	0	**148**	0	0	5	6	4	5	0	**20**	0	0	8	124	2	0	0	**134**	0	0	0	2	2	0	0	**4**	0	1	0	2	1	4	0	**7**	0	1	**313**
12:15:00	5	9	132	4	0	**150**	0	0	8	4	4	8	0	**24**	0	1	8	142	2	0	0	**152**	0	0	1	4	2	0	0	**7**	0	0	0	5	2	4	0	**11**	0	0	**344**
12:30:00	9	9	138	7	0	**163**	0	0	7	4	3	8	0	**22**	0	0	7	142	2	0	0	**151**	0	1	0	1	1	0	0	**2**	0	1	0	2	3	4	0	**9**	0	2	**347**
12:45:00	4	8	129	12	0	**153**	0	0	10	4	2	7	0	**23**	0	1	6	118	4	3	0	**132**	0	0	0	1	2	0	0	**3**	1	0	0	4	4	5	0	**13**	1	0	**319**
Hourly Total	**22**	**33**	**531**	**28**	**0**	**614**	**0**	**0**	**30**	**18**	**13**	**28**	**0**	**89**	**0**	**2**	**29**	**527**	**10**	**3**	**0**	**569**	**0**	**1**	**1**	**8**	**7**	**0**	**0**	**16**	**1**	**2**	**0**	**13**	**10**	**17**	**0**	**40**	**1**	**3**	**1323**
13:00:00	3	8	132	7	0	**150**	0	1	10	3	6	8	0	**27**	0	1	7	139	0	0	0	**146**	0	0	0	3	1	0	0	**4**	0	1	0	2	3	4	0	**9**	0	1	**336**
13:15:00	0	11	144	6	0	**161**	0	0	7	4	5	4	0	**20**	0	0	11	132	4	0	0	**147**	0	0	1	3	5	0	0	**9**	0	0	0	1	5	5	0	**11**	0	0	**348**
13:30:00	3	9	138	6	0	**156**	0	0	7	4	2	5	0	**18**	0	2	10	129	4	2	0	**145**	0	2	0	2	4	0	0	**6**	0	1	0	1	2	2	0	**5**	0	0	**330**
13:45:00	3	14	143	8	0	**168**	0	0	5	7	2	7	0	**21**	1	0	5	129	3	0	0	**137**	0	0	0	1	1	0	0	**2**	1	1	0	1	7	4	0	**12**	0	1	**340**
Hourly Total	**9**	**42**	**557**	**27**	**0**	**635**	**0**	**1**	**29**	**18**	**15**	**24**	**0**	**86**	**1**	**4**	**33**	**529**	**11**	**2**	**0**	**575**	**0**	**3**	**1**	**9**	**11**	**0**	**0**	**21**	**1**	**4**	**0**	**5**	**17**	**15**	**0**	**37**	**0**	**3**	**1354**
14:00:00	6	10	131	11	0	**158**	0	0	8	4	1	4	0	**17**	0	0	11	132	1	1	0	**145**	1	0	0	1	1	0	0	**2**	1	0	2	5	5	3	0	**15**	0	0	**337**
14:15:00	3	10	136	5	0	**154**	0	0	8	3	2	11	0	**24**	2	0	5	138	2	1	0	**146**	0	0	0	3	1	1	0	**5**	0	0	0	1	1	0	0	**2**	0	0	**331**
14:30:00	5	14	154	8	0	**181**	0	0	8	6	2	9	0	**25**	1	2	7	124	1	0	0	**132**	0	0	1	4	0	0	0	**5**	0	0	0	1	6	1	0	**8**	0	0	**351**
14:45:00	5	11	157	6	0	**179**	0	1	6	7	6	9	0	**28**	1	0	11	102	1	1	0	**103**	1	0	1	5	0	0	0	**6**	0	0	0	4	4	4	0	**12**	0	0	**334**
Hourly Total	**19**	**45**	**578**	**30**	**0**	**672**	**0**	**1**	**30**	**20**	**11**	**33**	**0**	**94**	**4**	**2**	**34**	**514**	**5**	**3**	**0**	**526**	**1**	**0**	**2**	**13**	**2**	**1**	**0**	**18**	**1**	**0**	**2**	**11**	**16**	**8**	**0**	**37**	**0**	**0**	**1352**
Grand Total	**50**	**120**	**1646**	**85**	**0**	**1991**	**0**	**2**	**89**	**56**	**39**	**85**	**0**	**269**	**1**	**6**	**96**	**1570**	**26**	**8**	**0**	**1730**	**1**	**3**	**4**	**26**	**20**	**1**	**0**	**51**	**1**	**6**	**2**	**29**	**43**	**35**	**0**	**109**	**1**	**3**	**4038**
% Approach	2.6%	6.3%	86.6%	0.0%	0.0%	**0.0%**	0.0%	0.0%	33.1%	20.8%	14.5%	1700.0%	0.0%	**0.0%**	0.0%	0.0%	5.6%	92.4%	1.5%	200.0%	0.0%	**0.0%**	0.0%	0.0%	7.8%	51.0%	39.2%	20.0%	0.0%	**0.0%**	0.0%	0.0%	1.8%	26.6%	39.4%	3500.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	1.2%	3.0%	40.8%	2.1%	0.0%	**47.2%**	0.0%	0.0%	2.2%	1.4%	1.0%	2.1%	0.0%	**6.7%**	0.0%	0.0%	2.4%	39.0%	0.6%	0.2%	0.0%	**42.2%**	0.0%	0.0%	0.1%	0.6%	0.5%	0.0%	0.0%	**1.3%**	0.0%	0.0%	0.0%	0.7%	1.1%	0.9%	0.0%	**2.7%**	0.0%	0.0%	**0.0%**
Lights	50	119	1641	85	0	**1895**	0	0	89	56	39	85	0	**269**	0	0	95	1564	26	8	0	**1693**	0	0	4	26	20	1	0	**51**	0	0	2	29	43	35	0	**109**	0	0	**4017**
% Lights	100.0%	99.2%	99.7%	100.0%	0.0%	**99.7%**	0.0%	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	99.0%	99.6%	100.0%	100.0%	0.0%	**99.6%**	0.0%	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	**99.5%**
Trucks	0	1	1	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	1	1	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	**4**
% Trucks	0.0%	0.8%	0.1%	0.0%	0.0%	**0.1%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	1.0%	0.1%	0.0%	0.0%	0.0%	**0.1%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Buses	0	0	4	0	0	**4**	0	0	0	0	0	0	0	**0**	0	0	0	4	0	0	0	**4**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	**8**
% Buses	0.0%	0.0%	0.2%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.2%**
Pedestrians	0	0	0	0	0	**0**	0	2	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**0**	4	4	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	**0**
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	3	6	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**0**	1	0	**0**
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	50.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

TSTData.com

Summary

Turning Movement Data Plot





Summary

TRI-STATE TRAFFIC DATA

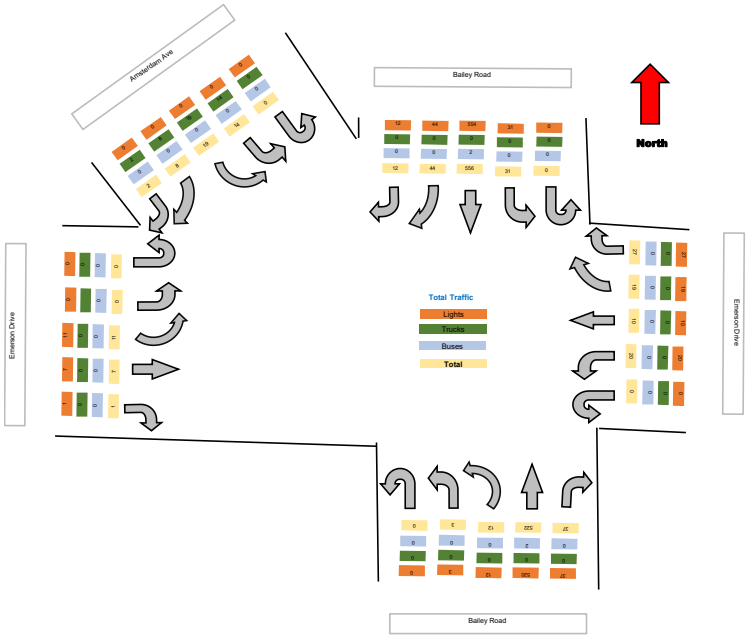
TSTData.com

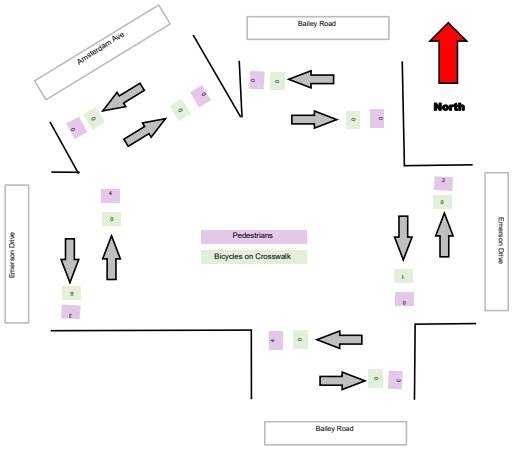
Summary

Turning Movement Peak Hour Data (PM)

13:15:00

Leg	Bailey Road							Emerson Drive							Bailey Road							Emerson Drive							Amsterdam Ave							Total
Direction	Southbound							Westbound							Northbound							Eastbound							Southbound							
Start Time	Heavy Right	Right	Thru	Left	U-Turn	App. Total	Peds	Bicycles on Crosswalk	Heavy Right	Soft Right	Thru	Left	U-Turn	App. Total	Peds	Bicycles on Crosswalk	Heavy Right	Thru	Soft Left	Left	U-Turn	App. Total	Peds	Bicycles on Crosswalk	Heavy Right	Thru	Left	Heavy Left	U-Turn	App. Total	Peds	Bicycles on Crosswalk	Heavy Right	Soft Right	Soft Left	Heavy Left	U-Turn	App. Total	Peds	Bicycles on Crosswalk	
13:15:00	0	11	144	6	0	**161**	0	0	7	4	5	4	0	**20**	0	2	11	132	4	0	0	**147**	0	0	1	3	5	0	0	**9**	0	0	0	1	5	5	0	**11**	0	0	**348**
13:30:00	3	9	138	6	0	**156**	0	0	7	4	2	5	0	**18**	0	2	10	129	4	2	0	**145**	0	2	0	2	4	0	0	**6**	0	1	0	1	2	2	0	**5**	0	0	**330**
13:45:00	3	14	143	8	0	**168**	0	0	5	7	2	7	0	**21**	1	0	5	129	3	0	0	**137**	3	1	0	1	1	0	0	**2**	1	2	0	1	7	4	0	**12**	0	1	**340**
14:00:00	6	10	131	11	0	**158**	0	0	8	4	1	4	0	**17**	0	0	11	132	1	1	0	**145**			0	1	1	0	0	**2**			2	5	5	3	0	**15**	0	0	**337**
Grand Total	12	44	556	31	0	**643**	0	0	27	19	10	20	0	**76**	1	4	37	522	12	3	0	**574**	3	3	1	7	11	0	0	**19**	1	3	2	8	19	14	0	**43**	0	1	**1355**
% Approach	1.9%	6.8%	86.5%	4.8%	0.0%	**0.0%**	0.0%	0.0%	35.5%	25.0%	13.2%	26.3%	0.0%	**0.0%**	0.0%	0.0%	6.4%	90.9%	2.1%	0.5%	0.0%	**0.0%**	0.0%	0.0%	0.3%	36.8%	57.9%	0.0%	0.0%	**0.0%**	0.0%	0.0%	4.7%	18.6%	44.2%	32.6%	0.0%	**0.0%**	0.0%	0.0%	
% Total	0.9%	3.2%	41.0%	2.3%	0.0%	**47.5%**	0.0%	0.0%	2.0%	1.4%	0.7%	1.5%	0.0%	**5.6%**	0.0%	0.0%	2.7%	38.5%	0.9%	0.2%	0.0%	**42.4%**	0.0%	0.0%	0.1%	0.5%	0.8%	0.0%	0.0%	**1.4%**	0.0%	0.0%	0.1%	0.6%	1.4%	1.0%	0.0%	**3.2%**	0.0%	0.0%	
PHF	0.500	0.786	0.965	0.705	0.000	**0.957**	0.000	0.000	0.944	0.679	0.500	0.714	0.000	**0.905**	0.500	0.500	0.841	0.969	0.750	0.375	0.000	**0.976**	0.500	0.500	0.250	0.583	0.550	0.000	0.000	**0.528**	0.250	0.250	0.400	0.679	0.700	0.000	**0.717**	0.000	0.000	**0.000**	
Lights	12	44	554	31	0	**641**	0	0	27	19	10	20	0	**76**	1	4	37	520	12	3	0	**572**	0	0	1	7	11	0	0	**19**	1	3	0	0	0	0	0	**0**	0	0	**0**
% Lights	100.0%	100.0%	99.6%	100.0%	0.0%	**99.7%**	0.0%	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**	100.0%	100.0%	100.0%	99.6%	100.0%	100.0%	0.0%	**99.7%**	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	0.0%	**100.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Trucks	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	2	8	19	14	0	**43**	0	0	**0**
% Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	**0.0%**
Buses	0	0	2	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	2	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	**0**
% Buses	0.0%	0.0%	0.4%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	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	0	**0**	1	2	0	0	0	0	0	**0**	4	3	0	0	0	0	0	**0**	4	3	0	0	0	0	0	**0**	0	0	**0**
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	**0**
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**



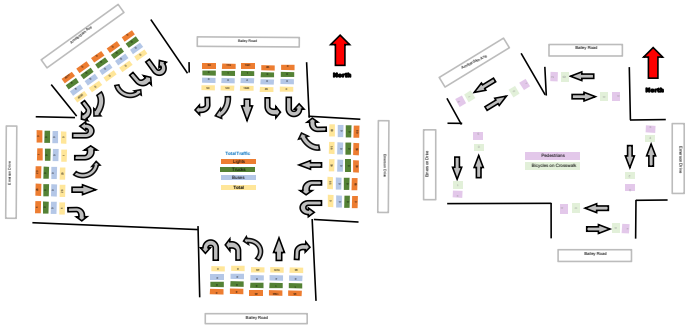




TurningMovementData

Leg	BaileyRoad								EmersonDrive								BaileyRoad								EmersonDrive								AmsterdamAve								
Direction	Southbound								Westbound								Northbound								Eastbound								Southeastbound								
StartTime	HardRight	Right	Thru	Left	UTurn	App Total	PedsCW	PedsCCW	Right	SoftRight	Thru	Left	UTurn	App Total	PedsCW	PedsCCW	Right	Thru	SoftLeft	Left	UTurn	App Total	PedsCW	PedsCCW	Right	Thru	Left	HardLeft	UTurn	App Total	PedsCW	PedsCCW	HardRight	SoftRight	SoftLeft	HardLeft	UTurn	App Total	PedsCW	PedsCCW	Total
12:00:00	4	7	132	5	0	**148**	0	0	5	6	4	5	0	**20**	0	0	8	124	2	0	0	**134**	0	0	0	2	2	0	0	**4**	0	1	0	2	1	4	0	**7**	0	1	**313**
12:15:00	5	9	132	4	0	**150**	0	0	8	4	4	8	0	**24**	0	1	8	142	2	0	0	**152**	0	0	1	4	2	0	0	**7**	0	0	0	5	2	4	0	**11**	0	0	**344**
12:30:00	9	9	138	7	0	**163**	0	0	7	4	3	8	0	**22**	0	0	7	142	2	0	0	**151**	0	1	0	1	1	0	0	**2**	0	1	0	2	3	4	0	**9**	0	2	**347**
12:45:00	4	8	129	12	0	**153**	0	0	10	4	2	7	0	**23**	0	1	6	119	4	3	0	**132**	0	0	0	1	2	0	0	**3**	1	0	0	4	4	0	0	**8**	1	0	**319**
HourlyTotal	22	33	531	28	0	**614**	0	0	30	18	13	28	0	**89**	0	2	29	527	10	3	0	**569**	0	1	1	8	7	0	0	**16**	1	2	0	13	10	12	0	**35**	1	3	**1323**
13:00:00	3	8	132	7	0	**150**	0	1	10	3	6	8	0	**27**	0	2	7	139	0	0	0	**146**	0	0	0	3	1	0	0	**4**	0	1	0	2	3	4	0	**9**	0	2	**336**
13:15:00	0	11	144	6	0	**161**	0	0	7	4	5	4	0	**20**	0	0	11	132	4	0	0	**147**	0	0	1	3	5	0	0	**9**	0	0	0	1	5	5	0	**11**	0	0	**348**
13:30:00	3	9	138	6	0	**156**	0	0	7	4	2	5	0	**18**	0	2	10	129	4	2	0	**145**	0	2	0	2	4	0	0	**6**	0	1	0	1	2	2	0	**5**	0	0	**330**
13:45:00	3	14	143	8	0	**168**	0	0	5	7	2	7	0	**21**	1	0	5	129	3	0	0	**137**	3	1	0	1	1	0	0	**2**	3	2	0	1	7	4	0	**12**	0	1	**340**
HourlyTotal	9	42	557	27	0	**635**	0	1	29	18	15	24	0	**86**	1	4	33	529	11	2	0	**575**	3	3	1	9	11	0	0	**21**	3	4	0	5	17	15	0	**37**	0	3	**1354**
14:00:00	6	10	131	11	0	**158**	0	0	8	4	1	4	0	**17**	0	0	11	132	1	1	0	**145**	1	0	0	1	1	0	0	**2**	1	0	2	5	5	3	0	**15**	0	0	**337**
14:15:00	3	10	136	5	0	**154**	0	0	8	3	2	11	0	**24**	2	0	5	138	2	1	0	**146**	0	0	0	3	1	1	0	**5**	0	0	0	1	1	0	0	**2**	0	0	**331**
14:30:00	5	14	154	8	0	**181**	0	0	8	6	2	9	0	**25**	1	2	7	124	1	0	0	**132**	0	0	1	4	0	0	0	**5**	0	0	0	1	6	1	0	**8**	0	0	**351**
14:45:00	5	11	137	6	0	**159**	0	1	6	7	6	9	0	**28**	1	2	11	120	1	1	0	**133**	0	0	1	1	0	0	0	**2**	0	4	0	4	4	4	0	**12**	0	4	**334**
HourlyTotal	19	45	558	30	0	**652**	0	1	30	20	11	33	0	**94**	4	4	34	514	5	3	0	**556**	1	0	2	9	2	1	0	**14**	1	4	2	11	16	8	0	**37**	0	4	**1353**
GrandTotal	50	120	1646	85	0	**1901**	0	2	89	56	39	85	0	**269**	5	10	96	1570	26	8	0	**1700**	4	4	4	26	20	1	0	**51**	5	10	4030	0	0	0	0	**0**	1	10	**4030**
% Approach	2.6%	6.3%	86.6%	0.0%	0.0%	**0.0%**	0.0%	0.0%	33.1%	20.8%	14.5%	1700.0%	0.0%	**0.0%**	0.0%	0.0%	5.6%	92.4%	1.5%	200.0%	0.0%	**0.0%**	0.0%	0.0%	7.8%	51.0%	39.2%	20.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	1.2%	3.0%	40.8%	2.1%	0.0%	**47.2%**	0.0%	0.0%	2.2%	1.4%	1.0%	2.1%	0.0%	**6.7%**	0.0%	0.0%	2.4%	39.0%	0.6%	0.2%	0.0%	**42.2%**	0.0%	0.0%	0.1%	0.6%	0.5%	0.0%	0.0%	**1.3%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Lights	50	119	1641	85	0	**1895**	0	0	89	56	39	85	0	**269**	0	0	95	1564	26	8	0	**1693**	0	0	4	26	20	1	0	**51**	0	0	4017	0	0	0	0	**0**	0	0	**4017**
% Lights	100.0%	99.2%	99.7%	100.0%	0.0%	**99.7%**	0.0%	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	99.0%	99.6%	100.0%	100.0%	0.0%	**99.6%**	0.0%	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	99.7%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**99.7%**
Trucks	0	1	1	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	1	1	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	4	0	0	0	0	**0**	0	0	**4**
% Trucks	0.0%	0.8%	0.1%	0.0%	0.0%	**0.1%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	1.0%	0.1%	0.0%	0.0%	0.0%	**0.1%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.1%**
Buses	0	0	4	0	0	**4**	0	0	0	0	0	0	0	**0**	0	0	0	4	0	0	0	**4**	0	0	0	0	0	0	0	**0**	0	0	8	0	0	0	0	**0**	0	0	**8**
% Buses	0.0%	0.0%	0.2%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.2%**
Pedestrians	0	0	0	0	0	**0**	0	2	0	0	0	0	0	**0**	3	6	0	0	0	0	0	**0**	4	4	0	0	0	0	0	**0**	5	9	0	0	0	0	0	**0**	1	9	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	60.0%	60.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	90.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	90.0%	**0.0%**
Bicycleson Crosswalk	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	2	4	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**0**	0	1	0
% Bicycleson Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	40.0%	40.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	10.0%	**0.0%**

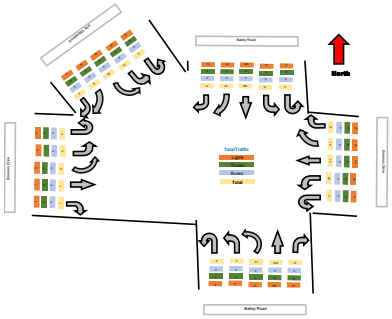
TurningMovementDataPlot

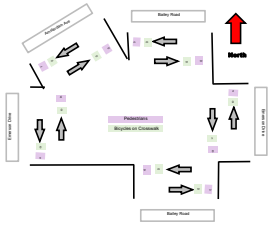


TurningMovementPeakHourData (PM)

13:15:00

Leg	BaileyRoad								EmersonDrive								BaileyRoad								EmersonDrive								AmsterdamAve								
Direction	Southbound								Westbound								Northbound								Eastbound								Southeastbound								
StartTime	HardRight	Right	Thru	Left	UTurn	AppTotal	PedsCW	PedsCCW	Right	SoftRight	Thru	Left	UTurn	AppTotal	PedsCW	PedsCCW	Right	Thru	SoftLeft	Left	UTurn	AppTotal	PedsCW	PedsCCW	Right	Thru	Left	HardLeft	UTurn	AppTotal	PedsCW	PedsCCW	HardRight	SoftRight	SoftLeft	HardLeft	UTurn	AppTotal	PedsCW	PedsCCW	Total
13:15:00	0	11	144	6	0	**161**	0	0	7	4	5	4	0	**20**	0	0	11	132	4	0	0	**147**	0	0	1	3	5	0	0	**9**	0	0	0	1	5	5	0	**11**	0	0	**348**
13:30:00	3	9	138	6	0	**156**	0	0	7	4	2	5	0	**18**	0	2	10	129	4	2	0	**145**	0	2	0	2	4	0	0	**6**	0	1	0	1	2	2	0	**5**	0	0	**330**
13:45:00	3	14	143	8	0	**168**	0	0	5	7	2	7	0	**21**	1	0	5	129	3	0	0	**137**	3	1	0	1	1	0	0	**2**	3	2	0	1	7	4	0	**12**	0	1	**340**
14:00:00	6	10	131	11	0	**158**	0	0	8	4	1	4	0	**17**	0	0	11	132	1	1	0	**145**	1	0	0	1	1	0	0	**2**	1	0	2	5	5	3	0	**15**	0	0	**337**
GrandTotal	12	44	556	31	0	**643**	0	0	27	19	10	20	0	**76**	1	2	37	522	12	3	0	**574**	4	3	1	7	11	0	0	**19**	4	3	2	8	19	14	0	**43**	0	1	**1355**
% Approach	1.9%	6.8%	86.5%	4.8%	0.0%	**0.0%**	0.0%	0.0%	35.5%	25.0%	13.2%	26.3%	0.0%	**0.0%**	0.0%	0.0%	6.4%	90.9%	2.1%	0.5%	0.0%	**0.0%**	0.0%	0.0%	5.3%	36.8%	57.9%	0.0%	0.0%	**0.0%**	0.0%	0.0%	4.7%	18.6%	44.2%	32.6%	0.0%	**0.0%**	0.0%	0.0%	
% Total	0.9%	3.2%	41.0%	2.3%	0.0%	**47.5%**	0.0%	0.0%	2.0%	1.4%	0.7%	1.5%	0.0%	**5.6%**	0.0%	0.0%	2.7%	38.5%	0.9%	0.2%	0.0%	**42.4%**	0.0%	0.0%	0.1%	0.5%	0.8%	0.0%	0.0%	**1.4%**	0.0%	0.0%	0.1%	0.6%	1.4%	1.0%	0.0%	**3.2%**	0.0%	0.0%	
PHF	0.500	0.786	0.965	0.705	0.000	**0.957**	0.000	0.000	0.844	0.679	0.500	0.714	0.000	**0.905**	0.000	0.000	0.841	0.989	0.750	0.375	0.000	**0.976**	0.000	0.000	0.250	0.583	0.550	0.000	0.000	**0.528**	0.000	0.000	0.250	0.400	0.679	0.700	0.000	**0.717**	0.000	0.000	**0.973**
Lights	12	44	554	31	0	**641**	0	0	27	19	10	20	0	**76**	0	0	37	520	12	3	0	**572**	0	0	1	7	11	0	0	**19**	0	0	2	8	19	14	0	**43**	0	0	**1351**
% Lights	100.0%	100.0%	99.6%	100.0%	0.0%	**99.7%**	0.0%	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	100.0%	99.6%	100.0%	100.0%	0.0%	**99.7%**	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	0.0%	**100.0%**	0.0%	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	**99.7%**
Trucks	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	**0**
% Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Buses	0	0	2	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	2	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	**4**
% Buses	0.0%	0.0%	0.4%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.3%**
Pedestrians	0	0	0	0	0	**0**	0		0	0	0	0	0	**0**	1	2	0	0	0	0	0	**0**	4	3	0	0	0	0	0	**0**	4	3	0	0	0	0	0	**0**	0	1	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	**0.0%**
Bicycleson Crosswalk	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0
% Bicycleson Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





Amherst, NY
January 23 & 25, 2025

Location: 43.002693, -78.822384

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338

Count Name: Niagara Falls Blvd @ I-290 EB Off Ramp
Site Code: 11991-2
Start Date: 01/23/2025
Page No: 1

Turning Movement Data

Start Time	I 290 EB Off-Ramp/NB Niagara Falls Blvd						NB Niagara Falls Blvd/I 290 EB On-Ramp			I 290 EB Off-Ramp/SB Niagara Falls Blvd						SB Niagara Falls Blvd/I 290 EB On-Ramp			
	Southbound						Westbound			Northbound						Eastbound			
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Peds	App. Total	Int. Total
3:00 PM	122	252	0	0	0	374	58	0	58	119	287	0	0	0	406	88	0	88	926
3:15 PM	123	244	0	0	0	367	59	1	59	111	310	0	0	0	421	95	0	95	942
3:30 PM	128	314	0	0	0	442	81	1	81	117	289	0	0	0	406	84	2	84	1013
3:45 PM	117	285	0	0	0	402	95	1	95	106	300	0	0	0	406	117	0	117	1020
Hourly Total	490	1095	0	0	0	1585	293	3	293	453	1186	0	0	0	1639	384	2	384	3901
4:00 PM	111	297	0	0	0	408	70	0	70	134	301	0	0	0	435	87	0	87	1000
4:15 PM	125	337	0	0	0	462	70	1	70	130	307	0	0	0	437	117	0	117	1086
4:30 PM	129	271	0	0	0	400	86	0	86	107	293	0	0	0	400	87	0	87	973
4:45 PM	120	329	0	0	0	449	93	0	93	107	271	0	0	0	378	124	0	124	1044
Hourly Total	485	1234	0	0	0	1719	319	1	319	478	1172	0	0	0	1650	415	0	415	4103
5:00 PM	127	321	0	0	0	448	108	0	108	127	335	0	0	0	462	113	0	113	1131
5:15 PM	107	293	0	0	0	400	99	0	99	133	285	0	0	0	418	98	0	98	1015
5:30 PM	104	282	0	0	0	386	71	0	71	111	270	0	0	0	381	79	0	79	917
5:45 PM	99	267	0	0	0	366	67	0	67	109	262	0	0	0	371	73	0	73	877
Hourly Total	437	1163	0	0	0	1600	345	0	345	480	1152	0	0	0	1632	363	0	363	3940
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	121	272	0	0	0	393	63	0	63	95	253	0	0	0	348	124	0	124	928
11:15 AM	107	345	0	0	0	452	55	0	55	118	281	0	0	0	399	103	0	103	1009
11:30 AM	127	323	0	0	0	450	52	1	52	131	326	0	0	0	457	130	0	130	1089
11:45 AM	157	411	0	0	0	568	70	0	70	131	312	0	0	0	443	132	0	132	1213
Hourly Total	512	1351	0	0	0	1863	240	1	240	475	1172	0	0	0	1647	489	0	489	4239
12:00 PM	109	354	0	0	0	463	58	2	58	131	319	0	0	0	450	165	1	165	1136
12:15 PM	127	395	0	0	0	522	67	0	67	152	334	0	0	0	486	179	0	179	1254
12:30 PM	120	371	0	0	0	491	66	0	66	165	325	0	0	0	490	172	0	172	1219
12:45 PM	139	383	0	0	0	522	57	0	57	149	356	0	0	0	505	142	0	142	1226
Hourly Total	495	1503	0	0	0	1998	248	2	248	597	1334	0	0	0	1931	658	1	658	4835
1:00 PM	114	353	0	0	0	467	52	0	52	131	355	0	0	0	486	146	0	146	1151
1:15 PM	113	354	0	0	0	467	57	1	57	154	366	0	0	0	520	168	0	168	1212
1:30 PM	122	397	0	0	0	519	55	0	55	152	362	0	0	0	514	124	0	124	1212
1:45 PM	122	337	0	0	0	459	69	1	69	162	372	0	0	0	534	144	0	144	1206
Hourly Total	471	1441	0	0	0	1912	233	2	233	599	1455	0	0	0	2054	582	0	582	4781
Grand Total	2890	7787	0	0	0	10677	1678	9	1678	3082	7471	0	0	0	10553	2891	3	2891	25799
Approach %	27.1	72.9	0.0	0.0	-	-	100.0	-	-	29.2	70.8	0.0	0.0	-	-	100.0	-	-	-
Total %	11.2	30.2	0.0	0.0	-	41.4	6.5	-	6.5	11.9	29.0	0.0	0.0	-	40.9	11.2	-	11.2	-
Motorcycles	0	0	0	0	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0
% Motorcycles	0.0	0.0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	-	-	-	0.0	0.0	-	0.0	0.0
Cars & Light Goods	2835	7731	0	0	-	10566	1649	-	1649	3057	7408	0	0	-	10465	2879	-	2879	25559
% Cars & Light Goods	98.1	99.3	-	-	-	99.0	98.3	-	98.3	99.2	99.2	-	-	-	99.2	99.6	-	99.6	99.1
Other Vehicles	55	56	0	0	-	111	29	-	29	25	63	0	0	-	88	12	-	12	240
% Other Vehicles	1.9	0.7	-	-	-	1.0	1.7	-	1.7	0.8	0.8	-	-	-	0.8	0.4	-	0.4	0.9
Bicycles on Crosswalk	-	-	-	-	0	-	-	0	-	-	-	-	-	0	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	9	-	-	-	-	-	0	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	100.0	-	-

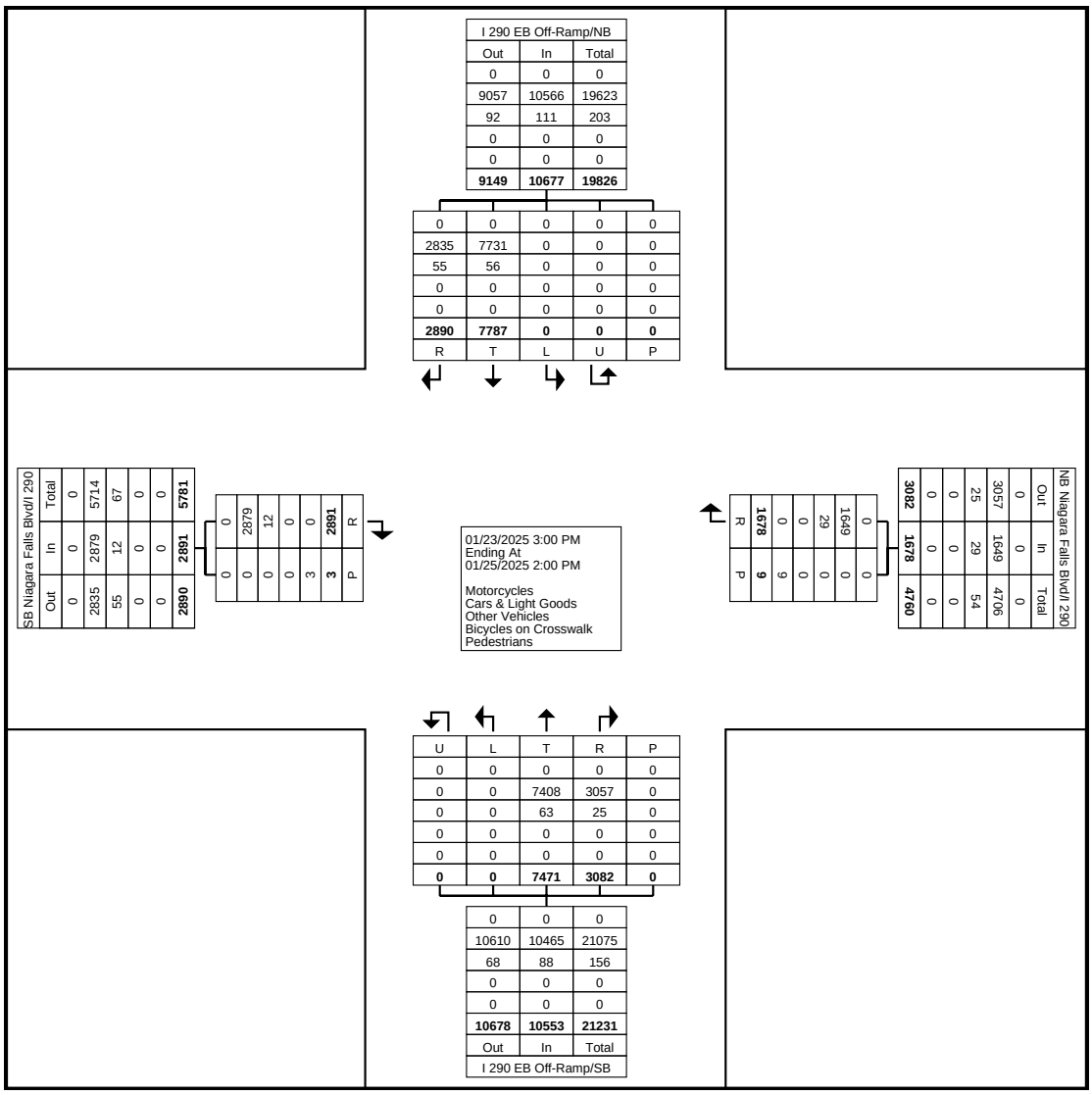
Amherst, NY
January 23 & 25, 2025

Location: 43.002693, -78.822384

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338

Count Name: Niagara Falls Blvd @ I-290 EB Off Ramp
Site Code: 11991-2
Start Date: 01/23/2025
Page No: 2



Turning Movement Data Plot

Amherst, NY
January 23 & 25, 2025

Location: 43.002693, -78.822384

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338

Count Name: Niagara Falls Blvd @ I-290 EB Off Ramp
Site Code: 11991-2
Start Date: 01/23/2025

Turning Movement Peak Hour Data (4:15 PM)

Start Time	I 290 EB Off-Ramp/NB Niagara Falls Blvd						NB Niagara Falls Blvd/I 290 EB On-Ramp			I 290 EB Off-Ramp/SB Niagara Falls Blvd						SB Niagara Falls Blvd/I 290 EB On-Ramp			
	Southbound						Westbound			Northbound						Eastbound			
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Peds	App. Total	Int. Total
4:15 PM	125	337	0	0	0	462	70	1	70	130	307	0	0	0	437	117	0	117	1086
4:30 PM	129	271	0	0	0	400	86	0	86	107	293	0	0	0	400	87	0	87	973
4:45 PM	120	329	0	0	0	449	93	0	93	107	271	0	0	0	378	124	0	124	1044
5:00 PM	127	321	0	0	0	448	108	0	108	127	335	0	0	0	462	113	0	113	1131
Total	501	1258	0	0	0	1759	357	1	357	471	1206	0	0	0	1677	441	0	441	4234
Approach %	28.5	71.5	0.0	0.0	-	-	100.0	-	-	28.1	71.9	0.0	0.0	-	-	100.0	-	-	-
Total %	11.8	29.7	0.0	0.0	-	41.5	8.4	-	8.4	11.1	28.5	0.0	0.0	-	39.6	10.4	-	10.4	-
PHF	0.971	0.933	0.000	0.000	-	0.952	0.826	-	0.826	0.906	0.900	0.000	0.000	-	0.907	0.889	-	0.889	0.936
Motorcycles	0	0	0	0	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0
% Motorcycles	0.0	0.0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	-	-	-	0.0	0.0	-	0.0	0.0
Cars & Light Goods	488	1247	0	0	-	1735	350	-	350	469	1195	0	0	-	1664	439	-	439	4188
% Cars & Light Goods	97.4	99.1	-	-	-	98.6	98.0	-	98.0	99.6	99.1	-	-	-	99.2	99.5	-	99.5	98.9
Other Vehicles	13	11	0	0	-	24	7	-	7	2	11	0	0	-	13	2	-	2	46
% Other Vehicles	2.6	0.9	-	-	-	1.4	2.0	-	2.0	0.4	0.9	-	-	-	0.8	0.5	-	0.5	1.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	0	-	-	-	-	-	0	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	1	-	-	-	-	-	0	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-

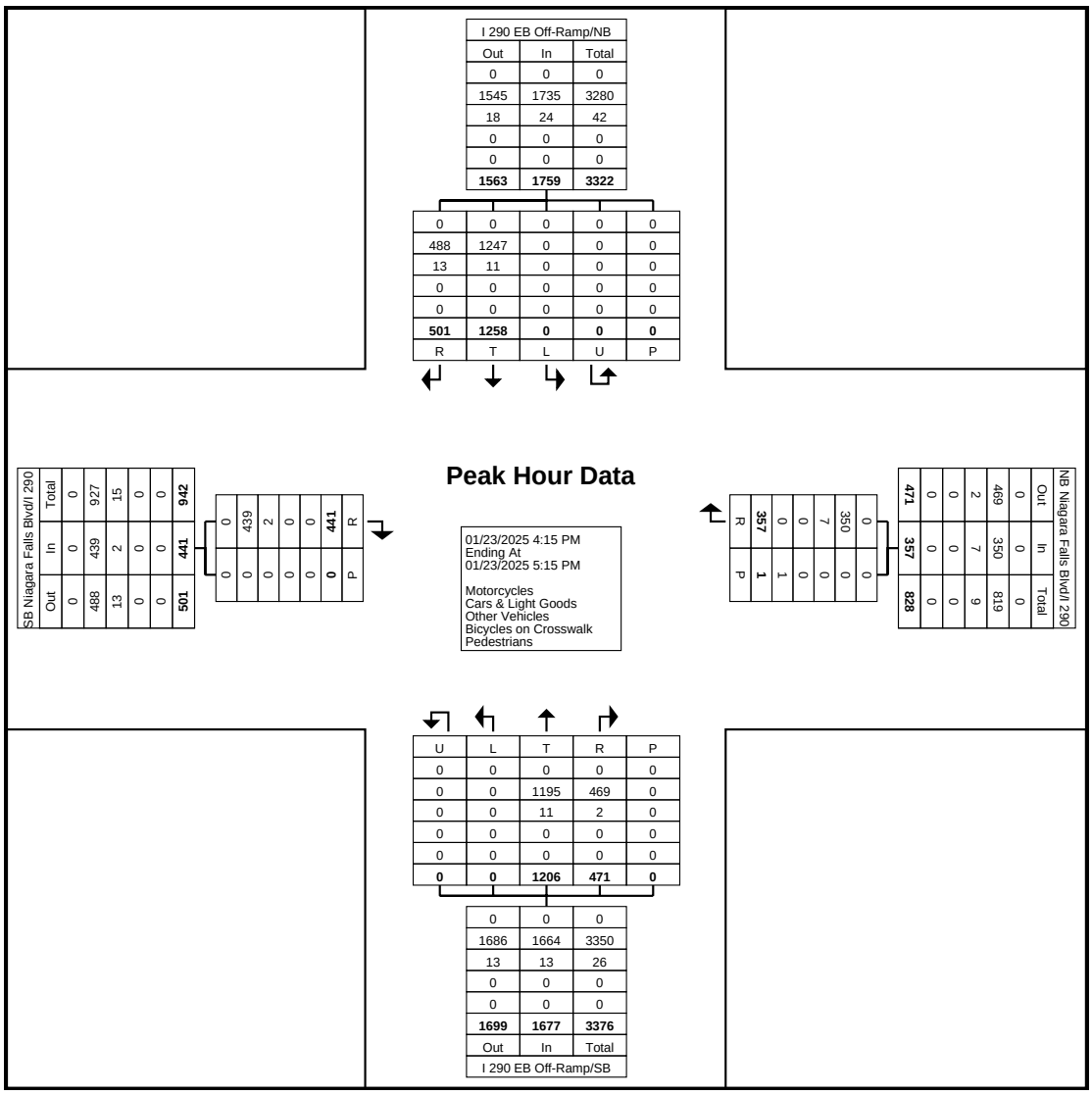
Amherst, NY
January 23 & 25, 2025

Location: 43.002693, -78.822384

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338

Count Name: Niagara Falls Blvd @ I-290 EB Off Ramp
Site Code: 11991-2
Start Date: 01/23/2025
Page No: 4



Turning Movement Peak Hour Data Plot (4:15 PM)

Amherst, NY
January 23 & 25, 2025

Location: 43.002693, -78.822384

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338

Count Name: Niagara Falls Blvd @ I-290 EB Off Ramp
Site Code: 11991-2
Start Date: 01/23/2025

Turning Movement Peak Hour Data (12:15 PM)

Start Time	I 290 EB Off-Ramp/NB Niagara Falls Blvd						NB Niagara Falls Blvd/I 290 EB On-Ramp			I 290 EB Off-Ramp/SB Niagara Falls Blvd						SB Niagara Falls Blvd/I 290 EB On-Ramp			
	Southbound						Westbound			Northbound						Eastbound			
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Peds	App. Total	Int. Total
12:15 PM	127	395	0	0	0	522	67	0	67	152	334	0	0	0	486	179	0	179	1254
12:30 PM	120	371	0	0	0	491	66	0	66	165	325	0	0	0	490	172	0	172	1219
12:45 PM	139	383	0	0	0	522	57	0	57	149	356	0	0	0	505	142	0	142	1226
1:00 PM	114	353	0	0	0	467	52	0	52	131	355	0	0	0	486	146	0	146	1151
Total	500	1502	0	0	0	2002	242	0	242	597	1370	0	0	0	1967	639	0	639	4850
Approach %	25.0	75.0	0.0	0.0	-	-	100.0	-	-	30.4	69.6	0.0	0.0	-	-	100.0	-	-	-
Total %	10.3	31.0	0.0	0.0	-	41.3	5.0	-	5.0	12.3	28.2	0.0	0.0	-	40.6	13.2	-	13.2	-
PHF	0.899	0.951	0.000	0.000	-	0.959	0.903	-	0.903	0.905	0.962	0.000	0.000	-	0.974	0.892	-	0.892	0.967
Motorcycles	0	0	0	0	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0
% Motorcycles	0.0	0.0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	-	-	-	0.0	0.0	-	0.0	0.0
Cars & Light Goods	497	1496	0	0	-	1993	238	-	238	594	1365	0	0	-	1959	637	-	637	4827
% Cars & Light Goods	99.4	99.6	-	-	-	99.6	98.3	-	98.3	99.5	99.6	-	-	-	99.6	99.7	-	99.7	99.5
Other Vehicles	3	6	0	0	-	9	4	-	4	3	5	0	0	-	8	2	-	2	23
% Other Vehicles	0.6	0.4	-	-	-	0.4	1.7	-	1.7	0.5	0.4	-	-	-	0.4	0.3	-	0.3	0.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	0	-	-	-	-	-	0	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	0	-	-	-	-	-	0	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

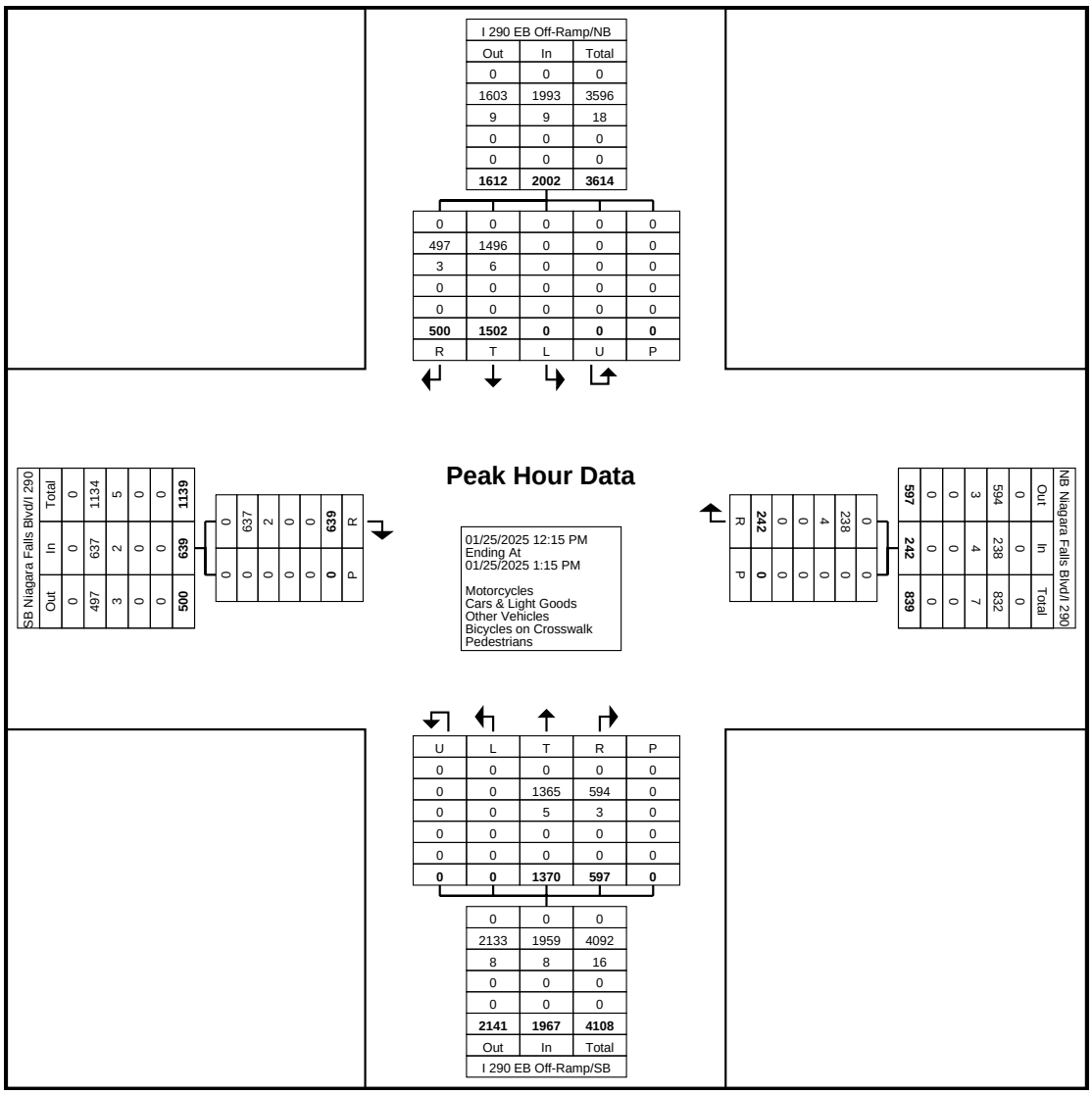
Amherst, NY
January 23 & 25, 2025

Location: 43.002693, -78.822384

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338

Count Name: Niagara Falls Blvd @ I-290 EB Off Ramp
Site Code: 11991-2
Start Date: 01/23/2025
Page No: 6



Turning Movement Peak Hour Data Plot (12:15 PM)

Amherst, NY
January 23 & 25, 2025

Location: 43.005303, -78.822316

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338

Count Name: Niagara Falls Blvd @ I-290 WB Off Ramp
Site Code: 11991-1
Start Date: 01/23/2025
Page No: 1

Turning Movement Data

Start Time	Niagara Falls Blvd Southbound					I 290 WB On-Ramp Westbound						Northbound Approach Northbound						I 290 WB Off-Ramp Eastbound						
	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
3:00 PM	363	0	0	0	363	159	1	65	0	0	225	81	259	0	0	0	340	0	0	1	0	0	1	929
3:15 PM	326	0	0	0	326	175	2	93	0	1	270	80	289	0	0	0	369	2	0	2	0	0	4	969
3:30 PM	370	0	0	0	370	167	3	110	0	1	280	91	268	0	0	0	359	1	0	2	0	0	3	1012
3:45 PM	346	0	0	0	346	148	1	134	0	1	283	77	311	0	0	0	388	1	0	2	0	0	3	1020
Hourly Total	1405	0	0	0	1405	649	7	402	0	3	1058	329	1127	0	0	0	1456	4	0	7	0	0	11	3930
4:00 PM	330	0	0	0	330	148	1	125	0	0	274	99	266	0	0	0	365	0	0	2	0	0	2	971
4:15 PM	376	0	0	0	376	188	0	134	0	1	322	93	285	0	0	0	378	0	0	0	0	0	0	1076
4:30 PM	338	0	0	0	338	154	1	107	0	0	262	98	284	1	0	0	383	1	0	0	0	0	1	984
4:45 PM	360	0	0	0	360	179	2	128	0	0	309	100	278	1	0	0	379	4	0	1	0	0	5	1053
Hourly Total	1404	0	0	0	1404	669	4	494	0	1	1167	390	1113	2	0	0	1505	5	0	3	0	0	8	4084
5:00 PM	359	0	0	1	359	169	4	127	0	0	300	102	334	0	0	0	436	3	0	3	0	1	6	1101
5:15 PM	321	0	0	0	321	177	4	116	0	1	297	93	300	1	0	0	394	1	0	0	0	0	1	1013
5:30 PM	320	0	0	0	320	141	5	99	0	0	245	108	227	0	0	0	335	1	0	1	0	0	2	902
5:45 PM	306	0	0	0	306	142	8	96	0	1	246	95	215	0	1	0	311	0	0	2	0	0	2	865
Hourly Total	1306	0	0	1	1306	629	21	438	0	2	1088	398	1076	1	1	0	1476	5	0	6	0	1	11	3881
6:00 PM	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
11:00 AM	324	0	0	0	324	109	0	92	0	0	201	61	252	1	0	0	314	4	0	0	0	0	4	843
11:15 AM	317	0	0	0	317	119	2	125	0	1	246	62	256	1	0	0	319	1	0	1	0	0	2	884
11:30 AM	312	0	0	0	312	120	7	104	0	0	231	84	284	0	0	0	368	3	0	0	0	0	3	914
11:45 AM	345	0	0	0	345	127	8	114	0	3	249	86	281	0	0	0	367	15	0	2	0	0	17	978
Hourly Total	1298	0	0	0	1298	475	17	435	0	4	927	293	1073	2	0	0	1368	23	0	3	0	0	26	3619
12:00 PM	404	0	0	0	404	109	0	113	0	0	222	97	292	1	0	0	390	8	0	0	0	0	8	1024
12:15 PM	417	0	0	0	417	121	3	126	0	0	250	92	291	0	0	0	383	3	0	2	0	0	5	1055
12:30 PM	410	0	0	0	410	137	4	132	0	0	273	106	307	0	0	0	413	5	0	0	0	0	5	1101
12:45 PM	440	0	0	0	440	137	6	129	0	0	272	108	304	0	0	0	412	6	0	3	0	0	9	1133
Hourly Total	1671	0	0	0	1671	504	13	500	0	0	1017	403	1194	1	0	0	1598	22	0	5	0	0	27	4313
1:00 PM	335	0	0	0	335	133	1	137	0	0	271	111	305	0	0	0	416	5	0	1	0	0	6	1028
1:15 PM	344	0	0	0	344	131	3	142	0	0	276	104	299	0	0	0	403	4	0	1	0	0	5	1028
1:30 PM	336	0	0	0	336	128	4	122	0	0	254	115	285	0	0	0	400	5	0	0	0	0	5	995
1:45 PM	291	0	0	0	291	124	8	130	0	1	262	109	307	0	0	0	416	8	0	0	0	0	8	977
Hourly Total	1306	0	0	0	1306	516	16	531	0	1	1063	439	1196	0	0	0	1635	22	0	2	0	0	24	4028
2:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	8390	0	0	1	8390	3444	78	2801	0	11	6323	2252	6779	6	1	0	9038	81	0	26	0	1	107	23858
Approach %	100.0	0.0	0.0	-	-	54.5	1.2	44.3	0.0	-	-	24.9	75.0	0.1	0.0	-	-	75.7	0.0	24.3	0.0	-	-	-
Total %	35.2	0.0	0.0	-	35.2	14.4	0.3	11.7	0.0	-	26.5	9.4	28.4	0.0	0.0	-	37.9	0.3	0.0	0.1	0.0	-	0.4	-
Motorcycles	1	0	0	-	1	1	0	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Motorcycles	0.0	-	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	-	0.0	-	-	0.0	0.0
Cars & Light Goods	8271	0	0	-	8271	3398	77	2775	0	-	6250	2237	6702	5	1	-	8945	81	0	25	0	-	106	23572
% Cars & Light Goods	98.6	-	-	-	98.6	98.7	98.7	99.1	-	-	98.8	99.3	98.9	83.3	100.0	-	99.0	100.0	-	96.2	-	-	99.1	98.8
Other Vehicles	118	0	0	-	118	45	1	26	0	-	72	15	77	1	0	-	93	0	0	1	0	-	1	284
% Other Vehicles	1.4	-	-	-	1.4	1.3	1.3	0.9	-	-	1.1	0.7	1.1	16.7	0.0	-	1.0	0.0	-	3.8	-	-	0.9	1.2
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	9.1	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	1	-	-	-	-	-	10	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	90.9	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

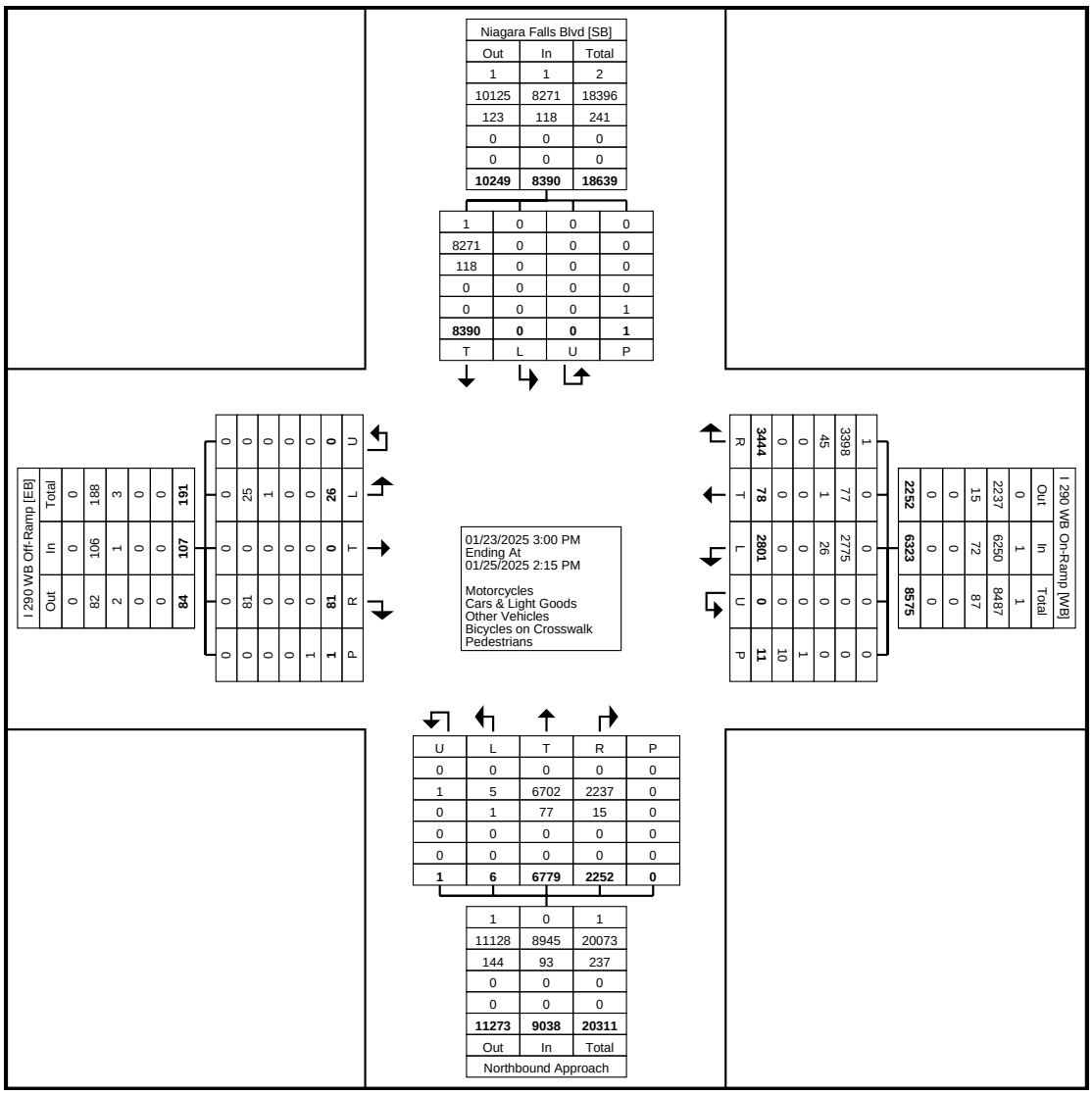
Amherst, NY
January 23 & 25, 2025

Location: 43.005303, -78.822316

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338

Count Name: Niagara Falls Blvd @ I-290 WB Off Ramp
Site Code: 11991-1
Start Date: 01/23/2025



Turning Movement Data Plot

Amherst, NY
January 23 & 25, 2025

Location: 43.005303, -78.822316

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338

Count Name: Niagara Falls Blvd @ I-290 WB Off Ramp
Site Code: 11991-1
Start Date: 01/23/2025

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Niagara Falls Blvd Southbound					I 290 WB On-Ramp Westbound						Northbound Approach Northbound						I 290 WB Off-Ramp Eastbound						
	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
4:15 PM	376	0	0	0	376	188	0	134	0	1	322	93	285	0	0	0	378	0	0	0	0	0	0	1076
4:30 PM	338	0	0	0	338	154	1	107	0	0	262	98	284	1	0	0	383	1	0	0	0	0	1	984
4:45 PM	360	0	0	0	360	179	2	128	0	0	309	100	278	1	0	0	379	4	0	1	0	0	5	1053
5:00 PM	359	0	0	1	359	169	4	127	0	0	300	102	334	0	0	0	436	3	0	3	0	1	6	1101
Total	1433	0	0	1	1433	690	7	496	0	1	1193	393	1181	2	0	0	1576	8	0	4	0	1	12	4214
Approach %	100.0	0.0	0.0	-	-	57.8	0.6	41.6	0.0	-	-	24.9	74.9	0.1	0.0	-	-	66.7	0.0	33.3	0.0	-	-	-
Total %	34.0	0.0	0.0	-	34.0	16.4	0.2	11.8	0.0	-	28.3	9.3	28.0	0.0	0.0	-	37.4	0.2	0.0	0.1	0.0	-	0.3	-
PHF	0.953	0.000	0.000	-	0.953	0.918	0.438	0.925	0.000	-	0.926	0.963	0.884	0.500	0.000	-	0.904	0.500	0.000	0.333	0.000	-	0.500	0.957
Motorcycles	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Motorcycles	0.0	-	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0
Cars & Light Goods	1412	0	0	-	1412	686	6	492	0	-	1184	391	1167	2	0	-	1560	8	0	4	0	-	12	4168
% Cars & Light Goods	98.5	-	-	-	98.5	99.4	85.7	99.2	-	-	99.2	99.5	98.8	100.0	-	-	99.0	100.0	-	100.0	-	-	100.0	98.9
Other Vehicles	21	0	0	-	21	4	1	4	0	-	9	2	14	0	0	-	16	0	0	0	0	-	0	46
% Other Vehicles	1.5	-	-	-	1.5	0.6	14.3	0.8	-	-	0.8	0.5	1.2	0.0	-	-	1.0	0.0	-	0.0	-	-	0.0	1.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

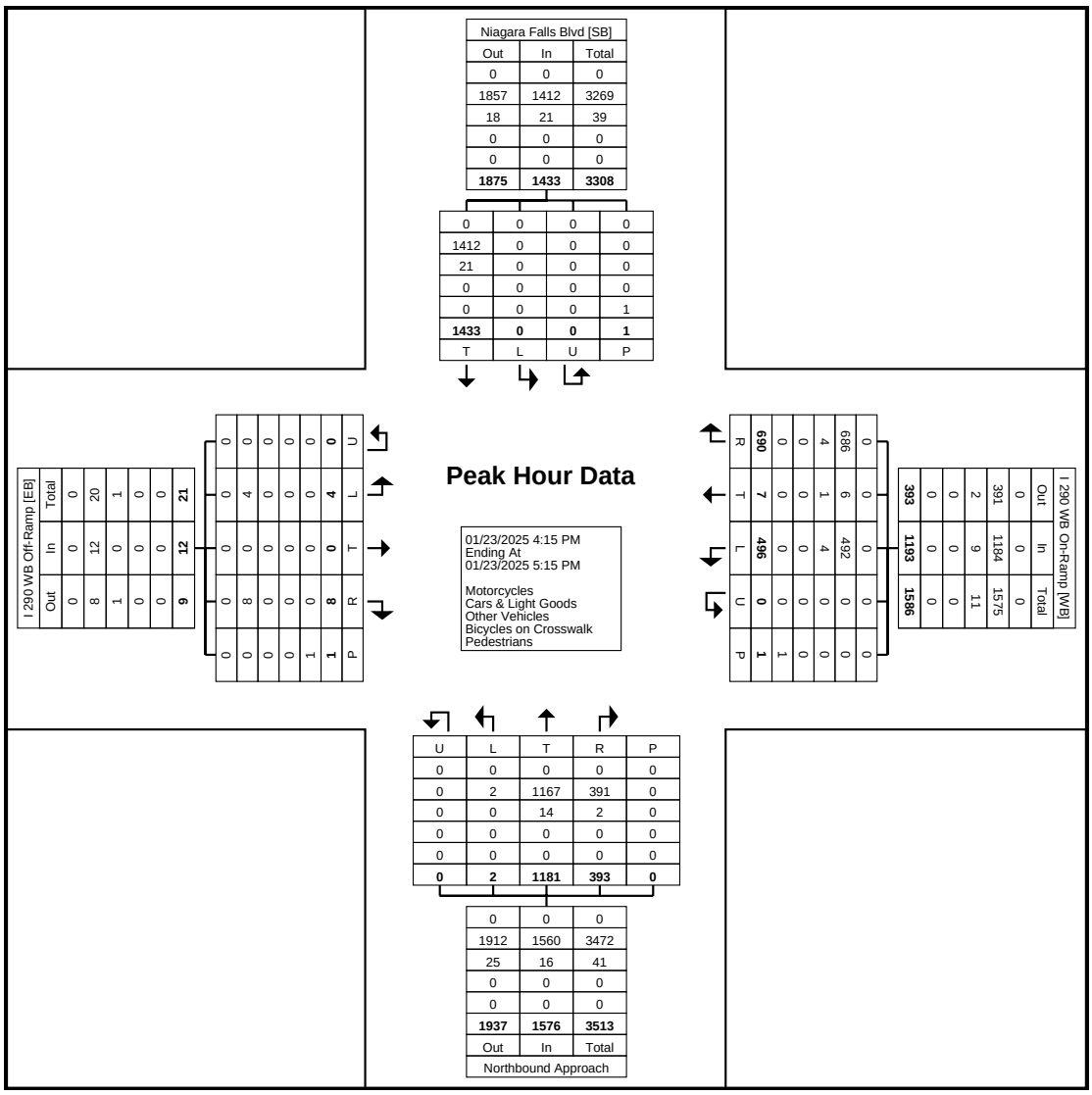
Amherst, NY
January 23 & 25, 2025

Location: 43.005303, -78.822316

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338

Count Name: Niagara Falls Blvd @ I-290 WB Off Ramp
Site Code: 11991-1
Start Date: 01/23/2025



Turning Movement Peak Hour Data Plot (4:15 PM)

Amherst, NY
January 23 & 25, 2025

Location: 43.005303, -78.822316

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338

Count Name: Niagara Falls Blvd @ I-290 WB Off Ramp
Site Code: 11991-1
Start Date: 01/23/2025

Turning Movement Peak Hour Data (12:15 PM)

Start Time	Niagara Falls Blvd Southbound					I 290 WB On-Ramp Westbound						Northbound Approach Northbound						I 290 WB Off-Ramp Eastbound						
	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
12:15 PM	417	0	0	0	417	121	3	126	0	0	250	92	291	0	0	0	383	3	0	2	0	0	5	1055
12:30 PM	410	0	0	0	410	137	4	132	0	0	273	106	307	0	0	0	413	5	0	0	0	0	5	1101
12:45 PM	440	0	0	0	440	137	6	129	0	0	272	108	304	0	0	0	412	6	0	3	0	0	9	1133
1:00 PM	335	0	0	0	335	133	1	137	0	0	271	111	305	0	0	0	416	5	0	1	0	0	6	1028
Total	1602	0	0	0	1602	528	14	524	0	0	1066	417	1207	0	0	0	1624	19	0	6	0	0	25	4317
Approach %	100.0	0.0	0.0	-	-	49.5	1.3	49.2	0.0	-	-	25.7	74.3	0.0	0.0	-	-	76.0	0.0	24.0	0.0	-	-	-
Total %	37.1	0.0	0.0	-	37.1	12.2	0.3	12.1	0.0	-	24.7	9.7	28.0	0.0	0.0	-	37.6	0.4	0.0	0.1	0.0	-	0.6	-
PHF	0.910	0.000	0.000	-	0.910	0.964	0.583	0.956	0.000	-	0.976	0.939	0.983	0.000	0.000	-	0.976	0.792	0.000	0.500	0.000	-	0.694	0.953
Motorcycles	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Motorcycles	0.0	-	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0
Cars & Light Goods	1595	0	0	-	1595	518	14	522	0	-	1054	415	1201	0	0	-	1616	19	0	6	0	-	25	4290
% Cars & Light Goods	99.6	-	-	-	99.6	98.1	100.0	99.6	-	-	98.9	99.5	99.5	-	-	-	99.5	100.0	-	100.0	-	-	100.0	99.4
Other Vehicles	7	0	0	-	7	10	0	2	0	-	12	2	6	0	0	-	8	0	0	0	0	-	0	27
% Other Vehicles	0.4	-	-	-	0.4	1.9	0.0	0.4	-	-	1.1	0.5	0.5	-	-	-	0.5	0.0	-	0.0	-	-	0.0	0.6
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

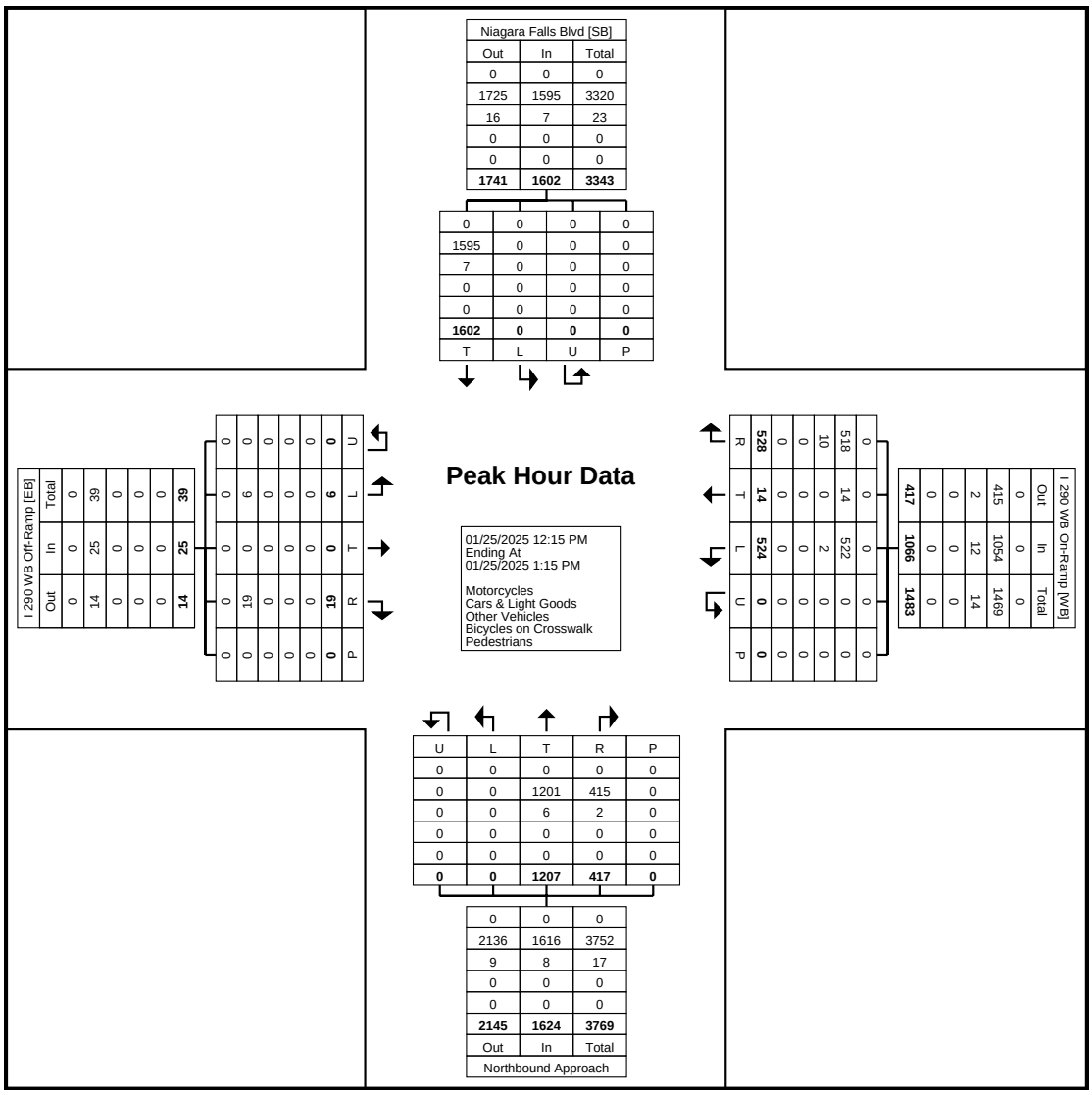
Amherst, NY
January 23 & 25, 2025

Location: 43.005303, -78.822316

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338

Count Name: Niagara Falls Blvd @ I-290 WB Off Ramp
Site Code: 11991-1
Start Date: 01/23/2025



Turning Movement Peak Hour Data Plot (12:15 PM)

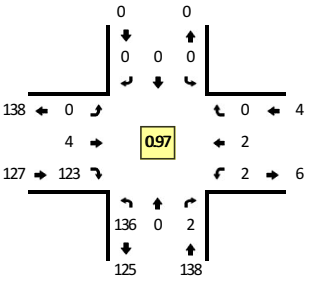
Type of peak hour being reported: Intersection Peak

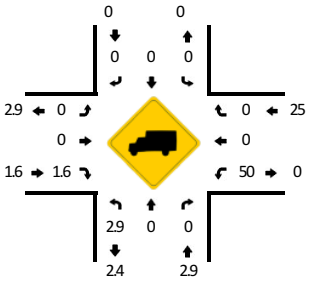
Method for determining peak hour: Total Entering Volume

LOCATION: Bowmart Pkwy -- Meyer Rd
CITY/STATE: Amherst, NY

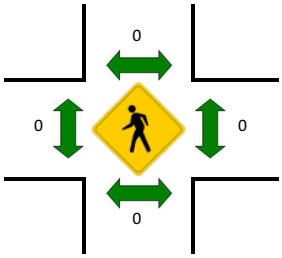
QC JOB #: 16077706
DATE: Sat, Feb 4 2023

Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:15 PM -- 12:30 PM

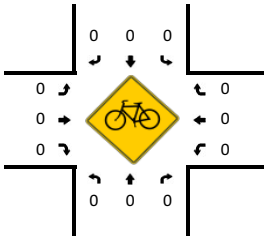


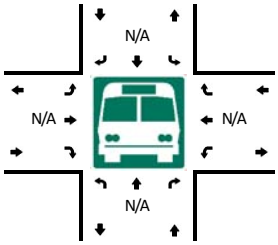


Quality Counts
DATA THAT DRIVES COMMUNITIES

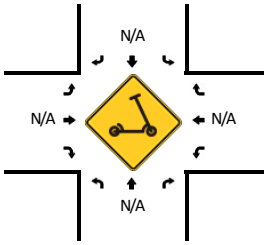












15-Min Count Period Beginning At	Bowmart Pkwy (Northbound)				Bowmart Pkwy (Southbound)				Meyer Rd (Eastbound)				Meyer Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
12:00 PM	33	0	0	0	0	0	0	0	0	0	29	0	1	1	0	0	64	
12:15 PM	33	0	1	0	0	0	0	0	0	0	33	0	1	1	0	0	69	
12:30 PM	34	0	0	0	0	0	0	0	0	2	32	0	0	0	0	0	68	
12:45 PM	36	0	1	0	0	0	0	0	0	2	29	0	0	0	0	0	68	269
1:00 PM	35	0	0	0	0	0	0	0	0	0	26	1	1	0	0	0	63	268
1:15 PM	33	0	0	0	0	0	0	0	0	2	26	0	1	0	0	0	62	261
1:30 PM	32	0	0	0	0	0	0	0	0	0	41	0	0	2	0	0	75	268
1:45 PM	32	0	0	0	0	0	0	0	0	1	25	0	2	2	0	0	62	262
2:00 PM	27	0	1	0	0	0	0	0	0	1	21	0	0	3	0	0	53	252
2:15 PM	26	0	0	0	0	0	0	0	0	0	29	1	0	0	0	0	56	246
2:30 PM	34	0	1	0	0	0	0	0	0	0	28	0	0	0	0	0	63	234
2:45 PM	36	0	0	0	0	0	0	0	0	2	30	0	2	0	0	0	70	242

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	132	0	4	0	0	0	0	0	0	0	132	0	4	4	0	0	276
Heavy Trucks	4	0	0		0	0	0		0	0	4		0	0	0		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

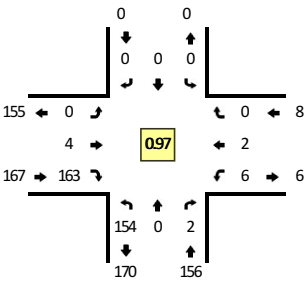
Report generated on 2/10/2023 10:53 AM

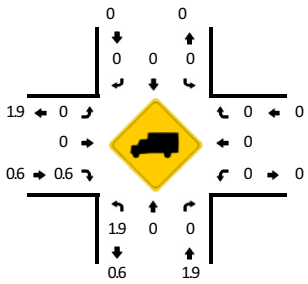
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

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

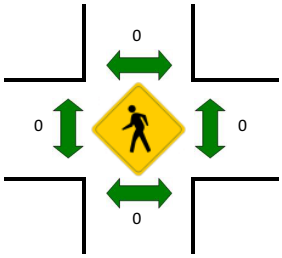
LOCATION: Bowmart Pkwy -- Meyer Rd | **QC JOB #:** 16077705
CITY/STATE: Amherst, NY | **DATE:** Thu, Feb 2 2023

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

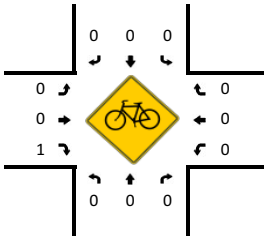


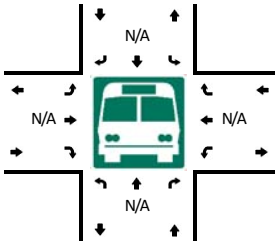


Quality Counts
DATA THAT DRIVES COMMUNITIES

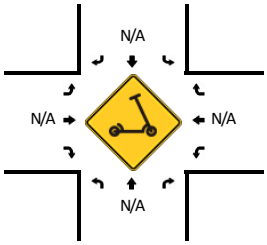












15-Min Count Period Beginning At	Bowmart Pkwy (Northbound)				Bowmart Pkwy (Southbound)				Meyer Rd (Eastbound)				Meyer Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	21	0	0	0	0	0	0	0	0	0	26	0	0	1	0	0	48	
3:15 PM	27	0	3	0	0	0	0	0	0	1	24	0	4	1	0	0	60	
3:30 PM	33	0	0	0	0	0	0	0	0	5	35	0	0	1	0	0	74	
3:45 PM	57	0	0	0	0	0	0	0	0	0	32	0	1	1	0	0	91	273
4:00 PM	29	0	2	0	0	0	0	0	0	2	30	0	0	2	0	0	65	290
4:15 PM	33	0	0	0	0	0	0	0	0	2	39	0	1	1	0	0	76	306
4:30 PM	40	0	0	0	0	0	0	0	0	2	33	0	2	1	0	0	78	310
4:45 PM	39	0	1	1	0	0	0	0	0	1	40	0	2	1	0	0	85	304
5:00 PM	32	0	1	0	0	0	0	0	0	0	51	0	0	0	0	0	84	323
5:15 PM	42	0	0	0	0	0	0	0	0	1	39	0	2	0	0	0	84	331
5:30 PM	32	0	0	0	0	0	0	0	0	1	26	0	0	0	0	0	59	312
5:45 PM	37	0	1	0	0	0	0	0	0	0	36	0	0	1	0	0	75	302

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	156	0	4	4	0	0	0	0	0	4	160	0	8	4	0	0	340
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	4		0	0	0		4
Scooters																	

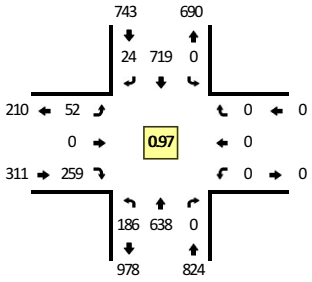
Comments:

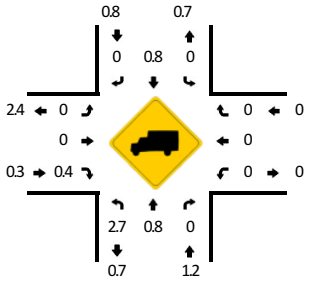
Report generated on 2/10/2023 10:53 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

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

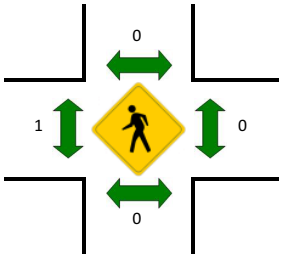
LOCATION: N Bailey Ave -- Romney Dr | **QC JOB #:** 16077704
CITY/STATE: Amherst, NY | **DATE:** Sat, Feb 4 2023

Peak-Hour: 2:00 PM -- 3:00 PM
Peak 15-Min: 2:45 PM -- 3:00 PM

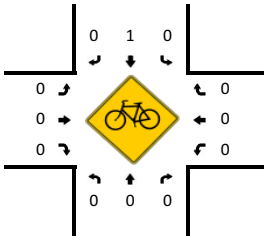


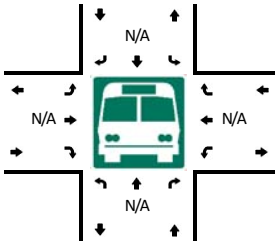


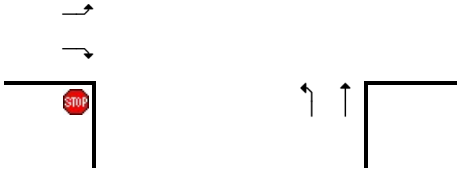
Quality Counts
DATA THAT DRIVES COMMUNITIES

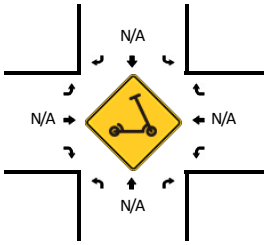












15-Min Count Period Beginning At	N Bailey Ave (Northbound)				N Bailey Ave (Southbound)				Romney Dr (Eastbound)				Romney Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
12:00 PM	44	142	0	0	0	155	3	0	2	0	58	0	0	0	0	0	404	
12:15 PM	49	142	0	0	0	141	4	0	3	0	47	0	0	0	0	0	386	
12:30 PM	44	157	0	0	0	139	9	0	3	0	71	0	0	0	0	0	423	
12:45 PM	42	164	0	0	0	135	8	0	2	0	73	0	0	0	0	0	424	1637
1:00 PM	50	154	0	0	0	150	9	0	6	0	56	0	0	0	0	0	425	1658
1:15 PM	49	166	0	0	0	152	5	0	5	0	76	0	0	0	0	0	453	1725
1:30 PM	47	164	0	0	0	164	3	0	4	0	71	0	0	0	0	0	453	1755
1:45 PM	51	156	0	0	0	131	7	0	8	0	56	0	0	0	0	0	409	1740
2:00 PM	50	155	0	0	0	183	6	0	7	0	66	0	0	0	0	0	467	1782
2:15 PM	44	164	0	0	0	178	7	0	9	0	60	0	0	0	0	0	462	1791
2:30 PM	43	158	0	0	0	180	6	0	18	0	58	0	0	0	0	0	463	1801
2:45 PM	49	161	0	0	0	178	5	0	18	0	75	0	0	0	0	0	486	1878

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	196	644	0	0	0	712	20	0	72	0	300	0	0	0	0	0	1944
Heavy Trucks	4	4	0		0	12	0		0	0	0		0	0	0		20
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 2/10/2023 10:53 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

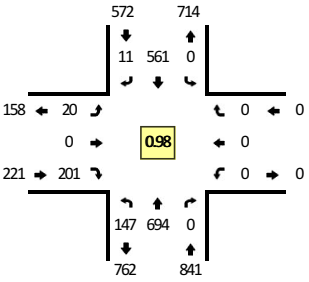
Type of peak hour being reported: Intersection Peak

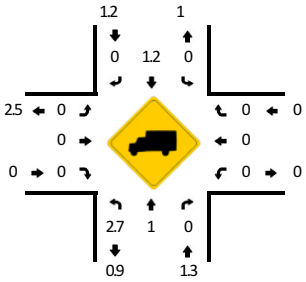
Method for determining peak hour: Total Entering Volume

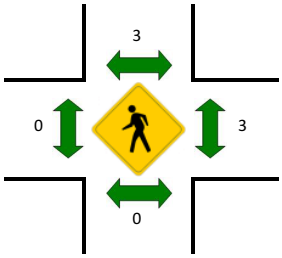
LOCATION: N Bailey Ave -- Romney Dr
CITY/STATE: Amherst, NY

QC JOB #: 16077703
DATE: Thu, Feb 2 2023

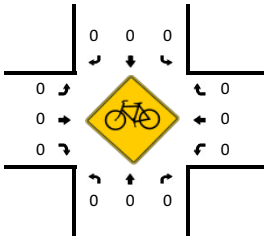
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

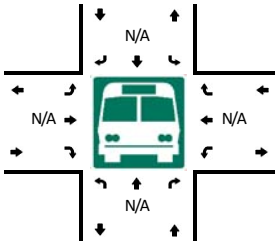




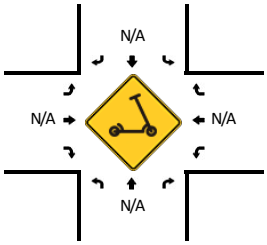












15-Min Count Period Beginning At	N Bailey Ave (Northbound)				N Bailey Ave (Southbound)				Romney Dr (Eastbound)				Romney Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	22	127	0	0	0	123	2	0	3	0	54	0	0	0	0	0	331	
3:15 PM	25	129	0	1	0	115	3	0	1	0	52	0	0	0	0	0	326	
3:30 PM	38	127	0	0	0	123	5	0	3	0	47	0	0	0	0	0	343	
3:45 PM	38	171	0	0	0	135	3	0	4	0	51	0	0	0	0	0	402	1402
4:00 PM	32	176	0	0	0	136	2	0	6	0	55	0	0	0	0	0	407	1478
4:15 PM	32	148	0	0	0	127	2	0	5	0	61	0	0	0	0	0	375	1527
4:30 PM	38	172	0	0	0	149	1	0	4	0	47	0	0	0	0	0	411	1595
4:45 PM	40	160	0	0	0	137	2	0	5	0	61	0	0	0	0	0	405	1598
5:00 PM	34	183	0	0	0	140	3	0	5	0	51	0	0	0	0	0	416	1607
5:15 PM	35	179	0	0	0	135	5	0	6	0	42	0	0	0	0	0	402	1634
5:30 PM	33	166	0	0	0	141	2	0	1	0	58	0	0	0	0	0	401	1624
5:45 PM	27	154	0	0	0	137	3	0	4	0	53	0	0	0	0	0	378	1597

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	136	732	0	0	0	560	12	0	20	0	204	0	0	0	0	0	1664
Heavy Trucks	4	8	0		0	0	0		0	0	0		0	0	0		12
Buses																	
Pedestrians		0				12				0				12			24
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/10/2023 10:53 AM

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

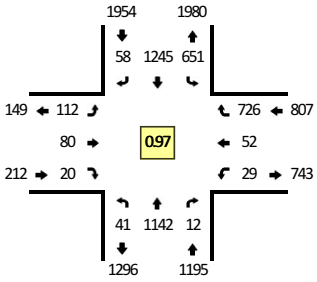
Type of peak hour being reported: Intersection Peak

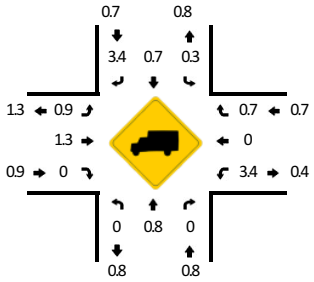
Method for determining peak hour: Total Entering Volume

LOCATION: Niagara Falls Blvd -- Koenig Rd/Ridge Lea Rd
CITY/STATE: Amherst, NY

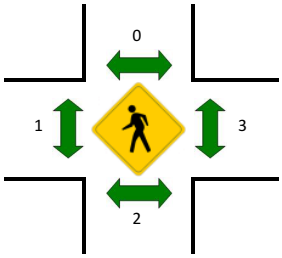
QC JOB #: 16077702
DATE: Sat, Feb 4 2023

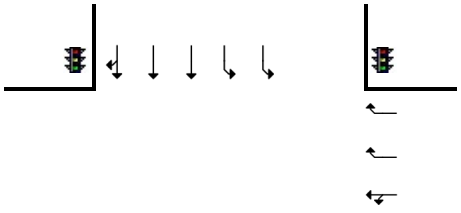
Peak-Hour: 1:15 PM -- 2:15 PM
Peak 15-Min: 2:00 PM -- 2:15 PM

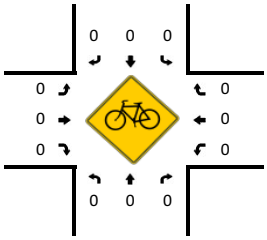


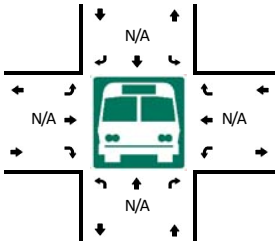


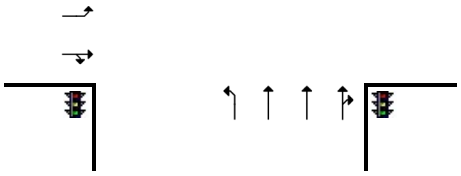
Quality Counts
DATA THAT DRIVES COMMUNITIES

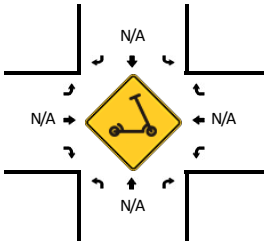












15-Min Count Period Beginning At	Niagara Falls Blvd (Northbound)				Niagara Falls Blvd (Southbound)				Koenig Rd/Ridge Lea Rd (Eastbound)				Koenig Rd/Ridge Lea Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
12:00 PM	7	220	6	2	162	295	17	1	34	21	2	0	9	13	156	0	945	
12:15 PM	8	268	4	2	162	328	14	0	18	18	5	0	5	20	143	0	995	
12:30 PM	8	301	6	0	159	320	13	1	28	23	3	0	6	14	171	0	1053	
12:45 PM	8	251	6	2	175	303	17	0	32	14	6	0	11	17	172	0	1014	4007
1:00 PM	12	268	7	0	155	283	11	0	25	19	9	0	7	15	191	0	1002	4064
1:15 PM	5	296	3	2	167	344	14	0	21	12	6	0	10	10	155	0	1045	4114
1:30 PM	7	280	3	0	156	323	17	0	22	20	6	0	3	14	192	0	1043	4104
1:45 PM	12	265	2	0	163	255	13	0	40	29	5	0	9	15	193	0	1001	4091
2:00 PM	15	301	4	0	165	323	14	0	29	19	3	0	7	13	186	0	1079	4168
2:15 PM	9	298	4	1	167	286	14	1	25	14	2	0	6	21	159	0	1007	4130
2:30 PM	4	274	2	1	158	272	19	1	32	20	8	0	15	13	224	0	1043	4130
2:45 PM	12	271	8	2	173	260	14	0	38	16	6	0	9	15	207	0	1031	4160

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	60	1204	16	0	660	1292	56	0	116	76	12	0	28	52	744	0	4316
Heavy Trucks	0	8	0		0	8	0		4	0	0		0	0	0		20
Buses																	
Pedestrians		0				0				0				4			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/10/2023 10:53 AM

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

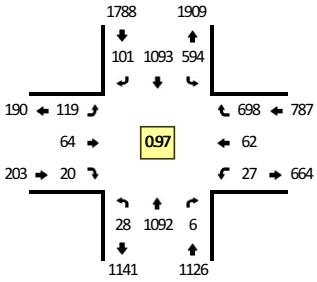
Type of peak hour being reported: Intersection Peak

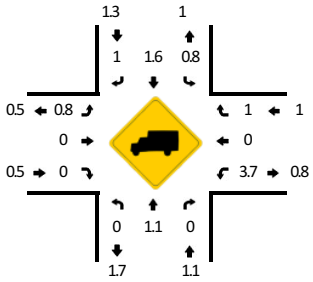
Method for determining peak hour: Total Entering Volume

LOCATION: Niagara Falls Blvd -- Koenig Rd/Ridge Lea Rd
CITY/STATE: Amherst, NY

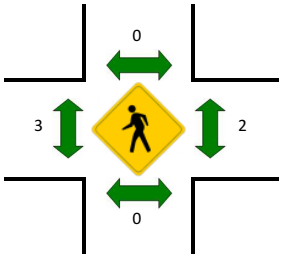
QC JOB #: 16077701
DATE: Thu, Feb 2 2023

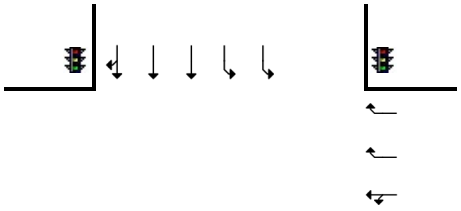
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

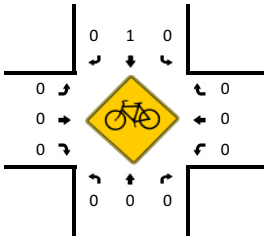


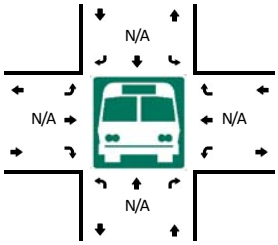


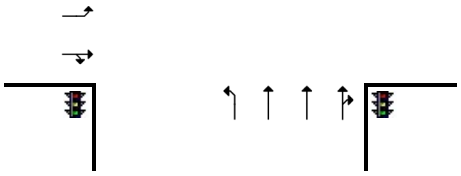
Quality Counts
DATA THAT DRIVES COMMUNITIES

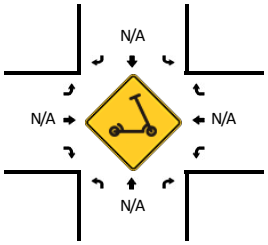












15-Min Count Period Beginning At	Niagara Falls Blvd (Northbound)				Niagara Falls Blvd (Southbound)				Koenig Rd/Ridge Lea Rd (Eastbound)				Koenig Rd/Ridge Lea Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	6	249	3	1	102	220	22	0	45	10	4	0	6	6	137	0	811	
3:15 PM	7	214	6	0	125	216	19	0	33	15	3	0	5	15	123	0	781	
3:30 PM	8	228	2	0	126	221	15	0	38	16	2	0	10	13	134	0	813	
3:45 PM	8	263	2	0	157	288	26	1	28	14	6	0	3	14	165	0	975	3380
4:00 PM	5	271	2	0	129	261	29	0	26	15	3	0	6	19	197	0	963	3532
4:15 PM	8	280	5	1	136	258	19	0	34	11	3	0	6	28	166	0	955	3706
4:30 PM	7	243	4	0	164	270	22	0	39	13	1	0	9	12	199	0	983	3876
4:45 PM	4	286	3	0	136	274	33	0	20	15	4	0	8	10	140	0	933	3834
5:00 PM	9	272	0	1	163	265	19	0	38	15	5	0	9	18	188	0	1002	3873
5:15 PM	5	246	1	0	144	275	30	0	26	21	5	0	5	17	191	0	966	3884
5:30 PM	9	288	2	0	151	279	19	0	35	13	6	0	5	17	179	0	1003	3904
5:45 PM	5	249	4	0	155	262	19	0	34	17	3	0	9	15	141	0	913	3884

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	1152	8	0	604	1116	76	0	140	52	24	0	20	68	716	0	4012
Heavy Trucks	0	8	0		12	8	0		0	0	0		0	0	4		32
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	4	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 2/10/2023 10:53 AM

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

Summary
Bin Size 15 minutes
Aggregatio Median
Time Zone America/New_York
Start Time 10/28/2023 0:00
End Time 10/28/2023 23:59
Location 05-53-036 Rt 324 @ Rt 62 (NFB)
Latitude an 42.98077018,-78.82289704
Lights

Entry Direction	North Southbound						East Westbound						South Northbound						West Eastbound						
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Total
0:00:00	13	37	1	0	0	0	3	16	10	0	0	0	0	25	0	0	0	0	0	9	5	0	0	0	119
0:15:00	9	28	1	0	0	0	1	15	4	0	0	0	2	17	0	0	0	0	0	9	11	0	0	0	97
0:30:00	7	31	2	0	0	0	0	9	3	0	0	0	1	21	0	0	0	0	0	10	6	0	0	0	90
0:45:00	4	30	1	0	0	0	5	16	1	0	0	0	1	26	0	0	0	0	0	9	4	0	0	0	97
1:00:00	6	19	1	0	0	0	2	4	1	0	0	0	0	30	0	0	0	0	0	5	5	0	0	0	73
1:15:00	5	19	0	0	0	0	1	12	3	0	0	0	0	22	0	0	0	0	0	17	5	0	0	0	84
1:30:00	5	16	0	0	0	0	3	11	2	0	0	0	0	37	0	0	0	0	0	5	2	0	0	0	81
1:45:00	6	24	0	0	0	0	2	7	2	0	0	0	0	24	0	0	0	0	0	10	5	0	0	0	80
2:00:00	5	19	0	0	0	0	2	7	1	0	0	0	0	25	0	0	0	0	0	8	0	0	0	0	67
2:15:00	6	19	0	0	0	0	5	5	4	0	0	0	0	27	0	0	0	0	0	4	1	0	0	0	71
2:30:00	3	23	0	0	0	0	1	4	3	0	0	0	0	25	0	0	0	0	0	4	2	0	0	0	65
2:45:00	1	14	0	0	0	0	0	2	2	0	0	0	0	20	0	0	0	0	0	6	0	0	0	0	45
3:00:00	2	16	0	0	0	0	0	4	1	0	0	0	0	11	0	0	0	0	0	5	4	0	0	0	43
3:15:00	5	9	1	0	0	0	0	4	2	0	0	0	0	7	0	0	0	0	0	3	3	0	0	0	34
3:30:00	2	6	0	0	0	0	1	5	1	0	0	0	0	15	0	0	0	0	0	6	1	0	0	0	37
3:45:00	3	4	0	0	0	0	0	1	2	0	0	0	1	7	0	0	0	0	0	6	4	0	0	0	28
4:00:00	4	4	0	0	0	0	1	2	2	0	0	0	0	4	0	0	0	0	0	4	0	0	0	0	21
4:15:00	0	7	1	0	0	0	0	6	2	0	0	0	0	10	0	0	0	0	0	5	2	0	0	0	33
4:30:00	3	9	0	0	0	0	1	5	3	0	0	0	0	8	0	0	0	0	0	10	1	0	0	0	40
4:45:00	0	7	0	0	0	0	0	3	1	0	0	0	1	6	0	0	0	0	0	11	3	0	0	0	32
5:00:00	2	8	0	0	0	0	0	3	2	0	0	0	1	7	0	0	0	0	0	5	3	0	0	0	31
5:15:00	1	7	2	0	0	0	0	1	1	0	0	0	0	7	0	0	0	0	0	9	4	0	0	0	32
5:30:00	3	13	0	0	0	0	0	4	1	0	0	0	0	6	0	0	0	0	0	12	4	0	0	0	43
5:45:00	2	6	1	0	0	0	0	6	2	0	0	0	1	10	0	0	0	0	0	20	6	0	0	0	54
6:00:00	6	6	1	0	0	0	0	10	2	0	0	0	0	5	0	0	0	0	0	18	3	0	0	0	51
6:15:00	1	12	1	0	0	0	1	12	3	0	0	0	0	6	0	0	0	0	0	17	2	0	0	0	55
6:30:00	5	10	0	0	0	0	2	5	1	0	0	0	1	6	0	0	0	0	0	14	6	0	0	0	50
6:45:00	6	12	0	0	0	0	6	10	1	0	0	0	0	7	0	0	0	0	0	15	5	0	0	0	62
7:00:00	12	7	2	0	0	0	13	15	1	0	0	0	4	3	0	0	0	0	0	17	12	0	0	0	86
7:15:00	11	13	2	0	0	0	2	13	0	0	0	0	8	7	0	0	0	0	0	36	15	0	0	0	107
7:30:00	16	19	5	0	0	0	3	42	8	0	0	0	9	25	0	0	0	0	0	48	12	0	0	0	187
7:45:00	12	28	5	2	0	0	3	48	12	0	0	0	13	36	0	0	0	0	0	68	37	1	0	0	265
8:00:00	16	41	6	2	0	0	4	43	12	0	0	0	12	47	0	0	0	0	0	58	39	0	0	0	280
8:15:00	8	44	6	3	0	0	4	61	14	0	0	0	10	55	0	0	0	0	0	71	30	0	0	0	306
8:30:00	31	56	3	1	0	0	4	78	21	0	0	0	11	59	0	0	0	0	0	88	31	1	0	0	384
8:45:00	39	49	8	1	0	0	6	67	19	0	0	0	16	75	0	0	0	0	0	86	56	1	0	0	423
9:00:00	29	47	13	3	0	0	7	77	30	0	0	0	14	84	0	0	0	0	0	74	41	0	0	0	419
9:15:00	30	46	12	9	0	0	10	83	17	0	0	0	17	73	0	0	0	0	0	103	55	0	0	0	455
9:30:00	47	69	25	3	0	0	3	91	41	1	0	0	14	75	0	0	0	0	0	103	66	0	0	0	538
9:45:00	46	79	18	8	0	0	15	105	35	0	0	0	23	102	0	0	0	0	0	113	77	0	0	0	621
10:00:00	50	77	29	9	0	0	11	90	48	0	0	0	19	83	0	0	0	0	0	102	63	0	0	0	581
10:15:00	42	82	31	7	0	0	10	133	29	1	0	0	10	94	0	0	0	0	0	128	58	1	0	0	626
10:30:00	62	89	27	12	0	0	11	135	37	0	0	0	8	91	0	0	0	0	0	130	87	0	0	0	689
10:45:00	62	101	30	4	0	0	17	136	48	0	0	0	12	135	0	0	0	0	0	149	98	1	0	0	793
11:00:00	67	94	42	9	0	0	8	125	48	1	0	0	13	137	0	0	0	0	0	130	90	0	0	0	764
11:15:00	81	115	36	13	0	0	16	138	54	0	0	0	32	110	0	0	0	0	0	168	71	1	0	0	835
11:30:00	73	136	31	11	0	0	14	167	48	2	0	0	24	97	0	0	0	0	0	157	85	0	0	0	845
11:45:00	80	100	24	8	0	0	19	164	80	1	0	0	16	151	0	0	0	0	0	166	99	0	0	0	908
12:00 PM	84	132	46	12	0	0	17	138	46	1	0	0	25	128	0	0	0	0	0	144	78	0	0	0	851
12:15 PM	83	122	38	12	0	0	15	161	48	0	0	0	21	145	0	0	0	0	0	140	115	0	0	0	900
12:30 PM	91	112	50	12	0	0	15	169	67	0	0	0	17	133	0	0	0	0	0	164	109	1	0	0	940
12:45 PM	85	110	57	13	0	0	8	138	77	0	0	0	4	150	0	0	0	0	0	154	112	0	0	0	908
1:00 PM	110	131	51	16	0	0	16	157	49	2	0	0	14	157	0	0	0	0	0	156	96	0	0	0	955
1:15 PM	97	138	40	15	0	0	19	178	55	2	0	0	13	117	0	0	0	0	0	160	108	3	0	0	945
1:30 PM	89	107	46	4	0	0	10	184	56	2	0	0	19	115	0	0	0	0	0	168	114	1	0	0	915
1:45 PM	104	139	63	7	0	0	10	148	54	1	0	0	13	177	0	0	0	0	0	135	96	1	0	0	948
2:00 PM	96	135	48	15	0	0	13	178	56	0	0	0	20	138	0	0	0	0	0	149	81	0	0	0	929
2:15 PM	87	126	52	9	0	0	19	158	63	0	0	0	7	128	0	0	0	0	0	139	108	0	0	0	896
PHF																									0.972574
% HV																									0%
2:30 PM	83	122	49	13	0	0	9	161	67	0	0	0	13	149	0	0	0	0	0	136	122	0	0	0	924
2:45 PM	101	133	50	22	0	0	9	152	72	1	0	0	14	150	0	0	0	0	0	121	95	0	0	0	920
15:00:00	99	144	34	13	0	0	11	145	52	1	0	0	19	154	0	0	0	0	0	112	58	0	0	0	842
15:15:00	95	132	39	19	0	0	14	185	63	1	0	0	11	123	0	0	0	0	0	154	104	2	0	0	942
15:30:00	79	126	44	13	0	0	13	158	60	3	0	0	7	123	0	0	0	0	0	147	96	0	0	0	869
15:45:00	101	143	40	9	0	0	10	172	44	1	0	0	15	137	0	0	0	0	0	108	83	0	0	0	863
16:00:00	87	141	50	16	0	0	14	181	62	0	0	0	8	129	0	0	0	0	0	143	102	1	0	0	934
16:15:00	79	145	30	6	0	0	10	136	42	1	0	0	9	141	0	0	0	0	0	119	97	0	0	0	815
16:30:00	112	140	38	12	0	0	18	163	47	1	0	0	17	133	0	0	0	0	0	151	69	0	0	0	901
16:45:00	86	121	31	14	0	0	13	164	65	2	0	0	18	129	0	0	0	0	0	139	96	0	0	0	878
17:00:00	86	141	47	12	0	0	11	134	42	0	0	0	11	130	0	0	0	0	0	105	84	0	0	0	803
17:15:00	70	132	35	8	0	0	7	162	59	2	0	0	11	112	0	0	0	0	0	139	89	1	0	0	827
17:30:00	70	118	28	15	0	0	6	135	38	2	0	0	6	139	0	0	0	0	0	124	81	1	0	0	763
17:45:00	73	130	21	9	0	0	11	125	47	0	0	0	9	133	0	0	0	0	0	91	70	1	0	0	720
18:00:00	74	120	39	7	0	0	27	153	62	1	0	0	10	110	0	0	0	0	0	126	83	1	0	0	813
18:15:00	57	106	27	10	0	0	9	126	51	0	0	0	7	124	0	0	0	0	0	86	74	2	0	0	679
18:30:00	68	155	33	16	0	0	12	111	37	0	0	0	14	74	0	0	0	0	0	83	38	0	0	0	641
18:45:00	70	144	11	7	0	0	19	133	34	0	0	0	14	75	0	0	0	0	0	113	55	2	0	0	677
19:00:00	66	145	23	9	0	0	12	86	32	0	0	0	5	57	0	0	0	0	0	65	56	1	0	0	557
19:15:00	55	119	11	10	0	0	16	115	41	2	0	0	3	55	0	0	0	0	0	74	50	0	0	0	551
19:30:00	66	100	10	1	0	0	10	94	39	0	0	0	8	61	0	0	0	0	0	82	48	1	0	0	520
19:45:00	57	106	18	6	0	0	8	74	25	0	0	0	9	71	0	0	0	0	0	61	33	0	0	0	468
20:00:00	49	102	16	5	0	0	15	102	23	0	0	0	8	65	0	0	0	0	0	56	26	3	0	0	470
20:15:00	46	97	11	3	0	0	12	67	27	0	0	0	7	56	0	0	0	0	0	56	20	1	0	0	403
20:30:00	32	86	10	4	0	0	6	81	27	0	0	0	3	51	0	0	0	0	0	47	25	0	0	0	372
20:45:00	32	94	9	3	0	0	9	61	22	0	0	0	4	47	0	0	0	0	0	63	26	0	0	0	370
21:00:00	39	91	8	4	0	0	3	71	27	1	0	0	3	29	0	0	0	0	0	40	9	0	0	0	325
21:15:00	34	81	5	3	0	0	8	64	14	0	0	0	3	42	0	0	0	0	0	39	13	0	0	0	306
21:30:00	37	69	3	2	0	0	6	62	23	0	0	0	5	40	0	0	0	0	0	40	19	0	0	0	306
21:45:00	25	73	3	2	0	0	6	38	17	0	0	0	4	32	0	0	0	0	0	35	15	0	0	0	250
22:00:00	39	68	6	1	0	0	6	58	14	0	0	0	5	32	0	0	0	0	0	42	14	0	0	0	285
22:15:00	14	66	6	3	0	0	6	53	12	0	0	0	4	44	0	0	0	0	0	46	10	0	0	0	264
22:30:00	21	49	2	2	0	0	7	33	10	0	0	0	2	28	0	0	0	0	0	33	17	0	0	0	204
22:45:00	19	50	4	0	0	0	5	45	10	0	0	0	3	39	0	0	0	0	0	24	14	0	0	0	213
23:00:00	26	52	1	0	0	0	2	35	16	0	0	0	6	30	0	0	0	0	0	26	7	0	0	0	201
23:15:00	15	52	2	0	0	0	2	24	7	0	0	0	5	35	0	0	0	0	0	27	8	0	0	0	177
23:30:00	12	62	4	0	0	0	1	20	8	0	0	0	3	45	0	0	0	0	0	24	16	0	0	0	195
23:45:00	16	53	3	0	0	0	3	23	10	0	0	0	2	38	0	0	0	0	0	20	6	0	0	0	174

Lights	913	2
HV	944	4
	926	3
	894	2

Summary
Bin Size 15 minutes
Aggregatio Median
Time Zone America/New_York
Start Time 10/26/2023 0:00
End Time 10/26/2023 23:59
Location 05-53-036 Rt 324 @ Rt 62 (NFB)
Latitude an 42.98077018, -78.82289704
Lights

Entry Direction	North Southbound						East Westbound						South Northbound						West Eastbound						
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Total
0:00:00	5	11	0	1	0	0	7	10	3	0	0	0	2	5	0	0	0	0	0	6	5	0	0	0	55
0:15:00	7	9	0	0	0	0	1	6	0	0	0	0	0	4	0	0	0	0	0	9	2	0	0	0	38
0:30:00	5	6	0	0	0	0	0	2	1	0	0	0	0	2	0	0	0	0	0	4	3	0	0	0	23
0:45:00	4	5	2	1	0	0	4	3	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	23
1:00:00	1	4	0	0	0	0	3	0	0	0	0	0	0	2	0	0	0	0	0	2	1	0	0	0	13
1:15:00	4	2	2	0	0	0	2	2	0	0	0	0	0	2	0	0	0	0	0	2	5	0	0	0	21
1:30:00	1	1	0	0	0	0	2	6	1	0	0	0	0	1	0	0	0	0	0	5	1	0	0	0	18
1:45:00	3	0	0	0	0	0	2	1	0	0	0	0	0	2	0	0	0	0	0	0	1	1	0	0	10
2:00:00	4	0	1	0	0	0	2	2	0	0	0	0	0	1	0	0	0	0	0	6	0	0	0	0	16
2:15:00	2	1	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	1	2	0	0	0	10
2:30:00	2	2	1	0	0	0	2	2	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	12
2:45:00	2	2	1	0	0	0	0	3	1	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	12
3:00:00	1	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	6
3:15:00	2	1	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	2	1	0	0	0	9
3:30:00	3	2	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	4	1	0	0	0	12
3:45:00	1	3	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	2	4	0	0	0	13
4:00:00	2	0	0	0	0	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	7
4:15:00	0	3	1	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	3	0	0	0	0	10
4:30:00	1	0	0	0	0	0	0	3	0	0	0	0	0	4	0	0	0	0	0	2	1	0	0	0	11
4:45:00	1	2	1	0	0	0	2	0	0	0	0	0	2	4	0	0	0	0	0	8	5	0	0	0	25
5:00:00	1	3	1	0	0	0	0	3	0	0	0	0	1	3	0	0	0	0	0	7	2	0	0	0	21
5:15:00	3	3	3	0	0	0	2	1	1	0	0	0	1	0	0	0	0	0	0	9	8	0	0	0	31
5:30:00	3	6	0	0	0	0	3	6	0	0	0	0	1	6	0	0	0	0	0	10	8	0	0	0	43
5:45:00	3	6	0	0	0	0	1	8	1	0	0	0	3	8	0	0	0	0	0	19	6	0	0	0	55
6:00:00	12	12	1	0	0	0	2	15	0	0	0	0	0	3	0	0	0	0	0	30	7	1	0	0	83
6:15:00	7	18	0	1	0	0	3	10	2	0	0	0	0	2	0	0	0	0	0	25	10	0	0	0	78
6:30:00	14	22	3	0	0	0	5	12	3	0	0	0	4	4	0	0	0	0	0	51	9	0	0	0	127
6:45:00	23	24	2	0	0	0	8	39	2	0	0	0	2	5	0	0	0	0	0	60	21	0	0	0	186
7:00:00	22	32	3	0	0	0	6	22	1	0	0	0	6	5	0	0	0	0	0	59	24	0	0	0	180
7:15:00	38	59	2	0	0	0	7	70	12	0	0	0	10	20	0	0	0	0	0	110	23	0	0	0	351
7:30:00	39	132	9	2	0	0	8	74	28	0	0	0	17	59	0	0	0	0	0	140	30	0	0	0	538
7:45:00	30	149	21	0	0	0	6	81	28	0	0	0	22	86	0	0	0	0	0	130	63	0	0	0	616
8:00:00	31	83	8	2	0	0	3	88	30	0	0	0	25	98	0	0	0	0	0	162	43	0	0	0	573
8:15:00	39	99	19	2	0	0	2	102	20	1	0	0	14	88	0	0	0	0	0	116	48	0	0	0	550
8:30:00	42	88	18	4	0	0	6	71	21	1	0	0	16	104	0	0	0	0	0	107	43	0	0	0	521
8:45:00	49	72	15	2	0	0	7	108	27	1	0	0	17	110	0	0	0	0	0	135	57	1	0	0	601
9:00:00	51	82	18	1	0	0	3	102	28	1	0	0	19	88	0	0	0	0	0	112	51	0	0	0	556
9:15:00	39	65	21	4	0	0	9	124	30	1	0	0	10	92	0	0	0	0	0	118	42	0	0	0	555
9:30:00	30	73	20	6	0	0	8	110	30	0	0	0	26	76	0	0	0	0	0	120	68	0	0	0	567
9:45:00	40	63	29	1	0	0	8	110	30	0	0	0	16	83	0	0	0	0	0	112	57	0	0	0	549
10:00:00	55	79	24	2	0	0	7	90	34	0	0	0	14	92	0	0	0	0	0	85	71	0	0	0	553
10:15:00	58	72	22	9	0	0	13	135	35	0	0	0	21	87	0	0	0	0	0	137	50	0	0	0	639
10:30:00	62	93	26	2	0	0	9	138	34	0	0	0	16	80	0	0	0	0	0	127	66	0	0	0	653
10:45:00	56	76	18	5	0	0	9	138	41	1	0	0	14	101	0	0	0	0	0	101	63	1	0	0	624
11:00:00	58	89	30	8	0	0	12	120	37	0	0	0	25	114	0	0	0	0	0	118	86	1	0	0	698
11:15:00	71	116	33	6	0	0	13	137	32	2	0	0	26	105	0	0	0	0	0	133	60	1	0	0	735
11:30:00	69	98	31	4	0	0	6	123	42	1	0	0	17	84	0	0	0	0	0	125	87	0	0	0	687
11:45:00	76	97	19	7	0	0	16	159	50	3	0	0	19	124	0	0	0	0	0	117	79	1	0	0	767
12:00:00	61	97	35	9	0	0	11	128	42	0	0	0	19	131	0	0	0	0	0	145	64	1	0	0	743
12:15:00	67	109	40	12	0	0	7	142	50	1	0	0	8	119	0	0	0	0	0	138	73	1	0	0	767
12:30:00	77	125	38	8	0	0	5	179	50	1	0	0	14	84	0	0	0	0	0	160	80	1	0	0	822
12:45:00	67	136	29	14	0	0	8	158	67	0	0	0	10	121	0	0	0	0	0	129	84	0	0	0	823
13:00:00	80	117	49	14	0	0	10	159	40	1	0	0	12	100	0	0	0	0	0	124	54	0	0	0	760
13:15:00	76	90	34	8	0	0	3	161	46	1	0	0	12	105	0	0	0	0	0	160	84	0	0	0	780
13:30:00	58	101	36	6	0	0	12	147	53	1	0	0	13	110	0	0	0	0	0	144	89	0	0	0	770
13:45:00	67	131	44	9	0	0	8	123	44	1	0	0	9	111	0	0	0	0	0	113	71	1	0	0	732
14:00:00	90	128	45	10	0	0	6	162	39	1	0	0	8	104	0	0	0	0	0	119	54	0	0	0	766
14:15:00	78	107	40	10	0	0	6	170	40	1	0	0	10	95	0	0	0	0	0	160	71	0	0	0	788
14:30:00	73	150	31	3	0	0	5	151	57	1	0	0	13	120	0	0	0	0	0	152	79	0	0	0	835
14:45:00	84	199	54	6	0	0	12	141	47	0	0	0	11	147	0	0	0	0	0	118	75	1	0	0	895
3:00 PM	83	173	54	4	0	0	6	172	42	1	0	0	15	146	0	0	0	0	0	192	53	2	0	0	943
3:15 PM	63	188	45	9	0	0	9	166	74	0	0	0	10	112	0	0	0	0	0	200	80	0	0	0	956
3:30 PM	70	155	38	7	0	0	7	168	52	0	0	0	11	145	0	0	0	0	0	203	81	1	0	0	938
3:45 PM	88	176	49	10	0	0	13	126	63	1	0	0	15	170	0	0	0	0	0	170	65	0	0	0	946
4:00 PM	80	182	48	7	0	0	7	190	57	0	0	0	16	126	0	0	0	0	0	190	75	0	0	0	978
4:15 PM	75	162	44	10	0	0	9	182	59	0	0	0	14	122	0	0	0	0	0	187	79	0	0	0	943
4:30 PM	98	159	36	3	0	0	13	165	68	0	0	0	20	131	0	0	0	0	0	175	90	0	0	0	958
4:45 PM	83	149	46	7	0	0	9	169	70	0	0	0	7	156	0	0	0	0	0	154	64	0	0	0	914
5:00 PM	83	188	42	15	0	0	7	177	70	1	0	0	15	120	0	0	0	0	0	159	85	0	0	0	962
5:15 PM	90	155	34	9	0	0	10	203	75	1	0	0	14	121	0	0	0	0	0	184	89	0	0	0	985
PHF																									0.969289
% HV																									0%
5:30 PM	74	134	28	13	0	0	11	155	71	1	0	0	8	141	0	0	0	0	0	129	68	2	0	0	835
5:45 PM	60	148	42	11	0	0	5	184	59	2	0	0	21	135	0	0	0	0	0	113	51	2	0	0	833
18:00:00	56	159	38	13	0	0	10	169	63	2	0	0	7	133	0	0	0	0	0	144	70	1	0	0	865
18:15:00	60	120	32	4	0	0	7	141	57	0	0	0	21	139	0	0	0	0	0	116	68	0	0	0	765
18:30:00	63	124	15	13	0	0	15	146	38	0	0	0	12	58	0	0	0	0	0	92	59	0	0	0	635
18:45:00	59	125	19	3	0	0	16	129	55	0	0	0	3	68	0	0	0	0	0	117	51	0	0	0	645
19:00:00	74	142	19	8	0	0	13	101	36	0	0	0	6	75	0	0	0	0	0	92	46	0	0	0	612
19:15:00	81	125	8	11	0	0	12	115	57	0	0	0	6	50	0	0	0	0	0	99	52	0	0	0	616
19:30:00	63	111	8	4	0	0	15	98	31	0	0	0	9	54	0	0	0	0	0	75	50	0	0	0	518
19:45:00	62	103	16	6	0	0	8	96	23	1	0	0	4	60	0	0	0	0	0	59	50	0	0	0	488
20:00:00	55	107	8	5	0	0	9	92	33	0	0	0	8	51	0	0	0	0	0	52	34	2	0	0	456
20:15:00	45	64	8	0	0	0	3	80	36	1	0	0	6	42	0	0	0	0	0	58	25	0	0	0	368
20:30:00	32	68	6	2	0	0	5	70	31	0	0	0	2	53	0	0	0	0	0	48	18	0	0	0	335
20:45:00	35	76	8	3	0	0	3	53	14	1	0	0	0	27	0	0	0	0	0	37	23	0	0	0	280
21:00:00	29	83	3	2	0	0	4	65	21	0	0	0	5	35	0	0	0	0	0	39	17	0	0	0	303
21:15:00	31	59	5	0	0	0	0	46	16	0	0	0	1	28	0	0	0	0	0	30	12	0	0	0	228
21:30:00	24	48	4	2	0	0	4	43	20	0	0	0	1	30	0	0	0	0	0	41	10	0	0	0	227
21:45:00	21	66	4	5	0	0	2	35	12	0	0	0	4	27	0	0	0	0	0	33	16	0	0	0	225
22:00:00	17	45	3	1	0	0	6	51	18	0	0	0	4	32	0	0	0	0	0	33	16	0	0	0	226
22:15:00	18	42	1	0	0	0	2	36	12	0	0	0	3	30	0	0	0	0	0	18	8	0	0	0	170
22:30:00	11	40	1	0	0	0	3	27	13	1	0	0	1	25	0	0	0	0	0	19	8	0	0	0	149
22:45:00	13	33	1	0	0	0	0	16	3	0	0	0	1	29	0	0	0	0	0	17	10	0	0	0	123
23:00:00	7	43	0	0	0	0	1	23	9	0	0	0	0	19	0	0	0	0	0	8	6	0	0	0	116
23:15:00	8	34	1	0	0	0	1	29	10	0	0	0	1	16	0	0	0	0	0	20	6	0	0	0	126
23:30:00	27	38	2	0	0	0	0	29	12	0	0	0	0	22	0	0	0	0	0	27	4	0	0	0	161
23:45:00	8	25	1	0	0	0	3	33	9	0	0	0	0	24	0	0	0	0	0	20	7	1	0	0	131

Lights HV
943
958 951 7
914 908 6
962 959 3
985 982 3

Summary
Bin Size 15 minutes
Aggregatio Median
Time Zone America/New_York
Start Time ########
End Time ########
Location 05-53-282 Rt 62 (NFB) @ Treadwell Rd
Latitude an 42.98670806, -78.82272476
Lights

Entry	North						East						South						West						
Direction	Southbound						Westbound						Northbound						Eastbound						
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Total
0:00:00	0	43	0	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	0	0	0	58
0:15:00	0	30	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	1	0	1	0	0	0	39
0:30:00	0	33	0	0	0	0	0	0	1	0	0	0	0	7	0	1	0	0	0	0	0	0	0	0	42
0:45:00	0	28	0	0	0	0	1	0	0	0	0	0	0	7	0	0	0	0	1	0	0	0	0	0	37
1:00:00	0	25	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	2	0	0	0	0	0	34
1:15:00	0	19	0	0	0	0	0	1	0	0	0	0	0	6	0	0	0	0	1	0	0	0	0	0	27
1:30:00	0	21	0	0	0	0	0	1	0	0	0	0	1	8	0	0	0	0	0	0	0	0	0	0	31
1:45:00	0	27	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	37
2:00:00	0	19	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	25
2:15:00	1	20	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	1	0	0	0	0	0	30
2:30:00	0	23	0	0	0	0	0	2	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	35
2:45:00	0	15	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	25
3:00:00	0	16	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	20
3:15:00	0	13	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	15
3:30:00	0	7	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	11
3:45:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:00:00	1	8	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	14
4:15:00	0	7	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	9
4:30:00	0	14	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	16
4:45:00	0	7	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	11
5:00:00	0	10	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	13
5:15:00	0	10	0	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	15
5:30:00	0	13	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	16
5:45:00	0	9	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	11
6:00:00	0	12	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	3	0	0	0	0	0	17
6:15:00	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	1	0	0	0	0	0	9
6:30:00	1	10	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	0	0	0	0	17
6:45:00	0	16	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	23
7:00:00	0	16	0	0	0	0	0	0	0	0	0	0	1	8	0	0	0	0	1	0	0	0	0	0	26
7:15:00	0	31	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	1	1	0	0	0	39
7:30:00	1	35	0	0	0	0	1	1	0	0	0	0	0	36	0	0	0	0	1	0	1	0	0	0	76
7:45:00	2	57	2	0	0	0	0	0	1	0	0	0	1	63	1	0	0	0	2	0	0	0	0	0	129
8:00:00	2	69	1	0	0	0	3	0	1	0	0	0	2	60	3	2	0	0	1	1	2	0	0	0	147
8:15:00	4	67	2	0	0	0	4	0	0	0	0	0	2	60	1	0	0	0	1	0	0	0	0	0	141
8:30:00	5	94	0	0	0	0	0	1	0	0	0	0	0	87	0	1	0	0	4	0	1	0	0	0	193
8:45:00	3	108	5	0	0	0	3	0	4	0	0	0	1	111	4	3	0	0	1	2	1	0	0	0	246
9:00:00	7	102	1	0	0	0	0	0	2	0	0	0	3	117	0	6	0	0	2	5	5	0	0	0	250
9:15:00	6	104	9	0	0	0	4	1	2	0	0	0	2	149	5	1	0	0	3	3	1	0	0	0	290
9:30:00	12	134	7	0	0	0	1	1	4	0	0	0	3	146	3	4	0	0	6	2	8	0	0	0	331
9:45:00	7	168	4	0	0	0	5	1	7	0	0	0	7	179	7	4	0	0	5	7	4	0	0	0	405
10:00:00	5	147	7	0	0	0	1	1	4	0	0	0	6	154	6	6	0	0	5	1	4	0	0	0	347
10:15:00	9	181	10	0	0	0	6	2	3	0	0	0	3	174	4	2	0	0	8	3	7	0	0	0	412
10:30:00	9	180	13	0	0	0	8	2	6	0	0	0	8	204	9	8	0	0	3	4	8	0	0	0	462
10:45:00	7	177	9	0	0	0	1	1	6	0	0	0	6	212	5	8	0	0	9	4	8	0	0	0	453
11:00:00	14	202	13	0	0	0	8	0	6	0	0	0	16	251	6	6	0	0	5	5	4	0	0	0	536
11:15:00	11	210	12	0	0	0	3	6	4	0	0	0	10	164	6	5	0	0	8	10	6	0	0	0	455
11:30:00	11	236	13	0	0	0	6	4	8	0	0	0	14	214	3	4	0	0	2	2	7	0	0	0	524
11:45:00	7	213	8	0	0	0	4	3	13	0	0	0	19	238	5	7	0	0	6	4	6	0	0	0	533
12:00:00	7	239	7	0	0	0	8	3	13	0	0	0	14	229	7	6	0	0	4	2	7	0	0	0	546
12:15:00	9	216	9	0	0	0	6	2	8	0	0	0	15	298	6	9	0	0	6	5	2	0	0	0	591
12:30:00	7	275	8	0	0	0	14	2	12	0	0	0	1	256	9	8	0	0	8	1	6	0	0	0	607
12:45:00	7	253	8	0	0	0	8	2	14	0	0	0	3	277	6	7	0	0	8	3	6	0	0	0	602
13:00:00	5	270	9	0	0	0	9	2	8	0	0	0	5	266	5	11	0	0	6	2	12	0	0	0	610
13:15:00	10	245	7	0	0	0	17	3	11	0	0	0	12	245	5	11	0	0	3	3	4	0	0	0	576
13:30:00	12	264	5	0	0	0	6	6	9	0	0	0	11	229	10	4	0	0	12	2	7	0	0	0	577
13:45:00	9	268	7	0	0	0	5	4	10	0	0	0	14	268	6	7	0	0	3	4	7	0	0	0	612
14:00:00	7	258	8	0	0	0	13	3	10	0	0	0	15	275	5	8	0	0	3	5	4	0	0	0	614
14:15:00	9	246	6	0	0	0	12	2	4	0	0	0	8	274	7	6	0	0	1	4	5	0	0	0	584
PHF																									0.971906
% HV																									0%
14:30:00	7	252	6	0	0	0	11	4	12	0	0	0	6	297	4	6	0	0	4	6	2	0	0	0	617
14:45:00	6	254	7	0	0	0	6	1	18	0	0	0	13	267	3	5	0	0	0	2	5	0	0	0	587
15:00:00	7	250	11	0	0	0	4	1	6	0	0	0	3	265	5	12	0	0	1	4	1	0	0	0	570
15:15:00	6	249	2	1	0	0	15	3	17	0	0	0	11	259	7	8	0	0	6	1	12	0	0	0	597
15:30:00	6	266	10	0	0	0	2	5	14	0	0	0	9	258	7	3	0	0	3	1	7	0	0	0	591
15:45:00	8	269	8	0	0	0	6	1	11	0	0	0	7	251	9	5	0	0	6	1	2	0	0	0	584
16:00:00	6	252	15	1	0	0	8	1	7	0	0	0	9	260	6	8	0	0	1	2	8	0	0	0	584
16:15:00	8	227	2	0	0	0	10	1	9	0	0	0	3	216	5	10	0	0	4	2	3	0	0	0	500
16:30:00	7	292	5	0	0	0	19	1	9	0	0	0	8	232	0	3	0	0	0	4	2	0	0	0	582
16:45:00	5	234	8	0	0	0	7	0	9	0	0	0	10	246	6	7	0	0	7	2	4	0	0	0	545
17:00:00	7	233	4	0	0	0	11	2	11	0	0	0	7	220	5	10	0	0	5	6	2	0	0	0	523
17:15:00	8	193	8	0	0	0	6	4	5	0	0	0	10	232	1	8	0	0	4	6	4	0	0	0	489
17:30:00	7	218	7	0	0	0	14	6	6	0	0	0	6	243	4	7	0	0	2	1	5	0	0	0	526
17:45:00	5	207	7	0	0	0	9	4	7	0	0	0	5	226	4	4	0	0	3	2	2	0	0	0	485
18:00:00	3	186	3	0	0	0	11	2	6	0	0	0	13	228	3	8	0	0	6	1	3	0	0	0	473
18:15:00	2	205	11	0	0	0	12	1	8	0	0	0	1	208	1	1	0	0	2	3	1	0	0	0	456
18:30:00	4	214	8	0	0	0	9	2	10	0	0	0	2	122	3	6	0	0	8	3	2	0	0	0	393
18:45:00	1	213	6	0	0	0	3	3	3	0	0	0	2	100	3	1	0	0	4	1	2	0	0	0	342
19:00:00	6	187	6	0	0	0	0	0	3	0	0	0	1	60	2	1	0	0	2	2	0	0	0	0	270
19:15:00	3	165	4	0	0	0	1	0	1	0	0	0	2	50	4	3	0	0	0	1	2	0	0	0	236
19:30:00	7	149	2	0	0	0	1	0	6	0	0	0	3	85	4	0	0	0	2	1	2	0	0	0	262
19:45:00	2	147	3	0	0	0	1	0	2	0	0	0	1	61	1	1	0	0	2	0	3	0	0	0	224
20:00:00	1	123	4	0	0	0	1	0	0	0	0	0	0	49	3	1	0	0	4	1	3	0	0	0	190
20:15:00	2	141	2	0	0	0	1	2	0	0	0	0	1	50	6	1	0	0	1	0	1	0	0	0	208
20:30:00	1	124	0	0	0	0	0	3	3	0	0	0	0	61	2	0	0	0	1	0	0	0	0	0	195
20:45:00	0	124	1	0	0	0	0	0	1	0	0	0	4	50	2	1	0	0	1	0	0	0	0	0	184
21:00:00	1	114	2	0	0	0	0	1	3	0	0	0	1	22	0	0	0	0	0	0	2	0	0	0	146
21:15:00	2	96	2	0	0	0	1	0	2	0	0	0	2	30	1	0	0	0	1	0	1	0	0	0	138
21:30:00	0	93	2	0	0	0	1	0	1	0	0	0	3	36	0	0	0	0	0	0	0	0	0	0	136
21:45:00	2	89	2	0	0	0	0	1	3	0	0	0	0	31	2	2	0	0	1	0	0	0	0	0	133
22:00:00	1	101	1	0	0	0	0	1	1	0	0	0	0	22	3	0	0	0	2	1	0	0	0	0	133
22:15:00	1	67	1	0	0	0	0	0	0	0	0	0	1	19	0	0	0	0	2	0	0	0	0	0	91
22:30:00	3	62	0	0	0	0	0	0	1	0	0	0	0	18	1	1	0	0	0	1	1	0	0	0	88
22:45:00	1	54	0	0	0	0	0	0	1	0	0	0	1	14	1	0	0	0	1	0	1	0	0	0	74
23:00:00	1	62	1	0	0	0	0	0	1	0	0	0	0	21	1	0	0	0	1	0	0	0	0	0	88
23:15:00	0	68	1	0	0	0	0	0	1	0	0	0	0	11	3	0	0	0	1	0	0	0	0	0	85
23:30:00	0	59	0	0	0	0	0	0	0	0	0	0	1	25	1	0	0	0	0	0	0	0	0	0	86
23:45:00	3	58	0	0	0	0	0	1	1	0	0	0	0	19	1	0	0	0	0	0	1	0	0	0	84

Lights	HV
576	1
607	5
584	0

Summary
Bin Size 15 minutes
Aggregatio Median
Time Zone America/New_York
Start Time 10/26/2023 0:00
End Time 10/26/2023 23:59
Location 05-53-282 Rt 62 (NFB) @ Treadwell Rd
Latitude an 42.98670806,-78.82272476
Lights

Entry Direction	North Southbound						East Westbound						South Northbound						West Eastbound								
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Total		
0:00:00		1	11	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	15		
0:15:00		0	11	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	1	0	0	0	0	17		
0:30:00		0	8	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	11		
0:45:00		1	11	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	13		
1:00:00		0	9	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	13		
1:15:00		0	7	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	9		
1:30:00		0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	6		
1:45:00		0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	4		
2:00:00		0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5		
2:15:00		0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
2:30:00		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
2:45:00		0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3		
3:00:00		0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
3:15:00		0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
3:30:00		0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
3:45:00		0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
4:00:00		0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	6		
4:15:00		0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	5		
4:30:00		0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3		
4:45:00		0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	6		
5:00:00		0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	5		
5:15:00		0	6	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	9		
5:30:00		0	8	1	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	1	0	1	0	0	17		
5:45:00		0	3	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	1	0	1	0	0	10		
6:00:00		0	18	0	0	0	0	1	0	0	0	0	0	1	3	0	0	0	0	0	0	1	0	0	24		
6:15:00		1	19	0	0	0	0	0	1	0	0	0	0	1	3	2	0	0	0	4	1	0	0	0	32		
6:30:00		0	31	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	1	2	0	0	38		
6:45:00		1	38	0	0	0	0	1	0	0	0	0	0	2	10	1	0	0	0	1	0	2	0	0	56		
7:00:00		2	43	0	0	0	0	0	1	1	0	0	0	0	5	0	0	0	0	3	0	2	0	0	57		
7:15:00		1	85	0	0	0	0	0	0	1	0	0	0	1	15	2	0	0	0	2	1	1	0	0	109		
7:30:00		2	170	1	0	0	0	2	0	0	0	0	0	2	54	0	1	0	0	5	0	1	0	0	238		
7:45:00		7	189	0	0	0	0	6	0	0	0	0	0	0	142	1	4	0	0	10	1	2	0	0	362		
8:00:00		5	112	1	0	0	0	0	0	1	0	0	0	4	131	3	1	0	0	4	0	2	0	0	264		
8:15:00		2	153	1	0	0	0	2	0	1	0	0	0	1	142	0	3	0	0	5	0	2	0	0	312		
8:30:00		5	141	1	0	0	0	0	0	0	0	0	0	2	152	2	3	0	0	4	0	3	0	0	313		
8:45:00		2	153	5	0	0	0	2	0	2	0	0	0	3	168	1	4	0	0	4	1	1	0	0	346		
9:00:00		5	142	5	0	0	0	2	0	1	0	0	0	4	139	2	7	0	0	3	5	3	0	0	318		
9:15:00		5	131	4	0	0	0	3	0	1	0	0	0	3	140	3	3	0	0	0	1	6	0	0	300		
9:30:00		7	119	1	0	0	0	3	2	2	0	0	0	1	158	3	4	0	0	5	5	4	0	0	314		
9:45:00		7	137	5	0	0	0	4	1	5	0	0	0	5	167	5	5	0	0	3	2	1	0	0	347		
10:00:00		4	146	5	0	0	0	1	1	4	0	0	0	6	171	2	8	0	0	5	4	6	0	0	363		
10:15:00		5	171	2	0	0	0	2	1	2	0	0	0	6	165	3	3	0	0	9	2	2	0	0	373		
10:30:00		9	162	5	0	0	0	5	1	4	0	0	0	2	169	2	0	0	0	4	3	7	0	0	373		
10:45:00		6	164	8	0	0	0	4	1	6	0	0	0	6	167	2	2	0	0	4	1	1	0	0	372		
11:00:00		6	177	8	0	0	0	8	0	8	0	0	0	8	191	5	9	0	0	4	2	2	0	0	428		
11:15:00		7	195	5	0	0	0	2	2	9	0	0	0	7	193	5	2	0	0	5	7	6	0	0	445		
11:30:00		4	196	9	0	0	0	7	2	11	0	0	0	7	211	5	4	0	0	4	2	2	0	0	464		
11:45:00		7	185	11	0	0	0	3	3	9	0	0	0	8	194	3	3	0	0	4	5	5	0	0	440		
12:00:00		1	203	11	0	0	0	3	2	3	0	0	0	12	251	2	5	0	0	4	4	4	0	0	505		
12:15:00		2	203	5	0	0	0	13	5	9	0	0	0	8	198	5	2	0	0	3	8	1	0	0	462		
12:30:00		6	236	7	0	0	0	4	2	8	0	0	0	3	218	4	6	0	0	1	5	2	0	0	502		
12:45:00		5	261	4	0	0	0	8	3	6	0	0	0	3	222	2	12	0	0	4	2	6	0	0	538		
13:00:00		3	223	7	0	0	0	6	3	9	0	0	0	6	204	4	8	0	0	7	3	4	0	0	487		
13:15:00		14	192	6	0	0	0	6	1	5	0	0	0	3	230	5	12	0	0	3	5	8	0	0	490		
13:30:00		9	186	6	0	0	0	7	2	7	0	0	0	3	234	6	6	0	0	5	6	3	0	0	480		
13:45:00		5	231	5	0	0	0	6	2	7	0	0	0	8	200	4	8	0	0	4	0	8	0	0	488		
14:00:00		8	246	7	0	0	0	6	3	9	0	0	0	4	178	4	0	0	0	5	6	5	0	0	481		
14:15:00		4	219	7	0	0	0	8	4	6	0	0	0	5	199	7	12	0	0	5	0	5	0	0	481		
14:30:00		6	267	7	0	0	0	7	3	6	0	0	0	2	230	5	6	0	0	4	0	2	0	0	545		
14:45:00		5	299	10	0	0	0	8	3	13	0	0	0	4	235	3	4	0	0	5	4	5	0	0	598		
3:00 PM		7	285	5	0	0	0	3	1	7	0	0	0	10	211	5	7	0	0	9	6	6	0	0	0	562	
3:15 PM		8	278	10	0	0	0	9	7	13	0	0	0	5	227	3	4	0	0	4	5	4	0	0	0	577	
3:30 PM		8	288	8	0	0	0	12	1	6	0	0	0	5	229	5	8	0	0	4	2	3	0	0	0	579	
3:45 PM		10	279	5	0	0	0	8	8	9	0	0	0	5	244	4	2	0	0	2	2	5	0	0	0	583	
4:00 PM		12	285	4	0	0	0	11	5	16	0	0	0	1	215	3	9	0	0	4	2	7	0	0	0	574	
4:15 PM		9	290	6	0	0	0	4	5	2	0	0	0	1	254	4	9	0	0	5	2	3	0	0	0	594	**Lights** HV
4:30 PM		4	301	4	0	0	0	2	3	5	0	0	0	6	251	5	6	0	0	4	4	3	0	0	0	598	596 2
4:45 PM		10	244	6	0	0	0	1	1	10	0	0	0	5	229	3	2	0	0	4	4	8	0	0	0	527	521 6
5:00 PM		8	271	8	0	0	0	10	4	11	0	0	0	3	231	4	7	0	0	8	4	6	0	0	0	575	572 3
5:15 PM		5	265	2	0	0	0	8	3	16	0	0	0	4	239	6	6	0	0	4	2	4	0	0	0	564	560 4
PHF																									0.946488		
% HV																									1%		
5:30 PM		3	228	6	0	0	0	5	3	6	0	0	0	5	225	6	9	0	0	4	1	1	0	0	0	502	
5:45 PM		5	238	9	0	0	0	6	4	11	0	0	0	5	195	4	2	0	0	6	4	2	0	0	0	491	
18:00:00		3	211	10	0	0	0	6	4	9	0	0	0	7	221	6	5	0	0	1	3	4	0	0	0	490	
18:15:00		14	184	4	0	0	0	6	3	12	0	0	0	1	202	6	3	0	0	5	2	6	0	0	0	448	
18:30:00		8	176	5	0	0	0	1	3	5	0	0	0	2	114	1	2	0	0	6	2	4	0	0	0	329	
18:45:00		4	194	6	0	0	0	6	3	6	0	0	0	7	70	1	1	0	0	4	0	2	0	0	0	304	
19:00:00		4	156	3	0	0	0	1	5	4	0	0	0	3	64	5	1	0	0	2	1	3	0	0	0	252	
19:15:00		5	188	1	0	0	0	2	2	3	0	0	0	10	56	5	0	0	0	0	1	2	0	0	0	275	
19:30:00		5	143	7	0	0	0	2	0	0	0	0	0	3	47	1	0	0	0	2	0	3	0	0	0	213	
19:45:00		1	154	2	0	0	0	1	0	4	0	0	0	4	39	1	2	0	0	3	0	1	0	0	0	212	
20:00:00		3	126	1	0	0	0	2	2	0	0	0	0	2	36	3	2	0	0	4	1	0	0	0	0	182	
20:15:00		2	92	1	0	0	0	0	1	2	0	0	0	1	25	2	0	0	0	1	1	2	0	0	0	130	
20:30:00		0	88	2	0	0	0	0	0	0	0	0	0	0	15	4	1	0	0	1	1	0	0	0	0	112	
20:45:00		1	94	6	0	0	0	0	1	3	0	0	0	0	15	0	3	0	0	2	1	1	0	0	0	127	
21:00:00		1	80	2	0	0	0	1	2	3	0	0	0	0	29	2	1	0	0	0	0	2	0	0	0	123	
21:15:00		0	77	1	0	0	0	0	0	2	0	0	0	0	21	1	0	0	0	1	0	0	0	0	0	103	
21:30:00		1	60	1	0	0	0	0	0	2	0	0	0	0	17	1	1	0	0	1	0	0	0	0	0	84	
21:45:00		1	81	0	0	0	0	0	0	0	0	0	0	1	15	1	2	0	0	1	0	0	0	0	0	102	
22:00:00		1	53	2	0	0	0	0	0	0	0	0	0	0	23	1	1	0	0	0	0	0	0	0	0	81	
22:15:00		1	59	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	1	0	0	0	0	0	73	
22:30:00		0	41	0	0	0	0	0	0	0	0	0	0	2	14	0	0	0	0	1	0	0	0	0	0	58	
22:45:00		0	39	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	1	0	0	0	0	0	55	
23:00:00		0	44	0	0	0	0	1	0	0	0	0	0	0	10	1	0	0	0	0	0	0	0	0	0	56	
23:15:00		2	35	1	0	0	0	0	3	1	0	0	0	0	7	1	1	0	0	1	0	0	0	0	0	52	
23:30:00		3	52	1	0	0	0	0	1	3	0	0	0	1	11	1	0	0	0	0	0	2	0	0	0	75	
23:45:00		3	39	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	0	0	0	0	57	

Summary
Bin Size 15 minutes
Aggregatio Median
Time Zone America/New_York
Start Time ########
End Time ########
Location 05-53-298P Rt 62 (NFB) @ Boulevard Mall
Latitude an 42.98879028, -78.8225715
Lights

Entry	North						East						South						West							
Direction	Southbound						Westbound						Northbound						Eastbound							
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Total	
0:00:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	8	
0:15:00	0	3	0	0	0	0	3	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	14	
0:30:00	0	1	0	0	0	0	1	0	0	0	0	0	1	4	0	0	0	0	2	0	0	0	0	0	9	
0:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	17	
1:00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	11	
1:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	
1:30:00	1	1	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	9	
1:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	3	
2:00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	8	
2:15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	8	
2:30:00	0	2	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6	
2:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5	
3:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4	
3:15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	
3:30:00	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5	
3:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
4:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
4:15:00	1	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5	
4:30:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
5:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
6:15:00	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
6:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4	
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	
7:15:00	0	2	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7	
7:30:00	0	19	0	0	0	0	3	0	0	0	0	0	0	29	0	0	0	0	0	0	0	0	0	0	51	
7:45:00	1	47	0	0	0	0	0	0	0	0	0	0	0	59	0	0	0	0	3	0	0	0	0	0	110	
8:00:00	0	58	0	0	0	0	0	0	0	0	0	0	0	66	0	0	0	0	0	0	0	0	0	0	124	
8:15:00	1	54	0	0	0	0	0	0	0	0	0	0	0	70	0	0	0	0	1	0	0	0	0	0	126	
8:30:00	0	86	0	0	0	0	0	0	1	0	0	0	0	91	0	0	0	0	0	0	0	0	0	0	178	
8:45:00	0	91	6	3	0	0	0	0	0	0	0	0	2	113	0	0	0	0	1	0	1	0	0	0	217	
9:00:00	0	96	5	1	0	0	0	0	0	0	0	0	0	128	0	0	0	0	4	0	0	0	0	0	234	
9:15:00	1	115	5	0	0	0	0	0	0	0	0	0	2	157	0	0	0	0	0	0	0	0	0	0	280	
9:30:00	4	143	2	3	0	0	3	0	0	0	0	0	1	161	0	0	0	0	0	0	0	0	0	0	317	
9:45:00	3	165	3	1	0	0	3	0	0	0	0	0	2	188	0	0	0	0	1	0	0	0	0	0	366	
10:00:00	2	147	8	2	0	0	1	0	0	0	0	0	0	164	1	0	0	0	2	0	0	0	0	0	327	
10:15:00	4	180	12	0	0	0	4	0	0	0	0	0	5	182	3	3	0	0	2	0	1	0	0	0	396	
10:30:00	4	194	9	1	0	0	4	1	2	0	0	0	6	220	0	0	0	0	3	0	3	0	0	0	447	
10:45:00	10	178	10	2	0	0	2	1	1	0	0	0	5	217	2	0	0	0	3	1	0	0	0	0	432	
11:00:00	9	207	9	3	0	0	6	0	2	0	0	0	10	251	4	1	0	0	7	0	2	0	0	0	511	
11:15:00	6	216	9	8	0	0	6	0	4	0	0	0	4	211	0	2	0	0	7	1	0	0	0	0	474	
11:30:00	9	224	7	2	0	0	6	1	11	0	0	0	9	264	4	1	0	0	5	0	1	0	0	0	544	
11:45:00	8	220	9	4	0	0	8	0	5	0	0	0	5	272	1	0	0	0	3	0	2	0	0	0	537	
12:00:00	4	231	10	2	0	0	11	1	4	0	0	0	13	247	3	2	0	0	2	0	1	0	0	0	531	
12:15:00	2	222	7	2	0	0	8	0	6	0	0	0	6	308	2	0	0	0	2	1	1	0	0	0	567	
12:30:00	6	273	18	2	0	0	8	1	5	0	0	0	7	259	1	0	0	0	4	0	2	0	0	0	586	
12:45:00	6	254	12	7	0	0	11	0	7	0	0	0	9	266	5	0	0	0	5	0	2	0	0	0	584	
13:00:00	4	268	17	3	0	0	7	3	6	0	0	0	11	284	2	1	0	0	6	1	3	0	0	0	616	
13:15:00	8	252	11	3	0	0	7	1	6	0	0	0	9	266	2	1	0	0	3	0	1	0	0	0	570	**Lights** HV
13:30:00	8	264	11	5	0	0	5	0	12	0	0	0	6	254	2	0	0	0	5	0	4	0	0	0	576	575 1
13:45:00	6	257	9	5	0	0	6	3	9	0	0	0	7	278	0	0	0	0	5	0	1	0	0	0	586	582 4
14:00:00	3	260	9	1	0	0	10	3	5	0	0	0	7	302	0	0	0	0	2	1	3	0	0	0	606	606 0
14:15:00	7	237	12	5	0	0	15	1	4	0	0	0	5	282	4	1	0	0	3	1	1	0	0	0	578	575 3
PHF																									0.967822	
% HV																									0%	
14:30:00	9	253	11	3	0	0	14	1	3	0	0	0	7	298	3	1	0	0	4	1	2	0	0	0	610	
14:45:00	6	254	10	2	0	0	14	2	7	0	0	0	9	286	1	1	0	0	7	0	3	0	0	0	602	
15:00:00	4	259	6	6	0	0	5	2	8	0	0	0	12	260	2	0	0	0	0	0	1	0	0	0	565	
15:15:00	5	234	12	7	0	0	15	2	4	0	0	0	10	277	0	0	0	0	4	0	2	0	0	0	572	
15:30:00	3	267	11	8	0	0	14	0	5	0	0	0	8	265	1	1	0	0	1	0	1	0	0	0	585	
15:45:00	6	271	8	6	0	0	14	1	6	0	0	0	8	266	0	0	0	0	2	0	2	0	0	0	590	
16:00:00	5	272	11	2	0	0	10	1	0	0	0	0	8	265	0	1	0	0	0	0	2	0	0	0	577	
16:15:00	7	215	12	7	0	0	10	0	9	0	0	0	8	227	2	0	0	0	5	1	0	0	0	0	503	
16:30:00	11	260	16	0	0	0	11	0	6	0	0	0	6	247	1	0	0	0	6	0	3	0	0	0	567	
16:45:00	9	222	13	3	0	0	14	2	2	0	0	0	9	258	1	0	0	0	12	0	1	1	0	0	547	
17:00:00	6	154	18	1	0	0	11	0	7	0	0	0	6	199	0	0	0	0	2	1	1	0	0	0	406	
17:15:00	33	10	8	1	0	0	14	0	3	0	0	0	5	95	0	0	0	0	0	2	0	0	0	0	171	
17:30:00	22	56	9	1	0	0	14	1	2	0	0	0	3	177	0	0	0	0	3	0	0	0	0	0	288	
17:45:00	14	127	13	3	0	0	11	2	1	0	0	0	2	225	3	1	0	0	3	0	0	0	0	0	405	
18:00:00	1	187	12	4	0	0	8	0	4	0	0	0	6	236	0	0	0	0	3	0	1	0	0	0	462	
18:15:00	0	196	9	2	0	0	7	2	6	0	0	0	4	221	1	1	0	0	0	0	1	0	0	0	450	
18:30:00	3	201	3	2	0	0	5	2	3	0	0	0	5	148	0	0	0	0	6	0	0	0	0	0	378	
18:45:00	4	194	5	1	0	0	13	2	5	0	0	0	5	111	3	0	0	0	5	0	1	0	0	0	349	
19:00:00	4	168	4	2	0	0	10	1	4	0	0	0	2	79	0	0	0	0	6	1	2	0	0	0	283	
19:15:00	1	156	2	0	0	0	6	2	3	0	0	0	1	74	0	0	0	0	8	0	1	0	0	0	254	
19:30:00	3	137	4	0	0	0	4	2	0	0	0	0	0	98	0	0	0	0	2	1	1	0	0	0	252	
19:45:00	1	146	6	1	0	0	3	0	1	0	0	0	1	64	1	0	0	0	3	0	0	0	0	0	227	
20:00:00	1	121	4	0	0	0	4	0	1	0	0	0	0	80	1	0	0	0	2	0	1	0	0	0	215	
20:15:00	1	131	2	0	0	0	3	0	1	0	0	0	0	48	1	0	0	0	3	0	0	0	0	0	190	
20:30:00	2	116	0	1	0	0	1	2	0	0	0	0	0	38	1	0	0	0	4	1	0	0	0	0	166	
20:45:00	3	103	2	1	0	0	2	0	2	0	0	0	3	50	1	0	0	0	5	0	1	0	0	0	173	
21:00:00	0	109	5	0	0	0	2	0	0	0	0	0	1	22	0	0	0	0	0	0	0	0	0	0	139	
21:15:00	1	103	3	0	0	0	2	1	1	0	0	0	0	33	0	0	0	0	1	0	0	0	0	0	145	
21:30:00	2	96	2	0	0	0	1	0	0	0	0	0	0	31	1	0	0	0	1	0	0	0	0	0	134	
21:45:00	0	89	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	115	
22:00:00	1	90	1	0	0	0	4	1	0	0	0	0	0	24	0	1	0	0	4	0	0	0	0	0	126	
22:15:00	0	64	1	0	0	0	0	1	0	0	0	0	0	22	1	0	0	0	0	0	0	0	0	0	89	
22:30:00	1	63	0	1	0	0	0	0	1	0	0	0	0	25	0	0	0	0	2	0	1	0	0	0	94	
22:45:00	0	57	0	0	0	0	2	0	0	0	0	0	0	15	0	0	0	0	1	0	0	0	0	0	75	
23:00:00	0	61	2	0	0	0	1	0	0	0	0	0	1	14	0	0	0	0	1	0	0	0	0	0	80	
23:15:00	0	65	2	0	0	0	3	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	93	
23:30:00	0	57	1	0	0	0	2	1	1	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	74	
23:45:00	0	51	0	0	0	0	1	0	0	0	0	0	1	17	2	0	0	0	1	0	0	0	0	0	73	

Summary
Bin Size 15 minutes
Aggregatio Median
Time Zone America/New_York
Start Time 10/26/2023 0:00
End Time 10/26/2023 23:59
Location 05-53-298P Rt 62 (NFB) @ Boulevard Mall
Latitude an 42.98879028,-78.8225715
Lights

Entry Direction	North Southbound						East Westbound						South Northbound						West Eastbound						
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Total
0:00:00		0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
0:15:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45:00		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00:00		0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15:00		0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2:30:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15:00		0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:30:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45:00		0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
6:00:00		0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0	5
6:15:00		0	1	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	7
6:30:00		0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	3
6:45:00		0	0	0	0	0	0	3	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	12
7:00:00		1	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	6
7:15:00		3	8	1	0	0	0	2	1	0	0	0	0	0	18	0	0	0	0	1	0	0	0	0	34
7:30:00		8	124	1	0	0	0	1	0	0	0	0	0	0	64	0	0	0	0	4	0	0	0	0	202
7:45:00		2	155	2	0	0	0	0	0	0	0	0	0	0	153	1	0	0	0	5	0	0	0	0	318
8:00:00		1	100	1	2	0	0	0	1	1	0	0	0	0	152	0	0	0	0	1	0	0	0	0	259
8:15:00		1	136	1	1	0	0	0	0	2	0	0	0	0	150	0	0	0	0	5	0	0	0	0	296
8:30:00		1	128	0	2	0	0	0	3	1	0	0	0	2	156	0	0	0	0	2	0	1	0	0	296
8:45:00		5	128	1	1	0	0	0	1	1	0	0	0	2	172	0	0	0	0	1	0	0	0	0	312
9:00:00		3	111	4	1	0	0	2	0	0	0	0	0	2	153	0	0	0	0	4	0	0	0	0	280
9:15:00		3	117	1	2	0	0	2	1	0	0	0	0	2	147	0	1	0	0	3	0	0	0	0	279
9:30:00		2	104	3	0	0	0	1	1	0	0	0	0	7	183	0	0	0	0	1	0	0	0	0	302
9:45:00		1	122	3	1	0	0	2	0	1	0	0	0	2	167	0	0	0	0	2	0	1	0	0	302
10:00:00		5	131	2	1	0	0	5	0	1	0	0	0	5	186	1	0	0	0	3	1	2	0	0	343
10:15:00		3	150	3	0	0	0	2	1	0	0	0	0	1	173	1	0	0	0	1	0	0	0	0	335
10:30:00		5	150	4	3	0	0	3	3	1	0	0	0	7	175	0	0	0	0	3	0	0	0	0	354
10:45:00		4	154	6	0	0	0	3	0	1	0	0	0	4	175	0	0	0	0	5	1	1	0	0	354
11:00:00		4	178	6	1	0	0	6	1	1	0	0	0	6	201	1	0	0	0	3	0	0	0	0	408
11:15:00		5	186	6	2	0	0	3	0	2	0	0	0	4	205	1	0	0	0	4	1	0	0	0	419
11:30:00		4	189	6	0	0	0	5	1	5	0	0	0	6	220	0	1	0	0	4	0	1	0	0	442
11:45:00		2	191	13	0	0	0	6	2	2	0	0	0	3	196	2	0	0	0	4	0	0	0	0	421
12:00:00		6	199	9	1	0	0	2	2	2	0	0	0	8	265	0	0	0	0	3	1	0	0	0	498
12:15:00		5	201	9	0	0	0	8	1	3	0	0	0	4	216	0	0	0	0	4	0	0	0	0	451
12:30:00		6	228	7	0	0	0	8	0	5	0	0	0	7	216	1	1	0	0	0	0	0	0	0	479
12:45:00		8	250	14	2	0	0	6	1	6	0	0	0	7	231	3	0	0	0	1	0	5	0	0	534
13:00:00		3	218	4	2	0	0	9	2	2	0	0	0	5	218	2	0	0	0	6	0	0	0	0	471
13:15:00		5	200	8	1	0	0	9	2	2	0	0	0	5	246	1	0	0	0	6	0	1	0	0	486
13:30:00		1	199	9	3	0	0	10	1	3	0	0	0	9	226	0	0	0	0	3	0	2	0	0	466
13:45:00		1	226	6	6	0	0	15	2	5	0	0	0	3	230	0	1	0	0	1	0	1	0	0	497
14:00:00		2	248	7	5	0	0	4	1	3	0	0	0	10	193	1	0	0	0	2	0	1	0	0	477
14:15:00		5	228	5	4	0	0	6	0	8	0	0	0	5	214	0	1	0	0	2	1	3	0	0	482
14:30:00		4	269	7	3	0	0	10	0	6	0	0	0	7	243	0	0	0	0	5	0	0	0	0	554
14:45:00		4	288	4	6	0	0	5	2	2	0	0	0	5	235	1	0	0	0	5	0	1	0	0	558
3:00 PM		3	301	6	2	0	0	9	1	8	0	0	0	4	231	3	1	0	0	1	0	3	0	0	573
3:15 PM		3	269	4	1	0	0	1	1	1	0	0	0	5	246	1	0	0	0	5	0	1	0	0	538
3:30 PM		6	296	8	2	0	0	10	0	3	0	0	0	9	233	0	0	0	0	2	0	3	0	0	572
3:45 PM		2	281	5	4	0	0	7	0	4	0	0	0	3	268	1	0	0	0	2	0	2	0	0	579
4:00 PM		5	298	7	0	0	0	6	1	6	0	0	0	5	231	2	0	0	0	1	0	1	0	0	563
4:15 PM		6	275	3	2	0	0	4	0	4	0	0	0	7	253	2	1	0	0	4	0	5	0	0	566
4:30 PM		2	297	4	1	0	0	8	2	3	0	0	0	4	255	1	1	0	0	2	0	0	0	0	580
4:45 PM		2	247	4	1	0	0	7	1	6	0	0	0	8	240	2	1	0	0	3	0	0	0	0	522
5:00 PM		5	273	11	7	0	0	6	0	6	0	0	0	7	241	1	0	0	0	1	1	1	0	0	560
5:15 PM		6	244	3	4	0	0	4	1	8	0	0	0	6	233	3	0	0	0	1	0	3	0	0	516
PHF																									0.938793
% HV																									1%
5:30 PM		1	232	11	1	0	0	7	1	7	0	0	0	1	236	3	0	0	0	4	0	4	0	0	508
5:45 PM		6	237	9	6	0	0	8	0	2	0	0	0	1	200	1	0	0	0	1	1	1	0	0	473
18:00:00		3	206	4	7	0	0	5	0	3	0	0	0	3	232	1	0	0	0	2	0	0	0	0	466
18:15:00		3	176	6	3	0	0	5	1	1	0	0	0	1	206	0	0	0	0	0	0	1	0	0	403
18:30:00		8	153	7	0	0	0	8	1	1	0	0	0	3	132	1	0	0	0	3	1	0	0	0	318
18:45:00		7	162	3	0	0	0	8	2	3	0	0	0	1	69	2	0	0	0	3	0	2	0	0	262
19:00:00		2	126	0	2	0	0	8	1	0	0	0	0	1	38	0	0	0	0	5	0	0	0	0	183
19:15:00		3	146	3	0	0	0	1	0	2	0	0	0	0	51	2	0	0	0	3	0	1	0	0	212
19:30:00		2	136	1	0	0	0	5	0	2	0	0	0	0	35	2	0	0	0	3	0	1	0	0	187
19:45:00		3	123	3	0	0	0	2	0	3	0	0	0	0	33	0	0	0	0	2	0	0	0	0	169
20:00:00		7	101	2	0	0	0	4	1	2	0	0	0	0	24	2	0	0	0	1	0	0	0	0	144
20:15:00		1	81	1	0	0	0	3	1	0	0	0	0	1	15	1	0	0	0	0	0	0	0	0	104
20:30:00		2	61	2	1	0	0	2	0	0	0	0	0	1	15	0	1	0	0	2	0	0	0	0	87
20:45:00		1	84	0	0	0	0	0	2	0	0	0	0	1	10	0	0	0	0	1	0	0	0	0	99
21:00:00		0	66	0	0	0	0	2	0	2	0	0	0	0	24	0	0	0	0	0	0	0	0	0	94
21:15:00		1	78	0	0	0	0	0	0	0	0	0	0	2	9	0	0	0	0	3	0	0	0	0	93
21:30:00		0	62	1	0	0	0	4	0	0	0	0	0	0	16	0	0	0	0	1	0	0	0	0	84
21:45:00		0	82	1	0	0	0	1	0	1	0	0	0	0	13	0	0	0	0	2	0	0	0	0	100
22:00:00		0	54	1	0	0	0	0	0	0	0	0	0	2	12	0	1	0	0	1	0	0	0	0	71
22:15:00		0	58	1	0	0	0	2	0	0	0	0	0	0	23	1	0	0	0	2	0	0	0	0	87
22:30:00		0	37	0	0	0	0	1	0	0	0	0	0	0	20	1	0	0	0	1	0	0	0	0	60
22:45:00		0	38	1	1	0	0	4	0	0	0	0	0	0	11	0	0	0	0	1	0	0	0	0	56
23:00:00		0	42	1	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	0	0	0	54
23:15:00		0	39	2	0	0	0	3	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	59
23:30:00		0	58	0	0	0	0	0	0	1	0	0	0	0	16	0	0	0	0	0	1	0	0	0	76
23:45:00		1	41	2	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	59

Lights	577	3
HV	559	1
	518	4
	512	4

Summary
Bin Size 15 minutes
Aggregatio Median
Time Zone America/New_York
Start Time 10/28/2023 0:00
End Time 10/28/2023 23:59
Location 05-53-424 Sweet Home Rd @ Maple Rd
Latitude an 42.99070136,-78.80420219
Lights

Entry	North						East						South						West						
Direction	Southbound						Westbound						Northbound						Eastbound						
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Total
0:00:00	22	32	16	0	0	0	12	14	2	0	0	0	4	23	2	0	0	0	2	23	26	0	0	0	178
0:15:00	19	29	11	0	0	0	8	20	3	0	0	0	8	22	5	0	0	0	3	15	25	0	0	0	168
0:30:00	16	35	19	0	0	0	4	13	4	0	0	0	5	25	1	0	0	0	4	11	19	0	0	0	156
0:45:00	21	22	8	0	0	0	6	11	5	0	0	0	4	28	1	0	0	0	1	13	26	0	0	0	146
1:00:00	12	23	8	0	0	0	4	10	3	0	0	0	7	31	3	0	0	0	2	9	37	0	0	0	149
1:15:00	16	13	8	0	0	0	1	10	1	0	0	0	2	32	1	0	0	0	2	8	24	0	0	0	118
1:30:00	16	25	9	0	0	0	0	9	5	0	0	0	2	27	0	0	0	0	2	7	24	0	0	0	126
1:45:00	15	23	8	0	0	0	1	7	1	0	0	0	1	25	2	0	0	0	2	10	23	0	0	0	118
2:00:00	13	26	4	0	0	0	2	10	5	0	0	0	4	18	1	0	0	0	1	9	26	0	0	0	119
2:15:00	9	11	7	0	0	0	1	6	2	0	0	0	1	29	2	0	0	0	3	3	30	0	0	0	104
2:30:00	17	23	9	0	0	0	2	4	2	0	0	0	3	35	1	0	0	0	1	4	21	0	0	0	122
2:45:00	11	28	5	0	0	0	0	3	4	0	0	0	0	28	1	0	0	0	1	5	15	0	0	0	101
3:00:00	9	21	5	0	0	0	0	1	2	0	0	0	4	14	1	0	0	0	1	3	20	0	0	0	81
3:15:00	6	19	3	0	0	0	1	2	3	0	0	0	2	24	0	0	0	0	0	0	7	0	0	0	67
3:30:00	3	13	5	0	0	0	1	3	4	0	0	0	3	16	1	0	0	0	0	4	9	0	0	0	62
3:45:00	4	9	4	0	0	0	0	2	2	0	0	0	3	14	1	0	0	0	1	6	6	0	0	0	52
4:00:00	1	6	8	0	0	0	1	7	0	0	0	0	2	15	2	0	0	0	1	4	3	0	0	0	50
4:15:00	4	6	4	0	0	0	0	2	1	0	0	0	2	9	0	0	0	0	0	4	9	0	0	0	41
4:30:00	5	5	2	0	0	0	1	3	2	0	0	0	1	14	0	0	0	0	1	11	4	0	0	0	49
4:45:00	4	7	1	0	0	0	1	6	1	0	0	0	1	8	1	0	0	0	0	4	4	0	0	0	38
5:00:00	1	9	3	0	0	0	1	3	2	0	0	0	1	4	0	0	0	0	2	0	2	0	0	0	28
5:15:00	1	7	2	0	0	0	0	5	1	0	0	0	2	6	0	0	0	0	0	3	1	0	0	0	28
5:30:00	5	4	1	0	0	0	0	6	2	0	0	0	2	4	1	0	0	0	1	6	2	0	0	0	34
5:45:00	2	3	2	0	0	0	0	7	3	0	0	0	4	6	3	0	0	0	0	7	2	0	0	0	39
6:00:00	3	6	5	0	0	0	0	3	3	0	0	0	3	8	0	0	0	0	3	13	3	0	0	0	50
6:15:00	1	6	2	0	0	0	0	8	7	0	0	0	3	5	0	0	0	0	2	5	1	0	0	0	40
6:30:00	1	4	2	0	0	0	0	9	3	0	0	0	4	9	5	0	0	0	0	14	1	0	0	0	52
6:45:00	6	8	2	0	0	0	0	17	3	0	0	0	8	7	7	0	0	0	1	14	2	0	0	0	75
7:00:00	6	13	2	0	0	0	1	18	7	0	0	0	6	9	3	0	0	0	2	18	3	0	0	0	88
7:15:00	16	8	7	0	0	0	1	34	2	0	0	0	2	12	7	0	0	0	2	24	5	0	0	0	120
7:30:00	24	16	14	0	0	0	2	43	10	0	0	0	11	16	10	0	0	0	2	34	11	0	0	0	193
7:45:00	19	22	22	0	0	0	7	52	6	0	0	0	6	15	6	0	0	0	7	33	7	0	0	0	202
8:00:00	22	17	11	0	0	0	12	62	17	0	0	0	9	10	10	0	0	0	6	35	11	0	0	0	222
8:15:00	32	25	16	0	0	0	10	62	13	0	0	0	14	15	7	0	0	0	6	34	13	0	0	0	247
8:30:00	27	25	23	0	0	0	10	68	18	0	0	0	12	20	15	0	0	0	5	55	22	0	0	0	300
8:45:00	59	25	23	0	0	0	13	88	12	0	0	0	10	25	13	0	0	0	6	69	23	0	0	0	366
9:00:00	41	31	18	0	0	0	18	85	13	0	0	0	10	29	13	0	0	0	10	43	21	0	0	0	332
9:15:00	41	30	13	0	0	0	16	86	17	0	0	0	12	25	13	0	0	0	6	65	30	0	0	0	354
9:30:00	48	42	15	0	0	0	22	120	17	0	0	0	9	27	17	0	0	0	10	78	31	0	0	0	436
9:45:00	52	50	27	0	0	0	20	119	32	0	0	0	21	43	18	0	0	0	9	70	35	0	0	0	496
10:00:00	68	48	16	0	0	0	17	146	24	0	0	0	14	37	16	0	0	0	9	87	44	0	0	0	526
10:15:00	61	37	24	0	0	0	18	106	15	0	0	0	17	49	23	0	0	0	17	78	38	0	0	0	483
10:30:00	64	41	32	0	0	0	17	123	7	0	0	0	14	38	17	0	0	0	9	95	45	0	0	0	502
10:45:00	71	61	20	0	0	0	17	129	19	0	0	0	22	54	20	0	0	0	12	113	50	0	0	0	588
11:00:00	79	54	32	0	0	0	34	149	15	0	0	0	16	45	18	0	0	0	17	103	57	0	0	0	619
11:15:00	90	53	24	0	0	0	40	143	24	0	0	0	27	48	19	0	0	0	13	110	47	0	0	0	638
11:30:00	87	47	32	0	0	0	35	176	24	0	0	0	17	49	22	0	0	0	12	131	43	0	0	0	675
11:45:00	93	69	31	0	0	0	45	120	23	0	0	0	19	63	25	0	0	0	10	134	61	0	0	0	693
12:00:00	99	65	36	0	0	0	40	154	20	0	0	0	22	52	27	0	0	0	15	156	67	0	0	0	753
12:15:00	96	63	38	0	0	0	39	150	23	0	0	0	25	56	34	0	0	0	14	142	69	0	0	0	749
12:30:00	96	66	26	0	0	0	41	163	19	0	0	0	26	57	29	0	0	0	23	124	81	0	0	0	751
12:45:00	101	74	48	0	0	0	37	181	22	0	0	0	18	52	22	0	0	0	18	137	63	0	0	0	773
13:00:00	97	70	45	0	0	0	32	160	22	0	0	0	22	52	21	0	0	0	16	125	65	0	0	0	727
13:15:00	81	67	22	0	0	0	34	151	17	0	0	0	19	62	28	0	0	0	20	127	67	0	0	0	695
13:30:00	96	60	28	0	0	0	23	185	18	0	0	0	14	57	24	0	0	0	19	135	65	0	0	0	724
13:45:00	94	66	35	0	0	0	21	163	15	0	0	0	17	74	22	0	0	0	19	142	86	0	0	0	754
14:00:00	85	65	43	0	0	0	33	133	23	0	0	0	18	56	27	0	0	0	22	138	77	0	0	0	720
14:15:00	84	70	45	0	0	0	21	179	12	0	0	0	26	54	22	0	0	0	16	150	70	0	0	0	749
PHF																									0.977122
% HV																									0%
14:30:00	98	67	35	0	0	0	33	134	23	0	0	0	14	55	23	0	0	0	15	149	78	0	0	0	724
14:45:00	92	58	46	0	0	0	47	156	23	0	0	0	19	60	23	0	0	0	19	141	80	0	0	0	764
15:00:00	89	62	44	0	0	0	55	161	13	0	0	0	22	64	29	0	0	0	25	117	75	0	0	0	756
15:15:00	89	46	56	0	0	0	53	147	23	0	0	0	22	66	28	0	0	0	13	163	80	0	0	0	786
15:30:00	84	69	44	0	0	0	36	140	25	0	0	0	24	58	22	0	0	0	17	162	59	0	0	0	740
15:45:00	88	67	55	0	0	0	44	182	27	0	0	0	19	50	20	0	0	0	24	129	83	0	0	0	788
16:00:00	78	55	35	0	0	0	45	149	25	0	0	0	23	67	21	0	0	0	23	148	80	0	0	0	749
16:15:00	103	65	52	0	0	0	33	153	19	0	0	0	19	66	17	0	0	0	15	138	76	0	0	0	756
16:30:00	91	61	29	0	0	0	35	148	20	0	0	0	12	61	13	0	0	0	17	124	64	0	0	0	675
16:45:00	80	64	36	0	0	0	28	149	14	0	0	0	26	69	19	0	0	0	23	139	64	0	0	0	711
17:00:00	99	55	36	0	0	0	30	146	16	0	0	0	28	67	27	0	0	0	17	135	84	0	0	0	740
17:15:00	97	39	41	0	0	0	28	154	25	0	0	0	25	74	23	0	0	0	15	116	90	0	0	0	727
17:30:00	98	63	31	0	0	0	30	128	23	0	0	0	13	50	22	0	0	0	13	117	88	0	0	0	676
17:45:00	73	47	45	0	0	0	30	110	20	0	0	0	16	75	28	0	0	0	15	115	75	0	0	0	649
18:00:00	79	65	45	0	0	0	33	124	24	0	0	0	17	56	20	0	0	0	16	126	75	0	0	0	680
18:15:00	107	69	47	0	0	0	30	131	18	0	0	0	19	58	15	0	0	0	21	128	93	0	0	0	736
18:30:00	88	43	57	0	0	0	38	110	12	0	0	0	19	61	24	0	0	0	11	109	72	0	0	0	644
18:45:00	87	60	51	0	0	0	33	115	20	0	0	0	17	58	17	0	0	0	12	106	84	0	0	0	660
19:00:00	72	38	50	0	0	0	43	113	21	0	0	0	18	60	10	0	0	0	11	131	83	0	0	0	650
19:15:00	70	57	38	0	0	0	36	103	11	0	0	0	7	68	17	0	0	0	8	88	83	0	0	0	586
19:30:00	72	52	37	0	0	0	31	83	9	0	0	0	10	59	9	0	0	0	7	74	62	0	0	0	505
19:45:00	53	45	28	0	0	0	34	90	6	0	0	0	11	52	10	0	0	0	11	86	64	0	0	0	490
20:00:00	61	29	31	0	0	0	26	80	12	0	0	0	14	45	9	0	0	0	8	87	61	0	0	0	463
20:15:00	59	48	20	0	0	0	30	63	9	0	0	0	9	56	9	0	0	0	3	79	55	0	0	0	440
20:30:00	43	25	32	0	0	0	24	46	12	0	0	0	8	42	6	0	0	0	4	74	59	0	0	0	375
20:45:00	53	49	32	0	0	0	22	70	10	0	0	0	8	46	6	0	0	0	5	60	45	0	0	0	406
21:00:00	45	36	26	0	0	0	26	64	5	0	0	0	19	51	13	0	0	0	4	70	57	0	0	0	416
21:15:00	37	42	37	0	0	0	32	50	9	0	0	0	13	28	1	0	0	0	5	48	40	0	0	0	342
21:30:00	43	37	26	0	0	0	20	39	11	0	0	0	7	43	11	0	0	0	4	47	52	0	0	0	340
21:45:00	54	37	24	0	0	0	27	38	10	0	0	0	13	38	5	0	0	0	4	33	51	0	0	0	334
22:00:00	49	35	36	0	0	0	22	45	11	0	0	0	4	39	9	0	0	0	7	32	42	0	0	0	331
22:15:00	33	38	18	0	0	0	24	33	8	0	0	0	7	37	4	0	0	0	2	34	54	0	0	0	292
22:30:00	42	42	13	0	0	0	11	26	5	0	0	0	7	50	3	0	0	0	3	29	39	0	0	0	270
22:45:00	31	45	15	0	0	0	15	34	11	0	0	0	0	42	5	0	0	0	3	38	36	0	0	0	275
23:00:00	40	50	26	0	0	0	12	35	5	0	0	0	5	37	4	0	0	0	0	20	33	0	0	0	267
23:15:00	45	47	14	0	0	0	9	21	6	0	0	0	3	28	7	0	0	0	1	23	43	0	0	0	247
23:30:00	61	38	19	0	0	0	18	22	2	0	0	0	4	35	5	0	0	0	3	18	37	0	0	0	262
23:45:00	29	22	11	0	0	0	10	20	6	0	0	0	3	34	6	0	0	0	1	18	37	0	0	0	197

Lights	721	3
HV	751	3
	745	4

Summary
Bin Size 15 minutes
Aggregatio Median
Time Zone America/New_York
Start Time 10/26/2023 0:00
End Time 10/26/2023 23:59
Location 05-53-424 Sweet Home Rd @ Maple Rd
Latitude an 42.99070136,-78.80420219
Lights

Entry Direction	North Southbound						East Westbound						South Northbound						West Eastbound						
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Total
0:00:00	6	13	4	0	0	0	2	10	8	0	0	0	2	10	3	0	0	0	4	13	10	0	0	0	85
0:15:00	4	9	1	0	0	0	0	4	5	0	0	0	2	10	2	0	0	0	2	14	12	0	0	0	65
0:30:00	7	7	0	0	0	0	4	3	4	0	0	0	7	15	3	0	0	0	3	11	3	0	0	0	67
0:45:00	3	5	2	0	0	0	1	4	3	0	0	0	1	14	0	0	0	0	1	5	6	0	0	0	45
1:00:00	3	6	1	0	0	0	0	5	2	0	0	0	2	9	0	0	0	0	2	10	0	0	0	0	40
1:15:00	1	8	1	0	0	0	1	3	2	0	0	0	2	8	1	0	0	0	0	1	7	0	0	0	35
1:30:00	3	10	1	0	0	0	0	2	1	0	0	0	5	13	2	0	0	0	2	7	2	0	0	0	48
1:45:00	1	3	1	0	0	0	0	2	1	0	0	0	4	6	1	0	0	0	0	4	1	0	0	0	24
2:00:00	1	3	0	0	0	0	0	5	3	0	0	0	2	8	1	0	0	0	1	4	1	0	0	0	29
2:15:00	1	6	0	0	0	0	0	1	1	0	0	0	1	9	2	0	0	0	0	1	1	0	0	0	23
2:30:00	1	2	0	0	0	0	0	1	2	0	0	0	1	7	0	0	0	0	2	11	3	0	0	0	30
2:45:00	1	6	1	0	0	0	0	5	4	0	0	0	0	5	0	0	0	0	0	7	2	0	0	0	31
3:00:00	0	5	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	0	2	2	1	0	0	0	16
3:15:00	1	3	0	0	0	0	0	2	0	0	0	0	0	4	1	0	0	0	0	2	0	0	0	0	13
3:30:00	0	4	1	0	0	0	1	2	0	0	0	0	0	5	0	0	0	0	0	1	1	0	0	0	15
3:45:00	0	3	0	0	0	0	0	4	3	0	0	0	0	3	0	0	0	0	0	4	1	0	0	0	18
4:00:00	2	2	0	0	0	0	0	4	0	0	0	0	2	5	1	0	0	0	0	4	1	0	0	0	21
4:15:00	1	0	2	0	0	0	0	1	1	0	0	0	1	3	0	0	0	0	2	3	1	0	0	0	15
4:30:00	0	3	0	0	0	0	0	1	2	0	0	0	1	3	0	0	0	0	1	5	5	0	0	0	21
4:45:00	2	2	0	0	0	0	0	4	4	0	0	0	1	3	5	0	0	0	1	6	2	0	0	0	30
5:00:00	0	4	3	0	0	0	0	6	1	0	0	0	1	3	1	0	0	0	0	3	1	0	0	0	23
5:15:00	4	6	1	0	0	0	0	10	5	0	0	0	3	6	2	0	0	0	2	11	4	0	0	0	54
5:30:00	3	4	5	0	0	0	0	16	3	0	0	0	8	4	4	0	0	0	2	18	3	0	0	0	70
5:45:00	6	8	1	0	0	0	1	17	6	0	0	0	9	12	5	0	0	0	3	19	11	0	0	0	98
6:00:00	7	9	3	0	0	0	1	14	8	0	0	0	5	9	2	0	0	0	2	27	11	0	0	0	98
6:15:00	7	10	4	0	0	0	2	18	9	0	0	0	6	13	5	0	0	0	3	31	9	0	0	0	117
6:30:00	18	13	10	0	0	0	2	30	13	0	0	0	13	23	4	0	0	0	5	51	8	0	0	0	190
6:45:00	17	27	21	0	0	0	2	29	15	0	0	0	23	30	4	0	0	0	5	58	27	0	0	0	258
7:00:00	28	36	18	0	0	0	7	31	26	0	0	0	20	47	5	0	0	0	3	66	21	0	0	0	308
7:15:00	34	72	46	0	0	0	10	57	19	0	0	0	16	60	10	0	0	0	8	91	28	0	0	0	451
7:30:00	41	86	53	0	0	0	22	97	22	0	0	0	36	60	9	0	0	0	12	107	23	0	0	0	568
7:45:00	72	66	55	0	0	0	28	122	25	0	0	0	31	79	17	0	0	0	13	143	41	0	0	0	692
8:00:00	58	45	40	0	0	0	19	111	27	0	0	0	41	64	17	0	0	0	15	98	47	0	0	0	582
8:15:00	55	54	47	0	0	0	23	98	31	0	0	0	34	40	11	0	0	0	2	126	56	0	0	0	577
8:30:00	57	73	49	0	0	0	20	99	24	0	0	0	37	65	11	0	0	0	8	104	35	0	0	0	582
8:45:00	76	62	38	0	0	0	30	145	29	0	0	0	24	54	18	0	0	0	12	114	53	0	0	0	655
9:00:00	78	54	48	0	0	0	31	117	28	0	0	0	31	74	34	0	0	0	16	123	79	0	0	0	713
9:15:00	49	57	37	0	0	0	13	126	25	0	0	0	22	54	10	0	0	0	8	83	72	0	0	0	556
9:30:00	63	55	35	0	0	0	27	106	14	0	0	0	27	56	11	0	0	0	5	106	44	0	0	0	549
9:45:00	62	56	39	0	0	0	21	125	29	0	0	0	17	54	15	0	0	0	9	105	42	0	0	0	574
10:00:00	57	45	33	0	0	0	28	141	24	0	0	0	26	46	16	0	0	0	13	84	42	0	0	0	555
10:15:00	48	44	33	0	0	0	30	142	27	0	0	0	19	60	19	0	0	0	13	93	39	0	0	0	567
10:30:00	76	47	36	0	0	0	27	125	19	0	0	0	16	54	13	0	0	0	11	111	46	0	0	0	581
10:45:00	82	58	34	0	0	0	31	174	30	0	0	0	27	64	16	0	0	0	10	91	69	0	0	0	686
11:00:00	88	61	24	0	0	0	29	148	34	0	0	0	24	49	15	0	0	0	8	95	64	0	0	0	639
11:15:00	73	60	30	0	0	0	28	152	23	0	0	0	25	53	19	0	0	0	11	115	56	0	0	0	645
11:30:00	79	49	42	0	0	0	37	171	27	0	0	0	18	53	16	0	0	0	13	105	55	0	0	0	665
11:45:00	73	51	35	0	0	0	31	195	29	0	0	0	21	58	21	0	0	0	12	134	60	0	0	0	720
12:00:00	101	78	47	0	0	0	38	191	24	0	0	0	21	64	31	0	0	0	13	124	59	0	0	0	791
12:15:00	94	65	43	0	0	0	40	191	28	0	0	0	25	56	27	0	0	0	13	150	73	0	0	0	805
12:30:00	97	90	39	0	0	0	33	178	30	0	0	0	28	51	28	0	0	0	17	150	87	0	0	0	828
12:45:00	97	73	56	0	0	0	35	171	28	0	0	0	31	79	19	0	0	0	23	139	84	0	0	0	835
13:00:00	93	53	28	0	0	0	34	171	27	0	0	0	32	57	15	0	0	0	15	149	68	0	0	0	742
13:15:00	89	59	30	0	0	0	36	149	24	0	0	0	17	68	19	0	0	0	17	133	78	0	0	0	719
13:30:00	78	55	37	0	0	0	36	146	30	0	0	0	26	50	23	0	0	0	16	133	76	0	0	0	706
13:45:00	84	75	36	0	0	0	37	171	21	0	0	0	29	88	23	0	0	0	18	171	71	0	0	0	824
14:00:00	129	89	49	0	0	0	24	185	24	0	0	0	38	71	16	0	0	0	12	142	76	0	0	0	855
14:15:00	96	63	39	0	0	0	40	156	31	0	0	0	21	80	22	0	0	0	18	141	85	0	0	0	792
14:30:00	98	87	53	0	0	0	31	166	33	0	0	0	29	79	22	0	0	0	8	148	77	0	0	0	831
14:45:00	120	87	65	0	0	0	44	166	43	0	0	0	29	65	20	0	0	0	12	164	79	0	0	0	894
3:00 PM	106	103	63	0	0	0	42	207	43	0	0	0	33	91	17	0	0	0	20	146	81	0	0	0	952
3:15 PM	115	111	64	0	0	0	36	208	52	0	0	0	30	74	32	0	0	0	22	160	77	0	0	0	981
3:30 PM	135	115	45	0	0	0	53	202	40	0	0	0	35	77	38	0	0	0	15	155	67	0	0	0	977
3:45 PM	120	104	62	0	0	0	55	217	55	0	0	0	27	83	27	0	0	0	23	162	63	0	0	0	998
4:00 PM	143	117	44	0	0	0	51	197	43	0	0	0	29	88	17	0	0	0	29	184	82	0	0	0	1024
4:15 PM	104	102	52	0	0	0	42	218	52	0	0	0	23	82	33	0	0	0	29	168	69	0	0	0	974
4:30 PM	111	109	46	0	0	0	56	209	30	0	0	0	31	80	20	0	0	0	20	179	79	0	0	0	970
4:45 PM	114	102	53	0	0	0	52	202	56	0	0	0	22	84	27	0	0	0	18	141	63	0	0	0	934
5:00 PM	134	108	49	0	0	0	62	229	48	0	0	0	28	82	15	0	0	0	25	155	80	0	0	0	1015
5:15 PM	140	119	33	0	0	0	52	214	56	0	0	0	35	87	36	0	0	0	16	125	71	0	0	0	984
PHF																									0.96133
% HV																									1%
5:30 PM	110	88	45	0	0	0	44	179	41	0	0	0	22	85	33	0	0	0	11	152	87	0	0	0	897
5:45 PM	85	62	44	0	0	0	50	162	23	0	0	0	24	88	25	0	0	0	23	140	94	0	0	0	820
18:00:00	113	66	56	0	0	0	32	138	24	0	0	0	14	72	26	0	0	0	16	137	84	0	0	0	778
18:15:00	91	76	37	0	0	0	40	130	17	0	0	0	22	66	19	0	0	0	12	133	96	0	0	0	739
18:30:00	96	62	29	0	0	0	25	140	25	0	0	0	18	66	19	0	0	0	13	102	82	0	0	0	677
18:45:00	98	53	34	0	0	0	35	125	21	0	0	0	20	63	17	0	0	0	11	123	78	0	0	0	678
19:00:00	104	62	33	0	0	0	30	105	12	0	0	0	14	66	16	0	0	0	11	117	86	0	0	0	656
19:15:00	85	51	27	0	0	0	22	114	18	0	0	0	17	63	20	0	0	0	13	97	72	0	0	0	599
19:30:00	75	45	32	0	0	0	29	98	17	0	0	0	9	53	11	0	0	0	7	109	71	0	0	0	556
19:45:00	65	40	35	0	0	0	33	87	15	0	0	0	10	61	8	0	0	0	13	80	75	0	0	0	522
20:00:00	74	49	21	0	0	0	22	80	15	0	0	0	8	49	12	0	0	0	7	80	67	0	0	0	484
20:15:00	56	46	27	0	0	0	18	60	13	0	0	0	9	55	9	0	0	0	8	64	44	0	0	0	409
20:30:00	46	47	21	0	0	0	18	58	10	0	0	0	10	45	13	0	0	0	3	42	68	0	0	0	381
20:45:00	60	36	9	0	0	0	10	58	6	0	0	0	6	24	6	0	0	0	9	49	56	0	0	0	329
21:00:00	54	39	20	0	0	0	13	39	9	0	0	0	11	39	7	0	0	0	7	69	67	0	0	0	374
21:15:00	51	31	17	0	0	0	13	32	8	0	0	0	2	38	9	0	0	0	4	52	43	0	0	0	300
21:30:00	35	29	16	0	0	0	17	45	11	0	0	0	8	35	4	0	0	0	2	37	52	0	0	0	291
21:45:00	51	36	22	0	0	0	15	34	5	0	0	0	10	47	9	0	0	0	5	24	52	0	0	0	310
22:00:00	47	31	35	0	0	0	21	28	9	0	0	0	3	26	1	0	0	0	4	31	48	0	0	0	284
22:15:00	31	33	13	0	0	0	9	31	3	0	0	0	1	27	3	0	0	0	4	33	31	0	0	0	219
22:30:00	29	29	11	0	0	0	10	30	9	0	0	0	5	30	2	0	0	0	2	22	39	0	0	0	218
22:45:00	18	25	9	0	0	0	10	22	5	0	0	0	4	28	3	0	0	0	2	34	49	0	0	0	209
23:00:00	26	39	13	0	0	0	12	26	8	0	0	0	3	17	2	0	0	0	1	28	28	0	0	0	203
23:15:00	17	24	13	0	0	0	10	25	4	0	0	0	3	27	2	0	0	0	1	22	28	0	0	0	176
23:30:00	24	30	17	0	0	0	15	42	9	0	0	0	5	31	3	0	0	0	2	27	28	0	0	0	233
23:45:00	27	26	7	0	0	0	14	27	3	0	0	0	4	23	3	0	0	0	5	19	22	0	0	0	180

Lights		HV	
	966		4
	928		6
	1010		5
	979		5

Summary
Bin Size 15 minutes
Aggregatio Median
Time Zone America/New_York
Start Time 10/14/2023 0:00
End Time 10/14/2023 23:59
Location 05-53-431 Rt 263 Ramps (NW) @ Maple
Latitude an 42.99135941,-78.79031239
Lights

Entry Direction	North Southbound						East Westbound						South Northbound						West Eastbound						
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Total
0:00:00	1	0	1	0	0	0	1	32	0	0	0	0	0	0	0	0	0	0	0	23	1	0	0	0	59
0:15:00	2	0	0	0	0	0	3	17	0	0	0	0	0	0	0	0	0	0	0	20	2	0	0	0	44
0:30:00	3	0	3	0	0	0	2	23	0	0	0	0	0	0	0	0	0	0	0	16	2	0	0	0	49
0:45:00	1	0	0	0	0	0	1	14	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	27
1:00:00	3	0	4	0	0	0	3	13	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	33
1:15:00	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	17
1:30:00	1	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	30
1:45:00	2	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	19
2:00:00	1	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	18
2:15:00	1	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	14
2:30:00	2	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	16
2:45:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	7
3:00:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	4
3:15:00	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	6
3:30:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	5
3:45:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3
4:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15:00	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4
4:30:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	4
5:00:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	5
5:15:00	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	7
5:30:00	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	8
5:45:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	10
6:00:00	1	0	1	0	0	0	2	7	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	20
6:15:00	3	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	23
6:30:00	2	0	1	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	23
6:45:00	5	0	0	0	0	0	1	18	0	0	0	0	0	0	0	0	0	0	0	24	1	0	0	0	49
7:00:00	5	0	1	0	0	0	1	25	0	0	0	0	0	0	0	0	0	0	0	31	2	0	0	0	65
7:15:00	9	0	0	0	0	0	18	31	0	0	0	0	0	0	0	0	0	0	0	35	1	0	0	0	94
7:30:00	7	0	0	0	0	0	13	35	0	0	0	0	0	0	0	0	0	0	0	39	0	0	0	0	94
7:45:00	10	0	0	0	0	0	14	60	0	0	0	0	0	0	0	0	0	0	0	54	0	0	0	0	138
8:00:00	8	0	1	0	0	0	28	65	0	0	0	0	0	0	0	0	0	0	0	38	1	0	0	0	141
8:15:00	8	0	1	0	0	0	31	62	0	0	0	0	0	0	0	0	0	0	0	54	0	0	0	0	156
8:30:00	19	0	4	0	0	0	38	67	0	0	0	0	0	0	0	0	0	0	0	76	0	0	0	0	204
8:45:00	14	0	6	0	0	0	38	96	0	0	0	0	0	0	0	0	0	0	0	87	3	0	0	0	244
9:00:00	23	0	1	0	0	0	28	99	0	0	0	0	0	0	0	0	0	0	0	69	1	0	0	0	221
9:15:00	16	0	3	0	0	0	33	99	0	0	0	0	0	0	0	0	0	0	0	78	2	0	0	0	231
9:30:00	22	0	3	0	0	0	48	113	0	0	0	0	0	0	0	0	0	0	0	93	1	0	0	0	280
9:45:00	24	0	3	0	0	0	44	118	0	0	0	0	0	0	0	0	0	0	0	107	1	0	0	0	297
10:00:00	20	0	6	0	0	0	54	101	0	0	0	0	0	0	0	0	0	0	0	93	1	0	0	0	275
10:15:00	22	0	1	0	0	0	43	126	0	0	0	0	0	0	0	0	0	0	0	104	1	0	0	0	297
10:30:00	26	0	9	0	0	0	45	135	0	0	0	0	0	0	0	0	0	0	0	89	1	0	0	0	305
10:45:00	33	0	1	0	0	0	34	147	0	0	0	0	0	0	0	0	0	0	0	110	1	0	0	0	326
11:00:00	26	0	3	0	0	0	35	139	0	0	0	0	0	0	0	0	0	0	0	128	0	0	0	0	331
11:15:00	29	0	4	0	0	0	48	170	0	0	0	0	0	0	0	0	0	0	0	138	0	0	0	0	389
11:30:00	37	0	2	0	0	0	51	160	0	0	0	0	0	0	0	0	0	0	0	135	2	0	0	0	387
11:45:00	37	0	8	0	0	0	36	162	0	0	0	0	0	0	0	0	0	0	0	148	3	0	0	0	394
12:00:00	28	0	3	0	0	0	46	176	0	0	0	0	0	0	0	0	0	0	0	156	2	0	0	0	411
12:15:00	24	0	3	0	0	0	50	199	0	0	0	0	0	0	0	0	0	0	0	149	4	0	0	0	429
12:30:00	33	0	2	0	0	0	36	158	0	0	0	0	0	0	0	0	0	0	0	164	1	0	0	0	394
12:45:00	30	0	4	0	0	0	55	177	0	0	0	0	0	0	0	0	0	0	0	158	3	0	0	0	427
13:00:00	24	0	3	0	0	0	48	159	0	0	0	0	0	0	0	0	0	0	0	144	1	0	0	0	379
13:15:00	23	0	1	0	0	0	50	164	0	0	0	0	0	0	0	0	0	0	0	150	3	0	0	0	391
13:30:00	24	0	3	0	0	0	35	181	0	0	0	0	0	0	0	0	0	0	0	190	3	0	0	0	436
13:45:00	24	0	3	0	0	0	44	154	0	0	0	0	0	0	0	0	0	0	0	160	3	0	0	0	388
14:00:00	29	0	4	0	0	0	44	170	0	0	0	0	0	0	0	0	0	0	0	149	2	0	0	0	398
14:15:00	27	0	4	0	0	0	55	174	0	0	0	0	0	0	0	0	0	0	0	148	3	0	0	0	411
PHF																									0.936353
% HV																									1%
14:30:00	29	0	0	0	0	0	43	153	0	0	0	0	0	0	0	0	0	0	0	147	2	0	0	0	374
14:45:00	26	0	2	0	0	0	44	163	0	0	0	0	0	0	0	0	0	0	0	175	3	0	0	0	413
15:00:00	40	0	3	0	0	0	48	154	0	0	0	0	0	0	0	0	0	0	0	164	0	0	0	0	409
15:15:00	28	0	4	0	0	0	42	137	0	0	0	0	0	0	0	0	0	0	0	134	1	0	0	0	346
15:30:00	29	0	1	0	0	0	50	153	0	0	0	0	0	0	0	0	0	0	0	153	2	0	0	0	388
15:45:00	27	0	2	0	0	0	31	162	0	0	0	0	0	0	0	0	0	0	0	153	1	0	0	0	376
16:00:00	37	0	1	0	0	0	44	138	0	0	0	0	0	0	0	0	0	0	0	134	0	0	0	0	354
16:15:00	19	0	4	0	0	0	51	157	0	0	0	0	0	0	0	0	0	0	0	146	2	0	0	0	379
16:30:00	20	0	0	0	0	0	38	158	0	0	0	0	0	0	0	0	0	0	0	146	1	0	0	0	363
16:45:00	24	0	3	0	0	0	46	137	0	0	0	0	0	0	0	0	0	0	0	139	2	0	0	0	351
17:00:00	31	0	5	0	0	0	31	161	0	0	0	0	0	0	0	0	0	0	0	154	0	0	0	0	382
17:15:00	32	0	6	0	0	0	59	200	0	0	0	0	0	0	0	0	0	0	0	135	4	0	0	0	436
17:30:00	20	0	3	0	0	0	35	181	0	0	0	0	0	0	0	0	0	0	0	116	1	0	0	0	356
17:45:00	21	0	4	0	0	0	41	127	0	0	0	0	0	0	0	0	0	0	0	116	2	0	0	0	311
18:00:00	28	0	3	0	0	0	46	130	0	0	0	0	0	0	0	0	0	0	0	142	2	0	0	0	351
18:15:00	16	0	2	0	0	0	34	113	0	0	0	0	0	0	0	0	0	0	0	151	4	0	0	0	320
18:30:00	23	0	3	0	0	0	37	112	0	0	0	0	0	0	0	0	0	0	0	112	2	0	0	0	289
18:45:00	26	0	2	0	0	0	21	128	0	0	0	0	0	0	0	0	0	0	0	121	3	0	0	0	301
19:00:00	26	0	3	0	0	0	3	72	0	0	0	0	0	0	0	0	0	0	0	95	3	0	0	0	202
19:15:00	21	0	8	0	0	0	3	60	0	0	0	0	0	0	0	0	0	0	0	78	6	0	0	0	176
19:30:00	11	0	1	0	0	0	3	60	0	0	0	0	0	0	0	0	0	0	0	80	9	0	0	0	164
19:45:00	23	0	1	0	0	0	7	35	0	0	0	0	0	0	0	0	0	0	0	75	4	0	0	0	145
20:00:00	10	0	1	0	0	0	6	46	0	0	0	0	0	0	0	0	0	0	0	53	3	0	0	0	119
20:15:00	9	0	3	0	0	0	2	58	0	0	0	0	0	0	0	0	0	0	0	64	7	0	0	0	143
20:30:00	8	0	1	0	0	0	4	48	0	0	0	0	0	0	0	0	0	0	0	65	4	0	0	0	130
20:45:00	10	0	3	0	0	0	3	42	0	0	0	0	0	0	0	0	0	0	0	45	5	0	0	0	108
21:00:00	14	0	5	0	0	0	5	36	0	0	0	0	0	0	0	0	0	0	0	53	2	0	0	0	115
21:15:00	16	0	3	0	0	0	1	55	0	0	0	0	0	0	0	0	0	0	0	53	0	0	0	0	128
21:30:00	10	0	1	0	0	0	3	33	0	0	0	0	0	0	0	0	0	0	0	56	2	0	0	0	105
21:45:00	6	0	1	0	0	0	2	30	0	0	0	0	0	0	0	0	0	0	0	55	5	0	0	0	99
22:00:00	9	0	2	0	0	0	1	35	0	0	0	0	0	0	0	0	0	0	0	32	2	0	0	0	81
22:15:00	13	0	3	0	0	0	4	32	0	0	0	0	0	0	0	0	0	0	0	40	6	0	0	0	98
22:30:00	11	0	3	0	0	0	2	43	0	0	0	0	0	0	0	0	0	0	0	31	2	0	0	0	92
22:45:00	3	0	0	0	0	0	1	19	0	0	0	0	0	0	0	0	0	0	0	22	1	0	0	0	46
23:00:00	5	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	52
23:15:00	4	0	1	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	20	3	0	0	0	35
23:30:00	5	0	2	0	0	0	3	19	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	48
23:45:00	2	0	1	0	0	0	1	10	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	33

Lights	HV	
432	4	
388	0	
397	1	
407	4	

Summary
Bin Size 15 minutes
Aggregatio Median
Time Zone America/New_York
Start Time 10/12/2023 0:00
End Time 10/12/2023 23:59
Location 05-53-431 Rt 263 Ramps (NW) @ Maple
Latitude an 42.99135941,-78.79031239
Lights

Entry Direction	North Southbound						East Westbound						South Northbound						West Eastbound						
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Total
0:00:00	1	0	0	0	0	0	1	9	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	23
0:15:00	2	0	0	0	0	0	2	10	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	21
0:30:00	1	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	14
0:45:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	13
1:00:00	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	9
1:15:00	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	7
1:30:00	0	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	11
1:45:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3
2:00:00	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	5
2:15:00	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4
2:30:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2
2:45:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	5
3:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
3:15:00	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
3:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
3:45:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	6
4:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4
4:15:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3
4:30:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	5
4:45:00	3	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	8
5:00:00	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	6
5:15:00	1	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	16
5:30:00	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	19
5:45:00	7	0	1	0	0	0	1	11	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	35
6:00:00	5	0	1	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	17	1	0	0	0	33
6:15:00	4	0	1	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	29	1	0	0	0	48
6:30:00	9	0	1	0	0	0	1	21	0	1	0	0	0	0	0	0	0	0	0	41	1	0	0	0	75
6:45:00	6	0	1	0	0	0	14	38	0	0	0	0	0	0	0	0	0	0	0	47	0	0	0	0	106
7:00:00	6	0	4	0	0	0	44	89	0	0	0	0	0	0	0	0	0	0	0	67	0	0	0	0	210
7:15:00	6	0	7	0	0	0	67	124	0	0	0	0	0	0	0	0	0	0	0	123	0	0	0	0	327
7:30:00	22	0	12	0	0	0	100	160	0	0	0	0	0	0	0	0	0	0	0	140	4	0	0	0	438
7:45:00	14	0	7	0	0	0	80	180	0	0	0	0	0	0	0	0	0	0	0	191	3	0	0	0	475
8:00:00	14	0	7	0	0	0	69	146	0	0	0	0	0	0	0	0	0	0	0	128	3	0	0	0	367
8:15:00	10	0	6	0	0	0	70	176	0	0	0	0	0	0	0	0	0	0	0	147	1	0	0	0	410
8:30:00	24	0	5	0	0	0	93	176	0	0	0	0	0	0	0	0	0	0	0	140	1	0	0	0	439
8:45:00	20	0	3	0	0	0	57	190	0	0	0	0	0	0	0	0	0	0	0	127	2	0	0	0	399
9:00:00	20	0	7	0	0	0	57	190	0	0	0	0	0	0	0	0	0	0	0	118	1	0	0	0	393
9:15:00	23	0	2	0	0	0	58	171	0	0	0	0	0	0	0	0	0	0	0	115	1	0	0	0	370
9:30:00	15	0	3	0	0	0	62	165	0	0	0	0	0	0	0	0	0	0	0	117	2	0	0	0	364
9:45:00	19	0	6	0	0	0	36	163	0	0	0	0	0	0	0	0	0	0	0	120	2	0	0	0	346
10:00:00	26	0	4	0	0	0	56	157	0	0	0	0	0	0	0	0	0	0	0	113	0	0	0	0	356
10:15:00	23	0	5	0	0	0	31	150	0	0	0	0	0	0	0	0	0	0	0	111	1	0	0	0	321
10:30:00	26	0	10	0	0	0	57	144	0	0	0	0	0	0	0	0	0	0	0	135	0	0	0	0	372
10:45:00	29	0	3	0	0	0	55	193	0	0	0	0	0	0	0	0	0	0	0	119	1	0	0	0	400
11:00:00	35	0	11	0	0	0	39	183	0	0	0	0	0	0	0	0	0	0	0	145	0	0	0	0	413
11:15:00	33	0	4	0	0	0	54	162	0	0	0	0	0	0	0	0	0	0	0	140	5	0	0	0	398
11:30:00	31	0	4	0	0	0	51	148	0	0	0	0	0	0	0	0	0	0	0	139	4	0	0	0	377
11:45:00	24	0	5	0	0	0	56	147	0	0	0	0	0	0	0	0	0	0	0	136	3	0	0	0	371
12:00:00	35	0	10	0	0	0	57	161	0	0	0	0	0	0	0	0	0	0	0	148	0	0	0	0	411
12:15:00	41	0	4	0	0	0	66	194	0	1	0	0	0	0	0	0	0	0	0	163	4	0	0	0	473
12:30:00	27	0	6	0	0	0	54	170	0	0	0	0	0	0	0	0	0	0	0	157	2	0	0	0	416
12:45:00	24	0	6	0	0	0	46	156	0	0	0	0	0	0	0	0	0	0	0	148	1	0	0	0	381
13:00:00	34	0	3	0	0	0	48	184	0	0	0	0	0	0	0	0	0	0	0	166	2	0	0	0	437
13:15:00	27	0	12	0	0	0	52	176	0	0	0	0	0	0	0	0	0	0	0	148	2	1	0	0	418
13:30:00	29	0	4	0	0	0	58	177	0	0	0	0	0	0	0	0	0	0	0	185	4	0	0	0	457
13:45:00	24	0	3	0	0	0	54	188	0	0	0	0	0	0	0	0	0	0	0	151	3	0	0	0	423
14:00:00	34	0	7	0	0	0	62	178	0	0	0	0	0	0	0	0	0	0	0	193	5	0	0	0	479
14:15:00	23	0	8	0	0	0	63	165	0	0	0	0	0	0	0	0	0	0	0	160	3	0	0	0	422
14:30:00	22	0	6	0	0	0	62	177	0	0	0	0	0	0	0	0	0	0	0	173	3	0	0	0	443
14:45:00	30	0	9	0	0	0	42	192	0	0	0	0	0	0	0	0	0	0	0	175	1	0	0	0	449
3:00 PM	27	0	10	0	0	0	70	212	0	0	0	0	0	0	0	0	0	0	0	154	2	0	0	0	475
3:15 PM	32	0	9	0	0	0	61	189	0	0	0	0	0	0	0	0	0	0	0	164	3	0	0	0	458
3:30 PM	44	0	7	0	0	0	71	164	0	0	0	0	0	0	0	0	0	0	0	222	6	1	0	0	515
3:45 PM	28	0	5	0	0	0	51	187	0	0	0	0	0	0	0	0	0	0	0	177	2	0	0	0	450
4:00 PM	30	0	7	0	0	0	82	203	0	0	0	0	0	0	0	0	0	0	0	165	1	0	0	0	488
4:15 PM	20	0	11	0	0	0	84	200	0	0	0	0	0	0	0	0	0	0	0	174	6	0	0	0	495
4:30 PM	28	0	9	0	0	0	83	243	0	0	0	0	0	0	0	0	0	0	0	182	2	2	0	0	549
4:45 PM	29	0	11	0	0	0	44	227	0	0	0	0	0	0	0	0	0	0	0	213	2	0	0	0	526
5:00 PM	43	0	9	0	0	0	47	203	0	0	0	0	0	0	0	0	0	0	0	203	4	0	0	0	509
5:15 PM	37	0	8	0	0	0	62	214	0	0	0	0	0	0	0	0	0	0	0	196	4	0	0	0	521
PHF																									0.958561
% HV																									1%
5:30 PM	24	0	3	0	0	0	79	170	0	0	0	0	0	0	0	0	0	0	0	174	2	0	0	0	452
5:45 PM	32	0	8	0	0	0	59	195	0	0	0	0	0	0	0	0	0	0	0	177	0	0	0	0	471
18:00:00	33	0	1	0	0	0	46	154	0	0	0	0	0	0	0	0	0	0	0	152	3	0	0	0	389
18:15:00	16	0	3	0	0	0	37	161	0	0	0	0	0	0	0	0	0	0	0	195	2	0	0	0	414
18:30:00	34	0	3	0	0	0	53	135	0	0	0	0	0	0	0	0	0	0	0	159	2	0	0	0	386
18:45:00	26	0	4	0	0	0	35	135	0	0	0	0	0	0	0	0	0	0	0	140	5	0	0	0	345
19:00:00	18	0	4	0	0	0	15	126	0	0	0	0	0	0	0	0	0	0	0	120	1	0	0	0	284
19:15:00	20	0	3	0	0	0	27	122	0	0	0	0	0	0	0	0	0	0	0	100	3	0	0	0	275
19:30:00	11	0	2	0	0	0	24	97	0	0	0	0	0	0	0	0	0	0	0	107	1	0	0	0	242
19:45:00	19	0	4	0	0	0	20	91	0	0	0	0	0	0	0	0	0	0	0	110	4	0	0	0	248
20:00:00	11	0	3	0	0	0	13	60	0	0	0	0	0	0	0	0	0	0	0	82	2	0	0	0	171
20:15:00	19	0	4	0	0	0	18	62	0	0	0	0	0	0	0	0	0	0	0	65	4	0	0	0	172
20:30:00	13	0	2	0	0	0	13	53	0	0	0	0	0	0	0	0	0	0	0	67	2	0	0	0	150
20:45:00	13	0	3	0	0	0	12	69	0	0	0	0	0	0	0	0	0	0	0	55	0	0	0	0	152
21:00:00	11	0	2	0	0	0	12	56	0	0	0	0	0	0	0	0	0	0	0	45	1	0	0	0	127
21:15:00	6	0	0	0	0	0	6	53	0	0	0	0	0	0	0	0	0	0	0	52	1	0	0	0	118
21:30:00	9	0	2	0	0	0	3	40	0	0	0	0	0	0	0	0	0	0	0	40	3	0	0	0	97
21:45:00	7	0	1	0	0	0	5	39	0	0	0	0	0	0	0	0	0	0	0	35	1	0	0	0	88
22:00:00	8	0	2	0	0	0	8	47	0	0	0	0	0	0	0	0	0	0	0	47	0	0	0	0	112
22:15:00	6	0	0	0	0	0	3	31	0	0	0	0	0	0	0	0	0	0	0	37	1	0	0	0	78
22:30:00	2	0	1	0	0	0	2	31	0	0	0	0	0	0	0	0	0	0	0	38	1	0	0	0	75
22:45:00	0	0	1	0	0	0	4	29	0	0	0	0	0	0	0	0	0	0	0	25	3	0	0	0	62
23:00:00	4	0	1	0	0	0	4	28	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	52
23:15:00	5	0	3	0	0	0	3	29	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	59
23:30:00	4	0	1	0	0	0	7	19	0	0	0	0	0	0	0	0	0	0	0	23	2	0	0	0	56
23:45:00	3	0	2	0	0	0	2	16	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	38

	Lights	HV	
	543	6	
	517	9	
	504	5	
	515	6	

Summary
Bin Size 15 minutes
Aggregatio Median
Time Zone America/New_York
Start Time 10/28/2023 0:00
End Time 10/28/2023 23:59
Location 05-53-432 Rt 263 Ramps (SE) @ Maple
Latitude an 42.99121539,-78.787746
Lights

Entry Direction	North Southbound						East Westbound						South Northbound						West Eastbound						
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Total
0:00:00		0	0	0	0	0	2	35	0	0	0	0	15	0	2	0	0	0	0	31	6	0	0	0	91
0:15:00		0	0	0	0	0	5	33	0	0	0	0	26	0	3	0	0	0	0	17	5	0	0	0	89
0:30:00		0	0	0	0	0	0	12	0	0	0	0	15	0	3	0	0	0	0	22	3	0	0	0	55
0:45:00		0	0	0	0	0	0	28	0	0	0	0	9	1	2	0	0	0	0	16	0	0	0	0	56
1:00:00		0	0	0	0	0	1	17	0	0	0	0	13	0	0	0	0	0	0	20	2	0	0	0	53
1:15:00		0	0	0	0	0	0	9	0	0	0	0	6	0	3	0	0	0	0	14	1	0	0	0	33
1:30:00		0	0	0	0	0	0	12	0	0	0	0	6	0	5	0	0	0	0	12	0	0	0	0	35
1:45:00		0	0	0	0	0	2	11	0	0	0	0	14	0	2	0	0	0	0	14	0	0	0	0	43
2:00:00		0	0	0	0	0	0	13	0	0	0	0	14	0	3	0	0	0	0	12	1	0	0	0	43
2:15:00		0	0	0	0	0	0	10	0	0	0	0	6	0	0	0	0	0	0	11	1	0	0	0	28
2:30:00		0	0	0	0	0	1	7	0	0	0	0	7	0	2	0	0	0	0	8	2	0	0	0	27
2:45:00		0	0	0	0	0	0	4	0	0	0	0	7	0	0	0	0	0	0	9	1	0	0	0	21
3:00:00		0	0	0	0	0	0	4	0	0	0	0	3	0	1	0	0	0	0	7	3	0	0	0	18
3:15:00		0	0	0	0	0	0	6	0	0	0	0	9	0	1	0	0	0	0	4	0	0	0	0	20
3:30:00		0	0	0	0	0	0	1	0	0	0	0	7	0	1	0	0	0	0	6	0	0	0	0	15
3:45:00		0	0	0	0	0	0	3	0	0	0	0	4	0	0	0	0	0	0	6	2	0	0	0	15
4:00:00		0	0	0	0	0	0	6	0	0	0	0	8	0	1	0	0	0	0	6	0	0	0	0	21
4:15:00		0	0	0	0	0	1	6	0	0	0	0	4	0	0	0	0	0	0	5	2	0	0	0	18
4:30:00		0	0	0	0	0	0	5	0	0	0	0	4	0	1	0	0	0	0	8	2	0	0	0	20
4:45:00		0	0	0	0	0	1	8	0	0	0	0	8	0	1	0	0	0	0	2	1	0	0	0	21
5:00:00		0	0	0	0	0	0	7	0	0	0	0	13	0	0	0	0	0	0	2	0	0	0	0	22
5:15:00		0	0	0	0	0	1	6	0	0	0	0	5	0	1	0	0	0	0	7	0	0	0	0	20
5:30:00		0	0	0	0	0	0	11	0	0	0	0	14	0	2	0	0	0	0	5	1	0	0	0	33
5:45:00		0	0	0	0	0	0	9	0	0	0	0	21	0	0	0	0	0	0	11	0	0	0	0	41
6:00:00		0	0	0	0	0	1	20	0	0	0	0	12	0	1	0	0	0	0	8	1	0	0	0	43
6:15:00		0	0	0	0	0	1	21	0	0	0	0	40	0	0	0	0	0	0	13	0	0	0	0	75
6:30:00		0	0	0	0	0	3	19	0	0	0	0	33	0	1	0	0	0	0	14	0	0	0	0	70
6:45:00		0	0	0	0	0	3	25	0	0	0	0	34	0	3	0	0	0	0	15	1	0	0	0	81
7:00:00		0	0	0	0	0	3	24	0	0	0	0	28	0	2	0	0	0	0	9	2	0	0	0	68
7:15:00		0	0	0	0	0	2	34	0	0	0	0	26	0	1	0	0	0	0	21	0	0	0	0	84
7:30:00		0	0	0	0	0	2	65	0	0	0	0	36	1	4	0	0	0	0	42	1	0	0	0	151
7:45:00		0	0	0	0	0	1	58	0	0	0	0	32	0	4	0	0	0	0	44	6	0	0	0	145
8:00:00		0	0	0	0	0	1	79	0	0	0	0	44	1	3	0	0	0	0	37	4	0	0	0	169
8:15:00		0	0	0	0	0	0	90	0	0	0	0	42	0	1	0	0	0	0	46	4	0	0	0	183
8:30:00		0	0	0	0	0	3	83	0	0	0	0	39	0	3	0	0	0	0	50	8	0	0	0	186
8:45:00		0	0	0	0	0	3	122	0	0	0	0	82	0	4	0	0	0	0	67	9	0	0	0	287
9:00:00		0	0	0	0	0	1	109	0	0	0	0	43	0	6	0	0	0	0	57	5	0	0	0	221
9:15:00		0	0	0	0	0	0	121	0	0	0	0	65	0	7	0	0	0	0	64	7	0	0	0	264
9:30:00		0	0	0	0	0	4	158	0	0	0	0	57	0	8	0	0	0	0	72	8	0	0	0	307
9:45:00		0	0	0	0	0	0	158	0	0	0	0	83	0	6	0	0	0	0	67	11	0	0	0	325
10:00:00		0	0	0	0	0	0	163	0	0	0	0	60	0	7	0	0	0	0	84	15	0	0	0	329
10:15:00		0	0	0	0	0	3	164	0	0	0	0	67	0	4	0	0	0	0	75	7	0	0	0	320
10:30:00		0	0	0	0	0	2	149	0	0	0	0	64	0	1	0	0	0	0	110	13	0	0	0	339
10:45:00		0	0	0	0	0	0	168	0	0	0	0	72	0	11	0	0	0	0	120	19	0	0	0	390
11:00:00		0	0	0	0	0	1	178	0	0	0	0	72	0	5	0	0	0	0	93	7	0	0	0	356
11:15:00		0	0	0	0	0	3	214	0	0	0	0	72	0	13	0	0	0	0	107	19	0	0	0	428
11:30:00		0	0	0	0	0	2	183	0	0	0	0	86	0	8	0	0	0	0	124	30	0	0	0	433
11:45:00		0	0	0	0	0	0	168	0	0	0	0	84	0	7	0	0	0	0	130	17	0	0	0	406
12:00:00		0	0	0	0	0	3	225	0	0	0	0	60	0	8	0	0	0	0	130	18	0	0	0	444
12:15:00		0	0	0	0	0	1	221	0	0	0	0	67	0	14	0	0	0	0	156	13	0	0	0	472
12:30:00		0	0	0	0	0	1	191	0	0	0	0	67	0	4	0	0	0	0	126	24	0	0	0	413
12:45:00		0	0	0	0	0	1	231	0	0	0	0	85	0	12	0	0	0	0	143	14	0	0	0	486
13:00:00		0	0	0	0	0	3	187	0	0	0	0	90	1	9	0	0	0	0	139	16	0	0	0	445
13:15:00		0	0	0	0	0	2	208	0	0	0	0	84	0	9	0	0	0	0	121	16	0	0	0	440
13:30:00		0	0	0	0	0	3	232	0	0	0	0	101	0	11	0	0	0	0	116	15	0	0	0	478
13:45:00		0	0	0	0	0	1	177	0	0	0	0	79	0	10	0	0	0	0	129	17	0	0	0	413
14:00:00		0	0	0	0	0	2	199	0	0	0	0	87	1	8	0	0	0	0	135	14	0	0	0	446
14:15:00		0	0	0	0	0	0	214	0	0	0	0	68	0	9	0	0	0	0	146	16	0	0	0	453
PHF																									0.936192
% HV																									0%
14:30:00		0	0	0	0	0	5	183	0	0	0	0	55	1	12	0	0	0	0	131	19	0	0	0	406
14:45:00		0	0	0	0	0	1	200	0	0	0	0	77	0	6	0	0	0	0	132	21	0	0	0	437
15:00:00		0	0	0	0	0	3	195	0	0	0	0	66	0	10	0	0	0	0	141	17	0	0	0	432
15:15:00		0	0	0	0	0	0	238	0	0	0	0	59	1	11	0	0	0	0	176	16	0	0	0	501
15:30:00		0	0	0	0	0	1	186	0	0	0	0	72	0	8	0	0	0	0	142	25	0	0	0	434
15:45:00		0	0	0	0	0	1	198	0	0	0	0	63	0	7	0	0	0	0	149	16	0	0	0	434
16:00:00		0	0	0	0	0	2	215	0	0	0	0	63	0	13	0	0	0	0	142	22	0	0	0	457
16:15:00		0	0	0	0	0	1	153	0	0	0	0	66	0	7	0	0	0	0	130	26	0	0	0	383
16:30:00		0	0	0	0	0	3	191	0	0	0	0	72	0	6	0	0	0	0	126	16	0	0	0	414
16:45:00		0	0	0	0	0	0	152	0	0	0	0	78	0	10	0	0	0	0	122	20	0	0	0	382
17:00:00		0	0	0	0	0	2	176	0	0	0	0	86	0	7	0	0	0	0	131	19	0	0	0	421
17:15:00		0	0	0	0	0	1	177	0	0	0	0	70	1	11	0	0	0	0	113	14	0	0	0	387
17:30:00		0	0	0	0	0	4	145	0	0	0	0	64	0	10	0	0	0	0	114	20	0	0	0	357
17:45:00		0	0	0	0	0	2	159	0	0	0	0	69	1	12	0	0	0	0	100	17	0	0	0	360
18:00:00		0	0	0	0	0	4	166	0	0	0	0	72	0	9	0	0	0	0	117	25	0	0	0	393
18:15:00		0	0	0	0	0	2	171	0	0	0	0	76	0	9	0	0	0	0	124	17	0	0	0	399
18:30:00		0	0	0	0	0	3	152	0	0	0	0	56	0	8	0	0	0	0	113	16	0	0	0	348
18:45:00		0	0	0	0	0	9	149	0	0	0	0	59	0	6	0	0	0	0	118	17	0	0	0	358
19:00:00		0	0	0	0	0	4	118	0	0	0	0	67	0	11	0	0	0	0	124	13	0	0	0	337
19:15:00		0	0	0	0	0	8	121	0	0	0	0	52	0	8	0	0	0	0	103	7	0	0	0	299
19:30:00		0	0	0	0	0	8	102	0	0	0	0	50	0	9	0	0	0	0	67	12	0	0	0	248
19:45:00		0	0	0	0	0	1	94	0	0	0	0	41	1	7	0	0	0	0	65	19	0	0	0	228
20:00:00		0	0	0	0	0	5	104	0	1	0	0	41	1	4	0	0	0	0	89	11	0	0	0	256
20:15:00		0	0	0	0	0	2	83	0	0	0	0	36	0	4	0	0	0	0	64	9	0	0	0	198
20:30:00		0	0	0	0	0	3	81	0	0	0	0	28	0	4	0	0	0	0	73	7	0	0	0	196
20:45:00		0	0	0	0	0	2	97	0	0	0	0	36	0	5	0	0	0	0	62	13	0	0	0	215
21:00:00		0	0	0	0	0	4	90	0	0	0	0	37	0	3	0	0	0	0	73	7	0	0	0	214
21:15:00		0	0	0	0	0	9	71	0	0	0	0	31	0	5	0	0	0	0	58	13	0	0	0	187
21:30:00		0	0	0	0	0	1	69	0	0	0	0	34	0	7	0	0	0	0	45	5	0	0	0	161
21:45:00		0	0	0	0	0	7	71	0	0	0	0	38	1	1	0	0	0	0	45	4	0	0	0	167
22:00:00		0	0	0	0	0	5	71	0	1	0	0	27	1	1	0	0	0	0	39	8	0	0	0	153
22:15:00		0	0	0	0	0	5	56	0	0	0	0	41	1	3	0	0	0	0	33	9	0	0	0	148
22:30:00		0	0	0	0	0	1	50	0	0	0	0	20	0	3	0	0	0	0	28	7	0	0	0	109
22:45:00		0	0	0	0	0	3	46	0	0	0	0	29	0	7	0	0	0	0	35	2	0	0	0	122
23:00:00		0	0	0	0	0	0	40	0	0	0	0	26	0	2	0	0	0	0	33	4	0	0	0	105
23:15:00		0	0	0	0	0	0	37	0	0	0	0	32	0	5	0	0	0	0	28	6	0	0	0	108
23:30:00		0	0	0	0	0	0	33	0	0	0	0	23	0	2	0	0	0	0	24	2	0	0	0	84
23:45:00		0	0	0	0	0	1	23	0	0	0	0	24	0	2	0	0	0	0	20	2	0	0	0	72

	Lights	HV
	477	1
	412	1
	443	3
	452	1

Summary
Bin Size 15 minutes
Aggregatio Median
Time Zone America/New_York
Start Time 10/26/2023 0:00
End Time 10/26/2023 23:59
Location 05-53-432 Rt 263 Ramps (SE) @ Maple
Latitude an 42.99121539,-78.787746
Lights

Entry	North						East						South						West						
Direction	Southbound						Westbound						Northbound						Eastbound						
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Total
0:00:00	0	0	0	0	0	0	0	13	0	0	0	0	0	11	0	2	0	0	0	0	5	3	0	0	0	34
0:15:00	0	0	0	0	0	0	1	14	0	0	0	0	0	7	0	1	0	0	0	0	11	2	0	0	0	36
0:30:00	0	0	0	0	0	0	1	9	0	0	0	0	0	7	0	2	0	0	0	0	11	2	0	0	0	32
0:45:00	0	0	0	0	0	0	2	8	0	0	0	0	0	2	0	0	0	0	0	0	4	1	0	0	0	17
1:00:00	0	0	0	0	0	0	2	4	0	0	0	0	0	5	0	1	0	0	0	0	7	0	0	0	0	19
1:15:00	0	0	0	0	0	0	2	9	0	0	0	0	0	8	0	0	0	0	0	0	3	0	0	0	0	22
1:30:00	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0	2	0	0	0	0	12	0	0	0	0	19
1:45:00	0	0	0	0	0	0	0	6	0	0	0	0	0	3	0	0	0	0	0	0	1	2	0	0	0	12
2:00:00	0	0	0	0	0	0	1	6	0	0	0	0	0	4	0	1	0	0	0	0	3	0	0	0	0	15
2:15:00	0	0	0	0	0	0	0	3	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	6
2:30:00	0	0	0	0	0	0	1	2	0	0	0	0	0	3	0	2	0	0	0	0	3	1	0	0	0	12
2:45:00	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	1	0	0	0	0	2	0	0	0	0	7
3:00:00	0	0	0	0	0	0	0	3	0	1	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	8
3:15:00	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0	0	0	0	0	0	2	0	0	0	0	10
3:30:00	0	0	0	0	0	0	0	3	0	0	0	0	0	4	0	0	0	0	0	0	3	0	0	0	0	10
3:45:00	0	0	0	0	0	0	0	7	0	0	0	0	0	3	0	0	0	0	0	0	2	1	0	0	0	13
4:00:00	0	0	0	0	0	0	1	3	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	8
4:15:00	0	0	0	0	0	0	0	5	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	9
4:30:00	0	0	0	0	0	0	0	6	0	0	0	0	0	3	0	2	0	0	0	0	3	0	0	0	0	14
4:45:00	0	0	0	0	0	0	4	10	0	0	0	0	0	11	0	2	0	0	0	0	5	0	0	0	0	32
5:00:00	0	0	0	0	0	0	0	7	0	0	0	0	0	6	0	2	0	0	0	0	5	0	0	0	0	20
5:15:00	0	0	0	0	0	0	0	16	0	0	0	0	0	20	0	0	0	0	0	0	12	0	0	0	0	48
5:30:00	0	0	0	0	0	0	0	20	0	0	0	0	0	27	0	1	0	0	0	0	22	0	0	0	0	70
5:45:00	0	0	0	0	0	0	1	18	0	0	0	0	0	43	1	1	0	0	0	0	21	0	0	0	0	85
6:00:00	0	0	0	0	0	0	3	22	0	0	0	0	0	30	0	1	0	0	0	0	21	2	0	0	0	79
6:15:00	0	0	0	0	0	0	2	40	0	0	0	0	0	67	0	0	0	0	0	0	32	0	0	0	0	141
6:30:00	0	0	0	0	0	0	6	58	0	0	0	0	0	66	0	0	0	0	0	0	45	2	0	0	0	177
6:45:00	0	0	0	0	0	0	6	66	0	1	0	0	0	92	0	3	0	0	0	0	51	6	0	0	0	225
7:00:00	0	0	0	0	0	0	8	82	0	2	0	0	0	77	0	5	0	0	0	0	47	9	1	0	0	231
7:15:00	0	0	0	0	0	0	7	166	0	0	0	0	0	117	0	7	0	0	0	0	74	6	0	0	0	377
7:30:00	0	0	0	0	0	0	7	241	0	0	0	0	0	110	0	9	0	0	0	0	149	7	0	0	0	523
7:45:00	0	0	0	0	0	0	7	244	0	0	0	0	0	145	1	12	0	0	0	0	179	10	0	0	0	598
8:00:00	0	0	0	0	0	0	2	238	0	0	0	0	0	133	0	11	0	0	0	0	128	6	0	0	0	518
8:15:00	0	0	0	0	0	0	4	193	0	0	0	0	0	135	1	16	0	0	0	0	148	19	0	0	0	516
8:30:00	0	0	0	0	0	0	7	223	0	0	0	0	0	110	1	13	0	0	0	0	141	10	0	0	0	505
8:45:00	0	0	0	0	0	0	7	260	0	0	0	0	0	156	0	20	0	0	0	0	107	12	0	0	0	562
9:00:00	0	0	0	0	0	0	10	237	0	0	0	0	0	86	1	9	0	0	0	0	119	8	0	0	0	470
9:15:00	0	0	0	0	0	0	11	201	0	0	0	0	0	91	0	10	0	0	0	0	97	16	0	0	0	426
9:30:00	0	0	0	0	0	0	4	177	0	0	0	0	0	91	2	12	0	0	0	0	119	12	0	0	0	417
9:45:00	0	0	0	0	0	0	6	183	0	0	0	0	0	88	0	13	0	0	0	0	127	13	0	0	0	430
10:00:00	0	0	0	0	0	0	0	171	0	0	0	0	0	83	0	10	0	0	0	0	101	10	0	0	0	375
10:15:00	0	0	0	0	0	0	1	212	0	0	0	0	0	84	0	5	0	0	0	0	115	9	0	0	0	426
10:30:00	0	0	0	0	0	0	3	212	0	0	0	0	0	87	1	9	0	0	0	0	105	11	0	0	0	428
10:45:00	0	0	0	0	0	0	8	208	0	0	0	0	0	95	1	11	0	0	0	0	117	12	0	0	0	452
11:00:00	0	0	0	0	0	0	3	208	0	0	0	0	0	80	0	12	0	0	0	0	118	10	0	0	0	431
11:15:00	0	0	0	0	0	0	1	213	0	0	0	0	0	78	0	8	0	0	0	0	125	12	0	0	0	437
11:30:00	0	0	0	0	0	0	2	207	0	0	0	0	0	72	0	12	0	0	0	0	130	14	0	0	0	437
11:45:00	0	0	0	0	0	0	4	228	0	0	0	0	0	69	2	12	0	0	0	0	146	14	0	0	0	475
12:00:00	0	0	0	0	0	0	1	229	0	0	0	0	0	77	0	12	0	0	0	0	141	21	0	0	0	481
12:15:00	0	0	0	0	0	0	3	227	0	0	0	0	0	75	0	9	0	0	0	0	168	17	0	0	0	499
12:30:00	0	0	0	0	0	0	2	208	0	0	0	0	0	92	1	10	0	0	0	0	180	19	0	0	0	512
12:45:00	0	0	0	0	0	0	4	183	0	0	0	0	0	112	0	15	0	0	0	0	161	19	0	0	0	494
13:00:00	0	0	0	0	0	0	3	205	0	0	0	0	0	83	0	14	0	0	0	0	150	19	0	0	0	474
13:15:00	0	0	0	0	0	0	3	214	0	0	0	0	0	88	0	2	0	0	0	0	141	8	0	0	0	456
13:30:00	0	0	0	0	0	0	6	215	0	0	0	0	0	103	0	13	0	0	0	0	142	20	0	0	0	499
13:45:00	0	0	0	0	0	0	5	183	0	0	0	0	0	104	1	17	0	0	0	0	145	23	0	0	0	478
14:00:00	0	0	0	0	0	0	4	229	0	0	0	0	0	97	2	11	0	0	0	0	205	16	0	0	0	564
14:15:00	0	0	0	0	0	0	3	234	0	0	0	0	0	103	0	12	0	0	0	0	143	15	0	0	0	510
14:30:00	0	0	0	0	0	0	2	232	0	0	0	0	0	110	0	9	0	0	0	0	203	17	0	0	0	573
14:45:00	0	0	0	0	0	0	2	252	0	0	0	0	0	114	1	12	0	0	0	0	242	20	0	0	0	643
3:00 PM	0	0	0	0	0	0	1	270	0	0	0	0	0	125	0	11	0	0	0	0	229	20	0	0	0	656
3:15 PM	0	0	0	0	0	0	2	259	0	0	0	0	0	106	0	19	0	0	0	0	250	30	0	0	0	666
3:30 PM	0	0	0	0	0	0	1	269	0	0	0	0	0	112	0	15	0	0	0	0	280	16	0	0	0	693
3:45 PM	0	0	0	0	0	0	2	279	0	0	0	0	0	123	2	12	0	0	0	0	270	26	0	0	0	714
4:00 PM	0	0	0	0	0	0	4	278	0	0	0	0	0	148	0	14	0	0	0	0	251	25	0	0	0	720
4:15 PM	0	0	0	0	0	0	5	266	0	0	0	0	0	164	1	12	0	0	0	0	220	27	0	0	0	695
4:30 PM	0	0	0	0	0	0	5	260	0	0	0	0	0	167	1	10	0	0	0	0	240	14	0	0	0	697
4:45 PM	0	0	0	0	0	0	3	263	0	0	0	0	0	150	0	18	0	0	0	0	205	23	0	0	0	662
5:00 PM	0	0	0	0	0	0	2	237	0	0	0	0	0	124	1	10	0	0	0	0	243	23	0	0	0	640
5:15 PM	0	0	0	0	0	0	5	280	0	0	0	0	0	119	0	18	0	0	0	0	183	23	0	0	0	628
PHF																									0.942253
% HV																									1%
5:30 PM	0	0	0	0	0	0	3	227	0	0	0	0	0	139	0	11	0	0	0	0	196	22	0	0	0	598
5:45 PM	0	0	0	0	0	0	3	188	0	0	0	0	0	119	1	11	0	0	0	0	171	15	0	0	0	508
18:00:00	0	0	0	0	0	0	4	182	0	0	0	0	0	114	0	11	0	0	0	0	159	17	0	0	0	487
18:15:00	0	0	0	0	0	0	2	178	0	0	0	0	0	102	1	16	0	0	0	0	152	20	0	0	0	471
18:30:00	0	0	0	0	0	0	7	164	0	0	0	0	0	70	0	8	0	0	0	0	122	15	0	0	0	386
18:45:00	0	0	0	0	0	0	6	151	0	0	0	0	0	61	1	13	0	0	0	0	128	29	0	0	0	389
19:00:00	0	0	0	0	0	0	6	135	0	0	0	0	0	60	0	10	0	0	0	0	111	14	0	0	0	336
19:15:00	0	0	0	0	0	0	4	108	0	0	0	0	0	53	0	7	0	0	0	0	101	21	0	0	0	294
19:30:00	0	0	0	0	0	0	11	101	0	0	0	0	0	43	0	3	0	0	0	0	84	22	0	0	0	264
19:45:00	0	0	0	0	0	0	4	95	0	0	0	0	0	52	2	4	0	0	0	0	86	16	0	0	0	259
20:00:00	0	0	0	0	0	0	12	77	0	0	0	0	0	35	1	4	0	0	0	0	67	12	0	0	0	208
20:15:00	0	0	0	0	0	0	6	81	0	0	0	0	0	37	1	4	0	0	0	0	65	15	0	0	0	209
20:30:00	0	0	0	0	0	0	2	79	0	0	0	0	0	31	0	8	0	0	0	0	49	11	0	0	0	180
20:45:00	0	0	0	0	0	0	4	54	0	0	0	0	0	32	0	5	0	0	0	0	50	9	0	0	0	154
21:00:00	0	0	0	0	0	0	1	56	0	1	0	0	0	21	0	4	0	0	0	0	51	5	0	0	0	139
21:15:00	0	0	0	0	0	0	5	40	0	0	0	0	0	27	0	5	0	0	0	0	53	8	0	0	0	138
21:30:00	0	0	0	0	0	0	2	64	0	0	0	0	0	26	0	6	0	0	0	0	39	6	0	0	0	143
21:45:00	0	0	0	0	0	0	2	53	0	0	0	0	0	24	0	4	0	0	0	0	41	10	0	0	0	134
22:00:00	0	0	0	0	0	0	1	55	0	0	0	0	0	18	0	6	0	0	0	0	46	7	0	0	0	133
22:15:00	0	0	0	0	0	0	3	44	0	0	0	0	0	22	0	2	0	0	0	0	28	8	0	0	0	107
22:30:00	0	0	0	0	0	0	2	35	0	0	0	0	0	16	0	9	0	0	0	0	24	2	0	0	0	88
22:45:00	0	0	0	0	0	0	0	29	0	0	0	0	0	21	1	2	0	0	0	0	32	3	0	0	0	88
23:00:00	0	0	0	0	0	0	4	36	0	0	0	0	0	14	1	3	0	0	0	0	27	10	0	0	0	95
23:15:00	0	0	0	0	0	0	2	22	0	0	0	0	0	15	0	2	0	0	0	0	22	3	0	0	0	66
23:30:00	0	0	0	0	0	0	2	68	0	0	0	0	0	35	0	2	0	0	0	0	30	7	0	0	0	144
23:45:00	0	0	0	0	0	0	1	27	0	0	0	0	0	28	0	2	0	0	0	0	25	1	0	0	0	84

Lights	HV
692	5
651	11
634	6
626	2

Summary
Bin Size 15 minutes
Aggregatio Median
Time Zone America/New_York
Start Time 10/28/2023 0:00
End Time 10/28/2023 23:59
Location 05-53-554P Rt 62 (NFB) @ Consumer Sq Plaza
Latitude an 42.99962237,-78.82240171
Lights

Entry	North						East						South						West						
Direction	Southbound						Westbound						Northbound						Eastbound						
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Total
0:00:00	2	20	1	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	35
0:15:00	2	22	0	0	0	0	3	0	0	0	0	0	0	0	8	0	0	0	0	0	0	1	0	0	36
0:30:00	1	21	0	0	0	0	2	0	0	0	0	0	0	0	8	0	0	0	0	2	0	2	0	0	36
0:45:00	1	15	0	0	0	0	3	0	1	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	30
1:00:00	0	13	0	0	0	0	3	0	2	0	0	0	0	0	6	0	0	0	0	1	0	1	0	0	26
1:15:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	14
1:30:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	22
1:45:00	0	8	1	0	0	0	2	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	21
2:00:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	18
2:15:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	16
2:30:00	0	4	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	9
2:45:00	0	9	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	13
3:00:00	0	6	0	0	0	0	0	0	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	11
3:15:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	14
3:30:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	8
3:45:00	0	3	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	7
4:00:00	0	5	0	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	11
4:15:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	8
4:30:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	10
4:45:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	10
5:00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	4
5:15:00	0	7	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	11
5:30:00	0	5	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	10
5:45:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	9
6:00:00	0	5	2	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	12
6:15:00	0	4	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	7
6:30:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	5
6:45:00	0	2	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	7
7:00:00	0	6	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	10
7:15:00	0	7	1	0	0	0	1	0	0	0	0	0	0	0	9	0	0	0	0	1	0	0	0	0	19
7:30:00	0	26	3	0	0	0	4	0	0	0	0	0	0	2	21	0	0	0	0	0	0	0	0	0	56
7:45:00	0	71	16	0	0	0	3	0	2	0	0	0	0	8	41	1	0	0	0	0	1	0	0	0	143
8:00:00	1	92	16	0	0	0	6	1	8	0	0	0	0	3	64	0	0	0	0	1	0	0	0	0	192
8:15:00	1	80	9	0	0	0	3	0	5	0	0	0	0	7	67	0	0	0	0	0	0	0	0	0	172
8:30:00	0	87	18	0	0	0	12	1	7	0	0	0	0	2	76	0	0	0	0	0	0	0	0	0	203
8:45:00	4	114	28	0	0	0	16	0	3	0	0	0	0	6	93	0	0	0	0	0	0	0	0	0	264
9:00:00	1	132	24	0	0	0	17	1	9	0	0	0	0	7	89	0	0	0	0	2	0	0	0	0	282
9:15:00	1	134	27	0	0	0	14	0	12	0	0	0	0	11	137	0	0	0	0	0	0	1	0	0	337
9:30:00	0	161	29	0	0	0	23	1	7	0	0	0	0	8	142	0	2	0	0	1	0	1	0	0	375
9:45:00	3	159	43	0	0	0	20	1	18	0	0	0	0	23	145	0	0	0	0	1	1	0	0	0	414
10:00:00	2	203	43	0	0	0	24	0	18	0	0	0	0	25	149	2	1	0	0	1	0	0	0	0	468
10:15:00	0	179	41	0	0	0	26	0	29	0	0	0	0	19	162	2	2	0	0	1	0	1	0	0	462
10:30:00	3	239	43	0	0	0	28	2	31	0	0	0	0	30	197	1	2	0	0	3	1	4	0	0	584
10:45:00	4	215	47	0	0	0	26	2	25	0	0	0	0	20	163	2	2	0	0	4	2	1	0	0	513
11:00:00	7	232	58	0	0	0	41	0	34	0	0	0	0	35	216	4	1	0	0	6	1	5	0	0	640
11:15:00	8	225	65	0	0	0	28	0	40	0	0	0	0	24	203	1	1	0	0	4	3	8	0	0	610
11:30:00	11	221	57	0	0	0	29	0	29	0	0	0	0	33	210	1	0	0	0	5	0	4	2	0	602
11:45:00	7	257	65	1	0	0	46	2	36	0	0	0	0	46	242	2	0	0	0	6	1	2	0	0	713
12:00:00	10	210	74	0	0	0	55	3	35	0	0	0	0	28	217	5	0	0	0	12	3	7	0	0	0	659
12:15:00	10	264	78	0	0	0	57	1	35	0	0	0	0	31	254	8	2	0	0	10	2	4	0	0	0	756
12:30:00	10	274	61	0	0	0	49	1	42	0	0	0	0	38	235	1	0	0	0	4	0	5	0	0	0	720
12:45:00	8	228	76	1	0	0	60	1	40	0	0	0	0	32	242	1	1	0	0	8	1	5	1	0	0	705
13:00:00	15	237	95	0	0	0	53	3	42	0	0	0	0	24	257	5	3	0	0	8	3	9	0	0	0	754
13:15:00	8	265	64	0	0	0	47	1	45	0	0	0	0	26	282	4	0	0	0	6	0	9	0	0	0	757
13:30:00	10	270	59	0	0	0	71	0	53	0	0	0	0	30	263	6	0	0	0	6	1	4	0	0	0	773
13:45:00	12	259	81	0	0	0	58	2	44	0	0	0	0	24	227	2	0	0	0	8	3	5	0	0	0	725
14:00:00	10	254	59	0	0	0	50	2	49	0	0	0	0	29	260	5	3	0	0	7	3	6	0	0	0	737
14:15:00	11	279	59	0	0	0	81	1	30	0	0	0	0	29	276	3	6	0	0	3	3	5	0	0	0	786
PHF																									0.960878
% HV																									0%
14:30:00	9	218	50	0	0	0	77	3	61	0	0	0	0	29	257	3	1	0	0	8	5	9	0	0	0	730
14:45:00	7	232	80	1	0	0	75	1	46	0	0	0	0	24	250	7	0	0	0	3	1	8	0	0	0	735
15:00:00	7	243	57	0	0	0	50	2	43	0	0	0	0	19	282	2	1	0	0	5	3	5	0	0	0	719
15:15:00	7	207	61	0	0	0	74	1	48	0	0	0	0	11	270	8	1	0	0	6	1	6	0	0	0	701
15:30:00	6	241	59	0	0	0	50	1	46	0	0	0	0	27	260	4	5	0	0	4	4	2	0	0	0	709
15:45:00	13	221	57	1	0	0	58	2	39	0	0	0	0	25	254	4	1	0	0	7	2	2	0	0	0	686
16:00:00	5	223	56	0	0	0	63	4	41	0	0	0	0	20	269	2	1	0	0	3	1	4	1	0	0	693
16:15:00	7	186	55	0	0	0	55	4	51	0	0	0	0	21	242	2	4	0	0	3	1	3	1	0	0	635
16:30:00	12	233	68	0	0	0	55	3	43	0	0	0	0	14	232	5	1	0	0	10	1	5	1	0	0	683
16:45:00	16	214	53	1	0	0	60	2	34	0	0	0	0	25	271	3	4	0	0	8	3	1	1	0	0	696
17:00:00	5	199	43	0	0	0	59	1	46	0	0	0	0	27	247	1	1	0	0	23	2	12	0	0	0	666
17:15:00	14	209	58	0	0	0	52	2	31	0	0	0	0	28	231	7	1	0	0	12	2	6	0	0	0	653
17:30:00	11	185	38	1	0	0	46	1	42	0	0	0	0	31	245	1	3	0	0	4	0	4	1	0	0	613
17:45:00	9	207	38	0	0	0	53	2	48	0	0	0	0	33	259	2	1	0	0	7	5	5	2	0	0	671
18:00:00	7	185	54	0	0	0	50	0	38	0	0	0	0	37	223	4	0	0	0	4	0	3	1	0	0	606
18:15:00	13	192	48	0	0	0	35	1	32	0	0	0	0	25	227	5	0	0	0	3	2	7	1	0	0	591
18:30:00	12	206	40	0	0	0	48	1	41	0	0	0	0	21	246	4	2	0	0	6	2	6	0	0	0	635
18:45:00	13	143	34	0	0	0	54	5	24	0	0	0	0	13	212	7	0	0	0	4	0	7	1	0	0	517
19:00:00	9	213	51	0	0	0	49	2	28	0	0	0	0	10	197	4	1	0	0	9	2	5	0	0	0	580
19:15:00	6	126	35	1	0	0	44	0	25	0	0	0	0	15	225	3	0	0	0	5	0	9	1	0	0	495
19:30:00	15	114	30	0	0	0	37	5	36	0	0	0	0	9	160	2	1	0	0	13	2	10	0	0	0	434
19:45:00	5	134	24	1	0	0	41	1	21	0	0	0	0	7	147	1	0	0	0	4	1	2	0	0	0	389
20:00:00	3	90	17	1	0	0	43	0	16	0	0	0	0	9	165	1	1	0	0	7	2	6	0	0	0	361
20:15:00	7	93	26	0	0	0	37	2	31	0	0	0	0	3	127	1	0	0	0	4	1	5	0	0	0	337
20:30:00	6	92	19	0	0	0	33	1	20	0	0	0	0	5	134	3	0	0	0	7	2	6	0	0	0	328
20:45:00	4	69	18	1	0	0	38	0	14	0	0	0	0	6	94	0	0	0	0	1	2	5	0	0	0	252
21:00:00	8	81	7	0	0	0	19	0	14	0	0	0	0	5	105	2	0	0	0	5	0	3	0	0	0	249
21:15:00	1	76	11	0	0	0	27	0	15	0	0	0	0	5	96	0	2	0	0	2	1	3	0	0	0	239
21:30:00	4	70	9	2	0	0	25	0	7	0	0	0	0	1	83	1	0	0	0	2	0	0	0	0	0	204
21:45:00	2	53	5	0	0	0	15	0	11	0	0	0	0	2	77	0	1	0	0	2	0	0	0	0	0	168
22:00:00	2	57	6	0	0	0	16	1	10	0	0	0	0	0	64	1	0	0	0	1	0	4	0	0	0	162
22:15:00	0	51	6	0	0	0	15	0	2	0	0	0	0	0	54	1	1	0	0	1	0	1	0	0	0	132
22:30:00	4	45	4	0	0	0	5	2	6	0	0	0	0	1	44	1	1	0	0	2	0	3	0	0	0	118
22:45:00	2	52	6	0	0	0	4	0	3	0	0	0	0	2	47	0	0	0	0	2	0	2	0	0	0	120
23:00:00	2	36	8	0	0	0	5	2	1	0	0	0	0	4	42	0	0	0	0	1	2	1	0	0	0	104
23:15:00	1	43	1	0	0	0	8	0	4	0	0	0	0	0	42	1	0	0	0	3	0	2	0	0	0	105
23:30:00	3	28	1	0	0	0	4	0	2	0	0	0	0	2	38	0	0	0	0	1	0	3	0	0	0	82
23:45:00	5	46	1	0	0	0	3	0	2	0	0	0	0	0	44	0	0	0	0	0	0	1	0	0	0	102

Lights	771	2
	723	2
	733	4
	784	2

Summary
Bin Size 15 minutes
Aggregatio Median
Time Zone America/New_York
Start Time 10/26/2023 0:00
End Time 10/26/2023 23:59
Location 05-53-554P Rt 62 (NFB) @ Consumer Sq Plaza
Latitude an 42.99962237,-78.82240171
Lights

Entry Direction	North Southbound					East Westbound						South Northbound						West Eastbound								
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Total	
0:00:00	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	
0:15:00	0	1	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	
0:30:00	0	2	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	
0:45:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
1:00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
1:15:00	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4	
1:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1:45:00	0	2	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	
2:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	4	
2:30:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
2:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
3:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
3:30:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
3:45:00	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	
4:00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	
4:15:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
4:30:00	0	2	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	
4:45:00	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	
5:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:15:00	1	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6	
5:30:00	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6	
5:45:00	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	4	
6:00:00	0	6	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	9	
6:15:00	0	5	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	2	0	0	0	0	0	13	
6:30:00	1	11	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	19	
6:45:00	1	13	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	20	
7:00:00	2	9	0	0	0	0	1	0	1	0	0	0	0	8	0	0	0	0	2	0	0	0	0	0	23	
7:15:00	2	31	2	1	0	0	3	0	0	0	0	0	0	14	0	0	0	0	1	0	0	0	0	0	54	
7:30:00	0	132	5	0	0	0	5	0	1	0	0	0	0	59	0	0	0	0	3	0	0	0	0	0	205	
7:45:00	1	161	16	0	0	0	5	1	2	0	0	0	7	105	1	0	0	0	0	0	0	0	0	0	299	
8:00:00	1	116	12	0	0	0	5	0	2	0	0	0	2	110	0	0	0	0	1	0	0	0	0	0	249	
8:15:00	1	158	20	0	0	0	9	0	4	0	0	0	1	131	1	0	0	0	2	0	0	0	0	0	327	
8:30:00	1	142	9	0	0	0	15	1	5	0	0	0	7	121	1	0	0	0	0	0	2	0	0	0	304	
8:45:00	1	149	23	0	0	0	14	0	12	0	0	0	11	117	1	0	0	0	1	0	0	0	0	0	329	
9:00:00	2	131	14	1	0	0	13	0	10	0	0	0	8	116	0	1	0	0	1	0	0	0	0	0	297	
9:15:00	3	128	12	0	0	0	11	0	16	0	0	0	9	123	0	1	0	0	2	1	0	0	0	0	306	
9:30:00	0	135	20	0	0	0	17	0	6	0	0	0	11	143	1	0	0	0	0	0	0	0	0	0	333	
9:45:00	5	164	28	1	0	0	22	3	8	0	0	0	7	123	0	1	0	0	2	0	0	0	0	0	364	
10:00:00	4	125	27	1	0	0	22	2	11	0	0	0	16	148	2	1	0	0	1	2	0	0	0	0	362	
10:15:00	2	164	37	2	0	0	22	2	23	0	0	0	19	147	0	0	0	0	0	1	3	0	0	0	422	
10:30:00	2	149	33	1	0	0	25	1	25	0	0	0	16	148	0	0	0	0	1	1	2	0	0	0	404	
10:45:00	4	160	39	0	0	0	27	1	14	0	0	0	20	144	0	3	0	0	4	0	0	0	0	0	416	
11:00:00	3	173	33	0	0	0	26	3	18	0	0	0	26	166	0	1	0	0	3	0	2	0	0	0	454	
11:15:00	8	189	42	0	0	0	44	2	19	0	0	0	14	194	4	3	0	0	1	1	1	0	0	0	522	
11:30:00	5	188	36	0	0	0	29	6	24	0	0	0	21	217	1	1	0	0	2	1	2	0	0	0	533	
11:45:00	4	207	34	0	0	0	33	1	22	0	0	0	31	206	3	1	0	0	0	3	4	0	0	0	549	
12:00:00	4	187	49	2	0	0	27	3	25	0	0	0	34	194	2	1	0	0	1	3	3	1	0	0	536	
12:15:00	8	190	40	0	0	0	42	0	28	0	0	0	35	222	3	0	0	0	0	1	2	0	0	0	571	
12:30:00	2	209	42	0	0	0	38	1	36	0	0	0	23	217	2	0	0	0	1	0	5	0	0	0	576	
12:45:00	8	180	39	0	0	0	44	5	40	0	0	0	31	214	4	2	0	0	0	1	4	0	0	0	572	
13:00:00	2	185	45	0	0	0	42	2	23	0	0	0	29	224	1	2	0	0	3	1	5	0	0	0	564	
13:15:00	6	208	34	1	0	0	40	1	23	0	0	0	24	243	2	1	0	0	1	2	2	1	0	0	589	
13:30:00	6	182	40	0	0	0	42	0	42	0	0	0	31	216	5	0	0	0	4	2	5	0	0	0	575	
13:45:00	4	162	39	0	0	0	44	0	31	0	0	0	25	221	2	3	0	0	2	1	4	0	0	0	538	
14:00:00	6	206	43	0	0	0	42	1	33	0	0	0	31	221	4	2	0	0	0	2	3	0	0	0	594	
14:15:00	2	185	43	0	0	0	51	0	24	0	0	0	24	244	2	3	0	0	1	0	3	0	0	0	582	
14:30:00	9	201	46	0	0	0	30	0	41	0	0	0	22	227	2	0	0	0	1	0	5	0	0	0	584	
14:45:00	6	202	41	0	0	0	34	0	39	0	0	0	17	253	0	2	0	0	1	0	1	0	0	0	596	
3:00 PM	9	260	36	0	0	0	32	1	35	0	0	0	24	241	1	0	0	0	7	2	3	0	0	0	651	
3:15 PM	5	218	37	0	0	0	40	1	32	0	0	0	25	223	3	2	0	0	4	0	5	0	0	0	595	
3:30 PM	7	227	54	0	0	0	36	1	40	0	0	0	25	254	1	0	0	0	1	1	1	1	0	0	649	
3:45 PM	9	217	45	1	0	0	31	1	36	0	0	0	27	224	2	1	0	0	2	2	2	0	0	0	600	
4:00 PM	10	251	34	0	0	0	50	1	22	0	0	0	21	232	2	2	0	0	2	2	8	0	0	0	637	
4:15 PM	8	229	44	0	0	0	40	1	37	0	0	0	24	251	2	5	0	0	0	1	5	0	0	0	647	**Lights** HV
4:30 PM	1	225	38	0	0	0	48	3	23	0	0	0	26	238	3	2	0	0	1	4	4	0	0	0	616	608 8
4:45 PM	5	234	27	1	0	0	44	1	33	0	0	0	23	243	2	1	0	0	3	2	5	0	0	0	624	619 5
5:00 PM	9	244	58	0	0	0	66	1	31	0	0	0	26	211	1	0	0	0	2	1	4	0	0	0	654	649 5
5:15 PM	7	169	34	0	0	0	39	2	26	0	0	0	33	239	2	2	0	0	4	2	1	0	0	0	560	557 3
PHF																									0.938073	
% HV																									1%	
5:30 PM	12	204	43	0	0	0	46	3	22	0	0	0	23	236	1	0	0	0	1	1	2	0	0	0	594	
5:45 PM	3	218	39	1	0	0	40	2	32	0	0	0	23	184	2	4	0	0	3	0	2	0	0	0	553	
18:00:00	8	182	51	1	0	0	45	1	28	0	0	0	24	213	4	1	0	0	1	2	5	0	0	0	566	
18:15:00	8	189	33	0	0	0	32	1	34	0	0	0	29	205	5	0	0	0	1	0	5	0	0	0	542	
18:30:00	5	159	23	1	0	0	48	2	32	0	0	0	17	232	4	0	0	0	6	1	7	0	0	0	537	
18:45:00	9	126	34	0	0	0	47	1	30	0	0	0	6	185	2	1	0	0	7	0	6	1	0	0	455	
19:00:00	19	130	34	0	0	0	42	2	34	0	0	0	8	172	1	0	0	0	4	3	6	0	0	0	455	
19:15:00	14	124	30	0	0	0	46	1	34	0	0	0	8	191	2	2	0	0	3	1	6	0	0	0	462	
19:30:00	13	98	22	0	0	0	47	8	27	0	0	0	8	130	3	1	0	0	3	2	6	0	0	0	368	
19:45:00	15	112	23	0	0	0	28	2	16	0	0	0	2	143	6	0	0	0	3	4	5	1	0	0	360	
20:00:00	10	82	19	0	0	0	32	1	26	0	0	0	5	140	3	2	0	0	2	2	2	1	0	0	327	
20:15:00	4	62	14	0	0	0	29	0	20	0	0	0	5	107	1	0	0	0	0	1	4	0	0	0	247	
20:30:00	5	55	23	0	0	0	25	2	15	0	0	0	2	93	3	2	0	0	1	0	1	0	0	0	227	
20:45:00	4	59	11	0	0	0	19	2	20	0	0	0	2	80	0	1	0	0	3	0	0	0	0	0	201	
21:00:00	3	48	11	2	0	0	26	2	13	0	0	0	3	94	2	0	0	0	3	1	4	0	0	0	212	
21:15:00	3	48	9	0	0	0	13	0	13	0	0	0	3	78	3	0	0	0	2	0	1	1	0	0	174	
21:30:00	3	31	12	0	0	0	16	2	10	0	0	0	1	53	1	1	0	0	1	2	9	0	0	0	142	
21:45:00	5	44	9	0	0	0	13	1	10	0	0	0	2	56	0	0	0	0	2	0	12	0	0	0	154	
22:00:00	6	35	5	1	0	0	13	2	10	0	0	0	2	38	1	1	0	0	0	0	4	0	0	0	118	
22:15:00	3	22	7	0	0	0	8	0	11	0	0	0	3	46	3	0	0	0	2	0	6	0	0	0	111	
22:30:00	2	28	4	0	0	0	7	1	2	0	0	0	3	33	5	0	0	0	2	2	10	0	0	0	99	
22:45:00	2	33	1	0	0	0	6	2	4	0	0	0	0	31	1	0	0	0	1	1	2	0	0	0	84	
23:00:00	4	32	0	0	0	0	4	1	0	0	0	0	0	34	1	0	0	0	2	0	6	0	0	0	84	
23:15:00	1	32	2	0	0	0	4	0	0	0	0	0	0	29	1	0	0	0	12	0	10	0	0	0	91	
23:30:00	3	33	2	0	0	0	1	1	4	0	0	0	0	32	1	1	0	0	0	0	7	0	0	0	85	
23:45:00	0	28	1	0	0	0	4	0	0	0	0	0	0	29	0	0	0	0	1	0	0	0	0	0	63	

Summary

Study Name	Eggert Road and Bailey Avenue
Project	
Project Code	
Legs and Movements	
Bin Size	15 minutes
Time Zone	
Start Time	2024-11-09 00:00:00 +0000
End Time	2024-11-11 00:00:00 +0000
Location	Eggert Road and Bailey Avenue
Latitude and Longitude	42.97724343,-78.81372775

AM Peak	10:30-11:30
Midday Peak	12:15-13:15
PM Peak (Overall Peak	15:15-16:15
Custom ID	
Tags	

Summary

Entry	Bailey Avenue					Eggert Road					Bailey Avenue					Eggert Road							
Direction	Southbound					Westbound					Northbound					Eastbound							
Start Time	Left	Thru	Right	Crosswalk	Crosswalk	Left	Thru	Right	Crosswalk	Crosswalk	Left	Thru	Right	Crosswalk	Crosswalk	Left	Thru	Right	U-Turn	Crosswalk	Crosswalk	Total		
2024-11-09 00:00:00	2	8	0	0	0	3	5	0	0	0	5	8	1	0	0	0	6	5	0	0	0	43		
2024-11-09 00:15:00	1	10	2	0	0	2	8	1	0	0	5	6	4	0	0	0	8	4	0	0	0	51		
2024-11-09 00:30:00	2	18	0	0	0	1	1	0	0	0	1	5	0	0	0	0	8	1	0	0	0	37		
2024-11-09 00:45:00	0	5	0	0	0	4	5	0	0	0	0	8	0	0	0	0	0	2	0	0	0	24		
2024-11-09 01:00:00	0	8	0	0	0	1	1	2	0	0	4	2	4	0	0	0	2	1	0	0	0	25		
2024-11-09 01:15:00	0	6	0	0	0	3	2	0	0	0	0	3	3	0	0	0	1	5	0	0	0	23		
2024-11-09 01:30:00	1	8	1	0	0	1	2	0	0	0	2	6	1	0	0	0	0	2	0	0	0	24		
2024-11-09 01:45:00	1	2	0	0	0	0	0	2	0	0	2	5	1	0	0	1	7	2	0	0	0	23		
2024-11-09 02:00:00	0	4	1	0	0	2	2	0	0	0	1	6	1	0	0	0	0	1	0	0	0	18		
2024-11-09 02:15:00	0	2	0	0	0	1	2	0	0	0	1	2	0	0	0	0	1	3	0	0	0	12		
2024-11-09 02:30:00	0	3	0	0	0	0	2	1	0	0	1	1	0	0	0	1	2	1	0	0	0	12		
2024-11-09 02:45:00	0	6	1	0	0	0	0	0	0	0	1	3	0	0	0	0	2	2	0	0	0	15		
2024-11-09 03:00:00	0	3	1	0	0	0	1	0	0	0	1	2	0	0	0	0	2	0	0	0	0	10		
2024-11-09 03:15:00	1	3	0	0	0	0	1	0	0	0	1	2	0	0	0	0	1	1	0	0	0	10		
2024-11-09 03:30:00	0	1	0	0	0	0	0	0	0	0	2	2	0	0	0	2	2	0	0	0	0	9		
2024-11-09 03:45:00	0	3	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	11		
2024-11-09 04:00:00	0	5	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	9		
2024-11-09 04:15:00	1	2	0	0	0	1	3	0	0	0	3	2	0	0	0	0	2	0	0	0	0	14		
2024-11-09 04:30:00	0	1	0	0	0	1	2	1	0	0	0	6	0	0	0	0	3	1	0	0	0	15		
2024-11-09 04:45:00	1	4	0	0	0	0	2	4	0	0	2	5	1	0	0	1	4	2	0	0	0	26		
2024-11-09 05:00:00	1	3	0	0	0	0	1	1	0	0	2	4	0	0	0	1	0	1	0	0	0	14		
2024-11-09 05:15:00	0	8	0	0	0	0	3	1	0	0	3	4	0	0	0	0	4	3	0	0	0	26		
2024-11-09 05:30:00	0	8	0	0	0	0	3	1	0	0	0	3	0	0	0	0	2	2	0	0	0	19		
2024-11-09 05:45:00	1	5	0	0	0	1	5	2	0	0	6	8	0	0	0	5	3	5	0	0	0	41		
2024-11-09 06:00:00	1	6	0	0	0	1	3	3	0	0	3	10	2	0	0	0	7	4	0	0	0	40		
2024-11-09 06:15:00	1	8	0	0	0	1	8	3	0	0	9	9	2	0	0	1	3	3	0	0	0	48		
2024-11-09 06:30:00	2	7	1	0	0	1	7	7	0	0	9	14	1	0	0	3	3	4	0	0	0	59		
2024-11-09 06:45:00	1	13	1	0	0	3	6	5	0	0	6	20	0	0	0	1	9	2	0	0	0	67		
2024-11-09 07:00:00	3	17	1	0	0	2	7	3	0	0	5	26	1	0	0	2	8	4	0	0	0	79		
2024-11-09 07:15:00	5	25	3	0	0	3	7	6	0	0	8	18	7	0	0	3	10	3	0	0	0	98		
2024-11-09 07:30:00	2	19	3	0	0	2	7	14	0	0	6	32	2	0	0	4	9	2	0	0	0	102		
2024-11-09 07:45:00	7	26	4	0	0	1	15	19	0	0	5	35	4	0	0	6	10	3	0	0	0	135		
2024-11-09 08:00:00	11	39	3	0	0	2	20	15	0	0	4	43	1	0	0	3	12	2	0	0	0	155		
2024-11-09 08:15:00	7	18	1	0	0	6	22	19	0	0	9	41	3	0	0	5	14	8	0	0	0	153		
2024-11-09 08:30:00	8	23	2	0	0	8	19	14	0	0	13	66	9	0	0	7	21	7	0	0	0	197		
2024-11-09 08:45:00	10	46	3	0	0	2	44	22	0	0	9	42	7	0	0	10	35	11	0	0	0	241		
2024-11-09 09:00:00	6	52	2	0	0	8	31	25	0	0	12	51	7	0	0	9	43	11	0	0	0	257		
2024-11-09 09:15:00	6	53	6	0	0	10	29	24	0	0	8	62	3	0	0	5	32	15	0	0	0	253		
2024-11-09 09:30:00	13	34	8	0	0	7	24	35	0	0	10	53	3	0	0	7	39	18	0	0	0	251		
2024-11-09 09:45:00	17	48	10	0	0	5	40	29	0	0	8	52	4	0	0	5	37	9	0	0	0	264		
2024-11-09 10:00:00	21	38	11	0	0	7	37	38	0	0	20	68	4	0	0	10	37	13	0	0	0	304		
2024-11-09 10:15:00	20	63	10	0	0	8	55	30	0	0	22	63	7	0	0	17	56	18	0	0	0	369		
2024-11-09 10:30:00	19	61	8	0	0	8	47	30	0	0	10	70	10	0	0	9	31	21	0	0	0	324		
2024-11-09 10:45:00	20	73	12	0	0	8	48	29	0	0	24	68	8	0	0	17	73	20	0	0	0	400		
2024-11-09 11:00:00	22	50	7	0	0	7	46	32	0	0	9	85	8	0	0	7	53	24	0	0	0	350		
2024-11-09 11:15:00	23	72	10	0	0	9	72	25	0	0	31	75	9	0	0	8	63	15	0	0	0	412		
2024-11-09 11:30:00	29	55	9	0	0	9	73	39	0	0	26	86	11	0	0	12	52	18	0	0	0	419		
2024-11-09 11:45:00	28	79	18	0	0	13	70	26	0	0	18	58	6	0	0	9	54	17	0	0	0	396		
2024-11-09 12:00:00	32	67	16	0	0	9	56	28	0	0	13	73	10	0	0	20	72	25	0	0	0	421		
2024-11-09 12:15:00	18	88	5	0	0	5	59	33	0	0	16	91	11	0	0	14	67	14	0	0	0	421		
2024-11-09 12:30:00	32	90	9	0	0	8	61	35	0	0	18	77	14	0	0	15	57	15	0	0	0	431		
2024-11-09 12:45:00	26	88	11	0	0	11	43	33	0	0	24	75	11	0	0	14	72	29	0	0	0	437		
2024-11-09 13:00:00	29	92	11	0	0	10	74	29	0	0	20	91	7	0	0	14	52	16	0	0	0	445		
2024-11-09 13:15:00	28	83	7	0	0	8	43	37	0	0	15	73	8	0	0	18	61	19	0	0	0	400	Lights	HV
2024-11-09 13:30:00	30	73	5	0	0	8	54	27	0	0	18	84	7	0	0	15	41	12	0	0	0	374	373	1
2024-11-09 13:45:00	27	77	12	0	0	11	63	22	0	0	20	76	9	0	0	8	54	22	0	0	0	401	399	2
2024-11-09 14:00:00	35	92	13	0	0	7	60	48	0	0	20	96	9	0	0	8	59	30	0	0	0	477	476	1
2024-11-09 14:15:00	29	62	12	0	0	12	59	36	0	0	17	85	11	0	0	9	50	15	0	0	0	397	395	2
																						0.864256		
																						0.4%		
2024-11-09 14:30:00	24	87	11	0	0	7	59	17	0	0	17	74	9	0	0	10	62	15	0	0	0	392		
2024-11-09 14:45:00	27	94	5	0	0	3	44	37	0	0	20	63	4	0	0	7	68	18	0	0	0	390		
2024-11-09 15:00:00	27	73	9	0	0	12	47	22	0	0	19	88	12	0	0	11	57	24	0	0	0	401		
2024-11-09 15:15:00	36	104	9	0	0	10	52	32	0	0	14	77	4	0	0	4	61	12	0	0	0	415		
2024-11-09 15:30:00	30	80	11	0	0	9	63	32	0	0	22	80	6	0	0	9	62	20	0	0	0	424		
2024-11-09 15:45:00	26	79	12	0	0	10	67	26	0	0	18	63	9	0	0	9	66	17	0	0	0	402		
2024-11-09 16:00:00	17	91	13	0	0	11	51	31	0	0	18	71	9	0	0	6	54	13	0	0	0	385		
2024-11-09 16:15:00	25	95	6	0	0	8	40	28	0	0	20	77	9	0	0	9	55	21	0	0	0	393		
2024-11-09 16:30:00	29	69	7	0	0	12	46	20	0	0	24	74	9	0	0	5	55	22	0	0	0	372		
2024-11-09 16:45:00	20	97	10	0	0	14	40	25	0	0	15	88	10	0	0	5	44	13	0	0	0	381		
2024-11-09 17:00:00	32	96	8	0	0	8	55	29	0	0	19	81	10	0	0	7	44	16	0	0	0	405		
2024-11-09 17:15:00	20	96	13	0	0	11	45	22	0	0	24	77	12	0	0	7	54	14	0	0	0	395		
2024-11-09 17:30:00	20	88	11	0	0	9	43	25	0	0	25	55	9	0	0	7	53	26	0	0	0	371		
2024-11-09 17:45:00	34	77	6	0	0	12	57	29	0	0	20	62	5	0	0	7	51	35	0	0	0	395		
2024-11-09 18:00:00	23	90	10	0	0	9	43	21	0	0	16	54	17	0	0	4	40	20	0	0	0	347		
2024-11-09 18:15:00	30	65	12	0	0	17	57	19	0	0	15	50	10	0	0	7	51	22	0	0	0	355		
2024-11-09 18:30:00	31	81	5	0	0	9	40	19	0	0	23	69	4	0	0	5	40	22	0	0	0	348		
2024-11-09 18:45:00	22	84	3	0	0	11	27	15	0	0	24	51	6	0	0	6	37	14	0	0	0	300		
2024-11-09 19:00:00	19	61	6	0	0	15	32	21	0	0	10	54	9	0	0	4	46	15	0	0	0	292		
2024-11-09 19:15:00	21	66	3	0	0	9	30	12	0	0	14	52	5	0	0	6	26	15	0	0	0	259		
2024-11-09 19:30:00	19	52	4	0	0	6	29	10	0	0	6	58	6	0	0	4	40	6	0	0	0	240		
2024-11-09 19:45:00	23	60	4	0	0	8	19	9	0	0	9	37	5	0	0	3	24	17	0	0	0	218		
2024-11-09 20:00:00	15	52	4	0	0	10	19	8	0	0	7	34	6	0	0	3	26	19	0	0	0	203		
2024-11-09 20:15:00	11	50	1	0	0	7	23	11	0	0	8	27	6	0	0	0	34	11	0	0	0	189		
2024-11-09 20:30:00	10	54	1	0	0	7	20	6	0	0	11	36	4	0	0	3	22	10	0	0	0	184		
2024-11-09 20:45:00	5	45	5	0	0	8	25	6	0	0	10	32	3	0	0	4	24	12	0	0	0	179		
2024-11-09 21:00:00	11	70	3	0	0	2	24	11	0	0	9	24	3	0	0	3	20	9	0	0	0	189		
2024-11-09 21:15:00	7	51	2	0	0	7	11	8	0	0	7	26	2	0	0	2	20	10	0	0	0	153		
2024-11-09 21:30:00	13	35	3	0	0	2	9	6	0	0	2	29	2	0	0	2	22	9	0	0	0	134		
2024-11-09 21:45:00	4	35	4	0	0	5	9	7	0	0	6	30	3	0	0	1	14	5	0	0	0	123		
2024-11-09 22:00:00	8	41	0	0	0	8	12	5	0	0	3	28	8	0	0	0	21	8	0	0	0	142		
2024-11-09 22:15:00	6	19	1	0	0	6	15	5	0	0	7	26	1	0	0	0	20	5	0	0	0	111		
2024-11-09 22:30:00	5	33	8	0	0	2	22	4	0	0	9	14	3	0	0	0	12	8	0	0	0	120		
2024-11-09 22:45:00	3	30	2	0	0	1	9	3	0	0	9	10	4	0	0	1	10	5	0	0	0	87		
2024-11-09 23:00:00	5	15	1	0	0	0	3	2	0	0	6	11	3	0	0	1	12	7	0	0	0	66		
2024-11-09 23:15:00	1	22	0	0	0	1	7	1	0	0	3	16	0	0	0	1	6	5	0	0	0	63		
2024-11-09 23:30:00	3	23	0	0	0	1	10	4	0	0	2	6	2	0	0	2	12	3	0	0	0	68		
2024-11-09 23:45:00	0	8	1	0	0	2	3	2	0	0	7	8	1	0	0	1	9	7	0	0	0	49		

Summary

Study Name	Eggert Road and Bailey Avenue
Project	
Project Code	
Legs and Movements	
Bin Size	15 minutes
Time Zone	
Start Time	2024-12-03 00:00:00 +0000
End Time	2024-12-05 00:00:00 +0000
Location	Eggert Road and Bailey Avenue
Latitude and Longitude	42.97724343,-78.81372775

AM Peak	10:30-11:30
Midday Peak	15:00-16:00
PM Peak (Overall Peak Hour)	15:45-16:45
Custom ID	
Tags	

Summary

Entry	Bailey Avenue					Eggert Road						Bailey Avenue						Eggert Road						
Direction	Southbound					Westbound						Northbound						Eastbound						
Start Time	Left	Thru	Right	Crosswalk	Crosswalk	Left	Thru	Right	U-Turn	Crosswalk	Crosswalk	Left	Thru	Right	Crosswalk	Crosswalk	Left	Thru	Right	U-Turn	Crosswalk	Crosswalk	Total	
2024-12-03 00:00:00 +0000	1	7	0	0	0	1	5	1	0	0	0	1	3	0	0	0	0	6	5	0	0	0	30	
2024-12-03 00:15:00 +0000	1	7	0	0	0	2	5	1	0	0	0	0	4	1	0	0	0	0	3	0	0	0	24	
2024-12-03 00:30:00 +0000	1	6	1	0	0	0	1	0	0	0	0	1	0	1	0	0	1	3	0	0	0	0	15	
2024-12-03 00:45:00 +0000	0	3	0	0	0	0	5	1	0	0	0	0	5	0	0	0	1	0	3	0	0	0	18	
2024-12-03 01:00:00 +0000	1	7	0	0	0	4	2	1	0	0	0	0	3	0	0	0	0	0	2	0	0	0	20	
2024-12-03 01:15:00 +0000	0	4	0	0	0	1	1	0	0	0	0	2	4	1	0	0	0	0	1	0	0	0	14	
2024-12-03 01:30:00 +0000	1	4	0	0	0	2	1	2	0	0	0	4	7	1	0	0	0	0	3	0	0	0	25	
2024-12-03 01:45:00 +0000	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	6	
2024-12-03 02:00:00 +0000	0	3	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	1	0	0	0	0	10	
2024-12-03 02:15:00 +0000	1	5	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	13	
2024-12-03 02:30:00 +0000	0	3	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	2	0	0	0	0	10	
2024-12-03 02:45:00 +0000	0	2	0	0	0	0	1	1	0	0	0	1	3	0	0	0	0	0	0	0	0	0	8	
2024-12-03 03:00:00 +0000	1	3	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	9	
2024-12-03 03:15:00 +0000	0	0	1	0	0	2	2	0	0	0	0	1	2	0	0	0	0	3	0	0	0	0	11	
2024-12-03 03:30:00 +0000	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	4	
2024-12-03 03:45:00 +0000	0	2	0	0	0	2	2	1	0	0	0	1	2	0	0	0	0	1	0	0	0	0	11	
2024-12-03 04:00:00 +0000	0	3	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	8	
2024-12-03 04:15:00 +0000	0	1	0	0	0	0	3	0	0	0	0	2	5	0	0	0	1	2	1	0	0	0	15	
2024-12-03 04:30:00 +0000	0	0	0	0	0	0	1	1	0	0	0	0	3	0	0	0	0	1	3	0	0	0	9	
2024-12-03 04:45:00 +0000	0	2	0	0	0	0	1	3	0	0	0	3	12	1	0	0	2	4	1	0	0	0	29	
2024-12-03 05:00:00 +0000	3	2	0	0	0	0	3	4	0	0	0	3	7	1	0	0	1	3	0	0	0	0	27	
2024-12-03 05:15:00 +0000	1	3	0	0	0	0	4	2	0	0	0	0	3	1	0	0	2	7	5	0	0	0	28	
2024-12-03 05:30:00 +0000	0	7	0	0	0	0	6	1	0	0	0	0	10	2	0	0	3	9	6	0	0	0	44	
2024-12-03 05:45:00 +0000	0	6	0	0	0	0	11	2	0	0	0	10	10	0	0	0	0	10	13	0	0	0	62	
2024-12-03 06:00:00 +0000	2	17	1	0	0	2	12	4	0	0	0	6	16	1	0	0	2	8	5	0	0	0	76	
2024-12-03 06:15:00 +0000	1	13	0	0	0	3	11	4	0	0	0	9	16	3	0	0	2	20	11	0	0	0	93	
2024-12-03 06:30:00 +0000	2	24	1	0	0	1	16	3	0	0	0	8	12	3	0	0	3	20	18	0	0	0	111	
2024-12-03 06:45:00 +0000	3	29	3	0	0	1	19	8	0	0	0	13	28	6	0	0	4	32	23	0	0	0	169	
2024-12-03 07:00:00 +0000	2	25	2	0	0	2	25	8	0	0	0	5	32	1	0	0	5	25	17	0	0	0	149	
2024-12-03 07:15:00 +0000	3	37	4	0	0	4	20	11	0	0	0	11	25	2	0	0	2	43	25	0	0	0	187	
2024-12-03 07:30:00 +0000	10	36	4	0	0	11	46	19	0	0	0	13	30	5	0	0	3	70	44	0	0	0	291	
2024-12-03 07:45:00 +0000	9	55	4	0	0	6	48	20	0	0	0	11	43	2	0	0	8	54	22	0	0	0	282	
2024-12-03 08:00:00 +0000	4	60	5	0	0	8	27	20	0	0	0	11	47	3	0	0	6	49	28	0	0	0	268	
2024-12-03 08:15:00 +0000	9	47	1	0	0	9	36	10	0	0	0	12	37	5	0	0	5	45	18	0	0	0	234	
2024-12-03 08:30:00 +0000	3	39	3	0	0	6	29	12	0	0	0	14	51	10	0	0	12	58	25	0	0	0	262	
2024-12-03 08:45:00 +0000	8	73	4	0	0	18	47	20	0	0	0	17	61	4	0	0	10	44	29	0	0	0	335	
2024-12-03 09:00:00 +0000	8	52	9	0	0	8	43	12	0	0	0	13	45	11	0	0	6	35	22	0	0	0	264	
2024-12-03 09:15:00 +0000	17	50	5	0	0	5	42	16	0	0	0	15	56	14	0	0	6	46	22	0	0	0	294	
2024-12-03 09:30:00 +0000	12	42	5	0	0	6	37	30	0	0	0	10	78	6	0	0	7	42	12	0	0	0	287	
2024-12-03 09:45:00 +0000	15	48	8	0	0	8	53	22	0	0	0	13	53	8	0	0	7	54	22	0	0	0	311	
2024-12-03 10:00:00 +0000	15	51	9	0	0	8	38	23	0	0	0	17	63	4	0	0	8	51	23	0	0	0	310	
2024-12-03 10:15:00 +0000	15	41	10	0	0	2	48	22	0	0	0	13	64	7	0	0	8	42	17	0	0	0	289	
2024-12-03 10:30:00 +0000	12	55	2	0	0	3	53	20	0	0	0	13	46	3	0	0	10	44	17	0	0	0	278	
2024-12-03 10:45:00 +0000	10	57	5	0	0	4	50	32	0	0	0	28	80	2	0	0	4	42	18	0	0	0	332	
2024-12-03 11:00:00 +0000	14	53	4	0	0	9	39	29	0	0	0	11	47	6	0	0	10	37	20	0	0	0	279	
2024-12-03 11:15:00 +0000	17	68	7	0	0	9	55	27	0	0	0	21	72	11	0	0	12	47	23	0	0	0	369	
2024-12-03 11:30:00 +0000	13	43	8	0	0	9	60	31	0	0	0	15	61	9	0	0	8	49	23	0	0	0	329	
2024-12-03 11:45:00 +0000	20	91	6	0	0	13	60	22	0	0	0	27	61	8	0	0	17	59	18	0	0	0	402	
2024-12-03 12:00:00 +0000	13	77	4	0	0	10	51	27	0	0	0	24	98	5	0	0	9	46	21	0	0	0	385	
2024-12-03 12:15:00 +0000	17	87	7	0	0	5	53	28	0	0	0	19	74	6	0	0	9	39	25	0	0	0	369	
2024-12-03 12:30:00 +0000	20	68	8	0	0	11	52	30	0	0	0	22	76	8	0	0	11	55	25	0	0	0	386	
2024-12-03 12:45:00 +0000	17	62	17	0	0	11	36	30	0	0	0	31	95	6	0	0	14	51	23	0	0	0	393	
2024-12-03 13:00:00 +0000	16	65	3	0	0	13	29	25	0	0	0	28	68	5	0	0	9	42	22	0	0	0	325	
2024-12-03 13:15:00 +0000	24	75	14	0	0	7	48	20	0	0	0	14	74	8	0	0	10	51	22	0	0	0	367	
2024-12-03 13:30:00 +0000	27	70	12	0	0	4	52	29	0	0	0	17	57	6	0	0	10	59	24	0	0	0	367	
2024-12-03 13:45:00 +0000	13	81	8	0	0	11	52	27	0	0	0	25	79	6	0	0	11	58	32	0	0	0	403	
2024-12-03 14:00:00 +0000	29	80	7	0	0	7	54	27	0	0	0	24	61	9	0	0	6	55	23	0	0	0	382	
2024-12-03 14:15:00 +0000	25	86	8	0	0	13	53	35	0	0	0	19	50	3	0	0	11	59	22	0	0	0	384	
2024-12-03 14:30:00 +0000	25	77	11	0	0	13	64	20	0	0	0	28	81	11	0	0	19	57	19	0	0	0	425	
2024-12-03 14:45:00 +0000	23	90	8	0	0	11	54	25	0	0	0	28	86	6	0	0	11	44	26	0	0	0	412	
2024-12-03 15:00:00 +0000	22	64	9	0	0	11	68	31	0	0	0	31	77	6	0	0	15	66	26	0	0	0	426	
2024-12-03 15:15:00 +0000	32	98	11	0	0	9	57	32	0	0	0	42	93	8	0	0	16	60	17	0	0	0	475	
2024-12-03 15:30:00 +0000	16	89	11	0	0	9	67	27	0	0	0	42	88	11	0	0	11	66	20	0	0	0	457	
2024-12-03 15:45:00 +0000	20	84	13	0	0	13	73	30	0	0	0	43	103	14	0	0	10	67	26	0	0	0	496	
2024-12-03 16:00:00 +0000	28	86	15	0	0	11	77	27	0	0	0	27	85	9	0	0	10	66	23	0	0	0	464	
2024-12-03 16:15:00 +0000	25	83	11	0	0	10	87	27	0	0	0	30	82	9	0	0	9	73	29	0	0	0	475	Lights HV
2024-12-03 16:30:00 +0000	32	70	12	0	0	7	71	35	0	0	0	29	92	11	0	0	9	72	21	0	0	0	461	461 0
2024-12-03 16:45:00 +0000	25	91	12	0	0	14	80	28	0	0	0	29	91	14	0	0	9	70	22	0	0	0	485	483 2
2024-12-03 17:00:00 +0000	30	77	12	0	0	7	78	27	0	0	0	27	85	13	0	0	9	73	30	0	0	0	468	465 3
2024-12-03 17:15:00 +0000	33	89	10	0	0	11	65	29	0	0	0	25	82	13	0	0	9	58	28	0	0	0	452	449 3
																					PHF		0.961856	
																					HV		0.4%	
2024-12-03 17:30:00 +0000	20	72	6	0	0	11	68	20	1	0	0	20	79	10	0	0	11	56	19	0	0	0	393	
2024-12-03 17:45:00 +0000	19	82	8	0	0	11	76	43	0	0	0	14	85	6	0	0	8	59	14	0	0	0	425	
2024-12-03 18:00:00 +0000	21	59	6	0	0	13	57	24	0	0	0	17	90	10	0	0	14	52	23	0	0	0	386	
2024-12-03 18:15:00 +0000	24	76	9	0	0	13	43	20	0	0	0	21	62	10	0	0	6	53	20	0	0	0	357	
2024-12-03 18:30:00 +0000	20	69	6	0	0	12	44	15	0	0	0	16	50	9	0	0	10	46	14	0	0	0	311	
2024-12-03 18:45:00 +0000	23	63	6	0	0	10	36	17	0	0	0	15	52	7	0	0	3	40	20	0	0	0	292	
2024-12-03 19:00:00 +0000	16	71	8	0	0	6	38	12	0	0	0	15	52	9	0	0	12	47	21	0	0	0	307	
2024-12-03 19:15:00 +0000	20	65	5	0	0	6	38	15	0	0	0	8	50	13	0	0	4	39	10	0	0	0	273	
2024-12-03 19:30:00 +0000	22	47	4	0	0	16	23	16	0	0	0	12	45	7	0	0	2	41	18	0	0	0	253	
2024-12-03 19:45:00 +0000	14	59	7	0	0	4	23	11	0	0	0	15	49	6	0	0	6	29	10	0	0	0	233	
2024-12-03 20:00:00 +0000	8	61	6	0	0	7	16	10	0	0	0	7	32	5	0	0	4	38	16	0	0	0	210	
2024-12-03 20:15:00 +0000	13	66	1	0	0	4	25	12	0	0	0	8	40	4	0	0	2	28	6	0	0	0	209	
2024-12-03 20:30:00 +0000	15	48	2	0	0	6	16	5	0	0	0	10	38	2	0	0	3	24	13	0	0	0	182	
2024-12-03 20:45:00 +0000	14	45	6	0	0	2	14	9	0	0	0	8	28	3	0	0	2	18	10	0	0	0	159	
2024-12-03 21:00:00 +0000	7	49	7	0	0	7	27	9	0	0	0	3	19	3	0	0	5	25	11	0	0	0	172	
2024-12-03 21:15:00 +0000	8	37	5	0	0	8	9	5	0	0	0	2	28	5	0	0	1	15	3	0	0	0	126	
2024-12-03 21:30:00 +0000	10	42	0	0	0	5	13	3	0	0	0	2	26	5	0	0	2	15	8	0	0	0	131	
2024-12-03 21:45:00 +0000	5	20	2	0	0	9	12	7	0	0	0	8	24	3	0	0	2	14	6	0	0	0	112	
2024-12-03 22:00:00 +0000	5	38	3	0	0	5	13	8	0	0	0	4	15	1	0	0	2	10	9	0	0	0	113	
2024-12-03 22:15:00 +0000	6	29	1	0	0	4	9	0	0	0	0	3	24	5	0	0	0	13	5	0	0	0	99	
2024-12-03 22:30:00 +0000	1	26	1	0	0	8	16	2	0	0	0	4	18	1	0	0	2	14	5	0	0	0	98	
2024-12-03 22:45:00 +0000	2	13	1	0	0	1	7	1	0	0	0	7	12	1	0	0	0	6	0	0	0	0	51	
2024-12-03 23:00:00 +0000	0	23	1	0	0	0	8	2	0	0	0	6	10	0	0	0	2	7	3	0	0	0	62	
2024-12-03 23:15:00 +0000	1	15	1	0	0	1	9	1	0	0	0	4	8	3	0	0	1	7	2	0	0	0	53	
2024-12-03 23:30:00 +0000	0	12	1	0	0	0	10	1	0	0	0	5	4	1	0	0	0	4	7	0	0	0	45	
2024-12-03 23:45:00 +0000	2	6	1	0	0	1	6	1	0	0	0	0	6	2	0	0	0	4	2	0	0	0	31	

Summary
Bin Size 15 minutes
Aggregatio Median
Time Zone America/New_York
Start Time 2/4/2023 0:00
End Time 2/4/2023 23:59
Location Maple Road @ Alberta Drive
Latitude ar 42.99087363,-78.81709853

All Vehicles

Entry Direction	North Southbound						East Westbound						South Northbound						West Eastbound						
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Total
12:00:00	14	9	2	0	0	0	0	160	35	0	0	0	42	15	48	0	0	0	36	117	6	1	0	0	485
12:15:00	14	2	4	0	0	0	2	171	33	0	0	0	40	19	55	0	0	0	61	115	8	0	0	0	524
12:30:00	12	15	0	0	0	0	0	157	43	0	0	0	23	16	52	0	0	0	29	124	8	0	0	0	479
12:45:00	16	6	3	0	0	0	3	173	46	0	0	0	46	9	57	0	0	0	48	128	12	0	0	0	547
13:00:00	8	11	2	0	0	0	2	146	44	0	0	0	41	13	52	0	0	0	44	136	13	0	0	0	512
13:15:00	10	8	2	0	0	0	2	168	41	0	0	0	35	18	71	0	0	0	37	118	8	0	0	0	518
13:30:00	6	6	2	0	0	0	2	168	37	0	0	0	50	19	64	0	0	0	51	129	14	0	0	0	548
13:45:00	12	21	5	0	0	0	1	173	39	0	0	0	34	17	60	0	0	0	46	130	14	0	0	0	552
14:00:00	14	11	4	0	0	0	2	186	55	0	0	0	41	11	62	0	0	0	49	109	14	0	0	0	558
14:15:00	15	12	3	0	0	0	2	160	51	0	0	0	42	15	65	0	0	0	39	118	9	0	0	0	531
PHF																									0.980735
% HV																									1%
14:30:00	15	5	0	0	0	0	1	194	44	0	0	0	38	16	61	0	0	0	56	113	10	0	0	0	553
14:45:00	13	8	6	0	0	0	0	147	46	0	0	0	40	15	58	0	0	0	51	127	10	0	0	0	521

Lights

Summary

Bin Size	15 minutes
Aggregatio	Median
Time Zone	America/New_York
Start Time	########
End Time	########
Location	Maple Road @ Alberta Drive
Latitude an	42.99087363,-78.81709853

All Vehicles

Entry Direction	North Southbound						East Westbound						South Northbound						West Eastbound						
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Total
3:00 PM	7	16	5	0	0	0	2	142	31	0	0	0	33	15	47	0	0	0	36	121	10	0	0	0	465
3:15 PM	12	10	3	0	0	0	2	163	32	0	0	0	32	14	42	0	0	0	35	128	8	0	0	0	481
3:30 PM	16	6	5	0	0	0	0	182	25	0	0	0	24	21	46	0	0	0	49	110	6	0	0	0	490
3:45 PM	6	7	2	0	0	0	0	196	34	0	0	0	26	16	41	0	0	0	45	123	14	0	0	0	510
4:00 PM	15	7	7	0	0	0	1	199	39	0	0	0	29	13	58	0	0	0	36	114	8	0	0	0	526
4:15 PM	13	7	8	0	0	0	3	187	37	0	0	0	41	19	61	0	0	0	39	121	17	0	0	0	553
4:30 PM	12	11	3	0	0	0	1	205	42	0	0	0	31	13	49	0	0	0	40	119	8	0	0	0	534
4:45 PM	17	11	5	0	0	0	1	190	29	0	0	0	32	8	61	0	0	0	46	132	9	0	0	0	541
5:00 PM	15	9	3	0	0	0	1	241	45	0	0	0	41	24	48	0	0	0	41	109	4	0	0	0	581
5:15 PM	4	5	4	0	0	0	2	188	49	0	0	0	19	24	55	0	0	0	41	114	5	0	0	0	510
PHF																									0.950516
% HV																									0%
17:30:00	9	3	3	0	0	0	3	167	26	0	0	0	43	11	42	0	0	0	38	128	9	0	0	0	482
17:45:00	9	7	3	0	0	0	6	78	25	0	0	0	27	9	34	0	0	0	25	121	3	0	0	0	347

Summary
Bin Size 15 minutes
Aggregatio Median
Time Zone America/New_York
Start Time 2/2/2023 0:00
End Time 2/2/2023 23:59
Location North Bailey Avenue and Meyer Road
Latitude ar 42.99368334,-78.81459879
All Vehicles

Entry Direction	North Southbound						East Westbound						South Northbound						West Eastbound						
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Total
3:00 PM	11	153	8	0	0	0	19	2	0	0	0	0	1	125	3	0	0	0	14	3	14	0	0	0	353
3:15 PM	12	146	12	0	0	0	26	1	2	0	0	0	3	127	3	0	0	0	11	4	11	0	0	0	358
3:30 PM	13	136	19	0	0	0	24	10	1	0	0	0	3	130	11	0	0	0	13	7	13	0	0	0	380
3:45 PM	13	161	14	0	0	0	49	7	0	0	0	0	4	157	12	0	0	0	8	7	19	0	0	0	451
4:00 PM	11	170	20	0	0	0	24	7	0	0	0	0	4	155	9	0	0	0	15	4	30	0	0	0	449
4:15 PM	16	163	22	0	0	0	23	12	0	0	0	0	4	145	7	0	0	0	15	7	18	0	0	0	432
4:30 PM	18	165	18	0	0	0	32	9	1	0	0	0	9	155	9	0	0	0	18	5	28	0	0	0	467
4:45 PM	12	171	24	0	0	0	29	4	2	0	0	0	4	150	8	0	0	0	13	8	24	0	0	0	449
5:00 PM	21	160	29	0	0	0	31	4	1	0	0	0	8	163	6	0	0	0	19	11	23	0	0	0	476
5:15 PM	14	160	19	0	0	0	31	7	3	0	0	0	8	160	5	0	0	0	10	7	24	0	0	0	448
PHF																									0.966387
% HV																									1%
5:30 PM	15	176	19	0	0	0	29	6	2	0	0	0	1	147	11	0	0	0	10	4	21	0	0	0	441
5:45 PM	11	164	17	0	0	0	31	5	1	0	0	0	6	126	4	0	0	0	13	4	25	0	0	0	407

Time Zone America/New_York
Start Time 2/4/2023 0:00
End Time 2/4/2023 23:59
Location Maple Road @ Hillcrest Drive
Latitude ar 42.99081477,-78.81004432
All Vehicles

Entry Direction	North Southbound						East Westbound						South Northbound						West Eastbound						
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Total
12:00:00	0	0	1	0	0	0	0	294	2	0	0	0	4	0	2	0	0	0	1	192	0	0	0	0	496
12:15:00	0	2	11	0	0	0	0	287	0	0	0	0	2	0	0	0	0	0	4	213	0	0	0	0	519
12:30:00	0	1	3	0	0	0	0	278	3	0	0	0	2	0	5	0	0	0	2	236	0	0	0	0	530
12:45:00	2	0	0	0	0	0	0	310	2	0	0	0	3	0	4	0	0	0	2	251	0	0	0	0	574
13:00:00	1	0	1	0	0	0	0	286	1	0	0	0	5	0	5	0	0	0	4	232	0	0	0	0	535
13:15:00	1	0	2	0	0	0	0	261	5	0	0	0	6	0	7	0	0	0	6	263	0	0	0	0	551
13:30:00	0	0	0	0	0	0	0	272	2	0	0	0	1	0	4	0	0	0	3	262	0	0	0	0	544
13:45:00	0	0	0	0	0	0	0	320	2	0	0	0	2	0	6	0	0	0	5	263	0	0	0	0	598
14:00:00	1	0	0	0	0	0	0	300	2	0	0	0	2	0	6	0	0	0	1	243	0	0	0	0	555
14:15:00	1	1	0	0	0	0	0	313	3	0	0	0	5	0	6	0	0	0	5	246	0	0	0	0	580
PHF																									0.951923
% HV																									1%
14:30:00	1	0	0	0	0	0	0	293	1	0	0	0	4	0	6	0	0	0	4	265	0	0	0	0	574
14:45:00	1	1	0	0	0	0	0	279	0	0	0	0	1	0	1	0	0	0	6	257	0	0	0	0	546

Summary
Bin Size 15 minutes
Aggregatio Median
Time Zone America/New_York
Start Time 2/2/2023 0:00
End Time 2/2/2023 23:59
Location Maple Road @ Hillcrest Drive
Latitude ar 42.99081477,-78.81004432

All Vehicles

Entry Direction	North Southbound						East Westbound						South Northbound						West Eastbound						
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Total
15:00:00	0	0	2	0	0	0	0	273	5	0	0	0	7	0	5	0	0	0	1	240	0	0	0	0	533
15:15:00	0	0	4	0	0	0	0	292	2	0	0	0	2	0	3	0	0	0	5	246	0	0	0	0	554
15:30:00	1	1	1	0	0	0	0	325	9	0	0	0	7	0	4	0	0	0	3	217	0	0	0	0	568
15:45:00	0	7	55	0	0	0	0	341	3	0	0	0	6	0	9	0	0	0	7	218	0	0	0	0	646
16:00:00	1	0	21	0	0	0	0	323	7	0	0	0	8	0	8	0	0	0	3	216	0	0	0	0	587
16:15:00	1	0	14	0	0	0	0	342	1	0	0	0	8	0	6	0	0	0	4	260	0	0	0	0	636
16:30:00	1	0	14	0	0	0	0	334	6	0	0	0	11	0	5	0	0	0	3	254	0	0	0	0	628
16:45:00	1	0	6	0	0	0	0	334	4	0	0	0	6	0	9	0	0	0	3	257	0	0	0	0	620
17:00:00	0	0	4	0	0	0	0	409	2	0	0	0	9	0	8	0	0	0	3	258	0	0	0	0	693
17:15:00	3	0	3	0	0	0	0	387	7	0	0	0	7	0	10	0	0	0	9	222	0	0	0	0	648
PHF																									0.929654
% HV																									1%
17:30:00	1	0	8	0	0	0	0	329	4	0	0	0	7	0	4	0	0	0	6	246	0	0	0	0	605
17:45:00	3	1	18	0	0	0	0	208	1	0	0	0	8	0	7	0	0	0	4	255	0	0	0	0	505

Aggregatio Median
Time Zone America/New_York
Start Time 2/4/2023 0:00
End Time 2/4/2023 23:59
Location Maple Road and Bowmart Pkwy
Latitude ar 42.99085401,-78.81192186
All Vehicles

Entry Direction	North Southbound						East Westbound						South Northbound						West Eastbound						
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Total
12:00:00	19	0	31	0	0	0	34	237	0	0	0	0	0	0	0	0	0	0	165	36	0	0	0	0	522
12:15:00	23	0	34	0	0	0	36	251	0	0	0	0	0	0	0	0	0	0	187	32	0	0	0	0	563
12:30:00	32	0	38	0	0	0	39	231	0	0	0	0	0	0	0	0	0	0	198	25	0	0	0	0	563
12:45:00	37	0	28	0	0	0	38	266	0	0	0	0	0	0	0	0	0	0	225	25	0	0	0	0	619
13:00:00	29	0	47	0	0	0	41	235	0	0	0	0	0	0	0	0	0	0	189	27	0	0	0	0	568
13:15:00	29	0	41	0	0	0	30	231	0	0	0	0	0	0	0	0	0	0	235	18	0	0	0	0	584
13:30:00	32	0	40	0	0	0	42	231	0	0	0	0	0	0	0	0	0	0	218	16	0	0	0	0	579
13:45:00	39	0	54	0	0	0	46	274	0	0	0	0	0	0	0	0	0	0	215	28	0	0	0	0	656
14:00:00	29	0	49	0	0	0	36	256	0	0	0	0	0	0	0	0	0	0	197	21	0	0	0	0	588
14:15:00	27	0	47	0	0	0	34	259	0	0	0	0	0	0	0	0	0	0	205	18	0	0	0	0	590
PHF																									0.919588
% HV																									1%
14:30:00	27	0	40	0	0	0	35	263	0	0	0	0	0	0	0	0	0	0	223	20	0	0	0	0	608
14:45:00	25	0	55	0	0	0	39	223	0	0	0	0	0	0	0	0	0	0	214	14	0	0	0	0	570

Summary
Bin Size 15 minutes
Aggregatio Median
Time Zone America/New_York
Start Time 2/2/2023 0:00
End Time 2/2/2023 23:59
Location Maple Road and Bowmart Pkwy
Latitude ar 42.99085401,-78.81192186
All Vehicles

Entry Direction	North Southbound						East Westbound						South Northbound						West Eastbound						
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Total
15:00:00	24	0	33	0	0	0	38	235	0	0	0	0	0	0	0	0	0	0	210	16	0	0	0		556
15:15:00	24	0	38	0	0	0	38	250	0	0	0	0	0	0	0	0	0	0	214	19	0	0	0		583
15:30:00	17	0	33	0	0	0	51	269	0	0	0	0	0	0	0	0	0	0	198	9	0	0	0		577
15:45:00	16	0	40	0	0	0	70	323	0	0	0	0	0	0	0	0	0	0	194	15	0	0	0		658
16:00:00	35	0	29	0	0	0	47	276	0	0	0	0	0	0	0	0	0	0	184	23	0	0	0		594
16:15:00	31	0	46	0	0	0	60	258	0	0	0	0	0	0	0	0	0	0	218	22	0	0	0		635
16:30:00	21	0	48	0	0	0	52	308	0	0	0	0	0	0	0	0	0	0	208	17	0	0	0		654
16:45:00	21	0	42	0	0	0	52	276	0	0	0	0	0	0	0	0	0	0	223	23	0	0	0		637
17:00:00	21	0	60	0	0	0	54	338	0	0	0	0	0	0	0	0	0	0	198	21	0	0	0		692
17:15:00	24	0	42	0	0	0	59	321	0	0	0	0	0	0	0	0	0	0	191	33	0	0	0		670
17:30:00	43	0	51	0	0	0	52	258	0	0	0	0	0	0	0	0	0	0	217	23	0	0	0		644
17:45:00	26	0	50	0	0	0	53	230	0	0	0	0	0	0	0	0	0	0	209	33	0	0	0		601

Summary
Bin Size 15 minutes
Aggregatio Median
Time Zone America/New_York
Start Time 2/4/2023 0:00
End Time 2/4/2023 23:59
Location Maple Road and North Bailey Avenue
Latitude ar 42.9908697,-78.81465235
All Vehicles

Entry Direction	North Southbound						East Westbound						South Northbound						West Eastbound						
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Total
12:00:00	39	100	63	0	0	0	68	152	51	0	0	0	34	75	24	0	0	0	16	125	20	0	0	0	767
12:15:00	31	84	70	1	0	0	56	183	46	0	0	0	25	84	22	0	0	0	8	136	23	0	0	0	769
12:30:00	24	90	71	0	0	0	74	145	47	0	0	0	29	71	30	0	0	0	8	114	17	0	0	0	720
12:45:00	36	98	70	0	0	0	87	166	47	0	0	0	41	70	22	0	0	0	22	136	27	0	0	0	822
13:00:00	30	94	64	0	0	0	66	146	49	0	0	0	26	89	20	0	0	0	17	135	24	0	0	0	760
13:15:00	40	97	80	0	0	0	66	164	45	0	0	0	41	72	31	0	0	0	11	129	24	0	0	0	800
13:30:00	30	94	65	0	0	0	52	167	46	0	0	0	39	82	26	0	0	0	15	141	29	0	0	0	786
13:45:00	24	89	84	1	0	0	77	163	49	0	0	0	34	79	33	0	0	0	23	120	24	0	0	0	800
14:00:00	50	99	68	0	0	0	67	170	61	0	0	0	33	83	24	0	0	0	14	115	29	0	0	0	813
14:15:00	35	114	73	0	0	0	63	166	52	0	0	0	34	87	25	0	0	0	21	114	31	0	0	0	815
PHF																									0.98589
% HV																									0%
14:30:00	52	102	82	0	0	0	87	164	48	0	0	0	34	66	28	0	0	0	11	123	17	0	0	0	814
14:45:00	48	108	74	0	0	0	66	131	47	0	0	0	39	79	18	0	0	0	17	120	41	0	0	0	788

Summary
Bin Size 15 minutes
Aggregatio Median
Time Zone America/New_York
Start Time 2/2/2023 0:00
End Time 2/2/2023 23:59
Location Maple Road and North Bailey Avenue
Latitude ar 42.9908697,-78.81465235
All Vehicles

Entry Direction	North Southbound						East Westbound						South Northbound						West Eastbound						
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Total
3:00 PM	29	77	65	0	0	0	50	146	39	0	0	0	34	60	13	0	0	0	10	136	19	0	0	0	678
3:15 PM	27	71	75	0	0	0	57	170	53	0	0	0	33	64	16	0	0	0	21	123	17	0	0	0	727
3:30 PM	27	59	61	0	0	0	65	183	46	0	0	0	23	58	21	0	0	0	15	119	17	0	0	0	694
3:45 PM	25	76	68	0	0	0	60	190	39	0	0	0	34	83	19	0	0	0	19	105	24	0	0	0	742
4:00 PM	25	97	59	0	0	0	72	208	58	0	0	0	40	77	26	0	0	0	18	122	17	0	0	0	819
4:15 PM	28	75	78	0	0	0	56	186	45	0	0	0	25	86	25	0	0	0	11	127	19	0	0	0	761
4:30 PM	33	90	72	0	0	0	57	206	48	0	0	0	35	97	20	0	0	0	12	137	16	0	0	0	823
4:45 PM	23	94	68	0	0	0	55	191	43	0	0	0	34	92	16	0	0	0	8	146	16	0	0	0	786
5:00 PM	29	86	63	0	0	0	65	236	54	0	0	0	29	86	12	0	0	0	12	119	20	0	0	0	811
5:15 PM	32	90	73	0	0	0	73	210	65	0	0	0	40	78	21	0	0	0	12	116	18	0	0	0	828
PHF																									0.966282
% HV																									0%
17:30:00	30	86	65	1	0	0	64	185	51	0	0	0	38	76	22	0	0	0	11	136	22	0	0	0	787
17:45:00	32	95	66	0	0	0	58	165	45	0	0	0	50	61	22	0	0	0	5	140	18	0	0	0	757

Summary

Bin Size	15 minutes
Aggregation Metho	100%
Time Zone	America/New_York
Start Time	10/22/2022 0:00
End Time	10/22/2022 23:59
Location	05-53-179 Rt 62 @ Maple Rd
Latitude and Longi	42.99092677,-78.82255213

All Vehicles

Entry	North						East						South						West						
Direction	Southbound						Westbound						Northbound						Eastbound						
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Total
12:00:00	20	201	59	0	0	0	82	72	69	3	0	0	65	231	12	7	0	0	5	77	36	0	0	0	939
12:15:00	24	186	74	3	0	0	77	80	71	0	0	0	50	221	12	0	0	0	12	98	32	0	0	0	940
12:30:00	17	226	68	1	0	0	59	68	66	2	0	0	80	298	12	4	0	0	13	76	49	0	0	0	1039
12:45:00	21	184	90	3	0	0	88	86	84	1	0	0	62	218	11	4	0	0	6	92	34	0	0	0	984
13:00:00	21	189	62	1	0	0	76	80	52	1	0	0	68	235	11	3	0	0	9	81	35	0	0	0	924
13:15:00	22	217	72	1	0	0	53	87	81	0	0	0	61	243	14	4	0	0	8	71	39	0	0	0	973
13:30:00	26	202	59	0	0	0	63	77	67	0	0	0	71	244	11	2	0	0	13	71	42	0	0	0	948
13:45:00	29	238	73	1	0	0	58	82	63	0	0	0	61	249	9	7	0	0	7	82	30	0	0	0	989
14:00:00	23	170	57	1	0	0	60	75	76	0	0	0	55	221	10	2	0	0	4	68	41	0	0	0	863
14:15:00	22	194	81	1	0	0	69	73	56	1	0	0	57	280	16	4	0	0	22	65	36	1	0	0	978
PHF																									0.955005
% HV																									0%
14:30:00	26	209	70	0	0	0	54	87	60	0	0	0	55	195	15	1	0	0	3	63	30	0	0	0	868
14:45:00	24	176	60	0	0	0	68	79	76	0	0	0	73	228	11	0	0	0	11	66	33	1	0	0	906

Summary

Bin Size	15 minutes
Aggregatio	100%
Time Zone	America/New_York
Start Time	10/20/2022 0:00
End Time	10/20/2022 23:59
Location	05-53-179 Rt 62 @ Maple Rd
Latitude ar	42.99092677,-78.82255213

All Vehicles

Entry Direction	North Southbound						East Westbound						South Northbound						West Eastbound						
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Total
3:00 PM	26	178	52	1	0	0	40	70	51	0	0	0	42	209	12	2	0	0	10	50	22	0	0	0	765
3:15 PM	19	146	46	1	0	0	61	87	63	0	0	0	50	149	11	2	0	0	15	65	31	0	0	0	746
3:30 PM	27	196	46	0	0	0	55	72	79	0	0	0	65	194	11	2	0	0	9	66	28	0	0	0	850
3:45 PM	35	164	44	1	0	0	53	92	71	1	0	0	47	217	14	6	0	0	10	65	23	0	0	0	843
4:00 PM	16	185	51	1	0	0	69	79	82	0	0	0	49	201	13	7	0	0	14	61	43	0	0	0	871
4:15 PM	27	187	36	0	0	0	61	95	75	0	0	0	51	238	11	4	0	0	7	63	28	0	0	0	883
4:30 PM	29	184	66	1	0	0	62	100	65	0	0	0	60	196	22	2	0	0	10	69	31	0	0	0	897
4:45 PM	23	182	61	0	0	0	62	101	67	0	0	0	46	211	16	0	0	0	11	70	40	0	0	0	890
5:00 PM	25	189	54	0	0	0	58	92	74	0	0	0	55	217	7	6	0	0	10	68	32	0	0	0	887
5:15 PM	28	195	67	0	0	0	60	86	71	1	0	0	65	201	14	6	0	0	13	64	37	0	0	0	908
5:30 PM	27	166	61	1	0	0	62	104	77	0	0	0	68	209	9	5	0	0	10	65	36	0	0	0	900
5:45 PM	34	164	56	2	0	0	61	73	60	0	0	0	54	220	17	4	0	0	8	72	36	1	0	0	862

Summary

Bin Size	15 minutes
Aggregation M	Median
Time Zone	America/New_York
Start Time	2/4/2023 0:00
End Time	2/4/2023 23:59
Location	05-53-283 Rt 62 @ Glenalby & Romney
Latitude and L	42.99749213,-78.82245963

All Vehicles

Entry	North						East						South						West						
Direction	Southbound						Westbound						Northbound						Eastbound						
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Total
12:00 PM	19	197	59	0	0	0	38	30	33	0	0	0	33	186	5	1	0	0	11	18	13	0	0	0	643
12:15 PM	9	245	57	0	0	0	36	19	42	0	0	0	25	193	4	2	0	0	1	23	10	0	0	0	666
12:30 PM	14	210	58	0	0	0	51	12	37	0	0	0	33	214	9	1	0	0	8	24	8	0	0	0	679
12:45 PM	10	200	58	0	0	0	54	20	45	0	0	0	39	180	8	5	0	0	9	42	11	0	0	0	681
1:00 PM	7	223	59	0	0	0	37	22	41	0	0	0	35	183	14	3	0	0	11	29	8	0	0	0	672
1:15 PM	11	220	56	0	0	0	45	19	41	0	0	0	21	196	10	0	0	0	4	27	9	0	0	0	659
1:30 PM	13	254	53	0	0	0	49	21	37	0	0	0	33	191	11	2	0	0	8	26	14	0	0	0	712
1:45 PM	9	182	50	1	0	0	47	24	49	0	0	0	36	200	18	4	0	0	6	22	9	0	0	0	657
2:00 PM	6	244	51	0	0	0	50	17	50	0	0	0	33	216	8	0	0	0	7	18	8	0	0	0	708
2:15 PM	8	186	47	0	0	0	31	25	44	0	0	0	46	198	8	0	0	0	9	20	10	0	0	0	632
PHF																									0.951194
% HV																									0%
2:30 PM	8	196	51	1	0	0	47	25	55	0	0	0	47	166	13	2	0	0	7	32	9	0	0	0	659
2:45 PM	8	222	57	0	0	0	44	24	59	0	0	0	43	205	13	1	0	0	7	23	6	0	0	0	712

Summary
Bin Size 15 minutes
Aggregatio Median
Time Zone America/New_York
Start Time 2/2/2023 0:00
End Time 2/2/2023 23:59
Location 05-53-283 Rt 62 @ Glenalby & Romney
Latitude ar 42.99749213,-78.82245963

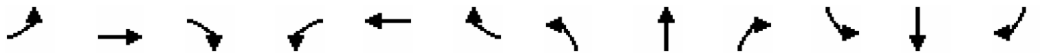
All Vehicles

Entry Direction	North Southbound						East Westbound						South Northbound						West Eastbound						
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Total
15:00:00	15	165	21	0	0	0	23	20	40	0	0	0	9	179	2	3	0	0	11	22	6	0	0	0	516
15:15:00	6	185	25	0	0	0	27	18	35	0	0	0	11	156	3	2	0	0	3	15	19	0	0	0	505
15:30:00	7	169	50	0	0	0	33	10	27	0	0	0	12	187	4	2	0	0	7	12	8	0	0	0	528
15:45:00	15	188	35	0	0	0	35	18	34	0	0	0	20	162	6	3	0	0	1	20	12	0	0	0	549
16:00:00	12	204	39	0	0	0	29	24	32	0	0	0	15	192	11	5	0	0	7	17	12	0	0	0	599
16:15:00	9	181	53	0	0	0	33	24	32	0	0	0	12	187	13	1	0	0	2	29	9	0	0	0	585
16:30:00	10	195	39	0	0	0	38	25	28	0	0	0	10	192	4	1	0	0	4	12	10	0	0	0	568
16:45:00	11	206	36	0	0	0	31	19	35	0	0	0	13	188	8	0	0	0	6	17	6	0	0	0	576
17:00:00	10	188	34	0	0	0	44	32	43	0	0	0	14	181	8	1	0	0	4	20	15	0	0	0	594
17:15:00	11	238	44	0	0	0	30	14	27	0	0	0	12	197	7	0	0	0	7	13	13	0	0	0	613
17:30:00	6	184	32	0	0	0	45	23	40	0	0	0	11	185	14	0	0	0	3	28	6	0	0	0	577
17:45:00	7	200	41	0	0	0	38	20	37	0	0	0	1	170	7	0	0	0	3	19	7	0	0	0	550

Summary
Bin Size 15 minutes
Aggregatio Median
Time Zone America/New_York
Start Time 2/4/2023 0:00
End Time 2/4/2023 23:59
Location North Bailey Avenue and Meyer Road
Latitude ar 42.99368334,-78.81459879
All Vehicles

Entry Direction	North Southbound						East Westbound						South Northbound						West Eastbound						
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Total
12:00:00	22	185	14	0	0	0	30	4	0	0	0	0	5	151	9	0	0	0	11	8	14	0	0	0	453
12:15:00	6	171	15	0	0	0	29	5	0	0	0	0	3	158	6	0	0	0	11	8	12	0	0	0	424
12:30:00	15	176	11	0	0	0	30	4	0	0	0	0	6	158	7	0	0	0	14	10	24	0	0	0	455
12:45:00	10	191	11	0	0	0	29	4	3	0	0	0	2	165	4	0	0	0	16	7	17	0	0	0	459
13:00:00	15	182	12	0	0	0	30	1	1	0	0	0	3	170	7	0	0	0	12	9	11	0	0	0	453
13:15:00	22	193	17	0	0	0	33	3	3	0	0	0	2	168	6	0	0	0	18	6	18	0	0	0	489
13:30:00	14	195	20	0	0	0	28	2	1	0	0	0	2	158	7	0	0	0	19	9	25	0	0	0	480
13:45:00	13	165	7	0	0	0	31	3	1	0	0	0	3	162	7	0	0	0	13	7	20	0	0	0	432
14:00:00	12	214	13	0	0	0	27	5	2	0	0	0	2	168	6	0	0	0	13	5	15	0	0	0	482
14:15:00	19	202	18	0	0	0	23	1	3	0	0	0	3	164	5	0	0	0	15	3	15	0	0	0	471
PHF																									0.967324
% HV																									0%
14:30:00	10	214	14	0	0	0	30	1	1	0	0	0	2	162	6	0	0	0	18	7	19	0	0	0	484
14:45:00	18	215	19	0	0	0	31	6	1	0	0	0	6	162	5	0	0	0	15	5	19	0	0	0	502

Appendix D – Synchro Reports

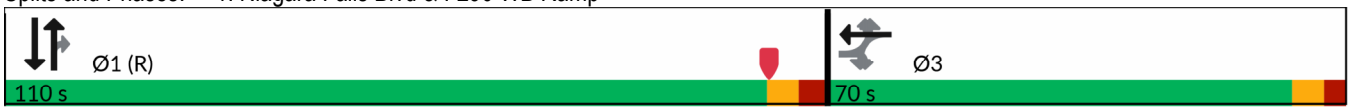


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	0	9	478	11	679	0	1196	393	0	1378	0
Future Volume (vph)	4	0	9	478	11	679	0	1196	393	0	1378	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		250	0		0
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.91	0.95	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850		0.884	0.850			0.850			
Flt Protected	0.950			0.950	0.990							
Satd. Flow (prot)	1787	0	1599	1698	1498	1519	0	5136	1599	0	5136	0
Flt Permitted	0.189			0.950	0.990							
Satd. Flow (perm)	356	0	1599	1698	1498	1519	0	5136	1599	0	5136	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			28		58	58			409			
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		894			646			950			1161	
Travel Time (s)		20.3			14.7			16.2			19.8	
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	4	0	9	498	11	707	0	1246	409	0	1435	0
Shared Lane Traffic (%)				16%		44%						
Lane Group Flow (vph)	4	0	9	418	402	396	0	1246	409	0	1435	0
Turn Type	D.Pm		Perm	Perm	NA	Perm		NA	Perm		NA	
Protected Phases					3			1			1	
Permitted Phases	3		3	3		3			1			
Detector Phase	3		3	3	3	3		1	1		1	
Switch Phase												
Minimum Initial (s)	6.0		6.0	6.0	6.0	6.0		20.0	20.0		20.0	
Minimum Split (s)	13.3		13.3	13.3	13.3	13.3		34.6	34.6		34.6	
Total Split (s)	70.0		70.0	70.0	70.0	70.0		110.0	110.0		110.0	
Total Split (%)	38.9%		38.9%	38.9%	38.9%	38.9%		61.1%	61.1%		61.1%	
Maximum Green (s)	62.7		62.7	62.7	62.7	62.7		102.4	102.4		102.4	
Yellow Time (s)	4.3		4.3	4.3	4.3	4.3		4.3	4.3		4.3	
All-Red Time (s)	3.0		3.0	3.0	3.0	3.0		3.3	3.3		3.3	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	7.3		7.3	7.3	7.3	7.3		7.6	7.6		7.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0		3.0	3.0		3.0	
Recall Mode	None		None	None	None	None		C-Max	C-Max		C-Max	
Walk Time (s)								7.0	7.0		7.0	
Flash Don't Walk (s)								20.0	20.0		20.0	
Pedestrian Calls (#/hr)								0	0		0	
Act Effct Green (s)	53.8		53.8	53.8	53.8	53.8		111.3	111.3		111.3	
Actuated g/C Ratio	0.30		0.30	0.30	0.30	0.30		0.62	0.62		0.62	
v/c Ratio	0.04		0.02	0.82	0.82	0.80		0.39	0.36		0.45	
Control Delay (s/veh)	41.3		0.1	72.1	63.7	61.4		17.5	3.0		19.6	
Queue Delay	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	41.3		0.1	72.1	63.7	61.4		17.5	3.0		19.6	
LOS	D		A	E	E	E		B	A		B	
Approach Delay (s/veh)		12.8			65.8			14.0			19.6	
Approach LOS		B			E			B			B	
Queue Length 50th (ft)	3		0	482	423	393		265	11		324	
Queue Length 95th (ft)	14		0	594	550	511		340	51		402	
Internal Link Dist (ft)		814			566			870			1081	
Turn Bay Length (ft)									250			
Base Capacity (vph)	124		575	591	559	566		3176	1144		3176	
Starvation Cap Reductn	0		0	0	0	0		0	0		0	
Spillback Cap Reductn	0		0	0	0	0		0	0		0	
Storage Cap Reductn	0		0	0	0	0		0	0		0	
Reduced v/c Ratio	0.03		0.02	0.71	0.72	0.70		0.39	0.36		0.45	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 153 (85%), Referenced to phase 1:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 30.4		Intersection LOS: C	
Intersection Capacity Utilization 70.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: Niagara Falls Blvd & I-290 WB Ramp

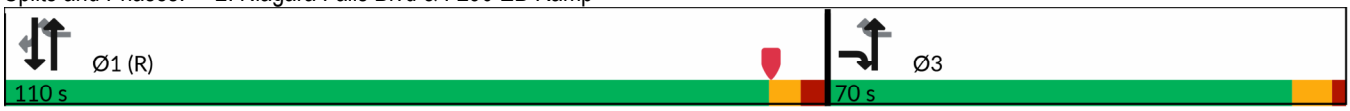


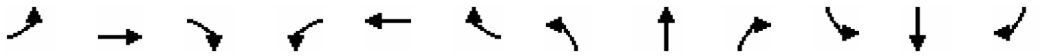
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	422	0	0	386	0	1184	0	0	1214	483
Future Volume (vph)	0	0	422	0	0	386	0	1184	0	0	1214	483
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		200
Storage Lanes	0		2	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Frt			0.850			0.865						0.850
Flt Protected												
Satd. Flow (prot)	0	0	2814	0	0	1611	0	5136	0	0	5136	1599
Flt Permitted												
Satd. Flow (perm)	0	0	2814	0	0	1611	0	5136	0	0	5136	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			92									454
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		932			703			600			950	
Travel Time (s)		21.2			16.0			10.2			16.2	
Peak Hour Factor	0.94	0.92	0.94	0.92	0.92	0.92	0.94	0.94	0.92	0.92	0.94	0.94
Heavy Vehicles (%)	1%	2%	1%	2%	2%	2%	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	0	0	449	0	0	420	0	1260	0	0	1291	514
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	449	0	0	420	0	1260	0	0	1291	514
Turn Type			Prot			Perm		NA			NA	Perm
Protected Phases			3					1 3			1	
Permitted Phases						1 3						1
Detector Phase			3			1 3					1	1
Switch Phase												
Minimum Initial (s)			15.0								10.0	10.0
Minimum Split (s)			22.1								26.5	26.5
Total Split (s)			70.0								110.0	110.0
Total Split (%)			38.9%								61.1%	61.1%
Maximum Green (s)			62.9								102.5	102.5
Yellow Time (s)			5.1								4.3	4.3
All-Red Time (s)			2.0								3.2	3.2
Lost Time Adjust (s)			0.0								0.0	0.0
Total Lost Time (s)			7.1								7.5	7.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)			3.0								3.0	3.0
Recall Mode			None								C-Max	C-Max
Walk Time (s)											7.0	7.0
Flash Don't Walk (s)											12.0	12.0
Pedestrian Calls (#/hr)											0	0
Act Effct Green (s)			31.4			180.0		180.0			134.0	134.0
Actuated g/C Ratio			0.17			1.00		1.00			0.74	0.74
v/c Ratio			0.79			0.26		0.25			0.34	0.39
Control Delay (s/veh)			66.3			0.4		0.1			7.5	1.5
Queue Delay			0.0			0.0		0.0			0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)			66.3			0.4		0.1			7.5	1.5
LOS			E			A		A			A	A
Approach Delay (s/veh)		66.3			0.4			0.1			5.8	
Approach LOS		E			A			A			A	
Queue Length 50th (ft)			236			0		0			137	18
Queue Length 95th (ft)			292			0		0			154	13
Internal Link Dist (ft)		852			623			520			870	
Turn Bay Length (ft)												200
Base Capacity (vph)			1043			1611		5136			3822	1306
Starvation Cap Reductn			0			0		0			0	0
Spillback Cap Reductn			0			0		0			0	0
Storage Cap Reductn			0			0		0			0	0
Reduced v/c Ratio			0.43			0.26		0.25			0.34	0.39

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 1:NBSB, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 10.3		Intersection LOS: B	
Intersection Capacity Utilization 59.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: Niagara Falls Blvd & I-290 EB Ramp



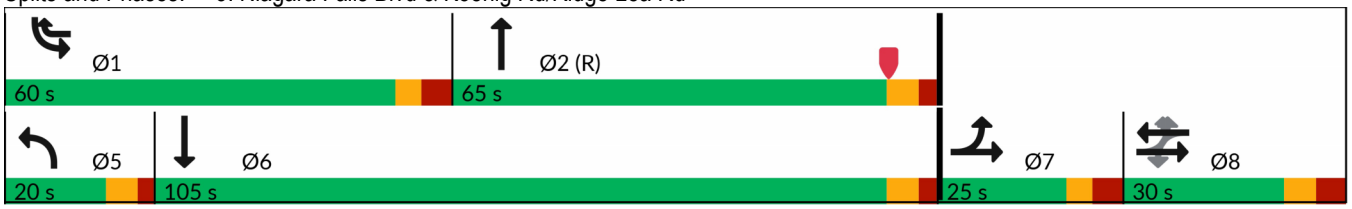


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	64	15	31	57	718	25	1047	8	607	1084	104
Future Volume (vph)	123	64	15	31	57	718	25	1047	8	607	1084	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		225	130		0	435		0
Storage Lanes	1		0	0		2	1		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.91	0.91	0.97	0.91	0.91
Frt		0.972				0.850		0.999			0.987	
Flt Protected	0.950				0.983		0.950			0.950		
Satd. Flow (prot)	1787	1829	0	0	1849	2814	1787	5131	0	3467	5069	0
Flt Permitted	0.669				0.851		0.950			0.950		
Satd. Flow (perm)	1259	1829	0	0	1601	2814	1787	5131	0	3467	5069	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				198		1			14	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		853			2284			672			600	
Travel Time (s)		19.4			51.9			11.5			10.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	127	66	15	32	59	740	26	1079	8	626	1118	107
Shared Lane Traffic (%)												
Lane Group Flow (vph)	127	81	0	0	91	740	26	1087	0	626	1225	0
Turn Type	D.P+P	NA		Perm	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	7	7 8			8	1	5	2		1	6	
Permitted Phases	8			8		8						
Detector Phase	7	7 8		8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0			4.1	4.1	5.0	5.0	20.0		5.0	20.0	
Minimum Split (s)	12.7			12.3	12.3	12.5	11.6	32.6		12.5	32.6	
Total Split (s)	25.0			30.0	30.0	60.0	20.0	65.0		60.0	105.0	
Total Split (%)	13.9%			16.7%	16.7%	33.3%	11.1%	36.1%		33.3%	58.3%	
Maximum Green (s)	17.5			21.8	21.8	52.5	13.7	58.5		52.5	98.5	
Yellow Time (s)	3.6			4.3	4.3	3.6	4.3	4.3		3.6	4.3	
All-Red Time (s)	3.9			3.9	3.9	3.9	2.0	2.2		3.9	2.2	
Lost Time Adjust (s)	0.0				0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.5				8.2	7.5	6.3	6.5		7.5	6.5	
Lead/Lag	Lead			Lag	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0			2.0	2.0	2.4	2.4	2.4		2.4	2.4	
Recall Mode	None			None	None	None	None	C-Max		None	Max	
Walk Time (s)								7.0			7.0	
Flash Don't Walk (s)								19.0			19.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	30.0	37.5			14.6	61.9	7.5	81.9		39.1	119.5	
Actuated g/C Ratio	0.17	0.21			0.08	0.34	0.04	0.46		0.22	0.66	
v/c Ratio	0.50	0.21			0.71	0.67	0.35	0.47		0.83	0.36	
Control Delay (s/veh)	66.4	53.8			107.2	38.3	96.0	12.4		83.6	9.0	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.1	0.1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	66.4	53.8			107.2	38.3	96.0	12.4		83.6	9.1	
LOS	E	D			F	D	F	B		F	A	
Approach Delay (s/veh)		61.5			45.9			14.3			34.3	
Approach LOS		E			D			B			C	
Queue Length 50th (ft)	129	74			107	318	32	87		345	180	
Queue Length 95th (ft)	187	120			170	351	m59	85		371	204	
Internal Link Dist (ft)		773			2204			592			520	
Turn Bay Length (ft)	100					225	130			435		
Base Capacity (vph)	280	426			193	1292	136	2333		1011	3369	
Starvation Cap Reductn	0	0			0	0	0	0		21	973	
Spillback Cap Reductn	0	0			0	0	0	0		0	0	
Storage Cap Reductn	0	0			0	0	0	0		0	0	
Reduced v/c Ratio	0.45	0.19			0.47	0.57	0.19	0.47		0.63	0.51	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 153 (85%), Referenced to phase 2:NBT, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 32.6		Intersection LOS: C	
Intersection Capacity Utilization 70.3%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 3: Niagara Falls Blvd & Koenig Rd/Ridge Lea Rd



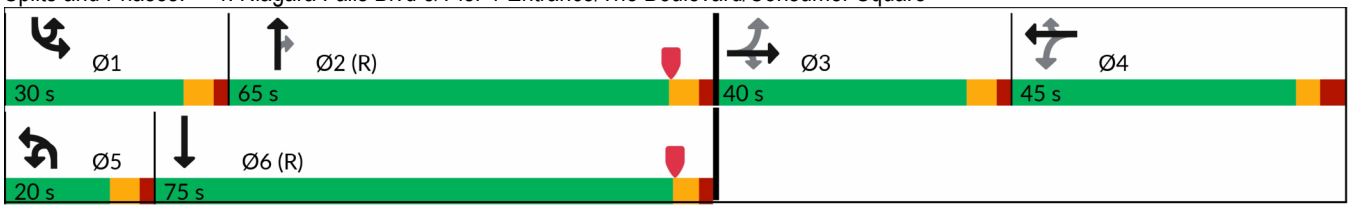
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	14	9	10	113	7	197	5	8	931	108	1	157
Future Volume (vph)	14	9	10	113	7	197	5	8	931	108	1	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	0		160		110		170		300
Storage Lanes	0		1	0		1		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91	1.00
Frt			0.850			0.850				0.850		
Flt Protected		0.971			0.955			0.950				0.950
Satd. Flow (prot)	0	1827	1599	0	1797	1599	0	1787	5136	1599	0	1787
Flt Permitted		0.318			0.720			0.950				0.950
Satd. Flow (perm)	0	598	1599	0	1354	1599	0	1787	5136	1599	0	1787
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			127			210				127		
Link Speed (mph)		30			30				40			
Link Distance (ft)		671			580				758			
Travel Time (s)		15.3			13.2				12.9			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	15	10	11	120	7	210	5	9	990	115	1	167
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	25	11	0	127	210	0	14	990	115	0	168
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot
Protected Phases		3			4		5	5	2		1	1
Permitted Phases	3		3	4		4				2		
Detector Phase	3	3	3	4	4	4	5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	6.0	6.0	6.0	3.0	3.0	10.0	10.0	3.0	3.0
Minimum Split (s)	23.8	23.8	23.8	24.6	24.6	24.6	10.8	10.8	23.8	23.8	10.8	10.8
Total Split (s)	40.0	40.0	40.0	45.0	45.0	45.0	20.0	20.0	65.0	65.0	30.0	30.0
Total Split (%)	22.2%	22.2%	22.2%	25.0%	25.0%	25.0%	11.1%	11.1%	36.1%	36.1%	16.7%	16.7%
Maximum Green (s)	34.2	34.2	34.2	38.4	38.4	38.4	14.2	14.2	59.2	59.2	24.2	24.2
Yellow Time (s)	3.9	3.9	3.9	3.2	3.2	3.2	3.9	3.9	3.9	3.9	3.9	3.9
All-Red Time (s)	1.9	1.9	1.9	3.4	3.4	3.4	1.9	1.9	1.9	1.9	1.9	1.9
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)		5.8	5.8		6.6	6.6		5.8	5.8	5.8		5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	Max	Max	Max	Max	None	None	C-Max	C-Max	Min	Min
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0			7.0	7.0		
Flash Don't Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0			11.0	11.0		
Pedestrian Calls (#/hr)	0	0	0	0	0	0			0	0		
Act Effct Green (s)		34.2	34.2		38.4	38.4		7.0	62.5	62.5		20.9
Actuated g/C Ratio		0.19	0.19		0.21	0.21		0.04	0.35	0.35		0.12
v/c Ratio		0.22	0.03		0.44	0.42		0.20	0.56	0.18		0.81
Control Delay (s/veh)		67.7	0.1		67.1	9.0		93.2	56.9	11.7		94.3
Queue Delay		0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	872	22
Future Volume (vph)	872	22
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Frt	0.996	
Flt Protected		
Satd. Flow (prot)	5115	0
Flt Permitted		
Satd. Flow (perm)	5115	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	2	
Link Speed (mph)	40	
Link Distance (ft)	672	
Travel Time (s)	11.5	
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	928	23
Shared Lane Traffic (%)		
Lane Group Flow (vph)	951	0
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	23.4	
Total Split (s)	75.0	
Total Split (%)	41.7%	
Maximum Green (s)	69.6	
Yellow Time (s)	3.5	
All-Red Time (s)	1.9	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	5.4	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	C-Max	
Walk Time (s)	7.0	
Flash Don't Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	84.0	
Actuated g/C Ratio	0.47	
v/c Ratio	0.40	
Control Delay (s/veh)	16.7	
Queue Delay	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Total Delay (s/veh)		67.7	0.1		67.1	9.0		93.2	56.9	11.7		94.3
LOS		E	A		E	A		F	E	B		F
Approach Delay (s/veh)		47.1			30.9				52.7			
Approach LOS		D			C				D			
Queue Length 50th (ft)		25	0		132	0		15	393	38		180
Queue Length 95th (ft)		60	0		207	75		m40	480	m107		250
Internal Link Dist (ft)		591			500				678			
Turn Bay Length (ft)			25			160		110		170		300
Base Capacity (vph)		113	406		288	506		140	1782	638		240
Starvation Cap Reductn		0	0		0	0		0	0	0		0
Spillback Cap Reductn		0	0		0	0		0	0	0		0
Storage Cap Reductn		0	0		0	0		0	0	0		0
Reduced v/c Ratio		0.22	0.03		0.44	0.42		0.10	0.56	0.18		0.70

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 153 (85%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 39.4		Intersection LOS: D	
Intersection Capacity Utilization 62.3%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 4: Niagara Falls Blvd & Pier 1 Entrance/The Boulevard/Consumer Square





Lane Group	SBT	SBR
Total Delay (s/veh)	16.7	
LOS	B	
Approach Delay (s/veh)	28.3	
Approach LOS	C	
Queue Length 50th (ft)	223	
Queue Length 95th (ft)	313	
Internal Link Dist (ft)	592	
Turn Bay Length (ft)		
Base Capacity (vph)	2387	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.40	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	44	62	21	133	90	143	2	27	758	49	153	827
Future Volume (vph)	44	62	21	133	90	143	2	27	758	49	153	827
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	100		0		120		165	315	
Storage Lanes	0		1	1		0		1		1	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	1.00	0.91
Frt			0.850		0.908					0.850		0.993
Flt Protected		0.980		0.950				0.950			0.950	
Satd. Flow (prot)	0	1844	1599	1787	1708	0	0	1787	5136	1599	1787	5100
Flt Permitted		0.264		0.606				0.950			0.950	
Satd. Flow (perm)	0	497	1599	1140	1708	0	0	1787	5136	1599	1787	5100
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			63		45					64		5
Link Speed (mph)		30			30				40			40
Link Distance (ft)		713			278				1759			758
Travel Time (s)		16.2			6.3				30.0			12.9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	45	64	22	137	93	147	2	28	781	51	158	853
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	109	22	137	240	0	0	30	781	51	158	896
Turn Type	Perm	NA	Perm	Perm	NA		Prot	Prot	NA	Perm	Prot	NA
Protected Phases		4			8		5	5	2		1	6
Permitted Phases	4		4	8						2		
Detector Phase	4	4	4	8	8		5	5	2	2	1	6
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		3.0	3.0	10.0	10.0	3.0	10.0
Minimum Split (s)	48.9	48.9	48.9	48.9	48.9		11.7	11.7	40.0	40.0	11.7	31.7
Total Split (s)	60.0	60.0	60.0	60.0	60.0		45.0	45.0	75.0	75.0	45.0	75.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%		25.0%	25.0%	41.7%	41.7%	25.0%	41.7%
Maximum Green (s)	53.1	53.1	53.1	53.1	53.1		38.3	38.3	68.3	68.3	38.3	68.3
Yellow Time (s)	3.2	3.2	3.2	3.2	3.2		4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	3.7	3.7	3.7	3.7	3.7		2.4	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.9	6.9	6.9	6.9			6.7	6.7	6.7	6.7	6.7
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.4	2.4	2.4	2.4	2.4	2.4
Recall Mode	None	None	None	None	None		None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0				7.0	7.0		7.0
Flash Don't Walk (s)	35.0	35.0	35.0	30.0	30.0				24.0	24.0		18.0
Pedestrian Calls (#/hr)	0	0	0	0	0				0	0		0
Act Effct Green (s)		25.8	25.8	25.8	25.8			7.9	113.2	113.2	20.7	128.4
Actuated g/C Ratio		0.14	0.14	0.14	0.14			0.04	0.63	0.63	0.12	0.71
v/c Ratio		1.54	0.08	0.84	0.85			0.38	0.24	0.05	0.77	0.25
Control Delay (s/veh)		345.3	0.5	110.8	84.4			81.6	25.9	13.6	118.5	2.5
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0

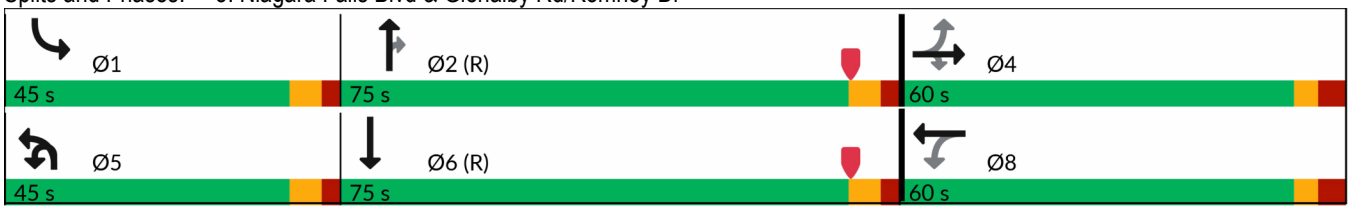


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	42
Future Volume (vph)	42
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.91
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	1%
Adj. Flow (vph)	43
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Don't Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Total Delay (s/veh)		345.3	0.5	110.8	84.4			81.6	25.9	13.6	118.5	2.5
LOS		F	A	F	F			F	C	B	F	A
Approach Delay (s/veh)		287.4			94.0				27.1			19.9
Approach LOS		F			F				C			B
Queue Length 50th (ft)		~179	0	159	231			36	158	0	198	20
Queue Length 95th (ft)		#288	0	234	320			76	312	46	264	26
Internal Link Dist (ft)		633			198				1679			678
Turn Bay Length (ft)			25	100				120		165	315	
Base Capacity (vph)		146	516	336	535			380	3229	1029	380	3638
Starvation Cap Reductn		0	0	0	0			0	0	0	0	0
Spillback Cap Reductn		0	0	0	0			0	0	0	0	0
Storage Cap Reductn		0	0	0	0			0	0	0	0	0
Reduced v/c Ratio		0.75	0.04	0.41	0.45			0.08	0.24	0.05	0.42	0.25

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 150 (83%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.54			
Intersection Signal Delay (s/veh): 48.4		Intersection LOS: D	
Intersection Capacity Utilization 65.0%		ICU Level of Service C	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 5: Niagara Falls Blvd & Glenalby Rd/Romney Dr





Lane Group	SBR
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	1	0	13	9	0	33	2	0	1212	39	36	35	1073	11
Future Vol, veh/h	1	0	13	9	0	33	2	0	1212	39	36	35	1073	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	105	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	1	1	1	1	1	1	2	1	1	1	1	1	1	1
Mvmt Flow	1	0	13	9	0	34	2	0	1237	40	37	36	1095	11

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	1744	2526	553	1844	2512	638	807	1106	0	0	932	1277	0	0
Stage 1	1245	1245	-	1261	1261	-	-	-	-	-	-	-	-	-
Stage 2	499	1281	-	583	1251	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	7.12	6.42	6.52	7.12	5.64	5.32	-	-	5.62	5.32	-	-
Critical Hdwy Stg 1	7.32	5.52	-	7.32	5.52	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.72	5.52	-	6.72	5.52	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.81	4.01	3.91	3.81	4.01	3.91	2.32	3.11	-	-	2.31	3.11	-	-
Pot Cap-1 Maneuver	92	28	410	80	28	361	562	351	-	-	483	290	-	-
Stage 1	135	246	-	132	242	-	-	-	-	-	-	-	-	-
Stage 2	479	237	-	427	244	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	66	22	410	61	22	361	544	544	-	-	350	350	-	-
Mov Cap-2 Maneuver	66	22	-	61	22	-	-	-	-	-	-	-	-	-
Stage 1	107	195	-	131	241	-	-	-	-	-	-	-	-	-
Stage 2	433	235	-	327	194	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	17.64	31.86	0.13	1.1
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	8	-	-	299	176	350	-	-
HCM Lane V/C Ratio	-	-	-	0.048	0.243	0.207	-	-
HCM Control Delay (s/veh)	11.6	0.1	-	17.6	31.9	18	-	-
HCM Lane LOS	B	A	-	C	D	C	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.9	0.8	-	-



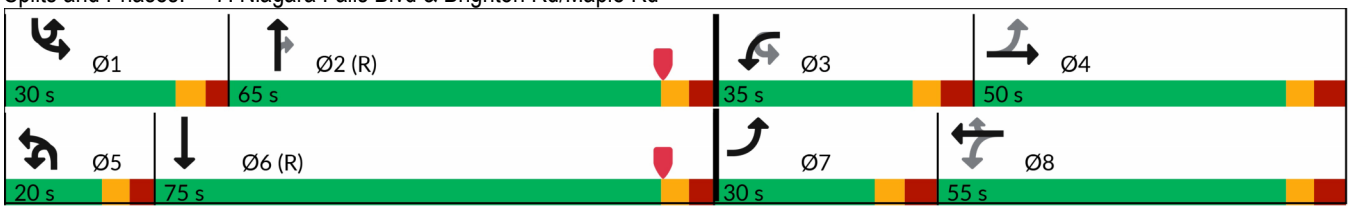
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	140	271	44	278	379	242	14	59	825	226	1	248
Future Volume (vph)	140	271	44	278	379	242	14	59	825	226	1	248
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		50	400		0		300		300		350
Storage Lanes	1		1	1		1		1		1		2
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	0.91	1.00	0.91	1.00	0.91	0.97
Frt		0.979				0.850				0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1787	3499	0	1787	3574	1599	0	1787	5136	1599	0	3467
Flt Permitted	0.503			0.234				0.950				0.950
Satd. Flow (perm)	946	3499	0	440	3574	1599	0	1787	5136	1599	0	3467
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		9				249				233		
Link Speed (mph)		30			45				40			
Link Distance (ft)		1574			1441				956			
Travel Time (s)		35.8			21.8				16.3			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	144	279	45	287	391	249	14	61	851	233	1	256
Shared Lane Traffic (%)												
Lane Group Flow (vph)	144	324	0	287	391	249	0	75	851	233	0	257
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot
Protected Phases	7	4		3	8		5	5	2		1	1
Permitted Phases	4			8		8				2		
Detector Phase	7	4		3	8	8	5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	3.0	6.0		3.0	6.0	6.0	3.0	3.0	10.0	10.0	3.0	3.0
Minimum Split (s)	17.5	48.8		13.8	47.8	47.8	12.1	12.1	39.1	39.1	12.1	12.1
Total Split (s)	30.0	50.0		35.0	55.0	55.0	20.0	20.0	65.0	65.0	30.0	30.0
Total Split (%)	16.7%	27.8%		19.4%	30.6%	30.6%	11.1%	11.1%	36.1%	36.1%	16.7%	16.7%
Maximum Green (s)	21.9	41.9		26.9	46.9	46.9	13.1	13.1	58.1	58.1	23.1	23.1
Yellow Time (s)	3.8	3.8		3.8	3.8	3.8	3.9	3.9	3.9	3.9	3.9	3.9
All-Red Time (s)	4.3	4.3		4.3	4.3	4.3	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)	8.1	8.1		8.1	8.1	8.1		6.9	6.9	6.9		6.9
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.5	2.5	2.5	2.4	2.4	2.4	2.4	2.4	2.4
Recall Mode	None	None		None	None	None	None	None	C-Max	C-Max	None	None
Walk Time (s)		7.0			7.0	7.0			7.0	7.0		
Flash Don't Walk (s)		33.0			31.0	31.0			24.0	24.0		
Pedestrian Calls (#/hr)		0			0	0			0	0		
Act Effct Green (s)	36.1	20.7		54.2	31.1	31.1		12.3	85.5	85.5		18.0
Actuated g/C Ratio	0.20	0.12		0.30	0.17	0.17		0.07	0.48	0.48		0.10
v/c Ratio	0.55	0.79		0.88	0.63	0.52		0.61	0.35	0.26		0.74
Control Delay (s/veh)	55.9	89.2		79.3	74.1	10.5		102.0	31.3	4.1		101.9
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	750	105
Future Volume (vph)	750	105
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Frt	0.982	
Flt Protected		
Satd. Flow (prot)	5043	0
Flt Permitted		
Satd. Flow (perm)	5043	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	16	
Link Speed (mph)	40	
Link Distance (ft)	608	
Travel Time (s)	10.4	
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	773	108
Shared Lane Traffic (%)		
Lane Group Flow (vph)	881	0
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	32.1	
Total Split (s)	75.0	
Total Split (%)	41.7%	
Maximum Green (s)	68.1	
Yellow Time (s)	3.9	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.9	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	2.4	
Recall Mode	C-Max	
Walk Time (s)	7.0	
Flash Don't Walk (s)	17.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	91.2	
Actuated g/C Ratio	0.51	
v/c Ratio	0.34	
Control Delay (s/veh)	17.5	
Queue Delay	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Total Delay (s/veh)	55.9	89.2		79.3	74.1	10.5		102.0	31.3	4.1		101.9
LOS	E	F		E	E	B		F	C	A		F
Approach Delay (s/veh)		78.9			58.6				30.4			
Approach LOS		E			E				C			
Queue Length 50th (ft)	129	194		281	227	0		88	232	0		156
Queue Length 95th (ft)	186	245		#384	287	86		146	298	57		208
Internal Link Dist (ft)		1494			1361				876			
Turn Bay Length (ft)	50			400				300		300		350
Base Capacity (vph)	326	821		333	931	600		140	2439	881		444
Starvation Cap Reductn	0	0		0	0	0		0	0	0		0
Spillback Cap Reductn	0	0		0	0	0		0	0	0		0
Storage Cap Reductn	0	0		0	0	0		0	0	0		0
Reduced v/c Ratio	0.44	0.39		0.86	0.42	0.42		0.54	0.35	0.26		0.58

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay (s/veh): 45.5		Intersection LOS: D	
Intersection Capacity Utilization 72.3%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 7: Niagara Falls Blvd & Brighton Rd/Maple Rd





Lane Group	SBT	SBR
Total Delay (s/veh)	17.5	
LOS	B	
Approach Delay (s/veh)	36.5	
Approach LOS	D	
Queue Length 50th (ft)	141	
Queue Length 95th (ft)	167	
Internal Link Dist (ft)	528	
Turn Bay Length (ft)		
Base Capacity (vph)	2563	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.34	

Intersection Summary

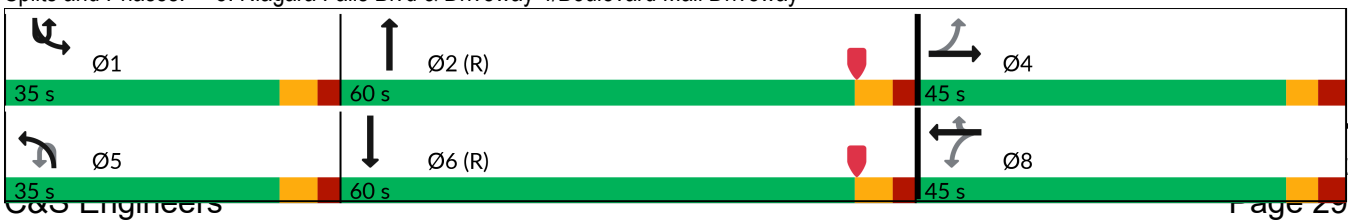
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	4	1	7	23	4	25	2	7	969	25	13	22
Future Volume (vph)	4	1	7	23	4	25	2	7	969	25	13	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0		125		0		330
Storage Lanes	1		0	0		1		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	0.91	0.91	1.00
Frt		0.869				0.850			0.996			
Flt Protected	0.950				0.959			0.950				0.950
Satd. Flow (prot)	1787	1635	0	0	1804	1599	0	1787	5115	0	0	1787
Flt Permitted	0.739				0.751							0.950
Satd. Flow (perm)	1390	1635	0	0	1413	1599	0	1881	5115	0	0	1787
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		7				75			3			
Link Speed (mph)		25			25				40			
Link Distance (ft)		642			490				588			
Travel Time (s)		17.5			13.4				10.0			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	4	1	7	24	4	27	2	7	1031	27	14	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	8	0	0	28	27	0	9	1058	0	0	37
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	1			1	1		1	0			1
Detector Template	Left	Thru			Thru	Right		Left	Thru			Left
Leading Detector (ft)	50	50			50	20		45	0			45
Trailing Detector (ft)	0	0			0	0		-5	0			-5
Detector 1 Position(ft)	0	0			0	0		-5				-5
Detector 1 Size(ft)	50	50			50	20		50				50
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0		0.0				0.0
Detector 1 Queue (s)	0.0	0.0			0.0	0.0		0.0				0.0
Detector 1 Delay (s)	0.0	0.0			0.0	0.0		0.0				0.0
Turn Type	Perm	NA		Perm	NA	Perm	custom	custom	NA		Prot	Prot
Protected Phases		4			8			5	2		1	1
Permitted Phases	4			8		8	5	5				
Detector Phase	4	4		8	8	8	5	5	2		1	1
Switch Phase												
Minimum Initial (s)	6.0	6.0		3.0	3.0	3.0	3.0	3.0	20.0		1.0	1.0
Minimum Split (s)	39.2	39.2		39.2	39.2	39.2	11.3	11.3	33.3		7.3	7.3

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1061	15
Future Volume (vph)	1061	15
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Frt	0.998	
Flt Protected		
Satd. Flow (prot)	5125	0
Flt Permitted		
Satd. Flow (perm)	5125	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	2	
Link Speed (mph)	40	
Link Distance (ft)	956	
Travel Time (s)	16.3	
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	1129	16
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1145	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	0	
Detector Template	Thru	
Leading Detector (ft)	0	
Trailing Detector (ft)	0	
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	20.0	
Minimum Split (s)	33.3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Total Split (s)	45.0	45.0		45.0	45.0	45.0	35.0	35.0	60.0		35.0	35.0
Total Split (%)	32.1%	32.1%		32.1%	32.1%	32.1%	25.0%	25.0%	42.9%		25.0%	25.0%
Maximum Green (s)	38.8	38.8		38.8	38.8	38.8	28.7	28.7	53.7		28.7	28.7
Yellow Time (s)	3.2	3.2		3.2	3.2	3.2	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	2.3	2.3	2.3		2.3	2.3
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)	6.2	6.2			6.2	6.2		6.3	6.3			6.3
Lead/Lag							Lead	Lead	Lag		Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	3.0		2.0	2.0
Recall Mode	None	None		None	None	None	None	None	C-Min		None	None
Walk Time (s)	7.0	7.0		7.0	7.0	7.0			7.0			
Flash Don't Walk (s)	26.0	26.0		26.0	26.0	26.0			20.0			
Pedestrian Calls (#/hr)	0	0		0	0	0			0			
Act Effct Green (s)	7.4	7.4			7.1	7.1		10.5	112.2			7.5
Actuated g/C Ratio	0.05	0.05			0.05	0.05		0.08	0.80			0.05
v/c Ratio	0.05	0.09			0.39	0.18		0.06	0.26			0.39
Control Delay (s/veh)	63.3	37.5			79.2	2.5		48.1	4.6			74.9
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			0.0
Total Delay (s/veh)	63.3	37.5			79.2	2.5		48.1	4.6			74.9
LOS	E	D			E	A		D	A			E
Approach Delay (s/veh)		46.1			41.5				5.0			
Approach LOS		D			D				A			
Queue Length 50th (ft)	4	1			25	0		7	88			34
Queue Length 95th (ft)	17	19			59	0		27	113			71
Internal Link Dist (ft)		562			410				508			
Turn Bay Length (ft)								125				330
Base Capacity (vph)	385	458			391	497		385	4098			366
Starvation Cap Reductn	0	0			0	0		0	0			0
Spillback Cap Reductn	0	0			0	0		0	0			0
Storage Cap Reductn	0	0			0	0		0	0			0
Reduced v/c Ratio	0.01	0.02			0.07	0.05		0.02	0.26			0.10

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 60 (43%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.39			
Intersection Signal Delay (s/veh): 6.7		Intersection LOS: A	
Intersection Capacity Utilization 51.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Niagara Falls Blvd & Driveway 4/Boulevard Mall Driveway





Lane Group	SBT	SBR
Total Split (s)	60.0	
Total Split (%)	42.9%	
Maximum Green (s)	53.7	
Yellow Time (s)	4.0	
All-Red Time (s)	2.3	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.3	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	C-Min	
Walk Time (s)	7.0	
Flash Don't Walk (s)	20.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	118.5	
Actuated g/C Ratio	0.85	
v/c Ratio	0.26	
Control Delay (s/veh)	4.0	
Queue Delay	0.0	
Total Delay (s/veh)	4.0	
LOS	A	
Approach Delay (s/veh)	6.2	
Approach LOS	A	
Queue Length 50th (ft)	51	
Queue Length 95th (ft)	187	
Internal Link Dist (ft)	876	
Turn Bay Length (ft)		
Base Capacity (vph)	4338	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.26	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	21	14	20	42	11	21	21	18	950	18	20	1081
Future Volume (vph)	21	14	20	42	11	21	21	18	950	18	20	1081
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	75		0		150		0	250	
Storage Lanes	0		1	0		0		1		0	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.91	1.00	0.91	0.91	1.00	0.91
Frt			0.850		0.958				0.997			0.996
Flt Protected		0.971			0.973			0.950			0.950	
Satd. Flow (prot)	0	1827	1599	0	3332	0	0	1787	5120	0	1787	5115
Flt Permitted		0.770			0.792			0.950			0.950	
Satd. Flow (perm)	0	1449	1599	0	2712	0	0	1787	5120	0	1787	5115
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			131		22				3			4
Link Speed (mph)		30			25				40			40
Link Distance (ft)		538			562				2182			588
Travel Time (s)		12.2			15.3				37.2			10.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	22	15	21	44	12	22	22	19	1000	19	21	1138
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	21	0	78	0	0	41	1019	0	21	1166
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		0			0				24			24
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors		2	1		2			1	2		1	2
Detector Template		Thru	Right		Thru			Left	Thru		Left	Thru
Leading Detector (ft)		100	20		100			20	100		20	100
Trailing Detector (ft)		0	0		0			0	0		0	0
Detector 1 Position(ft)		0	0		0			0	0		0	0
Detector 1 Size(ft)		6	20		6			20	6		20	6
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0		0.0			0.0	0.0		0.0	0.0
Detector 1 Queue (s)		0.0	0.0		0.0			0.0	0.0		0.0	0.0
Detector 1 Delay (s)		0.0	0.0		0.0			0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94				94			94
Detector 2 Size(ft)		6			6				6			6
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Perm	NA	Perm	Perm	NA		Prot	Prot	NA		Prot	NA
Protected Phases		4			4		1	1	1 2		3	3 2

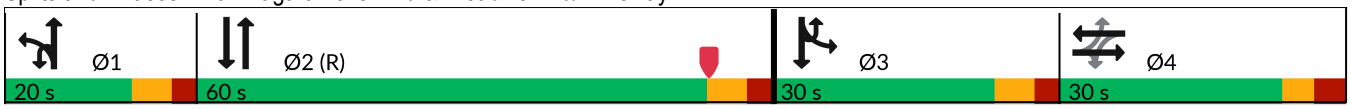


Lane Group	SBR	Ø2
Lane Configurations		
Traffic Volume (vph)	27	
Future Volume (vph)	27	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.91	
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red	Yes	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor	0.95	
Heavy Vehicles (%)	1%	
Adj. Flow (vph)	28	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases		2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Permitted Phases	4		4	4								
Detector Phase	4	4	4	4	4		1	1	1 2		3	3 2
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		3.0	3.0			3.0	
Minimum Split (s)	41.6	41.6	41.6	41.6	41.6		11.3	11.3			11.3	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		20.0	20.0			30.0	
Total Split (%)	21.4%	21.4%	21.4%	21.4%	21.4%		14.3%	14.3%			21.4%	
Maximum Green (s)	23.4	23.4	23.4	23.4	23.4		13.4	13.4			23.4	
Yellow Time (s)	3.2	3.2	3.2	3.2	3.2		4.0	4.0			4.0	
All-Red Time (s)	3.4	3.4	3.4	3.4	3.4		2.6	2.6			2.6	
Lost Time Adjust (s)		0.0	0.0		0.0			0.0			0.0	
Total Lost Time (s)		6.6	6.6		6.6			6.6			6.6	
Lead/Lag	Lag	Lag	Lag	Lag	Lag		Lead	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.5	3.5	3.5	3.5	3.5		2.0	2.0			2.0	
Recall Mode	None	None	None	None	None		None	None			None	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0							
Flash Don't Walk (s)	28.0	28.0	28.0	28.0	28.0							
Pedestrian Calls (#/hr)	5	5	5	5	5							
Act Effct Green (s)		13.7	13.7		13.7			14.8	97.0		9.5	91.7
Actuated g/C Ratio		0.10	0.10		0.10			0.11	0.69		0.07	0.66
v/c Ratio		0.26	0.08		0.27			0.22	0.29		0.17	0.35
Control Delay (s/veh)		58.5	0.6		41.1			60.0	9.9		74.3	16.6
Queue Delay		0.0	0.0		0.0			0.0	0.0		0.0	0.0
Total Delay (s/veh)		58.5	0.6		41.1			60.0	9.9		74.3	16.6
LOS		E	A		D			E	A		E	B
Approach Delay (s/veh)		37.5			41.1				11.8			17.6
Approach LOS		D			D				B			B
Queue Length 50th (ft)		33	0		26			35	105		19	147
Queue Length 95th (ft)		58	0		44			75	231		52	427
Internal Link Dist (ft)		458			482				2102			508
Turn Bay Length (ft)			25					150			250	
Base Capacity (vph)		265	399		514			193	3511		298	3858
Starvation Cap Reductn		0	0		0			0	0		0	0
Spillback Cap Reductn		0	0		0			0	0		0	0
Storage Cap Reductn		0	0		0			0	0		0	0
Reduced v/c Ratio		0.14	0.05		0.15			0.21	0.29		0.07	0.30

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 60 (43%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.35			
Intersection Signal Delay (s/veh): 16.3		Intersection LOS: B	
Intersection Capacity Utilization 56.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 9: Niagara Falls Blvd & Treadwell Rd/Driveway 2





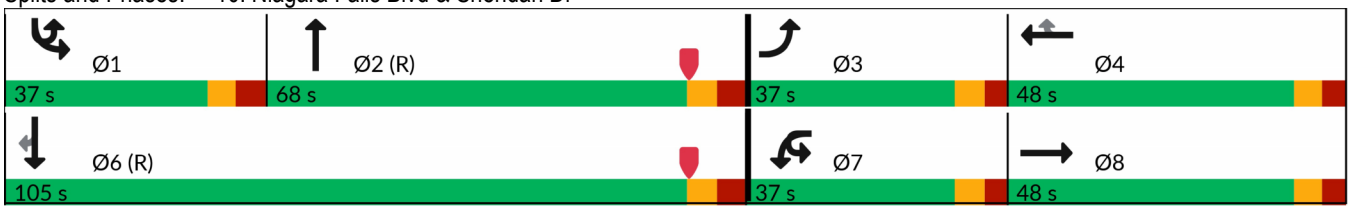
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	328	672	0	2	283	714	39	0	528	56	34	158
Future Volume (vph)	328	672	0	2	283	714	39	0	528	56	34	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	370		0		300		300	0		0		450
Storage Lanes	2		0		2		1	0		0		2
Taper Length (ft)	25				25			25				25
Lane Util. Factor	0.97	0.91	0.91	0.91	0.97	0.91	1.00	1.00	0.91	0.91	0.95	0.97
Ped Bike Factor	1.00				1.00		0.98					
Frt							0.850		0.986			
Flt Protected	0.950				0.950							0.950
Satd. Flow (prot)	3467	5136	0	0	3467	5136	1599	0	5064	0	0	3467
Flt Permitted	0.950				0.950							0.950
Satd. Flow (perm)	3463	5136	0	0	3465	5136	1575	0	5064	0	0	3467
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)							119		10			
Link Speed (mph)		40				40			40			
Link Distance (ft)		623				1468			379			
Travel Time (s)		10.6				25.0			6.5			
Confl. Peds. (#/hr)	2		1		1		2					
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	338	693	0	2	292	736	40	0	544	58	35	163
Shared Lane Traffic (%)												
Lane Group Flow (vph)	338	693	0	0	294	736	40	0	602	0	0	198
Turn Type	Prot	NA		Prot	Prot	NA	Perm		NA		Prot	Prot
Protected Phases	3	8		7	7	4			2		1	1
Permitted Phases							4					
Detector Phase	3	8		7	7	4	4		2		1	1
Switch Phase												
Minimum Initial (s)	3.0	6.0		3.0	3.0	6.0	6.0		10.0		3.0	3.0
Minimum Split (s)	10.3	48.0		10.3	10.3	48.0	48.0		58.2		12.3	12.3
Total Split (s)	37.0	48.0		37.0	37.0	48.0	48.0		68.0		37.0	37.0
Total Split (%)	19.5%	25.3%		19.5%	19.5%	25.3%	25.3%		35.8%		19.5%	19.5%
Maximum Green (s)	29.7	40.7		29.7	29.7	40.7	40.7		59.8		28.8	28.8
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0		4.0		4.0	4.0
All-Red Time (s)	3.3	3.3		3.3	3.3	3.3	3.3		4.2		4.2	4.2
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0		0.0			0.0
Total Lost Time (s)	7.3	7.3			7.3	7.3	7.3		8.2			8.2
Lead/Lag	Lead	Lag		Lead	Lead	Lag	Lag		Lag		Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	4.0		2.0	2.0	4.0	4.0		4.0		2.0	2.0
Recall Mode	None	None		None	None	None	None		C-Min		None	None
Walk Time (s)		7.0				7.0	7.0		7.0			
Flash Don't Walk (s)		30.0				30.0	30.0		39.0			
Pedestrian Calls (#/hr)		0				2	2		1			
Act Effct Green (s)	22.9	38.3			20.5	35.9	35.9		85.0			15.2
Actuated g/C Ratio	0.12	0.20			0.11	0.19	0.19		0.45			0.08
v/c Ratio	0.81	0.67			0.79	0.76	0.10		0.27			0.71

Lane Group	SBT	SBR
Lane Configurations	↑↑	↱
Traffic Volume (vph)	651	354
Future Volume (vph)	651	354
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3574	1599
Flt Permitted		
Satd. Flow (perm)	3574	1599
Right Turn on Red		Yes
Satd. Flow (RTOR)		365
Link Speed (mph)	40	
Link Distance (ft)	2182	
Travel Time (s)	37.2	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	671	365
Shared Lane Traffic (%)		
Lane Group Flow (vph)	671	365
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	10.0	10.0
Minimum Split (s)	58.2	58.2
Total Split (s)	105.0	105.0
Total Split (%)	55.3%	55.3%
Maximum Green (s)	96.8	96.8
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.2	4.2
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.2	8.2
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	4.0	4.0
Recall Mode	C-Min	C-Min
Walk Time (s)	7.0	7.0
Flash Don't Walk (s)	39.0	39.0
Pedestrian Calls (#/hr)	2	2
Act Effct Green (s)	108.4	108.4
Actuated g/C Ratio	0.57	0.57
v/c Ratio	0.33	0.34

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Control Delay (s/veh)	96.7	73.0			97.6	78.1	0.5		19.3			99.4
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.2			0.0
Total Delay (s/veh)	96.7	73.0			97.6	78.1	0.5		19.6			99.4
LOS	F	E			F	E	A		B			F
Approach Delay (s/veh)		80.8				80.6			19.6			
Approach LOS		F				F			B			
Queue Length 50th (ft)	215	297			188	323	0		86			126
Queue Length 95th (ft)	268	330			238	359	0		62			171
Internal Link Dist (ft)		543				1388			299			
Turn Bay Length (ft)	370				300		300					450
Base Capacity (vph)	541	1128			541	1110	433		2270			525
Starvation Cap Reductn	0	0			0	0	0		881			0
Spillback Cap Reductn	0	0			0	0	0		0			0
Storage Cap Reductn	0	0			0	0	0		0			0
Reduced v/c Ratio	0.62	0.61			0.54	0.66	0.09		0.43			0.38

Intersection Summary			
Area Type:	Other		
Cycle Length: 190			
Actuated Cycle Length: 190			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 55.3		Intersection LOS: E	
Intersection Capacity Utilization 67.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 10: Niagara Falls Blvd & Sheridan Dr





Lane Group	SBT	SBR
Control Delay (s/veh)	23.1	2.9
Queue Delay	0.0	0.0
Total Delay (s/veh)	23.2	2.9
LOS	C	A
Approach Delay (s/veh)	29.4	
Approach LOS	C	
Queue Length 50th (ft)	227	0
Queue Length 95th (ft)	315	56
Internal Link Dist (ft)	2102	
Turn Bay Length (ft)		
Base Capacity (vph)	2041	1069
Starvation Cap Reductn	0	0
Spillback Cap Reductn	95	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.34	0.34

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	1	242	169	46	298	71	2	153	699	41	3	90
Future Volume (vph)	1	242	169	46	298	71	2	153	699	41	3	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	200		0		250		0		0
Storage Lanes	0		1	1		0		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	0.91	1.00	0.91	0.91	0.95	1.00
Frt			0.850		0.971				0.992			
Flt Protected				0.950				0.950				0.950
Satd. Flow (prot)	0	3574	1599	1787	3471	0	0	1787	5095	0	0	1787
Flt Permitted		0.953		0.468				0.950				0.950
Satd. Flow (perm)	0	3406	1599	880	3471	0	0	1787	5095	0	0	1787
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			165		14				5			
Link Speed (mph)		30			35				35			
Link Distance (ft)		718			1535				1665			
Travel Time (s)		16.3			29.9				32.4			
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	247	172	47	304	72	2	156	713	42	3	92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	248	172	47	376	0	0	158	755	0	0	95
Turn Type	Perm	NA	Perm	Perm	NA		Prot	Prot	NA		Prot	Prot
Protected Phases		4			4		1	1	2		1 3	1 3
Permitted Phases	4		4	4								
Detector Phase	4	4	4	4	4		1	1	2		1 3	1 3
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		3.0	3.0	5.0			
Minimum Split (s)	43.1	43.1	43.1	43.1	43.1		9.8	9.8	22.5			
Total Split (s)	54.0	54.0	54.0	54.0	54.0		35.0	35.0	68.0			
Total Split (%)	28.4%	28.4%	28.4%	28.4%	28.4%		18.4%	18.4%	35.8%			
Maximum Green (s)	46.9	46.9	46.9	46.9	46.9		28.2	28.2	63.5			
Yellow Time (s)	3.2	3.2	3.2	3.2	3.2		3.9	3.9	3.5			
All-Red Time (s)	3.9	3.9	3.9	3.9	3.9		2.9	2.9	1.0			
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0			
Total Lost Time (s)		7.1	7.1	7.1	7.1			6.8	4.5			
Lead/Lag	Lag	Lag	Lag	Lag	Lag		Lead	Lead	Lag			
Lead-Lag Optimize?									Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	3.0			
Recall Mode	None	None	None	None	None		None	None	C-Max			
Walk Time (s)	7.0	7.0	7.0	7.0	7.0				7.0			
Flash Don't Walk (s)	29.0	29.0	29.0	29.0	29.0				11.0			
Pedestrian Calls (#/hr)	0	0	0	0	0				0			
Act Effct Green (s)		26.2	26.2	26.2	26.2			21.1	104.7			33.9
Actuated g/C Ratio		0.14	0.14	0.14	0.14			0.11	0.55			0.18
v/c Ratio		0.53	0.48	0.39	0.77			0.80	0.27			0.30
Control Delay (s/veh)		79.6	14.3	82.4	86.4			109.1	24.3			36.5
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0			0.0

Lane Group	SBT	SBR	Ø3
Lane Configurations			
Traffic Volume (vph)	795	32	
Future Volume (vph)	795	32	
Ideal Flow (vphpl)	1900	1900	
Storage Length (ft)		0	
Storage Lanes		0	
Taper Length (ft)			
Lane Util. Factor	0.95	0.95	
Frt	0.994		
Flt Protected			
Satd. Flow (prot)	3553	0	
Flt Permitted			
Satd. Flow (perm)	3553	0	
Right Turn on Red		Yes	
Satd. Flow (RTOR)	3		
Link Speed (mph)	40		
Link Distance (ft)	379		
Travel Time (s)	6.5		
Peak Hour Factor	0.98	0.98	
Heavy Vehicles (%)	1%	1%	
Adj. Flow (vph)	811	33	
Shared Lane Traffic (%)			
Lane Group Flow (vph)	844	0	
Turn Type	NA		
Protected Phases	2 3		3
Permitted Phases			
Detector Phase	2 3		
Switch Phase			
Minimum Initial (s)			3.0
Minimum Split (s)			9.8
Total Split (s)			33.0
Total Split (%)			17%
Maximum Green (s)			26.2
Yellow Time (s)			3.9
All-Red Time (s)			2.9
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag			Lead
Lead-Lag Optimize?			
Vehicle Extension (s)			2.0
Recall Mode			None
Walk Time (s)			
Flash Don't Walk (s)			
Pedestrian Calls (#/hr)			
Act Effct Green (s)	124.3		
Actuated g/C Ratio	0.65		
v/c Ratio	0.36		
Control Delay (s/veh)	13.2		
Queue Delay	0.2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Total Delay (s/veh)		79.6	14.3	82.4	86.4			109.1	24.3			36.5
LOS		E	B	F	F			F	C			D
Approach Delay (s/veh)		52.9			85.9				38.9			
Approach LOS		D			F				D			
Queue Length 50th (ft)		154	8	54	233			196	178			75
Queue Length 95th (ft)		197	83	99	284			275	255			124
Internal Link Dist (ft)		638			1455				1585			
Turn Bay Length (ft)			100	200				250				
Base Capacity (vph)		840	518	217	867			265	2810			511
Starvation Cap Reductn		0	0	0	0			0	0			0
Spillback Cap Reductn		0	0	0	0			0	0			0
Storage Cap Reductn		0	0	0	0			0	0			0
Reduced v/c Ratio		0.30	0.33	0.22	0.43			0.60	0.27			0.19

Intersection Summary			
Area Type:	Other		
Cycle Length: 190			
Actuated Cycle Length: 190			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay (s/veh): 40.4		Intersection LOS: D	
Intersection Capacity Utilization 73.8%		ICU Level of Service D	
Analysis Period (min) 15			

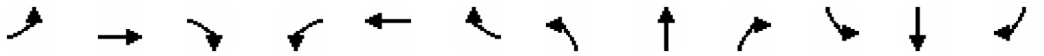
Splits and Phases: 11: Niagara Falls Blvd & Eggert Rd





Lane Group	SBT	SBR	Ø3
Total Delay (s/veh)	13.4		
LOS	B		
Approach Delay (s/veh)	15.7		
Approach LOS	B		
Queue Length 50th (ft)	285		
Queue Length 95th (ft)	315		
Internal Link Dist (ft)	299		
Turn Bay Length (ft)			
Base Capacity (vph)	2576		
Starvation Cap Reductn	897		
Spillback Cap Reductn	0		
Storage Cap Reductn	0		
Reduced v/c Ratio	0.50		

Intersection Summary

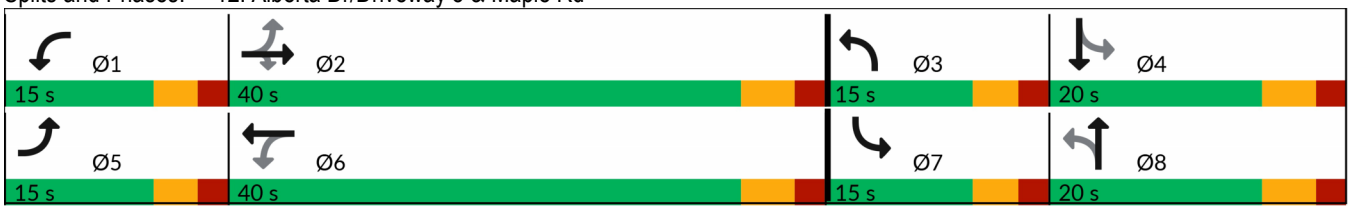


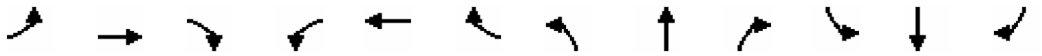
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	474	168	165	824	5	213	69	123	15	36	48
Future Volume (vph)	26	474	168	165	824	5	213	69	123	15	36	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	400		0	0		0	0		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.999			0.904			0.914	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1787	5131	0	1787	1701	0	1787	1719	0
Flt Permitted	0.313			0.303			0.495			0.631		
Satd. Flow (perm)	589	3574	1599	570	5131	0	931	1701	0	1187	1719	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			177		1			84			51	
Link Speed (mph)		45			45			35			25	
Link Distance (ft)		1441			678			472			347	
Travel Time (s)		21.8			10.3			9.2			9.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	27	499	177	174	867	5	224	73	129	16	38	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	499	177	174	872	0	224	202	0	16	89	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2	2	2	6			8			4		
Detector Phase	5	2	2	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	10.0	27.6	27.6	10.0	27.6		10.0	27.6		10.0	27.6	
Total Split (s)	15.0	40.0	40.0	15.0	40.0		15.0	20.0		15.0	20.0	
Total Split (%)	16.7%	44.4%	44.4%	16.7%	44.4%		16.7%	22.2%		16.7%	22.2%	
Maximum Green (s)	10.0	34.4	34.4	10.0	34.4		10.0	14.4		10.0	14.4	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.6		3.0	3.6		3.0	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.6	5.6	5.0	5.6		5.0	5.6		5.0	5.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		3.0	4.0	
Minimum Gap (s)	3.0	0.2	0.2	3.0	0.2		3.0	0.2		3.0	0.2	
Time Before Reduce (s)	0.0	7.0	7.0	0.0	7.0		0.0	7.0		0.0	7.0	
Time To Reduce (s)	0.0	0.5	0.5	0.0	0.5		0.0	0.5		0.0	0.5	
Recall Mode	None	Min	Min	None	Min		None	None		None	None	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Don't Walk (s)		15.0	15.0		15.0			15.0			15.0	
Pedestrian Calls (#/hr)		4	4		2			4			2	
Act Effct Green (s)	22.4	15.3	15.3	29.5	25.4		23.8	21.6		15.9	12.3	
Actuated g/C Ratio	0.35	0.24	0.24	0.46	0.39		0.37	0.33		0.25	0.19	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.08	0.59	0.34	0.41	0.43		0.46	0.32		0.05	0.24	
Control Delay (s/veh)	12.6	26.4	6.4	15.2	18.0		18.2	12.6		14.1	14.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	12.6	26.4	6.4	15.2	18.0		18.2	12.6		14.1	14.9	
LOS	B	C	A	B	B		B	B		B	B	
Approach Delay (s/veh)		20.9			17.5			15.6			14.7	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	6	94	0	40	80		61	30		4	13	
Queue Length 95th (ft)	23	170	47	98	187		124	104		16	51	
Internal Link Dist (ft)		1361			598			392			267	
Turn Bay Length (ft)	200		200	400								
Base Capacity (vph)	435	1998	971	457	2869		483	658		469	471	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.06	0.25	0.18	0.38	0.30		0.46	0.31		0.03	0.19	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 64.7			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay (s/veh): 18.1		Intersection LOS: B	
Intersection Capacity Utilization 54.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 12: Alberta Dr/Driveway 5 & Maple Rd





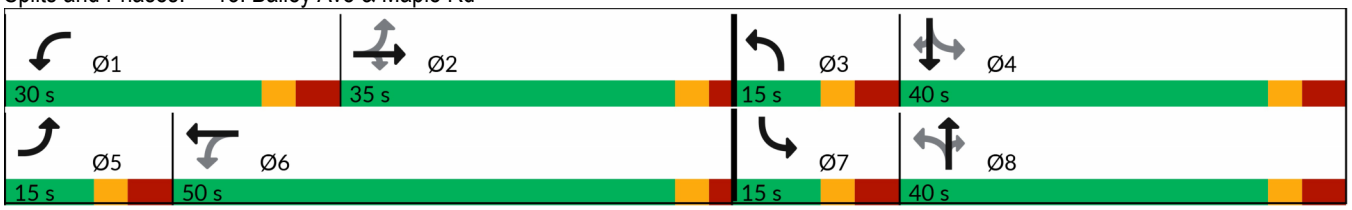
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	518	44	210	843	250	69	353	138	276	360	117
Future Volume (vph)	70	518	44	210	843	250	69	353	138	276	360	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		430	350		0	150		150	500		150
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.966				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1787	4961	0	1787	1881	1599	1787	1881	1599
Flt Permitted	0.177			0.215			0.368			0.289		
Satd. Flow (perm)	333	3574	1599	404	4961	0	692	1881	1599	544	1881	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			227		72				209			209
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		678			748			1712			1039	
Travel Time (s)		10.3			11.3			33.4			20.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	72	534	45	216	869	258	71	364	142	285	371	121
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	534	45	216	1127	0	71	364	142	285	371	121
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2	2	2	6			8		8	4		4
Detector Phase	5	2	2	1	6		3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.0	29.0	29.0	12.0	29.0		12.0	29.0	29.0	12.0	29.0	29.0
Total Split (s)	15.0	35.0	35.0	30.0	50.0		15.0	40.0	40.0	15.0	40.0	40.0
Total Split (%)	12.5%	29.2%	29.2%	25.0%	41.7%		12.5%	33.3%	33.3%	12.5%	33.3%	33.3%
Maximum Green (s)	8.0	30.0	30.0	23.0	45.0		8.0	33.0	33.0	8.0	33.0	33.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	4.0	2.0	2.0	4.0	2.0		4.0	4.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	5.0	5.0	7.0	5.0		7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
Minimum Gap (s)	3.0	0.2	0.2	3.0	0.2		3.0	0.2	0.2	3.0	0.2	0.2
Time Before Reduce (s)	0.0	7.0	7.0	0.0	7.0		0.0	7.0	7.0	0.0	7.0	7.0
Time To Reduce (s)	0.0	0.5	0.5	0.0	0.5		0.0	0.5	0.5	0.0	0.5	0.5
Recall Mode	None	Min	Min	None	Min		None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	7.0
Flash Don't Walk (s)		15.0	15.0		15.0			15.0	15.0		15.0	15.0
Pedestrian Calls (#/hr)		1	1		0			1	1		0	0
Act Effct Green (s)	26.2	20.8	20.8	38.4	30.1		31.2	23.9	23.9	34.2	28.1	28.1
Actuated g/C Ratio	0.28	0.22	0.22	0.41	0.32		0.34	0.26	0.26	0.37	0.30	0.30

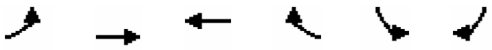
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.34	0.67	0.08	0.59	0.68		0.22	0.75	0.25	0.92	0.65	0.19
Control Delay (s/veh)	23.2	38.4	0.3	25.2	29.2		20.0	43.5	1.9	61.0	37.5	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.2	38.4	0.3	25.2	29.2		20.0	43.5	1.9	61.0	37.5	0.7
LOS	C	D	A	C	C		B	D	A	E	D	A
Approach Delay (s/veh)		34.1			28.5			30.3			40.4	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	25	150	0	81	207		24	196	0	112	200	0
Queue Length 95th (ft)	57	242	0	150	288		60	341	10	#317	348	0
Internal Link Dist (ft)		598			668			1632			959	
Turn Bay Length (ft)	250		430	350			150		150	500		150
Base Capacity (vph)	225	1182	681	521	2498		335	684	715	309	684	715
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.45	0.07	0.41	0.45		0.21	0.53	0.20	0.92	0.54	0.17

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 93
Natural Cycle: 85
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay (s/veh): 32.7 Intersection LOS: C
Intersection Capacity Utilization 81.6% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 13: Bailey Ave & Maple Rd



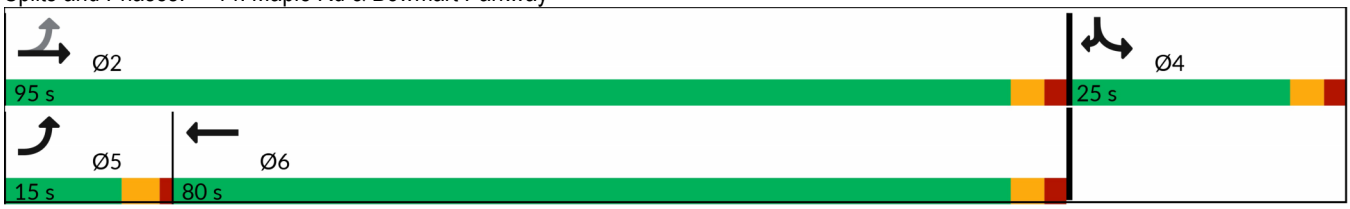


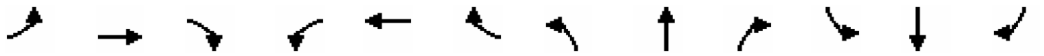
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	94	820	1243	217	192	87
Future Volume (vph)	94	820	1243	217	192	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250			100	100	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.91	0.91	1.00	1.00
Frt			0.978			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1787	3574	5023	0	1787	1599
Flt Permitted	0.105				0.950	
Satd. Flow (perm)	198	3574	5023	0	1787	1599
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			55			91
Link Speed (mph)		35	45		30	
Link Distance (ft)		748	466		1444	
Travel Time (s)		14.6	7.1		32.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	98	854	1295	226	200	91
Shared Lane Traffic (%)						
Lane Group Flow (vph)	98	854	1521	0	200	91
Turn Type	pm+pt	NA	NA		Prot	Prot
Protected Phases	5	2	6		4	4
Permitted Phases	2					
Detector Phase	5	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	4.0	4.0		4.0	4.0
Minimum Split (s)	9.5	27.0	27.0		27.0	27.0
Total Split (s)	15.0	95.0	80.0		25.0	25.0
Total Split (%)	12.5%	79.2%	66.7%		20.8%	20.8%
Maximum Green (s)	10.5	90.0	75.0		20.0	20.0
Yellow Time (s)	3.5	3.0	3.0		3.0	3.0
All-Red Time (s)	1.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	5.0	5.0		5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	Min	Min		None	None
Walk Time (s)		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)	44.3	43.8	33.6		13.1	13.1
Actuated g/C Ratio	0.66	0.65	0.50		0.19	0.19
v/c Ratio	0.30	0.37	0.60		0.58	0.24
Control Delay (s/veh)	6.8	6.0	14.0		34.0	8.3
Queue Delay	0.0	0.0	0.0		0.0	0.0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Delay (s/veh)	6.8	6.0	14.0		34.0	8.3
LOS	A	A	B		C	A
Approach Delay (s/veh)		6.1	14.0		26.0	
Approach LOS		A	B		C	
Queue Length 50th (ft)	12	68	158		76	0
Queue Length 95th (ft)	32	125	250		162	37
Internal Link Dist (ft)		668	386		1364	
Turn Bay Length (ft)	250				100	
Base Capacity (vph)	389	3574	4882		553	558
Starvation Cap Reductn	0	0	119		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.25	0.24	0.32		0.36	0.16

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 67.3			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay (s/veh): 12.5		Intersection LOS: B	
Intersection Capacity Utilization 56.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 14: Maple Rd & Bowmart Parkway





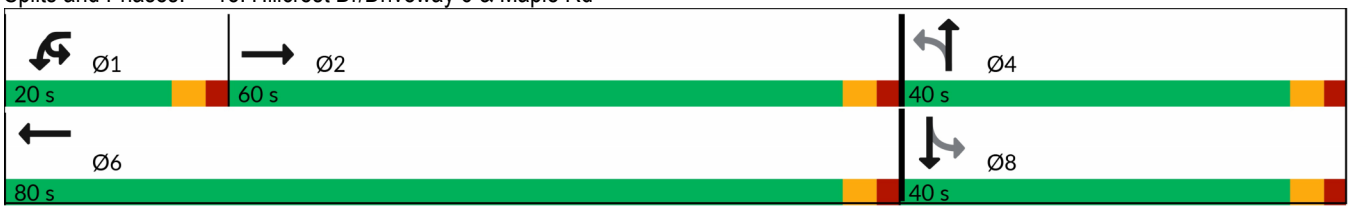
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	991	18	19	1464	0	32	0	33	27	0	5
Future Volume (vph)	0	991	18	19	1464	0	32	0	33	27	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997						0.932			0.850	
Flt Protected				0.950				0.976		0.950		
Satd. Flow (prot)	0	3564	0	1787	3574	0	0	1711	0	1787	1599	0
Flt Permitted				0.950				0.841		0.712		
Satd. Flow (perm)	0	3564	0	1787	3574	0	0	1474	0	1339	1599	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)								64			64	
Link Speed (mph)		35			35			30			10	
Link Distance (ft)		466			1563			418			259	
Travel Time (s)		9.1			30.4			9.5			17.7	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	1066	19	20	1574	0	34	0	35	29	0	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1085	0	20	1574	0	0	69	0	29	5	0
Turn Type		NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases							4			8		
Detector Phase		2		1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)		5.0		10.0	5.0		5.0	5.0		10.0	10.0	
Minimum Split (s)		27.0		27.0	27.0		27.0	27.0		27.0	27.0	
Total Split (s)		60.0		20.0	80.0		40.0	40.0		40.0	40.0	
Total Split (%)		50.0%		16.7%	66.7%		33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)		55.0		15.0	75.0		35.0	35.0		35.0	35.0	
Yellow Time (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)		2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Gap (s)		0.2		0.2	0.2		0.2	0.2		0.2	0.2	
Time Before Reduce (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Time To Reduce (s)		0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Recall Mode		Min		None	Min		None	None		None	None	
Walk Time (s)					7.0							
Flash Don't Walk (s)					30.0							
Pedestrian Calls (#/hr)					0							
Act Effct Green (s)		34.9		10.5	37.3			9.5		10.6	10.6	
Actuated g/C Ratio		0.67		0.20	0.72			0.18		0.20	0.20	

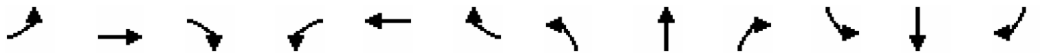
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.45		0.06	0.62			0.22		0.11	0.01	
Control Delay (s/veh)		8.0		20.9	7.0			9.5		21.7	0.0	
Queue Delay		0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay (s/veh)		8.0		20.9	7.0			9.5		21.7	0.0	
LOS		A		C	A			A		C	A	
Approach Delay (s/veh)		8.0			7.1			9.5			18.5	
Approach LOS		A			A			A			B	
Queue Length 50th (ft)		80		5	144			1		8	0	
Queue Length 95th (ft)		228		24	200			33		31	0	
Internal Link Dist (ft)		386			1483			338			179	
Turn Bay Length (ft)				150								
Base Capacity (vph)		3416		542	3574			1046		933	1133	
Starvation Cap Reductn		118		0	0			0		0	0	
Spillback Cap Reductn		0		0	0			0		0	0	
Storage Cap Reductn		0		0	0			0		0	0	
Reduced v/c Ratio		0.33		0.04	0.44			0.07		0.03	0.00	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 52.1
Natural Cycle: 85
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay (s/veh): 7.7 Intersection LOS: A
Intersection Capacity Utilization 59.3% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 15: Hillcrest Dr/Driveway 6 & Maple Rd



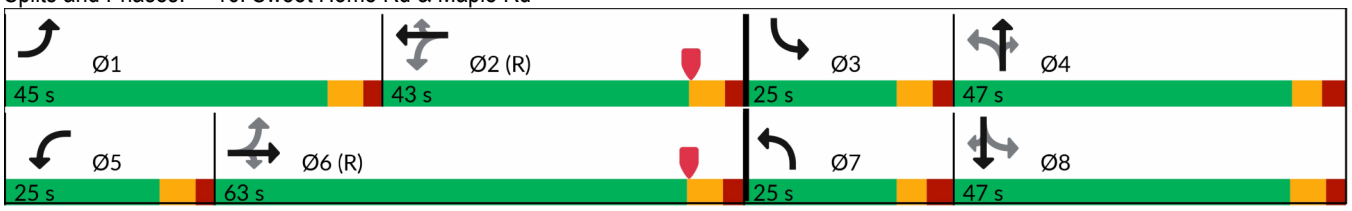


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	293	600	79	190	854	222	98	333	116	181	438	499
Future Volume (vph)	293	600	79	190	854	222	98	333	116	181	438	499
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	100		0	150		150	200		0
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.97	1.00								0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1787	3574	1599	1787	1881	1599	1787	1881	1599
Flt Permitted	0.107			0.394			0.164			0.232		
Satd. Flow (perm)	201	3574	1556	739	3574	1599	309	1881	1599	436	1881	1575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			113			158			157			378
Link Speed (mph)		45			45			35			45	
Link Distance (ft)		1563			492			510			929	
Travel Time (s)		23.7			7.5			9.9			14.1	
Confl. Peds. (#/hr)			3	3			2					2
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	305	625	82	198	890	231	102	347	121	189	456	520
Shared Lane Traffic (%)												
Lane Group Flow (vph)	305	625	82	198	890	231	102	347	121	189	456	520
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0	10.0	3.0	6.0	6.0	3.0	6.0	6.0
Minimum Split (s)	10.2	39.5	39.5	9.8	38.8	38.8	10.2	45.3	45.3	9.6	45.3	45.3
Total Split (s)	45.0	63.0	63.0	25.0	43.0	43.0	25.0	47.0	47.0	25.0	47.0	47.0
Total Split (%)	28.1%	39.4%	39.4%	15.6%	26.9%	26.9%	15.6%	29.4%	29.4%	15.6%	29.4%	29.4%
Maximum Green (s)	38.5	56.5	56.5	18.6	36.6	36.6	18.5	40.5	40.5	18.4	40.4	40.4
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	3.6	3.6	3.6	4.3	4.3	4.3
All-Red Time (s)	2.2	2.2	2.2	2.1	2.1	2.1	2.9	2.9	2.9	2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.4	6.4	6.4	6.5	6.5	6.5	6.6	6.6	6.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	4.0	2.0	4.0	4.0	2.0	4.0	4.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		26.0	26.0		25.0	25.0		26.0	26.0		26.0	26.0
Pedestrian Calls (#/hr)		0	0		3	3		2	2		2	2
Act Effct Green (s)	84.0	63.5	63.5	65.3	51.2	51.2	51.9	41.1	41.1	60.9	45.6	45.6
Actuated g/C Ratio	0.53	0.40	0.40	0.41	0.32	0.32	0.32	0.26	0.26	0.38	0.29	0.29
v/c Ratio	0.83	0.44	0.12	0.50	0.78	0.37	0.51	0.72	0.23	0.64	0.85	0.72

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	55.7	37.6	2.4	26.7	48.8	10.8	40.3	63.6	3.3	42.9	69.5	19.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.7	37.6	2.4	26.7	48.8	10.8	40.3	63.6	3.3	42.9	69.5	19.7
LOS	E	D	A	C	D	B	D	E	A	D	E	B
Approach Delay (s/veh)		40.2			38.9			46.6			42.9	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	233	257	0	81	498	34	67	327	0	130	442	132
Queue Length 95th (ft)	336	331	17	109	#666	80	110	457	23	192	#653	291
Internal Link Dist (ft)		1483			412			430			849	
Turn Bay Length (ft)	200		200	100			150		150	200		
Base Capacity (vph)	487	1419	686	444	1144	619	285	492	534	325	536	719
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.44	0.12	0.45	0.78	0.37	0.36	0.71	0.23	0.58	0.85	0.72

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 117 (73%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay (s/veh): 41.5		Intersection LOS: D	
Intersection Capacity Utilization 90.3%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 16: Sweet Home Rd & Maple Rd



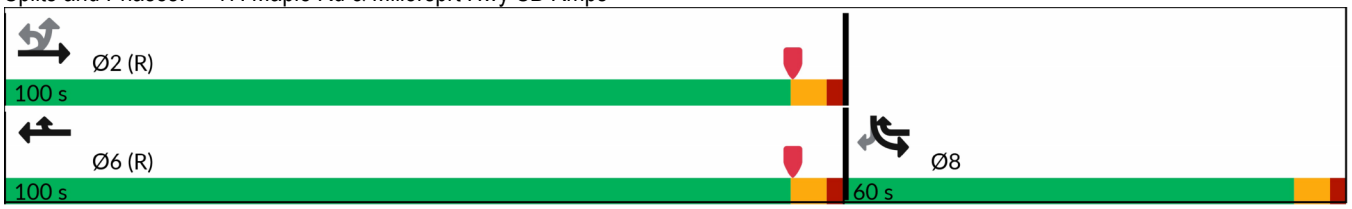


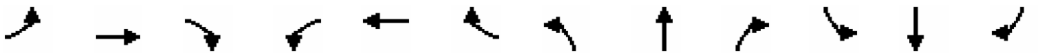
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	2	12	794	887	236	37	137
Future Volume (vph)	2	12	794	887	236	37	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100			115	0	0
Storage Lanes		1			1	1	1
Taper Length (ft)		25				25	
Lane Util. Factor	0.95	1.00	0.95	0.95	1.00	1.00	1.00
Frt					0.850		0.850
Flt Protected		0.950				0.950	
Satd. Flow (prot)	0	1787	3574	3574	1599	1787	1599
Flt Permitted		0.303				0.950	
Satd. Flow (perm)	0	570	3574	3574	1599	1787	1599
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)							136
Link Speed (mph)			45	45		45	
Link Distance (ft)			3286	644		265	
Travel Time (s)			49.8	9.8		4.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	2	13	827	924	246	39	143
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	15	827	924	246	39	143
Turn Type	Perm	Perm	NA	NA	custom	Prot	Perm
Protected Phases			2	6	8 6	8	
Permitted Phases	2	2			8		8
Detector Phase	2	2	2	6	8 6	8	8
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0		6.0	6.0
Minimum Split (s)	35.3	35.3	35.3	35.3		13.9	13.9
Total Split (s)	100.0	100.0	100.0	100.0		60.0	60.0
Total Split (%)	62.5%	62.5%	62.5%	62.5%		37.5%	37.5%
Maximum Green (s)	93.7	93.7	93.7	93.7		53.8	53.8
Yellow Time (s)	4.3	4.3	4.3	4.3		4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0		1.9	1.9
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		6.3	6.3	6.3		6.2	6.2
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0	3.0
Recall Mode	C-Min	C-Min	C-Min	C-Min		None	None
Walk Time (s)	7.0	7.0	7.0	7.0			
Flash Don't Walk (s)	22.0	22.0	22.0	22.0			
Pedestrian Calls (#/hr)	0	0	0	0			
Act Effct Green (s)		135.3	135.3	135.3	160.0	12.2	12.2
Actuated g/C Ratio		0.85	0.85	0.85	1.00	0.08	0.08
v/c Ratio		0.03	0.27	0.31	0.15	0.29	0.58
Control Delay (s/veh)		0.9	0.9	2.8	0.2	74.0	21.5
Queue Delay		0.0	0.0	0.2	0.0	0.0	0.0

Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Total Delay (s/veh)		0.9	0.9	3.0	0.2	74.0	21.5
LOS		A	A	A	A	E	C
Approach Delay (s/veh)			0.9	2.4		32.7	
Approach LOS			A	A		C	
Queue Length 50th (ft)		1	21	82	0	39	7
Queue Length 95th (ft)		m2	28	108	0	80	78
Internal Link Dist (ft)			3206	564		185	
Turn Bay Length (ft)		100			115		
Base Capacity (vph)		482	3022	3022	1599	600	627
Starvation Cap Reductn		0	0	1180	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0
Reduced v/c Ratio		0.03	0.27	0.50	0.15	0.07	0.23

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 121 (76%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay (s/veh): 4.3		Intersection LOS: A	
Intersection Capacity Utilization 43.4%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 17: Maple Rd & Millersprt Hwy SB Rmps



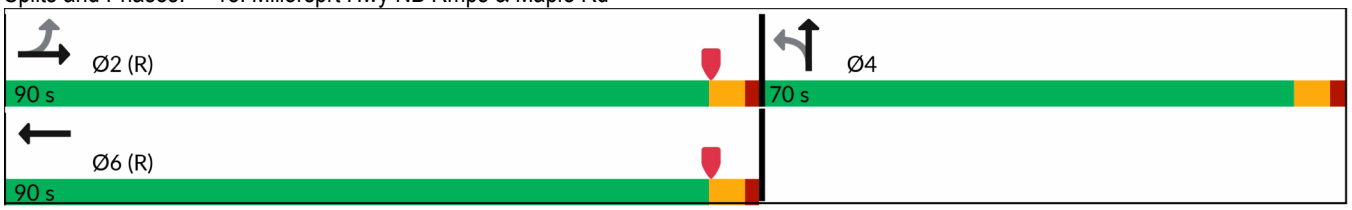


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	871	0	0	1040	15	56	2	560	0	0	0
Future Volume (vph)	83	871	0	0	1040	15	56	2	560	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.998			0.851				
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1787	3574	0	0	3567	0	1787	1601	0	0	0	0
Flt Permitted	0.175						0.950					
Satd. Flow (perm)	329	3574	0	0	3567	0	1787	1601	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					1			105				
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		644			547			1142			667	
Travel Time (s)		9.8			8.3			17.3			10.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	88	927	0	0	1106	16	60	2	596	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	88	927	0	0	1122	0	60	598	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		2			6			4				
Permitted Phases	2						4					
Detector Phase	2	2			6		4	4				
Switch Phase												
Minimum Initial (s)	20.0	20.0			20.0		6.0	6.0				
Minimum Split (s)	29.0	29.0			29.0		23.0	23.0				
Total Split (s)	90.0	90.0			90.0		70.0	70.0				
Total Split (%)	56.3%	56.3%			56.3%		43.8%	43.8%				
Maximum Green (s)	84.0	84.0			84.0		63.8	63.8				
Yellow Time (s)	4.3	4.3			4.3		4.3	4.3				
All-Red Time (s)	1.7	1.7			1.7		1.9	1.9				
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0				
Total Lost Time (s)	6.0	6.0			6.0		6.2	6.2				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	C-Max	C-Max			C-Max		None	None				
Walk Time (s)	7.0	7.0			7.0							
Flash Don't Walk (s)	16.0	16.0			16.0							
Pedestrian Calls (#/hr)	0	0			0							
Act Effct Green (s)	90.4	90.4			90.4		57.4	57.4				
Actuated g/C Ratio	0.57	0.57			0.57		0.36	0.36				
v/c Ratio	0.48	0.46			0.56		0.09	0.93				
Control Delay (s/veh)	34.4	22.4			24.4		32.3	62.3				
Queue Delay	0.0	0.5			0.0		0.0	0.0				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	34.4	23.0			24.4		32.3	62.3				
LOS	C	C			C		C	E				
Approach Delay (s/veh)		24.0			24.4			59.6				
Approach LOS		C			C			E				
Queue Length 50th (ft)	71	389			396		40	506				
Queue Length 95th (ft)	138	457			488		72	#690				
Internal Link Dist (ft)		564			467			1062			587	
Turn Bay Length (ft)	150											
Base Capacity (vph)	185	2019			2015		712	701				
Starvation Cap Reductn	0	629			0		0	0				
Spillback Cap Reductn	0	0			0		0	0				
Storage Cap Reductn	0	0			0		0	0				
Reduced v/c Ratio	0.48	0.67			0.56		0.08	0.85				

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 80 (50%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay (s/veh): 32.5		Intersection LOS: C	
Intersection Capacity Utilization 95.8%		ICU Level of Service F	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 18: Millersprt Hwy NB Rmps & Maple Rd

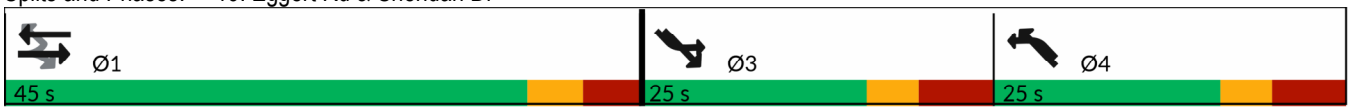


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	40	820	181	0	970	116	187	240	6	108	206	37
Future Volume (vph)	40	820	181	0	970	116	187	240	6	108	206	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		450	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.95	0.95	0.95	0.95	0.95	0.95
Frt			0.850		0.984			0.998			0.984	
Flt Protected	0.950							0.979			0.985	
Satd. Flow (prot)	1787	5136	1599	0	5053	0	0	3492	0	0	3464	0
Flt Permitted	0.187							0.979			0.985	
Satd. Flow (perm)	352	5136	1599	0	5053	0	0	3492	0	0	3464	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			187		26			1			11	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1892			623			1712			718	
Travel Time (s)		32.3			10.6			38.9			16.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	41	845	187	0	1000	120	193	247	6	111	212	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	845	187	0	1120	0	0	446	0	0	361	0
Turn Type	Perm	NA	Perm		NA		Split	NA		Split	NA	
Protected Phases		1			1		3	3		4	4	
Permitted Phases	1		1									
Detector Phase	1	1	1		1		3	3		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0		15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	50.0	50.0	50.0		50.0		70.9	70.9		70.9	70.9	
Total Split (s)	45.0	45.0	45.0		45.0		25.0	25.0		25.0	25.0	
Total Split (%)	47.4%	47.4%	47.4%		47.4%		26.3%	26.3%		26.3%	26.3%	
Maximum Green (s)	37.0	37.0	37.0		37.0		16.1	16.1		16.1	16.1	
Yellow Time (s)	4.0	4.0	4.0		4.0		3.6	3.6		3.6	3.6	
All-Red Time (s)	4.0	4.0	4.0		4.0		5.3	5.3		5.3	5.3	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0			0.0	
Total Lost Time (s)	8.0	8.0	8.0		8.0			8.9			8.9	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	4.0	4.0		4.0		3.5	3.5		3.5	3.5	
Recall Mode	Min	Min	Min		Min		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0		7.0					7.0	7.0	
Flash Don't Walk (s)	35.0	35.0	35.0		35.0					55.0	55.0	
Pedestrian Calls (#/hr)	0	0	0		0					0	0	
Act Effct Green (s)	36.2	36.2	36.2		36.2			15.2			14.2	
Actuated g/C Ratio	0.40	0.40	0.40		0.40			0.17			0.16	
v/c Ratio	0.29	0.42	0.25		0.56			0.77			0.66	
Control Delay (s/veh)	27.2	21.1	3.9		22.5			46.5			41.9	
Queue Delay	0.0	0.0	0.0		0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Total Delay (s/veh)	27.2	21.1	3.9		22.5			46.5			41.9	
LOS	C	C	A		C			D			D	
Approach Delay (s/veh)		18.3			22.5			46.5			41.9	
Approach LOS		B			C			D			D	
Queue Length 50th (ft)	16	131	0		181			134			103	
Queue Length 95th (ft)	47	169	41		229			#191			151	
Internal Link Dist (ft)		1812			543			1632			638	
Turn Bay Length (ft)	200		450									
Base Capacity (vph)	142	2083	759		2065			617			620	
Starvation Cap Reductn	0	0	0		0			0			0	
Spillback Cap Reductn	0	0	0		0			0			0	
Storage Cap Reductn	0	0	0		0			0			0	
Reduced v/c Ratio	0.29	0.41	0.25		0.54			0.72			0.58	

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 91.5			
Natural Cycle: 195			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 26.9		Intersection LOS: C	
Intersection Capacity Utilization 77.0%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 19: Eggert Rd & Sheridan Dr



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	25	129	685	43	8	55	987	67	36	66	18	130
Future Volume (vph)	25	129	685	43	8	55	987	67	36	66	18	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		235		0		240		0	0		100	0
Storage Lanes		1		0		1		0	0		1	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	0.95	0.95	0.95	1.00
Frt			0.991				0.990			0.977		
Flt Protected		0.950				0.950				0.985		0.950
Satd. Flow (prot)	0	1787	5089	0	0	1787	5084	0	0	3440	0	1787
Flt Permitted		0.950				0.950				0.780		0.451
Satd. Flow (perm)	0	1787	5089	0	0	1787	5084	0	0	2724	0	848
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			9				8			11		
Link Speed (mph)			40				40			30		
Link Distance (ft)			1468				969			165		
Travel Time (s)			25.0				16.5			3.8		
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	26	134	714	45	8	57	1028	70	38	69	19	135
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	160	759	0	0	65	1098	0	0	126	0	135
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA		pm+pt
Protected Phases	5	5	2		1	1	6			8		7
Permitted Phases									8			4
Detector Phase	5	5	2		1	1	6		8	8		7
Switch Phase												
Minimum Initial (s)	3.0	3.0	10.0		3.0	3.0	10.0		6.0	6.0		3.0
Minimum Split (s)	10.0	10.0	29.2		10.0	10.0	43.2		22.5	22.5		11.0
Total Split (s)	39.0	39.0	87.0		20.0	20.0	68.0		33.0	33.0		20.0
Total Split (%)	24.4%	24.4%	54.4%		12.5%	12.5%	42.5%		20.6%	20.6%		12.5%
Maximum Green (s)	32.8	32.8	80.8		13.8	13.8	61.8		26.1	26.1		14.0
Yellow Time (s)	3.6	3.6	3.6		3.6	3.6	3.6		3.6	3.6		3.2
All-Red Time (s)	2.6	2.6	2.6		2.6	2.6	2.6		3.3	3.3		2.8
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0		0.0
Total Lost Time (s)		6.2	6.2			6.2	6.2			6.9		6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	Min	Min	C-Min		None	None	C-Min		None	None		None
Walk Time (s)			7.0				7.0					
Flash Don't Walk (s)			16.0				15.0					
Pedestrian Calls (#/hr)			0				0					
Act Effct Green (s)		19.6	97.7			11.2	86.7			12.2		35.3
Actuated g/C Ratio		0.12	0.61			0.07	0.54			0.08		0.22
v/c Ratio		0.73	0.24			0.52	0.40			0.58		0.48
Control Delay (s/veh)		86.3	16.0			102.4	9.4			75.2		56.9
Queue Delay		0.0	0.0			0.0	0.0			0.0		0.0

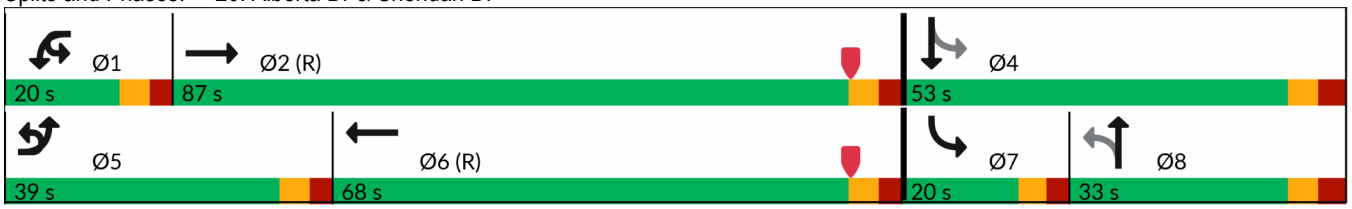


Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	105	163
Future Volume (vph)	105	163
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.909	
Flt Protected		
Satd. Flow (prot)	1710	0
Flt Permitted		
Satd. Flow (perm)	1710	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	49	
Link Speed (mph)	35	
Link Distance (ft)	3326	
Travel Time (s)	64.8	
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	109	170
Shared Lane Traffic (%)		
Lane Group Flow (vph)	279	0
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	6.0	
Minimum Split (s)	43.9	
Total Split (s)	53.0	
Total Split (%)	33.1%	
Maximum Green (s)	46.1	
Yellow Time (s)	3.6	
All-Red Time (s)	3.3	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.9	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Don't Walk (s)	27.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	34.4	
Actuated g/C Ratio	0.22	
v/c Ratio	0.69	
Control Delay (s/veh)	55.5	
Queue Delay	0.0	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Total Delay (s/veh)		86.3	16.0			102.4	9.4			75.2		56.9
LOS		F	B			F	A			E		E
Approach Delay (s/veh)			28.2				14.6			75.2		
Approach LOS			C				B			E		
Queue Length 50th (ft)		164	132			71	86			62		120
Queue Length 95th (ft)		237	193			m126	94			98		174
Internal Link Dist (ft)			1388				889			85		
Turn Bay Length (ft)		235				240						
Base Capacity (vph)		366	3111			158	2757			453		286
Starvation Cap Reductn		0	0			0	0			0		0
Spillback Cap Reductn		0	0			0	0			0		0
Storage Cap Reductn		0	0			0	0			0		0
Reduced v/c Ratio		0.44	0.24			0.41	0.40			0.28		0.47

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 28 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 28.8		Intersection LOS: C	
Intersection Capacity Utilization 71.4%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

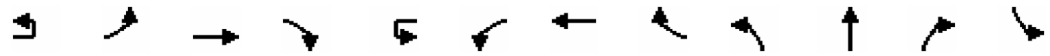
Splits and Phases: 20: Alberta Dr & Sheridan Dr





Lane Group	SBT	SBR
Total Delay (s/veh)	55.5	
LOS	E	
Approach Delay (s/veh)	56.0	
Approach LOS	E	
Queue Length 50th (ft)	226	
Queue Length 95th (ft)	309	
Internal Link Dist (ft)	3246	
Turn Bay Length (ft)		
Base Capacity (vph)	527	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.53	

Intersection Summary



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	20	109	721	55	9	115	916	109	95	371	88	118
Future Volume (vph)	20	109	721	55	9	115	916	109	95	371	88	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		230		0		270		0	190		0	240
Storage Lanes		1		0		1		0	1		0	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00
Frt			0.989				0.984			0.971		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1787	5079	0	0	1787	5053	0	1787	3471	0	1787
Flt Permitted		0.950				0.950			0.310			0.205
Satd. Flow (perm)	0	1787	5079	0	0	1787	5053	0	583	3471	0	386
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			8				14			16		
Link Speed (mph)			40				40			30		
Link Distance (ft)			969				1628			537		
Travel Time (s)			16.5				27.8			12.2		
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	20	111	736	56	9	117	935	111	97	379	90	120
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	131	792	0	0	126	1046	0	97	469	0	120
Turn Type	Prot	Prot	NA		Prot	Prot	NA		pm+pt	NA		pm+pt
Protected Phases	5	5	2		1	1	6		3	8		7
Permitted Phases									8			4
Detector Phase	5	5	2		1	1	6		3	8		7
Switch Phase												
Minimum Initial (s)	3.0	3.0	10.0		3.0	3.0	10.0		3.0	6.0		3.0
Minimum Split (s)	10.0	10.0	43.5		10.0	10.0	43.5		10.0	41.0		10.0
Total Split (s)	30.0	30.0	52.0		38.0	38.0	60.0		29.0	41.0		29.0
Total Split (%)	18.8%	18.8%	32.5%		23.8%	23.8%	37.5%		18.1%	25.6%		18.1%
Maximum Green (s)	23.6	23.6	45.5		31.6	31.6	53.5		22.3	34.3		22.3
Yellow Time (s)	3.6	3.6	3.9		3.6	3.6	3.9		3.6	3.6		3.6
All-Red Time (s)	2.8	2.8	2.6		2.8	2.8	2.6		3.1	3.1		3.1
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		6.4	6.5			6.4	6.5		6.7	6.7		6.7
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead
Lead-Lag Optimize?			Yes		Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	C-Min		None	None	C-Min		None	None		None
Walk Time (s)			7.0				7.0			7.0		
Flash Don't Walk (s)			21.0				21.0			24.4		
Pedestrian Calls (#/hr)			0				0			0		
Act Effct Green (s)		17.0	76.6			16.6	76.2		38.4	26.7		42.6
Actuated g/C Ratio		0.11	0.48			0.10	0.48		0.24	0.17		0.27
v/c Ratio		0.69	0.33			0.68	0.43		0.43	0.79		0.54
Control Delay (s/veh)		105.8	20.0			123.3	10.3		46.3	71.7		50.1
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		0.0

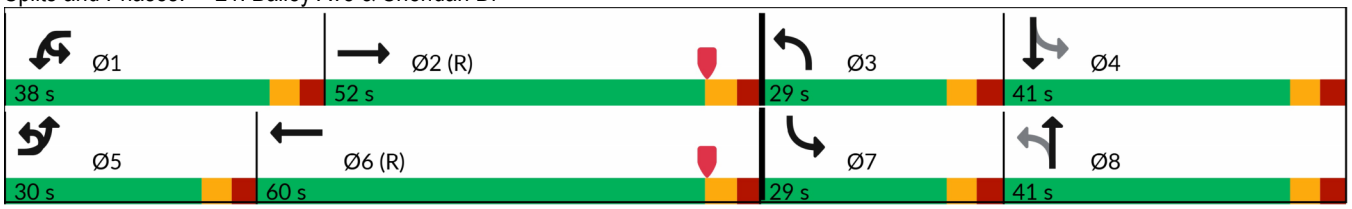


Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	335	88
Future Volume (vph)	335	88
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		280
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Frt	0.969	
Flt Protected		
Satd. Flow (prot)	3463	0
Flt Permitted		
Satd. Flow (perm)	3463	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	19	
Link Speed (mph)	30	
Link Distance (ft)	495	
Travel Time (s)	11.3	
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	342	90
Shared Lane Traffic (%)		
Lane Group Flow (vph)	432	0
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	6.0	
Minimum Split (s)	41.0	
Total Split (s)	41.0	
Total Split (%)	25.6%	
Maximum Green (s)	34.3	
Yellow Time (s)	3.6	
All-Red Time (s)	3.1	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.7	
Lead/Lag	Lag	
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Don't Walk (s)	23.6	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	28.8	
Actuated g/C Ratio	0.18	
v/c Ratio	0.68	
Control Delay (s/veh)	63.5	
Queue Delay	0.0	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Total Delay (s/veh)		105.8	20.0			123.3	10.3		46.3	71.7		50.1
LOS		F	B			F	B		D	E		D
Approach Delay (s/veh)			32.1				22.5			67.3		
Approach LOS			C				C			E		
Queue Length 50th (ft)		144	110			140	61		76	242		95
Queue Length 95th (ft)		219	128			215	75		115	295		138
Internal Link Dist (ft)			889				1548			457		
Turn Bay Length (ft)		230				270			190			240
Base Capacity (vph)		263	2436			352	2415		337	756		309
Starvation Cap Reductn		0	0			0	0		0	0		0
Spillback Cap Reductn		0	0			0	0		0	0		0
Storage Cap Reductn		0	0			0	0		0	0		0
Reduced v/c Ratio		0.50	0.33			0.36	0.43		0.29	0.62		0.39

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 4 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 39.7		Intersection LOS: D	
Intersection Capacity Utilization 68.8%		ICU Level of Service C	
Analysis Period (min) 15			

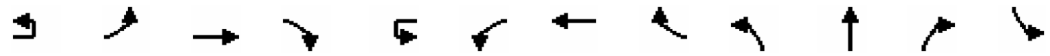
Splits and Phases: 21: Bailey Ave & Sheridan Dr





Lane Group	SBT	SBR
Total Delay (s/veh)	63.5	
LOS	E	
Approach Delay (s/veh)	60.6	
Approach LOS	E	
Queue Length 50th (ft)	214	
Queue Length 95th (ft)	263	
Internal Link Dist (ft)	415	
Turn Bay Length (ft)		
Base Capacity (vph)	763	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.57	

Intersection Summary



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	8	156	761	21	20	49	946	122	27	264	40	103
Future Volume (vph)	8	156	761	21	20	49	946	122	27	264	40	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0		190		0	85		0	305
Storage Lanes		1		0		1		0	1		0	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt			0.996				0.983			0.980		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1787	5115	0	0	1787	5048	0	1787	1844	0	1787
Flt Permitted		0.950				0.950			0.494			0.182
Satd. Flow (perm)	0	1787	5115	0	0	1787	5048	0	929	1844	0	342
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			3				17			4		
Link Speed (mph)			40				40			30		
Link Distance (ft)			1628				2376			1485		
Travel Time (s)			27.8				40.5			33.8		
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	8	159	777	21	20	50	965	124	28	269	41	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	167	798	0	0	70	1089	0	28	310	0	105
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA		pm+pt
Protected Phases	5	5	2		1	1	6			8		7
Permitted Phases									8			4
Detector Phase	5	5	2		1	1	6		8	8		7
Switch Phase												
Minimum Initial (s)	3.0	3.0	10.0		3.0	3.0	10.0		6.0	6.0		3.0
Minimum Split (s)	12.2	12.2	43.2		12.2	12.2	43.2		42.0	42.0		12.1
Total Split (s)	21.0	21.0	60.0		31.0	31.0	70.0		42.0	42.0		27.0
Total Split (%)	13.1%	13.1%	37.5%		19.4%	19.4%	43.8%		26.3%	26.3%		16.9%
Maximum Green (s)	14.8	14.8	53.8		24.8	24.8	63.8		34.9	34.9		19.9
Yellow Time (s)	3.9	3.9	3.9		3.9	3.9	3.9		3.2	3.2		3.2
All-Red Time (s)	2.3	2.3	2.3		2.3	2.3	2.3		3.9	3.9		3.9
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		6.2	6.2			6.2	6.2		7.1	7.1		7.1
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	C-Min		None	None	C-Min		None	None		None
Walk Time (s)			7.0				7.0		7.0	7.0		
Flash Don't Walk (s)			17.0				18.0		27.0	27.0		
Pedestrian Calls (#/hr)			0				0		0	0		
Act Effct Green (s)		23.3	76.7			11.6	65.1		31.9	31.9		52.2
Actuated g/C Ratio		0.15	0.48			0.07	0.41		0.20	0.20		0.33
v/c Ratio		0.64	0.33			0.54	0.53		0.15	0.84		0.46
Control Delay (s/veh)		76.6	43.3			86.2	38.1		51.9	79.5		42.9
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		0.0

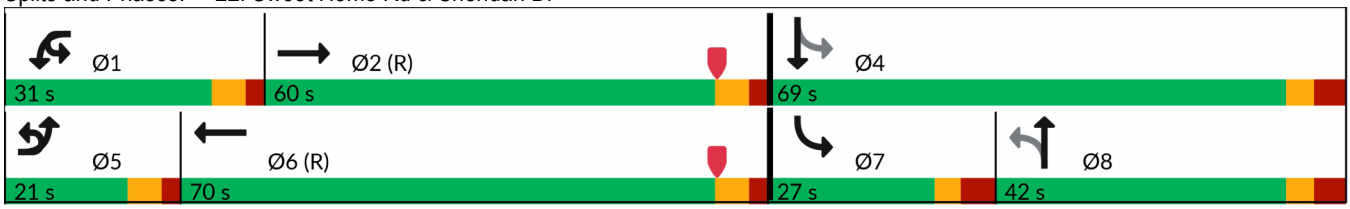


Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	252	128
Future Volume (vph)	252	128
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.949	
Flt Protected		
Satd. Flow (prot)	1785	0
Flt Permitted		
Satd. Flow (perm)	1785	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	19	
Link Speed (mph)	30	
Link Distance (ft)	1504	
Travel Time (s)	34.2	
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	257	131
Shared Lane Traffic (%)		
Lane Group Flow (vph)	388	0
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	6.0	
Minimum Split (s)	44.1	
Total Split (s)	69.0	
Total Split (%)	43.1%	
Maximum Green (s)	61.9	
Yellow Time (s)	3.2	
All-Red Time (s)	3.9	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	7.1	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Don't Walk (s)	30.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	52.2	
Actuated g/C Ratio	0.33	
v/c Ratio	0.65	
Control Delay (s/veh)	48.1	
Queue Delay	0.0	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Total Delay (s/veh)		76.6	43.3			86.2	38.1		51.9	79.5		42.9
LOS		E	D			F	D		D	E		D
Approach Delay (s/veh)			49.1				41.0			77.2		
Approach LOS			D				D			E		
Queue Length 50th (ft)		172	199			72	310		24	312		79
Queue Length 95th (ft)		257	367			125	413		52	399		113
Internal Link Dist (ft)			1548				2296			1405		
Turn Bay Length (ft)		200				190			85			305
Base Capacity (vph)		259	2453			276	2182		210	420		291
Starvation Cap Reductn		0	0			0	0		0	0		0
Spillback Cap Reductn		0	0			0	0		0	0		0
Storage Cap Reductn		0	0			0	0		0	0		0
Reduced v/c Ratio		0.64	0.33			0.25	0.50		0.13	0.74		0.36

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 133 (83%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay (s/veh): 48.8		Intersection LOS: D	
Intersection Capacity Utilization 78.3%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 22: Sweet Home Rd & Sheridan Dr





Lane Group	SBT	SBR
Total Delay (s/veh)	48.1	
LOS	D	
Approach Delay (s/veh)	47.0	
Approach LOS	D	
Queue Length 50th (ft)	332	
Queue Length 95th (ft)	396	
Internal Link Dist (ft)	1424	
Turn Bay Length (ft)		
Base Capacity (vph)	710	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.55	

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	3	237	663	26	162	714	85	38	402	120	92	697
Future Volume (vph)	3	237	663	26	162	714	85	38	402	120	92	697
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		315		0	330		0	110		155	105	
Storage Lanes		1		0	1		0	1		1	1	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95
Frt			0.994			0.984				0.850		
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1787	5105	0	1787	5053	0	1787	3574	1599	1787	3574
Flt Permitted		0.950			0.950			0.250			0.377	
Satd. Flow (perm)	0	1787	5105	0	1787	5053	0	470	3574	1599	709	3574
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)			4			13				124		
Link Speed (mph)			40			40			30			30
Link Distance (ft)			2376			4032			1401			981
Travel Time (s)			40.5			68.7			31.8			22.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	3	244	684	27	167	736	88	39	414	124	95	719
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	247	711	0	167	824	0	39	414	124	95	719
Turn Type	Prot	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	1	6		5	2		3	8		7	4
Permitted Phases								8		8	4	
Detector Phase	1	1	6		5	2		3	8	8	7	4
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0		10.0	10.0		3.0	10.0	10.0	3.0	10.0
Minimum Split (s)	16.2	16.2	43.2		16.2	44.2		10.1	45.0	45.0	10.1	45.0
Total Split (s)	30.0	30.0	45.0		30.0	45.0		35.0	45.0	45.0	35.0	45.0
Total Split (%)	19.4%	19.4%	29.0%		19.4%	29.0%		22.6%	29.0%	29.0%	22.6%	29.0%
Maximum Green (s)	23.8	23.8	38.8		23.8	38.8		27.9	37.9	37.9	27.9	37.9
Yellow Time (s)	3.9	3.9	3.9		3.9	3.9		3.2	3.2	3.2	3.2	3.2
All-Red Time (s)	2.3	2.3	2.3		2.3	2.3		3.9	3.9	3.9	3.9	3.9
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.2	6.2		6.2	6.2		7.1	7.1	7.1	7.1	7.1
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Min		None	Min		None	None	None	None	None
Walk Time (s)			7.0			7.0			7.0	7.0		7.0
Flash Don't Walk (s)			30.0			31.0			30.0	30.0		30.0
Pedestrian Calls (#/hr)			0			0			0	0		0
Act Effct Green (s)		21.6	30.7		16.5	25.6		34.0	26.9	26.9	41.0	33.2
Actuated g/C Ratio		0.19	0.28		0.15	0.23		0.31	0.24	0.24	0.37	0.30
v/c Ratio		0.72	0.50		0.63	0.70		0.17	0.48	0.26	0.27	0.68
Control Delay (s/veh)		57.4	36.8		58.5	43.4		24.2	38.8	7.8	24.5	39.9
Queue Delay		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0

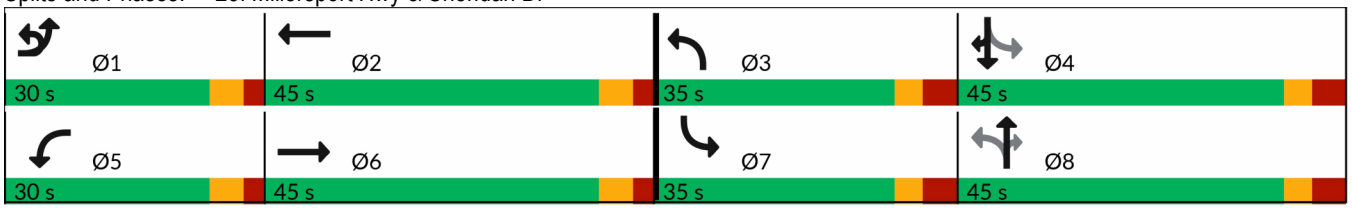


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	304
Future Volume (vph)	304
Ideal Flow (vphpl)	1900
Storage Length (ft)	285
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1599
Flt Permitted	
Satd. Flow (perm)	1599
Right Turn on Red	Yes
Satd. Flow (RTOR)	313
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	1%
Adj. Flow (vph)	313
Shared Lane Traffic (%)	
Lane Group Flow (vph)	313
Turn Type	Prot
Protected Phases	4
Permitted Phases	
Detector Phase	4
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	45.0
Total Split (s)	45.0
Total Split (%)	29.0%
Maximum Green (s)	37.9
Yellow Time (s)	3.2
All-Red Time (s)	3.9
Lost Time Adjust (s)	0.0
Total Lost Time (s)	7.1
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Don't Walk (s)	30.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	33.2
Actuated g/C Ratio	0.30
v/c Ratio	0.45
Control Delay (s/veh)	5.9
Queue Delay	0.0

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Total Delay (s/veh)		57.4	36.8		58.5	43.4		24.2	38.8	7.8	24.5	39.9
LOS		E	D		E	D		C	D	A	C	D
Approach Delay (s/veh)			42.1			46.0			31.1			29.2
Approach LOS			D			D			C			C
Queue Length 50th (ft)		174	161		121	208		18	137	0	44	255
Queue Length 95th (ft)		#318	234		203	272		43	205	49	86	354
Internal Link Dist (ft)			2296			3952			1321			901
Turn Bay Length (ft)		315			330			110		155	105	
Base Capacity (vph)		394	1842		394	1829		528	1258	643	562	1258
Starvation Cap Reductn		0	0		0	0		0	0	0	0	0
Spillback Cap Reductn		0	0		0	0		0	0	0	0	0
Storage Cap Reductn		0	0		0	0		0	0	0	0	0
Reduced v/c Ratio		0.63	0.39		0.42	0.45		0.07	0.33	0.19	0.17	0.57

Intersection Summary			
Area Type:	Other		
Cycle Length: 155			
Actuated Cycle Length: 111.4			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay (s/veh): 37.4		Intersection LOS: D	
Intersection Capacity Utilization 73.8%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

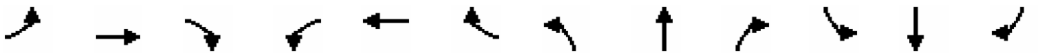
Splits and Phases: 23: Millersport Hwy & Sheridan Dr





Lane Group	SBR
Total Delay (s/veh)	5.9
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	68
Internal Link Dist (ft)	
Turn Bay Length (ft)	285
Base Capacity (vph)	765
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.41

Intersection Summary

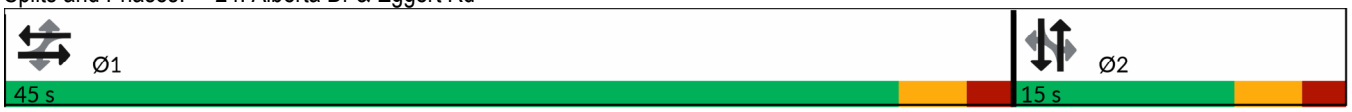


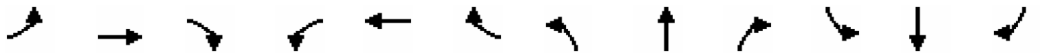
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	344	4	2	415	18	0	25	4	42	29	45
Future Volume (vph)	37	344	4	2	415	18	0	25	4	42	29	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.994			0.982			0.948	
Flt Protected		0.995									0.982	
Satd. Flow (prot)	0	3553	0	0	3553	0	0	1847	0	0	1751	0
Flt Permitted		0.892			0.954						0.867	
Satd. Flow (perm)	0	3185	0	0	3389	0	0	1847	0	0	1546	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			16			4			46	
Link Speed (mph)		35			35			30			25	
Link Distance (ft)		1535			1128			417			659	
Travel Time (s)		29.9			22.0			9.5			18.0	
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	39	358	4	2	432	19	0	26	4	44	30	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	401	0	0	453	0	0	30	0	0	121	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		1			1			2			2	
Permitted Phases	1			1			2			2		
Detector Phase	1	1		1	1		2	2		2	2	
Switch Phase												
Minimum Initial (s)	25.0	25.0		25.0	25.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		23.0	23.0		23.0	23.0	
Total Split (s)	45.0	45.0		45.0	45.0		15.0	15.0		15.0	15.0	
Total Split (%)	75.0%	75.0%		75.0%	75.0%		25.0%	25.0%		25.0%	25.0%	
Maximum Green (s)	40.0	40.0		40.0	40.0		10.0	10.0		10.0	10.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)							7.0	7.0		7.0	7.0	
Flash Don't Walk (s)							11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)							0	0		0	0	
Act Effct Green (s)		29.0			29.0			10.0			10.0	
Actuated g/C Ratio		0.64			0.64			0.22			0.22	
v/c Ratio		0.20			0.21			0.07			0.32	
Control Delay (s/veh)		5.0			4.8			13.2			12.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		5.0			4.8			13.2			12.8	
LOS		A			A			B			B	
Approach Delay (s/veh)		5.0			4.8			13.2			12.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		23			25			5			16	
Queue Length 95th (ft)		40			43			20			49	
Internal Link Dist (ft)		1455			1048			337			579	
Turn Bay Length (ft)												
Base Capacity (vph)		3185			3389			413			379	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.13			0.13			0.07			0.32	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 45			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.32			
Intersection Signal Delay (s/veh): 6.1		Intersection LOS: A	
Intersection Capacity Utilization 60.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 24: Alberta Dr & Eggert Rd



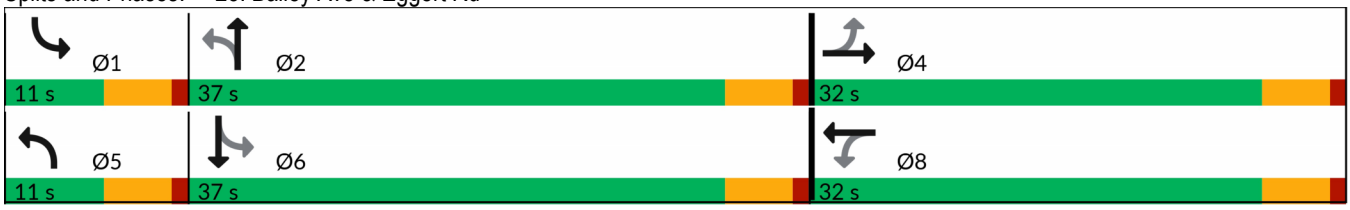


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	273	101	39	294	119	110	350	51	120	327	46
Future Volume (vph)	36	273	101	39	294	119	110	350	51	120	327	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	110		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.963			0.961			0.981			0.981	
Flt Protected		0.996			0.996		0.950			0.950		
Satd. Flow (prot)	0	3428	0	0	3421	0	1787	1845	0	1787	3506	0
Flt Permitted		0.877			0.882		0.522			0.363		
Satd. Flow (perm)	0	3019	0	0	3030	0	982	1845	0	683	3506	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		59			68			11			23	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1128			580			922			349	
Travel Time (s)		25.6			13.2			21.0			7.9	
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	38	284	105	41	306	124	115	365	53	125	341	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	427	0	0	471	0	115	418	0	125	389	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	32.0	32.0		32.0	32.0		10.0	37.0		10.0	37.0	
Total Split (s)	32.0	32.0		32.0	32.0		11.0	37.0		11.0	37.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		13.8%	46.3%		13.8%	46.3%	
Maximum Green (s)	27.0	27.0		27.0	27.0		6.0	32.0		6.0	32.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Don't Walk (s)	20.0	20.0		20.0	20.0			25.0			25.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		14.1			14.1		21.8	17.3		21.8	17.3	
Actuated g/C Ratio		0.28			0.28		0.43	0.34		0.43	0.34	
v/c Ratio		0.48			0.53		0.22	0.65		0.29	0.32	
Control Delay (s/veh)		16.6			17.0		7.8	20.1		8.6	13.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)		16.6			17.0		7.8	20.1		8.6	13.0	
LOS		B			B		A	C		A	B	
Approach Delay (s/veh)		16.6			17.0			17.5			11.9	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		48			53		15	103		16	42	
Queue Length 95th (ft)		104			114		43	213		46	83	
Internal Link Dist (ft)		1048			500			842			269	
Turn Bay Length (ft)							150			110		
Base Capacity (vph)		1772			1782		527	1244		436	2365	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.24			0.26		0.22	0.34		0.29	0.16	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 50.4			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay (s/veh): 15.7		Intersection LOS: B	
Intersection Capacity Utilization 69.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 25: Bailey Ave & Eggert Rd



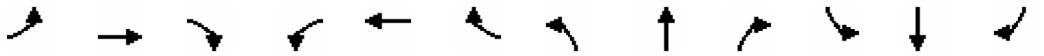
Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	201	147	694	561	11
Future Vol, veh/h	20	201	147	694	561	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	165	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	20	205	150	708	572	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1586	578	584	0	-	0
Stage 1	578	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	120	517	996	-	-	-
Stage 1	563	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	102	517	996	-	-	-
Mov Cap-2 Maneuver	102	-	-	-	-	-
Stage 1	478	-	-	-	-	-
Stage 2	354	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	19.41	1.62	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	996	-	102	517	-	-
HCM Lane V/C Ratio	0.151	-	0.201	0.396	-	-
HCM Control Delay (s/veh)	9.3	-	49.1	16.5	-	-
HCM Lane LOS	A	-	E	C	-	-
HCM 95th %tile Q(veh)	0.5	-	0.7	1.9	-	-

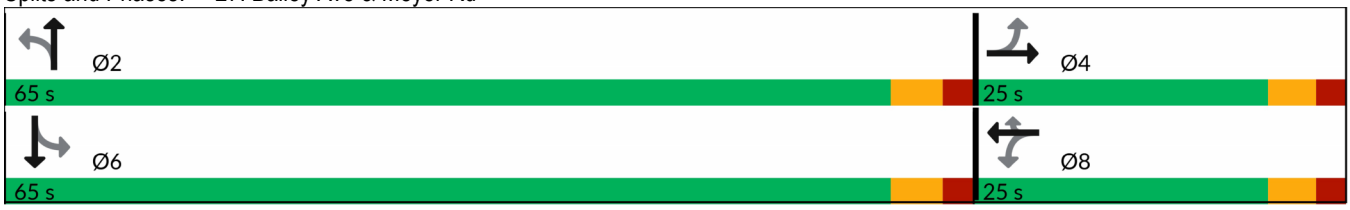


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	31	60	7	24	123	28	628	29	90	656	65
Future Volume (vph)	99	31	60	7	24	123	28	628	29	90	656	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		70	170		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.957				0.850		0.993			0.986	
Flt Protected		0.975			0.989		0.950			0.950		
Satd. Flow (prot)	0	1755	0	0	1860	1599	1787	1868	0	1787	1855	0
Flt Permitted		0.820			0.921		0.259			0.304		
Satd. Flow (perm)	0	1476	0	0	1733	1599	487	1868	0	572	1855	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24				127		5			12	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		710			507			1039			1225	
Travel Time (s)		16.1			11.5			20.2			23.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	102	32	62	7	25	127	29	647	30	93	676	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	196	0	0	32	127	29	677	0	93	743	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	30.0	30.0		30.0	30.0	
Minimum Split (s)	27.2	27.2		23.0	23.0	23.0	35.6	35.6		35.6	35.6	
Total Split (s)	25.0	25.0		25.0	25.0	25.0	65.0	65.0		65.0	65.0	
Total Split (%)	27.8%	27.8%		27.8%	27.8%	27.8%	72.2%	72.2%		72.2%	72.2%	
Maximum Green (s)	19.8	19.8		19.8	19.8	19.8	59.4	59.4		59.4	59.4	
Yellow Time (s)	3.2	3.2		3.2	3.2	3.2	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.2			5.2	5.2	5.6	5.6		5.6	5.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	Min	Min		Min	Min	
Walk Time (s)	7.0	7.0								7.0	7.0	
Flash Don't Walk (s)	15.0	15.0								15.0	15.0	
Pedestrian Calls (#/hr)	0	0								0	0	
Act Effct Green (s)		12.8			12.8	12.8	33.9	33.9		33.9	33.9	
Actuated g/C Ratio		0.22			0.22	0.22	0.59	0.59		0.59	0.59	
v/c Ratio		0.57			0.08	0.28	0.10	0.62		0.28	0.68	
Control Delay (s/veh)		25.4			19.8	6.5	7.0	11.0		9.2	12.4	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)		25.4			19.8	6.5	7.0	11.0		9.2	12.4	
LOS		C			B	A	A	B		A	B	
Approach Delay (s/veh)		25.4			9.2			10.9			12.0	
Approach LOS		C			A			B			B	
Queue Length 50th (ft)		47			8	0	3	118		12	136	
Queue Length 95th (ft)		131			32	38	17	279		46	326	
Internal Link Dist (ft)		630			427			959			1145	
Turn Bay Length (ft)						70	170			150		
Base Capacity (vph)		533			608	643	465	1785		546	1773	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.37			0.05	0.20	0.06	0.38		0.17	0.42	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 57.8			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay (s/veh): 12.7		Intersection LOS: B	
Intersection Capacity Utilization 94.6%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 27: Bailey Ave & Meyer Rd



Intersection	
Int Delay, s/veh	4.8

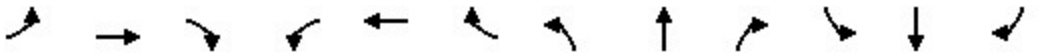
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4	163	6	2	153	2
Future Vol, veh/h	4	163	6	2	153	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	168	6	2	158	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	172	0	103	88
Stage 1	-	-	-	-	88	-
Stage 2	-	-	-	-	14	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1417	-	901	976
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	1014	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1417	-	897	976
Mov Cap-2 Maneuver	-	-	-	-	897	-
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	1009	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	5.66	9.88
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	898	-	-	1350	-
HCM Lane V/C Ratio	0.178	-	-	0.004	-
HCM Control Delay (s/veh)	9.9	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	826	11	10	1060	13	76	0	146	35	0	19
Future Volume (vph)	8	826	11	10	1060	13	76	0	146	35	0	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		250	156		250	0		0	0		0
Storage Lanes	1		1	1		1	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850			0.850		0.850	0.850		0.952	
Flt Protected	0.950			0.950			0.950				0.969	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1504	1504	0	1718	0
Flt Permitted	0.192			0.277			0.950				0.969	
Satd. Flow (perm)	358	3539	1583	516	3539	1583	1770	1504	1504	0	1718	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			70			70		394	394		116	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		492			2760			279			322	
Travel Time (s)		7.5			41.8			7.6			8.8	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	9	949	13	11	1218	15	87	0	168	40	0	22
Shared Lane Traffic (%)									50%			
Lane Group Flow (vph)	9	949	13	11	1218	15	87	84	84	0	62	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1		2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20		100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20		6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Split	NA	Prot	Split	NA	
Protected Phases	1	6	3	5	2	4	3	3	3	4	4	
Permitted Phases	6		6	2		2						

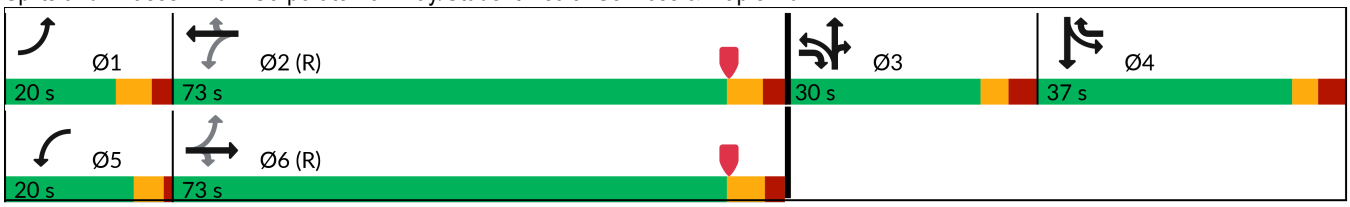


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	3	5	2	4	3	3	3	4	4	
Switch Phase												
Minimum Initial (s)	3.3	5.0	3.5	5.0	5.0	3.5	3.5	3.5	3.5	3.5	3.5	
Minimum Split (s)	10.0	20.0	10.0	10.0	20.0	10.0	10.0	10.0	10.0	10.0	10.0	
Total Split (s)	20.0	73.0	30.0	20.0	73.0	37.0	30.0	30.0	30.0	37.0	37.0	
Total Split (%)	12.5%	45.6%	18.8%	12.5%	45.6%	23.1%	18.8%	18.8%	18.8%	23.1%	23.1%	
Maximum Green (s)	13.3	66.3	23.5	15.5	66.2	30.5	23.5	23.5	23.5	30.5	30.5	
Yellow Time (s)	4.3	4.3	3.2	3.5	4.3	3.2	3.2	3.2	3.2	3.2	3.2	
All-Red Time (s)	2.4	2.4	3.3	1.0	2.5	3.3	3.3	3.3	3.3	3.3	3.3	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.7	6.7	6.5	4.5	6.8	6.5	6.5	6.5	6.5		6.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None	None	None	
Walk Time (s)		7.0			7.0	7.0				7.0	7.0	
Flash Don't Walk (s)		11.0			11.0	11.0				11.0	11.0	
Pedestrian Calls (#/hr)		0			0	0				0	0	
Act Effct Green (s)	122.0	119.6	141.0	124.7	121.2	129.8	13.4	13.4	13.4		5.5	
Actuated g/C Ratio	0.76	0.75	0.88	0.78	0.76	0.81	0.08	0.08	0.08		0.03	
v/c Ratio	0.03	0.36	0.01	0.02	0.45	0.01	0.59	0.17	0.17		0.36	
Control Delay (s/veh)	2.4	3.0	0.0	2.1	7.7	0.2	85.9	0.8	0.8		5.9	
Queue Delay	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0		0.0	
Total Delay (s/veh)	2.4	3.1	0.0	2.1	7.7	0.2	85.9	0.8	0.8		5.9	
LOS	A	A	A	A	A	A	F	A	A		A	
Approach Delay (s/veh)		3.0			7.6			29.8			5.9	
Approach LOS		A			A			C			A	
Queue Length 50th (ft)	0	46	0	2	231	0	91	0	0		0	
Queue Length 95th (ft)	m2	78	m0	m1	549	m0	143	0	0		0	
Internal Link Dist (ft)		412			2680			199			242	
Turn Bay Length (ft)	150		250	156		250						
Base Capacity (vph)	394	2645	1470	527	2680	1333	259	557	557		421	
Starvation Cap Reductn	0	469	0	0	0	0	0	0	0		0	
Spillback Cap Reductn	0	0	0	0	308	0	0	0	0		9	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		0	
Reduced v/c Ratio	0.02	0.44	0.01	0.02	0.51	0.01	0.34	0.15	0.15		0.15	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 148 (93%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay (s/veh): 8.0		Intersection LOS: A	
Intersection Capacity Utilization 50.2%		ICU Level of Service A	
Analysis Period (min) 15			

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

Splits and Phases: 62: Corporate Parkway/Student Health Services & Maple Rd



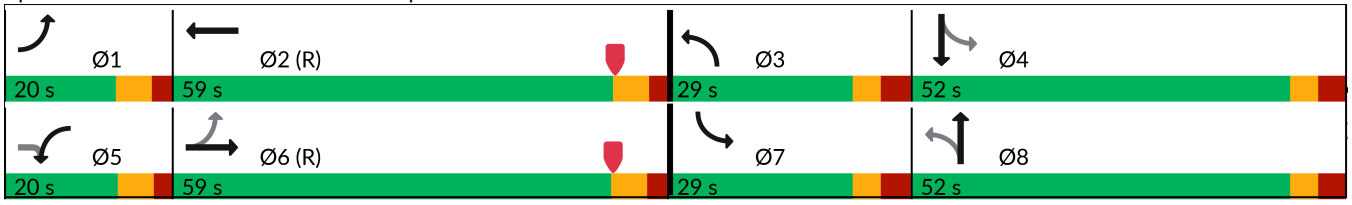
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	610	347	193	807	42	161	65	19	124	193	104
Future Volume (vph)	41	610	347	193	807	42	161	65	19	124	193	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		250	200		0	150		0	0		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.993			0.966			0.948	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3514	0	1770	1799	0	1770	1766	0
Flt Permitted	0.306			0.950			0.189			0.697		
Satd. Flow (perm)	570	3539	1583	1770	3514	0	352	1799	0	1298	1766	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			292		4			9			17	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2760			534			568			591	
Travel Time (s)		41.8			8.1			12.9			13.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.91	0.91	0.91
Adj. Flow (vph)	45	663	377	210	877	46	175	71	21	136	212	114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	663	377	210	923	0	175	92	0	136	326	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1		1	1	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	49	49	49	49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1	-1	-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1	-1	-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	50	50	50	50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA	custom	Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6		5				8			4		
Detector Phase	1	6	5	5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.4	5.0	3.5	3.5	5.0		3.3	5.0		3.3	5.0	
Minimum Split (s)	10.0	24.6	11.3	11.3	24.5		10.0	24.6		10.0	24.6	
Total Split (s)	20.0	59.0	20.0	20.0	59.0		29.0	52.0		29.0	52.0	

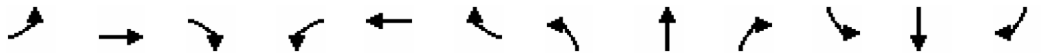
Lanes, Volumes, Timings
68: Flint Road & Maple Rd — Timing Plan: PM peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	12.5%	36.9%	12.5%	12.5%	36.9%		18.1%	32.5%		18.1%	32.5%	
Maximum Green (s)	13.4	52.4	13.5	13.5	52.5		22.3	45.4		22.3	45.4	
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3		3.2	3.2		3.2	3.2	
All-Red Time (s)	2.3	2.3	2.2	2.2	2.2		3.5	3.4		3.5	3.4	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.6	6.6	6.5	6.5	6.5		6.7	6.6		6.7	6.6	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Don't Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	60.3	52.7	30.3	30.3	77.9		53.7	36.8		47.4	33.7	
Actuated g/C Ratio	0.38	0.33	0.19	0.19	0.49		0.34	0.23		0.30	0.21	
v/c Ratio	0.17	0.57	0.70	0.63	0.54		0.65	0.22		0.32	0.85	
Control Delay (s/veh)	14.7	45.1	18.0	83.9	26.6		46.9	44.1		36.2	76.8	
Queue Delay	0.0	0.0	0.0	0.0	0.4		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	14.7	45.1	18.0	83.9	27.0		46.9	44.1		36.2	76.8	
LOS	B	D	B	F	C		D	D		D	E	
Approach Delay (s/veh)		34.4			37.6			45.9			64.8	
Approach LOS		C			D			D			E	
Queue Length 50th (ft)	17	336	138	231	215		132	72		100	321	
Queue Length 95th (ft)	50	415	#285	#442	329		171	116		136	412	
Internal Link Dist (ft)		2680			454			488			511	
Turn Bay Length (ft)	350		250	200			150					
Base Capacity (vph)	335	1166	536	334	1712		322	519		513	513	
Starvation Cap Reductn	0	0	0	0	324		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.13	0.57	0.70	0.63	0.66		0.54	0.18		0.27	0.64	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 47 (29%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay (s/veh): 41.4		Intersection LOS: D	
Intersection Capacity Utilization 74.9%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 68: Flint Road & Maple Rd



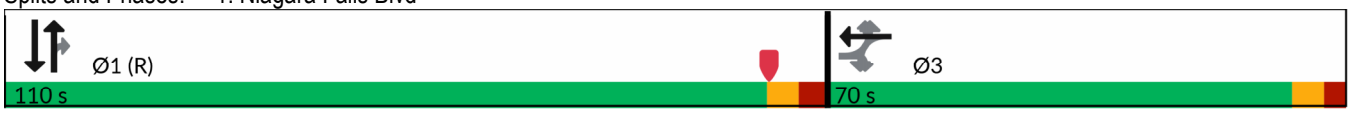


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	0	19	524	14	528	0	1207	417	0	1602	0
Future Volume (vph)	6	0	19	524	14	528	0	1207	417	0	1602	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		250	0		0
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.91	0.95	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850		0.921	0.850			0.850			
Flt Protected	0.950			0.950	0.979							
Satd. Flow (prot)	1787	0	1599	1698	1544	1519	0	5136	1599	0	5136	0
Flt Permitted	0.196			0.950	0.979							
Satd. Flow (perm)	369	0	1599	1698	1544	1519	0	5136	1599	0	5136	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			28		34	55			439			
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		240			646			950			468	
Travel Time (s)		5.5			14.7			16.2			8.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	6	0	20	552	15	556	0	1271	439	0	1686	0
Shared Lane Traffic (%)				30%		36%						
Lane Group Flow (vph)	6	0	20	386	381	356	0	1271	439	0	1686	0
Turn Type	D.Pm		Perm	Perm	NA	Perm		NA	Perm		NA	
Protected Phases					3			1			1	
Permitted Phases	3		3	3		3			1			
Detector Phase	3		3	3	3	3		1	1		1	
Switch Phase												
Minimum Initial (s)	6.0		6.0	6.0	6.0	6.0		20.0	20.0		20.0	
Minimum Split (s)	13.3		13.3	13.3	13.3	13.3		34.6	34.6		34.6	
Total Split (s)	70.0		70.0	70.0	70.0	70.0		110.0	110.0		110.0	
Total Split (%)	38.9%		38.9%	38.9%	38.9%	38.9%		61.1%	61.1%		61.1%	
Maximum Green (s)	62.7		62.7	62.7	62.7	62.7		102.4	102.4		102.4	
Yellow Time (s)	4.3		4.3	4.3	4.3	4.3		4.3	4.3		4.3	
All-Red Time (s)	3.0		3.0	3.0	3.0	3.0		3.3	3.3		3.3	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	7.3		7.3	7.3	7.3	7.3		7.6	7.6		7.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0		3.0	3.0		3.0	
Recall Mode	None		None	None	None	None		C-Max	C-Max		C-Max	
Walk Time (s)								7.0	7.0		7.0	
Flash Don't Walk (s)								20.0	20.0		20.0	
Pedestrian Calls (#/hr)								0	0		0	
Act Effct Green (s)	51.1		51.1	51.1	51.1	51.1		114.0	114.0		114.0	
Actuated g/C Ratio	0.28		0.28	0.28	0.28	0.28		0.63	0.63		0.63	
v/c Ratio	0.06		0.04	0.80	0.82	0.76		0.39	0.37		0.52	
Control Delay (s/veh)	43.2		7.5	72.0	69.1	59.1		21.2	5.3		19.7	
Queue Delay	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	43.2		7.5	72.0	69.1	59.1		21.2	5.3		19.7	
LOS	D		A	E	E	E		C	A		B	
Approach Delay (s/veh)		15.8			66.9			17.1			19.7	
Approach LOS		B			E			B			B	
Queue Length 50th (ft)	5		0	446	427	348		289	48		387	
Queue Length 95th (ft)	18		16	541	535	447		363	99		500	
Internal Link Dist (ft)		160			566			870			388	
Turn Bay Length (ft)									250			
Base Capacity (vph)	128		575	591	559	564		3253	1173		3253	
Starvation Cap Reductn	0		0	0	0	0		0	0		0	
Spillback Cap Reductn	0		0	0	0	0		0	0		0	
Storage Cap Reductn	0		0	0	0	0		0	0		0	
Reduced v/c Ratio	0.05		0.03	0.65	0.68	0.63		0.39	0.37		0.52	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 153 (85%), Referenced to phase 1:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 30.4		Intersection LOS: C	
Intersection Capacity Utilization 74.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Niagara Falls Blvd

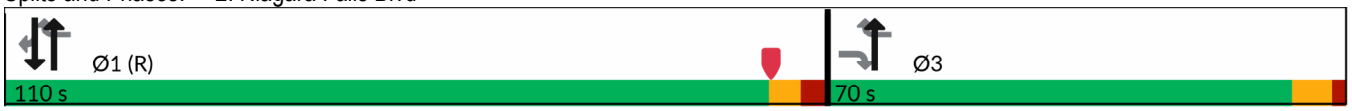


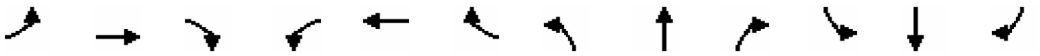
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	639	0	0	242	0	1370	597	0	1502	500
Future Volume (vph)	0	0	639	0	0	242	0	1370	597	0	1502	500
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		200
Storage Lanes	0		2	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Frt			0.850			0.865		0.954				0.850
Flt Protected												
Satd. Flow (prot)	0	0	2814	0	0	1627	0	4899	0	0	5136	1599
Flt Permitted												
Satd. Flow (perm)	0	0	2814	0	0	1627	0	4899	0	0	5136	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			48									380
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		374			614			600			950	
Travel Time (s)		8.5			14.0			10.2			16.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	0	659	0	0	249	0	1412	615	0	1548	515
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	659	0	0	249	0	2027	0	0	1548	515
Turn Type			Perm			Perm		NA			NA	Perm
Protected Phases								1 3			1	
Permitted Phases			3			1 3						1
Detector Phase			3			1 3		1 3			1	1
Switch Phase												
Minimum Initial (s)			15.0								10.0	10.0
Minimum Split (s)			25.1								26.5	26.5
Total Split (s)			70.0								110.0	110.0
Total Split (%)			38.9%								61.1%	61.1%
Maximum Green (s)			62.9								102.5	102.5
Yellow Time (s)			5.1								4.3	4.3
All-Red Time (s)			2.0								3.2	3.2
Lost Time Adjust (s)			0.0								0.0	0.0
Total Lost Time (s)			7.1								7.5	7.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)			3.0								3.0	3.0
Recall Mode			None								C-Max	C-Max
Walk Time (s)											7.0	7.0
Flash Don't Walk (s)											12.0	12.0
Pedestrian Calls (#/hr)											0	0
Act Effct Green (s)			62.9			180.0		180.0			102.5	102.5
Actuated g/C Ratio			0.35			1.00		1.00			0.57	0.57
v/c Ratio			0.65			0.15		0.41			0.53	0.48
Control Delay (s/veh)			49.0			0.2		0.8			27.9	7.1
Queue Delay			0.0			0.0		0.0			0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)			49.0			0.2		0.8			27.9	7.1
LOS			D			A		A			C	A
Approach Delay (s/veh)		49.0			0.2			0.8			22.7	
Approach LOS		D			A			A			C	
Queue Length 50th (ft)			348			0		24			521	217
Queue Length 95th (ft)			428			0		0			573	61
Internal Link Dist (ft)		294			534			520			870	
Turn Bay Length (ft)												200
Base Capacity (vph)			1014			1627		4899			2924	1074
Starvation Cap Reductn			0			0		0			0	0
Spillback Cap Reductn			0			0		0			0	0
Storage Cap Reductn			0			0		0			0	0
Reduced v/c Ratio			0.65			0.15		0.41			0.53	0.48

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 1:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay (s/veh): 16.2		Intersection LOS: B	
Intersection Capacity Utilization 67.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: Niagara Falls Blvd



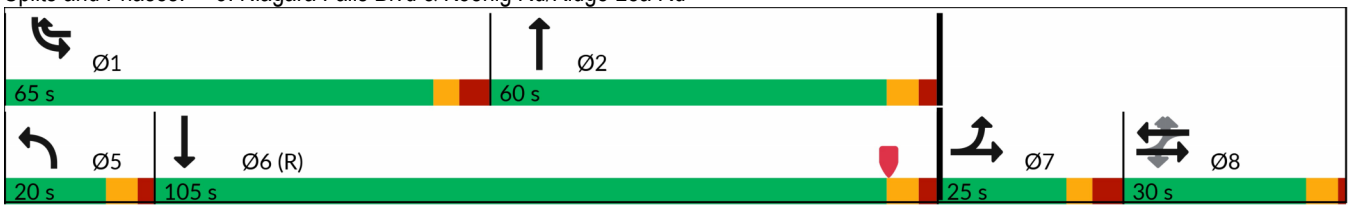


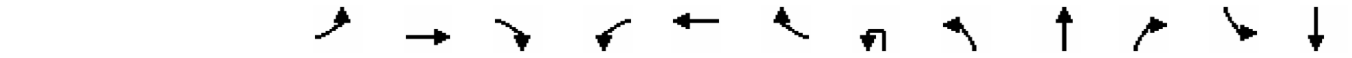
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	82	16	25	63	730	43	1144	13	651	1187	58
Future Volume (vph)	116	82	16	25	63	730	43	1144	13	651	1187	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		225	130		0	435		0
Storage Lanes	1		0	0		2	1		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.91	0.91	0.97	0.91	0.91
Frt		0.975				0.850		0.998			0.993	
Flt Protected	0.950				0.986		0.950			0.950		
Satd. Flow (prot)	1787	1834	0	0	1855	2814	1787	5125	0	3467	5100	0
Flt Permitted	0.627				0.892		0.950			0.950		
Satd. Flow (perm)	1180	1834	0	0	1678	2814	1787	5125	0	3467	5100	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				204		1			6	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		853			2284			672			600	
Travel Time (s)		19.4			51.9			11.5			10.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.97	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	121	85	17	26	66	760	45	1192	14	671	1236	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	121	102	0	0	92	760	45	1206	0	671	1296	0
Turn Type	D.P+P	NA		Perm	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	7	7 8			8	1	5	2		1	6	
Permitted Phases	8			8		8						
Detector Phase	7	7 8		8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0			5.0	5.0	5.0	5.0	20.0		5.0	20.0	
Minimum Split (s)	12.7			24.3	24.3	12.5	11.6	32.6		12.5	34.3	
Total Split (s)	25.0			30.0	30.0	65.0	20.0	60.0		65.0	105.0	
Total Split (%)	13.9%			16.7%	16.7%	36.1%	11.1%	33.3%		36.1%	58.3%	
Maximum Green (s)	17.5			24.7	24.7	57.5	13.7	53.5		57.5	98.5	
Yellow Time (s)	3.6			4.3	4.3	3.6	4.3	4.3		3.6	4.3	
All-Red Time (s)	3.9			1.0	1.0	3.9	2.0	2.2		3.9	2.2	
Lost Time Adjust (s)	0.0				0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.5				5.3	7.5	6.3	6.5		7.5	6.5	
Lead/Lag	Lead			Lag	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0			3.0	3.0	2.4	2.4	2.4		2.4	2.4	
Recall Mode	None			Max	Max	Max	None	Max		Max	C-Max	
Walk Time (s)				7.0	7.0			7.0			7.0	
Flash Don't Walk (s)				11.0	11.0			19.0			19.0	
Pedestrian Calls (#/hr)				0	0			0			0	
Act Effct Green (s)	40.0	47.5			28.5	91.3	9.3	53.5		57.5	105.3	
Actuated g/C Ratio	0.22	0.26			0.16	0.51	0.05	0.30		0.32	0.59	
v/c Ratio	0.39	0.21			0.35	0.50	0.49	0.79		0.61	0.43	
Control Delay (s/veh)	56.7	50.4			73.0	22.1	105.0	28.5		76.7	12.0	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.1		1.4	0.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	56.7	50.4			73.0	22.1	105.0	28.6		78.1	12.1	
LOS	E	D			E	C	F	C		E	B	
Approach Delay (s/veh)		53.8			27.6			31.3			34.7	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	114	90			99	243	56	104		393	205	
Queue Length 95th (ft)	178	147			167	319	m103	113		463	227	
Internal Link Dist (ft)		773			2204			592			520	
Turn Bay Length (ft)	100					225	130			435		
Base Capacity (vph)	344	462			265	1527	136	1523		1107	2984	
Starvation Cap Reductn	0	0			0	0	0	10		247	673	
Spillback Cap Reductn	0	0			0	0	0	0		0	0	
Storage Cap Reductn	0	0			0	0	0	0		0	0	
Reduced v/c Ratio	0.35	0.22			0.35	0.50	0.33	0.80		0.78	0.56	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 153 (85%), Referenced to phase 6:SBT, Start of Yellow			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 33.3		Intersection LOS: C	
Intersection Capacity Utilization 72.3%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 3: Niagara Falls Blvd & Koenig Rd/Ridge Lea Rd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	20	10	24	176	5	260	9	16	1026	112	258	1062
Future Volume (vph)	20	10	24	176	5	260	9	16	1026	112	258	1062
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	0		160		110		170	300	
Storage Lanes	0		1	0		1		1		1	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	1.00	0.91
Ped Bike Factor										0.99		
Frt			0.850			0.850				0.850		0.994
Flt Protected		0.967			0.954			0.950			0.950	
Satd. Flow (prot)	0	1819	1599	0	1795	1599	0	1787	5136	1599	1787	5105
Flt Permitted		0.182			0.709			0.950			0.950	
Satd. Flow (perm)	0	342	1599	0	1334	1599	0	1787	5136	1575	1787	5105
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			92			271				92		4
Link Speed (mph)		30			30				40			40
Link Distance (ft)		800			1099				758			672
Travel Time (s)		18.2			25.0				12.9			11.5
Confl. Peds. (#/hr)										1		
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	21	10	25	183	5	271	9	17	1069	117	269	1106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	31	25	0	188	271	0	26	1069	117	269	1151
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	Prot	NA	Perm	Prot	NA
Protected Phases		3			4		5	5	2		1	6
Permitted Phases	3		3	4		4				2		
Detector Phase	3	3	3	4	4	4	5	5	2	2	1	6
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	6.0	6.0	6.0	3.0	3.0	10.0	10.0	3.0	10.0
Minimum Split (s)	23.8	23.8	23.8	24.6	24.6	24.6	10.8	10.8	23.8	23.8	10.8	23.8
Total Split (s)	30.0	30.0	30.0	55.0	55.0	55.0	25.0	25.0	65.0	65.0	30.0	70.0
Total Split (%)	16.7%	16.7%	16.7%	30.6%	30.6%	30.6%	13.9%	13.9%	36.1%	36.1%	16.7%	38.9%
Maximum Green (s)	24.2	24.2	24.2	48.4	48.4	48.4	19.2	19.2	59.2	59.2	24.2	64.2
Yellow Time (s)	3.9	3.9	3.9	3.2	3.2	3.2	3.9	3.9	3.9	3.9	3.9	3.9
All-Red Time (s)	1.9	1.9	1.9	3.4	3.4	3.4	1.9	1.9	1.9	1.9	1.9	1.9
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.8	5.8		6.6	6.6		5.8	5.8	5.8	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0			7.0	7.0		7.0
Flash Don't Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0			11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0			0	0		0
Act Effct Green (s)		20.2	20.2		31.1	31.1		8.1	70.1	70.1	37.6	104.4
Actuated g/C Ratio		0.11	0.11		0.17	0.17		0.05	0.39	0.39	0.21	0.58
v/c Ratio		0.82	0.10		0.82	0.54		0.33	0.53	0.17	0.72	0.39

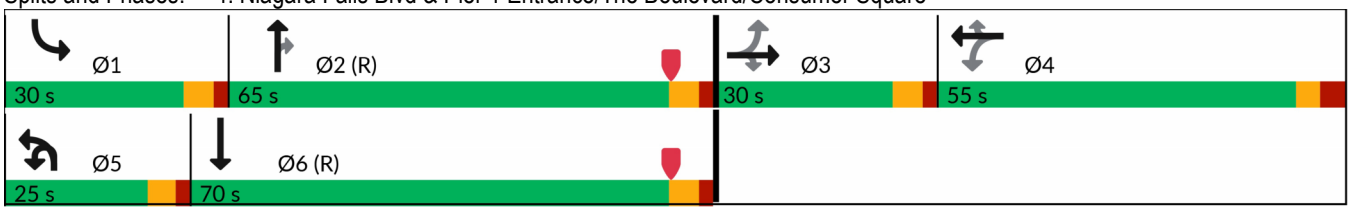


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	43
Future Volume (vph)	43
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.91
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.96
Heavy Vehicles (%)	1%
Adj. Flow (vph)	45
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Don't Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Control Delay (s/veh)		174.1	0.8		96.9	9.8		124.6	44.9	9.6	83.4	7.4
Queue Delay		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		174.1	0.8		96.9	9.8		124.6	44.9	9.6	83.4	7.4
LOS		F	A		F	A		F	D	A	F	A
Approach Delay (s/veh)		96.7			45.5				43.2			21.8
Approach LOS		F			D				D			C
Queue Length 50th (ft)		35	0		217	0		32	449	54	224	57
Queue Length 95th (ft)		#103	0		296	82		m70	516	24	#491	258
Internal Link Dist (ft)		720			1019				678			592
Turn Bay Length (ft)			25			160		110		170	300	
Base Capacity (vph)		45	294		358	628		190	2000	669	373	2962
Starvation Cap Reductn		0	0		0	0		0	0	0	0	316
Spillback Cap Reductn		0	0		0	0		0	4	0	0	0
Storage Cap Reductn		0	0		0	0		0	0	0	0	0
Reduced v/c Ratio		0.69	0.09		0.53	0.43		0.14	0.54	0.17	0.72	0.43

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 153 (85%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 95	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 34.8	Intersection LOS: C
Intersection Capacity Utilization 66.0%	ICU Level of Service C
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 4: Niagara Falls Blvd & Pier 1 Entrance/The Boulevard/Consumer Square





Lane Group	SBR
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

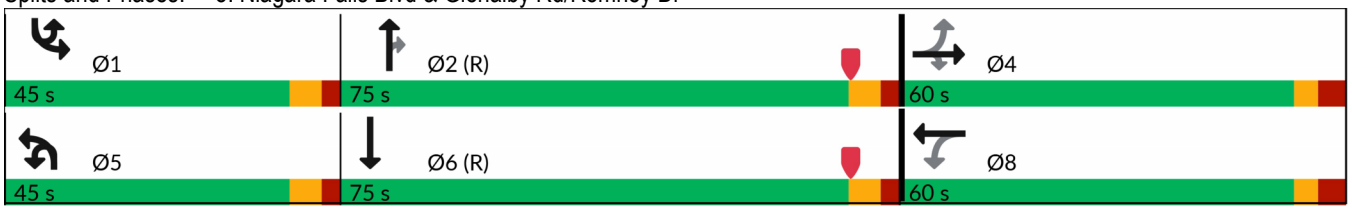
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	41	86	30	180	87	177	6	45	805	148	1	201
Future Volume (vph)	41	86	30	180	87	177	6	45	805	148	1	201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	100		0		120		165		315
Storage Lanes	0		1	1		0		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91	1.00
Frt			0.850		0.900					0.850		
Flt Protected		0.984		0.950				0.950				0.950
Satd. Flow (prot)	0	1851	1599	1787	1693	0	0	1787	5136	1599	0	1787
Flt Permitted		0.368		0.574				0.950				0.950
Satd. Flow (perm)	0	692	1599	1080	1693	0	0	1787	5136	1599	0	1787
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			63		57					123		
Link Speed (mph)		30			30				40			
Link Distance (ft)		868			278				1759			
Travel Time (s)		19.7			6.3				30.0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	43	91	32	189	92	186	6	47	847	156	1	212
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	134	32	189	278	0	0	53	847	156	0	213
Turn Type	Perm	NA	Perm	Perm	NA		Prot	Prot	NA	Perm	Prot	Prot
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4		4	8						2		
Detector Phase	4	4	4	8	8		5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		3.0	3.0	10.0	10.0	3.0	3.0
Minimum Split (s)	48.9	48.9	48.9	48.9	48.9		11.7	11.7	40.0	40.0	11.7	11.7
Total Split (s)	60.0	60.0	60.0	60.0	60.0		45.0	45.0	75.0	75.0	45.0	45.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%		25.0%	25.0%	41.7%	41.7%	25.0%	25.0%
Maximum Green (s)	53.1	53.1	53.1	53.1	53.1		38.3	38.3	68.3	68.3	38.3	38.3
Yellow Time (s)	3.2	3.2	3.2	3.2	3.2		4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	3.7	3.7	3.7	3.7	3.7		2.4	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)		6.9	6.9	6.9	6.9			6.7	6.7	6.7		6.7
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.4	2.4	2.4	2.4	2.4	2.4
Recall Mode	None	None	None	None	None		None	None	C-Max	C-Max	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0				7.0	7.0		
Flash Don't Walk (s)	35.0	35.0	35.0	30.0	30.0				24.0	24.0		
Pedestrian Calls (#/hr)	0	0	0	0	0				0	0		
Act Effct Green (s)		33.7	33.7	33.7	33.7			10.1	99.9	99.9		26.2
Actuated g/C Ratio		0.19	0.19	0.19	0.19			0.06	0.56	0.56		0.15
v/c Ratio		1.04	0.09	0.94	0.77			0.53	0.30	0.17		0.82
Control Delay (s/veh)		158.2	0.8	117.4	65.5			84.2	39.5	23.3		108.2
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	866	36
Future Volume (vph)	866	36
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Frt	0.994	
Flt Protected		
Satd. Flow (prot)	5105	0
Flt Permitted		
Satd. Flow (perm)	5105	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	4	
Link Speed (mph)	40	
Link Distance (ft)	758	
Travel Time (s)	12.9	
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	912	38
Shared Lane Traffic (%)		
Lane Group Flow (vph)	950	0
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	31.7	
Total Split (s)	75.0	
Total Split (%)	41.7%	
Maximum Green (s)	68.3	
Yellow Time (s)	4.3	
All-Red Time (s)	2.4	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.7	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	2.4	
Recall Mode	C-Max	
Walk Time (s)	7.0	
Flash Don't Walk (s)	18.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	118.4	
Actuated g/C Ratio	0.66	
v/c Ratio	0.28	
Control Delay (s/veh)	6.8	
Queue Delay	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Total Delay (s/veh)		158.2	0.8	117.4	65.5			84.2	39.5	23.3		108.2
LOS		F	A	F	E			F	D	C		F
Approach Delay (s/veh)		127.9			86.5				39.3			
Approach LOS		F			F				D			
Queue Length 50th (ft)		~170	0	222	249			62	249	45		248
Queue Length 95th (ft)		#265	4	304	333			115	394	150		352
Internal Link Dist (ft)		788			198				1679			
Turn Bay Length (ft)			25	100				120		165		315
Base Capacity (vph)		204	516	318	539			380	2849	941		380
Starvation Cap Reductn		0	0	0	0			0	0	0		0
Spillback Cap Reductn		0	0	0	0			0	0	0		0
Storage Cap Reductn		0	0	0	0			0	0	0		0
Reduced v/c Ratio		0.66	0.06	0.59	0.52			0.14	0.30	0.17		0.56

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 150 (83%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay (s/veh): 46.5		Intersection LOS: D	
Intersection Capacity Utilization 71.7%		ICU Level of Service C	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 5: Niagara Falls Blvd & Glenalby Rd/Romney Dr





Lane Group	SBT	SBR
Total Delay (s/veh)	6.8	
LOS	A	
Approach Delay (s/veh)	25.4	
Approach LOS	C	
Queue Length 50th (ft)	60	
Queue Length 95th (ft)	124	
Internal Link Dist (ft)	678	
Turn Bay Length (ft)		
Base Capacity (vph)	3359	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.28	

Intersection Summary

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	0	2	16	13	0	59	1	1	1480	47	50	39	1243	17
Future Vol, veh/h	0	2	16	13	0	59	1	1	1480	47	50	39	1243	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	105	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	1	1	1	1	1	1	2	1	1	1	1	1	1	1
Mvmt Flow	0	2	16	13	0	60	1	1	1510	48	51	40	1268	17

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	2067	3021	643	2228	3006	779	939	1286	0	0	1137	1558	0	0
Stage 1	1459	1459	-	1538	1538	-	-	-	-	-	-	-	-	-
Stage 2	608	1562	-	690	1467	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	7.12	6.42	6.52	7.12	5.64	5.32	-	-	5.62	5.32	-	-
Critical Hdwy Stg 1	7.32	5.52	-	7.32	5.52	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.72	5.52	-	6.72	5.52	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.81	4.01	3.91	3.81	4.01	3.91	2.32	3.11	-	-	2.31	3.11	-	-
Pot Cap-1 Maneuver	58	13	359	46	13	292	475	287	-	-	372	211	-	-
Stage 1	96	194	-	84	177	-	-	-	-	-	-	-	-	-
Stage 2	412	173	-	367	192	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	29	8	359	23	9	292	351	351	-	-	251	251	-	-
Mov Cap-2 Maneuver	29	8	-	23	9	-	-	-	-	-	-	-	-	-
Stage 1	61	124	-	83	176	-	-	-	-	-	-	-	-	-
Stage 2	324	171	-	220	123	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	83.74	118.97	0.26	1.8
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	7	-	-	63	94	251	-	-
HCM Lane V/C Ratio	0.003	-	-	0.29	0.778	0.362	-	-
HCM Control Delay (s/veh)	15.3	0.2	-	83.7	119	27.2	-	-
HCM Lane LOS	C	A	-	F	F	D	-	-
HCM 95th %tile Q(veh)	0	-	-	1	4.1	1.6	-	-

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	1	149	286	46	1	262	307	250	15	46	994	244
Future Volume (vph)	1	149	286	46	1	262	307	250	15	46	994	244
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		50		50		400		0		300		300
Storage Lanes		1		1		1		1		1		1
Taper Length (ft)		25				25				25		
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	1.00	0.91	1.00	0.91	1.00
Ped Bike Factor		1.00	1.00			1.00		0.98				
Frt			0.979					0.850				0.850
Flt Protected		0.950				0.950				0.950		
Satd. Flow (prot)	0	1787	3491	0	0	1787	3574	1599	0	1787	5136	1599
Flt Permitted		0.558				0.221				0.950		
Satd. Flow (perm)	0	1047	3491	0	0	415	3574	1573	0	1787	5136	1599
Right Turn on Red				Yes				Yes				Yes
Satd. Flow (RTOR)			9					260				254
Link Speed (mph)			30				45				40	
Link Distance (ft)			1574				1441				956	
Travel Time (s)			35.8				21.8				16.3	
Confl. Peds. (#/hr)		3		4		4		3				
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	155	298	48	1	273	320	260	16	48	1035	254
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	156	346	0	0	274	320	260	0	64	1035	254
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	Perm	Prot	Prot	NA	Perm
Protected Phases	7	7	4		3	3	8		5	5	2	
Permitted Phases	4	4			8	8		8				2
Detector Phase	7	7	4		3	3	8	8	5	5	2	2
Switch Phase												
Minimum Initial (s)	3.0	3.0	6.0		3.0	3.0	6.0	6.0	3.0	3.0	10.0	10.0
Minimum Split (s)	13.8	13.8	48.1		13.8	13.8	47.8	47.8	12.1	12.1	39.1	39.1
Total Split (s)	30.0	30.0	50.0		35.0	35.0	55.0	55.0	20.0	20.0	65.0	65.0
Total Split (%)	16.7%	16.7%	27.8%		19.4%	19.4%	30.6%	30.6%	11.1%	11.1%	36.1%	36.1%
Maximum Green (s)	21.9	21.9	41.9		26.9	26.9	46.9	46.9	13.1	13.1	58.1	58.1
Yellow Time (s)	3.8	3.8	3.8		3.8	3.8	3.8	3.8	3.9	3.9	3.9	3.9
All-Red Time (s)	4.3	4.3	4.3		4.3	4.3	4.3	4.3	3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		8.1	8.1			8.1	8.1	8.1		6.9	6.9	6.9
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.5	2.5	2.5	2.5	2.4	2.4	2.4	2.4
Recall Mode	None	None	None		None	None	None	None	None	None	C-Max	C-Max
Walk Time (s)			7.0				7.0	7.0			7.0	7.0
Flash Don't Walk (s)			33.0				31.0	31.0			24.0	24.0
Pedestrian Calls (#/hr)			0				0	0			0	0
Act Effct Green (s)		38.2	21.9			54.8	30.9	30.9		11.2	83.3	83.3
Actuated g/C Ratio		0.21	0.12			0.30	0.17	0.17		0.06	0.46	0.46
v/c Ratio		0.54	0.80			0.86	0.52	0.54		0.58	0.44	0.29

Lane Group	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	3	270	804	100
Future Volume (vph)	3	270	804	100
Ideal Flow (vphpl)	1900	1900	1900	1900
Storage Length (ft)		350		0
Storage Lanes		2		0
Taper Length (ft)		25		
Lane Util. Factor	0.91	0.97	0.91	0.91
Ped Bike Factor				
Frt			0.983	
Flt Protected		0.950		
Satd. Flow (prot)	0	3467	5048	0
Flt Permitted		0.950		
Satd. Flow (perm)	0	3467	5048	0
Right Turn on Red				Yes
Satd. Flow (RTOR)			14	
Link Speed (mph)			40	
Link Distance (ft)			608	
Travel Time (s)			10.4	
Confl. Peds. (#/hr)				
Peak Hour Factor	0.94	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%
Adj. Flow (vph)	3	281	838	104
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	284	942	0
Turn Type	Prot	Prot	NA	
Protected Phases	1	1	6	
Permitted Phases				
Detector Phase	1	1	6	
Switch Phase				
Minimum Initial (s)	3.0	3.0	10.0	
Minimum Split (s)	12.1	12.1	32.1	
Total Split (s)	30.0	30.0	75.0	
Total Split (%)	16.7%	16.7%	41.7%	
Maximum Green (s)	23.1	23.1	68.1	
Yellow Time (s)	3.9	3.9	3.9	
All-Red Time (s)	3.0	3.0	3.0	
Lost Time Adjust (s)		0.0	0.0	
Total Lost Time (s)		6.9	6.9	
Lead/Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	
Vehicle Extension (s)	2.4	2.4	2.4	
Recall Mode	None	None	C-Max	
Walk Time (s)			7.0	
Flash Don't Walk (s)			17.0	
Pedestrian Calls (#/hr)			0	
Act Effct Green (s)		19.4	91.6	
Actuated g/C Ratio		0.11	0.51	
v/c Ratio		0.76	0.37	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Control Delay (s/veh)		54.4	88.8			75.3	70.8	10.6		101.4	34.5	4.2
Queue Delay		0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		54.4	88.8			75.3	70.8	10.6		101.4	34.5	4.2
LOS		D	F			E	E	B		F	C	A
Approach Delay (s/veh)			78.1				53.9				32.0	
Approach LOS			E				D				C	
Queue Length 50th (ft)		139	207			263	181	0		75	304	0
Queue Length 95th (ft)		197	260			#357	236	88		130	385	60
Internal Link Dist (ft)			1494				1361				876	
Turn Bay Length (ft)		50				400				300		300
Base Capacity (vph)		344	819			331	931	602		135	2378	877
Starvation Cap Reductn		0	0			0	0	0		0	0	0
Spillback Cap Reductn		0	0			0	0	0		0	0	0
Storage Cap Reductn		0	0			0	0	0		0	0	0
Reduced v/c Ratio		0.45	0.42			0.83	0.34	0.43		0.47	0.44	0.29

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay (s/veh): 44.6		Intersection LOS: D	
Intersection Capacity Utilization 79.0%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 7: Niagara Falls Blvd & Brighton Rd/Maple Rd





Lane Group	SBU	SBL	SBT	SBR
Control Delay (s/veh)		93.9	21.7	
Queue Delay		0.0	0.0	
Total Delay (s/veh)		93.9	21.7	
LOS		F	C	
Approach Delay (s/veh)			38.5	
Approach LOS			D	
Queue Length 50th (ft)		175	184	
Queue Length 95th (ft)		198	224	
Internal Link Dist (ft)			528	
Turn Bay Length (ft)		350		
Base Capacity (vph)		449	2575	
Starvation Cap Reductn		0	0	
Spillback Cap Reductn		0	0	
Storage Cap Reductn		0	0	
Reduced v/c Ratio		0.63	0.37	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	9	2	15	30	7	36	1	6	1116	25	16	41
Future Volume (vph)	9	2	15	30	7	36	1	6	1116	25	16	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		125		0		330
Storage Lanes	0		0	1		0		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	0.91	0.91	1.00
Ped Bike Factor		0.99		1.00								
Frt		0.922			0.874				0.997			
Flt Protected		0.983		0.950				0.950				0.950
Satd. Flow (prot)	0	1692	0	1787	1644	0	0	1787	5120	0	0	1787
Flt Permitted		0.867		0.740				0.950				0.950
Satd. Flow (perm)	0	1492	0	1390	1644	0	0	1787	5120	0	0	1787
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		15			37				3			
Link Speed (mph)		25			25				40			
Link Distance (ft)		642			490				588			
Travel Time (s)		17.5			13.4				10.0			
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	9	2	15	31	7	37	1	6	1151	26	16	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	31	44	0	0	7	1177	0	0	58
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors		2		1	2			1	2			1
Detector Template		Thru		Left	Thru			Left	Thru			Left
Leading Detector (ft)		100		20	100			20	100			20
Trailing Detector (ft)		0		0	0			0	0			0
Detector 1 Position(ft)		0		0	0			0	0			0
Detector 1 Size(ft)		6		20	6			20	6			20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0			0.0	0.0			0.0
Detector 1 Queue (s)		0.0		0.0	0.0			0.0	0.0			0.0
Detector 1 Delay (s)		0.0		0.0	0.0			0.0	0.0			0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1018	24
Future Volume (vph)	1018	24
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Ped Bike Factor		
Frt	0.997	
Flt Protected		
Satd. Flow (prot)	5120	0
Flt Permitted		
Satd. Flow (perm)	5120	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	3	
Link Speed (mph)	40	
Link Distance (ft)	956	
Travel Time (s)	16.3	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	1049	25
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1074	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Turn Type	Perm	NA		Perm	NA		Prot	Prot	NA		Prot	Prot
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	5	2		1	1
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		3.0	3.0	10.0		3.0	3.0
Minimum Split (s)	39.2	39.2		39.2	39.2		9.3	9.3	33.3		9.3	9.3
Total Split (s)	45.0	45.0		45.0	45.0		35.0	35.0	60.0		35.0	35.0
Total Split (%)	32.1%	32.1%		32.1%	32.1%		25.0%	25.0%	42.9%		25.0%	25.0%
Maximum Green (s)	38.8	38.8		38.8	38.8		28.7	28.7	53.7		28.7	28.7
Yellow Time (s)	3.2	3.2		3.2	3.2		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		2.3	2.3	2.3		2.3	2.3
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)		6.2		6.2	6.2			6.3	6.3			6.3
Lead/Lag							Lead	Lead	Lag		Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	3.0		2.0	2.0
Recall Mode	None	None		None	None		None	None	C-Min		None	None
Walk Time (s)	7.0	7.0		7.0	7.0				7.0			
Flash Don't Walk (s)	26.0	26.0		26.0	26.0				20.0			
Pedestrian Calls (#/hr)	0	0		0	0				0			
Act Effct Green (s)		8.0		8.0	8.0			5.2	110.2			9.0
Actuated g/C Ratio		0.06		0.06	0.06			0.04	0.79			0.06
v/c Ratio		0.26		0.39	0.34			0.11	0.29			0.51
Control Delay (s/veh)		42.4		77.3	30.2			57.6	5.3			77.8
Queue Delay		0.0		0.0	0.0			0.0	0.0			0.0
Total Delay (s/veh)		42.4		77.3	30.2			57.6	5.3			77.8
LOS		D		E	C			E	A			E
Approach Delay (s/veh)		42.4			49.7				5.6			
Approach LOS		D			D				A			
Queue Length 50th (ft)		10		28	6			6	111			52
Queue Length 95th (ft)		42		62	46			m22	116			99
Internal Link Dist (ft)		562			410				508			
Turn Bay Length (ft)								125				330
Base Capacity (vph)		424		385	482			366	4032			366
Starvation Cap Reductn		0		0	0			0	0			0
Spillback Cap Reductn		0		0	0			0	0			0
Storage Cap Reductn		0		0	0			0	0			0
Reduced v/c Ratio		0.06		0.08	0.09			0.02	0.29			0.16

Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 60 (43%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay (s/veh): 7.8	Intersection LOS: A

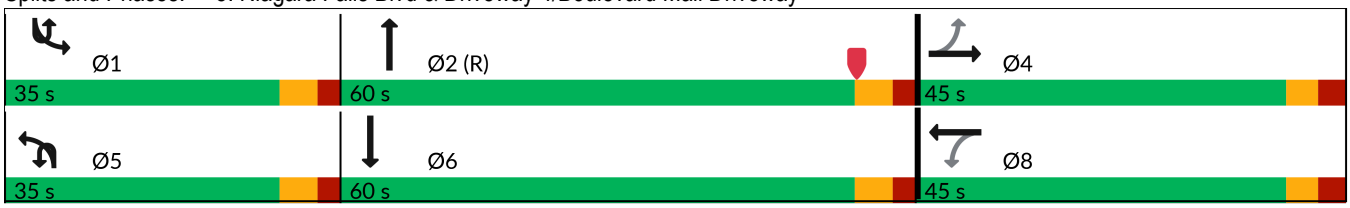


Lane Group	SBT	SBR
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	33.3	
Total Split (s)	60.0	
Total Split (%)	42.9%	
Maximum Green (s)	53.7	
Yellow Time (s)	4.0	
All-Red Time (s)	2.3	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.3	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	Min	
Walk Time (s)	7.0	
Flash Don't Walk (s)	20.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	120.7	
Actuated g/C Ratio	0.86	
v/c Ratio	0.24	
Control Delay (s/veh)	2.7	
Queue Delay	0.0	
Total Delay (s/veh)	2.7	
LOS	A	
Approach Delay (s/veh)	6.6	
Approach LOS	A	
Queue Length 50th (ft)	48	
Queue Length 95th (ft)	123	
Internal Link Dist (ft)	876	
Turn Bay Length (ft)		
Base Capacity (vph)	4415	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.24	

Intersection Summary

Intersection Capacity Utilization 50.0% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Niagara Falls Blvd & Driveway 4/Boulevard Mall Driveway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	23	15	19	33	15	36	25	28	1046	48	26	1036
Future Volume (vph)	23	15	19	33	15	36	25	28	1046	48	26	1036
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		150		0	250	
Storage Lanes	0		0	1		0		1		0	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	0.91	1.00	0.91
Ped Bike Factor		0.99		0.99				0.99				1.00
Frt		0.954			0.893				0.993			0.995
Flt Protected		0.980		0.950				0.950			0.950	
Satd. Flow (prot)	0	1747	0	1787	1680	0	0	1787	5100	0	1787	5106
Flt Permitted		0.844		0.770				0.950			0.950	
Satd. Flow (perm)	0	1505	0	1438	1680	0	0	1777	5100	0	1787	5106
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		16			37				7			7
Link Speed (mph)		30			25				40			40
Link Distance (ft)		538			562				2182			588
Travel Time (s)		12.2			15.3				37.2			10.0
Confl. Peds. (#/hr)			6	6				5				
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	24	15	20	34	15	37	26	29	1078	49	27	1068
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	59	0	34	52	0	0	55	1127	0	27	1106
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				24			24
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors		2		1	2			1	2		1	2
Detector Template		Thru		Left	Thru			Left	Thru		Left	Thru
Leading Detector (ft)		100		20	100			20	100		20	100
Trailing Detector (ft)		0		0	0			0	0		0	0
Detector 1 Position(ft)		0		0	0			0	0		0	0
Detector 1 Size(ft)		6		20	6			20	6		20	6
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0			0.0	0.0		0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0			0.0	0.0		0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0			0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94				94			94
Detector 2 Size(ft)		6			6				6			6
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0



Lane Group	SBR	Ø2
Lane Configurations		
Traffic Volume (vph)	37	
Future Volume (vph)	37	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.91	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red	Yes	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	5	
Peak Hour Factor	0.97	
Heavy Vehicles (%)	1%	
Adj. Flow (vph)	38	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Turn Type	Perm	NA		Perm	NA		Prot	Prot	NA		Prot	NA
Protected Phases		4			4		1	1	1 2		3	2 3
Permitted Phases	4			4								
Detector Phase	4	4		4	4		1	1	1 2		3	2 3
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		3.0	3.0			3.0	
Minimum Split (s)	41.6	41.6		41.6	41.6		16.3	16.3			16.3	
Total Split (s)	30.0	30.0		30.0	30.0		20.0	20.0			30.0	
Total Split (%)	21.4%	21.4%		21.4%	21.4%		14.3%	14.3%			21.4%	
Maximum Green (s)	23.4	23.4		23.4	23.4		13.7	13.7			23.7	
Yellow Time (s)	3.2	3.2		3.2	3.2		4.3	4.3			4.3	
All-Red Time (s)	3.4	3.4		3.4	3.4		2.0	2.0			2.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		6.6		6.6	6.6			6.3			6.3	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes			Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5		2.0	2.0			2.0	
Recall Mode	None	None		None	None		None	None			None	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Don't Walk (s)	26.0	26.0		26.0	26.0							
Pedestrian Calls (#/hr)	5	5		5	5							
Act Effct Green (s)		13.7		13.7	13.7			15.6	100.3		9.4	94.0
Actuated g/C Ratio		0.10		0.10	0.10			0.11	0.72		0.07	0.67
v/c Ratio		0.37		0.24	0.26			0.28	0.31		0.23	0.32
Control Delay (s/veh)		47.2		58.0	24.7			59.9	9.4		74.7	16.0
Queue Delay		0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay (s/veh)		47.2		58.0	24.7			59.9	9.4		74.7	16.0
LOS		D		E	C			E	A		E	B
Approach Delay (s/veh)		47.2			37.9				11.7			17.4
Approach LOS		D			D				B			B
Queue Length 50th (ft)		39		30	13			46	115		24	141
Queue Length 95th (ft)		72		56	47			93	254		61	376
Internal Link Dist (ft)		458			482				2102			508
Turn Bay Length (ft)								150			250	
Base Capacity (vph)		284		260	334			209	3638		302	3952
Starvation Cap Reductn		0		0	0			0	0		0	0
Spillback Cap Reductn		0		0	0			0	0		0	0
Storage Cap Reductn		0		0	0			0	0		0	0
Reduced v/c Ratio		0.21		0.13	0.16			0.26	0.31		0.09	0.28

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 60 (43%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.37			
Intersection Signal Delay (s/veh): 16.1		Intersection LOS: B	

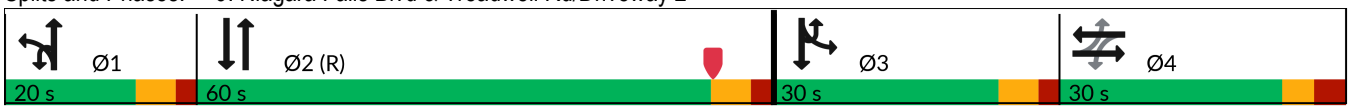


Lane Group	SBR	Ø2
Turn Type		
Protected Phases		2
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)		10.0
Minimum Split (s)		31.3
Total Split (s)		60.0
Total Split (%)		43%
Maximum Green (s)		53.7
Yellow Time (s)		4.3
All-Red Time (s)		2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lag
Lead-Lag Optimize?		Yes
Vehicle Extension (s)		4.0
Recall Mode		C-Min
Walk Time (s)		
Flash Don't Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Intersection Capacity Utilization 53.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 9: Niagara Falls Blvd & Treadwell Rd/Driveway 2





Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	2	339	591	0	3	229	668	52	0	558	59	35
Future Volume (vph)	2	339	591	0	3	229	668	52	0	558	59	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		370		0		300		300	0		0	
Storage Lanes		2		0		2		1	0		0	
Taper Length (ft)		25				25			25			
Lane Util. Factor	0.91	0.97	0.91	0.91	0.91	0.97	0.91	1.00	1.00	0.91	0.91	0.95
Ped Bike Factor		1.00				1.00		0.98				
Frt								0.850		0.986		
Flt Protected		0.950				0.950						
Satd. Flow (prot)	0	3467	5136	0	0	3467	5136	1599	0	5064	0	0
Flt Permitted		0.950				0.950						
Satd. Flow (perm)	0	3463	5136	0	0	3465	5136	1575	0	5064	0	0
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)								119		10		
Link Speed (mph)			40				40			40		
Link Distance (ft)			623				1468			379		
Travel Time (s)			10.6				25.0			6.5		
Confl. Peds. (#/hr)		2		1		1		2				
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	2	349	609	0	3	236	689	54	0	575	61	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	351	609	0	0	239	689	54	0	636	0	0
Turn Type	Prot	Prot	NA		Prot	Prot	NA	Perm		NA		Prot
Protected Phases	3	3	8		7	7	4			2		1
Permitted Phases								4				
Detector Phase	3	3	8		7	7	4	4		2		1
Switch Phase												
Minimum Initial (s)	3.0	3.0	6.0		3.0	3.0	6.0	6.0		10.0		3.0
Minimum Split (s)	10.3	10.3	48.0		10.3	10.3	48.0	48.0		58.2		12.3
Total Split (s)	37.0	37.0	48.0		37.0	37.0	48.0	48.0		68.0		37.0
Total Split (%)	19.5%	19.5%	25.3%		19.5%	19.5%	25.3%	25.3%		35.8%		19.5%
Maximum Green (s)	29.7	29.7	40.7		29.7	29.7	40.7	40.7		59.8		28.8
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0		4.0		4.0
All-Red Time (s)	3.3	3.3	3.3		3.3	3.3	3.3	3.3		4.2		4.2
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0		0.0		
Total Lost Time (s)		7.3	7.3			7.3	7.3	7.3		8.2		
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag	Lag		Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes		Yes		Yes
Vehicle Extension (s)	4.0	4.0	4.0		2.0	2.0	4.0	4.0		4.0		2.0
Recall Mode	None	None	None		None	None	None	None		C-Min		None
Walk Time (s)			7.0				7.0	7.0		7.0		
Flash Don't Walk (s)			30.0				30.0	30.0		39.0		
Pedestrian Calls (#/hr)			1				2	2		0		
Act Effct Green (s)		25.3	41.8			17.5	34.0	34.0		81.6		
Actuated g/C Ratio		0.13	0.22			0.09	0.18	0.18		0.43		
v/c Ratio		0.76	0.54			0.75	0.75	0.14		0.29		

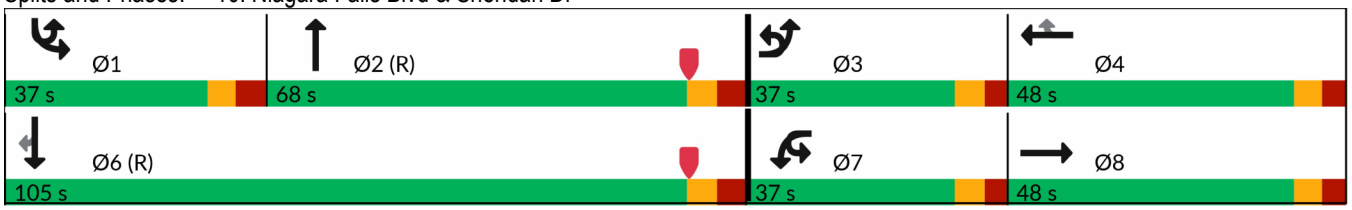


Lane Group	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	209	507	376
Future Volume (vph)	209	507	376
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	450		0
Storage Lanes	2		1
Taper Length (ft)	25		
Lane Util. Factor	0.97	0.95	1.00
Ped Bike Factor			
Frt			0.850
Flt Protected	0.950		
Satd. Flow (prot)	3467	3574	1599
Flt Permitted	0.950		
Satd. Flow (perm)	3467	3574	1599
Right Turn on Red			Yes
Satd. Flow (RTOR)			388
Link Speed (mph)		40	
Link Distance (ft)		2182	
Travel Time (s)		37.2	
Confl. Peds. (#/hr)			
Peak Hour Factor	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%
Adj. Flow (vph)	215	523	388
Shared Lane Traffic (%)			
Lane Group Flow (vph)	251	523	388
Turn Type	Prot	NA	Perm
Protected Phases	1	6	
Permitted Phases			6
Detector Phase	1	6	6
Switch Phase			
Minimum Initial (s)	3.0	10.0	10.0
Minimum Split (s)	12.3	58.2	58.2
Total Split (s)	37.0	105.0	105.0
Total Split (%)	19.5%	55.3%	55.3%
Maximum Green (s)	28.8	96.8	96.8
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	4.2	4.2	4.2
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	8.2	8.2	8.2
Lead/Lag	Lead		
Lead-Lag Optimize?	Yes		
Vehicle Extension (s)	2.0	4.0	4.0
Recall Mode	None	C-Min	C-Min
Walk Time (s)		7.0	7.0
Flash Don't Walk (s)		39.0	39.0
Pedestrian Calls (#/hr)		2	2
Act Effct Green (s)	18.1	107.9	107.9
Actuated g/C Ratio	0.10	0.57	0.57
v/c Ratio	0.76	0.26	0.36

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Control Delay (s/veh)		90.3	67.0			98.6	79.2	0.8		22.3		
Queue Delay		0.0	0.0			0.0	0.0	0.0		0.3		
Total Delay (s/veh)		90.3	67.0			98.6	79.2	0.8		22.5		
LOS		F	E			F	E	A		C		
Approach Delay (s/veh)			75.5				79.6			22.5		
Approach LOS			E				E			C		
Queue Length 50th (ft)		221	249			153	303	0		198		
Queue Length 95th (ft)		274	280			200	339	0		122		
Internal Link Dist (ft)			543				1388			299		
Turn Bay Length (ft)		370				300		300				
Base Capacity (vph)		545	1175			541	1101	430		2181		
Starvation Cap Reductn		0	0			0	0	0		844		
Spillback Cap Reductn		0	0			0	0	0		0		
Storage Cap Reductn		0	0			0	0	0		0		
Reduced v/c Ratio		0.64	0.52			0.44	0.63	0.13		0.48		

Intersection Summary			
Area Type:	Other		
Cycle Length: 190			
Actuated Cycle Length: 190			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 54.1		Intersection LOS: D	
Intersection Capacity Utilization 68.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 10: Niagara Falls Blvd & Sheridan Dr





Lane Group	SBL	SBT	SBR
Control Delay (s/veh)	98.6	22.2	2.9
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	98.6	22.2	2.9
LOS	F	C	A
Approach Delay (s/veh)		32.3	
Approach LOS		C	
Queue Length 50th (ft)	160	171	0
Queue Length 95th (ft)	208	242	57
Internal Link Dist (ft)		2102	
Turn Bay Length (ft)	450		
Base Capacity (vph)	525	2035	1077
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	16	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.48	0.26	0.36

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	191	134	48	178	75	2	101	694	56	73	639
Future Volume (vph)	0	191	134	48	178	75	2	101	694	56	73	639
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	200		0		250		0	0	
Storage Lanes	0		1	1		0		1		0	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.91	1.00	0.91	0.91	1.00	0.95
Ped Bike Factor					1.00							
Frt			0.850		0.955				0.989			0.991
Flt Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	3505	1568	1752	3334	0	0	1752	4981	0	1752	3473
Flt Permitted				0.498				0.950			0.950	
Satd. Flow (perm)	0	3505	1568	919	3334	0	0	1752	4981	0	1752	3473
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			144		33				7			5
Link Speed (mph)		30			35				35			40
Link Distance (ft)		718			1535				1665			379
Travel Time (s)		16.3			29.9				32.4			6.5
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	205	144	52	191	81	2	109	746	60	78	687
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	205	144	52	272	0	0	111	806	0	78	729
Turn Type		NA	Perm	Perm	NA		Prot	Prot	NA		Prot	NA
Protected Phases		4			4		1	1	2		1 3	2 3
Permitted Phases			4	4								
Detector Phase		4	4	4	4		1	1	2		1 3	2 3
Switch Phase												
Minimum Initial (s)		6.0	6.0	6.0	6.0		3.0	3.0	10.0			
Minimum Split (s)		43.1	43.1	43.1	43.1		9.8	9.8	35.8			
Total Split (s)		54.0	54.0	54.0	54.0		35.0	35.0	68.0			
Total Split (%)		28.4%	28.4%	28.4%	28.4%		18.4%	18.4%	35.8%			
Maximum Green (s)		46.9	46.9	46.9	46.9		28.2	28.2	61.2			
Yellow Time (s)		3.2	3.2	3.2	3.2		3.9	3.9	3.9			
All-Red Time (s)		3.9	3.9	3.9	3.9		2.9	2.9	2.9			
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0			
Total Lost Time (s)		7.1	7.1	7.1	7.1			6.8	6.8			
Lead/Lag		Lag	Lag	Lag	Lag		Lead	Lead	Lag			
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0	2.0	2.0	2.0		2.0	2.0	4.0			
Recall Mode		None	None	None	None		None	None	C-Min			
Walk Time (s)		7.0	7.0	7.0	7.0				7.0			
Flash Don't Walk (s)		29.0	29.0	29.0	29.0				22.0			
Pedestrian Calls (#/hr)		0	0	0	0				0			
Act Effct Green (s)		19.0	19.0	19.0	19.0			16.4	115.4		28.1	133.9
Actuated g/C Ratio		0.10	0.10	0.10	0.10			0.09	0.61		0.15	0.70
v/c Ratio		0.59	0.50	0.57	0.75			0.74	0.27		0.30	0.30



Lane Group	SBR	Ø3
Lane Configurations		
Traffic Volume (vph)	39	
Future Volume (vph)	39	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red	Yes	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Peak Hour Factor	0.93	
Heavy Vehicles (%)	3%	
Adj. Flow (vph)	42	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Turn Type		
Protected Phases		3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)		3.0
Minimum Split (s)		9.8
Total Split (s)		33.0
Total Split (%)		17%
Maximum Green (s)		26.2
Yellow Time (s)		3.9
All-Red Time (s)		2.9
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead
Lead-Lag Optimize?		
Vehicle Extension (s)		2.0
Recall Mode		None
Walk Time (s)		
Flash Don't Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Control Delay (s/veh)		88.0	16.1	104.1	85.7			110.8	18.8		61.2	3.7
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0		0.0	0.2
Total Delay (s/veh)		88.0	16.1	104.1	85.7			110.8	18.8		61.2	3.9
LOS		F	B	F	F			F	B		E	A
Approach Delay (s/veh)		58.3			88.7				29.9			9.4
Approach LOS		E			F				C			A
Queue Length 50th (ft)		131	0	63	155			138	165		97	6
Queue Length 95th (ft)		174	73	115	205			207	239		130	264
Internal Link Dist (ft)		638			1455				1585			299
Turn Bay Length (ft)			100	200				250				
Base Capacity (vph)		865	495	226	847			260	3028		501	2713
Starvation Cap Reductn		0	0	0	0			0	0		0	971
Spillback Cap Reductn		0	0	0	0			0	0		0	0
Storage Cap Reductn		0	0	0	0			0	0		0	0
Reduced v/c Ratio		0.24	0.29	0.23	0.32			0.43	0.27		0.16	0.42

Intersection Summary			
Area Type:	Other		
Cycle Length: 190			
Actuated Cycle Length: 190			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay (s/veh): 35.1		Intersection LOS: D	
Intersection Capacity Utilization 61.1%		ICU Level of Service B	
Analysis Period (min) 15			

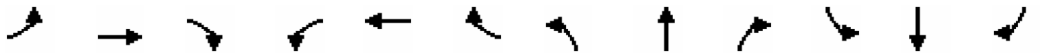
Splits and Phases: 11: Niagara Falls Blvd & Eggert Rd





Lane Group	SBR	Ø3
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

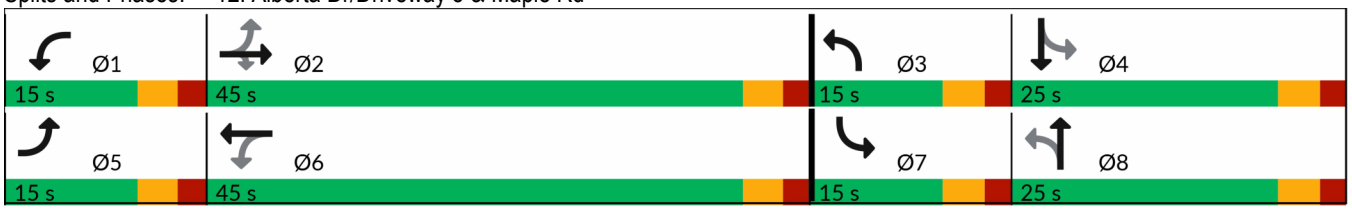


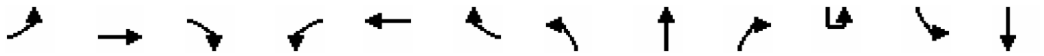
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	486	185	182	687	7	251	62	167	14	50	47
Future Volume (vph)	51	486	185	182	687	7	251	62	167	14	50	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	400		0	0		0	0		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.98	1.00	1.00		1.00	0.99		1.00	0.99	
Frt			0.850		0.999			0.891			0.927	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1787	5129	0	1787	1658	0	1787	1731	0
Flt Permitted	0.371			0.290			0.482			0.613		
Satd. Flow (perm)	697	3574	1571	544	5129	0	905	1658	0	1151	1731	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			189		2			121			42	
Link Speed (mph)		45			45			35			25	
Link Distance (ft)		1441			678			472			208	
Travel Time (s)		21.8			10.3			9.2			5.7	
Confl. Peds. (#/hr)	2		4	4		2	2		2	2		2
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	52	496	189	186	701	7	256	63	170	14	51	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	496	189	186	708	0	256	233	0	14	99	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2	2	2	6			8			4		
Detector Phase	5	2	2	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0		5.0	10.0		5.0	5.0	
Minimum Split (s)	10.0	27.6	27.6	10.0	27.6		10.0	27.6		10.0	27.6	
Total Split (s)	15.0	45.0	45.0	15.0	45.0		15.0	25.0		15.0	25.0	
Total Split (%)	15.0%	45.0%	45.0%	15.0%	45.0%		15.0%	25.0%		15.0%	25.0%	
Maximum Green (s)	10.0	40.0	40.0	10.0	40.0		10.0	20.0		10.0	20.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Gap (s)	0.2	0.2	0.2	0.2	0.2		0.2	0.2		0.2	0.2	
Time Before Reduce (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	7.0	
Time To Reduce (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5		0.5	0.5	
Recall Mode	None	Min	Min	None	Min		None	None		None	None	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Don't Walk (s)		15.0	15.0		15.0			15.0			15.0	
Pedestrian Calls (#/hr)		4	4		2			4			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	23.1	15.2	15.2	28.3	22.9		22.3	20.8		15.6	10.4	
Actuated g/C Ratio	0.37	0.24	0.24	0.45	0.36		0.35	0.33		0.25	0.16	
v/c Ratio	0.13	0.58	0.36	0.43	0.38		0.55	0.37		0.04	0.31	
Control Delay (s/veh)	12.4	25.5	6.3	15.1	19.1		20.3	11.3		13.9	18.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	12.4	25.5	6.3	15.1	19.1		20.3	11.3		13.9	18.7	
LOS	B	C	A	B	B		C	B		B	B	
Approach Delay (s/veh)		19.6			18.2			16.0			18.1	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	10	89	0	40	83		70	28		3	20	
Queue Length 95th (ft)	36	166	48	103	152		140	106		14	61	
Internal Link Dist (ft)		1361			598			392			128	
Turn Bay Length (ft)	200		200	400								
Base Capacity (vph)	464	2374	1107	449	3407		465	698		450	610	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.11	0.21	0.17	0.41	0.21		0.55	0.33		0.03	0.16	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 63.2			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay (s/veh): 18.2		Intersection LOS: B	
Intersection Capacity Utilization 57.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 12: Alberta Dr/Driveway 5 & Maple Rd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	113	490	73	208	666	259	108	331	140	1	290	396
Future Volume (vph)	113	490	73	208	666	259	108	331	140	1	290	396
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		430	350		0	150		150		500	
Storage Lanes	1		1	1		0	1		1		1	
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98	1.00			1.00					
Frt			0.850		0.958				0.850			
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1787	3574	1599	1787	4920	0	1787	1881	1599	0	1787	1881
Flt Permitted	0.204			0.236			0.476				0.250	
Satd. Flow (perm)	384	3574	1564	444	4920	0	895	1881	1599	0	470	1881
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			218		86				218			
Link Speed (mph)		45			45			35				35
Link Distance (ft)		678			748			1795				1039
Travel Time (s)		10.3			11.3			35.0				20.2
Confl. Peds. (#/hr)			1	1			1					
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	115	500	74	212	680	264	110	338	143	1	296	404
Shared Lane Traffic (%)												
Lane Group Flow (vph)	115	500	74	212	944	0	110	338	143	0	297	404
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	pm+pt	NA
Protected Phases	5	2		1	6		3	8		7	7	4
Permitted Phases	2		2	6			8		8	4	4	
Detector Phase	5	2	2	1	6		3	8	8	7	7	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	10.0	10.0	5.0	5.0	10.0
Minimum Split (s)	10.0	38.0	38.0	10.0	38.0		10.0	38.0	38.0	10.0	10.0	38.0
Total Split (s)	15.0	30.0	30.0	25.0	40.0		15.0	35.0	35.0	25.0	25.0	45.0
Total Split (%)	13.0%	26.1%	26.1%	21.7%	34.8%		13.0%	30.4%	30.4%	21.7%	21.7%	39.1%
Maximum Green (s)	10.0	24.0	24.0	20.0	34.0		10.0	29.0	29.0	20.0	20.0	39.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0	4.0	3.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0		5.0	6.0	6.0		5.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Gap (s)	0.2	0.2	0.2	0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2
Time Before Reduce (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Time To Reduce (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Recall Mode	None	None	None	None	None		None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0	7.0			7.0
Flash Don't Walk (s)		25.0	25.0		25.0			25.0	25.0			25.0
Pedestrian Calls (#/hr)		0	0		1			0	0			1



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	139
Future Volume (vph)	139
Ideal Flow (vphpl)	1900
Storage Length (ft)	150
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.99
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1599
Flt Permitted	
Satd. Flow (perm)	1578
Right Turn on Red	Yes
Satd. Flow (RTOR)	171
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Peak Hour Factor	0.98
Heavy Vehicles (%)	1%
Adj. Flow (vph)	142
Shared Lane Traffic (%)	
Lane Group Flow (vph)	142
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	38.0
Total Split (s)	45.0
Total Split (%)	39.1%
Maximum Green (s)	39.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	
Vehicle Extension (s)	4.0
Minimum Gap (s)	0.2
Time Before Reduce (s)	7.0
Time To Reduce (s)	0.5
Recall Mode	None
Walk Time (s)	7.0
Flash Don't Walk (s)	25.0
Pedestrian Calls (#/hr)	1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Act Effct Green (s)	30.1	19.6	19.6	38.6	24.5		32.8	22.6	22.6		46.1	34.0
Actuated g/C Ratio	0.31	0.20	0.20	0.40	0.25		0.34	0.23	0.23		0.48	0.35
v/c Ratio	0.45	0.69	0.15	0.56	0.72		0.28	0.77	0.26		0.64	0.61
Control Delay (s/veh)	25.9	42.7	0.7	26.0	33.6		18.2	48.4	1.7		23.6	32.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	25.9	42.7	0.7	26.0	33.6		18.2	48.4	1.7		23.6	32.9
LOS	C	D	A	C	C		B	D	A		C	C
Approach Delay (s/veh)		35.4			32.2			31.5				24.6
Approach LOS		D			C			C				C
Queue Length 50th (ft)	44	153	0	87	182		36	197	0		110	214
Queue Length 95th (ft)	89	240	0	154	249		78	335	6		200	359
Internal Link Dist (ft)		598			668			1715				959
Turn Bay Length (ft)	250		430	350			150		150		500	
Base Capacity (vph)	272	915	562	471	1840		409	582	645		505	783
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	0
Reduced v/c Ratio	0.42	0.55	0.13	0.45	0.51		0.27	0.58	0.22		0.59	0.52

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 96.5			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 30.8		Intersection LOS: C	
Intersection Capacity Utilization 77.4%		ICU Level of Service D	
Analysis Period (min) 15			

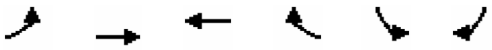
Splits and Phases: 13: Bailey Ave & Maple Rd





Lane Group	SBR
Act Effct Green (s)	34.0
Actuated g/C Ratio	0.35
v/c Ratio	0.21
Control Delay (s/veh)	3.1
Queue Delay	0.0
Total Delay (s/veh)	3.1
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	28
Internal Link Dist (ft)	
Turn Bay Length (ft)	150
Base Capacity (vph)	756
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.19

Intersection Summary

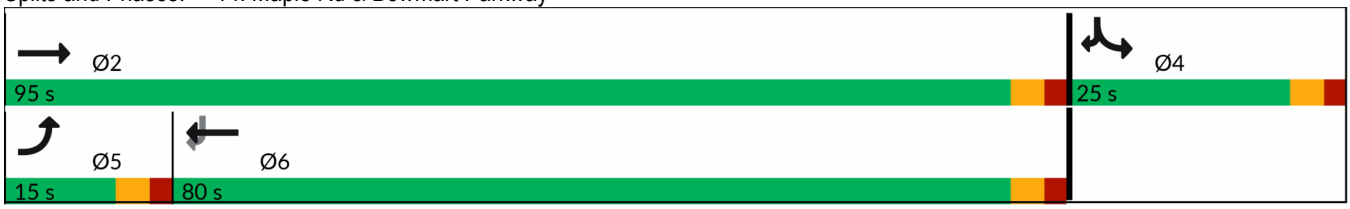


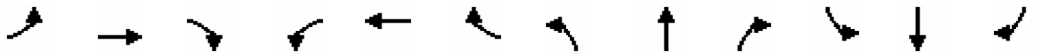
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	83	835	1020	158	190	127
Future Volume (vph)	83	835	1020	158	190	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250			100	100	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.91	0.91	1.00	1.00
Frt			0.980			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1787	3574	5033	0	1787	1599
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1787	3574	5033	0	1787	1599
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			46			138
Link Speed (mph)		35	45		30	
Link Distance (ft)		748	466		1444	
Travel Time (s)		14.6	7.1		32.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	90	908	1109	172	207	138
Shared Lane Traffic (%)						
Lane Group Flow (vph)	90	908	1281	0	207	138
Turn Type	Prot	NA	NA		Prot	custom
Protected Phases	5	2	6		4	4
Permitted Phases						6
Detector Phase	5	2	6		4	4
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	9.0	27.0	27.0		27.0	27.0
Total Split (s)	15.0	95.0	80.0		25.0	25.0
Total Split (%)	12.5%	79.2%	66.7%		20.8%	20.8%
Maximum Green (s)	10.0	90.0	75.0		20.0	20.0
Yellow Time (s)	3.0	3.0	3.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	Min	Min	Min		None	None
Walk Time (s)		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)	8.6	39.1	25.4		12.8	43.3
Actuated g/C Ratio	0.14	0.63	0.41		0.21	0.70
v/c Ratio	0.37	0.40	0.62		0.56	0.12
Control Delay (s/veh)	31.9	6.6	15.6		30.2	0.9
Queue Delay	0.0	0.0	0.0		0.0	0.0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Delay (s/veh)	31.9	6.6	15.6		30.2	0.9
LOS	C	A	B		C	A
Approach Delay (s/veh)		8.8	15.6		18.4	
Approach LOS		A	B		B	
Queue Length 50th (ft)	31	74	128		71	0
Queue Length 95th (ft)	83	133	198		149	11
Internal Link Dist (ft)		668	386		1364	
Turn Bay Length (ft)	250				100	
Base Capacity (vph)	295	3574	5010		591	1338
Starvation Cap Reductn	0	0	21		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.31	0.25	0.26		0.35	0.10

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 62.2			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay (s/veh): 13.4		Intersection LOS: B	
Intersection Capacity Utilization 50.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 14: Maple Rd & Bowmart Parkway



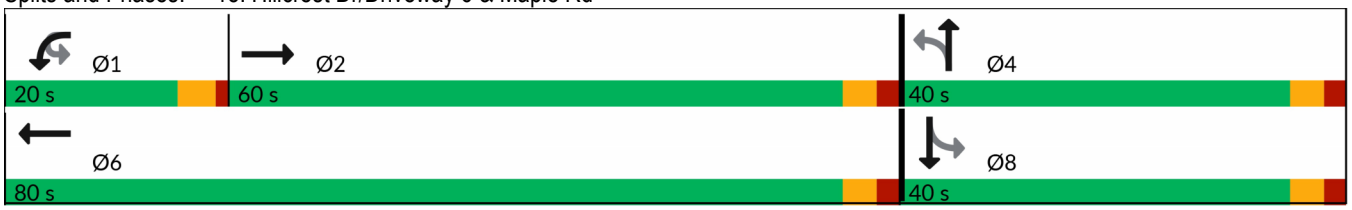


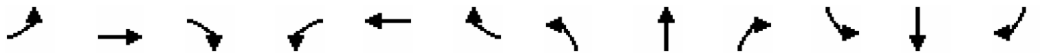
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1014	14	9	1205	0	22	0	10	0	1	2
Future Volume (vph)	0	1014	14	9	1205	0	22	0	10	0	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998						0.956			0.900	
Flt Protected				0.950				0.967				
Satd. Flow (prot)	0	3567	0	1787	3574	0	0	1739	0	1881	1693	0
Flt Permitted				0.950								
Satd. Flow (perm)	0	3567	0	1787	3574	0	0	1798	0	1881	1693	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)								59			2	
Link Speed (mph)		35			35			30			10	
Link Distance (ft)		466			1563			418			259	
Travel Time (s)		9.1			30.4			9.5			17.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	1067	15	9	1268	0	23	0	11	0	1	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1082	0	9	1268	0	0	34	0	0	3	0
Turn Type		NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases							4			8		
Detector Phase		2		1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)		27.0		9.5	27.0		27.0	27.0		42.0	42.0	
Total Split (s)		60.0		20.0	80.0		40.0	40.0		40.0	40.0	
Total Split (%)		50.0%		16.7%	66.7%		33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)		55.0		15.5	75.0		35.0	35.0		35.0	35.0	
Yellow Time (s)		3.0		3.5	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)		2.0		1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0		4.5	5.0			5.0		5.0	5.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)		4.0		3.0	4.0		4.0	4.0		4.0	4.0	
Minimum Gap (s)		0.2		3.0	0.2		0.2	0.2		0.2	0.2	
Time Before Reduce (s)		7.0		0.0	7.0		7.0	7.0		7.0	7.0	
Time To Reduce (s)		0.5		0.0	0.5		0.5	0.5		0.5	0.5	
Recall Mode		Min		None	Min		None	None		None	None	
Walk Time (s)					7.0					7.0	7.0	
Flash Don't Walk (s)					30.0					30.0	30.0	
Pedestrian Calls (#/hr)					0					0	0	
Act Effct Green (s)		35.7		6.1	37.5			6.9			6.9	
Actuated g/C Ratio		0.83		0.14	0.87			0.16			0.16	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.37		0.04	0.41			0.10			0.01	
Control Delay (s/veh)		4.6		20.2	2.7			4.6			16.7	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)		4.6		20.2	2.7			4.6			16.7	
LOS		A		C	A			A			B	
Approach Delay (s/veh)		4.6			2.9			4.6			16.7	
Approach LOS		A			A			A			B	
Queue Length 50th (ft)		0		2	0			0			0	
Queue Length 95th (ft)		182		13	115			12			6	
Internal Link Dist (ft)		386			1483			338			179	
Turn Bay Length (ft)				150								
Base Capacity (vph)		3567		666	3574			1523			1426	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.30		0.01	0.35			0.02			0.00	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 43			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay (s/veh): 3.7		Intersection LOS: A	
Intersection Capacity Utilization 50.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 15: Hillcrest Dr/Driveway 6 & Maple Rd



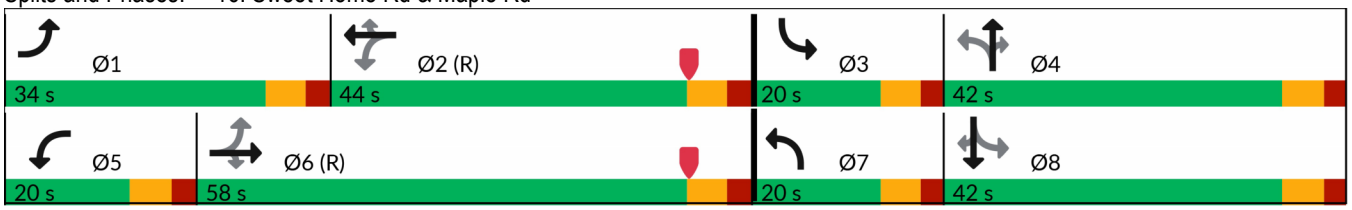


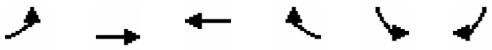
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	298	565	76	68	660	98	95	241	75	151	261	359
Future Volume (vph)	298	565	76	68	660	98	95	241	75	151	261	359
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	100		0	150		150	200		0
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.97	1.00			1.00					0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1787	3574	1599	1787	1881	1599	1787	1881	1599
Flt Permitted	0.268			0.435			0.350			0.302		
Satd. Flow (perm)	504	3574	1557	816	3574	1599	657	1881	1599	568	1881	1576
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			132			185			187			366
Link Speed (mph)		45			45			35			45	
Link Distance (ft)		1563			492			510			929	
Travel Time (s)		23.7			7.5			9.9			14.1	
Confl. Peds. (#/hr)			3	3			2					2
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	304	577	78	69	673	100	97	246	77	154	266	366
Shared Lane Traffic (%)												
Lane Group Flow (vph)	304	577	78	69	673	100	97	246	77	154	266	366
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0	10.0	3.0	6.0	6.0	3.0	6.0	6.0
Minimum Split (s)	9.8	39.8	39.8	9.8	38.8	38.8	9.6	40.6	40.6	9.6	40.6	40.6
Total Split (s)	34.0	58.0	58.0	20.0	44.0	44.0	20.0	42.0	42.0	20.0	42.0	42.0
Total Split (%)	24.3%	41.4%	41.4%	14.3%	31.4%	31.4%	14.3%	30.0%	30.0%	14.3%	30.0%	30.0%
Maximum Green (s)	27.2	51.2	51.2	13.2	37.2	37.2	13.4	35.4	35.4	13.4	35.4	35.4
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.3	2.3	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.6	6.6	6.6	6.6	6.6	6.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	4.0	2.0	4.0	4.0	2.0	4.0	4.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		26.0	26.0		25.0	25.0		27.0	27.0		27.0	27.0
Pedestrian Calls (#/hr)		0	0		3	3		0	0		0	0
Act Effct Green (s)	82.4	70.9	70.9	63.6	56.6	56.6	35.3	25.4	25.4	40.0	27.7	27.7
Actuated g/C Ratio	0.59	0.51	0.51	0.45	0.40	0.40	0.25	0.18	0.18	0.29	0.20	0.20
v/c Ratio	0.65	0.32	0.09	0.17	0.47	0.13	0.40	0.72	0.17	0.57	0.72	0.60

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	22.7	23.2	0.4	14.1	31.9	3.6	37.7	65.5	0.9	43.1	62.9	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.7	23.2	0.4	14.1	31.9	3.6	37.7	65.5	0.9	43.1	62.9	8.6
LOS	C	C	A	B	C	A	D	E	A	D	E	A
Approach Delay (s/veh)		21.2			27.1			47.2			33.7	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	132	164	0	18	241	6	64	215	0	105	228	0
Queue Length 95th (ft)	228	251	3	34	370	27	97	283	0	146	306	83
Internal Link Dist (ft)		1483			412			430			849	
Turn Bay Length (ft)	200		200	100			150		150	200		
Base Capacity (vph)	546	1811	854	498	1444	756	290	475	544	283	476	671
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.32	0.09	0.14	0.47	0.13	0.33	0.52	0.14	0.54	0.56	0.55

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 84 (60%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay (s/veh): 29.8		Intersection LOS: C	
Intersection Capacity Utilization 78.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 16: Sweet Home Rd & Maple Rd





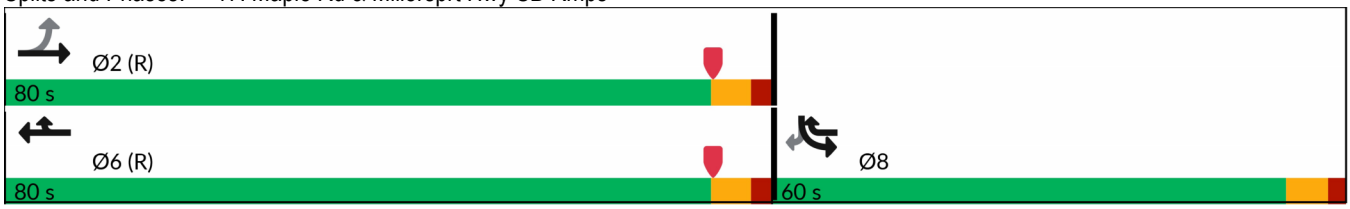
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	11	647	679	178	14	104
Future Volume (vph)	11	647	679	178	14	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			115	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3539	3539	1583	1770	1583
Flt Permitted	0.377				0.950	
Satd. Flow (perm)	702	3539	3539	1583	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						111
Link Speed (mph)		45	45		45	
Link Distance (ft)		3286	644		265	
Travel Time (s)		49.8	9.8		4.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	12	688	722	189	15	111
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	688	722	189	15	111
Turn Type	Perm	NA	NA	custom	Prot	Perm
Protected Phases		2	6	8 6	8	
Permitted Phases	2			6		8
Detector Phase	2	2	6	8 6	8	8
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0		6.0	6.0
Minimum Split (s)	35.3	35.3	35.3		13.2	13.2
Total Split (s)	80.0	80.0	80.0		60.0	60.0
Total Split (%)	57.1%	57.1%	57.1%		42.9%	42.9%
Maximum Green (s)	73.7	73.7	73.7		53.8	53.8
Yellow Time (s)	4.3	4.3	4.3		4.3	4.3
All-Red Time (s)	2.0	2.0	2.0		1.9	1.9
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3		6.2	6.2
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	C-Max	C-Max	C-Max		None	None
Walk Time (s)	7.0	7.0	7.0			
Flash Don't Walk (s)	22.0	22.0	22.0			
Pedestrian Calls (#/hr)	0	0	0			
Act Effct Green (s)	119.8	119.8	119.8	140.0	7.7	7.7
Actuated g/C Ratio	0.86	0.86	0.86	1.00	0.06	0.06
v/c Ratio	0.02	0.23	0.24	0.12	0.15	0.58
Control Delay (s/veh)	0.4	1.1	1.2	0.2	65.1	22.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	0.4	1.1	1.2	0.2	65.1	22.8

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS	A	A	A	A	E	C
Approach Delay (s/veh)		1.1	1.0		27.8	
Approach LOS		A	A		C	
Queue Length 50th (ft)	0	3	15	0	13	0
Queue Length 95th (ft)	m1	10	17	0	37	60
Internal Link Dist (ft)		3206	564		185	
Turn Bay Length (ft)	100			115		
Base Capacity (vph)	600	3027	3027	1583	680	676
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.23	0.24	0.12	0.02	0.16

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 59 (42%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay (s/veh): 3.0		Intersection LOS: A	
Intersection Capacity Utilization 35.6%		ICU Level of Service A	
Analysis Period (min) 15			

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

Splits and Phases: 17: Maple Rd & Millersprt Hwy SB Rmps



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	526	0	0	822	6	38	1	335	0	0	0
Future Volume (vph)	62	526	0	0	822	6	38	1	335	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.999			0.850				
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1787	3574	0	0	3571	0	1787	1599	0	0	0	0
Flt Permitted	0.313						0.950					
Satd. Flow (perm)	589	3574	0	0	3571	0	1787	1599	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					1			275				
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		644			547			161			257	
Travel Time (s)		9.8			8.3			2.4			3.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	66	560	0	0	874	6	40	1	356	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	560	0	0	880	0	40	357	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		2			6			4				
Permitted Phases	2						4					
Detector Phase	2	2			6		4	4				
Switch Phase												
Minimum Initial (s)	20.0	20.0			20.0		6.0	6.0				
Minimum Split (s)	29.0	29.0			29.0		23.0	23.0				
Total Split (s)	80.0	80.0			80.0		60.0	60.0				
Total Split (%)	57.1%	57.1%			57.1%		42.9%	42.9%				
Maximum Green (s)	74.0	74.0			74.0		53.8	53.8				
Yellow Time (s)	4.3	4.3			4.3		4.3	4.3				
All-Red Time (s)	1.7	1.7			1.7		1.9	1.9				
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0				
Total Lost Time (s)	6.0	6.0			6.0		6.2	6.2				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	C-Max	C-Max			C-Max		None	None				
Walk Time (s)	7.0	7.0			7.0							
Flash Don't Walk (s)	16.0	16.0			16.0							
Pedestrian Calls (#/hr)	0	0			0							
Act Effct Green (s)	112.4	112.4			112.4		15.4	15.4				
Actuated g/C Ratio	0.80	0.80			0.80		0.11	0.11				
v/c Ratio	0.14	0.20			0.31		0.21	0.85				
Control Delay (s/veh)	1.8	1.1			4.6		54.9	33.2				
Queue Delay	0.0	0.0			0.0		0.0	0.0				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	1.8	1.1			4.6		54.9	33.2				
LOS	A	A			A		D	C				
Approach Delay (s/veh)		1.2			4.6			35.4				
Approach LOS		A			A			D				
Queue Length 50th (ft)	3	12			86		34	73				
Queue Length 95th (ft)	9	26			178		65	179				
Internal Link Dist (ft)		564			467			81			177	
Turn Bay Length (ft)	150											
Base Capacity (vph)	473	2870			2868		686	783				
Starvation Cap Reductn	0	0			0		0	0				
Spillback Cap Reductn	0	0			0		0	0				
Storage Cap Reductn	0	0			0		0	0				
Reduced v/c Ratio	0.14	0.20			0.31		0.06	0.46				

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 43 (31%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay (s/veh): 9.9		Intersection LOS: A	
Intersection Capacity Utilization 75.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 18: Millersprt Hwy NB Rmps & Maple Rd



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT
Lane Configurations												
Traffic Volume (vph)	1	63	881	152	0	865	123	122	145	12	131	148
Future Volume (vph)	1	63	881	152	0	865	123	122	145	12	131	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		450	0		0	0		0	0	
Storage Lanes		1		1	0		0	0		0	0	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.91	1.00	0.91	1.00	1.00	0.91	0.91	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00		0.99		1.00			1.00			1.00
Frt				0.850		0.981			0.993			0.980
Flt Protected		0.950							0.979			0.980
Satd. Flow (prot)	0	1770	5085	1583	0	4980	0	0	3438	0	0	3393
Flt Permitted		0.218							0.979			0.980
Satd. Flow (perm)	0	406	5085	1562	0	4980	0	0	3437	0	0	3392
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				170		32			4			15
Link Speed (mph)			40			40			30			30
Link Distance (ft)			1892			623			1712			718
Travel Time (s)			32.3			10.6			38.9			16.3
Confl. Peds. (#/hr)		2		2	2		2	3		2	2	
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
Adj. Flow (vph)	1	66	927	160	0	911	129	128	153	13	138	156
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	927	160	0	1040	0	0	294	0	0	339
Turn Type	Perm	Perm	NA	Perm		NA		Split	NA		Split	NA
Protected Phases			1			1		3	3		4	4
Permitted Phases	1	1		1								
Detector Phase	1	1	1	1		1		3	3		4	4
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0		15.0		6.0	6.0		6.0	6.0
Minimum Split (s)	50.0	50.0	50.0	50.0		50.0		70.9	70.9		70.9	70.9
Total Split (s)	45.0	45.0	45.0	45.0		45.0		25.0	25.0		25.0	25.0
Total Split (%)	47.4%	47.4%	47.4%	47.4%		47.4%		26.3%	26.3%		26.3%	26.3%
Maximum Green (s)	37.0	37.0	37.0	37.0		37.0		16.1	16.1		16.1	16.1
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0		3.6	3.6		3.6	3.6
All-Red Time (s)	4.0	4.0	4.0	4.0		4.0		5.3	5.3		5.3	5.3
Lost Time Adjust (s)		0.0	0.0	0.0		0.0			0.0			0.0
Total Lost Time (s)		8.0	8.0	8.0		8.0			8.9			8.9
Lead/Lag								Lead	Lead		Lag	Lag
Lead-Lag Optimize?								Yes	Yes		Yes	Yes
Vehicle Extension (s)	4.0	4.0	4.0	4.0		4.0		3.5	3.5		3.5	3.5
Recall Mode	Min	Min	Min	Min		Min		None	None		None	None
Walk Time (s)	7.0	7.0	7.0	7.0		7.0					7.0	7.0
Flash Don't Walk (s)	35.0	35.0	35.0	35.0		35.0					55.0	55.0
Pedestrian Calls (#/hr)	0	0	0	0		0					0	0
Act Effct Green (s)		35.9	35.9	35.9		35.9			13.0			13.7
Actuated g/C Ratio		0.41	0.41	0.41		0.41			0.15			0.15
v/c Ratio		0.41	0.45	0.22		0.51			0.58			0.63
Control Delay (s/veh)		29.8	20.5	3.5		20.6			40.2			39.7

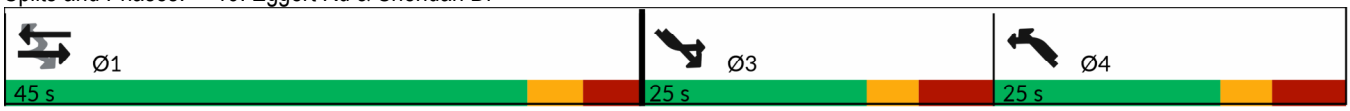


Lane Group	NWR
Lane Configurations	
Traffic Volume (vph)	43
Future Volume (vph)	43
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	3
Peak Hour Factor	0.95
Adj. Flow (vph)	45
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Don't Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT
Queue Delay		0.0	0.0	0.0		0.0			0.0			0.0
Total Delay (s/veh)		29.8	20.5	3.5		20.6			40.2			39.7
LOS		C	C	A		C			D			D
Approach Delay (s/veh)			18.7			20.6			40.2			39.7
Approach LOS			B			C			D			D
Queue Length 50th (ft)		26	136	0		153			82			91
Queue Length 95th (ft)		73	188	34		210			126			141
Internal Link Dist (ft)			1812			543			1632			638
Turn Bay Length (ft)		200		450								
Base Capacity (vph)		170	2138	755		2113			632			633
Starvation Cap Reductn		0	0	0		0			0			0
Spillback Cap Reductn		0	0	0		0			0			0
Storage Cap Reductn		0	0	0		0			0			0
Reduced v/c Ratio		0.39	0.43	0.21		0.49			0.47			0.54

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 88.5			
Natural Cycle: 195			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 24.1		Intersection LOS: C	
Intersection Capacity Utilization 82.4%		ICU Level of Service E	
Analysis Period (min) 15			

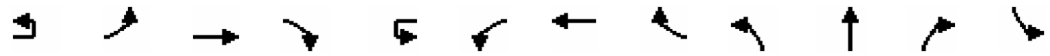
Splits and Phases: 19: Eggert Rd & Sheridan Dr





Lane Group	NWR
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	33	147	791	87	9	64	936	98	66	91	37	131
Future Volume (vph)	33	147	791	87	9	64	936	98	66	91	37	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		235		0		240		0	0		100	0
Storage Lanes		1		0		1		0	0		1	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	0.95	0.95	0.95	1.00
Frt			0.985				0.986			0.971		
Flt Protected		0.950				0.950				0.983		0.950
Satd. Flow (prot)	0	1752	4960	0	0	1752	4965	0	0	3345	0	1752
Flt Permitted		0.950				0.950				0.740		0.408
Satd. Flow (perm)	0	1752	4960	0	0	1752	4965	0	0	2518	0	753
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			17				13			15		
Link Speed (mph)			40				40			30		
Link Distance (ft)			1468				969			165		
Travel Time (s)			25.0				16.5			3.8		
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
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	34	153	824	91	9	67	975	102	69	95	39	136
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	187	915	0	0	76	1077	0	0	203	0	136
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA		pm+pt
Protected Phases	5	5	2		1	1	6			8		7
Permitted Phases									8			4
Detector Phase	5	5	2		1	1	6		8	8		7
Switch Phase												
Minimum Initial (s)	3.0	3.0	10.0		3.0	3.0	10.0		6.0	6.0		3.0
Minimum Split (s)	11.2	11.2	22.5		11.2	11.2	43.2		22.5	22.5		11.0
Total Split (s)	39.0	39.0	87.0		20.0	20.0	68.0		33.0	33.0		20.0
Total Split (%)	24.4%	24.4%	54.4%		12.5%	12.5%	42.5%		20.6%	20.6%		12.5%
Maximum Green (s)	32.8	32.8	80.8		13.8	13.8	61.8		26.1	26.1		14.0
Yellow Time (s)	3.6	3.6	3.6		3.6	3.6	3.6		3.6	3.6		3.2
All-Red Time (s)	2.6	2.6	2.6		2.6	2.6	2.6		3.3	3.3		2.8
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0		0.0
Total Lost Time (s)		6.2	6.2			6.2	6.2			6.9		6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lead
Lead-Lag Optimize?									Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	C-Min		None	None	C-Min		None	None		None
Walk Time (s)							7.0					
Flash Don't Walk (s)							30.0					
Pedestrian Calls (#/hr)							0					
Act Effct Green (s)		22.3	89.1			12.3	79.0			17.4		40.3
Actuated g/C Ratio		0.14	0.56			0.08	0.49			0.11		0.25
v/c Ratio		0.77	0.33			0.57	0.44			0.71		0.47
Control Delay (s/veh)		85.7	20.6			103.4	11.4			76.7		52.4
Queue Delay		0.0	0.0			0.0	0.0			0.0		0.0

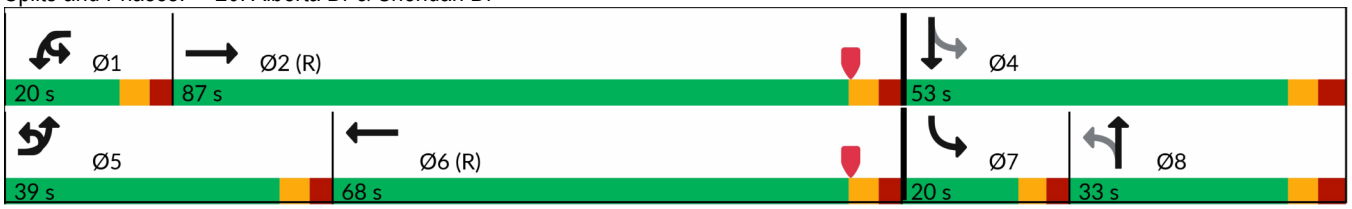


Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	132	192
Future Volume (vph)	132	192
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.911	
Flt Protected		
Satd. Flow (prot)	1680	0
Flt Permitted		
Satd. Flow (perm)	1680	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	46	
Link Speed (mph)	35	
Link Distance (ft)	3326	
Travel Time (s)	64.8	
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	3%	3%
Adj. Flow (vph)	138	200
Shared Lane Traffic (%)		
Lane Group Flow (vph)	338	0
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	6.0	
Minimum Split (s)	24.9	
Total Split (s)	53.0	
Total Split (%)	33.1%	
Maximum Green (s)	46.1	
Yellow Time (s)	3.6	
All-Red Time (s)	3.3	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.9	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Don't Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	39.4	
Actuated g/C Ratio	0.25	
v/c Ratio	0.75	
Control Delay (s/veh)	58.2	
Queue Delay	0.0	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Total Delay (s/veh)		85.7	20.6			103.4	11.4			76.7		52.4
LOS		F	C			F	B			E		D
Approach Delay (s/veh)			31.7				17.5			76.7		
Approach LOS			C				B			E		
Queue Length 50th (ft)		191	182			83	91			101		116
Queue Length 95th (ft)		269	262			m142	102			144		165
Internal Link Dist (ft)			1388				889			85		
Turn Bay Length (ft)		235				240						
Base Capacity (vph)		359	2811			159	2462			423		293
Starvation Cap Reductn		0	0			0	0			0		0
Spillback Cap Reductn		0	0			0	0			0		0
Storage Cap Reductn		0	0			0	0			0		0
Reduced v/c Ratio		0.52	0.33			0.48	0.44			0.48		0.46

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 28 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 33.2		Intersection LOS: C	
Intersection Capacity Utilization 76.4%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

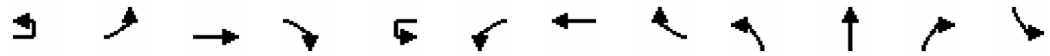
Splits and Phases: 20: Alberta Dr & Sheridan Dr





Lane Group	SBT	SBR
Total Delay (s/veh)	58.2	
LOS	E	
Approach Delay (s/veh)	56.6	
Approach LOS	E	
Queue Length 50th (ft)	288	
Queue Length 95th (ft)	374	
Internal Link Dist (ft)	3246	
Turn Bay Length (ft)		
Base Capacity (vph)	524	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.65	

Intersection Summary



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	31	171	771	52	19	132	873	123	106	359	80	169
Future Volume (vph)	31	171	771	52	19	132	873	123	106	359	80	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		230		0		270		0	190		0	240
Storage Lanes		1		0		1		0	1		0	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00
Frt			0.990				0.981			0.973		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1787	5084	0	0	1787	5038	0	1787	3478	0	1787
Flt Permitted		0.950				0.950			0.383			0.189
Satd. Flow (perm)	0	1787	5084	0	0	1787	5038	0	720	3478	0	356
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			7				18			15		
Link Speed (mph)			40				40			30		
Link Distance (ft)			969				1628			537		
Travel Time (s)			16.5				27.8			12.2		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	32	176	795	54	20	136	900	127	109	370	82	174
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	208	849	0	0	156	1027	0	109	452	0	174
Turn Type	Prot	Prot	NA		Prot	Prot	NA		pm+pt	NA		pm+pt
Protected Phases	5	5	2		1	1	6		3	8		7
Permitted Phases									8			4
Detector Phase	5	5	2		1	1	6		3	8		7
Switch Phase												
Minimum Initial (s)	3.0	3.0	10.0		3.0	3.0	10.0		3.0	6.0		3.0
Minimum Split (s)	10.0	10.0	43.5		10.0	10.0	43.5		10.0	41.0		10.0
Total Split (s)	30.0	30.0	54.0		38.0	38.0	62.0		27.0	41.0		27.0
Total Split (%)	18.8%	18.8%	33.8%		23.8%	23.8%	38.8%		16.9%	25.6%		16.9%
Maximum Green (s)	23.3	23.3	47.5		31.6	31.6	55.5		20.3	34.3		20.3
Yellow Time (s)	3.9	3.9	3.9		3.6	3.6	3.9		3.6	3.6		3.6
All-Red Time (s)	2.8	2.8	2.6		2.8	2.8	2.6		3.1	3.1		3.1
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		6.7	6.5			6.4	6.5		6.7	6.7		6.7
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	C-Min		None	None	C-Min		None	None		None
Walk Time (s)			7.0				7.0			7.0		
Flash Don't Walk (s)			21.0				21.0			24.4		
Pedestrian Calls (#/hr)			0				0			0		
Act Effct Green (s)		24.3	70.7			19.3	65.4		38.3	25.8		49.1
Actuated g/C Ratio		0.15	0.44			0.12	0.41		0.24	0.16		0.31
v/c Ratio		0.77	0.38			0.73	0.50		0.43	0.79		0.64
Control Delay (s/veh)		104.9	21.9			108.1	25.6		43.9	72.5		51.5
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		0.0

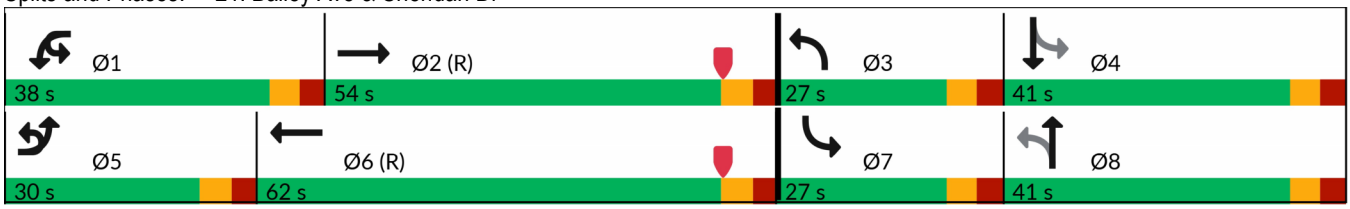


Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	337	78
Future Volume (vph)	337	78
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		280
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Frt	0.972	
Flt Protected		
Satd. Flow (prot)	3474	0
Flt Permitted		
Satd. Flow (perm)	3474	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	16	
Link Speed (mph)	30	
Link Distance (ft)	495	
Travel Time (s)	11.3	
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	347	80
Shared Lane Traffic (%)		
Lane Group Flow (vph)	427	0
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	6.0	
Minimum Split (s)	41.0	
Total Split (s)	41.0	
Total Split (%)	25.6%	
Maximum Green (s)	34.3	
Yellow Time (s)	3.6	
All-Red Time (s)	3.1	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.7	
Lead/Lag	Lag	
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Don't Walk (s)	23.6	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	31.2	
Actuated g/C Ratio	0.20	
v/c Ratio	0.62	
Control Delay (s/veh)	60.1	
Queue Delay	0.0	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Total Delay (s/veh)		104.9	21.9			108.1	25.6		43.9	72.5		51.5
LOS		F	C			F	C		D	E		D
Approach Delay (s/veh)			38.2				36.5			66.9		
Approach LOS			D				D			E		
Queue Length 50th (ft)		230	123			166	320		84	235		139
Queue Length 95th (ft)		320	144			172	434		121	286		185
Internal Link Dist (ft)			889				1548			457		
Turn Bay Length (ft)		230				270			190			240
Base Capacity (vph)		290	2250			352	2122		341	757		298
Starvation Cap Reductn		0	0			0	0		0	0		0
Spillback Cap Reductn		0	0			0	0		0	0		0
Storage Cap Reductn		0	0			0	0		0	0		0
Reduced v/c Ratio		0.72	0.38			0.44	0.48		0.32	0.60		0.58

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 4 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 45.8		Intersection LOS: D	
Intersection Capacity Utilization 74.8%		ICU Level of Service D	
Analysis Period (min) 15			

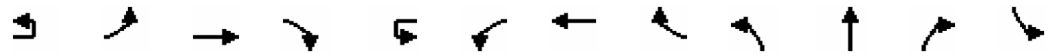
Splits and Phases: 21: Bailey Ave & Sheridan Dr





Lane Group	SBT	SBR
Total Delay (s/veh)	60.1	
LOS	E	
Approach Delay (s/veh)	57.6	
Approach LOS	E	
Queue Length 50th (ft)	210	
Queue Length 95th (ft)	254	
Internal Link Dist (ft)	415	
Turn Bay Length (ft)		
Base Capacity (vph)	779	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.55	

Intersection Summary



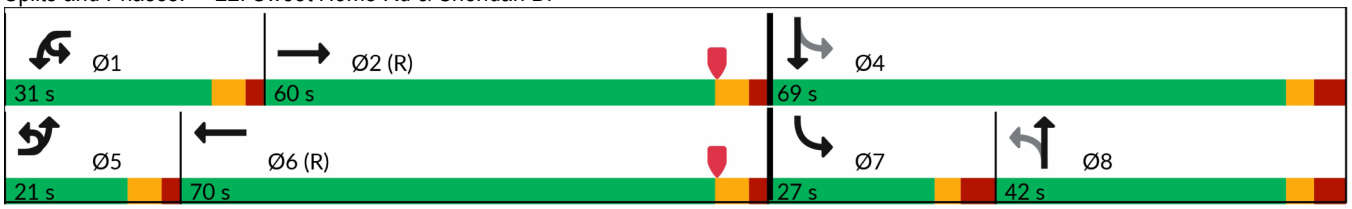
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	10	172	777	19	18	27	837	86	32	169	22	124
Future Volume (vph)	10	172	777	19	18	27	837	86	32	169	22	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0		190		0	85		0	305
Storage Lanes		1		0		1		0	1		0	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt			0.996				0.986			0.983		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1787	5115	0	0	1787	5064	0	1787	1849	0	1787
Flt Permitted		0.950				0.950			0.586			0.268
Satd. Flow (perm)	0	1787	5115	0	0	1787	5064	0	1102	1849	0	504
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			2				13			4		
Link Speed (mph)			40				40			30		
Link Distance (ft)			1628				2376			1485		
Travel Time (s)			27.8				40.5			33.8		
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	10	176	793	19	18	28	854	88	33	172	22	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	186	812	0	0	46	942	0	33	194	0	127
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA		pm+pt
Protected Phases	5	5	2		1	1	6			8		7
Permitted Phases									8			4
Detector Phase	5	5	2		1	1	6		8	8		7
Switch Phase												
Minimum Initial (s)	6.0	6.0	25.0		6.0	6.0	25.0		12.0	12.0		5.0
Minimum Split (s)	12.2	12.2	43.2		12.2	12.2	43.2		42.0	42.0		12.1
Total Split (s)	21.0	21.0	60.0		31.0	31.0	70.0		42.0	42.0		27.0
Total Split (%)	13.1%	13.1%	37.5%		19.4%	19.4%	43.8%		26.3%	26.3%		16.9%
Maximum Green (s)	14.8	14.8	53.8		24.8	24.8	63.8		34.9	34.9		19.9
Yellow Time (s)	3.9	3.9	3.9		3.9	3.9	3.9		3.2	3.2		3.2
All-Red Time (s)	2.3	2.3	2.3		2.3	2.3	2.3		3.9	3.9		3.9
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		6.2	6.2			6.2	6.2		7.1	7.1		7.1
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	C-Min		None	None	C-Min		None	None		None
Walk Time (s)			7.0				7.0		7.0	7.0		
Flash Don't Walk (s)			17.0				18.0		27.0	27.0		
Pedestrian Calls (#/hr)			0				0		0	0		
Act Effct Green (s)		27.6	88.9			9.5	68.4		21.8	21.8		44.5
Actuated g/C Ratio		0.17	0.56			0.06	0.43		0.14	0.14		0.28
v/c Ratio		0.60	0.29			0.43	0.43		0.22	0.76		0.48
Control Delay (s/veh)		58.1	34.5			84.3	33.8		62.8	83.6		49.0
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		0.0

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	144	133
Future Volume (vph)	144	133
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.928	
Flt Protected		
Satd. Flow (prot)	1746	0
Flt Permitted		
Satd. Flow (perm)	1746	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	34	
Link Speed (mph)	30	
Link Distance (ft)	1504	
Travel Time (s)	34.2	
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	147	136
Shared Lane Traffic (%)		
Lane Group Flow (vph)	283	0
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	12.0	
Minimum Split (s)	44.1	
Total Split (s)	69.0	
Total Split (%)	43.1%	
Maximum Green (s)	61.9	
Yellow Time (s)	3.2	
All-Red Time (s)	3.9	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	7.1	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Don't Walk (s)	30.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	44.5	
Actuated g/C Ratio	0.28	
v/c Ratio	0.55	
Control Delay (s/veh)	46.0	
Queue Delay	0.0	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Total Delay (s/veh)		58.1	34.5			84.3	33.8		62.8	83.6		49.0
LOS		E	C			F	C		E	F		D
Approach Delay (s/veh)			38.9				36.1			80.6		
Approach LOS			D				D			F		
Queue Length 50th (ft)		180	230			47	245		31	195		104
Queue Length 95th (ft)		268	332			92	334		65	274		147
Internal Link Dist (ft)			1548				2296			1405		
Turn Bay Length (ft)		200				190			85			305
Base Capacity (vph)		308	2843			276	2228		240	406		301
Starvation Cap Reductn		0	0			0	0		0	0		0
Spillback Cap Reductn		0	0			0	0		0	0		0
Storage Cap Reductn		0	0			0	0		0	0		0
Reduced v/c Ratio		0.60	0.29			0.17	0.42		0.14	0.48		0.42

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 133 (83%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 42.7		Intersection LOS: D	
Intersection Capacity Utilization 78.8%		ICU Level of Service D	
Analysis Period (min) 15			

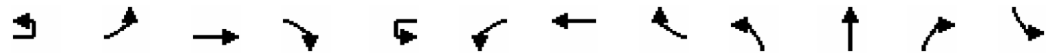
Splits and Phases: 22: Sweet Home Rd & Sheridan Dr





Lane Group	SBT	SBR
Total Delay (s/veh)	46.0	
LOS	D	
Approach Delay (s/veh)	47.0	
Approach LOS	D	
Queue Length 50th (ft)	224	
Queue Length 95th (ft)	289	
Internal Link Dist (ft)	1424	
Turn Bay Length (ft)		
Base Capacity (vph)	696	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.41	

Intersection Summary



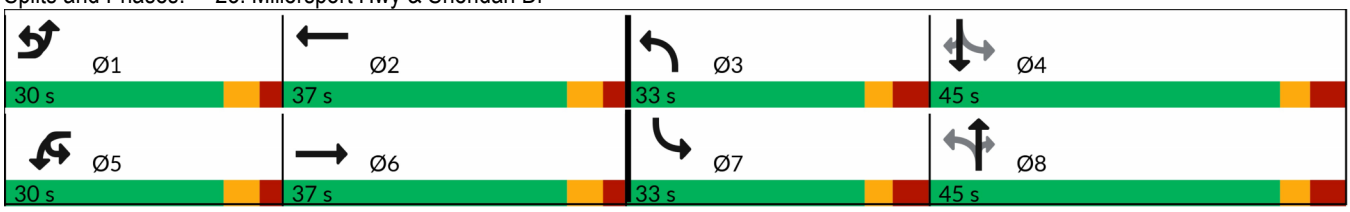
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	246	638	19	21	71	611	51	53	403	108	96
Future Volume (vph)	2	246	638	19	21	71	611	51	53	403	108	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		315		0		330		0	110		155	105
Storage Lanes		1		0		1		0	1		1	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	0.95	1.00	1.00
Frt			0.996				0.988				0.850	
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1752	5016	0	0	1752	4975	0	1752	3505	1568	1752
Flt Permitted		0.950				0.950			0.538			0.360
Satd. Flow (perm)	0	1752	5016	0	0	1752	4975	0	992	3505	1568	664
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			3				8				124	
Link Speed (mph)			40				40			30		
Link Distance (ft)			2376				4032			1401		
Travel Time (s)			40.5				68.7			31.8		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	2	246	638	19	21	71	611	51	53	403	108	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	248	657	0	0	92	662	0	53	403	108	96
Turn Type	Prot	Prot	NA		Prot	Prot	NA		pm+pt	NA	Perm	pm+pt
Protected Phases	1	1	6		5	5	2		3	8		7
Permitted Phases									8		8	4
Detector Phase	1	1	6		5	5	2		3	8	8	7
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0		10.0	10.0	10.0		3.0	10.0	10.0	3.0
Minimum Split (s)	16.2	16.2	43.2		16.2	16.2	43.2		10.1	44.1	44.1	10.1
Total Split (s)	30.0	30.0	37.0		30.0	30.0	37.0		33.0	45.0	45.0	33.0
Total Split (%)	20.7%	20.7%	25.5%		20.7%	20.7%	25.5%		22.8%	31.0%	31.0%	22.8%
Maximum Green (s)	23.8	23.8	30.8		23.8	23.8	30.8		25.9	37.9	37.9	25.9
Yellow Time (s)	3.9	3.9	3.9		3.9	3.9	3.9		3.2	3.2	3.2	3.2
All-Red Time (s)	2.3	2.3	2.3		2.3	2.3	2.3		3.9	3.9	3.9	3.9
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.2	6.2			6.2	6.2		7.1	7.1	7.1	7.1
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0
Recall Mode	None	None	Min		None	None	Min		None	None	None	None
Walk Time (s)			7.0				7.0			7.0	7.0	
Flash Don't Walk (s)			18.0				17.0			28.0	28.0	
Pedestrian Calls (#/hr)			0				0			0	0	
Act Effct Green (s)		19.9	31.5			11.8	19.2		24.9	17.5	17.5	31.2
Actuated g/C Ratio		0.21	0.34			0.13	0.20		0.27	0.19	0.19	0.33
v/c Ratio		0.66	0.39			0.42	0.65		0.16	0.62	0.27	0.29
Control Delay (s/veh)		45.4	26.7			47.9	37.9		22.6	40.7	7.0	23.6
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	357	286
Future Volume (vph)	357	286
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		285
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3505	1568
Flt Permitted		
Satd. Flow (perm)	3505	1568
Right Turn on Red		Yes
Satd. Flow (RTOR)		286
Link Speed (mph)	30	
Link Distance (ft)	981	
Travel Time (s)	22.3	
Peak Hour Factor	1.00	1.00
Heavy Vehicles (%)	3%	3%
Adj. Flow (vph)	357	286
Shared Lane Traffic (%)		
Lane Group Flow (vph)	357	286
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	10.0	10.0
Minimum Split (s)	44.1	44.1
Total Split (s)	45.0	45.0
Total Split (%)	31.0%	31.0%
Maximum Green (s)	37.9	37.9
Yellow Time (s)	3.2	3.2
All-Red Time (s)	3.9	3.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.1	7.1
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Don't Walk (s)	30.0	30.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	23.2	23.2
Actuated g/C Ratio	0.25	0.25
v/c Ratio	0.41	0.47
Control Delay (s/veh)	33.8	7.0
Queue Delay	0.0	0.0

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Total Delay (s/veh)		45.4	26.7			47.9	37.9		22.6	40.7	7.0	23.6
LOS		D	C			D	D		C	D	A	C
Approach Delay (s/veh)			31.8				39.1			32.5		
Approach LOS			C				D			C		
Queue Length 50th (ft)		134	112			52	132		20	117	0	38
Queue Length 95th (ft)		260	180			116	200		50	190	36	81
Internal Link Dist (ft)			2296				3952			1321		
Turn Bay Length (ft)		315				330			110		155	105
Base Capacity (vph)		456	1775			456	1684		582	1455	723	554
Starvation Cap Reductn		0	0			0	0		0	0	0	0
Spillback Cap Reductn		0	0			0	0		0	0	0	0
Storage Cap Reductn		0	0			0	0		0	0	0	0
Reduced v/c Ratio		0.54	0.37			0.20	0.39		0.09	0.28	0.15	0.17

Intersection Summary			
Area Type:	Other		
Cycle Length: 145			
Actuated Cycle Length: 93.7			
Natural Cycle: 115			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay (s/veh): 31.4		Intersection LOS: C	
Intersection Capacity Utilization 69.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 23: Millersport Hwy & Sheridan Dr





Lane Group	SBT	SBR
Total Delay (s/veh)	33.8	7.0
LOS	C	A
Approach Delay (s/veh)	22.1	
Approach LOS	C	
Queue Length 50th (ft)	98	0
Queue Length 95th (ft)	161	67
Internal Link Dist (ft)	901	
Turn Bay Length (ft)		285
Base Capacity (vph)	1455	818
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.25	0.35

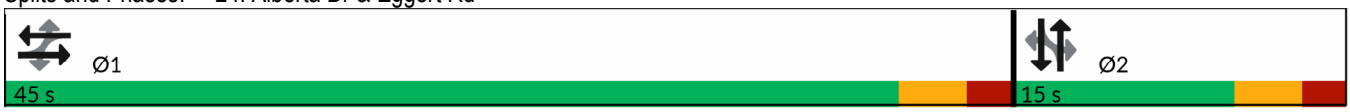
Intersection Summary

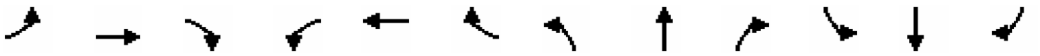
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	320	4	8	289	17	4	20	4	47	41	45
Future Volume (vph)	42	320	4	8	289	17	4	20	4	47	41	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00			1.00	
Frt		0.998			0.992			0.981			0.954	
Flt Protected		0.994			0.999			0.993			0.983	
Satd. Flow (prot)	0	3443	0	0	3440	0	0	1776	0	0	1713	0
Flt Permitted		0.890			0.944			0.943			0.871	
Satd. Flow (perm)	0	3083	0	0	3251	0	0	1686	0	0	1516	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			18			4			37	
Link Speed (mph)		35			35			30			25	
Link Distance (ft)		1535			1128			417			659	
Travel Time (s)		29.9			22.0			9.5			18.0	
Confl. Peds. (#/hr)									5	5		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	44	337	4	8	304	18	4	21	4	49	43	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	385	0	0	330	0	0	29	0	0	139	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1			1			2			2	
Permitted Phases	1			1			2			2		
Detector Phase	1	1		1	1		2	2		2	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		27.0	27.0		27.0	27.0	
Total Split (s)	45.0	45.0		45.0	45.0		15.0	15.0		15.0	15.0	
Total Split (%)	75.0%	75.0%		75.0%	75.0%		25.0%	25.0%		25.0%	25.0%	
Maximum Green (s)	40.0	40.0		40.0	40.0		10.0	10.0		10.0	10.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Walk Time (s)							7.0	7.0		7.0	7.0	
Flash Don't Walk (s)							15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)							0	0		0	0	
Act Effct Green (s)		15.1			15.1			7.5			7.5	
Actuated g/C Ratio		0.46			0.46			0.23			0.23	
v/c Ratio		0.27			0.22			0.07			0.37	
Control Delay (s/veh)		6.3			5.8			9.3			11.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		6.3			5.8			9.3			11.1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		A			A			A			B	
Approach Delay (s/veh)		6.3			5.8			9.3			11.1	
Approach LOS		A			A			A			B	
Queue Length 50th (ft)		18			14			3			14	
Queue Length 95th (ft)		39			32			14			42	
Internal Link Dist (ft)		1455			1048			337			579	
Turn Bay Length (ft)												
Base Capacity (vph)		3083			3251			519			490	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.12			0.10			0.06			0.28	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 32.7			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.37			
Intersection Signal Delay (s/veh): 7.0		Intersection LOS: A	
Intersection Capacity Utilization 51.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 24: Alberta Dr & Eggert Rd



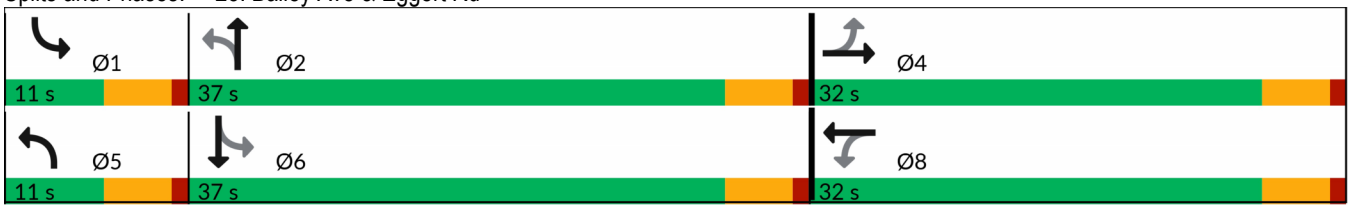


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	204	79	38	236	133	75	341	36	121	304	42
Future Volume (vph)	40	204	79	38	236	133	75	341	36	121	304	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	110		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.963			0.951			0.986			0.982	
Flt Protected		0.994			0.995		0.950			0.950		
Satd. Flow (prot)	0	3421	0	0	3382	0	1787	1855	0	1787	3510	0
Flt Permitted		0.843			0.881		0.515			0.330		
Satd. Flow (perm)	0	2902	0	0	2995	0	969	1855	0	621	3510	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		59			112			8			23	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1128			580			922			349	
Travel Time (s)		25.6			13.2			21.0			7.9	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	47	237	92	44	274	155	87	397	42	141	353	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	376	0	0	473	0	87	439	0	141	402	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	32.0	32.0		32.0	32.0		10.0	37.0		10.0	37.0	
Total Split (s)	32.0	32.0		32.0	32.0		11.0	37.0		11.0	37.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		13.8%	46.3%		13.8%	46.3%	
Maximum Green (s)	27.0	27.0		27.0	27.0		6.0	32.0		6.0	32.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Don't Walk (s)	20.0	20.0		20.0	20.0			25.0			25.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		13.8			13.8		22.4	17.9		23.6	20.4	
Actuated g/C Ratio		0.27			0.27		0.44	0.35		0.47	0.40	
v/c Ratio		0.45			0.53		0.16	0.66		0.32	0.28	
Control Delay (s/veh)		16.5			15.7		7.1	20.1		8.6	11.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)		16.5			15.7		7.1	20.1		8.6	11.5	
LOS		B			B		A	C		A	B	
Approach Delay (s/veh)		16.5			15.7			18.0			10.8	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		41			47		11	109		18	43	
Queue Length 95th (ft)		87			100		32	209		48	80	
Internal Link Dist (ft)		1048			500			842			269	
Turn Bay Length (ft)							150			110		
Base Capacity (vph)		1691			1767		532	1249		437	2365	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.22			0.27		0.16	0.35		0.32	0.17	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 50.7			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay (s/veh): 15.1		Intersection LOS: B	
Intersection Capacity Utilization 64.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 25: Bailey Ave & Eggert Rd



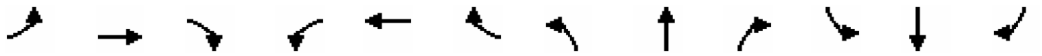
Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	253	192	639	656	23
Future Vol, veh/h	28	253	192	639	656	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	165	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	29	264	200	666	683	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1761	695	707	0	-	0
Stage 1	695	-	-	-	-	-
Stage 2	1066	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	93	444	896	-	-	-
Stage 1	497	-	-	-	-	-
Stage 2	333	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	73	444	896	-	-	-
Mov Cap-2 Maneuver	73	-	-	-	-	-
Stage 1	386	-	-	-	-	-
Stage 2	333	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	30.31	2.35	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	896	-	73	444	-	-
HCM Lane V/C Ratio	0.223	-	0.402	0.594	-	-
HCM Control Delay (s/veh)	10.2	-	84.7	24.3	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.9	-	1.6	3.8	-	-

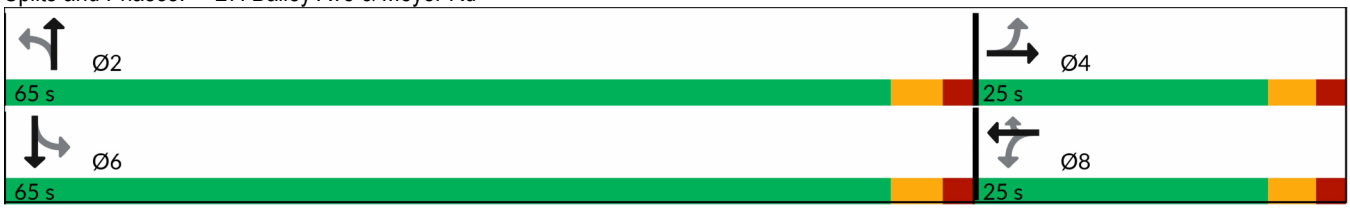


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	24	60	7	11	109	25	652	10	58	776	58
Future Volume (vph)	75	24	60	7	11	109	25	652	10	58	776	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		70	170		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.949				0.850		0.998			0.990	
Flt Protected		0.977			0.981		0.950			0.950		
Satd. Flow (prot)	0	1744	0	0	1845	1599	1787	1877	0	1787	1862	0
Flt Permitted		0.841			0.869		0.203			0.316		
Satd. Flow (perm)	0	1501	0	0	1635	1599	382	1877	0	594	1862	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31				112		2			9	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		710			507			1039			1225	
Travel Time (s)		16.1			11.5			20.2			23.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	77	25	62	7	11	112	26	672	10	60	800	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	164	0	0	18	112	26	682	0	60	860	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	33.0	33.0		23.0	23.0	23.0	23.0	23.0		32.0	32.0	
Total Split (s)	25.0	25.0		25.0	25.0	25.0	65.0	65.0		65.0	65.0	
Total Split (%)	27.8%	27.8%		27.8%	27.8%	27.8%	72.2%	72.2%		72.2%	72.2%	
Maximum Green (s)	19.8	19.8		19.8	19.8	19.8	59.4	59.4		59.4	59.4	
Yellow Time (s)	3.2	3.2		3.2	3.2	3.2	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.2			5.2	5.2	5.6	5.6		5.6	5.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	Min	Min		Min	Min	
Walk Time (s)	7.0	7.0								7.0	7.0	
Flash Don't Walk (s)	15.0	15.0								15.0	15.0	
Pedestrian Calls (#/hr)	0	0								0	0	
Act Effct Green (s)		11.2			11.2	11.2	35.5	35.5		35.5	35.5	
Actuated g/C Ratio		0.19			0.19	0.19	0.61	0.61		0.61	0.61	
v/c Ratio		0.52			0.06	0.28	0.11	0.60		0.17	0.76	
Control Delay (s/veh)		26.0			23.8	8.1	6.5	9.7		6.6	13.5	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)		26.0			23.8	8.1	6.5	9.7		6.6	13.5	
LOS		C			C	A	A	A		A	B	
Approach Delay (s/veh)		26.0			10.3			9.6			13.1	
Approach LOS		C			B			A			B	
Queue Length 50th (ft)		36			5	0	3	113		7	167	
Queue Length 95th (ft)		125			26	41	15	265		27	399	
Internal Link Dist (ft)		630			427			959			1145	
Turn Bay Length (ft)						70	170			150		
Base Capacity (vph)		565			594	653	352	1731		548	1718	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.29			0.03	0.17	0.07	0.39		0.11	0.50	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 58.3			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 12.7		Intersection LOS: B	
Intersection Capacity Utilization 73.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 27: Bailey Ave & Meyer Rd



Intersection	
Int Delay, s/veh	4.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2	116	2	7	117	1
Future Vol, veh/h	2	116	2	7	117	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	2	141	2	9	143	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	144	0	87	73
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1432	-	912	986
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	1007	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1432	-	910	986
Mov Cap-2 Maneuver	-	-	-	-	910	-
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	1005	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.67	9.69
HCM LOS			A

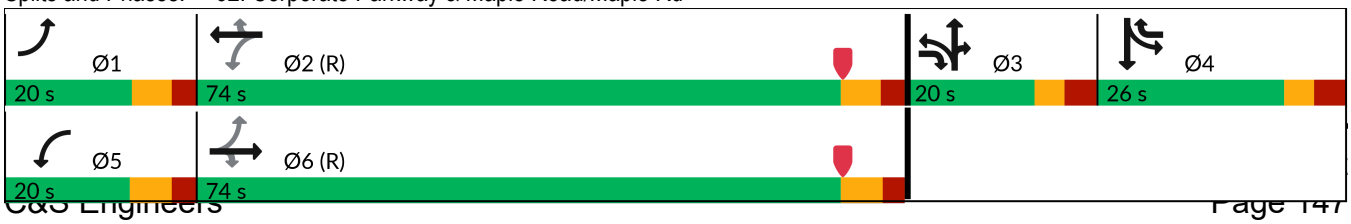
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	911	-	-	400	-
HCM Lane V/C Ratio	0.158	-	-	0.002	-
HCM Control Delay (s/veh)	9.7	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0	-

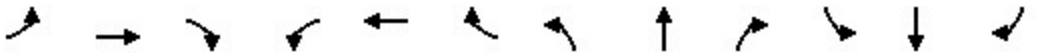
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	710	6	1	839	6	4	1	1	9	0	8
Future Volume (vph)	8	710	6	1	839	6	4	1	1	9	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	225		270	0		0	0		0
Storage Lanes	1		1	1		1	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.936	
Flt Protected	0.950			0.950			0.950	0.968			0.974	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1681	1713	1583	0	1698	0
Flt Permitted	0.303			0.356			0.950	0.968			0.974	
Satd. Flow (perm)	564	3539	1583	663	3539	1583	1681	1713	1583	0	1698	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			80			80			133		133	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		492			2742			262			339	
Travel Time (s)		7.5			41.5			7.1			9.2	
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
Adj. Flow (vph)	9	755	6	1	893	6	4	1	1	10	0	9
Shared Lane Traffic (%)							38%					
Lane Group Flow (vph)	9	755	6	1	893	6	2	3	1	0	19	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1		1	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Thru	
Leading Detector (ft)	49	49	49	49	49	49	49	49	49		49	
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1	-1	-1	-1		-1	
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1	-1	-1	-1		-1	
Detector 1 Size(ft)	50	50	50	50	50	50	50	50	50		50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Split	NA	Prot	Split	NA	
Protected Phases	1	6	3	5	2	4	3	3	3	4	4	
Permitted Phases	6		6	2		2						
Detector Phase	1	6	3	5	2	4	3	3	3	4	4	
Switch Phase												
Minimum Initial (s)	3.3	5.0	3.5	3.2	5.0	3.5	3.5	3.5	3.5	3.5	3.5	
Minimum Split (s)	10.0	24.7	10.0	10.0	24.8	24.5	10.0	10.0	10.0	24.5	24.5	
Total Split (s)	20.0	74.0	20.0	20.0	74.0	26.0	20.0	20.0	20.0	26.0	26.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	14.3%	52.9%	14.3%	14.3%	52.9%	18.6%	14.3%	14.3%	14.3%	18.6%	18.6%	
Maximum Green (s)	13.3	67.3	13.5	13.2	67.2	19.5	13.5	13.5	13.5	19.5	19.5	
Yellow Time (s)	4.3	4.3	3.2	4.3	4.3	3.2	3.2	3.2	3.2	3.2	3.2	
All-Red Time (s)	2.4	2.4	3.3	2.5	2.5	3.3	3.3	3.3	3.3	3.3	3.3	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.7	6.7	6.5	6.8	6.8	6.5	6.5	6.5	6.5		6.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None	None	None	
Walk Time (s)		7.0			7.0	7.0				7.0	7.0	
Flash Don't Walk (s)		11.0			11.0	11.0				11.0	11.0	
Pedestrian Calls (#/hr)		0			0	0				0	0	
Act Effct Green (s)	119.6	121.0	128.8	119.3	120.9	128.4	6.0	6.0	6.0		5.6	
Actuated g/C Ratio	0.85	0.86	0.92	0.85	0.86	0.92	0.04	0.04	0.04		0.04	
v/c Ratio	0.02	0.25	0.00	0.00	0.29	0.00	0.03	0.04	0.01		0.10	
Control Delay (s/veh)	1.1	2.5	0.0	8.0	7.6	0.0	64.5	65.0	0.0		1.0	
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Total Delay (s/veh)	1.1	2.6	0.0	8.0	7.6	0.0	64.5	65.0	0.0		1.0	
LOS	A	A	A	A	A	A	E	E	A		A	
Approach Delay (s/veh)		2.6			7.6			54.0			1.0	
Approach LOS		A			A			D			A	
Queue Length 50th (ft)	0	4	0	0	38	0	2	3	0		0	
Queue Length 95th (ft)	m1	282	m0	m1	335	m0	12	14	0		0	
Internal Link Dist (ft)		412			2662			182			259	
Turn Bay Length (ft)	150			225		270						
Base Capacity (vph)	601	3059	1506	676	3056	1488	162	165	272		350	
Starvation Cap Reductn	0	1180	0	0	0	0	0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0		0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		0	
Reduced v/c Ratio	0.01	0.40	0.00	0.00	0.29	0.00	0.01	0.02	0.00		0.05	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.29			
Intersection Signal Delay (s/veh): 5.4		Intersection LOS: A	
Intersection Capacity Utilization 42.7%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 62: Corporate Parkway & Maple Road/Maple Rd



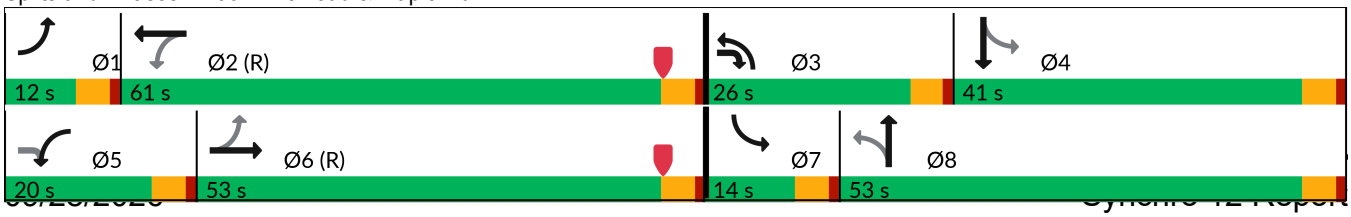


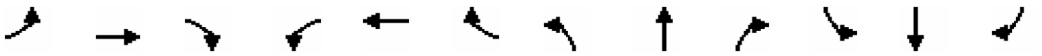
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	503	197	129	691	35	144	55	15	104	137	86
Future Volume (vph)	42	503	197	129	691	35	144	55	15	104	137	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		275	225		0	0		0	0		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.993			0.968			0.942	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3514	0	1770	1803	0	1770	1755	0
Flt Permitted	0.305			0.376			0.208			0.708		
Satd. Flow (perm)	568	3539	1583	700	3514	0	387	1803	0	1319	1755	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			214		4			10			22	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2742			543			386			489	
Travel Time (s)		41.5			8.2			8.8			11.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	46	547	214	140	751	38	157	60	16	113	149	93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	547	214	140	789	0	157	76	0	113	242	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1		1	1	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	49	49	49	49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1	-1	-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1	-1	-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	50	50	50	50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA	custom	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6	3	5	2		3	8		7	4	
Permitted Phases	6		5	2			8			4		
Detector Phase	1	6	3	5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.4	5.0	3.3	3.5	5.0		3.3	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	9.5	9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	12.0	53.0	26.0	20.0	61.0		26.0	53.0		14.0	41.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	8.6%	37.9%	18.6%	14.3%	43.6%		18.6%	37.9%		10.0%	29.3%	
Maximum Green (s)	7.5	48.5	21.5	15.5	56.5		21.5	48.5		9.5	36.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Don't Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	80.4	73.3	25.6	87.3	78.5		42.5	29.1		32.3	23.1	
Actuated g/C Ratio	0.57	0.52	0.18	0.62	0.56		0.30	0.21		0.23	0.17	
v/c Ratio	0.12	0.30	0.46	0.27	0.40		0.59	0.20		0.34	0.79	
Control Delay (s/veh)	5.7	10.7	16.9	12.3	16.8		44.3	38.1		37.4	68.4	
Queue Delay	0.0	0.0	0.0	0.0	0.2		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	5.7	10.7	16.9	12.3	17.0		44.3	38.1		37.4	68.4	
LOS	A	B	B	B	B		D	D		D	E	
Approach Delay (s/veh)		12.1			16.3			42.3			58.5	
Approach LOS		B			B			D			E	
Queue Length 50th (ft)	3	157	7	47	152		111	51		78	199	
Queue Length 95th (ft)	8	182	150	76	214		152	88		113	280	
Internal Link Dist (ft)		2662			463			306			409	
Turn Bay Length (ft)	400		275	225								
Base Capacity (vph)	396	1852	525	558	1972		330	631		337	473	
Starvation Cap Reductn	0	0	0	0	473		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.12	0.30	0.41	0.25	0.53		0.48	0.12		0.34	0.51	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 12 (9%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 23.9		Intersection LOS: C	
Intersection Capacity Utilization 59.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 66: Flint Road & Maple Rd



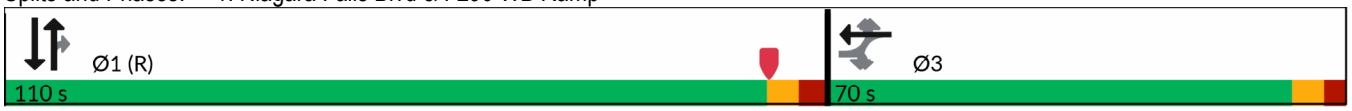


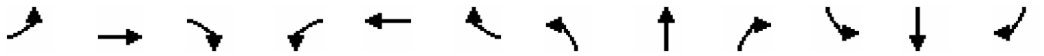
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	0	9	536	1	679	0	1256	413	0	1406	0
Future Volume (vph)	4	0	9	536	1	679	0	1256	413	0	1406	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		250	0		0
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.91	0.95	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850		0.894	0.850			0.850			
Flt Protected	0.950			0.950	0.986							
Satd. Flow (prot)	1787	0	1599	1698	1509	1519	0	5136	1599	0	5136	0
Flt Permitted	0.176			0.950	0.986							
Satd. Flow (perm)	331	0	1599	1698	1509	1519	0	5136	1599	0	5136	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			28		50	50			430			
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		894			646			950			1161	
Travel Time (s)		20.3			14.7			16.2			19.8	
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	4	0	9	558	1	707	0	1308	430	0	1465	0
Shared Lane Traffic (%)				22%		42%						
Lane Group Flow (vph)	4	0	9	435	421	410	0	1308	430	0	1465	0
Turn Type	D.Pm		Perm	Perm	NA	Perm		NA	Perm		NA	
Protected Phases					3			1			1	
Permitted Phases	3		3	3		3			1			
Detector Phase	3		3	3	3	3		1	1		1	
Switch Phase												
Minimum Initial (s)	6.0		6.0	6.0	6.0	6.0		20.0	20.0		20.0	
Minimum Split (s)	13.3		13.3	13.3	13.3	13.3		34.6	34.6		34.6	
Total Split (s)	70.0		70.0	70.0	70.0	70.0		110.0	110.0		110.0	
Total Split (%)	38.9%		38.9%	38.9%	38.9%	38.9%		61.1%	61.1%		61.1%	
Maximum Green (s)	62.7		62.7	62.7	62.7	62.7		102.4	102.4		102.4	
Yellow Time (s)	4.3		4.3	4.3	4.3	4.3		4.3	4.3		4.3	
All-Red Time (s)	3.0		3.0	3.0	3.0	3.0		3.3	3.3		3.3	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	7.3		7.3	7.3	7.3	7.3		7.6	7.6		7.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0		3.0	3.0		3.0	
Recall Mode	None		None	None	None	None		C-Max	C-Max		C-Max	
Walk Time (s)								7.0	7.0		7.0	
Flash Don't Walk (s)								20.0	20.0		20.0	
Pedestrian Calls (#/hr)								0	0		0	
Act Effct Green (s)	55.4		55.4	55.4	55.4	55.4		109.7	109.7		109.7	
Actuated g/C Ratio	0.31		0.31	0.31	0.31	0.31		0.61	0.61		0.61	
v/c Ratio	0.04		0.02	0.83	0.84	0.82		0.42	0.38		0.47	
Control Delay (s/veh)	40.8		0.1	71.9	66.5	63.5		19.3	3.3		20.6	
Queue Delay	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	40.8		0.1	71.9	66.5	63.5		19.3	3.3		20.6	
LOS	D		A	E	E	E		B	A		C	
Approach Delay (s/veh)		12.6			67.3			15.3			20.6	
Approach LOS		B			E			B			C	
Queue Length 50th (ft)	3		0	497	453	416		298	18		346	
Queue Length 95th (ft)	14		0	625	595	547		354	59		412	
Internal Link Dist (ft)		814			566			870			1081	
Turn Bay Length (ft)									250			
Base Capacity (vph)	115		575	591	558	561		3130	1142		3130	
Starvation Cap Reductn	0		0	0	0	0		0	0		0	
Spillback Cap Reductn	0		0	0	0	0		0	0		0	
Storage Cap Reductn	0		0	0	0	0		0	0		0	
Reduced v/c Ratio	0.03		0.02	0.74	0.75	0.73		0.42	0.38		0.47	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 153 (85%), Referenced to phase 1:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay (s/veh): 31.7		Intersection LOS: C	
Intersection Capacity Utilization 72.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: Niagara Falls Blvd & I-290 WB Ramp



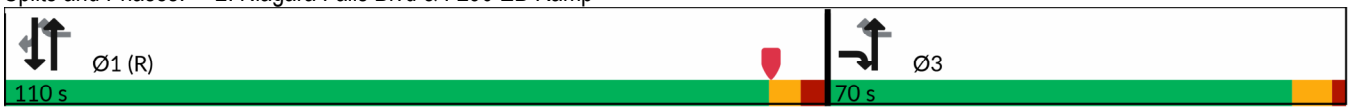


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	494	0	0	382	0	1184	0	0	1299	483
Future Volume (vph)	0	0	494	0	0	382	0	1184	0	0	1299	483
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		200
Storage Lanes	0		2	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Frt			0.850			0.865						0.850
Flt Protected												
Satd. Flow (prot)	0	0	2814	0	0	1611	0	5136	0	0	5136	1599
Flt Permitted												
Satd. Flow (perm)	0	0	2814	0	0	1611	0	5136	0	0	5136	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			73									425
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		932			703			600			950	
Travel Time (s)		21.2			16.0			10.2			16.2	
Peak Hour Factor	0.94	0.92	0.94	0.92	0.92	0.92	0.94	0.94	0.92	0.92	0.94	0.94
Heavy Vehicles (%)	1%	2%	1%	2%	2%	2%	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	0	0	526	0	0	415	0	1260	0	0	1382	514
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	526	0	0	415	0	1260	0	0	1382	514
Turn Type			Prot			Perm		NA			NA	Perm
Protected Phases			3					1 3			1	
Permitted Phases						1 3						1
Detector Phase			3			1 3					1	1
Switch Phase												
Minimum Initial (s)			15.0								10.0	10.0
Minimum Split (s)			22.1								26.5	26.5
Total Split (s)			70.0								110.0	110.0
Total Split (%)			38.9%								61.1%	61.1%
Maximum Green (s)			62.9								102.5	102.5
Yellow Time (s)			5.1								4.3	4.3
All-Red Time (s)			2.0								3.2	3.2
Lost Time Adjust (s)			0.0								0.0	0.0
Total Lost Time (s)			7.1								7.5	7.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)			3.0								3.0	3.0
Recall Mode			None								C-Max	C-Max
Walk Time (s)											7.0	7.0
Flash Don't Walk (s)											12.0	12.0
Pedestrian Calls (#/hr)											0	0
Act Effct Green (s)			37.7			180.0		180.0			127.7	127.7
Actuated g/C Ratio			0.21			1.00		1.00			0.71	0.71
v/c Ratio			0.81			0.26		0.25			0.38	0.41
Control Delay (s/veh)			68.2			0.4		0.1			10.3	2.3
Queue Delay			0.0			0.0		0.0			0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)			68.2			0.4		0.1			10.3	2.3
LOS			E			A		A			B	A
Approach Delay (s/veh)		68.2			0.4			0.1			8.1	
Approach LOS		E			A			A			A	
Queue Length 50th (ft)			298			0		0			160	30
Queue Length 95th (ft)			352			0		0			243	29
Internal Link Dist (ft)		852			623			520			870	
Turn Bay Length (ft)												200
Base Capacity (vph)			1030			1611		5136			3644	1258
Starvation Cap Reductn			0			0		0			0	0
Spillback Cap Reductn			5			0		0			10	0
Storage Cap Reductn			0			0		0			0	0
Reduced v/c Ratio			0.51			0.26		0.25			0.38	0.41

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 1:NBSB, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 12.6		Intersection LOS: B	
Intersection Capacity Utilization 59.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: Niagara Falls Blvd & I-290 EB Ramp

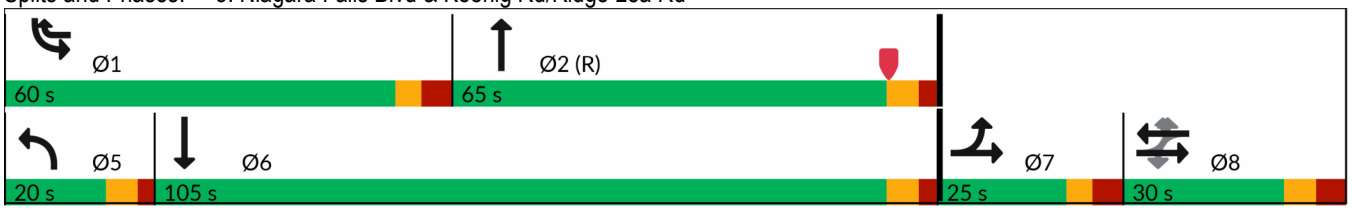


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	64	15	91	57	859	25	1131	64	760	1237	104
Future Volume (vph)	123	64	15	91	57	859	25	1131	64	760	1237	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		225	130		0	435		0
Storage Lanes	1		0	0		2	1		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.91	0.91	0.97	0.91	0.91
Frt		0.972				0.850		0.992			0.988	
Flt Protected	0.950				0.970		0.950			0.950		
Satd. Flow (prot)	1787	1829	0	0	1825	2814	1787	5095	0	3467	5074	0
Flt Permitted	0.461				0.765		0.950			0.950		
Satd. Flow (perm)	867	1829	0	0	1439	2814	1787	5095	0	3467	5074	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				167		5			12	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		853			2284			672			600	
Travel Time (s)		19.4			51.9			11.5			10.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	127	66	15	94	59	886	26	1166	66	784	1275	107
Shared Lane Traffic (%)												
Lane Group Flow (vph)	127	81	0	0	153	886	26	1232	0	784	1382	0
Turn Type	D.P+P	NA		Perm	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	7	7 8			8	1	5	2		1	6	
Permitted Phases	8			8		8						
Detector Phase	7	7 8		8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0			4.1	4.1	5.0	5.0	20.0		5.0	20.0	
Minimum Split (s)	12.7			12.3	12.3	12.5	11.6	32.6		12.5	32.6	
Total Split (s)	25.0			30.0	30.0	60.0	20.0	65.0		60.0	105.0	
Total Split (%)	13.9%			16.7%	16.7%	33.3%	11.1%	36.1%		33.3%	58.3%	
Maximum Green (s)	17.5			21.8	21.8	52.5	13.7	58.5		52.5	98.5	
Yellow Time (s)	3.6			4.3	4.3	3.6	4.3	4.3		3.6	4.3	
All-Red Time (s)	3.9			3.9	3.9	3.9	2.0	2.2		3.9	2.2	
Lost Time Adjust (s)	0.0				0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.5				8.2	7.5	6.3	6.5		7.5	6.5	
Lead/Lag	Lead			Lag	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0			2.0	2.0	2.4	2.4	2.4		2.4	2.4	
Recall Mode	None			None	None	None	None	C-Max		None	Max	
Walk Time (s)								7.0			7.0	
Flash Don't Walk (s)								19.0			19.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	36.6	44.1			21.6	76.9	7.5	67.3		47.1	112.9	
Actuated g/C Ratio	0.20	0.25			0.12	0.43	0.04	0.37		0.26	0.63	
v/c Ratio	0.51	0.18			0.89	0.68	0.35	0.65		0.86	0.43	
Control Delay (s/veh)	62.0	49.4			120.2	35.5	99.4	12.8		70.9	11.4	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		1.2	0.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	62.0	49.4			120.2	35.5	99.4	12.8		72.0	11.6	
LOS	E	D			F	D	F	B		E	B	
Approach Delay (s/veh)		57.1			48.0			14.6			33.5	
Approach LOS		E			D			B			C	
Queue Length 50th (ft)	120	69			178	380	32	72		364	228	
Queue Length 95th (ft)	186	119			#325	456	m53	88		468	247	
Internal Link Dist (ft)		773			2204			592			520	
Turn Bay Length (ft)	100					225	130			435		
Base Capacity (vph)	281	433			180	1377	136	1908		1011	3185	
Starvation Cap Reductn	0	0			0	0	0	21		80	784	
Spillback Cap Reductn	0	0			0	0	0	0		0	0	
Storage Cap Reductn	0	0			0	0	0	0		0	0	
Reduced v/c Ratio	0.45	0.19			0.85	0.64	0.19	0.65		0.84	0.58	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 153 (85%), Referenced to phase 2:NBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay (s/veh): 32.7		Intersection LOS: C	
Intersection Capacity Utilization 78.2%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 3: Niagara Falls Blvd & Koenig Rd/Ridge Lea Rd



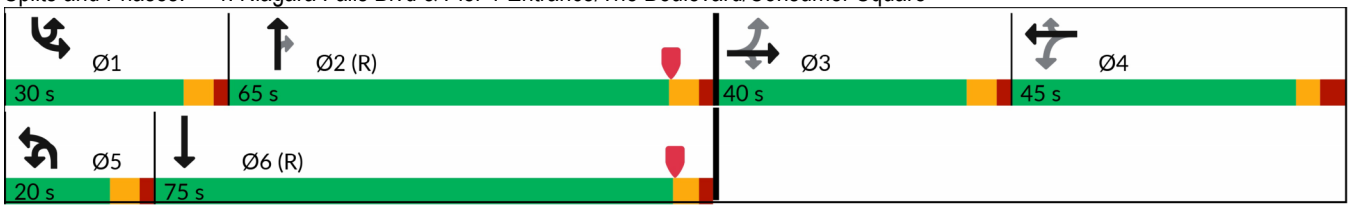
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	14	9	10	113	7	197	5	8	1067	108	1	157
Future Volume (vph)	14	9	10	113	7	197	5	8	1067	108	1	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	0		160		110		170		300
Storage Lanes	0		1	0		1		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91	1.00
Frt			0.850			0.850				0.850		
Flt Protected		0.971			0.955			0.950				0.950
Satd. Flow (prot)	0	1827	1599	0	1797	1599	0	1787	5136	1599	0	1787
Flt Permitted		0.318			0.720			0.950				0.950
Satd. Flow (perm)	0	598	1599	0	1354	1599	0	1787	5136	1599	0	1787
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			127			210				127		
Link Speed (mph)		30			30				40			
Link Distance (ft)		671			580				758			
Travel Time (s)		15.3			13.2				12.9			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	15	10	11	120	7	210	5	9	1135	115	1	167
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	25	11	0	127	210	0	14	1135	115	0	168
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot
Protected Phases		3			4		5	5	2		1	1
Permitted Phases	3		3	4		4				2		
Detector Phase	3	3	3	4	4	4	5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	6.0	6.0	6.0	3.0	3.0	10.0	10.0	3.0	3.0
Minimum Split (s)	23.8	23.8	23.8	24.6	24.6	24.6	10.8	10.8	23.8	23.8	10.8	10.8
Total Split (s)	40.0	40.0	40.0	45.0	45.0	45.0	20.0	20.0	65.0	65.0	30.0	30.0
Total Split (%)	22.2%	22.2%	22.2%	25.0%	25.0%	25.0%	11.1%	11.1%	36.1%	36.1%	16.7%	16.7%
Maximum Green (s)	34.2	34.2	34.2	38.4	38.4	38.4	14.2	14.2	59.2	59.2	24.2	24.2
Yellow Time (s)	3.9	3.9	3.9	3.2	3.2	3.2	3.9	3.9	3.9	3.9	3.9	3.9
All-Red Time (s)	1.9	1.9	1.9	3.4	3.4	3.4	1.9	1.9	1.9	1.9	1.9	1.9
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)		5.8	5.8		6.6	6.6		5.8	5.8	5.8		5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	Max	Max	Max	Max	None	None	C-Max	C-Max	Min	Min
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0			7.0	7.0		
Flash Don't Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0			11.0	11.0		
Pedestrian Calls (#/hr)	0	0	0	0	0	0			0	0		
Act Effct Green (s)		34.2	34.2		38.4	38.4		7.0	62.5	62.5		20.9
Actuated g/C Ratio		0.19	0.19		0.21	0.21		0.04	0.35	0.35		0.12
v/c Ratio		0.22	0.03		0.44	0.42		0.20	0.64	0.18		0.81
Control Delay (s/veh)		67.7	0.1		67.1	9.0		111.4	55.9	9.1		95.8
Queue Delay		0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1009	22
Future Volume (vph)	1009	22
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Frt	0.997	
Flt Protected		
Satd. Flow (prot)	5120	0
Flt Permitted		
Satd. Flow (perm)	5120	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	2	
Link Speed (mph)	40	
Link Distance (ft)	672	
Travel Time (s)	11.5	
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	1073	23
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1096	0
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	23.4	
Total Split (s)	75.0	
Total Split (%)	41.7%	
Maximum Green (s)	69.6	
Yellow Time (s)	3.5	
All-Red Time (s)	1.9	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	5.4	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	C-Max	
Walk Time (s)	7.0	
Flash Don't Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	84.0	
Actuated g/C Ratio	0.47	
v/c Ratio	0.46	
Control Delay (s/veh)	16.7	
Queue Delay	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Total Delay (s/veh)		67.7	0.1		67.1	9.0		111.4	55.9	9.1		95.8
LOS		E	A		E	A		F	E	A		F
Approach Delay (s/veh)		47.1			30.9				52.3			
Approach LOS		D			C				D			
Queue Length 50th (ft)		25	0		132	0		13	490	50		145
Queue Length 95th (ft)		60	0		207	75		m0	547	m76		m253
Internal Link Dist (ft)		591			500				678			
Turn Bay Length (ft)			25			160		110		170		300
Base Capacity (vph)		113	406		288	506		140	1782	638		240
Starvation Cap Reductn		0	0		0	0		0	0	0		0
Spillback Cap Reductn		0	0		0	0		0	0	0		0
Storage Cap Reductn		0	0		0	0		0	0	0		0
Reduced v/c Ratio		0.22	0.03		0.44	0.42		0.10	0.64	0.18		0.70

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 153 (85%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 38.8		Intersection LOS: D	
Intersection Capacity Utilization 64.9%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 4: Niagara Falls Blvd & Pier 1 Entrance/The Boulevard/Consumer Square





Lane Group	SBT	SBR
Total Delay (s/veh)	16.7	
LOS	B	
Approach Delay (s/veh)	27.2	
Approach LOS	C	
Queue Length 50th (ft)	148	
Queue Length 95th (ft)	350	
Internal Link Dist (ft)	592	
Turn Bay Length (ft)		
Base Capacity (vph)	2389	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.46	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	44	62	21	150	90	168	2	27	856	60	173	940
Future Volume (vph)	44	62	21	150	90	168	2	27	856	60	173	940
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	100		0		120		165	315	
Storage Lanes	0		1	1		0		1		1	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	1.00	0.91
Frt			0.850		0.902					0.850		0.994
Flt Protected		0.980		0.950				0.950			0.950	
Satd. Flow (prot)	0	1844	1599	1787	1697	0	0	1787	5136	1599	1787	5105
Flt Permitted		0.233		0.616				0.950			0.950	
Satd. Flow (perm)	0	438	1599	1159	1697	0	0	1787	5136	1599	1787	5105
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			63		53					64		4
Link Speed (mph)		30			30				40			40
Link Distance (ft)		713			278				1759			758
Travel Time (s)		16.2			6.3				30.0			12.9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	45	64	22	155	93	173	2	28	882	62	178	969
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	109	22	155	266	0	0	30	882	62	178	1012
Turn Type	Perm	NA	Perm	Perm	NA		Prot	Prot	NA	Perm	Prot	NA
Protected Phases		4			8		5	5	2		1	6
Permitted Phases	4		4	8						2		
Detector Phase	4	4	4	8	8		5	5	2	2	1	6
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		3.0	3.0	10.0	10.0	3.0	10.0
Minimum Split (s)	48.9	48.9	48.9	48.9	48.9		11.7	11.7	40.0	40.0	11.7	31.7
Total Split (s)	60.0	60.0	60.0	60.0	60.0		45.0	45.0	75.0	75.0	45.0	75.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%		25.0%	25.0%	41.7%	41.7%	25.0%	41.7%
Maximum Green (s)	53.1	53.1	53.1	53.1	53.1		38.3	38.3	68.3	68.3	38.3	68.3
Yellow Time (s)	3.2	3.2	3.2	3.2	3.2		4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	3.7	3.7	3.7	3.7	3.7		2.4	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.9	6.9	6.9	6.9			6.7	6.7	6.7	6.7	6.7
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.4	2.4	2.4	2.4	2.4	2.4
Recall Mode	None	None	None	None	None		None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0				7.0	7.0		7.0
Flash Don't Walk (s)	35.0	35.0	35.0	30.0	30.0				24.0	24.0		18.0
Pedestrian Calls (#/hr)	0	0	0	0	0				0	0		0
Act Effct Green (s)		28.2	28.2	28.2	28.2			7.9	108.8	108.8	22.7	125.9
Actuated g/C Ratio		0.16	0.16	0.16	0.16			0.04	0.60	0.60	0.13	0.70
v/c Ratio		1.60	0.07	0.86	0.86			0.38	0.28	0.06	0.79	0.28
Control Delay (s/veh)		372.5	0.5	109.5	82.3			78.1	36.1	21.1	117.6	2.6
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0

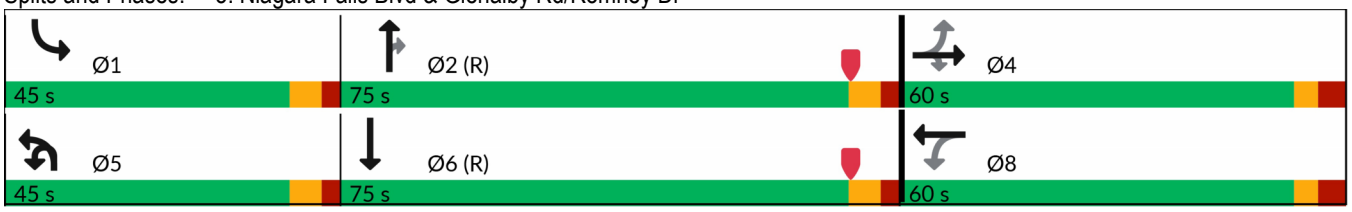


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	42
Future Volume (vph)	42
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.91
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	1%
Adj. Flow (vph)	43
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Don't Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Total Delay (s/veh)		372.5	0.5	109.5	82.3			78.1	36.1	21.1	117.6	2.6
LOS		F	A	F	F			E	D	C	F	A
Approach Delay (s/veh)		310.0			92.3				36.5			19.8
Approach LOS		F			F				D			B
Queue Length 50th (ft)		~183	0	181	251			36	265	12	218	22
Queue Length 95th (ft)		#291	0	m254	m340			m73	394	67	294	36
Internal Link Dist (ft)		633			198				1679			678
Turn Bay Length (ft)			25	100				120		165	315	
Base Capacity (vph)		129	516	341	537			380	3103	991	380	3573
Starvation Cap Reductn		0	0	0	0			0	0	0	0	0
Spillback Cap Reductn		0	0	0	0			0	0	0	0	0
Storage Cap Reductn		0	0	0	0			0	0	0	0	0
Reduced v/c Ratio		0.84	0.04	0.45	0.50			0.08	0.28	0.06	0.47	0.28

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 150 (83%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.60			
Intersection Signal Delay (s/veh): 51.0		Intersection LOS: D	
Intersection Capacity Utilization 69.5%		ICU Level of Service C	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 5: Niagara Falls Blvd & Glenalby Rd/Romney Dr





Lane Group	SBR
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Intersection	
Int Delay, s/veh	25.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	1	0	13	63	0	49	2	0	1352	74	36	57	1163	11
Future Vol, veh/h	1	0	13	63	0	49	2	0	1352	74	36	57	1163	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	105	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	1	1	1	1	1	1	2	1	1	1	1	1	1	1
Mvmt Flow	1	0	13	64	0	50	2	0	1380	76	37	58	1187	11

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	1938	2841	599	2086	2809	728	875	1198	0	0	1062	1455	0	0
Stage 1	1382	1382	-	1421	1421	-	-	-	-	-	-	-	-	-
Stage 2	556	1459	-	664	1388	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	7.12	6.42	6.52	7.12	5.64	5.32	-	-	5.62	5.32	-	-
Critical Hdwy Stg 1	7.32	5.52	-	7.32	5.52	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.72	5.52	-	6.72	5.52	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.81	4.01	3.91	3.81	4.01	3.91	2.32	3.11	-	-	2.31	3.11	-	-
Pot Cap-1 Maneuver	70	17	383	~ 57	18	316	516	316	-	-	409	237	-	-
Stage 1	108	211	-	102	202	-	-	-	-	-	-	-	-	-
Stage 2	443	194	-	381	210	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	38	11	383	~ 35	12	316	498	498	-	-	269	269	-	-
Mov Cap-2 Maneuver	38	11	-	~ 35	12	-	-	-	-	-	-	-	-	-
Stage 1	70	137	-	101	201	-	-	-	-	-	-	-	-	-
Stage 2	371	193	-	238	136	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	21.5	$ 609.79	0.15	1.87
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	7	-	-	232	58	269	-	-
HCM Lane V/C Ratio	-	-	-	0.061	1.978	0.352	-	-
HCM Control Delay (s/veh)	12.3	0.1	-	21.5	$ 609.8	25.5	-	-
HCM Lane LOS	B	A	-	C	F	D	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	11	1.5	-	-

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

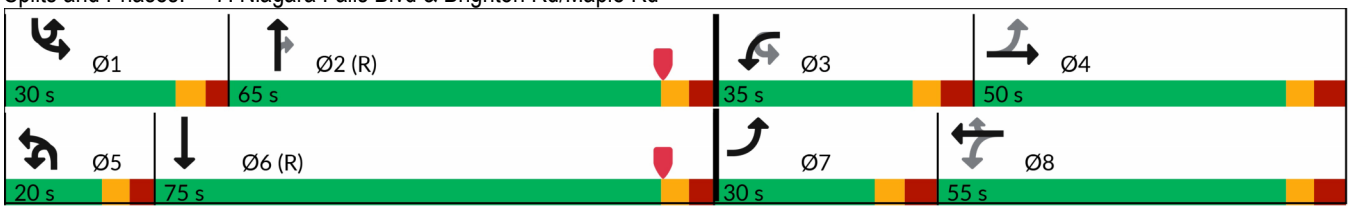
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	167	320	77	345	399	289	14	92	917	268	1	291
Future Volume (vph)	167	320	77	345	399	289	14	92	917	268	1	291
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		50	400		0		300		300		350
Storage Lanes	1		1	1		1		1		1		2
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	0.91	1.00	0.91	1.00	0.91	0.97
Frt		0.971				0.850				0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1787	3471	0	1787	3574	1599	0	1787	5136	1599	0	3467
Flt Permitted	0.474			0.186				0.950				0.950
Satd. Flow (perm)	892	3471	0	350	3574	1599	0	1787	5136	1599	0	3467
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		15				292				276		
Link Speed (mph)		30			45				40			
Link Distance (ft)		1574			1441				956			
Travel Time (s)		35.8			21.8				16.3			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	172	330	79	356	411	298	14	95	945	276	1	300
Shared Lane Traffic (%)												
Lane Group Flow (vph)	172	409	0	356	411	298	0	109	945	276	0	301
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot
Protected Phases	7	4		3	8		5	5	2		1	1
Permitted Phases	4			8		8				2		
Detector Phase	7	4		3	8	8	5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	3.0	6.0		3.0	6.0	6.0	3.0	3.0	10.0	10.0	3.0	3.0
Minimum Split (s)	17.5	48.8		13.8	47.8	47.8	12.1	12.1	39.1	39.1	12.1	12.1
Total Split (s)	30.0	50.0		35.0	55.0	55.0	20.0	20.0	65.0	65.0	30.0	30.0
Total Split (%)	16.7%	27.8%		19.4%	30.6%	30.6%	11.1%	11.1%	36.1%	36.1%	16.7%	16.7%
Maximum Green (s)	21.9	41.9		26.9	46.9	46.9	13.1	13.1	58.1	58.1	23.1	23.1
Yellow Time (s)	3.8	3.8		3.8	3.8	3.8	3.9	3.9	3.9	3.9	3.9	3.9
All-Red Time (s)	4.3	4.3		4.3	4.3	4.3	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)	8.1	8.1		8.1	8.1	8.1		6.9	6.9	6.9		6.9
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.5	2.5	2.5	2.4	2.4	2.4	2.4	2.4	2.4
Recall Mode	None	None		None	None	None	None	None	C-Max	C-Max	None	None
Walk Time (s)		7.0			7.0	7.0			7.0	7.0		
Flash Don't Walk (s)		33.0			31.0	31.0			24.0	24.0		
Pedestrian Calls (#/hr)		0			0	0			0	0		
Act Effct Green (s)	42.1	25.0		59.3	34.9	34.9		16.7	77.8	77.8		20.3
Actuated g/C Ratio	0.23	0.14		0.33	0.19	0.19		0.09	0.43	0.43		0.11
v/c Ratio	0.59	0.83		1.08	0.59	0.55		0.66	0.43	0.33		0.77
Control Delay (s/veh)	53.1	86.6		119.2	70.0	10.5		97.0	37.3	4.6		105.4
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	822	134
Future Volume (vph)	822	134
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Frt	0.979	
Flt Protected		
Satd. Flow (prot)	5028	0
Flt Permitted		
Satd. Flow (perm)	5028	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	20	
Link Speed (mph)	40	
Link Distance (ft)	608	
Travel Time (s)	10.4	
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	847	138
Shared Lane Traffic (%)		
Lane Group Flow (vph)	985	0
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	32.1	
Total Split (s)	75.0	
Total Split (%)	41.7%	
Maximum Green (s)	68.1	
Yellow Time (s)	3.9	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.9	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	2.4	
Recall Mode	C-Max	
Walk Time (s)	7.0	
Flash Don't Walk (s)	17.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	81.3	
Actuated g/C Ratio	0.45	
v/c Ratio	0.43	
Control Delay (s/veh)	20.7	
Queue Delay	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Total Delay (s/veh)	53.1	86.6		119.2	70.0	10.5		97.0	37.3	4.6		105.4
LOS	D	F		F	E	B		F	D	A		F
Approach Delay (s/veh)		76.7			69.8				35.4			
Approach LOS		E			E				D			
Queue Length 50th (ft)	151	242		~386	236	6		126	283	0		189
Queue Length 95th (ft)	209	296		#593	295	99		195	361	64		243
Internal Link Dist (ft)		1494			1361				876			
Turn Bay Length (ft)	50			400				300		300		350
Base Capacity (vph)	341	819		329	931	632		169	2219	847		453
Starvation Cap Reductn	0	0		0	0	0		0	0	0		0
Spillback Cap Reductn	0	0		0	0	0		0	0	0		0
Storage Cap Reductn	0	0		0	0	0		0	0	0		0
Reduced v/c Ratio	0.50	0.50		1.08	0.44	0.47		0.64	0.43	0.33		0.66

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay (s/veh): 51.2		Intersection LOS: D	
Intersection Capacity Utilization 81.5%		ICU Level of Service D	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 7: Niagara Falls Blvd & Brighton Rd/Maple Rd





Lane Group	SBT	SBR
Total Delay (s/veh)	20.7	
LOS	C	
Approach Delay (s/veh)	40.5	
Approach LOS	D	
Queue Length 50th (ft)	159	
Queue Length 95th (ft)	185	
Internal Link Dist (ft)	528	
Turn Bay Length (ft)		
Base Capacity (vph)	2282	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.43	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	376	684	0	2	305	736	58	0	607	65	34	169
Future Volume (vph)	376	684	0	2	305	736	58	0	607	65	34	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	370		0		300		300	0		0		450
Storage Lanes	2		0		2		1	0		0		2
Taper Length (ft)	25				25			25				25
Lane Util. Factor	0.97	0.91	0.91	0.91	0.97	0.91	1.00	1.00	0.91	0.91	0.95	0.97
Ped Bike Factor	1.00				1.00		0.98					
Frt							0.850		0.985			
Flt Protected	0.950				0.950							0.950
Satd. Flow (prot)	3467	5136	0	0	3467	5136	1599	0	5059	0	0	3467
Flt Permitted	0.950				0.950							0.950
Satd. Flow (perm)	3463	5136	0	0	3465	5136	1575	0	5059	0	0	3467
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)							119		10			
Link Speed (mph)		40				40			40			
Link Distance (ft)		623				1468			379			
Travel Time (s)		10.6				25.0			6.5			
Confl. Peds. (#/hr)	2		1		1		2					
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	388	705	0	2	314	759	60	0	626	67	35	174
Shared Lane Traffic (%)												
Lane Group Flow (vph)	388	705	0	0	316	759	60	0	693	0	0	209
Turn Type	Prot	NA		Prot	Prot	NA	Perm		NA		Prot	Prot
Protected Phases	3	8		7	7	4			2		1	1
Permitted Phases							4					
Detector Phase	3	8		7	7	4	4		2		1	1
Switch Phase												
Minimum Initial (s)	3.0	6.0		3.0	3.0	6.0	6.0		10.0		3.0	3.0
Minimum Split (s)	10.3	48.0		10.3	10.3	48.0	48.0		58.2		12.3	12.3
Total Split (s)	37.0	48.0		37.0	37.0	48.0	48.0		68.0		37.0	37.0
Total Split (%)	19.5%	25.3%		19.5%	19.5%	25.3%	25.3%		35.8%		19.5%	19.5%
Maximum Green (s)	29.7	40.7		29.7	29.7	40.7	40.7		59.8		28.8	28.8
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0		4.0		4.0	4.0
All-Red Time (s)	3.3	3.3		3.3	3.3	3.3	3.3		4.2		4.2	4.2
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0		0.0			0.0
Total Lost Time (s)	7.3	7.3			7.3	7.3	7.3		8.2			8.2
Lead/Lag	Lead	Lag		Lead	Lead	Lag	Lag		Lag		Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	4.0		2.0	2.0	4.0	4.0		4.0		2.0	2.0
Recall Mode	None	None		None	None	None	None		C-Min		None	None
Walk Time (s)		7.0				7.0	7.0		7.0			
Flash Don't Walk (s)		30.0				30.0	30.0		39.0			
Pedestrian Calls (#/hr)		0				2	2		1			
Act Effct Green (s)	25.5	40.9			21.7	37.0	37.0		80.6			15.8
Actuated g/C Ratio	0.13	0.22			0.11	0.19	0.19		0.42			0.08
v/c Ratio	0.83	0.64			0.80	0.76	0.15		0.32			0.73

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	4	1	7	73	4	75	2	7	1074	70	13	75
Future Volume (vph)	4	1	7	73	4	75	2	7	1074	70	13	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		125		0		330
Storage Lanes	1		0	0		1		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	0.91	0.91	1.00
Frt		0.869				0.850			0.991			
Flt Protected	0.950				0.955			0.950				0.950
Satd. Flow (prot)	1787	1635	0	0	1797	1599	0	1787	5089	0	0	1787
Flt Permitted	0.704				0.731							0.950
Satd. Flow (perm)	1324	1635	0	0	1375	1599	0	1881	5089	0	0	1787
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		7				80			8			
Link Speed (mph)		25			25				40			
Link Distance (ft)		642			490				588			
Travel Time (s)		17.5			13.4				10.0			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	4	1	7	78	4	80	2	7	1143	74	14	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	8	0	0	82	80	0	9	1217	0	0	94
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	1			1	1		1	1			1
Detector Template	Left	Thru			Thru	Right		Left	Thru			Left
Leading Detector (ft)	50	50			50	50		50	50			50
Trailing Detector (ft)	0	0			0	0		-5	0			-5
Detector 1 Position(ft)	0	0			0	0		-5	0			-5
Detector 1 Size(ft)	50	50			50	50		55	50			55
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0		0.0	0.0			0.0
Detector 1 Queue (s)	0.0	0.0			0.0	0.0		0.0	0.0			0.0
Detector 1 Delay (s)	0.0	0.0			0.0	0.0		0.0	0.0			0.0
Turn Type	Perm	NA		Perm	NA	Perm	custom	Prot	NA		Prot	custom
Protected Phases		4			8			5	2		1	1
Permitted Phases	4			8		8	5					1
Detector Phase	4	4		8	8	8	5	5	2		1	1
Switch Phase												
Minimum Initial (s)	5.0	5.0		6.0	6.0	6.0	3.0	3.0	6.0		3.0	3.0
Minimum Split (s)	24.2	24.2		39.2	39.2	39.2	9.6	9.6	39.2		9.6	9.6

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1184	15
Future Volume (vph)	1184	15
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Frt	0.998	
Flt Protected		
Satd. Flow (prot)	5125	0
Flt Permitted		
Satd. Flow (perm)	5125	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	1	
Link Speed (mph)	40	
Link Distance (ft)	956	
Travel Time (s)	16.3	
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	1260	16
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1276	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	1	
Detector Template	Thru	
Leading Detector (ft)	50	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	50	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	3.0	
Minimum Split (s)	9.3	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Total Split (s)	45.0	45.0		45.0	45.0	45.0	35.0	35.0	60.0		35.0	35.0
Total Split (%)	32.1%	32.1%		32.1%	32.1%	32.1%	25.0%	25.0%	42.9%		25.0%	25.0%
Maximum Green (s)	38.8	38.8		38.8	38.8	38.8	28.7	28.7	54.8		28.7	28.7
Yellow Time (s)	3.2	3.2		3.2	3.2	3.2	4.3	4.3	3.2		4.3	4.3
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)	6.2	6.2			6.2	6.2		6.3	5.2			6.3
Lead/Lag							Lead	Lead	Lag		Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0		2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	None		None	None	None	None	None	C-Max		None	None
Walk Time (s)	7.0	7.0		7.0	7.0	7.0			7.0			
Flash Don't Walk (s)	11.0	11.0		26.0	26.0	26.0			26.0			
Pedestrian Calls (#/hr)	0	0		0	0	0			0			
Act Effct Green (s)	12.8	12.8			12.8	12.8		10.4	97.8			11.8
Actuated g/C Ratio	0.09	0.09			0.09	0.09		0.07	0.70			0.08
v/c Ratio	0.03	0.05			0.66	0.37		0.06	0.34			0.63
Control Delay (s/veh)	55.3	32.0			84.4	16.0		58.0	6.5			79.4
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			0.0
Total Delay (s/veh)	55.3	32.0			84.4	16.0		58.0	6.5			79.4
LOS	E	C			F	B		E	A			E
Approach Delay (s/veh)		39.8			50.6				6.9			
Approach LOS		D			D				A			
Stops (vph)	6	5			73	13		10	221			85
Fuel Used(gal)	0	0			2	1		0	8			3
CO Emissions (g/hr)	6	8			135	42		16	577			198
NOx Emissions (g/hr)	1	2			26	8		3	112			38
VOC Emissions (g/hr)	1	2			31	10		4	134			46
Dilemma Vehicles (#)	0	0			0	0		0	40			0
Queue Length 50th (ft)	3	1			74	0		8	83			85
Queue Length 95th (ft)	16	18			128	50		m25	100			142
Internal Link Dist (ft)		562			410				508			
Turn Bay Length (ft)								125				330
Base Capacity (vph)	366	458			381	500		385	3556			366
Starvation Cap Reductn	0	0			0	0		0	0			0
Spillback Cap Reductn	0	0			0	0		0	0			0
Storage Cap Reductn	0	0			0	0		0	0			0
Reduced v/c Ratio	0.01	0.02			0.22	0.16		0.02	0.34			0.26

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 60.3 (43%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay (s/veh): 11.7		Intersection LOS: B	
Intersection Capacity Utilization 56.3%		ICU Level of Service B	



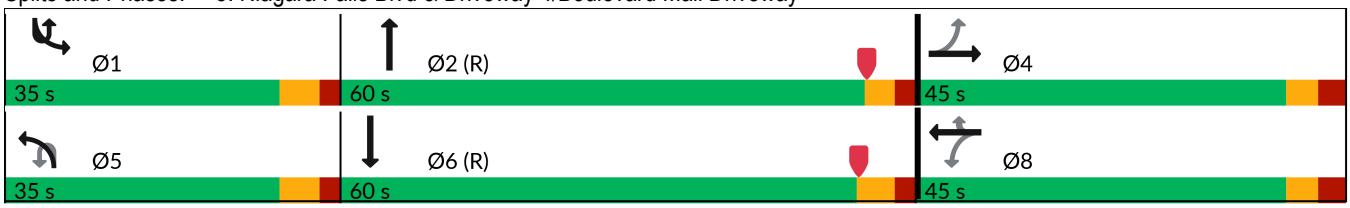
Lane Group	SBT	SBR
Total Split (s)	60.0	
Total Split (%)	42.9%	
Maximum Green (s)	54.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	2.0	
Recall Mode	C-Max	
Walk Time (s)		
Flash Don't Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	109.8	
Actuated g/C Ratio	0.78	
v/c Ratio	0.32	
Control Delay (s/veh)	6.2	
Queue Delay	0.0	
Total Delay (s/veh)	6.2	
LOS	A	
Approach Delay (s/veh)	11.2	
Approach LOS	B	
Stops (vph)	335	
Fuel Used(gal)	13	
CO Emissions (g/hr)	879	
NOx Emissions (g/hr)	171	
VOC Emissions (g/hr)	204	
Dilemma Vehicles (#)	43	
Queue Length 50th (ft)	82	
Queue Length 95th (ft)	256	
Internal Link Dist (ft)	876	
Turn Bay Length (ft)		
Base Capacity (vph)	4019	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.32	

Intersection Summary

Analysis Period (min) 15

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

Splits and Phases: 8: Niagara Falls Blvd & Driveway 4/Boulevard Mall Driveway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	21	14	20	92	11	71	21	18	1054	62	74	1207
Future Volume (vph)	21	14	20	92	11	71	21	18	1054	62	74	1207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		150		0	250	
Storage Lanes	0		0	1		0		1		0	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	0.91	1.00	0.91
Frt		0.951			0.871				0.992			0.997
Flt Protected		0.981		0.950				0.950			0.950	
Satd. Flow (prot)	0	1755	0	1787	1639	0	0	1787	5095	0	1787	5120
Flt Permitted		0.845		0.771				0.950			0.950	
Satd. Flow (perm)	0	1512	0	1450	1639	0	0	1787	5095	0	1787	5120
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		18			75				10			4
Link Speed (mph)		30			25				40			40
Link Distance (ft)		538			562				2182			588
Travel Time (s)		12.2			15.3				37.2			10.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	22	15	21	97	12	75	22	19	1109	65	78	1271
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	58	0	97	87	0	0	41	1174	0	78	1299
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				24			24
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors		2		1	2			1	2		1	2
Detector Template		Thru		Left	Thru			Left	Thru		Left	Thru
Leading Detector (ft)		100		20	100			20	100		20	100
Trailing Detector (ft)		0		0	0			0	0		0	0
Detector 1 Position(ft)		0		0	0			0	0		0	0
Detector 1 Size(ft)		6		20	6			20	6		20	6
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0			0.0	0.0		0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0			0.0	0.0		0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0			0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94				94			94
Detector 2 Size(ft)		6			6				6			6
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Perm	NA		Perm	NA		Prot	Prot	NA		Prot	NA
Protected Phases		4			4		1	1	1 2		3	3 2



Lane Group	SBR	Ø2
Lane Configurations		
Traffic Volume (vph)	27	
Future Volume (vph)	27	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.91	
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red	Yes	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor	0.95	
Heavy Vehicles (%)	1%	
Adj. Flow (vph)	28	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases		2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Permitted Phases	4			4								
Detector Phase	4	4		4	4		1	1	1 2		3	3 2
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		3.0	3.0			3.0	
Minimum Split (s)	41.6	41.6		41.6	41.6		16.3	16.3			16.3	
Total Split (s)	30.0	30.0		30.0	30.0		20.0	20.0			30.0	
Total Split (%)	21.4%	21.4%		21.4%	21.4%		14.3%	14.3%			21.4%	
Maximum Green (s)	23.4	23.4		23.4	23.4		13.4	13.4			23.4	
Yellow Time (s)	3.2	3.2		3.2	3.2		4.0	4.0			4.0	
All-Red Time (s)	3.4	3.4		3.4	3.4		2.6	2.6			2.6	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		6.6		6.6	6.6			6.6			6.6	
Lead/Lag	Lag	Lag		Lag	Lag		Lag	Lag			Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.5	3.5		3.5	3.5		2.0	2.0			2.0	
Recall Mode	None	None		None	None		None	None			None	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Don't Walk (s)	28.0	28.0		28.0	28.0							
Pedestrian Calls (#/hr)	5	5		5	5							
Act Effct Green (s)		15.9		15.9	15.9			10.6	87.6		16.7	87.1
Actuated g/C Ratio		0.11		0.11	0.11			0.08	0.63		0.12	0.62
v/c Ratio		0.31		0.59	0.35			0.30	0.37		0.37	0.41
Control Delay (s/veh)		43.3		72.1	18.2			66.2	14.1		68.6	8.9
Queue Delay		0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay (s/veh)		43.3		72.1	18.2			66.2	14.1		68.6	8.9
LOS		D		E	B			E	B		E	A
Approach Delay (s/veh)		43.3			46.6				15.9			12.3
Approach LOS		D			D				B			B
Stops (vph)		35		84	21			36	527		67	618
Fuel Used(gal)		1		2	1			1	25		2	13
CO Emissions (g/hr)		64		148	55			102	1740		139	925
NOx Emissions (g/hr)		12		29	11			20	338		27	180
VOC Emissions (g/hr)		15		34	13			24	403		32	214
Dilemma Vehicles (#)		0		0	0			0	32		0	128
Queue Length 50th (ft)		34		87	10			36	176		65	130
Queue Length 95th (ft)		75		138	59			75	272		133	327
Internal Link Dist (ft)		458			482				2102			508
Turn Bay Length (ft)								150			250	
Base Capacity (vph)		270		245	340			171	3292		298	3431
Starvation Cap Reductn		0		0	0			0	0		0	328
Spillback Cap Reductn		0		0	0			0	0		0	0
Storage Cap Reductn		0		0	0			0	0		0	0
Reduced v/c Ratio		0.21		0.40	0.26			0.24	0.36		0.26	0.42

Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 140	

Offset: 60 (43%), Referenced to phase 2:NBSB, Start of Yellow



Lane Group	SBR	Ø2
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)		10.0
Minimum Split (s)		32.6
Total Split (s)		60.0
Total Split (%)		43%
Maximum Green (s)		53.4
Yellow Time (s)		4.0
All-Red Time (s)		2.6
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead
Lead-Lag Optimize?		
Vehicle Extension (s)		4.0
Recall Mode		C-Min
Walk Time (s)		7.0
Flash Don't Walk (s)		19.0
Pedestrian Calls (#/hr)		5
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		
Stops (vph)		
Fuel Used(gal)		
CO Emissions (g/hr)		
NOx Emissions (g/hr)		
VOC Emissions (g/hr)		
Dilemma Vehicles (#)		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

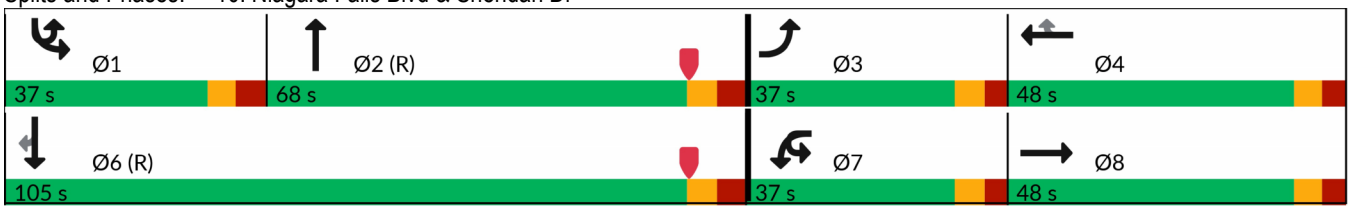
Intersection Summary

Lane Group	SBT	SBR
Lane Configurations	↑↑	↱
Traffic Volume (vph)	773	442
Future Volume (vph)	773	442
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3574	1599
Flt Permitted		
Satd. Flow (perm)	3574	1599
Right Turn on Red		Yes
Satd. Flow (RTOR)		456
Link Speed (mph)	40	
Link Distance (ft)	2182	
Travel Time (s)	37.2	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	797	456
Shared Lane Traffic (%)		
Lane Group Flow (vph)	797	456
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	10.0	10.0
Minimum Split (s)	58.2	58.2
Total Split (s)	105.0	105.0
Total Split (%)	55.3%	55.3%
Maximum Green (s)	96.8	96.8
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.2	4.2
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.2	8.2
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	4.0	4.0
Recall Mode	C-Min	C-Min
Walk Time (s)	7.0	7.0
Flash Don't Walk (s)	39.0	39.0
Pedestrian Calls (#/hr)	2	2
Act Effct Green (s)	104.6	104.6
Actuated g/C Ratio	0.55	0.55
v/c Ratio	0.40	0.42

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Control Delay (s/veh)	95.7	70.2			97.2	77.2	0.8		20.7			99.2
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.2			0.0
Total Delay (s/veh)	95.7	70.2			97.2	77.2	0.8		20.9			99.2
LOS	F	E			F	E	A		C			F
Approach Delay (s/veh)		79.2				78.8			20.9			
Approach LOS		E				E			C			
Queue Length 50th (ft)	247	298			202	334	0		98			134
Queue Length 95th (ft)	301	329			253	367	0		76			179
Internal Link Dist (ft)		543				1388			299			
Turn Bay Length (ft)	370				300		300					450
Base Capacity (vph)	547	1159			541	1119	436		2152			525
Starvation Cap Reductn	0	0			0	0	0		709			0
Spillback Cap Reductn	0	0			0	0	0		0			0
Storage Cap Reductn	0	0			0	0	0		0			0
Reduced v/c Ratio	0.71	0.61			0.58	0.68	0.14		0.48			0.40

Intersection Summary			
Area Type:	Other		
Cycle Length: 190			
Actuated Cycle Length: 190			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 53.4		Intersection LOS: D	
Intersection Capacity Utilization 70.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 10: Niagara Falls Blvd & Sheridan Dr





Lane Group	SBT	SBR
Control Delay (s/veh)	26.6	3.2
Queue Delay	0.1	0.0
Total Delay (s/veh)	26.7	3.2
LOS	C	A
Approach Delay (s/veh)	29.7	
Approach LOS	C	
Queue Length 50th (ft)	296	0
Queue Length 95th (ft)	406	63
Internal Link Dist (ft)	2102	
Turn Bay Length (ft)		
Base Capacity (vph)	1987	1091
Starvation Cap Reductn	0	0
Spillback Cap Reductn	287	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.47	0.42

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	1	242	169	46	298	92	2	153	753	41	3	107
Future Volume (vph)	1	242	169	46	298	92	2	153	753	41	3	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	200		0		250		0		0
Storage Lanes	0		1	1		0		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	0.91	1.00	0.91	0.91	0.95	1.00
Frt			0.850		0.965				0.992			
Flt Protected				0.950				0.950				0.950
Satd. Flow (prot)	0	3574	1599	1787	3449	0	0	1787	5095	0	0	1787
Flt Permitted		0.953		0.474				0.950				0.950
Satd. Flow (perm)	0	3406	1599	892	3449	0	0	1787	5095	0	0	1787
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			165		21				5			
Link Speed (mph)		30			35				35			
Link Distance (ft)		718			1535				1665			
Travel Time (s)		16.3			29.9				32.4			
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	247	172	47	304	94	2	156	768	42	3	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	248	172	47	398	0	0	158	810	0	0	112
Turn Type	Perm	NA	Perm	Perm	NA		Prot	Prot	NA		Prot	Prot
Protected Phases		4			4		1	1	2		1 3	1 3
Permitted Phases	4		4	4								
Detector Phase	4	4	4	4	4		1	1	2		1 3	1 3
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		3.0	3.0	5.0			
Minimum Split (s)	43.1	43.1	43.1	43.1	43.1		9.8	9.8	22.5			
Total Split (s)	54.0	54.0	54.0	54.0	54.0		35.0	35.0	68.0			
Total Split (%)	28.4%	28.4%	28.4%	28.4%	28.4%		18.4%	18.4%	35.8%			
Maximum Green (s)	46.9	46.9	46.9	46.9	46.9		28.2	28.2	63.5			
Yellow Time (s)	3.2	3.2	3.2	3.2	3.2		3.9	3.9	3.5			
All-Red Time (s)	3.9	3.9	3.9	3.9	3.9		2.9	2.9	1.0			
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0			
Total Lost Time (s)		7.1	7.1	7.1	7.1			6.8	4.5			
Lead/Lag	Lag	Lag	Lag	Lag	Lag		Lead	Lead	Lag			
Lead-Lag Optimize?									Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	3.0			
Recall Mode	None	None	None	None	None		None	None	C-Max			
Walk Time (s)	7.0	7.0	7.0	7.0	7.0				7.0			
Flash Don't Walk (s)	29.0	29.0	29.0	29.0	29.0				11.0			
Pedestrian Calls (#/hr)	0	0	0	0	0				0			
Act Effct Green (s)		27.2	27.2	27.2	27.2			21.1	102.0			35.7
Actuated g/C Ratio		0.14	0.14	0.14	0.14			0.11	0.54			0.19
v/c Ratio		0.51	0.47	0.37	0.78			0.80	0.30			0.33
Control Delay (s/veh)		78.2	13.9	80.3	84.8			109.1	26.2			38.4
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0			0.0

Lane Group	SBT	SBR	Ø3
Lane Configurations			
Traffic Volume (vph)	952	32	
Future Volume (vph)	952	32	
Ideal Flow (vphpl)	1900	1900	
Storage Length (ft)		0	
Storage Lanes		0	
Taper Length (ft)			
Lane Util. Factor	0.95	0.95	
Frt	0.995		
Flt Protected			
Satd. Flow (prot)	3556	0	
Flt Permitted			
Satd. Flow (perm)	3556	0	
Right Turn on Red		Yes	
Satd. Flow (RTOR)	3		
Link Speed (mph)	40		
Link Distance (ft)	379		
Travel Time (s)	6.5		
Peak Hour Factor	0.98	0.98	
Heavy Vehicles (%)	1%	1%	
Adj. Flow (vph)	971	33	
Shared Lane Traffic (%)			
Lane Group Flow (vph)	1004	0	
Turn Type	NA		
Protected Phases	2 3		3
Permitted Phases			
Detector Phase	2 3		
Switch Phase			
Minimum Initial (s)			3.0
Minimum Split (s)			9.8
Total Split (s)			33.0
Total Split (%)			17%
Maximum Green (s)			26.2
Yellow Time (s)			3.9
All-Red Time (s)			2.9
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag			Lead
Lead-Lag Optimize?			
Vehicle Extension (s)			2.0
Recall Mode			None
Walk Time (s)			
Flash Don't Walk (s)			
Pedestrian Calls (#/hr)			
Act Effct Green (s)	123.3		
Actuated g/C Ratio	0.65		
v/c Ratio	0.43		
Control Delay (s/veh)	12.7		
Queue Delay	0.2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Total Delay (s/veh)		78.2	13.9	80.3	84.8			109.1	26.2			38.4
LOS		E	B	F	F			F	C			D
Approach Delay (s/veh)		51.9			84.3				39.7			
Approach LOS		D			F				D			
Queue Length 50th (ft)		153	8	54	243			196	199			88
Queue Length 95th (ft)		195	82	99	294			275	285			161
Internal Link Dist (ft)		638			1455				1585			
Turn Bay Length (ft)			100	200				250				
Base Capacity (vph)		840	518	220	867			265	2737			511
Starvation Cap Reductn		0	0	0	0			0	0			0
Spillback Cap Reductn		0	0	0	0			0	5			0
Storage Cap Reductn		0	0	0	0			0	0			0
Reduced v/c Ratio		0.30	0.33	0.21	0.46			0.60	0.30			0.22

Intersection Summary			
Area Type:	Other		
Cycle Length: 190			
Actuated Cycle Length: 190			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay (s/veh): 39.0		Intersection LOS: D	
Intersection Capacity Utilization 78.8%		ICU Level of Service D	
Analysis Period (min) 15			

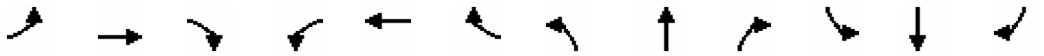
Splits and Phases: 11: Niagara Falls Blvd & Eggert Rd





Lane Group	SBT	SBR	Ø3
Total Delay (s/veh)	13.0		
LOS	B		
Approach Delay (s/veh)	15.5		
Approach LOS	B		
Queue Length 50th (ft)	361		
Queue Length 95th (ft)	410		
Internal Link Dist (ft)	299		
Turn Bay Length (ft)			
Base Capacity (vph)	2527		
Starvation Cap Reductn	693		
Spillback Cap Reductn	0		
Storage Cap Reductn	0		
Reduced v/c Ratio	0.55		

Intersection Summary



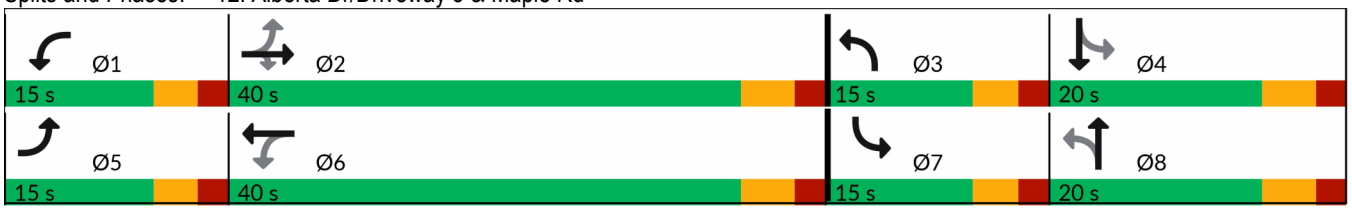
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	563	206	314	973	5	262	69	236	15	36	48
Future Volume (vph)	26	563	206	314	973	5	262	69	236	15	36	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	400		0	0		0	0		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.999			0.884			0.914	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1787	5131	0	1787	1663	0	1787	1719	0
Flt Permitted	0.266			0.251			0.495			0.566		
Satd. Flow (perm)	500	3574	1599	472	5131	0	931	1663	0	1065	1719	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			217		1			162			51	
Link Speed (mph)		45			45			35			25	
Link Distance (ft)		1441			678			472			347	
Travel Time (s)		21.8			10.3			9.2			9.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	27	593	217	331	1024	5	276	73	248	16	38	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	593	217	331	1029	0	276	321	0	16	89	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2	2	2	6			8			4		
Detector Phase	5	2	2	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	10.0	27.6	27.6	10.0	27.6		10.0	27.6		10.0	27.6	
Total Split (s)	15.0	40.0	40.0	15.0	40.0		15.0	20.0		15.0	20.0	
Total Split (%)	16.7%	44.4%	44.4%	16.7%	44.4%		16.7%	22.2%		16.7%	22.2%	
Maximum Green (s)	10.0	34.4	34.4	10.0	34.4		10.0	14.4		10.0	14.4	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.6		3.0	3.6		3.0	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.6	5.6	5.0	5.6		5.0	5.6		5.0	5.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		3.0	4.0	
Minimum Gap (s)	3.0	0.2	0.2	3.0	0.2		3.0	0.2		3.0	0.2	
Time Before Reduce (s)	0.0	7.0	7.0	0.0	7.0		0.0	7.0		0.0	7.0	
Time To Reduce (s)	0.0	0.5	0.5	0.0	0.5		0.0	0.5		0.0	0.5	
Recall Mode	None	Min	Min	None	Min		None	None		None	None	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Don't Walk (s)		15.0	15.0		15.0			15.0			15.0	
Pedestrian Calls (#/hr)		4	4		2			4			2	
Act Effct Green (s)	24.4	17.4	17.4	32.5	28.4		23.9	21.7		15.9	12.3	
Actuated g/C Ratio	0.36	0.26	0.26	0.48	0.42		0.35	0.32		0.23	0.18	

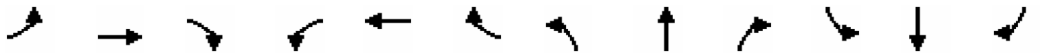
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.09	0.65	0.38	0.79	0.48		0.60	0.50		0.05	0.25	
Control Delay (s/veh)	12.3	27.2	5.8	30.4	17.9		22.9	13.2		15.3	15.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	12.3	27.2	5.8	30.4	17.9		22.9	13.2		15.3	15.7	
LOS	B	C	A	C	B		C	B		B	B	
Approach Delay (s/veh)		21.2			21.0			17.7			15.6	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	6	117	0	84	98		83	46		4	14	
Queue Length 95th (ft)	22	203	51	#248	223		163	153		17	53	
Internal Link Dist (ft)		1361			598			392			267	
Turn Bay Length (ft)	200		200	400								
Base Capacity (vph)	408	1897	950	429	2724		462	672		429	450	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.07	0.31	0.23	0.77	0.38		0.60	0.48		0.04	0.20	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 67.8
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay (s/veh): 20.2 Intersection LOS: C
Intersection Capacity Utilization 67.6% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 12: Alberta Dr/Driveway 5 & Maple Rd





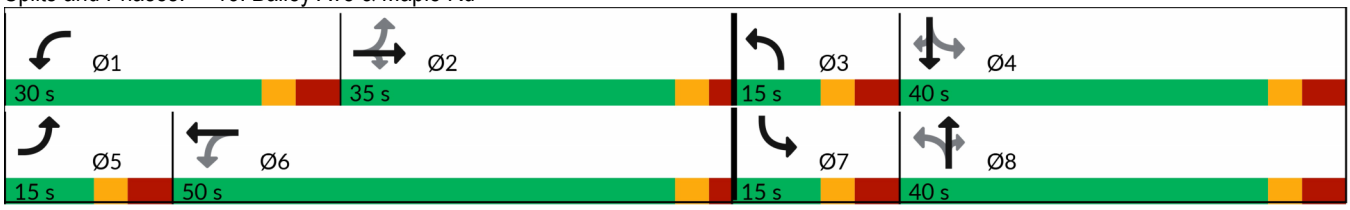
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	677	67	251	1035	291	103	395	146	300	396	177
Future Volume (vph)	116	677	67	251	1035	291	103	395	146	300	396	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		430	350		0	150		150	500		150
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.967				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1787	4966	0	1787	1881	1599	1787	1881	1599
Flt Permitted	0.150			0.134			0.237			0.226		
Satd. Flow (perm)	282	3574	1599	252	4966	0	446	1881	1599	425	1881	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			227		68				209			209
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		678			748			1712			1039	
Travel Time (s)		10.3			11.3			33.4			20.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	120	698	69	259	1067	300	106	407	151	309	408	182
Shared Lane Traffic (%)												
Lane Group Flow (vph)	120	698	69	259	1367	0	106	407	151	309	408	182
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2	2	2	6			8		8	4		4
Detector Phase	5	2	2	1	6		3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.0	29.0	29.0	12.0	29.0		12.0	29.0	29.0	12.0	29.0	29.0
Total Split (s)	15.0	35.0	35.0	30.0	50.0		15.0	40.0	40.0	15.0	40.0	40.0
Total Split (%)	12.5%	29.2%	29.2%	25.0%	41.7%		12.5%	33.3%	33.3%	12.5%	33.3%	33.3%
Maximum Green (s)	8.0	30.0	30.0	23.0	45.0		8.0	33.0	33.0	8.0	33.0	33.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	4.0	2.0	2.0	4.0	2.0		4.0	4.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	5.0	5.0	7.0	5.0		7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
Minimum Gap (s)	3.0	0.2	0.2	3.0	0.2		3.0	0.2	0.2	3.0	0.2	0.2
Time Before Reduce (s)	0.0	7.0	7.0	0.0	7.0		0.0	7.0	7.0	0.0	7.0	7.0
Time To Reduce (s)	0.0	0.5	0.5	0.0	0.5		0.0	0.5	0.5	0.0	0.5	0.5
Recall Mode	None	Min	Min	None	Min		None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	7.0
Flash Don't Walk (s)		15.0	15.0		15.0			15.0	15.0		15.0	15.0
Pedestrian Calls (#/hr)		1	1		0			1	1		0	0
Act Effct Green (s)	32.5	26.6	26.6	46.4	34.8		35.3	27.5	27.5	36.1	27.9	27.9
Actuated g/C Ratio	0.31	0.25	0.25	0.44	0.33		0.34	0.26	0.26	0.34	0.27	0.27

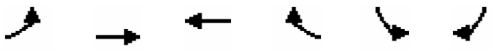
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.60	0.77	0.12	0.74	0.81		0.43	0.83	0.26	1.23	0.82	0.31
Control Delay (s/veh)	35.1	44.1	0.4	36.2	34.6		26.8	52.4	2.3	160.1	51.3	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.1	44.1	0.4	36.2	34.6		26.8	52.4	2.3	160.1	51.3	4.4
LOS	D	D	A	D	C		C	D	A	F	D	A
Approach Delay (s/veh)		39.5			34.8			36.9			79.2	
Approach LOS		D			C			D			E	
Queue Length 50th (ft)	47	235	0	113	298		44	258	0	~175	259	0
Queue Length 95th (ft)	#113	338	0	212	369		91	#437	15	#386	#439	38
Internal Link Dist (ft)		598			668			1632			959	
Turn Bay Length (ft)	250		430	350			150		150	500		150
Base Capacity (vph)	204	1039	626	457	2205		255	601	654	251	601	654
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.67	0.11	0.57	0.62		0.42	0.68	0.23	1.23	0.68	0.28

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 104.9
Natural Cycle: 85
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.23
Intersection Signal Delay (s/veh): 46.0 Intersection LOS: D
Intersection Capacity Utilization 92.0% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 13: Bailey Ave & Maple Rd



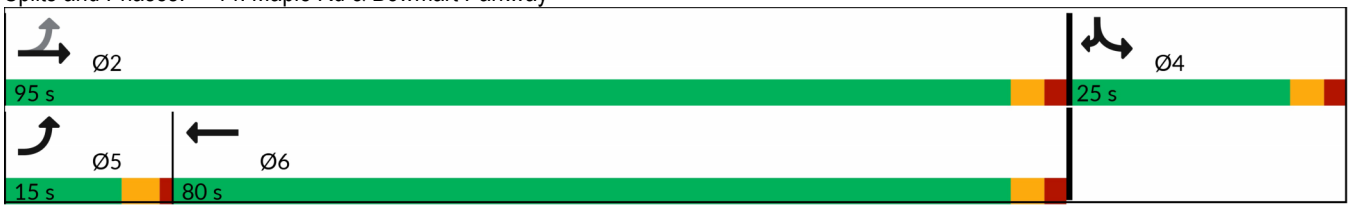


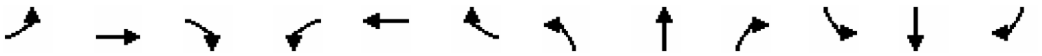
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	111	976	1493	245	239	107
Future Volume (vph)	111	976	1493	245	239	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250			100	100	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.91	0.91	1.00	1.00
Frt			0.979			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1787	3574	5028	0	1787	1599
Flt Permitted	0.085				0.950	
Satd. Flow (perm)	160	3574	5028	0	1787	1599
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			50			111
Link Speed (mph)		35	45		30	
Link Distance (ft)		748	466		1444	
Travel Time (s)		14.6	7.1		32.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	116	1017	1555	255	249	111
Shared Lane Traffic (%)						
Lane Group Flow (vph)	116	1017	1810	0	249	111
Turn Type	pm+pt	NA	NA		Prot	Prot
Protected Phases	5	2	6		4	4
Permitted Phases	2					
Detector Phase	5	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	4.0	4.0		4.0	4.0
Minimum Split (s)	9.5	27.0	27.0		27.0	27.0
Total Split (s)	15.0	95.0	80.0		25.0	25.0
Total Split (%)	12.5%	79.2%	66.7%		20.8%	20.8%
Maximum Green (s)	10.5	90.0	75.0		20.0	20.0
Yellow Time (s)	3.5	3.0	3.0		3.0	3.0
All-Red Time (s)	1.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	5.0	5.0		5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	Min	Min		None	None
Walk Time (s)		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)	56.8	56.3	42.4		16.8	16.8
Actuated g/C Ratio	0.68	0.68	0.51		0.20	0.20
v/c Ratio	0.40	0.42	0.70		0.69	0.27
Control Delay (s/veh)	11.7	6.8	16.8		44.2	8.9
Queue Delay	0.0	0.0	0.0		0.0	0.0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Delay (s/veh)	11.7	6.8	16.9		44.2	8.9
LOS	B	A	B		D	A
Approach Delay (s/veh)		7.3	16.9		33.3	
Approach LOS		A	B		C	
Queue Length 50th (ft)	19	114	253		121	0
Queue Length 95th (ft)	56	157	320		#259	46
Internal Link Dist (ft)		668	386		1364	
Turn Bay Length (ft)	250				100	
Base Capacity (vph)	320	3461	4457		441	478
Starvation Cap Reductn	0	0	487		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.36	0.29	0.46		0.56	0.23

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 83.4			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay (s/veh): 15.4		Intersection LOS: B	
Intersection Capacity Utilization 65.8%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 14: Maple Rd & Bowmart Parkway



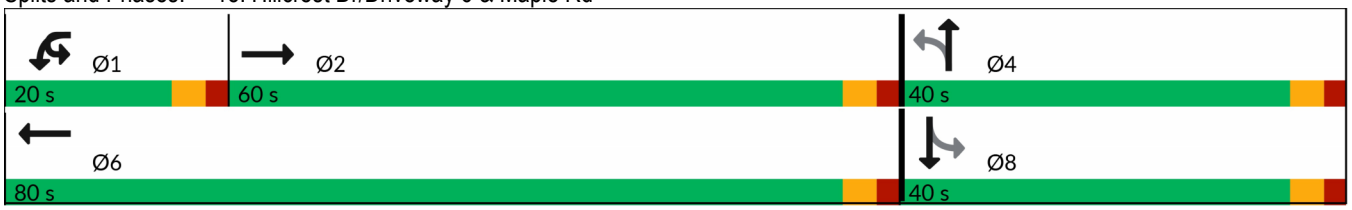


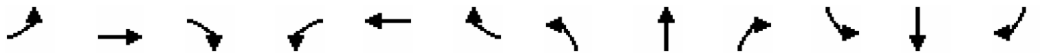
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1152	18	19	1746	0	32	0	33	27	0	5
Future Volume (vph)	0	1152	18	19	1746	0	32	0	33	27	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998						0.932			0.850	
Flt Protected				0.950				0.976		0.950		
Satd. Flow (prot)	0	3567	0	1787	3574	0	0	1711	0	1787	1599	0
Flt Permitted				0.950				0.841		0.903		
Satd. Flow (perm)	0	3567	0	1787	3574	0	0	1474	0	1699	1599	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)								64			64	
Link Speed (mph)		35			35			30			10	
Link Distance (ft)		466			1563			418			259	
Travel Time (s)		9.1			30.4			9.5			17.7	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	1239	19	20	1877	0	34	0	35	29	0	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1258	0	20	1877	0	0	69	0	29	5	0
Turn Type		NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases							4			8		
Detector Phase		2		1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)		5.0		10.0	5.0		5.0	5.0		10.0	10.0	
Minimum Split (s)		27.0		27.0	27.0		27.0	27.0		27.0	27.0	
Total Split (s)		60.0		20.0	80.0		40.0	40.0		40.0	40.0	
Total Split (%)		50.0%		16.7%	66.7%		33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)		55.0		15.0	75.0		35.0	35.0		35.0	35.0	
Yellow Time (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)		2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Gap (s)		0.2		0.2	0.2		0.2	0.2		0.2	0.2	
Time Before Reduce (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Time To Reduce (s)		0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Recall Mode		Min		None	Min		None	None		None	None	
Walk Time (s)					7.0							
Flash Don't Walk (s)					30.0							
Pedestrian Calls (#/hr)					0							
Act Effct Green (s)		40.0		10.6	45.3			9.6		10.8	10.8	
Actuated g/C Ratio		0.67		0.18	0.76			0.16		0.18	0.18	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.53		0.06	0.70			0.24		0.10	0.01	
Control Delay (s/veh)		10.3		25.7	7.6			11.0		25.7	0.0	
Queue Delay		0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay (s/veh)		10.3		25.7	7.6			11.0		25.7	0.0	
LOS		B		C	A			B		C	A	
Approach Delay (s/veh)		10.3			7.8			11.0			22.0	
Approach LOS		B			A			B			C	
Queue Length 50th (ft)		99		6	203			2		10	0	
Queue Length 95th (ft)		285		26	292			34		33	0	
Internal Link Dist (ft)		386			1483			338			179	
Turn Bay Length (ft)				150								
Base Capacity (vph)		3093		474	3574			938		1053	1015	
Starvation Cap Reductn		344		0	0			0		0	0	
Spillback Cap Reductn		0		0	0			0		0	0	
Storage Cap Reductn		0		0	0			0		0	0	
Reduced v/c Ratio		0.46		0.04	0.53			0.07		0.03	0.00	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 60			
Natural Cycle: 85			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay (s/veh): 9.0		Intersection LOS: A	
Intersection Capacity Utilization 67.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 15: Hillcrest Dr/Driveway 6 & Maple Rd



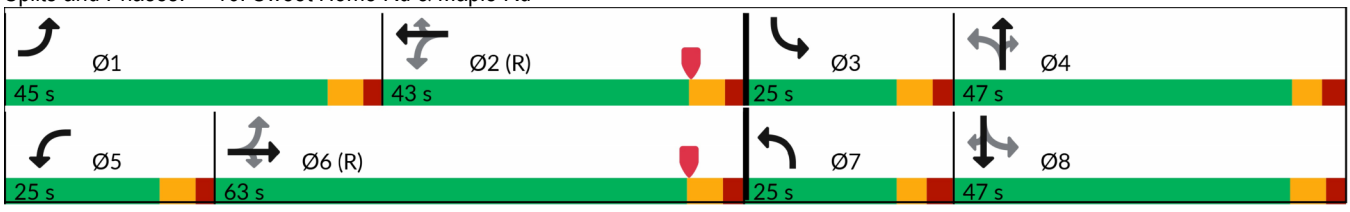


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	375	740	91	209	987	260	120	382	154	231	468	620
Future Volume (vph)	375	740	91	209	987	260	120	382	154	231	468	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	100		0	150		150	200		0
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.97	1.00								0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1787	3574	1599	1787	1881	1599	1787	1881	1599
Flt Permitted	0.083			0.324			0.132			0.160		
Satd. Flow (perm)	156	3574	1556	608	3574	1599	248	1881	1599	301	1881	1575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			113			161			157			438
Link Speed (mph)		45			45			35			45	
Link Distance (ft)		1563			492			510			929	
Travel Time (s)		23.7			7.5			9.9			14.1	
Confl. Peds. (#/hr)			3	3			2					2
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	391	771	95	218	1028	271	125	398	160	241	488	646
Shared Lane Traffic (%)												
Lane Group Flow (vph)	391	771	95	218	1028	271	125	398	160	241	488	646
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0	10.0	3.0	6.0	6.0	3.0	6.0	6.0
Minimum Split (s)	10.2	39.5	39.5	9.8	38.8	38.8	10.2	45.3	45.3	9.6	45.3	45.3
Total Split (s)	45.0	63.0	63.0	25.0	43.0	43.0	25.0	47.0	47.0	25.0	47.0	47.0
Total Split (%)	28.1%	39.4%	39.4%	15.6%	26.9%	26.9%	15.6%	29.4%	29.4%	15.6%	29.4%	29.4%
Maximum Green (s)	38.5	56.5	56.5	18.6	36.6	36.6	18.5	40.5	40.5	18.4	40.4	40.4
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	3.6	3.6	3.6	4.3	4.3	4.3
All-Red Time (s)	2.2	2.2	2.2	2.1	2.1	2.1	2.9	2.9	2.9	2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.4	6.4	6.4	6.5	6.5	6.5	6.6	6.6	6.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	4.0	2.0	4.0	4.0	2.0	4.0	4.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		26.0	26.0		25.0	25.0		26.0	26.0		26.0	26.0
Pedestrian Calls (#/hr)		0	0		3	3		2	2		2	2
Act Effct Green (s)	81.5	60.1	60.1	56.9	41.8	41.8	53.6	41.4	41.4	63.9	46.7	46.7
Actuated g/C Ratio	0.51	0.38	0.38	0.36	0.26	0.26	0.34	0.26	0.26	0.40	0.29	0.29
v/c Ratio	0.94	0.57	0.15	0.67	1.10	0.51	0.63	0.82	0.30	0.85	0.89	0.84

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	77.7	42.4	3.9	42.8	108.2	16.5	45.3	70.6	8.3	60.8	73.2	27.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	77.7	42.4	3.9	42.8	108.2	16.5	45.3	70.6	8.3	60.8	73.2	27.6
LOS	E	D	A	D	F	B	D	E	A	E	E	C
Approach Delay (s/veh)		50.4			82.4			51.4			49.6	
Approach LOS		D			F			D			D	
Queue Length 50th (ft)	349	338	0	87	~669	64	83	398	2	171	488	231
Queue Length 95th (ft)	#507	421	29	170	#862	145	132	#566	63	#313	#757	#493
Internal Link Dist (ft)		1483			412			430			849	
Turn Bay Length (ft)	200		200	100			150		150	200		
Base Capacity (vph)	471	1341	654	366	934	536	270	486	530	290	549	769
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.57	0.15	0.60	1.10	0.51	0.46	0.82	0.30	0.83	0.89	0.84

Intersection Summary	
Area Type:	Other
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 117 (73%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 135	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay (s/veh): 60.4	Intersection LOS: E
Intersection Capacity Utilization 102.6%	ICU Level of Service G
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 16: Sweet Home Rd & Maple Rd



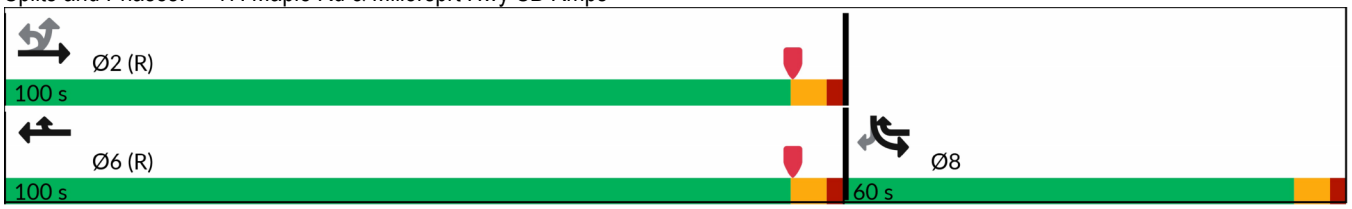


Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	2	44	826	954	236	37	151
Future Volume (vph)	2	44	826	954	236	37	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100			115	0	0
Storage Lanes		1			1	1	1
Taper Length (ft)		25				25	
Lane Util. Factor	0.95	1.00	0.95	0.95	1.00	1.00	1.00
Frt					0.850		0.850
Flt Protected		0.950				0.950	
Satd. Flow (prot)	0	1787	3574	3574	1599	1787	1599
Flt Permitted		0.281				0.950	
Satd. Flow (perm)	0	529	3574	3574	1599	1787	1599
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)							115
Link Speed (mph)			45	45		45	
Link Distance (ft)			3286	644		265	
Travel Time (s)			49.8	9.8		4.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	2	46	860	994	246	39	157
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	48	860	994	246	39	157
Turn Type	Perm	Perm	NA	NA	custom	Prot	Perm
Protected Phases			2	6	8 6	8	
Permitted Phases	2	2			8		8
Detector Phase	2	2	2	6	8 6	8	8
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0		6.0	6.0
Minimum Split (s)	35.3	35.3	35.3	35.3		13.9	13.9
Total Split (s)	100.0	100.0	100.0	100.0		60.0	60.0
Total Split (%)	62.5%	62.5%	62.5%	62.5%		37.5%	37.5%
Maximum Green (s)	93.7	93.7	93.7	93.7		53.8	53.8
Yellow Time (s)	4.3	4.3	4.3	4.3		4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0		1.9	1.9
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		6.3	6.3	6.3		6.2	6.2
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0	3.0
Recall Mode	C-Min	C-Min	C-Min	C-Min		None	None
Walk Time (s)	7.0	7.0	7.0	7.0			
Flash Don't Walk (s)	22.0	22.0	22.0	22.0			
Pedestrian Calls (#/hr)	0	0	0	0			
Act Effct Green (s)		136.1	136.1	136.1	160.0	11.4	11.4
Actuated g/C Ratio		0.85	0.85	0.85	1.00	0.07	0.07
v/c Ratio		0.11	0.28	0.33	0.15	0.31	0.71
Control Delay (s/veh)		1.4	1.1	2.7	0.2	74.9	39.7
Queue Delay		0.0	0.0	0.2	0.0	0.0	0.0

Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Total Delay (s/veh)		1.4	1.1	3.0	0.2	74.9	39.7
LOS		A	A	A	A	E	D
Approach Delay (s/veh)			1.1	2.4		46.7	
Approach LOS			A	A		D	
Queue Length 50th (ft)		2	20	79	0	40	43
Queue Length 95th (ft)		m6	37	133	0	78	121
Internal Link Dist (ft)			3206	564		185	
Turn Bay Length (ft)		100			115		
Base Capacity (vph)		450	3040	3040	1599	600	613
Starvation Cap Reductn		0	0	1135	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0
Reduced v/c Ratio		0.11	0.28	0.52	0.15	0.07	0.26

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 121 (76%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay (s/veh): 5.6		Intersection LOS: A	
Intersection Capacity Utilization 58.0%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 17: Maple Rd & Millersprt Hwy SB Rmps

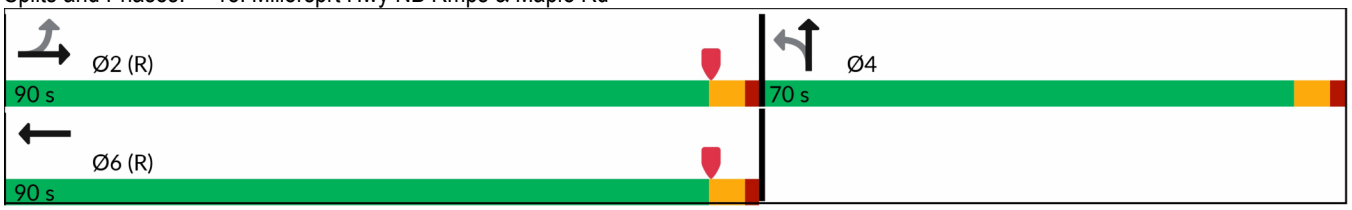


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	909	0	0	1082	15	56	2	560	0	0	0
Future Volume (vph)	83	909	0	0	1082	15	56	2	560	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.998			0.851				
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1787	3574	0	0	3567	0	1787	1601	0	0	0	0
Flt Permitted	0.161						0.950					
Satd. Flow (perm)	303	3574	0	0	3567	0	1787	1601	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					1			95				
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		644			547			1142			667	
Travel Time (s)		9.8			8.3			17.3			10.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	88	967	0	0	1151	16	60	2	596	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	88	967	0	0	1167	0	60	598	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		2			6			4				
Permitted Phases	2						4					
Detector Phase	2	2			6		4	4				
Switch Phase												
Minimum Initial (s)	20.0	20.0			20.0		6.0	6.0				
Minimum Split (s)	29.0	29.0			29.0		23.0	23.0				
Total Split (s)	90.0	90.0			90.0		70.0	70.0				
Total Split (%)	56.3%	56.3%			56.3%		43.8%	43.8%				
Maximum Green (s)	84.0	84.0			84.0		63.8	63.8				
Yellow Time (s)	4.3	4.3			4.3		4.3	4.3				
All-Red Time (s)	1.7	1.7			1.7		1.9	1.9				
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0				
Total Lost Time (s)	6.0	6.0			6.0		6.2	6.2				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	C-Max	C-Max			C-Max		None	None				
Walk Time (s)	7.0	7.0			7.0							
Flash Don't Walk (s)	16.0	16.0			16.0							
Pedestrian Calls (#/hr)	0	0			0							
Act Effct Green (s)	89.9	89.9			89.9		57.9	57.9				
Actuated g/C Ratio	0.56	0.56			0.56		0.36	0.36				
v/c Ratio	0.52	0.48			0.58		0.09	0.93				
Control Delay (s/veh)	36.1	20.8			25.2		32.1	63.4				
Queue Delay	0.0	0.5			0.0		0.0	0.0				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	36.1	21.3			25.2		32.1	63.4				
LOS	D	C			C		C	E				
Approach Delay (s/veh)		22.6			25.2			60.5				
Approach LOS		C			C			E				
Queue Length 50th (ft)	71	401			425		40	512				
Queue Length 95th (ft)	120	467			517		72	#722				
Internal Link Dist (ft)		564			467			1062			587	
Turn Bay Length (ft)	150											
Base Capacity (vph)	170	2008			2004		712	695				
Starvation Cap Reductn	0	583			0		0	0				
Spillback Cap Reductn	0	0			0		0	0				
Storage Cap Reductn	0	0			0		0	0				
Reduced v/c Ratio	0.52	0.68			0.58		0.08	0.86				

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 80 (50%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay (s/veh): 32.3		Intersection LOS: C	
Intersection Capacity Utilization 97.0%		ICU Level of Service F	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 18: Millersprt Hwy NB Rmps & Maple Rd

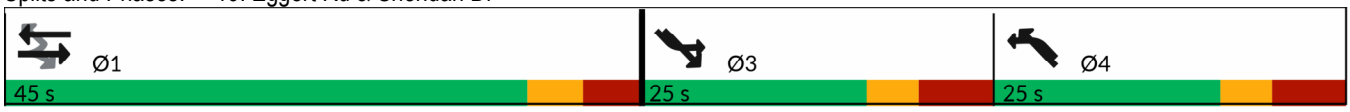


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	40	882	181	0	1089	116	108	206	37	187	240	6
Future Volume (vph)	40	882	181	0	1089	116	108	206	37	187	240	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		450	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.95	0.95	0.95	0.95	0.95	0.95
Frt			0.850		0.986			0.984			0.998	
Flt Protected	0.950							0.985			0.979	
Satd. Flow (prot)	1787	5136	1599	0	5064	0	0	3464	0	0	3492	0
Flt Permitted	0.151							0.985			0.979	
Satd. Flow (perm)	284	5136	1599	0	5064	0	0	3464	0	0	3492	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			187		22			11			1	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1892			623			1712			718	
Travel Time (s)		32.3			10.6			38.9			16.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	41	909	187	0	1123	120	111	212	38	193	247	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	909	187	0	1243	0	0	361	0	0	446	0
Turn Type	Perm	NA	Perm		NA		Split	NA		Split	NA	
Protected Phases		1			1		3	3		4	4	
Permitted Phases	1		1									
Detector Phase	1	1	1		1		3	3		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0		15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	50.0	50.0	50.0		50.0		70.9	70.9		70.9	70.9	
Total Split (s)	45.0	45.0	45.0		45.0		25.0	25.0		25.0	25.0	
Total Split (%)	47.4%	47.4%	47.4%		47.4%		26.3%	26.3%		26.3%	26.3%	
Maximum Green (s)	37.0	37.0	37.0		37.0		16.1	16.1		16.1	16.1	
Yellow Time (s)	4.0	4.0	4.0		4.0		3.6	3.6		3.6	3.6	
All-Red Time (s)	4.0	4.0	4.0		4.0		5.3	5.3		5.3	5.3	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0			0.0	
Total Lost Time (s)	8.0	8.0	8.0		8.0			8.9			8.9	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	4.0	4.0		4.0		3.5	3.5		3.5	3.5	
Recall Mode	Min	Min	Min		Min		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0		7.0					7.0	7.0	
Flash Don't Walk (s)	35.0	35.0	35.0		35.0					55.0	55.0	
Pedestrian Calls (#/hr)	0	0	0		0					0	0	
Act Effct Green (s)	37.0	37.0	37.0		37.0			14.2			15.3	
Actuated g/C Ratio	0.40	0.40	0.40		0.40			0.15			0.17	
v/c Ratio	0.36	0.44	0.25		0.61			0.66			0.77	
Control Delay (s/veh)	32.0	21.4	3.9		23.4			42.2			47.1	
Queue Delay	0.0	0.0	0.0		0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Total Delay (s/veh)	32.0	21.4	3.9		23.4			42.2			47.1	
LOS	C	C	A		C			D			D	
Approach Delay (s/veh)		18.9			23.4			42.2			47.1	
Approach LOS		B			C			D			D	
Queue Length 50th (ft)	17	143	0		209			103			134	
Queue Length 95th (ft)	52	183	41		261			151			#191	
Internal Link Dist (ft)		1812			543			1632			638	
Turn Bay Length (ft)	200		450									
Base Capacity (vph)	113	2058	752		2043			613			609	
Starvation Cap Reductn	0	0	0		0			0			0	
Spillback Cap Reductn	0	0	0		0			0			0	
Storage Cap Reductn	0	0	0		0			0			0	
Reduced v/c Ratio	0.36	0.44	0.25		0.61			0.59			0.73	

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 92.4			
Natural Cycle: 195			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 27.2		Intersection LOS: C	
Intersection Capacity Utilization 77.0%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 19: Eggert Rd & Sheridan Dr



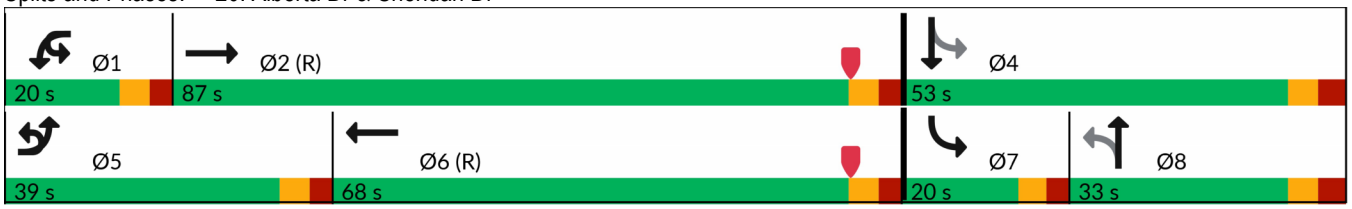
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	25	148	691	43	8	55	1009	190	36	66	18	221
Future Volume (vph)	25	148	691	43	8	55	1009	190	36	66	18	221
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		235		0		240		0	0		100	0
Storage Lanes		1		0		1		0	0		1	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	0.95	0.95	0.95	1.00
Frt			0.991				0.976			0.977		
Flt Protected		0.950				0.950				0.985		0.950
Satd. Flow (prot)	0	1787	5089	0	0	1787	5012	0	0	3440	0	1787
Flt Permitted		0.950				0.950				0.762		0.453
Satd. Flow (perm)	0	1787	5089	0	0	1787	5012	0	0	2661	0	852
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			9				28			11		
Link Speed (mph)			40				40			30		
Link Distance (ft)			1468				969			165		
Travel Time (s)			25.0				16.5			3.8		
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	26	154	720	45	8	57	1051	198	38	69	19	230
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	180	765	0	0	65	1249	0	0	126	0	230
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA		pm+pt
Protected Phases	5	5	2		1	1	6			8		7
Permitted Phases									8			4
Detector Phase	5	5	2		1	1	6		8	8		7
Switch Phase												
Minimum Initial (s)	3.0	3.0	10.0		3.0	3.0	10.0		6.0	6.0		3.0
Minimum Split (s)	10.0	10.0	29.2		10.0	10.0	43.2		22.5	22.5		11.0
Total Split (s)	39.0	39.0	87.0		20.0	20.0	68.0		33.0	33.0		20.0
Total Split (%)	24.4%	24.4%	54.4%		12.5%	12.5%	42.5%		20.6%	20.6%		12.5%
Maximum Green (s)	32.8	32.8	80.8		13.8	13.8	61.8		26.1	26.1		14.0
Yellow Time (s)	3.6	3.6	3.6		3.6	3.6	3.6		3.6	3.6		3.2
All-Red Time (s)	2.6	2.6	2.6		2.6	2.6	2.6		3.3	3.3		2.8
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0		0.0
Total Lost Time (s)		6.2	6.2			6.2	6.2			6.9		6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	Min	Min	C-Min		None	None	C-Min		None	None		None
Walk Time (s)			7.0				7.0					
Flash Don't Walk (s)			16.0				15.0					
Pedestrian Calls (#/hr)			0				0					
Act Effct Green (s)		21.4	90.8			11.2	77.9			12.4		42.3
Actuated g/C Ratio		0.13	0.57			0.07	0.49			0.08		0.26
v/c Ratio		0.76	0.26			0.52	0.51			0.58		0.64
Control Delay (s/veh)		85.7	19.4			101.7	13.1			75.4		57.4
Queue Delay		0.0	0.0			0.0	0.0			0.0		0.0

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	105	223
Future Volume (vph)	105	223
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.898	
Flt Protected		
Satd. Flow (prot)	1689	0
Flt Permitted		
Satd. Flow (perm)	1689	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	67	
Link Speed (mph)	35	
Link Distance (ft)	3326	
Travel Time (s)	64.8	
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	109	232
Shared Lane Traffic (%)		
Lane Group Flow (vph)	341	0
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	6.0	
Minimum Split (s)	43.9	
Total Split (s)	53.0	
Total Split (%)	33.1%	
Maximum Green (s)	46.1	
Yellow Time (s)	3.6	
All-Red Time (s)	3.3	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.9	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Don't Walk (s)	27.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	41.4	
Actuated g/C Ratio	0.26	
v/c Ratio	0.70	
Control Delay (s/veh)	50.2	
Queue Delay	0.0	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Total Delay (s/veh)		85.7	19.4			101.7	13.1			75.4		57.4
LOS		F	B			F	B			E		E
Approach Delay (s/veh)			32.0				17.5			75.4		
Approach LOS			C				B			E		
Queue Length 50th (ft)		184	152			71	109			62		202
Queue Length 95th (ft)		261	204			m124	123			98		279
Internal Link Dist (ft)			1388				889			85		
Turn Bay Length (ft)		235				240						
Base Capacity (vph)		366	2911			158	2455			443		359
Starvation Cap Reductn		0	0			0	0			0		0
Spillback Cap Reductn		0	0			0	0			0		0
Storage Cap Reductn		0	0			0	0			0		0
Reduced v/c Ratio		0.49	0.26			0.41	0.51			0.28		0.64

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 28 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 31.5		Intersection LOS: C	
Intersection Capacity Utilization 79.4%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 20: Alberta Dr & Sheridan Dr





Lane Group	SBT	SBR
Total Delay (s/veh)	50.2	
LOS	D	
Approach Delay (s/veh)	53.1	
Approach LOS	D	
Queue Length 50th (ft)	262	
Queue Length 95th (ft)	366	
Internal Link Dist (ft)	3246	
Turn Bay Length (ft)		
Base Capacity (vph)	539	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.63	

Intersection Summary

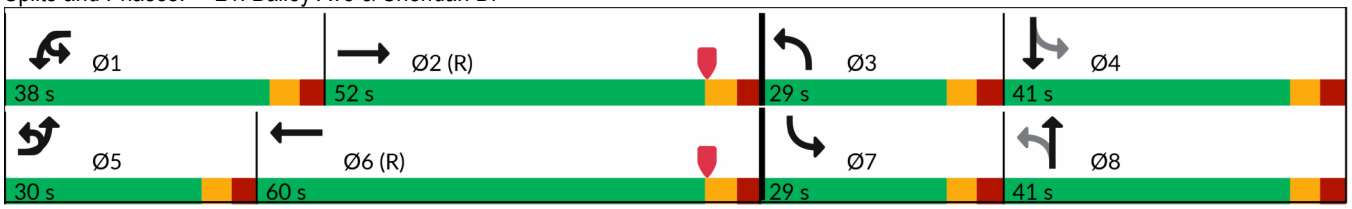
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	20	127	770	77	9	136	978	130	117	407	102	142
Future Volume (vph)	20	127	770	77	9	136	978	130	117	407	102	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		230		0		270		0	190		0	240
Storage Lanes		1		0		1		0	1		0	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00
Frt			0.986				0.982			0.970		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1787	5064	0	0	1787	5043	0	1787	3467	0	1787
Flt Permitted		0.950				0.950			0.250			0.182
Satd. Flow (perm)	0	1787	5064	0	0	1787	5043	0	470	3467	0	342
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			10				16			18		
Link Speed (mph)			40				40			30		
Link Distance (ft)			969				1628			537		
Travel Time (s)			16.5				27.8			12.2		
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	20	130	786	79	9	139	998	133	119	415	104	145
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	150	865	0	0	148	1131	0	119	519	0	145
Turn Type	Prot	Prot	NA		Prot	Prot	NA		pm+pt	NA		pm+pt
Protected Phases	5	5	2		1	1	6		3	8		7
Permitted Phases									8			4
Detector Phase	5	5	2		1	1	6		3	8		7
Switch Phase												
Minimum Initial (s)	3.0	3.0	10.0		3.0	3.0	10.0		3.0	6.0		3.0
Minimum Split (s)	10.0	10.0	43.5		10.0	10.0	43.5		10.0	41.0		10.0
Total Split (s)	30.0	30.0	52.0		38.0	38.0	60.0		29.0	41.0		29.0
Total Split (%)	18.8%	18.8%	32.5%		23.8%	23.8%	37.5%		18.1%	25.6%		18.1%
Maximum Green (s)	23.6	23.6	45.5		31.6	31.6	53.5		22.3	34.3		22.3
Yellow Time (s)	3.6	3.6	3.9		3.6	3.6	3.9		3.6	3.6		3.6
All-Red Time (s)	2.8	2.8	2.6		2.8	2.8	2.6		3.1	3.1		3.1
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		6.4	6.5			6.4	6.5		6.7	6.7		6.7
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead
Lead-Lag Optimize?			Yes		Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	C-Min		None	None	C-Min		None	None		None
Walk Time (s)			7.0				7.0			7.0		
Flash Don't Walk (s)			21.0				21.0			24.4		
Pedestrian Calls (#/hr)			0				0			0		
Act Effct Green (s)		18.7	70.9			18.6	70.8		42.0	29.0		46.6
Actuated g/C Ratio		0.12	0.44			0.12	0.44		0.26	0.18		0.29
v/c Ratio		0.72	0.38			0.71	0.51		0.52	0.81		0.61
Control Delay (s/veh)		98.1	24.7			117.2	13.6		46.6	70.5		50.3
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		0.0

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	369	127
Future Volume (vph)	369	127
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		280
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Frt	0.962	
Flt Protected		
Satd. Flow (prot)	3438	0
Flt Permitted		
Satd. Flow (perm)	3438	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	27	
Link Speed (mph)	30	
Link Distance (ft)	495	
Travel Time (s)	11.3	
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	377	130
Shared Lane Traffic (%)		
Lane Group Flow (vph)	507	0
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	6.0	
Minimum Split (s)	41.0	
Total Split (s)	41.0	
Total Split (%)	25.6%	
Maximum Green (s)	34.3	
Yellow Time (s)	3.6	
All-Red Time (s)	3.1	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.7	
Lead/Lag	Lag	
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Don't Walk (s)	23.6	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	31.3	
Actuated g/C Ratio	0.20	
v/c Ratio	0.73	
Control Delay (s/veh)	63.1	
Queue Delay	0.0	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Total Delay (s/veh)		98.1	24.7			117.2	13.6		46.6	70.5		50.3
LOS		F	C			F	B		D	E		D
Approach Delay (s/veh)			35.6				25.6			66.0		
Approach LOS			D				C			E		
Queue Length 50th (ft)		161	148			165	72		91	267		113
Queue Length 95th (ft)		245	173			219	459		131	320		156
Internal Link Dist (ft)			889				1548			457		
Turn Bay Length (ft)		230				270			190			240
Base Capacity (vph)		266	2248			352	2242		330	765		309
Starvation Cap Reductn		0	0			0	0		0	0		0
Spillback Cap Reductn		0	0			0	0		0	0		0
Storage Cap Reductn		0	0			0	0		0	0		0
Reduced v/c Ratio		0.56	0.38			0.42	0.50		0.36	0.68		0.47

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 4 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 41.9		Intersection LOS: D	
Intersection Capacity Utilization 74.2%		ICU Level of Service D	
Analysis Period (min) 15			

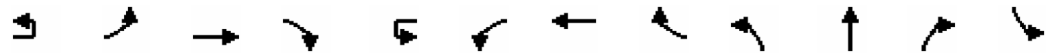
Splits and Phases: 21: Bailey Ave & Sheridan Dr





Lane Group	SBT	SBR
Total Delay (s/veh)	63.1	
LOS	E	
Approach Delay (s/veh)	60.3	
Approach LOS	E	
Queue Length 50th (ft)	251	
Queue Length 95th (ft)	300	
Internal Link Dist (ft)	415	
Turn Bay Length (ft)		
Base Capacity (vph)	778	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.65	

Intersection Summary



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	8	169	814	21	20	49	1040	185	27	264	40	150
Future Volume (vph)	8	169	814	21	20	49	1040	185	27	264	40	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0		190		0	85		0	305
Storage Lanes		1		0		1		0	1		0	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt			0.996				0.977			0.980		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1787	5115	0	0	1787	5018	0	1787	1844	0	1787
Flt Permitted		0.950				0.950			0.523			0.176
Satd. Flow (perm)	0	1787	5115	0	0	1787	5018	0	984	1844	0	331
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			2				26			4		
Link Speed (mph)			40				40			30		
Link Distance (ft)			1628				2376			1485		
Travel Time (s)			27.8				40.5			33.8		
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	8	172	831	21	20	50	1061	189	28	269	41	153
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	180	852	0	0	70	1250	0	28	310	0	153
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA		pm+pt
Protected Phases	5	5	2		1	1	6			8		7
Permitted Phases									8			4
Detector Phase	5	5	2		1	1	6		8	8		7
Switch Phase												
Minimum Initial (s)	3.0	3.0	10.0		3.0	3.0	10.0		6.0	6.0		3.0
Minimum Split (s)	12.2	12.2	43.2		12.2	12.2	43.2		42.0	42.0		12.1
Total Split (s)	21.0	21.0	60.0		31.0	31.0	70.0		42.0	42.0		27.0
Total Split (%)	13.1%	13.1%	37.5%		19.4%	19.4%	43.8%		26.3%	26.3%		16.9%
Maximum Green (s)	14.8	14.8	53.8		24.8	24.8	63.8		34.9	34.9		19.9
Yellow Time (s)	3.9	3.9	3.9		3.9	3.9	3.9		3.2	3.2		3.2
All-Red Time (s)	2.3	2.3	2.3		2.3	2.3	2.3		3.9	3.9		3.9
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		6.2	6.2			6.2	6.2		7.1	7.1		7.1
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	C-Min		None	None	C-Min		None	None		None
Walk Time (s)			7.0				7.0		7.0	7.0		
Flash Don't Walk (s)			17.0				18.0		27.0	27.0		
Pedestrian Calls (#/hr)			0				0		0	0		
Act Effct Green (s)		23.7	73.3			11.6	61.3		31.5	31.5		55.5
Actuated g/C Ratio		0.15	0.46			0.07	0.38		0.20	0.20		0.35
v/c Ratio		0.68	0.36			0.54	0.65		0.15	0.85		0.57
Control Delay (s/veh)		75.7	46.1			86.2	42.3		52.3	81.4		44.1
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		0.0



Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	252	148
Future Volume (vph)	252	148
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.944	
Flt Protected		
Satd. Flow (prot)	1776	0
Flt Permitted		
Satd. Flow (perm)	1776	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	22	
Link Speed (mph)	30	
Link Distance (ft)	1504	
Travel Time (s)	34.2	
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	257	151
Shared Lane Traffic (%)		
Lane Group Flow (vph)	408	0
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	6.0	
Minimum Split (s)	44.1	
Total Split (s)	69.0	
Total Split (%)	43.1%	
Maximum Green (s)	61.9	
Yellow Time (s)	3.2	
All-Red Time (s)	3.9	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	7.1	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Don't Walk (s)	30.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	55.5	
Actuated g/C Ratio	0.35	
v/c Ratio	0.65	
Control Delay (s/veh)	45.4	
Queue Delay	0.0	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Total Delay (s/veh)		75.7	46.1			86.2	42.3		52.3	81.4		44.1
LOS		E	D			F	D		D	F		D
Approach Delay (s/veh)			51.3				44.7			79.0		
Approach LOS			D				D			E		
Queue Length 50th (ft)		193	215			72	393		24	312		114
Queue Length 95th (ft)		#386	391			125	454		53	407		154
Internal Link Dist (ft)			1548				2296			1405		
Turn Bay Length (ft)		200				190			85			305
Base Capacity (vph)		264	2345			276	2077		220	415		300
Starvation Cap Reductn		0	0			0	0		0	0		0
Spillback Cap Reductn		0	0			0	0		0	0		0
Storage Cap Reductn		0	0			0	0		0	0		0
Reduced v/c Ratio		0.68	0.36			0.25	0.60		0.13	0.75		0.51

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 133 (83%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay (s/veh): 50.4		Intersection LOS: D	
Intersection Capacity Utilization 83.5%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

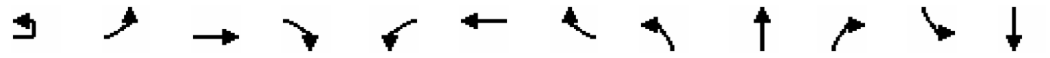
Splits and Phases: 22: Sweet Home Rd & Sheridan Dr





Lane Group	SBT	SBR
Total Delay (s/veh)	45.4	
LOS	D	
Approach Delay (s/veh)	45.1	
Approach LOS	D	
Queue Length 50th (ft)	340	
Queue Length 95th (ft)	406	
Internal Link Dist (ft)	1424	
Turn Bay Length (ft)		
Base Capacity (vph)	714	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.57	

Intersection Summary



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	3	247	774	36	162	772	85	44	402	120	92	704
Future Volume (vph)	3	247	774	36	162	772	85	44	402	120	92	704
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		315		0	330		0	110		155	105	
Storage Lanes		1		0	1		0	1		1	1	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95
Frt			0.993			0.985				0.850		
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1787	5100	0	1787	5059	0	1787	3574	1599	1787	3574
Flt Permitted		0.950			0.950			0.235			0.372	
Satd. Flow (perm)	0	1787	5100	0	1787	5059	0	442	3574	1599	700	3574
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)			4			12				124		
Link Speed (mph)			40			40			30			30
Link Distance (ft)			2376			4032			1401			981
Travel Time (s)			40.5			68.7			31.8			22.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	3	255	798	37	167	796	88	45	414	124	95	726
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	258	835	0	167	884	0	45	414	124	95	726
Turn Type	Prot	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	1	6		5	2		3	8		7	4
Permitted Phases								8		8	4	
Detector Phase	1	1	6		5	2		3	8	8	7	4
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0		10.0	10.0		3.0	10.0	10.0	3.0	10.0
Minimum Split (s)	16.2	16.2	43.2		16.2	44.2		10.1	45.0	45.0	10.1	45.0
Total Split (s)	30.0	30.0	45.0		30.0	45.0		35.0	45.0	45.0	35.0	45.0
Total Split (%)	19.4%	19.4%	29.0%		19.4%	29.0%		22.6%	29.0%	29.0%	22.6%	29.0%
Maximum Green (s)	23.8	23.8	38.8		23.8	38.8		27.9	37.9	37.9	27.9	37.9
Yellow Time (s)	3.9	3.9	3.9		3.9	3.9		3.2	3.2	3.2	3.2	3.2
All-Red Time (s)	2.3	2.3	2.3		2.3	2.3		3.9	3.9	3.9	3.9	3.9
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.2	6.2		6.2	6.2		7.1	7.1	7.1	7.1	7.1
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Min		None	Min		None	None	None	None	None
Walk Time (s)			7.0			7.0			7.0	7.0		7.0
Flash Don't Walk (s)			30.0			31.0			30.0	30.0		30.0
Pedestrian Calls (#/hr)			0			0			0	0		0
Act Effct Green (s)		22.7	33.9		16.7	27.8		35.1	27.7	27.7	41.8	33.8
Actuated g/C Ratio		0.20	0.29		0.14	0.24		0.30	0.24	0.24	0.36	0.29
v/c Ratio		0.74	0.56		0.65	0.72		0.20	0.48	0.26	0.27	0.69
Control Delay (s/veh)		59.9	37.7		61.5	44.4		25.8	40.3	7.9	25.7	42.1
Queue Delay		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0

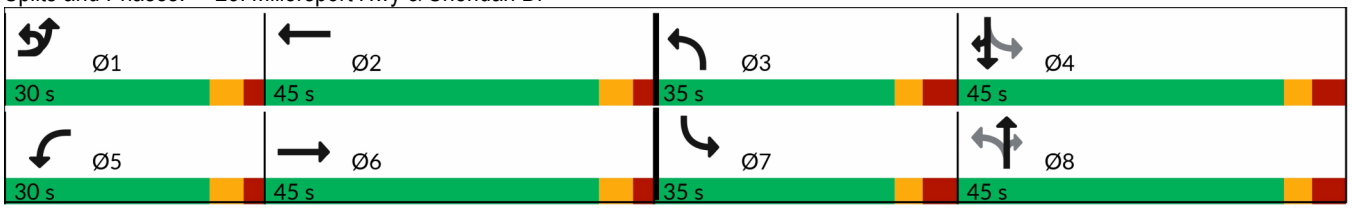


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	363
Future Volume (vph)	363
Ideal Flow (vphpl)	1900
Storage Length (ft)	285
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1599
Flt Permitted	
Satd. Flow (perm)	1599
Right Turn on Red	Yes
Satd. Flow (RTOR)	373
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	1%
Adj. Flow (vph)	374
Shared Lane Traffic (%)	
Lane Group Flow (vph)	374
Turn Type	Prot
Protected Phases	4
Permitted Phases	
Detector Phase	4
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	45.0
Total Split (s)	45.0
Total Split (%)	29.0%
Maximum Green (s)	37.9
Yellow Time (s)	3.2
All-Red Time (s)	3.9
Lost Time Adjust (s)	0.0
Total Lost Time (s)	7.1
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Don't Walk (s)	30.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	33.8
Actuated g/C Ratio	0.29
v/c Ratio	0.51
Control Delay (s/veh)	6.3
Queue Delay	0.0

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Total Delay (s/veh)		59.9	37.7		61.5	44.4		25.8	40.3	7.9	25.7	42.1
LOS		E	D		E	D		C	D	A	C	D
Approach Delay (s/veh)			43.0			47.1			32.3			29.6
Approach LOS			D			D			C			C
Queue Length 50th (ft)		194	203		127	234		21	142	0	46	268
Queue Length 95th (ft)		#355	279		209	296		49	212	50	89	372
Internal Link Dist (ft)			2296			3952			1321			901
Turn Bay Length (ft)		315			330			110		155	105	
Base Capacity (vph)		379	1765		379	1756		507	1206	622	544	1206
Starvation Cap Reductn		0	0		0	0		0	0	0	0	0
Spillback Cap Reductn		0	0		0	0		0	0	0	0	0
Storage Cap Reductn		0	0		0	0		0	0	0	0	0
Reduced v/c Ratio		0.68	0.47		0.44	0.50		0.09	0.34	0.20	0.17	0.60

Intersection Summary			
Area Type:	Other		
Cycle Length: 155			
Actuated Cycle Length: 115.6			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay (s/veh): 38.4		Intersection LOS: D	
Intersection Capacity Utilization 78.6%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

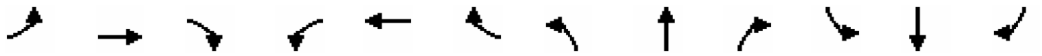
Splits and Phases: 23: Millersport Hwy & Sheridan Dr





Lane Group	SBR
Total Delay (s/veh)	6.3
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	1
Queue Length 95th (ft)	78
Internal Link Dist (ft)	
Turn Bay Length (ft)	285
Base Capacity (vph)	787
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.48

Intersection Summary

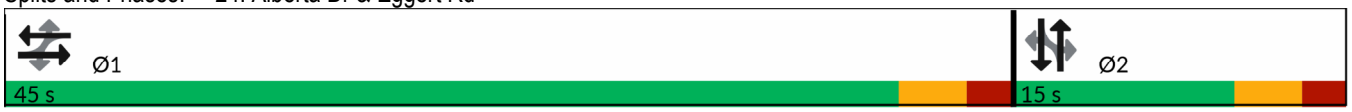


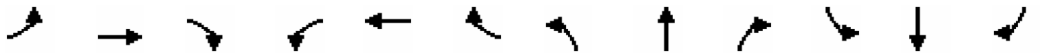
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	375	4	2	437	18	0	25	4	42	29	45
Future Volume (vph)	37	375	4	2	437	18	0	25	4	42	29	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.994			0.982			0.948	
Flt Protected		0.996									0.982	
Satd. Flow (prot)	0	3556	0	0	3553	0	0	1847	0	0	1751	0
Flt Permitted		0.894			0.954						0.867	
Satd. Flow (perm)	0	3192	0	0	3389	0	0	1847	0	0	1546	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			15			4			46	
Link Speed (mph)		35			35			30			25	
Link Distance (ft)		1535			1128			417			659	
Travel Time (s)		29.9			22.0			9.5			18.0	
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	39	391	4	2	455	19	0	26	4	44	30	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	434	0	0	476	0	0	30	0	0	121	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		1			1			2			2	
Permitted Phases	1			1			2			2		
Detector Phase	1	1		1	1		2	2		2	2	
Switch Phase												
Minimum Initial (s)	25.0	25.0		25.0	25.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		23.0	23.0		23.0	23.0	
Total Split (s)	45.0	45.0		45.0	45.0		15.0	15.0		15.0	15.0	
Total Split (%)	75.0%	75.0%		75.0%	75.0%		25.0%	25.0%		25.0%	25.0%	
Maximum Green (s)	40.0	40.0		40.0	40.0		10.0	10.0		10.0	10.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)							7.0	7.0		7.0	7.0	
Flash Don't Walk (s)							11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)							0	0		0	0	
Act Effct Green (s)		29.0			29.0			10.0			10.0	
Actuated g/C Ratio		0.64			0.64			0.22			0.22	
v/c Ratio		0.21			0.22			0.07			0.32	
Control Delay (s/veh)		5.0			4.9			13.2			12.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		5.0			4.9			13.2			12.8	
LOS		A			A			B			B	
Approach Delay (s/veh)		5.0			4.9			13.2			12.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		25			27			5			16	
Queue Length 95th (ft)		42			45			20			49	
Internal Link Dist (ft)		1455			1048			337			579	
Turn Bay Length (ft)												
Base Capacity (vph)		3192			3389			413			379	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.14			0.14			0.07			0.32	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 45			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.32			
Intersection Signal Delay (s/veh): 6.1		Intersection LOS: A	
Intersection Capacity Utilization 60.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 24: Alberta Dr & Eggert Rd



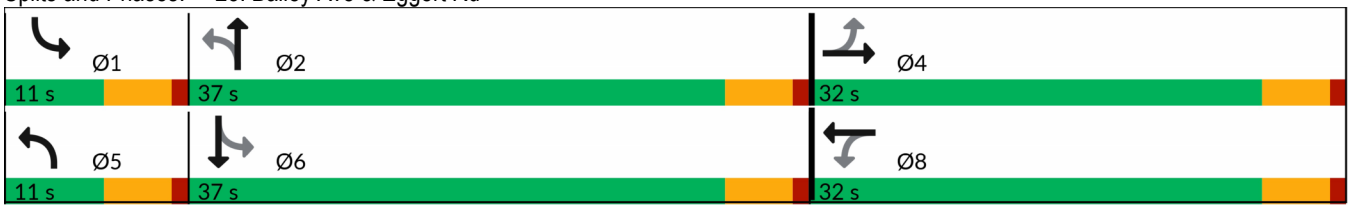


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	273	122	39	294	119	121	395	51	120	386	46
Future Volume (vph)	36	273	122	39	294	119	121	395	51	120	386	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	110		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.958			0.961			0.983			0.984	
Flt Protected		0.996			0.996		0.950			0.950		
Satd. Flow (prot)	0	3410	0	0	3421	0	1787	1849	0	1787	3517	0
Flt Permitted		0.880			0.879		0.488			0.318		
Satd. Flow (perm)	0	3013	0	0	3019	0	918	1849	0	598	3517	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		79			68			10			19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1128			580			922			349	
Travel Time (s)		25.6			13.2			21.0			7.9	
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	38	284	127	41	306	124	126	411	53	125	402	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	449	0	0	471	0	126	464	0	125	450	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	32.0	32.0		32.0	32.0		10.0	37.0		10.0	37.0	
Total Split (s)	32.0	32.0		32.0	32.0		11.0	37.0		11.0	37.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		13.8%	46.3%		13.8%	46.3%	
Maximum Green (s)	27.0	27.0		27.0	27.0		6.0	32.0		6.0	32.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Don't Walk (s)	20.0	20.0		20.0	20.0			25.0			25.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		14.5			14.5		23.4	18.9		23.4	18.9	
Actuated g/C Ratio		0.28			0.28		0.44	0.36		0.44	0.36	
v/c Ratio		0.51			0.53		0.24	0.69		0.30	0.35	
Control Delay (s/veh)		17.1			18.0		7.9	20.9		8.7	13.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)		17.1			18.0		7.9	20.9		8.7	13.2	
LOS		B			B		A	C		A	B	
Approach Delay (s/veh)		17.1			18.0			18.1			12.2	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		51			56		17	120		16	51	
Queue Length 95th (ft)		114			123		46	243		46	97	
Internal Link Dist (ft)		1048			500			842			269	
Turn Bay Length (ft)							150			110		
Base Capacity (vph)		1728			1726		516	1210		414	2302	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.26			0.27		0.24	0.38		0.30	0.20	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 52.6			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay (s/veh): 16.2		Intersection LOS: B	
Intersection Capacity Utilization 72.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 25: Bailey Ave & Eggert Rd



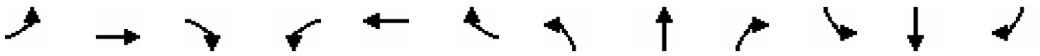
Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	226	213	847	773	11
Future Vol, veh/h	26	226	213	847	773	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	165	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	27	231	217	864	789	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2093	794	800	0	-	0
Stage 1	794	-	-	-	-	-
Stage 2	1299	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	58	389	827	-	-	-
Stage 1	447	-	-	-	-	-
Stage 2	257	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	43	389	827	-	-	-
Mov Cap-2 Maneuver	43	-	-	-	-	-
Stage 1	329	-	-	-	-	-
Stage 2	257	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	42.6	2.19	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	827	-	43	389	-	-
HCM Lane V/C Ratio	0.263	-	0.622	0.592	-	-
HCM Control Delay (s/veh)	10.9	-	179.9	26.8	-	-
HCM Lane LOS	B	-	F	D	-	-
HCM 95th %tile Q(veh)	1.1	-	2.3	3.7	-	-

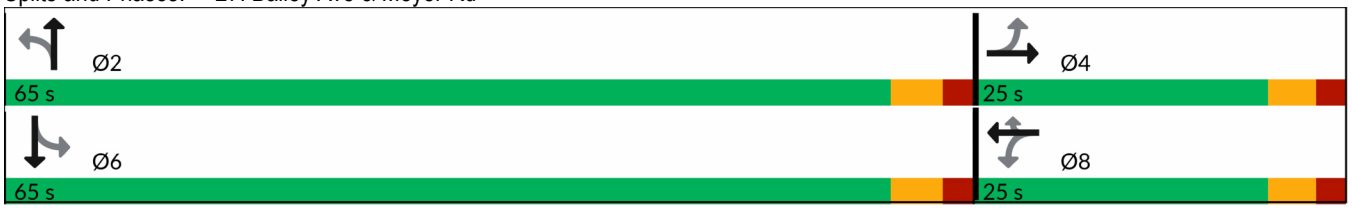


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	43	66	12	38	151	54	726	36	135	881	125
Future Volume (vph)	141	43	66	12	38	151	54	726	36	135	881	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		70	170		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.964				0.850		0.993			0.981	
Flt Protected		0.973			0.988		0.950			0.950		
Satd. Flow (prot)	0	1765	0	0	1859	1599	1787	1868	0	1787	1845	0
Flt Permitted		0.797			0.922		0.100			0.249		
Satd. Flow (perm)	0	1445	0	0	1734	1599	188	1868	0	468	1845	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18				156		6			17	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		710			507			1039			1225	
Travel Time (s)		16.1			11.5			20.2			23.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	145	44	68	12	39	156	56	748	37	139	908	129
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	257	0	0	51	156	56	785	0	139	1037	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	30.0	30.0		30.0	30.0	
Minimum Split (s)	27.2	27.2		23.0	23.0	23.0	35.6	35.6		35.6	35.6	
Total Split (s)	25.0	25.0		25.0	25.0	25.0	65.0	65.0		65.0	65.0	
Total Split (%)	27.8%	27.8%		27.8%	27.8%	27.8%	72.2%	72.2%		72.2%	72.2%	
Maximum Green (s)	19.8	19.8		19.8	19.8	19.8	59.4	59.4		59.4	59.4	
Yellow Time (s)	3.2	3.2		3.2	3.2	3.2	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.2			5.2	5.2	5.6	5.6		5.6	5.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	Min	Min		Min	Min	
Walk Time (s)	7.0	7.0								7.0	7.0	
Flash Don't Walk (s)	15.0	15.0								15.0	15.0	
Pedestrian Calls (#/hr)	0	0								0	0	
Act Effct Green (s)		16.8			16.8	16.8	48.6	48.6		48.6	48.6	
Actuated g/C Ratio		0.22			0.22	0.22	0.63	0.63		0.63	0.63	
v/c Ratio		0.78			0.13	0.33	0.47	0.66		0.47	0.88	
Control Delay (s/veh)		46.3			28.3	7.5	23.3	12.1		13.9	22.4	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)		46.3			28.3	7.5	23.3	12.1		13.9	22.4	
LOS		D			C	A	C	B		B	C	
Approach Delay (s/veh)		46.3			12.6			12.9			21.4	
Approach LOS		D			B			B			C	
Queue Length 50th (ft)		118			22	0	14	230		34	397	
Queue Length 95th (ft)		#251			54	48	58	341		82	#651	
Internal Link Dist (ft)		630			427			959			1145	
Turn Bay Length (ft)						70	170			150		
Base Capacity (vph)		404			469	546	146	1456		364	1441	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.64			0.11	0.29	0.38	0.54		0.38	0.72	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 76.7			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay (s/veh): 20.4		Intersection LOS: C	
Intersection Capacity Utilization 113.4%		ICU Level of Service H	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 27: Bailey Ave & Meyer Rd



Intersection	
Int Delay, s/veh	5.5

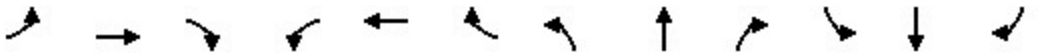
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	23	206	30	8	194	20
Future Vol, veh/h	23	206	30	8	194	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	24	212	31	8	200	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	236	0	200	130
Stage 1	-	-	-	-	130	-
Stage 2	-	-	-	-	70	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1343	-	793	925
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	958	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1343	-	775	925
Mov Cap-2 Maneuver	-	-	-	-	775	-
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	936	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	6.11	11.35
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	787	-	-	1337	-
HCM Lane V/C Ratio	0.28	-	-	0.023	-
HCM Control Delay (s/veh)	11.3	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.2	-	-	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	1054	11	10	1250	13	76	0	146	34	0	19
Future Volume (vph)	8	1054	11	10	1250	13	76	0	146	34	0	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		250	156		250	0		0	0		0
Storage Lanes	1		1	1		1	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.951	
Flt Protected	0.950			0.950			0.950	0.950			0.969	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1681	1681	1583	0	1717	0
Flt Permitted	0.156			0.202			0.950	0.950			0.969	
Satd. Flow (perm)	291	3539	1583	376	3539	1583	1681	1681	1583	0	1717	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			41			41			168		72	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		492			2745			383			420	
Travel Time (s)		7.5			41.6			10.4			11.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	9	1211	13	11	1437	15	87	0	168	39	0	22
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	9	1211	13	11	1437	15	43	44	168	0	61	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1		2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20		100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20		6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Split	NA	Perm	Split	NA	
Protected Phases	1	6	3	5	2	4	3	3		4	4	
Permitted Phases	6		6	2		2			3			



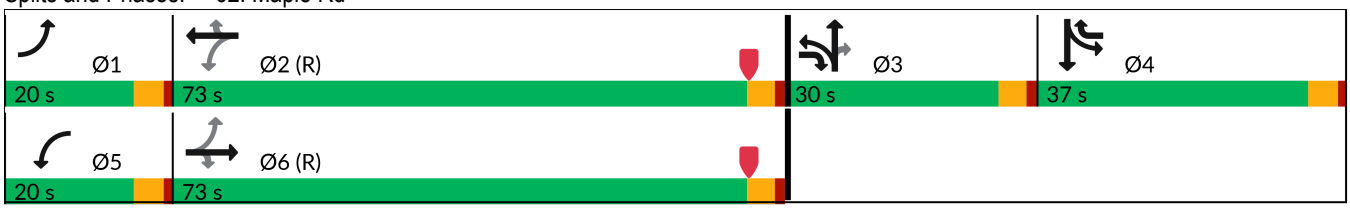
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	3	5	2	4	3	3	3	4	4	
Switch Phase												
Minimum Initial (s)	3.3	5.0	3.5	5.0	5.0	3.5	3.5	3.5	3.5	3.5	3.5	
Minimum Split (s)	10.0	22.5	10.0	10.0	22.5	22.5	10.0	10.0	10.0	22.5	22.5	
Total Split (s)	20.0	73.0	30.0	20.0	73.0	37.0	30.0	30.0	30.0	37.0	37.0	
Total Split (%)	12.5%	45.6%	18.8%	12.5%	45.6%	23.1%	18.8%	18.8%	18.8%	23.1%	23.1%	
Maximum Green (s)	15.5	68.5	25.5	15.5	68.5	32.5	25.5	25.5	25.5	32.5	32.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None	None	None	
Walk Time (s)		7.0			7.0	7.0				7.0	7.0	
Flash Don't Walk (s)		11.0			11.0	11.0				11.0	11.0	
Pedestrian Calls (#/hr)		0			0	0				0	0	
Act Effct Green (s)	130.4	128.0	143.4	131.3	130.1	138.0	10.0	10.0	10.0		6.3	
Actuated g/C Ratio	0.82	0.80	0.90	0.82	0.81	0.86	0.06	0.06	0.06		0.04	
v/c Ratio	0.03	0.43	0.01	0.03	0.50	0.01	0.41	0.42	0.66		0.45	
Control Delay (s/veh)	2.3	3.0	0.0	3.6	5.0	0.0	82.7	83.2	21.7		20.8	
Queue Delay	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0		0.0	
Total Delay (s/veh)	2.3	3.1	0.0	3.6	5.2	0.0	82.7	83.2	21.7		20.8	
LOS	A	A	A	A	A	A	F	F	C		C	
Approach Delay (s/veh)		3.0			5.1			42.6			20.8	
Approach LOS		A			A			D			C	
Stops (vph)	1	126	0	2	263	0	34	36	20		8	
Fuel Used(gal)	0	6	0	0	27	0	1	1	1		0	
CO Emissions (g/hr)	3	389	2	15	1875	16	61	63	84		31	
NOx Emissions (g/hr)	1	76	0	3	365	3	12	12	16		6	
VOC Emissions (g/hr)	1	90	1	3	435	4	14	15	19		7	
Dilemma Vehicles (#)	0	20	0	0	37	0	0	0	0		0	
Queue Length 50th (ft)	1	45	0	2	150	0	47	48	0		0	
Queue Length 95th (ft)	m2	116	m0	m3	228	m0	88	91	68		36	
Internal Link Dist (ft)		412			2665			303			340	
Turn Bay Length (ft)	150		250	156		250						
Base Capacity (vph)	383	2831	1526	445	2878	1400	267	267	393		406	
Starvation Cap Reductn	0	534	0	0	0	0	0	0	0		0	
Spillback Cap Reductn	0	0	0	0	453	0	0	0	0		8	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		0	
Reduced v/c Ratio	0.02	0.53	0.01	0.02	0.59	0.01	0.16	0.16	0.43		0.15	

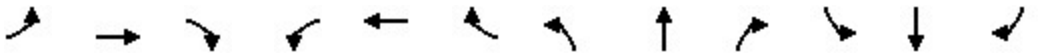
Intersection Summary	
Area Type:	Other
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 148 (93%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 80	

Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay (s/veh): 7.8	Intersection LOS: A
Intersection Capacity Utilization 52.8%	ICU Level of Service A
Analysis Period (min) 15	

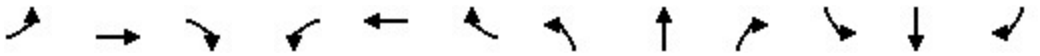
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 62: Maple Rd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	674	493	193	888	42	228	65	19	124	193	146
Future Volume (vph)	59	674	493	193	888	42	228	65	19	124	193	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		250	200		0	150		0	0		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.993			0.966			0.935	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3514	0	1770	1799	0	1770	1742	0
Flt Permitted	0.225			0.950			0.131			0.697		
Satd. Flow (perm)	419	3539	1583	1770	3514	0	244	1799	0	1298	1742	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			375		3			9			24	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2745			540			400			616	
Travel Time (s)		41.6			8.2			9.1			14.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	64	733	536	210	965	46	248	71	21	135	210	159
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	733	536	210	1011	0	248	92	0	135	369	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1		1	1	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	49	49	49	49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1	-1	-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1	-1	-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	50	50	50	50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA	custom	Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6		5				8			4		
Detector Phase	1	6	5	5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.5	5.0	3.5	3.5	5.0		3.3	5.0		3.3	5.0	
Minimum Split (s)	10.1	24.6	11.3	11.3	24.5		10.0	24.6		10.0	24.6	
Total Split (s)	20.0	59.0	20.0	20.0	59.0		29.0	52.0		29.0	52.0	

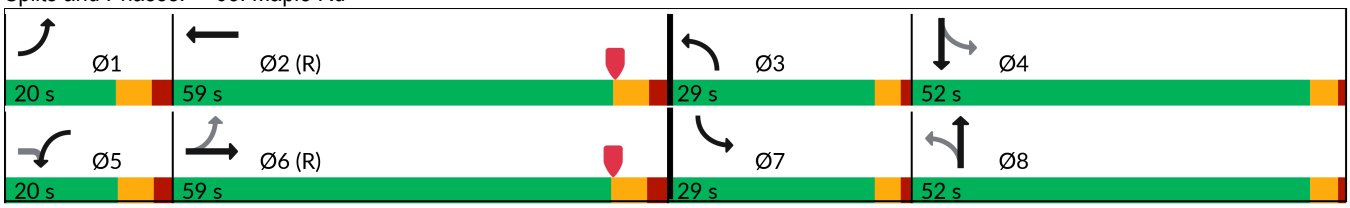


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	12.5%	36.9%	12.5%	12.5%	36.9%		18.1%	32.5%		18.1%	32.5%	
Maximum Green (s)	13.4	52.4	13.5	13.5	52.5		24.8	47.8		24.8	47.8	
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3		3.2	3.2		3.2	3.2	
All-Red Time (s)	2.3	2.3	2.2	2.2	2.2		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.6	6.6	6.5	6.5	6.5		4.2	4.2		4.2	4.2	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Don't Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	61.0	52.4	27.1	27.1	73.4		63.2	45.8		50.7	37.5	
Actuated g/C Ratio	0.38	0.33	0.17	0.17	0.46		0.40	0.29		0.32	0.23	
v/c Ratio	0.28	0.63	0.93	0.70	0.63		0.82	0.18		0.30	0.87	
Control Delay (s/veh)	38.3	70.8	49.9	70.1	23.7		59.3	37.3		32.1	74.6	
Queue Delay	0.0	0.3	0.0	0.0	1.1		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	38.3	71.1	49.9	70.1	24.8		59.3	37.3		32.2	74.6	
LOS	D	E	D	E	C		E	D		C	E	
Approach Delay (s/veh)		61.0			32.6			53.4			63.2	
Approach LOS		E			C			D			E	
Stops (vph)	46	629	276	130	662		165	55		85	301	
Fuel Used(gal)	2	30	17	5	16		4	1		2	8	
CO Emissions (g/hr)	146	2066	1204	353	1117		306	85		131	590	
NOx Emissions (g/hr)	28	402	234	69	217		60	17		26	115	
VOC Emissions (g/hr)	34	479	279	82	259		71	20		30	137	
Dilemma Vehicles (#)	0	7	0	0	23		0	0		0	0	
Queue Length 50th (ft)	49	411	329	169	430		184	66		93	358	
Queue Length 95th (ft)	97	425	#572	#472	613		265	106		125	453	
Internal Link Dist (ft)		2665			460			320			536	
Turn Bay Length (ft)	350		250	200			150					
Base Capacity (vph)	285	1159	579	299	1614		333	569		571	537	
Starvation Cap Reductn	0	0	0	0	351		0	0		0	0	
Spillback Cap Reductn	0	85	0	0	0		0	0		32	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.22	0.68	0.93	0.70	0.80		0.74	0.16		0.25	0.69	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 99.4 (62%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay (s/veh): 50.4		Intersection LOS: D	
Intersection Capacity Utilization 78.9%		ICU Level of Service D	
Analysis Period (min) 15			

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

Splits and Phases: 68: Maple Rd

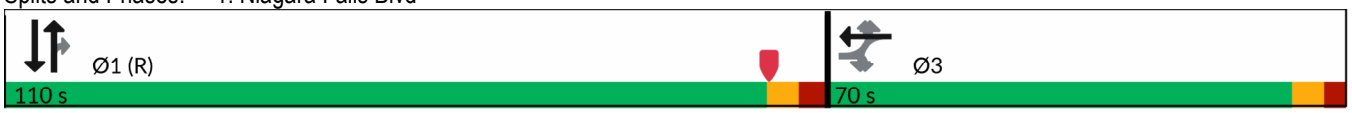


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	0	19	577	14	528	0	1266	437	0	1634	0
Future Volume (vph)	6	0	19	577	14	528	0	1266	437	0	1634	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		250	0		0
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.91	0.95	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850		0.931	0.850			0.850			
Flt Protected	0.950			0.950	0.975							
Satd. Flow (prot)	1787	0	1599	1698	1554	1519	0	5136	1599	0	5136	0
Flt Permitted	0.189			0.950	0.975							
Satd. Flow (perm)	356	0	1599	1698	1554	1519	0	5136	1599	0	5136	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			28		26	47			460			
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		240			646			950			468	
Travel Time (s)		5.5			14.7			16.2			8.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	6	0	20	607	15	556	0	1333	460	0	1720	0
Shared Lane Traffic (%)				33%		33%						
Lane Group Flow (vph)	6	0	20	407	398	373	0	1333	460	0	1720	0
Turn Type	D.Pm		Perm	Perm	NA	Perm		NA	Perm		NA	
Protected Phases					3			1			1	
Permitted Phases	3		3	3		3			1			
Detector Phase	3		3	3	3	3		1	1		1	
Switch Phase												
Minimum Initial (s)	6.0		6.0	6.0	6.0	6.0		20.0	20.0		20.0	
Minimum Split (s)	13.3		13.3	13.3	13.3	13.3		34.6	34.6		34.6	
Total Split (s)	70.0		70.0	70.0	70.0	70.0		110.0	110.0		110.0	
Total Split (%)	38.9%		38.9%	38.9%	38.9%	38.9%		61.1%	61.1%		61.1%	
Maximum Green (s)	62.7		62.7	62.7	62.7	62.7		102.4	102.4		102.4	
Yellow Time (s)	4.3		4.3	4.3	4.3	4.3		4.3	4.3		4.3	
All-Red Time (s)	3.0		3.0	3.0	3.0	3.0		3.3	3.3		3.3	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	7.3		7.3	7.3	7.3	7.3		7.6	7.6		7.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0		3.0	3.0		3.0	
Recall Mode	None		None	None	None	None		C-Max	C-Max		C-Max	
Walk Time (s)								7.0	7.0		7.0	
Flash Don't Walk (s)								20.0	20.0		20.0	
Pedestrian Calls (#/hr)								0	0		0	
Act Effct Green (s)	53.2		53.2	53.2	53.2	53.2		111.9	111.9		111.9	
Actuated g/C Ratio	0.30		0.30	0.30	0.30	0.30		0.62	0.62		0.62	
v/c Ratio	0.06		0.04	0.81	0.83	0.78		0.42	0.39		0.54	
Control Delay (s/veh)	42.2		7.5	71.4	70.2	61.0		23.0	5.5		21.1	
Queue Delay	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	42.2		7.5	71.4	70.2	61.0		23.0	5.5		21.1	
LOS	D		A	E	E	E		C	A		C	
Approach Delay (s/veh)		15.5			67.7			18.5			21.1	
Approach LOS		B			E			B			C	
Queue Length 50th (ft)	5		0	466	452	373		331	60		419	
Queue Length 95th (ft)	18		16	576	575	485		389	102		514	
Internal Link Dist (ft)		160			566			870			388	
Turn Bay Length (ft)									250			
Base Capacity (vph)	124		575	591	558	559		3194	1168		3194	
Starvation Cap Reductn	0		0	0	0	0		0	0		0	
Spillback Cap Reductn	0		0	0	0	0		0	0		0	
Storage Cap Reductn	0		0	0	0	0		0	0		0	
Reduced v/c Ratio	0.05		0.03	0.69	0.71	0.67		0.42	0.39		0.54	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 153 (85%), Referenced to phase 1:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 31.7		Intersection LOS: C	
Intersection Capacity Utilization 76.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Niagara Falls Blvd

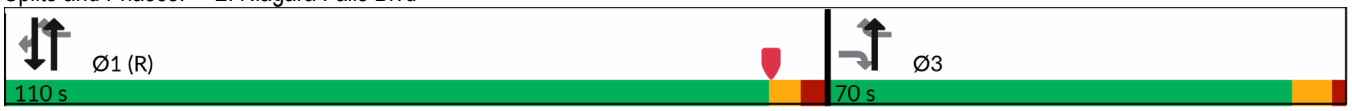


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	748	0	0	240	0	1535	668	0	1602	500
Future Volume (vph)	0	0	748	0	0	240	0	1535	668	0	1602	500
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		200
Storage Lanes	0		2	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Frt			0.850			0.865		0.954				0.850
Flt Protected												
Satd. Flow (prot)	0	0	2814	0	0	1627	0	4899	0	0	5136	1599
Flt Permitted												
Satd. Flow (perm)	0	0	2814	0	0	1627	0	4899	0	0	5136	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37									356
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		374			614			600			950	
Travel Time (s)		8.5			14.0			10.2			16.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	0	771	0	0	247	0	1582	689	0	1652	515
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	771	0	0	247	0	2271	0	0	1652	515
Turn Type			Perm			Perm		NA			NA	Perm
Protected Phases								1 3			1	
Permitted Phases			3			1 3						1
Detector Phase			3			1 3		1 3			1	1
Switch Phase												
Minimum Initial (s)			15.0								10.0	10.0
Minimum Split (s)			25.1								26.5	26.5
Total Split (s)			70.0								110.0	110.0
Total Split (%)			38.9%								61.1%	61.1%
Maximum Green (s)			62.9								102.5	102.5
Yellow Time (s)			5.1								4.3	4.3
All-Red Time (s)			2.0								3.2	3.2
Lost Time Adjust (s)			0.0								0.0	0.0
Total Lost Time (s)			7.1								7.5	7.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)			3.0								3.0	3.0
Recall Mode			None								C-Max	C-Max
Walk Time (s)											7.0	7.0
Flash Don't Walk (s)											12.0	12.0
Pedestrian Calls (#/hr)											0	0
Act Effct Green (s)			62.9			180.0		180.0			102.5	102.5
Actuated g/C Ratio			0.35			1.00		1.00			0.57	0.57
v/c Ratio			0.77			0.15		0.46			0.56	0.48
Control Delay (s/veh)			55.4			0.2		0.3			28.9	7.8
Queue Delay			1.6			0.0		0.0			0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)			56.9			0.2		0.3			28.9	7.8
LOS			E			A		A			C	A
Approach Delay (s/veh)		56.9			0.2			0.3			23.9	
Approach LOS		E			A			A			C	
Queue Length 50th (ft)			442			0		0			572	213
Queue Length 95th (ft)			534			0		0			627	137
Internal Link Dist (ft)		294			534			520			870	
Turn Bay Length (ft)												200
Base Capacity (vph)			1007			1627		4899			2924	1063
Starvation Cap Reductn			0			0		0			0	0
Spillback Cap Reductn			103			0		0			0	0
Storage Cap Reductn			0			0		0			0	0
Reduced v/c Ratio			0.85			0.15		0.46			0.56	0.48

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 1:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 17.7		Intersection LOS: B	
Intersection Capacity Utilization 72.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: Niagara Falls Blvd

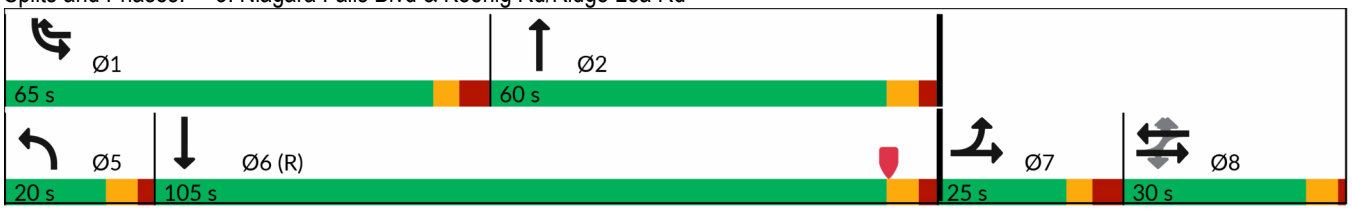


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	82	16	86	63	873	43	1238	75	812	1348	58
Future Volume (vph)	116	82	16	86	63	873	43	1238	75	812	1348	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		225	130		0	435		0
Storage Lanes	1		0	0		2	1		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.91	0.91	0.97	0.91	0.91
Frt		0.975				0.850		0.991			0.994	
Flt Protected	0.950				0.972		0.950			0.950		
Satd. Flow (prot)	1787	1834	0	0	1829	2814	1787	5089	0	3467	5105	0
Flt Permitted	0.448				0.765		0.950			0.950		
Satd. Flow (perm)	843	1834	0	0	1439	2814	1787	5089	0	3467	5105	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				177		5			6	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		853			2284			672			600	
Travel Time (s)		19.4			51.9			11.5			10.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.97	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	121	85	17	90	66	909	45	1290	78	837	1404	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	121	102	0	0	156	909	45	1368	0	837	1464	0
Turn Type	D.P+P	NA		Perm	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	7	7 8			8	1	5	2		1	6	
Permitted Phases	8			8		8						
Detector Phase	7	7 8		8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0			5.0	5.0	5.0	5.0	20.0		5.0	20.0	
Minimum Split (s)	12.7			24.3	24.3	12.5	11.6	32.6		12.5	34.3	
Total Split (s)	25.0			30.0	30.0	65.0	20.0	60.0		65.0	105.0	
Total Split (%)	13.9%			16.7%	16.7%	36.1%	11.1%	33.3%		36.1%	58.3%	
Maximum Green (s)	17.5			24.7	24.7	57.5	13.7	53.5		57.5	98.5	
Yellow Time (s)	3.6			4.3	4.3	3.6	4.3	4.3		3.6	4.3	
All-Red Time (s)	3.9			1.0	1.0	3.9	2.0	2.2		3.9	2.2	
Lost Time Adjust (s)	0.0				0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.5				5.3	7.5	6.3	6.5		7.5	6.5	
Lead/Lag	Lead			Lag	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0			3.0	3.0	2.4	2.4	2.4		2.4	2.4	
Recall Mode	None			Max	Max	Max	None	Max		Max	C-Max	
Walk Time (s)				7.0	7.0			7.0			7.0	
Flash Don't Walk (s)				11.0	11.0			19.0			19.0	
Pedestrian Calls (#/hr)				0	0			0			0	
Act Effct Green (s)	40.0	47.5			28.5	91.3	9.3	53.5		57.5	105.3	
Actuated g/C Ratio	0.22	0.26			0.16	0.51	0.05	0.30		0.32	0.59	
v/c Ratio	0.47	0.21			0.69	0.60	0.49	0.90		0.76	0.49	
Control Delay (s/veh)	58.9	50.4			87.9	26.9	104.0	30.5		79.2	11.8	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.1		8.8	0.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	58.9	50.4			87.9	26.9	104.0	30.6		87.9	12.0	
LOS	E	D			F	C	F	C		F	B	
Approach Delay (s/veh)		55.0			35.8			32.9			39.6	
Approach LOS		E			D			C			D	
Queue Length 50th (ft)	114	90			177	348	56	97		500	246	
Queue Length 95th (ft)	178	147			#304	443	m93	128		575	253	
Internal Link Dist (ft)		773			2204			592			520	
Turn Bay Length (ft)	100					225	130			435		
Base Capacity (vph)	295	462			227	1513	136	1516		1107	2987	
Starvation Cap Reductn	0	0			0	0	0	6		239	650	
Spillback Cap Reductn	0	0			0	0	0	0		0	0	
Storage Cap Reductn	0	0			0	0	0	0		0	0	
Reduced v/c Ratio	0.41	0.22			0.69	0.60	0.33	0.91		0.96	0.63	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 153 (85%), Referenced to phase 6:SBT, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay (s/veh): 37.6		Intersection LOS: D	
Intersection Capacity Utilization 80.5%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 3: Niagara Falls Blvd & Koenig Rd/Ridge Lea Rd



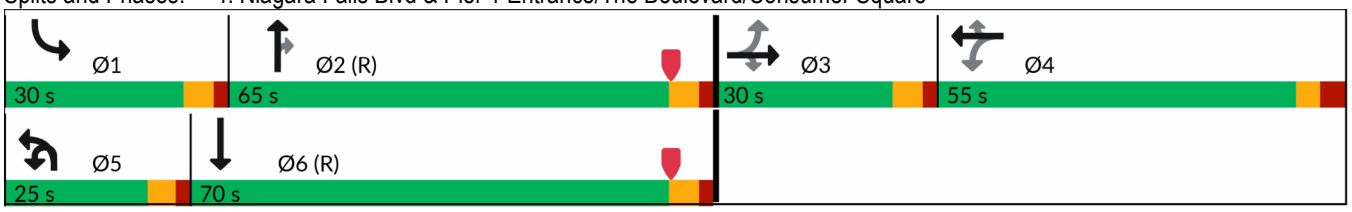
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	20	10	24	176	5	260	9	16	1176	112	258	1239
Future Volume (vph)	20	10	24	176	5	260	9	16	1176	112	258	1239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	0		160		110		170	300	
Storage Lanes	0		1	0		1		1		1	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	1.00	0.91
Ped Bike Factor										0.99		
Frt			0.850			0.850				0.850		0.995
Flt Protected		0.967			0.954			0.950			0.950	
Satd. Flow (prot)	0	1819	1599	0	1795	1599	0	1787	5136	1599	1787	5110
Flt Permitted		0.182			0.709			0.950			0.950	
Satd. Flow (perm)	0	342	1599	0	1334	1599	0	1787	5136	1575	1787	5110
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			92			271				92		3
Link Speed (mph)		30			30				40			40
Link Distance (ft)		800			1099				758			672
Travel Time (s)		18.2			25.0				12.9			11.5
Confl. Peds. (#/hr)										1		
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	21	10	25	183	5	271	9	17	1225	117	269	1291
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	31	25	0	188	271	0	26	1225	117	269	1336
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	Prot	NA	Perm	Prot	NA
Protected Phases		3			4		5	5	2		1	6
Permitted Phases	3		3	4		4				2		
Detector Phase	3	3	3	4	4	4	5	5	2	2	1	6
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	6.0	6.0	6.0	3.0	3.0	10.0	10.0	3.0	10.0
Minimum Split (s)	23.8	23.8	23.8	24.6	24.6	24.6	10.8	10.8	23.8	23.8	10.8	23.8
Total Split (s)	30.0	30.0	30.0	55.0	55.0	55.0	25.0	25.0	65.0	65.0	30.0	70.0
Total Split (%)	16.7%	16.7%	16.7%	30.6%	30.6%	30.6%	13.9%	13.9%	36.1%	36.1%	16.7%	38.9%
Maximum Green (s)	24.2	24.2	24.2	48.4	48.4	48.4	19.2	19.2	59.2	59.2	24.2	64.2
Yellow Time (s)	3.9	3.9	3.9	3.2	3.2	3.2	3.9	3.9	3.9	3.9	3.9	3.9
All-Red Time (s)	1.9	1.9	1.9	3.4	3.4	3.4	1.9	1.9	1.9	1.9	1.9	1.9
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.8	5.8		6.6	6.6		5.8	5.8	5.8	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0			7.0	7.0		7.0
Flash Don't Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0			11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0			0	0		0
Act Effct Green (s)		20.2	20.2		31.1	31.1		8.1	70.1	70.1	37.6	104.4
Actuated g/C Ratio		0.11	0.11		0.17	0.17		0.05	0.39	0.39	0.21	0.58
v/c Ratio		0.82	0.10		0.82	0.54		0.33	0.61	0.17	0.72	0.45

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	43
Future Volume (vph)	43
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.91
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.96
Heavy Vehicles (%)	1%
Adj. Flow (vph)	45
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Don't Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Control Delay (s/veh)		174.1	0.8		96.9	9.8		122.4	41.0	5.2	80.8	8.3
Queue Delay		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		174.1	0.8		96.9	9.8		122.4	41.0	5.2	80.8	8.3
LOS		F	A		F	A		F	D	A	F	A
Approach Delay (s/veh)		96.7			45.5				39.5			20.5
Approach LOS		F			D				D			C
Queue Length 50th (ft)		35	0		217	0		32	531	49	221	76
Queue Length 95th (ft)		#103	0		296	82		m68	590	m13	#477	324
Internal Link Dist (ft)		720			1019				678			592
Turn Bay Length (ft)			25			160		110		170	300	
Base Capacity (vph)		45	294		358	628		190	2000	669	373	2964
Starvation Cap Reductn		0	0		0	0		0	0	0	0	208
Spillback Cap Reductn		0	0		0	1		0	25	0	0	0
Storage Cap Reductn		0	0		0	0		0	0	0	0	0
Reduced v/c Ratio		0.69	0.09		0.53	0.43		0.14	0.62	0.17	0.72	0.48

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 153 (85%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 32.5		Intersection LOS: C	
Intersection Capacity Utilization 68.9%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 4: Niagara Falls Blvd & Pier 1 Entrance/The Boulevard/Consumer Square





Lane Group	SBR
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

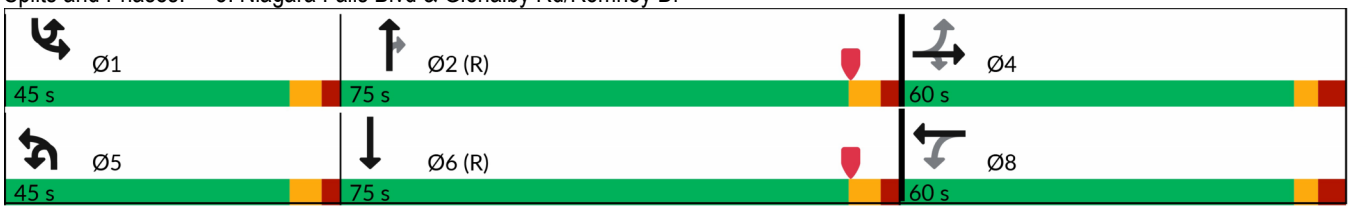
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	41	86	30	204	87	212	6	45	922	161	1	223
Future Volume (vph)	41	86	30	204	87	212	6	45	922	161	1	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	100		0		120		165		315
Storage Lanes	0		1	1		0		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91	1.00
Frt			0.850		0.894					0.850		
Flt Protected		0.984		0.950				0.950				0.950
Satd. Flow (prot)	0	1851	1599	1787	1682	0	0	1787	5136	1599	0	1787
Flt Permitted		0.361		0.590				0.950				0.950
Satd. Flow (perm)	0	679	1599	1110	1682	0	0	1787	5136	1599	0	1787
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			63		69					116		
Link Speed (mph)		30			30				40			
Link Distance (ft)		868			278				1759			
Travel Time (s)		19.7			6.3				30.0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	43	91	32	215	92	223	6	47	971	169	1	235
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	134	32	215	315	0	0	53	971	169	0	236
Turn Type	Perm	NA	Perm	Perm	NA		Prot	Prot	NA	Perm	Prot	Prot
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4		4	8						2		
Detector Phase	4	4	4	8	8		5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		3.0	3.0	10.0	10.0	3.0	3.0
Minimum Split (s)	48.9	48.9	48.9	48.9	48.9		11.7	11.7	40.0	40.0	11.7	11.7
Total Split (s)	60.0	60.0	60.0	60.0	60.0		45.0	45.0	75.0	75.0	45.0	45.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%		25.0%	25.0%	41.7%	41.7%	25.0%	25.0%
Maximum Green (s)	53.1	53.1	53.1	53.1	53.1		38.3	38.3	68.3	68.3	38.3	38.3
Yellow Time (s)	3.2	3.2	3.2	3.2	3.2		4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	3.7	3.7	3.7	3.7	3.7		2.4	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)		6.9	6.9	6.9	6.9			6.7	6.7	6.7		6.7
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.4	2.4	2.4	2.4	2.4	2.4
Recall Mode	None	None	None	None	None		None	None	C-Max	C-Max	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0				7.0	7.0		
Flash Don't Walk (s)	35.0	35.0	35.0	30.0	30.0				24.0	24.0		
Pedestrian Calls (#/hr)	0	0	0	0	0				0	0		
Act Effct Green (s)		37.7	37.7	37.7	37.7			10.1	93.5	93.5		28.5
Actuated g/C Ratio		0.21	0.21	0.21	0.21			0.06	0.52	0.52		0.16
v/c Ratio		0.94	0.08	0.93	0.78			0.53	0.36	0.19		0.84
Control Delay (s/veh)		130.7	0.7	109.4	62.3			81.3	51.2	31.8		112.8
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	988	36
Future Volume (vph)	988	36
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Frt	0.995	
Flt Protected		
Satd. Flow (prot)	5110	0
Flt Permitted		
Satd. Flow (perm)	5110	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	3	
Link Speed (mph)	40	
Link Distance (ft)	758	
Travel Time (s)	12.9	
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	1040	38
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1078	0
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	31.7	
Total Split (s)	75.0	
Total Split (%)	41.7%	
Maximum Green (s)	68.3	
Yellow Time (s)	4.3	
All-Red Time (s)	2.4	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.7	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	2.4	
Recall Mode	C-Max	
Walk Time (s)	7.0	
Flash Don't Walk (s)	18.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	114.4	
Actuated g/C Ratio	0.64	
v/c Ratio	0.33	
Control Delay (s/veh)	8.6	
Queue Delay	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Total Delay (s/veh)		130.7	0.7	109.4	62.3			81.3	51.2	31.8		112.8
LOS		F	A	F	E			F	D	C		F
Approach Delay (s/veh)		105.7			81.4				49.8			
Approach LOS		F			F				D			
Queue Length 50th (ft)		158	0	251	277			63	352	86		282
Queue Length 95th (ft)		#249	3	m336	363			116	462	172		391
Internal Link Dist (ft)		788			198				1679			
Turn Bay Length (ft)			25	100				120		165		315
Base Capacity (vph)		200	516	327	544			380	2667	886		380
Starvation Cap Reductn		0	0	0	0			0	0	0		0
Spillback Cap Reductn		0	0	0	0			0	0	0		0
Storage Cap Reductn		0	0	0	0			0	0	0		0
Reduced v/c Ratio		0.67	0.06	0.66	0.58			0.14	0.36	0.19		0.62

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 150 (83%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay (s/veh): 48.7		Intersection LOS: D	
Intersection Capacity Utilization 77.3%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 5: Niagara Falls Blvd & Glenalby Rd/Romney Dr





Lane Group	SBT	SBR
Total Delay (s/veh)	8.6	
LOS	A	
Approach Delay (s/veh)	27.3	
Approach LOS	C	
Queue Length 50th (ft)	90	
Queue Length 95th (ft)	140	
Internal Link Dist (ft)	678	
Turn Bay Length (ft)		
Base Capacity (vph)	3247	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.33	

Intersection Summary

Intersection	
Int Delay, s/veh	552.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	0	2	16	119	0	53	1	1	1651	90	50	65	1347	17
Future Vol, veh/h	0	2	16	119	0	53	1	1	1651	90	50	65	1347	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	105	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	1	1	1	1	1	1	2	1	1	1	1	1	1	1
Mvmt Flow	0	2	16	121	0	54	1	1	1685	92	51	66	1374	17

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	2296	3398	696	2520	3361	888	1016	1392	0	0	1297	1777	0	0
Stage 1	1618	1618	-	1735	1735	-	-	-	-	-	-	-	-	-
Stage 2	678	1781	-	786	1627	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	7.12	6.42	6.52	7.12	5.64	5.32	-	-	5.62	5.32	-	-
Critical Hdwy Stg 1	7.32	5.52	-	7.32	5.52	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.72	5.52	-	6.72	5.52	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.81	4.01	3.91	3.81	4.01	3.91	2.32	3.11	-	-	2.31	3.11	-	-
Pot Cap-1 Maneuver	42	7	331	~ 30	8	248	430	254	-	-	303	164	-	-
Stage 1	74	162	-	~ 61	142	-	-	-	-	-	-	-	-	-
Stage 2	374	135	-	321	161	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	12	3	331	~ 5	3	248	314	314	-	-	189	189	-	-
Mov Cap-2 Maneuver	12	3	-	~ 5	3	-	-	-	-	-	-	-	-	-
Stage 1	28	62	-	~ 60	141	-	-	-	-	-	-	-	-	-
Stage 2	289	133	-	~ 112	61	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $/3	$ 347.54	$ 10889.82	0.32	3.95
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	5	-	-	23	8	189	-	-
HCM Lane V/C Ratio	0.003	-	-	0.783	23.086	0.62	-	-
HCM Control Delay (s/veh)	16.5	0.3	-	$ 347.5	$ 10889.8	50.8	-	-
HCM Lane LOS	C	A	-	F	F	F	-	-
HCM 95th %tile Q(veh)	0	-	-	2.3	23.8	3.5	-	-

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

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	1	178	338	81	1	323	325	293	15	85	1100	292
Future Volume (vph)	1	178	338	81	1	323	325	293	15	85	1100	292
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		50		50		400		0		300		300
Storage Lanes		1		1		1		1		1		1
Taper Length (ft)		25				25				25		
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	1.00	0.91	1.00	0.91	1.00
Ped Bike Factor		1.00	1.00			1.00		0.98				
Frt			0.971					0.850				0.850
Flt Protected		0.950				0.950				0.950		
Satd. Flow (prot)	0	1787	3459	0	0	1787	3574	1599	0	1787	5136	1599
Flt Permitted		0.548				0.175				0.950		
Satd. Flow (perm)	0	1028	3459	0	0	328	3574	1573	0	1787	5136	1599
Right Turn on Red				Yes				Yes				Yes
Satd. Flow (RTOR)			15					281				278
Link Speed (mph)			30				45				40	
Link Distance (ft)			1574				1441				956	
Travel Time (s)			35.8				21.8				16.3	
Confl. Peds. (#/hr)		3		4		4		3				
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	185	352	84	1	336	339	305	16	89	1146	304
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	186	436	0	0	337	339	305	0	105	1146	304
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	Perm	Prot	Prot	NA	Perm
Protected Phases	7	7	4		3	3	8		5	5	2	
Permitted Phases	4	4			8	8		8				2
Detector Phase	7	7	4		3	3	8	8	5	5	2	2
Switch Phase												
Minimum Initial (s)	3.0	3.0	6.0		3.0	3.0	6.0	6.0	3.0	3.0	10.0	10.0
Minimum Split (s)	13.8	13.8	48.1		13.8	13.8	47.8	47.8	12.1	12.1	39.1	39.1
Total Split (s)	30.0	30.0	50.0		35.0	35.0	55.0	55.0	20.0	20.0	65.0	65.0
Total Split (%)	16.7%	16.7%	27.8%		19.4%	19.4%	30.6%	30.6%	11.1%	11.1%	36.1%	36.1%
Maximum Green (s)	21.9	21.9	41.9		26.9	26.9	46.9	46.9	13.1	13.1	58.1	58.1
Yellow Time (s)	3.8	3.8	3.8		3.8	3.8	3.8	3.8	3.9	3.9	3.9	3.9
All-Red Time (s)	4.3	4.3	4.3		4.3	4.3	4.3	4.3	3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		8.1	8.1			8.1	8.1	8.1		6.9	6.9	6.9
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.5	2.5	2.5	2.5	2.4	2.4	2.4	2.4
Recall Mode	None	None	None		None	None	None	None	None	None	C-Max	C-Max
Walk Time (s)			7.0				7.0	7.0			7.0	7.0
Flash Don't Walk (s)			33.0				31.0	31.0			24.0	24.0
Pedestrian Calls (#/hr)			0				0	0			0	0
Act Effct Green (s)		44.3	26.5			60.2	35.2	35.2		16.1	75.1	75.1
Actuated g/C Ratio		0.25	0.15			0.33	0.20	0.20		0.09	0.42	0.42
v/c Ratio		0.57	0.84			1.04	0.48	0.57		0.66	0.54	0.37

Lane Group	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	3	316	880	131
Future Volume (vph)	3	316	880	131
Ideal Flow (vphpl)	1900	1900	1900	1900
Storage Length (ft)		350		0
Storage Lanes		2		0
Taper Length (ft)		25		
Lane Util. Factor	0.91	0.97	0.91	0.91
Ped Bike Factor				
Frt			0.981	
Flt Protected		0.950		
Satd. Flow (prot)	0	3467	5038	0
Flt Permitted		0.950		
Satd. Flow (perm)	0	3467	5038	0
Right Turn on Red				Yes
Satd. Flow (RTOR)			18	
Link Speed (mph)			40	
Link Distance (ft)			608	
Travel Time (s)			10.4	
Confl. Peds. (#/hr)				
Peak Hour Factor	0.94	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%
Adj. Flow (vph)	3	329	917	136
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	332	1053	0
Turn Type	Prot	Prot	NA	
Protected Phases	1	1	6	
Permitted Phases				
Detector Phase	1	1	6	
Switch Phase				
Minimum Initial (s)	3.0	3.0	10.0	
Minimum Split (s)	12.1	12.1	32.1	
Total Split (s)	30.0	30.0	75.0	
Total Split (%)	16.7%	16.7%	41.7%	
Maximum Green (s)	23.1	23.1	68.1	
Yellow Time (s)	3.9	3.9	3.9	
All-Red Time (s)	3.0	3.0	3.0	
Lost Time Adjust (s)		0.0	0.0	
Total Lost Time (s)		6.9	6.9	
Lead/Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	
Vehicle Extension (s)	2.4	2.4	2.4	
Recall Mode	None	None	C-Max	
Walk Time (s)			7.0	
Flash Don't Walk (s)			17.0	
Pedestrian Calls (#/hr)			0	
Act Effct Green (s)		21.9	80.8	
Actuated g/C Ratio		0.12	0.45	
v/c Ratio		0.79	0.46	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Control Delay (s/veh)		51.0	86.3			107.7	66.7	13.0		98.1	41.7	6.8
Queue Delay		0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		51.0	86.3			107.7	66.7	13.0		98.1	41.7	6.8
LOS		D	F			F	E	B		F	D	A
Approach Delay (s/veh)			75.8				64.1				38.7	
Approach LOS			E				E				D	
Queue Length 50th (ft)		162	259			~342	190	24		122	372	18
Queue Length 95th (ft)		222	314			#545	241	122		189	468	98
Internal Link Dist (ft)			1494				1361				876	
Turn Bay Length (ft)		50				400				300		300
Base Capacity (vph)		368	816			327	931	617		164	2141	828
Starvation Cap Reductn		0	0			0	0	0		0	0	0
Spillback Cap Reductn		0	0			0	0	0		0	0	0
Storage Cap Reductn		0	0			0	0	0		0	0	0
Reduced v/c Ratio		0.51	0.53			1.03	0.36	0.49		0.64	0.54	0.37

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay (s/veh): 50.8		Intersection LOS: D	
Intersection Capacity Utilization 88.0%		ICU Level of Service E	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 7: Niagara Falls Blvd & Brighton Rd/Maple Rd





Lane Group	SBU	SBL	SBT	SBR
Control Delay (s/veh)		97.4	27.0	
Queue Delay		0.0	0.0	
Total Delay (s/veh)		97.4	27.0	
LOS		F	C	
Approach Delay (s/veh)			43.9	
Approach LOS			D	
Queue Length 50th (ft)		210	213	
Queue Length 95th (ft)		227	256	
Internal Link Dist (ft)			528	
Turn Bay Length (ft)		350		
Base Capacity (vph)		463	2271	
Starvation Cap Reductn		0	0	
Spillback Cap Reductn		0	0	
Storage Cap Reductn		0	0	
Reduced v/c Ratio		0.72	0.46	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	9	2	15	83	7	89	1	6	1236	77	16	93
Future Volume (vph)	9	2	15	83	7	89	1	6	1236	77	16	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		125		0		330
Storage Lanes	1		0	0		1		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	0.91	0.91	1.00
Ped Bike Factor		0.99			1.00							
Frt		0.868				0.850			0.991			
Flt Protected	0.950				0.956			0.950				0.950
Satd. Flow (prot)	1787	1612	0	0	1798	1599	0	1787	5089	0	0	1787
Flt Permitted	0.667				0.730							0.950
Satd. Flow (perm)	1255	1612	0	0	1370	1599	0	1881	5089	0	0	1787
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		15				92			8			
Link Speed (mph)		25			25				40			
Link Distance (ft)		642			490				588			
Travel Time (s)		17.5			13.4				10.0			
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	9	2	15	86	7	92	1	6	1274	79	16	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	17	0	0	93	92	0	7	1353	0	0	112
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2			2	1		1	2			1
Detector Template	Left	Thru			Thru	Right		Left	Thru			Left
Leading Detector (ft)	20	100			100	20		20	100			20
Trailing Detector (ft)	0	0			0	0		0	0			0
Detector 1 Position(ft)	0	0			0	0		0	0			0
Detector 1 Size(ft)	20	6			6	20		20	6			20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0		0.0	0.0			0.0
Detector 1 Queue (s)	0.0	0.0			0.0	0.0		0.0	0.0			0.0
Detector 1 Delay (s)	0.0	0.0			0.0	0.0		0.0	0.0			0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1139	24
Future Volume (vph)	1139	24
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Ped Bike Factor		
Frt	0.997	
Flt Protected		
Satd. Flow (prot)	5120	0
Flt Permitted		
Satd. Flow (perm)	5120	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	3	
Link Speed (mph)	40	
Link Distance (ft)	956	
Travel Time (s)	16.3	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	1174	25
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1199	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Turn Type	Perm	NA		Perm	NA	Perm	custom	custom	NA		Prot	Prot
Protected Phases		4			8			5	2		1	1
Permitted Phases	4			8		8	5	5				
Detector Phase	4	4		8	8	8	5	5	2		1	1
Switch Phase												
Minimum Initial (s)	5.0	5.0		6.0	6.0	6.0	3.0	3.0	10.0		3.0	3.0
Minimum Split (s)	22.5	22.5		39.2	39.2	39.2	9.3	9.3	33.3		9.3	9.3
Total Split (s)	45.0	45.0		45.0	45.0	45.0	35.0	35.0	60.0		35.0	35.0
Total Split (%)	32.1%	32.1%		32.1%	32.1%	32.1%	25.0%	25.0%	42.9%		25.0%	25.0%
Maximum Green (s)	40.5	40.5		38.8	38.8	38.8	28.7	28.7	53.7		28.7	28.7
Yellow Time (s)	3.5	3.5		3.2	3.2	3.2	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0		3.0	3.0	3.0	2.3	2.3	2.3		2.3	2.3
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)	4.5	4.5			6.2	6.2		6.3	6.3			6.3
Lead/Lag							Lead	Lead	Lag		Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0		2.0	2.0	2.0	2.0	2.0	3.0		2.0	2.0
Recall Mode	None	None		None	None	None	None	None	C-Min		None	None
Walk Time (s)	7.0	7.0		7.0	7.0	7.0			7.0			
Flash Don't Walk (s)	11.0	11.0		26.0	26.0	26.0			20.0			
Pedestrian Calls (#/hr)	0	0		0	0	0			0			
Act Effct Green (s)	15.7	15.7			14.0	14.0		9.3	94.0			13.2
Actuated g/C Ratio	0.11	0.11			0.10	0.10		0.07	0.67			0.09
v/c Ratio	0.06	0.09			0.68	0.38		0.06	0.40			0.67
Control Delay (s/veh)	53.3	24.8			84.0	14.8		58.0	11.5			79.5
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.3			0.0
Total Delay (s/veh)	53.3	24.8			84.0	14.8		58.0	11.8			79.5
LOS	D	C			F	B		E	B			E
Approach Delay (s/veh)		34.6			49.6				12.1			
Approach LOS		C			D				B			
Stops (vph)	10	7			86	15		8	567			103
Fuel Used(gal)	0	0			2	1		0	14			3
CO Emissions (g/hr)	13	14			157	49		13	971			243
NOx Emissions (g/hr)	3	3			31	9		3	189			47
VOC Emissions (g/hr)	3	3			36	11		3	225			56
Dilemma Vehicles (#)	0	0			0	0		0	47			0
Queue Length 50th (ft)	8	2			84	0		6	187			101
Queue Length 95th (ft)	25	25			140	52		22	279			162
Internal Link Dist (ft)		562			410				508			
Turn Bay Length (ft)								125				330
Base Capacity (vph)	363	476			379	509		385	3420			366
Starvation Cap Reductn	0	0			0	0		0	1237			0
Spillback Cap Reductn	0	0			0	0		0	0			0
Storage Cap Reductn	0	0			0	0		0	0			0
Reduced v/c Ratio	0.02	0.04			0.25	0.18		0.02	0.62			0.31

Intersection Summary	
Area Type:	Other

Cycle Length: 140

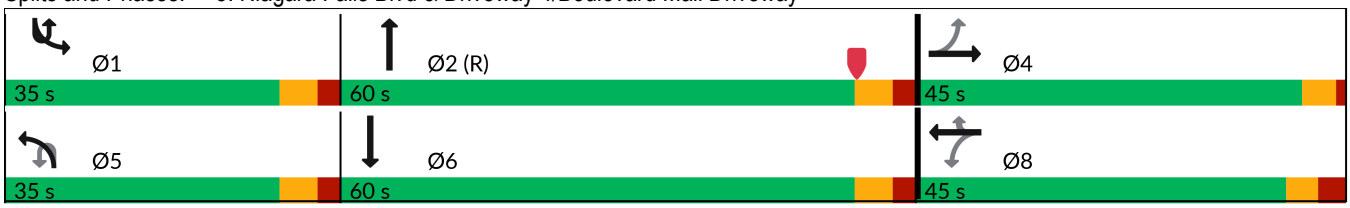


Lane Group	SBT	SBR
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	33.3	
Total Split (s)	60.0	
Total Split (%)	42.9%	
Maximum Green (s)	53.7	
Yellow Time (s)	4.0	
All-Red Time (s)	2.3	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.3	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	Min	
Walk Time (s)	7.0	
Flash Don't Walk (s)	20.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	108.8	
Actuated g/C Ratio	0.78	
v/c Ratio	0.30	
Control Delay (s/veh)	6.2	
Queue Delay	0.0	
Total Delay (s/veh)	6.2	
LOS	A	
Approach Delay (s/veh)	12.5	
Approach LOS	B	
Stops (vph)	328	
Fuel Used(gal)	12	
CO Emissions (g/hr)	856	
NOx Emissions (g/hr)	166	
VOC Emissions (g/hr)	198	
Dilemma Vehicles (#)	42	
Queue Length 50th (ft)	82	
Queue Length 95th (ft)	234	
Internal Link Dist (ft)	876	
Turn Bay Length (ft)		
Base Capacity (vph)	3979	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.30	

Intersection Summary

Actuated Cycle Length: 140	
Offset: 60 (43%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay (s/veh): 14.9	Intersection LOS: B
Intersection Capacity Utilization 61.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Niagara Falls Blvd & Driveway 4/Boulevard Mall Driveway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	23	15	19	86	15	89	25	28	1164	98	79	1159
Future Volume (vph)	23	15	19	86	15	89	25	28	1164	98	79	1159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		150		0	250	
Storage Lanes	0		0	1		0		1		0	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	0.91	1.00	0.91
Ped Bike Factor		0.99		0.99				1.00				1.00
Frt		0.954			0.871				0.988			0.995
Flt Protected		0.980		0.950				0.950			0.950	
Satd. Flow (prot)	0	1746	0	1787	1639	0	0	1787	5074	0	1787	5106
Flt Permitted		0.719		0.719				0.950			0.950	
Satd. Flow (perm)	0	1281	0	1341	1639	0	0	1782	5074	0	1787	5106
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		14			92				11			4
Link Speed (mph)		30			25				40			40
Link Distance (ft)		538			562				2182			588
Travel Time (s)		12.2			15.3				37.2			10.0
Confl. Peds. (#/hr)			6	6				5				
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	24	15	20	89	15	92	26	29	1200	101	81	1195
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	59	0	89	107	0	0	55	1301	0	81	1233
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				24			24
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors		2		1	2			1	2		1	2
Detector Template		Thru		Left	Thru			Left	Thru		Left	Thru
Leading Detector (ft)		100		20	100			20	100		20	100
Trailing Detector (ft)		0		0	0			0	0		0	0
Detector 1 Position(ft)		0		0	0			0	0		0	0
Detector 1 Size(ft)		6		20	6			20	6		20	6
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0			0.0	0.0		0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0			0.0	0.0		0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0			0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94				94			94
Detector 2 Size(ft)		6			6				6			6
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0



Lane Group	SBR	Ø2
Lane Configurations		
Traffic Volume (vph)	37	
Future Volume (vph)	37	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.91	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red	Yes	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	5	
Peak Hour Factor	0.97	
Heavy Vehicles (%)	1%	
Adj. Flow (vph)	38	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Turn Type	Perm	NA		Perm	NA		Prot	Prot	NA		Prot	NA
Protected Phases		4			4		1	1	1 2		3	2 3
Permitted Phases	4			4								
Detector Phase	4	4		4	4		1	1	1 2		3	2 3
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		3.0	3.0			3.0	
Minimum Split (s)	41.6	41.6		41.6	41.6		16.3	16.3			16.3	
Total Split (s)	45.0	45.0		45.0	45.0		35.0	35.0			35.0	
Total Split (%)	25.7%	25.7%		25.7%	25.7%		20.0%	20.0%			20.0%	
Maximum Green (s)	38.4	38.4		38.4	38.4		28.7	28.7			28.7	
Yellow Time (s)	3.2	3.2		3.2	3.2		4.3	4.3			4.3	
All-Red Time (s)	3.4	3.4		3.4	3.4		2.0	2.0			2.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		6.6		6.6	6.6			6.3			6.3	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes			Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5		2.0	2.0			2.0	
Recall Mode	None	None		None	None		None	None			None	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Don't Walk (s)	26.0	26.0		26.0	26.0							
Pedestrian Calls (#/hr)	5	5		5	5							
Act Effct Green (s)		19.0		19.0	19.0			27.1	121.3		15.5	109.7
Actuated g/C Ratio		0.11		0.11	0.11			0.15	0.69		0.09	0.63
v/c Ratio		0.39		0.61	0.41			0.20	0.37		0.51	0.39
Control Delay (s/veh)		60.0		90.5	20.6			63.1	12.6		86.4	18.5
Queue Delay		0.0		0.0	0.0			0.0	0.0		0.0	0.2
Total Delay (s/veh)		60.0		90.5	20.6			63.1	12.6		86.4	18.7
LOS		E		F	C			E	B		F	B
Approach Delay (s/veh)		60.0			52.3				14.7			22.9
Approach LOS		E			D				B			C
Stops (vph)		40		80	22			43	507		73	584
Fuel Used(gal)		1		2	1			2	27		2	15
CO Emissions (g/hr)		81		161	71			132	1881		169	1050
NOx Emissions (g/hr)		16		31	14			26	366		33	204
VOC Emissions (g/hr)		19		37	16			31	436		39	243
Dilemma Vehicles (#)		0		0	0			0	36		0	26
Queue Length 50th (ft)		50		101	16			57	202		91	234
Queue Length 95th (ft)		93		152	74			94	339		148	406
Internal Link Dist (ft)		458			482				2102			508
Turn Bay Length (ft)								150			250	
Base Capacity (vph)		292		294	431			320	3499		293	3586
Starvation Cap Reductn		0		0	0			0	0		0	1307
Spillback Cap Reductn		0		0	0			0	0		0	0
Storage Cap Reductn		0		0	0			0	0		0	0
Reduced v/c Ratio		0.20		0.30	0.25			0.17	0.37		0.28	0.54

Intersection Summary	
Area Type:	Other

Cycle Length: 175

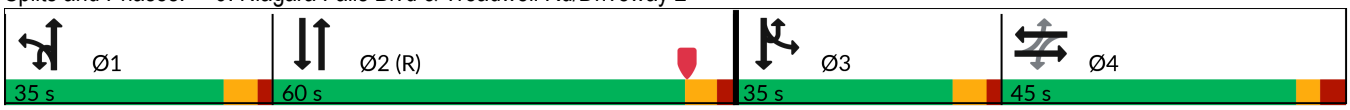


Lane Group	SBR	Ø2
Turn Type		
Protected Phases		2
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)		10.0
Minimum Split (s)		31.3
Total Split (s)		60.0
Total Split (%)		34%
Maximum Green (s)		53.7
Yellow Time (s)		4.3
All-Red Time (s)		2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lag
Lead-Lag Optimize?		Yes
Vehicle Extension (s)		4.0
Recall Mode		C-Min
Walk Time (s)		
Flash Don't Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		
Stops (vph)		
Fuel Used(gal)		
CO Emissions (g/hr)		
NOx Emissions (g/hr)		
VOC Emissions (g/hr)		
Dilemma Vehicles (#)		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Actuated Cycle Length: 175	
Offset: 60 (34%), Referenced to phase 2:NBSB, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay (s/veh): 21.8	Intersection LOS: C
Intersection Capacity Utilization 58.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 9: Niagara Falls Blvd & Treadwell Rd/Driveway 2





Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	2	447	603	0	3	249	688	69	0	641	68	35
Future Volume (vph)	2	447	603	0	3	249	688	69	0	641	68	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		370		0		300		300	0		0	
Storage Lanes		2		0		2		1	0		0	
Taper Length (ft)		25				25			25			
Lane Util. Factor	0.91	0.97	0.91	0.91	0.91	0.97	0.91	1.00	1.00	0.91	0.91	0.95
Ped Bike Factor		1.00				1.00		0.98				
Frt								0.850		0.986		
Flt Protected		0.950				0.950						
Satd. Flow (prot)	0	3467	5136	0	0	3467	5136	1599	0	5064	0	0
Flt Permitted		0.950				0.950						
Satd. Flow (perm)	0	3463	5136	0	0	3465	5136	1575	0	5064	0	0
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)								119		10		
Link Speed (mph)			40				40			40		
Link Distance (ft)			623				1468			379		
Travel Time (s)			10.6				25.0			6.5		
Confl. Peds. (#/hr)		2		1		1		2				
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	2	461	622	0	3	257	709	71	0	661	70	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	463	622	0	0	260	709	71	0	731	0	0
Turn Type	Prot	Prot	NA		Prot	Prot	NA	Perm		NA		Prot
Protected Phases	3	3	8		7	7	4			2		1
Permitted Phases								4				
Detector Phase	3	3	8		7	7	4	4		2		1
Switch Phase												
Minimum Initial (s)	3.0	3.0	6.0		3.0	3.0	6.0	6.0		10.0		3.0
Minimum Split (s)	10.3	10.3	48.0		10.3	10.3	48.0	48.0		58.2		12.3
Total Split (s)	37.0	37.0	48.0		37.0	37.0	48.0	48.0		68.0		37.0
Total Split (%)	19.5%	19.5%	25.3%		19.5%	19.5%	25.3%	25.3%		35.8%		19.5%
Maximum Green (s)	29.7	29.7	40.7		29.7	29.7	40.7	40.7		59.8		28.8
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0		4.0		4.0
All-Red Time (s)	3.3	3.3	3.3		3.3	3.3	3.3	3.3		4.2		4.2
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0		0.0		
Total Lost Time (s)		7.3	7.3			7.3	7.3	7.3		8.2		
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag	Lag		Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes		Yes		Yes
Vehicle Extension (s)	4.0	4.0	4.0		2.0	2.0	4.0	4.0		4.0		2.0
Recall Mode	None	None	None		None	None	None	None		C-Min		None
Walk Time (s)			7.0				7.0	7.0		7.0		
Flash Don't Walk (s)			30.0				30.0	30.0		39.0		
Pedestrian Calls (#/hr)			1				2	2		0		
Act Effct Green (s)		31.8	48.0			18.6	34.8	34.8		73.7		
Actuated g/C Ratio		0.17	0.25			0.10	0.18	0.18		0.39		
v/c Ratio		0.80	0.48			0.77	0.75	0.18		0.37		

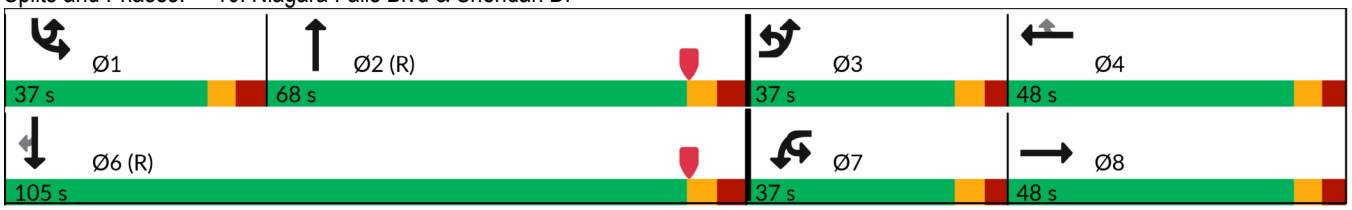


Lane Group	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	219	621	459
Future Volume (vph)	219	621	459
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	450		0
Storage Lanes	2		1
Taper Length (ft)	25		
Lane Util. Factor	0.97	0.95	1.00
Ped Bike Factor			
Frt			0.850
Flt Protected	0.950		
Satd. Flow (prot)	3467	3574	1599
Flt Permitted	0.950		
Satd. Flow (perm)	3467	3574	1599
Right Turn on Red			Yes
Satd. Flow (RTOR)			445
Link Speed (mph)		40	
Link Distance (ft)		2182	
Travel Time (s)		37.2	
Confl. Peds. (#/hr)			
Peak Hour Factor	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%
Adj. Flow (vph)	226	640	473
Shared Lane Traffic (%)			
Lane Group Flow (vph)	262	640	473
Turn Type	Prot	NA	Perm
Protected Phases	1	6	
Permitted Phases			6
Detector Phase	1	6	6
Switch Phase			
Minimum Initial (s)	3.0	10.0	10.0
Minimum Split (s)	12.3	58.2	58.2
Total Split (s)	37.0	105.0	105.0
Total Split (%)	19.5%	55.3%	55.3%
Maximum Green (s)	28.8	96.8	96.8
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	4.2	4.2	4.2
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	8.2	8.2	8.2
Lead/Lag	Lead		
Lead-Lag Optimize?	Yes		
Vehicle Extension (s)	2.0	4.0	4.0
Recall Mode	None	C-Min	C-Min
Walk Time (s)		7.0	7.0
Flash Don't Walk (s)		39.0	39.0
Pedestrian Calls (#/hr)		2	2
Act Effct Green (s)	18.7	100.6	100.6
Actuated g/C Ratio	0.10	0.53	0.53
v/c Ratio	0.77	0.34	0.45

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Control Delay (s/veh)		86.5	61.1			98.5	78.7	1.1		27.7		
Queue Delay		0.0	0.0			0.0	0.0	0.0		0.3		
Total Delay (s/veh)		86.5	61.1			98.5	78.7	1.1		28.0		
LOS		F	E			F	E	A		C		
Approach Delay (s/veh)			71.9				78.3			28.0		
Approach LOS			E				E			C		
Queue Length 50th (ft)		291	244			166	312	0		248		
Queue Length 95th (ft)		344	272			214	347	0		330		
Internal Link Dist (ft)			543				1388			299		
Turn Bay Length (ft)		370				300		300				
Base Capacity (vph)		597	1304			541	1105	432		1992		
Starvation Cap Reductn		0	0			0	0	0		636		
Spillback Cap Reductn		0	0			0	0	0		0		
Storage Cap Reductn		0	0			0	0	0		0		
Reduced v/c Ratio		0.78	0.48			0.48	0.64	0.16		0.54		

Intersection Summary			
Area Type:	Other		
Cycle Length: 190			
Actuated Cycle Length: 190			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay (s/veh): 53.3		Intersection LOS: D	
Intersection Capacity Utilization 74.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 10: Niagara Falls Blvd & Sheridan Dr





Lane Group	SBL	SBT	SBR
Control Delay (s/veh)	98.5	27.5	4.5
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	98.5	27.5	4.5
LOS	F	C	A
Approach Delay (s/veh)		33.1	
Approach LOS		C	
Queue Length 50th (ft)	167	237	17
Queue Length 95th (ft)	216	329	98
Internal Link Dist (ft)		2102	
Turn Bay Length (ft)	450		
Base Capacity (vph)	525	1933	1069
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	24	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.50	0.34	0.44

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	191	134	48	178	90	2	101	745	56	87	767
Future Volume (vph)	0	191	134	48	178	90	2	101	745	56	87	767
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	200		0		250		0	0	
Storage Lanes	0		1	1		0		1		0	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.91	1.00	0.91	0.91	1.00	0.95
Ped Bike Factor					1.00							
Frt			0.850		0.949				0.990			0.993
Flt Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	3505	1568	1752	3311	0	0	1752	4986	0	1752	3480
Flt Permitted				0.505				0.950			0.950	
Satd. Flow (perm)	0	3505	1568	932	3311	0	0	1752	4986	0	1752	3480
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			144		44				7			4
Link Speed (mph)		30			35				35			40
Link Distance (ft)		718			1535				1665			379
Travel Time (s)		16.3			29.9				32.4			6.5
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	205	144	52	191	97	2	109	801	60	94	825
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	205	144	52	288	0	0	111	861	0	94	867
Turn Type		NA	Perm	Perm	NA		Prot	Prot	NA		Prot	NA
Protected Phases		4			4		1	1	2		1 3	2 3
Permitted Phases			4	4								
Detector Phase		4	4	4	4		1	1	2		1 3	2 3
Switch Phase												
Minimum Initial (s)		6.0	6.0	6.0	6.0		3.0	3.0	10.0			
Minimum Split (s)		43.1	43.1	43.1	43.1		9.8	9.8	35.8			
Total Split (s)		54.0	54.0	54.0	54.0		35.0	35.0	68.0			
Total Split (%)		28.4%	28.4%	28.4%	28.4%		18.4%	18.4%	35.8%			
Maximum Green (s)		46.9	46.9	46.9	46.9		28.2	28.2	61.2			
Yellow Time (s)		3.2	3.2	3.2	3.2		3.9	3.9	3.9			
All-Red Time (s)		3.9	3.9	3.9	3.9		2.9	2.9	2.9			
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0			
Total Lost Time (s)		7.1	7.1	7.1	7.1			6.8	6.8			
Lead/Lag		Lag	Lag	Lag	Lag		Lead	Lead	Lag			
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0	2.0	2.0	2.0		2.0	2.0	4.0			
Recall Mode		None	None	None	None		None	None	C-Min			
Walk Time (s)		7.0	7.0	7.0	7.0				7.0			
Flash Don't Walk (s)		29.0	29.0	29.0	29.0				22.0			
Pedestrian Calls (#/hr)		0	0	0	0				0			
Act Effct Green (s)		19.8	19.8	19.8	19.8			16.4	112.9		29.8	133.1
Actuated g/C Ratio		0.10	0.10	0.10	0.10			0.09	0.59		0.16	0.70
v/c Ratio		0.56	0.49	0.54	0.75			0.74	0.29		0.34	0.36

Lane Group	SBR	Ø3
Lane Configurations		
Traffic Volume (vph)	39	
Future Volume (vph)	39	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red	Yes	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Peak Hour Factor	0.93	
Heavy Vehicles (%)	3%	
Adj. Flow (vph)	42	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Turn Type		
Protected Phases		3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)		3.0
Minimum Split (s)		9.8
Total Split (s)		33.0
Total Split (%)		17%
Maximum Green (s)		26.2
Yellow Time (s)		3.9
All-Red Time (s)		2.9
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead
Lead-Lag Optimize?		
Vehicle Extension (s)		2.0
Recall Mode		None
Walk Time (s)		
Flash Don't Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Control Delay (s/veh)		86.3	15.5	99.6	81.9			110.8	20.5		70.9	3.3
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0		0.0	0.2
Total Delay (s/veh)		86.3	15.5	99.6	81.9			110.8	20.5		70.9	3.4
LOS		F	B	F	F			F	C		E	A
Approach Delay (s/veh)		57.1			84.6				30.8			10.0
Approach LOS		E			F				C			B
Queue Length 50th (ft)		130	0	63	159			138	186		122	244
Queue Length 95th (ft)		172	72	114	208			207	269		189	156
Internal Link Dist (ft)		638			1455				1585			299
Turn Bay Length (ft)			100	200				250				
Base Capacity (vph)		865	495	230	850			260	2966		501	2674
Starvation Cap Reductn		0	0	0	0			0	0		0	797
Spillback Cap Reductn		0	0	0	0			0	127		0	0
Storage Cap Reductn		0	0	0	0			0	0		0	0
Reduced v/c Ratio		0.24	0.29	0.23	0.34			0.43	0.30		0.19	0.46

Intersection Summary			
Area Type:	Other		
Cycle Length: 190			
Actuated Cycle Length: 190			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay (s/veh): 33.7		Intersection LOS: C	
Intersection Capacity Utilization 64.6%		ICU Level of Service C	
Analysis Period (min) 15			

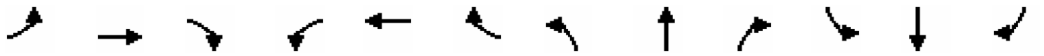
Splits and Phases: 11: Niagara Falls Blvd & Eggert Rd





Lane Group	SBR	Ø3
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

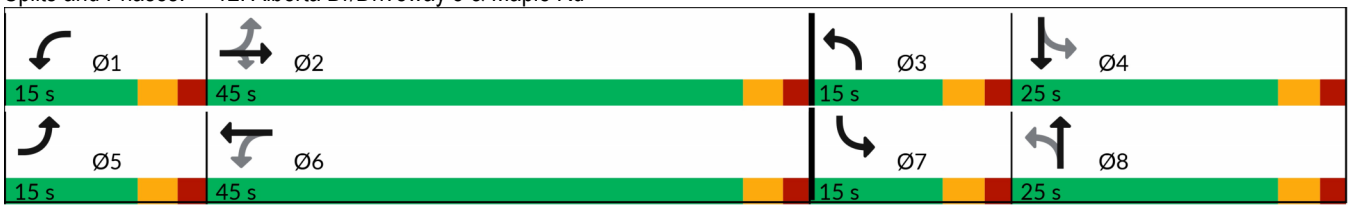


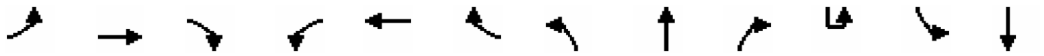
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	582	226	313	818	7	309	62	301	14	50	47
Future Volume (vph)	51	582	226	313	818	7	309	62	301	14	50	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	400		0	0		0	0		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.98	1.00	1.00		1.00	0.99		1.00	0.99	
Frt			0.850		0.999			0.876			0.927	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1787	5129	0	1787	1628	0	1787	1731	0
Flt Permitted	0.323			0.237			0.484			0.541		
Satd. Flow (perm)	607	3574	1571	445	5129	0	908	1628	0	1017	1731	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			231		1			219			42	
Link Speed (mph)		45			45			35			25	
Link Distance (ft)		1441			678			472			208	
Travel Time (s)		21.8			10.3			9.2			5.7	
Confl. Peds. (#/hr)	2		4	4		2	2		2	2		2
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	52	594	231	319	835	7	315	63	307	14	51	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	594	231	319	842	0	315	370	0	14	99	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2	2	2	6			8			4		
Detector Phase	5	2	2	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0		5.0	10.0		5.0	5.0	
Minimum Split (s)	10.0	27.6	27.6	10.0	27.6		10.0	27.6		10.0	27.6	
Total Split (s)	15.0	45.0	45.0	15.0	45.0		15.0	25.0		15.0	25.0	
Total Split (%)	15.0%	45.0%	45.0%	15.0%	45.0%		15.0%	25.0%		15.0%	25.0%	
Maximum Green (s)	10.0	40.0	40.0	10.0	40.0		10.0	20.0		10.0	20.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Gap (s)	0.2	0.2	0.2	0.2	0.2		0.2	0.2		0.2	0.2	
Time Before Reduce (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	7.0	
Time To Reduce (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5		0.5	0.5	
Recall Mode	None	Min	Min	None	Min		None	None		None	None	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Don't Walk (s)		15.0	15.0		15.0			15.0			15.0	
Pedestrian Calls (#/hr)		4	4		2			4			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	24.9	17.1	17.1	30.7	25.3		22.3	20.8		15.7	10.4	
Actuated g/C Ratio	0.38	0.26	0.26	0.47	0.39		0.34	0.32		0.24	0.16	
v/c Ratio	0.14	0.64	0.40	0.77	0.43		0.70	0.56		0.04	0.32	
Control Delay (s/veh)	12.1	26.1	5.8	28.8	19.0		27.0	12.2		14.9	19.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	12.1	26.1	5.8	28.8	19.0		27.0	12.2		14.9	19.6	
LOS	B	C	A	C	B		C	B		B	B	
Approach Delay (s/veh)		19.9			21.7			19.0			19.0	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	10	111	0	75	102		95	42		4	21	
Queue Length 95th (ft)	35	200	51	#258	182		184	157		15	63	
Internal Link Dist (ft)		1361			598			392			128	
Turn Bay Length (ft)	200		200	400								
Base Capacity (vph)	442	2273	1083	421	3263		448	727		416	587	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.12	0.26	0.21	0.76	0.26		0.70	0.51		0.03	0.17	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 65.6			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 20.4		Intersection LOS: C	
Intersection Capacity Utilization 70.0%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 12: Alberta Dr/Driveway 5 & Maple Rd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	162	660	97	244	833	295	143	374	149	1	316	436
Future Volume (vph)	162	660	97	244	833	295	143	374	149	1	316	436
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		430	350		0	150		150		500	
Storage Lanes	1		1	1		0	1		1		1	
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98	1.00			1.00					
Frt			0.850		0.961				0.850			
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1787	3574	1599	1787	4935	0	1787	1881	1599	0	1787	1881
Flt Permitted	0.172			0.142			0.338				0.177	
Satd. Flow (perm)	324	3574	1564	267	4935	0	636	1881	1599	0	333	1881
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			218		79				218			
Link Speed (mph)		45			45			35				35
Link Distance (ft)		678			748			1795				1039
Travel Time (s)		10.3			11.3			35.0				20.2
Confl. Peds. (#/hr)			1	1			1					
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	165	673	99	249	850	301	146	382	152	1	322	445
Shared Lane Traffic (%)												
Lane Group Flow (vph)	165	673	99	249	1151	0	146	382	152	0	323	445
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	pm+pt	NA
Protected Phases	5	2		1	6		3	8		7	7	4
Permitted Phases	2		2	6			8		8	4	4	
Detector Phase	5	2	2	1	6		3	8	8	7	7	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	10.0	10.0	5.0	5.0	10.0
Minimum Split (s)	10.0	38.0	38.0	10.0	38.0		10.0	38.0	38.0	10.0	10.0	38.0
Total Split (s)	15.0	30.0	30.0	25.0	40.0		15.0	35.0	35.0	25.0	25.0	45.0
Total Split (%)	13.0%	26.1%	26.1%	21.7%	34.8%		13.0%	30.4%	30.4%	21.7%	21.7%	39.1%
Maximum Green (s)	10.0	24.0	24.0	20.0	34.0		10.0	29.0	29.0	20.0	20.0	39.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0	4.0	3.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0		5.0	6.0	6.0		5.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Gap (s)	0.2	0.2	0.2	0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2
Time Before Reduce (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Time To Reduce (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Recall Mode	None	None	None	None	None		None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0	7.0			7.0
Flash Don't Walk (s)		25.0	25.0		25.0			25.0	25.0			25.0
Pedestrian Calls (#/hr)		0	0		1			0	0			1



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	205
Future Volume (vph)	205
Ideal Flow (vphpl)	1900
Storage Length (ft)	150
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.99
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1599
Flt Permitted	
Satd. Flow (perm)	1578
Right Turn on Red	Yes
Satd. Flow (RTOR)	171
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Peak Hour Factor	0.98
Heavy Vehicles (%)	1%
Adj. Flow (vph)	209
Shared Lane Traffic (%)	
Lane Group Flow (vph)	209
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	38.0
Total Split (s)	45.0
Total Split (%)	39.1%
Maximum Green (s)	39.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	
Vehicle Extension (s)	4.0
Minimum Gap (s)	0.2
Time Before Reduce (s)	7.0
Time To Reduce (s)	0.5
Recall Mode	None
Walk Time (s)	7.0
Flash Don't Walk (s)	25.0
Pedestrian Calls (#/hr)	1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Act Effct Green (s)	34.2	23.2	23.2	44.1	29.2		36.3	25.6	25.6		50.1	34.4
Actuated g/C Ratio	0.32	0.22	0.22	0.42	0.28		0.34	0.24	0.24		0.47	0.33
v/c Ratio	0.68	0.86	0.19	0.73	0.81		0.45	0.84	0.27		0.79	0.73
Control Delay (s/veh)	38.4	53.2	0.8	36.3	38.5		22.4	56.0	2.2		35.6	39.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	38.4	53.2	0.8	36.3	38.5		22.4	56.0	2.2		35.6	39.8
LOS	D	D	A	D	D		C	E	A		D	D
Approach Delay (s/veh)		45.0			38.1			36.8				31.7
Approach LOS		D			D			D				C
Queue Length 50th (ft)	75	247	0	119	265		56	256	0		139	271
Queue Length 95th (ft)	#162	#363	0	204	320		100	#415	12		#279	403
Internal Link Dist (ft)		598			668			1715				959
Turn Bay Length (ft)	250		430	350			150		150		500	
Base Capacity (vph)	245	823	528	406	1665		332	524	602		437	704
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	0
Reduced v/c Ratio	0.67	0.82	0.19	0.61	0.69		0.44	0.73	0.25		0.74	0.63

Intersection Summary

Area Type: Other
Cycle Length: 115
Actuated Cycle Length: 105.6
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay (s/veh): 37.9 Intersection LOS: D
Intersection Capacity Utilization 87.6% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

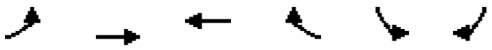
Splits and Phases: 13: Bailey Ave & Maple Rd





Lane Group	SBR
Act Effct Green (s)	34.4
Actuated g/C Ratio	0.33
v/c Ratio	0.33
Control Delay (s/veh)	8.3
Queue Delay	0.0
Total Delay (s/veh)	8.3
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	18
Queue Length 95th (ft)	74
Internal Link Dist (ft)	
Turn Bay Length (ft)	150
Base Capacity (vph)	698
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.30

Intersection Summary

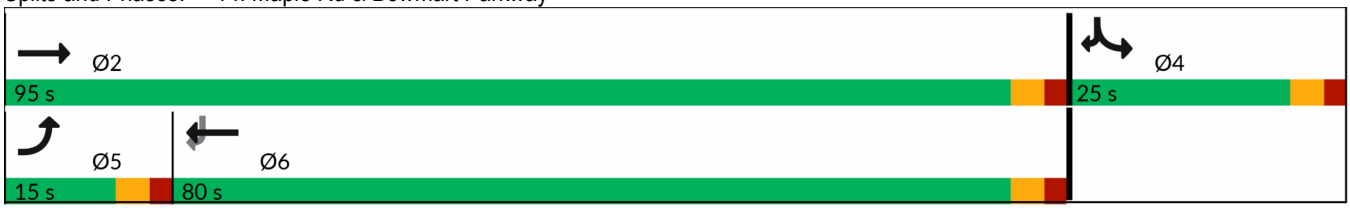


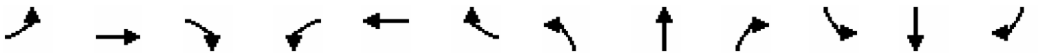
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	100	992	1221	180	235	146
Future Volume (vph)	100	992	1221	180	235	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250			100	100	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.91	0.91	1.00	1.00
Frt			0.981			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1787	3574	5038	0	1787	1599
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1787	3574	5038	0	1787	1599
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			43			159
Link Speed (mph)		35	45		30	
Link Distance (ft)		748	466		1444	
Travel Time (s)		14.6	7.1		32.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	109	1078	1327	196	255	159
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	1078	1523	0	255	159
Turn Type	Prot	NA	NA		Prot	custom
Protected Phases	5	2	6		4	4
Permitted Phases						6
Detector Phase	5	2	6		4	4
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	9.0	27.0	27.0		27.0	27.0
Total Split (s)	15.0	95.0	80.0		25.0	25.0
Total Split (%)	12.5%	79.2%	66.7%		20.8%	20.8%
Maximum Green (s)	10.0	90.0	75.0		20.0	20.0
Yellow Time (s)	3.0	3.0	3.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	Min	Min	Min		None	None
Walk Time (s)		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)	9.4	47.9	33.5		16.7	55.3
Actuated g/C Ratio	0.13	0.64	0.45		0.22	0.74
v/c Ratio	0.49	0.47	0.67		0.64	0.13
Control Delay (s/veh)	41.8	7.9	17.6		35.9	0.7
Queue Delay	0.0	0.0	0.0		0.0	0.0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Delay (s/veh)	41.8	7.9	17.6		35.9	0.7
LOS	D	A	B		D	A
Approach Delay (s/veh)		11.0	17.6		22.4	
Approach LOS		B	B		C	
Queue Length 50th (ft)	48	121	195		108	0
Queue Length 95th (ft)	111	175	256		209	11
Internal Link Dist (ft)		668	386		1364	
Turn Bay Length (ft)	250				100	
Base Capacity (vph)	244	3574	4782		488	1294
Starvation Cap Reductn	0	0	173		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.45	0.30	0.33		0.52	0.12

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 74.9			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay (s/veh): 15.7		Intersection LOS: B	
Intersection Capacity Utilization 58.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 14: Maple Rd & Bowmart Parkway



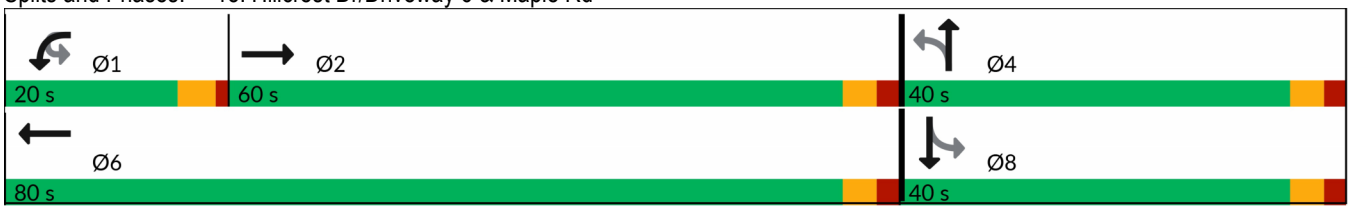


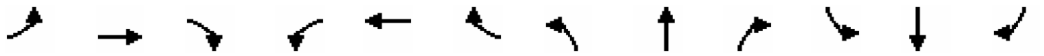
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1178	14	9	1436	0	22	0	10	0	1	2
Future Volume (vph)	0	1178	14	9	1436	0	22	0	10	0	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998						0.956			0.900	
Flt Protected				0.950				0.967				
Satd. Flow (prot)	0	3567	0	1787	3574	0	0	1739	0	1881	1693	0
Flt Permitted				0.950								
Satd. Flow (perm)	0	3567	0	1787	3574	0	0	1798	0	1881	1693	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)								59			2	
Link Speed (mph)		35			35			30			10	
Link Distance (ft)		466			1563			418			259	
Travel Time (s)		9.1			30.4			9.5			17.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	1240	15	9	1512	0	23	0	11	0	1	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1255	0	9	1512	0	0	34	0	0	3	0
Turn Type		NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases							4			8		
Detector Phase		2		1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)		27.0		9.5	27.0		27.0	27.0		42.0	42.0	
Total Split (s)		60.0		20.0	80.0		40.0	40.0		40.0	40.0	
Total Split (%)		50.0%		16.7%	66.7%		33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)		55.0		15.5	75.0		35.0	35.0		35.0	35.0	
Yellow Time (s)		3.0		3.5	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)		2.0		1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0		4.5	5.0			5.0		5.0	5.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)		4.0		3.0	4.0		4.0	4.0		4.0	4.0	
Minimum Gap (s)		0.2		3.0	0.2		0.2	0.2		0.2	0.2	
Time Before Reduce (s)		7.0		0.0	7.0		7.0	7.0		7.0	7.0	
Time To Reduce (s)		0.5		0.0	0.5		0.5	0.5		0.5	0.5	
Recall Mode		Min		None	Min		None	None		None	None	
Walk Time (s)					7.0					7.0	7.0	
Flash Don't Walk (s)					30.0					30.0	30.0	
Pedestrian Calls (#/hr)					0					0	0	
Act Effct Green (s)		38.3		6.1	40.0			7.0			7.0	
Actuated g/C Ratio		0.84		0.13	0.88			0.15			0.15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.42		0.04	0.48			0.10			0.01	
Control Delay (s/veh)		4.7		22.3	3.0			4.7			18.3	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)		4.7		22.3	3.0			4.7			18.3	
LOS		A		C	A			A			B	
Approach Delay (s/veh)		4.7			3.1			4.7			18.3	
Approach LOS		A			A			A			B	
Queue Length 50th (ft)		0		2	0			0			0	
Queue Length 95th (ft)		223		14	151			13			7	
Internal Link Dist (ft)		386			1483			338			179	
Turn Bay Length (ft)				150								
Base Capacity (vph)		3514		638	3574			1462			1366	
Starvation Cap Reductn		3		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.36		0.01	0.42			0.02			0.00	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 45.4			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay (s/veh): 3.8		Intersection LOS: A	
Intersection Capacity Utilization 56.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 15: Hillcrest Dr/Driveway 6 & Maple Rd



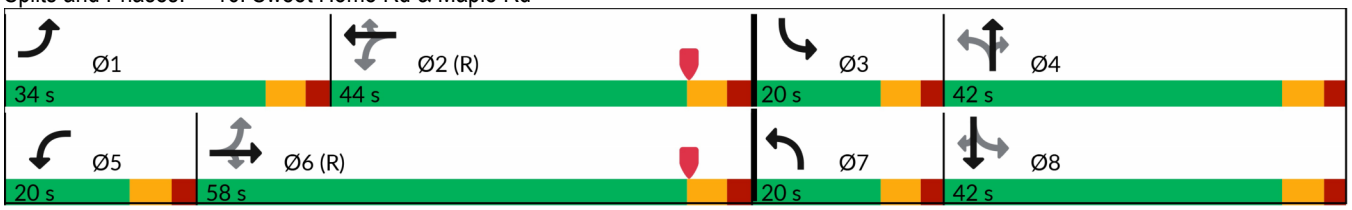


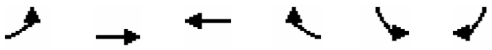
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	377	700	87	80	747	123	111	278	104	186	282	442
Future Volume (vph)	377	700	87	80	747	123	111	278	104	186	282	442
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	100		0	150		150	200		0
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.97	1.00			1.00					0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1787	3574	1599	1787	1881	1599	1787	1881	1599
Flt Permitted	0.175			0.380			0.329			0.255		
Satd. Flow (perm)	329	3574	1557	713	3574	1599	618	1881	1599	480	1881	1576
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			132			185			187			418
Link Speed (mph)		45			45			35			45	
Link Distance (ft)		1563			492			510			929	
Travel Time (s)		23.7			7.5			9.9			14.1	
Confl. Peds. (#/hr)			3	3			2					2
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	385	714	89	82	762	126	113	284	106	190	288	451
Shared Lane Traffic (%)												
Lane Group Flow (vph)	385	714	89	82	762	126	113	284	106	190	288	451
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0	10.0	3.0	6.0	6.0	3.0	6.0	6.0
Minimum Split (s)	9.8	39.8	39.8	9.8	38.8	38.8	9.6	40.6	40.6	9.6	40.6	40.6
Total Split (s)	34.0	58.0	58.0	20.0	44.0	44.0	20.0	42.0	42.0	20.0	42.0	42.0
Total Split (%)	24.3%	41.4%	41.4%	14.3%	31.4%	31.4%	14.3%	30.0%	30.0%	14.3%	30.0%	30.0%
Maximum Green (s)	27.2	51.2	51.2	13.2	37.2	37.2	13.4	35.4	35.4	13.4	35.4	35.4
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.3	2.3	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.6	6.6	6.6	6.6	6.6	6.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	4.0	2.0	4.0	4.0	2.0	4.0	4.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		26.0	26.0		25.0	25.0		27.0	27.0		27.0	27.0
Pedestrian Calls (#/hr)		0	0		3	3		0	0		0	0
Act Effct Green (s)	79.6	65.2	65.2	53.0	45.4	45.4	38.0	27.5	27.5	42.8	29.9	29.9
Actuated g/C Ratio	0.57	0.47	0.47	0.38	0.32	0.32	0.27	0.20	0.20	0.31	0.21	0.21
v/c Ratio	0.82	0.43	0.11	0.25	0.66	0.20	0.44	0.77	0.23	0.71	0.72	0.68

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	38.9	27.4	1.4	17.3	42.7	4.7	37.3	66.7	1.1	49.3	61.2	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.9	27.4	1.4	17.3	42.7	4.7	37.3	66.7	1.1	49.3	61.2	11.4
LOS	D	C	A	B	D	A	D	E	A	D	E	B
Approach Delay (s/veh)		29.2			35.6			46.3			34.6	
Approach LOS		C			D			D			C	
Queue Length 50th (ft)	211	224	0	25	328	7	73	248	0	128	246	24
Queue Length 95th (ft)	#408	322	11	42	424	37	111	329	0	178	334	130
Internal Link Dist (ft)		1483			412			430			849	
Turn Bay Length (ft)	200		200	100			150		150	200		
Base Capacity (vph)	484	1664	795	399	1159	643	292	475	544	273	475	710
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.43	0.11	0.21	0.66	0.20	0.39	0.60	0.19	0.70	0.61	0.64

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 84 (60%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 34.7		Intersection LOS: C	
Intersection Capacity Utilization 88.8%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 16: Sweet Home Rd & Maple Rd





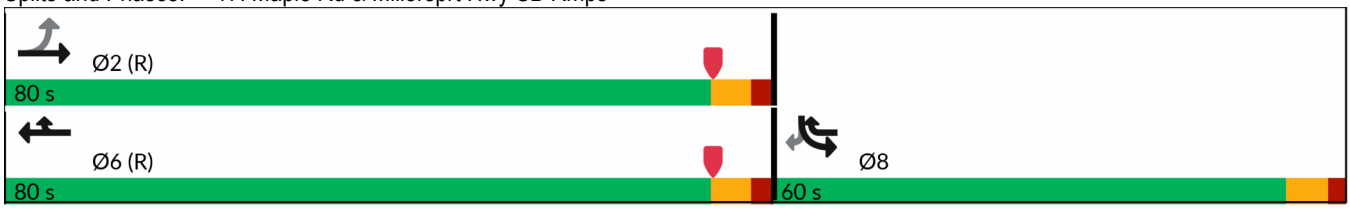
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	37	673	730	178	14	113
Future Volume (vph)	37	673	730	178	14	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			115	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3539	3539	1583	1770	1583
Flt Permitted	0.357				0.950	
Satd. Flow (perm)	665	3539	3539	1583	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						120
Link Speed (mph)		45	45		45	
Link Distance (ft)		3286	644		265	
Travel Time (s)		49.8	9.8		4.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	39	716	777	189	15	120
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	716	777	189	15	120
Turn Type	Perm	NA	NA	custom	Prot	Perm
Protected Phases		2	6	8 6	8	
Permitted Phases	2			6		8
Detector Phase	2	2	6	8 6	8	8
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0		6.0	6.0
Minimum Split (s)	35.3	35.3	35.3		13.2	13.2
Total Split (s)	80.0	80.0	80.0		60.0	60.0
Total Split (%)	57.1%	57.1%	57.1%		42.9%	42.9%
Maximum Green (s)	73.7	73.7	73.7		53.8	53.8
Yellow Time (s)	4.3	4.3	4.3		4.3	4.3
All-Red Time (s)	2.0	2.0	2.0		1.9	1.9
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3		6.2	6.2
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	C-Max	C-Max	C-Max		None	None
Walk Time (s)	7.0	7.0	7.0			
Flash Don't Walk (s)	22.0	22.0	22.0			
Pedestrian Calls (#/hr)	0	0	0			
Act Effct Green (s)	119.7	119.7	119.7	140.0	7.8	7.8
Actuated g/C Ratio	0.86	0.86	0.86	1.00	0.06	0.06
v/c Ratio	0.07	0.24	0.26	0.12	0.15	0.60
Control Delay (s/veh)	0.5	1.0	1.1	0.2	64.9	22.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	0.5	1.0	1.1	0.2	64.9	22.7

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS	A	A	A	A	E	C
Approach Delay (s/veh)		1.0	0.9		27.4	
Approach LOS		A	A		C	
Queue Length 50th (ft)	0	3	16	0	13	0
Queue Length 95th (ft)	m2	11	18	0	36	62
Internal Link Dist (ft)		3206	564		185	
Turn Bay Length (ft)	100			115		
Base Capacity (vph)	568	3025	3025	1583	680	682
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.24	0.26	0.12	0.02	0.18

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 59 (42%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay (s/veh): 2.9		Intersection LOS: A	
Intersection Capacity Utilization 46.2%		ICU Level of Service A	
Analysis Period (min) 15			

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

Splits and Phases: 17: Maple Rd & Millersprt Hwy SB Rmps



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	550	0	0	855	6	38	1	335	0	0	0
Future Volume (vph)	62	550	0	0	855	6	38	1	335	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.999			0.850				
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1787	3574	0	0	3571	0	1787	1599	0	0	0	0
Flt Permitted	0.299						0.950					
Satd. Flow (perm)	562	3574	0	0	3571	0	1787	1599	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					1			258				
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		644			547			161			257	
Travel Time (s)		9.8			8.3			2.4			3.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	66	585	0	0	910	6	40	1	356	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	585	0	0	916	0	40	357	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		2			6			4				
Permitted Phases	2						4					
Detector Phase	2	2			6		4	4				
Switch Phase												
Minimum Initial (s)	20.0	20.0			20.0		6.0	6.0				
Minimum Split (s)	29.0	29.0			29.0		23.0	23.0				
Total Split (s)	80.0	80.0			80.0		60.0	60.0				
Total Split (%)	57.1%	57.1%			57.1%		42.9%	42.9%				
Maximum Green (s)	74.0	74.0			74.0		53.8	53.8				
Yellow Time (s)	4.3	4.3			4.3		4.3	4.3				
All-Red Time (s)	1.7	1.7			1.7		1.9	1.9				
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0				
Total Lost Time (s)	6.0	6.0			6.0		6.2	6.2				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	C-Max	C-Max			C-Max		None	None				
Walk Time (s)	7.0	7.0			7.0							
Flash Don't Walk (s)	16.0	16.0			16.0							
Pedestrian Calls (#/hr)	0	0			0							
Act Effct Green (s)	111.1	111.1			111.1		16.7	16.7				
Actuated g/C Ratio	0.79	0.79			0.79		0.12	0.12				
v/c Ratio	0.15	0.21			0.32		0.19	0.85				
Control Delay (s/veh)	2.2	1.4			5.2		53.1	35.7				
Queue Delay	0.0	0.0			0.0		0.0	0.0				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	2.2	1.4			5.2		53.1	35.7				
LOS	A	A			A		D	D				
Approach Delay (s/veh)		1.5			5.2			37.5				
Approach LOS		A			A			D				
Queue Length 50th (ft)	3	14			98		34	91				
Queue Length 95th (ft)	11	35			196		64	195				
Internal Link Dist (ft)		564			467			81			177	
Turn Bay Length (ft)	150											
Base Capacity (vph)	445	2836			2834		686	773				
Starvation Cap Reductn	0	0			0		0	0				
Spillback Cap Reductn	0	0			0		0	0				
Storage Cap Reductn	0	0			0		0	0				
Reduced v/c Ratio	0.15	0.21			0.32		0.06	0.46				

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 43 (31%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay (s/veh): 10.5		Intersection LOS: B	
Intersection Capacity Utilization 76.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 18: Millersprt Hwy NB Rmps & Maple Rd



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT
Lane Configurations												
Traffic Volume (vph)	1	63	947	152	0	974	123	131	148	43	122	145
Future Volume (vph)	1	63	947	152	0	974	123	131	148	43	122	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		450	0		0	0		0	0	
Storage Lanes		1		1	0		0	0		0	0	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.91	1.00	0.91	1.00	1.00	0.91	0.91	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00		0.99		1.00			1.00			1.00
Frt				0.850		0.983			0.980			0.993
Flt Protected		0.950							0.980			0.979
Satd. Flow (prot)	0	1770	5085	1583	0	4991	0	0	3392	0	0	3439
Flt Permitted		0.182							0.980			0.979
Satd. Flow (perm)	0	339	5085	1562	0	4991	0	0	3391	0	0	3438
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				170		27			15			4
Link Speed (mph)			40			40			30			30
Link Distance (ft)			1892			623			1712			718
Travel Time (s)			32.3			10.6			38.9			16.3
Confl. Peds. (#/hr)		2		2	2		2	3		2	2	
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
Adj. Flow (vph)	1	66	997	160	0	1025	129	138	156	45	128	153
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	997	160	0	1154	0	0	339	0	0	294
Turn Type	Perm	Perm	NA	Perm		NA		Split	NA		Split	NA
Protected Phases			1			1		3	3		4	4
Permitted Phases	1	1		1								
Detector Phase	1	1	1	1		1		3	3		4	4
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0		15.0		6.0	6.0		6.0	6.0
Minimum Split (s)	50.0	50.0	50.0	50.0		50.0		70.9	70.9		70.9	70.9
Total Split (s)	45.0	45.0	45.0	45.0		45.0		25.0	25.0		25.0	25.0
Total Split (%)	47.4%	47.4%	47.4%	47.4%		47.4%		26.3%	26.3%		26.3%	26.3%
Maximum Green (s)	37.0	37.0	37.0	37.0		37.0		16.1	16.1		16.1	16.1
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0		3.6	3.6		3.6	3.6
All-Red Time (s)	4.0	4.0	4.0	4.0		4.0		5.3	5.3		5.3	5.3
Lost Time Adjust (s)		0.0	0.0	0.0		0.0			0.0			0.0
Total Lost Time (s)		8.0	8.0	8.0		8.0			8.9			8.9
Lead/Lag								Lead	Lead		Lag	Lag
Lead-Lag Optimize?								Yes	Yes		Yes	Yes
Vehicle Extension (s)	4.0	4.0	4.0	4.0		4.0		3.5	3.5		3.5	3.5
Recall Mode	Min	Min	Min	Min		Min		None	None		None	None
Walk Time (s)	7.0	7.0	7.0	7.0		7.0					7.0	7.0
Flash Don't Walk (s)	35.0	35.0	35.0	35.0		35.0					55.0	55.0
Pedestrian Calls (#/hr)	0	0	0	0		0					0	0
Act Effct Green (s)		37.1	37.1	37.1		37.1			13.8			13.0
Actuated g/C Ratio		0.41	0.41	0.41		0.41			0.15			0.14
v/c Ratio		0.48	0.47	0.21		0.56			0.64			0.59
Control Delay (s/veh)		35.4	20.7	3.5		21.4			40.2			40.6



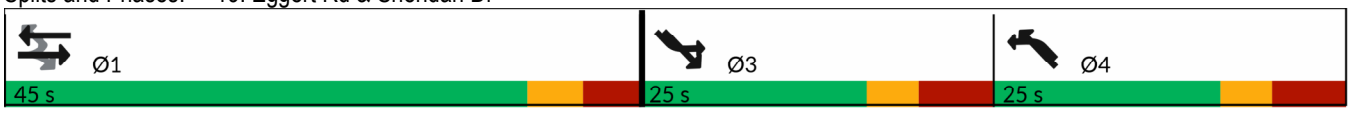
Lane Group	NWR
Lane Configurations	
Traffic Volume (vph)	12
Future Volume (vph)	12
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	3
Peak Hour Factor	0.95
Adj. Flow (vph)	13
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Don't Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT
Queue Delay		0.0	0.0	0.0		0.0			0.0			0.0
Total Delay (s/veh)		35.4	20.7	3.5		21.4			40.2			40.6
LOS		D	C	A		C			D			D
Approach Delay (s/veh)			19.3			21.4			40.2			40.6
Approach LOS			B			C			D			D
Queue Length 50th (ft)		28	149	0		176			91			82
Queue Length 95th (ft)		#84	204	34		238			141			126
Internal Link Dist (ft)			1812			543			1632			638
Turn Bay Length (ft)		200		450								
Base Capacity (vph)		140	2101	745		2078			622			621
Starvation Cap Reductn		0	0	0		0			0			0
Spillback Cap Reductn		0	0	0		0			0			0
Storage Cap Reductn		0	0	0		0			0			0
Reduced v/c Ratio		0.48	0.47	0.21		0.56			0.55			0.47

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 89.8			
Natural Cycle: 195			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay (s/veh): 24.5		Intersection LOS: C	
Intersection Capacity Utilization 84.5%		ICU Level of Service E	
Analysis Period (min) 15			

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

Splits and Phases: 19: Eggert Rd & Sheridan Dr





Lane Group	NWR
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary



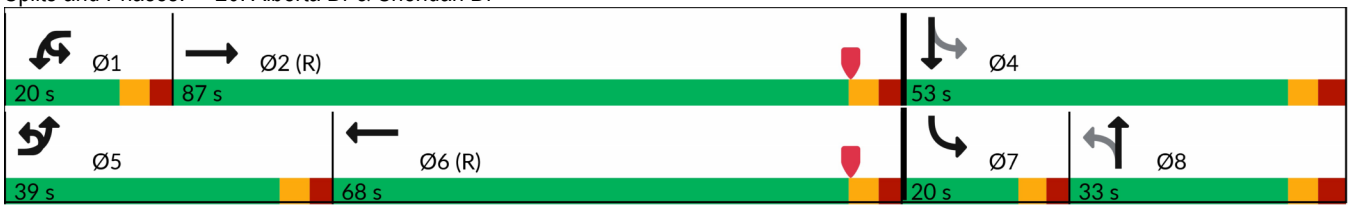
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	33	170	799	87	9	64	957	219	66	91	37	235
Future Volume (vph)	33	170	799	87	9	64	957	219	66	91	37	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		235		0		240		0	0		100	0
Storage Lanes		1		0		1		0	0		1	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	0.95	0.95	0.95	1.00
Frt			0.985				0.972			0.971		
Flt Protected		0.950				0.950				0.983		0.950
Satd. Flow (prot)	0	1752	4960	0	0	1752	4895	0	0	3345	0	1752
Flt Permitted		0.950				0.950				0.732		0.415
Satd. Flow (perm)	0	1752	4960	0	0	1752	4895	0	0	2491	0	766
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			17				38			15		
Link Speed (mph)			40				40			30		
Link Distance (ft)			1468				969			165		
Travel Time (s)			25.0				16.5			3.8		
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
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	34	177	832	91	9	67	997	228	69	95	39	245
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	211	923	0	0	76	1225	0	0	203	0	245
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA		pm+pt
Protected Phases	5	5	2		1	1	6			8		7
Permitted Phases									8			4
Detector Phase	5	5	2		1	1	6		8	8		7
Switch Phase												
Minimum Initial (s)	3.0	3.0	10.0		3.0	3.0	10.0		6.0	6.0		3.0
Minimum Split (s)	11.2	11.2	22.5		11.2	11.2	43.2		22.5	22.5		11.0
Total Split (s)	39.0	39.0	87.0		20.0	20.0	68.0		33.0	33.0		20.0
Total Split (%)	24.4%	24.4%	54.4%		12.5%	12.5%	42.5%		20.6%	20.6%		12.5%
Maximum Green (s)	32.8	32.8	80.8		13.8	13.8	61.8		26.1	26.1		14.0
Yellow Time (s)	3.6	3.6	3.6		3.6	3.6	3.6		3.6	3.6		3.2
All-Red Time (s)	2.6	2.6	2.6		2.6	2.6	2.6		3.3	3.3		2.8
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0		0.0
Total Lost Time (s)		6.2	6.2			6.2	6.2			6.9		6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lead
Lead-Lag Optimize?									Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	C-Min		None	None	C-Min		None	None		None
Walk Time (s)							7.0					
Flash Don't Walk (s)							30.0					
Pedestrian Calls (#/hr)							0					
Act Effct Green (s)		24.5	81.4			12.1	69.0			18.0		48.1
Actuated g/C Ratio		0.15	0.51			0.08	0.43			0.11		0.30
v/c Ratio		0.79	0.36			0.58	0.57			0.70		0.66
Control Delay (s/veh)		85.1	24.8			107.5	17.9			75.4		54.1
Queue Delay		0.0	0.0			0.0	0.0			0.0		0.0

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	132	216
Future Volume (vph)	132	216
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.907	
Flt Protected		
Satd. Flow (prot)	1673	0
Flt Permitted		
Satd. Flow (perm)	1673	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	52	
Link Speed (mph)	35	
Link Distance (ft)	3326	
Travel Time (s)	64.8	
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	3%	3%
Adj. Flow (vph)	138	225
Shared Lane Traffic (%)		
Lane Group Flow (vph)	363	0
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	6.0	
Minimum Split (s)	24.9	
Total Split (s)	53.0	
Total Split (%)	33.1%	
Maximum Green (s)	46.1	
Yellow Time (s)	3.6	
All-Red Time (s)	3.3	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.9	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Don't Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	47.2	
Actuated g/C Ratio	0.30	
v/c Ratio	0.69	
Control Delay (s/veh)	49.0	
Queue Delay	0.0	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Total Delay (s/veh)		85.1	24.8			107.5	17.9			75.4		54.1
LOS		F	C			F	B			E		D
Approach Delay (s/veh)			36.0				23.2			75.4		
Approach LOS			D				C			E		
Queue Length 50th (ft)		216	213			83	116			101		204
Queue Length 95th (ft)		296	261			m139	256			143		292
Internal Link Dist (ft)			1388				889			85		
Turn Bay Length (ft)		235				240						
Base Capacity (vph)		359	2643			157	2177			418		373
Starvation Cap Reductn		0	0			0	0			0		0
Spillback Cap Reductn		0	0			0	0			0		0
Storage Cap Reductn		0	0			0	0			0		0
Reduced v/c Ratio		0.59	0.35			0.48	0.56			0.49		0.66

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 28 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 36.1		Intersection LOS: D	
Intersection Capacity Utilization 82.3%		ICU Level of Service E	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

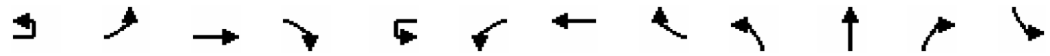
Splits and Phases: 20: Alberta Dr & Sheridan Dr





Lane Group	SBT	SBR
Total Delay (s/veh)	49.0	
LOS	D	
Approach Delay (s/veh)	51.0	
Approach LOS	D	
Queue Length 50th (ft)	284	
Queue Length 95th (ft)	406	
Internal Link Dist (ft)	3246	
Turn Bay Length (ft)		
Base Capacity (vph)	553	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.66	

Intersection Summary



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	31	191	826	77	19	152	934	143	127	394	94	195
Future Volume (vph)	31	191	826	77	19	152	934	143	127	394	94	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		230		0		270		0	190		0	240
Storage Lanes		1		0		1		0	1		0	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00
Frt			0.987				0.980			0.971		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1787	5069	0	0	1787	5033	0	1787	3471	0	1787
Flt Permitted		0.950				0.950			0.306			0.167
Satd. Flow (perm)	0	1787	5069	0	0	1787	5033	0	576	3471	0	314
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			10				19			17		
Link Speed (mph)			40				40			30		
Link Distance (ft)			969				1628			537		
Travel Time (s)			16.5				27.8			12.2		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	32	197	852	79	20	157	963	147	131	406	97	201
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	229	931	0	0	177	1110	0	131	503	0	201
Turn Type	Prot	Prot	NA		Prot	Prot	NA		pm+pt	NA		pm+pt
Protected Phases	5	5	2		1	1	6		3	8		7
Permitted Phases									8			4
Detector Phase	5	5	2		1	1	6		3	8		7
Switch Phase												
Minimum Initial (s)	3.0	3.0	10.0		3.0	3.0	10.0		3.0	6.0		3.0
Minimum Split (s)	10.0	10.0	43.5		10.0	10.0	43.5		10.0	41.0		10.0
Total Split (s)	30.0	30.0	54.0		38.0	38.0	62.0		27.0	41.0		27.0
Total Split (%)	18.8%	18.8%	33.8%		23.8%	23.8%	38.8%		16.9%	25.6%		16.9%
Maximum Green (s)	23.3	23.3	47.5		31.6	31.6	55.5		20.3	34.3		20.3
Yellow Time (s)	3.9	3.9	3.9		3.6	3.6	3.9		3.6	3.6		3.6
All-Red Time (s)	2.8	2.8	2.6		2.8	2.8	2.6		3.1	3.1		3.1
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		6.7	6.5			6.4	6.5		6.7	6.7		6.7
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	C-Min		None	None	C-Min		None	None		None
Walk Time (s)			7.0				7.0			7.0		
Flash Don't Walk (s)			21.0				21.0			24.4		
Pedestrian Calls (#/hr)			0				0			0		
Act Effct Green (s)		24.9	64.9			21.1	60.8		41.9	28.2		53.4
Actuated g/C Ratio		0.16	0.41			0.13	0.38		0.26	0.18		0.33
v/c Ratio		0.82	0.45			0.75	0.58		0.52	0.80		0.71
Control Delay (s/veh)		98.4	26.7			108.7	26.3		43.9	71.2		51.8
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		0.0

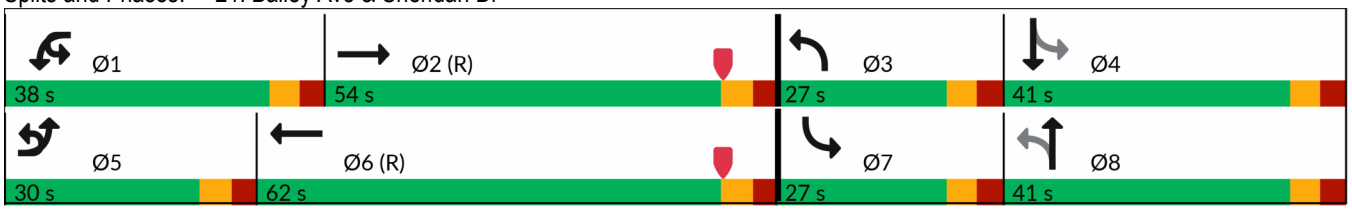


Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	374	120
Future Volume (vph)	374	120
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		280
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Frt	0.964	
Flt Protected		
Satd. Flow (prot)	3446	0
Flt Permitted		
Satd. Flow (perm)	3446	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	25	
Link Speed (mph)	30	
Link Distance (ft)	495	
Travel Time (s)	11.3	
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	386	124
Shared Lane Traffic (%)		
Lane Group Flow (vph)	510	0
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	6.0	
Minimum Split (s)	41.0	
Total Split (s)	41.0	
Total Split (%)	25.6%	
Maximum Green (s)	34.3	
Yellow Time (s)	3.6	
All-Red Time (s)	3.1	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.7	
Lead/Lag	Lag	
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Don't Walk (s)	23.6	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	34.0	
Actuated g/C Ratio	0.21	
v/c Ratio	0.68	
Control Delay (s/veh)	59.3	
Queue Delay	0.0	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Total Delay (s/veh)		98.4	26.7			108.7	26.3		43.9	71.2		51.8
LOS		F	C			F	C		D	E		D
Approach Delay (s/veh)			40.9				37.6			65.6		
Approach LOS			D				D			E		
Queue Length 50th (ft)		248	162			165	376		97	260		156
Queue Length 95th (ft)		#406	192			220	460		136	313		204
Internal Link Dist (ft)			889				1548			457		
Turn Bay Length (ft)		230				270			190			240
Base Capacity (vph)		287	2071			352	1985		328	758		304
Starvation Cap Reductn		0	0			0	0		0	0		0
Spillback Cap Reductn		0	0			0	0		0	0		0
Storage Cap Reductn		0	0			0	0		0	0		0
Reduced v/c Ratio		0.80	0.45			0.50	0.56		0.40	0.66		0.66

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 4 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 47.0		Intersection LOS: D	
Intersection Capacity Utilization 80.4%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 21: Bailey Ave & Sheridan Dr





Lane Group	SBT	SBR
Total Delay (s/veh)	59.3	
LOS	E	
Approach Delay (s/veh)	57.2	
Approach LOS	E	
Queue Length 50th (ft)	248	
Queue Length 95th (ft)	295	
Internal Link Dist (ft)	415	
Turn Bay Length (ft)		
Base Capacity (vph)	803	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.64	

Intersection Summary



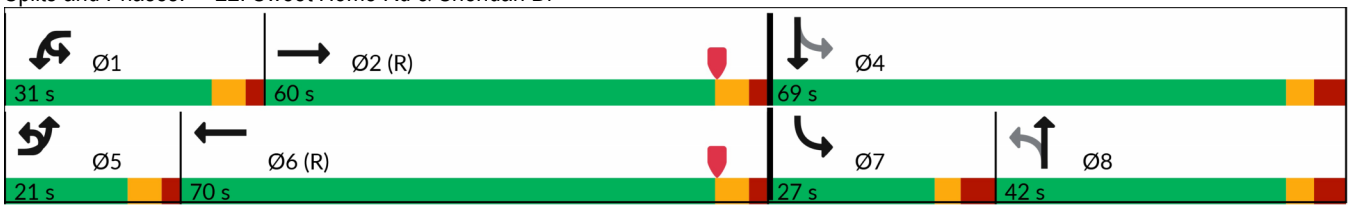
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	10	186	831	19	18	27	917	139	32	169	22	163
Future Volume (vph)	10	186	831	19	18	27	917	139	32	169	22	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0		190		0	85		0	305
Storage Lanes		1		0		1		0	1		0	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt			0.997				0.980			0.983		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1787	5120	0	0	1787	5033	0	1787	1849	0	1787
Flt Permitted		0.950				0.950			0.577			0.268
Satd. Flow (perm)	0	1787	5120	0	0	1787	5033	0	1085	1849	0	504
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			2				21			4		
Link Speed (mph)			40				40			30		
Link Distance (ft)			1628				2376			1485		
Travel Time (s)			27.8				40.5			33.8		
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	10	190	848	19	18	28	936	142	33	172	22	166
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	200	867	0	0	46	1078	0	33	194	0	166
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA		pm+pt
Protected Phases	5	5	2		1	1	6			8		7
Permitted Phases									8			4
Detector Phase	5	5	2		1	1	6		8	8		7
Switch Phase												
Minimum Initial (s)	6.0	6.0	25.0		6.0	6.0	25.0		12.0	12.0		5.0
Minimum Split (s)	12.2	12.2	43.2		12.2	12.2	43.2		42.0	42.0		12.1
Total Split (s)	21.0	21.0	60.0		31.0	31.0	70.0		42.0	42.0		27.0
Total Split (%)	13.1%	13.1%	37.5%		19.4%	19.4%	43.8%		26.3%	26.3%		16.9%
Maximum Green (s)	14.8	14.8	53.8		24.8	24.8	63.8		34.9	34.9		19.9
Yellow Time (s)	3.9	3.9	3.9		3.9	3.9	3.9		3.2	3.2		3.2
All-Red Time (s)	2.3	2.3	2.3		2.3	2.3	2.3		3.9	3.9		3.9
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		6.2	6.2			6.2	6.2		7.1	7.1		7.1
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	C-Min		None	None	C-Min		None	None		None
Walk Time (s)			7.0				7.0		7.0	7.0		
Flash Don't Walk (s)			17.0				18.0		27.0	27.0		
Pedestrian Calls (#/hr)			0				0		0	0		
Act Effct Green (s)		30.5	85.6			9.5	62.1		21.8	21.8		47.9
Actuated g/C Ratio		0.19	0.54			0.06	0.39		0.14	0.14		0.30
v/c Ratio		0.59	0.32			0.43	0.55		0.22	0.76		0.55
Control Delay (s/veh)		54.7	37.8			84.3	39.7		63.0	83.6		48.6
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		0.0

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	144	150
Future Volume (vph)	144	150
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.923	
Flt Protected		
Satd. Flow (prot)	1736	0
Flt Permitted		
Satd. Flow (perm)	1736	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	38	
Link Speed (mph)	30	
Link Distance (ft)	1504	
Travel Time (s)	34.2	
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	147	153
Shared Lane Traffic (%)		
Lane Group Flow (vph)	300	0
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	12.0	
Minimum Split (s)	44.1	
Total Split (s)	69.0	
Total Split (%)	43.1%	
Maximum Green (s)	61.9	
Yellow Time (s)	3.2	
All-Red Time (s)	3.9	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	7.1	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Don't Walk (s)	30.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	47.9	
Actuated g/C Ratio	0.30	
v/c Ratio	0.55	
Control Delay (s/veh)	43.3	
Queue Delay	0.0	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Total Delay (s/veh)		54.7	37.8			84.3	39.7		63.0	83.6		48.6
LOS		D	D			F	D		E	F		D
Approach Delay (s/veh)			41.0				41.5			80.6		
Approach LOS			D				D			F		
Queue Length 50th (ft)		195	302			47	307		31	195		135
Queue Length 95th (ft)		304	362			92	412		65	274		179
Internal Link Dist (ft)			1548				2296			1405		
Turn Bay Length (ft)		200				190			85			305
Base Capacity (vph)		340	2739			276	2090		236	406		321
Starvation Cap Reductn		0	0			0	0		0	0		0
Spillback Cap Reductn		0	0			0	0		0	0		0
Storage Cap Reductn		0	0			0	0		0	0		0
Reduced v/c Ratio		0.59	0.32			0.17	0.52		0.14	0.48		0.52

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 133 (83%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 45.0		Intersection LOS: D	
Intersection Capacity Utilization 80.6%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 22: Sweet Home Rd & Sheridan Dr





Lane Group	SBT	SBR
Total Delay (s/veh)	43.3	
LOS	D	
Approach Delay (s/veh)	45.2	
Approach LOS	D	
Queue Length 50th (ft)	232	
Queue Length 95th (ft)	293	
Internal Link Dist (ft)	1424	
Turn Bay Length (ft)		
Base Capacity (vph)	694	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.43	

Intersection Summary

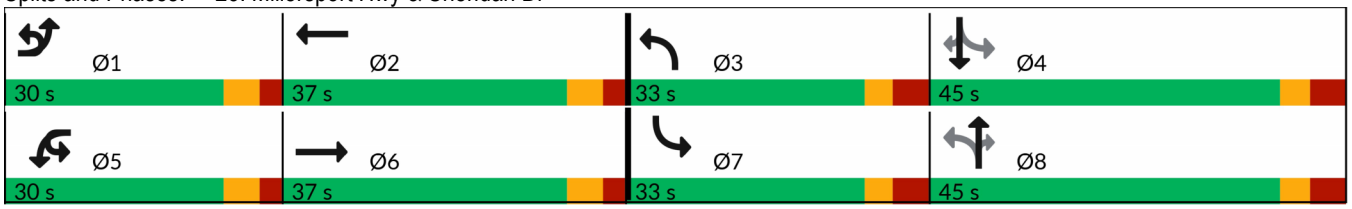
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	256	717	29	21	71	655	51	59	403	108	96
Future Volume (vph)	2	256	717	29	21	71	655	51	59	403	108	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		315		0		330		0	110		155	105
Storage Lanes		1		0		1		0	1		1	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	0.95	1.00	1.00
Frt			0.994				0.989				0.850	
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1752	5006	0	0	1752	4981	0	1752	3505	1568	1752
Flt Permitted		0.950				0.950			0.536			0.357
Satd. Flow (perm)	0	1752	5006	0	0	1752	4981	0	989	3505	1568	659
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			4				8				124	
Link Speed (mph)			40				40			30		
Link Distance (ft)			2376				4032			1401		
Travel Time (s)			40.5				68.7			31.8		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	2	256	717	29	21	71	655	51	59	403	108	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	258	746	0	0	92	706	0	59	403	108	96
Turn Type	Prot	Prot	NA		Prot	Prot	NA		pm+pt	NA	Perm	pm+pt
Protected Phases	1	1	6		5	5	2		3	8		7
Permitted Phases									8		8	4
Detector Phase	1	1	6		5	5	2		3	8	8	7
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0		10.0	10.0	10.0		3.0	10.0	10.0	3.0
Minimum Split (s)	16.2	16.2	43.2		16.2	16.2	43.2		10.1	44.1	44.1	10.1
Total Split (s)	30.0	30.0	37.0		30.0	30.0	37.0		33.0	45.0	45.0	33.0
Total Split (%)	20.7%	20.7%	25.5%		20.7%	20.7%	25.5%		22.8%	31.0%	31.0%	22.8%
Maximum Green (s)	23.8	23.8	30.8		23.8	23.8	30.8		25.9	37.9	37.9	25.9
Yellow Time (s)	3.9	3.9	3.9		3.9	3.9	3.9		3.2	3.2	3.2	3.2
All-Red Time (s)	2.3	2.3	2.3		2.3	2.3	2.3		3.9	3.9	3.9	3.9
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.2	6.2			6.2	6.2		7.1	7.1	7.1	7.1
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0
Recall Mode	None	None	Min		None	None	Min		None	None	None	None
Walk Time (s)			7.0				7.0			7.0	7.0	
Flash Don't Walk (s)			18.0				17.0			28.0	28.0	
Pedestrian Calls (#/hr)			0				0			0	0	
Act Effct Green (s)		20.9	33.6			11.8	20.4		25.3	17.7	17.7	31.1
Actuated g/C Ratio		0.22	0.35			0.12	0.21		0.26	0.18	0.18	0.32
v/c Ratio		0.68	0.42			0.43	0.66		0.18	0.63	0.28	0.30
Control Delay (s/veh)		46.4	26.8			49.2	38.4		23.5	41.8	7.0	24.5
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	361	326
Future Volume (vph)	361	326
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		285
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3505	1568
Flt Permitted		
Satd. Flow (perm)	3505	1568
Right Turn on Red		Yes
Satd. Flow (RTOR)		326
Link Speed (mph)	30	
Link Distance (ft)	981	
Travel Time (s)	22.3	
Peak Hour Factor	1.00	1.00
Heavy Vehicles (%)	3%	3%
Adj. Flow (vph)	361	326
Shared Lane Traffic (%)		
Lane Group Flow (vph)	361	326
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	10.0	10.0
Minimum Split (s)	44.1	44.1
Total Split (s)	45.0	45.0
Total Split (%)	31.0%	31.0%
Maximum Green (s)	37.9	37.9
Yellow Time (s)	3.2	3.2
All-Red Time (s)	3.9	3.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.1	7.1
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Don't Walk (s)	30.0	30.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	23.1	23.1
Actuated g/C Ratio	0.24	0.24
v/c Ratio	0.43	0.52
Control Delay (s/veh)	35.2	7.3
Queue Delay	0.0	0.0

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Total Delay (s/veh)		46.4	26.8			49.2	38.4		23.5	41.8	7.0	24.5
LOS		D	C			D	D		C	D	A	C
Approach Delay (s/veh)			31.8				39.7			33.3		
Approach LOS			C				D			C		
Queue Length 50th (ft)		143	130			54	146		24	121	0	40
Queue Length 95th (ft)		#279	205			116	214		56	192	36	83
Internal Link Dist (ft)			2296				3952			1321		
Turn Bay Length (ft)		315				330			110		155	105
Base Capacity (vph)		444	1799			444	1639		568	1415	706	540
Starvation Cap Reductn		0	0			0	0		0	0	0	0
Spillback Cap Reductn		0	0			0	0		0	0	0	0
Storage Cap Reductn		0	0			0	0		0	0	0	0
Reduced v/c Ratio		0.58	0.41			0.21	0.43		0.10	0.28	0.15	0.18

Intersection Summary			
Area Type:	Other		
Cycle Length: 145			
Actuated Cycle Length: 96			
Natural Cycle: 115			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay (s/veh): 31.7		Intersection LOS: C	
Intersection Capacity Utilization 73.8%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

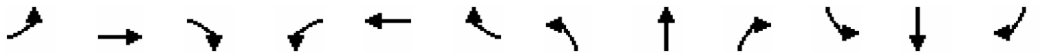
Splits and Phases: 23: Millersport Hwy & Sheridan Dr





Lane Group	SBT	SBR
Total Delay (s/veh)	35.2	7.3
LOS	D	A
Approach Delay (s/veh)	22.3	
Approach LOS	C	
Queue Length 50th (ft)	104	0
Queue Length 95th (ft)	166	74
Internal Link Dist (ft)	901	
Turn Bay Length (ft)		285
Base Capacity (vph)	1415	827
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.26	0.39

Intersection Summary

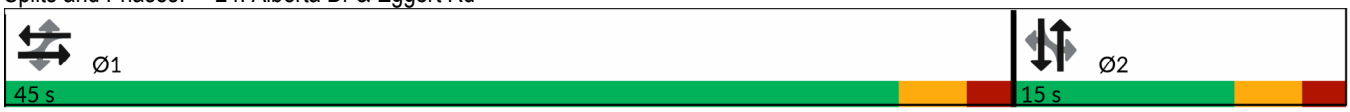


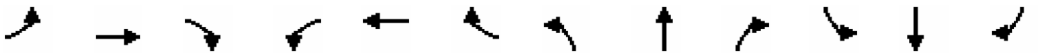
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	349	4	8	305	17	4	20	4	47	41	45
Future Volume (vph)	42	349	4	8	305	17	4	20	4	47	41	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00			1.00	
Frt		0.999			0.992			0.981			0.954	
Flt Protected		0.995			0.999			0.993			0.983	
Satd. Flow (prot)	0	3450	0	0	3440	0	0	1776	0	0	1713	0
Flt Permitted		0.892			0.944			0.943			0.871	
Satd. Flow (perm)	0	3093	0	0	3251	0	0	1686	0	0	1516	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			18			4			37	
Link Speed (mph)		35			35			30			25	
Link Distance (ft)		1535			1128			417			659	
Travel Time (s)		29.9			22.0			9.5			18.0	
Confl. Peds. (#/hr)									5	5		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	44	367	4	8	321	18	4	21	4	49	43	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	415	0	0	347	0	0	29	0	0	139	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1			1			2			2	
Permitted Phases	1			1			2			2		
Detector Phase	1	1		1	1		2	2		2	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		27.0	27.0		27.0	27.0	
Total Split (s)	45.0	45.0		45.0	45.0		15.0	15.0		15.0	15.0	
Total Split (%)	75.0%	75.0%		75.0%	75.0%		25.0%	25.0%		25.0%	25.0%	
Maximum Green (s)	40.0	40.0		40.0	40.0		10.0	10.0		10.0	10.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Walk Time (s)							7.0	7.0		7.0	7.0	
Flash Don't Walk (s)							15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)							0	0		0	0	
Act Effct Green (s)		15.2			15.2			7.6			7.6	
Actuated g/C Ratio		0.46			0.46			0.23			0.23	
v/c Ratio		0.29			0.23			0.07			0.37	
Control Delay (s/veh)		6.4			5.8			9.4			11.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		6.4			5.8			9.4			11.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		A			A			A			B	
Approach Delay (s/veh)		6.4			5.8			9.4			11.2	
Approach LOS		A			A			A			B	
Queue Length 50th (ft)		20			15			3			14	
Queue Length 95th (ft)		42			34			15			42	
Internal Link Dist (ft)		1455			1048			337			579	
Turn Bay Length (ft)												
Base Capacity (vph)		3093			3251			518			489	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.13			0.11			0.06			0.28	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 32.8			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.37			
Intersection Signal Delay (s/veh): 7.0		Intersection LOS: A	
Intersection Capacity Utilization 51.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 24: Alberta Dr & Eggert Rd



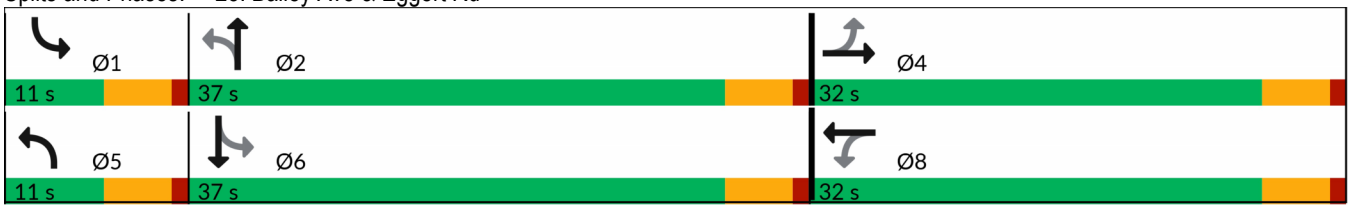


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	204	95	38	236	133	85	381	36	121	360	42
Future Volume (vph)	40	204	95	38	236	133	85	381	36	121	360	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	110		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.958			0.951			0.987			0.984	
Flt Protected		0.994			0.995		0.950			0.950		
Satd. Flow (prot)	0	3404	0	0	3382	0	1787	1857	0	1787	3517	0
Flt Permitted		0.846			0.879		0.476			0.309		
Satd. Flow (perm)	0	2897	0	0	2988	0	895	1857	0	581	3517	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		77			112			7			19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1128			580			922			349	
Travel Time (s)		25.6			13.2			21.0			7.9	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	47	237	110	44	274	155	99	443	42	141	419	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	394	0	0	473	0	99	485	0	141	468	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	32.0	32.0		32.0	32.0		10.0	37.0		10.0	37.0	
Total Split (s)	32.0	32.0		32.0	32.0		11.0	37.0		11.0	37.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		13.8%	46.3%		13.8%	46.3%	
Maximum Green (s)	27.0	27.0		27.0	27.0		6.0	32.0		6.0	32.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Don't Walk (s)	20.0	20.0		20.0	20.0			25.0			25.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		14.0			14.0		24.5	20.1		24.5	20.1	
Actuated g/C Ratio		0.26			0.26		0.46	0.38		0.46	0.38	
v/c Ratio		0.48			0.54		0.19	0.69		0.34	0.35	
Control Delay (s/veh)		17.1			16.9		7.1	20.4		8.8	12.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)		17.1			16.9		7.1	20.4		8.8	12.7	
LOS		B			B		A	C		A	B	
Approach Delay (s/veh)		17.1			16.9			18.1			11.8	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		45			52		13	127		18	53	
Queue Length 95th (ft)		94			107		35	235		47	93	
Internal Link Dist (ft)		1048			500			842			269	
Turn Bay Length (ft)							150			110		
Base Capacity (vph)		1629			1694		522	1210		415	2294	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.24			0.28		0.19	0.40		0.34	0.20	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 53.1			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay (s/veh): 15.8		Intersection LOS: B	
Intersection Capacity Utilization 67.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 25: Bailey Ave & Eggert Rd



Intersection	
Int Delay, s/veh	18.5

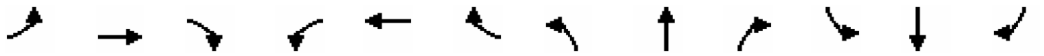
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	281	257	790	907	23
Future Vol, veh/h	35	281	257	790	907	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	165	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	36	293	268	823	945	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2315	957	969	0	-	0
Stage 1	957	-	-	-	-	-
Stage 2	1358	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	42	314	715	-	-	-
Stage 1	375	-	-	-	-	-
Stage 2	240	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 26	314	715	-	-	-
Mov Cap-2 Maneuver	~ 26	-	-	-	-	-
Stage 1	234	-	-	-	-	-
Stage 2	240	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/veh	$23.59	3.19	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	715	-	26	314	-	-
HCM Lane V/C Ratio	0.374	-	1.39	0.932	-	-
HCM Control Delay (s/veh)	13	-	$ 535.9	72.2	-	-
HCM Lane LOS	B	-	F	F	-	-
HCM 95th %tile Q(veh)	1.7	-	4.4	9.2	-	-

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

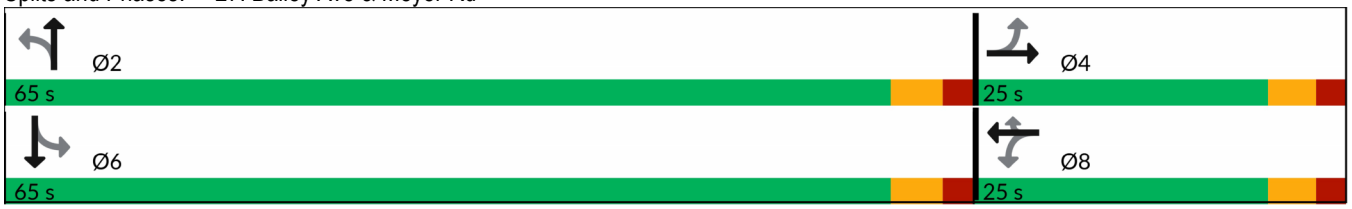


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	124	38	67	11	22	131	51	750	17	124	1024	108
Future Volume (vph)	124	38	67	11	22	131	51	750	17	124	1024	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		70	170		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.961				0.850		0.997			0.986	
Flt Protected		0.974			0.984		0.950			0.950		
Satd. Flow (prot)	0	1761	0	0	1851	1599	1787	1876	0	1787	1855	0
Flt Permitted		0.812			0.900		0.072			0.262		
Satd. Flow (perm)	0	1468	0	0	1693	1599	135	1876	0	493	1855	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21				135		3			12	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		710			507			1039			1225	
Travel Time (s)		16.1			11.5			20.2			23.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	128	39	69	11	23	135	53	773	18	128	1056	111
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	236	0	0	34	135	53	791	0	128	1167	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	33.0	33.0		23.0	23.0	23.0	23.0	23.0		32.0	32.0	
Total Split (s)	25.0	25.0		25.0	25.0	25.0	65.0	65.0		65.0	65.0	
Total Split (%)	27.8%	27.8%		27.8%	27.8%	27.8%	72.2%	72.2%		72.2%	72.2%	
Maximum Green (s)	19.8	19.8		19.8	19.8	19.8	59.4	59.4		59.4	59.4	
Yellow Time (s)	3.2	3.2		3.2	3.2	3.2	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.2			5.2	5.2	5.6	5.6		5.6	5.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	Min	Min		Min	Min	
Walk Time (s)	7.0	7.0								7.0	7.0	
Flash Don't Walk (s)	15.0	15.0								15.0	15.0	
Pedestrian Calls (#/hr)	0	0								0	0	
Act Effct Green (s)		16.4			16.4	16.4	55.4	55.4		55.4	55.4	
Actuated g/C Ratio		0.20			0.20	0.20	0.67	0.67		0.67	0.67	
v/c Ratio		0.77			0.10	0.32	0.59	0.63		0.39	0.94	
Control Delay (s/veh)		47.2			29.2	7.9	41.1	11.0		11.0	28.8	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)		47.2			29.2	7.9	41.1	11.0		11.0	28.8	
LOS		D			C	A	D	B		B	C	
Approach Delay (s/veh)		47.2			12.1			12.9			27.1	
Approach LOS		D			B			B			C	
Queue Length 50th (ft)		113			16	0	14	221		28	504	
Queue Length 95th (ft)		#213			40	45	#85	347		69	#905	
Internal Link Dist (ft)		630			427			959			1145	
Turn Bay Length (ft)						70	170			150		
Base Capacity (vph)		375			414	493	99	1378		362	1365	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.63			0.08	0.27	0.54	0.57		0.35	0.85	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 82.8			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay (s/veh): 23.2		Intersection LOS: C	
Intersection Capacity Utilization 102.1%		ICU Level of Service G	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 27: Bailey Ave & Meyer Rd



Intersection	
Int Delay, s/veh	5.1

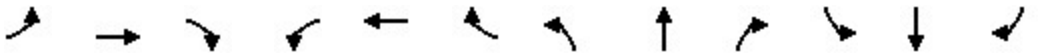
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	23	164	18	11	149	15
Future Vol, veh/h	23	164	18	11	149	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	28	200	22	13	182	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	228	0	185	128
Stage 1	-	-	-	-	128	-
Stage 2	-	-	-	-	57	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1334	-	802	919
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	963	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1334	-	788	919
Mov Cap-2 Maneuver	-	-	-	-	788	-
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	947	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	4.81	11.01
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	799	-	-	1117	-
HCM Lane V/C Ratio	0.25	-	-	0.016	-
HCM Control Delay (s/veh)	11	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0.1	-

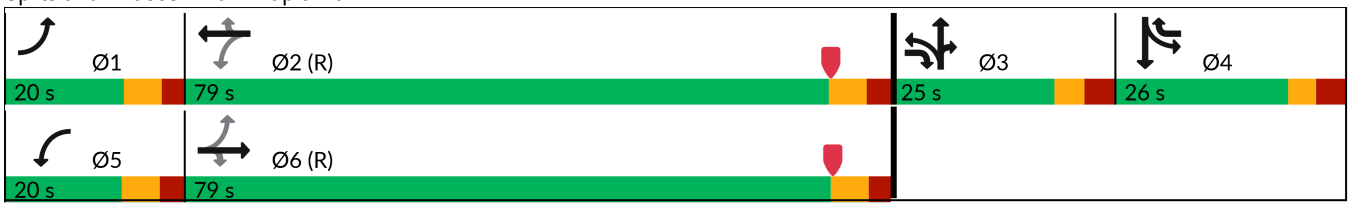
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	909	6	1	963	6	4	1	1	9	0	8
Future Volume (vph)	8	909	6	1	963	6	4	1	1	9	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	225		270	0		0	0		0
Storage Lanes	1		1	1		1	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.936	
Flt Protected	0.950			0.950			0.950	0.968			0.974	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1681	1713	1583	0	1698	0
Flt Permitted	0.262			0.279			0.950	0.968			0.974	
Satd. Flow (perm)	488	3539	1583	520	3539	1583	1681	1713	1583	0	1698	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			75			75			124		124	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		492			2757			424			445	
Travel Time (s)		7.5			41.8			11.6			12.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	9	967	6	1	1024	6	4	1	1	10	0	9
Shared Lane Traffic (%)							38%					
Lane Group Flow (vph)	9	967	6	1	1024	6	2	3	1	0	19	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1		1	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Thru	
Leading Detector (ft)	49	49	49	49	49	49	49	49	20		49	
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1	-1	-1	0		-1	
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1	-1	-1	0		-1	
Detector 1 Size(ft)	50	50	50	50	50	50	50	50	20		50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Split	NA	Prot	Split	NA	
Protected Phases	1	6	3	5	2	4	3	3	3	4	4	
Permitted Phases	6		6	2		2						
Detector Phase	1	6	3	5	2	4	3	3	3	4	4	
Switch Phase												
Minimum Initial (s)	3.3	5.0	3.5	3.2	5.0	3.5	3.5	3.5	3.5	3.5	3.5	
Minimum Split (s)	10.0	24.7	10.0	10.0	24.8	24.5	10.0	10.0	10.0	24.5	24.5	
Total Split (s)	20.0	79.0	25.0	20.0	79.0	26.0	25.0	25.0	25.0	26.0	26.0	

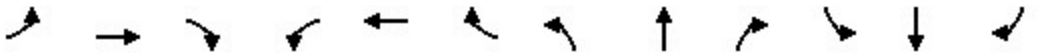


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	13.3%	52.7%	16.7%	13.3%	52.7%	17.3%	16.7%	16.7%	16.7%	17.3%	17.3%	
Maximum Green (s)	13.3	72.3	18.5	13.2	72.2	19.5	18.5	18.5	18.5	19.5	19.5	
Yellow Time (s)	4.3	4.3	3.2	4.3	4.3	3.2	3.2	3.2	3.2	3.2	3.2	
All-Red Time (s)	2.4	2.4	3.3	2.5	2.5	3.3	3.3	3.3	3.3	3.3	3.3	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.7	6.7	6.5	6.8	6.8	6.5	6.5	6.5	6.5		6.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None	None	None	
Walk Time (s)		7.0			7.0	7.0				7.0	7.0	
Flash Don't Walk (s)		11.0			11.0	11.0				11.0	11.0	
Pedestrian Calls (#/hr)		0			0	0				0	0	
Act Effct Green (s)	129.6	131.0	138.8	129.3	130.9	138.3	6.0	6.0	6.0		5.6	
Actuated g/C Ratio	0.86	0.87	0.93	0.86	0.87	0.92	0.04	0.04	0.04		0.04	
v/c Ratio	0.02	0.31	0.00	0.00	0.33	0.00	0.03	0.04	0.01		0.10	
Control Delay (s/veh)	3.1	4.0	0.0	3.0	4.1	0.0	70.0	70.3	0.0		1.2	
Queue Delay	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Total Delay (s/veh)	3.1	4.4	0.0	3.0	4.1	0.0	70.0	70.3	0.0		1.2	
LOS	A	A	A	A	A	A	E	E	A		A	
Approach Delay (s/veh)		4.4			4.1			58.5			1.2	
Approach LOS		A			A			E			A	
Stops (vph)	2	170	0	0	185	0	3	5	0		0	
Fuel Used(gal)	0	6	0	0	20	0	0	0	0		0	
CO Emissions (g/hr)	4	402	1	1	1422	8	3	5	0		5	
NOx Emissions (g/hr)	1	78	0	0	277	1	1	1	0		1	
VOC Emissions (g/hr)	1	93	0	0	330	2	1	1	0		1	
Dilemma Vehicles (#)	0	20	0	0	21	0	0	0	0		0	
Queue Length 50th (ft)	1	63	0	0	68	0	2	3	0		0	
Queue Length 95th (ft)	6	227	0	2	247	0	12	15	0		0	
Internal Link Dist (ft)		412			2677			344			365	
Turn Bay Length (ft)	150			225		270						
Base Capacity (vph)	539	3091	1531	563	3088	1493	207	211	303		328	
Starvation Cap Reductn	0	1504	0	0	0	0	0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0		0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		0	
Reduced v/c Ratio	0.02	0.61	0.00	0.00	0.33	0.00	0.01	0.01	0.00		0.06	

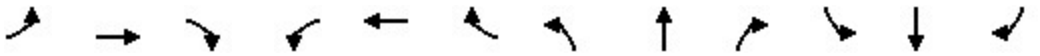
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 109 (73%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.33			
Intersection Signal Delay (s/veh): 4.4		Intersection LOS: A	
Intersection Capacity Utilization 48.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 62: Maple Rd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	555	324	129	751	35	168	55	15	104	137	126
Future Volume (vph)	69	555	324	129	751	35	168	55	15	104	137	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		275	225		0	0		0	0		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.993			0.968			0.928	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3514	0	1770	1803	0	1770	1729	0
Flt Permitted	0.255			0.342			0.175			0.708		
Satd. Flow (perm)	475	3539	1583	637	3514	0	326	1803	0	1319	1729	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			352		4			10			32	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2757			528			569			627	
Travel Time (s)		41.8			8.0			12.9			14.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	75	603	352	140	816	38	183	60	16	113	149	137
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	603	352	140	854	0	183	76	0	113	286	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1		1	1	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	49	49	49	49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1	-1	-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1	-1	-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	50	50	50	50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA	custom	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6	3	5	2		3	8		7	4	
Permitted Phases	6		5	2			8			4		
Detector Phase	1	6	3	5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.4	5.0	3.3	3.5	5.0		3.3	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	9.5	9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	12.0	53.0	26.0	20.0	61.0		26.0	53.0		14.0	41.0	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	8.6%	37.9%	18.6%	14.3%	43.6%		18.6%	37.9%		10.0%	29.3%	
Maximum Green (s)	7.5	48.5	21.5	15.5	56.5		21.5	48.5		9.5	36.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Don't Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	76.0	68.1	27.7	81.5	70.9		47.6	33.9		35.4	26.2	
Actuated g/C Ratio	0.54	0.49	0.20	0.58	0.51		0.34	0.24		0.25	0.19	
v/c Ratio	0.23	0.35	0.59	0.31	0.48		0.64	0.17		0.31	0.82	
Control Delay (s/veh)	16.3	25.2	6.5	14.6	21.5		43.0	34.2		33.4	66.5	
Queue Delay	0.0	0.0	0.0	0.0	0.3		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	16.3	25.2	6.5	14.6	21.8		43.0	34.2		33.4	66.5	
LOS	B	C	A	B	C		D	C		C	E	
Approach Delay (s/veh)		18.1			20.8			40.4			57.1	
Approach LOS		B			C			D			E	
Stops (vph)	33	345	27	47	480		118	44		77	223	
Fuel Used(gal)	2	17	7	1	12		3	1		2	6	
CO Emissions (g/hr)	131	1193	459	99	846		200	73		115	425	
NOx Emissions (g/hr)	25	232	89	19	165		39	14		22	83	
VOC Emissions (g/hr)	30	277	106	23	196		46	17		27	98	
Dilemma Vehicles (#)	0	20	0	0	27		0	0		0	0	
Queue Length 50th (ft)	28	176	0	48	191		125	49		74	230	
Queue Length 95th (ft)	64	283	43	83	375		162	82		105	314	
Internal Link Dist (ft)		2677			448			489			547	
Turn Bay Length (ft)	400		275	225								
Base Capacity (vph)	336	1720	636	504	1782		332	631		366	474	
Starvation Cap Reductn	0	0	0	0	381		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.22	0.35	0.55	0.28	0.61		0.55	0.12		0.31	0.60	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 12 (9%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 27.1		Intersection LOS: C	
Intersection Capacity Utilization 64.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 68: Flint Road & Maple Rd



Mitigation Cost Backup

SCOPING COST ESTIMATE

Project: Niagara Falls Boulevard from Ridge Lea Road to Sheridan Road - Adaptive Signal Control
2030 Construction

Item No.	Description	Units	Unit Cost	Qty	Amount
680	Adaptive Signal Control	EA	$ 26,850.00	5	$ 134,250.00
	Maintenance & Support	EA	$ 2,100.00	5	$ 10,500.00
				Subtotal	**$ 145,000**
	Inflation (3% compounded 5 years)	15.9%		+	$ 30,000
				Construction Cost	**$ 175,000**

SCOPING COST ESTIMATE

Project: N Bailey / Ridge Lea Widening: From north end of CMAQ project to Niagara Falls Blvd
2030 Construction

Item No.	Description	Units	Unit Cost	Qty	Amount
203	Excavation - Roadway Widening	CY	$ 60.00	12,500	$ 750,000.00
203	Fill - Roadway Widening	CY	$ 60.00	7,550	$ 453,000.00
209	Erosion and Sediment Control (assume 2%)	LS	2.0%	-	$ 262,410.00
304	Subbase - Roadway Widening	CY	$ 100.00	5,100	$ 510,000.00
404	WMA Top - Road Overlay	TON	$ 150.00	2,700	$ 405,000.00
404	WMA Base and Binder - Roadway Widening	TON	$ 160.00	8,480	$ 1,356,800.00
407	Tack Coat	GAL	$ 10.00	4,600	$ 46,000.00
490	Production Milling	SY	$ 5.00	33,470	$ 167,350.00
554	Retaining Walls	SF	$ 100.00	29,080	$ 2,908,000.00
555	Box Culvert Extension	LS	$ 225,000.00	1	$ 225,000.00
568	Pedestrian Railing	LF	$ 150.00	3,635	$ 545,250.00
603	Storm Pipe	LF	$ 190.00	10,920	$ 2,074,800.00
604	Drainage Structures	EA	$ 8,600.00	52	$ 447,200.00
605	Underdrain	LF	$ 13.50	10,400	$ 140,400.00
608	Asphalt Driveways	SF	$ 22.00	27,600	$ 607,200.00
608	Concrete Sidewalks	SF	$ 20.00	48,780	$ 975,600.00
609	Concrete Curb	LF	$ 90.00	10,400	$ 936,000.00
610	Turf Establishment	SY	$ 17.50	13,870	$ 242,725.00
611	Tree Plantings	EA	$ 1,000.00	50	$ 50,000.00
614	Tree Removals	EA	$ 1,000.00	50	$ 50,000.00
619	Work Zone Traffic Control (assume 7%)	LS	7.0%	-	$ 918,440.00
625	Survey (assume 2%)	LS	2.0%	-	$ 262,410.00
633	Asphalt Spot Repairs	SY	$ 75.00	670	$ 50,250.00
645	Signage and Delineators (assume 1%)	LS	1.0%	-	$ 131,210.00
663	Hydrants	EA	$ 20,000.00	9	$ 180,000.00
685	Striping (assume 2%)	LS	1.0%	-	$ 131,210.00
				Subtotal	**$ 14,827,000**
	Field Change	5%		+	$ 742,000
	Contingencies	30%		+	$ 4,671,000
	Mobilization	4%		+	$ 810,000
				Subtotal	**$ 21,050,000**
	Inflation (3% compounded 5 years)	15.9%		+	$ 3,350,000
				Construction Cost	**$ 24,400,000**

SCOPING COST ESTIMATE

Project: Bowmart Parkway from Maple Road to Meyer Road - Resurfacsing
2030 Construction

Item No.	Description	Units	Unit Cost	Qty	Amount
209	Erosion and Sediment Control (assume 2%)	LS	2.0%	-	$ 2,690.00
404	WMA Top - Road Overlay	TON	$ 125.00	560	$ 70,000.00
407	Diluted Tack Coat	Gallon	$ 10.00	690	$ 6,900.00
490	Production Milling	SY	$ 5.00	6,810	$ 34,050.00
619	Work Zone Traffic Control (assume 6%)	LS	6.0%	-	$ 8,080.00
625	Survey (assume 2%)	LS	2.0%	-	$ 2,690.00
633	Asphalt Spot Repairs	SY	$ 75.00	140	$ 10,500.00
645	Signage and Delineators (assume 1%)	LS	1.0%	-	$ 1,350.00
685	Striping	LF	$ 2.00	6600	$ 13,200.00
				Subtotal	**$ 150,000**
	Field Change	5%		+	$ 8,000
	Contingencies	30%		+	$ 48,000
	Mobilization	4%		+	$ 9,000
				Subtotal	**$ 215,000**
	Inflation (3% compounded 5 years)	15.9%		+	$ 40,000
				Construction Cost	**$ 255,000**

SCOPING COST ESTIMATE

Project: Sheridan Drive from Niagara Falls Blvd to Millersport Highway - Revised Signal Timings and Coordination
2030 Construction

Item No.	Description	Units	Unit Cost	Qty	Amount
680	Traffic Signal Modification	EA	$ 2,000.00	4	$ 8,000.00
				Subtotal	**$ 8,000**
	Inflation (3% compounded 5 years)	15.9%		+	$ 10,000
				Construction Cost	**$ 18,000**

SCOPING COST ESTIMATE

Project: Maple Road at Sweethome - Updated Signal Timings, Striping and Signage
2030 Construction

Item No.	Description	Units	Unit Cost	Qty	Amount
619	Work Zone Traffic Control (assume 6%)	LS	6.0%	-	$ 3,130.00
645	No Turn on Red (Blank-Out overhead)	EA	$ 7,500.00	4	$ 30,000.00
680	Traffic Signal Modification	LS	$ 7,000.00	1	$ 7,000.00
685	Striping -Lines	LF	$ 2.00	6800	$ 13,600.00
685	Striping - Symbols	EA	$ 250.00	6	$ 1,500.00
				Subtotal	**$ 56,000**
	Field Change	5%		+	$ 3,000
	Contingencies	30%		+	$ 18,000
	Mobilization	4%		+	$ 4,000
				Subtotal	**$ 81,000**
	Inflation (3% compounded 5 years)	15.9%		+	$ 20,000
				Construction Cost	**$ 101,000**

SCOPING COST ESTIMATE

Project: Sherdan Drive at Sweethome - Updated Signal Timings, Striping and Signage
2030 Construction

Item No.	Description	Units	Unit Cost	Qty	Amount
601	Bike Boxes	SF	$ 15.65	300	$ 4,695.00
619	Work Zone Traffic Control (assume 6%)	LS	6.0%	-	$ 3,120.00
645	No Turn on Red (Blank-Out overhead)	EA	$ 7,500.00	4	$ 30,000.00
680	Traffic Signal Modification	LS	$ 7,000.00	1	$ 7,000.00
685	Striping	LF	$ 2.00	5190	$ 10,380.00
				Subtotal	**$ 56,000**
	Field Change	5%		+	$ 3,000
	Contingencies	30%		+	$ 18,000
	Mobilization	4%		+	$ 4,000
				Subtotal	**$ 81,000**
	Inflation (3% compounded 5 years)	15.9%		+	$ 20,000
				Construction Cost	**$ 101,000**

SCOPING COST ESTIMATE

Project: Emerson Drive and N Bailey Avenue Roundabout
2030 Construction

Item No.	Description	Units	Unit Cost	Qty	Amount
203	Excavation - Roadway	CY	$ 60.00	2,340	$ 140,400.00
209	Erosion and Sediment Control (assume 2%)	LS	2.0%	-	$ 24,440.00
304	Subbase - Roadway	CY	$ 100.00	1,200	$ 120,000.00
404	WMA Top - Road Overlay	TON	$ 125.00	300	$ 37,500.00
404	WMA Base and Binder - Roadway Widening	TON	$ 160.00	1,980	$ 316,800.00
603	Storm Pipe	LF	$ 185.00	1,060	$ 196,100.00
604	Drainage Structures	EA	$ 8,600.00	8	$ 68,800.00
605	Underdrain	LF	$ 14.00	1,060	$ 14,840.00
608	Concrete Sidewalks	SF	$ 28.00	5,100	$ 142,800.00
609	Concrete Curb	LF	$ 90.00	1,900	$ 171,000.00
610	Turf Establishment	SY	$ 15.00	800	$ 12,000.00
611	Tree Plantings	EA	$ 1,000.00	1	$ 1,000.00
614	Tree Removals	EA	$ 1,000.00	1	$ 1,000.00
619	Work Zone Traffic Control (assume 6%)	LS	6.0%	-	$ 73,330.00
625	Survey (assume 2%)	LS	2.0%	-	$ 24,440.00
645	Signage and Delineators (assume 1%)	LS	1.0%	-	$ 12,220.00
685	Striping (assume 2%)	LS	1.0%	-	$ 12,220.00
				Subtotal	**$ 1,369,000**
	Field Change	5%		+	$ 69,000
	Contingencies	30%		+	$ 432,000
	Mobilization	4%		+	$ 75,000
				Subtotal	**$ 1,945,000**
	Inflation (3% compounded 5 years)	15.9%		+	$ 310,000
				Construction Cost	**$ 2,255,000**

APPENDIX D

CHAPTER 203 ZONING, SECTION 5-10

Town of Amherst, NY
Thursday, September 3, 2026

Chapter 203. Zoning

PART 5.. SPECIAL PURPOSE AND OVERLAY DISTRICTS

§ 5-10. Urban Renewal Area Overlay District (URAOD)

[Added 12-15-2025 by L.L. No. 7-2025]

5-10-1. **Purpose and Goals**

The purpose of the Urban Renewal Area Overlay District (URAOD) is to use the authority granted by New York Town Law § **261-c** and the **Municipal Home Rule Law** to provide flexibility in the review and phasing of development within the Urban Renewal Area in Town, in order to incentivize and support redevelopment consistent with the Town's Comprehensive Plan and Urban Renewal Plan.

The Town Board finds that this approach will (A) promote the most appropriate uses in the Urban Renewal Area; (B) improve the design, character and quality of new developments; (C) encourage a harmonious and appropriate mixture of uses; (D) facilitate the adequate and economic provision of streets, utilities, and public services; (E) promote architecture that is compatible with surrounding areas; and (F) provide suitable design responses to specific environmental constraints of the site and surrounding area.

5-10-2. **Definitions**

As used herein:

A. "Urban Renewal Area Overlay District" or "URAOD" means an overlay zoning district designated by the Town Board within the Urban Renewal Area.

B. "Urban Renewal Area" shall mean the area(s) designated by the Town Board pursuant to § **504** of the New York General Municipal Law.

C. "Urban Renewal Area Overlay District Law" shall mean the Local Law that was adopted to add § 5-10 to Chapter **203**, Zoning, Part **5**, Special Purpose and Overlay Districts.

5-10-3. **Creation of Urban Renewal Area Overlay District ("URAOD") No. 1 and General Rules**

A. The Urban Renewal Area Overlay District ("URAOD") No. 1 encompasses the area depicted on the Town's Official Zoning Map.

B. The Town Board may create other URAODs pursuant to the procedures for amending the Town Zoning Map.

C. A URAOD is an overlay zoning district and shall supersede the requirements of the underlying base zoning districts where indicated herein.

5-10-4. **Site Plan Review Procedures**

A. No building permit shall be issued in the URAOD unless Site Plan approval is obtained, following the procedures set forth in § 8-7. In determining whether to approve an application for Site Plan approval, the following additional factors may be considered:

1) Conformity with the Town's Comprehensive Plan, the Urban Renewal Plan, and the Boulevard Mall Development Standards (§ 5-10-6);

2) The compatibility of the proposed with the existing character of the neighborhood;

3) Compatibility of uses adjacent to one another;

4) Such other matters as may be considered pertinent, provided they have been established by the Town Board in the Town's Comprehensive Plan or Urban Renewal Plan.

5-10-5. **Modifications**

A. Notwithstanding any other provisions to the contrary, upon application to the Planning Department, Approved Site Plans may be modified and amended consistent with this Section. The classification of a modification application as a Major Amendment or Minor Amendment is within the discretion of the Planning Director, subject to the criteria and guidelines set forth herein.

B. An application that meets any one of the following shall constitute a Major Amendment:

1) A 10% change in the total number of residential units (either more or less than proposed);

2) Adding more than 25,000 sq. ft. within the entire proposed development;

C. The following criteria may be considered by the Planning Director in determining whether to classify a modification application as a Major Amendment or Minor Amendment:

1) Suggested changes to the *Key Streets & Frontages Plan* (Figure 1);

2) Deviation from the approved building(s) elevation(s)/design(s) such as facade materials, color, transparency and blank wall, and entranceway spacing.

3) Modifications to parking, including the conversion of surface parking to structured parking.

D. Any application for modifications or amendment to Site Plan Approval shall be in writing and contain such information as required for the application as set forth in § 8-7. The Planning Director may (a) waive any specific application requirement which he/she determines unnecessary to the consideration of the application; and (b) may require any additional information which he/she determines may be helpful to the consideration of the application.

5-10-6. **Boulevard Mall Development Standards**

This section shall be applicable only within URAOD No. 1. The Boulevard Mall Development Standards aim to refine the framework of potential redevelopment outlined in the Boulevard Central District Urban Renewal Plan. It envisions the Boulevard Mall site transformed incrementally into a walkable, mixed-use, transit-oriented development serving contemporary retail and residential demands, while creating a thriving new "center" for the local community and the greater region.

A. **Zoning Districts**

1) It is the intent of the URAOD Local Law to function in conjunction with the Center District regulations established under § 5A. However, within the geographic boundaries of this overlay district, the Planning Board shall have the authority to permit the uses, dimensional standards, and/or general development standards set forth in § 4-7 (Shopping Center District) in lieu of § 5A provided the applicant expressly invokes this option in the development application.

B. **Streets, Blocks and Connections**

1) Core Streets

a. The location and rights-of-way dimensions of all Core Streets are fixed elements of the Development Standards. These streets must be established in the general

locations and dimensions depicted in the *Key Streets & Frontages Plan* (see Figure 1) and in the Street Sections (see Figures 2 and 3) in order to: (1) set a baseline for block size, location and orientation; (2) dictate cohesive street design; (3) outline street development phasing; (4) direct infrastructure routes and access; and, (5) protect key site feature locations, such as public open spaces and other community amenities. The final location may be modified as part of the site plan application to better align with the final design.

b. Core Streets depicted in the *Key Streets & Frontages Plan* (Figure 1) will be constructed first within the initial phases of development.

c. The minimum required percentage of Core Streets, as set forth in § 5A-7-13.A, § 5A-3-6, § 5A-3-7, and § 5A-3-8 shall not apply to development within the URAOD.

d. The continuous connectivity requirements of Core Streets, as specified in § 5A-7-13.B and C, shall apply only as illustrated in the *Key Streets & Frontages Plan* (see Figure 1).

2) Blocks

a. The site shall be divided into a minimum of four blocks as depicted on the *Key Streets & Frontages Plan* (see Figure 1). Such blocks may exceed the maximum perimeter and block length standards established by the § 5A zoning districts.

b. Internal streets established within these four blocks through additional street development may be constructed in accordance with the right-of-way dimensions illustrated in the *Street Sections* (Figures 2-4) or as otherwise permitted under § 5A-6, subject to compliance with all applicable fire access requirements of the NYS Uniform Fire Prevention and Building Code.

3) Pedestrian Walkways and Multi-Use Trails

a. Pedestrian walkways and multi-use trails are strongly encouraged throughout the development to create safe connections. These may be used to connect elements of the public realm such as streets and/or other walkways, public sidewalks, public open spaces, and/or public amenities, such as a community center. When utilized, walkways and multi-use trails shall align with and extend any block network established within the site and to areas adjacent to the site.

i. Pedestrian walkways must meet the National Accessibility Standard (ICC/ANSI A117.1-2017).

ii. Multi-use Trails must be a minimum of 12 feet wide.

4) Parking

a. On-street parking must be provided on all Core Streets identified on the *Key Streets & Frontages Plan* (see Figure 1) and as depicted in the *Street Sections* (see Figures 2 and 3).

b. Development within the URAOD is not required to meet minimum off-street vehicle parking requirements as outlined in § 5A-9-1.A.(1) or § 7-1-6.A.

c. Structured parking is encouraged, especially if incorporated into larger vertical mixed-use or residential buildings, to support future density by reducing the need for large surface parking lots, and opening up space for additional building development.

d. Surface parking is encouraged to be largely placed behind buildings or otherwise screened wherever possible; however, surface parking is anticipated along Niagara Falls Boulevard, Alberta Drive, and Maple Road due to the assigned Boulevard Frontage.

5) Mobility Options

a. Wherever possible, space for mobility amenities such as bike racks, charging stations, car shares, or bus loading areas are encouraged to reduce the need for individual vehicular parking and to provide equitable access to and from the area.

C. **Built Form and Use**

1) Building Uses

a. Prohibited Uses: The following uses are prohibited across the entire URAOD No. 1 Area: single-family detached units, motor services and vehicular sales (with the exception of small indoor showrooms of 10,000 sq. ft. or less).

b. Restricted Uses: Drive-throughs are permitted only on parcels with frontages on Niagara Falls Boulevard and Maple Road. Loading and automotive stacking shall be prohibited between the public road right-of-way and the building facade.

c. Vertical mixed-use buildings may be provided fronting public open spaces (either directly adjacent to or across an adjacent street). First-floor uses in such buildings directly fronting public open space shall enhance these environments and support compatible interaction between the green space and streetscape. Such uses include restaurants, entertainment, retail or hospitality.

2) Frontages

a. Frontage requirements for each parcel, not withstanding any other law to the contrary, shall only be required to be met on one side of a parcel initially (as in-fill development occurs over time) with primary street designation selected by the applicant where the site abuts more than one street (existing or proposed).

b. All buildings fronting along Niagara Falls Boulevard, Maple Road, and Alberta Drive shall comply with the Boulevard Frontage Type requirements, as illustrated in Figure 5, regardless of which zoning regulations are applied pursuant to § 5-10-6.A.1.

c. In cases where the right-of-way creates an irregular property line, build-to maximums of the Boulevard Frontage Type may be increased to preserve continuous alignment of building facades and circulation aisles along the streetscape of larger blocks, with limitations that there will be no more than two rows of parking and a drive aisle.

3) Building Height

a. The existing underlying Zoning Districts regulate base building height requirements; however, the Planning Board may allow up to two (2) additional stories (up to 15 feet/story maximum) in height onto the base zoning height maximum for developments that include structured parking.

4) Design Considerations

a. Notwithstanding any other provision to the contrary, cohesive design elements (signs, lighting, landscaping, etc.) and building materials that are of high quality are essential for creating a distinct character and atmosphere across an area where multiple developers are anticipated to contribute projects. While architectural styles should vary to some degree to create streetscape interest, design elements must establish cohesion amongst public areas/rights-of-way, street furniture, and common spaces to maintain consistency and enhance the overall aesthetic of an area. The Town may require that proposed site features have a consistent design with those that have already been constructed.

b. Human-scale design elements, such as awnings, canopies, and engaging storefronts are encouraged to promote effective foot-traffic on primary Core Streets and frontage abutting the primary public open space.

c. Loading and/or service areas and mechanical equipment shall be screened and/or designed in such a manner that makes them less prominent along street fronts.

D. **Open Spaces**

1) Public open spaces are intended to serve as active community gathering places that promote social interaction, community engagement and recreational activity.

a. With the Planning Board or Town Board's approval, publicly-owned open space may be credited towards satisfying a portion of the open space requirement.

b. Limited temporary commercial uses may be permitted within public open spaces, including kiosks, vendor markets, restrooms, food stands, and similar amenities that enhance the functionality and vibrancy of the space.

2) Open spaces provided in excess of the required minimum percentages during an earlier phase of development may be credited towards satisfying the open space requirements of subsequent phases, provided such phases occur within parcel(s) under common ownership.

3) The provision mandating required open space be provided in one contiguous area (§ 5A-7-2.B(5)), shall not apply to development within the URAOD.

4) Both public and private open spaces can include such elements as green lawns, plazas, paths and trails, trees and other landscaped areas, water features, sport courts, playgrounds, dog parks, gardens, pavilions and seating areas.

5) Beyond public open spaces, additional open spaces are encouraged throughout the site. These should be indicated as either public or private.

FIGURE 1: Key Streets & Frontages Plan



FIGURE 2: Core Street Section

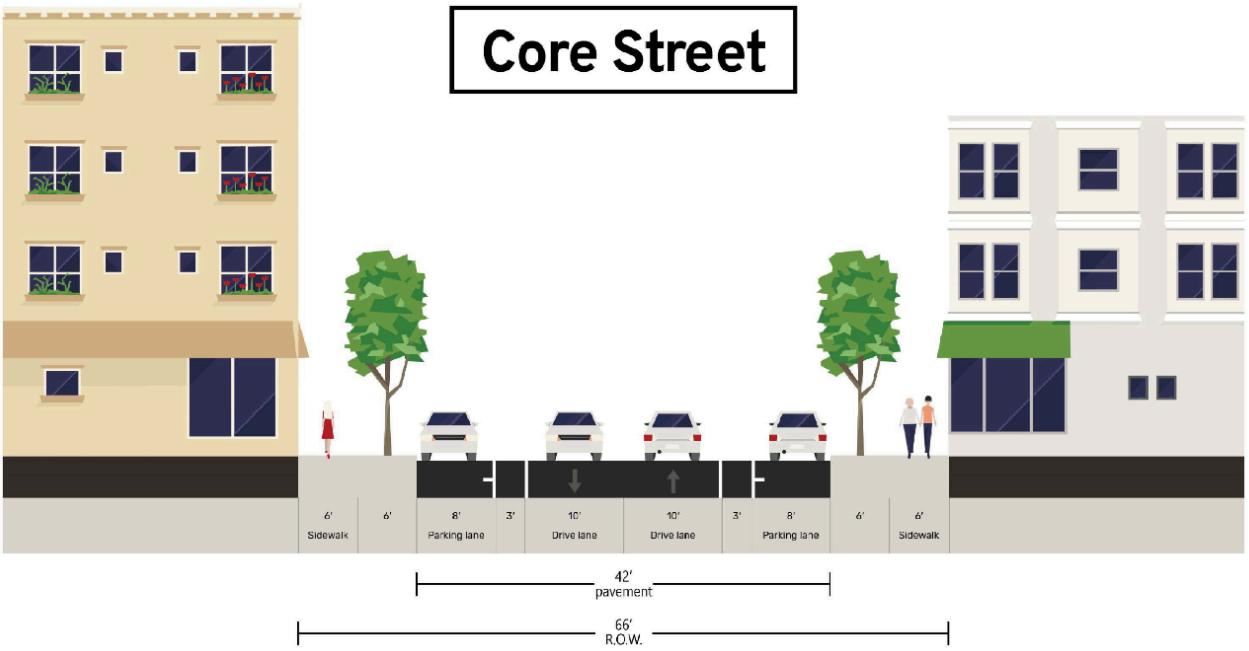


FIGURE 3: Core Street with Median Section

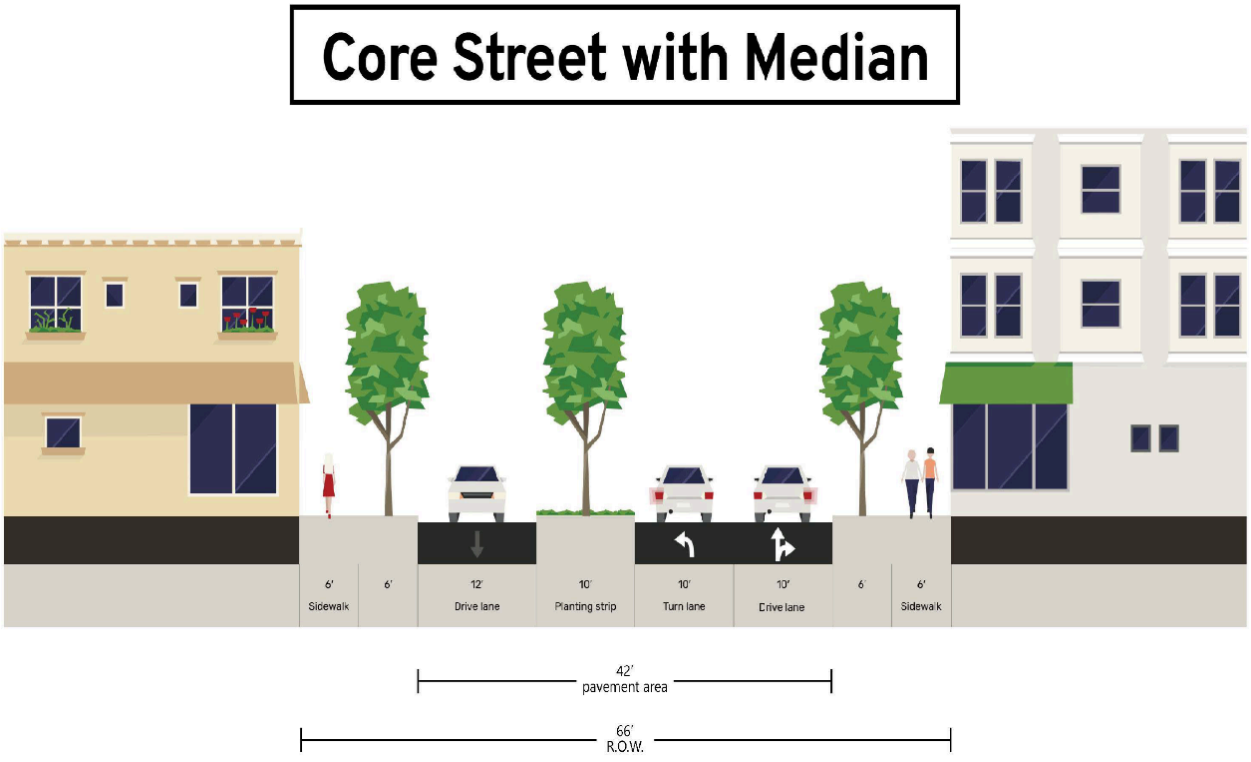
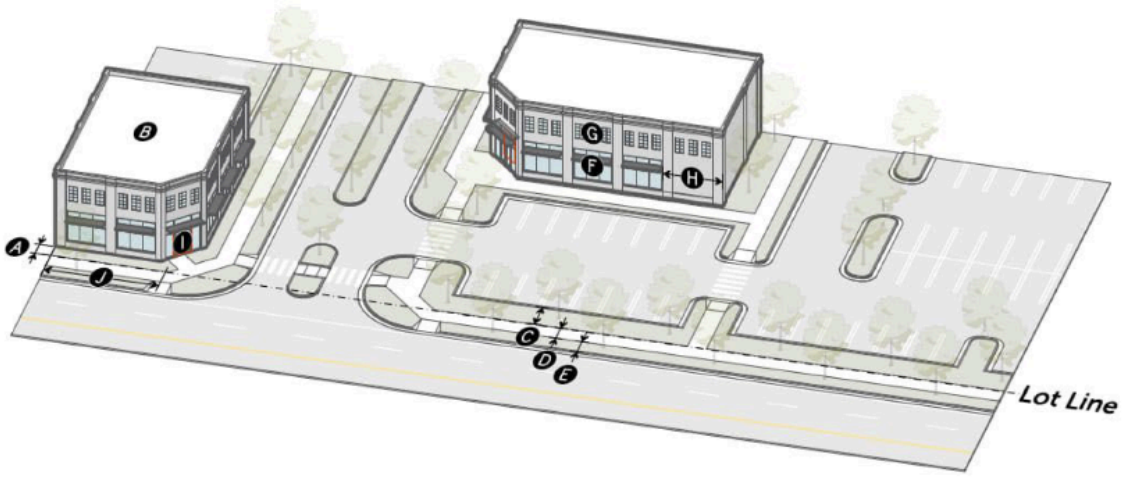


FIGURE 4: Local Street Section



FIGURE 5: Boulevard Frontage

Boulevard Frontage



	Residential	Non-residential
BUILDING SETBACKS		
A Build-to zone	10' min/ 102' max	
Lot frontage	n/a	
B Corner frontage	Not Required	
BUILDING MASS		
Street-facing building length	n/a	
PARKING SETBACKS		
C Minimum setback	10' min	
STREETSCAPE		
D Clear pedestrian zone	6' min	
E Curb zone	10' min	
Tree planting type	Tree lawn	
Tree spacing	35' on-center avg.	
STORY HEIGHT		
Ground floor elevation	2' min / 4' max	0' min / 2' max
Ground story height	9' min	13' min
TRANSPARENCY		
F Ground story	20% min	50% min
G Upper story	20% min	20% min
H Blank wall length	40' max	40' max
PEDESTRIAN ACCESS		
I Street-facing entrance	Required	Required
J Entrance spacing	100' max	100' max