APPENDICES

A1

Collected Traffic Volume Data

1.Oswego St / Onondaga Lake Parkway - TMC

Tue Jun 11, 2019
Full Length (6 AM-9 AM, 4 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668266, Location: 43.101403, -76.202686, Site Code: SCU5K5, SCU8UH, SCU53B

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road, Coatesville, PA, 19320, US

Leg	Rte 370/1st St								Rte 57/Oswego St								Rte 370/Onondaga Lake Pkwy							
Direction	Eastbound								Westbound								Northbound							
Time	L	BL	T	R	HR	U	App	Ped*	L	BL	T	R	HR	U	App	Ped*	HL	L	T	BR	R	U	RR	App	Ped*
2019-06-11 6:00AM	0	0	0	1	1	0	**2**	0	1	0	4	12	0	0	**17**	0	0	0	37	0	1	0	1	**39**	0
6:15AM	0	0	2	2	1	0	**5**	0	2	1	3	27	0	0	**33**	0	0	0	55	0	3	0	0	**58**	0
6:30AM	0	0	3	3	1	0	**7**	0	3	0	2	34	0	0	**39**	1	0	0	64	3	3	0	0	**70**	1
6:45AM	0	0	1	6	0	0	**7**	0	5	0	8	41	0	0	**54**	0	0	0	95	0	0	0	0	**95**	0
Hourly Total	0	0	6	12	3	0	**21**	0	11	1	17	114	0	0	**143**	1	0	0	251	3	7	0	1	**262**	1
7:00AM	0	0	2	3	0	0	**5**	0	5	2	3	51	0	0	**61**	1	0	0	90	1	0	0	1	**92**	1
7:15AM	0	0	3	4	0	0	**7**	0	7	3	1	68	0	0	**79**	0	0	0	115	0	2	0	0	**117**	0
7:30AM	0	0	6	11	0	0	**17**	0	5	0	2	57	0	0	**64**	0	0	0	138	2	7	0	2	**149**	0
7:45AM	0	0	7	11	0	0	**18**	0	8	1	6	98	0	0	**113**	0	0	0	188	0	3	0	4	**195**	0
Hourly Total	0	0	18	29	0	0	**47**	0	25	6	12	274	0	0	**317**	1	0	0	531	3	12	0	7	**553**	1
8:00AM	0	0	11	11	0	0	**22**	0	13	1	7	87	0	0	**108**	0	0	0	140	1	3	0	3	**147**	1
8:15AM	0	0	2	4	0	0	**6**	0	6	0	5	62	1	0	**74**	0	0	0	117	1	3	0	2	**123**	0
8:30AM	0	0	5	8	0	0	**13**	0	2	0	10	58	0	0	**70**	0	0	0	100	0	3	0	3	**106**	0
8:45AM	0	0	7	5	0	0	**12**	0	5	1	7	64	0	0	**77**	0	0	0	124	0	4	0	3	**131**	1
Hourly Total	0	0	25	28	0	0	**53**	0	26	2	29	271	1	0	**329**	0	0	0	481	2	13	0	11	**507**	2
9:00AM	0	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
4:00PM	0	0	22	8	1	0	**31**	1	12	4	13	139	1	0	**169**	1	0	0	326	0	12	0	3	**341**	4
4:15PM	0	0	25	16	1	0	**42**	1	9	4	9	144	2	0	**168**	0	0	0	375	0	16	0	1	**392**	8
4:30PM	0	0	20	11	2	0	**33**	1	21	6	15	156	1	0	**199**	5	0	0	355	0	6	0	0	**361**	1
4:45PM	0	0	17	15	0	0	**32**	0	14	6	17	166	0	0	**203**	1	0	0	423	0	7	0	0	**430**	9
Hourly Total	0	0	84	50	4	0	**138**	3	56	20	54	605	4	0	**739**	7	0	0	1479	0	41	0	4	**1524**	22
5:00PM	0	0	20	8	2	0	**30**	1	5	2	12	159	0	0	**178**	1	1	1	461	1	13	0	0	**477**	1
5:15PM	0	0	20	9	4	0	**33**	0	6	8	12	115	1	0	**142**	1	0	1	429	1	10	0	3	**444**	1
5:30PM	0	0	13	18	0	0	**31**	1	9	13	16	125	0	0	**163**	0	0	0	364	1	7	0	6	**378**	3
5:45PM	0	0	14	17	3	0	**34**	3	6	11	20	132	0	0	**169**	2	0	0	321	2	10	0	5	**338**	6
Hourly Total	0	0	67	52	9	0	**128**	5	26	34	60	531	1	0	**652**	4	1	2	1575	5	40	0	14	**1637**	11
6:00PM	0	0	27	15	2	0	**44**	6	10	8	21	92	0	0	**131**	0	0	0	223	0	12	0	5	**240**	3
6:15PM	0	0	24	16	0	0	**40**	1	10	4	18	92	0	0	**124**	0	0	1	232	0	8	0	4	**245**	0
6:30PM	0	0	27	16	1	0	**44**	0	6	5	14	101	1	0	**127**	2	0	0	188	0	13	0	10	**211**	2
6:45PM	0	0	21	16	0	0	**37**	1	12	2	11	88	1	0	**114**	0	0	0	187	0	8	0	8	**203**	0
Hourly Total	0	0	99	63	3	0	**165**	8	38	19	64	373	2	0	**496**	2	0	1	830	0	41	0	27	**899**	5
7:00PM	0	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
Total	0	0	299	234	19	0	**552**	16	182	82	236	2168	8	0	**2676**	15	1	3	5147	13	154	0	64	**5382**	42
% Approach	0%	0%	54.2%	42.4%	3.4%	0%	-	-	6.8%	3.1%	8.8%	81.0%	0.3%	0%	-	-	0%	0.1%	95.6%	0.2%	2.9%	0%	1.2%	-	-
% Total	0%	0%	1.9%	1.5%	0.1%	0%	**3.4%**	-	1.1%	0.5%	1.5%	13.4%	0%	0%	**16.6%**	-	0%	0%	31.9%	0.1%	1.0%	0%	0.4%	**33.4%**	-
Lights	0	0	286	234	19	0	**539**	-	180	81	223	2042	7	0	**2533**	-	1	3	5124	12	153	0	64	**5357**	-

Leg Direction	Rte 370/1st St Eastbound								Rte 57/Oswego St Westbound								Rte 370/Onondaga Lake Pkwy Northbound								
Time	L	BL	T	R	HR	U	**App**	Ped*	L	BL	T	R	HR	U	**App**	Ped*	HL	L	T	BR	R	U	RR	**App**	Ped*
% Lights	0%	0%	95.7%	100%	100%	0%	**97.6%**	-	98.9%	98.8%	94.5%	94.2%	87.5%	0%	**94.7%**	-	100%	100%	99.6%	92.3%	99.4%	0%	100%	**99.5%**	-
Articulated Trucks and Single-Unit Trucks	0	0	4	0	0	0	**4**	-	2	1	7	70	1	0	**81**	-	0	0	6	1	1	0	0	**8**	-
% Articulated Trucks and Single-Unit Trucks	0%	0%	1.3%	0%	0%	0%	**0.7%**	-	1.1%	1.2%	3.0%	3.2%	12.5%	0%	**3.0%**	-	0%	0%	0.1%	7.7%	0.6%	0%	0%	**0.1%**	-
Buses	0	0	9	0	0	0	**9**	-	0	0	6	56	0	0	**62**	-	0	0	17	0	0	0	0	**17**	-
% Buses	0%	0%	3.0%	0%	0%	0%	**1.6%**	-	0%	0%	2.5%	2.6%	0%	0%	**2.3%**	-	0%	0%	0.3%	0%	0%	0%	0%	**0.3%**	-
Pedestrians	-	-	-	-	-	-	-	16	-	-	-	-	-	-	-	15	-	-	-	-	-	-	-	-	42
% Pedestrians	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	100%

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

1.Oswego St / Onondaga Lake Parkway - TMC

Tue Jun 11, 2019
Full Length (6 AM-9 AM, 4 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668266, Location: 43.101403, -76.202686, Site Code: SCU5K5, SCU8UH, SCU53B

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184 Baker Road, Coatesville, PA, 19320, US

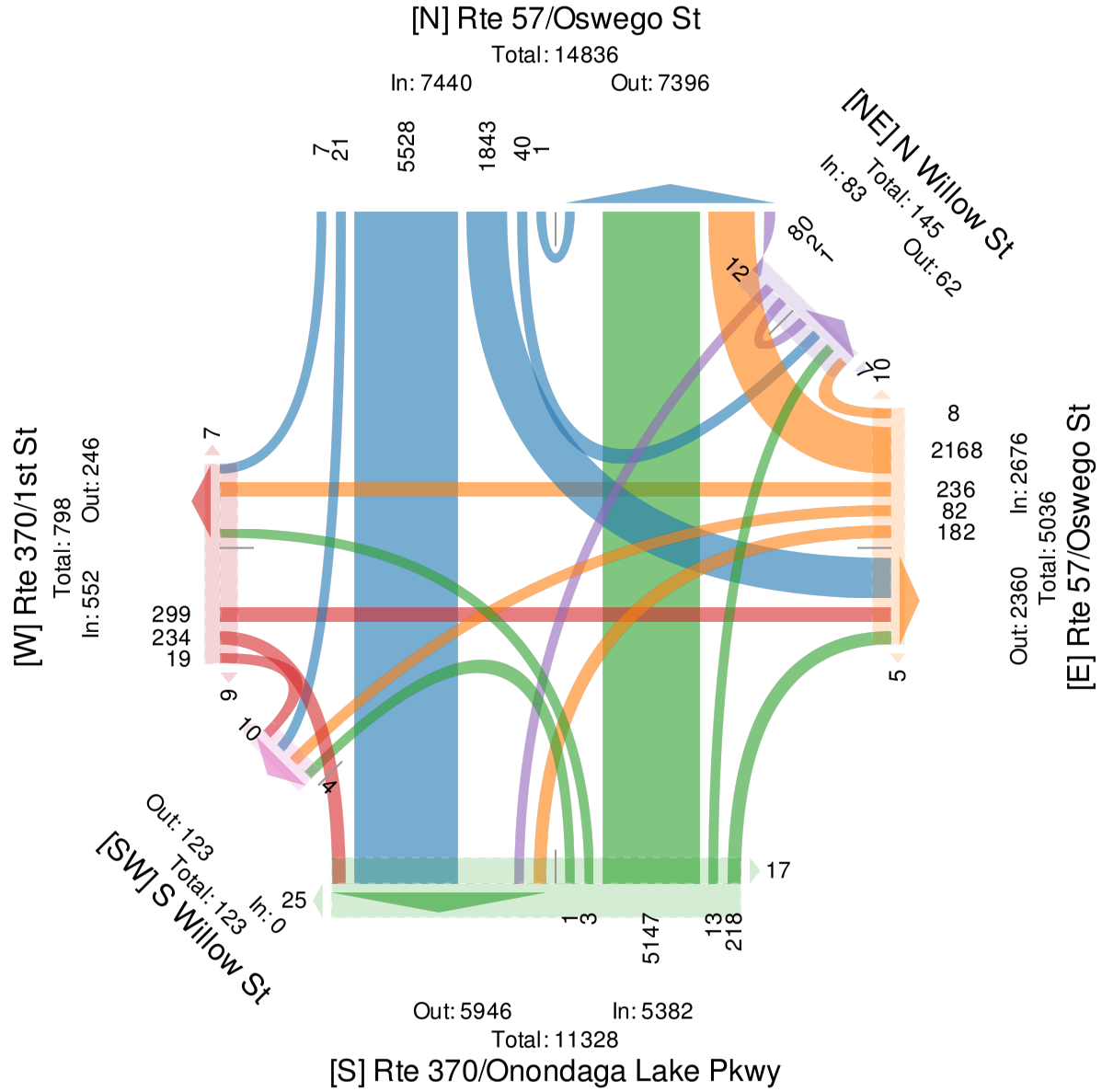
Leg	Rte 57/Oswego St									S Willow St		N Willow St								
Direction	Southbound									Northeastbound		Southwestbound								
Time	HL	L	T	BR	R	U	RR	**App**	Ped*	**App**	Ped*	HL	BL	T	BR	HR	U	HRR	**App**	Ped*	**Int**
2019-06-11 6:00AM	0	20	109	0	0	0	0	**129**	0	**0**	0	0	0	0	0	0	0	0	**0**	1	**187**
6:15AM	0	32	189	0	0	0	0	**221**	0	**0**	0	0	0	0	0	0	0	1	**1**	0	**318**
6:30AM	0	52	270	0	0	0	0	**322**	0	**0**	0	0	0	0	0	0	0	1	**1**	0	**439**
6:45AM	3	44	244	0	0	0	0	**291**	0	**0**	0	0	0	0	0	0	0	2	**2**	0	**449**
Hourly Total	3	148	812	0	0	0	0	**963**	0	**0**	0	0	0	0	0	0	0	4	**4**	1	**1393**
7:00AM	3	65	325	0	0	0	0	**393**	0	**0**	0	0	0	0	0	0	0	0	**0**	0	**551**
7:15AM	1	88	378	0	0	0	0	**467**	0	**0**	0	0	0	0	0	0	0	3	**3**	0	**673**
7:30AM	3	101	425	0	0	0	0	**529**	0	**0**	0	0	0	0	0	0	0	3	**3**	0	**762**
7:45AM	4	123	399	1	0	0	0	**527**	0	**0**	0	0	0	0	0	0	0	2	**2**	0	**855**
Hourly Total	11	377	1527	1	0	0	0	**1916**	0	**0**	0	0	0	0	0	0	0	8	**8**	0	**2841**
8:00AM	6	104	328	0	0	0	0	**438**	0	**0**	0	0	0	0	0	0	0	2	**2**	1	**717**
8:15AM	3	83	310	1	0	0	0	**397**	0	**0**	0	0	0	0	0	0	1	9	**10**	1	**610**
8:30AM	1	86	282	0	0	0	0	**369**	0	**0**	0	0	0	0	0	0	0	0	**0**	0	**558**
8:45AM	3	79	218	0	0	0	0	**300**	0	**0**	0	0	0	0	0	3	0	5	**8**	0	**528**
Hourly Total	13	352	1138	1	0	0	0	**1504**	0	**0**	0	0	0	0	0	3	1	16	**20**	2	**2413**
9:00AM	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**
4:00PM	0	84	154	0	0	0	0	**238**	0	**0**	1	0	0	0	0	0	0	7	**7**	2	**786**
4:15PM	0	84	147	4	0	0	0	**235**	0	**0**	3	0	0	0	0	0	0	9	**9**	0	**846**
4:30PM	0	106	210	0	0	0	0	**316**	0	**0**	1	0	0	0	0	0	0	2	**2**	4	**911**
4:45PM	2	72	186	1	0	1	0	**262**	0	**0**	2	0	0	0	0	0	0	3	**3**	0	**930**
Hourly Total	2	346	697	5	0	1	0	**1051**	0	**0**	7	0	0	0	0	0	0	21	**21**	6	**3473**
5:00PM	0	94	206	2	0	0	1	**303**	0	**0**	2	0	0	0	0	0	0	5	**5**	1	**993**
5:15PM	0	120	202	2	2	0	0	**326**	0	**0**	1	0	0	0	0	0	0	2	**2**	0	**947**
5:30PM	3	77	178	0	0	0	0	**258**	0	**0**	2	0	0	0	0	0	0	2	**2**	0	**832**
5:45PM	0	77	189	3	0	0	0	**269**	0	**0**	0	0	0	0	0	0	0	4	**4**	1	**814**
Hourly Total	3	368	775	7	2	0	1	**1156**	0	**0**	5	0	0	0	0	0	0	13	**13**	2	**3586**
6:00PM	2	70	159	1	2	0	1	**235**	0	**0**	2	0	0	0	0	0	0	5	**5**	0	**655**
6:15PM	4	65	141	2	0	0	1	**213**	0	**0**	0	0	0	0	0	1	0	1	**2**	4	**624**
6:30PM	1	65	153	2	0	0	0	**221**	0	**0**	0	0	2	0	0	0	0	2	**4**	3	**607**
6:45PM	1	52	126	2	0	0	0	**181**	0	**0**	0	0	0	0	0	2	0	4	**6**	1	**541**
Hourly Total	8	252	579	7	2	0	2	**850**	0	**0**	2	0	2	0	0	3	0	12	**17**	8	**2427**
7:00PM	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**
Total	40	1843	5528	21	4	1	3	**7440**	0	**0**	14	0	2	0	0	6	1	74	**83**	19	**16133**
% Approach	0.5%	24.8%	74.3%	0.3%	0.1%	0%	0%	-	-	-	-	0%	2.4%	0%	0%	7.2%	1.2%	89.2%	-	-	-
% Total	0.2%	11.4%	34.3%	0.1%	0%	0%	0%	**46.1%**	-	**0%**	-	0%	0%	0%	0%	0%	0%	0.5%	**0.5%**	-	-
Lights	39	1703	5509	21	4	1	3	**7280**	-	**0**	-	0	2	0	0	5	0	68	**75**	-	15784

Leg Direction	Rte 57/Oswego St Southbound									S Willow St Northeastbound		N Willow St Southwestbound								
Time	HL	L	T	BR	R	U	RR	**App**	Ped*	**App**	Ped*	HL	BL	T	BR	HR	U	HRR	**App**	Ped*	**Int**
% Lights	97.5%	92.4%	99.7%	100%	100%	100%	100%	**97.8%**	-	**-**	-	0%	100%	0%	0%	83.3%	0%	91.9%	**90.4%**	-	97.8%
Articulated Trucks and Single-Unit Trucks	1	87	7	0	0	0	0	**95**	-	**0**	-	0	0	0	0	1	1	4	**6**	-	194
% Articulated Trucks and Single-Unit Trucks	2.5%	4.7%	0.1%	0%	0%	0%	0%	**1.3%**	-	**-**	-	0%	0%	0%	0%	16.7%	100%	5.4%	**7.2%**	-	1.2%
Buses	0	53	12	0	0	0	0	**65**	-	**0**	-	0	0	0	0	0	0	2	**2**	-	155
% Buses	0%	2.9%	0.2%	0%	0%	0%	0%	**0.9%**	-	**-**	-	0%	0%	0%	0%	0%	0%	2.7%	**2.4%**	-	1.0%
Pedestrians	-	-	-	-	-	-	-	-	0	-	14	-	-	-	-	-	-	-	-	19	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	100%	-

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1.Oswego St / Onondaga Lake Parkway - TMC

Tue Jun 11, 2019
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668266, Location: 43.101403, -76.202686, Site Code: SCU5K5, SCU8UH, SCU53B

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Leg	Rte 370/1st St								Rte 57/Oswego St								Rte 370/Onondaga Lake Pkwy								
Direction	Eastbound								Westbound								Northbound								
Time	L	BL	T	R	HR	U	**App**	Ped*	L	BL	T	R	HR	U	**App**	Ped*	HL	L	T	BR	R	U	RR	**App**	Ped*
2019-06-11 7:15AM	0	0	3	4	0	0	**7**	0	7	3	1	68	0	0	**79**	0	0	0	115	0	2	0	0	**117**	0
7:30AM	0	0	6	11	0	0	**17**	0	5	0	2	57	0	0	**64**	0	0	0	138	2	7	0	2	**149**	0
7:45AM	0	0	7	11	0	0	**18**	0	8	1	6	98	0	0	**113**	0	0	0	188	0	3	0	4	**195**	0
8:00AM	0	0	11	11	0	0	**22**	0	13	1	7	87	0	0	**108**	0	0	0	140	1	3	0	3	**147**	1
Total	0	0	27	37	0	0	**64**	0	33	5	16	310	0	0	**364**	0	0	0	581	3	15	0	9	**608**	1
% Approach	0%	0%	42.2%	57.8%	0%	0%	**-**	-	9.1%	1.4%	4.4%	85.2%	0%	0%	**-**	-	0%	0%	95.6%	0.5%	2.5%	0%	1.5%	**-**	-
% Total	0%	0%	0.9%	1.2%	0%	0%	**2.1%**	-	1.1%	0.2%	0.5%	10.3%	0%	0%	**12.1%**	-	0%	0%	19.3%	0.1%	0.5%	0%	0.3%	**20.2%**	-
PHF	-	-	0.614	0.841	-	-	**0.727**	-	0.635	0.417	0.571	0.791	-	-	**0.805**	-	-	-	0.773	0.375	0.536	-	0.563	**0.779**	-
Lights	0	0	22	37	0	0	**59**	-	32	5	13	279	0	0	**329**	-	0	0	578	3	15	0	9	**605**	-
% Lights	0%	0%	81.5%	100%	0%	0%	**92.2%**	-	97.0%	100%	81.3%	90.0%	0%	0%	**90.4%**	-	0%	0%	99.5%	100%	100%	0%	100%	**99.5%**	-
Articulated Trucks and Single-Unit Trucks	0	0	3	0	0	0	**3**	-	1	0	2	16	0	0	**19**	-	0	0	1	0	0	0	0	**1**	-
% Articulated Trucks and Single-Unit Trucks	0%	0%	11.1%	0%	0%	0%	**4.7%**	-	3.0%	0%	12.5%	5.2%	0%	0%	**5.2%**	-	0%	0%	0.2%	0%	0%	0%	0%	**0.2%**	-
Buses	0	0	2	0	0	0	**2**	-	0	0	1	15	0	0	**16**	-	0	0	2	0	0	0	0	**2**	-
% Buses	0%	0%	7.4%	0%	0%	0%	**3.1%**	-	0%	0%	6.3%	4.8%	0%	0%	**4.4%**	-	0%	0%	0.3%	0%	0%	0%	0%	**0.3%**	-
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	1
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

1.Oswego St / Onondaga Lake Parkway - TMC

Tue Jun 11, 2019
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668266, Location: 43.101403, -76.202686, Site Code: SCU5K5, SCU8UH, SCU53B

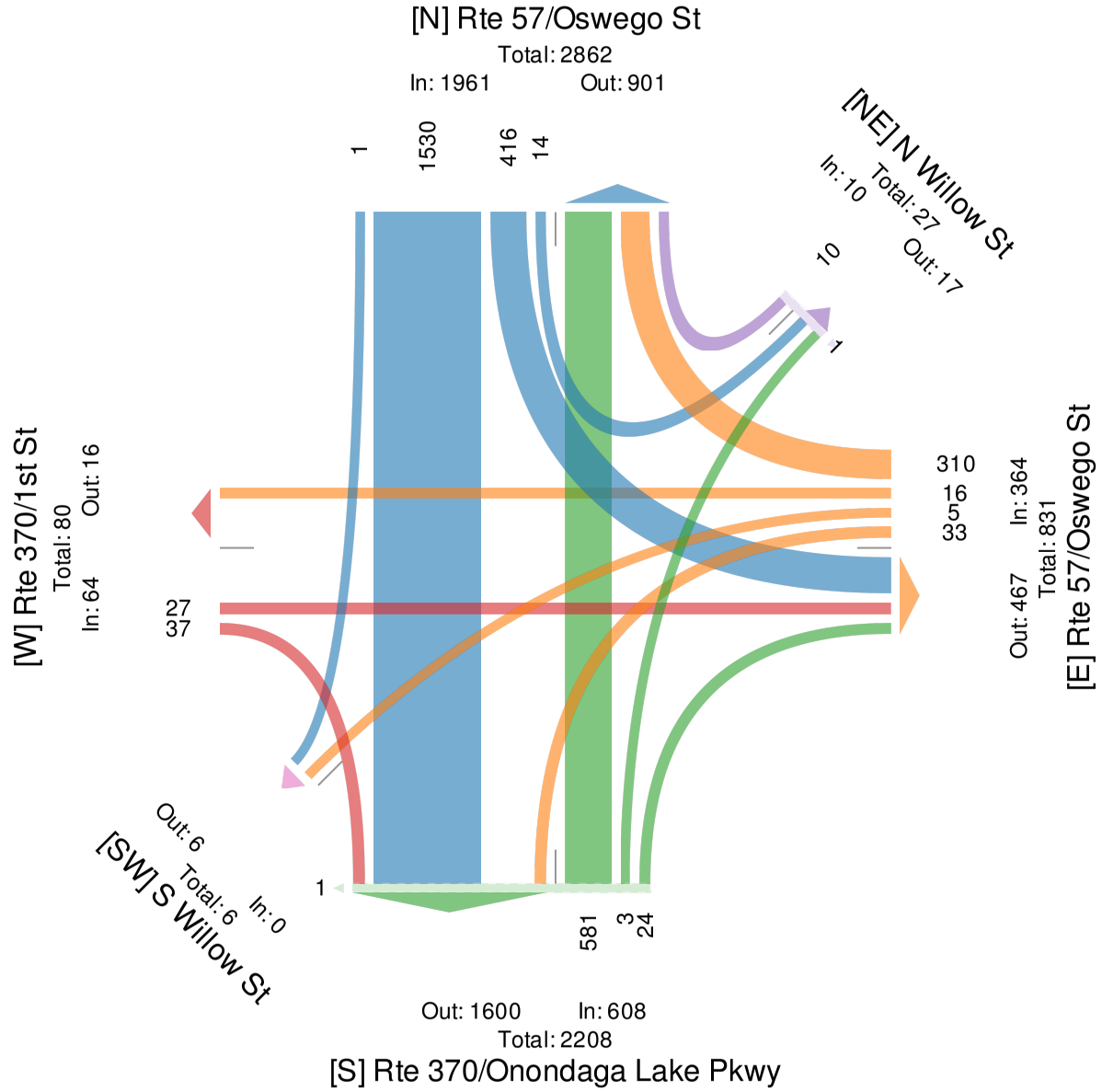
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road, Coatesville, PA, 19320, US

Leg	Rte 57/Oswego St									S Willow St		N Willow St									
Direction	Southbound									Northeastbound		Southwestbound									
Time	HL	L	T	BR	R	U	RR	App	Ped*	App	Ped*	HL	BL	T	BR	HR	U	HRR	App	Ped*	Int
2019-06-11 7:15AM	1	88	378	0	0	0	0	**467**	0	**0**	0	0	0	0	0	0	0	3	**3**	0	**673**
7:30AM	3	101	425	0	0	0	0	**529**	0	**0**	0	0	0	0	0	0	0	3	**3**	0	**762**
7:45AM	4	123	399	1	0	0	0	**527**	0	**0**	0	0	0	0	0	0	0	2	**2**	0	**855**
8:00AM	6	104	328	0	0	0	0	**438**	0	**0**	0	0	0	0	0	0	0	2	**2**	1	**717**
Total	14	416	1530	1	0	0	0	**1961**	0	**0**	0	0	0	0	0	0	0	10	**10**	1	**3007**
% Approach	0.7%	21.2%	78.0%	0.1%	0%	0%	0%	-	-	-	-	0%	0%	0%	0%	0%	0%	100%	-	-	-
% Total	0.5%	13.8%	50.9%	0%	0%	0%	0%	**65.2%**	-	**0%**	-	0%	0%	0%	0%	0%	0%	0.3%	**0.3%**	-	-
PHF	0.583	0.846	0.900	0.250	-	-	-	**0.927**	-	-	-	-	-	-	-	-	-	0.833	**0.833**	-	0.879
Lights	13	363	1523	1	0	0	0	**1900**	-	**0**	-	0	0	0	0	0	0	9	**9**	-	2902
% Lights	92.9%	87.3%	99.5%	100%	0%	0%	0%	**96.9%**	-	-	-	0%	0%	0%	0%	0%	0%	90.0%	**90.0%**	-	96.5%
Articulated Trucks and Single-Unit Trucks	1	33	2	0	0	0	0	**36**	-	**0**	-	0	0	0	0	0	0	0	**0**	-	59
% Articulated Trucks and Single-Unit Trucks	7.1%	7.9%	0.1%	0%	0%	0%	0%	**1.8%**	-	-	-	0%	0%	0%	0%	0%	0%	0%	**0%**	-	2.0%
Buses	0	20	5	0	0	0	0	**25**	-	**0**	-	0	0	0	0	0	0	1	**1**	-	46
% Buses	0%	4.8%	0.3%	0%	0%	0%	0%	**1.3%**	-	-	-	0%	0%	0%	0%	0%	0%	10.0%	**10.0%**	-	1.5%
Pedestrians	-	-	-	-	-	-	-	-	0	-	0	-	-	-	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

1.Oswego St / Onondaga Lake Parkway - TMC
Tue Jun 11, 2019
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668266, Location: 43.101403, -76.202686, Site Code: SCU5K5, SCU8UH, SCU53B

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road, Coatesville, PA, 19320, US



1.Oswego St / Onondaga Lake Parkway - TMC

Tue Jun 11, 2019
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668266, Location: 43.101403, -76.202686, Site Code: SCU5K5, SCU8UH, SCU53B

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road, Coatesville, PA, 19320, US

Leg	Rte 370/1st St								Rte 57/Oswego St								Rte 370/Onondaga Lake Pkwy								
Direction	Eastbound								Westbound								Northbound								
Time	L	BL	T	R	HR	U	App	Ped*	L	BL	T	R	HR	U	App	Ped*	HL	L	T	BR	R	U	RR	App	Ped*
2019-06-11 4:30PM	0	0	20	11	2	0	**33**	1	21	6	15	156	1	0	**199**	5	0	0	355	0	6	0	0	**361**	1
4:45PM	0	0	17	15	0	0	**32**	0	14	6	17	166	0	0	**203**	1	0	0	423	0	7	0	0	**430**	9
5:00PM	0	0	20	8	2	0	**30**	1	5	2	12	159	0	0	**178**	1	1	1	461	1	13	0	0	**477**	1
5:15PM	0	0	20	9	4	0	**33**	0	6	8	12	115	1	0	**142**	1	0	1	429	1	10	0	3	**444**	1
Total	0	0	77	43	8	0	**128**	2	46	22	56	596	2	0	**722**	8	1	2	1668	2	36	0	3	**1712**	12
% Approach	0%	0%	60.2%	33.6%	6.3%	0%	-	-	6.4%	3.0%	7.8%	82.5%	0.3%	0%	-	-	0.1%	0.1%	97.4%	0.1%	2.1%	0%	0.2%	-	-
% Total	0%	0%	2.0%	1.1%	0.2%	0%	**3.4%**	-	1.2%	0.6%	1.5%	15.8%	0.1%	0%	**19.1%**	-	0%	0.1%	44.1%	0.1%	1.0%	0%	0.1%	**45.3%**	-
PHF	-	-	0.963	0.717	0.500	-	**0.970**	-	0.548	0.688	0.824	0.898	0.500	-	**0.889**	-	0.250	0.500	0.905	0.500	0.692	-	0.250	**0.897**	-
Lights	0	0	76	43	8	0	**127**	-	45	22	54	579	2	0	**702**	-	1	2	1665	2	35	0	3	**1708**	-
% Lights	0%	0%	98.7%	100%	100%	0%	**99.2%**	-	97.8%	100%	96.4%	97.1%	100%	0%	**97.2%**	-	100%	100%	99.8%	100%	97.2%	0%	100%	**99.8%**	-
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	0	**0**	-	1	0	1	10	0	0	**12**	-	0	0	1	0	1	0	0	**2**	-
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	**0%**	-	2.2%	0%	1.8%	1.7%	0%	0%	**1.7%**	-	0%	0%	0.1%	0%	2.8%	0%	0%	**0.1%**	-
Buses	0	0	1	0	0	0	**1**	-	0	0	1	7	0	0	**8**	-	0	0	2	0	0	0	0	**2**	-
% Buses	0%	0%	1.3%	0%	0%	0%	**0.8%**	-	0%	0%	1.8%	1.2%	0%	0%	**1.1%**	-	0%	0%	0.1%	0%	0%	0%	0%	**0.1%**	-
Pedestrians	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	8	-	-	-	-	-	-	-	-	12
% Pedestrians	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	100%

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

1.Oswego St / Onondaga Lake Parkway - TMC

Tue Jun 11, 2019
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668266, Location: 43.101403, -76.202686, Site Code: SCU5K5, SCU8UH, SCU53B

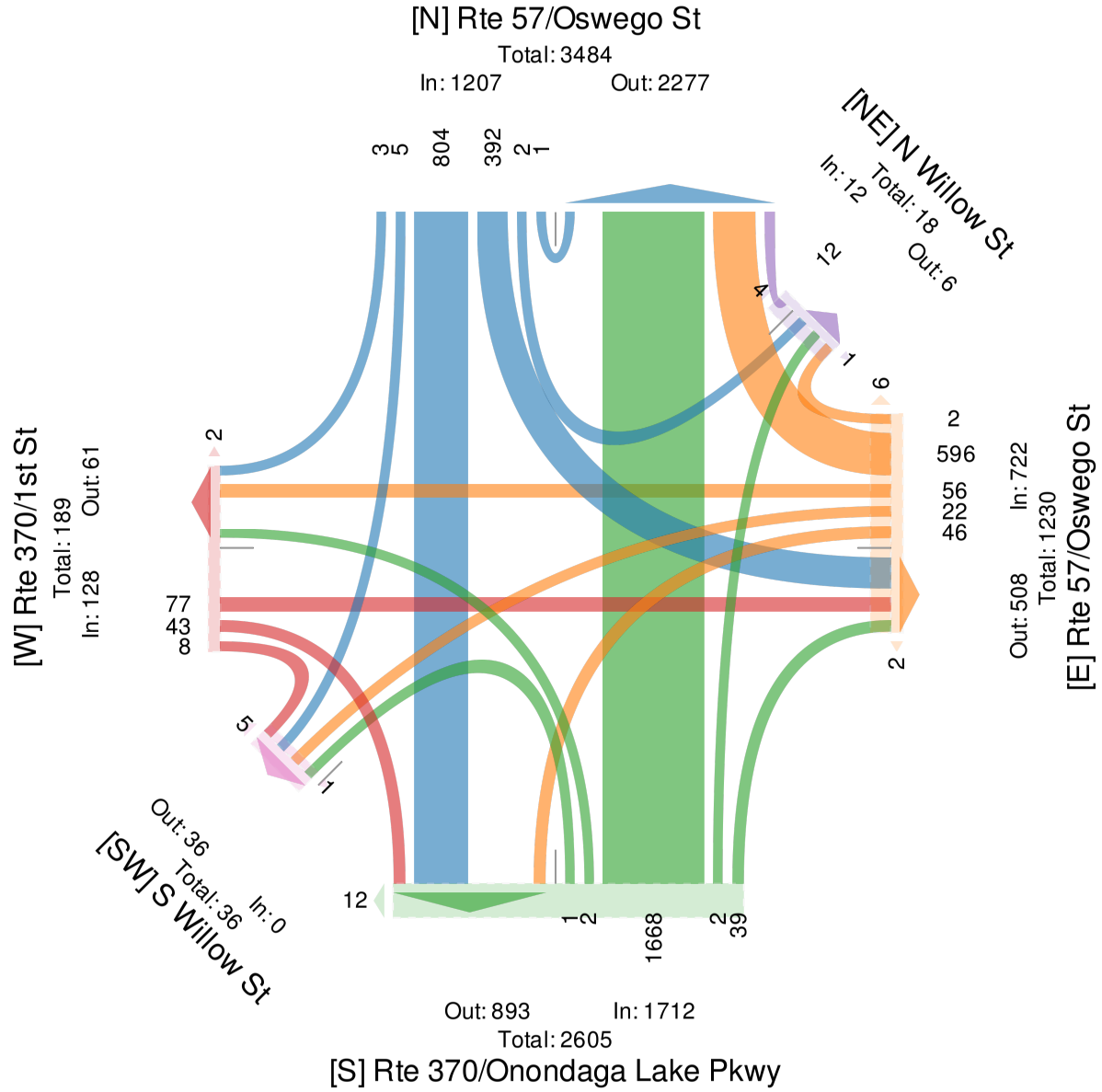
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road, Coatesville, PA, 19320, US

Leg	Rte 57/Oswego St									S Willow St		N Willow St									
Direction	Southbound									Northeastbound		Southwestbound									
Time	HL	L	T	BR	R	U	RR	App	Ped*	App	Ped*	HL	BL	T	BR	HR	U	HRR	App	Ped*	Int
2019-06-11 4:30PM	0	106	210	0	0	0	0	**316**	0	**0**	1	0	0	0	0	0	0	2	**2**	4	**911**
4:45PM	2	72	186	1	0	1	0	**262**	0	**0**	2	0	0	0	0	0	0	3	**3**	0	**930**
5:00PM	0	94	206	2	0	0	1	**303**	0	**0**	2	0	0	0	0	0	0	5	**5**	1	**993**
5:15PM	0	120	202	2	2	0	0	**326**	0	**0**	1	0	0	0	0	0	0	2	**2**	0	**947**
Total	2	392	804	5	2	1	1	**1207**	0	**0**	6	0	0	0	0	0	0	12	**12**	5	**3781**
% Approach	0.2%	32.5%	66.6%	0.4%	0.2%	0.1%	0.1%	-	-	-	-	0%	0%	0%	0%	0%	0%	100%	-	-	-
% Total	0.1%	10.4%	21.3%	0.1%	0.1%	0%	0%	**31.9%**	-	**0%**	-	0%	0%	0%	0%	0%	0%	0.3%	**0.3%**	-	-
PHF	0.250	0.817	0.957	0.625	0.250	0.250	0.250	**0.926**	-	-	-	-	-	-	-	-	-	0.600	**0.600**	-	0.952
Lights	2	387	802	5	2	1	1	**1200**	-	**0**	-	0	0	0	0	0	0	12	**12**	-	3749
% Lights	100%	98.7%	99.8%	100%	100%	100%	100%	**99.4%**	-	-	-	0%	0%	0%	0%	0%	0%	100%	**100%**	-	99.2%
Articulated Trucks and Single-Unit Trucks	0	5	2	0	0	0	0	**7**	-	**0**	-	0	0	0	0	0	0	0	**0**	-	21
% Articulated Trucks and Single-Unit Trucks	0%	1.3%	0.2%	0%	0%	0%	0%	**0.6%**	-	-	-	0%	0%	0%	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**	-	11
% Buses	0%	0%	0%	0%	0%	0%	0%	**0%**	-	-	-	0%	0%	0%	0%	0%	0%	0%	**0%**	-	0.3%
Pedestrians	-	-	-	-	-	-	-	-	0	-	6	-	-	-	-	-	-	-	-	5	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

1.Oswego St / Onondaga Lake Parkway - TMC
Tue Jun 11, 2019
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668266, Location: 43.101403, -76.202686, Site Code: SCU5K5, SCU8UH, SCU53B

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road, Coatesville, PA, 19320, US



2. Oswego St & Cypress St & 2nd St - TMC

Tue Jun 11, 2019
Full Length (6 AM-9 AM, 4 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667427, Location: 43.102511, -76.204698, Site Code: SCU3HB, SCU3MC

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road, Coatesville, PA, 19320, US

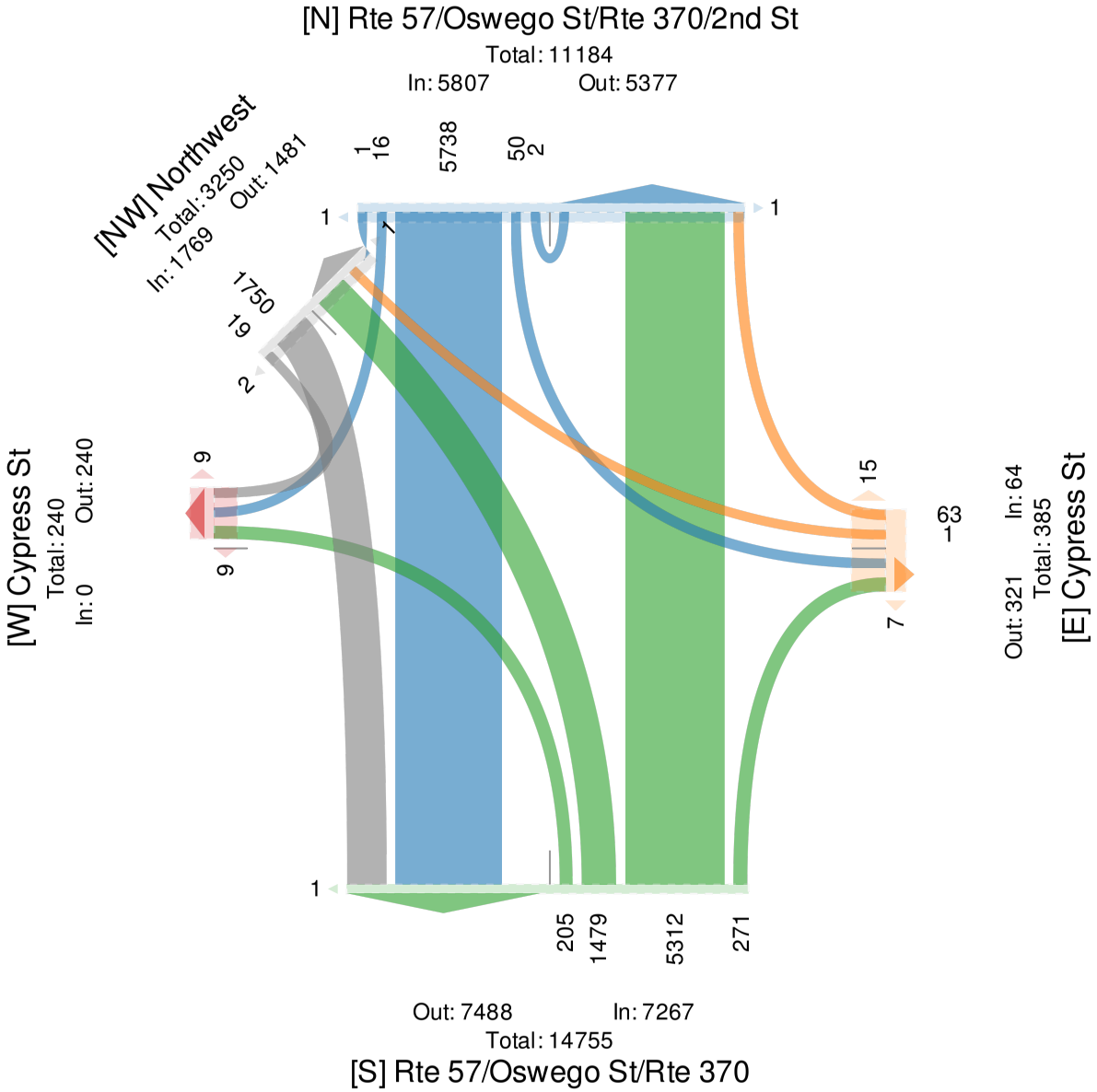
Leg	Cypress St	Cypress St								Rte 57/Oswego St/Rte 370								Rte 57/Oswego St/Rte 370/2nd St								Northwest								
Direction	Eastbound	Westbound								Northbound								Southbound								Southeastbound								
Time	App	Ped*	L	T	BR	R	U	RR	App	Ped*	L	BL	T	R	U	RR	App	Ped*	L	T	R	HR	U	HRR	App	Ped*	HL	BL	BR	HR	U	HRR	App	Ped*	Int
2019-06-11 6:00AM	**0**	0	0	0	0	0	0	1	**1**	1	0	6	42	0	0	0	**48**	0	1	103	0	0	0	0	**104**	0	0	0	29	1	0	0	**30**	0	**183**
6:15AM	**0**	0	0	0	0	0	0	0	**0**	0	1	12	60	3	0	2	**78**	0	0	172	0	0	0	0	**172**	0	0	0	48	0	0	0	**48**	0	**298**
6:30AM	**0**	0	0	0	0	1	0	0	**1**	1	0	16	77	3	0	0	**96**	0	0	253	1	0	0	0	**254**	0	0	0	69	0	0	0	**69**	0	**420**
6:45AM	**0**	0	0	0	0	0	0	1	**1**	1	0	19	119	4	0	0	**142**	0	0	234	1	0	0	0	**235**	0	0	0	61	0	0	0	**61**	0	**439**
Hourly Total	**0**	0	0	0	0	1	0	2	**3**	3	1	53	298	10	0	2	**364**	0	1	762	2	0	0	0	**765**	0	0	0	207	1	0	0	**208**	0	**1340**
7:00AM	**0**	0	0	0	0	0	0	2	**2**	0	0	21	115	5	0	1	**142**	0	1	309	0	0	0	0	**310**	1	0	0	85	2	0	0	**87**	1	**541**
7:15AM	**0**	1	0	0	0	1	0	0	**1**	0	0	27	154	3	0	0	**184**	0	2	365	0	0	0	0	**367**	1	0	0	102	1	0	0	**103**	1	**655**
7:30AM	**0**	0	0	0	0	0	0	0	**0**	0	0	46	145	4	0	0	**195**	0	2	425	0	0	0	0	**427**	0	0	0	120	1	0	0	**121**	0	**743**
7:45AM	**0**	0	0	0	0	0	0	0	**0**	0	0	51	213	8	0	0	**272**	0	2	410	0	0	0	0	**412**	0	0	0	114	1	0	0	**115**	0	**799**
Hourly Total	**0**	1	0	0	0	1	0	2	**3**	0	0	145	627	20	0	1	**793**	0	7	1509	0	0	0	0	**1516**	2	0	0	421	5	0	0	**426**	2	**2738**
8:00AM	**0**	3	0	0	0	0	0	2	**2**	0	0	60	170	14	0	0	**244**	0	3	319	0	0	0	0	**322**	0	0	0	136	1	0	0	**137**	0	**705**
8:15AM	**0**	0	0	0	0	0	0	6	**6**	1	2	37	140	8	0	0	**187**	0	3	291	0	0	1	0	**295**	0	0	0	113	0	0	0	**113**	0	**601**
8:30AM	**0**	0	0	0	0	0	0	2	**2**	0	2	25	132	9	0	0	**168**	0	1	281	0	0	0	0	**282**	0	0	0	84	1	0	0	**85**	0	**537**
8:45AM	**0**	0	0	0	0	0	0	4	**4**	0	1	33	146	5	0	0	**185**	0	3	229	0	0	0	0	**232**	0	0	0	79	1	0	0	**80**	0	**501**
Hourly Total	**0**	3	0	0	0	0	0	14	**14**	1	5	155	588	36	0	0	**784**	0	10	1120	0	0	1	0	**1131**	0	0	0	412	3	0	0	**415**	0	**2344**
9:00AM	**0**	0	0	0	0	0	0	0	**0**	0	0	0	1	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	**1**
Hourly Total	**0**	0	0	0	0	0	0	0	**0**	0	0	0	1	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	**1**
4:00PM	**0**	0	0	0	0	0	0	3	**3**	2	22	107	338	22	0	0	**489**	0	2	186	1	0	1	0	**190**	0	0	0	47	0	0	0	**47**	0	**729**
4:15PM	**0**	3	0	0	0	0	0	4	**4**	0	11	100	361	22	0	6	**500**	0	3	186	0	0	0	0	**189**	0	0	0	61	1	0	0	**62**	1	**755**
4:30PM	**0**	0	0	0	1	0	0	4	**5**	7	25	109	354	27	0	0	**515**	0	5	250	1	0	0	0	**256**	0	0	0	60	2	0	0	**62**	0	**838**
4:45PM	**0**	0	0	0	0	1	0	2	**3**	2	15	129	407	23	0	0	**574**	0	6	206	5	0	0	0	**217**	0	0	0	75	0	0	0	**75**	0	**869**
Hourly Total	**0**	3	0	0	1	1	0	13	**15**	11	73	445	1460	94	0	6	**2078**	0	16	828	7	0	1	0	**852**	0	0	0	243	3	0	0	**246**	1	**3191**
5:00PM	**0**	2	0	0	0	0	0	3	**3**	1	15	145	375	30	0	0	**565**	0	2	224	3	0	0	0	**229**	0	0	0	65	1	0	0	**66**	0	**863**
5:15PM	**0**	0	0	0	0	0	0	4	**4**	1	16	108	376	10	0	0	**510**	0	5	247	1	0	0	0	**253**	0	0	0	66	1	0	0	**67**	0	**834**
5:30PM	**0**	1	0	0	0	1	0	4	**5**	0	19	103	341	12	0	1	**476**	0	2	187	0	0	0	0	**189**	0	0	0	82	0	0	0	**82**	0	**752**
5:45PM	**0**	2	0	0	0	2	0	3	**5**	3	20	79	314	22	0	0	**435**	1	3	207	0	0	0	0	**210**	0	0	0	61	1	0	0	**62**	0	**712**
Hourly Total	**0**	5	0	0	0	3	0	14	**17**	5	70	435	1406	74	0	1	**1986**	1	12	865	4	0	0	0	**881**	0	0	0	274	3	0	0	**277**	0	**3161**
6:00PM	**0**	5	0	0	0	2	0	2	**4**	0	23	64	238	8	0	0	**333**	0	1	185	1	0	0	0	**187**	0	0	0	53	1	0	0	**54**	0	**578**
6:15PM	**0**	0	0	0	0	0	0	6	**6**	1	10	65	239	8	0	0	**322**	0	2	167	0	1	0	0	**170**	0	0	0	44	3	0	0	**47**	0	**545**
6:30PM	**0**	0	0	0	0	0	0	0	**0**	1	16	62	233	4	0	0	**315**	0	0	166	1	0	0	0	**167**	0	0	0	54	0	0	0	**54**	0	**536**
6:45PM	**0**	1	0	0	0	0	0	2	**2**	0	7	55	221	7	0	0	**290**	0	1	136	1	0	0	0	**138**	0	0	0	42	0	0	0	**42**	0	**472**
Hourly Total	**0**	6	0	0	0	2	0	10	**12**	2	56	246	931	27	0	0	**1260**	0	4	654	3	1	0	0	**662**	0	0	0	193	4	0	0	**197**	0	**2131**
7:00PM	**0**	0	0	0	0	0	0	0	**0**	0	0	0	1	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	**1**
Hourly Total	**0**	0	0	0	0	0	0	0	**0**	0	0	0	1	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	**1**
Total	**0**	18	0	0	1	8	0	55	**64**	22	205	1479	5312	261	0	10	**7267**	1	50	5738	16	1	2	0	**5807**	2	0	0	1750	19	0	0	**1769**	3	**14907**
% Approach	-	-	0%	0%	1.6%	12.5%	0%	85.9%	-	-	2.8%	20.4%	73.1%	3.6%	0%	0.1%	-	-	0.9%	98.8%	0.3%	0%	0%	0%	-	-	0%	0%	98.9%	1.1%	0%	0%	-	-	-
% Total	**0%**	-	0%	0%	0%	0.1%	0%	0.4%	**0.4%**	-	1.4%	9.9%	35.6%	1.8%	0%	0.1%	**48.7%**	-	0.3%	38.5%	0.1%	0%	0%	0%	**39.0%**	-	0%	0%	11.7%	0.1%	0%	0%	**11.9%**	-	-
Lights	**0**	-	0	0	1	6	0	53	**60**	-	205	1464	5177	255	0	10	**7111**	-	45	5603	16	1	2	0	**5667**	-	0	0	1726	18	0	0	**1744**	-	14582
% Lights	-	-	0%	0%	100%	75.0%	0%	96.4%	**93.8%**	-	100%	99.0%	97.5%	97.7%	0%	100%	**97.9%**	-	90.0%	97.6%	100%	100%	100%	0%	**97.6%**	-	0%	0%	98.6%	94.7%	0%	0%	**98.6%**	-	97.8%
Articulated Trucks and Single-Unit Trucks	**0**	-	0	0	0	2	0	2	**4**	-	0	8	68	5	0	0	**81**	-	3	76	0	0	0	0	**79**	-	0	0	16	1	0	0	**17**	-	181

Leg	Cypress St	Cypress St								Rte 57/Oswego St/Rte 370								Rte 57/Oswego St/Rte 370/2nd St								Northwest								
Direction	Eastbound	Westbound								Northbound								Southbound								Southeastbound								
Time	**App**	Ped*	L	T	BR		R	U	RR	**App**	Ped*	L	BL	T	R	U	RR	**App**	Ped*	L	T	R	HR	U	HRR	**App**	Ped*	HL	BL	BR	HR	U	HRR	**App**	Ped*	**Int**
% Articulated Trucks and Single-Unit Trucks	**-**	-	0%	0%	0%	25.0%	0%	3.6%	**6.3%**	-		0%	0.5%	1.3%	1.9%	0%	0%	**1.1%**	-	6.0%	1.3%	0%	0%	0%	0%	**1.4%**	-	0%	0%	0.9%	5.3%	0%	0%	**1.0%**	-	1.2%
Buses	**0**	-	0	0	0	0	0	0	**0**	-		0	7	67	1	0	0	**75**	-	2	59	0	0	0	0	**61**	-	0	0	8	0	0	0	**8**	-	144
% Buses	**-**	-	0%	0%	0%	0%	0%	0%	**0%**	-		0%	0.5%	1.3%	0.4%	0%	0%	**1.0%**	-	4.0%	1.0%	0%	0%	0%	0%	**1.1%**	-	0%	0%	0.5%	0%	0%	0%	**0.5%**	-	1.0%
Pedestrians	-	18	-	-	-		-	-	-	-	22	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	3	
% Pedestrians	-	100%	-	-	-		-	-	-	-	100%	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

2. Oswego St & Cypress St & 2nd St - TMC
Tue Jun 11, 2019
Full Length (6 AM-9 AM, 4 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667427, Location: 43.102511, -76.204698, Site Code: SCU3HB, SCU3MC

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road, Coatesville, PA, 19320, US



2. Oswego St & Cypress St & 2nd St - TMC

Tue Jun 11, 2019
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667427, Location: 43.102511, -76.204698, Site Code: SCU3HB, SCU3MC

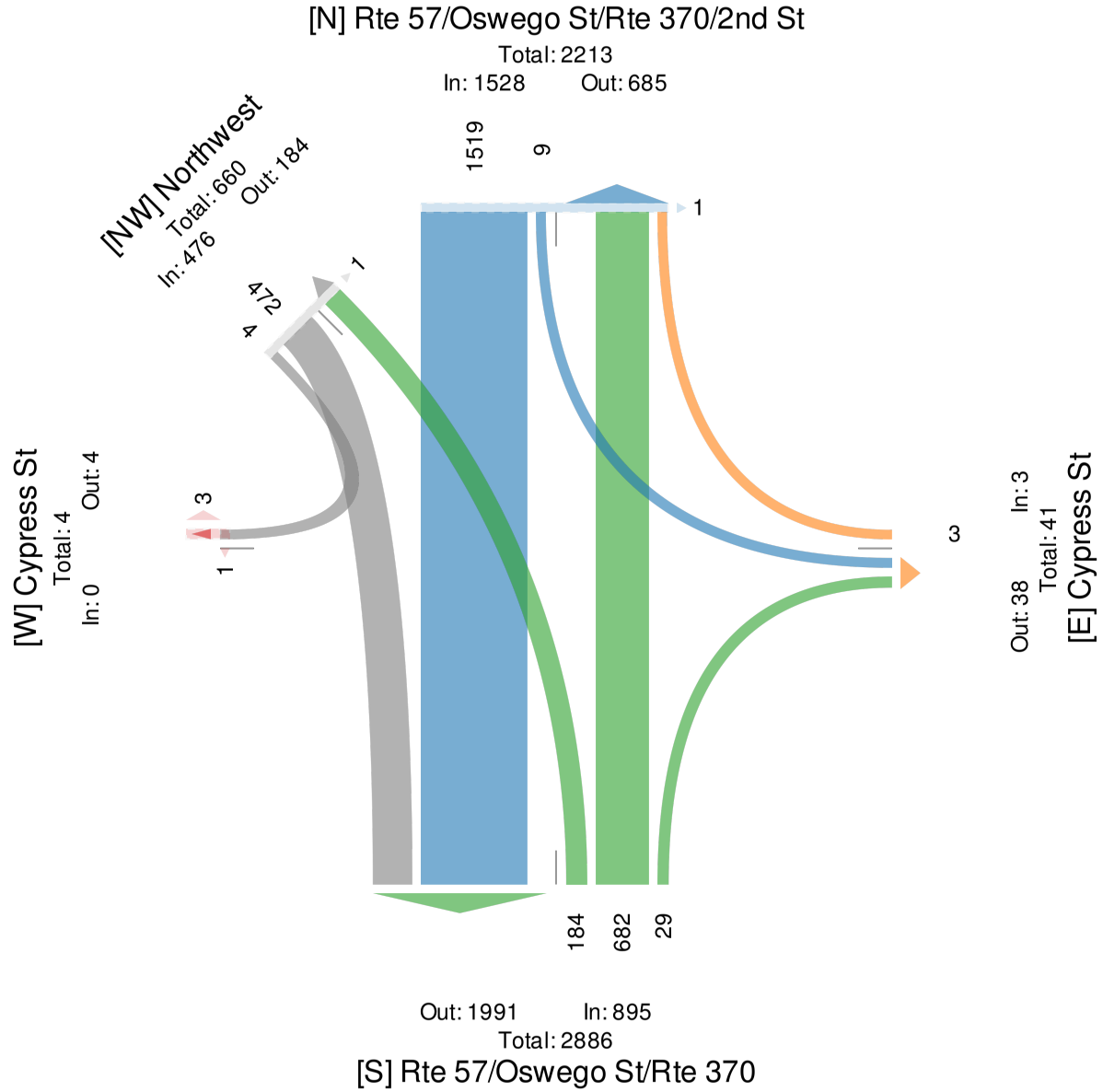
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road, Coatesville, PA, 19320, US

Leg	Cypress St	Cypress St								Rte 57/Oswego St/Rte 370								Rte 57/Oswego St/Rte 370/2nd St								Northwest								
Direction	Eastbound	Westbound								Northbound								Southbound								Southeastbound								
Time	App	Ped*	L	T	BR	R	U	RR	App	Ped*	L	BL	T	R	U	RR	App	Ped*	L	T	R	HR	U	HRR	App	Ped*	HL	BL	BR	HR	U	HRR	App	Ped*	Int
2019-06-11 7:15AM	**0**	1	0	0	0	1	0	0	**1**	0	0	27	154	3	0	0	**184**	0	2	365	0	0	0	0	**367**	1	0	0	102	1	0	0	**103**	1	**655**
7:30AM	**0**	0	0	0	0	0	0	0	**0**	0	0	46	145	4	0	0	**195**	0	2	425	0	0	0	0	**427**	0	0	0	120	1	0	0	**121**	0	**743**
7:45AM	**0**	0	0	0	0	0	0	0	**0**	0	0	51	213	8	0	0	**272**	0	2	410	0	0	0	0	**412**	0	0	0	114	1	0	0	**115**	0	**799**
8:00AM	**0**	3	0	0	0	0	0	2	**2**	0	0	60	170	14	0	0	**244**	0	3	319	0	0	0	0	**322**	0	0	0	136	1	0	0	**137**	0	**705**
Total	**0**	4	0	0	0	1	0	2	**3**	0	0	184	682	29	0	0	**895**	0	9	1519	0	0	0	0	**1528**	1	0	0	472	4	0	0	**476**	1	**2902**
% Approach	**-**	-	0%	0%	0%	33.3%	0%	66.7%	**-**	-	0%	20.6%	76.2%	3.2%	0%	0%	**-**	-	0.6%	99.4%	0%	0%	0%	0%	**-**	-	0%	0%	99.2%	0.8%	0%	0%	**-**	-	-
% Total	**0%**	-	0%	0%	0%	0%	0%	0.1%	**0.1%**	-	0%	6.3%	23.5%	1.0%	0%	0%	**30.8%**	-	0.3%	52.3%	0%	0%	0%	0%	**52.7%**	-	0%	0%	16.3%	0.1%	0%	0%	**16.4%**	-	-
PHF	**-**	-	-	-	-	0.250	-	0.250	**0.375**	-	-	0.767	0.800	0.518	-	-	**0.823**	-	0.750	0.894	-	-	-	-	**0.895**	-	-	-	0.868	1.000	-	-	**0.869**	-	0.908
Lights	**0**	-	0	0	0	0	0	2	**2**	-	0	177	654	29	0	0	**860**	-	7	1468	0	0	0	0	**1475**	-	0	0	461	4	0	0	**465**	-	2802
% Lights	**-**	-	0%	0%	0%	0%	0%	100%	**66.7%**	-	0%	96.2%	95.9%	100%	0%	0%	**96.1%**	-	77.8%	96.6%	0%	0%	0%	0%	**96.5%**	-	0%	0%	97.7%	100%	0%	0%	**97.7%**	-	96.6%
Articulated Trucks and Single-Unit Trucks	**0**	-	0	0	0	1	0	0	**1**	-	0	5	10	0	0	0	**15**	-	1	30	0	0	0	0	**31**	-	0	0	6	0	0	0	**6**	-	53
% Articulated Trucks and Single-Unit Trucks	**-**	-	0%	0%	0%	100%	0%	0%	**33.3%**	-	0%	2.7%	1.5%	0%	0%	0%	**1.7%**	-	11.1%	2.0%	0%	0%	0%	0%	**2.0%**	-	0%	0%	1.3%	0%	0%	0%	**1.3%**	-	1.8%
Buses	**0**	-	0	0	0	0	0	0	**0**	-	0	2	18	0	0	0	**20**	-	1	21	0	0	0	0	**22**	-	0	0	5	0	0	0	**5**	-	47
% Buses	**-**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%	1.1%	2.6%	0%	0%	0%	**2.2%**	-	11.1%	1.4%	0%	0%	0%	0%	**1.4%**	-	0%	0%	1.1%	0%	0%	0%	**1.1%**	-	1.6%
Pedestrians	-	4	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1	
% Pedestrians	-100%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-100%		-	-	-	-	-	-	-100%		-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

2. Oswego St & Cypress St & 2nd St - TMC
Tue Jun 11, 2019
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667427, Location: 43.102511, -76.204698, Site Code: SCU3HB, SCU3MC

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road, Coatesville, PA, 19320, US



2. Oswego St & Cypress St & 2nd St - TMC

Tue Jun 11, 2019
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667427, Location: 43.102511, -76.204698, Site Code: SCU3HB, SCU3MC

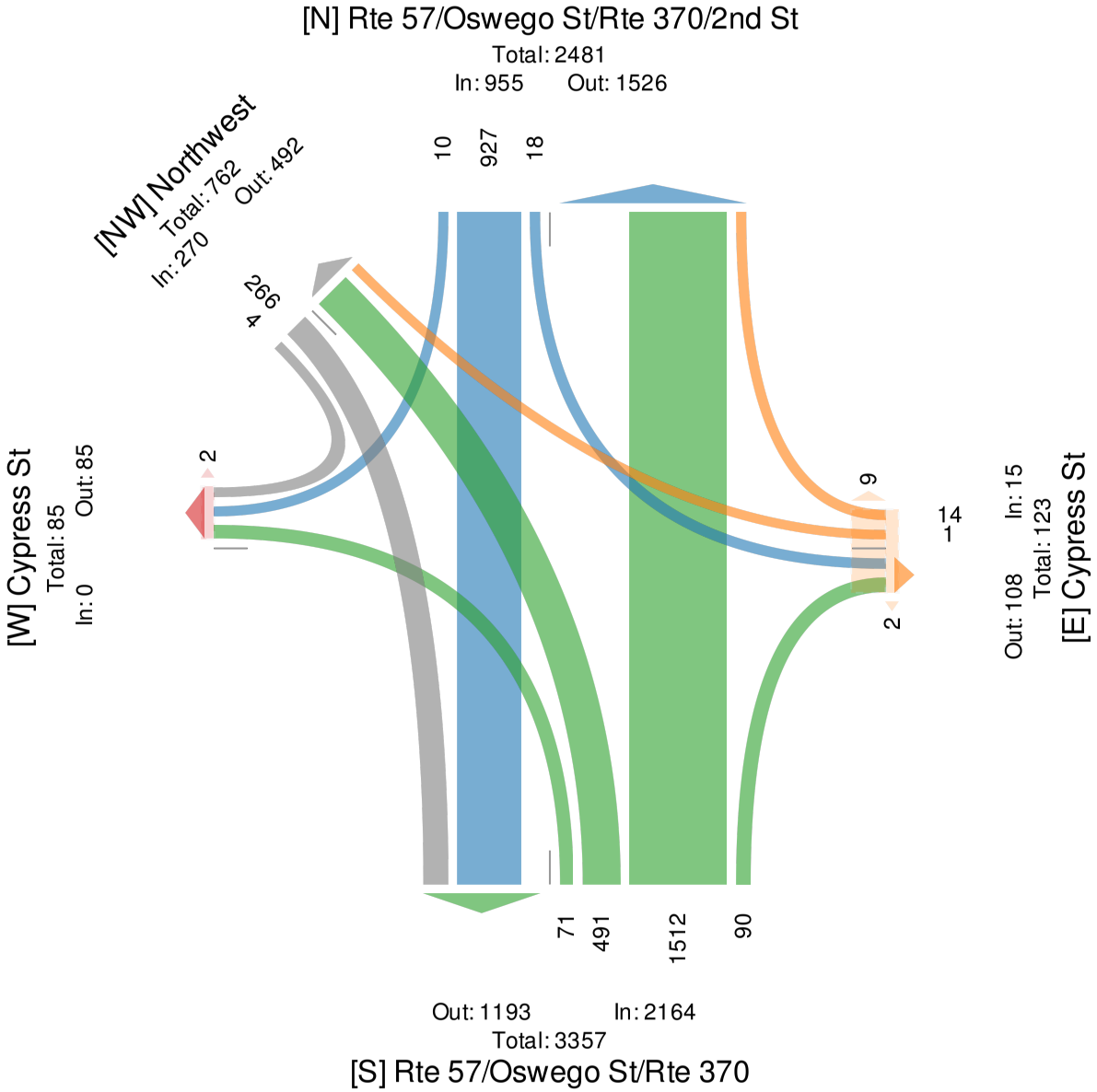
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road, Coatesville, PA, 19320, US

Leg	Cypress St	Cypress St								Rte 57/Oswego St/Rte 370								Rte 57/Oswego St/Rte 370/2nd St								Northwest								
Direction	Eastbound	Westbound								Northbound								Southbound								Southeastbound								
Time	App	Ped*	L	T	BR	R	U	RR	App	Ped*	L	BL	T	R	U	RR	App	Ped*	L	T	R	HR	U	HRR	App	Ped*	HL	BL	BR	HR	U	HRR	App	Ped*	Int
2019-06-11 4:30PM	**0**	0	0	0	1	0	0	4	**5**	7	25	109	354	27	0	0	**515**	0	5	250	1	0	0	0	**256**	0	0	0	60	2	0	0	**62**	0	**838**
4:45PM	**0**	0	0	0	0	1	0	2	**3**	2	15	129	407	23	0	0	**574**	0	6	206	5	0	0	0	**217**	0	0	0	75	0	0	0	**75**	0	**869**
5:00PM	**0**	2	0	0	0	0	0	3	**3**	1	15	145	375	30	0	0	**565**	0	2	224	3	0	0	0	**229**	0	0	0	65	1	0	0	**66**	0	**863**
5:15PM	**0**	0	0	0	0	0	0	4	**4**	1	16	108	376	10	0	0	**510**	0	5	247	1	0	0	0	**253**	0	0	0	66	1	0	0	**67**	0	**834**
Total	**0**	2	0	0	1	1	0	13	**15**	11	71	491	1512	90	0	0	**2164**	0	18	927	10	0	0	0	**955**	0	0	0	266	4	0	0	**270**	0	**3404**
% Approach	-	-	0%	0%	6.7%	6.7%	0%	86.7%	-	-	3.3%	22.7%	69.9%	4.2%	0%	0%	-	-	1.9%	97.1%	1.0%	0%	0%	0%	-	-	0%	0%	98.5%	1.5%	0%	0%	-	-	-
% Total	**0%**	-	0%	0%	0%	0%	0%	0.4%	**0.4%**	-	2.1%	14.4%	44.4%	2.6%	0%	0%	**63.6%**	-	0.5%	27.2%	0.3%	0%	0%	0%	**28.1%**	-	0%	0%	7.8%	0.1%	0%	0%	**7.9%**	-	-
PHF	-	-	-	-	0.250	0.250	-	0.813	**0.750**	-	0.710	0.847	0.929	0.750	-	-	**0.943**	-	0.750	0.927	0.500	-	-	-	**0.933**	-	-	-	0.887	0.500	-	-	**0.900**	-	0.979
Lights	**0**	-	0	0	1	1	0	13	**15**	-	71	489	1492	90	0	0	**2142**	-	17	923	10	0	0	0	**950**	-	0	0	264	4	0	0	**268**	-	3375
% Lights	-	-	0%	0%	100%	100%	0%	100%	**100%**	-	100%	99.6%	98.7%	100%	0%	0%	**99.0%**	-	94.4%	99.6%	100%	0%	0%	0%	**99.5%**	-	0%	0%	99.2%	100%	0%	0%	**99.3%**	-	99.1%
Articulated Trucks and Single-Unit Trucks	**0**	-	0	0	0	0	0	0	**0**	-	0	1	13	0	0	0	**14**	-	1	3	0	0	0	0	**4**	-	0	0	2	0	0	0	**2**	-	20
% Articulated Trucks and Single-Unit Trucks	-	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0.2%	0.9%	0%	0%	0%	**0.6%**	-	5.6%	0.3%	0%	0%	0%	0%	**0.4%**	-	0%	0%	0.8%	0%	0%	0%	**0.7%**	-	0.6%
Buses	**0**	-	0	0	0	0	0	0	**0**	-	0	1	7	0	0	0	**8**	-	0	1	0	0	0	0	**1**	-	0	0	0	0	0	0	**0**	-	9
% Buses	-	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0.2%	0.5%	0%	0%	0%	**0.4%**	-	0%	0.1%	0%	0%	0%	0%	**0.1%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0.3%
Pedestrians	-	2	-	-	-	-	-	-	-	11	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	
% Pedestrians	-	100%	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

2. Oswego St & Cypress St & 2nd St - TMC
Tue Jun 11, 2019
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667427, Location: 43.102511, -76.204698, Site Code: SCU3HB, SCU3MC

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road, Coatesville, PA, 19320, US



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610-466-1469
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Liverpool, NY
Oswego St & Vine St
Tuesday, June 11, 2019
Location: 43.103334, -76.206116

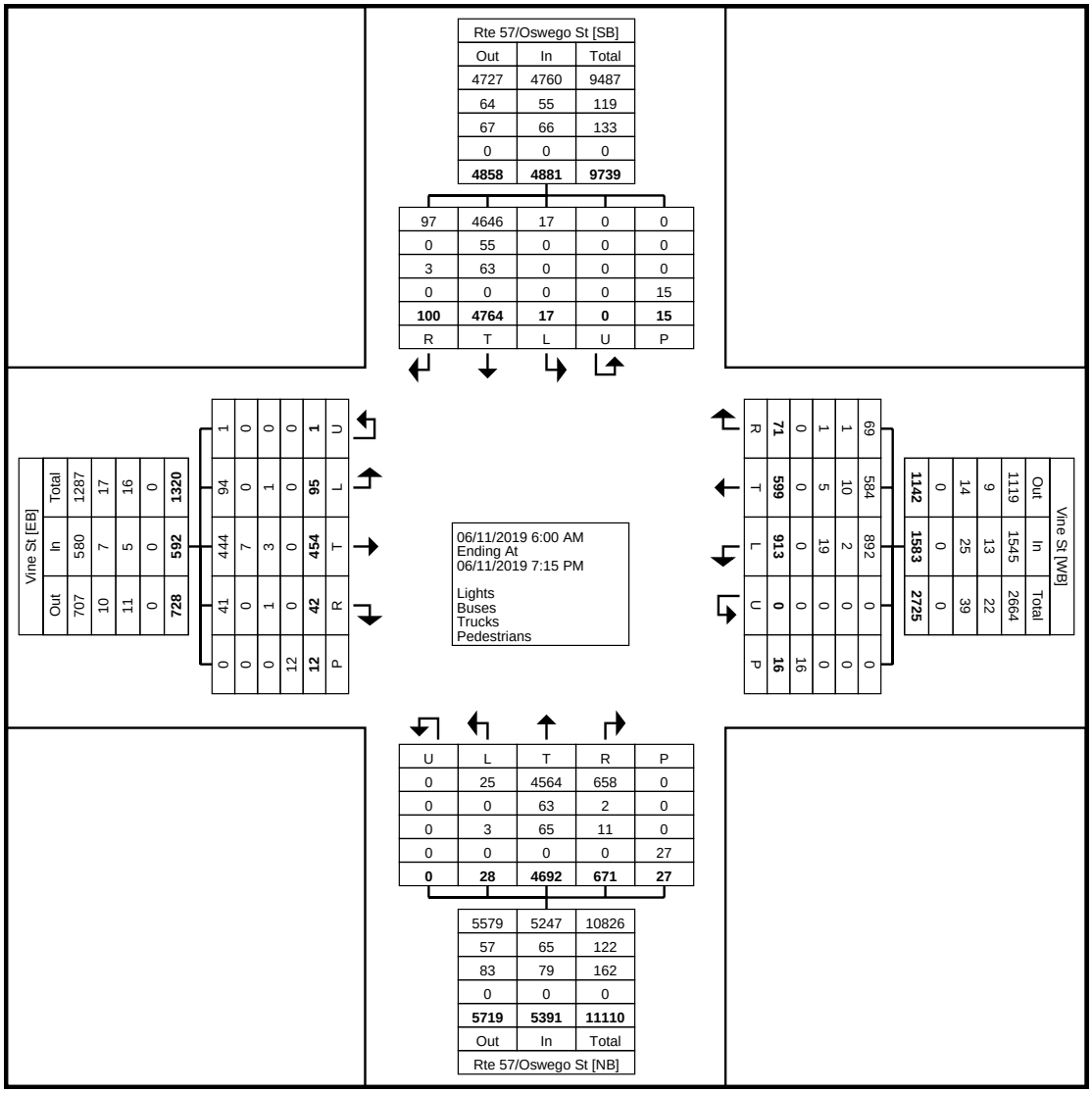
Count Name: 3. Oswego St & Vine St
Site Code: SCU3AT
Start Date: 06/11/2019

Turning Movement Data

Start Time	Vine St Eastbound							Vine St Westbound							Rte 57/Oswego St Northbound							Rte 57/Oswego St Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
6:00 AM	1	6	0	1	0	0	8	12	6	0	1	0	1	19	2	33	7	0	0	1	42	0	83	0	0	0	0	83	152
6:15 AM	1	10	1	0	0	0	12	21	5	0	0	0	0	26	1	50	9	0	0	0	60	1	159	1	0	0	0	161	259
6:30 AM	0	7	2	0	0	4	9	14	6	0	0	0	1	20	0	66	12	0	0	2	78	0	218	2	0	0	0	220	327
6:45 AM	1	15	0	2	0	0	18	20	4	4	0	0	0	28	0	91	33	0	0	1	124	1	203	1	0	0	0	205	375
Hourly Total	3	38	3	3	0	4	47	67	21	4	1	0	2	93	3	240	61	0	0	4	304	2	663	4	0	0	0	669	1113
7:00 AM	4	16	1	0	0	0	21	40	7	0	0	0	0	47	1	98	18	0	0	0	117	0	265	3	0	0	1	268	453
7:15 AM	3	16	1	0	0	0	20	49	13	0	0	0	0	62	0	132	30	0	0	0	162	0	308	1	0	0	2	309	553
7:30 AM	1	27	1	1	0	0	30	77	17	3	0	0	0	97	2	109	17	2	0	0	130	0	347	1	0	0	0	348	605
7:45 AM	3	28	2	0	0	0	33	61	13	0	0	0	0	74	0	185	41	7	0	0	233	0	335	7	1	0	0	343	683
Hourly Total	11	87	5	1	0	0	104	227	50	3	0	0	0	280	3	524	106	9	0	0	642	0	1255	12	1	0	3	1268	2294
8:00 AM	3	21	0	2	0	0	26	38	21	3	1	0	0	63	1	147	29	2	0	0	179	0	291	3	0	0	0	294	562
8:15 AM	4	15	1	1	0	0	21	52	14	5	2	0	0	73	3	111	27	4	0	1	145	0	228	5	0	0	0	233	472
8:30 AM	1	18	0	0	0	0	19	22	13	1	0	0	0	36	3	112	21	0	0	0	136	2	250	2	0	0	1	254	445
8:45 AM	3	14	2	1	0	0	20	35	22	2	1	0	0	60	0	130	22	2	0	0	154	0	186	5	1	0	0	192	426
Hourly Total	11	68	3	4	0	0	86	147	70	11	4	0	0	232	7	500	99	8	0	1	614	2	955	15	1	0	1	973	1905
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	7	24	1	0	0	0	32	43	36	3	0	0	0	82	0	302	33	3	0	0	338	0	158	3	1	0	0	162	614
4:15 PM	7	19	1	2	0	1	29	41	37	7	0	0	1	85	2	317	46	1	0	1	366	2	161	8	0	0	2	171	651
4:30 PM	5	16	1	1	0	0	23	63	47	4	0	0	0	114	2	307	40	1	0	4	350	2	177	7	0	0	0	186	673
4:45 PM	5	37	0	0	0	5	42	51	46	2	0	0	4	99	1	354	37	2	0	5	394	0	174	2	1	0	1	177	712
Hourly Total	24	96	3	3	0	6	126	198	166	16	0	0	5	380	5	1280	156	7	0	10	1448	4	670	20	2	0	3	696	2650
5:00 PM	9	24	1	0	0	0	34	69	58	8	0	0	3	135	1	364	28	3	0	1	396	0	168	1	1	0	1	170	735
5:15 PM	3	19	0	1	0	0	23	55	44	2	0	0	1	101	0	381	31	1	0	0	413	0	198	2	1	0	0	201	738
5:30 PM	3	23	1	2	0	1	29	33	36	0	1	0	0	70	0	318	30	1	0	3	349	3	145	4	0	0	1	152	600
5:45 PM	13	17	0	0	0	0	30	27	48	5	0	0	0	80	2	301	31	3	0	4	337	1	160	9	0	0	0	170	617
Hourly Total	28	83	2	3	0	1	116	184	186	15	1	0	4	386	3	1364	120	8	0	8	1495	4	671	16	2	0	2	693	2690
6:00 PM	7	30	1	1	0	0	39	30	30	3	2	0	4	65	1	201	30	3	0	2	235	3	151	9	0	0	0	163	502
6:15 PM	4	17	4	2	1	1	28	26	23	4	1	0	1	54	5	207	22	1	0	0	235	0	138	3	0	0	2	141	458
6:30 PM	6	20	1	1	0	0	28	21	20	1	0	0	0	42	0	189	22	1	0	2	212	1	138	10	1	0	2	150	432
6:45 PM	1	15	1	1	0	0	18	13	33	4	1	0	0	51	1	187	18	0	0	0	206	1	123	4	0	0	2	128	403
Hourly Total	18	82	7	5	1	1	113	90	106	12	4	0	5	212	7	784	92	5	0	4	888	5	550	26	1	0	6	582	1795
7:00 PM	0	0	0	0	0	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	95	454	23	19	1	12	592	913	599	61	10	0	16	1583	28	4692	634	37	0	27	5391	17	4764	93	7	0	15	4881	12447
Approach %	16.0	76.7	3.9	3.2	0.2	-	-	57.7	37.8	3.9	0.6	0.0	-	-	0.5	87.0	11.8	0.7	0.0	-	-	0.3	97.6	1.9	0.1	0.0	-	-	-
Total %	0.8	3.6	0.2	0.2	0.0	-	4.8	7.3	4.8	0.5	0.1	0.0	-	12.7	0.2	37.7	5.1	0.3	0.0	-	43.3	0.1	38.3	0.7	0.1	0.0	-	39.2	-
Lights	94	444	22	19	1	-	580	892	584	60	9	0	-	1545	25	4564	622	36	0	-	5247	17	4646	90	7	0	-	4760	12132
% Lights	98.9	97.8	95.7	100.0	100.0	-	98.0	97.7	97.5	98.4	90.0	-	-	97.6	89.3	97.3	98.1	97.3	-	-	97.3	100.0	97.5	96.8	100.0	-	-	97.5	97.5
Buses	0	7	0	0	0	-	7	2	10	1	0	0	-	13	0	63	2	0	0	-	65	0	55	0	0	0	-	55	140
% Buses	0.0	1.5	0.0	0.0	0.0	-	1.2	0.2	1.7	1.6	0.0	-	-	0.8	0.0	1.3	0.3	0.0	-	-	1.2	0.0	1.2	0.0	0.0	-	-	1.1	1.1
Trucks	1	3	1	0	0	-	5	19	5	0	1	0	-	25	3	65	10	1	0	-	79	0	63	3	0	0	-	66	175
% Trucks	1.1	0.7	4.3	0.0	0.0	-	0.8	2.1	0.8	0.0	10.0	-	-	1.6	10.7	1.4	1.6	2.7	-	-	1.5	0.0	1.3	3.2	0.0	-	-	1.4	1.4
Pedestrians	-	-	-	-	-	12	-	-	-	-	-	-	16	-	-	-	-	-	-	27	-	-	-	-	-	-	15	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-

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Liverpool, NY
Oswego St & Vine St
Tuesday, June 11, 2019
Location: 43.103334, -76.206116

Count Name: 3. Oswego St & Vine St
Site Code: SCU3AT
Start Date: 06/11/2019

Turning Movement Peak Hour Data (7:15 AM)

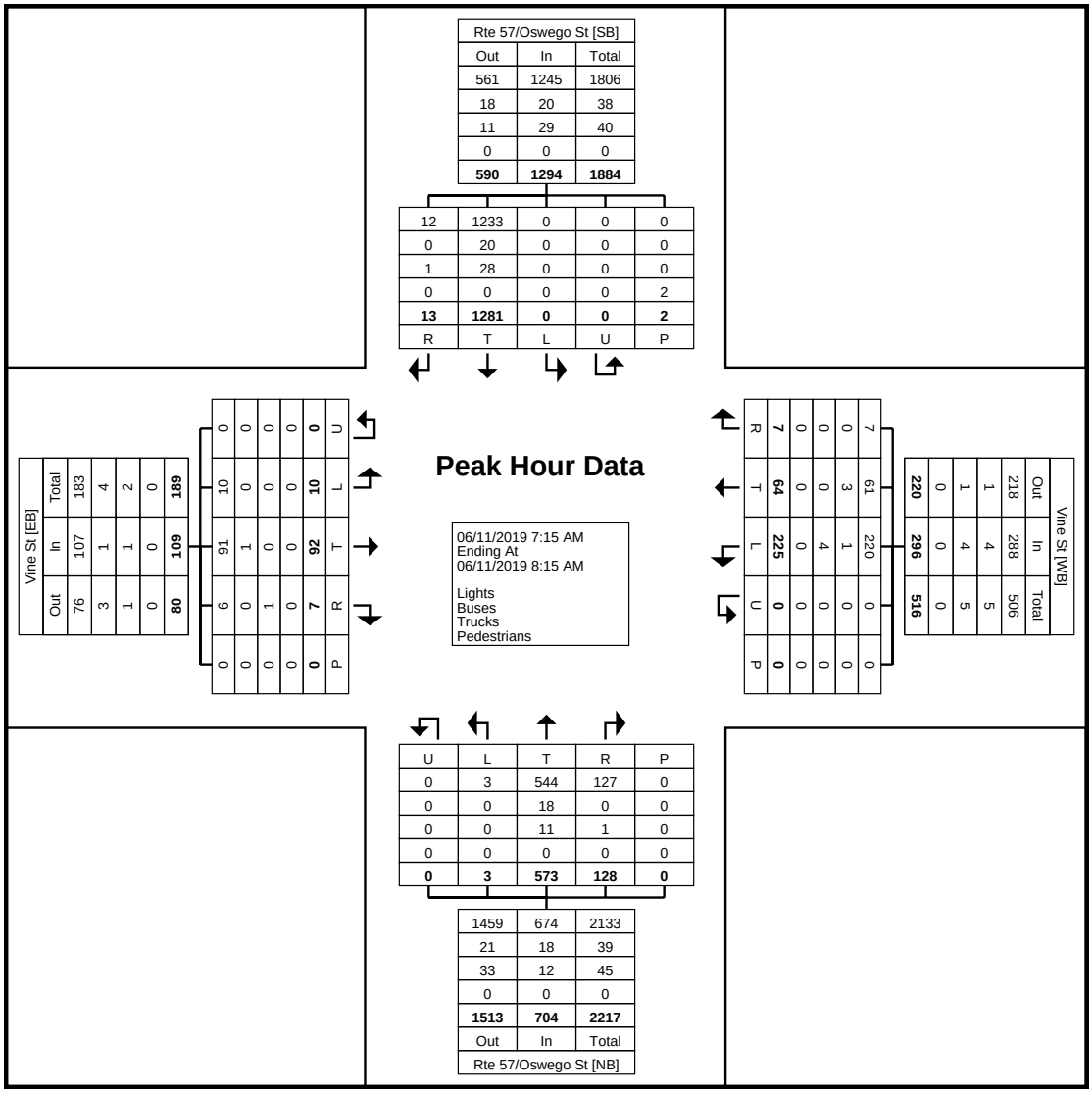
Start Time	Vine St Eastbound							Vine St Westbound							Rte 57/Oswego St Northbound							Rte 57/Oswego St Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
7:15 AM	3	16	1	0	0	0	20	49	13	0	0	0	0	62	0	132	30	0	0	0	162	0	308	1	0	0	2	309	553
7:30 AM	1	27	1	1	0	0	30	77	17	3	0	0	0	97	2	109	17	2	0	0	130	0	347	1	0	0	0	348	605
7:45 AM	3	28	2	0	0	0	33	61	13	0	0	0	0	74	0	185	41	7	0	0	233	0	335	7	1	0	0	343	683
8:00 AM	3	21	0	2	0	0	26	38	21	3	1	0	0	63	1	147	29	2	0	0	179	0	291	3	0	0	0	294	562
Total	10	92	4	3	0	0	109	225	64	6	1	0	0	296	3	573	117	11	0	0	704	0	1281	12	1	0	2	1294	2403
Approach %	9.2	84.4	3.7	2.8	0.0	-	-	76.0	21.6	2.0	0.3	0.0	-	-	0.4	81.4	16.6	1.6	0.0	-	-	0.0	99.0	0.9	0.1	0.0	-	-	-
Total %	0.4	3.8	0.2	0.1	0.0	-	4.5	9.4	2.7	0.2	0.0	0.0	-	12.3	0.1	23.8	4.9	0.5	0.0	-	29.3	0.0	53.3	0.5	0.0	0.0	-	53.8	-
PHF	0.833	0.821	0.500	0.375	0.000	-	0.826	0.731	0.762	0.500	0.250	0.000	-	0.763	0.375	0.774	0.713	0.393	0.000	-	0.755	0.000	0.923	0.429	0.250	0.000	-	0.930	0.880
Lights	10	91	3	3	0	-	107	220	61	6	1	0	-	288	3	544	116	11	0	-	674	0	1233	11	1	0	-	1245	2314
% Lights	100.0	98.9	75.0	100.0	-	-	98.2	97.8	95.3	100.0	100.0	-	-	97.3	100.0	94.9	99.1	100.0	-	-	95.7	-	96.3	91.7	100.0	-	-	96.2	96.3
Buses	0	1	0	0	0	-	1	1	3	0	0	0	-	4	0	18	0	0	0	-	18	0	20	0	0	0	-	20	43
% Buses	0.0	1.1	0.0	0.0	-	-	0.9	0.4	4.7	0.0	0.0	-	-	1.4	0.0	3.1	0.0	0.0	-	-	2.6	-	1.6	0.0	0.0	-	-	1.5	1.8
Trucks	0	0	1	0	0	-	1	4	0	0	0	0	-	4	0	11	1	0	0	-	12	0	28	1	0	0	-	29	46
% Trucks	0.0	0.0	25.0	0.0	-	-	0.9	1.8	0.0	0.0	0.0	-	-	1.4	0.0	1.9	0.9	0.0	-	-	1.7	-	2.2	8.3	0.0	-	-	2.2	1.9
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Liverpool, NY
Oswego St & Vine St
Tuesday, June 11, 2019
Location: 43.103334, -76.206116

Count Name: 3. Oswego St & Vine St
Site Code: SCU3AT
Start Date: 06/11/2019



Turning Movement Peak Hour Data Plot (7:15 AM)

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Tuesday, June 11, 2019
Location: 43.103334, -76.206116

Count Name: 3. Oswego St & Vine St
Site Code: SCU3AT
Start Date: 06/11/2019

Turning Movement Peak Hour Data (4:30 PM)

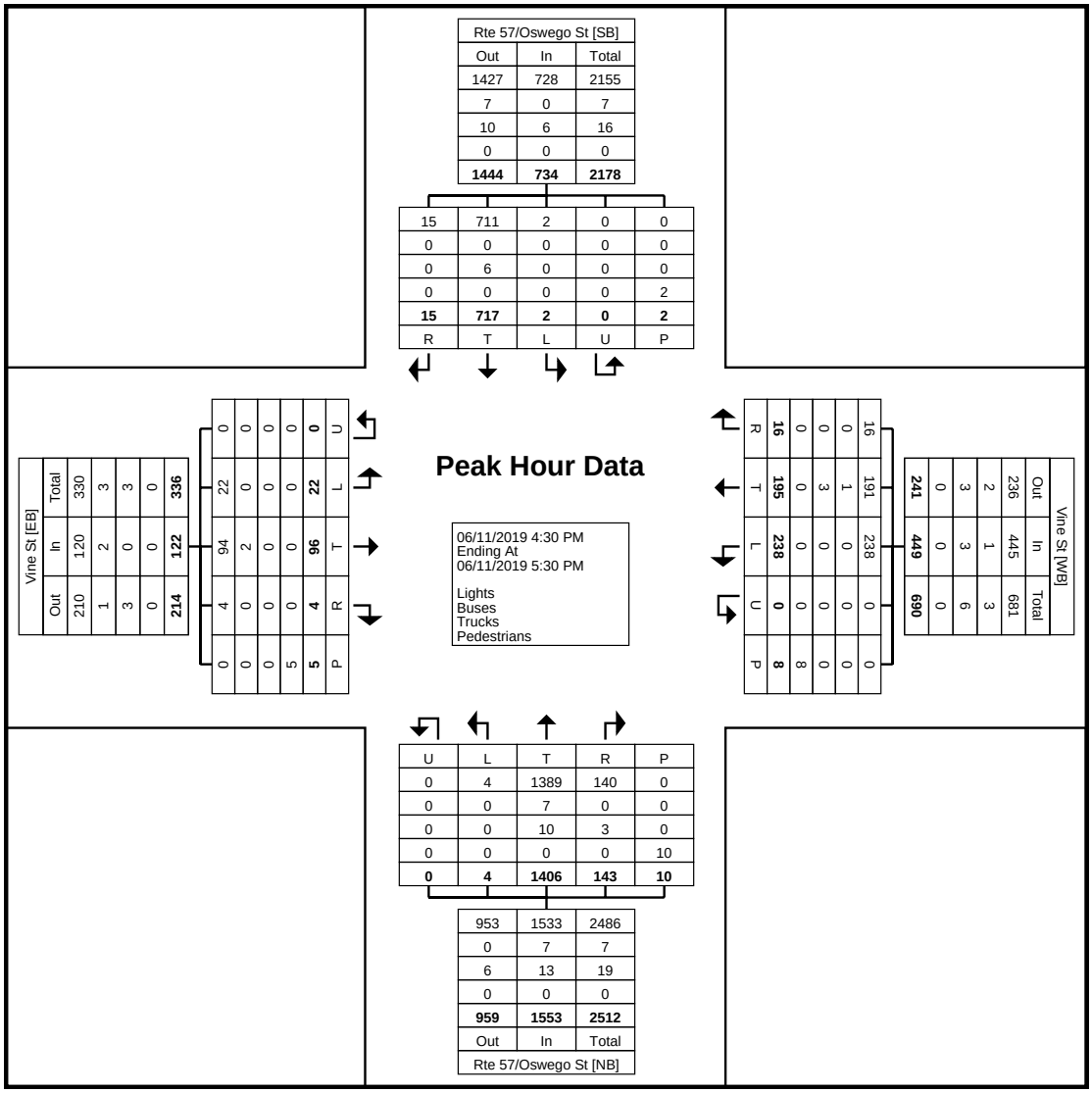
Start Time	Vine St Eastbound							Vine St Westbound							Rte 57/Oswego St Northbound							Rte 57/Oswego St Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
4:30 PM	5	16	1	1	0	0	23	63	47	4	0	0	0	114	2	307	40	1	0	4	350	2	177	7	0	0	0	186	673
4:45 PM	5	37	0	0	0	5	42	51	46	2	0	0	4	99	1	354	37	2	0	5	394	0	174	2	1	0	1	177	712
5:00 PM	9	24	1	0	0	0	34	69	58	8	0	0	3	135	1	364	28	3	0	1	396	0	168	1	1	0	1	170	735
5:15 PM	3	19	0	1	0	0	23	55	44	2	0	0	1	101	0	381	31	1	0	0	413	0	198	2	1	0	0	201	738
Total	22	96	2	2	0	5	122	238	195	16	0	0	8	449	4	1406	136	7	0	10	1553	2	717	12	3	0	2	734	2858
Approach %	18.0	78.7	1.6	1.6	0.0	-	-	53.0	43.4	3.6	0.0	0.0	-	-	0.3	90.5	8.8	0.5	0.0	-	-	0.3	97.7	1.6	0.4	0.0	-	-	-
Total %	0.8	3.4	0.1	0.1	0.0	-	4.3	8.3	6.8	0.6	0.0	0.0	-	15.7	0.1	49.2	4.8	0.2	0.0	-	54.3	0.1	25.1	0.4	0.1	0.0	-	25.7	-
PHF	0.611	0.649	0.500	0.500	0.000	-	0.726	0.862	0.841	0.500	0.000	0.000	-	0.831	0.500	0.923	0.850	0.583	0.000	-	0.940	0.250	0.905	0.429	0.750	0.000	-	0.913	0.968
Lights	22	94	2	2	0	-	120	238	191	16	0	0	-	445	4	1389	133	7	0	-	1533	2	711	12	3	0	-	728	2826
% Lights	100.0	97.9	100.0	100.0	-	-	98.4	100.0	97.9	100.0	-	-	-	99.1	100.0	98.8	97.8	100.0	-	-	98.7	100.0	99.2	100.0	100.0	-	-	99.2	98.9
Buses	0	2	0	0	0	-	2	0	1	0	0	0	-	1	0	7	0	0	0	-	7	0	0	0	0	0	-	0	10
% Buses	0.0	2.1	0.0	0.0	-	-	1.6	0.0	0.5	0.0	-	-	-	0.2	0.0	0.5	0.0	0.0	-	-	0.5	0.0	0.0	0.0	0.0	-	-	0.0	0.3
Trucks	0	0	0	0	0	-	0	0	3	0	0	0	-	3	0	10	3	0	0	-	13	0	6	0	0	0	-	6	22
% Trucks	0.0	0.0	0.0	0.0	-	-	0.0	0.0	1.5	0.0	-	-	-	0.7	0.0	0.7	2.2	0.0	-	-	0.8	0.0	0.8	0.0	0.0	-	-	0.8	0.8
Pedestrians	-	-	-	-	-	5	-	-	-	-	-	-	8	-	-	-	-	-	-	10	-	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-

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Liverpool, NY
Oswego St & Vine St
Tuesday, June 11, 2019
Location: 43.103334, -76.206116

Count Name: 3. Oswego St & Vine St
Site Code: SCU3AT
Start Date: 06/11/2019



Turning Movement Peak Hour Data Plot (4:30 PM)

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Liverpool, NY
Oswego St & Tulip St
Tuesday, June 11, 2019
Location: 43.104173, -76.207664

Count Name: 4. Oswego St / Tulip St
Site Code: SCU8T6
Start Date: 06/11/2019

Turning Movement Data

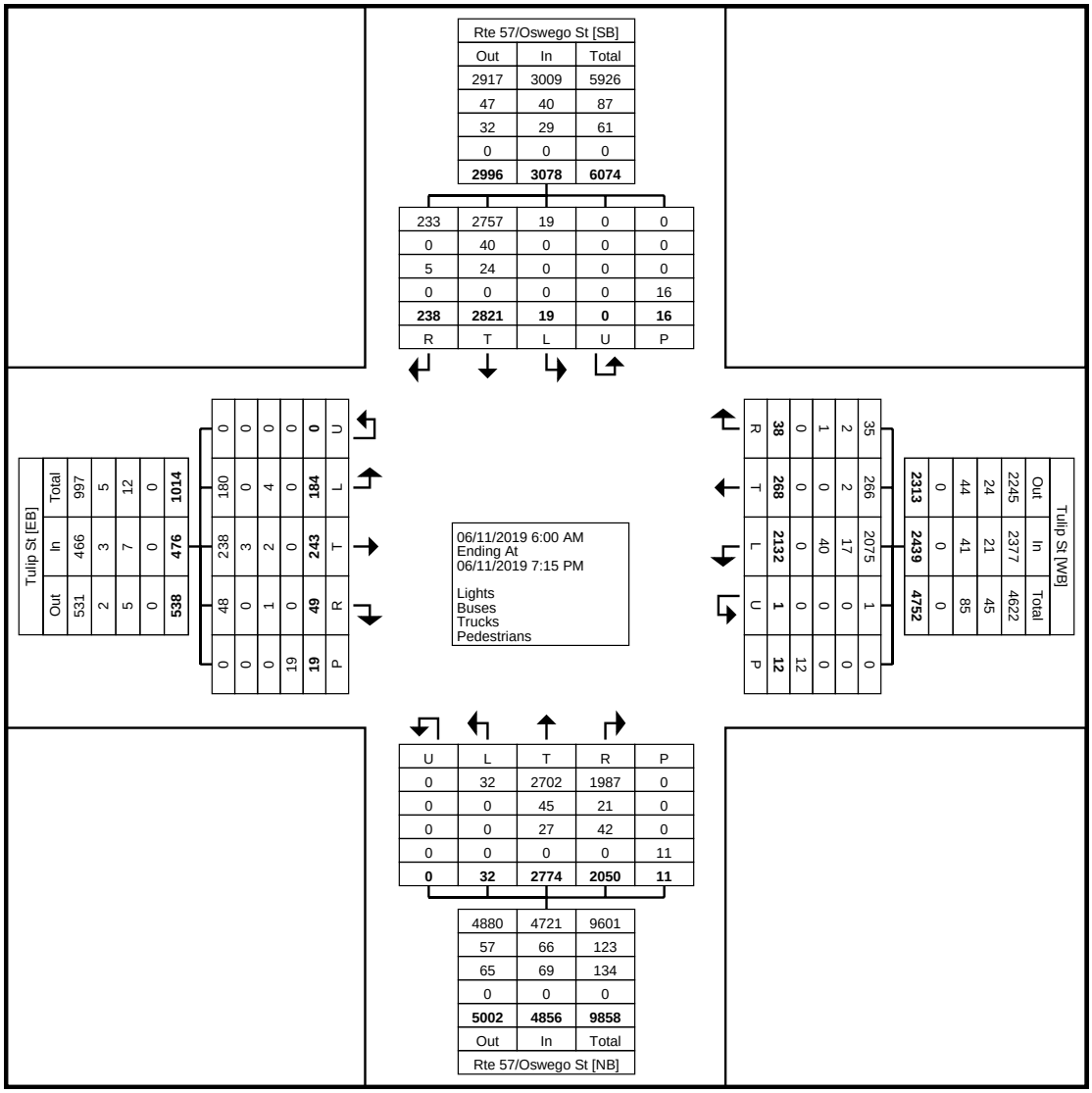
Start Time	Tulip St Eastbound							Tulip St Westbound							Rte 57/Oswego St Northbound							Rte 57/Oswego St Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
6:00 AM	1	1	0	0	0	0	2	34	3	1	0	0	1	38	3	18	12	1	0	0	34	1	57	0	0	0	0	58	132
6:15 AM	0	0	0	1	0	0	1	62	3	0	0	0	0	65	0	22	30	2	0	0	54	0	94	2	0	0	0	96	216
6:30 AM	1	3	1	0	0	0	5	103	6	0	0	0	0	109	0	38	22	4	0	2	64	0	134	4	0	0	0	138	316
6:45 AM	2	10	0	0	0	0	12	97	7	1	0	0	0	105	0	40	48	5	0	0	93	0	118	2	0	0	0	120	330
Hourly Total	4	14	1	1	0	0	20	296	19	2	0	0	1	317	3	118	112	12	0	2	245	1	403	8	0	0	0	412	994
7:00 AM	3	3	0	0	0	0	6	133	8	0	0	0	1	141	0	43	44	11	0	0	98	1	141	2	1	0	0	145	390
7:15 AM	4	6	1	0	0	0	11	142	12	1	0	0	0	155	0	60	44	15	0	0	119	0	159	6	1	0	1	166	451
7:30 AM	8	10	1	0	0	0	19	163	9	0	0	0	0	172	0	56	63	1	0	0	120	0	209	8	1	0	0	218	529
7:45 AM	3	10	0	0	0	0	13	152	15	1	0	0	1	168	0	73	78	14	0	0	165	0	189	8	0	0	1	197	543
Hourly Total	18	29	2	0	0	0	49	590	44	2	0	0	2	636	0	232	229	41	0	0	502	1	698	24	3	0	2	726	1913
8:00 AM	3	10	1	1	0	0	15	120	10	1	0	0	1	131	2	75	62	18	0	0	157	0	176	9	1	0	1	186	489
8:15 AM	2	9	0	0	0	0	11	108	12	0	1	0	0	121	3	72	50	5	0	1	130	0	147	12	1	0	0	160	422
8:30 AM	6	10	1	0	0	2	17	104	11	1	0	0	0	116	1	61	35	6	0	0	103	1	142	6	2	0	0	151	387
8:45 AM	5	5	0	1	0	1	11	81	11	0	0	0	1	92	0	84	51	10	0	0	145	0	122	18	1	0	1	141	389
Hourly Total	16	34	2	2	0	3	54	413	44	2	1	0	2	460	6	292	198	39	0	1	535	1	587	45	5	0	2	638	1687
9:00 AM	0	0	0	0	0	0	0	1	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	1	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:00 PM	12	15	4	0	0	5	31	73	14	2	0	0	1	89	1	189	109	7	0	0	306	1	86	13	1	0	2	101	527
4:15 PM	13	15	0	2	0	1	30	69	9	5	0	0	0	83	2	177	138	2	0	0	319	0	93	14	1	0	0	108	540
4:30 PM	20	12	3	1	0	3	36	76	16	0	3	0	0	95	1	197	131	3	0	3	332	1	107	15	0	0	0	123	586
4:45 PM	10	12	2	5	0	2	29	58	17	2	0	0	0	77	3	206	159	5	0	0	373	0	100	12	0	0	2	112	591
Hourly Total	55	54	9	8	0	11	126	276	56	9	3	0	1	344	7	769	537	17	0	3	1330	2	386	54	2	0	4	444	2244
5:00 PM	12	25	5	2	0	3	44	74	17	4	0	0	0	95	3	210	158	7	0	0	378	3	89	6	0	0	1	98	615
5:15 PM	10	17	1	3	0	0	31	96	19	2	1	0	1	118	2	205	160	5	0	0	372	2	112	10	2	0	0	126	647
5:30 PM	8	12	1	2	0	1	23	82	14	2	0	1	0	99	1	195	121	1	0	0	318	1	74	11	5	0	0	91	531
5:45 PM	16	10	0	1	0	1	27	70	8	3	1	0	2	82	2	201	110	8	0	1	321	2	113	14	0	0	1	129	559
Hourly Total	46	64	7	8	0	5	125	322	58	11	2	1	3	394	8	811	549	21	0	1	1389	8	388	41	7	0	2	444	2352
6:00 PM	15	14	2	0	0	0	31	75	10	2	0	0	2	87	1	134	66	18	0	0	219	2	91	17	2	0	4	112	449
6:15 PM	10	13	1	1	0	0	25	47	14	2	0	0	1	63	0	132	72	6	0	2	210	2	97	7	2	0	2	108	406
6:30 PM	8	15	1	1	0	0	25	64	8	0	0	0	0	72	4	148	69	2	0	0	223	2	91	7	0	0	0	100	420
6:45 PM	12	6	2	1	0	0	21	48	13	2	0	0	0	63	3	136	58	2	0	2	199	0	80	9	5	0	0	94	377
Hourly Total	45	48	6	3	0	0	102	234	45	6	0	0	3	285	8	550	265	28	0	4	851	6	359	40	9	0	6	414	1652
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	0	0	0	0	0	0	0	4
Grand Total	184	243	27	22	0	19	476	2132	268	32	6	1	12	2439	32	2774	1892	158	0	11	4856	19	2821	212	26	0	16	3078	10849
Approach %	38.7	51.1	5.7	4.6	0.0	-	-	87.4	11.0	1.3	0.2	0.0	-	-	0.7	57.1	39.0	3.3	0.0	-	-	0.6	91.7	6.9	0.8	0.0	-	-	-
Total %	1.7	2.2	0.2	0.2	0.0	-	4.4	19.7	2.5	0.3	0.1	0.0	-	22.5	0.3	25.6	17.4	1.5	0.0	-	44.8	0.2	26.0	2.0	0.2	0.0	-	28.4	-
Lights	180	238	26	22	0	-	466	2075	266	30	5	1	-	2377	32	2702	1845	142	0	-	4721	19	2757	209	24	0	-	3009	10573
% Lights	97.8	97.9	96.3	100.0	-	-	97.9	97.3	99.3	93.8	83.3	100.0	-	97.5	100.0	97.4	97.5	89.9	-	-	97.2	100.0	97.7	98.6	92.3	-	-	97.8	97.5
Buses	0	3	0	0	0	-	3	17	2	2	0	0	-	21	0	45	12	9	0	-	66	0	40	0	0	0	-	40	130
% Buses	0.0	1.2	0.0	0.0	-	-	0.6	0.8	0.7	6.3	0.0	0.0	-	0.9	0.0	1.6	0.6	5.7	-	-	1.4	0.0	1.4	0.0	0.0	-	-	1.3	1.2
Trucks	4	2	1	0	0	-	7	40	0	0	1	0	-	41	0	27	35	7	0	-	69	0	24	3	2	0	-	29	146
% Trucks	2.2	0.8	3.7	0.0	-	-	1.5	1.9	0.0	0.0	16.7	0.0	-	1.7	0.0	1.0	1.8	4.4	-	-	1.4	0.0	0.9	1.4	7.7	-	-	0.9	1.3
Pedestrians	-	-	-	-	-	19	-	-	-	-	-	-	12	-	-	-	-	-	-	11	-	-	-	-	-	-	16	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-

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Liverpool, NY
Oswego St & Tulip St
Tuesday, June 11, 2019
Location: 43.104173, -76.207664

Count Name: 4. Oswego St / Tulip St
Site Code: SCU8T6
Start Date: 06/11/2019



Turning Movement Data Plot

TRI-STATE TRAFFIC DATA
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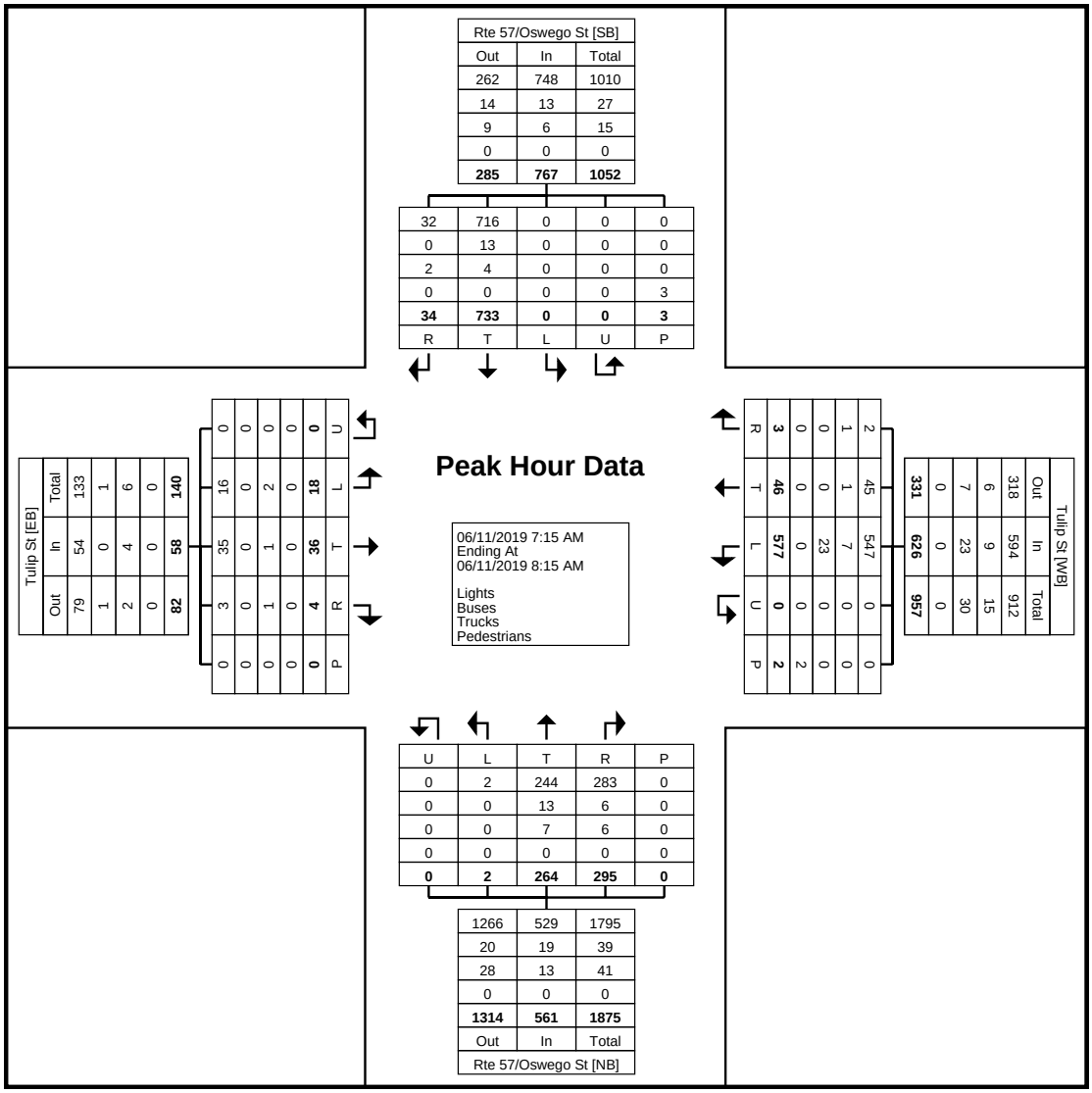
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Tuesday, June 11, 2019
Location: 43.104173, -76.207664

Count Name: 4. Oswego St / Tulip St
Site Code: SCU8T6
Start Date: 06/11/2019

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Tulip St Eastbound							Tulip St Westbound							Rte 57/Oswego St Northbound							Rte 57/Oswego St Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
7:15 AM	4	6	1	0	0	0	11	142	12	1	0	0	0	155	0	60	44	15	0	0	119	0	159	6	1	0	1	166	451
7:30 AM	8	10	1	0	0	0	19	163	9	0	0	0	0	172	0	56	63	1	0	0	120	0	209	8	1	0	0	218	529
7:45 AM	3	10	0	0	0	0	13	152	15	1	0	0	1	168	0	73	78	14	0	0	165	0	189	8	0	0	1	197	543
8:00 AM	3	10	1	1	0	0	15	120	10	1	0	0	1	131	2	75	62	18	0	0	157	0	176	9	1	0	1	186	489
Total	18	36	3	1	0	0	58	577	46	3	0	0	2	626	2	264	247	48	0	0	561	0	733	31	3	0	3	767	2012
Approach %	31.0	62.1	5.2	1.7	0.0	-	-	92.2	7.3	0.5	0.0	0.0	-	-	0.4	47.1	44.0	8.6	0.0	-	-	0.0	95.6	4.0	0.4	0.0	-	-	-
Total %	0.9	1.8	0.1	0.0	0.0	-	2.9	28.7	2.3	0.1	0.0	0.0	-	31.1	0.1	13.1	12.3	2.4	0.0	-	27.9	0.0	36.4	1.5	0.1	0.0	-	38.1	-
PHF	0.563	0.900	0.750	0.250	0.000	-	0.763	0.885	0.767	0.750	0.000	0.000	-	0.910	0.250	0.880	0.792	0.667	0.000	-	0.850	0.000	0.877	0.861	0.750	0.000	-	0.880	0.926
Lights	16	35	2	1	0	-	54	547	45	2	0	0	-	594	2	244	240	43	0	-	529	0	716	30	2	0	-	748	1925
% Lights	88.9	97.2	66.7	100.0	-	-	93.1	94.8	97.8	66.7	-	-	-	94.9	100.0	92.4	97.2	89.6	-	-	94.3	-	97.7	96.8	66.7	-	-	97.5	95.7
Buses	0	0	0	0	0	-	0	7	1	1	0	0	-	9	0	13	4	2	0	-	19	0	13	0	0	0	-	13	41
% Buses	0.0	0.0	0.0	0.0	-	-	0.0	1.2	2.2	33.3	-	-	-	1.4	0.0	4.9	1.6	4.2	-	-	3.4	-	1.8	0.0	0.0	-	-	1.7	2.0
Trucks	2	1	1	0	0	-	4	23	0	0	0	0	-	23	0	7	3	3	0	-	13	0	4	1	1	0	-	6	46
% Trucks	11.1	2.8	33.3	0.0	-	-	6.9	4.0	0.0	0.0	-	-	-	3.7	0.0	2.7	1.2	6.3	-	-	2.3	-	0.5	3.2	33.3	-	-	0.8	2.3
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (7:15 AM)

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Liverpool, NY
Oswego St & Tulip St
Tuesday, June 11, 2019
Location: 43.104173, -76.207664

Count Name: 4. Oswego St / Tulip St
Site Code: SCU8T6
Start Date: 06/11/2019

Turning Movement Peak Hour Data (4:30 PM)

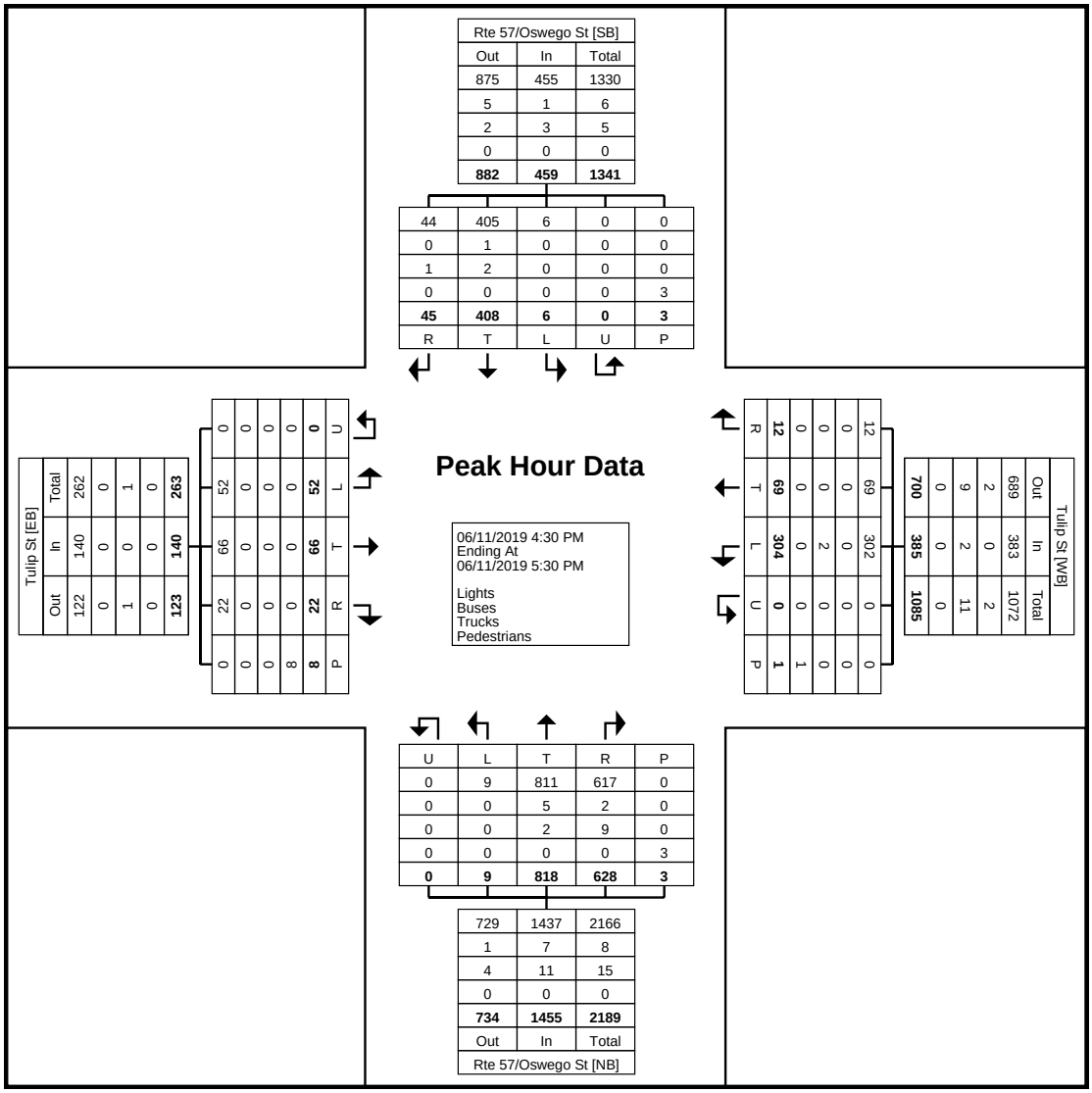
Start Time	Tulip St Eastbound							Tulip St Westbound							Rte 57/Oswego St Northbound							Rte 57/Oswego St Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
4:30 PM	20	12	3	1	0	3	36	76	16	0	3	0	0	95	1	197	131	3	0	3	332	1	107	15	0	0	0	123	586
4:45 PM	10	12	2	5	0	2	29	58	17	2	0	0	0	77	3	206	159	5	0	0	373	0	100	12	0	0	2	112	591
5:00 PM	12	25	5	2	0	3	44	74	17	4	0	0	0	95	3	210	158	7	0	0	378	3	89	6	0	0	1	98	615
5:15 PM	10	17	1	3	0	0	31	96	19	2	1	0	1	118	2	205	160	5	0	0	372	2	112	10	2	0	0	126	647
Total	52	66	11	11	0	8	140	304	69	8	4	0	1	385	9	818	608	20	0	3	1455	6	408	43	2	0	3	459	2439
Approach %	37.1	47.1	7.9	7.9	0.0	-	-	79.0	17.9	2.1	1.0	0.0	-	-	0.6	56.2	41.8	1.4	0.0	-	-	1.3	88.9	9.4	0.4	0.0	-	-	-
Total %	2.1	2.7	0.5	0.5	0.0	-	5.7	12.5	2.8	0.3	0.2	0.0	-	15.8	0.4	33.5	24.9	0.8	0.0	-	59.7	0.2	16.7	1.8	0.1	0.0	-	18.8	-
PHF	0.650	0.660	0.550	0.550	0.000	-	0.795	0.792	0.908	0.500	0.333	0.000	-	0.816	0.750	0.974	0.950	0.714	0.000	-	0.962	0.500	0.911	0.717	0.250	0.000	-	0.911	0.942
Lights	52	66	11	11	0	-	140	302	69	8	4	0	-	383	9	811	599	18	0	-	1437	6	405	42	2	0	-	455	2415
% Lights	100.0	100.0	100.0	100.0	-	-	100.0	99.3	100.0	100.0	100.0	-	-	99.5	100.0	99.1	98.5	90.0	-	-	98.8	100.0	99.3	97.7	100.0	-	-	99.1	99.0
Buses	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	5	1	1	0	-	7	0	1	0	0	0	-	1	8
% Buses	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.6	0.2	5.0	-	-	0.5	0.0	0.2	0.0	0.0	-	-	0.2	0.3
Trucks	0	0	0	0	0	-	0	2	0	0	0	0	-	2	0	2	8	1	0	-	11	0	2	1	0	0	-	3	16
% Trucks	0.0	0.0	0.0	0.0	-	-	0.0	0.7	0.0	0.0	0.0	-	-	0.5	0.0	0.2	1.3	5.0	-	-	0.8	0.0	0.5	2.3	0.0	-	-	0.7	0.7
Pedestrians	-	-	-	-	-	8	-	-	-	-	-	-	1	-	-	-	-	-	-	3	-	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-

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Liverpool, NY
Oswego St & Tulip St
Tuesday, June 11, 2019
Location: 43.104173, -76.207664

Count Name: 4. Oswego St / Tulip St
Site Code: SCU8T6
Start Date: 06/11/2019



Turning Movement Peak Hour Data Plot (4:30 PM)

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Liverpool, NY
Oswego Rd & NYS Thruway
Access at Exit 38
Thursday, June 13, 2019
Location: 43.114042, -76.21267

Count Name: 5. Oswego Rd / NY State Thruway Access Exit 38
Site Code: SCU3HB, SCU146
Start Date: 06/12/2019

Turning Movement Data

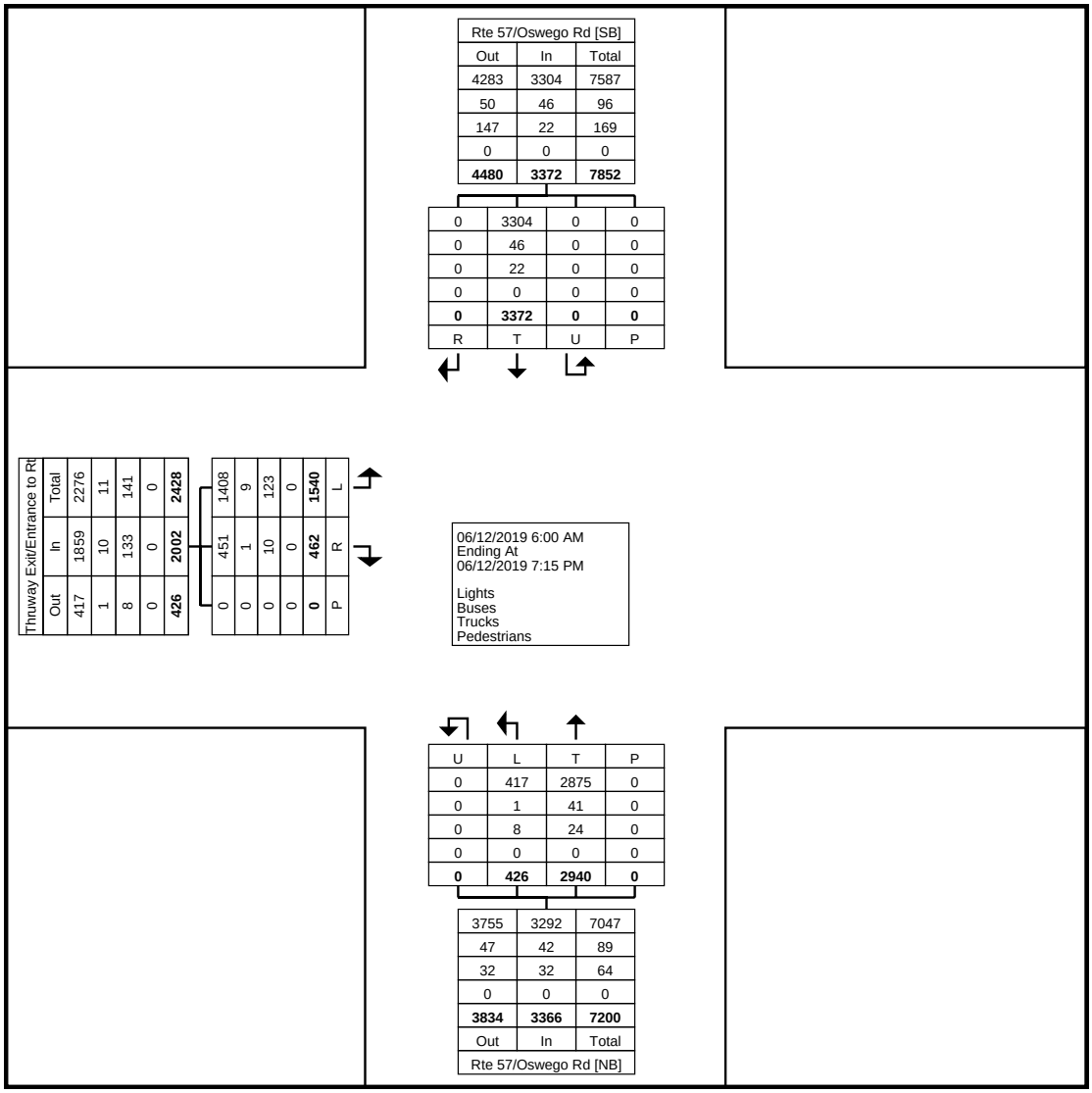
Start Time	Thruway Exit/Entrance to Rte 57/Oswego Rd Eastbound					Rte 57/Oswego Rd Northbound					Rte 57/Oswego Rd Southbound						Int. Total
	Left	Right	Right on Red	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
6:00 AM	12	0	2	0	14	6	27	0	0	33	68	0	0	0	0	68	115
6:15 AM	9	1	0	0	10	12	21	0	0	33	97	0	0	0	0	97	140
6:30 AM	33	4	1	0	38	18	39	0	0	57	157	0	0	0	0	157	252
6:45 AM	44	1	5	0	50	17	50	0	0	67	104	0	0	0	0	104	221
Hourly Total	98	6	8	0	112	53	137	0	0	190	426	0	0	0	0	426	728
7:00 AM	32	4	3	0	39	29	63	0	0	92	150	0	0	0	0	150	281
7:15 AM	44	6	3	0	53	26	72	0	0	98	222	0	0	0	0	222	373
7:30 AM	54	11	3	0	68	47	71	0	0	118	207	0	0	0	0	207	393
7:45 AM	67	16	4	0	87	38	96	0	0	134	200	0	0	0	0	200	421
Hourly Total	197	37	13	0	247	140	302	0	0	442	779	0	0	0	0	779	1468
8:00 AM	52	1	5	0	58	31	81	0	0	112	147	0	0	0	0	147	317
8:15 AM	55	5	2	0	62	17	96	0	0	113	144	0	0	0	0	144	319
8:30 AM	32	5	11	0	48	33	77	0	0	110	145	0	0	0	0	145	303
8:45 AM	33	2	6	0	41	10	68	0	0	78	142	0	0	0	0	142	261
Hourly Total	172	13	24	0	209	91	322	0	0	413	578	0	0	0	0	578	1200
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	79	8	14	0	101	20	190	0	0	210	132	0	0	0	0	132	443
4:15 PM	124	11	15	0	150	14	201	0	0	215	125	0	0	0	0	125	490
4:30 PM	100	18	20	0	138	7	185	0	0	192	129	0	0	0	0	129	459
4:45 PM	113	18	21	0	152	6	179	0	0	185	128	0	0	0	0	128	465
Hourly Total	416	55	70	0	541	47	755	0	0	802	514	0	0	0	0	514	1857
5:00 PM	111	17	24	0	152	9	211	0	0	220	114	0	0	0	0	114	486
5:15 PM	131	27	21	0	179	17	208	0	0	225	137	0	0	0	0	137	541
5:30 PM	114	21	18	0	153	19	222	0	0	241	128	0	0	0	0	128	522
5:45 PM	80	23	10	0	113	10	172	0	0	182	139	0	0	0	0	139	434
Hourly Total	436	88	73	0	597	55	813	0	0	868	518	0	0	0	0	518	1983
6:00 PM	52	13	6	0	71	12	159	0	0	171	133	0	0	0	0	133	375
6:15 PM	70	13	9	0	92	3	144	0	0	147	167	0	0	0	0	167	406
6:30 PM	46	10	14	0	70	14	142	0	0	156	132	0	0	0	0	132	358
6:45 PM	53	6	4	0	63	11	163	0	0	174	123	0	0	0	0	123	360
Hourly Total	221	42	33	0	296	40	608	0	0	648	555	0	0	0	0	555	1499
7:00 PM	0	0	0	0	0	0	3	0	0	3	2	0	0	0	0	2	5
Grand Total	1540	241	221	0	2002	426	2940	0	0	3366	3372	0	0	0	0	3372	8740
Approach %	76.9	12.0	11.0	-	-	12.7	87.3	0.0	-	-	100.0	0.0	0.0	0.0	-	-	-
Total %	17.6	2.8	2.5	-	22.9	4.9	33.6	0.0	-	38.5	38.6	0.0	0.0	0.0	-	38.6	-
Lights	1408	235	216	-	1859	417	2875	0	-	3292	3304	0	0	0	-	3304	8455
% Lights	91.4	97.5	97.7	-	92.9	97.9	97.8	-	-	97.8	98.0	-	-	-	-	98.0	96.7
Buses	9	0	1	-	10	1	41	0	-	42	46	0	0	0	-	46	98
% Buses	0.6	0.0	0.5	-	0.5	0.2	1.4	-	-	1.2	1.4	-	-	-	-	1.4	1.1
Trucks	123	6	4	-	133	8	24	0	-	32	22	0	0	0	-	22	187
% Trucks	8.0	2.5	1.8	-	6.6	1.9	0.8	-	-	1.0	0.7	-	-	-	-	0.7	2.1
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Access at Exit 38
Thursday, June 13, 2019
Location: 43.114042, -76.21267

Count Name: 5. Oswego Rd / NY State Thruway Access Exit 38
Site Code: SCU3HB, SCU146
Start Date: 06/12/2019



Turning Movement Data Plot

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Turning Movement Peak Hour Data (7:15 AM)

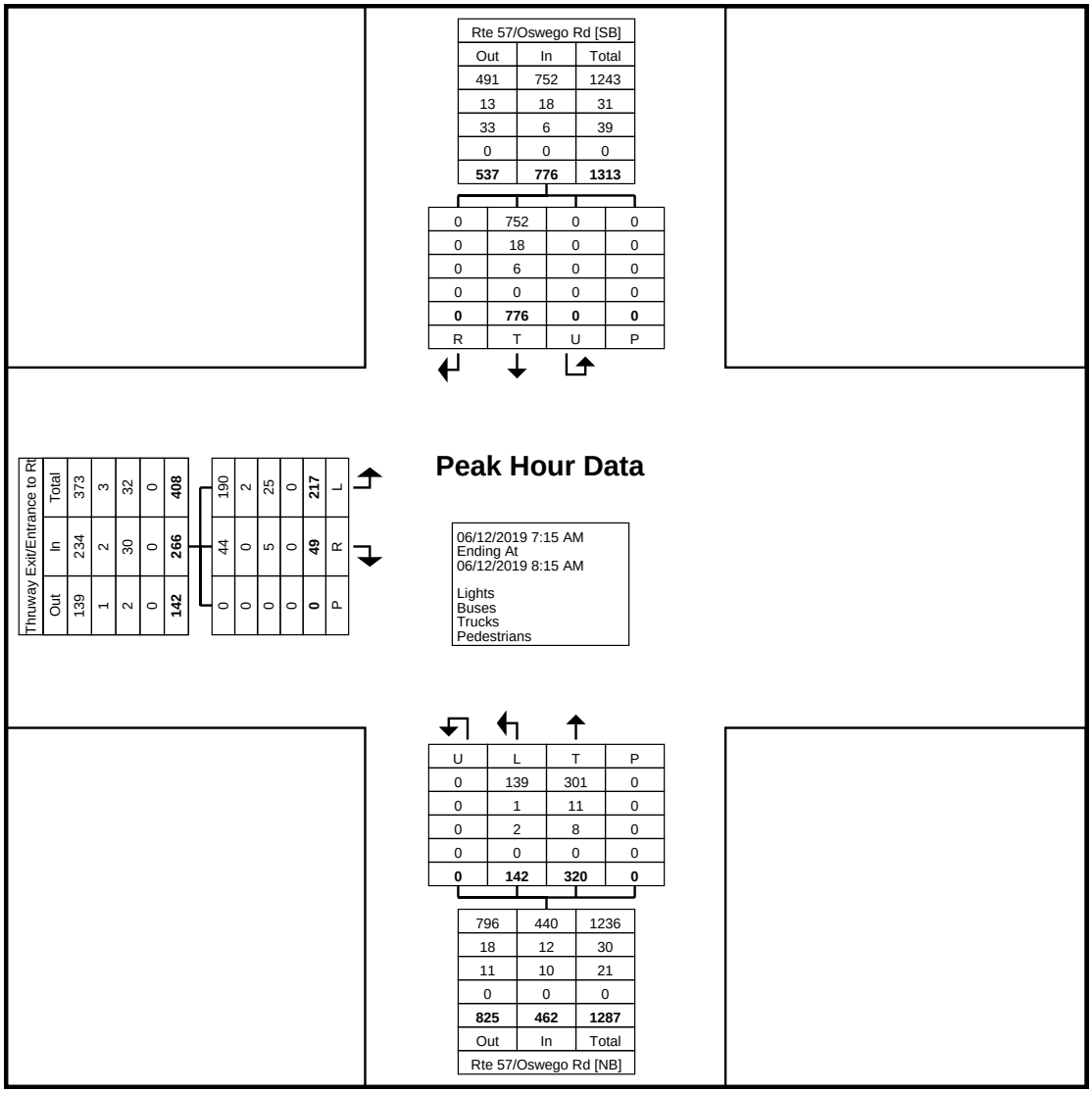
Start Time	Thruway Exit/Entrance to Rte 57/Oswego Rd Eastbound					Rte 57/Oswego Rd Northbound					Rte 57/Oswego Rd Southbound						
	Left	Right	Right on Red	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Int. Total
7:15 AM	44	6	3	0	53	26	72	0	0	98	222	0	0	0	0	222	373
7:30 AM	54	11	3	0	68	47	71	0	0	118	207	0	0	0	0	207	393
7:45 AM	67	16	4	0	87	38	96	0	0	134	200	0	0	0	0	200	421
8:00 AM	52	1	5	0	58	31	81	0	0	112	147	0	0	0	0	147	317
Total	217	34	15	0	266	142	320	0	0	462	776	0	0	0	0	776	1504
Approach %	81.6	12.8	5.6	-	-	30.7	69.3	0.0	-	-	100.0	0.0	0.0	0.0	-	-	-
Total %	14.4	2.3	1.0	-	17.7	9.4	21.3	0.0	-	30.7	51.6	0.0	0.0	0.0	-	51.6	-
PHF	0.810	0.531	0.750	-	0.764	0.755	0.833	0.000	-	0.862	0.874	0.000	0.000	0.000	-	0.874	0.893
Lights	190	31	13	-	234	139	301	0	-	440	752	0	0	0	-	752	1426
% Lights	87.6	91.2	86.7	-	88.0	97.9	94.1	-	-	95.2	96.9	-	-	-	-	96.9	94.8
Buses	2	0	0	-	2	1	11	0	-	12	18	0	0	0	-	18	32
% Buses	0.9	0.0	0.0	-	0.8	0.7	3.4	-	-	2.6	2.3	-	-	-	-	2.3	2.1
Trucks	25	3	2	-	30	2	8	0	-	10	6	0	0	0	-	6	46
% Trucks	11.5	8.8	13.3	-	11.3	1.4	2.5	-	-	2.2	0.8	-	-	-	-	0.8	3.1
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Liverpool, NY
Oswego Rd & NYS Thruway
Access at Exit 38
Thursday, June 13, 2019
Location: 43.114042, -76.21267

Count Name: 5. Oswego Rd / NY State Thruway Access Exit 38
Site Code: SCU3HB, SCU146
Start Date: 06/12/2019



Turning Movement Peak Hour Data Plot (7:15 AM)

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Oswego Rd & NYS Thruway
Access at Exit 38
Thursday, June 13, 2019
Location: 43.114042, -76.21267

Count Name: 5. Oswego Rd / NY State Thruway Access Exit 38
Site Code: SCU3HB, SCU146
Start Date: 06/12/2019

Turning Movement Peak Hour Data (4:45 PM)

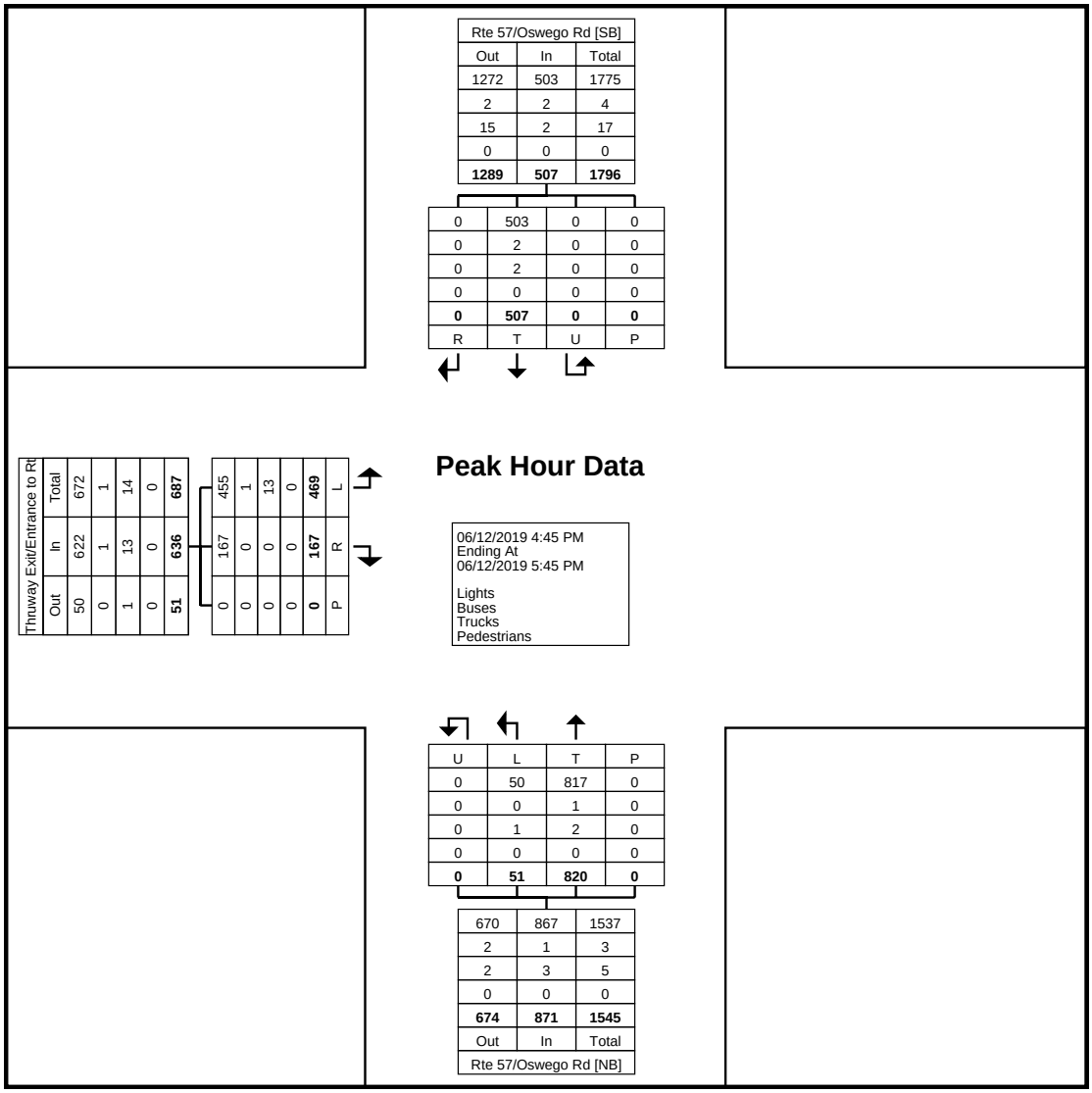
Start Time	Thruway Exit/Entrance to Rte 57/Oswego Rd Eastbound					Rte 57/Oswego Rd Northbound					Rte 57/Oswego Rd Southbound						
	Left	Right	Right on Red	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Int. Total
4:45 PM	113	18	21	0	152	6	179	0	0	185	128	0	0	0	0	128	465
5:00 PM	111	17	24	0	152	9	211	0	0	220	114	0	0	0	0	114	486
5:15 PM	131	27	21	0	179	17	208	0	0	225	137	0	0	0	0	137	541
5:30 PM	114	21	18	0	153	19	222	0	0	241	128	0	0	0	0	128	522
Total	469	83	84	0	636	51	820	0	0	871	507	0	0	0	0	507	2014
Approach %	73.7	13.1	13.2	-	-	5.9	94.1	0.0	-	-	100.0	0.0	0.0	0.0	-	-	-
Total %	23.3	4.1	4.2	-	31.6	2.5	40.7	0.0	-	43.2	25.2	0.0	0.0	0.0	-	25.2	-
PHF	0.895	0.769	0.875	-	0.888	0.671	0.923	0.000	-	0.904	0.925	0.000	0.000	0.000	-	0.925	0.931
Lights	455	83	84	-	622	50	817	0	-	867	503	0	0	0	-	503	1992
% Lights	97.0	100.0	100.0	-	97.8	98.0	99.6	-	-	99.5	99.2	-	-	-	-	99.2	98.9
Buses	1	0	0	-	1	0	1	0	-	1	2	0	0	0	-	2	4
% Buses	0.2	0.0	0.0	-	0.2	0.0	0.1	-	-	0.1	0.4	-	-	-	-	0.4	0.2
Trucks	13	0	0	-	13	1	2	0	-	3	2	0	0	0	-	2	18
% Trucks	2.8	0.0	0.0	-	2.0	2.0	0.2	-	-	0.3	0.4	-	-	-	-	0.4	0.9
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Liverpool, NY
Oswego Rd & NYS Thruway
Access at Exit 38
Thursday, June 13, 2019
Location: 43.114042, -76.21267

Count Name: 5. Oswego Rd / NY State Thruway Access Exit 38
Site Code: SCU3HB, SCU146
Start Date: 06/12/2019



Turning Movement Peak Hour Data Plot (4:45 PM)

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Liverpool, NY
Oswego Rd & NYS Thruway Exit 38
Thursday, June 13, 2019
Location: 43.114042, -76.21267

Count Name: 5a. Oswego Rd / NY State Thruway Access Exit 38
Site Code: SCU3AT
Start Date: 06/13/2019

Turning Movement Data

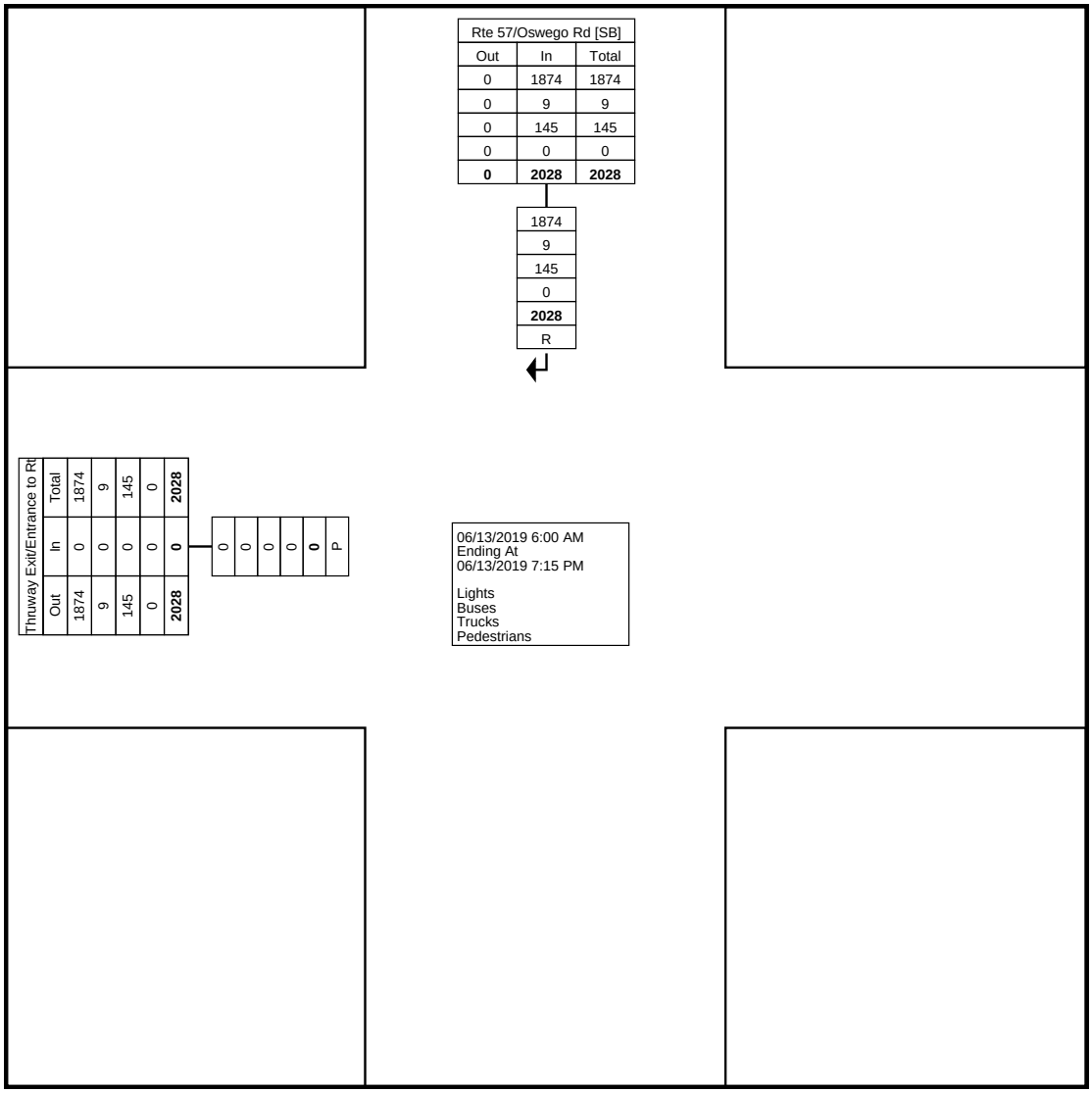
Start Time	Thruway Exit/Entrance to Rte 57/Oswego Rd Eastbound		Rte 57/Oswego Rd Southbound		
	Peds	App. Total	Right	App. Total	Int. Total
6:00 AM	0	0	42	42	42
6:15 AM	0	0	66	66	66
6:30 AM	0	0	101	101	101
6:45 AM	0	0	111	111	111
Hourly Total	0	0	320	320	320
7:00 AM	0	0	132	132	132
7:15 AM	0	0	153	153	153
7:30 AM	0	0	160	160	160
7:45 AM	0	0	165	165	165
Hourly Total	0	0	610	610	610
8:00 AM	0	0	131	131	131
8:15 AM	0	0	108	108	108
8:30 AM	0	0	86	86	86
8:45 AM	0	0	79	79	79
Hourly Total	0	0	404	404	404
9:00 AM	0	0	0	0	0
*** BREAK ***	-	-	-	-	-
Hourly Total	0	0	0	0	0
4:00 PM	0	0	73	73	73
4:15 PM	0	0	66	66	66
4:30 PM	0	0	68	68	68
4:45 PM	0	0	59	59	59
Hourly Total	0	0	266	266	266
5:00 PM	0	0	88	88	88
5:15 PM	0	0	81	81	81
5:30 PM	0	0	78	78	78
5:45 PM	0	0	58	58	58
Hourly Total	0	0	305	305	305
6:00 PM	0	0	45	45	45
6:15 PM	0	0	27	27	27
6:30 PM	0	0	29	29	29
6:45 PM	0	0	22	22	22
Hourly Total	0	0	123	123	123
7:00 PM	0	0	0	0	0
Grand Total	0	0	2028	2028	2028
Approach %	-	-	100.0	-	-
Total %	-	0.0	100.0	100.0	-
Lights	-	0	1874	1874	1874
% Lights	-	-	92.4	92.4	92.4
Buses	-	0	9	9	9
% Buses	-	-	0.4	0.4	0.4
Trucks	-	0	145	145	145
% Trucks	-	-	7.1	7.1	7.1
Pedestrians	0	-	-	-	-
% Pedestrians	-	-	-	-	-

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Oswego Rd & NYS Thruway Exit 38
Thursday, June 13, 2019
Location: 43.114042, -76.21267

Count Name: 5a. Oswego Rd / NY State Thruway Access Exit 38
Site Code: SCU3AT
Start Date: 06/13/2019



Turning Movement Data Plot

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Thursday, June 13, 2019
Location: 43.114042, -76.21267

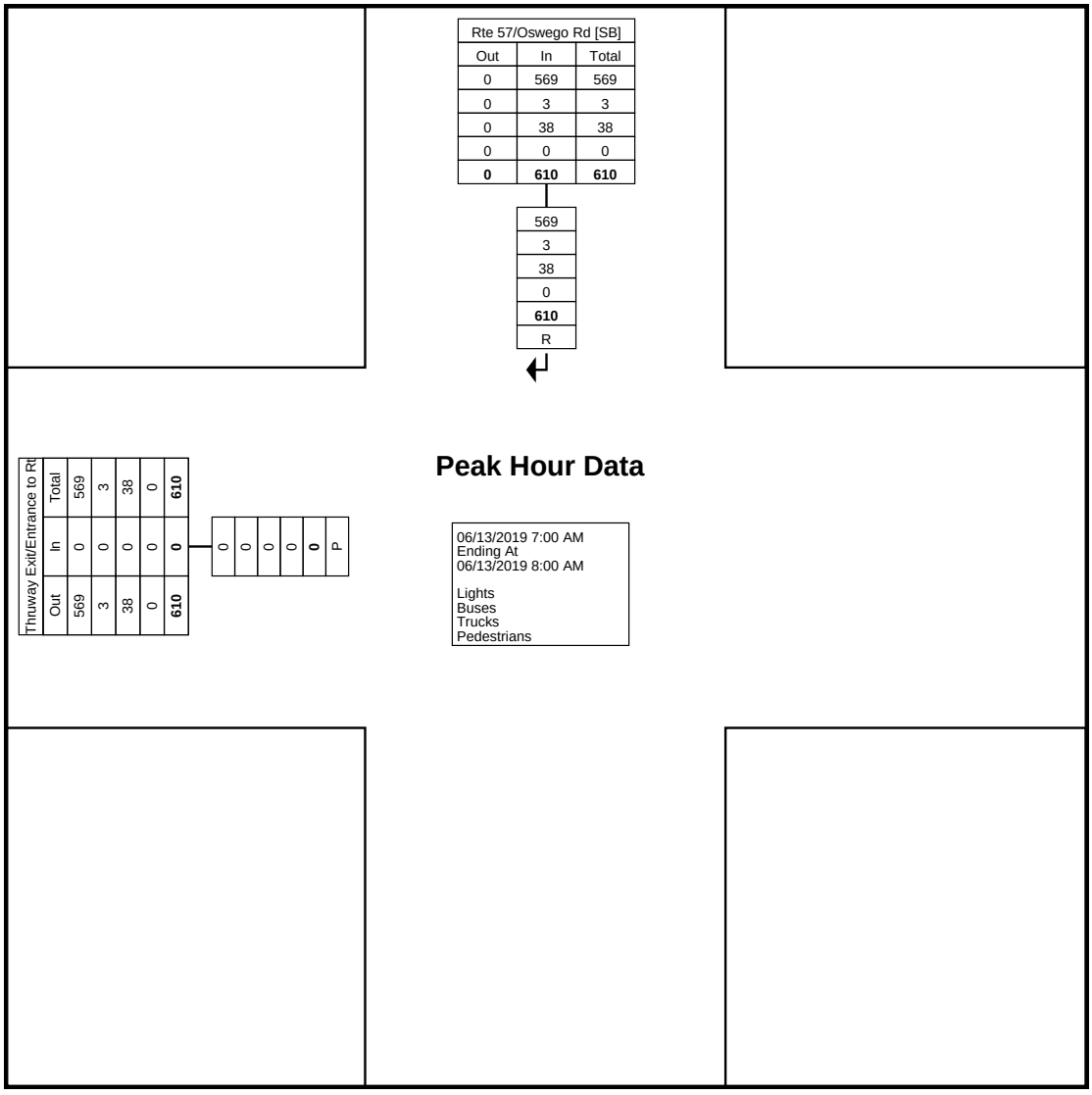
Count Name: 5a. Oswego Rd / NY State Thruway Access Exit 38
Site Code: SCU3AT
Start Date: 06/13/2019

Turning Movement Peak Hour Data (7:00 AM)

Start Time	Thruway Exit/Entrance to Rte 57/Oswego Rd Eastbound		Rte 57/Oswego Rd Southbound		
	Peds	App. Total	Right	App. Total	Int. Total
7:00 AM	0	0	132	132	132
7:15 AM	0	0	153	153	153
7:30 AM	0	0	160	160	160
7:45 AM	0	0	165	165	165
Total	0	0	610	610	610
Approach %	-	-	100.0	-	-
Total %	-	0.0	100.0	100.0	-
PHF	-	0.000	0.924	0.924	0.924
Lights	-	0	569	569	569
% Lights	-	-	93.3	93.3	93.3
Buses	-	0	3	3	3
% Buses	-	-	0.5	0.5	0.5
Trucks	-	0	38	38	38
% Trucks	-	-	6.2	6.2	6.2
Pedestrians	0	-	-	-	-
% Pedestrians	-	-	-	-	-

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Turning Movement Peak Hour Data Plot (7:00 AM)

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Liverpool, NY
Oswego Rd & NYS Thruway Exit 38
Thursday, June 13, 2019
Location: 43.114042, -76.21267

Count Name: 5a. Oswego Rd / NY State Thruway Access Exit 38
Site Code: SCU3AT
Start Date: 06/13/2019

Turning Movement Peak Hour Data (4:45 PM)

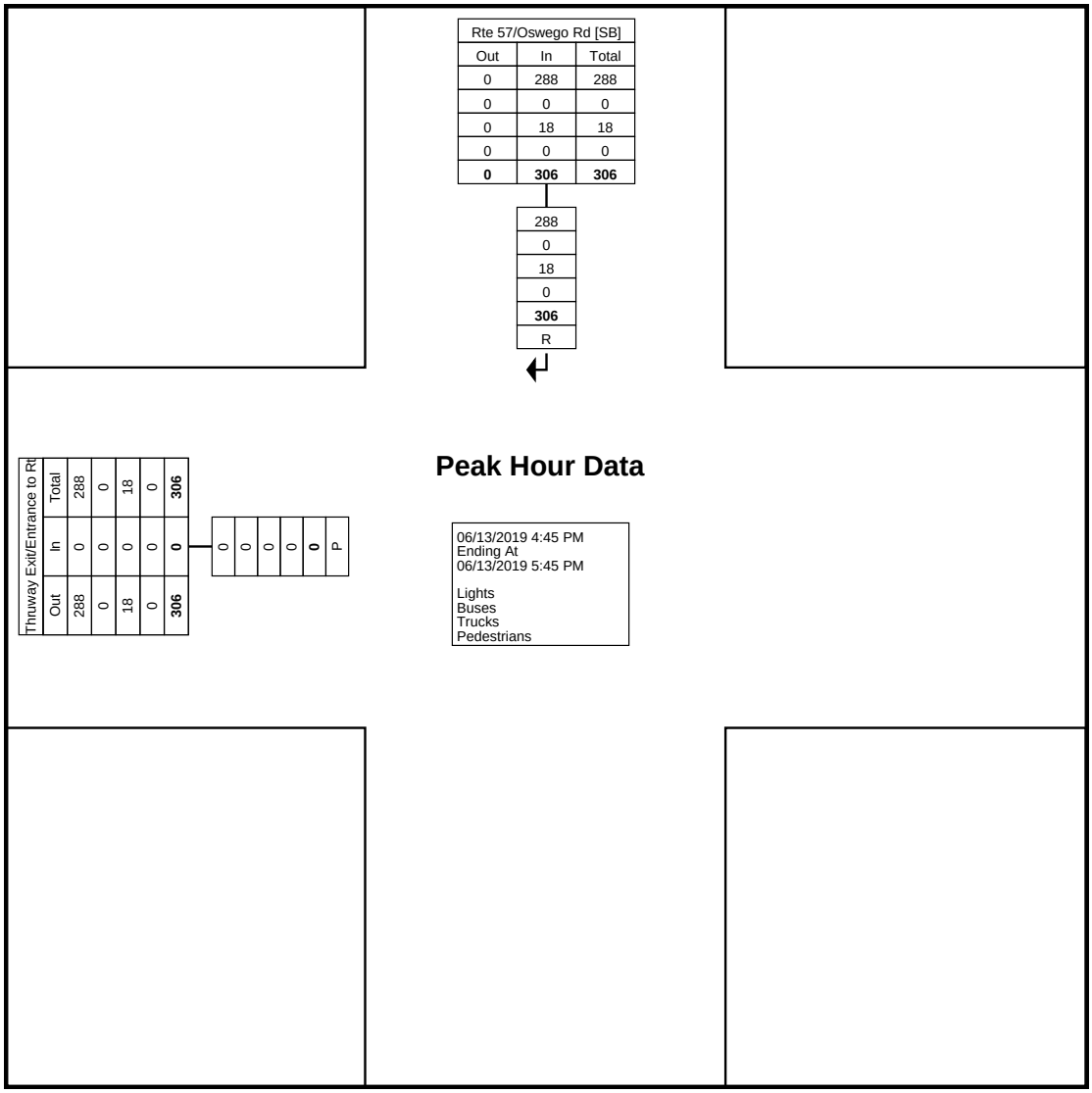
Start Time	Thruway Exit/Entrance to Rte 57/Oswego Rd Eastbound		Rte 57/Oswego Rd Southbound		
	Peds	App. Total	Right	App. Total	Int. Total
4:45 PM	0	0	59	59	59
5:00 PM	0	0	88	88	88
5:15 PM	0	0	81	81	81
5:30 PM	0	0	78	78	78
Total	0	0	306	306	306
Approach %	-	-	100.0	-	-
Total %	-	0.0	100.0	100.0	-
PHF	-	0.000	0.869	0.869	0.869
Lights	-	0	288	288	288
% Lights	-	-	94.1	94.1	94.1
Buses	-	0	0	0	0
% Buses	-	-	0.0	0.0	0.0
Trucks	-	0	18	18	18
% Trucks	-	-	5.9	5.9	5.9
Pedestrians	0	-	-	-	-
% Pedestrians	-	-	-	-	-

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Oswego Rd & NYS Thruway Exit 38
Thursday, June 13, 2019
Location: 43.114042, -76.21267

Count Name: 5a. Oswego Rd / NY State Thruway Access Exit 38
Site Code: SCU3AT
Start Date: 06/13/2019



Turning Movement Peak Hour Data Plot (4:45 PM)

TRI-STATE TRAFFIC DATA
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Liverpool, NY
Oswego Rd & Liverpool Bypass
Tuesday, June 11, 2019
Location: 43.11972, -76.214998

Count Name: 6. Oswego Rd & Liverpool Bypass
Site Code: SCU8TR
Start Date: 06/11/2019

Turning Movement Data

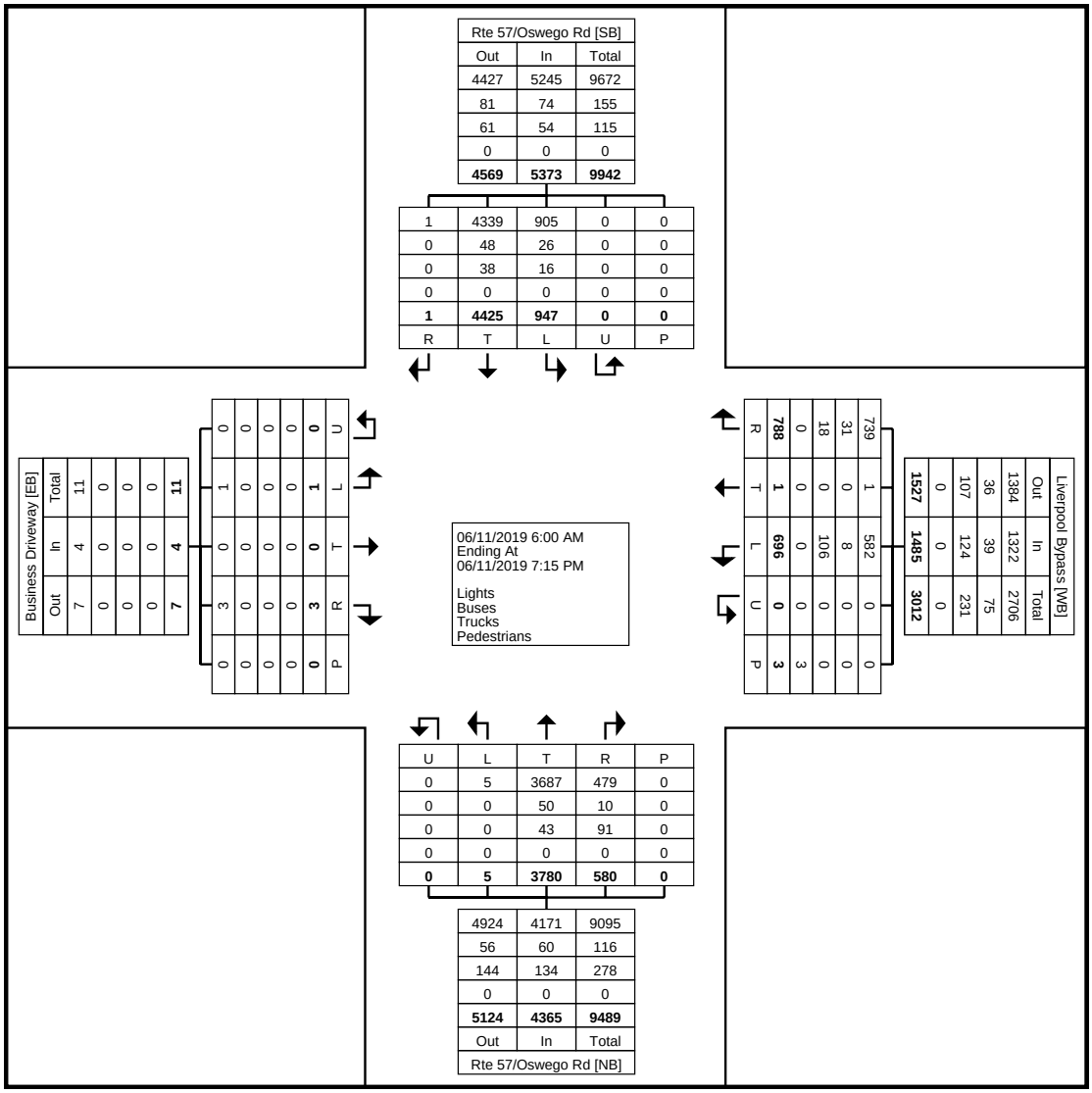
Start Time	Business Driveway Eastbound							Liverpool Bypass Westbound							Rte 57/Oswego Rd Northbound							Rte 57/Oswego Rd Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
6:00 AM	0	0	0	0	0	0	0	14	0	5	2	0	0	21	0	24	7	0	0	0	31	15	99	0	0	0	0	114	166
6:15 AM	0	0	0	0	0	0	0	16	0	4	1	0	0	21	0	29	5	2	0	0	36	27	147	0	0	0	0	174	231
6:30 AM	0	0	0	0	0	0	0	31	0	10	1	0	0	42	0	46	17	0	0	0	63	40	193	0	0	0	0	233	338
6:45 AM	0	0	0	0	0	0	0	30	0	7	5	0	0	42	0	54	11	2	0	0	67	59	184	0	0	0	0	243	352
Hourly Total	0	0	0	0	0	0	0	91	0	26	9	0	0	126	0	153	40	4	0	0	197	141	623	0	0	0	0	764	1087
7:00 AM	0	0	0	0	0	0	0	30	0	11	1	0	0	42	1	71	18	7	0	0	97	48	213	0	0	0	0	261	400
7:15 AM	0	0	0	0	0	0	0	42	0	13	4	0	0	59	0	83	33	4	0	0	120	62	327	0	0	0	0	389	568
7:30 AM	0	0	0	0	0	0	0	49	1	15	2	0	1	67	0	73	22	4	0	0	99	60	344	0	0	0	0	404	570
7:45 AM	0	0	0	0	0	0	0	40	0	11	1	0	0	52	2	103	43	10	0	0	158	97	279	0	0	0	0	376	586
Hourly Total	0	0	0	0	0	0	0	161	1	50	8	0	1	220	3	330	116	25	0	0	474	267	1163	0	0	0	0	1430	2124
8:00 AM	0	0	1	0	0	0	1	28	0	24	2	0	0	54	0	117	32	3	0	0	152	78	259	1	0	0	0	338	545
8:15 AM	0	0	0	0	0	0	0	29	0	29	8	0	0	66	0	116	23	8	0	0	147	57	244	0	0	0	0	301	514
8:30 AM	0	0	2	0	0	0	2	31	0	13	3	0	0	47	0	83	25	3	0	0	111	54	197	0	0	0	0	251	411
8:45 AM	1	0	0	0	0	0	1	20	0	21	4	0	0	45	0	116	20	1	0	0	137	37	181	0	0	0	0	218	401
Hourly Total	1	0	3	0	0	0	4	108	0	87	17	0	0	212	0	432	100	15	0	0	547	226	881	1	0	0	0	1108	1871
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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
4:00 PM	0	0	0	0	0	0	0	32	0	55	5	0	1	92	1	268	21	3	0	0	293	18	123	0	0	0	0	141	526
4:15 PM	0	0	0	0	0	0	0	31	0	36	13	0	0	80	0	227	19	2	0	0	248	35	168	0	0	0	0	203	531
4:30 PM	0	0	0	0	0	0	0	39	0	51	8	0	0	98	1	270	20	10	0	0	301	31	170	0	0	0	0	201	600
4:45 PM	0	0	0	0	0	0	0	33	0	45	4	0	0	82	0	297	27	2	0	0	326	34	145	0	0	0	0	179	587
Hourly Total	0	0	0	0	0	0	0	135	0	187	30	0	1	352	2	1062	87	17	0	0	1168	118	606	0	0	0	0	724	2244
5:00 PM	0	0	0	0	0	0	0	56	0	51	8	0	0	115	0	257	22	6	0	0	285	28	153	0	0	0	0	181	581
5:15 PM	0	0	0	0	0	0	0	37	0	54	7	0	0	98	0	316	37	2	0	0	355	24	169	0	0	0	0	193	646
5:30 PM	0	0	0	0	0	0	0	24	0	42	10	0	0	76	0	266	26	3	0	0	295	31	150	0	0	0	0	181	552
5:45 PM	0	0	0	0	0	0	0	17	0	41	6	0	0	64	0	254	30	1	0	0	285	25	164	0	0	0	0	189	538
Hourly Total	0	0	0	0	0	0	0	134	0	188	31	0	0	353	0	1093	115	12	0	0	1220	108	636	0	0	0	0	744	2317
6:00 PM	0	0	0	0	0	0	0	18	0	33	9	0	0	60	0	203	13	0	0	0	216	22	140	0	0	0	0	162	438
6:15 PM	0	0	0	0	0	0	0	18	0	39	4	0	0	61	0	180	11	2	0	0	193	24	133	0	0	0	0	157	411
6:30 PM	0	0	0	0	0	0	0	15	0	30	10	0	0	55	0	165	12	0	0	0	177	21	130	0	0	0	0	151	383
6:45 PM	0	0	0	0	0	0	0	16	0	26	4	0	1	46	0	162	10	1	0	0	173	20	113	0	0	0	0	133	352
Hourly Total	0	0	0	0	0	0	0	67	0	128	27	0	1	222	0	710	46	3	0	0	759	87	516	0	0	0	0	603	1584
7:00 PM	0	0	0	0	0	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	1	0	3	0	0	0	4	696	1	666	122	0	3	1485	5	3780	504	76	0	0	4365	947	4425	1	0	0	0	5373	11227
Approach %	25.0	0.0	75.0	0.0	0.0	-	-	46.9	0.1	44.8	8.2	0.0	-	-	0.1	86.6	11.5	1.7	0.0	-	-	17.6	82.4	0.0	0.0	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	0.0	-	0.0	6.2	0.0	5.9	1.1	0.0	-	13.2	0.0	33.7	4.5	0.7	0.0	-	38.9	8.4	39.4	0.0	0.0	0.0	-	47.9	-
Lights	1	0	3	0	0	-	4	582	1	628	111	0	-	1322	5	3687	414	65	0	-	4171	905	4339	1	0	0	-	5245	10742
% Lights	100.0	-	100.0	-	-	-	100.0	83.6	100.0	94.3	91.0	-	-	89.0	100.0	97.5	82.1	85.5	-	-	95.6	95.6	98.1	100.0	-	-	-	97.6	95.7
Buses	0	0	0	0	0	-	0	8	0	25	6	0	-	39	0	50	8	2	0	-	60	26	48	0	0	0	-	74	173
% Buses	0.0	-	0.0	-	-	-	0.0	1.1	0.0	3.8	4.9	-	-	2.6	0.0	1.3	1.6	2.6	-	-	1.4	2.7	1.1	0.0	-	-	-	1.4	1.5
Trucks	0	0	0	0	0	-	0	106	0	13	5	0	-	124	0	43	82	9	0	-	134	16	38	0	0	0	-	54	312
% Trucks	0.0	-	0.0	-	-	-	0.0	15.2	0.0	2.0	4.1	-	-	8.4	0.0	1.1	16.3	11.8	-	-	3.1	1.7	0.9	0.0	-	-	-	1.0	2.8
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	3	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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610-466-1469
Serving Transportation Professionals Since 1995

Liverpool, NY
Oswego Rd & Liverpool Bypass
Tuesday, June 11, 2019
Location: 43.11972, -76.214998

Count Name: 6. Oswego Rd & Liverpool Bypass
Site Code: SCU8TR
Start Date: 06/11/2019



Turning Movement Data Plot

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Turning Movement Peak Hour Data (7:15 AM)

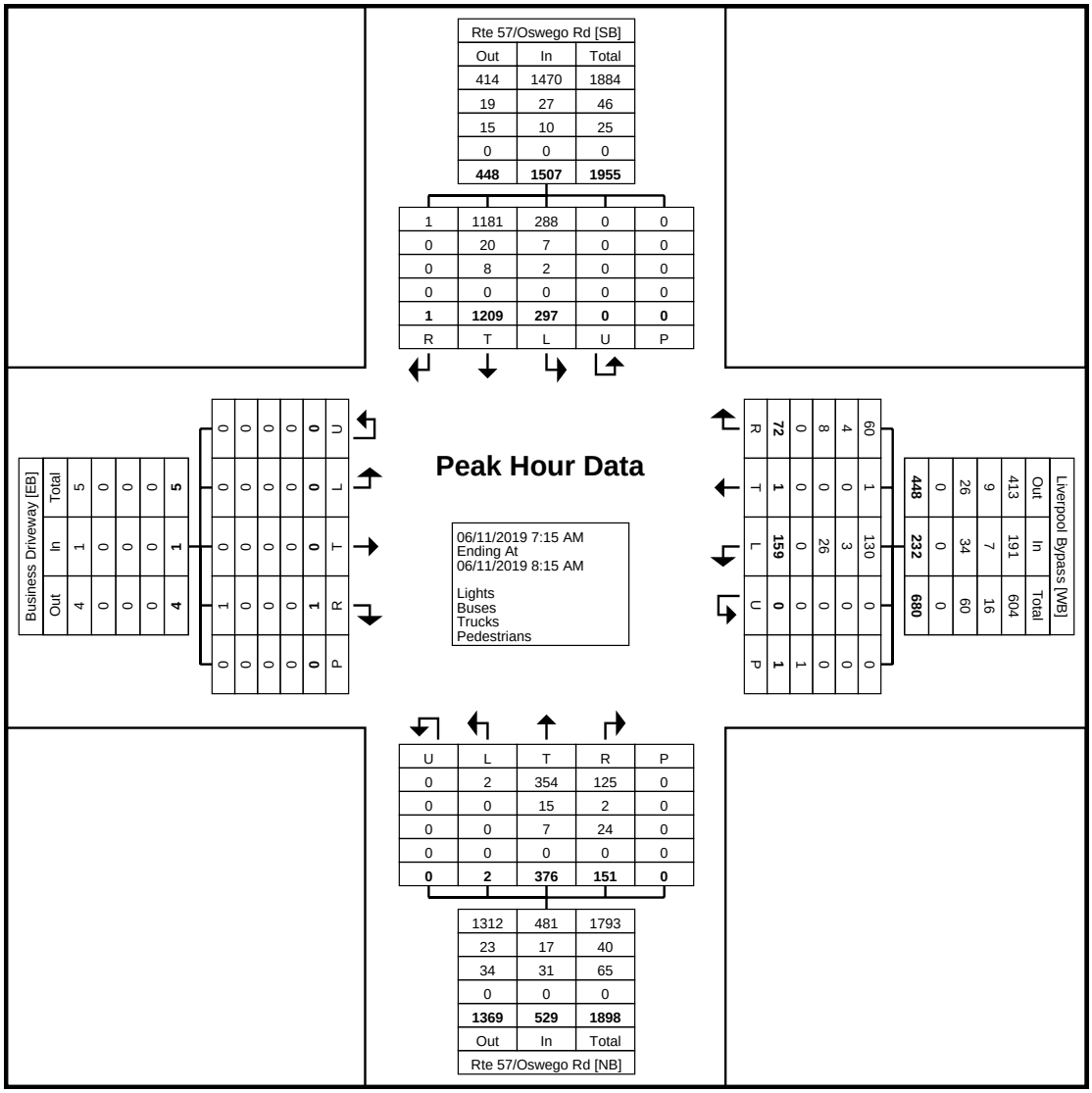
Start Time	Business Driveway Eastbound							Liverpool Bypass Westbound							Rte 57/Oswego Rd Northbound							Rte 57/Oswego Rd Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
7:15 AM	0	0	0	0	0	0	0	42	0	13	4	0	0	59	0	83	33	4	0	0	120	62	327	0	0	0	0	389	568
7:30 AM	0	0	0	0	0	0	0	49	1	15	2	0	1	67	0	73	22	4	0	0	99	60	344	0	0	0	0	404	570
7:45 AM	0	0	0	0	0	0	0	40	0	11	1	0	0	52	2	103	43	10	0	0	158	97	279	0	0	0	0	376	586
8:00 AM	0	0	1	0	0	0	1	28	0	24	2	0	0	54	0	117	32	3	0	0	152	78	259	1	0	0	0	338	545
Total	0	0	1	0	0	0	1	159	1	63	9	0	1	232	2	376	130	21	0	0	529	297	1209	1	0	0	0	1507	2269
Approach %	0.0	0.0	100.0	0.0	0.0	-	-	68.5	0.4	27.2	3.9	0.0	-	-	0.4	71.1	24.6	4.0	0.0	-	-	19.7	80.2	0.1	0.0	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	0.0	-	0.0	7.0	0.0	2.8	0.4	0.0	-	10.2	0.1	16.6	5.7	0.9	0.0	-	23.3	13.1	53.3	0.0	0.0	0.0	-	66.4	-
PHF	0.000	0.000	0.250	0.000	0.000	-	0.250	0.811	0.250	0.656	0.563	0.000	-	0.866	0.250	0.803	0.756	0.525	0.000	-	0.837	0.765	0.879	0.250	0.000	0.000	-	0.933	0.968
Lights	0	0	1	0	0	-	1	130	1	53	7	0	-	191	2	354	106	19	0	-	481	288	1181	1	0	0	-	1470	2143
% Lights	-	-	100.0	-	-	-	100.0	81.8	100.0	84.1	77.8	-	-	82.3	100.0	94.1	81.5	90.5	-	-	90.9	97.0	97.7	100.0	-	-	-	97.5	94.4
Buses	0	0	0	0	0	-	0	3	0	4	0	0	-	7	0	15	2	0	0	-	17	7	20	0	0	0	-	27	51
% Buses	-	-	0.0	-	-	-	0.0	1.9	0.0	6.3	0.0	-	-	3.0	0.0	4.0	1.5	0.0	-	-	3.2	2.4	1.7	0.0	-	-	-	1.8	2.2
Trucks	0	0	0	0	0	-	0	26	0	6	2	0	-	34	0	7	22	2	0	-	31	2	8	0	0	0	-	10	75
% Trucks	-	-	0.0	-	-	-	0.0	16.4	0.0	9.5	22.2	-	-	14.7	0.0	1.9	16.9	9.5	-	-	5.9	0.7	0.7	0.0	-	-	-	0.7	3.3
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Turning Movement Peak Hour Data Plot (7:15 AM)

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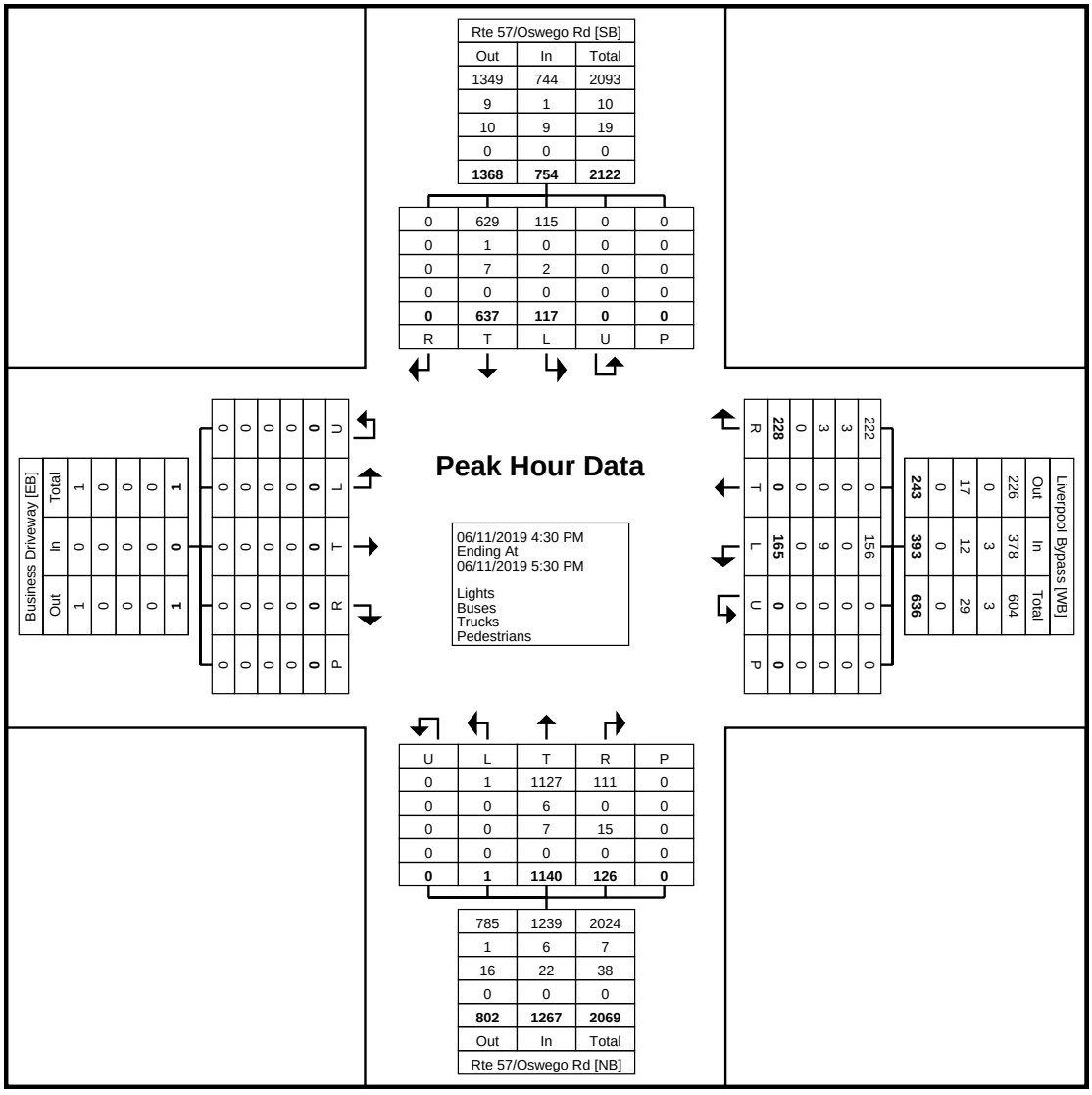
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Turning Movement Peak Hour Data (4:30 PM)

Start Time	Business Driveway Eastbound							Liverpool Bypass Westbound							Rte 57/Oswego Rd Northbound							Rte 57/Oswego Rd Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
4:30 PM	0	0	0	0	0	0	0	39	0	51	8	0	0	98	1	270	20	10	0	0	301	31	170	0	0	0	0	201	600
4:45 PM	0	0	0	0	0	0	0	33	0	45	4	0	0	82	0	297	27	2	0	0	326	34	145	0	0	0	0	179	587
5:00 PM	0	0	0	0	0	0	0	56	0	51	8	0	0	115	0	257	22	6	0	0	285	28	153	0	0	0	0	181	581
5:15 PM	0	0	0	0	0	0	0	37	0	54	7	0	0	98	0	316	37	2	0	0	355	24	169	0	0	0	0	193	646
Total	0	0	0	0	0	0	0	165	0	201	27	0	0	393	1	1140	106	20	0	0	1267	117	637	0	0	0	0	754	2414
Approach %	0.0	0.0	0.0	0.0	0.0	-	-	42.0	0.0	51.1	6.9	0.0	-	-	0.1	90.0	8.4	1.6	0.0	-	-	15.5	84.5	0.0	0.0	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	0.0	-	0.0	6.8	0.0	8.3	1.1	0.0	-	16.3	0.0	47.2	4.4	0.8	0.0	-	52.5	4.8	26.4	0.0	0.0	0.0	-	31.2	-
PHF	0.000	0.000	0.000	0.000	0.000	-	0.000	0.737	0.000	0.931	0.844	0.000	-	0.854	0.250	0.902	0.716	0.500	0.000	-	0.892	0.860	0.937	0.000	0.000	0.000	-	0.938	0.934
Lights	0	0	0	0	0	-	0	156	0	197	25	0	-	378	1	1127	92	19	0	-	1239	115	629	0	0	0	-	744	2361
% Lights	-	-	-	-	-	-	-	94.5	-	98.0	92.6	-	-	96.2	100.0	98.9	86.8	95.0	-	-	97.8	98.3	98.7	-	-	-	-	98.7	97.8
Buses	0	0	0	0	0	-	0	0	0	2	1	0	-	3	0	6	0	0	0	-	6	0	1	0	0	0	-	1	10
% Buses	-	-	-	-	-	-	-	0.0	-	1.0	3.7	-	-	0.8	0.0	0.5	0.0	0.0	-	-	0.5	0.0	0.2	-	-	-	-	0.1	0.4
Trucks	0	0	0	0	0	-	0	9	0	2	1	0	-	12	0	7	14	1	0	-	22	2	7	0	0	0	-	9	43
% Trucks	-	-	-	-	-	-	-	5.5	-	1.0	3.7	-	-	3.1	0.0	0.6	13.2	5.0	-	-	1.7	1.7	1.1	-	-	-	-	1.2	1.8
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (4:30 PM)

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Oswego Rd & Wetzel Rd
Tuesday, June 11, 2019
Location: 43.149823, -76.229693

Count Name: 7. Oswego Rd & Wetzel Rd
Site Code: SCU146
Start Date: 06/11/2019

Turning Movement Data

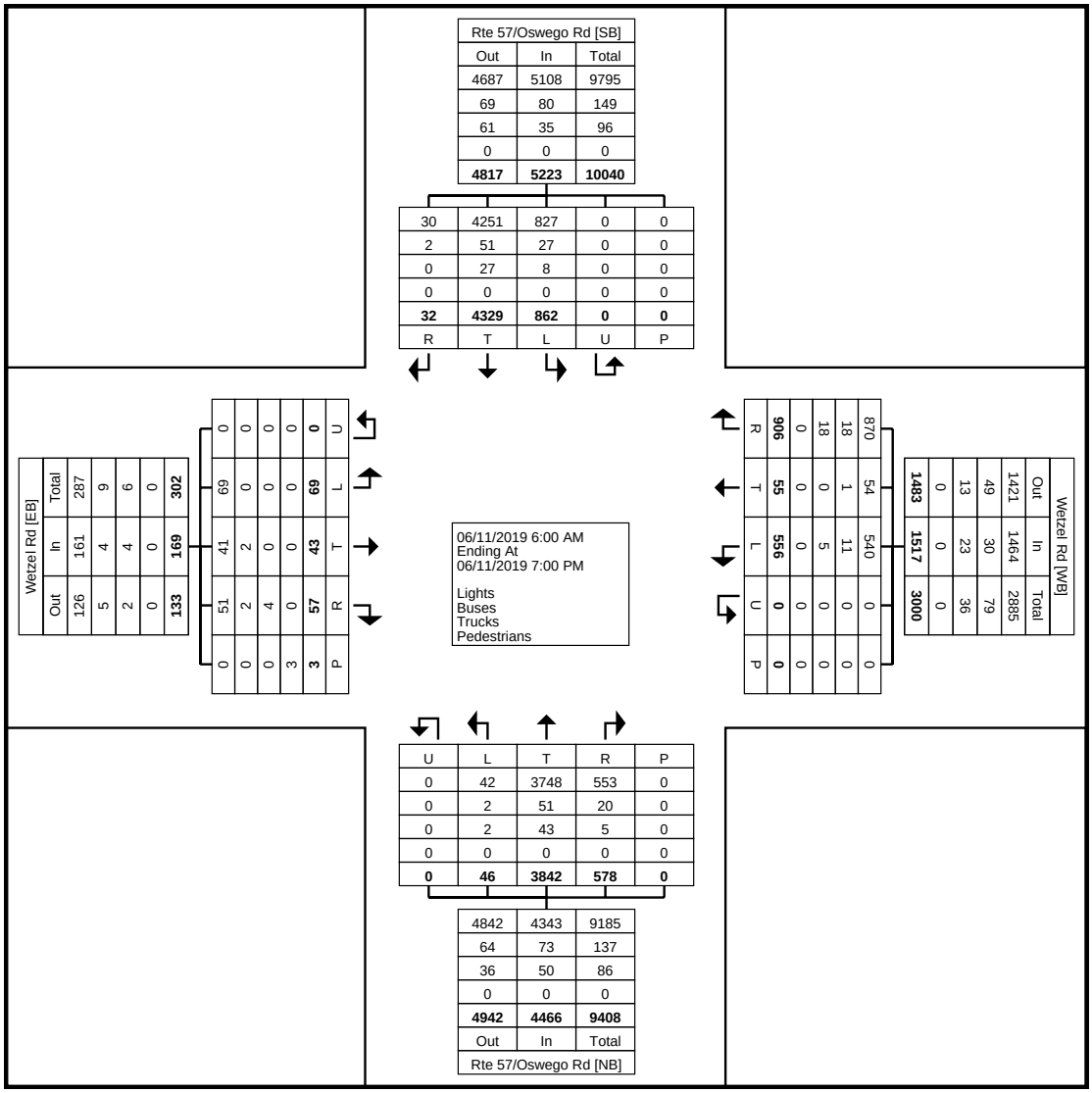
Start Time	Wetzel Rd Eastbound							Wetzel Rd Westbound							Rte 57/Oswego Rd Northbound							Rte 57/Oswego Rd Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
6:00 AM	0	0	1	0	0	0	1	11	0	7	1	0	0	19	0	24	8	0	0	0	32	11	84	0	0	0	0	95	147
6:15 AM	0	0	0	0	0	0	0	17	0	8	4	0	0	29	0	36	2	1	0	0	39	16	118	0	0	0	0	134	202
6:30 AM	0	0	0	1	0	0	1	13	1	1	3	0	0	18	0	72	8	0	0	0	80	24	129	0	0	0	0	153	252
6:45 AM	0	0	0	0	0	0	0	20	0	2	4	0	0	26	1	70	15	0	0	0	86	35	142	1	0	0	0	178	290
Hourly Total	0	0	1	1	0	0	2	61	1	18	12	0	0	92	1	202	33	1	0	0	237	86	473	1	0	0	0	560	891
7:00 AM	0	1	1	1	0	0	3	30	1	14	13	0	0	58	0	66	52	1	0	0	119	73	203	0	0	0	0	276	456
7:15 AM	0	1	2	0	0	0	3	37	0	9	12	0	0	58	1	85	81	1	0	0	168	76	208	0	0	0	0	284	513
7:30 AM	0	0	0	3	0	0	3	47	1	11	17	0	0	76	1	121	42	2	0	0	166	61	235	0	0	0	0	296	541
7:45 AM	0	0	2	1	0	0	3	29	0	14	13	0	0	56	0	99	15	0	0	0	114	37	221	1	0	0	0	259	432
Hourly Total	0	2	5	5	0	0	12	143	2	48	55	0	0	248	2	371	190	4	0	0	567	247	867	1	0	0	0	1115	1942
8:00 AM	0	0	0	0	0	0	0	26	0	9	8	0	0	43	0	108	14	0	0	0	122	37	192	0	0	0	0	229	394
8:15 AM	0	2	0	0	0	1	2	25	0	17	7	0	0	49	0	96	9	0	0	0	105	25	216	1	0	0	0	242	398
8:30 AM	2	1	0	0	0	1	3	17	1	11	9	0	0	38	1	107	6	1	0	0	115	24	182	0	0	0	0	206	362
8:45 AM	0	1	2	0	0	0	3	21	2	24	6	0	0	53	0	116	17	0	0	0	133	31	136	3	0	0	0	170	359
Hourly Total	2	4	2	0	0	2	8	89	3	61	30	0	0	183	1	427	46	1	0	0	475	117	726	4	0	0	0	847	1513
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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
4:00 PM	2	6	0	1	0	0	9	17	3	47	7	0	0	74	4	249	22	0	0	0	275	24	189	0	0	0	0	213	571
4:15 PM	4	2	3	1	0	1	10	15	3	48	7	0	0	73	3	262	23	0	0	0	288	22	192	2	0	0	0	216	587
4:30 PM	7	2	0	0	0	0	9	20	2	52	7	0	0	81	3	292	16	1	0	0	312	31	185	1	0	0	0	217	619
4:45 PM	6	4	2	3	0	0	15	21	2	69	1	0	0	93	6	261	24	0	0	0	291	34	193	2	0	0	0	229	628
Hourly Total	19	14	5	5	0	1	43	73	10	216	22	0	0	321	16	1064	85	1	0	0	1166	111	759	5	0	0	0	875	2405
5:00 PM	6	4	2	1	0	0	13	23	3	45	30	0	0	101	4	282	26	0	0	0	312	43	222	3	2	0	0	270	696
5:15 PM	8	2	4	2	0	0	16	31	9	53	25	0	0	118	4	272	30	0	0	0	306	44	199	3	0	0	0	246	686
5:30 PM	4	4	2	2	0	0	12	31	7	48	23	0	0	109	1	247	31	0	0	0	279	40	190	1	0	0	0	231	631
5:45 PM	4	3	2	0	0	0	9	31	3	50	13	0	0	97	7	207	38	0	0	0	252	47	212	1	0	0	0	260	618
Hourly Total	22	13	10	5	0	0	50	116	22	196	91	0	0	425	16	1008	125	0	0	0	1149	174	823	8	2	0	0	1007	2631
6:00 PM	2	3	0	3	0	0	8	25	3	29	21	0	0	78	2	210	30	0	0	0	242	37	174	0	0	0	0	211	539
6:15 PM	12	1	2	1	0	0	16	18	5	20	19	0	0	62	5	199	16	0	0	0	220	36	183	4	0	0	0	223	521
6:30 PM	4	2	3	2	0	0	11	15	1	16	13	0	0	45	2	181	29	0	0	0	212	26	180	5	0	0	0	211	479
6:45 PM	8	4	5	2	0	0	19	16	8	31	8	0	0	63	1	180	16	1	0	0	198	28	144	2	0	0	0	174	454
Hourly Total	26	10	10	8	0	0	54	74	17	96	61	0	0	248	10	770	91	1	0	0	872	127	681	11	0	0	0	819	1993
Grand Total	69	43	33	24	0	3	169	556	55	635	271	0	0	1517	46	3842	570	8	0	0	4466	862	4329	30	2	0	0	5223	11375
Approach %	40.8	25.4	19.5	14.2	0.0	-	-	36.7	3.6	41.9	17.9	0.0	-	-	1.0	86.0	12.8	0.2	0.0	-	-	16.5	82.9	0.6	0.0	0.0	-	-	-
Total %	0.6	0.4	0.3	0.2	0.0	-	1.5	4.9	0.5	5.6	2.4	0.0	-	13.3	0.4	33.8	5.0	0.1	0.0	-	39.3	7.6	38.1	0.3	0.0	0.0	-	45.9	-
Lights	69	41	27	24	0	-	161	540	54	610	260	0	-	1464	42	3748	546	7	0	-	4343	827	4251	28	2	0	-	5108	11076
% Lights	100.0	95.3	81.8	100.0	-	-	95.3	97.1	98.2	96.1	95.9	-	-	96.5	91.3	97.6	95.8	87.5	-	-	97.2	95.9	98.2	93.3	100.0	-	-	97.8	97.4
Buses	0	2	2	0	0	-	4	11	1	13	5	0	-	30	2	51	20	0	0	-	73	27	51	2	0	0	-	80	187
% Buses	0.0	4.7	6.1	0.0	-	-	2.4	2.0	1.8	2.0	1.8	-	-	2.0	4.3	1.3	3.5	0.0	-	-	1.6	3.1	1.2	6.7	0.0	-	-	1.5	1.6
Trucks	0	0	4	0	0	-	4	5	0	12	6	0	-	23	2	43	4	1	0	-	50	8	27	0	0	0	-	35	112
% Trucks	0.0	0.0	12.1	0.0	-	-	2.4	0.9	0.0	1.9	2.2	-	-	1.5	4.3	1.1	0.7	12.5	-	-	1.1	0.9	0.6	0.0	0.0	-	-	0.7	1.0
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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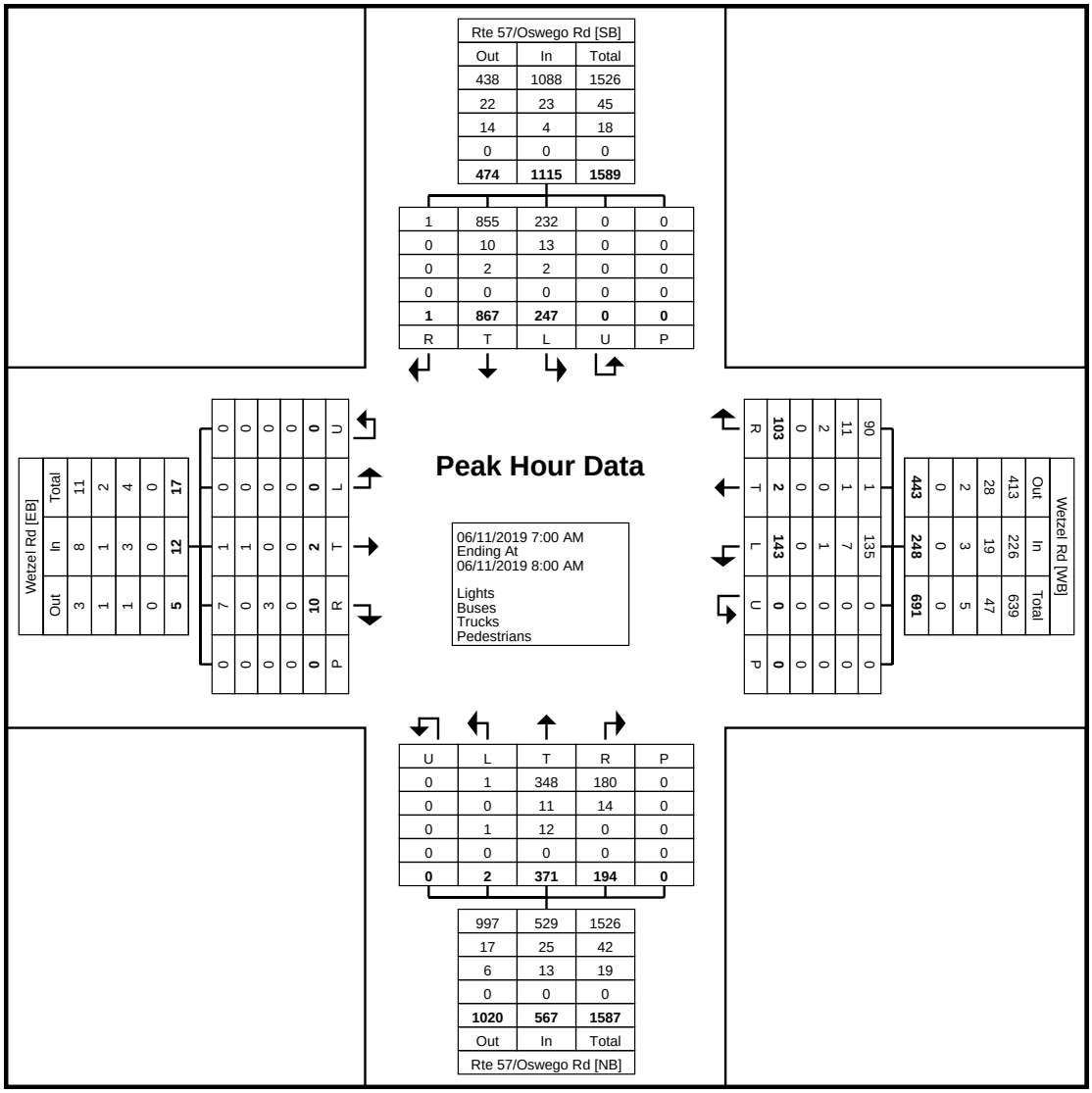
Start Time	Wetzel Rd Eastbound							Wetzel Rd Westbound							Rte 57/Oswego Rd Northbound							Rte 57/Oswego Rd Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
7:00 AM	0	1	1	1	0	0	3	30	1	14	13	0	0	58	0	66	52	1	0	0	119	73	203	0	0	0	0	276	456
7:15 AM	0	1	2	0	0	0	3	37	0	9	12	0	0	58	1	85	81	1	0	0	168	76	208	0	0	0	0	284	513
7:30 AM	0	0	0	3	0	0	3	47	1	11	17	0	0	76	1	121	42	2	0	0	166	61	235	0	0	0	0	296	541
7:45 AM	0	0	2	1	0	0	3	29	0	14	13	0	0	56	0	99	15	0	0	0	114	37	221	1	0	0	0	259	432
Total	0	2	5	5	0	0	12	143	2	48	55	0	0	248	2	371	190	4	0	0	567	247	867	1	0	0	0	1115	1942
Approach %	0.0	16.7	41.7	41.7	0.0	-	-	57.7	0.8	19.4	22.2	0.0	-	-	0.4	65.4	33.5	0.7	0.0	-	-	22.2	77.8	0.1	0.0	0.0	-	-	-
Total %	0.0	0.1	0.3	0.3	0.0	-	0.6	7.4	0.1	2.5	2.8	0.0	-	12.8	0.1	19.1	9.8	0.2	0.0	-	29.2	12.7	44.6	0.1	0.0	0.0	-	57.4	-
PHF	0.000	0.500	0.625	0.417	0.000	-	1.000	0.761	0.500	0.857	0.809	0.000	-	0.816	0.500	0.767	0.586	0.500	0.000	-	0.844	0.813	0.922	0.250	0.000	0.000	-	0.942	0.897
Lights	0	1	2	5	0	-	8	135	1	41	49	0	-	226	1	348	176	4	0	-	529	232	855	1	0	0	-	1088	1851
% Lights	-	50.0	40.0	100.0	-	-	66.7	94.4	50.0	85.4	89.1	-	-	91.1	50.0	93.8	92.6	100.0	-	-	93.3	93.9	98.6	100.0	-	-	-	97.6	95.3
Buses	0	1	0	0	0	-	1	7	1	6	5	0	-	19	0	11	14	0	0	-	25	13	10	0	0	0	-	23	68
% Buses	-	50.0	0.0	0.0	-	-	8.3	4.9	50.0	12.5	9.1	-	-	7.7	0.0	3.0	7.4	0.0	-	-	4.4	5.3	1.2	0.0	-	-	-	2.1	3.5
Trucks	0	0	3	0	0	-	3	1	0	1	1	0	-	3	1	12	0	0	0	-	13	2	2	0	0	0	-	4	23
% Trucks	-	0.0	60.0	0.0	-	-	25.0	0.7	0.0	2.1	1.8	-	-	1.2	50.0	3.2	0.0	0.0	-	-	2.3	0.8	0.2	0.0	-	-	-	0.4	1.2
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Liverpool, NY
Oswego Rd & Wetzel Rd
Tuesday, June 11, 2019
Location: 43.149823, -76.229693

Count Name: 7. Oswego Rd & Wetzel Rd
Site Code: SCU146
Start Date: 06/11/2019



Turning Movement Peak Hour Data Plot (7:00 AM)

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Liverpool, NY
Oswego Rd & Wetzel Rd
Tuesday, June 11, 2019
Location: 43.149823, -76.229693

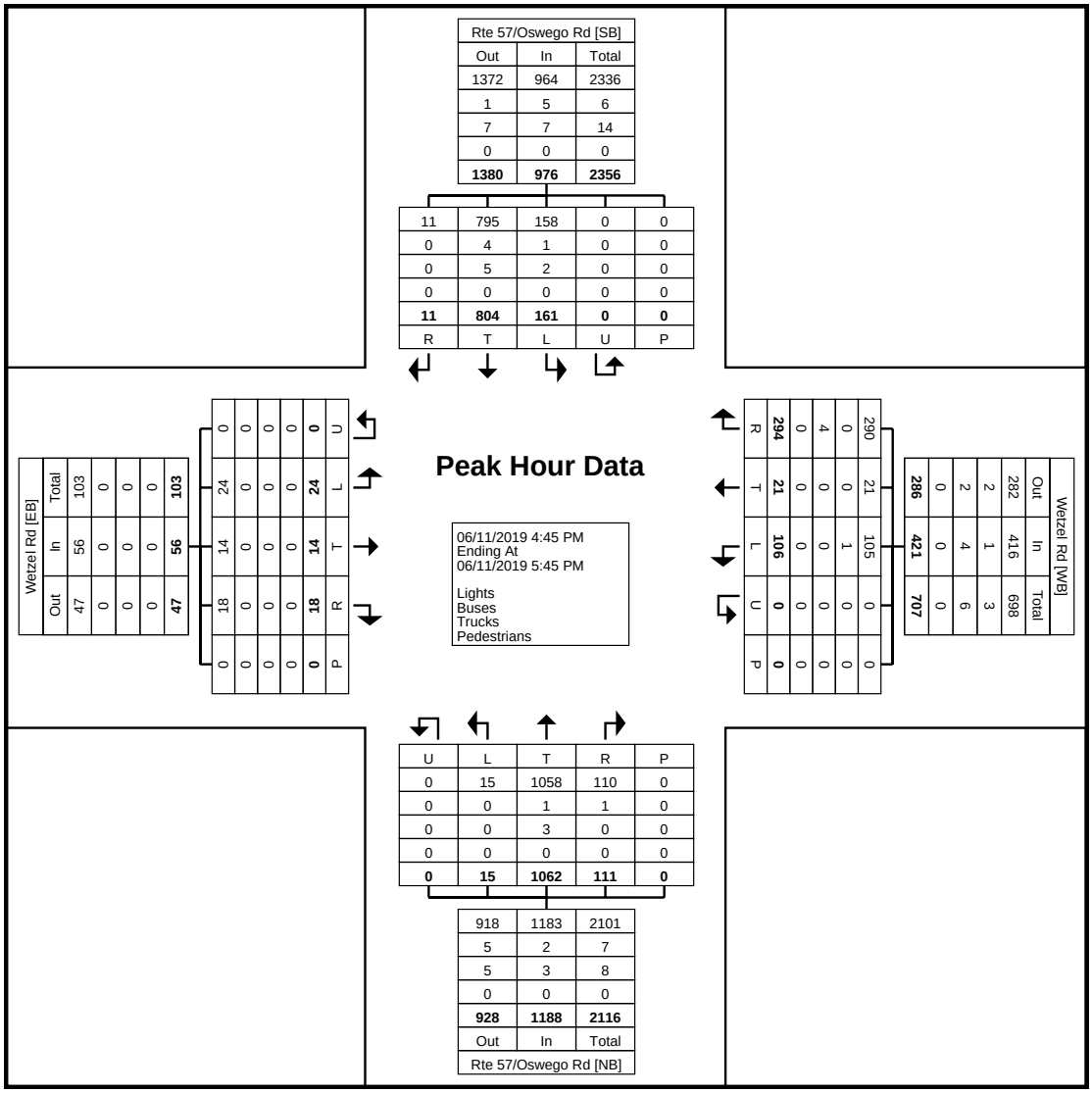
Count Name: 7. Oswego Rd & Wetzel Rd
Site Code: SCU146
Start Date: 06/11/2019

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Wetzel Rd Eastbound							Wetzel Rd Westbound							Rte 57/Oswego Rd Northbound							Rte 57/Oswego Rd Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
4:45 PM	6	4	2	3	0	0	15	21	2	69	1	0	0	93	6	261	24	0	0	0	291	34	193	2	0	0	0	229	628
5:00 PM	6	4	2	1	0	0	13	23	3	45	30	0	0	101	4	282	26	0	0	0	312	43	222	3	2	0	0	270	696
5:15 PM	8	2	4	2	0	0	16	31	9	53	25	0	0	118	4	272	30	0	0	0	306	44	199	3	0	0	0	246	686
5:30 PM	4	4	2	2	0	0	12	31	7	48	23	0	0	109	1	247	31	0	0	0	279	40	190	1	0	0	0	231	631
Total	24	14	10	8	0	0	56	106	21	215	79	0	0	421	15	1062	111	0	0	0	1188	161	804	9	2	0	0	976	2641
Approach %	42.9	25.0	17.9	14.3	0.0	-	-	25.2	5.0	51.1	18.8	0.0	-	-	1.3	89.4	9.3	0.0	0.0	-	-	16.5	82.4	0.9	0.2	0.0	-	-	-
Total %	0.9	0.5	0.4	0.3	0.0	-	2.1	4.0	0.8	8.1	3.0	0.0	-	15.9	0.6	40.2	4.2	0.0	0.0	-	45.0	6.1	30.4	0.3	0.1	0.0	-	37.0	-
PHF	0.750	0.875	0.625	0.667	0.000	-	0.875	0.855	0.583	0.779	0.658	0.000	-	0.892	0.625	0.941	0.895	0.000	0.000	-	0.952	0.915	0.905	0.750	0.250	0.000	-	0.904	0.949
Lights	24	14	10	8	0	-	56	105	21	214	76	0	-	416	15	1058	110	0	0	-	1183	158	795	9	2	0	-	964	2619
% Lights	100.0	100.0	100.0	100.0	-	-	100.0	99.1	100.0	99.5	96.2	-	-	98.8	100.0	99.6	99.1	-	-	-	99.6	98.1	98.9	100.0	100.0	-	-	98.8	99.2
Buses	0	0	0	0	0	-	0	1	0	0	0	0	-	1	0	1	1	0	0	-	2	1	4	0	0	0	-	5	8
% Buses	0.0	0.0	0.0	0.0	-	-	0.0	0.9	0.0	0.0	0.0	-	-	0.2	0.0	0.1	0.9	-	-	-	0.2	0.6	0.5	0.0	0.0	-	-	0.5	0.3
Trucks	0	0	0	0	0	-	0	0	0	1	3	0	-	4	0	3	0	0	0	-	3	2	5	0	0	0	-	7	14
% Trucks	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.5	3.8	-	-	1.0	0.0	0.3	0.0	-	-	-	0.3	1.2	0.6	0.0	0.0	-	-	0.7	0.5
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Liverpool, NY
Oswego Rd & Wetzel Rd
Tuesday, June 11, 2019
Location: 43.149823, -76.229693

Count Name: 7. Oswego Rd & Wetzel Rd
Site Code: SCU146
Start Date: 06/11/2019



Turning Movement Peak Hour Data Plot (4:45 PM)

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Liverpool, NY
Tulip St & Commerce Blvd
Wednesday, June 12, 2019
Location: 43.115385, -76.20496

Count Name: 8. Tulip St & Commerce Blvd
Site Code: SCU53B
Start Date: 06/12/2019

Turning Movement Data

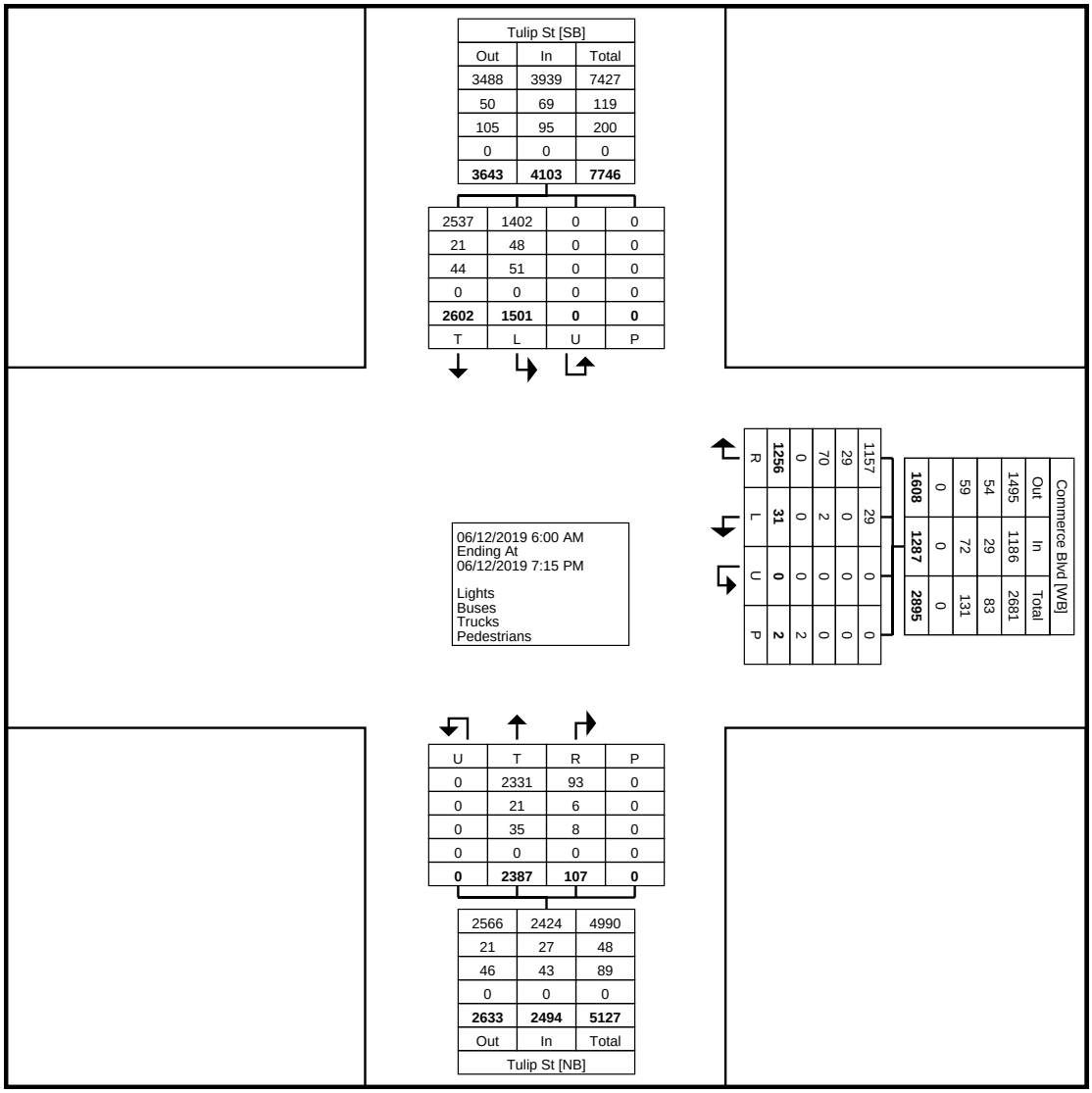
Start Time	Commerce Blvd Westbound					Tulip St Northbound					Tulip St Southbound					
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Int. Total
6:00 AM	0	16	0	0	16	20	3	0	0	23	25	44	0	0	69	108
6:15 AM	0	26	0	0	26	25	0	0	0	25	46	92	0	0	138	189
6:30 AM	1	20	0	0	21	38	3	0	0	41	56	124	0	0	180	242
6:45 AM	0	24	0	0	24	54	6	0	0	60	87	126	0	0	213	297
Hourly Total	1	86	0	0	87	137	12	0	0	149	214	386	0	0	600	836
7:00 AM	1	38	0	0	39	72	0	0	0	72	81	134	0	0	215	326
7:15 AM	1	31	0	0	32	83	8	0	0	91	95	202	0	0	297	420
7:30 AM	2	28	0	0	30	67	6	0	0	73	109	194	0	0	303	406
7:45 AM	3	46	0	0	49	118	4	0	0	122	137	129	0	0	266	437
Hourly Total	7	143	0	0	150	340	18	0	0	358	422	659	0	0	1081	1589
8:00 AM	1	51	0	0	52	82	13	0	0	95	75	135	0	0	210	357
8:15 AM	0	35	0	0	35	59	15	0	0	74	83	122	0	0	205	314
8:30 AM	1	51	0	0	52	49	5	0	0	54	83	120	0	0	203	309
8:45 AM	1	43	0	0	44	52	5	0	0	57	75	96	0	0	171	272
Hourly Total	3	180	0	0	183	242	38	0	0	280	316	473	0	0	789	1252
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	4	73	0	0	77	151	5	0	0	156	68	104	0	0	172	405
4:15 PM	1	79	0	0	80	166	2	0	0	168	47	89	0	0	136	384
4:30 PM	1	87	0	0	88	151	3	0	0	154	61	131	0	0	192	434
4:45 PM	3	71	0	0	74	172	1	0	0	173	31	87	0	0	118	365
Hourly Total	9	310	0	0	319	640	11	0	0	651	207	411	0	0	618	1588
5:00 PM	0	114	0	0	114	177	5	0	0	182	47	117	0	0	164	460
5:15 PM	2	74	0	0	76	203	2	0	0	205	43	96	0	0	139	420
5:30 PM	1	101	0	0	102	150	2	0	0	152	50	91	0	0	141	395
5:45 PM	1	66	0	0	67	115	3	0	0	118	50	82	0	0	132	317
Hourly Total	4	355	0	0	359	645	12	0	0	657	190	386	0	0	576	1592
6:00 PM	3	54	0	1	57	109	5	0	0	114	40	60	0	0	100	271
6:15 PM	2	39	0	0	41	89	4	0	0	93	42	81	0	0	123	257
6:30 PM	1	47	0	0	48	105	5	0	0	110	32	78	0	0	110	268
6:45 PM	1	41	0	1	42	80	2	0	0	82	38	68	0	0	106	230
Hourly Total	7	181	0	2	188	383	16	0	0	399	152	287	0	0	439	1026
7:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	31	1256	0	2	1287	2387	107	0	0	2494	1501	2602	0	0	4103	7884
Approach %	2.4	97.6	0.0	-	-	95.7	4.3	0.0	-	-	36.6	63.4	0.0	-	-	-
Total %	0.4	15.9	0.0	-	16.3	30.3	1.4	0.0	-	31.6	19.0	33.0	0.0	-	52.0	-
Lights	29	1157	0	-	1186	2331	93	0	-	2424	1402	2537	0	-	3939	7549
% Lights	93.5	92.1	-	-	92.2	97.7	86.9	-	-	97.2	93.4	97.5	-	-	96.0	95.8
Buses	0	29	0	-	29	21	6	0	-	27	48	21	0	-	69	125
% Buses	0.0	2.3	-	-	2.3	0.9	5.6	-	-	1.1	3.2	0.8	-	-	1.7	1.6
Trucks	2	70	0	-	72	35	8	0	-	43	51	44	0	-	95	210
% Trucks	6.5	5.6	-	-	5.6	1.5	7.5	-	-	1.7	3.4	1.7	-	-	2.3	2.7
Pedestrians	-	-	-	2	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

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Liverpool, NY
Tulip St & Commerce Blvd
Wednesday, June 12, 2019
Location: 43.115385, -76.20496

Count Name: 8. Tulip St & Commerce Blvd
Site Code: SCU53B
Start Date: 06/12/2019



Turning Movement Data Plot

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Tulip St & Commerce Blvd
Wednesday, June 12, 2019
Location: 43.115385, -76.20496

Count Name: 8. Tulip St & Commerce Blvd
Site Code: SCU53B
Start Date: 06/12/2019

Turning Movement Peak Hour Data (7:15 AM)

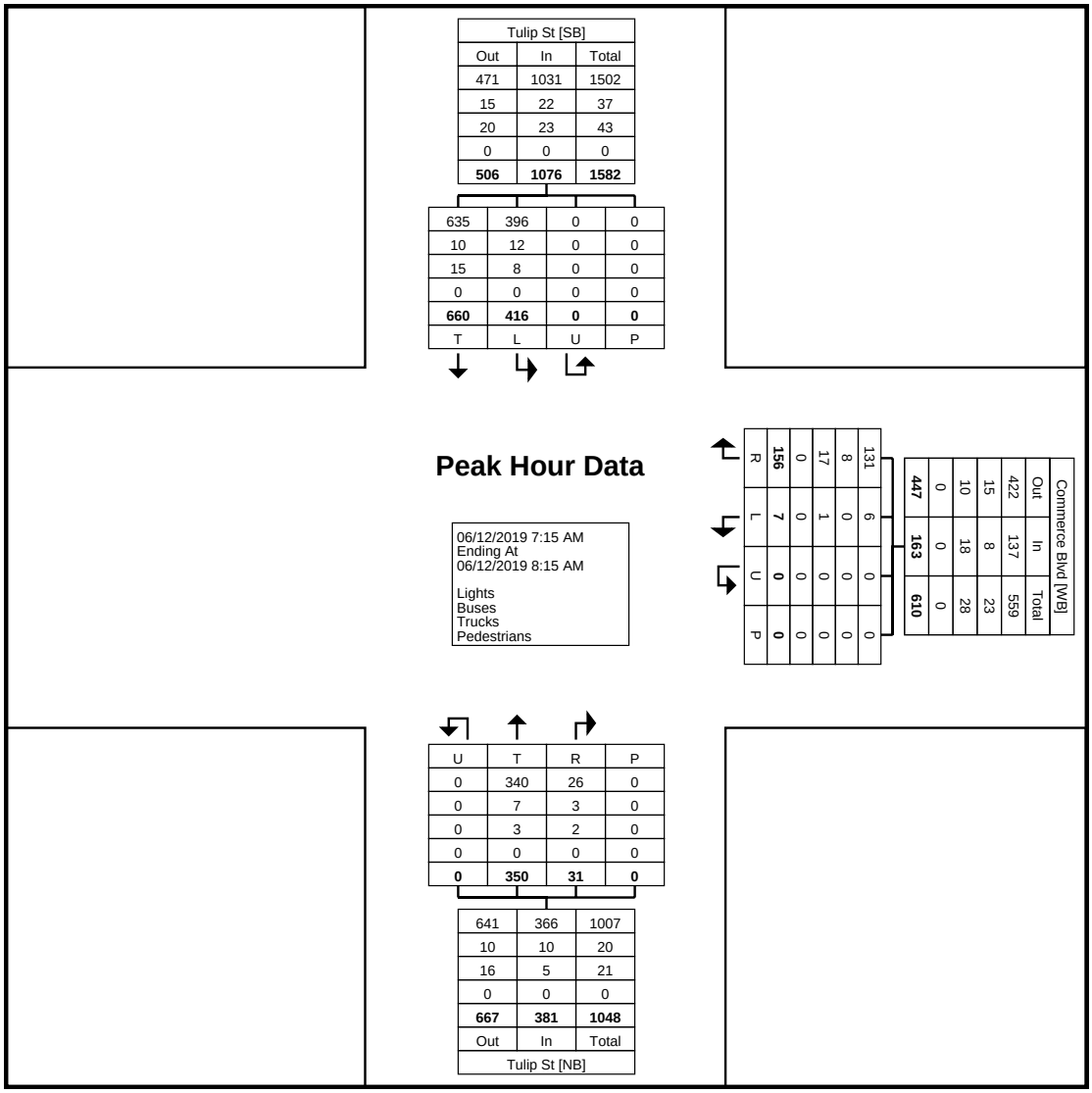
Start Time	Commerce Blvd Westbound					Tulip St Northbound					Tulip St Southbound					
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Int. Total
7:15 AM	1	31	0	0	32	83	8	0	0	91	95	202	0	0	297	420
7:30 AM	2	28	0	0	30	67	6	0	0	73	109	194	0	0	303	406
7:45 AM	3	46	0	0	49	118	4	0	0	122	137	129	0	0	266	437
8:00 AM	1	51	0	0	52	82	13	0	0	95	75	135	0	0	210	357
Total	7	156	0	0	163	350	31	0	0	381	416	660	0	0	1076	1620
Approach %	4.3	95.7	0.0	-	-	91.9	8.1	0.0	-	-	38.7	61.3	0.0	-	-	-
Total %	0.4	9.6	0.0	-	10.1	21.6	1.9	0.0	-	23.5	25.7	40.7	0.0	-	66.4	-
PHF	0.583	0.765	0.000	-	0.784	0.742	0.596	0.000	-	0.781	0.759	0.817	0.000	-	0.888	0.927
Lights	6	131	0	-	137	340	26	0	-	366	396	635	0	-	1031	1534
% Lights	85.7	84.0	-	-	84.0	97.1	83.9	-	-	96.1	95.2	96.2	-	-	95.8	94.7
Buses	0	8	0	-	8	7	3	0	-	10	12	10	0	-	22	40
% Buses	0.0	5.1	-	-	4.9	2.0	9.7	-	-	2.6	2.9	1.5	-	-	2.0	2.5
Trucks	1	17	0	-	18	3	2	0	-	5	8	15	0	-	23	46
% Trucks	14.3	10.9	-	-	11.0	0.9	6.5	-	-	1.3	1.9	2.3	-	-	2.1	2.8
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Liverpool, NY
Tulip St & Commerce Blvd
Wednesday, June 12, 2019
Location: 43.115385, -76.20496

Count Name: 8. Tulip St & Commerce Blvd
Site Code: SCU53B
Start Date: 06/12/2019



Turning Movement Peak Hour Data Plot (7:15 AM)

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Liverpool, NY
Tulip St & Commerce Blvd
Wednesday, June 12, 2019
Location: 43.115385, -76.20496

Count Name: 8. Tulip St & Commerce Blvd
Site Code: SCU53B
Start Date: 06/12/2019

Turning Movement Peak Hour Data (4:30 PM)

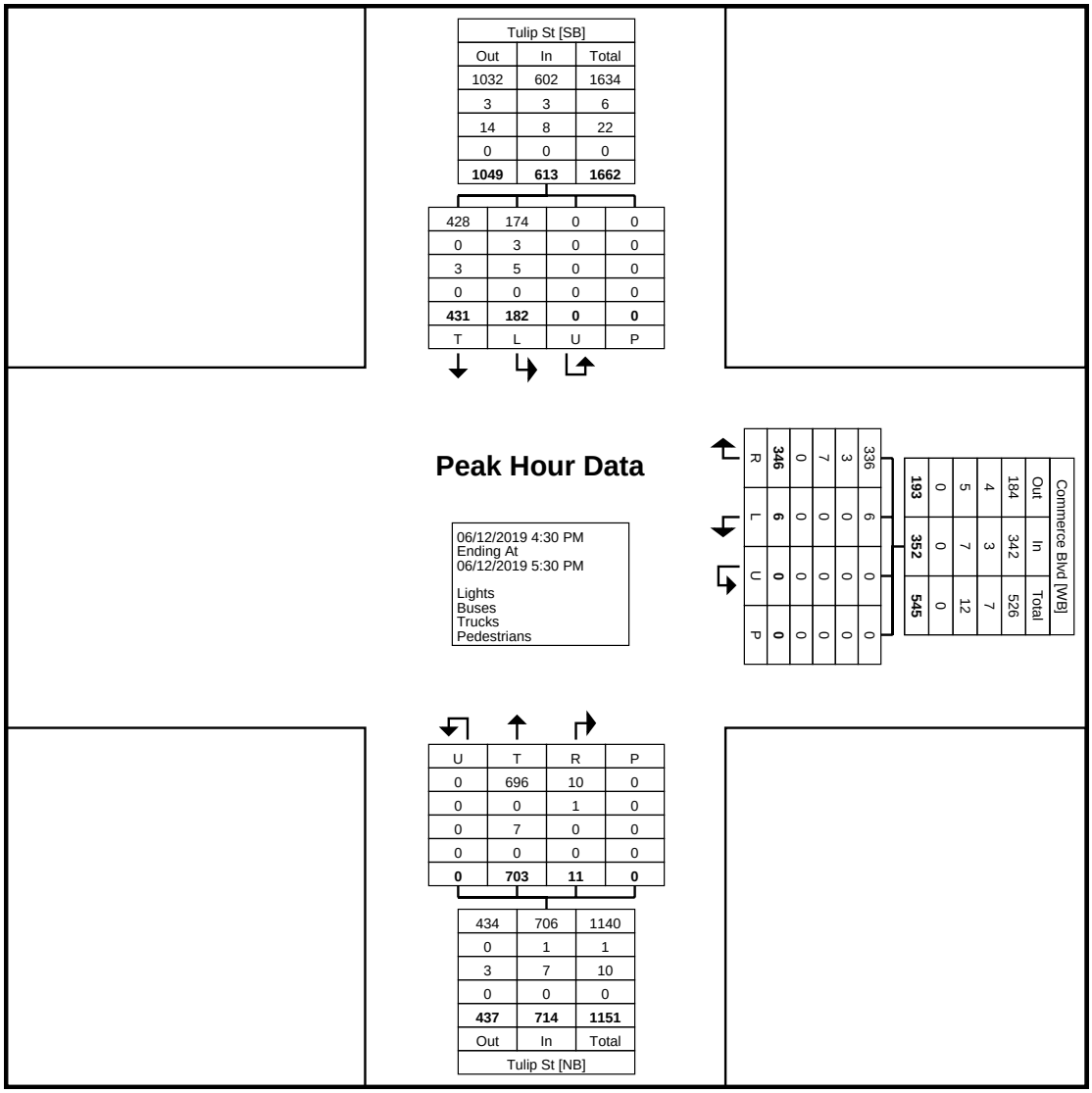
Start Time	Commerce Blvd Westbound					Tulip St Northbound					Tulip St Southbound					
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Int. Total
4:30 PM	1	87	0	0	88	151	3	0	0	154	61	131	0	0	192	434
4:45 PM	3	71	0	0	74	172	1	0	0	173	31	87	0	0	118	365
5:00 PM	0	114	0	0	114	177	5	0	0	182	47	117	0	0	164	460
5:15 PM	2	74	0	0	76	203	2	0	0	205	43	96	0	0	139	420
Total	6	346	0	0	352	703	11	0	0	714	182	431	0	0	613	1679
Approach %	1.7	98.3	0.0	-	-	98.5	1.5	0.0	-	-	29.7	70.3	0.0	-	-	-
Total %	0.4	20.6	0.0	-	21.0	41.9	0.7	0.0	-	42.5	10.8	25.7	0.0	-	36.5	-
PHF	0.500	0.759	0.000	-	0.772	0.866	0.550	0.000	-	0.871	0.746	0.823	0.000	-	0.798	0.913
Lights	6	336	0	-	342	696	10	0	-	706	174	428	0	-	602	1650
% Lights	100.0	97.1	-	-	97.2	99.0	90.9	-	-	98.9	95.6	99.3	-	-	98.2	98.3
Buses	0	3	0	-	3	0	1	0	-	1	3	0	0	-	3	7
% Buses	0.0	0.9	-	-	0.9	0.0	9.1	-	-	0.1	1.6	0.0	-	-	0.5	0.4
Trucks	0	7	0	-	7	7	0	0	-	7	5	3	0	-	8	22
% Trucks	0.0	2.0	-	-	2.0	1.0	0.0	-	-	1.0	2.7	0.7	-	-	1.3	1.3
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Liverpool, NY
Tulip St & Commerce Blvd
Wednesday, June 12, 2019
Location: 43.115385, -76.20496

Count Name: 8. Tulip St & Commerce Blvd
Site Code: SCU53B
Start Date: 06/12/2019



Turning Movement Peak Hour Data Plot (4:30 PM)

TRI-STATE TRAFFIC DATA
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Liverpool, NY
Morgan Rd & Sheridan Rd
Wednesday, June 12, 2019
Location: 43.11637, -76.204962

Count Name: 9. Morgan Rd & Sheridan Rd
Site Code: SCU8TR
Start Date: 06/12/2019

Turning Movement Data

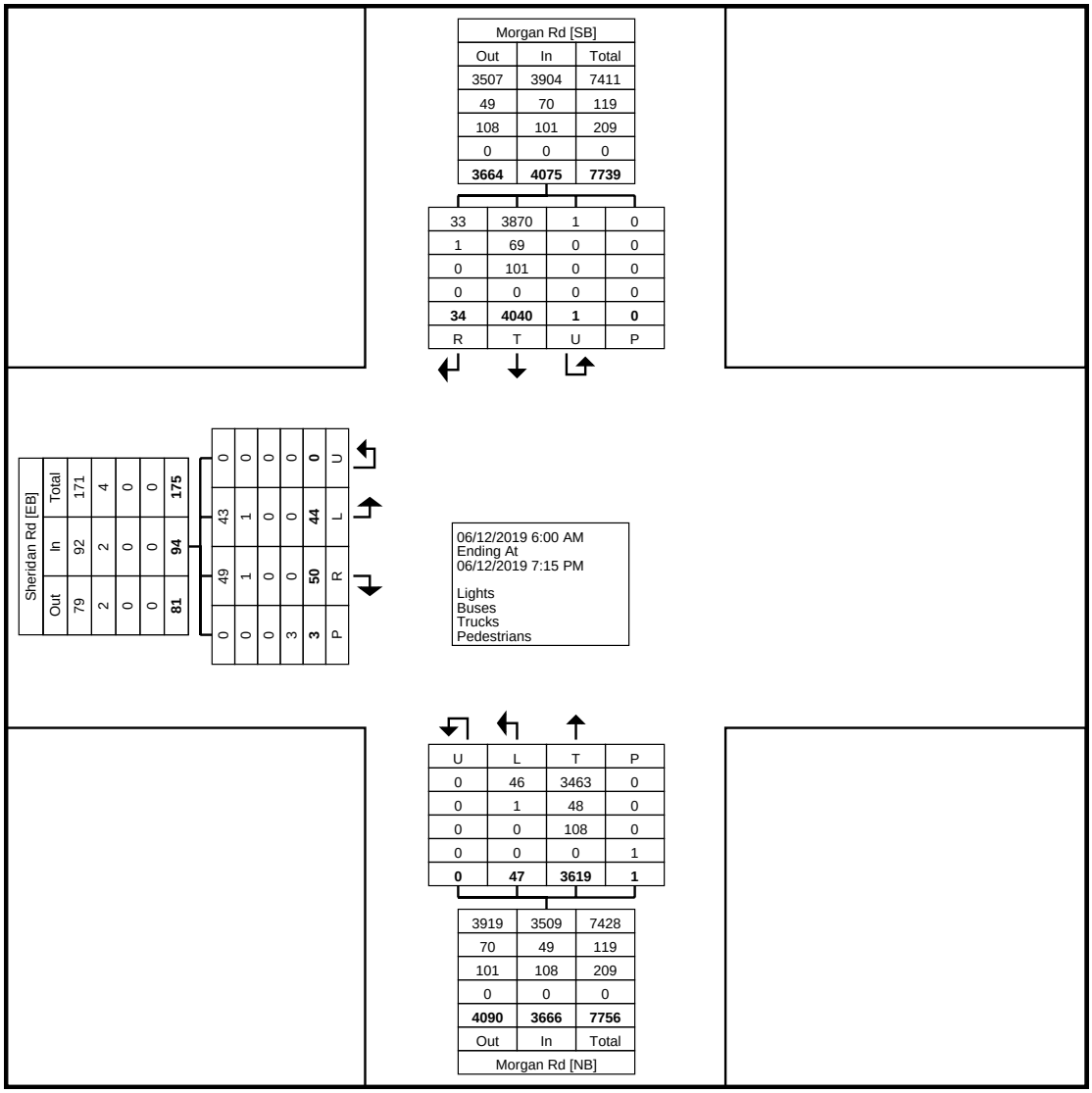
Start Time	Sheridan Rd Eastbound					Morgan Rd Northbound					Morgan Rd Southbound					
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
6:00 AM	0	0	0	0	0	0	40	0	0	40	69	1	0	0	70	110
6:15 AM	1	2	0	0	3	0	49	0	1	49	128	0	0	0	128	180
6:30 AM	3	6	0	0	9	1	53	0	0	54	165	1	0	0	166	229
6:45 AM	3	2	0	0	5	1	83	0	0	84	186	0	0	0	186	275
Hourly Total	7	10	0	0	17	2	225	0	1	227	548	2	0	0	550	794
7:00 AM	2	3	0	0	5	0	112	0	0	112	209	0	0	0	209	326
7:15 AM	1	1	0	0	2	2	109	0	0	111	293	0	1	0	294	407
7:30 AM	5	1	0	0	6	0	94	0	0	94	304	1	0	0	305	405
7:45 AM	1	7	0	0	8	2	161	0	0	163	274	1	0	0	275	446
Hourly Total	9	12	0	0	21	4	476	0	0	480	1080	2	1	0	1083	1584
8:00 AM	3	3	0	0	6	2	136	0	0	138	208	0	0	0	208	352
8:15 AM	4	0	0	0	4	1	99	0	0	100	204	0	0	0	204	308
8:30 AM	0	1	0	0	1	2	95	0	0	97	204	4	0	0	208	306
8:45 AM	4	3	0	0	7	0	96	0	0	96	172	1	0	0	173	276
Hourly Total	11	7	0	0	18	5	426	0	0	431	788	5	0	0	793	1242
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	2	2	0	0	4	2	218	0	0	220	164	2	0	0	166	390
4:15 PM	0	1	0	0	1	2	247	0	0	249	137	4	0	0	141	391
4:30 PM	1	3	0	0	4	3	222	0	0	225	191	1	0	0	192	421
4:45 PM	1	2	0	0	3	5	247	0	0	252	122	1	0	0	123	378
Hourly Total	4	8	0	0	12	12	934	0	0	946	614	8	0	0	622	1580
5:00 PM	0	3	0	1	3	5	282	0	0	287	154	2	0	0	156	446
5:15 PM	3	1	0	0	4	7	275	0	0	282	142	1	0	0	143	429
5:30 PM	3	1	0	0	4	0	249	0	0	249	143	4	0	0	147	400
5:45 PM	0	2	0	0	2	1	190	0	0	191	126	4	0	0	130	323
Hourly Total	6	7	0	1	13	13	996	0	0	1009	565	11	0	0	576	1598
6:00 PM	1	1	0	0	2	4	156	0	0	160	106	1	0	0	107	269
6:15 PM	1	2	0	1	3	3	141	0	0	144	125	2	0	0	127	274
6:30 PM	2	2	0	0	4	2	143	0	0	145	106	1	0	0	107	256
6:45 PM	3	1	0	1	4	2	122	0	0	124	108	2	0	0	110	238
Hourly Total	7	6	0	2	13	11	562	0	0	573	445	6	0	0	451	1037
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	44	50	0	3	94	47	3619	0	1	3666	4040	34	1	0	4075	7835
Approach %	46.8	53.2	0.0	-	-	1.3	98.7	0.0	-	-	99.1	0.8	0.0	-	-	-
Total %	0.6	0.6	0.0	-	1.2	0.6	46.2	0.0	-	46.8	51.6	0.4	0.0	-	52.0	-
Lights	43	49	0	-	92	46	3463	0	-	3509	3870	33	1	-	3904	7505
% Lights	97.7	98.0	-	-	97.9	97.9	95.7	-	-	95.7	95.8	97.1	100.0	-	95.8	95.8
Buses	1	1	0	-	2	1	48	0	-	49	69	1	0	-	70	121
% Buses	2.3	2.0	-	-	2.1	2.1	1.3	-	-	1.3	1.7	2.9	0.0	-	1.7	1.5
Trucks	0	0	0	-	0	0	108	0	-	108	101	0	0	-	101	209
% Trucks	0.0	0.0	-	-	0.0	0.0	3.0	-	-	2.9	2.5	0.0	0.0	-	2.5	2.7
Pedestrians	-	-	-	3	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

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Liverpool, NY
Morgan Rd & Sheridan Rd
Wednesday, June 12, 2019
Location: 43.11637, -76.204962

Count Name: 9. Morgan Rd & Sheridan Rd
Site Code: SCU8TR
Start Date: 06/12/2019



Turning Movement Data Plot

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Wednesday, June 12, 2019
Location: 43.11637, -76.204962

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Turning Movement Peak Hour Data (7:15 AM)

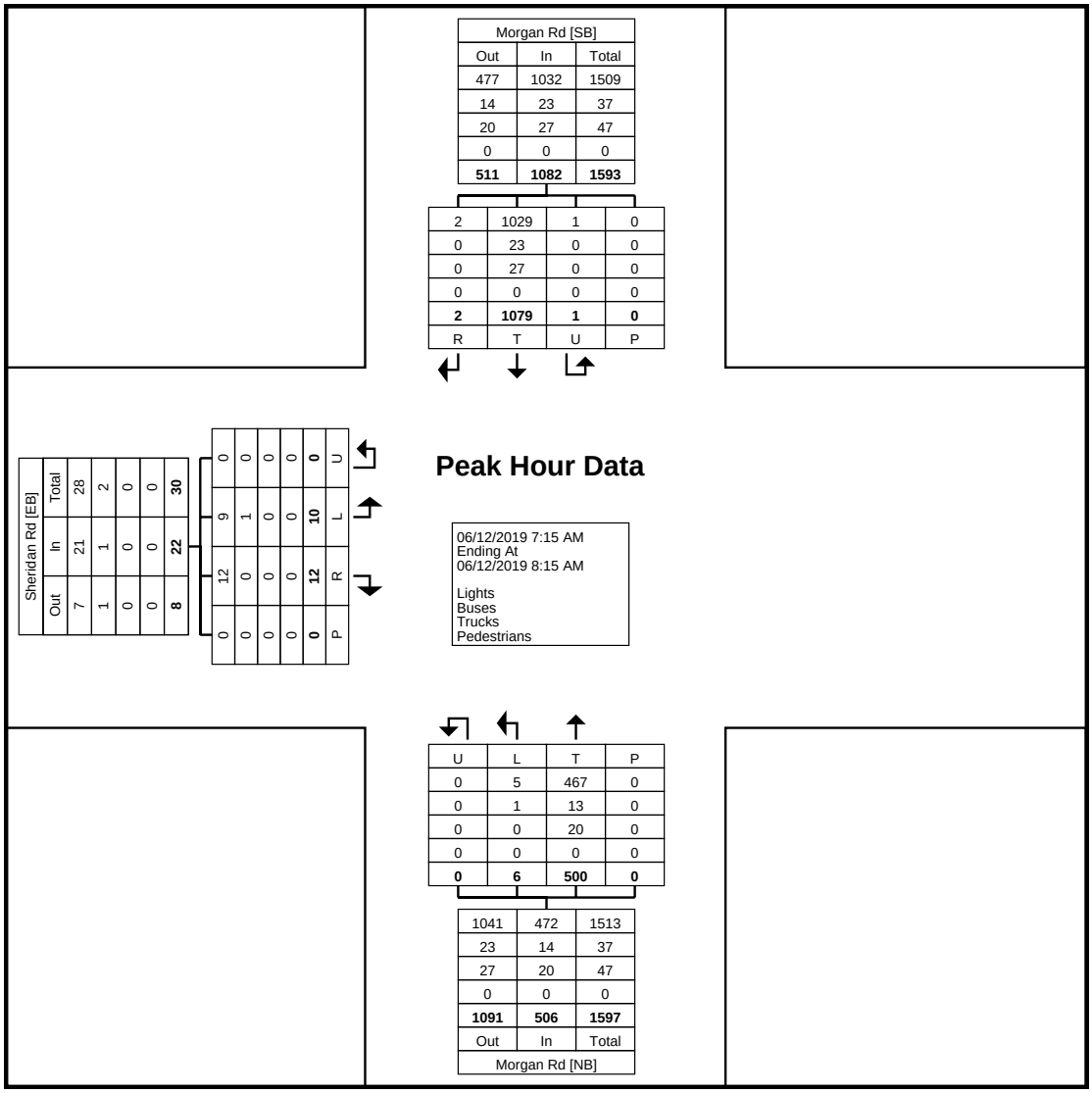
Start Time	Sheridan Rd Eastbound					Morgan Rd Northbound					Morgan Rd Southbound					
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
7:15 AM	1	1	0	0	2	2	109	0	0	111	293	0	1	0	294	407
7:30 AM	5	1	0	0	6	0	94	0	0	94	304	1	0	0	305	405
7:45 AM	1	7	0	0	8	2	161	0	0	163	274	1	0	0	275	446
8:00 AM	3	3	0	0	6	2	136	0	0	138	208	0	0	0	208	352
Total	10	12	0	0	22	6	500	0	0	506	1079	2	1	0	1082	1610
Approach %	45.5	54.5	0.0	-	-	1.2	98.8	0.0	-	-	99.7	0.2	0.1	-	-	-
Total %	0.6	0.7	0.0	-	1.4	0.4	31.1	0.0	-	31.4	67.0	0.1	0.1	-	67.2	-
PHF	0.500	0.429	0.000	-	0.688	0.750	0.776	0.000	-	0.776	0.887	0.500	0.250	-	0.887	0.902
Lights	9	12	0	-	21	5	467	0	-	472	1029	2	1	-	1032	1525
% Lights	90.0	100.0	-	-	95.5	83.3	93.4	-	-	93.3	95.4	100.0	100.0	-	95.4	94.7
Buses	1	0	0	-	1	1	13	0	-	14	23	0	0	-	23	38
% Buses	10.0	0.0	-	-	4.5	16.7	2.6	-	-	2.8	2.1	0.0	0.0	-	2.1	2.4
Trucks	0	0	0	-	0	0	20	0	-	20	27	0	0	-	27	47
% Trucks	0.0	0.0	-	-	0.0	0.0	4.0	-	-	4.0	2.5	0.0	0.0	-	2.5	2.9
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Liverpool, NY
Morgan Rd & Sheridan Rd
Wednesday, June 12, 2019
Location: 43.11637, -76.204962

Count Name: 9. Morgan Rd & Sheridan Rd
Site Code: SCU8TR
Start Date: 06/12/2019



Turning Movement Peak Hour Data Plot (7:15 AM)

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Liverpool, NY
Morgan Rd & Sheridan Rd
Wednesday, June 12, 2019
Location: 43.11637, -76.204962

Count Name: 9. Morgan Rd & Sheridan Rd
Site Code: SCU8TR
Start Date: 06/12/2019

Turning Movement Peak Hour Data (4:30 PM)

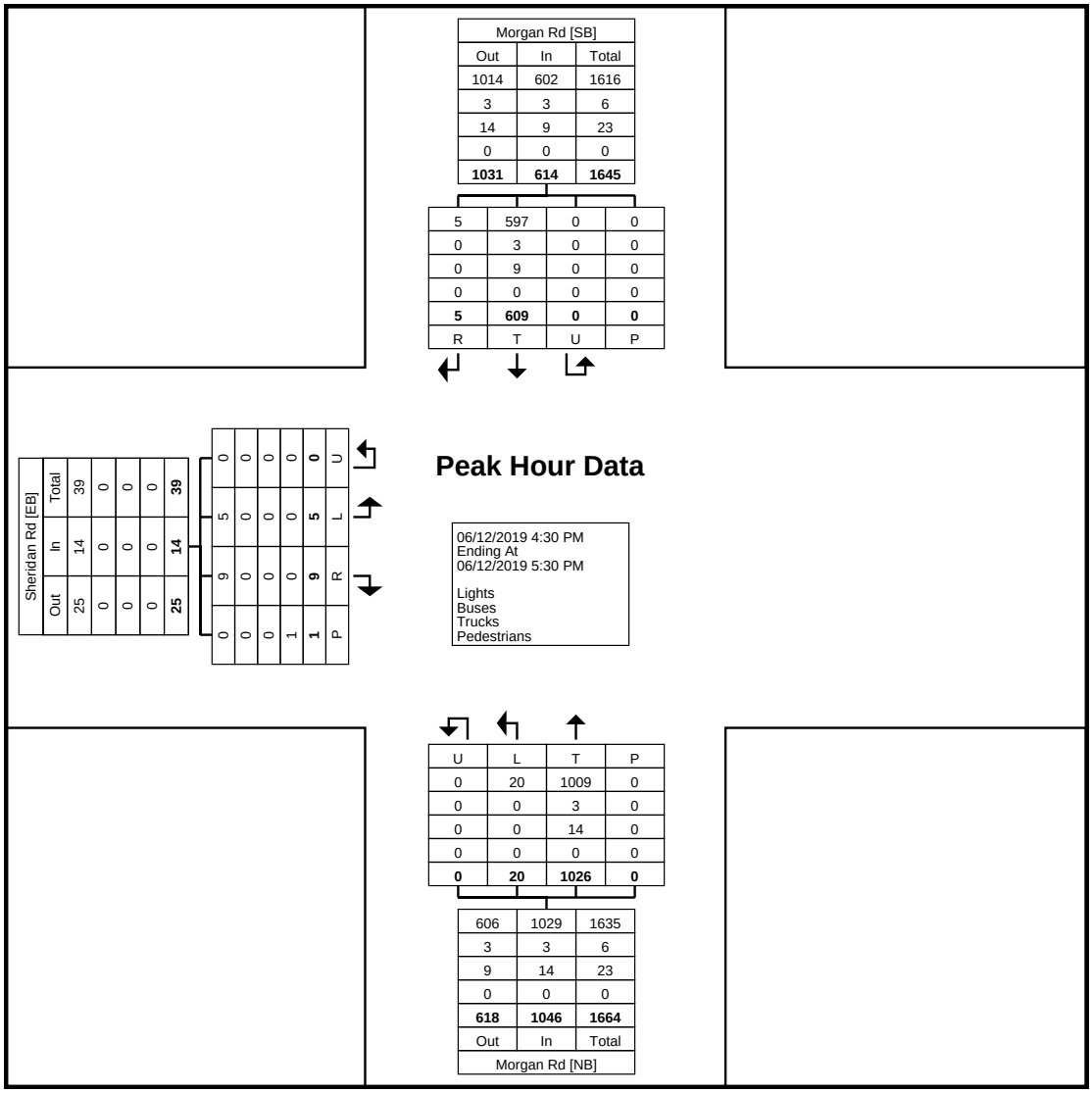
Start Time	Sheridan Rd Eastbound					Morgan Rd Northbound					Morgan Rd Southbound					
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
4:30 PM	1	3	0	0	4	3	222	0	0	225	191	1	0	0	192	421
4:45 PM	1	2	0	0	3	5	247	0	0	252	122	1	0	0	123	378
5:00 PM	0	3	0	1	3	5	282	0	0	287	154	2	0	0	156	446
5:15 PM	3	1	0	0	4	7	275	0	0	282	142	1	0	0	143	429
Total	5	9	0	1	14	20	1026	0	0	1046	609	5	0	0	614	1674
Approach %	35.7	64.3	0.0	-	-	1.9	98.1	0.0	-	-	99.2	0.8	0.0	-	-	-
Total %	0.3	0.5	0.0	-	0.8	1.2	61.3	0.0	-	62.5	36.4	0.3	0.0	-	36.7	-
PHF	0.417	0.750	0.000	-	0.875	0.714	0.910	0.000	-	0.911	0.797	0.625	0.000	-	0.799	0.938
Lights	5	9	0	-	14	20	1009	0	-	1029	597	5	0	-	602	1645
% Lights	100.0	100.0	-	-	100.0	100.0	98.3	-	-	98.4	98.0	100.0	-	-	98.0	98.3
Buses	0	0	0	-	0	0	3	0	-	3	3	0	0	-	3	6
% Buses	0.0	0.0	-	-	0.0	0.0	0.3	-	-	0.3	0.5	0.0	-	-	0.5	0.4
Trucks	0	0	0	-	0	0	14	0	-	14	9	0	0	-	9	23
% Trucks	0.0	0.0	-	-	0.0	0.0	1.4	-	-	1.3	1.5	0.0	-	-	1.5	1.4
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

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Liverpool, NY
Morgan Rd & Sheridan Rd
Wednesday, June 12, 2019
Location: 43.11637, -76.204962

Count Name: 9. Morgan Rd & Sheridan Rd
Site Code: SCU8TR
Start Date: 06/12/2019



Turning Movement Peak Hour Data Plot (4:30 PM)

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Liverpool, NY
Morgan Rd & Liverpool Bypass
Wednesday, June 12, 2019
Location: 43.117311, -76.204999

Count Name: 10. Morgan Rd & Liverpool Bypass
Site Code: SCU8T6
Start Date: 06/12/2019

Turning Movement Data

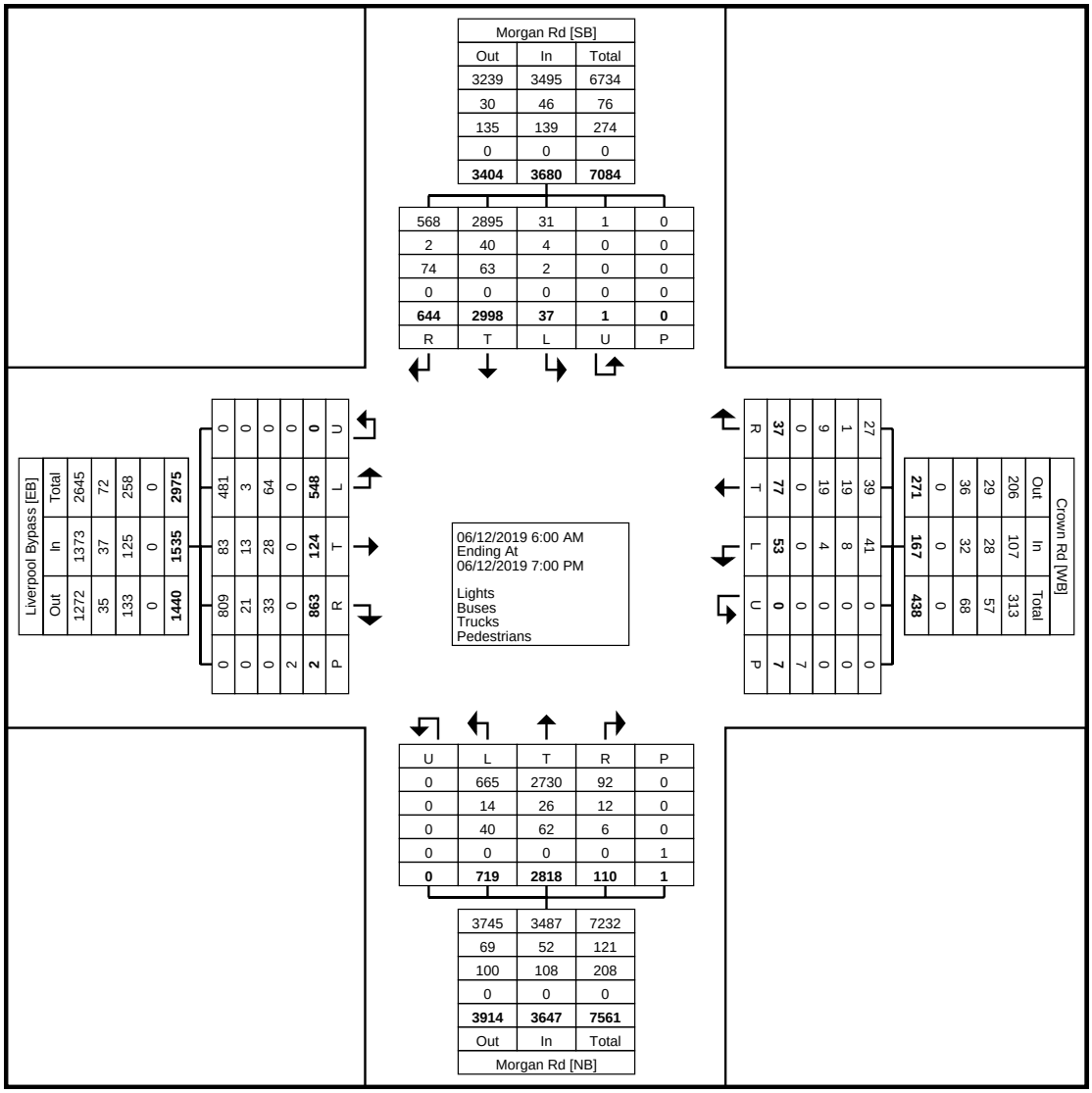
Start Time	Liverpool Bypass Eastbound							Crown Rd Westbound							Morgan Rd Northbound							Morgan Rd Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
6:00 AM	8	4	9	3	0	0	24	0	2	0	0	0	1	2	8	30	2	1	0	0	41	2	54	18	0	0	0	74	141
6:15 AM	10	2	28	1	0	0	41	1	0	0	1	0	1	2	13	36	1	0	0	0	50	0	95	10	1	0	0	106	199
6:30 AM	18	2	29	3	0	0	52	3	1	1	1	0	0	6	10	47	2	0	0	0	59	0	129	26	1	0	0	156	273
6:45 AM	21	4	51	8	0	0	84	1	0	1	0	0	1	2	14	68	2	0	0	0	84	0	122	15	4	0	0	141	311
Hourly Total	57	12	117	15	0	0	201	5	3	2	2	0	3	12	45	181	7	1	0	0	234	2	400	69	6	0	0	477	924
7:00 AM	21	2	35	6	0	0	64	0	5	0	0	0	0	5	19	87	2	0	0	0	108	1	163	25	3	0	0	192	369
7:15 AM	26	5	52	9	0	0	92	1	0	1	0	0	0	2	24	88	3	0	0	0	115	2	222	33	2	0	0	259	468
7:30 AM	27	12	35	15	0	0	89	1	2	0	0	0	0	3	22	70	8	2	0	0	102	4	239	43	5	0	0	291	485
7:45 AM	39	21	75	15	0	0	150	3	1	1	0	0	0	5	11	124	19	0	0	0	154	8	163	27	9	0	0	207	516
Hourly Total	113	40	197	45	0	0	395	5	8	2	0	0	0	15	76	369	32	2	0	0	479	15	787	128	19	0	0	949	1838
8:00 AM	38	31	38	8	0	0	115	1	1	2	0	0	1	4	20	90	23	7	0	0	140	8	148	26	0	0	0	182	441
8:15 AM	44	11	27	12	0	0	94	11	22	1	0	0	0	34	19	69	6	5	0	0	99	4	149	31	5	0	0	189	416
8:30 AM	21	5	33	5	0	0	64	8	3	2	1	0	0	14	27	54	9	3	0	0	93	1	149	19	1	0	0	170	341
8:45 AM	22	1	33	7	0	0	63	3	2	0	1	0	0	6	27	75	2	0	0	0	104	1	119	14	2	0	0	136	309
Hourly Total	125	48	131	32	0	0	336	23	28	5	2	0	1	58	93	288	40	15	0	0	436	14	565	90	8	0	0	677	1507
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	12	0	27	7	0	0	46	5	6	2	0	0	0	13	54	172	0	0	0	0	226	0	130	26	5	0	0	161	446
4:15 PM	29	3	19	3	0	0	54	1	3	1	1	0	0	6	51	191	0	0	0	0	242	2	100	21	1	0	0	124	426
4:30 PM	26	1	26	5	0	0	58	2	4	1	0	0	0	7	41	175	1	0	0	0	217	0	151	26	1	0	0	178	460
4:45 PM	27	3	27	3	0	0	60	2	4	1	0	0	0	7	42	202	2	0	0	0	246	0	87	29	8	0	0	124	437
Hourly Total	94	7	99	18	0	0	218	10	17	5	1	0	0	33	188	740	3	0	0	0	931	2	468	102	15	0	0	587	1769
5:00 PM	32	0	13	16	0	0	61	2	7	3	3	0	0	15	58	222	0	0	0	0	280	0	124	36	7	1	0	168	524
5:15 PM	26	3	13	3	0	0	45	5	2	1	0	0	0	8	44	233	3	0	0	0	280	0	123	28	6	0	0	157	490
5:30 PM	23	1	33	5	0	0	62	0	2	1	1	0	0	4	63	185	1	0	0	0	249	1	105	24	2	0	0	132	447
5:45 PM	15	1	23	17	0	0	56	1	4	2	1	0	0	8	33	157	0	2	0	0	192	1	91	17	2	0	0	111	367
Hourly Total	96	5	82	41	0	0	224	8	15	7	5	0	0	35	198	797	4	2	0	0	1001	2	443	105	17	1	0	568	1828
6:00 PM	14	2	19	2	0	0	37	0	2	1	0	0	1	3	43	117	0	0	0	0	160	0	77	22	4	0	0	103	303
6:15 PM	23	4	16	2	0	1	45	0	0	0	2	0	0	2	28	109	2	0	0	1	139	1	97	15	1	0	0	114	300
6:30 PM	18	3	14	7	0	0	42	1	3	0	1	0	0	5	26	119	2	0	0	0	147	1	80	12	2	0	0	95	289
6:45 PM	8	3	24	2	0	1	37	1	1	2	0	0	2	4	22	98	0	0	0	0	120	0	81	26	3	0	0	110	271
Hourly Total	63	12	73	13	0	2	161	2	6	3	3	0	3	14	119	443	4	0	0	1	566	2	335	75	10	0	0	422	1163
Grand Total	548	124	699	164	0	2	1535	53	77	24	13	0	7	167	719	2818	90	20	0	1	3647	37	2998	569	75	1	0	3680	9029
Approach %	35.7	8.1	45.5	10.7	0.0	-	-	31.7	46.1	14.4	7.8	0.0	-	-	19.7	77.3	2.5	0.5	0.0	-	-	1.0	81.5	15.5	2.0	0.0	-	-	-
Total %	6.1	1.4	7.7	1.8	0.0	-	17.0	0.6	0.9	0.3	0.1	0.0	-	1.8	8.0	31.2	1.0	0.2	0.0	-	40.4	0.4	33.2	6.3	0.8	0.0	-	40.8	-
Lights	481	83	654	155	0	-	1373	41	39	18	9	0	-	107	665	2730	74	18	0	-	3487	31	2895	502	66	1	-	3495	8462
% Lights	87.8	66.9	93.6	94.5	-	-	89.4	77.4	50.6	75.0	69.2	-	-	64.1	92.5	96.9	82.2	90.0	-	-	95.6	83.8	96.6	88.2	88.0	100.0	-	95.0	93.7
Buses	3	13	20	1	0	-	37	8	19	1	0	0	-	28	14	26	11	1	0	-	52	4	40	2	0	0	-	46	163
% Buses	0.5	10.5	2.9	0.6	-	-	2.4	15.1	24.7	4.2	0.0	-	-	16.8	1.9	0.9	12.2	5.0	-	-	1.4	10.8	1.3	0.4	0.0	0.0	-	1.3	1.8
Trucks	64	28	25	8	0	-	125	4	19	5	4	0	-	32	40	62	5	1	0	-	108	2	63	65	9	0	-	139	404
% Trucks	11.7	22.6	3.6	4.9	-	-	8.1	7.5	24.7	20.8	30.8	-	-	19.2	5.6	2.2	5.6	5.0	-	-	3.0	5.4	2.1	11.4	12.0	0.0	-	3.8	4.5
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	-	7	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-

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Liverpool, NY
Morgan Rd & Liverpool Bypass
Wednesday, June 12, 2019
Location: 43.117311, -76.204999

Count Name: 10. Morgan Rd & Liverpool Bypass
Site Code: SCU8T6
Start Date: 06/12/2019



Turning Movement Data Plot

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Morgan Rd & Liverpool Bypass
Wednesday, June 12, 2019
Location: 43.117311, -76.204999

Count Name: 10. Morgan Rd & Liverpool Bypass
Site Code: SCU8T6
Start Date: 06/12/2019

Turning Movement Peak Hour Data (7:15 AM)

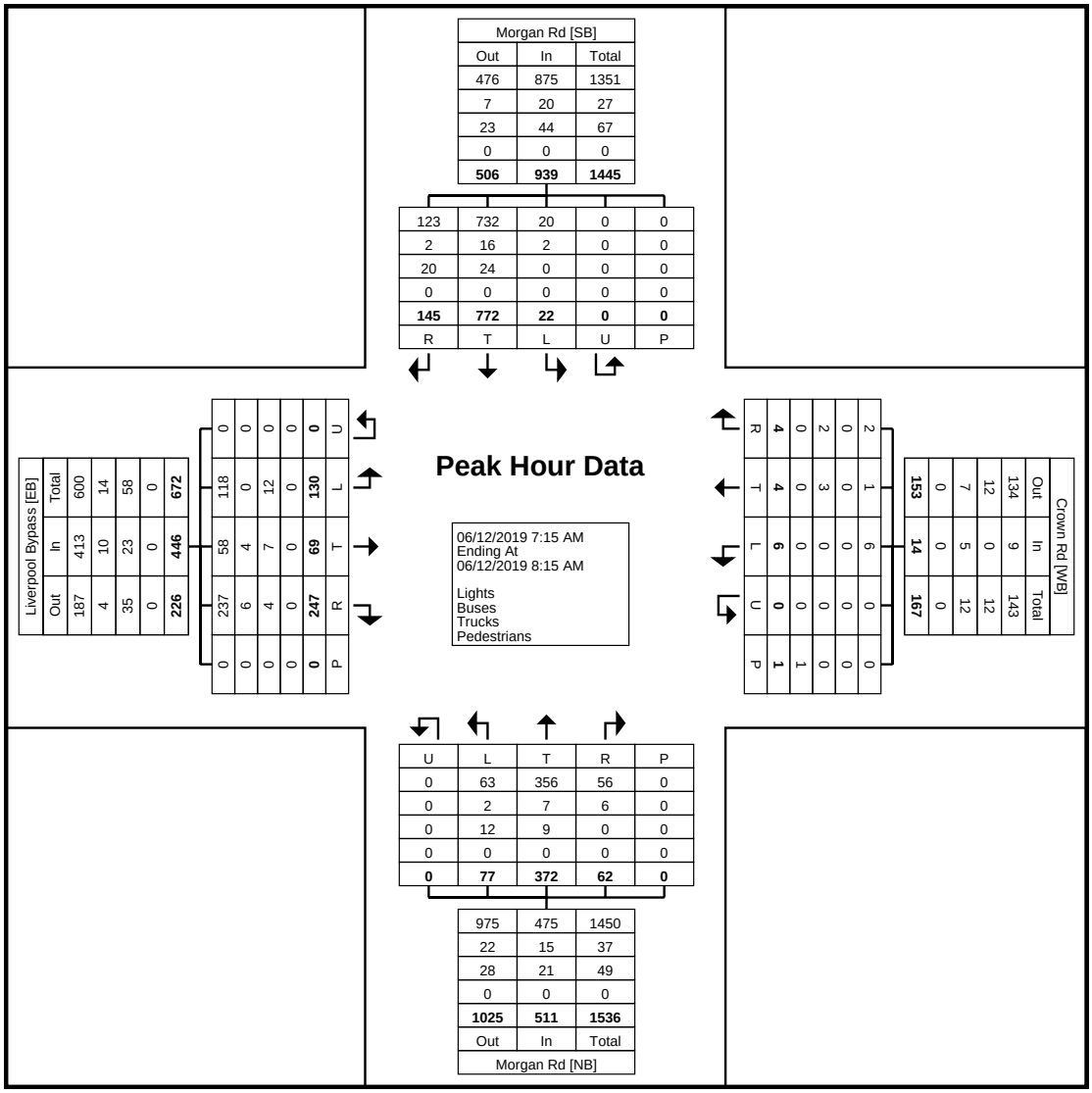
Start Time	Liverpool Bypass Eastbound							Crown Rd Westbound							Morgan Rd Northbound							Morgan Rd Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
7:15 AM	26	5	52	9	0	0	92	1	0	1	0	0	0	2	24	88	3	0	0	0	115	2	222	33	2	0	0	259	468
7:30 AM	27	12	35	15	0	0	89	1	2	0	0	0	0	3	22	70	8	2	0	0	102	4	239	43	5	0	0	291	485
7:45 AM	39	21	75	15	0	0	150	3	1	1	0	0	0	5	11	124	19	0	0	0	154	8	163	27	9	0	0	207	516
8:00 AM	38	31	38	8	0	0	115	1	1	2	0	0	1	4	20	90	23	7	0	0	140	8	148	26	0	0	0	182	441
Total	130	69	200	47	0	0	446	6	4	4	0	0	1	14	77	372	53	9	0	0	511	22	772	129	16	0	0	939	1910
Approach %	29.1	15.5	44.8	10.5	0.0	-	-	42.9	28.6	28.6	0.0	0.0	-	-	15.1	72.8	10.4	1.8	0.0	-	-	2.3	82.2	13.7	1.7	0.0	-	-	-
Total %	6.8	3.6	10.5	2.5	0.0	-	23.4	0.3	0.2	0.2	0.0	0.0	-	0.7	4.0	19.5	2.8	0.5	0.0	-	26.8	1.2	40.4	6.8	0.8	0.0	-	49.2	-
PHF	0.833	0.556	0.667	0.783	0.000	-	0.743	0.500	0.500	0.500	0.000	0.000	-	0.700	0.802	0.750	0.576	0.321	0.000	-	0.830	0.688	0.808	0.750	0.444	0.000	-	0.807	0.925
Lights	118	58	191	46	0	-	413	6	1	2	0	0	-	9	63	356	47	9	0	-	475	20	732	110	13	0	-	875	1772
% Lights	90.8	84.1	95.5	97.9	-	-	92.6	100.0	25.0	50.0	-	-	-	64.3	81.8	95.7	88.7	100.0	-	-	93.0	90.9	94.8	85.3	81.3	-	-	93.2	92.8
Buses	0	4	5	1	0	-	10	0	0	0	0	0	-	0	2	7	6	0	0	-	15	2	16	2	0	0	-	20	45
% Buses	0.0	5.8	2.5	2.1	-	-	2.2	0.0	0.0	0.0	-	-	-	0.0	2.6	1.9	11.3	0.0	-	-	2.9	9.1	2.1	1.6	0.0	-	-	2.1	2.4
Trucks	12	7	4	0	0	-	23	0	3	2	0	0	-	5	12	9	0	0	0	-	21	0	24	17	3	0	-	44	93
% Trucks	9.2	10.1	2.0	0.0	-	-	5.2	0.0	75.0	50.0	-	-	-	35.7	15.6	2.4	0.0	0.0	-	-	4.1	0.0	3.1	13.2	18.8	-	-	4.7	4.9
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Liverpool, NY
Morgan Rd & Liverpool Bypass
Wednesday, June 12, 2019
Location: 43.117311, -76.204999

Count Name: 10. Morgan Rd & Liverpool Bypass
Site Code: SCU8T6
Start Date: 06/12/2019



Turning Movement Peak Hour Data Plot (7:15 AM)

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Liverpool, NY
Morgan Rd & Liverpool Bypass
Wednesday, June 12, 2019
Location: 43.117311, -76.204999

Count Name: 10. Morgan Rd & Liverpool Bypass
Site Code: SCU8T6
Start Date: 06/12/2019

Turning Movement Peak Hour Data (4:30 PM)

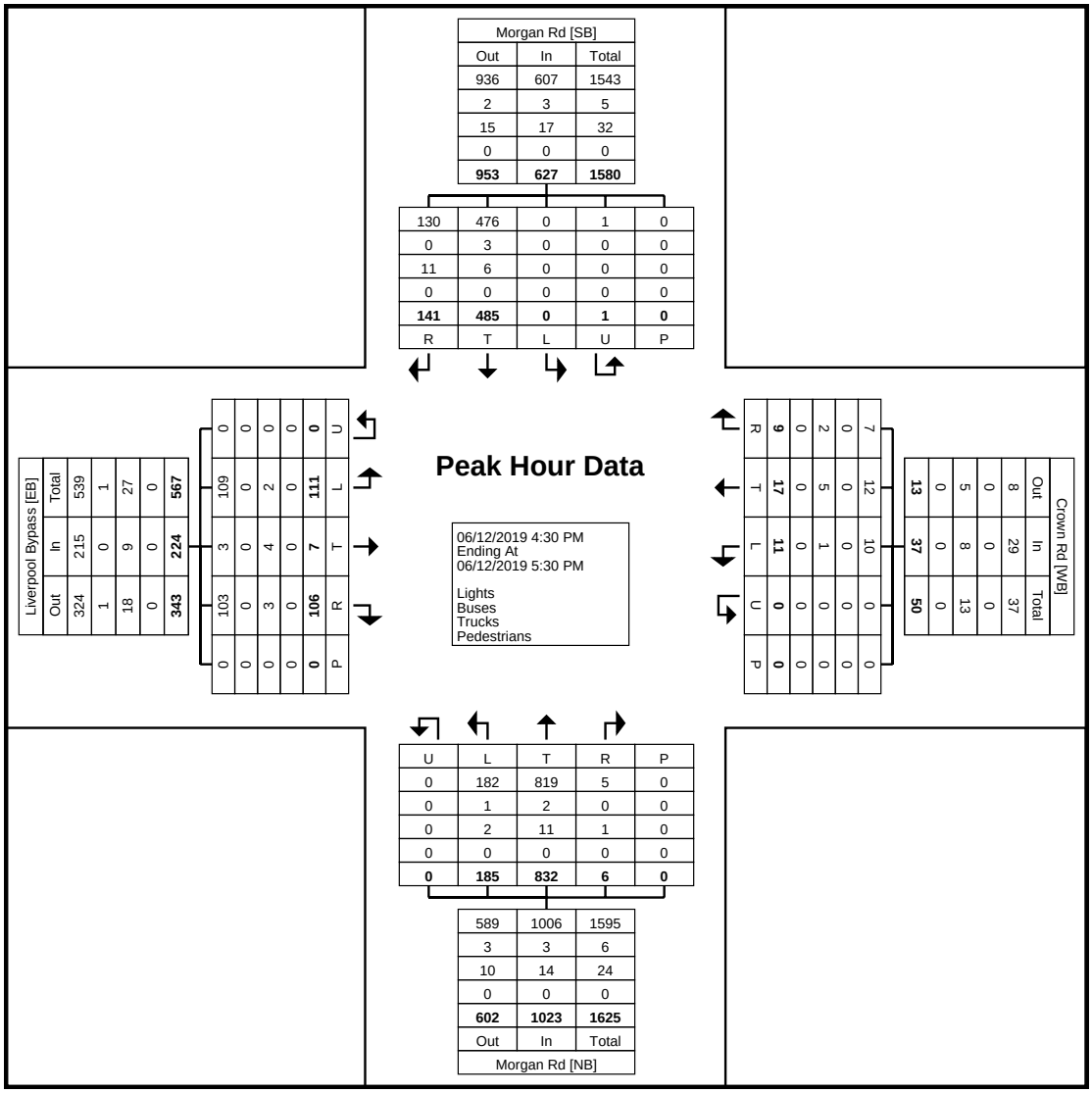
Start Time	Liverpool Bypass Eastbound							Crown Rd Westbound							Morgan Rd Northbound							Morgan Rd Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
4:30 PM	26	1	26	5	0	0	58	2	4	1	0	0	0	7	41	175	1	0	0	0	217	0	151	26	1	0	0	178	460
4:45 PM	27	3	27	3	0	0	60	2	4	1	0	0	0	7	42	202	2	0	0	0	246	0	87	29	8	0	0	124	437
5:00 PM	32	0	13	16	0	0	61	2	7	3	3	0	0	15	58	222	0	0	0	0	280	0	124	36	7	1	0	168	524
5:15 PM	26	3	13	3	0	0	45	5	2	1	0	0	0	8	44	233	3	0	0	0	280	0	123	28	6	0	0	157	490
Total	111	7	79	27	0	0	224	11	17	6	3	0	0	37	185	832	6	0	0	0	1023	0	485	119	22	1	0	627	1911
Approach %	49.6	3.1	35.3	12.1	0.0	-	-	29.7	45.9	16.2	8.1	0.0	-	-	18.1	81.3	0.6	0.0	0.0	-	-	0.0	77.4	19.0	3.5	0.2	-	-	-
Total %	5.8	0.4	4.1	1.4	0.0	-	11.7	0.6	0.9	0.3	0.2	0.0	-	1.9	9.7	43.5	0.3	0.0	0.0	-	53.5	0.0	25.4	6.2	1.2	0.1	-	32.8	-
PHF	0.867	0.583	0.731	0.422	0.000	-	0.918	0.550	0.607	0.500	0.250	0.000	-	0.617	0.797	0.893	0.500	0.000	0.000	-	0.913	0.000	0.803	0.826	0.688	0.250	-	0.881	0.912
Lights	109	3	77	26	0	-	215	10	12	4	3	0	-	29	182	819	5	0	0	-	1006	0	476	111	19	1	-	607	1857
% Lights	98.2	42.9	97.5	96.3	-	-	96.0	90.9	70.6	66.7	100.0	-	-	78.4	98.4	98.4	83.3	-	-	-	98.3	-	98.1	93.3	86.4	100.0	-	96.8	97.2
Buses	0	0	0	0	0	-	0	0	0	0	0	0	-	0	1	2	0	0	0	-	3	0	3	0	0	0	-	3	6
% Buses	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.5	0.2	0.0	-	-	-	0.3	-	0.6	0.0	0.0	0.0	-	0.5	0.3
Trucks	2	4	2	1	0	-	9	1	5	2	0	0	-	8	2	11	1	0	0	-	14	0	6	8	3	0	-	17	48
% Trucks	1.8	57.1	2.5	3.7	-	-	4.0	9.1	29.4	33.3	0.0	-	-	21.6	1.1	1.3	16.7	-	-	-	1.4	-	1.2	6.7	13.6	0.0	-	2.7	2.5
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Liverpool, NY
Morgan Rd & Liverpool Bypass
Wednesday, June 12, 2019
Location: 43.117311, -76.204999

Count Name: 10. Morgan Rd & Liverpool Bypass
Site Code: SCU8T6
Start Date: 06/12/2019



Turning Movement Peak Hour Data Plot (4:30 PM)

Liverpool, NY
Morgan Rd & Raymour & Flanigan Dr
Wednesday, June 12, 2019
Location: 43.121431, -76.205161

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Count Name: 11. Morgan Rd /Raymour & Flanigan Real Estate Driveway
Site Code: SCU3MC
Start Date: 06/12/2019
Page No: 1

Turning Movement Data

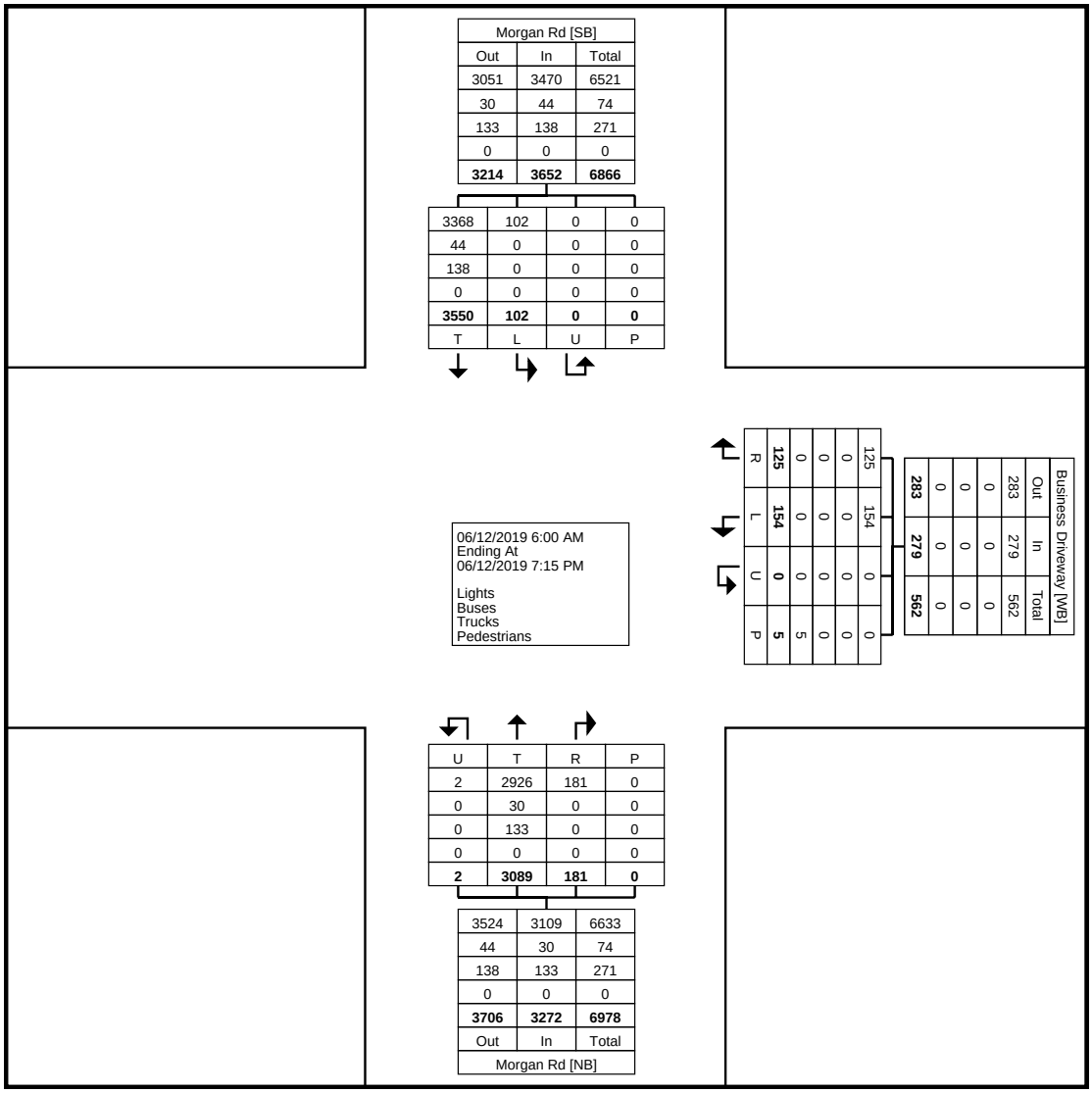
Start Time	Business Driveway Westbound					Morgan Rd Northbound					Morgan Rd Southbound					
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Int. Total
6:00 AM	0	0	0	0	0	26	2	2	0	30	0	72	0	0	72	102
6:15 AM	0	0	0	1	0	43	1	0	0	44	1	124	0	0	125	169
6:30 AM	0	2	0	0	2	67	1	0	0	68	0	160	0	0	160	230
6:45 AM	0	2	0	0	2	69	8	0	0	77	3	147	0	0	150	229
Hourly Total	0	4	0	1	4	205	12	2	0	219	4	503	0	0	507	730
7:00 AM	1	1	0	0	2	94	6	0	0	100	4	221	0	0	225	327
7:15 AM	3	2	0	0	5	93	20	0	0	113	12	271	0	0	283	401
7:30 AM	6	2	0	0	8	82	12	0	0	94	6	275	0	0	281	383
7:45 AM	2	3	0	0	5	132	22	0	0	154	11	204	0	0	215	374
Hourly Total	12	8	0	0	20	401	60	0	0	461	33	971	0	0	1004	1485
8:00 AM	1	0	0	0	1	89	26	0	0	115	11	187	0	0	198	314
8:15 AM	1	1	0	0	2	66	36	0	0	102	23	186	0	0	209	313
8:30 AM	0	1	0	0	1	59	17	0	0	76	13	186	0	0	199	276
8:45 AM	2	0	0	0	2	66	20	0	0	86	7	124	0	0	131	219
Hourly Total	4	2	0	0	6	280	99	0	0	379	54	683	0	0	737	1122
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	13	10	0	0	23	183	1	0	0	184	0	142	0	0	142	349
4:15 PM	9	4	0	1	13	208	0	0	0	208	1	122	0	0	123	344
4:30 PM	16	11	0	0	27	214	1	0	0	215	0	150	0	0	150	392
4:45 PM	18	10	0	0	28	225	0	0	0	225	3	99	0	0	102	355
Hourly Total	56	35	0	1	91	830	2	0	0	832	4	513	0	0	517	1440
5:00 PM	40	46	0	0	86	257	2	0	0	259	1	140	0	0	141	486
5:15 PM	14	9	0	0	23	244	1	0	0	245	0	129	0	0	129	397
5:30 PM	5	7	0	0	12	216	2	0	0	218	0	127	0	0	127	357
5:45 PM	10	4	0	0	14	154	1	0	0	155	1	99	0	0	100	269
Hourly Total	69	66	0	0	135	871	6	0	0	877	2	495	0	0	497	1509
6:00 PM	7	4	0	1	11	144	0	0	0	144	2	92	0	0	94	249
6:15 PM	3	3	0	0	6	120	1	0	0	121	3	103	0	0	106	233
6:30 PM	1	0	0	0	1	139	0	0	0	139	0	97	0	0	97	237
6:45 PM	2	3	0	2	5	99	1	0	0	100	0	93	0	0	93	198
Hourly Total	13	10	0	3	23	502	2	0	0	504	5	385	0	0	390	917
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	154	125	0	5	279	3089	181	2	0	3272	102	3550	0	0	3652	7203
Approach %	55.2	44.8	0.0	-	-	94.4	5.5	0.1	-	-	2.8	97.2	0.0	-	-	-
Total %	2.1	1.7	0.0	-	3.9	42.9	2.5	0.0	-	45.4	1.4	49.3	0.0	-	50.7	-
Lights	154	125	0	-	279	2926	181	2	-	3109	102	3368	0	-	3470	6858
% Lights	100.0	100.0	-	-	100.0	94.7	100.0	100.0	-	95.0	100.0	94.9	-	-	95.0	95.2
Buses	0	0	0	-	0	30	0	0	-	30	0	44	0	-	44	74
% Buses	0.0	0.0	-	-	0.0	1.0	0.0	0.0	-	0.9	0.0	1.2	-	-	1.2	1.0
Trucks	0	0	0	-	0	133	0	0	-	133	0	138	0	-	138	271
% Trucks	0.0	0.0	-	-	0.0	4.3	0.0	0.0	-	4.1	0.0	3.9	-	-	3.8	3.8
Pedestrians	-	-	-	5	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

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Liverpool, NY
Morgan Rd & Raymour & Flanigan Dr
Wednesday, June 12, 2019
Location: 43.121431, -76.205161

Count Name: 11. Morgan Rd /Raymour & Flanigan Real Estate Driveway
Site Code: SCU3MC
Start Date: 06/12/2019



Turning Movement Data Plot

Liverpool, NY
Morgan Rd & Raymour & Flanigan Dr
Wednesday, June 12, 2019
Location: 43.121431, -76.205161

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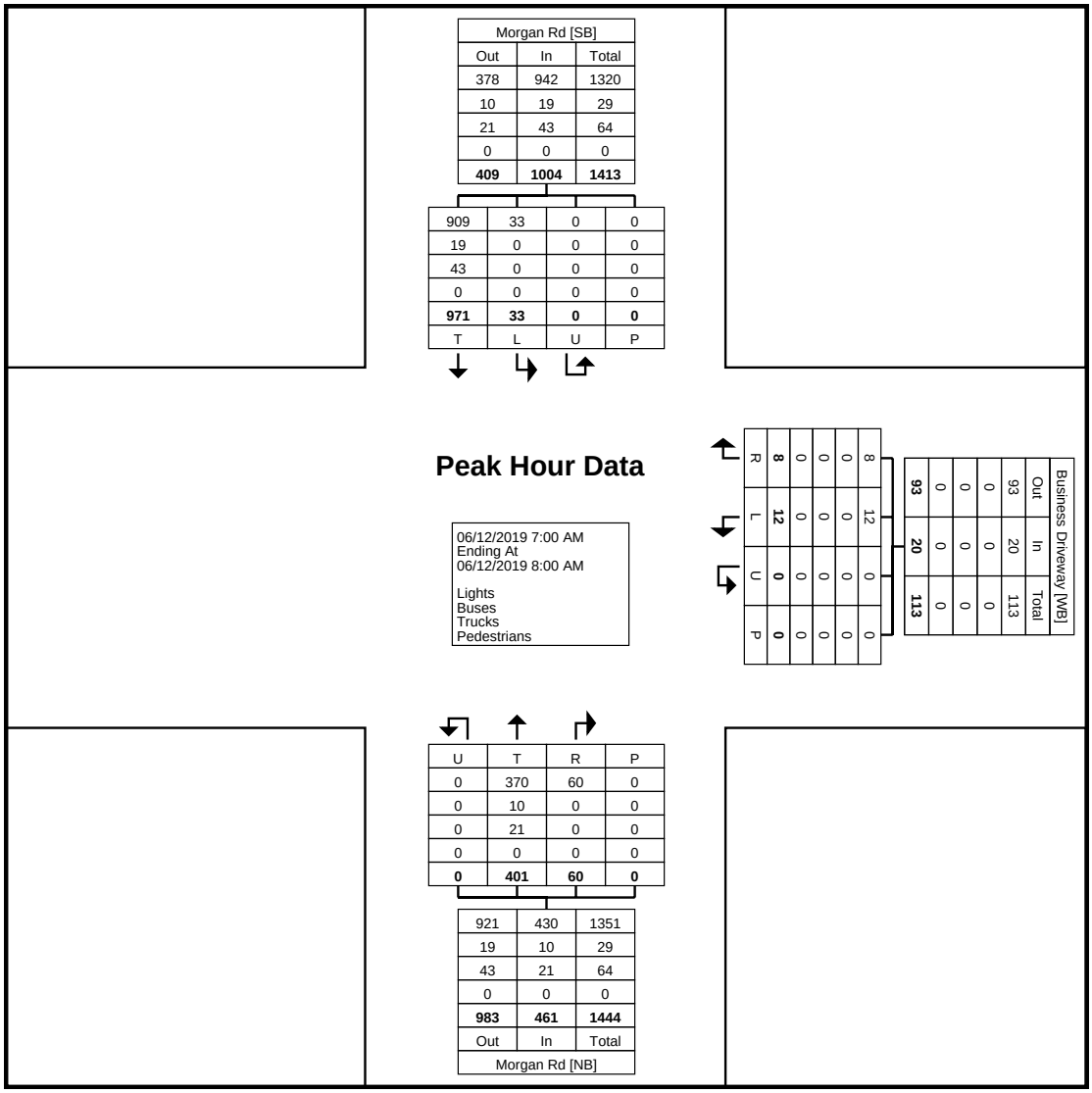
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Turning Movement Peak Hour Data (7:00 AM)

Start Time	Business Driveway Westbound					Morgan Rd Northbound					Morgan Rd Southbound					
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Int. Total
7:00 AM	1	1	0	0	2	94	6	0	0	100	4	221	0	0	225	327
7:15 AM	3	2	0	0	5	93	20	0	0	113	12	271	0	0	283	401
7:30 AM	6	2	0	0	8	82	12	0	0	94	6	275	0	0	281	383
7:45 AM	2	3	0	0	5	132	22	0	0	154	11	204	0	0	215	374
Total	12	8	0	0	20	401	60	0	0	461	33	971	0	0	1004	1485
Approach %	60.0	40.0	0.0	-	-	87.0	13.0	0.0	-	-	3.3	96.7	0.0	-	-	-
Total %	0.8	0.5	0.0	-	1.3	27.0	4.0	0.0	-	31.0	2.2	65.4	0.0	-	67.6	-
PHF	0.500	0.667	0.000	-	0.625	0.759	0.682	0.000	-	0.748	0.688	0.883	0.000	-	0.887	0.926
Lights	12	8	0	-	20	370	60	0	-	430	33	909	0	-	942	1392
% Lights	100.0	100.0	-	-	100.0	92.3	100.0	-	-	93.3	100.0	93.6	-	-	93.8	93.7
Buses	0	0	0	-	0	10	0	0	-	10	0	19	0	-	19	29
% Buses	0.0	0.0	-	-	0.0	2.5	0.0	-	-	2.2	0.0	2.0	-	-	1.9	2.0
Trucks	0	0	0	-	0	21	0	0	-	21	0	43	0	-	43	64
% Trucks	0.0	0.0	-	-	0.0	5.2	0.0	-	-	4.6	0.0	4.4	-	-	4.3	4.3
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Turning Movement Peak Hour Data Plot (7:00 AM)

Liverpool, NY
Morgan Rd & Raymour & Flanigan Dr
Wednesday, June 12, 2019
Location: 43.121431, -76.205161

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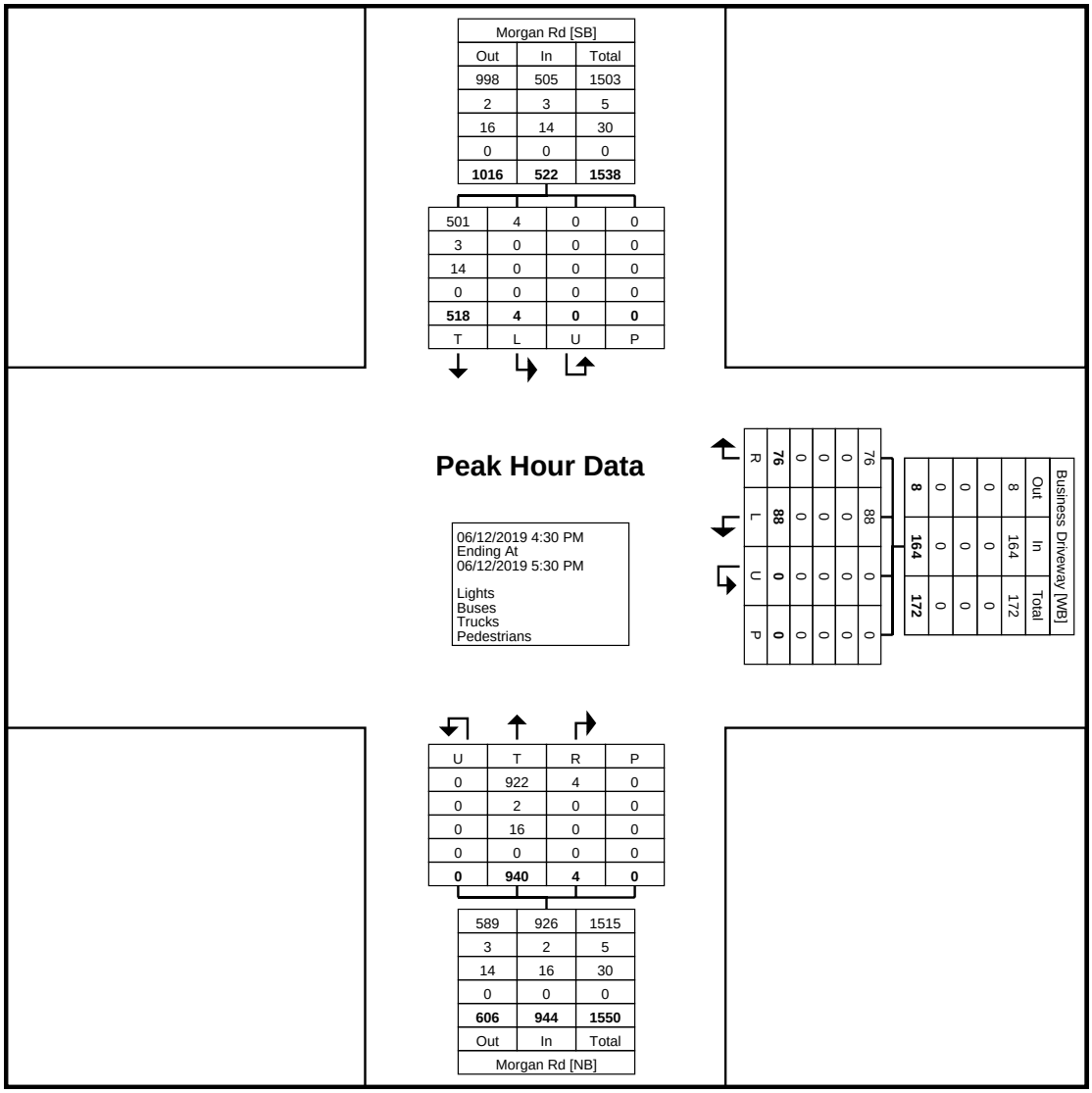
Turning Movement Peak Hour Data (4:30 PM)

Start Time	Business Driveway Westbound					Morgan Rd Northbound					Morgan Rd Southbound					
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Int. Total
4:30 PM	16	11	0	0	27	214	1	0	0	215	0	150	0	0	150	392
4:45 PM	18	10	0	0	28	225	0	0	0	225	3	99	0	0	102	355
5:00 PM	40	46	0	0	86	257	2	0	0	259	1	140	0	0	141	486
5:15 PM	14	9	0	0	23	244	1	0	0	245	0	129	0	0	129	397
Total	88	76	0	0	164	940	4	0	0	944	4	518	0	0	522	1630
Approach %	53.7	46.3	0.0	-	-	99.6	0.4	0.0	-	-	0.8	99.2	0.0	-	-	-
Total %	5.4	4.7	0.0	-	10.1	57.7	0.2	0.0	-	57.9	0.2	31.8	0.0	-	32.0	-
PHF	0.550	0.413	0.000	-	0.477	0.914	0.500	0.000	-	0.911	0.333	0.863	0.000	-	0.870	0.838
Lights	88	76	0	-	164	922	4	0	-	926	4	501	0	-	505	1595
% Lights	100.0	100.0	-	-	100.0	98.1	100.0	-	-	98.1	100.0	96.7	-	-	96.7	97.9
Buses	0	0	0	-	0	2	0	0	-	2	0	3	0	-	3	5
% Buses	0.0	0.0	-	-	0.0	0.2	0.0	-	-	0.2	0.0	0.6	-	-	0.6	0.3
Trucks	0	0	0	-	0	16	0	0	-	16	0	14	0	-	14	30
% Trucks	0.0	0.0	-	-	0.0	1.7	0.0	-	-	1.7	0.0	2.7	-	-	2.7	1.8
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Liverpool, NY
Morgan Rd & Raymour & Flanigan Dr
Wednesday, June 12, 2019
Location: 43.121431, -76.205161

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Turning Movement Peak Hour Data Plot (4:30 PM)

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Liverpool, NY
Vine St & Commerce Blvd
Wednesday, June 12, 2019
Location: 43.110316, -76.197347

Count Name: 12. Vine St / Commerce Blvd
Site Code: SCU8UH
Start Date: 06/12/2019

Turning Movement Data

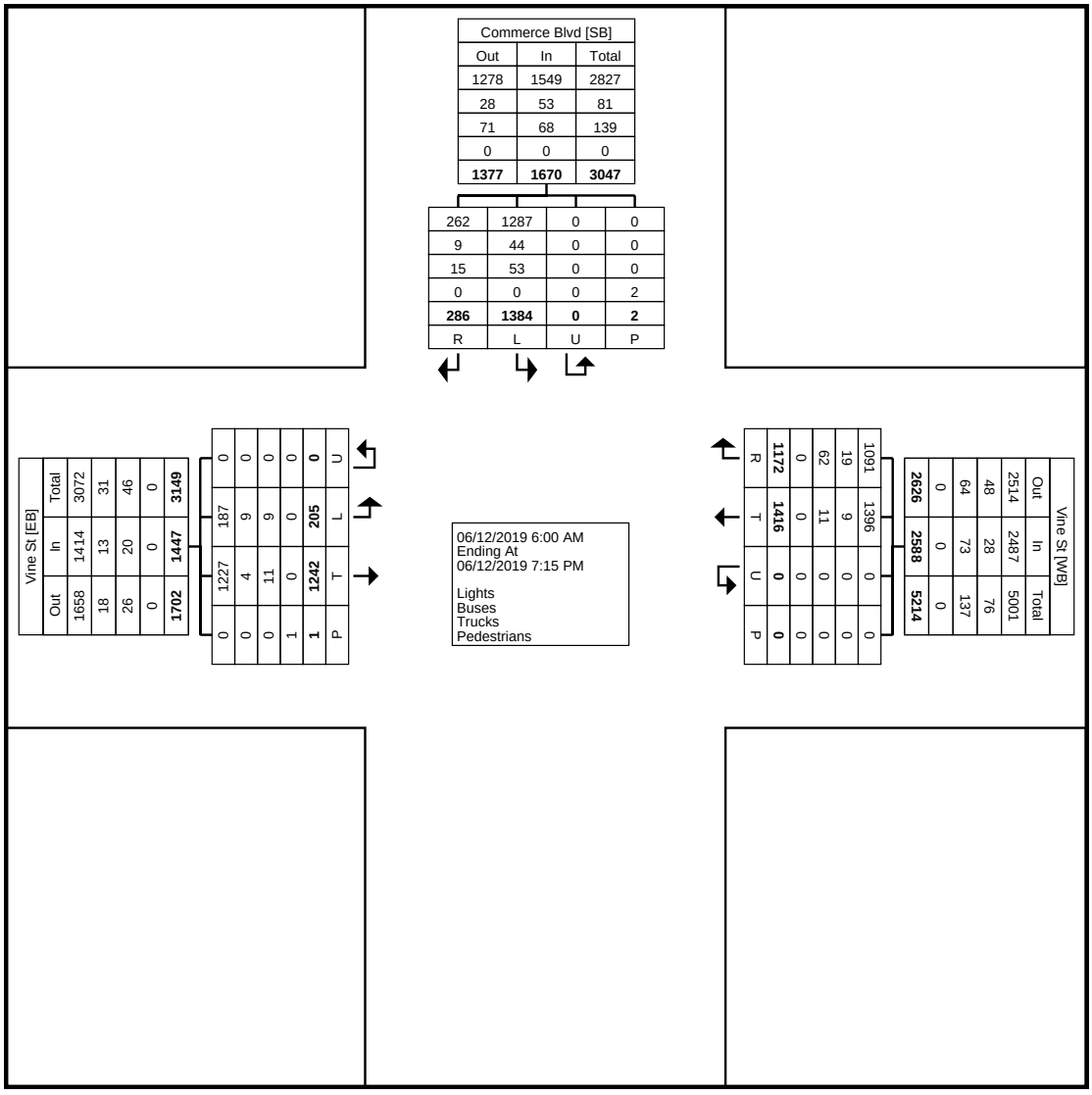
Start Time	Vine St Eastbound					Vine St Westbound						Commerce Blvd Southbound						
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Right	Right on Red	U-Turn	Peds	App. Total	Int. Total
6:00 AM	4	9	0	0	13	15	9	4	0	0	28	17	2	2	0	0	21	62
6:15 AM	10	18	0	0	28	18	17	6	0	0	41	37	4	3	0	0	44	113
6:30 AM	6	34	0	1	40	20	26	6	0	0	52	45	4	1	0	1	50	142
6:45 AM	16	46	0	0	62	23	35	14	0	0	72	67	6	4	0	0	77	211
Hourly Total	36	107	0	1	143	76	87	30	0	0	193	166	16	10	0	1	192	528
7:00 AM	10	44	0	0	54	32	36	4	0	0	72	69	3	4	0	0	76	202
7:15 AM	11	46	0	0	57	34	30	9	0	0	73	84	6	2	0	0	92	222
7:30 AM	6	61	0	0	67	63	27	13	0	0	103	90	8	4	0	0	102	272
7:45 AM	23	91	0	0	114	54	49	7	0	0	110	107	7	4	0	0	118	342
Hourly Total	50	242	0	0	292	183	142	33	0	0	358	350	24	14	0	0	388	1038
8:00 AM	14	71	0	0	85	48	50	10	0	0	108	61	4	1	0	1	66	259
8:15 AM	13	44	0	0	57	49	39	6	0	0	94	64	10	1	0	0	75	226
8:30 AM	9	46	0	0	55	55	42	7	0	0	104	70	10	0	0	0	80	239
8:45 AM	6	44	0	0	50	39	35	6	0	0	80	70	5	3	0	0	78	208
Hourly Total	42	205	0	0	247	191	166	29	0	0	386	265	29	5	0	1	299	932
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	3	58	0	0	61	80	56	5	0	0	141	63	15	4	0	0	82	284
4:15 PM	9	86	0	0	95	65	59	4	0	0	128	47	7	2	0	0	56	279
4:30 PM	11	54	0	0	65	101	66	7	0	0	174	76	19	3	0	0	98	337
4:45 PM	6	60	0	0	66	97	58	4	0	0	159	41	13	5	0	0	59	284
Hourly Total	29	258	0	0	287	343	239	20	0	0	602	227	54	14	0	0	295	1184
5:00 PM	8	57	0	0	65	110	67	11	0	0	188	66	20	6	0	0	92	345
5:15 PM	5	82	0	0	87	99	52	5	0	0	156	53	13	7	0	0	73	316
5:30 PM	9	65	0	0	74	77	76	6	0	0	159	49	16	6	0	0	71	304
5:45 PM	4	51	0	0	55	57	48	13	0	0	118	50	9	1	0	0	60	233
Hourly Total	26	255	0	0	281	343	243	35	0	0	621	218	58	20	0	0	296	1198
6:00 PM	6	42	0	0	48	75	40	4	0	0	119	44	6	6	0	0	56	223
6:15 PM	2	46	0	0	48	68	30	5	0	0	103	38	10	3	0	0	51	202
6:30 PM	11	39	0	0	50	74	33	2	0	0	109	38	6	3	0	0	47	206
6:45 PM	3	48	0	0	51	63	32	2	0	0	97	38	7	1	0	0	46	194
Hourly Total	22	175	0	0	197	280	135	13	0	0	428	158	29	13	0	0	200	825
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	205	1242	0	1	1447	1416	1012	160	0	0	2588	1384	210	76	0	2	1670	5705
Approach %	14.2	85.8	0.0	-	-	54.7	39.1	6.2	0.0	-	-	82.9	12.6	4.6	0.0	-	-	-
Total %	3.6	21.8	0.0	-	25.4	24.8	17.7	2.8	0.0	-	45.4	24.3	3.7	1.3	0.0	-	29.3	-
Lights	187	1227	0	-	1414	1396	936	155	0	-	2487	1287	190	72	0	-	1549	5450
% Lights	91.2	98.8	-	-	97.7	98.6	92.5	96.9	-	-	96.1	93.0	90.5	94.7	-	-	92.8	95.5
Buses	9	4	0	-	13	9	19	0	0	-	28	44	7	2	0	-	53	94
% Buses	4.4	0.3	-	-	0.9	0.6	1.9	0.0	-	-	1.1	3.2	3.3	2.6	-	-	3.2	1.6
Trucks	9	11	0	-	20	11	57	5	0	-	73	53	13	2	0	-	68	161
% Trucks	4.4	0.9	-	-	1.4	0.8	5.6	3.1	-	-	2.8	3.8	6.2	2.6	-	-	4.1	2.8
Pedestrians	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Liverpool, NY
Vine St & Commerce Blvd
Wednesday, June 12, 2019
Location: 43.110316, -76.197347

Count Name: 12. Vine St / Commerce Blvd
Site Code: SCU8UH
Start Date: 06/12/2019



Turning Movement Data Plot

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Vine St & Commerce Blvd
Wednesday, June 12, 2019
Location: 43.110316, -76.197347

Count Name: 12. Vine St / Commerce Blvd
Site Code: SCU8UH
Start Date: 06/12/2019

Turning Movement Peak Hour Data (7:30 AM)

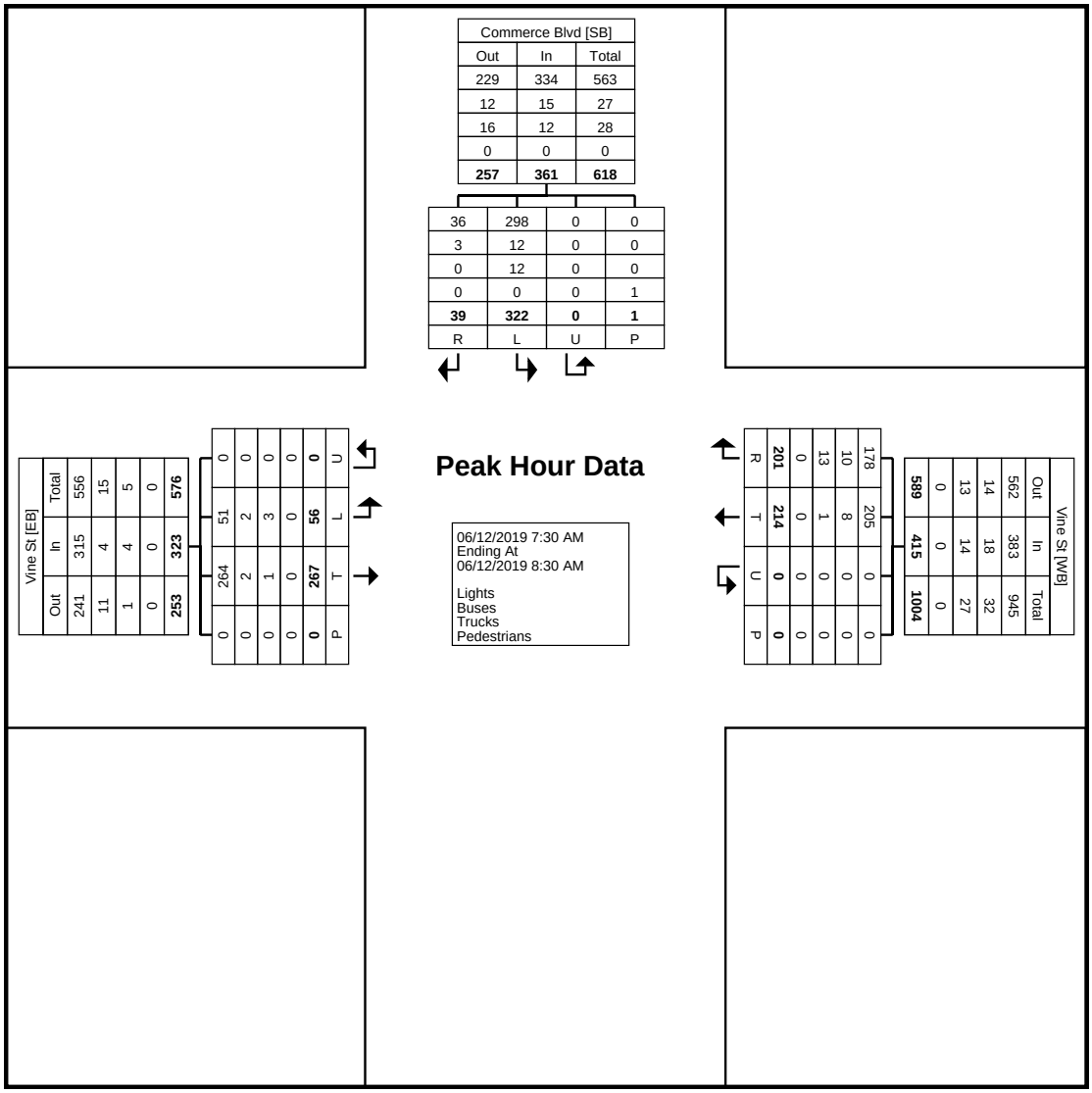
Start Time	Vine St Eastbound					Vine St Westbound						Commerce Blvd Southbound						
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Right	Right on Red	U-Turn	Peds	App. Total	Int. Total
7:30 AM	6	61	0	0	67	63	27	13	0	0	103	90	8	4	0	0	102	272
7:45 AM	23	91	0	0	114	54	49	7	0	0	110	107	7	4	0	0	118	342
8:00 AM	14	71	0	0	85	48	50	10	0	0	108	61	4	1	0	1	66	259
8:15 AM	13	44	0	0	57	49	39	6	0	0	94	64	10	1	0	0	75	226
Total	56	267	0	0	323	214	165	36	0	0	415	322	29	10	0	1	361	1099
Approach %	17.3	82.7	0.0	-	-	51.6	39.8	8.7	0.0	-	-	89.2	8.0	2.8	0.0	-	-	-
Total %	5.1	24.3	0.0	-	29.4	19.5	15.0	3.3	0.0	-	37.8	29.3	2.6	0.9	0.0	-	32.8	-
PHF	0.609	0.734	0.000	-	0.708	0.849	0.825	0.692	0.000	-	0.943	0.752	0.725	0.625	0.000	-	0.765	0.803
Lights	51	264	0	-	315	205	143	35	0	-	383	298	26	10	0	-	334	1032
% Lights	91.1	98.9	-	-	97.5	95.8	86.7	97.2	-	-	92.3	92.5	89.7	100.0	-	-	92.5	93.9
Buses	2	2	0	-	4	8	10	0	0	-	18	12	3	0	0	-	15	37
% Buses	3.6	0.7	-	-	1.2	3.7	6.1	0.0	-	-	4.3	3.7	10.3	0.0	-	-	4.2	3.4
Trucks	3	1	0	-	4	1	12	1	0	-	14	12	0	0	0	-	12	30
% Trucks	5.4	0.4	-	-	1.2	0.5	7.3	2.8	-	-	3.4	3.7	0.0	0.0	-	-	3.3	2.7
Pedestrians	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Liverpool, NY
Vine St & Commerce Blvd
Wednesday, June 12, 2019
Location: 43.110316, -76.197347

Count Name: 12. Vine St / Commerce Blvd
Site Code: SCU8UH
Start Date: 06/12/2019



Turning Movement Peak Hour Data Plot (7:30 AM)

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Vine St & Commerce Blvd
Wednesday, June 12, 2019
Location: 43.110316, -76.197347

Count Name: 12. Vine St / Commerce Blvd
Site Code: SCU8UH
Start Date: 06/12/2019

Turning Movement Peak Hour Data (4:30 PM)

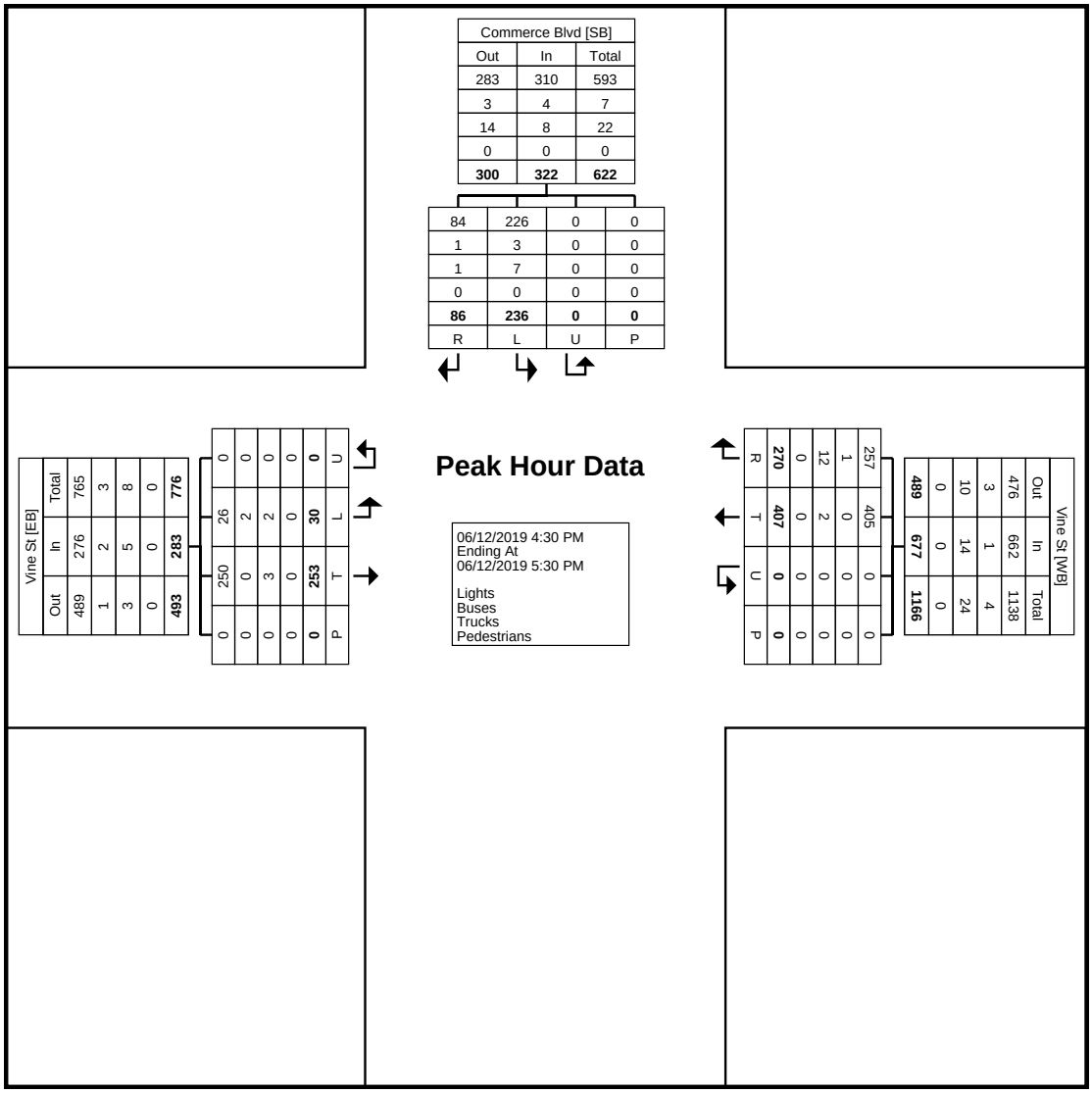
Start Time	Vine St Eastbound					Vine St Westbound						Commerce Blvd Southbound						
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Right	Right on Red	U-Turn	Peds	App. Total	Int. Total
4:30 PM	11	54	0	0	65	101	66	7	0	0	174	76	19	3	0	0	98	337
4:45 PM	6	60	0	0	66	97	58	4	0	0	159	41	13	5	0	0	59	284
5:00 PM	8	57	0	0	65	110	67	11	0	0	188	66	20	6	0	0	92	345
5:15 PM	5	82	0	0	87	99	52	5	0	0	156	53	13	7	0	0	73	316
Total	30	253	0	0	283	407	243	27	0	0	677	236	65	21	0	0	322	1282
Approach %	10.6	89.4	0.0	-	-	60.1	35.9	4.0	0.0	-	-	73.3	20.2	6.5	0.0	-	-	-
Total %	2.3	19.7	0.0	-	22.1	31.7	19.0	2.1	0.0	-	52.8	18.4	5.1	1.6	0.0	-	25.1	-
PHF	0.682	0.771	0.000	-	0.813	0.925	0.907	0.614	0.000	-	0.900	0.776	0.813	0.750	0.000	-	0.821	0.929
Lights	26	250	0	-	276	405	231	26	0	-	662	226	63	21	0	-	310	1248
% Lights	86.7	98.8	-	-	97.5	99.5	95.1	96.3	-	-	97.8	95.8	96.9	100.0	-	-	96.3	97.3
Buses	2	0	0	-	2	0	1	0	0	-	1	3	1	0	0	-	4	7
% Buses	6.7	0.0	-	-	0.7	0.0	0.4	0.0	-	-	0.1	1.3	1.5	0.0	-	-	1.2	0.5
Trucks	2	3	0	-	5	2	11	1	0	-	14	7	1	0	0	-	8	27
% Trucks	6.7	1.2	-	-	1.8	0.5	4.5	3.7	-	-	2.1	3.0	1.5	0.0	-	-	2.5	2.1
Pedestrians	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Liverpool, NY
Vine St & Commerce Blvd
Wednesday, June 12, 2019
Location: 43.110316, -76.197347

Count Name: 12. Vine St / Commerce Blvd
Site Code: SCU8UH
Start Date: 06/12/2019



Turning Movement Peak Hour Data Plot (4:30 PM)

TRI-STATE TRAFFIC DATA

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Vineland, NJ
Henry Clay Blvd/Vine St
Thursday, June 13, 2019
Location: 43.118563, -76.185519

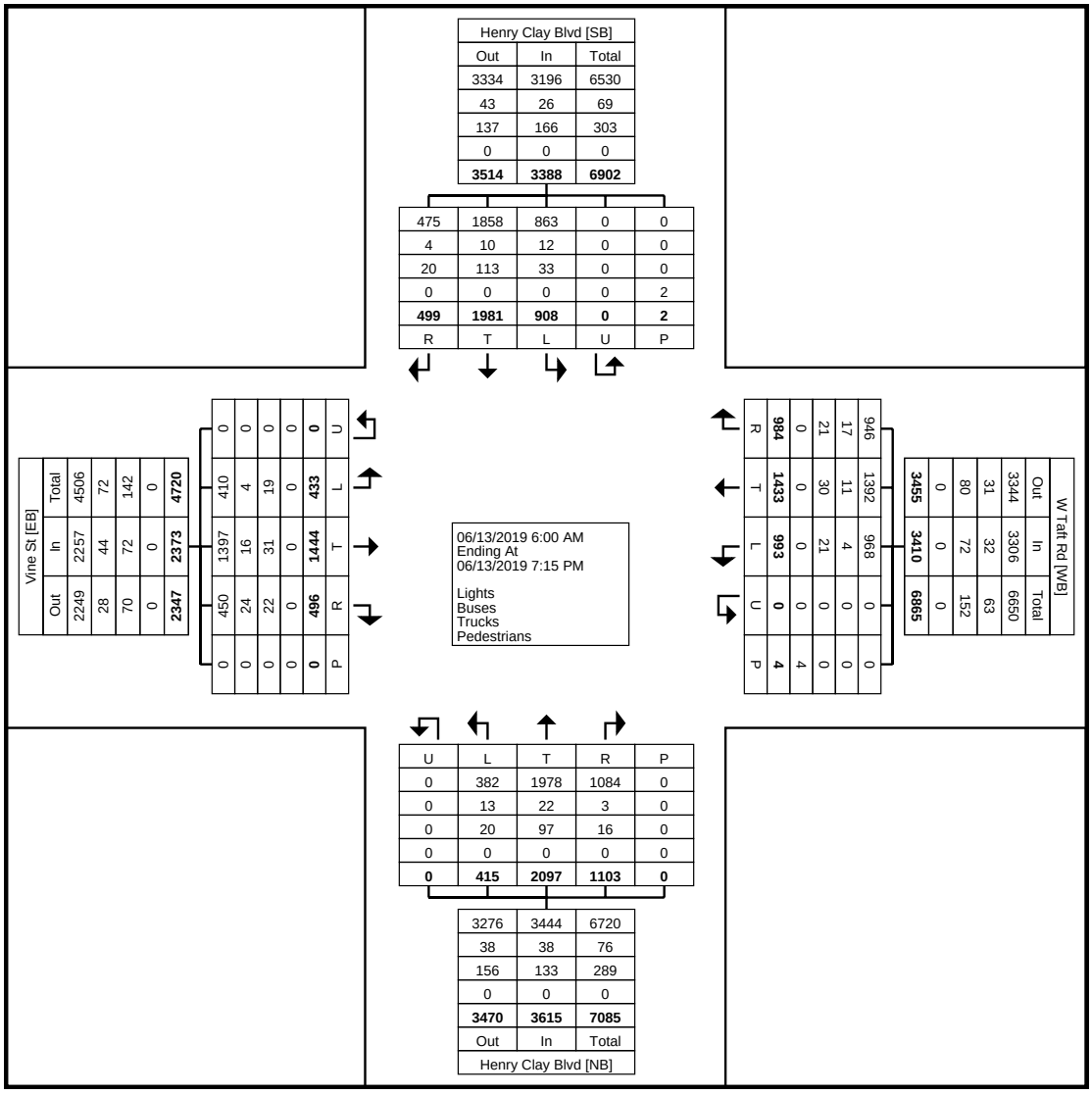
Count Name: 13. Henry Clay Blvd / Vine St
Site Code: SCU8UH, SCU53B, SCU146
Start Date: 06/13/2019

Turning Movement Data

Start Time	Vine St Eastbound						W Taft Rd Westbound							Henry Clay Blvd Northbound						Henry Clay Blvd Southbound							
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Int. Total
6:00 AM	5	12	5	0	0	22	25	22	7	4	0	0	58	9	29	8	0	0	46	7	39	1	2	0	0	49	175
6:15 AM	4	26	12	0	0	42	18	32	11	10	0	0	71	8	52	13	0	0	73	20	56	5	2	0	0	83	269
6:30 AM	7	29	18	0	0	54	33	37	6	6	0	0	82	9	57	20	0	0	86	24	96	10	7	0	0	137	359
6:45 AM	12	41	16	0	0	69	54	56	13	25	0	0	148	8	101	18	0	0	127	26	91	16	9	0	0	142	486
Hourly Total	28	108	51	0	0	187	130	147	37	45	0	0	359	34	239	59	0	0	332	77	282	32	20	0	0	411	1289
7:00 AM	19	55	29	0	0	103	40	55	9	18	0	0	122	10	68	21	0	0	99	47	99	18	4	0	0	168	492
7:15 AM	18	51	26	0	0	95	64	48	15	15	0	0	142	13	90	29	0	0	132	47	104	21	5	0	0	177	546
7:30 AM	10	79	36	0	0	125	49	66	11	19	0	3	145	14	72	38	0	0	124	65	116	30	6	0	0	217	611
7:45 AM	29	82	30	0	0	141	51	76	14	19	0	0	160	26	75	44	0	0	145	68	141	26	6	0	0	241	687
Hourly Total	76	267	121	0	0	464	204	245	49	71	0	3	569	63	305	132	0	0	500	227	460	95	21	0	0	803	2336
8:00 AM	20	79	16	0	0	115	34	65	5	14	0	0	118	18	70	39	0	0	127	68	103	30	7	0	0	208	568
8:15 AM	17	46	17	0	0	80	24	58	10	21	0	0	113	21	64	35	0	0	120	38	85	20	1	0	0	144	457
8:30 AM	11	63	13	0	0	87	37	40	8	19	0	0	104	17	54	35	0	0	106	45	95	15	0	0	0	155	452
8:45 AM	16	45	28	0	0	89	42	50	10	19	0	0	121	20	70	41	0	0	131	31	84	17	1	0	0	133	474
Hourly Total	64	233	74	0	0	371	137	213	33	73	0	0	456	76	258	150	0	0	484	182	367	82	9	0	0	640	1951
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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
4:00 PM	20	85	25	0	0	130	43	70	26	28	0	1	167	24	99	62	0	0	185	51	109	16	5	0	0	181	663
4:15 PM	27	57	27	0	0	111	39	83	24	39	0	0	185	28	105	62	0	0	195	38	68	7	6	0	0	119	610
4:30 PM	37	86	20	0	0	143	44	86	31	33	0	0	194	18	120	78	0	0	216	39	98	23	1	0	0	161	714
4:45 PM	28	78	26	0	0	132	48	81	35	56	0	0	220	27	126	56	0	0	209	37	74	20	7	0	0	138	699
Hourly Total	112	306	98	0	0	516	174	320	116	156	0	1	766	97	450	258	0	0	805	165	349	66	19	0	0	599	2686
5:00 PM	32	114	19	0	0	165	44	76	32	32	0	0	184	28	172	105	0	0	305	52	83	30	10	0	0	175	829
5:15 PM	28	101	23	0	0	152	56	62	24	44	0	0	186	11	111	68	0	0	190	35	68	18	8	0	0	129	657
5:30 PM	17	71	18	0	0	106	33	61	17	41	0	0	152	21	130	71	0	0	222	35	82	20	0	0	1	137	617
5:45 PM	29	61	13	0	0	103	39	74	20	32	0	0	165	22	104	48	0	0	174	34	78	13	4	0	0	129	571
Hourly Total	106	347	73	0	0	526	172	273	93	149	0	0	687	82	517	292	0	0	891	156	311	81	22	0	1	570	2674
6:00 PM	22	59	30	0	0	111	44	57	10	29	0	0	140	13	87	52	0	0	152	31	56	5	7	0	0	99	502
6:15 PM	5	48	14	0	0	67	42	64	15	40	0	0	161	23	81	70	0	0	174	21	59	11	4	0	1	95	497
6:30 PM	15	46	20	0	0	81	45	56	8	22	0	0	131	12	84	48	0	0	144	25	49	11	6	0	0	91	447
6:45 PM	5	30	15	0	0	50	45	58	18	20	0	0	141	15	76	40	0	0	131	24	48	7	1	0	0	80	402
Hourly Total	47	183	79	0	0	309	176	235	51	111	0	0	573	63	328	210	0	0	601	101	212	34	18	0	1	365	1848
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2
Grand Total	433	1444	496	0	0	2373	993	1433	379	605	0	4	3410	415	2097	1103	0	0	3615	908	1981	390	109	0	2	3388	12786
Approach %	18.2	60.9	20.9	0.0	-	-	29.1	42.0	11.1	17.7	0.0	-	-	11.5	58.0	30.5	0.0	-	-	26.8	58.5	11.5	3.2	0.0	-	-	-
Total %	3.4	11.3	3.9	0.0	-	18.6	7.8	11.2	3.0	4.7	0.0	-	26.7	3.2	16.4	8.6	0.0	-	28.3	7.1	15.5	3.1	0.9	0.0	-	26.5	-
Lights	410	1397	450	0	-	2257	968	1392	365	581	0	-	3306	382	1978	1084	0	-	3444	863	1858	373	102	0	-	3196	12203
% Lights	94.7	96.7	90.7	-	-	95.1	97.5	97.1	96.3	96.0	-	-	97.0	92.0	94.3	98.3	-	-	95.3	95.0	93.8	95.6	93.6	-	-	94.3	95.4
Buses	4	16	24	0	-	44	4	11	5	12	0	-	32	13	22	3	0	-	38	12	10	2	2	0	-	26	140
% Buses	0.9	1.1	4.8	-	-	1.9	0.4	0.8	1.3	2.0	-	-	0.9	3.1	1.0	0.3	-	-	1.1	1.3	0.5	0.5	1.8	-	-	0.8	1.1
Trucks	19	31	22	0	-	72	21	30	9	12	0	-	72	20	97	16	0	-	133	33	113	15	5	0	-	166	443
% Trucks	4.4	2.1	4.4	-	-	3.0	2.1	2.1	2.4	2.0	-	-	2.1	4.8	4.6	1.5	-	-	3.7	3.6	5.7	3.8	4.6	-	-	4.9	3.5
Pedestrians	-	-	-	-	0	-	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Vineland, NJ
Henry Clay Blvd/Vine St
Thursday, June 13, 2019
Location: 43.118563, -76.185519

Count Name: 13. Henry Clay Blvd / Vine St
Site Code: SCU8UH, SCU53B, SCU146
Start Date: 06/13/2019

Turning Movement Peak Hour Data (7:15 AM)

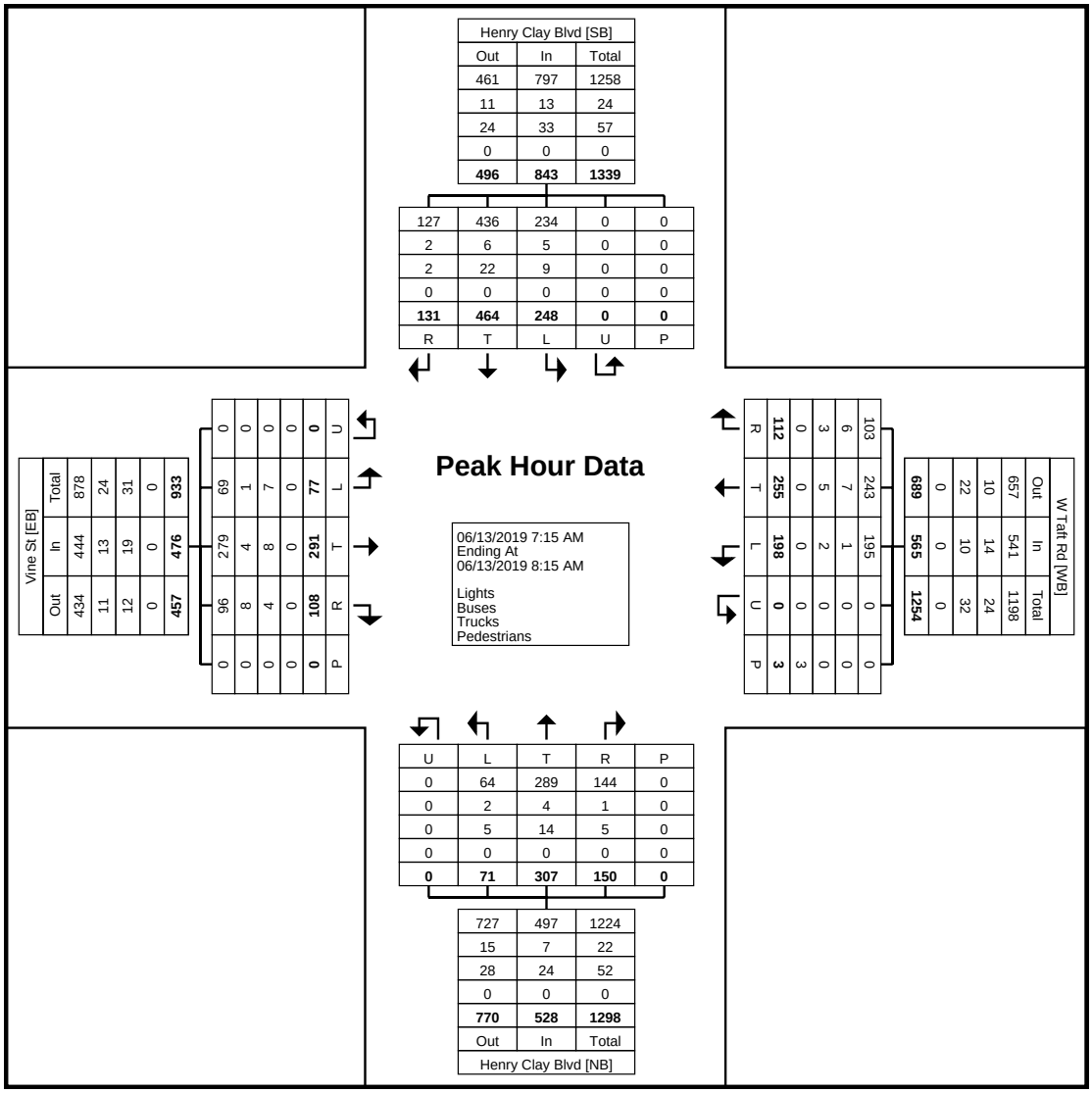
Start Time	Vine St Eastbound						W Taft Rd Westbound							Henry Clay Blvd Northbound						Henry Clay Blvd Southbound							
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Int. Total
7:15 AM	18	51	26	0	0	95	64	48	15	15	0	0	142	13	90	29	0	0	132	47	104	21	5	0	0	177	546
7:30 AM	10	79	36	0	0	125	49	66	11	19	0	3	145	14	72	38	0	0	124	65	116	30	6	0	0	217	611
7:45 AM	29	82	30	0	0	141	51	76	14	19	0	0	160	26	75	44	0	0	145	68	141	26	6	0	0	241	687
8:00 AM	20	79	16	0	0	115	34	65	5	14	0	0	118	18	70	39	0	0	127	68	103	30	7	0	0	208	568
Total	77	291	108	0	0	476	198	255	45	67	0	3	565	71	307	150	0	0	528	248	464	107	24	0	0	843	2412
Approach %	16.2	61.1	22.7	0.0	-	-	35.0	45.1	8.0	11.9	0.0	-	-	13.4	58.1	28.4	0.0	-	-	29.4	55.0	12.7	2.8	0.0	-	-	-
Total %	3.2	12.1	4.5	0.0	-	19.7	8.2	10.6	1.9	2.8	0.0	-	23.4	2.9	12.7	6.2	0.0	-	21.9	10.3	19.2	4.4	1.0	0.0	-	35.0	-
PHF	0.664	0.887	0.750	0.000	-	0.844	0.773	0.839	0.750	0.882	0.000	-	0.883	0.683	0.853	0.852	0.000	-	0.910	0.912	0.823	0.892	0.857	0.000	-	0.874	0.878
Lights	69	279	96	0	-	444	195	243	41	62	0	-	541	64	289	144	0	-	497	234	436	104	23	0	-	797	2279
% Lights	89.6	95.9	88.9	-	-	93.3	98.5	95.3	91.1	92.5	-	-	95.8	90.1	94.1	96.0	-	-	94.1	94.4	94.0	97.2	95.8	-	-	94.5	94.5
Buses	1	4	8	0	-	13	1	7	2	4	0	-	14	2	4	1	0	-	7	5	6	1	1	0	-	13	47
% Buses	1.3	1.4	7.4	-	-	2.7	0.5	2.7	4.4	6.0	-	-	2.5	2.8	1.3	0.7	-	-	1.3	2.0	1.3	0.9	4.2	-	-	1.5	1.9
Trucks	7	8	4	0	-	19	2	5	2	1	0	-	10	5	14	5	0	-	24	9	22	2	0	0	-	33	86
% Trucks	9.1	2.7	3.7	-	-	4.0	1.0	2.0	4.4	1.5	-	-	1.8	7.0	4.6	3.3	-	-	4.5	3.6	4.7	1.9	0.0	-	-	3.9	3.6
Pedestrians	-	-	-	-	0	-	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Vineland, NJ
Henry Clay Blvd/Vine St
Thursday, June 13, 2019
Location: 43.118563, -76.185519

Count Name: 13. Henry Clay Blvd / Vine St
Site Code: SCU8UH, SCU53B, SCU146
Start Date: 06/13/2019



Turning Movement Peak Hour Data Plot (7:15 AM)

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Vineland, NJ
Henry Clay Blvd/Vine St
Thursday, June 13, 2019
Location: 43.118563, -76.185519

Count Name: 13. Henry Clay Blvd / Vine St
Site Code: SCU8UH, SCU53B, SCU146
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Turning Movement Peak Hour Data (4:30 PM)

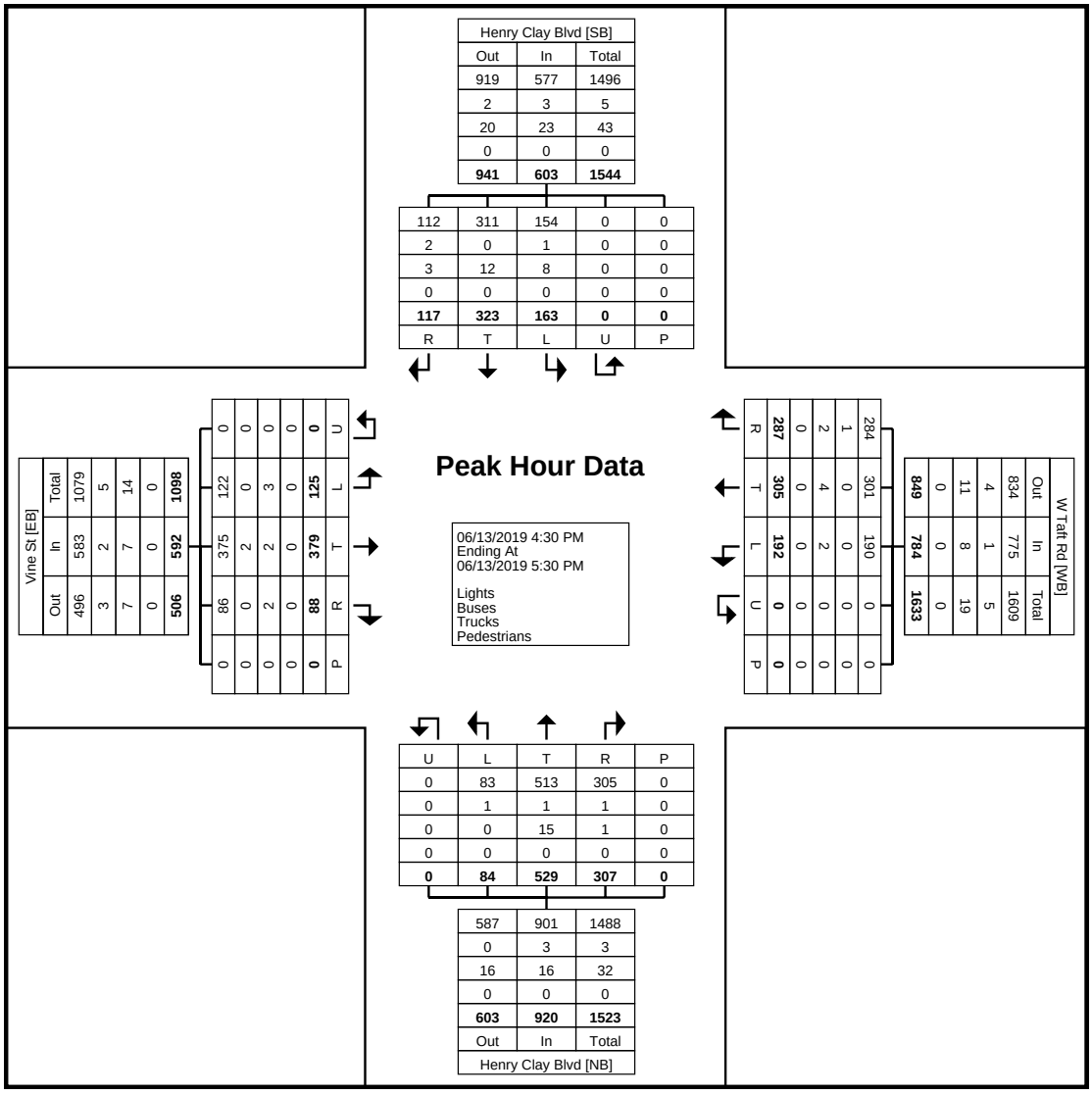
Start Time	Vine St Eastbound						W Taft Rd Westbound							Henry Clay Blvd Northbound						Henry Clay Blvd Southbound							
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Int. Total
4:30 PM	37	86	20	0	0	143	44	86	31	33	0	0	194	18	120	78	0	0	216	39	98	23	1	0	0	161	714
4:45 PM	28	78	26	0	0	132	48	81	35	56	0	0	220	27	126	56	0	0	209	37	74	20	7	0	0	138	699
5:00 PM	32	114	19	0	0	165	44	76	32	32	0	0	184	28	172	105	0	0	305	52	83	30	10	0	0	175	829
5:15 PM	28	101	23	0	0	152	56	62	24	44	0	0	186	11	111	68	0	0	190	35	68	18	8	0	0	129	657
Total	125	379	88	0	0	592	192	305	122	165	0	0	784	84	529	307	0	0	920	163	323	91	26	0	0	603	2899
Approach %	21.1	64.0	14.9	0.0	-	-	24.5	38.9	15.6	21.0	0.0	-	-	9.1	57.5	33.4	0.0	-	-	27.0	53.6	15.1	4.3	0.0	-	-	-
Total %	4.3	13.1	3.0	0.0	-	20.4	6.6	10.5	4.2	5.7	0.0	-	27.0	2.9	18.2	10.6	0.0	-	31.7	5.6	11.1	3.1	0.9	0.0	-	20.8	-
PHF	0.845	0.831	0.846	0.000	-	0.897	0.857	0.887	0.871	0.737	0.000	-	0.891	0.750	0.769	0.731	0.000	-	0.754	0.784	0.824	0.758	0.650	0.000	-	0.861	0.874
Lights	122	375	86	0	-	583	190	301	122	162	0	-	775	83	513	305	0	-	901	154	311	87	25	0	-	577	2836
% Lights	97.6	98.9	97.7	-	-	98.5	99.0	98.7	100.0	98.2	-	-	98.9	98.8	97.0	99.3	-	-	97.9	94.5	96.3	95.6	96.2	-	-	95.7	97.8
Buses	0	2	0	0	-	2	0	0	0	1	0	-	1	1	1	1	0	-	3	1	0	1	1	0	-	3	9
% Buses	0.0	0.5	0.0	-	-	0.3	0.0	0.0	0.0	0.6	-	-	0.1	1.2	0.2	0.3	-	-	0.3	0.6	0.0	1.1	3.8	-	-	0.5	0.3
Trucks	3	2	2	0	-	7	2	4	0	2	0	-	8	0	15	1	0	-	16	8	12	3	0	0	-	23	54
% Trucks	2.4	0.5	2.3	-	-	1.2	1.0	1.3	0.0	1.2	-	-	1.0	0.0	2.8	0.3	-	-	1.7	4.9	3.7	3.3	0.0	-	-	3.8	1.9
Pedestrians	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Vineland, NJ
Henry Clay Blvd/Vine St
Thursday, June 13, 2019
Location: 43.118563, -76.185519

Count Name: 13. Henry Clay Blvd / Vine St
Site Code: SCU8UH, SCU53B, SCU146
Start Date: 06/13/2019



Turning Movement Peak Hour Data Plot (4:30 PM)

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Liverpool, NY
Henry Clay Blvd & Buckley Rd
Thursday, June 13, 2019
Location: 43.141804, -76.187594

Count Name: 14. Henry Clay Blvd / Buckley
Site Code: SCU3HB, SCU8T6
Start Date: 06/13/2019

Turning Movement Data

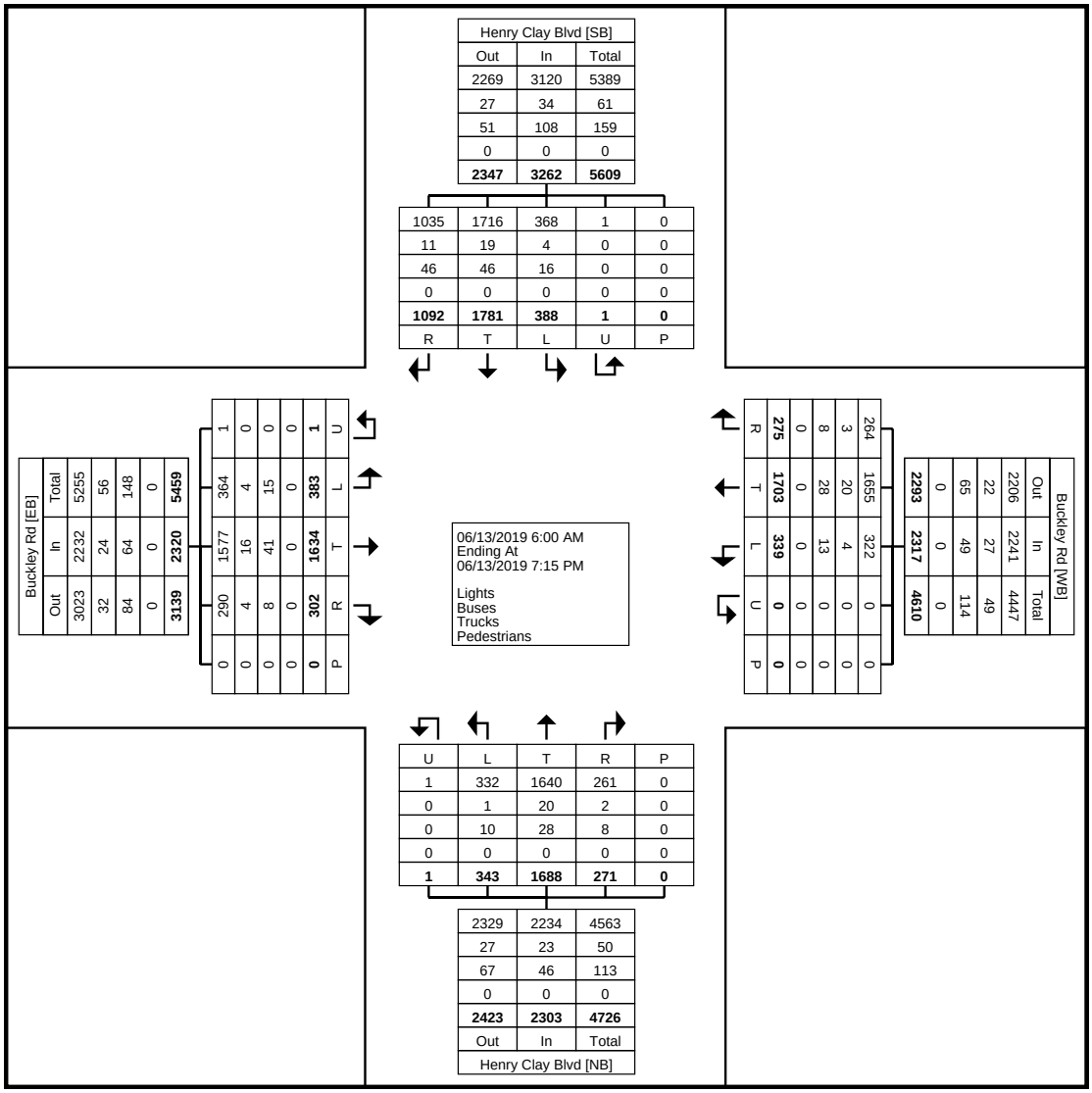
Start Time	Buckley Rd Eastbound							Buckley Rd Westbound							Henry Clay Blvd Northbound							Henry Clay Blvd Southbound							
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
6:00 AM	5	16	1	1	0	0	23	7	25	3	3	0	0	38	6	26	4	1	0	0	37	6	25	18	0	0	49	147
6:15 AM	6	13	2	3	0	0	24	8	34	3	2	0	0	47	11	34	3	2	0	0	50	5	30	26	0	0	61	182
6:30 AM	7	28	5	3	0	0	43	11	47	2	7	0	0	67	17	42	3	5	0	0	67	8	52	42	0	0	102	279
6:45 AM	9	31	3	2	0	0	45	16	52	4	5	0	0	77	20	53	4	5	0	0	82	7	49	63	0	0	119	323
Hourly Total	27	88	11	9	0	0	135	42	158	12	17	0	0	229	54	155	14	13	0	0	236	26	156	149	0	0	331	931
7:00 AM	8	48	5	0	0	0	61	10	52	3	1	0	0	66	10	53	3	1	0	0	67	10	62	60	0	0	132	326
7:15 AM	8	73	9	2	0	0	92	19	55	4	6	0	0	84	15	55	4	5	0	0	79	8	80	58	0	0	146	401
7:30 AM	10	41	6	4	0	0	61	23	62	3	2	0	0	90	24	60	3	3	0	0	90	9	86	87	0	0	182	423
7:45 AM	10	28	6	1	0	0	45	30	94	7	0	0	0	131	36	88	6	0	0	0	130	11	81	119	0	0	211	517
Hourly Total	36	190	26	7	0	0	259	82	263	17	9	0	0	371	85	256	16	9	0	0	366	38	309	324	0	0	671	1667
8:00 AM	8	42	5	6	0	0	61	23	60	6	3	0	0	92	19	69	7	3	0	0	98	8	96	56	0	0	160	411
8:15 AM	12	34	6	1	0	0	53	17	68	5	5	0	0	95	14	70	5	5	1	0	95	12	75	55	0	0	142	385
8:30 AM	5	34	4	2	0	0	45	25	67	4	2	0	0	98	14	66	4	2	0	0	86	4	50	38	0	0	92	321
8:45 AM	14	53	11	4	0	0	82	22	66	6	4	0	0	98	10	59	5	4	0	0	78	18	90	42	0	0	150	408
Hourly Total	39	163	26	13	0	0	241	87	261	21	14	0	0	383	57	264	21	14	1	0	357	42	311	191	0	0	544	1525
9:00 AM	0	1	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
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	1	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
4:00 PM	18	126	19	6	0	0	169	12	98	10	5	0	0	125	14	96	10	4	0	0	124	19	81	32	0	0	132	550
4:15 PM	28	110	16	6	0	0	160	14	83	10	6	0	0	113	10	82	9	5	0	0	106	27	102	38	0	0	167	546
4:30 PM	17	126	15	10	0	0	168	9	119	12	0	0	0	140	17	110	13	2	0	0	142	19	112	41	0	0	172	622
4:45 PM	34	100	10	7	1	0	152	12	98	10	3	0	0	123	19	104	10	3	0	0	136	34	98	51	1	0	184	595
Hourly Total	97	462	60	29	1	0	649	47	398	42	14	0	0	501	60	392	42	14	0	0	508	99	393	162	1	0	655	2313
5:00 PM	60	160	28	7	0	0	255	11	75	25	10	0	0	121	17	74	22	10	0	0	123	57	71	52	0	0	180	679
5:15 PM	28	96	10	4	0	0	138	15	107	9	7	0	0	138	10	106	9	10	0	0	135	31	93	32	0	0	156	567
5:30 PM	25	87	12	7	0	0	131	12	83	8	2	0	0	105	13	84	7	3	0	0	107	25	80	37	0	0	142	485
5:45 PM	25	107	10	4	0	0	146	7	83	9	9	0	0	108	12	84	9	9	0	0	114	23	88	40	0	0	151	519
Hourly Total	138	450	60	22	0	0	670	45	348	51	28	0	0	472	52	348	47	32	0	0	479	136	332	161	0	0	629	2250
6:00 PM	13	92	14	0	0	0	119	9	75	4	11	0	0	99	10	76	4	10	0	0	100	16	79	37	0	0	132	450
6:15 PM	14	54	9	3	0	0	80	9	63	5	5	0	0	82	9	63	5	5	0	0	82	13	77	23	0	0	113	357
6:30 PM	11	68	5	1	0	0	85	9	73	8	9	0	0	99	7	67	6	9	0	0	89	12	57	25	0	0	94	367
6:45 PM	8	66	4	3	0	0	81	9	62	7	1	0	0	79	9	67	8	2	0	0	86	6	67	20	0	0	93	339
Hourly Total	46	280	32	7	0	0	365	36	273	24	26	0	0	359	35	273	23	26	0	0	357	47	280	105	0	0	432	1513
7:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	383	1634	215	87	1	0	2320	339	1703	167	108	0	0	2317	343	1688	163	108	1	0	2303	388	1781	1092	1	0	3262	10202
Approach %	16.5	70.4	9.3	3.8	0.0	-	-	14.6	73.5	7.2	4.7	0.0	-	-	14.9	73.3	7.1	4.7	0.0	-	-	11.9	54.6	33.5	0.0	-	-	-
Total %	3.8	16.0	2.1	0.9	0.0	-	22.7	3.3	16.7	1.6	1.1	0.0	-	22.7	3.4	16.5	1.6	1.1	0.0	-	22.6	3.8	17.5	10.7	0.0	-	32.0	-
Lights	364	1577	205	85	1	-	2232	322	1655	160	104	0	-	2241	332	1640	158	103	1	-	2234	368	1716	1035	1	-	3120	9827
% Lights	95.0	96.5	95.3	97.7	100.0	-	96.2	95.0	97.2	95.8	96.3	-	-	96.7	96.8	97.2	96.9	95.4	100.0	-	97.0	94.8	96.4	94.8	100.0	-	95.6	96.3
Buses	4	16	4	0	0	-	24	4	20	3	0	0	-	27	1	20	2	0	0	-	23	4	19	11	0	-	34	108
% Buses	1.0	1.0	1.9	0.0	0.0	-	1.0	1.2	1.2	1.8	0.0	-	-	1.2	0.3	1.2	1.2	0.0	0.0	-	1.0	1.0	1.1	1.0	0.0	-	1.0	1.1
Trucks	15	41	6	2	0	-	64	13	28	4	4	0	-	49	10	28	3	5	0	-	46	16	46	46	0	-	108	267
% Trucks	3.9	2.5	2.8	2.3	0.0	-	2.8	3.8	1.6	2.4	3.7	-	-	2.1	2.9	1.7	1.8	4.6	0.0	-	2.0	4.1	2.6	4.2	0.0	-	3.3	2.6
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Liverpool, NY
Henry Clay Blvd & Buckley Rd
Thursday, June 13, 2019
Location: 43.141804, -76.187594

Count Name: 14. Henry Clay Blvd / Buckley
Site Code: SCU3HB, SCU8T6
Start Date: 06/13/2019



Turning Movement Data Plot

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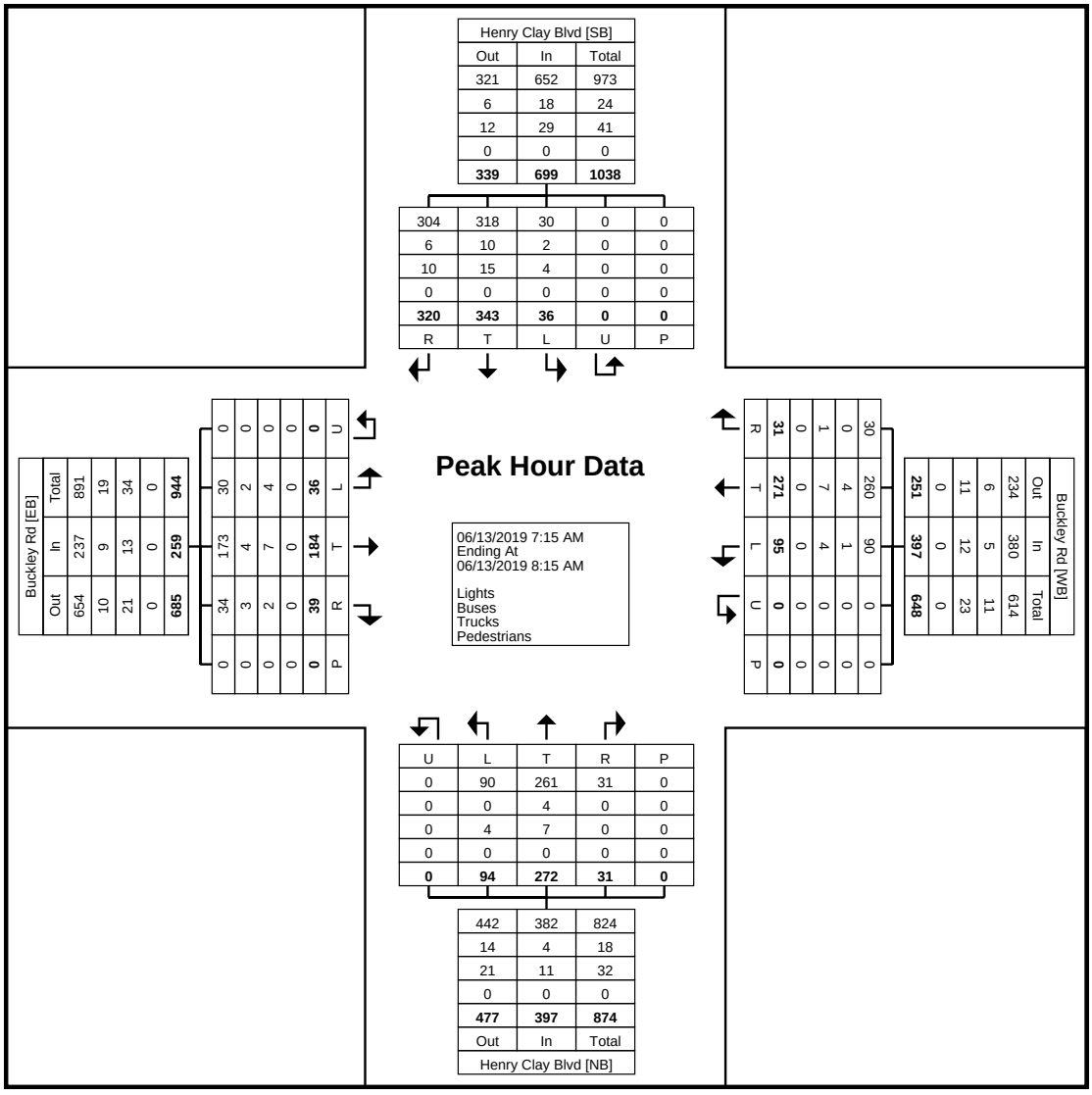
Start Time	Buckley Rd Eastbound							Buckley Rd Westbound							Henry Clay Blvd Northbound							Henry Clay Blvd Southbound							
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
7:15 AM	8	73	9	2	0	0	92	19	55	4	6	0	0	84	15	55	4	5	0	0	79	8	80	58	0	0	146	401
7:30 AM	10	41	6	4	0	0	61	23	62	3	2	0	0	90	24	60	3	3	0	0	90	9	86	87	0	0	182	423
7:45 AM	10	28	6	1	0	0	45	30	94	7	0	0	0	131	36	88	6	0	0	0	130	11	81	119	0	0	211	517
8:00 AM	8	42	5	6	0	0	61	23	60	6	3	0	0	92	19	69	7	3	0	0	98	8	96	56	0	0	160	411
Total	36	184	26	13	0	0	259	95	271	20	11	0	0	397	94	272	20	11	0	0	397	36	343	320	0	0	699	1752
Approach %	13.9	71.0	10.0	5.0	0.0	-	-	23.9	68.3	5.0	2.8	0.0	-	-	23.7	68.5	5.0	2.8	0.0	-	-	5.2	49.1	45.8	0.0	-	-	-
Total %	2.1	10.5	1.5	0.7	0.0	-	14.8	5.4	15.5	1.1	0.6	0.0	-	22.7	5.4	15.5	1.1	0.6	0.0	-	22.7	2.1	19.6	18.3	0.0	-	39.9	-
PHF	0.900	0.630	0.722	0.542	0.000	-	0.704	0.792	0.721	0.714	0.458	0.000	-	0.758	0.653	0.773	0.714	0.550	0.000	-	0.763	0.818	0.893	0.672	0.000	-	0.828	0.847
Lights	30	173	22	12	0	-	237	90	260	19	11	0	-	380	90	261	20	11	0	-	382	30	318	304	0	-	652	1651
% Lights	83.3	94.0	84.6	92.3	-	-	91.5	94.7	95.9	95.0	100.0	-	-	95.7	95.7	96.0	100.0	100.0	-	-	96.2	83.3	92.7	95.0	-	-	93.3	94.2
Buses	2	4	3	0	0	-	9	1	4	0	0	0	-	5	0	4	0	0	0	-	4	2	10	6	0	-	18	36
% Buses	5.6	2.2	11.5	0.0	-	-	3.5	1.1	1.5	0.0	0.0	-	-	1.3	0.0	1.5	0.0	0.0	-	-	1.0	5.6	2.9	1.9	-	-	2.6	2.1
Trucks	4	7	1	1	0	-	13	4	7	1	0	0	-	12	4	7	0	0	0	-	11	4	15	10	0	-	29	65
% Trucks	11.1	3.8	3.8	7.7	-	-	5.0	4.2	2.6	5.0	0.0	-	-	3.0	4.3	2.6	0.0	0.0	-	-	2.8	11.1	4.4	3.1	-	-	4.1	3.7
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Liverpool, NY
Henry Clay Blvd & Buckley Rd
Thursday, June 13, 2019
Location: 43.141804, -76.187594

Count Name: 14. Henry Clay Blvd / Buckley
Site Code: SCU3HB, SCU8T6
Start Date: 06/13/2019



Turning Movement Peak Hour Data Plot (7:15 AM)

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Liverpool, NY
Henry Clay Blvd & Buckley Rd
Thursday, June 13, 2019
Location: 43.141804, -76.187594

Count Name: 14. Henry Clay Blvd / Buckley
Site Code: SCU3HB, SCU8T6
Start Date: 06/13/2019

Turning Movement Peak Hour Data (4:30 PM)

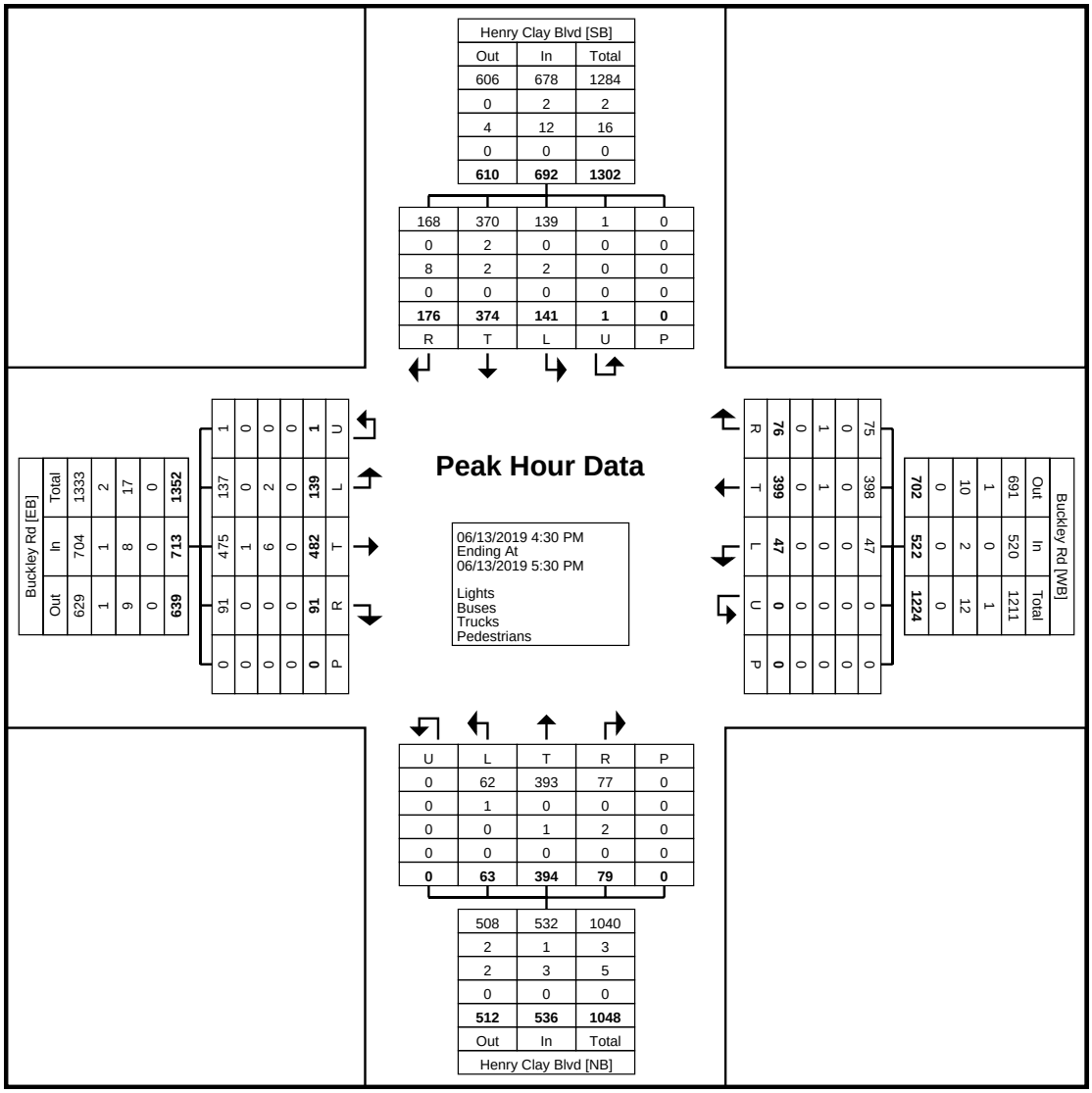
Start Time	Buckley Rd Eastbound							Buckley Rd Westbound							Henry Clay Blvd Northbound							Henry Clay Blvd Southbound							
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
4:30 PM	17	126	15	10	0	0	168	9	119	12	0	0	0	140	17	110	13	2	0	0	142	19	112	41	0	0	172	622
4:45 PM	34	100	10	7	1	0	152	12	98	10	3	0	0	123	19	104	10	3	0	0	136	34	98	51	1	0	184	595
5:00 PM	60	160	28	7	0	0	255	11	75	25	10	0	0	121	17	74	22	10	0	0	123	57	71	52	0	0	180	679
5:15 PM	28	96	10	4	0	0	138	15	107	9	7	0	0	138	10	106	9	10	0	0	135	31	93	32	0	0	156	567
Total	139	482	63	28	1	0	713	47	399	56	20	0	0	522	63	394	54	25	0	0	536	141	374	176	1	0	692	2463
Approach %	19.5	67.6	8.8	3.9	0.1	-	-	9.0	76.4	10.7	3.8	0.0	-	-	11.8	73.5	10.1	4.7	0.0	-	-	20.4	54.0	25.4	0.1	-	-	-
Total %	5.6	19.6	2.6	1.1	0.0	-	28.9	1.9	16.2	2.3	0.8	0.0	-	21.2	2.6	16.0	2.2	1.0	0.0	-	21.8	5.7	15.2	7.1	0.0	-	28.1	-
PHF	0.579	0.753	0.563	0.700	0.250	-	0.699	0.783	0.838	0.560	0.500	0.000	-	0.932	0.829	0.895	0.614	0.625	0.000	-	0.944	0.618	0.835	0.846	0.250	-	0.940	0.907
Lights	137	475	63	28	1	-	704	47	398	56	19	0	-	520	62	393	54	23	0	-	532	139	370	168	1	-	678	2434
% Lights	98.6	98.5	100.0	100.0	100.0	-	98.7	100.0	99.7	100.0	95.0	-	-	99.6	98.4	99.7	100.0	92.0	-	-	99.3	98.6	98.9	95.5	100.0	-	98.0	98.8
Buses	0	1	0	0	0	-	1	0	0	0	0	0	-	0	1	0	0	0	0	-	1	0	2	0	0	-	2	4
% Buses	0.0	0.2	0.0	0.0	0.0	-	0.1	0.0	0.0	0.0	0.0	-	-	0.0	1.6	0.0	0.0	0.0	-	-	0.2	0.0	0.5	0.0	0.0	-	0.3	0.2
Trucks	2	6	0	0	0	-	8	0	1	0	1	0	-	2	0	1	0	2	0	-	3	2	2	8	0	-	12	25
% Trucks	1.4	1.2	0.0	0.0	0.0	-	1.1	0.0	0.3	0.0	5.0	-	-	0.4	0.0	0.3	0.0	8.0	-	-	0.6	1.4	0.5	4.5	0.0	-	1.7	1.0
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Henry Clay Blvd & Buckley Rd
Thursday, June 13, 2019
Location: 43.141804, -76.187594

Count Name: 14. Henry Clay Blvd / Buckley
Site Code: SCU3HB, SCU8T6
Start Date: 06/13/2019



Turning Movement Peak Hour Data Plot (4:30 PM)

TRI-STATE TRAFFIC DATA

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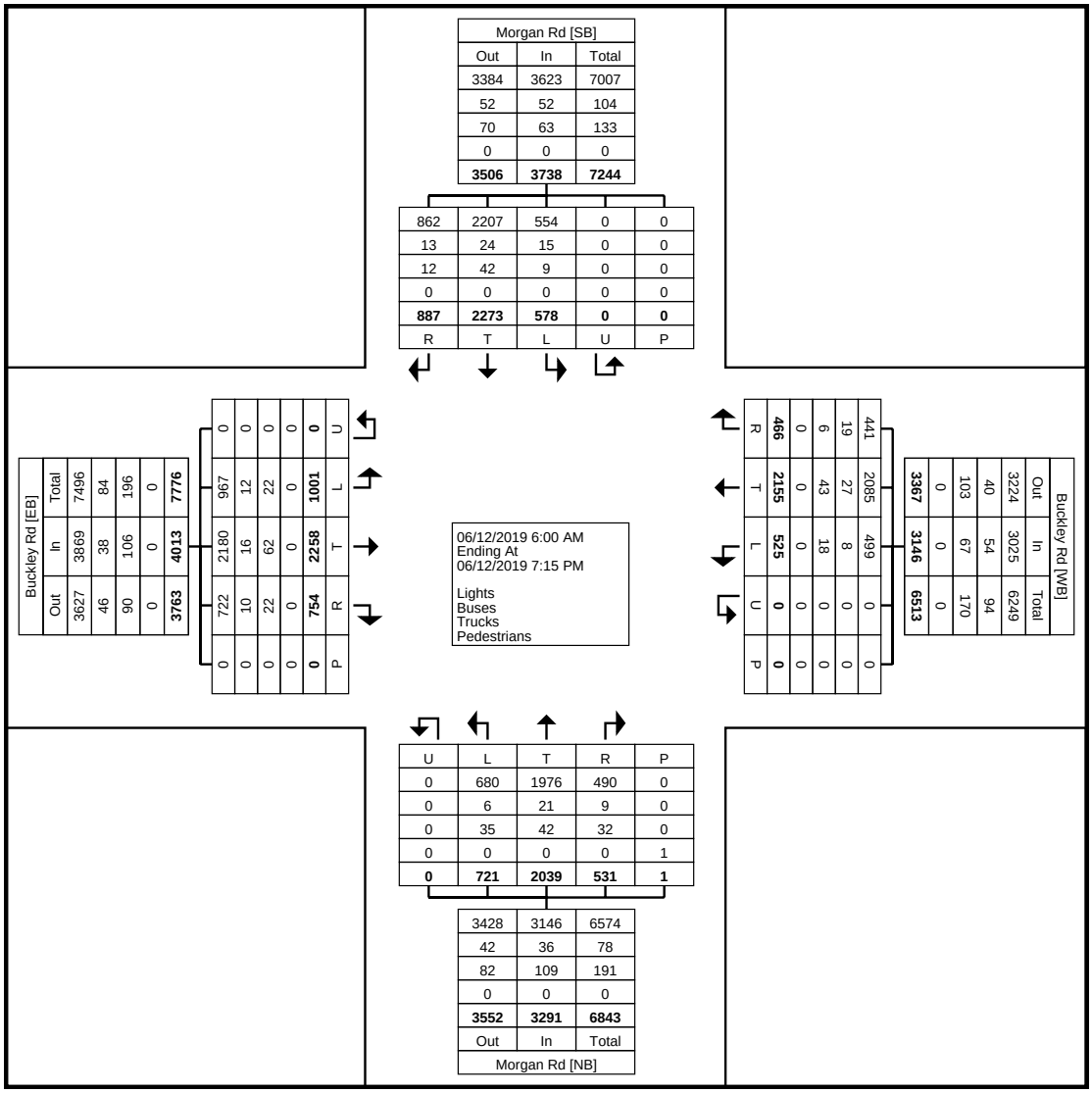
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Liverpool, NY
Morgan Rd & Buckley Rd
Wednesday, June 12, 2019
Location: 43.141221, -76.206726

Count Name: 15. Morgan Rd / Buckley Rd
Site Code: SCU5K5
Start Date: 06/12/2019
Page No: 1

Turning Movement Data

Start Time	Buckley Rd Eastbound							Buckley Rd Westbound							Morgan Rd Northbound							Morgan Rd Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
6:00 AM	8	30	10	6	0	0	54	10	19	4	5	0	0	38	6	7	4	5	0	0	22	9	44	9	5	0	0	67	181
6:15 AM	14	43	13	6	0	0	76	7	35	2	2	0	0	46	8	14	2	2	0	0	26	20	76	13	5	0	0	114	262
6:30 AM	20	69	19	9	0	0	117	16	48	2	3	0	0	69	17	22	12	5	0	0	56	19	105	13	10	0	0	147	389
6:45 AM	24	90	33	6	0	0	153	21	53	7	3	0	0	84	6	34	7	7	0	0	54	29	135	18	9	0	0	191	482
Hourly Total	66	232	75	27	0	0	400	54	155	15	13	0	0	237	37	77	25	19	0	0	158	77	360	53	29	0	0	519	1314
7:00 AM	45	102	38	8	0	0	193	25	55	18	6	0	0	104	11	65	15	2	0	0	93	30	144	25	21	0	0	220	610
7:15 AM	54	81	52	3	0	0	190	29	59	13	5	0	0	106	21	69	23	3	0	0	116	37	199	28	14	0	0	278	690
7:30 AM	49	139	53	9	0	0	250	24	69	8	4	0	0	105	12	30	17	5	0	0	64	39	160	34	15	0	0	248	667
7:45 AM	32	136	46	13	0	0	227	33	73	4	3	0	0	113	26	54	21	7	0	0	108	51	175	20	20	0	0	266	714
Hourly Total	180	458	189	33	0	0	860	111	256	43	18	0	0	428	70	218	76	17	0	0	381	157	678	107	70	0	0	1012	2681
8:00 AM	35	91	46	7	0	0	179	20	88	6	3	0	0	117	15	37	16	6	0	0	74	23	136	15	20	0	0	194	564
8:15 AM	39	96	25	11	0	0	171	18	66	6	4	0	0	94	22	36	12	6	0	0	76	30	120	19	21	0	0	190	531
8:30 AM	27	104	25	4	0	0	160	25	80	8	3	0	0	116	15	26	10	3	0	0	54	22	97	16	17	0	0	152	482
8:45 AM	33	106	29	5	0	0	173	21	70	12	8	0	0	111	19	50	14	1	0	0	84	29	95	17	20	0	0	161	529
Hourly Total	134	397	125	27	0	0	683	84	304	32	18	0	0	438	71	149	52	16	0	0	288	104	448	67	78	0	0	697	2106
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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
4:00 PM	50	101	27	11	0	0	189	18	151	21	5	0	0	195	64	129	22	6	0	0	221	14	66	21	14	0	0	115	720
4:15 PM	54	109	21	3	0	0	187	26	143	19	3	0	0	191	50	152	24	6	0	0	232	13	73	26	16	0	0	128	738
4:30 PM	55	112	14	6	0	0	187	30	129	32	7	0	0	198	52	181	40	5	0	0	278	31	86	42	18	0	0	177	840
4:45 PM	65	124	21	3	0	0	213	17	172	25	2	0	0	216	58	148	21	4	0	0	231	17	59	30	23	0	0	129	789
Hourly Total	224	446	83	23	0	0	776	91	595	97	17	0	0	800	224	610	107	21	0	0	962	75	284	119	71	0	0	549	3087
5:00 PM	57	104	17	6	0	0	184	27	162	33	12	0	0	234	81	194	39	2	0	0	316	22	61	45	6	0	0	134	868
5:15 PM	74	119	20	3	0	0	216	33	147	29	3	0	0	212	42	182	22	5	0	0	251	28	71	37	14	0	0	150	829
5:30 PM	59	106	22	6	0	0	193	15	124	30	2	0	0	171	60	174	22	4	0	0	260	29	74	39	19	0	0	161	785
5:45 PM	58	103	18	6	0	0	185	23	102	19	6	0	0	150	31	114	17	3	0	0	165	17	62	21	9	0	0	109	609
Hourly Total	248	432	77	21	0	0	778	98	535	111	23	0	0	767	214	664	100	14	0	0	992	96	268	142	48	0	0	554	3091
6:00 PM	46	91	17	3	0	0	157	20	98	19	3	0	0	140	28	91	17	7	0	0	143	15	60	11	12	0	0	98	538
6:15 PM	52	72	15	5	0	0	144	26	80	14	0	0	0	120	20	87	15	2	0	0	124	17	66	21	8	0	0	112	500
6:30 PM	26	63	10	8	0	0	107	28	70	22	6	0	0	126	27	80	12	8	0	0	127	18	52	8	11	0	0	89	449
6:45 PM	25	67	5	11	0	0	108	13	62	10	5	0	0	90	30	63	17	6	0	1	116	19	57	19	13	0	0	108	422
Hourly Total	149	293	47	27	0	0	516	87	310	65	14	0	0	476	105	321	61	23	0	1	510	69	235	59	44	0	0	407	1909
7:00 PM	0	0	0	0	0	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	1001	2258	596	158	0	0	4013	525	2155	363	103	0	0	3146	721	2039	421	110	0	1	3291	578	2273	547	340	0	0	3738	14188
Approach %	24.9	56.3	14.9	3.9	0.0	-	-	16.7	68.5	11.5	3.3	0.0	-	-	21.9	62.0	12.8	3.3	0.0	-	-	15.5	60.8	14.6	9.1	0.0	-	-	-
Total %	7.1	15.9	4.2	1.1	0.0	-	28.3	3.7	15.2	2.6	0.7	0.0	-	22.2	5.1	14.4	3.0	0.8	0.0	-	23.2	4.1	16.0	3.9	2.4	0.0	-	26.3	-
Lights	967	2180	569	153	0	-	3869	499	2085	338	103	0	-	3025	680	1976	384	106	0	-	3146	554	2207	527	335	0	-	3623	13663
% Lights	96.6	96.5	95.5	96.8	-	-	96.4	95.0	96.8	93.1	100.0	-	-	96.2	94.3	96.9	91.2	96.4	-	-	95.6	95.8	97.1	96.3	98.5	-	-	96.9	96.3
Buses	12	16	9	1	0	-	38	8	27	19	0	0	-	54	6	21	7	2	0	-	36	15	24	13	0	0	-	52	180
% Buses	1.2	0.7	1.5	0.6	-	-	0.9	1.5	1.3	5.2	0.0	-	-	1.7	0.8	1.0	1.7	1.8	-	-	1.1	2.6	1.1	2.4	0.0	-	-	1.4	1.3
Trucks	22	62	18	4	0	-	106	18	43	6	0	0	-	67	35	42	30	2	0	-	109	9	42	7	5	0	-	63	345
% Trucks	2.2	2.7	3.0	2.5	-	-	2.6	3.4	2.0	1.7	0.0	-	-	2.1	4.9	2.1	7.1	1.8	-	-	3.3	1.6	1.8	1.3	1.5	-	-	1.7	2.4
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-



Turning Movement Data Plot

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Liverpool, NY
Morgan Rd & Buckley Rd
Wednesday, June 12, 2019
Location: 43.141221, -76.206726

Count Name: 15. Morgan Rd / Buckley Rd
Site Code: SCU5K5
Start Date: 06/12/2019

Turning Movement Peak Hour Data (7:00 AM)

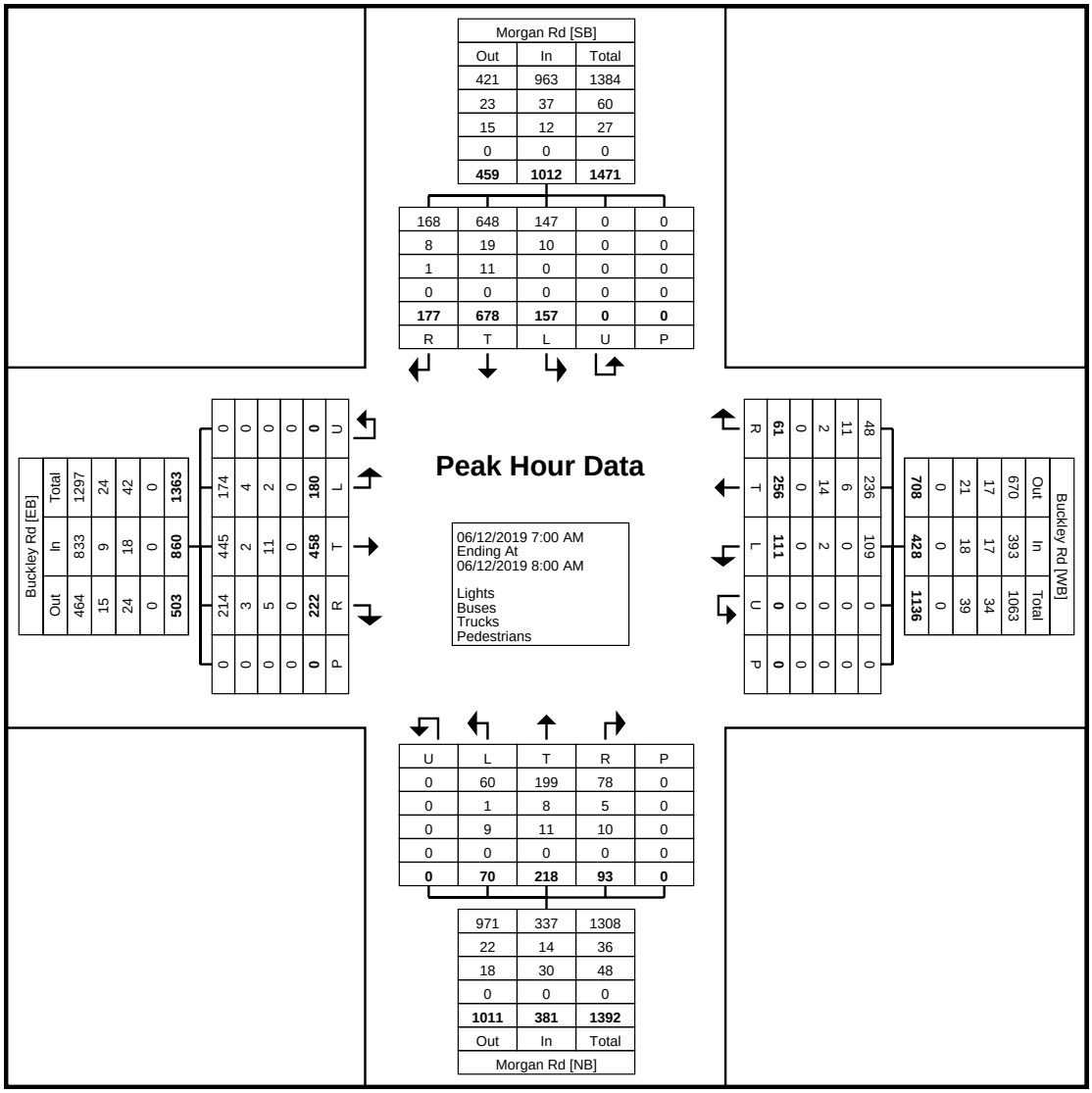
Start Time	Buckley Rd Eastbound							Buckley Rd Westbound							Morgan Rd Northbound							Morgan Rd Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
7:00 AM	45	102	38	8	0	0	193	25	55	18	6	0	0	104	11	65	15	2	0	0	93	30	144	25	21	0	0	220	610
7:15 AM	54	81	52	3	0	0	190	29	59	13	5	0	0	106	21	69	23	3	0	0	116	37	199	28	14	0	0	278	690
7:30 AM	49	139	53	9	0	0	250	24	69	8	4	0	0	105	12	30	17	5	0	0	64	39	160	34	15	0	0	248	667
7:45 AM	32	136	46	13	0	0	227	33	73	4	3	0	0	113	26	54	21	7	0	0	108	51	175	20	20	0	0	266	714
Total	180	458	189	33	0	0	860	111	256	43	18	0	0	428	70	218	76	17	0	0	381	157	678	107	70	0	0	1012	2681
Approach %	20.9	53.3	22.0	3.8	0.0	-	-	25.9	59.8	10.0	4.2	0.0	-	-	18.4	57.2	19.9	4.5	0.0	-	-	15.5	67.0	10.6	6.9	0.0	-	-	-
Total %	6.7	17.1	7.0	1.2	0.0	-	32.1	4.1	9.5	1.6	0.7	0.0	-	16.0	2.6	8.1	2.8	0.6	0.0	-	14.2	5.9	25.3	4.0	2.6	0.0	-	37.7	-
PHF	0.833	0.824	0.892	0.635	0.000	-	0.860	0.841	0.877	0.597	0.750	0.000	-	0.947	0.673	0.790	0.826	0.607	0.000	-	0.821	0.770	0.852	0.787	0.833	0.000	-	0.910	0.939
Lights	174	445	181	33	0	-	833	109	236	30	18	0	-	393	60	199	63	15	0	-	337	147	648	99	69	0	-	963	2526
% Lights	96.7	97.2	95.8	100.0	-	-	96.9	98.2	92.2	69.8	100.0	-	-	91.8	85.7	91.3	82.9	88.2	-	-	88.5	93.6	95.6	92.5	98.6	-	-	95.2	94.2
Buses	4	2	3	0	0	-	9	0	6	11	0	0	-	17	1	8	4	1	0	-	14	10	19	8	0	0	-	37	77
% Buses	2.2	0.4	1.6	0.0	-	-	1.0	0.0	2.3	25.6	0.0	-	-	4.0	1.4	3.7	5.3	5.9	-	-	3.7	6.4	2.8	7.5	0.0	-	-	3.7	2.9
Trucks	2	11	5	0	0	-	18	2	14	2	0	0	-	18	9	11	9	1	0	-	30	0	11	0	1	0	-	12	78
% Trucks	1.1	2.4	2.6	0.0	-	-	2.1	1.8	5.5	4.7	0.0	-	-	4.2	12.9	5.0	11.8	5.9	-	-	7.9	0.0	1.6	0.0	1.4	-	-	1.2	2.9
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Liverpool, NY
Morgan Rd & Buckley Rd
Wednesday, June 12, 2019
Location: 43.141221, -76.206726

Count Name: 15. Morgan Rd / Buckley Rd
Site Code: SCU5K5
Start Date: 06/12/2019



Turning Movement Peak Hour Data Plot (7:00 AM)

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Liverpool, NY
Morgan Rd & Buckley Rd
Wednesday, June 12, 2019
Location: 43.141221, -76.206726

Count Name: 15. Morgan Rd / Buckley Rd
Site Code: SCU5K5
Start Date: 06/12/2019

Turning Movement Peak Hour Data (4:30 PM)

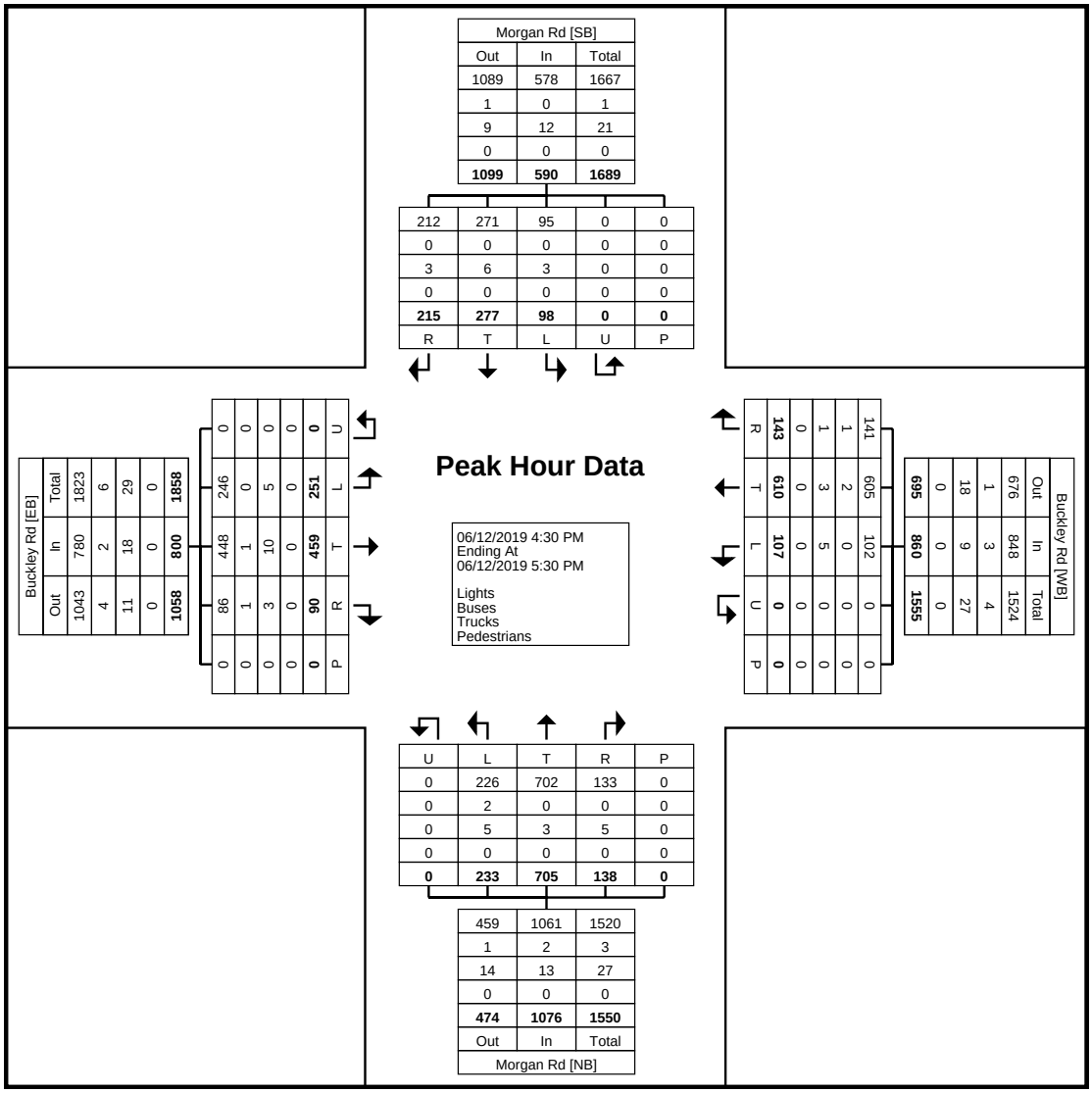
Start Time	Buckley Rd Eastbound							Buckley Rd Westbound							Morgan Rd Northbound							Morgan Rd Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
4:30 PM	55	112	14	6	0	0	187	30	129	32	7	0	0	198	52	181	40	5	0	0	278	31	86	42	18	0	0	177	840
4:45 PM	65	124	21	3	0	0	213	17	172	25	2	0	0	216	58	148	21	4	0	0	231	17	59	30	23	0	0	129	789
5:00 PM	57	104	17	6	0	0	184	27	162	33	12	0	0	234	81	194	39	2	0	0	316	22	61	45	6	0	0	134	868
5:15 PM	74	119	20	3	0	0	216	33	147	29	3	0	0	212	42	182	22	5	0	0	251	28	71	37	14	0	0	150	829
Total	251	459	72	18	0	0	800	107	610	119	24	0	0	860	233	705	122	16	0	0	1076	98	277	154	61	0	0	590	3326
Approach %	31.4	57.4	9.0	2.3	0.0	-	-	12.4	70.9	13.8	2.8	0.0	-	-	21.7	65.5	11.3	1.5	0.0	-	-	16.6	46.9	26.1	10.3	0.0	-	-	-
Total %	7.5	13.8	2.2	0.5	0.0	-	24.1	3.2	18.3	3.6	0.7	0.0	-	25.9	7.0	21.2	3.7	0.5	0.0	-	32.4	2.9	8.3	4.6	1.8	0.0	-	17.7	-
PHF	0.848	0.925	0.857	0.750	0.000	-	0.926	0.811	0.887	0.902	0.500	0.000	-	0.919	0.719	0.909	0.763	0.800	0.000	-	0.851	0.790	0.805	0.856	0.663	0.000	-	0.833	0.958
Lights	246	448	70	16	0	-	780	102	605	117	24	0	-	848	226	702	117	16	0	-	1061	95	271	151	61	0	-	578	3267
% Lights	98.0	97.6	97.2	88.9	-	-	97.5	95.3	99.2	98.3	100.0	-	-	98.6	97.0	99.6	95.9	100.0	-	-	98.6	96.9	97.8	98.1	100.0	-	-	98.0	98.2
Buses	0	1	1	0	0	-	2	0	2	1	0	0	-	3	2	0	0	0	0	-	2	0	0	0	0	0	-	0	7
% Buses	0.0	0.2	1.4	0.0	-	-	0.3	0.0	0.3	0.8	0.0	-	-	0.3	0.9	0.0	0.0	0.0	-	-	0.2	0.0	0.0	0.0	0.0	-	-	0.0	0.2
Trucks	5	10	1	2	0	-	18	5	3	1	0	0	-	9	5	3	5	0	0	-	13	3	6	3	0	0	-	12	52
% Trucks	2.0	2.2	1.4	11.1	-	-	2.3	4.7	0.5	0.8	0.0	-	-	1.0	2.1	0.4	4.1	0.0	-	-	1.2	3.1	2.2	1.9	0.0	-	-	2.0	1.6
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Liverpool, NY
Morgan Rd & Buckley Rd
Wednesday, June 12, 2019
Location: 43.141221, -76.206726

Count Name: 15. Morgan Rd / Buckley Rd
Site Code: SCU5K5
Start Date: 06/12/2019



Turning Movement Peak Hour Data Plot (4:30 PM)

TRI-STATE TRAFFIC DATA
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Liverpool, NY
Morgan Rd & Wetzel Rd
Thursday, June 13, 2019
Location: 43.15047, -76.207512

Count Name: 16. Morgan Rd / Wetzel Rd
Site Code: SCU8TR
Start Date: 06/13/2019

Turning Movement Data

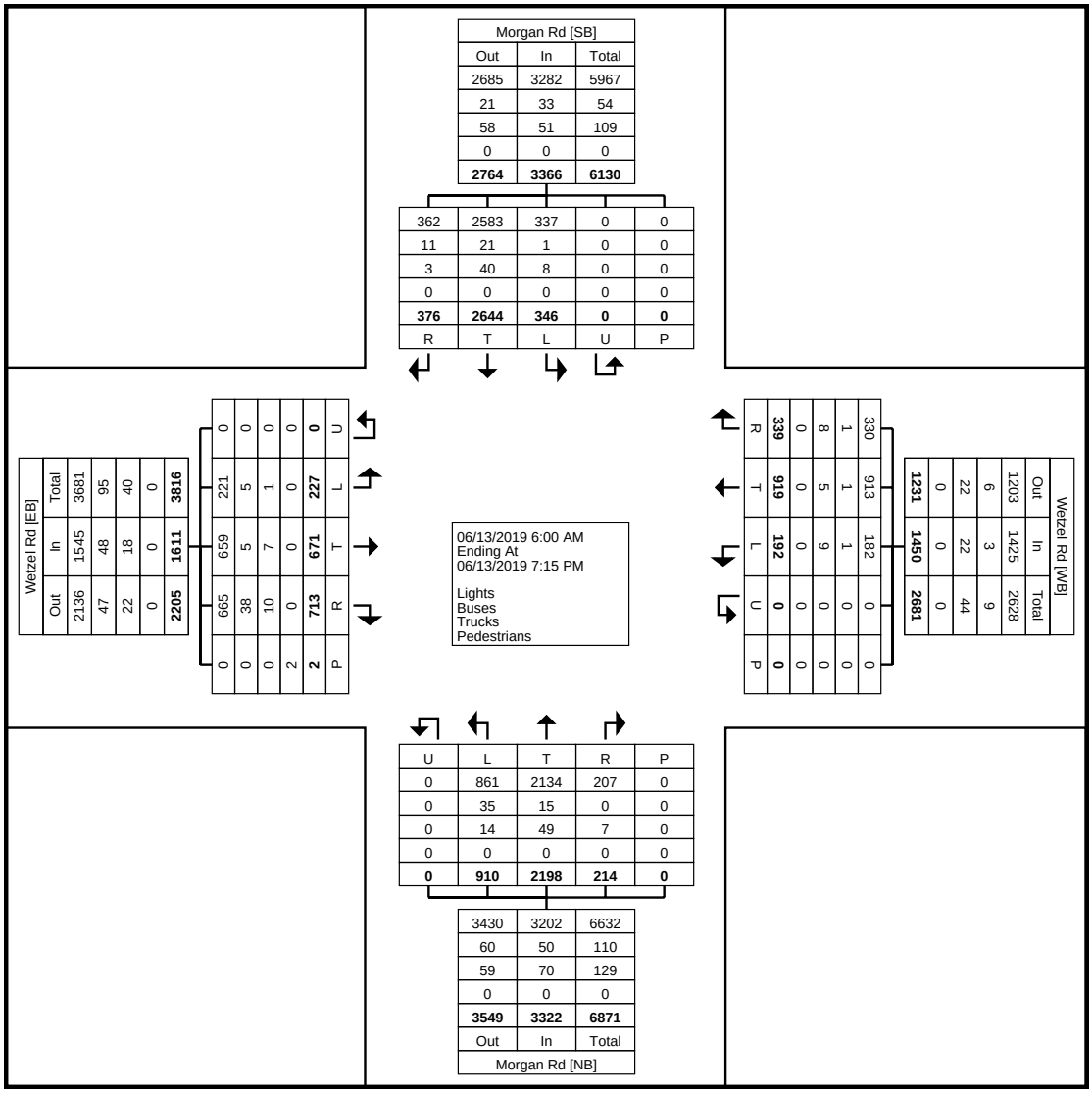
Start Time	Wetzel Rd Eastbound							Wetzel Rd Westbound							Morgan Rd Northbound							Morgan Rd Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
6:00 AM	0	10	7	5	0	0	22	1	5	1	0	0	0	7	5	21	0	0	0	0	26	5	62	2	0	0	0	69	124
6:15 AM	1	11	3	10	0	0	25	3	6	0	0	0	0	9	6	23	1	1	0	0	31	13	75	7	2	0	0	97	162
6:30 AM	3	26	8	14	0	0	51	4	11	0	0	0	0	15	5	26	2	2	0	0	35	20	120	9	0	0	0	149	250
6:45 AM	2	22	15	10	0	0	49	4	17	2	2	0	0	25	21	39	5	1	0	0	66	19	138	14	3	0	0	174	314
Hourly Total	6	69	33	39	0	0	147	12	39	3	2	0	0	56	37	109	8	4	0	0	158	57	395	32	5	0	0	489	850
7:00 AM	11	20	36	12	0	0	79	5	27	3	0	0	0	35	70	51	3	1	0	0	125	16	154	23	3	0	0	196	435
7:15 AM	13	42	50	29	0	0	134	8	63	5	0	0	0	76	66	50	7	2	0	0	125	25	164	30	7	0	0	226	561
7:30 AM	20	54	71	27	0	0	172	5	56	5	3	0	0	69	42	40	11	6	0	0	99	30	194	23	0	0	0	247	587
7:45 AM	8	42	44	11	0	0	105	4	21	2	2	0	0	29	19	56	20	6	0	0	101	22	186	6	2	0	0	216	451
Hourly Total	52	158	201	79	0	0	490	22	167	15	5	0	0	209	197	197	41	15	0	0	450	93	698	82	12	0	0	885	2034
8:00 AM	6	31	11	13	0	0	61	9	17	3	0	0	0	29	27	47	7	2	0	0	83	21	141	10	0	0	0	172	345
8:15 AM	4	19	18	10	0	0	51	3	20	7	4	0	0	34	24	66	9	0	0	0	99	16	142	4	0	0	0	162	346
8:30 AM	3	30	19	5	0	0	57	1	28	4	3	0	0	36	21	43	2	0	0	0	66	14	99	9	3	0	0	125	284
8:45 AM	3	26	20	12	0	0	61	2	27	12	3	0	0	44	41	51	6	0	0	0	98	11	98	27	1	0	0	137	340
Hourly Total	16	106	68	40	0	0	230	15	92	26	10	0	0	143	113	207	24	2	0	0	346	62	480	50	4	0	0	596	1315
9:00 AM	0	0	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	2	2
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	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	2	2
4:00 PM	15	27	10	6	0	0	58	6	46	19	8	0	0	79	53	149	6	2	0	0	210	10	68	9	3	0	0	90	437
4:15 PM	19	30	11	13	0	0	73	9	37	16	6	0	0	68	42	172	6	2	0	0	222	11	95	13	1	0	0	120	483
4:30 PM	27	32	20	18	0	0	97	14	43	21	7	0	0	85	47	169	7	1	0	0	224	9	101	13	1	0	0	124	530
4:45 PM	9	31	16	12	0	0	68	18	60	23	4	0	0	105	38	132	17	5	0	0	192	9	112	11	3	0	0	135	500
Hourly Total	70	120	57	49	0	0	296	47	186	79	25	0	0	337	180	622	36	10	0	0	848	39	376	46	8	0	0	469	1950
5:00 PM	13	29	12	6	0	0	60	49	77	30	4	0	0	160	48	178	21	8	0	0	255	10	100	13	3	0	0	126	601
5:15 PM	16	23	13	13	0	0	65	16	60	28	4	0	0	108	56	203	9	3	0	0	271	16	93	9	1	0	0	119	563
5:30 PM	5	37	12	8	0	0	62	11	62	17	5	0	0	95	50	174	6	4	0	0	234	17	92	7	3	0	0	119	510
5:45 PM	13	39	6	10	0	0	68	6	39	20	4	0	0	69	50	150	5	1	0	0	206	13	99	15	4	0	0	131	474
Hourly Total	47	128	43	37	0	0	255	82	238	95	17	0	0	432	204	705	41	16	0	0	966	56	384	44	11	0	0	495	2148
6:00 PM	11	23	9	10	0	0	53	2	55	17	7	0	0	81	37	109	7	1	0	0	154	9	74	14	4	0	0	101	389
6:15 PM	11	26	10	1	0	2	48	4	36	11	3	0	0	54	41	92	3	4	0	0	140	10	91	10	1	0	0	112	354
6:30 PM	9	21	8	8	0	0	46	6	58	7	3	0	0	74	55	80	2	0	0	0	137	9	60	21	2	0	0	92	349
6:45 PM	5	20	12	9	0	0	46	2	48	10	4	0	0	64	46	77	0	0	0	0	123	11	85	22	7	0	0	125	358
Hourly Total	36	90	39	28	0	2	193	14	197	45	17	0	0	273	179	358	12	5	0	0	554	39	310	67	14	0	0	430	1450
7:00 PM	0	0	0	0	0	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	227	671	441	272	0	2	1611	192	919	263	76	0	0	1450	910	2198	162	52	0	0	3322	346	2644	322	54	0	0	3366	9749
Approach %	14.1	41.7	27.4	16.9	0.0	-	-	13.2	63.4	18.1	5.2	0.0	-	-	27.4	66.2	4.9	1.6	0.0	-	-	10.3	78.6	9.6	1.6	0.0	-	-	-
Total %	2.3	6.9	4.5	2.8	0.0	-	16.5	2.0	9.4	2.7	0.8	0.0	-	14.9	9.3	22.5	1.7	0.5	0.0	-	34.1	3.5	27.1	3.3	0.6	0.0	-	34.5	-
Lights	221	659	410	255	0	-	1545	182	913	257	73	0	-	1425	861	2134	156	51	0	-	3202	337	2583	308	54	0	-	3282	9454
% Lights	97.4	98.2	93.0	93.8	-	-	95.9	94.8	99.3	97.7	96.1	-	-	98.3	94.6	97.1	96.3	98.1	-	-	96.4	97.4	97.7	95.7	100.0	-	-	97.5	97.0
Buses	5	5	24	14	0	-	48	1	1	1	0	0	-	3	35	15	0	0	0	-	50	1	21	11	0	0	-	33	134
% Buses	2.2	0.7	5.4	5.1	-	-	3.0	0.5	0.1	0.4	0.0	-	-	0.2	3.8	0.7	0.0	0.0	-	-	1.5	0.3	0.8	3.4	0.0	-	-	1.0	1.4
Trucks	1	7	7	3	0	-	18	9	5	5	3	0	-	22	14	49	6	1	0	-	70	8	40	3	0	0	-	51	161
% Trucks	0.4	1.0	1.6	1.1	-	-	1.1	4.7	0.5	1.9	3.9	-	-	1.5	1.5	2.2	3.7	1.9	-	-	2.1	2.3	1.5	0.9	0.0	-	-	1.5	1.7
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Liverpool, NY
Morgan Rd & Wetzel Rd
Thursday, June 13, 2019
Location: 43.15047, -76.207512

Count Name: 16. Morgan Rd / Wetzel Rd
Site Code: SCU8TR
Start Date: 06/13/2019



Turning Movement Data Plot

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Liverpool, NY
Morgan Rd & Wetzel Rd
Thursday, June 13, 2019
Location: 43.15047, -76.207512

Count Name: 16. Morgan Rd / Wetzel Rd
Site Code: SCU8TR
Start Date: 06/13/2019

Turning Movement Peak Hour Data (7:00 AM)

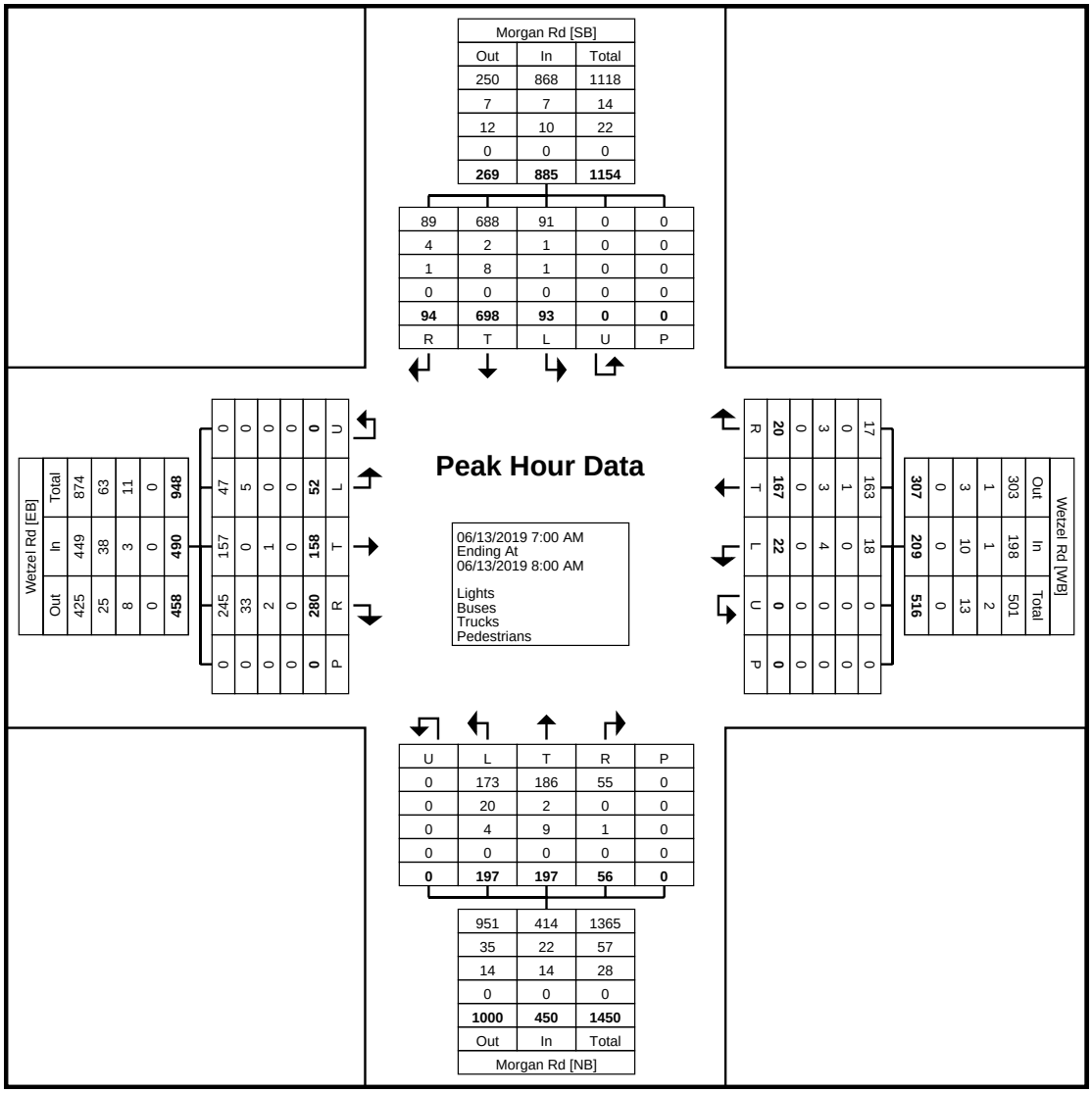
Start Time	Wetzel Rd Eastbound							Wetzel Rd Westbound							Morgan Rd Northbound							Morgan Rd Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
7:00 AM	11	20	36	12	0	0	79	5	27	3	0	0	0	35	70	51	3	1	0	0	125	16	154	23	3	0	0	196	435
7:15 AM	13	42	50	29	0	0	134	8	63	5	0	0	0	76	66	50	7	2	0	0	125	25	164	30	7	0	0	226	561
7:30 AM	20	54	71	27	0	0	172	5	56	5	3	0	0	69	42	40	11	6	0	0	99	30	194	23	0	0	0	247	587
7:45 AM	8	42	44	11	0	0	105	4	21	2	2	0	0	29	19	56	20	6	0	0	101	22	186	6	2	0	0	216	451
Total	52	158	201	79	0	0	490	22	167	15	5	0	0	209	197	197	41	15	0	0	450	93	698	82	12	0	0	885	2034
Approach %	10.6	32.2	41.0	16.1	0.0	-	-	10.5	79.9	7.2	2.4	0.0	-	-	43.8	43.8	9.1	3.3	0.0	-	-	10.5	78.9	9.3	1.4	0.0	-	-	-
Total %	2.6	7.8	9.9	3.9	0.0	-	24.1	1.1	8.2	0.7	0.2	0.0	-	10.3	9.7	9.7	2.0	0.7	0.0	-	22.1	4.6	34.3	4.0	0.6	0.0	-	43.5	-
PHF	0.650	0.731	0.708	0.681	0.000	-	0.712	0.688	0.663	0.750	0.417	0.000	-	0.688	0.704	0.879	0.513	0.625	0.000	-	0.900	0.775	0.899	0.683	0.429	0.000	-	0.896	0.866
Lights	47	157	178	67	0	-	449	18	163	13	4	0	-	198	173	186	40	15	0	-	414	91	688	77	12	0	-	868	1929
% Lights	90.4	99.4	88.6	84.8	-	-	91.6	81.8	97.6	86.7	80.0	-	-	94.7	87.8	94.4	97.6	100.0	-	-	92.0	97.8	98.6	93.9	100.0	-	-	98.1	94.8
Buses	5	0	22	11	0	-	38	0	1	0	0	0	-	1	20	2	0	0	0	-	22	1	2	4	0	0	-	7	68
% Buses	9.6	0.0	10.9	13.9	-	-	7.8	0.0	0.6	0.0	0.0	-	-	0.5	10.2	1.0	0.0	0.0	-	-	4.9	1.1	0.3	4.9	0.0	-	-	0.8	3.3
Trucks	0	1	1	1	0	-	3	4	3	2	1	0	-	10	4	9	1	0	0	-	14	1	8	1	0	0	-	10	37
% Trucks	0.0	0.6	0.5	1.3	-	-	0.6	18.2	1.8	13.3	20.0	-	-	4.8	2.0	4.6	2.4	0.0	-	-	3.1	1.1	1.1	1.2	0.0	-	-	1.1	1.8
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Liverpool, NY
Morgan Rd & Wetzel Rd
Thursday, June 13, 2019
Location: 43.15047, -76.207512

Count Name: 16. Morgan Rd / Wetzel Rd
Site Code: SCU8TR
Start Date: 06/13/2019



Turning Movement Peak Hour Data Plot (7:00 AM)

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Morgan Rd & Wetzel Rd
Thursday, June 13, 2019
Location: 43.15047, -76.207512

Count Name: 16. Morgan Rd / Wetzel Rd
Site Code: SCU8TR
Start Date: 06/13/2019

Turning Movement Peak Hour Data (4:30 PM)

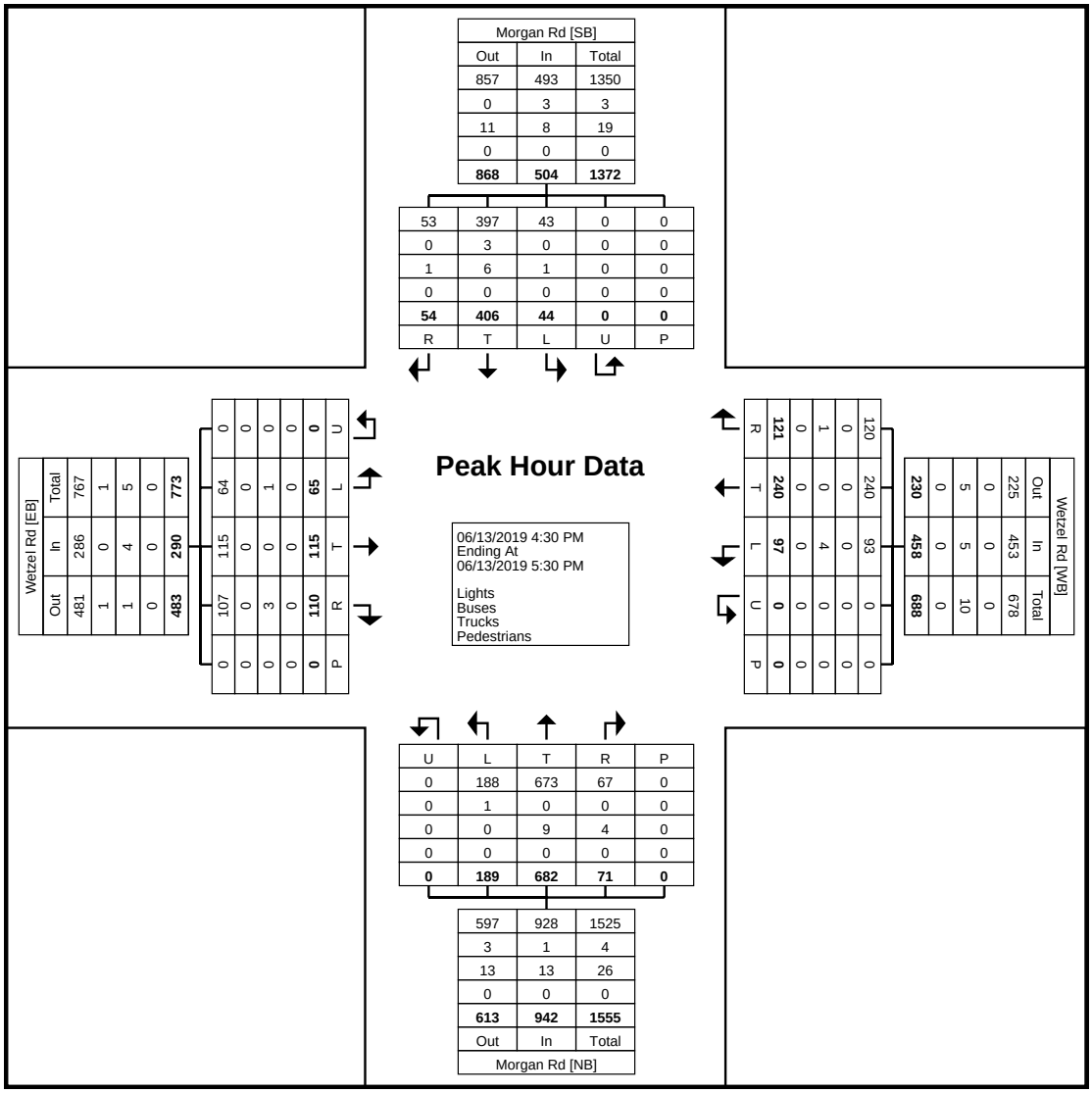
Start Time	Wetzel Rd Eastbound							Wetzel Rd Westbound							Morgan Rd Northbound							Morgan Rd Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
4:30 PM	27	32	20	18	0	0	97	14	43	21	7	0	0	85	47	169	7	1	0	0	224	9	101	13	1	0	0	124	530
4:45 PM	9	31	16	12	0	0	68	18	60	23	4	0	0	105	38	132	17	5	0	0	192	9	112	11	3	0	0	135	500
5:00 PM	13	29	12	6	0	0	60	49	77	30	4	0	0	160	48	178	21	8	0	0	255	10	100	13	3	0	0	126	601
5:15 PM	16	23	13	13	0	0	65	16	60	28	4	0	0	108	56	203	9	3	0	0	271	16	93	9	1	0	0	119	563
Total	65	115	61	49	0	0	290	97	240	102	19	0	0	458	189	682	54	17	0	0	942	44	406	46	8	0	0	504	2194
Approach %	22.4	39.7	21.0	16.9	0.0	-	-	21.2	52.4	22.3	4.1	0.0	-	-	20.1	72.4	5.7	1.8	0.0	-	-	8.7	80.6	9.1	1.6	0.0	-	-	-
Total %	3.0	5.2	2.8	2.2	0.0	-	13.2	4.4	10.9	4.6	0.9	0.0	-	20.9	8.6	31.1	2.5	0.8	0.0	-	42.9	2.0	18.5	2.1	0.4	0.0	-	23.0	-
PHF	0.602	0.898	0.763	0.681	0.000	-	0.747	0.495	0.779	0.850	0.679	0.000	-	0.716	0.844	0.840	0.643	0.531	0.000	-	0.869	0.688	0.906	0.885	0.667	0.000	-	0.933	0.913
Lights	64	115	60	47	0	-	286	93	240	101	19	0	-	453	188	673	51	16	0	-	928	43	397	45	8	0	-	493	2160
% Lights	98.5	100.0	98.4	95.9	-	-	98.6	95.9	100.0	99.0	100.0	-	-	98.9	99.5	98.7	94.4	94.1	-	-	98.5	97.7	97.8	97.8	100.0	-	-	97.8	98.5
Buses	0	0	0	0	0	-	0	0	0	0	0	0	-	0	1	0	0	0	0	-	1	0	3	0	0	0	-	3	4
% Buses	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	0.0	-	-	0.1	0.0	0.7	0.0	0.0	-	-	0.6	0.2
Trucks	1	0	1	2	0	-	4	4	0	1	0	0	-	5	0	9	3	1	0	-	13	1	6	1	0	0	-	8	30
% Trucks	1.5	0.0	1.6	4.1	-	-	1.4	4.1	0.0	1.0	0.0	-	-	1.1	0.0	1.3	5.6	5.9	-	-	1.4	2.3	1.5	2.2	0.0	-	-	1.6	1.4
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Liverpool, NY
Morgan Rd & Wetzel Rd
Thursday, June 13, 2019
Location: 43.15047, -76.207512

Count Name: 16. Morgan Rd / Wetzel Rd
Site Code: SCU8TR
Start Date: 06/13/2019



Turning Movement Peak Hour Data Plot (4:30 PM)

TRI-STATE TRAFFIC DATA

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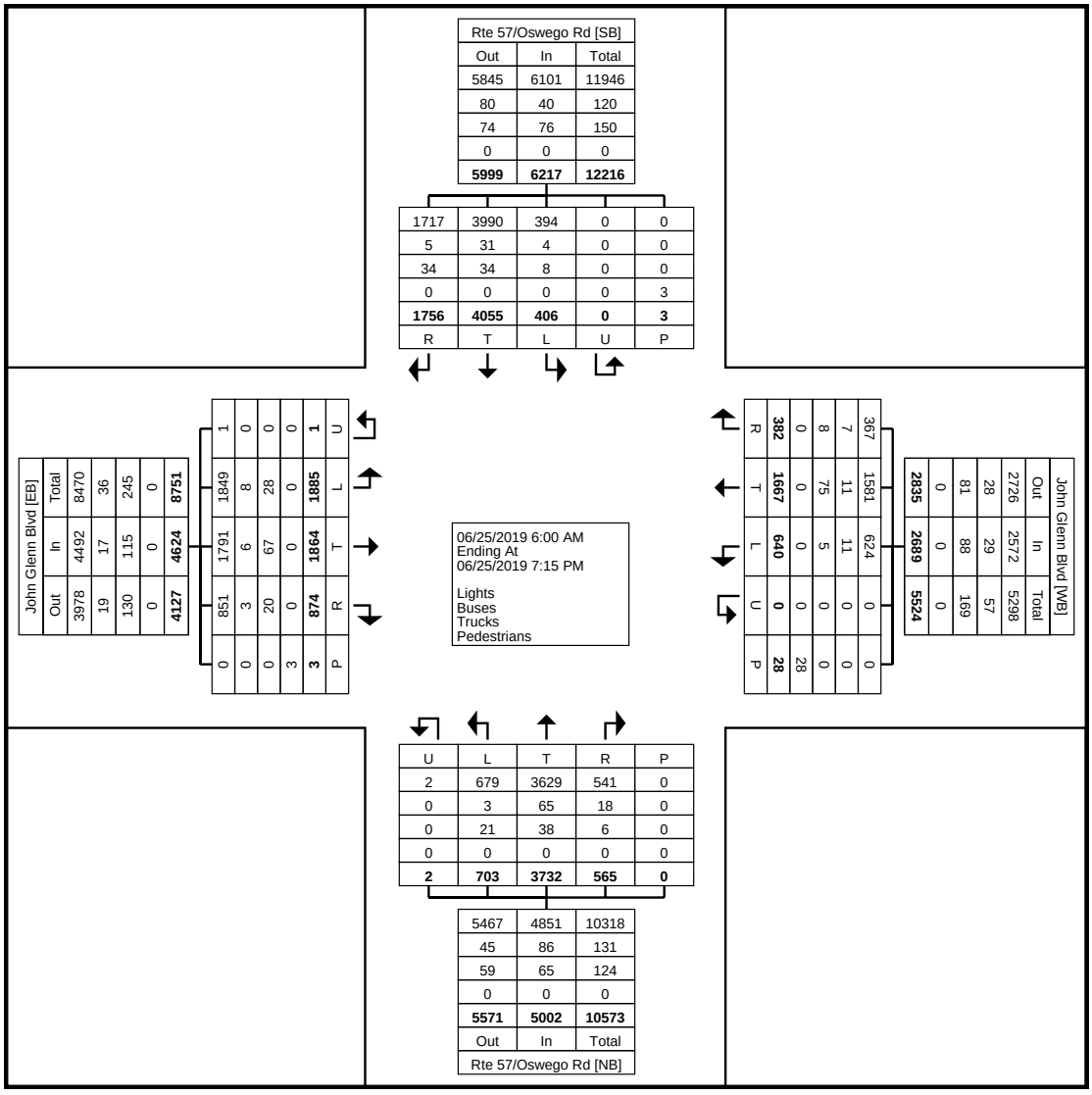
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Liverpool, NY
Rte 57 & John Glen Blvd
Tuesday, June 25,2019
Location: 43.131113, -76.219935

Count Name: 17. Rte 57 / John Glenn Blvd
Site Code: SCU3MC, SCU5K5
Start Date: 06/25/2019

Turning Movement Data

Start Time	John Glenn Blvd Eastbound							John Glenn Blvd Westbound							Rte 57/Oswego Rd Northbound							Rte 57/Oswego Rd Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
6:00 AM	11	24	12	1	0	0	48	16	23	5	0	0	1	44	6	29	3	0	0	0	38	4	99	24	10	0	0	137	267
6:15 AM	14	49	24	2	0	0	89	20	37	7	0	0	1	64	12	28	5	1	0	0	46	3	139	37	3	0	0	182	381
6:30 AM	30	67	33	0	0	0	130	17	43	4	0	0	0	64	12	48	9	1	0	0	70	10	147	43	0	0	0	200	464
6:45 AM	29	76	36	0	0	0	141	15	52	3	0	0	0	70	17	65	14	2	0	0	98	6	177	37	6	0	0	226	535
Hourly Total	84	216	105	3	0	0	408	68	155	19	0	0	2	242	47	170	31	4	0	0	252	23	562	141	19	0	0	745	1647
7:00 AM	35	63	31	1	0	0	130	29	69	5	0	0	0	103	7	64	12	1	0	0	84	15	180	49	9	0	1	253	570
7:15 AM	52	73	41	0	0	0	166	26	67	9	1	0	0	103	20	81	15	0	0	0	116	10	220	45	12	0	0	287	672
7:30 AM	62	107	46	0	0	0	215	34	71	5	0	0	1	110	24	74	28	1	0	0	127	17	228	50	37	0	0	332	784
7:45 AM	48	138	62	0	0	0	248	31	51	13	0	0	0	95	10	112	16	1	0	0	139	16	218	58	9	0	0	301	783
Hourly Total	197	381	180	1	0	0	759	120	258	32	1	0	1	411	61	331	71	3	0	0	466	58	846	202	67	0	1	1173	2809
8:00 AM	65	101	62	1	0	0	229	26	53	15	0	0	2	94	14	99	13	1	1	0	128	10	175	55	3	0	0	243	694
8:15 AM	67	75	41	0	0	0	183	25	53	11	0	0	1	89	25	98	15	0	0	0	138	15	191	41	0	0	0	247	657
8:30 AM	75	66	54	1	0	0	196	31	59	20	0	0	0	110	25	73	13	0	0	0	111	17	147	45	5	0	0	214	631
8:45 AM	52	73	35	0	0	0	160	36	51	15	0	0	0	102	20	145	12	0	0	0	177	17	147	54	6	0	0	224	663
Hourly Total	259	315	192	2	0	0	768	118	216	61	0	0	3	395	84	415	53	1	1	0	554	59	660	195	14	0	0	928	2645
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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
4:00 PM	115	85	22	1	0	0	223	21	99	23	0	0	1	143	54	226	23	4	0	0	307	19	162	62	9	0	1	252	925
4:15 PM	109	83	34	0	0	0	226	28	85	28	0	0	4	141	32	248	29	1	0	0	310	23	175	94	4	0	0	296	973
4:30 PM	112	67	23	0	0	0	202	34	116	29	0	0	1	179	57	239	31	2	0	0	329	29	175	95	2	0	0	301	1011
4:45 PM	142	93	31	0	0	0	266	31	99	24	0	0	2	154	60	249	33	1	0	0	343	17	161	82	8	0	0	268	1031
Hourly Total	478	328	110	1	0	0	917	114	399	104	0	0	8	617	203	962	116	8	0	0	1289	88	673	333	23	0	1	1117	3940
5:00 PM	137	112	34	0	1	1	284	29	126	22	0	0	0	177	55	256	38	5	1	0	355	27	157	102	11	0	1	297	1113
5:15 PM	154	97	35	0	0	0	286	34	90	16	0	0	3	140	56	282	46	2	0	0	386	21	172	72	6	0	0	271	1083
5:30 PM	111	98	42	0	0	0	251	32	89	20	0	0	5	141	31	279	53	1	0	0	364	22	181	95	8	0	0	306	1062
5:45 PM	104	64	44	1	0	0	213	27	98	20	0	0	0	145	39	260	29	2	0	0	330	21	195	102	15	0	0	333	1021
Hourly Total	506	371	155	1	1	1	1034	122	403	78	0	0	8	603	181	1077	166	10	1	0	1435	91	705	371	40	0	1	1207	4279
6:00 PM	106	81	37	0	0	1	224	23	66	25	0	0	2	114	23	203	22	2	0	0	250	23	178	76	10	0	0	287	875
6:15 PM	81	63	27	0	0	0	171	28	62	33	0	0	4	123	40	206	21	1	0	0	268	21	160	69	8	0	0	258	820
6:30 PM	89	55	29	0	0	1	173	26	61	14	0	0	0	101	25	187	30	1	0	0	243	18	150	92	12	0	0	272	789
6:45 PM	84	54	30	1	0	0	169	21	47	14	1	0	0	83	39	181	20	5	0	0	245	25	121	70	14	0	0	230	727
Hourly Total	360	253	123	1	0	2	737	98	236	86	1	0	6	421	127	777	93	9	0	0	1006	87	609	307	44	0	0	1047	3211
7:00 PM	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
Grand Total	1885	1864	865	9	1	3	4624	640	1667	380	2	0	28	2689	703	3732	530	35	2	0	5002	406	4055	1549	207	0	3	6217	18532
Approach %	40.8	40.3	18.7	0.2	0.0	-	-	23.8	62.0	14.1	0.1	0.0	-	-	14.1	74.6	10.6	0.7	0.0	-	-	6.5	65.2	24.9	3.3	0.0	-	-	-
Total %	10.2	10.1	4.7	0.0	0.0	-	25.0	3.5	9.0	2.1	0.0	0.0	-	14.5	3.8	20.1	2.9	0.2	0.0	-	27.0	2.2	21.9	8.4	1.1	0.0	-	33.5	-
Lights	1849	1791	842	9	1	-	4492	624	1581	366	1	0	-	2572	679	3629	506	35	2	-	4851	394	3990	1513	204	0	-	6101	18016
% Lights	98.1	96.1	97.3	100.0	100.0	-	97.1	97.5	94.8	96.3	50.0	-	-	95.6	96.6	97.2	95.5	100.0	100.0	-	97.0	97.0	98.4	97.7	98.6	-	-	98.1	97.2
Buses	8	6	3	0	0	-	17	11	11	7	0	0	-	29	3	65	18	0	0	-	86	4	31	5	0	0	-	40	172
% Buses	0.4	0.3	0.3	0.0	0.0	-	0.4	1.7	0.7	1.8	0.0	-	-	1.1	0.4	1.7	3.4	0.0	0.0	-	1.7	1.0	0.8	0.3	0.0	-	-	0.6	0.9
Trucks	28	67	20	0	0	-	115	5	75	7	1	0	-	88	21	38	6	0	0	-	65	8	34	31	3	0	-	76	344
% Trucks	1.5	3.6	2.3	0.0	0.0	-	2.5	0.8	4.5	1.8	50.0	-	-	3.3	3.0	1.0	1.1	0.0	0.0	-	1.3	2.0	0.8	2.0	1.4	-	-	1.2	1.9
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	-	28	-	-	-	-	-	-	0	-	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Turning Movement Data Plot

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Liverpool, NY
Rte 57 & John Glen Blvd
Tuesday, June 25,2019
Location: 43.131113, -76.219935

Count Name: 17. Rte 57 / John Glenn Blvd
Site Code: SCU3MC, SCU5K5
Start Date: 06/25/2019

Turning Movement Peak Hour Data (7:15 AM)

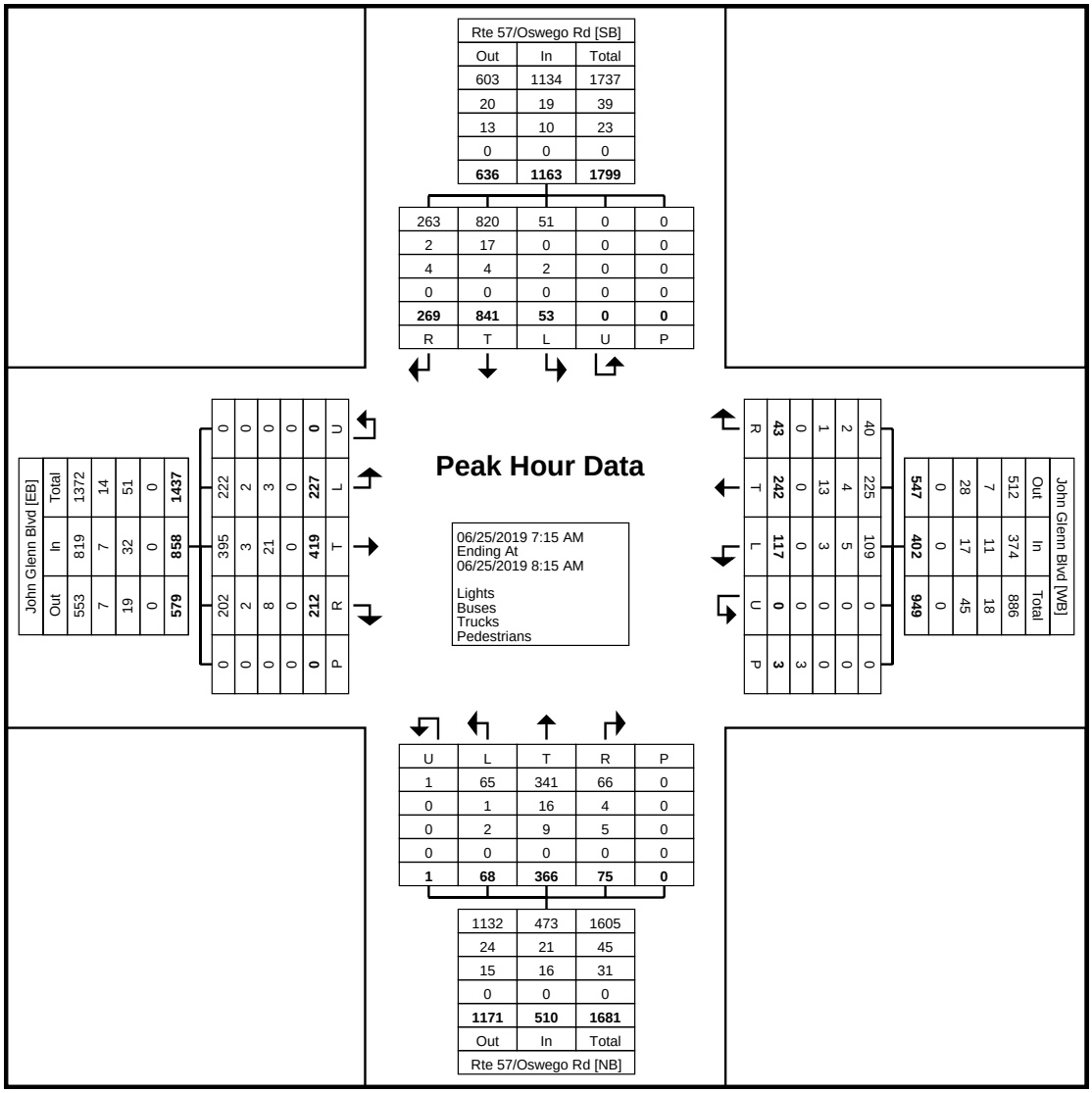
Start Time	John Glenn Blvd Eastbound							John Glenn Blvd Westbound							Rte 57/Oswego Rd Northbound							Rte 57/Oswego Rd Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
7:15 AM	52	73	41	0	0	0	166	26	67	9	1	0	0	103	20	81	15	0	0	0	116	10	220	45	12	0	0	287	672
7:30 AM	62	107	46	0	0	0	215	34	71	5	0	0	1	110	24	74	28	1	0	0	127	17	228	50	37	0	0	332	784
7:45 AM	48	138	62	0	0	0	248	31	51	13	0	0	0	95	10	112	16	1	0	0	139	16	218	58	9	0	0	301	783
8:00 AM	65	101	62	1	0	0	229	26	53	15	0	0	2	94	14	99	13	1	1	0	128	10	175	55	3	0	0	243	694
Total	227	419	211	1	0	0	858	117	242	42	1	0	3	402	68	366	72	3	1	0	510	53	841	208	61	0	0	1163	2933
Approach %	26.5	48.8	24.6	0.1	0.0	-	-	29.1	60.2	10.4	0.2	0.0	-	-	13.3	71.8	14.1	0.6	0.2	-	-	4.6	72.3	17.9	5.2	0.0	-	-	-
Total %	7.7	14.3	7.2	0.0	0.0	-	29.3	4.0	8.3	1.4	0.0	0.0	-	13.7	2.3	12.5	2.5	0.1	0.0	-	17.4	1.8	28.7	7.1	2.1	0.0	-	39.7	-
PHF	0.873	0.759	0.851	0.250	0.000	-	0.865	0.860	0.852	0.700	0.250	0.000	-	0.914	0.708	0.817	0.643	0.750	0.250	-	0.917	0.779	0.922	0.897	0.412	0.000	-	0.876	0.935
Lights	222	395	201	1	0	-	819	109	225	40	0	0	-	374	65	341	63	3	1	-	473	51	820	204	59	0	-	1134	2800
% Lights	97.8	94.3	95.3	100.0	-	-	95.5	93.2	93.0	95.2	0.0	-	-	93.0	95.6	93.2	87.5	100.0	100.0	-	92.7	96.2	97.5	98.1	96.7	-	-	97.5	95.5
Buses	2	3	2	0	0	-	7	5	4	2	0	0	-	11	1	16	4	0	0	-	21	0	17	2	0	0	-	19	58
% Buses	0.9	0.7	0.9	0.0	-	-	0.8	4.3	1.7	4.8	0.0	-	-	2.7	1.5	4.4	5.6	0.0	0.0	-	4.1	0.0	2.0	1.0	0.0	-	-	1.6	2.0
Trucks	3	21	8	0	0	-	32	3	13	0	1	0	-	17	2	9	5	0	0	-	16	2	4	2	2	0	-	10	75
% Trucks	1.3	5.0	3.8	0.0	-	-	3.7	2.6	5.4	0.0	100.0	-	-	4.2	2.9	2.5	6.9	0.0	0.0	-	3.1	3.8	0.5	1.0	3.3	-	-	0.9	2.6
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	3	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Liverpool, NY
Rte 57 & John Glen Blvd
Tuesday, June 25,2019
Location: 43.131113, -76.219935

Count Name: 17. Rte 57 / John Glenn Blvd
Site Code: SCU3MC, SCU5K5
Start Date: 06/25/2019



Turning Movement Peak Hour Data Plot (7:15 AM)

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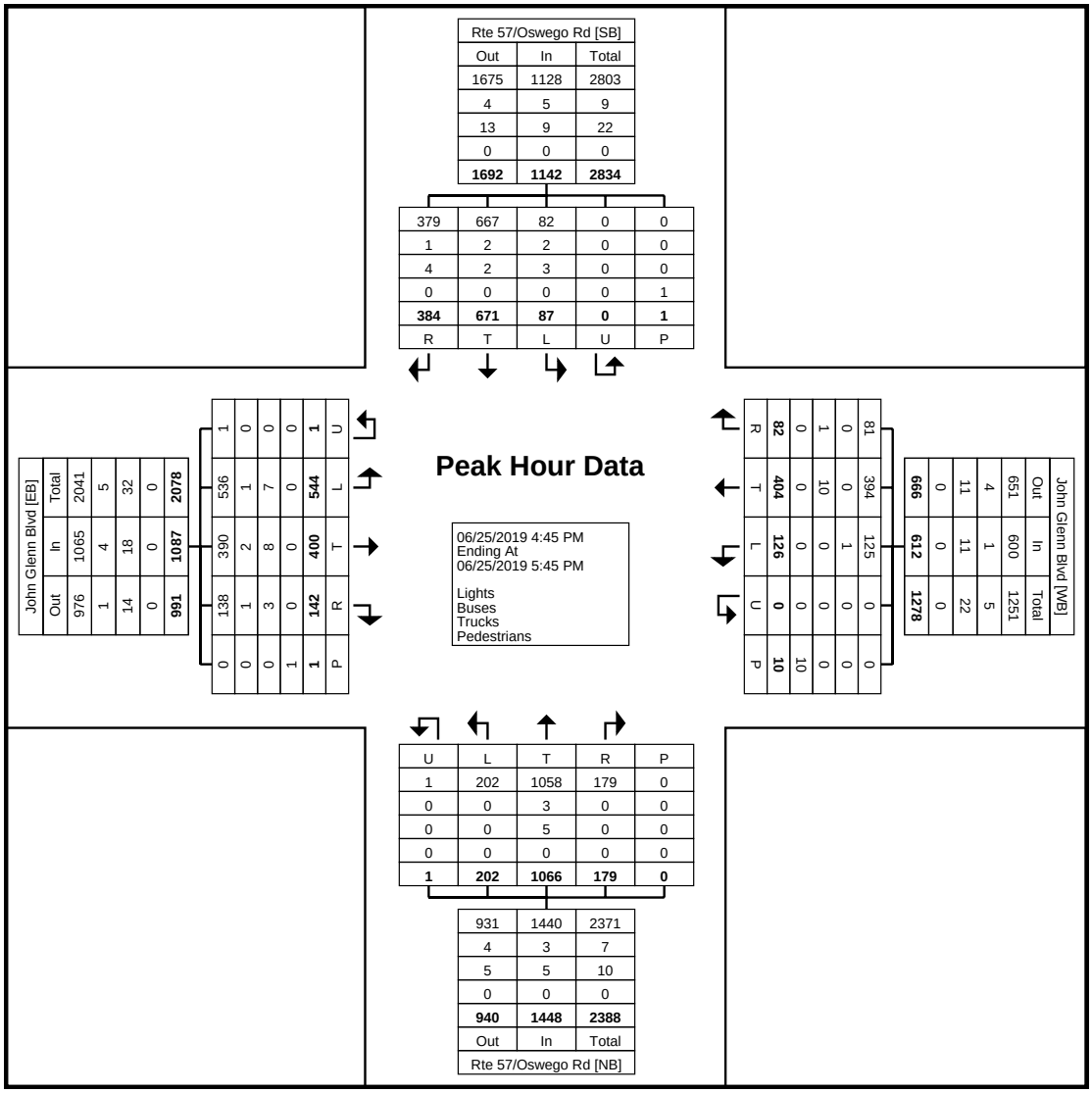
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Liverpool, NY
Rte 57 & John Glen Blvd
Tuesday, June 25,2019
Location: 43.131113, -76.219935

Count Name: 17. Rte 57 / John Glenn Blvd
Site Code: SCU3MC, SCU5K5
Start Date: 06/25/2019

Turning Movement Peak Hour Data (4:45 PM)

Start Time	John Glenn Blvd Eastbound							John Glenn Blvd Westbound							Rte 57/Oswego Rd Northbound							Rte 57/Oswego Rd Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
4:45 PM	142	93	31	0	0	0	266	31	99	24	0	0	2	154	60	249	33	1	0	0	343	17	161	82	8	0	0	268	1031
5:00 PM	137	112	34	0	1	1	284	29	126	22	0	0	0	177	55	256	38	5	1	0	355	27	157	102	11	0	1	297	1113
5:15 PM	154	97	35	0	0	0	286	34	90	16	0	0	3	140	56	282	46	2	0	0	386	21	172	72	6	0	0	271	1083
5:30 PM	111	98	42	0	0	0	251	32	89	20	0	0	5	141	31	279	53	1	0	0	364	22	181	95	8	0	0	306	1062
Total	544	400	142	0	1	1	1087	126	404	82	0	0	10	612	202	1066	170	9	1	0	1448	87	671	351	33	0	1	1142	4289
Approach %	50.0	36.8	13.1	0.0	0.1	-	-	20.6	66.0	13.4	0.0	0.0	-	-	14.0	73.6	11.7	0.6	0.1	-	-	7.6	58.8	30.7	2.9	0.0	-	-	-
Total %	12.7	9.3	3.3	0.0	0.0	-	25.3	2.9	9.4	1.9	0.0	0.0	-	14.3	4.7	24.9	4.0	0.2	0.0	-	33.8	2.0	15.6	8.2	0.8	0.0	-	26.6	-
PHF	0.883	0.893	0.845	0.000	0.250	-	0.950	0.926	0.802	0.854	0.000	0.000	-	0.864	0.842	0.945	0.802	0.450	0.250	-	0.938	0.806	0.927	0.860	0.750	0.000	-	0.933	0.963
Lights	536	390	138	0	1	-	1065	125	394	81	0	0	-	600	202	1058	170	9	1	-	1440	82	667	346	33	0	-	1128	4233
% Lights	98.5	97.5	97.2	-	100.0	-	98.0	99.2	97.5	98.8	-	-	-	98.0	100.0	99.2	100.0	100.0	100.0	-	99.4	94.3	99.4	98.6	100.0	-	-	98.8	98.7
Buses	1	2	1	0	0	-	4	1	0	0	0	0	-	1	0	3	0	0	0	-	3	2	2	1	0	0	-	5	13
% Buses	0.2	0.5	0.7	-	0.0	-	0.4	0.8	0.0	0.0	-	-	-	0.2	0.0	0.3	0.0	0.0	0.0	-	0.2	2.3	0.3	0.3	0.0	-	-	0.4	0.3
Trucks	7	8	3	0	0	-	18	0	10	1	0	0	-	11	0	5	0	0	0	-	5	3	2	4	0	0	-	9	43
% Trucks	1.3	2.0	2.1	-	0.0	-	1.7	0.0	2.5	1.2	-	-	-	1.8	0.0	0.5	0.0	0.0	0.0	-	0.3	3.4	0.3	1.1	0.0	-	-	0.8	1.0
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	-	10	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (4:45 PM)

A2

Miscellaneous Traffic Data and Calculations

1.Oswego St / Onondaga Lake Parkway - TMC

Tue Jun 11, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668266, Location: 43.101403, -76.202686, Site Code: SCU5K5, SCU8UH, SCU53B

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road, Coatesville, PA, 19320, US

Leg	Rte 57/Oswego St									N Willow St									Rte 57/Oswego St							
Direction	Southbound									Southwestbound									Westbound							
Time	R	BR	T	L	HL	U	RR	App	Ped*	HR	BR	T	BL	HL	U	HRR	App	Ped*	HR	R	T	BL	L	U	App	Ped*
2019-06-11 6:30AM	0	0	270	52	0	0	0	**322**	0	0	0	0	0	0	0	1	**1**	0	0	34	2	0	3	0	**39**	1
6:45AM	0	0	244	44	3	0	0	**291**	0	0	0	0	0	0	0	2	**2**	0	0	41	8	0	5	0	**54**	0
7:00AM	0	0	325	65	3	0	0	**393**	0	0	0	0	0	0	0	0	**0**	0	0	51	3	2	5	0	**61**	1
7:15AM	0	0	378	88	1	0	0	**467**	0	0	0	0	0	0	0	3	**3**	0	0	68	1	3	7	0	**79**	0
Total	0	0	1217	249	7	0	0	**1473**	0	0	0	0	0	0	0	6	**6**	0	0	194	14	5	20	0	**233**	2
% Approach	0%	0%	82.6%	16.9%	0.5%	0%	0%	**-**	-	0%	0%	0%	0%	0%	0%	100%	**-**	-	0%	83.3%	6.0%	2.1%	8.6%	0%	**-**	-
% Total	0%	0%	57.6%	11.8%	0.3%	0%	0%	**69.7%**	-	0%	0%	0%	0%	0%	0%	0.3%	**0.3%**	-	0%	9.2%	0.7%	0.2%	0.9%	0%	**11.0%**	-
PHF	-	-	0.805	0.707	0.583	-	-	**0.789**	-	-	-	-	-	-	-	0.500	**0.500**	-	-	0.713	0.438	0.417	0.714	-	**0.737**	-
Lights	0	0	1211	220	7	0	0	**1438**	-	0	0	0	0	0	0	4	**4**	-	0	171	12	4	20	0	**207**	-
% Lights	0%	0%	99.5%	88.4%	100%	0%	0%	**97.6%**	-	0%	0%	0%	0%	0%	0%	66.7%	**66.7%**	-	0%	88.1%	85.7%	80.0%	100%	0%	**88.8%**	-
Articulated Trucks and Single-Unit Trucks	0	0	0	11	0	0	0	**11**	-	0	0	0	0	0	0	1	**1**	-	0	10	1	1	0	0	**12**	-
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	4.4%	0%	0%	0%	**0.7%**	-	0%	0%	0%	0%	0%	0%	16.7%	**16.7%**	-	0%	5.2%	7.1%	20.0%	0%	0%	**5.2%**	-
Buses	0	0	6	18	0	0	0	**24**	-	0	0	0	0	0	0	1	**1**	-	0	13	1	0	0	0	**14**	-
% Buses	0%	0%	0.5%	7.2%	0%	0%	0%	**1.6%**	-	0%	0%	0%	0%	0%	0%	16.7%	**16.7%**	-	0%	6.7%	7.1%	0%	0%	0%	**6.0%**	-
Pedestrians	-	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	2
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

1.Oswego St / Onondaga Lake Parkway - TMC

Tue Jun 11, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668266, Location: 43.101403, -76.202686, Site Code: SCU5K5, SCU8UH, SCU53B

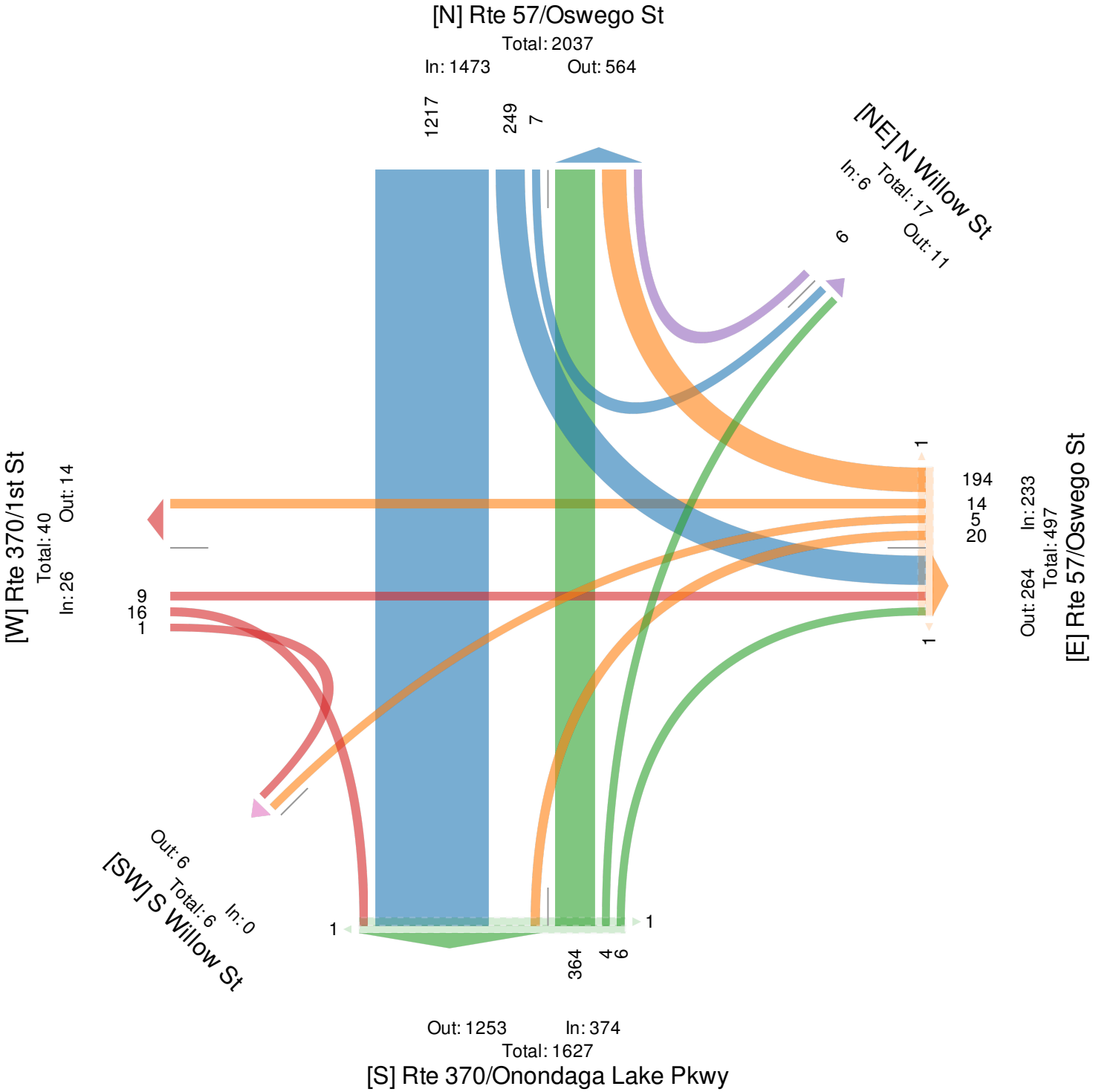
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Rte 370/Onondaga Lake Pkwy									S Willow St		Rte 370/1st St								
Direction	Northbound									Northeastbound		Eastbound								
Time	R	BR	T	L	HL	U	RR	**App**	Ped*	**App**	Ped*	HR	R	T	BL	L	U	**App**	Ped*	**Int**
2019-06-11 6:30AM	3	3	64	0	0	0	0	**70**	1	**0**	0	1	3	3	0	0	0	**7**	0	**439**
6:45AM	0	0	95	0	0	0	0	**95**	0	**0**	0	0	6	1	0	0	0	**7**	0	**449**
7:00AM	0	1	90	0	0	0	1	**92**	1	**0**	0	0	3	2	0	0	0	**5**	0	**551**
7:15AM	2	0	115	0	0	0	0	**117**	0	**0**	0	0	4	3	0	0	0	**7**	0	**673**
Total	5	4	364	0	0	0	1	**374**	2	**0**	0	1	16	9	0	0	0	**26**	0	**2112**
% Approach	1.3%	1.1%	97.3%	0%	0%	0%	0.3%	-	-	-	-	3.8%	61.5%	34.6%	0%	0%	0%	-	-	-
% Total	0.2%	0.2%	17.2%	0%	0%	0%	0%	**17.7%**	-	**0%**	-	0%	0.8%	0.4%	0%	0%	0%	**1.2%**	-	-
PHF	0.417	0.333	0.791	-	-	-	0.250	**0.799**	-	-	-	0.250	0.667	0.750	-	-	-	**0.929**	-	0.785
Lights	5	3	360	0	0	0	1	**369**	-	**0**	-	1	16	7	0	0	0	**24**	-	2042
% Lights	100%	75.0%	98.9%	0%	0%	0%	100%	**98.7%**	-	-	-	100%	100%	77.8%	0%	0%	0%	**92.3%**	-	96.7%
Articulated Trucks and Single-Unit Trucks	0	1	0	0	0	0	0	**1**	-	**0**	-	0	0	1	0	0	0	**1**	-	26
% Articulated Trucks and Single-Unit Trucks	0%	25.0%	0%	0%	0%	0%	0%	**0.3%**	-	-	-	0%	0%	11.1%	0%	0%	0%	**3.8%**	-	1.2%
Buses	0	0	4	0	0	0	0	**4**	-	**0**	-	0	0	1	0	0	0	**1**	-	44
% Buses	0%	0%	1.1%	0%	0%	0%	0%	**1.1%**	-	-	-	0%	0%	11.1%	0%	0%	0%	**3.8%**	-	2.1%
Pedestrians	-	-	-	-	-	-	-	-	2	-	0	-	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

1.Oswego St / Onondaga Lake Parkway - TMC
Tue Jun 11, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668266, Location: 43.101403, -76.202686, Site Code: SCU5K5, SCU8UH, SCU53B

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



2. Oswego St & Cypress St & 2nd St - TMC

Tue Jun 11, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667427, Location: 43.102511, -76.204698, Site Code: SCU3HB, SCU3MC

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road, Coatesville, PA, 19320, US

Leg	Rte 57/Oswego St/Rte 370/2nd St								Cypress St								Rte 57/Oswego St/Rte 370							
Direction	Southbound								Westbound								Northbound							
Time	HR	R	T	L	U	HRR	**App**	Ped*	R	BR	T	L	U	RR	**App**	Ped*	R	T	BL	L	U	RR	**App**	Ped*
2019-06-11 6:30AM	0	1	253	0	0	0	**254**	0	1	0	0	0	0	0	**1**	1	3	77	16	0	0	0	**96**	0
6:45AM	0	1	234	0	0	0	**235**	0	0	0	0	0	0	1	**1**	1	4	119	19	0	0	0	**142**	0
7:00AM	0	0	309	1	0	0	**310**	1	0	0	0	0	0	2	**2**	0	5	115	21	0	0	1	**142**	0
7:15AM	0	0	365	2	0	0	**367**	1	1	0	0	0	0	0	**1**	0	3	154	27	0	0	0	**184**	0
Total	0	2	1161	3	0	0	**1166**	2	2	0	0	0	0	3	**5**	2	15	465	83	0	0	1	**564**	0
% Approach	0%	0.2%	99.6%	0.3%	0%	0%	**-**	-	40.0%	0%	0%	0%	0%	60.0%	**-**	-	2.7%	82.4%	14.7%	0%	0%	0.2%	**-**	-
% Total	0%	0.1%	56.5%	0.1%	0%	0%	**56.7%**	-	0.1%	0%	0%	0%	0%	0.1%	**0.2%**	-	0.7%	22.6%	4.0%	0%	0%	0%	**27.4%**	-
PHF	-	0.500	0.795	0.375	-	-	**0.794**	-	0.500	-	-	-	-	0.375	**0.625**	-	0.750	0.755	0.769	-	-	0.250	**0.766**	-
Lights	0	2	1128	2	0	0	**1132**	-	0	0	0	0	0	2	**2**	-	15	438	81	0	0	1	**535**	-
% Lights	0%	100%	97.2%	66.7%	0%	0%	**97.1%**	-	0%	0%	0%	0%	0%	66.7%	**40.0%**	-	100%	94.2%	97.6%	0%	0%	100%	**94.9%**	-
Articulated Trucks and Single-Unit Trucks	0	0	11	1	0	0	**12**	-	2	0	0	0	0	1	**3**	-	0	10	1	0	0	0	**11**	-
% Articulated Trucks and Single-Unit Trucks	0%	0%	0.9%	33.3%	0%	0%	**1.0%**	-	100%	0%	0%	0%	0%	33.3%	**60.0%**	-	0%	2.2%	1.2%	0%	0%	0%	**2.0%**	-
Buses	0	0	22	0	0	0	**22**	-	0	0	0	0	0	0	**0**	-	0	17	1	0	0	0	**18**	-
% Buses	0%	0%	1.9%	0%	0%	0%	**1.9%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%	3.7%	1.2%	0%	0%	0%	**3.2%**	-
Pedestrians	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

2. Oswego St & Cypress St & 2nd St - TMC

Tue Jun 11, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667427, Location: 43.102511, -76.204698, Site Code: SCU3HB, SCU3MC

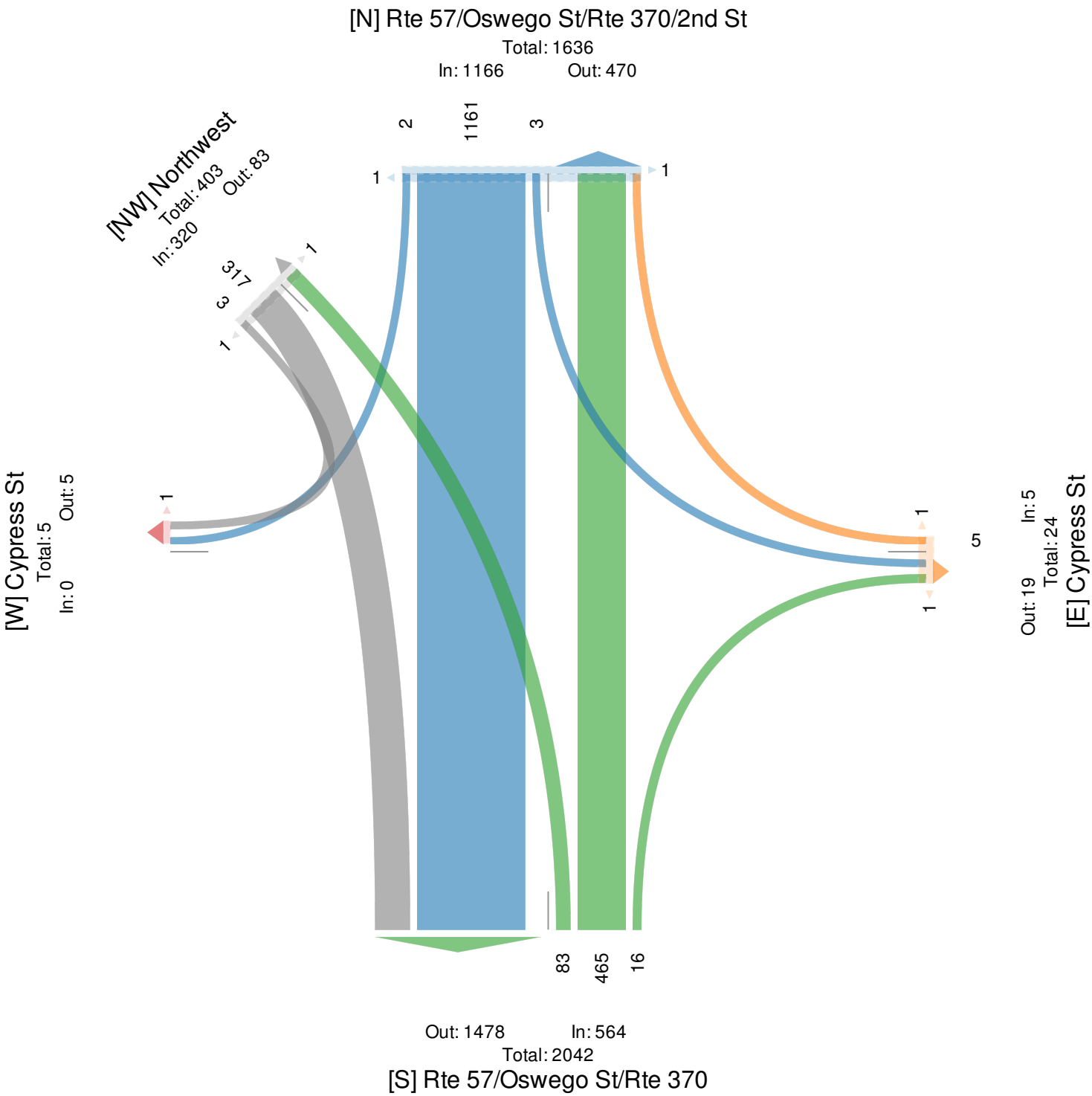
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Cypress St Eastbound		Northwest Southeastbound								
Time	**App**	Ped*	HR	BR	BL	HL	U	HRR	**App**	Ped*	**Int**
2019-06-11 6:30AM	**0**	0	0	69	0	0	0	0	**69**	0	**420**
6:45AM	**0**	0	0	61	0	0	0	0	**61**	0	**439**
7:00AM	**0**	0	2	85	0	0	0	0	**87**	1	**541**
7:15AM	**0**	1	1	102	0	0	0	0	**103**	1	**655**
Total	**0**	1	3	317	0	0	0	0	**320**	2	**2055**
% Approach	**-**	-	0.9%	99.1%	0%	0%	0%	0%	**-**	-	-
% Total	**0%**	-	0.1%	15.4%	0%	0%	0%	0%	**15.6%**	-	-
PHF	**-**	-	0.375	0.777	-	-	-	-	**0.777**	-	0.784
Lights	**0**	-	2	315	0	0	0	0	**317**	-	1986
% Lights	**-**	-	66.7%	99.4%	0%	0%	0%	0%	**99.1%**	-	96.6%
Articulated Trucks and Single-Unit Trucks	**0**	-	1	0	0	0	0	0	**1**	-	27
% Articulated Trucks and Single-Unit Trucks	**-**	-	33.3%	0%	0%	0%	0%	0%	**0.3%**	-	1.3%
Buses	**0**	-	0	2	0	0	0	0	**2**	-	42
% Buses	**-**	-	0%	0.6%	0%	0%	0%	0%	**0.6%**	-	2.0%
Pedestrians	-	1	-	-	-	-	-	-	-	2	
% Pedestrians	-	100%	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

2. Oswego St & Cypress St & 2nd St - TMC
Tue Jun 11, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667427, Location: 43.102511, -76.204698, Site Code: SCU3HB, SCU3MC

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



3. Oswego St & Vine St - TMC

Tue Jun 11, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667440, Location: 43.103334, -76.206116, Site Code: SCU3AT

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Rte 57/Oswego St Southbound							Vine St Westbound						
Time	R	T	L	U	RR	App	Ped*	R	T	L	U	RR	App	Ped*
2019-06-11 6:30AM	2	218	0	0	0	**220**	0	0	6	14	0	0	**20**	1
6:45AM	1	203	1	0	0	**205**	0	4	4	20	0	0	**28**	0
7:00AM	3	265	0	0	0	**268**	1	0	7	40	0	0	**47**	0
7:15AM	1	308	0	0	0	**309**	2	0	13	49	0	0	**62**	0
Total	7	994	1	0	0	**1002**	3	4	30	123	0	0	**157**	1
% Approach	0.7%	99.2%	0.1%	0%	0%	**-**	-	2.5%	19.1%	78.3%	0%	0%	**-**	-
% Total	0.4%	58.2%	0.1%	0%	0%	**58.7%**	-	0.2%	1.8%	7.2%	0%	0%	**9.2%**	-
PHF	0.583	0.807	0.250	-	-	**0.811**	-	0.250	0.577	0.628	-	-	**0.633**	-
Lights	7	965	1	0	0	**973**	-	4	29	117	0	0	**150**	-
% Lights	100%	97.1%	100%	0%	0%	**97.1%**	-	100%	96.7%	95.1%	0%	0%	**95.5%**	-
Articulated Trucks and Single-Unit Trucks	0	7	0	0	0	**7**	-	0	0	6	0	0	**6**	-
% Articulated Trucks and Single-Unit Trucks	0%	0.7%	0%	0%	0%	**0.7%**	-	0%	0%	4.9%	0%	0%	**3.8%**	-
Buses	0	22	0	0	0	**22**	-	0	1	0	0	0	**1**	-
% Buses	0%	2.2%	0%	0%	0%	**2.2%**	-	0%	3.3%	0%	0%	0%	**0.6%**	-
Pedestrians	-	-	-	-	-	-	3	-	-	-	-	-	-	1
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

3. Oswego St & Vine St - TMC

Tue Jun 11, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667440, Location: 43.103334, -76.206116, Site Code: SCU3AT

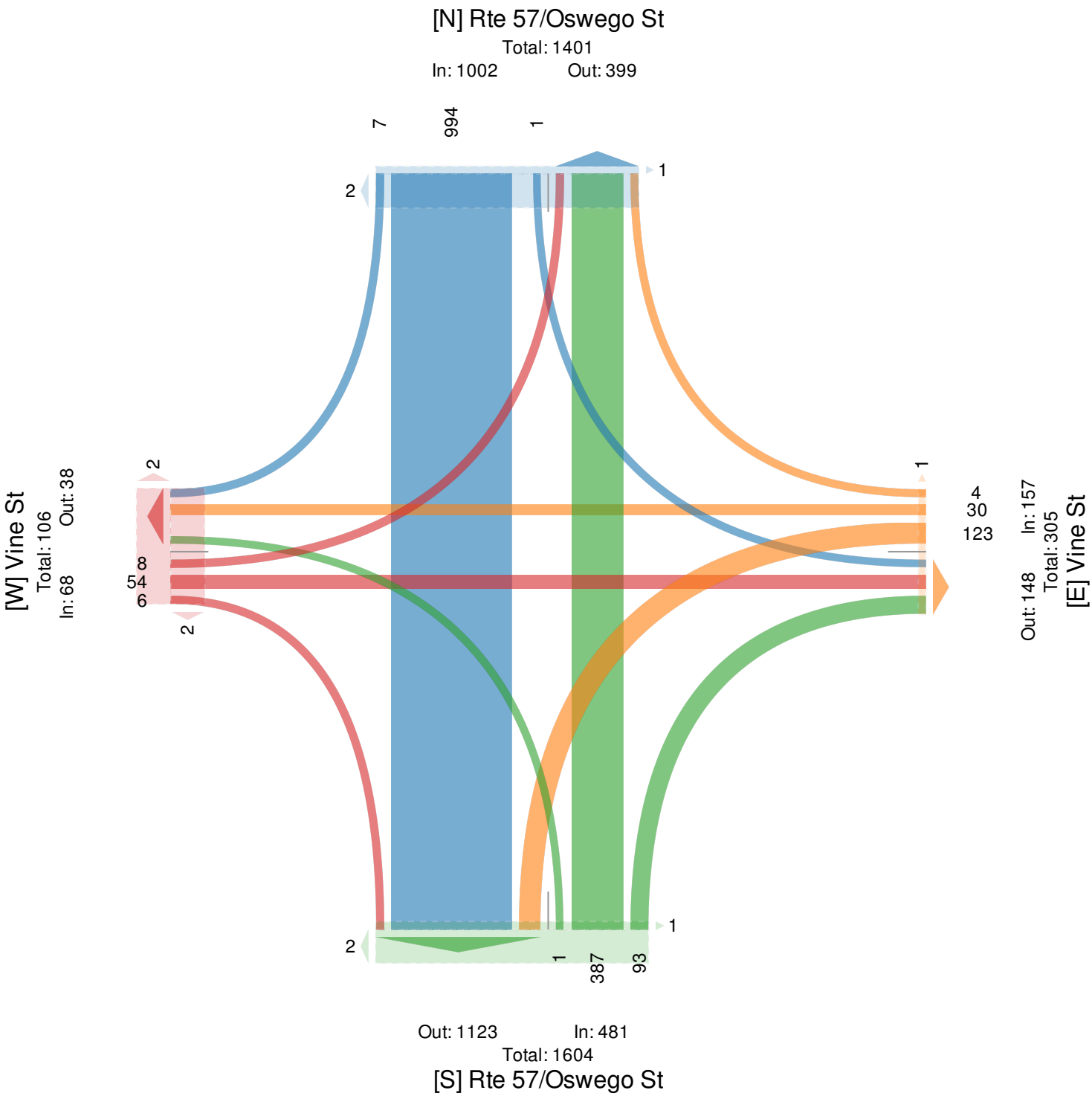
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Rte 57/Oswego St Northbound							Vine St Eastbound							
Time	R	T	L	U	RR	App	Ped*	R	T	L	U	RR	App	Ped*	Int
2019-06-11 6:30AM	12	66	0	0	0	**78**	2	2	7	0	0	0	**9**	4	**327**
6:45AM	33	91	0	0	0	**124**	1	0	15	1	0	2	**18**	0	**375**
7:00AM	18	98	1	0	0	**117**	0	1	16	4	0	0	**21**	0	**453**
7:15AM	30	132	0	0	0	**162**	0	1	16	3	0	0	**20**	0	**553**
Total	93	387	1	0	0	**481**	3	4	54	8	0	2	**68**	4	**1708**
% Approach	19.3%	80.5%	0.2%	0%	0%	-	-	5.9%	79.4%	11.8%	0%	2.9%	-	-	-
% Total	5.4%	22.7%	0.1%	0%	0%	**28.2%**	-	0.2%	3.2%	0.5%	0%	0.1%	**4.0%**	-	-
PHF	0.705	0.733	0.250	-	-	**0.742**	-	0.500	0.844	0.500	-	0.250	**0.810**	-	0.772
Lights	92	358	1	0	0	**451**	-	4	53	7	0	2	**66**	-	1640
% Lights	98.9%	92.5%	100%	0%	0%	**93.8%**	-	100%	98.1%	87.5%	0%	100%	**97.1%**	-	96.0%
Articulated Trucks and Single-Unit Trucks	1	12	0	0	0	**13**	-	0	0	1	0	0	**1**	-	27
% Articulated Trucks and Single-Unit Trucks	1.1%	3.1%	0%	0%	0%	**2.7%**	-	0%	0%	12.5%	0%	0%	**1.5%**	-	1.6%
Buses	0	17	0	0	0	**17**	-	0	1	0	0	0	**1**	-	41
% Buses	0%	4.4%	0%	0%	0%	**3.5%**	-	0%	1.9%	0%	0%	0%	**1.5%**	-	2.4%
Pedestrians	-	-	-	-	-	-	3	-	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

3. Oswego St & Vine St - TMC
Tue Jun 11, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667440, Location: 43.103334, -76.206116, Site Code: SCU3AT

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



4. Oswego St / Tulip St - TMC

Tue Jun 11, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667443, Location: 43.104173, -76.207664, Site Code: SCU8T6

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Rte 57/Oswego St Southbound							Tulip St Westbound						
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*
2019-06-11 6:30AM	4	134	0	0	0	**138**	0	0	6	103	0	0	**109**	0
6:45AM	2	118	0	0	0	**120**	0	1	7	97	0	0	**105**	0
7:00AM	2	141	1	0	1	**145**	0	0	8	133	0	0	**141**	1
7:15AM	6	159	0	0	1	**166**	1	1	12	142	0	0	**155**	0
Total	14	552	1	0	2	**569**	1	2	33	475	0	0	**510**	1
% Approach	2.5%	97.0%	0.2%	0%	0.4%	**-**	-	0.4%	6.5%	93.1%	0%	0%	**-**	-
% Total	0.9%	37.1%	0.1%	0%	0.1%	**38.3%**	-	0.1%	2.2%	31.9%	0%	0%	**34.3%**	-
PHF	0.583	0.868	0.250	-	0.500	**0.857**	-	0.500	0.688	0.836	-	-	**0.823**	-
Lights	12	531	1	0	1	**545**	-	1	32	468	0	0	**501**	-
% Lights	85.7%	96.2%	100%	0%	50.0%	**95.8%**	-	50.0%	97.0%	98.5%	0%	0%	**98.2%**	-
Articulated Trucks and Single-Unit Trucks	2	3	0	0	1	**6**	-	0	0	4	0	0	**4**	-
% Articulated Trucks and Single-Unit Trucks	14.3%	0.5%	0%	0%	50.0%	**1.1%**	-	0%	0%	0.8%	0%	0%	**0.8%**	-
Buses	0	18	0	0	0	**18**	-	1	1	3	0	0	**5**	-
% Buses	0%	3.3%	0%	0%	0%	**3.2%**	-	50.0%	3.0%	0.6%	0%	0%	**1.0%**	-
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	1
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

4. Oswego St / Tulip St - TMC

Tue Jun 11, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667443, Location: 43.104173, -76.207664, Site Code: SCU8T6

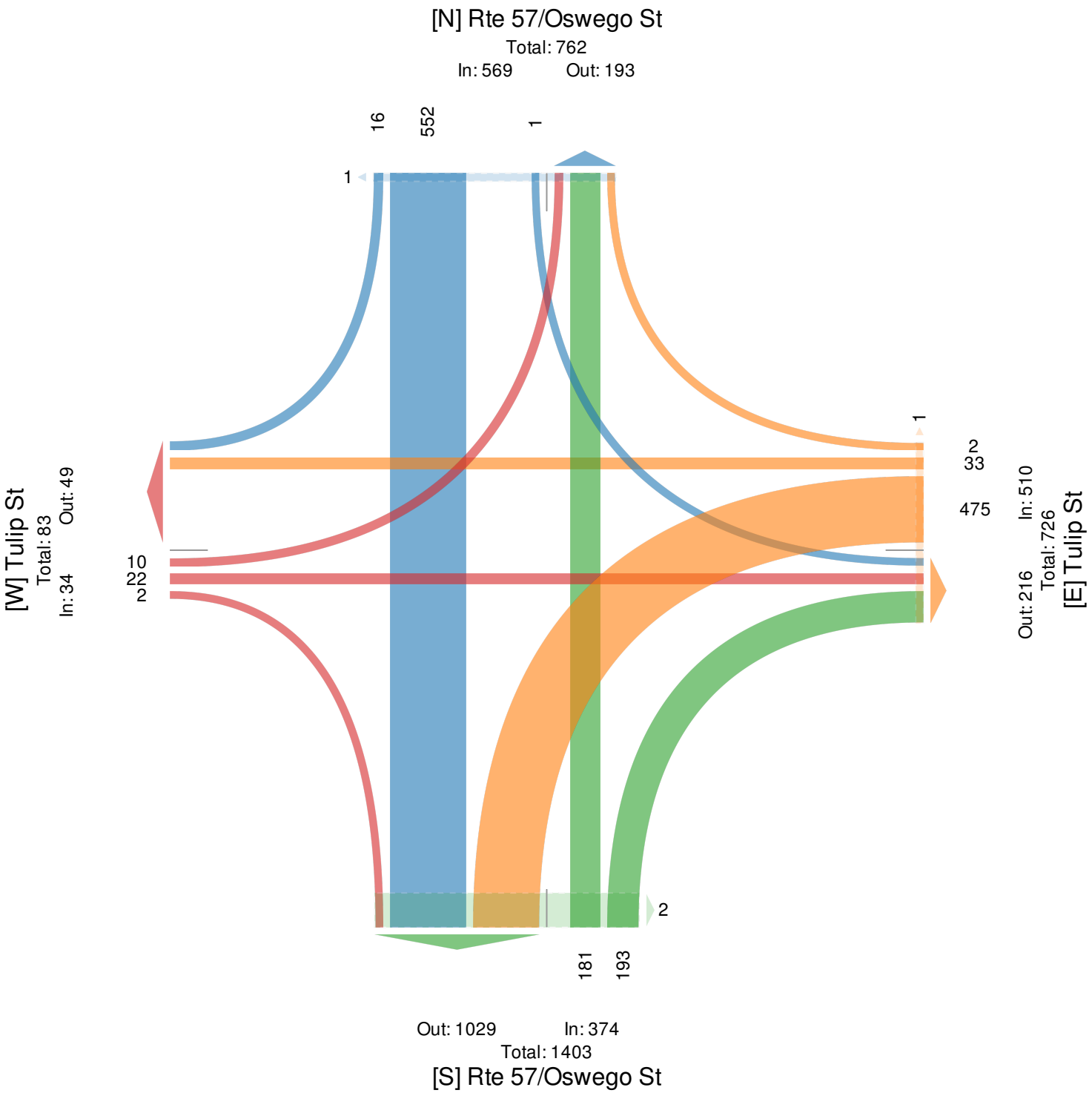
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184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Rte 57/Oswego St Northbound							Tulip St Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2019-06-11 6:30AM	22	38	0	0	4	**64**	2	1	3	1	0	0	**5**	0	**316**
6:45AM	48	40	0	0	5	**93**	0	0	10	2	0	0	**12**	0	**330**
7:00AM	44	43	0	0	11	**98**	0	0	3	3	0	0	**6**	0	**390**
7:15AM	44	60	0	0	15	**119**	0	1	6	4	0	0	**11**	0	**451**
Total	158	181	0	0	35	**374**	2	2	22	10	0	0	**34**	0	**1487**
% Approach	42.2%	48.4%	0%	0%	9.4%	-	-	5.9%	64.7%	29.4%	0%	0%	-	-	-
% Total	10.6%	12.2%	0%	0%	2.4%	**25.2%**	-	0.1%	1.5%	0.7%	0%	0%	**2.3%**	-	-
PHF	0.823	0.754	-	-	0.583	**0.786**	-	0.500	0.550	0.625	-	-	**0.708**	-	0.824
Lights	152	162	0	0	30	**344**	-	1	19	7	0	0	**27**	-	1417
% Lights	96.2%	89.5%	0%	0%	85.7%	**92.0%**	-	50.0%	86.4%	70.0%	0%	0%	**79.4%**	-	95.3%
Articulated Trucks and Single-Unit Trucks	3	8	0	0	2	**13**	-	1	0	3	0	0	**4**	-	27
% Articulated Trucks and Single-Unit Trucks	1.9%	4.4%	0%	0%	5.7%	**3.5%**	-	50.0%	0%	30.0%	0%	0%	**11.8%**	-	1.8%
Buses	3	11	0	0	3	**17**	-	0	3	0	0	0	**3**	-	43
% Buses	1.9%	6.1%	0%	0%	8.6%	**4.5%**	-	0%	13.6%	0%	0%	0%	**8.8%**	-	2.9%
Pedestrians	-	-	-	-	-	-	2	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

4. Oswego St / Tulip St - TMC
Tue Jun 11, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667443, Location: 43.104173, -76.207664, Site Code: SCU8T6

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



5. Oswego Rd / NY State Thruway Access Exit ... - TMC

Wed Jun 12, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668269, Location: 43.114042, -76.21267, Site Code: SCU3HB, SCU146

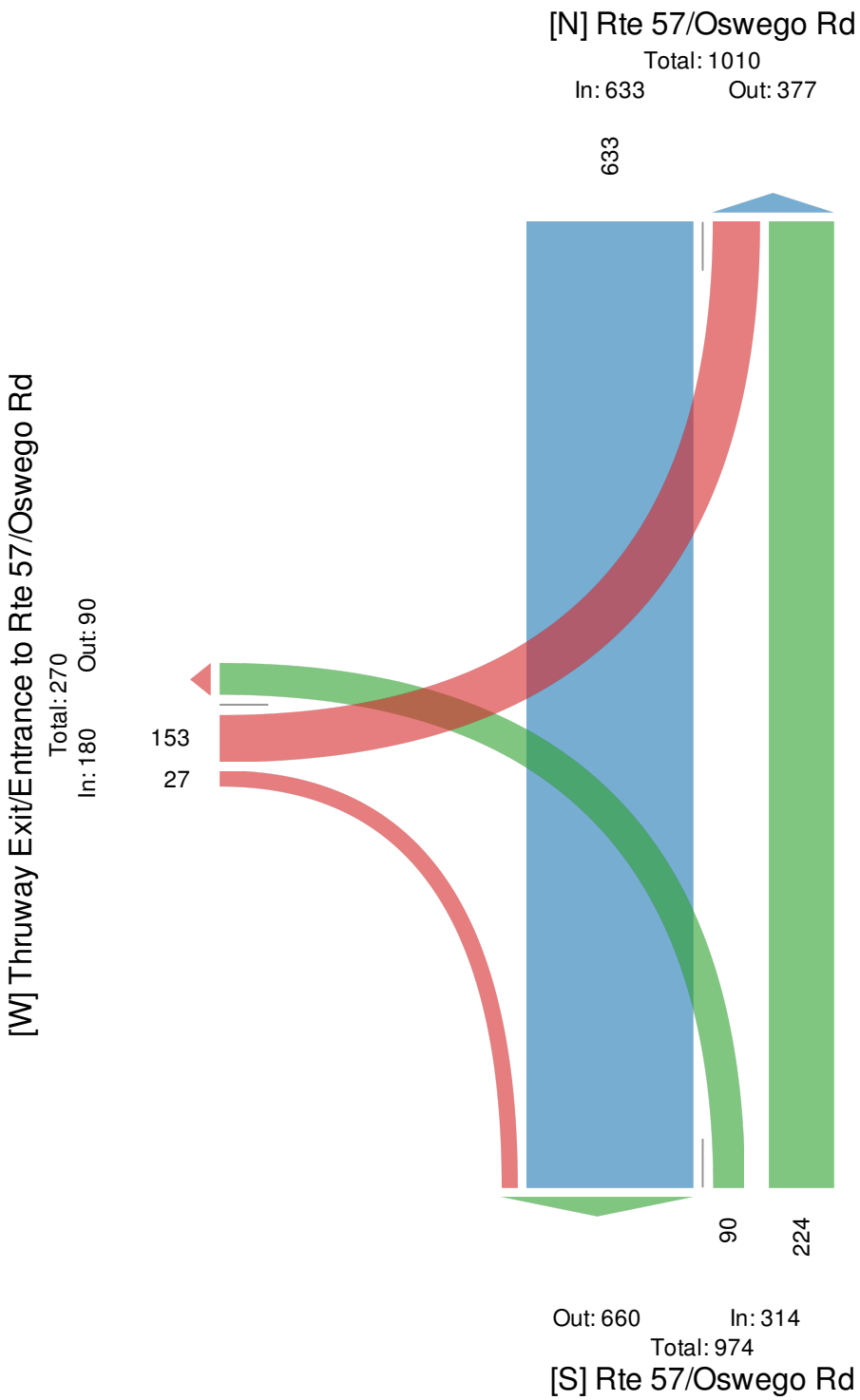
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184 Baker Road,
Coatesville, PA, 19320, US

Leg	Rte 57/Oswego Rd						Rte 57/Oswego Rd					Thruway Exit/Entrance to Rte 57/Oswego Rd					
Direction	Southbound						Northbound					Eastbound					
Time	R	T	U	RR	App	Ped*	T	L	U	App	Ped*	R	L	RR	App	Ped*	Int
2019-06-12 6:30AM	0	157	0	0	**157**	0	39	18	0	**57**	0	4	33	1	**38**	0	**252**
6:45AM	0	104	0	0	**104**	0	50	17	0	**67**	0	1	44	5	**50**	0	**221**
7:00AM	0	150	0	0	**150**	0	63	29	0	**92**	0	4	32	3	**39**	0	**281**
7:15AM	0	222	0	0	**222**	0	72	26	0	**98**	0	6	44	3	**53**	0	**373**
Total	0	633	0	0	**633**	0	224	90	0	**314**	0	15	153	12	**180**	0	**1127**
% Approach	0%	100%	0%	0%	**-**	-	71.3%	28.7%	0%	**-**	-	8.3%	85.0%	6.7%	**-**	-	-
% Total	0%	56.2%	0%	0%	**56.2%**	-	19.9%	8.0%	0%	**27.9%**	-	1.3%	13.6%	1.1%	**16.0%**	-	-
PHF	-	0.713	-	-	**0.713**	-	0.778	0.776	-	**0.801**	-	0.625	0.869	0.600	**0.849**	-	0.755
Lights	0	614	0	0	**614**	-	213	90	0	**303**	-	14	121	11	**146**	-	1063
% Lights	0%	97.0%	0%	0%	**97.0%**	-	95.1%	100%	0%	**96.5%**	-	93.3%	79.1%	91.7%	**81.1%**	-	94.3%
Articulated Trucks and Single-Unit Trucks	0	1	0	0	**1**	-	5	0	0	**5**	-	1	32	1	**34**	-	40
% Articulated Trucks and Single-Unit Trucks	0%	0.2%	0%	0%	**0.2%**	-	2.2%	0%	0%	**1.6%**	-	6.7%	20.9%	8.3%	**18.9%**	-	3.5%
Buses	0	18	0	0	**18**	-	6	0	0	**6**	-	0	0	0	**0**	-	24
% Buses	0%	2.8%	0%	0%	**2.8%**	-	2.7%	0%	0%	**1.9%**	-	0%	0%	0%	**0%**	-	2.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

5. Oswego Rd / NY State Thruway Access Exit ... - TMC
Wed Jun 12, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668269, Location: 43.114042, -76.21267, Site Code: SCU3HB, SCU146

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



5a. Oswego Rd / NY State Thruway Access Exit... - TMC

Thu Jun 13, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668270, Location: 43.114042, -76.21267, Site Code: SCU3AT

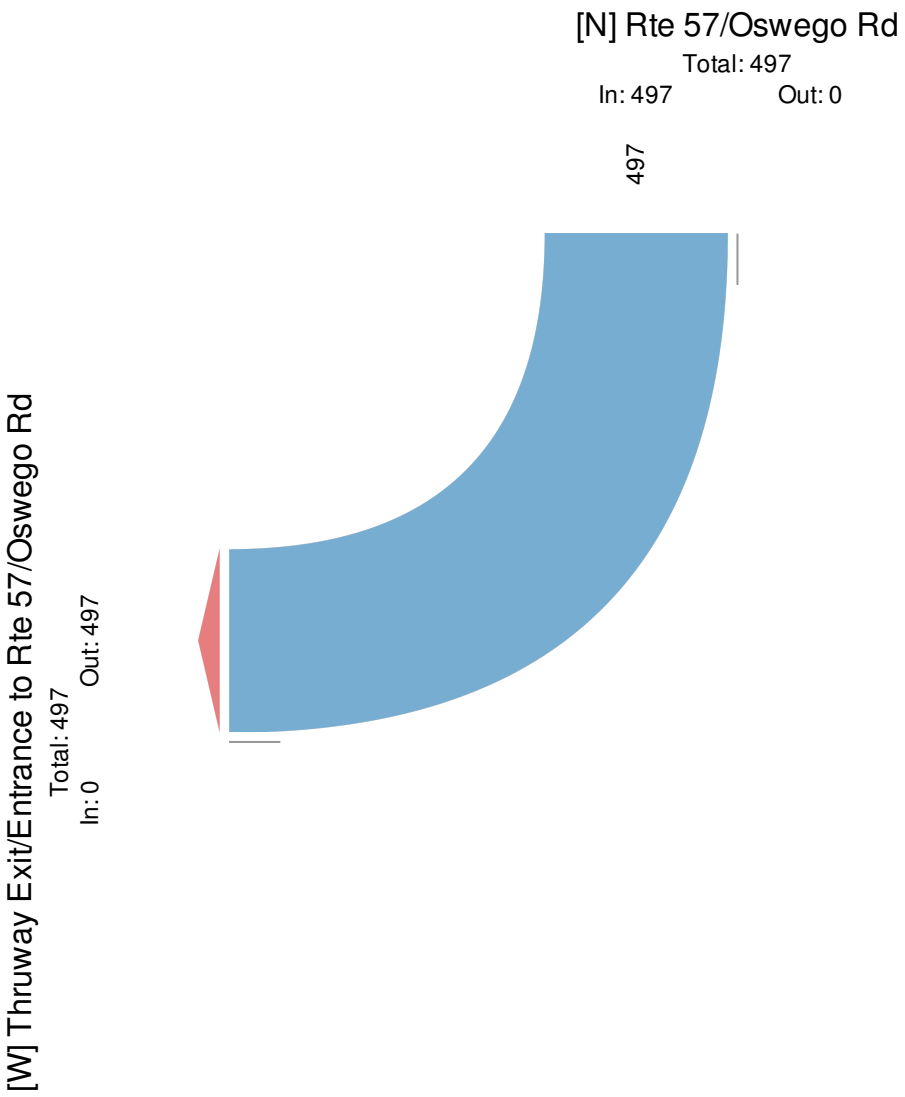
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Rte 57/Oswego Rd Southbound			Thruway Exit/Entrance to Rte 57/Oswego Rd Eastbound		
Time	R	**App**	Ped*	**App**	Ped*	**Int**
2019-06-13 6:30AM	101	**101**	-	**0**	0	**101**
6:45AM	111	**111**	-	**0**	0	**111**
7:00AM	132	**132**	-	**0**	0	**132**
7:15AM	153	**153**	-	**0**	0	**153**
Total	497	**497**	-	**0**	0	**497**
% Approach	100%	**-**	-	**-**	-	-
% Total	100%	**100%**	-	**0%**	-	-
PHF	0.812	**0.812**	-	**-**	-	0.812
Lights	453	**453**	-	**0**	-	453
% Lights	91.1%	**91.1%**	-	**-**	-	91.1%
Articulated Trucks and Single-Unit Trucks	42	**42**	-	**0**	-	42
% Articulated Trucks and Single-Unit Trucks	8.5%	**8.5%**	-	**-**	-	8.5%
Buses	2	**2**	-	**0**	-	2
% Buses	0.4%	**0.4%**	-	**-**	-	0.4%
Pedestrians	-	-	0	-	0	
% Pedestrians	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. R: Right

5a. Oswego Rd / NY State Thruway Access Exit... - TMC
Thu Jun 13, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668270, Location: 43.114042, -76.21267, Site Code: SCU3AT

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



6. Oswego Rd & Liverpool Bypass - TMC

Tue Jun 11, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667448, Location: 43.11972, -76.214998, Site Code: SCU8TR

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Rte 57/Oswego Rd							Liverpool Bypass						
Direction	Southbound							Westbound						
Time	R	T	L	U	RR	App	Ped*	R	T	L	U	RR	App	Ped*
2019-06-11 6:30AM	0	193	40	0	0	**233**	0	10	0	31	0	1	**42**	0
6:45AM	0	184	59	0	0	**243**	0	7	0	30	0	5	**42**	0
7:00AM	0	213	48	0	0	**261**	0	11	0	30	0	1	**42**	0
7:15AM	0	327	62	0	0	**389**	0	13	0	42	0	4	**59**	0
Total	0	917	209	0	0	**1126**	0	41	0	133	0	11	**185**	0
% Approach	0%	81.4%	18.6%	0%	0%	-	-	22.2%	0%	71.9%	0%	5.9%	-	-
% Total	0%	55.3%	12.6%	0%	0%	**67.9%**	-	2.5%	0%	8.0%	0%	0.7%	**11.2%**	-
PHF	-	0.701	0.843	-	-	**0.724**	-	0.788	-	0.792	-	0.550	**0.784**	-
Lights	0	890	194	0	0	**1084**	-	35	0	99	0	9	**143**	-
% Lights	0%	97.1%	92.8%	0%	0%	**96.3%**	-	85.4%	0%	74.4%	0%	81.8%	**77.3%**	-
Articulated Trucks and Single-Unit Trucks	0	6	5	0	0	**11**	-	5	0	33	0	2	**40**	-
% Articulated Trucks and Single-Unit Trucks	0%	0.7%	2.4%	0%	0%	**1.0%**	-	12.2%	0%	24.8%	0%	18.2%	**21.6%**	-
Buses	0	21	10	0	0	**31**	-	1	0	1	0	0	**2**	-
% Buses	0%	2.3%	4.8%	0%	0%	**2.8%**	-	2.4%	0%	0.8%	0%	0%	**1.1%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

6. Oswego Rd & Liverpool Bypass - TMC

Tue Jun 11, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667448, Location: 43.11972, -76.214998, Site Code: SCU8TR

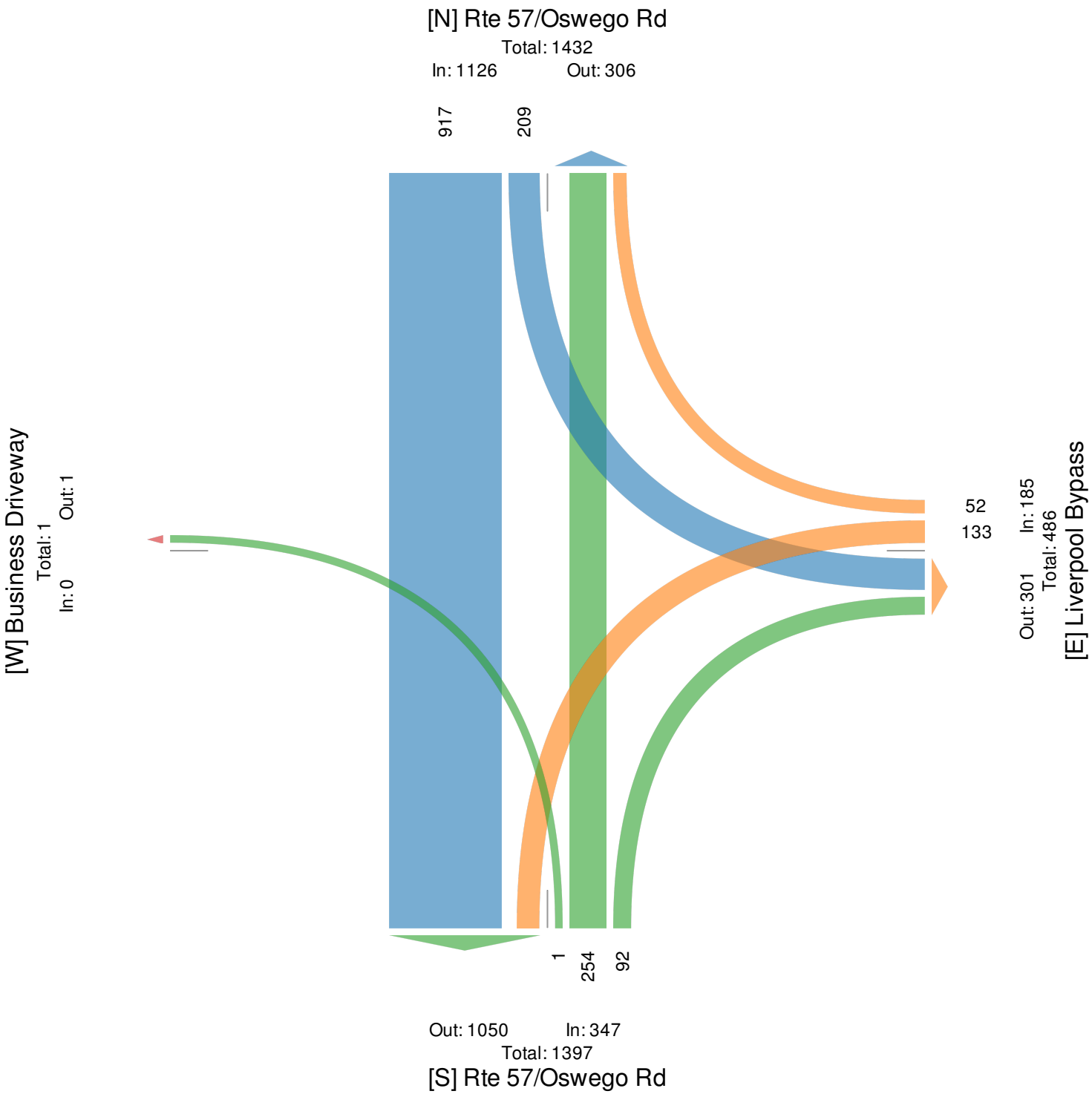
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Rte 57/Oswego Rd							Business Driveway							
Direction	Northbound							Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2019-06-11 6:30AM	17	46	0	0	0	**63**	0	0	0	0	0	0	**0**	0	**338**
6:45AM	11	54	0	0	2	**67**	0	0	0	0	0	0	**0**	0	**352**
7:00AM	18	71	1	0	7	**97**	0	0	0	0	0	0	**0**	0	**400**
7:15AM	33	83	0	0	4	**120**	0	0	0	0	0	0	**0**	0	**568**
Total	79	254	1	0	13	**347**	0	0	0	0	0	0	**0**	0	**1658**
% Approach	22.8%	73.2%	0.3%	0%	3.7%	**-**	-	0%	0%	0%	0%	0%	**-**	-	-
% Total	4.8%	15.3%	0.1%	0%	0.8%	**20.9%**	-	0%	0%	0%	0%	0%	**0%**	-	-
PHF	0.598	0.765	0.250	-	0.464	**0.723**	-	-	-	-	-	-	**-**	-	0.730
Lights	63	234	1	0	12	**310**	-	0	0	0	0	0	**0**	-	1537
% Lights	79.7%	92.1%	100%	0%	92.3%	**89.3%**	-	0%	0%	0%	0%	0%	**-**	-	92.7%
Articulated Trucks and Single-Unit Trucks	16	10	0	0	1	**27**	-	0	0	0	0	0	**0**	-	78
% Articulated Trucks and Single-Unit Trucks	20.3%	3.9%	0%	0%	7.7%	**7.8%**	-	0%	0%	0%	0%	0%	**-**	-	4.7%
Buses	0	10	0	0	0	**10**	-	0	0	0	0	0	**0**	-	43
% Buses	0%	3.9%	0%	0%	0%	**2.9%**	-	0%	0%	0%	0%	0%	**-**	-	2.6%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

6. Oswego Rd & Liverpool Bypass - TMC
Tue Jun 11, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667448, Location: 43.11972, -76.214998, Site Code: SCU8TR

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



7. Oswego Rd & Wetzel Rd - TMC

Tue Jun 11, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667457, Location: 43.149823, -76.229693, Site Code: SCU146

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Rte 57/Oswego Rd							Wetzel Rd						
Direction	Southbound							Westbound						
Time	R	T	L	U	RR	App	Ped*	R	T	L	U	RR	App	Ped*
2019-06-11 6:30AM	0	129	24	0	0	**153**	0	1	1	13	0	3	**18**	0
6:45AM	1	142	35	0	0	**178**	0	2	0	20	0	4	**26**	0
7:00AM	0	203	73	0	0	**276**	0	14	1	30	0	13	**58**	0
7:15AM	0	208	76	0	0	**284**	0	9	0	37	0	12	**58**	0
Total	1	682	208	0	0	**891**	0	26	2	100	0	32	**160**	0
% Approach	0.1%	76.5%	23.3%	0%	0%	-	-	16.3%	1.3%	62.5%	0%	20.0%	-	-
% Total	0.1%	45.1%	13.8%	0%	0%	**59.0%**	-	1.7%	0.1%	6.6%	0%	2.1%	**10.6%**	-
PHF	0.250	0.820	0.684	-	-	**0.784**	-	0.464	0.500	0.676	-	0.615	**0.690**	-
Lights	1	672	189	0	0	**862**	-	19	1	93	0	28	**141**	-
% Lights	100%	98.5%	90.9%	0%	0%	**96.7%**	-	73.1%	50.0%	93.0%	0%	87.5%	**88.1%**	-
Articulated Trucks and Single-Unit Trucks	0	4	1	0	0	**5**	-	1	0	2	0	0	**3**	-
% Articulated Trucks and Single-Unit Trucks	0%	0.6%	0.5%	0%	0%	**0.6%**	-	3.8%	0%	2.0%	0%	0%	**1.9%**	-
Buses	0	6	18	0	0	**24**	-	6	1	5	0	4	**16**	-
% Buses	0%	0.9%	8.7%	0%	0%	**2.7%**	-	23.1%	50.0%	5.0%	0%	12.5%	**10.0%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

7. Oswego Rd & Wetzel Rd - TMC

Tue Jun 11, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667457, Location: 43.149823, -76.229693, Site Code: SCU146

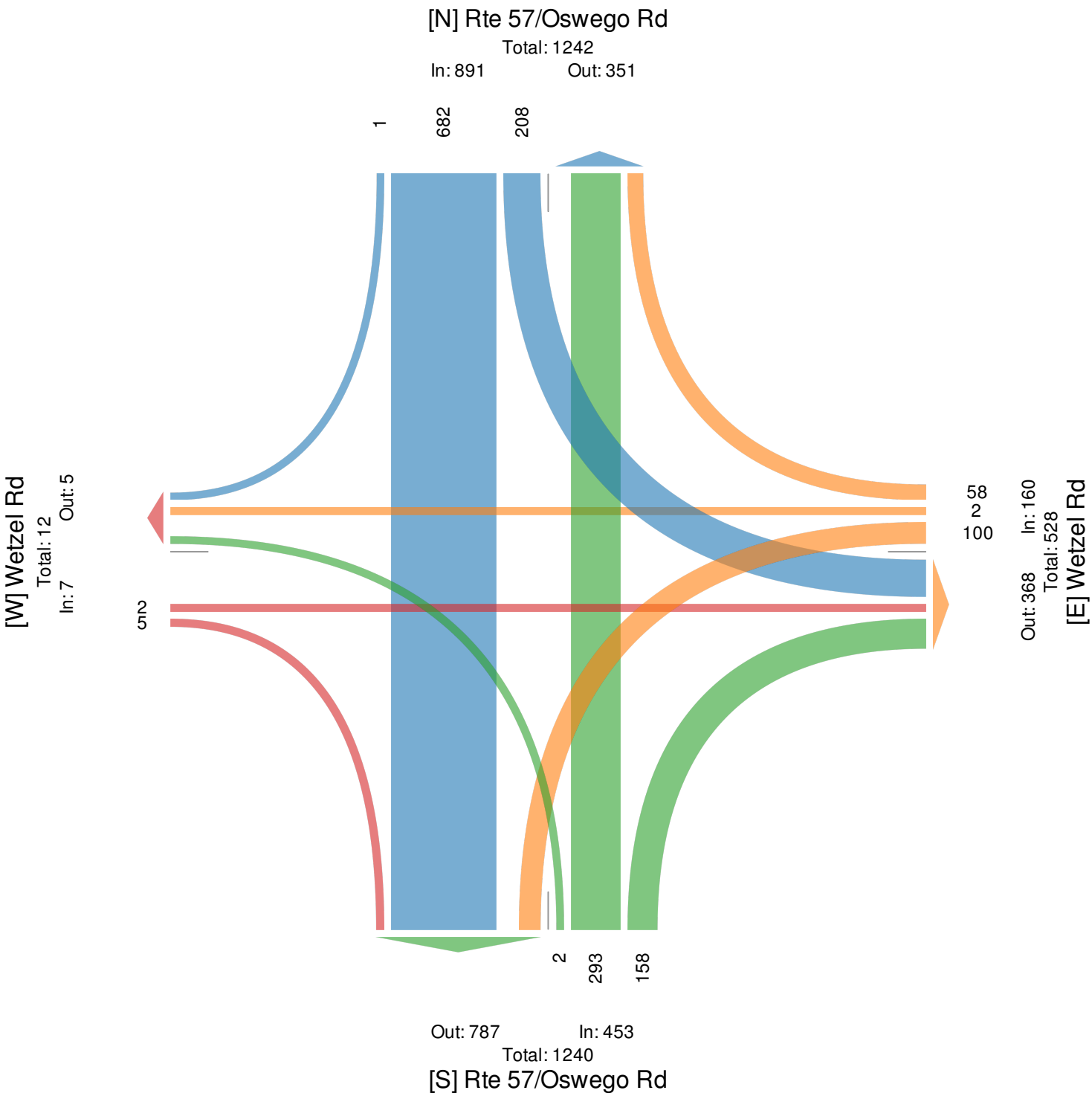
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Rte 57/Oswego Rd							Wetzel Rd							
Direction	Northbound							Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2019-06-11 6:30AM	8	72	0	0	0	**80**	0	0	0	0	0	1	**1**	0	**252**
6:45AM	15	70	1	0	0	**86**	0	0	0	0	0	0	**0**	0	**290**
7:00AM	52	66	0	0	1	**119**	0	1	1	0	0	1	**3**	0	**456**
7:15AM	81	85	1	0	1	**168**	0	2	1	0	0	0	**3**	0	**513**
Total	156	293	2	0	2	**453**	0	3	2	0	0	2	**7**	0	**1511**
% Approach	34.4%	64.7%	0.4%	0%	0.4%	-	-	42.9%	28.6%	0%	0%	28.6%	-	-	-
% Total	10.3%	19.4%	0.1%	0%	0.1%	**30.0%**	-	0.2%	0.1%	0%	0%	0.1%	**0.5%**	-	-
PHF	0.481	0.862	0.500		- 0.500	**0.674**	-	0.375	0.500	-	-	0.500	**0.583**	-	0.736
Lights	141	259	1	0	2	**403**	-	1	1	0	0	2	**4**	-	1410
% Lights	90.4%	88.4%	50.0%	0%	100%	**89.0%**	-	33.3%	50.0%	0%	0%	100%	**57.1%**	-	93.3%
Articulated Trucks and Single-Unit Trucks	0	6	0	0	0	**6**	-	2	0	0	0	0	**2**	-	16
% Articulated Trucks and Single-Unit Trucks	0%	2.0%	0%	0%	0%	**1.3%**	-	66.7%	0%	0%	0%	0%	**28.6%**	-	1.1%
Buses	15	28	1	0	0	**44**	-	0	1	0	0	0	**1**	-	85
% Buses	9.6%	9.6%	50.0%	0%	0%	**9.7%**	-	0%	50.0%	0%	0%	0%	**14.3%**	-	5.6%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

7. Oswego Rd & Wetzel Rd - TMC
Tue Jun 11, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667457, Location: 43.149823, -76.229693, Site Code: SCU146

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



8. Tulip St & Commerce Blvd - TMC

Wed Jun 12, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667460, Location: 43.115385, -76.20496, Site Code: SCU53B

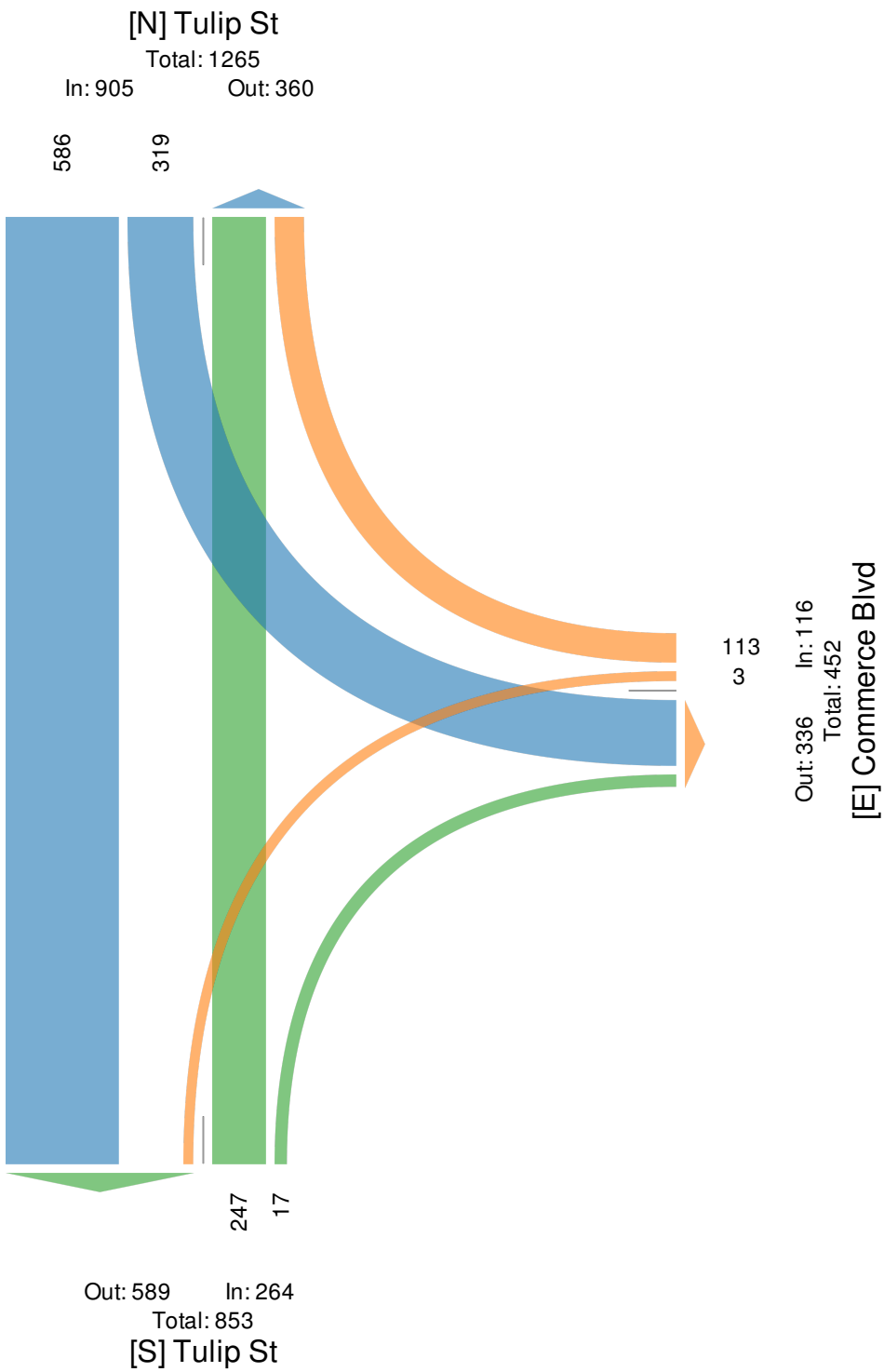
Provided by: Tri-State Traffic Data, Inc.
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Coatesville, PA, 19320, US

Leg Direction	Tulip St Southbound					Commerce Blvd Westbound					Tulip St Northbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2019-06-12 6:30AM	124	56	0	**180**	0	20	1	0	**21**	0	3	38	0	**41**	0	**242**
6:45AM	126	87	0	**213**	0	24	0	0	**24**	0	6	54	0	**60**	0	**297**
7:00AM	134	81	0	**215**	0	38	1	0	**39**	0	0	72	0	**72**	0	**326**
7:15AM	202	95	0	**297**	0	31	1	0	**32**	0	8	83	0	**91**	0	**420**
Total	586	319	0	**905**	0	113	3	0	**116**	0	17	247	0	**264**	0	**1285**
% Approach	64.8%	35.2%	0%	-	-	97.4%	2.6%	0%	-	-	6.4%	93.6%	0%	-	-	-
% Total	45.6%	24.8%	0%	**70.4%**	-	8.8%	0.2%	0%	**9.0%**	-	1.3%	19.2%	0%	**20.5%**	-	-
PHF	0.725	0.839	-	**0.762**	-	0.743	0.750	-	**0.744**	-	0.531	0.744	-	**0.725**	-	0.765
Lights	566	295	0	**861**	-	96	3	0	**99**	-	16	235	0	**251**	-	1211
% Lights	96.6%	92.5%	0%	**95.1%**	-	85.0%	100%	0%	**85.3%**	-	94.1%	95.1%	0%	**95.1%**	-	94.2%
Articulated Trucks and Single-Unit Trucks	12	8	0	**20**	-	14	0	0	**14**	-	1	3	0	**4**	-	38
% Articulated Trucks and Single-Unit Trucks	2.0%	2.5%	0%	**2.2%**	-	12.4%	0%	0%	**12.1%**	-	5.9%	1.2%	0%	**1.5%**	-	3.0%
Buses	8	16	0	**24**	-	3	0	0	**3**	-	0	9	0	**9**	-	36
% Buses	1.4%	5.0%	0%	**2.7%**	-	2.7%	0%	0%	**2.6%**	-	0%	3.6%	0%	**3.4%**	-	2.8%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

8. Tulip St & Commerce Blvd - TMC
Wed Jun 12, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667460, Location: 43.115385, -76.20496, Site Code: SCU53B

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184 Baker Road,
Coatesville, PA, 19320, US



9. Morgan Rd & Sheridan Rd - TMC

Wed Jun 12, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667464, Location: 43.11637, -76.204962, Site Code: SCU8TR

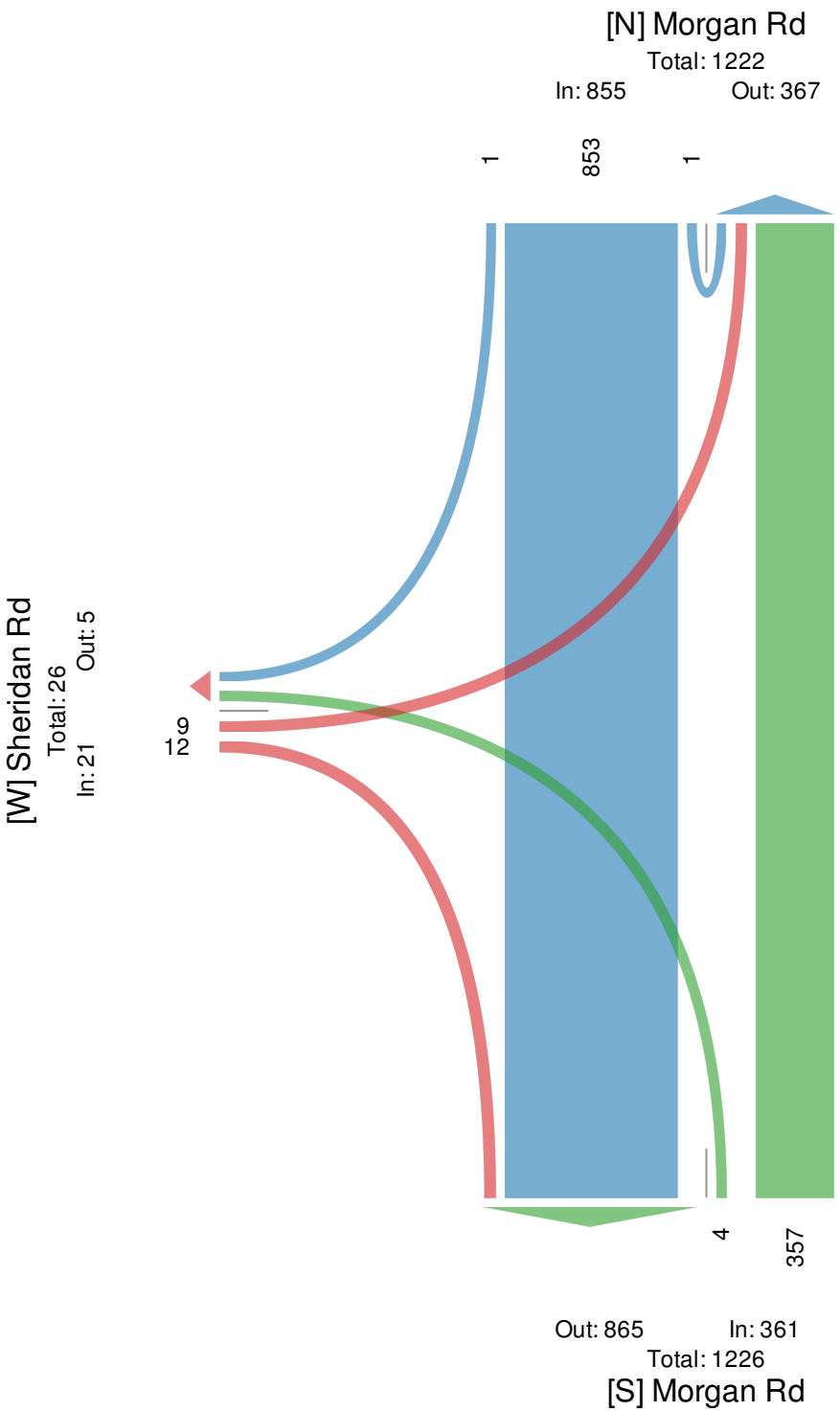
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184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Morgan Rd Southbound					Morgan Rd Northbound					Sheridan Rd Eastbound					
Time	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2019-06-12 6:30AM	1	165	0	**166**	0	53	1	0	**54**	0	6	3	0	**9**	0	**229**
6:45AM	0	186	0	**186**	0	83	1	0	**84**	0	2	3	0	**5**	0	**275**
7:00AM	0	209	0	**209**	0	112	0	0	**112**	0	3	2	0	**5**	0	**326**
7:15AM	0	293	1	**294**	0	109	2	0	**111**	0	1	1	0	**2**	0	**407**
Total	1	853	1	**855**	0	357	4	0	**361**	0	12	9	0	**21**	0	**1237**
% Approach	0.1%	99.8%	0.1%	-	-	98.9%	1.1%	0%	-	-	57.1%	42.9%	0%	-	-	-
% Total	0.1%	69.0%	0.1%	**69.1%**	-	28.9%	0.3%	0%	**29.2%**	-	1.0%	0.7%	0%	**1.7%**	-	-
PHF	0.250	0.728	0.250	**0.727**	-	0.797	0.500	-	**0.806**	-	0.500	0.750	-	**0.583**	-	0.760
Lights	1	808	1	**810**	-	327	4	0	**331**	-	12	9	0	**21**	-	1162
% Lights	100%	94.7%	100%	**94.7%**	-	91.6%	100%	0%	**91.7%**	-	100%	100%	0%	**100%**	-	93.9%
Articulated Trucks and Single-Unit Trucks	0	22	0	**22**	-	19	0	0	**19**	-	0	0	0	**0**	-	41
% Articulated Trucks and Single-Unit Trucks	0%	2.6%	0%	**2.6%**	-	5.3%	0%	0%	**5.3%**	-	0%	0%	0%	**0%**	-	3.3%
Buses	0	23	0	**23**	-	11	0	0	**11**	-	0	0	0	**0**	-	34
% Buses	0%	2.7%	0%	**2.7%**	-	3.1%	0%	0%	**3.0%**	-	0%	0%	0%	**0%**	-	2.7%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

9. Morgan Rd & Sheridan Rd - TMC
Wed Jun 12, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667464, Location: 43.11637, -76.204962, Site Code: SCU8TR

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184 Baker Road,
Coatesville, PA, 19320, US



10. Morgan Rd & Liverpool Bypass - TMC

Wed Jun 12, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667469, Location: 43.117311, -76.204999, Site Code: SCU8T6

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Morgan Rd Southbound							Crown Rd Westbound						
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*
2019-06-12 6:30AM	26	129	0	0	1	**156**	0	1	1	3	0	1	**6**	0
6:45AM	15	122	0	0	4	**141**	0	1	0	1	0	0	**2**	1
7:00AM	25	163	1	0	3	**192**	0	0	5	0	0	0	**5**	0
7:15AM	33	222	2	0	2	**259**	0	1	0	1	0	0	**2**	0
Total	99	636	3	0	10	**748**	0	3	6	5	0	1	**15**	1
% Approach	13.2%	85.0%	0.4%	0%	1.3%	**-**	-	20.0%	40.0%	33.3%	0%	6.7%	**-**	-
% Total	7.0%	44.8%	0.2%	0%	0.7%	**52.6%**	-	0.2%	0.4%	0.4%	0%	0.1%	**1.1%**	-
PHF	0.750	0.716	0.375	-	0.625	**0.722**	-	0.750	0.300	0.417	-	0.250	**0.625**	-
Lights	81	606	3	0	8	**698**	-	1	1	4	0	0	**6**	-
% Lights	81.8%	95.3%	100%	0%	80.0%	**93.3%**	-	33.3%	16.7%	80.0%	0%	0%	**40.0%**	-
Articulated Trucks and Single-Unit Trucks	16	17	0	0	2	**35**	-	2	5	1	0	1	**9**	-
% Articulated Trucks and Single-Unit Trucks	16.2%	2.7%	0%	0%	20.0%	**4.7%**	-	66.7%	83.3%	20.0%	0%	100%	**60.0%**	-
Buses	2	13	0	0	0	**15**	-	0	0	0	0	0	**0**	-
% Buses	2.0%	2.0%	0%	0%	0%	**2.0%**	-	0%	0%	0%	0%	0%	**0%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	1
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

10. Morgan Rd & Liverpool Bypass - TMC

Wed Jun 12, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667469, Location: 43.117311, -76.204999, Site Code: SCU8T6

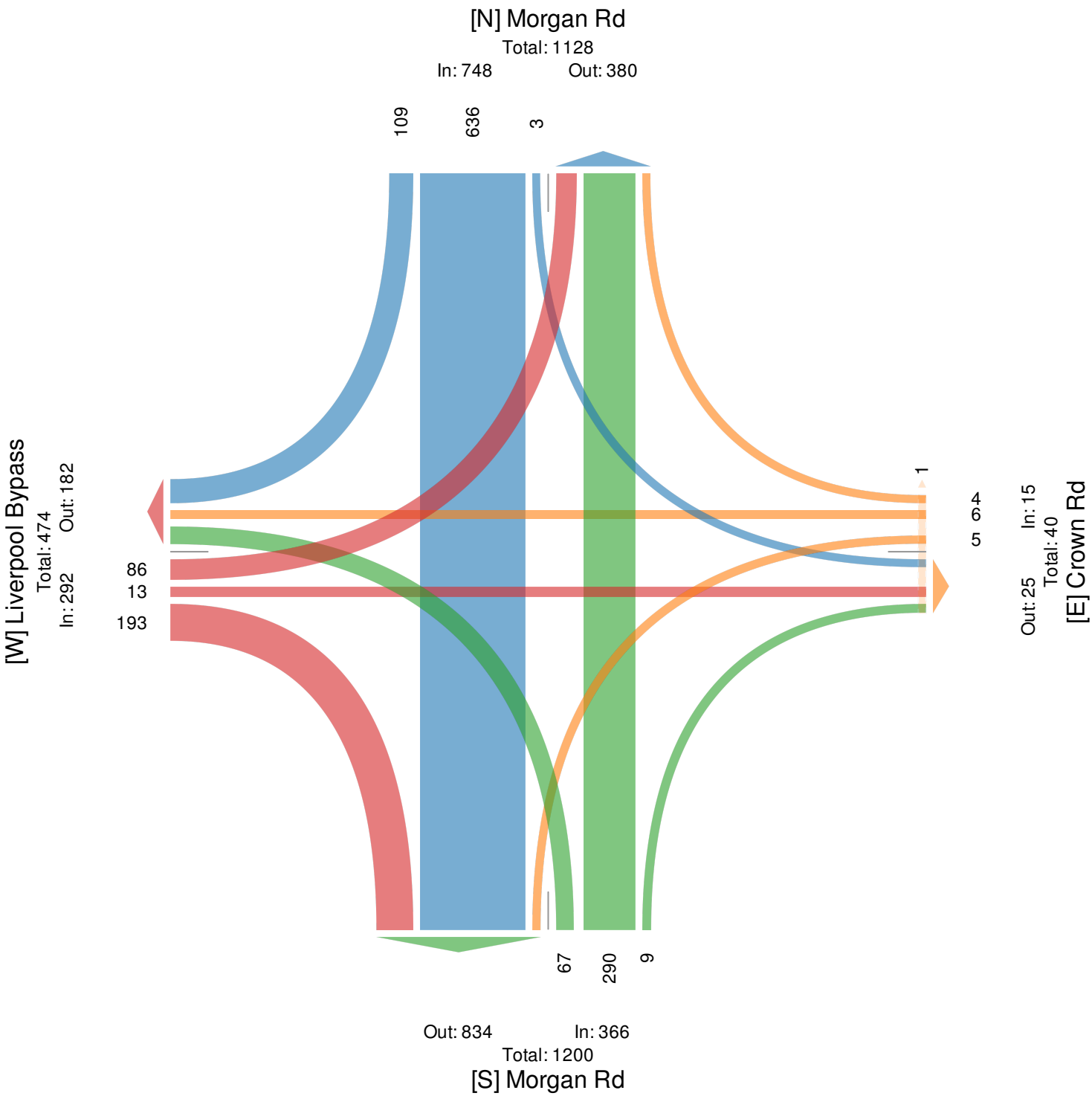
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Coatesville, PA, 19320, US

Leg Direction	Morgan Rd Northbound							Liverpool Bypass Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2019-06-12 6:30AM	2	47	10	0	0	**59**	0	29	2	18	0	3	**52**	0	**273**
6:45AM	2	68	14	0	0	**84**	0	51	4	21	0	8	**84**	0	**311**
7:00AM	2	87	19	0	0	**108**	0	35	2	21	0	6	**64**	0	**369**
7:15AM	3	88	24	0	0	**115**	0	52	5	26	0	9	**92**	0	**468**
Total	9	290	67	0	0	**366**	0	167	13	86	0	26	**292**	0	**1421**
% Approach	2.5%	79.2%	18.3%	0%	0%	**-**	-	57.2%	4.5%	29.5%	0%	8.9%	**-**	-	-
% Total	0.6%	20.4%	4.7%	0%	0%	**25.8%**	-	11.8%	0.9%	6.1%	0%	1.8%	**20.5%**	-	-
PHF	0.750	0.824	0.698	-	-	**0.796**	-	0.803	0.650	0.827	-	0.722	**0.793**	-	0.759
Lights	8	272	56	0	0	**336**	-	152	7	73	0	25	**257**	-	1297
% Lights	88.9%	93.8%	83.6%	0%	0%	**91.8%**	-	91.0%	53.8%	84.9%	0%	96.2%	**88.0%**	-	91.3%
Articulated Trucks and Single-Unit Trucks	1	7	10	0	0	**18**	-	5	6	13	0	0	**24**	-	86
% Articulated Trucks and Single-Unit Trucks	11.1%	2.4%	14.9%	0%	0%	**4.9%**	-	3.0%	46.2%	15.1%	0%	0%	**8.2%**	-	6.1%
Buses	0	11	1	0	0	**12**	-	10	0	0	0	1	**11**	-	38
% Buses	0%	3.8%	1.5%	0%	0%	**3.3%**	-	6.0%	0%	0%	0%	3.8%	**3.8%**	-	2.7%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

10. Morgan Rd & Liverpool Bypass - TMC
Wed Jun 12, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667469, Location: 43.117311, -76.204999, Site Code: SCU8T6

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184 Baker Road,
Coatesville, PA, 19320, US



11. Morgan Rd /Raymour & Flanigan Real Estat... - TMC

Wed Jun 12, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667476, Location: 43.121431, -76.205161, Site Code: SCU3MC

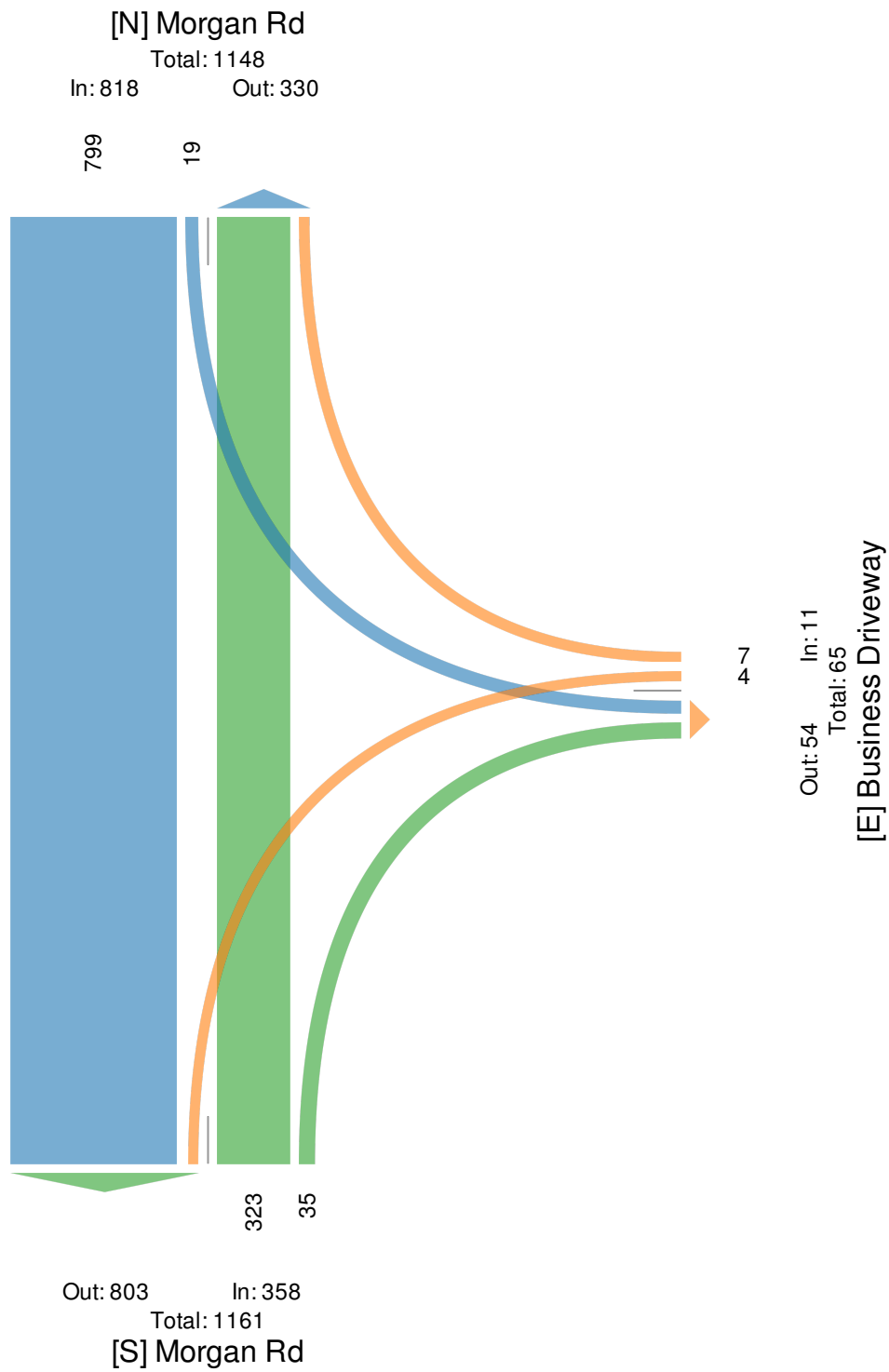
Provided by: Tri-State Traffic Data, Inc.
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Leg / Direction	Morgan Rd Southbound					Business Driveway Westbound					Morgan Rd Northbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2019-06-12 6:30AM	160	0	0	**160**	0	2	0	0	**2**	0	1	67	0	**68**	0	**230**
6:45AM	147	3	0	**150**	0	2	0	0	**2**	0	8	69	0	**77**	0	**229**
7:00AM	221	4	0	**225**	0	1	1	0	**2**	0	6	94	0	**100**	0	**327**
7:15AM	271	12	0	**283**	0	2	3	0	**5**	0	20	93	0	**113**	0	**401**
Total	799	19	0	**818**	0	7	4	0	**11**	0	35	323	0	**358**	0	**1187**
% Approach	97.7%	2.3%	0%	-	-	63.6%	36.4%	0%	-	-	9.8%	90.2%	0%	-	-	-
% Total	67.3%	1.6%	0%	**68.9%**	-	0.6%	0.3%	0%	**0.9%**	-	2.9%	27.2%	0%	**30.2%**	-	-
PHF	0.737	0.396	-	**0.723**	-	0.875	0.333	-	**0.550**	-	0.438	0.859	-	**0.792**	-	0.740
Lights	752	19	0	**771**	-	7	4	0	**11**	-	35	288	0	**323**	-	1105
% Lights	94.1%	100%	0%	**94.3%**	-	100%	100%	0%	**100%**	-	100%	89.2%	0%	**90.2%**	-	93.1%
Articulated Trucks and Single-Unit Trucks	31	0	0	**31**	-	0	0	0	**0**	-	0	24	0	**24**	-	55
% Articulated Trucks and Single-Unit Trucks	3.9%	0%	0%	**3.8%**	-	0%	0%	0%	**0%**	-	0%	7.4%	0%	**6.7%**	-	4.6%
Buses	16	0	0	**16**	-	0	0	0	**0**	-	0	11	0	**11**	-	27
% Buses	2.0%	0%	0%	**2.0%**	-	0%	0%	0%	**0%**	-	0%	3.4%	0%	**3.1%**	-	2.3%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

11. Morgan Rd /Raymour & Flanigan Real Estat... - TMC
Wed Jun 12, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667476, Location: 43.121431, -76.205161, Site Code: SCU3MC

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



12. Vine St / Commerce Blvd - TMC

Wed Jun 12, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667485, Location: 43.110316, -76.197347, Site Code: SCU8UH

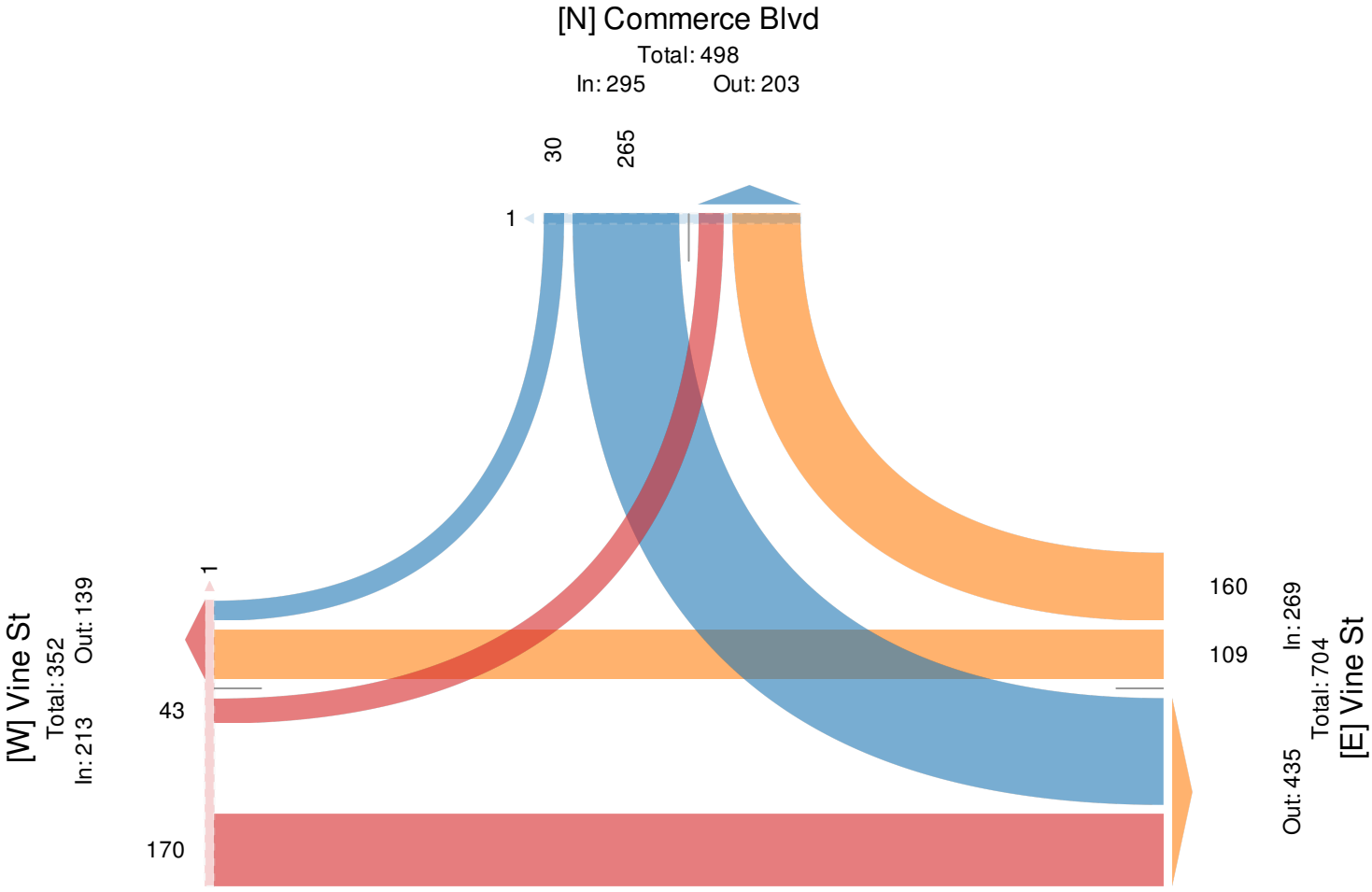
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Commerce Blvd Southbound						Vine St Westbound						Vine St Eastbound					
Time	R	L	U	RR	**App**	Ped*	R	T	U	RR	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2019-06-12 6:30AM	4	45	0	1	**50**	1	26	20	0	6	**52**	0	34	6	0	**40**	1	**142**
6:45AM	6	67	0	4	**77**	0	35	23	0	14	**72**	0	46	16	0	**62**	0	**211**
7:00AM	3	69	0	4	**76**	0	36	32	0	4	**72**	0	44	10	0	**54**	0	**202**
7:15AM	6	84	0	2	**92**	0	30	34	0	9	**73**	0	46	11	0	**57**	0	**222**
Total	19	265	0	11	**295**	1	127	109	0	33	**269**	0	170	43	0	**213**	1	**777**
% Approach	6.4%	89.8%	0%	3.7%	-	-	47.2%	40.5%	0%	12.3%	-	-	79.8%	20.2%	0%	-	-	-
% Total	2.4%	34.1%	0%	1.4%	**38.0%**	-	16.3%	14.0%	0%	4.2%	**34.6%**	-	21.9%	5.5%	0%	**27.4%**	-	-
PHF	0.792	0.789	-	0.688	**0.802**	-	0.882	0.801	-	0.589	**0.921**	-	0.924	0.672	-	**0.859**	-	0.875
Lights	16	239	0	10	**265**	-	114	106	0	32	**252**	-	169	40	0	**209**	-	726
% Lights	84.2%	90.2%	0%	90.9%	**89.8%**	-	89.8%	97.2%	0%	97.0%	**93.7%**	-	99.4%	93.0%	0%	**98.1%**	-	93.4%
Articulated Trucks and Single-Unit Trucks	3	11	0	0	**14**	-	12	3	0	1	**16**	-	1	2	0	**3**	-	33
% Articulated Trucks and Single-Unit Trucks	15.8%	4.2%	0%	0%	**4.7%**	-	9.4%	2.8%	0%	3.0%	**5.9%**	-	0.6%	4.7%	0%	**1.4%**	-	4.2%
Buses	0	15	0	1	**16**	-	1	0	0	0	**1**	-	0	1	0	**1**	-	18
% Buses	0%	5.7%	0%	9.1%	**5.4%**	-	0.8%	0%	0%	0%	**0.4%**	-	0%	2.3%	0%	**0.5%**	-	2.3%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

12. Vine St / Commerce Blvd - TMC
Wed Jun 12, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667485, Location: 43.110316, -76.197347, Site Code: SCU8UH

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184 Baker Road,
Coatesville, PA, 19320, US



13. Henry Clay Blvd / Vine St - TMC

Thu Jun 13, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668267, Location: 43.118563, -76.185519, Site Code: SCU8UH, SCU53B, SCU146

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Henry Clay Blvd							W Taft Rd						
Direction	Southbound							Westbound						
Time	R	T	L	U	RR	App	Ped*	R	T	L	U	RR	App	Ped*
2019-06-13 6:30AM	10	96	24	0	7	**137**	0	6	37	33	0	6	**82**	0
6:45AM	16	91	26	0	9	**142**	0	13	56	54	0	25	**148**	0
7:00AM	18	99	47	0	4	**168**	0	9	55	40	0	18	**122**	0
7:15AM	21	104	47	0	5	**177**	0	15	48	64	0	15	**142**	0
Total	65	390	144	0	25	**624**	0	43	196	191	0	64	**494**	0
% Approach	10.4%	62.5%	23.1%	0%	4.0%	-	-	8.7%	39.7%	38.7%	0%	13.0%	-	-
% Total	3.5%	20.7%	7.6%	0%	1.3%	**33.1%**	-	2.3%	10.4%	10.1%	0%	3.4%	**26.2%**	-
PHF	0.774	0.938	0.766	-	0.694	**0.881**	-	0.717	0.875	0.746	-	0.640	**0.834**	-
Lights	61	353	138	0	24	**576**	-	39	189	179	0	60	**467**	-
% Lights	93.8%	90.5%	95.8%	0%	96.0%	**92.3%**	-	90.7%	96.4%	93.7%	0%	93.8%	**94.5%**	-
Articulated Trucks and Single-Unit Trucks	4	36	4	0	1	**45**	-	1	6	12	0	1	**20**	-
% Articulated Trucks and Single-Unit Trucks	6.2%	9.2%	2.8%	0%	4.0%	**7.2%**	-	2.3%	3.1%	6.3%	0%	1.6%	**4.0%**	-
Buses	0	1	2	0	0	**3**	-	3	1	0	0	3	**7**	-
% Buses	0%	0.3%	1.4%	0%	0%	**0.5%**	-	7.0%	0.5%	0%	0%	4.7%	**1.4%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

13. Henry Clay Blvd / Vine St - TMC

Thu Jun 13, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668267, Location: 43.118563, -76.185519, Site Code: SCU8UH, SCU53B, SCU146

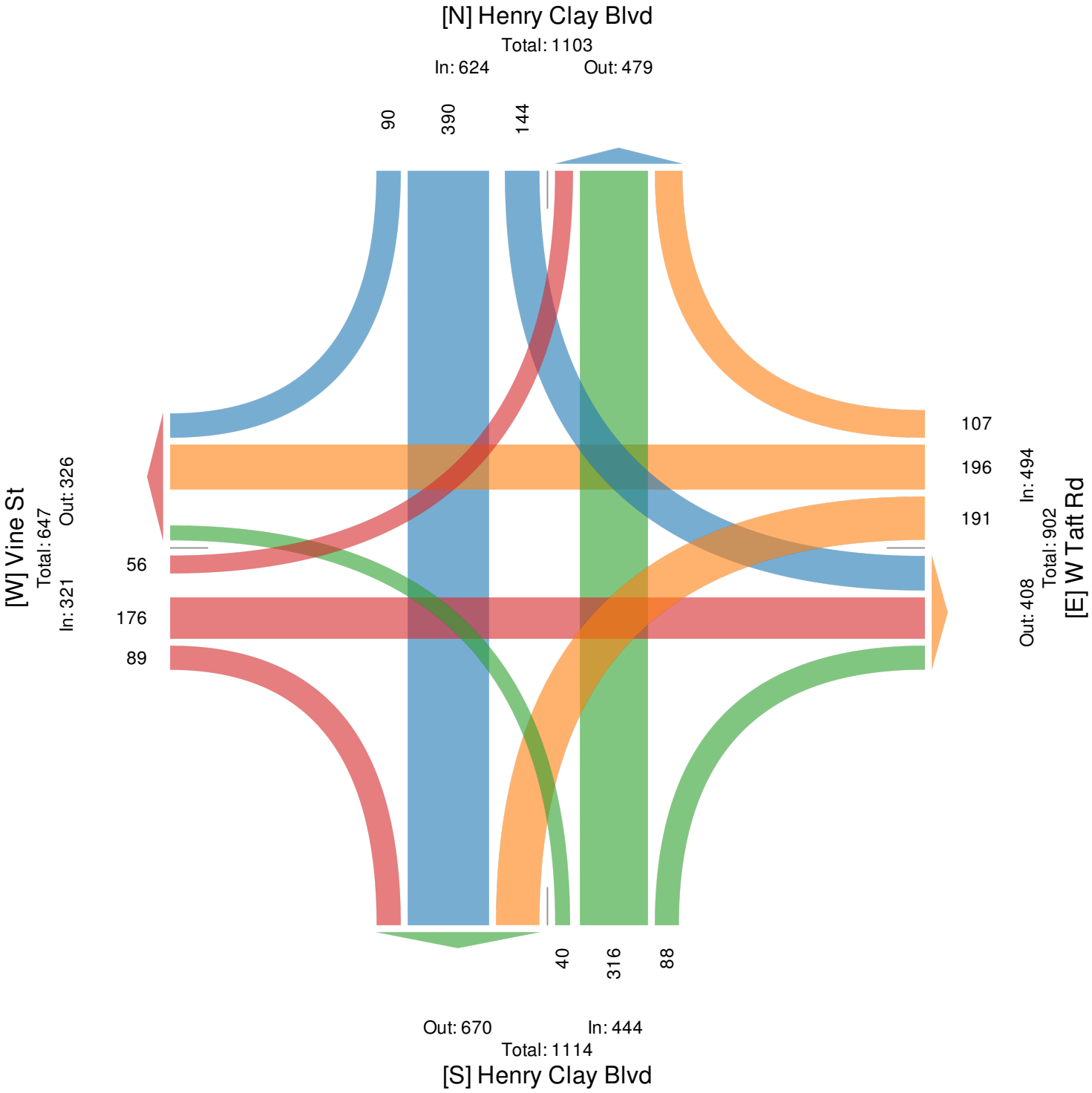
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Henry Clay Blvd						Vine St						
Direction	Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2019-06-13 6:30AM	20	57	9	0	**86**	0	18	29	7	0	**54**	0	**359**
6:45AM	18	101	8	0	**127**	0	16	41	12	0	**69**	0	**486**
7:00AM	21	68	10	0	**99**	0	29	55	19	0	**103**	0	**492**
7:15AM	29	90	13	0	**132**	0	26	51	18	0	**95**	0	**546**
Total	88	316	40	0	**444**	0	89	176	56	0	**321**	0	**1883**
% Approach	19.8%	71.2%	9.0%	0%	-	-	27.7%	54.8%	17.4%	0%	-	-	-
% Total	4.7%	16.8%	2.1%	0%	**23.6%**	-	4.7%	9.3%	3.0%	0%	**17.0%**	-	-
PHF	0.759	0.782	0.769	-	**0.841**	-	0.767	0.800	0.737	-	**0.779**	-	0.862
Lights	85	294	36	0	**415**	-	71	167	53	0	**291**	-	1749
% Lights	96.6%	93.0%	90.0%	0%	**93.5%**	-	79.8%	94.9%	94.6%	0%	**90.7%**	-	92.9%
Articulated Trucks and Single-Unit Trucks	3	15	4	0	**22**	-	6	7	2	0	**15**	-	102
% Articulated Trucks and Single-Unit Trucks	3.4%	4.7%	10.0%	0%	**5.0%**	-	6.7%	4.0%	3.6%	0%	**4.7%**	-	5.4%
Buses	0	7	0	0	**7**	-	12	2	1	0	**15**	-	32
% Buses	0%	2.2%	0%	0%	**1.6%**	-	13.5%	1.1%	1.8%	0%	**4.7%**	-	1.7%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

13. Henry Clay Blvd / Vine St - TMC
Thu Jun 13, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668267, Location: 43.118563, -76.185519, Site Code: SCU8UH, SCU53B, SCU146

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



14. Henry Clay Blvd / Buckley - TMC

Thu Jun 13, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668268, Location: 43.141804, -76.187594, Site Code: SCU3HB, SCU8T6

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Henry Clay Blvd Southbound						Buckley Rd Westbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	RR	App	Ped*
2019-06-13 6:30AM	42	52	8	0	**102**	0	2	47	11	0	7	**67**	0
6:45AM	63	49	7	0	**119**	0	4	52	16	0	5	**77**	0
7:00AM	60	62	10	0	**132**	0	3	52	10	0	1	**66**	0
7:15AM	58	80	8	0	**146**	0	4	55	19	0	6	**84**	0
Total	223	243	33	0	**499**	0	13	206	56	0	19	**294**	0
% Approach	44.7%	48.7%	6.6%	0%	-	-	4.4%	70.1%	19.0%	0%	6.5%	-	-
% Total	16.8%	18.3%	2.5%	0%	**37.5%**	-	1.0%	15.5%	4.2%	0%	1.4%	**22.1%**	-
PHF	0.885	0.759	0.825	-	**0.854**	-	0.813	0.936	0.737	-	0.679	**0.875**	-
Lights	213	238	29	0	**480**	-	12	195	49	0	18	**274**	-
% Lights	95.5%	97.9%	87.9%	0%	**96.2%**	-	92.3%	94.7%	87.5%	0%	94.7%	**93.2%**	-
Articulated Trucks and Single-Unit Trucks	6	2	3	0	**11**	-	0	5	5	0	1	**11**	-
% Articulated Trucks and Single-Unit Trucks	2.7%	0.8%	9.1%	0%	**2.2%**	-	0%	2.4%	8.9%	0%	5.3%	**3.7%**	-
Buses	4	3	1	0	**8**	-	1	6	2	0	0	**9**	-
% Buses	1.8%	1.2%	3.0%	0%	**1.6%**	-	7.7%	2.9%	3.6%	0%	0%	**3.1%**	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

14. Henry Clay Blvd / Buckley - TMC

Thu Jun 13, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668268, Location: 43.141804, -76.187594, Site Code: SCU3HB, SCU8T6

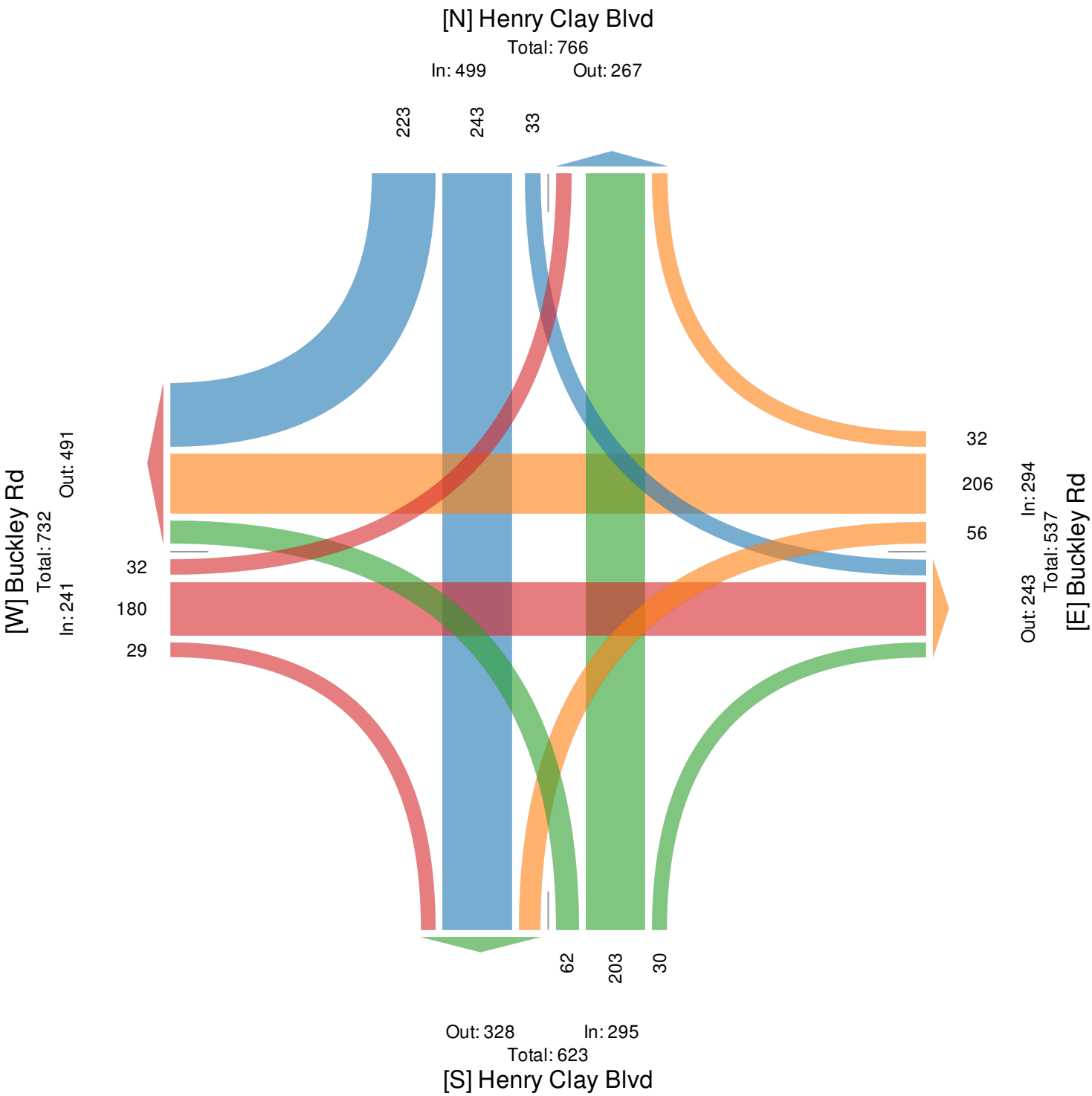
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Henry Clay Blvd Northbound							Buckley Rd Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2019-06-13 6:30AM	3	42	17	0	5	**67**	0	5	28	7	0	3	**43**	0	**279**
6:45AM	4	53	20	0	5	**82**	0	3	31	9	0	2	**45**	0	**323**
7:00AM	3	53	10	0	1	**67**	0	5	48	8	0	0	**61**	0	**326**
7:15AM	4	55	15	0	5	**79**	0	9	73	8	0	2	**92**	0	**401**
Total	14	203	62	0	16	**295**	0	22	180	32	0	7	**241**	0	**1329**
% Approach	4.7%	68.8%	21.0%	0%	5.4%	-	-	9.1%	74.7%	13.3%	0%	2.9%	-	-	-
% Total	1.1%	15.3%	4.7%	0%	1.2%	**22.2%**	-	1.7%	13.5%	2.4%	0%	0.5%	**18.1%**	-	-
PHF	0.875	0.923	0.775	-	0.800	**0.899**	-	0.611	0.616	0.889	-	0.583	**0.655**	-	0.829
Lights	13	193	58	0	15	**279**	-	19	168	28	0	7	**222**	-	1255
% Lights	92.9%	95.1%	93.5%	0%	93.8%	**94.6%**	-	86.4%	93.3%	87.5%	0%	100%	**92.1%**	-	94.4%
Articulated Trucks and Single-Unit Trucks	0	4	4	0	1	**9**	-	2	8	3	0	0	**13**	-	44
% Articulated Trucks and Single-Unit Trucks	0%	2.0%	6.5%	0%	6.3%	**3.1%**	-	9.1%	4.4%	9.4%	0%	0%	**5.4%**	-	3.3%
Buses	1	6	0	0	0	**7**	-	1	4	1	0	0	**6**	-	30
% Buses	7.1%	3.0%	0%	0%	0%	**2.4%**	-	4.5%	2.2%	3.1%	0%	0%	**2.5%**	-	2.3%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

14. Henry Clay Blvd / Buckley - TMC
Thu Jun 13, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668268, Location: 43.141804, -76.187594, Site Code: SCU3HB, SCU8T6

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



15. Morgan Rd / Buckley Rd - TMC

Wed Jun 12, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668899, Location: 43.141221, -76.206726, Site Code: SCU5K5

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Morgan Rd Southbound							Buckley Rd Westbound						
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*
2019-06-12 6:30AM	13	105	19	0	10	**147**	0	2	48	16	0	3	**69**	0
6:45AM	18	135	29	0	9	**191**	0	7	53	21	0	3	**84**	0
7:00AM	25	144	30	0	21	**220**	0	18	55	25	0	6	**104**	0
7:15AM	28	199	37	0	14	**278**	0	13	59	29	0	5	**106**	0
Total	84	583	115	0	54	**836**	0	40	215	91	0	17	**363**	0
% Approach	10.0%	69.7%	13.8%	0%	6.5%	**-**	-	11.0%	59.2%	25.1%	0%	4.7%	**-**	-
% Total	3.9%	26.9%	5.3%	0%	2.5%	**38.5%**	-	1.8%	9.9%	4.2%	0%	0.8%	**16.7%**	-
PHF	0.750	0.732	0.777	-	0.643	**0.752**	-	0.556	0.911	0.784	-	0.708	**0.856**	-
Lights	79	557	112	0	53	**801**	-	25	198	91	0	17	**331**	-
% Lights	94.0%	95.5%	97.4%	0%	98.1%	**95.8%**	-	62.5%	92.1%	100%	0%	100%	**91.2%**	-
Articulated Trucks and Single-Unit Trucks	1	8	0	0	1	**10**	-	2	14	0	0	0	**16**	-
% Articulated Trucks and Single-Unit Trucks	1.2%	1.4%	0%	0%	1.9%	**1.2%**	-	5.0%	6.5%	0%	0%	0%	**4.4%**	-
Buses	4	18	3	0	0	**25**	-	13	3	0	0	0	**16**	-
% Buses	4.8%	3.1%	2.6%	0%	0%	**3.0%**	-	32.5%	1.4%	0%	0%	0%	**4.4%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

15. Morgan Rd / Buckley Rd - TMC

Wed Jun 12, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668899, Location: 43.141221, -76.206726, Site Code: SCU5K5

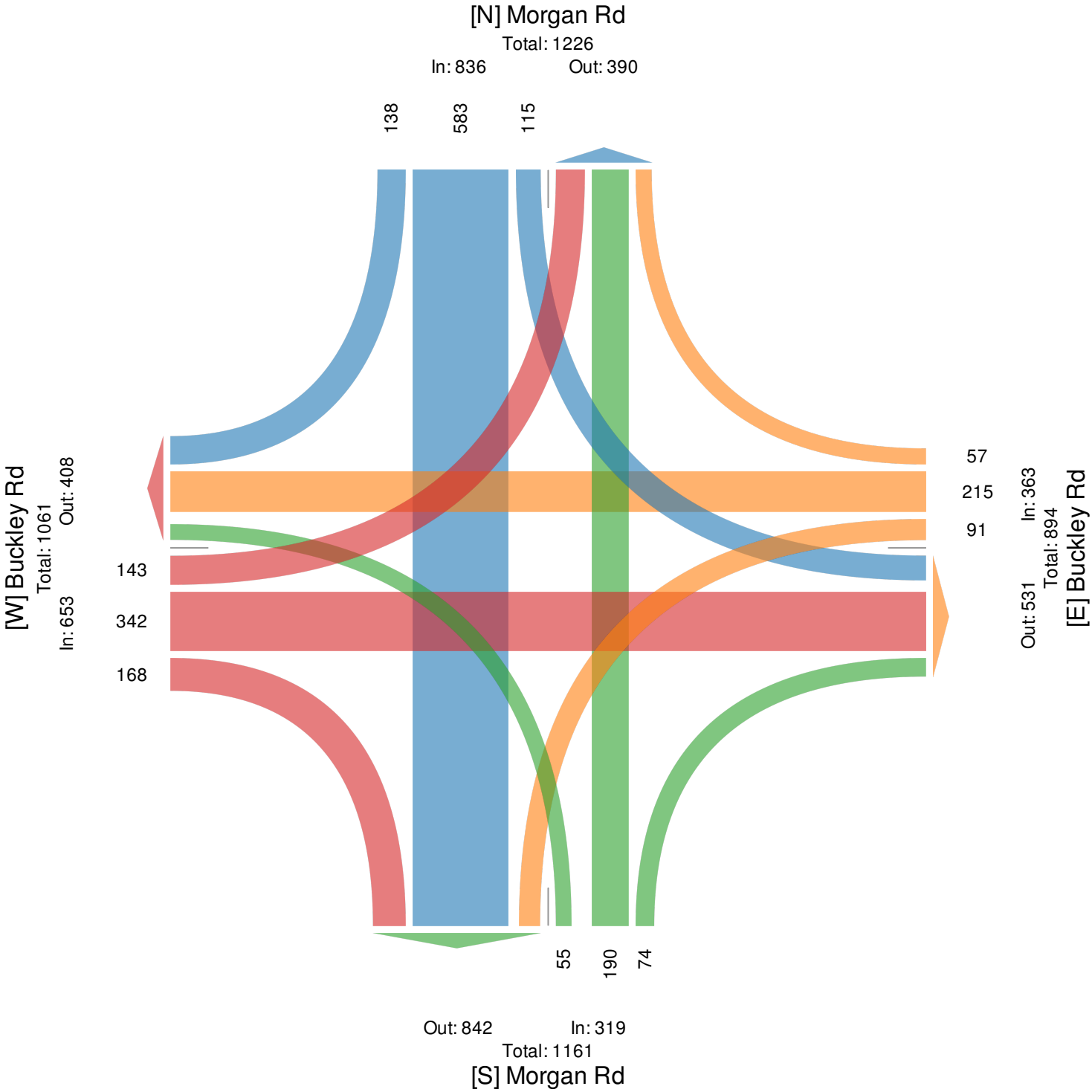
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Morgan Rd Northbound							Buckley Rd Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2019-06-12 6:30AM	12	22	17	0	5	**56**	0	19	69	20	0	9	**117**	0	**389**
6:45AM	7	34	6	0	7	**54**	0	33	90	24	0	6	**153**	0	**482**
7:00AM	15	65	11	0	2	**93**	0	38	102	45	0	8	**193**	0	**610**
7:15AM	23	69	21	0	3	**116**	0	52	81	54	0	3	**190**	0	**690**
Total	57	190	55	0	17	**319**	0	142	342	143	0	26	**653**	0	**2171**
% Approach	17.9%	59.6%	17.2%	0%	5.3%	**-**	-	21.7%	52.4%	21.9%	0%	4.0%	**-**	-	-
% Total	2.6%	8.8%	2.5%	0%	0.8%	**14.7%**	-	6.5%	15.8%	6.6%	0%	1.2%	**30.1%**	-	-
PHF	0.620	0.688	0.655	-	0.607	**0.688**	-	0.683	0.838	0.662	-	0.722	**0.846**	-	0.787
Lights	51	171	46	0	16	**284**	-	138	331	139	0	26	**634**	-	2050
% Lights	89.5%	90.0%	83.6%	0%	94.1%	**89.0%**	-	97.2%	96.8%	97.2%	0%	100%	**97.1%**	-	94.4%
Articulated Trucks and Single-Unit Trucks	3	8	7	0	0	**18**	-	2	6	0	0	0	**8**	-	52
% Articulated Trucks and Single-Unit Trucks	5.3%	4.2%	12.7%	0%	0%	**5.6%**	-	1.4%	1.8%	0%	0%	0%	**1.2%**	-	2.4%
Buses	3	11	2	0	1	**17**	-	2	5	4	0	0	**11**	-	69
% Buses	5.3%	5.8%	3.6%	0%	5.9%	**5.3%**	-	1.4%	1.5%	2.8%	0%	0%	**1.7%**	-	3.2%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

15. Morgan Rd / Buckley Rd - TMC
Wed Jun 12, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668899, Location: 43.141221, -76.206726, Site Code: SCU5K5

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



16. Morgan Rd / Wetzel Rd - TMC

Thu Jun 13, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668271, Location: 43.15047, -76.207512, Site Code: SCU8TR

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Morgan Rd							Wetzel Rd						
Direction	Southbound							Westbound						
Time	R	T	L	U	RR	App	Ped*	R	T	L	U	RR	App	Ped*
2019-06-13 6:30AM	9	120	20	0	0	**149**	0	0	11	4	0	0	**15**	0
6:45AM	14	138	19	0	3	**174**	0	2	17	4	0	2	**25**	0
7:00AM	23	154	16	0	3	**196**	0	3	27	5	0	0	**35**	0
7:15AM	30	164	25	0	7	**226**	0	5	63	8	0	0	**76**	0
Total	76	576	80	0	13	**745**	0	10	118	21	0	2	**151**	0
% Approach	10.2%	77.3%	10.7%	0%	1.7%	-	-	6.6%	78.1%	13.9%	0%	1.3%	-	-
% Total	4.9%	36.9%	5.1%	0%	0.8%	**47.8%**	-	0.6%	7.6%	1.3%	0%	0.1%	**9.7%**	-
PHF	0.633	0.878	0.800	-	0.464	**0.824**	-	0.500	0.468	0.656	-	0.250	**0.497**	-
Lights	71	566	77	0	13	**727**	-	9	115	19	0	2	**145**	-
% Lights	93.4%	98.3%	96.3%	0%	100%	**97.6%**	-	90.0%	97.5%	90.5%	0%	100%	**96.0%**	-
Articulated Trucks and Single-Unit Trucks	0	8	2	0	0	**10**	-	1	2	2	0	0	**5**	-
% Articulated Trucks and Single-Unit Trucks	0%	1.4%	2.5%	0%	0%	**1.3%**	-	10.0%	1.7%	9.5%	0%	0%	**3.3%**	-
Buses	5	2	1	0	0	**8**	-	0	1	0	0	0	**1**	-
% Buses	6.6%	0.3%	1.3%	0%	0%	**1.1%**	-	0%	0.8%	0%	0%	0%	**0.7%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

16. Morgan Rd / Wetzel Rd - TMC

Thu Jun 13, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668271, Location: 43.15047, -76.207512, Site Code: SCU8TR

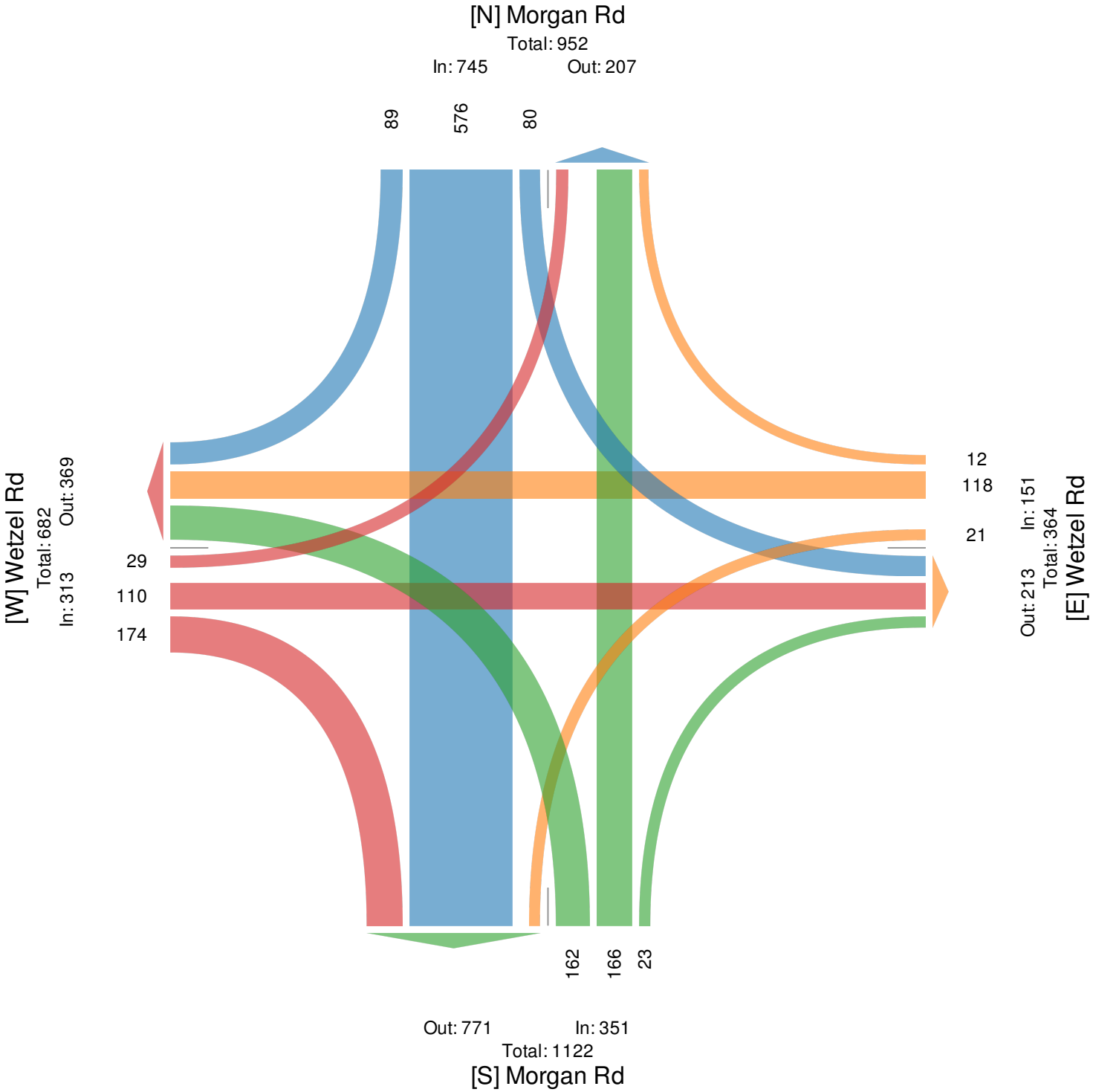
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Morgan Rd Northbound							Wetzel Rd Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2019-06-13 6:30AM	2	26	5	0	2	**35**	0	8	26	3	0	14	**51**	0	**250**
6:45AM	5	39	21	0	1	**66**	0	15	22	2	0	10	**49**	0	**314**
7:00AM	3	51	70	0	1	**125**	0	36	20	11	0	12	**79**	0	**435**
7:15AM	7	50	66	0	2	**125**	0	50	42	13	0	29	**134**	0	**561**
Total	17	166	162	0	6	**351**	0	109	110	29	0	65	**313**	0	**1560**
% Approach	4.8%	47.3%	46.2%	0%	1.7%	-	-	34.8%	35.1%	9.3%	0%	20.8%	-	-	-
% Total	1.1%	10.6%	10.4%	0%	0.4%	**22.5%**	-	7.0%	7.1%	1.9%	0%	4.2%	**20.1%**	-	-
PHF	0.607	0.814	0.579	-	0.750	**0.702**	-	0.545	0.655	0.558	-	0.560	**0.584**	-	0.695
Lights	16	157	133	0	6	**312**	-	95	107	27	0	57	**286**	-	1470
% Lights	94.1%	94.6%	82.1%	0%	100%	**88.9%**	-	87.2%	97.3%	93.1%	0%	87.7%	**91.4%**	-	94.2%
Articulated Trucks and Single-Unit Trucks	1	6	5	0	0	**12**	-	0	2	0	0	1	**3**	-	30
% Articulated Trucks and Single-Unit Trucks	5.9%	3.6%	3.1%	0%	0%	**3.4%**	-	0%	1.8%	0%	0%	1.5%	**1.0%**	-	1.9%
Buses	0	3	24	0	0	**27**	-	14	1	2	0	7	**24**	-	60
% Buses	0%	1.8%	14.8%	0%	0%	**7.7%**	-	12.8%	0.9%	6.9%	0%	10.8%	**7.7%**	-	3.8%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

16. Morgan Rd / Wetzel Rd - TMC
Thu Jun 13, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668271, Location: 43.15047, -76.207512, Site Code: SCU8TR

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



17. Rte 57 / John Glenn Blvd - TMC

Tue Jun 25, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 671771, Location: 43.131113, -76.219935, Site Code: SCU3MC, SCU5K5

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Rte 57/Oswego Rd							John Glenn Blvd						
Direction	Southbound							Westbound						
Time	R	T	L	U	RR	App	Ped*	R	T	L	U	RR	App	Ped*
2019-06-25 6:30AM	43	147	10	0	0	**200**	0	4	43	17	0	0	**64**	0
6:45AM	37	177	6	0	6	**226**	0	3	52	15	0	0	**70**	0
7:00AM	49	180	15	0	9	**253**	1	5	69	29	0	0	**103**	0
7:15AM	45	220	10	0	12	**287**	0	9	67	26	0	1	**103**	0
Total	174	724	41	0	27	**966**	1	21	231	87	0	1	**340**	0
% Approach	18.0%	74.9%	4.2%	0%	2.8%	-	-	6.2%	67.9%	25.6%	0%	0.3%	-	-
% Total	7.8%	32.3%	1.8%	0%	1.2%	**43.1%**	-	0.9%	10.3%	3.9%	0%	0%	**15.2%**	-
PHF	0.888	0.823	0.683	-	0.563	**0.841**	-	0.583	0.837	0.750	-	0.250	**0.825**	-
Lights	172	708	41	0	26	**947**	-	15	219	85	0	0	**319**	-
% Lights	98.9%	97.8%	100%	0%	96.3%	**98.0%**	-	71.4%	94.8%	97.7%	0%	0%	**93.8%**	-
Articulated Trucks and Single-Unit Trucks	0	10	0	0	1	**11**	-	1	11	1	0	1	**14**	-
% Articulated Trucks and Single-Unit Trucks	0%	1.4%	0%	0%	3.7%	**1.1%**	-	4.8%	4.8%	1.1%	0%	100%	**4.1%**	-
Buses	2	6	0	0	0	**8**	-	5	1	1	0	0	**7**	-
% Buses	1.1%	0.8%	0%	0%	0%	**0.8%**	-	23.8%	0.4%	1.1%	0%	0%	**2.1%**	-
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

17. Rte 57 / John Glenn Blvd - TMC

Tue Jun 25, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 671771, Location: 43.131113, -76.219935, Site Code: SCU3MC, SCU5K5

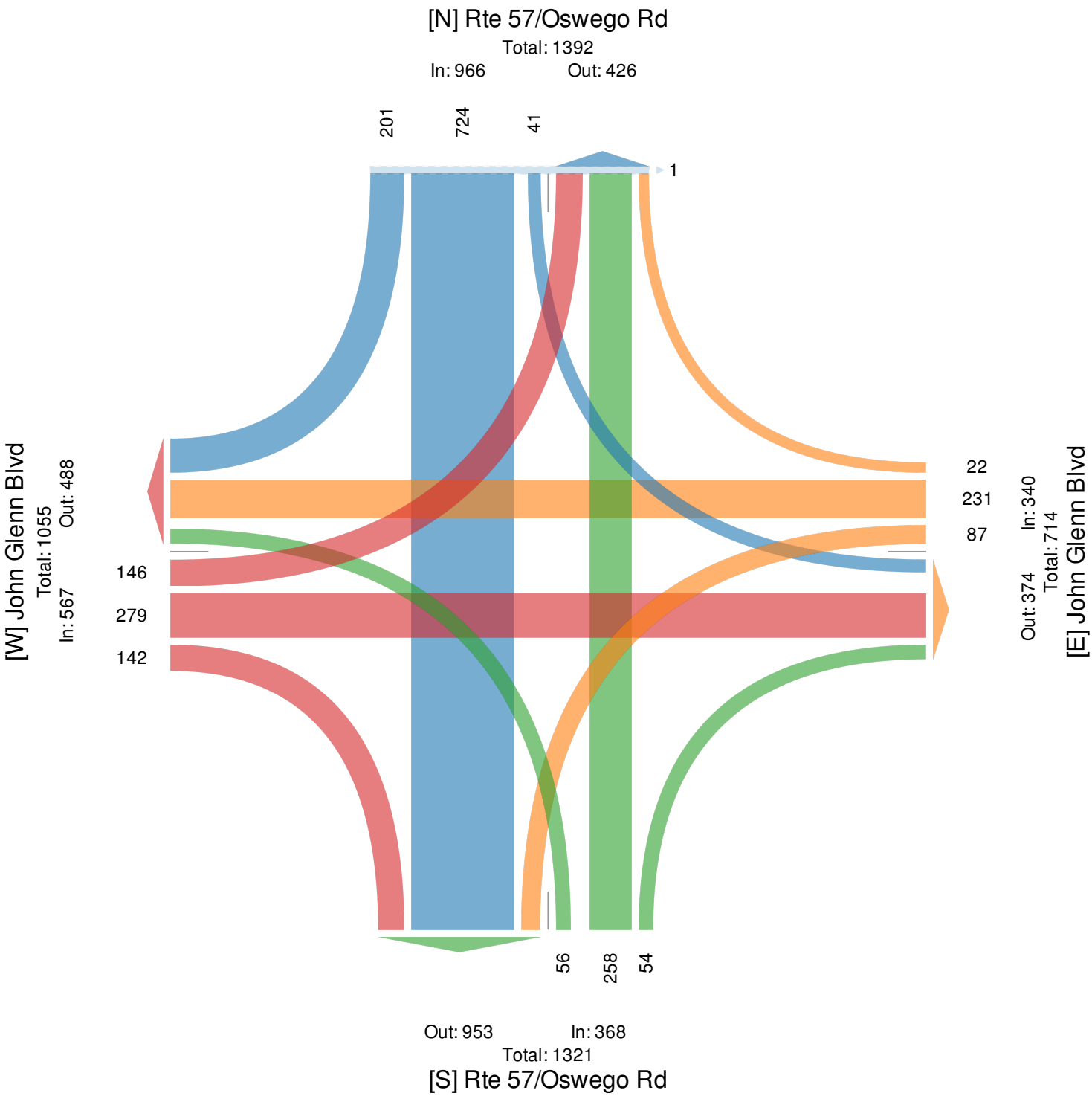
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Rte 57/Oswego Rd Northbound							John Glenn Blvd Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2019-06-25 6:30AM	9	48	12	0	1	**70**	0	33	67	30	0	0	**130**	0	**464**
6:45AM	14	65	17	0	2	**98**	0	36	76	29	0	0	**141**	0	**535**
7:00AM	12	64	7	0	1	**84**	0	31	63	35	0	1	**130**	0	**570**
7:15AM	15	81	20	0	0	**116**	0	41	73	52	0	0	**166**	0	**672**
Total	50	258	56	0	4	**368**	0	141	279	146	0	1	**567**	0	**2241**
% Approach	13.6%	70.1%	15.2%	0%	1.1%	-	-	24.9%	49.2%	25.7%	0%	0.2%	-	-	-
% Total	2.2%	11.5%	2.5%	0%	0.2%	**16.4%**	-	6.3%	12.4%	6.5%	0%	0%	**25.3%**	-	-
PHF	0.833	0.796	0.700	-	0.500	**0.793**	-	0.860	0.918	0.702	-	0.250	**0.854**	-	0.834
Lights	36	222	50	0	4	**312**	-	140	269	142	0	1	**552**	-	2130
% Lights	72.0%	86.0%	89.3%	0%	100%	**84.8%**	-	99.3%	96.4%	97.3%	0%	100%	**97.4%**	-	95.0%
Articulated Trucks and Single-Unit Trucks	2	6	5	0	0	**13**	-	1	9	1	0	0	**11**	-	49
% Articulated Trucks and Single-Unit Trucks	4.0%	2.3%	8.9%	0%	0%	**3.5%**	-	0.7%	3.2%	0.7%	0%	0%	**1.9%**	-	2.2%
Buses	12	30	1	0	0	**43**	-	0	1	3	0	0	**4**	-	62
% Buses	24.0%	11.6%	1.8%	0%	0%	**11.7%**	-	0%	0.4%	2.1%	0%	0%	**0.7%**	-	2.8%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

17. Rte 57 / John Glenn Blvd - TMC
Tue Jun 25, 2019
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 671771, Location: 43.131113, -76.219935, Site Code: SCU3MC, SCU5K5

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



1.Oswego St / Onondaga Lake Parkway - TMC

Tue Jun 11, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668266, Location: 43.101403, -76.202686, Site Code: SCU5K5, SCU8UH, SCU53B

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road, Coatesville, PA, 19320, US

Leg	Rte 57/Oswego St									N Willow St									Rte 57/Oswego St							
Direction	Southbound									Southwestbound									Westbound							
Time	R	BR	T	L	HL	U	RR	**App**	Ped*	HR	BR	T	BL	HL	U	HRR	**App**	Ped*	HR	R	T	BL	L	U	**App**	Ped*
2019-06-11 5:30PM	0	0	178	77	3	0	0	**258**	0	0	0	0	0	0	0	2	**2**	0	0	125	16	13	9	0	**163**	0
5:45PM	0	3	189	77	0	0	0	**269**	0	0	0	0	0	0	0	4	**4**	1	0	132	20	11	6	0	**169**	2
6:00PM	2	1	159	70	2	0	1	**235**	0	0	0	0	0	0	0	5	**5**	0	0	92	21	8	10	0	**131**	0
6:15PM	0	2	141	65	4	0	1	**213**	0	1	0	0	0	0	0	1	**2**	4	0	92	18	4	10	0	**124**	0
Total	2	6	667	289	9	0	2	**975**	0	1	0	0	0	0	0	12	**13**	5	0	441	75	36	35	0	**587**	2
% Approach	0.2%	0.6%	68.4%	29.6%	0.9%	0%	0.2%	**-**	-	7.7%	0%	0%	0%	0%	0%	92.3%	**-**	-	0%	75.1%	12.8%	6.1%	6.0%	0%	**-**	-
% Total	0.1%	0.2%	22.8%	9.9%	0.3%	0%	0.1%	**33.3%**	-	0%	0%	0%	0%	0%	0%	0.4%	**0.4%**	-	0%	15.1%	2.6%	1.2%	1.2%	0%	**20.1%**	-
PHF	0.250	0.500	0.882	0.938	0.563	-	0.500	**0.906**	-	0.250	-	-	-	-	-	0.600	**0.650**	-	-	0.835	0.893	0.692	0.875	-	**0.868**	-
Lights	2	6	666	277	9	0	2	**962**	-	1	0	0	0	0	0	12	**13**	-	0	433	74	36	35	0	**578**	-
% Lights	100%	100%	99.9%	95.8%	100%	0%	100%	**98.7%**	-	100%	0%	0%	0%	0%	0%	100%	**100%**	-	0%	98.2%	98.7%	100%	100%	0%	**98.5%**	-
Articulated Trucks and Single-Unit Trucks	0	0	1	9	0	0	0	**10**	-	0	0	0	0	0	0	0	**0**	-	0	6	0	0	0	0	**6**	-
% Articulated Trucks and Single-Unit Trucks	0%	0%	0.1%	3.1%	0%	0%	0%	**1.0%**	-	0%	0%	0%	0%	0%	0%	0%	**0%**	-	0%	1.4%	0%	0%	0%	0%	**1.0%**	-
Buses	0	0	0	3	0	0	0	**3**	-	0	0	0	0	0	0	0	**0**	-	0	2	1	0	0	0	**3**	-
% Buses	0%	0%	0%	1.0%	0%	0%	0%	**0.3%**	-	0%	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0.5%	1.3%	0%	0%	0%	**0.5%**	-
Pedestrians	-	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	5	-	-	-	-	-	-	-	2
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	100%

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

1.Oswego St / Onondaga Lake Parkway - TMC

Tue Jun 11, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668266, Location: 43.101403, -76.202686, Site Code: SCU5K5, SCU8UH, SCU53B

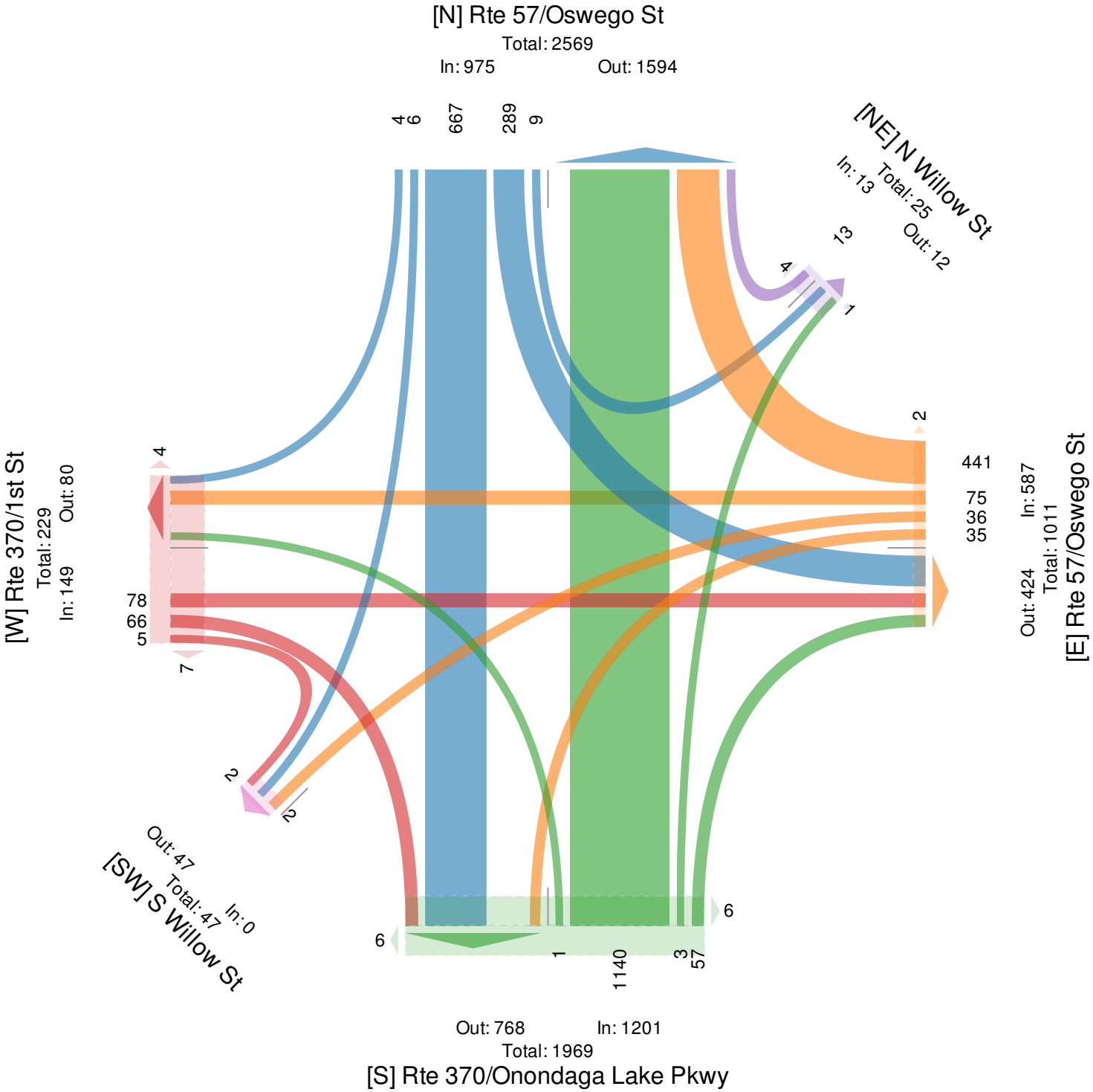
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Rte 370/Onondaga Lake Pkwy									S Willow St		Rte 370/1st St								
Direction	Northbound									Northeastbound		Eastbound								
Time	R	BR	T	L	HL	U	RR	**App**	Ped*	**App**	Ped*	HR	R	T	BL	L	U	**App**	Ped*	**Int**
2019-06-11 5:30PM	7	1	364	0	0	0	6	**378**	3	**0**	2	0	18	13	0	0	0	**31**	1	**832**
5:45PM	10	2	321	0	0	0	5	**338**	6	**0**	0	3	17	14	0	0	0	**34**	3	**814**
6:00PM	12	0	223	0	0	0	5	**240**	3	**0**	2	2	15	27	0	0	0	**44**	6	**655**
6:15PM	8	0	232	1	0	0	4	**245**	0	**0**	0	0	16	24	0	0	0	**40**	1	**624**
Total	37	3	1140	1	0	0	20	**1201**	12	**0**	4	5	66	78	0	0	0	**149**	11	**2925**
% Approach	3.1%	0.2%	94.9%	0.1%	0%	0%	1.7%	-	-	-	-	3.4%	44.3%	52.3%	0%	0%	0%	-	-	-
% Total	1.3%	0.1%	39.0%	0%	0%	0%	0.7%	**41.1%**	-	**0%**	-	0.2%	2.3%	2.7%	0%	0%	0%	**5.1%**	-	-
PHF	0.771	0.375	0.783	0.250	-	-	0.833	**0.794**	-	-	-	0.417	0.917	0.722	-	-	-	**0.847**	-	0.879
Lights	37	3	1137	1	0	0	20	**1198**	-	**0**	-	5	66	76	0	0	0	**147**	-	2898
% Lights	100%	100%	99.7%	100%	0%	0%	100%	**99.8%**	-	-	-	100%	100%	97.4%	0%	0%	0%	**98.7%**	-	99.1%
Articulated Trucks and Single-Unit Trucks	0	0	2	0	0	0	0	**2**	-	**0**	-	0	0	0	0	0	0	**0**	-	18
% Articulated Trucks and Single-Unit Trucks	0%	0%	0.2%	0%	0%	0%	0%	**0.2%**	-	-	-	0%	0%	0%	0%	0%	0%	**0%**	-	0.6%
Buses	0	0	1	0	0	0	0	**1**	-	**0**	-	0	0	2	0	0	0	**2**	-	9
% Buses	0%	0%	0.1%	0%	0%	0%	0%	**0.1%**	-	-	-	0%	0%	2.6%	0%	0%	0%	**1.3%**	-	0.3%
Pedestrians	-	-	-	-	-	-	-	-	12	-	4	-	-	-	-	-	-	-	11	
% Pedestrians	-	-	-	-	-	-	-	-	100%	-	100%	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

1.Oswego St / Onondaga Lake Parkway - TMC
Tue Jun 11, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668266, Location: 43.101403, -76.202686, Site Code: SCU5K5, SCU8UH, SCU53B

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



2. Oswego St & Cypress St & 2nd St - TMC

Tue Jun 11, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667427, Location: 43.102511, -76.204698, Site Code: SCU3HB, SCU3MC

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road, Coatesville, PA, 19320, US

Leg	Rte 57/Oswego St/Rte 370/2nd St								Cypress St								Rte 57/Oswego St/Rte 370							
Direction	Southbound								Westbound								Northbound							
Time	HR	R	T	L	U	HRR	App	Ped*	R	BR	T	L	U	RR	App	Ped*	R	T	BL	L	U	RR	App	Ped*
2019-06-11 5:30PM	0	0	187	2	0	0	**189**	0	1	0	0	0	0	4	**5**	0	12	341	103	19	0	1	**476**	0
5:45PM	0	0	207	3	0	0	**210**	0	2	0	0	0	0	3	**5**	3	22	314	79	20	0	0	**435**	1
6:00PM	0	1	185	1	0	0	**187**	0	2	0	0	0	0	2	**4**	0	8	238	64	23	0	0	**333**	0
6:15PM	1	0	167	2	0	0	**170**	0	0	0	0	0	0	6	**6**	1	8	239	65	10	0	0	**322**	0
Total	1	1	746	8	0	0	**756**	0	5	0	0	0	0	15	**20**	4	50	1132	311	72	0	1	**1566**	1
% Approach	0.1%	0.1%	98.7%	1.1%	0%	0%	-	-	25.0%	0%	0%	0%	0%	75.0%	-	-	3.2%	72.3%	19.9%	4.6%	0%	0.1%	-	-
% Total	0%	0%	28.8%	0.3%	0%	0%	**29.2%**	-	0.2%	0%	0%	0%	0%	0.6%	**0.8%**	-	1.9%	43.8%	12.0%	2.8%	0%	0%	**60.5%**	-
PHF	0.250	0.250	0.901	0.667	-	-	**0.900**	-	0.625	-	-	-	-	0.625	**0.833**	-	0.568	0.830	0.755	0.783	-	0.250	**0.822**	-
Lights	1	1	735	7	0	0	**744**	-	5	0	0	0	0	14	**19**	-	50	1122	311	72	0	1	**1556**	-
% Lights	100%	100%	98.5%	87.5%	0%	0%	**98.4%**	-	100%	0%	0%	0%	0%	93.3%	**95.0%**	-	100%	99.1%	100%	100%	0%	100%	**99.4%**	-
Articulated Trucks and Single-Unit Trucks	0	0	8	1	0	0	**9**	-	0	0	0	0	0	1	**1**	-	0	8	0	0	0	0	**8**	-
% Articulated Trucks and Single-Unit Trucks	0%	0%	1.1%	12.5%	0%	0%	**1.2%**	-	0%	0%	0%	0%	0%	6.7%	**5.0%**	-	0%	0.7%	0%	0%	0%	0%	**0.5%**	-
Buses	0	0	3	0	0	0	**3**	-	0	0	0	0	0	0	**0**	-	0	2	0	0	0	0	**2**	-
% Buses	0%	0%	0.4%	0%	0%	0%	**0.4%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	0%	0%	**0.1%**	-
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	4	-	-	-	-	-	-	-	1
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	100%

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

2. Oswego St & Cypress St & 2nd St - TMC

Tue Jun 11, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667427, Location: 43.102511, -76.204698, Site Code: SCU3HB, SCU3MC

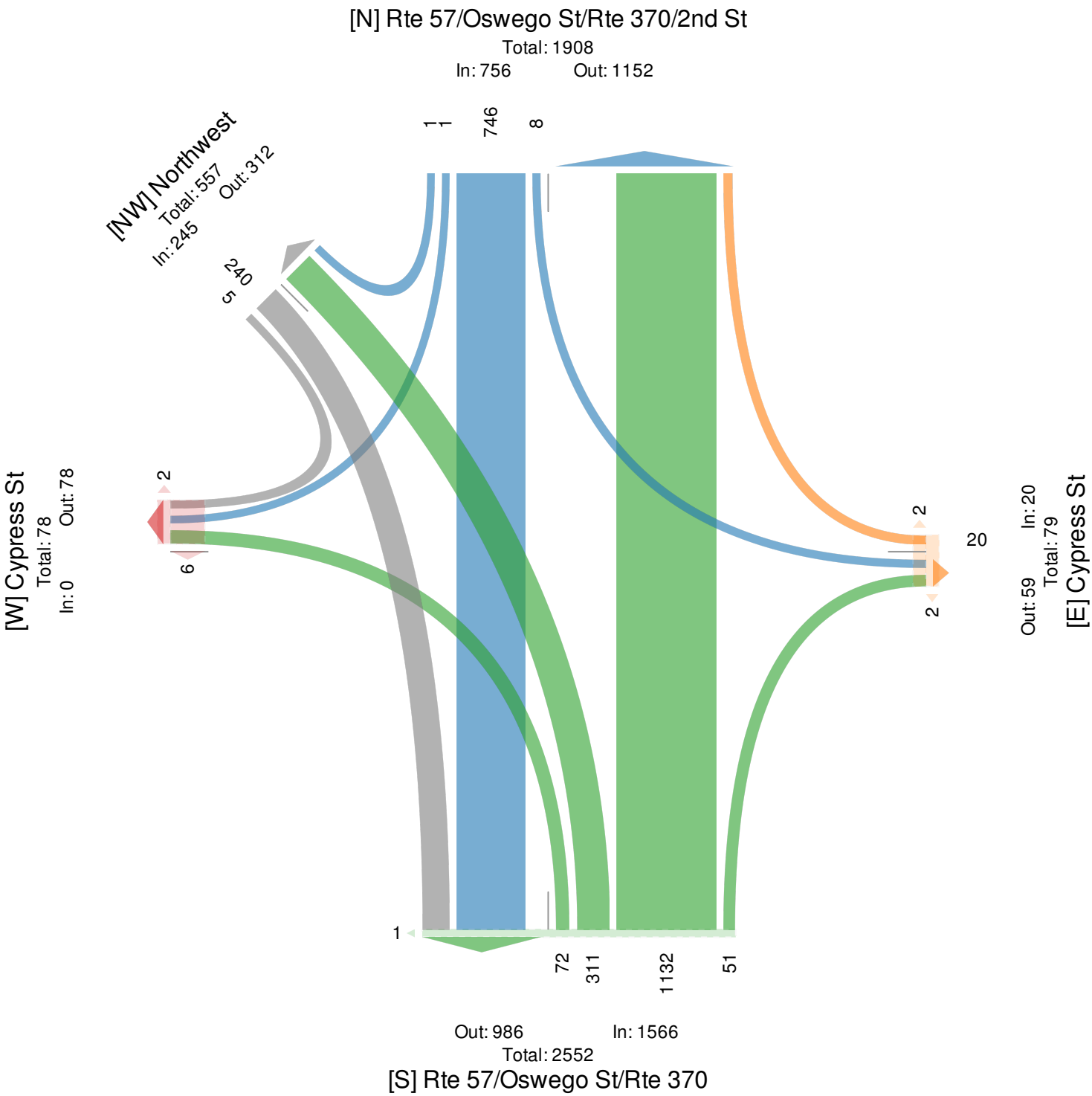
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Cypress St Eastbound		Northwest Southeastbound								
Time	**App**	Ped*	HR	BR	BL	HL	U	HRR	**App**	Ped*	**Int**
2019-06-11 5:30PM	**0**	1	0	82	0	0	0	0	**82**	0	**752**
5:45PM	**0**	2	1	61	0	0	0	0	**62**	0	**712**
6:00PM	**0**	5	1	53	0	0	0	0	**54**	0	**578**
6:15PM	**0**	0	3	44	0	0	0	0	**47**	0	**545**
Total	**0**	8	5	240	0	0	0	0	**245**	0	**2587**
% Approach	**-**	-	2.0%	98.0%	0%	0%	0%	0%	**-**	-	**-**
% Total	**0%**	-	0.2%	9.3%	0%	0%	0%	0%	**9.5%**	-	**-**
PHF	**-**	-	0.417	0.732	-	-	-	-	**0.747**	-	0.860
Lights	**0**	-	5	238	0	0	0	0	**243**	-	2562
% Lights	**-**	-	100%	99.2%	0%	0%	0%	0%	**99.2%**	-	99.0%
Articulated Trucks and Single-Unit Trucks	**0**	-	0	2	0	0	0	0	**2**	-	20
% Articulated Trucks and Single-Unit Trucks	**-**	-	0%	0.8%	0%	0%	0%	0%	**0.8%**	-	0.8%
Buses	**0**	-	0	0	0	0	0	0	**0**	-	5
% Buses	**-**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0.2%
Pedestrians	-	8	-	-	-	-	-	-	-	0	
% Pedestrians	-	100%	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, HRR: Hard right on red, L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

2. Oswego St & Cypress St & 2nd St - TMC
Tue Jun 11, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667427, Location: 43.102511, -76.204698, Site Code: SCU3HB, SCU3MC

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



3. Oswego St & Vine St - TMC

Tue Jun 11, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667440, Location: 43.103334, -76.206116, Site Code: SCU3AT

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Rte 57/Oswego St							Vine St						
Direction	Southbound							Westbound						
Time	R	T	L	U	RR	App	Ped*	R	T	L	U	RR	App	Ped*
2019-06-11 5:30PM	4	145	3	0	0	**152**	1	0	36	33	0	1	**70**	0
5:45PM	9	160	1	0	0	**170**	0	5	48	27	0	0	**80**	0
6:00PM	9	151	3	0	0	**163**	0	3	30	30	0	2	**65**	4
6:15PM	3	138	0	0	0	**141**	2	4	23	26	0	1	**54**	1
Total	25	594	7	0	0	**626**	3	12	137	116	0	4	**269**	5
% Approach	4.0%	94.9%	1.1%	0%	0%	-	-	4.5%	50.9%	43.1%	0%	1.5%	-	-
% Total	1.1%	27.3%	0.3%	0%	0%	**28.8%**	-	0.6%	6.3%	5.3%	0%	0.2%	**12.4%**	-
PHF	0.694	0.928	0.583	-	-	**0.921**	-	0.600	0.714	0.879	-	0.500	**0.841**	-
Lights	25	584	7	0	0	**616**	-	12	135	115	0	3	**265**	-
% Lights	100%	98.3%	100%	0%	0%	**98.4%**	-	100%	98.5%	99.1%	0%	75.0%	**98.5%**	-
Articulated Trucks and Single-Unit Trucks	0	7	0	0	0	**7**	-	0	0	1	0	1	**2**	-
% Articulated Trucks and Single-Unit Trucks	0%	1.2%	0%	0%	0%	**1.1%**	-	0%	0%	0.9%	0%	25.0%	**0.7%**	-
Buses	0	3	0	0	0	**3**	-	0	2	0	0	0	**2**	-
% Buses	0%	0.5%	0%	0%	0%	**0.5%**	-	0%	1.5%	0%	0%	0%	**0.7%**	-
Pedestrians	-	-	-	-	-	-	3	-	-	-	-	-	-	5
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

3. Oswego St & Vine St - TMC

Tue Jun 11, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667440, Location: 43.103334, -76.206116, Site Code: SCU3AT

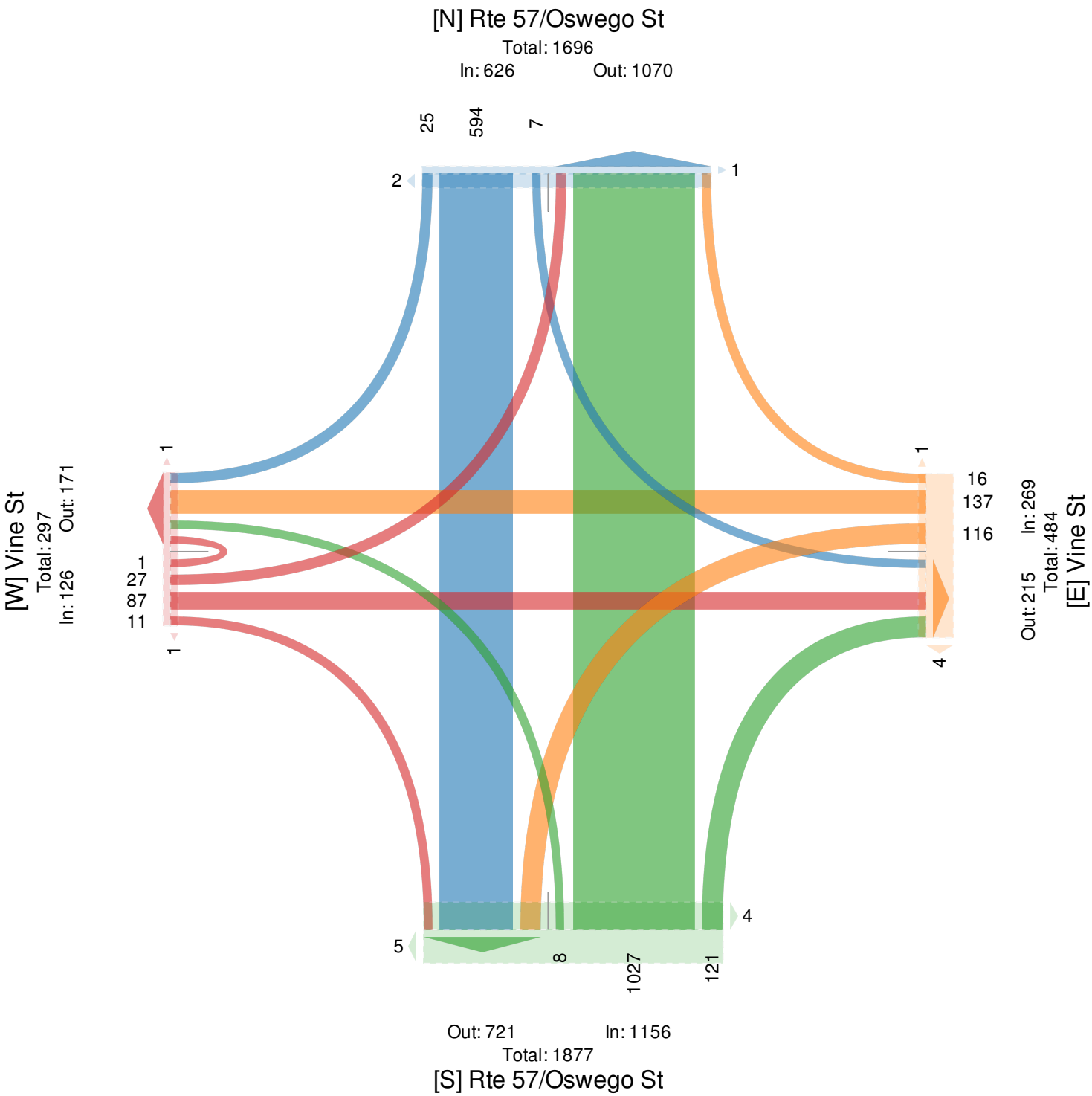
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Rte 57/Oswego St							Vine St							
Direction	Northbound							Eastbound							
Time	R	T	L	U	RR	App	Ped*	R	T	L	U	RR	App	Ped*	Int
2019-06-11 5:30PM	30	318	0	0	1	**349**	3	1	23	3	0	2	**29**	1	**600**
5:45PM	31	301	2	0	3	**337**	4	0	17	13	0	0	**30**	0	**617**
6:00PM	30	201	1	0	3	**235**	2	1	30	7	0	1	**39**	0	**502**
6:15PM	22	207	5	0	1	**235**	0	4	17	4	1	2	**28**	1	**458**
Total	113	1027	8	0	8	**1156**	9	6	87	27	1	5	**126**	2	**2177**
% Approach	9.8%	88.8%	0.7%	0%	0.7%	-	-	4.8%	69.0%	21.4%	0.8%	4.0%	-	-	-
% Total	5.2%	47.2%	0.4%	0%	0.4%	**53.1%**	-	0.3%	4.0%	1.2%	0%	0.2%	**5.8%**	-	-
PHF	0.911	0.807	0.400		- 0.667	**0.828**	-	0.375	0.725	0.519	0.250	0.625	**0.808**	-	0.882
Lights	113	1017	8	0	8	**1146**	-	6	84	27	1	5	**123**	-	2150
% Lights	100%	99.0%	100%	0%	100%	**99.1%**	-	100%	96.6%	100%	100%	100%	**97.6%**	-	98.8%
Articulated Trucks and Single-Unit Trucks	0	9	0	0	0	**9**	-	0	2	0	0	0	**2**	-	20
% Articulated Trucks and Single-Unit Trucks	0%	0.9%	0%	0%	0%	**0.8%**	-	0%	2.3%	0%	0%	0%	**1.6%**	-	0.9%
Buses	0	1	0	0	0	**1**	-	0	1	0	0	0	**1**	-	7
% Buses	0%	0.1%	0%	0%	0%	**0.1%**	-	0%	1.1%	0%	0%	0%	**0.8%**	-	0.3%
Pedestrians	-	-	-	-	-	-	9	-	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

3. Oswego St & Vine St - TMC
Tue Jun 11, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667440, Location: 43.103334, -76.206116, Site Code: SCU3AT

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



4. Oswego St / Tulip St - TMC

Tue Jun 11, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667443, Location: 43.104173, -76.207664, Site Code: SCU8T6

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Rte 57/Oswego St Southbound							Tulip St Westbound						
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*
2019-06-11 5:30PM	11	74	1	0	5	**91**	0	2	14	82	1	0	**99**	0
5:45PM	14	113	2	0	0	**129**	1	3	8	70	0	1	**82**	2
6:00PM	17	91	2	0	2	**112**	4	2	10	75	0	0	**87**	2
6:15PM	7	97	2	0	2	**108**	2	2	14	47	0	0	**63**	1
Total	49	375	7	0	9	**440**	7	9	46	274	1	1	**331**	5
% Approach	11.1%	85.2%	1.6%	0%	2.0%	-	-	2.7%	13.9%	82.8%	0.3%	0.3%	-	-
% Total	2.5%	19.3%	0.4%	0%	0.5%	**22.6%**	-	0.5%	2.4%	14.1%	0.1%	0.1%	**17.0%**	-
PHF	0.721	0.830	0.875	-	0.450	**0.853**	-	0.750	0.821	0.835	0.250	0.250	**0.836**	-
Lights	49	366	7	0	9	**431**	-	9	46	273	1	1	**330**	-
% Lights	100%	97.6%	100%	0%	100%	**98.0%**	-	100%	100%	99.6%	100%	100%	**99.7%**	-
Articulated Trucks and Single-Unit Trucks	0	6	0	0	0	**6**	-	0	0	1	0	0	**1**	-
% Articulated Trucks and Single-Unit Trucks	0%	1.6%	0%	0%	0%	**1.4%**	-	0%	0%	0.4%	0%	0%	**0.3%**	-
Buses	0	3	0	0	0	**3**	-	0	0	0	0	0	**0**	-
% Buses	0%	0.8%	0%	0%	0%	**0.7%**	-	0%	0%	0%	0%	0%	**0%**	-
Pedestrians	-	-	-	-	-	-	7	-	-	-	-	-	-	5
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

4. Oswego St / Tulip St - TMC

Tue Jun 11, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667443, Location: 43.104173, -76.207664, Site Code: SCU8T6

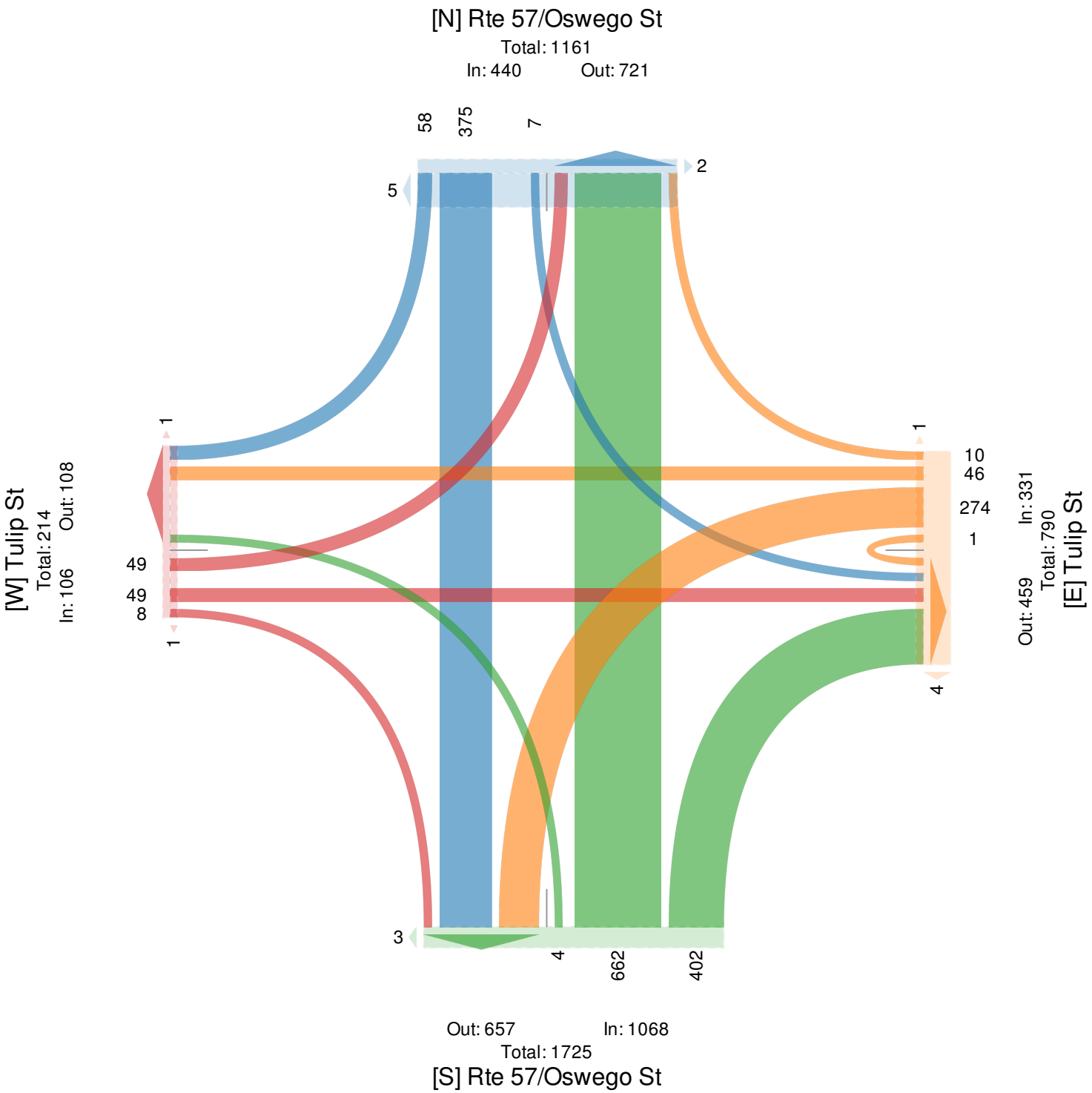
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Rte 57/Oswego St Northbound							Tulip St Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2019-06-11 5:30PM	121	195	1	0	1	**318**	0	1	12	8	0	2	**23**	1	**531**
5:45PM	110	201	2	0	8	**321**	1	0	10	16	0	1	**27**	1	**559**
6:00PM	66	134	1	0	18	**219**	0	2	14	15	0	0	**31**	0	**449**
6:15PM	72	132	0	0	6	**210**	2	1	13	10	0	1	**25**	0	**406**
Total	369	662	4	0	33	**1068**	3	4	49	49	0	4	**106**	2	**1945**
% Approach	34.6%	62.0%	0.4%	0%	3.1%	**-**	-	3.8%	46.2%	46.2%	0%	3.8%	**-**	-	-
% Total	19.0%	34.0%	0.2%	0%	1.7%	**54.9%**	-	0.2%	2.5%	2.5%	0%	0.2%	**5.4%**	-	-
PHF	0.762	0.823	0.500	-	0.458	**0.832**	-	0.500	0.875	0.766	-	0.500	**0.855**	-	0.870
Lights	362	656	4	0	33	**1055**	-	4	49	49	0	4	**106**	-	1922
% Lights	98.1%	99.1%	100%	0%	100%	**98.8%**	-	100%	100%	100%	0%	100%	**100%**	-	98.8%
Articulated Trucks and Single-Unit Trucks	7	4	0	0	0	**11**	-	0	0	0	0	0	**0**	-	18
% Articulated Trucks and Single-Unit Trucks	1.9%	0.6%	0%	0%	0%	**1.0%**	-	0%	0%	0%	0%	0%	**0%**	-	0.9%
Buses	0	2	0	0	0	**2**	-	0	0	0	0	0	**0**	-	5
% Buses	0%	0.3%	0%	0%	0%	**0.2%**	-	0%	0%	0%	0%	0%	**0%**	-	0.3%
Pedestrians	-	-	-	-	-	-	3	-	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

4. Oswego St / Tulip St - TMC
Tue Jun 11, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667443, Location: 43.104173, -76.207664, Site Code: SCU8T6

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



5. Oswego Rd / NY State Thruway Access Exit ... - TMC

Wed Jun 12, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668269, Location: 43.114042, -76.21267, Site Code: SCU3HB, SCU146

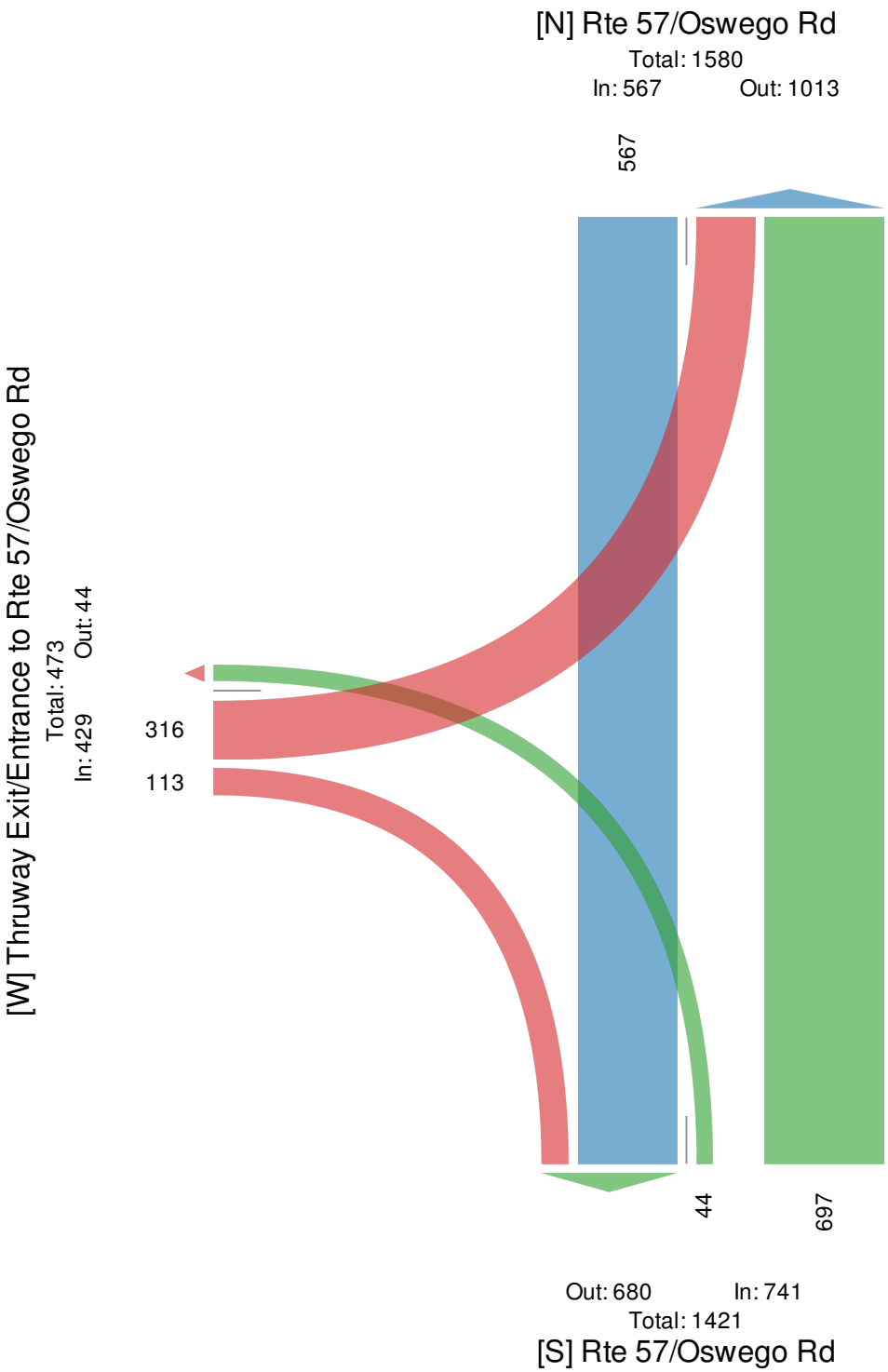
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Rte 57/Oswego Rd						Rte 57/Oswego Rd					Thruway Exit/Entrance to Rte 57/Oswego Rd					
Direction	Southbound						Northbound					Eastbound					
Time	R	T	U	RR	App	Ped*	T	L	U	App	Ped*	R	L	RR	App	Ped*	Int
2019-06-12 5:30PM	0	128	0	0	**128**	0	222	19	0	**241**	0	21	114	18	**153**	0	**522**
5:45PM	0	139	0	0	**139**	0	172	10	0	**182**	0	23	80	10	**113**	0	**434**
6:00PM	0	133	0	0	**133**	0	159	12	0	**171**	0	13	52	6	**71**	0	**375**
6:15PM	0	167	0	0	**167**	0	144	3	0	**147**	0	13	70	9	**92**	0	**406**
Total	0	567	0	0	**567**	0	697	44	0	**741**	0	70	316	43	**429**	0	**1737**
% Approach	0%	100%	0%	0%	-	-	94.1%	5.9%	0%	-	-	16.3%	73.7%	10.0%	-	-	-
% Total	0%	32.6%	0%	0%	**32.6%**	-	40.1%	2.5%	0%	**42.7%**	-	4.0%	18.2%	2.5%	**24.7%**	-	-
PHF	-	0.849	-	-	**0.849**	-	0.785	0.579	-	**0.769**	-	0.761	0.693	0.597	**0.701**	-	0.832
Lights	0	563	0	0	**563**	-	693	42	0	**735**	-	70	291	41	**402**	-	1700
% Lights	0%	99.3%	0%	0%	**99.3%**	-	99.4%	95.5%	0%	**99.2%**	-	100%	92.1%	95.3%	**93.7%**	-	97.9%
Articulated Trucks and Single-Unit Trucks	0	1	0	0	**1**	-	2	2	0	**4**	-	0	24	1	**25**	-	30
% Articulated Trucks and Single-Unit Trucks	0%	0.2%	0%	0%	**0.2%**	-	0.3%	4.5%	0%	**0.5%**	-	0%	7.6%	2.3%	**5.8%**	-	1.7%
Buses	0	3	0	0	**3**	-	2	0	0	**2**	-	0	1	1	**2**	-	7
% Buses	0%	0.5%	0%	0%	**0.5%**	-	0.3%	0%	0%	**0.3%**	-	0%	0.3%	2.3%	**0.5%**	-	0.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

5. Oswego Rd / NY State Thruway Access Exit ... - TMC
Wed Jun 12, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668269, Location: 43.114042, -76.21267, Site Code: SCU3HB, SCU146

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



5a. Oswego Rd / NY State Thruway Access Exit... - TMC

Thu Jun 13, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668270, Location: 43.114042, -76.21267, Site Code: SCU3AT

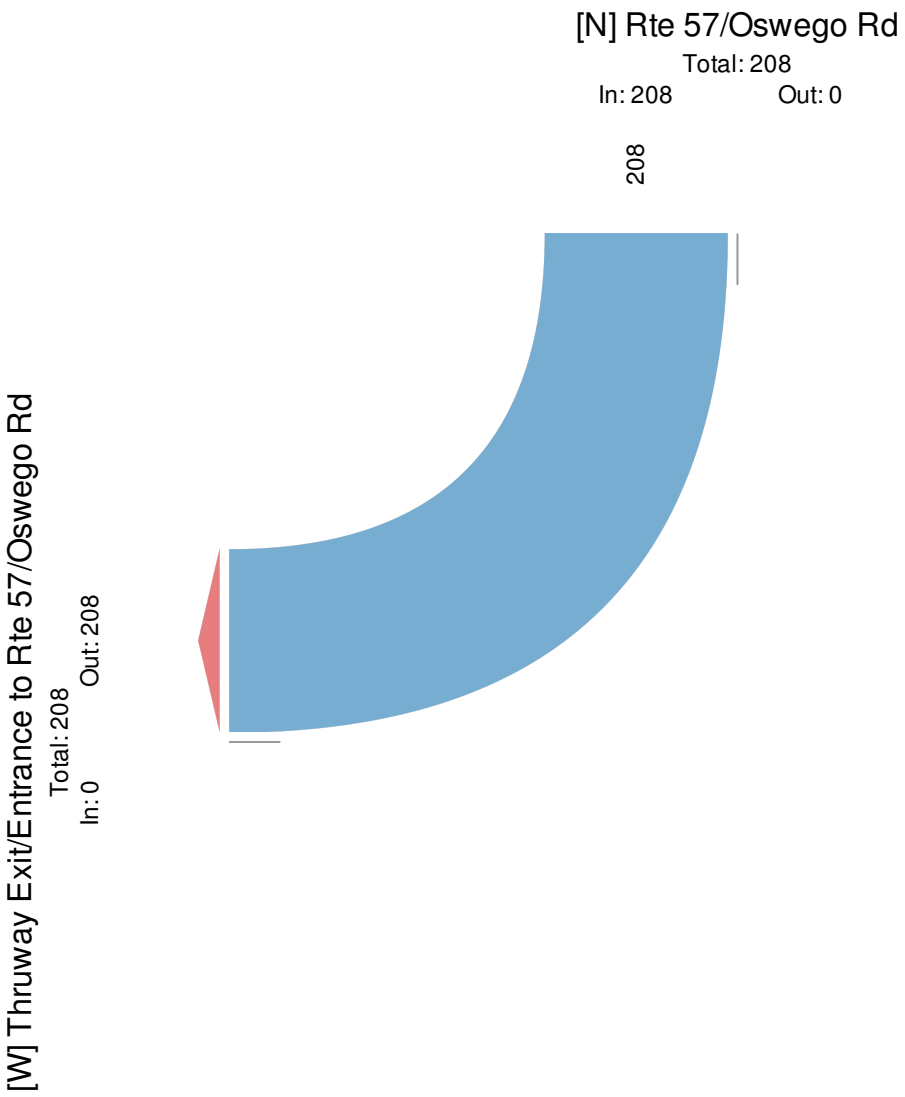
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Rte 57/Oswego Rd Southbound			Thruway Exit/Entrance to Rte 57/Oswego Rd Eastbound		
Time	R	**App**	Ped*	**App**	Ped*	**Int**
2019-06-13 5:30PM	78	**78**	-	**0**	0	**78**
5:45PM	58	**58**	-	**0**	0	**58**
6:00PM	45	**45**	-	**0**	0	**45**
6:15PM	27	**27**	-	**0**	0	**27**
Total	208	**208**	-	**0**	0	**208**
% Approach	100%	**-**	-	**-**	-	-
% Total	100%	**100%**	-	**0%**	-	-
PHF	0.667	**0.667**	-	**-**	-	0.667
Lights	197	**197**	-	**0**	-	197
% Lights	94.7%	**94.7%**	-	**-**	-	94.7%
Articulated Trucks and Single-Unit Trucks	11	**11**	-	**0**	-	11
% Articulated Trucks and Single-Unit Trucks	5.3%	**5.3%**	-	**-**	-	5.3%
Buses	0	**0**	-	**0**	-	0
% Buses	0%	**0%**	-	**-**	-	0%
Pedestrians	-	-	0	-	0	
% Pedestrians	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. R: Right

5a. Oswego Rd / NY State Thruway Access Exit... - TMC
Thu Jun 13, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668270, Location: 43.114042, -76.21267, Site Code: SCU3AT

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



6. Oswego Rd & Liverpool Bypass - TMC

Tue Jun 11, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667448, Location: 43.11972, -76.214998, Site Code: SCU8TR

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Rte 57/Oswego Rd Southbound							Liverpool Bypass Westbound						
Time	R	T	L	U	RR	App	Ped*	R	T	L	U	RR	App	Ped*
2019-06-11 5:30PM	0	150	31	0	0	**181**	0	42	0	24	0	10	**76**	0
5:45PM	0	164	25	0	0	**189**	0	41	0	17	0	6	**64**	0
6:00PM	0	140	22	0	0	**162**	0	33	0	18	0	9	**60**	0
6:15PM	0	133	24	0	0	**157**	0	39	0	18	0	4	**61**	0
Total	0	587	102	0	0	**689**	0	155	0	77	0	29	**261**	0
% Approach	0%	85.2%	14.8%	0%	0%	**-**	-	59.4%	0%	29.5%	0%	11.1%	**-**	-
% Total	0%	30.3%	5.3%	0%	0%	**35.5%**	-	8.0%	0%	4.0%	0%	1.5%	**13.5%**	-
PHF	-	0.895	0.823	-	-	**0.911**	-	0.923	-	0.802	-	0.725	**0.859**	-
Lights	0	580	100	0	0	**680**	-	155	0	74	0	29	**258**	-
% Lights	0%	98.8%	98.0%	0%	0%	**98.7%**	-	100%	0%	96.1%	0%	100%	**98.9%**	-
Articulated Trucks and Single-Unit Trucks	0	4	2	0	0	**6**	-	0	0	3	0	0	**3**	-
% Articulated Trucks and Single-Unit Trucks	0%	0.7%	2.0%	0%	0%	**0.9%**	-	0%	0%	3.9%	0%	0%	**1.1%**	-
Buses	0	3	0	0	0	**3**	-	0	0	0	0	0	**0**	-
% Buses	0%	0.5%	0%	0%	0%	**0.4%**	-	0%	0%	0%	0%	0%	**0%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

6. Oswego Rd & Liverpool Bypass - TMC

Tue Jun 11, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667448, Location: 43.11972, -76.214998, Site Code: SCU8TR

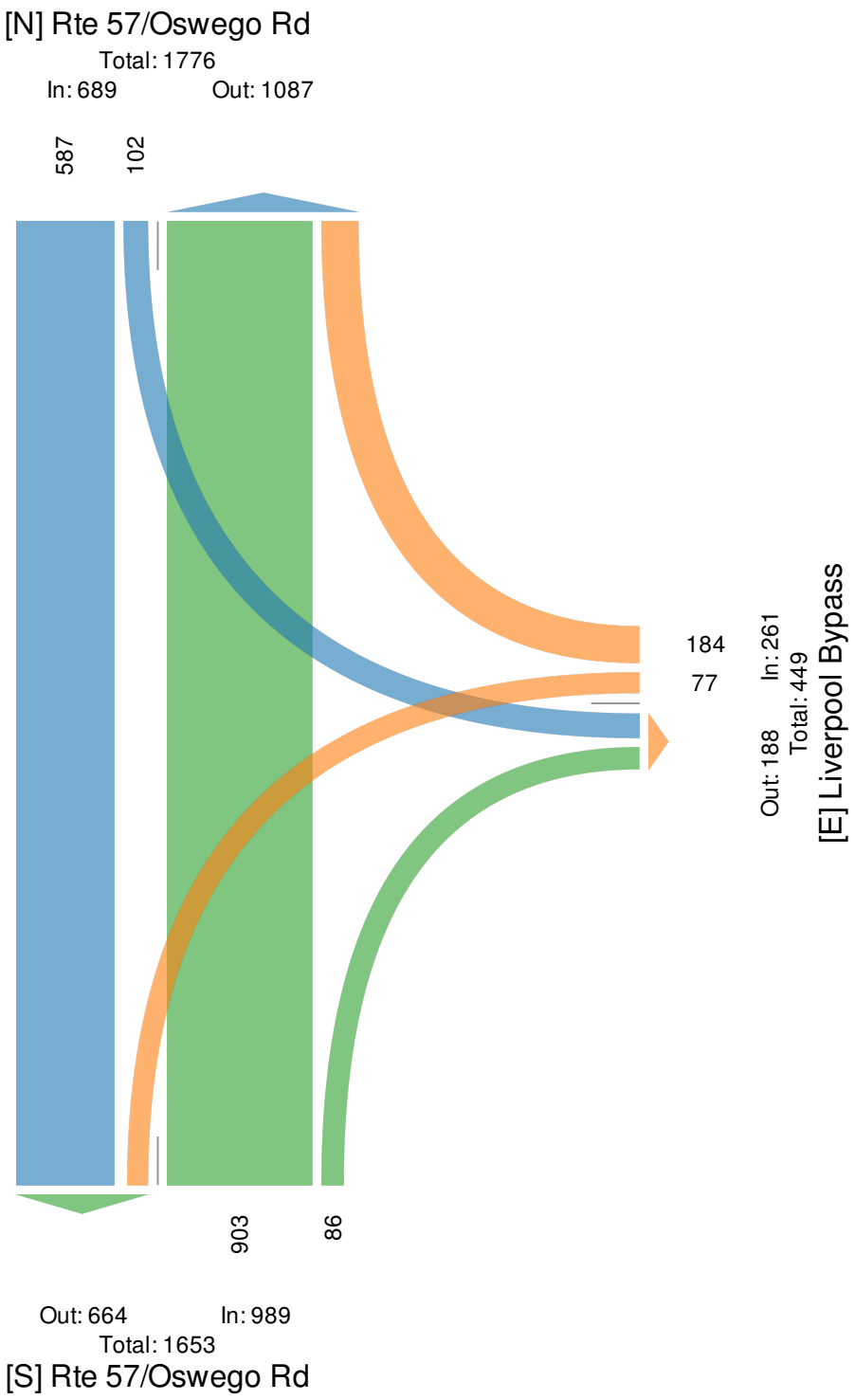
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Rte 57/Oswego Rd Northbound							Business Driveway Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2019-06-11 5:30PM	26	266	0	0	3	**295**	0	0	0	0	0	0	**0**	0	**552**
5:45PM	30	254	0	0	1	**285**	0	0	0	0	0	0	**0**	0	**538**
6:00PM	13	203	0	0	0	**216**	0	0	0	0	0	0	**0**	0	**438**
6:15PM	11	180	0	0	2	**193**	0	0	0	0	0	0	**0**	0	**411**
Total	80	903	0	0	6	**989**	0	0	0	0	0	0	**0**	0	**1939**
% Approach	8.1%	91.3%	0%	0%	0.6%	**-**	-	0%	0%	0%	0%	0%	**-**	-	-
% Total	4.1%	46.6%	0%	0%	0.3%	**51.0%**	-	0%	0%	0%	0%	0%	**0%**	-	-
PHF	0.667	0.849	-	-	0.500	**0.838**	-	-	-	-	-	-	**-**	-	0.878
Lights	74	895	0	0	4	**973**	-	0	0	0	0	0	**0**	-	1911
% Lights	92.5%	99.1%	0%	0%	66.7%	**98.4%**	-	0%	0%	0%	0%	0%	**-**	-	98.6%
Articulated Trucks and Single-Unit Trucks	6	7	0	0	2	**15**	-	0	0	0	0	0	**0**	-	24
% Articulated Trucks and Single-Unit Trucks	7.5%	0.8%	0%	0%	33.3%	**1.5%**	-	0%	0%	0%	0%	0%	**-**	-	1.2%
Buses	0	1	0	0	0	**1**	-	0	0	0	0	0	**0**	-	4
% Buses	0%	0.1%	0%	0%	0%	**0.1%**	-	0%	0%	0%	0%	0%	**-**	-	0.2%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

6. Oswego Rd & Liverpool Bypass - TMC
Tue Jun 11, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667448, Location: 43.11972, -76.214998, Site Code: SCU8TR

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



7. Oswego Rd & Wetzel Rd - TMC

Tue Jun 11, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667457, Location: 43.149823, -76.229693, Site Code: SCU146

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Rte 57/Oswego Rd							Wetzel Rd						
Direction	Southbound							Westbound						
Time	R	T	L	U	RR	App	Ped*	R	T	L	U	RR	App	Ped*
2019-06-11 5:30PM	1	190	40	0	0	**231**	0	48	7	31	0	23	**109**	0
5:45PM	1	212	47	0	0	**260**	0	50	3	31	0	13	**97**	0
6:00PM	0	174	37	0	0	**211**	0	29	3	25	0	21	**78**	0
6:15PM	4	183	36	0	0	**223**	0	20	5	18	0	19	**62**	0
Total	6	759	160	0	0	**925**	0	147	18	105	0	76	**346**	0
% Approach	0.6%	82.1%	17.3%	0%	0%	-	-	42.5%	5.2%	30.3%	0%	22.0%	-	-
% Total	0.3%	32.9%	6.9%	0%	0%	**40.1%**	-	6.4%	0.8%	4.5%	0%	3.3%	**15.0%**	-
PHF	0.375	0.895	0.851	-	-	**0.889**	-	0.735	0.643	0.847	-	0.826	**0.794**	-
Lights	6	754	160	0	0	**920**	-	147	18	104	0	76	**345**	-
% Lights	100%	99.3%	100%	0%	0%	**99.5%**	-	100%	100%	99.0%	0%	100%	**99.7%**	-
Articulated Trucks and Single-Unit Trucks	0	3	0	0	0	**3**	-	0	0	0	0	0	**0**	-
% Articulated Trucks and Single-Unit Trucks	0%	0.4%	0%	0%	0%	**0.3%**	-	0%	0%	0%	0%	0%	**0%**	-
Buses	0	2	0	0	0	**2**	-	0	0	1	0	0	**1**	-
% Buses	0%	0.3%	0%	0%	0%	**0.2%**	-	0%	0%	1.0%	0%	0%	**0.3%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

7. Oswego Rd & Wetzel Rd - TMC

Tue Jun 11, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667457, Location: 43.149823, -76.229693, Site Code: SCU146

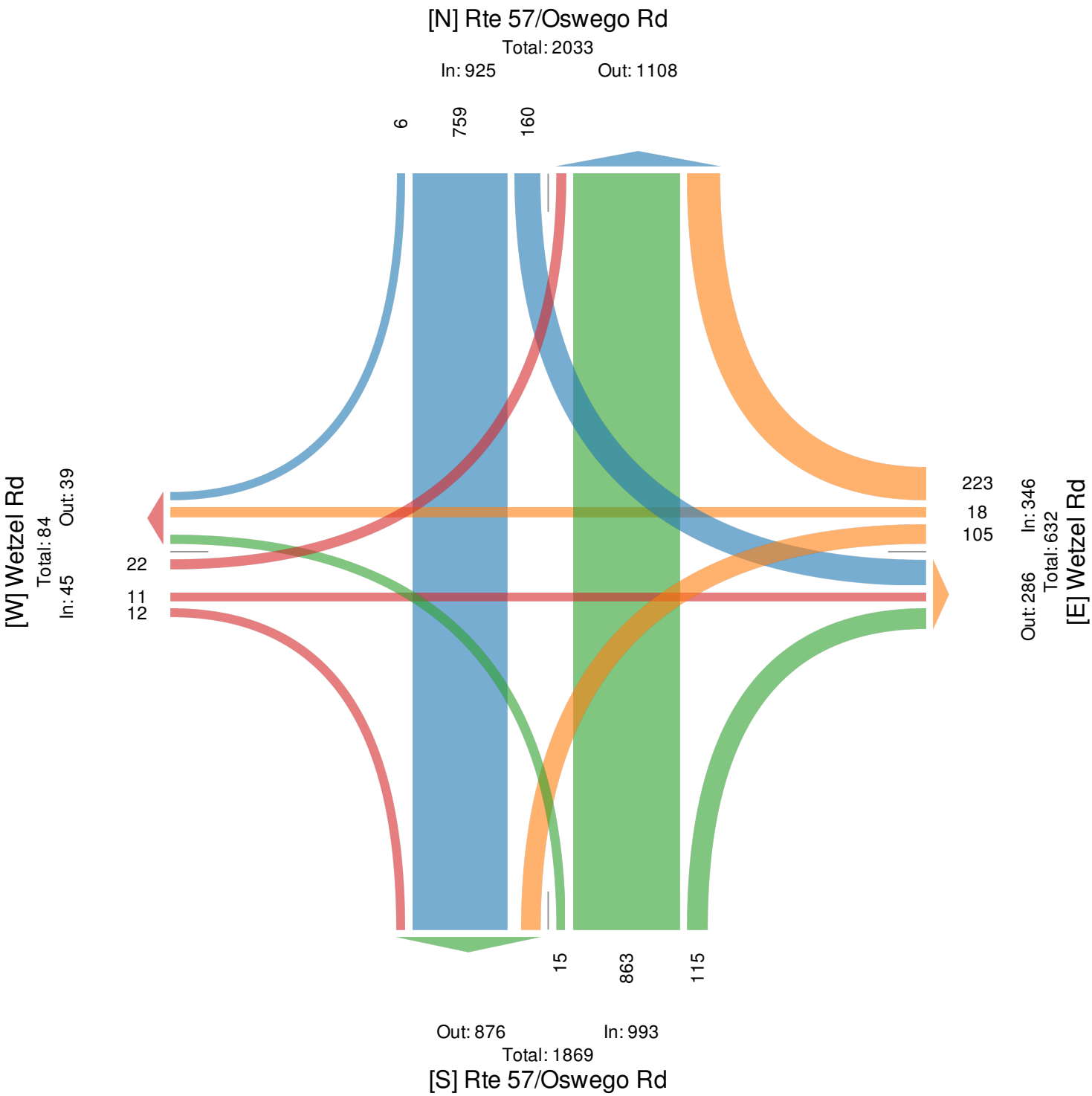
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Rte 57/Oswego Rd Northbound							Wetzel Rd Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2019-06-11 5:30PM	31	247	1	0	0	**279**	0	2	4	4	0	2	**12**	0	**631**
5:45PM	38	207	7	0	0	**252**	0	2	3	4	0	0	**9**	0	**618**
6:00PM	30	210	2	0	0	**242**	0	0	3	2	0	3	**8**	0	**539**
6:15PM	16	199	5	0	0	**220**	0	2	1	12	0	1	**16**	0	**521**
Total	115	863	15	0	0	**993**	0	6	11	22	0	6	**45**	0	**2309**
% Approach	11.6%	86.9%	1.5%	0%	0%	-	-	13.3%	24.4%	48.9%	0%	13.3%	-	-	-
% Total	5.0%	37.4%	0.6%	0%	0%	**43.0%**	-	0.3%	0.5%	1.0%	0%	0.3%	**1.9%**	-	-
PHF	0.757	0.873	0.536	-	-	**0.890**	-	0.750	0.688	0.458	-	0.500	**0.703**	-	0.915
Lights	114	859	15	0	0	**988**	-	6	11	22	0	6	**45**	-	2298
% Lights	99.1%	99.5%	100%	0%	0%	**99.5%**	-	100%	100%	100%	0%	100%	**100%**	-	99.5%
Articulated Trucks and Single-Unit Trucks	0	3	0	0	0	**3**	-	0	0	0	0	0	**0**	-	6
% Articulated Trucks and Single-Unit Trucks	0%	0.3%	0%	0%	0%	**0.3%**	-	0%	0%	0%	0%	0%	**0%**	-	0.3%
Buses	1	1	0	0	0	**2**	-	0	0	0	0	0	**0**	-	5
% Buses	0.9%	0.1%	0%	0%	0%	**0.2%**	-	0%	0%	0%	0%	0%	**0%**	-	0.2%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

7. Oswego Rd & Wetzel Rd - TMC
Tue Jun 11, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667457, Location: 43.149823, -76.229693, Site Code: SCU146

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



8. Tulip St & Commerce Blvd - TMC

Wed Jun 12, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667460, Location: 43.115385, -76.20496, Site Code: SCU53B

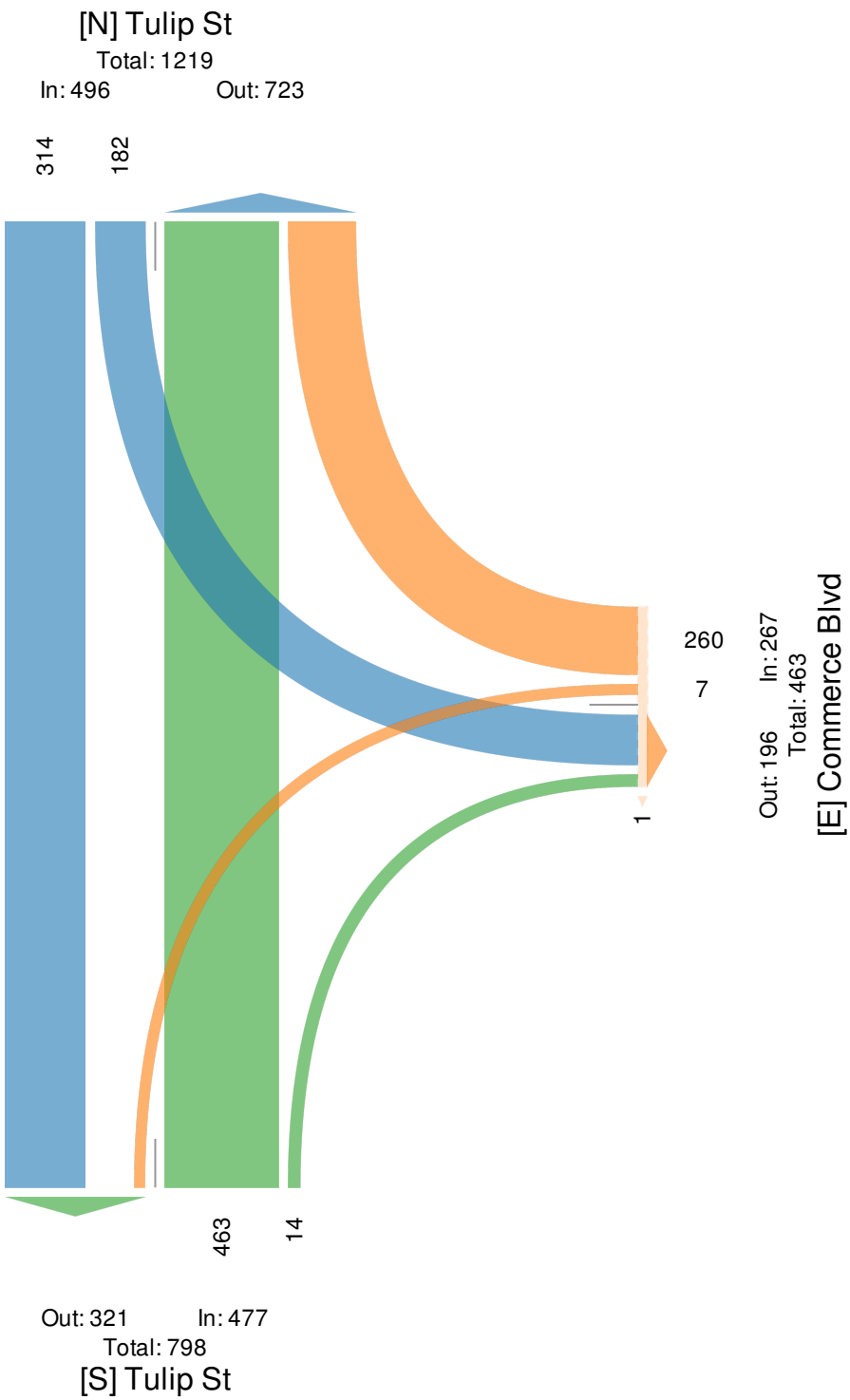
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Tulip St Southbound					Commerce Blvd Westbound					Tulip St Northbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2019-06-12 5:30PM	91	50	0	**141**	0	101	1	0	**102**	0	2	150	0	**152**	0	**395**
5:45PM	82	50	0	**132**	0	66	1	0	**67**	0	3	115	0	**118**	0	**317**
6:00PM	60	40	0	**100**	0	54	3	0	**57**	1	5	109	0	**114**	0	**271**
6:15PM	81	42	0	**123**	0	39	2	0	**41**	0	4	89	0	**93**	0	**257**
Total	314	182	0	**496**	0	260	7	0	**267**	1	14	463	0	**477**	0	**1240**
% Approach	63.3%	36.7%	0%	**-**	-	97.4%	2.6%	0%	**-**	-	2.9%	97.1%	0%	**-**	-	-
% Total	25.3%	14.7%	0%	**40.0%**	-	21.0%	0.6%	0%	**21.5%**	-	1.1%	37.3%	0%	**38.5%**	-	-
PHF	0.863	0.910	-	**0.879**	-	0.644	0.583	-	**0.654**	-	0.700	0.772	-	**0.785**	-	0.785
Lights	313	175	0	**488**	-	248	7	0	**255**	-	11	458	0	**469**	-	1212
% Lights	99.7%	96.2%	0%	**98.4%**	-	95.4%	100%	0%	**95.5%**	-	78.6%	98.9%	0%	**98.3%**	-	97.7%
Articulated Trucks and Single-Unit Trucks	1	5	0	**6**	-	11	0	0	**11**	-	3	5	0	**8**	-	25
% Articulated Trucks and Single-Unit Trucks	0.3%	2.7%	0%	**1.2%**	-	4.2%	0%	0%	**4.1%**	-	21.4%	1.1%	0%	**1.7%**	-	2.0%
Buses	0	2	0	**2**	-	1	0	0	**1**	-	0	0	0	**0**	-	3
% Buses	0%	1.1%	0%	**0.4%**	-	0.4%	0%	0%	**0.4%**	-	0%	0%	0%	**0%**	-	0.2%
Pedestrians	-	-	-	-	0	-	-	-	-	1	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

8. Tulip St & Commerce Blvd - TMC
Wed Jun 12, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667460, Location: 43.115385, -76.20496, Site Code: SCU53B

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



9. Morgan Rd & Sheridan Rd - TMC

Wed Jun 12, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667464, Location: 43.11637, -76.204962, Site Code: SCU8TR

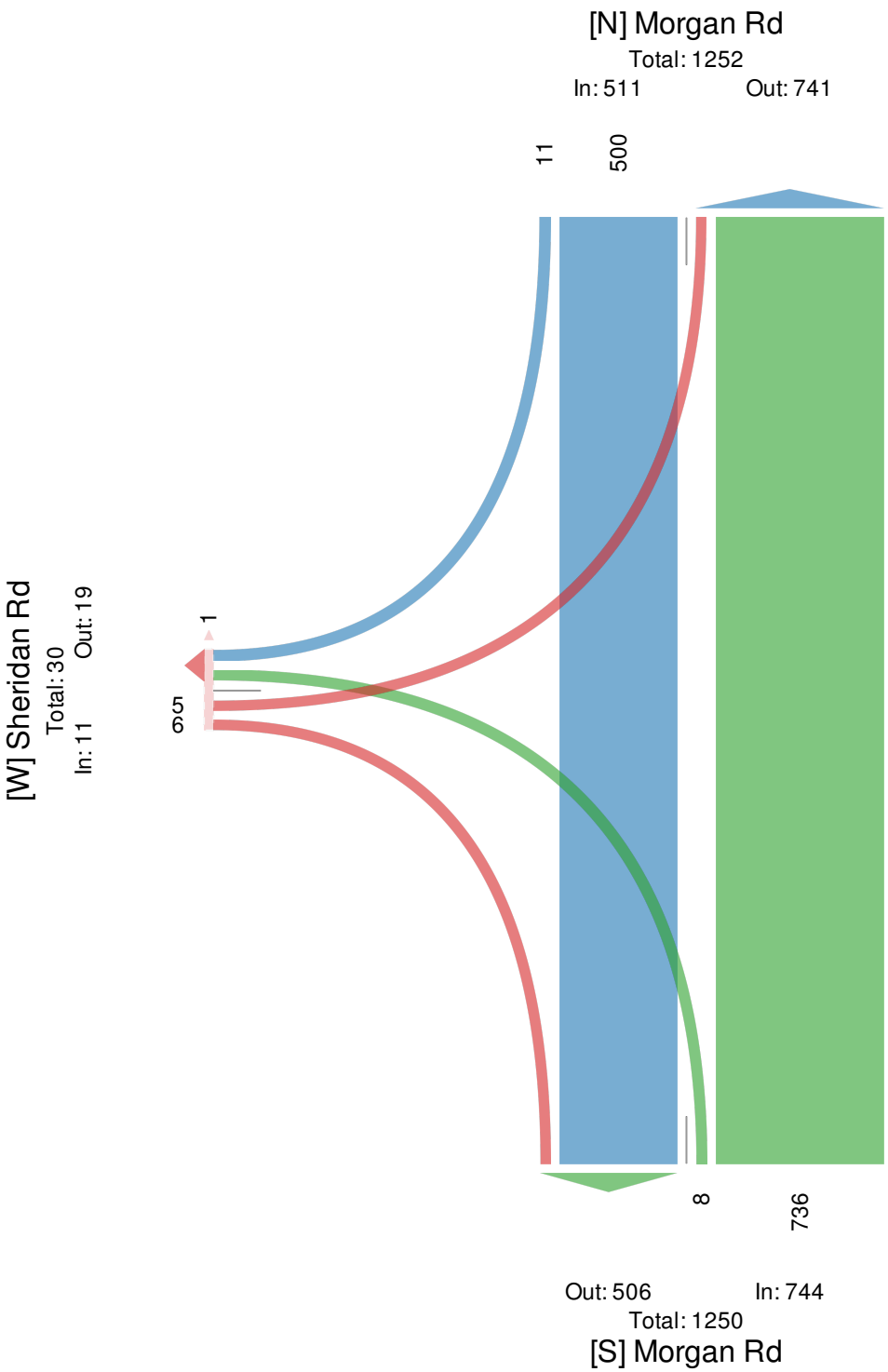
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Morgan Rd Southbound					Morgan Rd Northbound					Sheridan Rd Eastbound					
Time	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2019-06-12 5:30PM	4	143	0	**147**	0	249	0	0	**249**	0	1	3	0	**4**	0	**400**
5:45PM	4	126	0	**130**	0	190	1	0	**191**	0	2	0	0	**2**	0	**323**
6:00PM	1	106	0	**107**	0	156	4	0	**160**	0	1	1	0	**2**	0	**269**
6:15PM	2	125	0	**127**	0	141	3	0	**144**	0	2	1	0	**3**	1	**274**
Total	11	500	0	**511**	0	736	8	0	**744**	0	6	5	0	**11**	1	**1266**
% Approach	2.2%	97.8%	0%	-	-	98.9%	1.1%	0%	-	-	54.5%	45.5%	0%	-	-	-
% Total	0.9%	39.5%	0%	**40.4%**	-	58.1%	0.6%	0%	**58.8%**	-	0.5%	0.4%	0%	**0.9%**	-	-
PHF	0.688	0.874	-	**0.869**	-	0.739	0.500	-	**0.747**	-	0.750	0.417	-	**0.688**	-	0.791
Lights	11	492	0	**503**	-	720	8	0	**728**	-	6	5	0	**11**	-	1242
% Lights	100%	98.4%	0%	**98.4%**	-	97.8%	100%	0%	**97.8%**	-	100%	100%	0%	**100%**	-	98.1%
Articulated Trucks and Single-Unit Trucks	0	5	0	**5**	-	15	0	0	**15**	-	0	0	0	**0**	-	20
% Articulated Trucks and Single-Unit Trucks	0%	1.0%	0%	**1.0%**	-	2.0%	0%	0%	**2.0%**	-	0%	0%	0%	**0%**	-	1.6%
Buses	0	3	0	**3**	-	1	0	0	**1**	-	0	0	0	**0**	-	4
% Buses	0%	0.6%	0%	**0.6%**	-	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	**0%**	-	0.3%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

9. Morgan Rd & Sheridan Rd - TMC
Wed Jun 12, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667464, Location: 43.11637, -76.204962, Site Code: SCU8TR

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



10. Morgan Rd & Liverpool Bypass - TMC

Wed Jun 12, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667469, Location: 43.117311, -76.204999, Site Code: SCU8T6

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Morgan Rd Southbound							Crown Rd Westbound						
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*
2019-06-12 5:30PM	24	105	1	0	2	**132**	0	1	2	0	0	1	**4**	0
5:45PM	17	91	1	0	2	**111**	0	2	4	1	0	1	**8**	0
6:00PM	22	77	0	0	4	**103**	0	1	2	0	0	0	**3**	1
6:15PM	15	97	1	0	1	**114**	0	0	0	0	0	2	**2**	0
Total	78	370	3	0	9	**460**	0	4	8	1	0	4	**17**	1
% Approach	17.0%	80.4%	0.7%	0%	2.0%	-	-	23.5%	47.1%	5.9%	0%	23.5%	-	-
% Total	5.5%	26.1%	0.2%	0%	0.6%	**32.5%**	-	0.3%	0.6%	0.1%	0%	0.3%	**1.2%**	-
PHF	0.813	0.881	0.750	-	0.563	**0.871**	-	0.500	0.500	0.250	-	0.500	**0.531**	-
Lights	70	367	3	0	9	**449**	-	4	6	1	0	3	**14**	-
% Lights	89.7%	99.2%	100%	0%	100%	**97.6%**	-	100%	75.0%	100%	0%	75.0%	**82.4%**	-
Articulated Trucks and Single-Unit Trucks	8	1	0	0	0	**9**	-	0	2	0	0	1	**3**	-
% Articulated Trucks and Single-Unit Trucks	10.3%	0.3%	0%	0%	0%	**2.0%**	-	0%	25.0%	0%	0%	25.0%	**17.6%**	-
Buses	0	2	0	0	0	**2**	-	0	0	0	0	0	**0**	-
% Buses	0%	0.5%	0%	0%	0%	**0.4%**	-	0%	0%	0%	0%	0%	**0%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	1
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

10. Morgan Rd & Liverpool Bypass - TMC

Wed Jun 12, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667469, Location: 43.117311, -76.204999, Site Code: SCU8T6

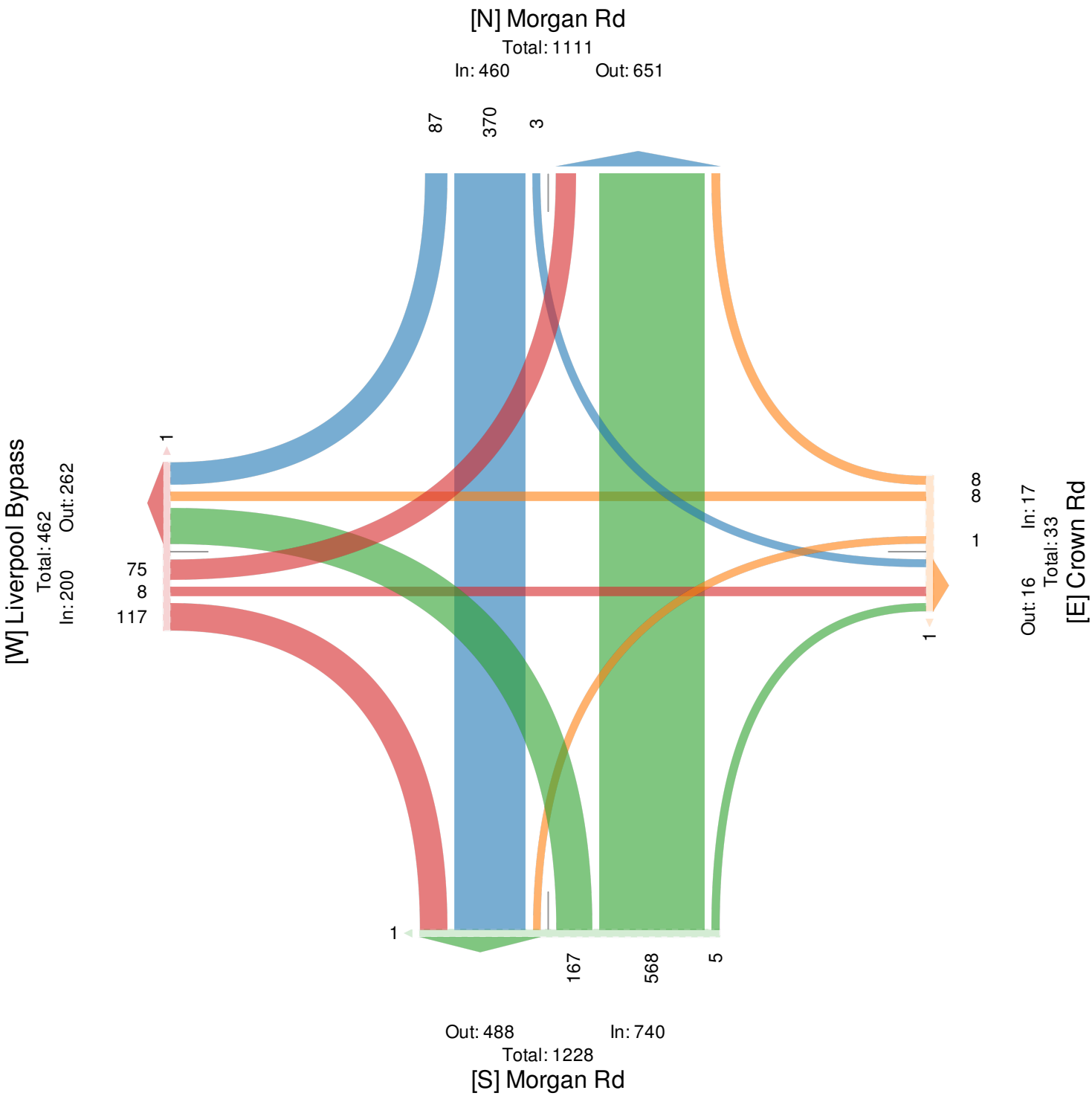
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Morgan Rd Northbound							Liverpool Bypass Eastbound							
Time	R	T	L	U	RR	App	Ped*	R	T	L	U	RR	App	Ped*	Int
2019-06-12 5:30PM	1	185	63	0	0	**249**	0	33	1	23	0	5	**62**	0	**447**
5:45PM	0	157	33	0	2	**192**	0	23	1	15	0	17	**56**	0	**367**
6:00PM	0	117	43	0	0	**160**	0	19	2	14	0	2	**37**	0	**303**
6:15PM	2	109	28	0	0	**139**	1	16	4	23	0	2	**45**	1	**300**
Total	3	568	167	0	2	**740**	1	91	8	75	0	26	**200**	1	**1417**
% Approach	0.4%	76.8%	22.6%	0%	0.3%	-	-	45.5%	4.0%	37.5%	0%	13.0%	-	-	-
% Total	0.2%	40.1%	11.8%	0%	0.1%	**52.2%**	-	6.4%	0.6%	5.3%	0%	1.8%	**14.1%**	-	-
PHF	0.375	0.768	0.663	-	0.250	**0.743**	-	0.689	0.500	0.815	-	0.382	**0.806**	-	0.793
Lights	2	558	160	0	2	**722**	-	88	3	63	0	24	**178**	-	1363
% Lights	66.7%	98.2%	95.8%	0%	100%	**97.6%**	-	96.7%	37.5%	84.0%	0%	92.3%	**89.0%**	-	96.2%
Articulated Trucks and Single-Unit Trucks	1	9	7	0	0	**17**	-	2	5	12	0	2	**21**	-	50
% Articulated Trucks and Single-Unit Trucks	33.3%	1.6%	4.2%	0%	0%	**2.3%**	-	2.2%	62.5%	16.0%	0%	7.7%	**10.5%**	-	3.5%
Buses	0	1	0	0	0	**1**	-	1	0	0	0	0	**1**	-	4
% Buses	0%	0.2%	0%	0%	0%	**0.1%**	-	1.1%	0%	0%	0%	0%	**0.5%**	-	0.3%
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

10. Morgan Rd & Liverpool Bypass - TMC
Wed Jun 12, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667469, Location: 43.117311, -76.204999, Site Code: SCU8T6

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



11. Morgan Rd /Raymour & Flanigan Real Estat... - TMC

Wed Jun 12, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667476, Location: 43.121431, -76.205161, Site Code: SCU3MC

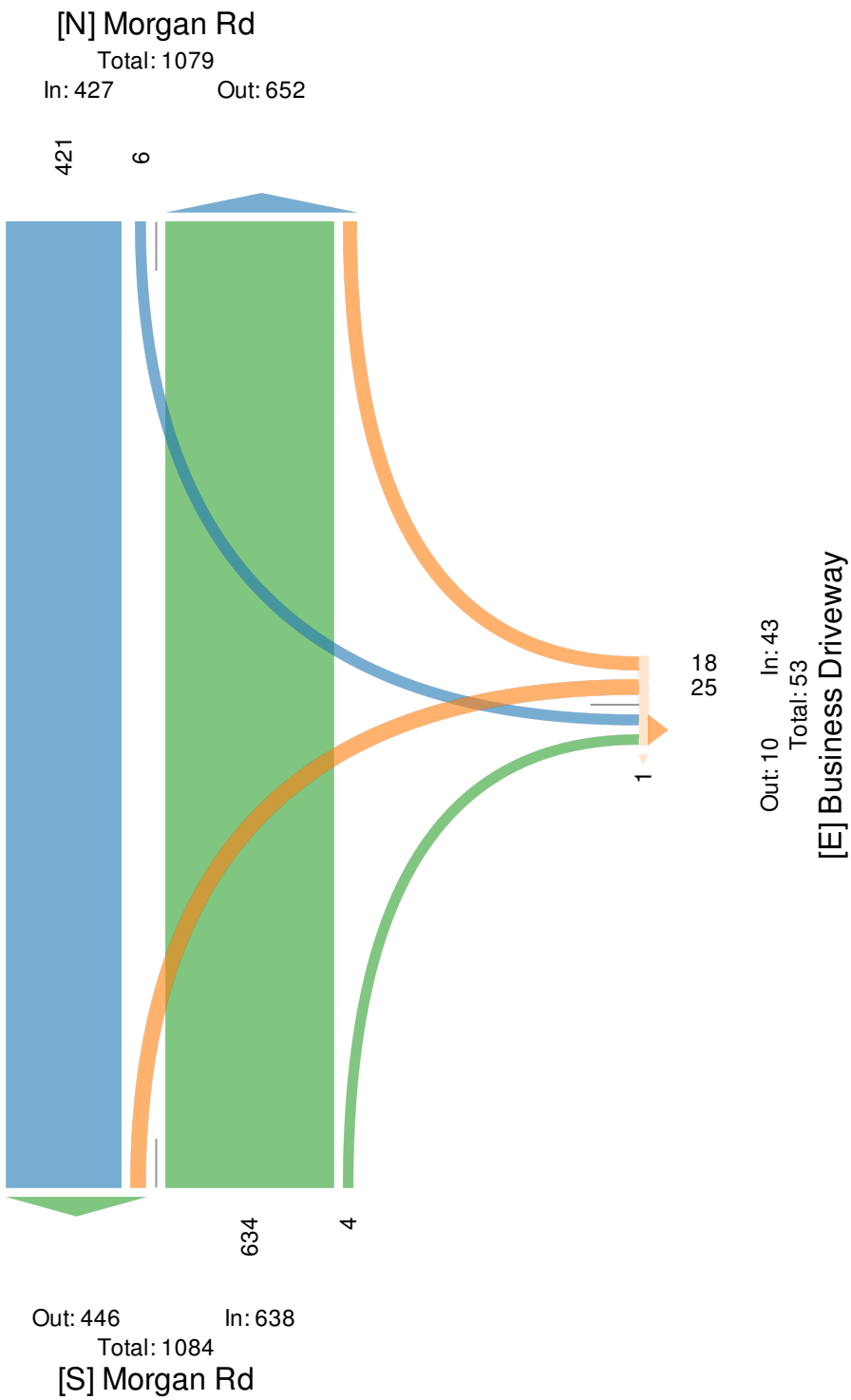
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Morgan Rd Southbound					Business Driveway Westbound					Morgan Rd Northbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2019-06-12 5:30PM	127	0	0	**127**	0	7	5	0	**12**	0	2	216	0	**218**	0	**357**
5:45PM	99	1	0	**100**	0	4	10	0	**14**	0	1	154	0	**155**	0	**269**
6:00PM	92	2	0	**94**	0	4	7	0	**11**	1	0	144	0	**144**	0	**249**
6:15PM	103	3	0	**106**	0	3	3	0	**6**	0	1	120	0	**121**	0	**233**
Total	421	6	0	**427**	0	18	25	0	**43**	1	4	634	0	**638**	0	**1108**
% Approach	98.6%	1.4%	0%	-	-	41.9%	58.1%	0%	-	-	0.6%	99.4%	0%	-	-	-
% Total	38.0%	0.5%	0%	**38.5%**	-	1.6%	2.3%	0%	**3.9%**	-	0.4%	57.2%	0%	**57.6%**	-	-
PHF	0.829	0.500	-	**0.841**	-	0.643	0.625	-	**0.768**	-	0.500	0.734	-	**0.732**	-	0.776
Lights	409	6	0	**415**	-	18	25	0	**43**	-	4	614	0	**618**	-	1076
% Lights	97.1%	100%	0%	**97.2%**	-	100%	100%	0%	**100%**	-	100%	96.8%	0%	**96.9%**	-	97.1%
Articulated Trucks and Single-Unit Trucks	10	0	0	**10**	-	0	0	0	**0**	-	0	19	0	**19**	-	29
% Articulated Trucks and Single-Unit Trucks	2.4%	0%	0%	**2.3%**	-	0%	0%	0%	**0%**	-	0%	3.0%	0%	**3.0%**	-	2.6%
Buses	2	0	0	**2**	-	0	0	0	**0**	-	0	1	0	**1**	-	3
% Buses	0.5%	0%	0%	**0.5%**	-	0%	0%	0%	**0%**	-	0%	0.2%	0%	**0.2%**	-	0.3%
Pedestrians	-	-	-	-	0	-	-	-	-	1	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

11. Morgan Rd /Raymour & Flanigan Real Estat... - TMC
Wed Jun 12, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667476, Location: 43.121431, -76.205161, Site Code: SCU3MC

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184 Baker Road,
Coatesville, PA, 19320, US



12. Vine St / Commerce Blvd - TMC

Wed Jun 12, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667485, Location: 43.110316, -76.197347, Site Code: SCU8UH

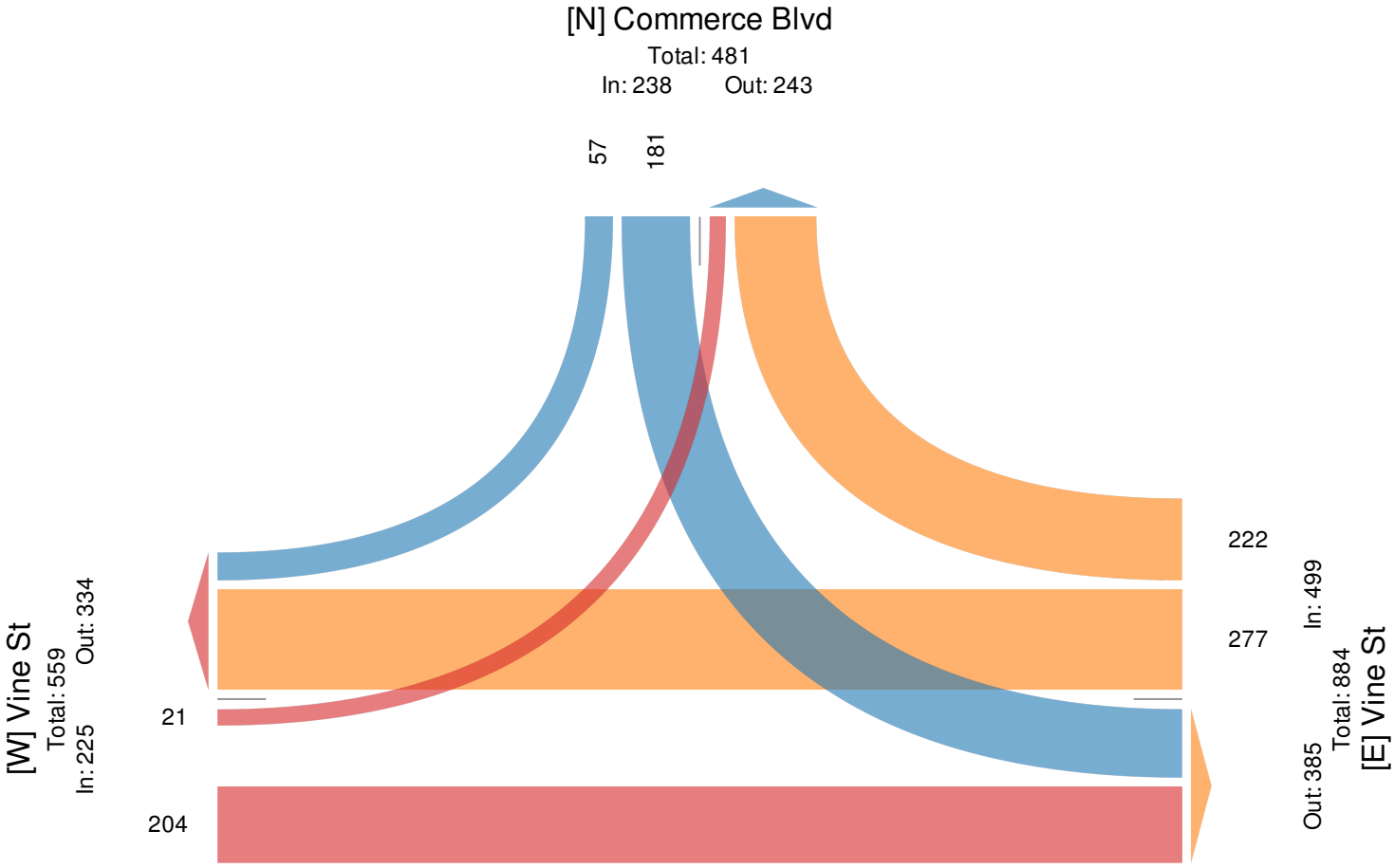
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184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Commerce Blvd Southbound						Vine St Westbound						Vine St Eastbound					
Time	R	L	U	RR	**App**	Ped*	R	T	U	RR	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2019-06-12 5:30PM	16	49	0	6	**71**	0	76	77	0	6	**159**	0	65	9	0	**74**	0	**304**
5:45PM	9	50	0	1	**60**	0	48	57	0	13	**118**	0	51	4	0	**55**	0	**233**
6:00PM	6	44	0	6	**56**	0	40	75	0	4	**119**	0	42	6	0	**48**	0	**223**
6:15PM	10	38	0	3	**51**	0	30	68	0	5	**103**	0	46	2	0	**48**	0	**202**
Total	41	181	0	16	**238**	0	194	277	0	28	**499**	0	204	21	0	**225**	0	**962**
% Approach	17.2%	76.1%	0%	6.7%	-	-	38.9%	55.5%	0%	5.6%	-	-	90.7%	9.3%	0%	-	-	-
% Total	4.3%	18.8%	0%	1.7%	**24.7%**	-	20.2%	28.8%	0%	2.9%	**51.9%**	-	21.2%	2.2%	0%	**23.4%**	-	-
PHF	0.641	0.905	-	0.667	**0.838**	-	0.638	0.899	-	0.538	**0.785**	-	0.785	0.583	-	**0.760**	-	0.791
Lights	40	179	0	15	**234**	-	188	276	0	27	**491**	-	203	18	0	**221**	-	946
% Lights	97.6%	98.9%	0%	93.8%	**98.3%**	-	96.9%	99.6%	0%	96.4%	**98.4%**	-	99.5%	85.7%	0%	**98.2%**	-	98.3%
Articulated Trucks and Single-Unit Trucks	1	2	0	0	**3**	-	6	1	0	1	**8**	-	1	2	0	**3**	-	14
% Articulated Trucks and Single-Unit Trucks	2.4%	1.1%	0%	0%	**1.3%**	-	3.1%	0.4%	0%	3.6%	**1.6%**	-	0.5%	9.5%	0%	**1.3%**	-	1.5%
Buses	0	0	0	1	**1**	-	0	0	0	0	**0**	-	0	1	0	**1**	-	2
% Buses	0%	0%	0%	6.3%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	4.8%	0%	**0.4%**	-	0.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

12. Vine St / Commerce Blvd - TMC
Wed Jun 12, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 667485, Location: 43.110316, -76.197347, Site Code: SCU8UH

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



13. Henry Clay Blvd / Vine St - TMC

Thu Jun 13, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668267, Location: 43.118563, -76.185519, Site Code: SCU8UH, SCU53B, SCU146

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Henry Clay Blvd							W Taft Rd						
Direction	Southbound							Westbound						
Time	R	T	L	U	RR	App	Ped*	R	T	L	U	RR	App	Ped*
2019-06-13 5:30PM	20	82	35	0	0	**137**	1	17	61	33	0	41	**152**	0
5:45PM	13	78	34	0	4	**129**	0	20	74	39	0	32	**165**	0
6:00PM	5	56	31	0	7	**99**	0	10	57	44	0	29	**140**	0
6:15PM	11	59	21	0	4	**95**	1	15	64	42	0	40	**161**	0
Total	49	275	121	0	15	**460**	2	62	256	158	0	142	**618**	0
% Approach	10.7%	59.8%	26.3%	0%	3.3%	-	-	10.0%	41.4%	25.6%	0%	23.0%	-	-
% Total	2.2%	12.6%	5.5%	0%	0.7%	**21.0%**	-	2.8%	11.7%	7.2%	0%	6.5%	**28.3%**	-
PHF	0.613	0.838	0.864	-	0.536	**0.839**	-	0.775	0.865	0.898	-	0.866	**0.936**	-
Lights	49	264	117	0	13	**443**	-	62	253	156	0	142	**613**	-
% Lights	100%	96.0%	96.7%	0%	86.7%	**96.3%**	-	100%	98.8%	98.7%	0%	100%	**99.2%**	-
Articulated Trucks and Single-Unit Trucks	0	11	2	0	2	**15**	-	0	3	2	0	0	**5**	-
% Articulated Trucks and Single-Unit Trucks	0%	4.0%	1.7%	0%	13.3%	**3.3%**	-	0%	1.2%	1.3%	0%	0%	**0.8%**	-
Buses	0	0	2	0	0	**2**	-	0	0	0	0	0	**0**	-
% Buses	0%	0%	1.7%	0%	0%	**0.4%**	-	0%	0%	0%	0%	0%	**0%**	-
Pedestrians	-	-	-	-	-	-	2	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

13. Henry Clay Blvd / Vine St - TMC

Thu Jun 13, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668267, Location: 43.118563, -76.185519, Site Code: SCU8UH, SCU53B, SCU146

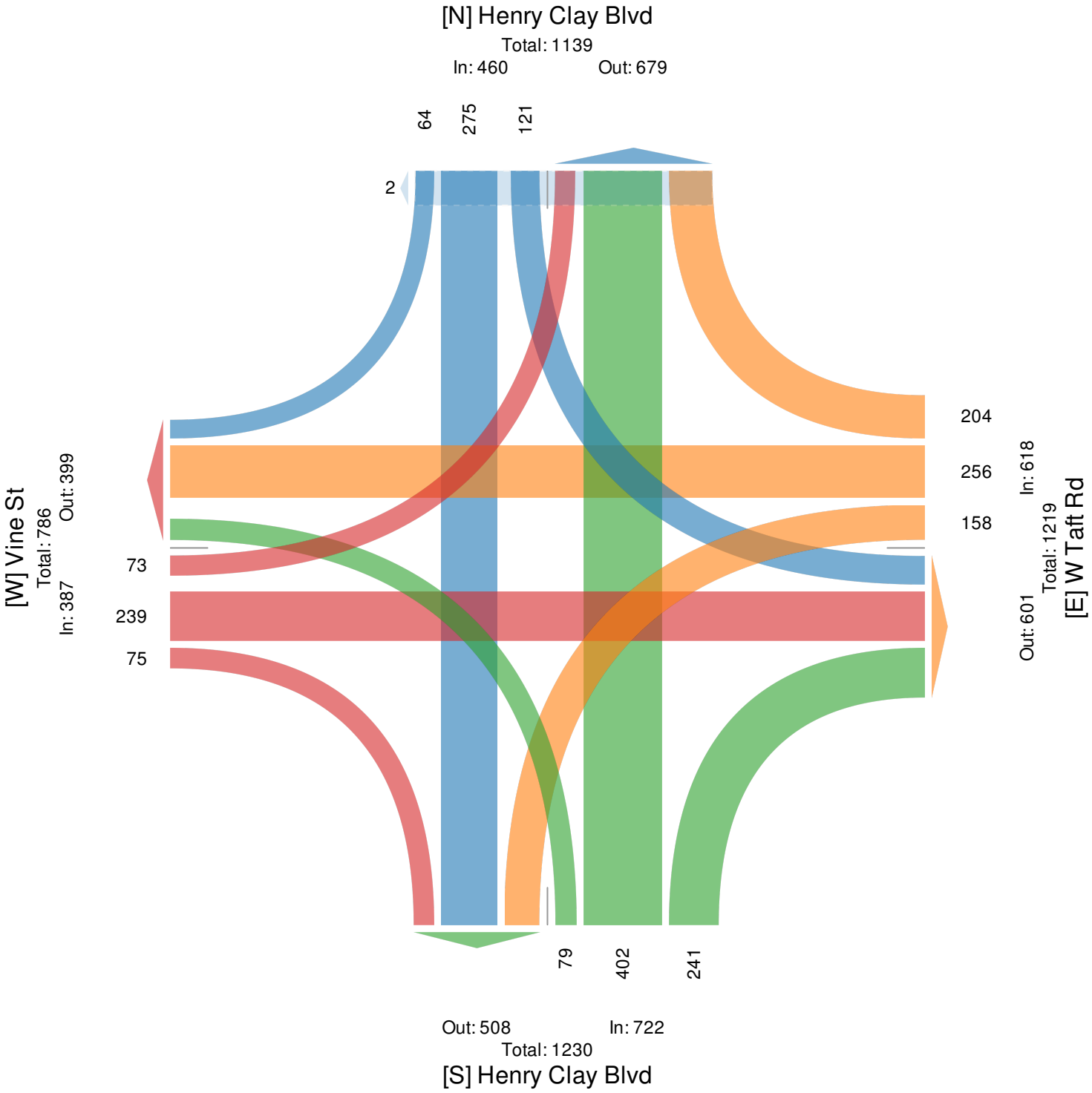
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Henry Clay Blvd						Vine St						
Direction	Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2019-06-13 5:30PM	71	130	21	0	**222**	0	18	71	17	0	**106**	0	**617**
5:45PM	48	104	22	0	**174**	0	13	61	29	0	**103**	0	**571**
6:00PM	52	87	13	0	**152**	0	30	59	22	0	**111**	0	**502**
6:15PM	70	81	23	0	**174**	0	14	48	5	0	**67**	0	**497**
Total	241	402	79	0	**722**	0	75	239	73	0	**387**	0	**2187**
% Approach	33.4%	55.7%	10.9%	0%	-	-	19.4%	61.8%	18.9%	0%	-	-	-
% Total	11.0%	18.4%	3.6%	0%	**33.0%**	-	3.4%	10.9%	3.3%	0%	**17.7%**	-	-
PHF	0.849	0.773	0.859	-	**0.813**	-	0.625	0.842	0.629	-	**0.872**	-	0.886
Lights	236	384	77	0	**697**	-	74	238	71	0	**383**	-	2136
% Lights	97.9%	95.5%	97.5%	0%	**96.5%**	-	98.7%	99.6%	97.3%	0%	**99.0%**	-	97.7%
Articulated Trucks and Single-Unit Trucks	5	18	2	0	**25**	-	1	1	2	0	**4**	-	49
% Articulated Trucks and Single-Unit Trucks	2.1%	4.5%	2.5%	0%	**3.5%**	-	1.3%	0.4%	2.7%	0%	**1.0%**	-	2.2%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

13. Henry Clay Blvd / Vine St - TMC
Thu Jun 13, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668267, Location: 43.118563, -76.185519, Site Code: SCU8UH, SCU53B, SCU146

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



14. Henry Clay Blvd / Buckley - TMC

Thu Jun 13, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668268, Location: 43.141804, -76.187594, Site Code: SCU3HB, SCU8T6

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Henry Clay Blvd Southbound						Buckley Rd Westbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	RR	**App**	Ped*
2019-06-13 5:30PM	37	80	25	0	**142**	0	8	83	12	0	2	**105**	0
5:45PM	40	88	23	0	**151**	0	9	83	7	0	9	**108**	0
6:00PM	37	79	16	0	**132**	0	4	75	9	0	11	**99**	0
6:15PM	23	77	13	0	**113**	0	5	63	9	0	5	**82**	0
Total	137	324	77	0	**538**	0	26	304	37	0	27	**394**	0
% Approach	25.5%	60.2%	14.3%	0%	**-**	-	6.6%	77.2%	9.4%	0%	6.9%	**-**	-
% Total	7.6%	17.9%	4.3%	0%	**29.7%**	-	1.4%	16.8%	2.0%	0%	1.5%	**21.8%**	-
PHF	0.856	0.920	0.770	-	**0.891**	-	0.722	0.916	0.771	-	0.614	**0.912**	-
Lights	132	318	77	0	**527**	-	26	300	37	0	27	**390**	-
% Lights	96.4%	98.1%	100%	0%	**98.0%**	-	100%	98.7%	100%	0%	100%	**99.0%**	-
Articulated Trucks and Single-Unit Trucks	5	6	0	0	**11**	-	0	4	0	0	0	**4**	-
% Articulated Trucks and Single-Unit Trucks	3.6%	1.9%	0%	0%	**2.0%**	-	0%	1.3%	0%	0%	0%	**1.0%**	-
Buses	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

14. Henry Clay Blvd / Buckley - TMC

Thu Jun 13, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668268, Location: 43.141804, -76.187594, Site Code: SCU3HB, SCU8T6

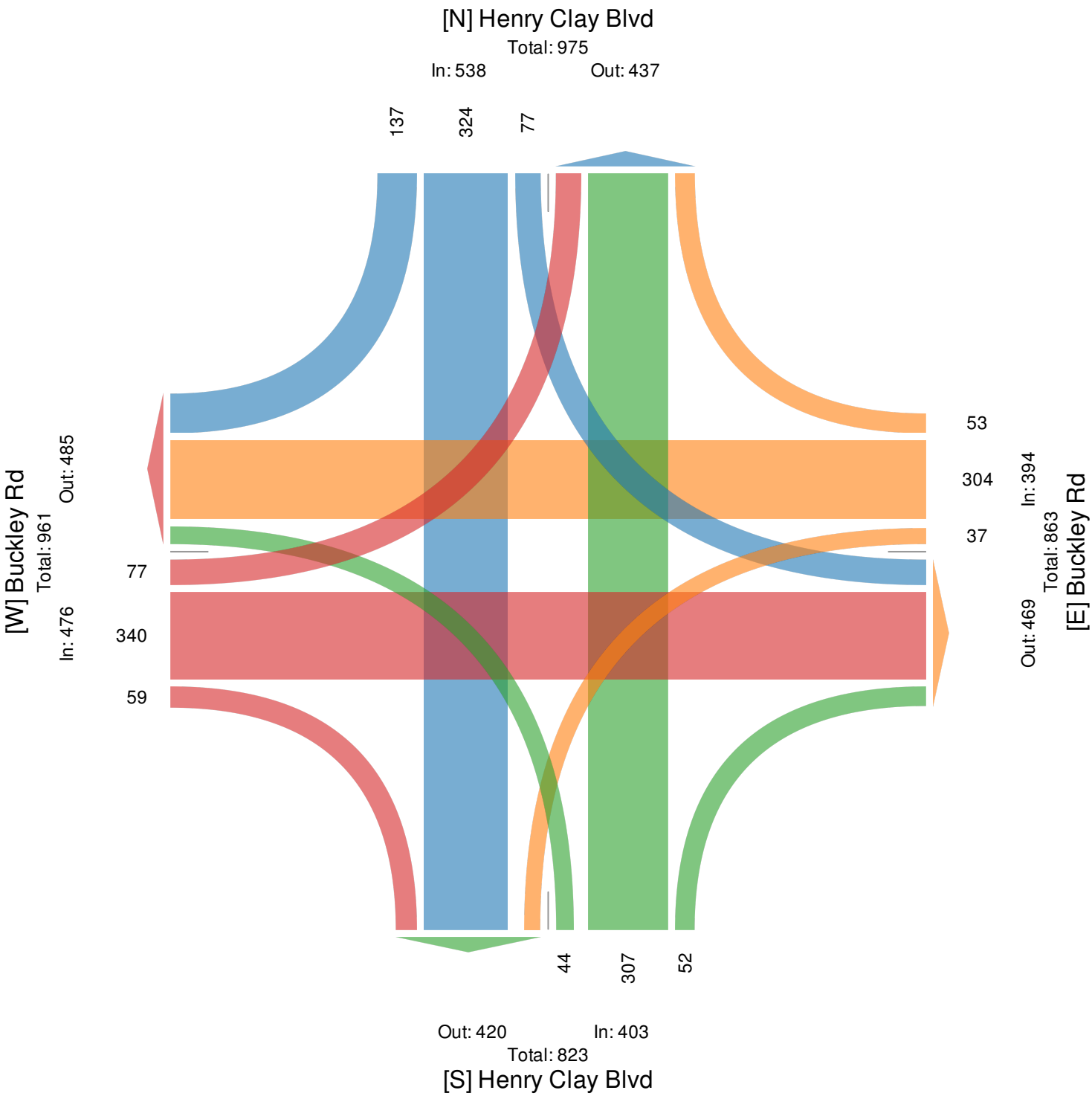
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Henry Clay Blvd Northbound							Buckley Rd Eastbound							
Time	R	T	L	U	RR	App	Ped*	R	T	L	U	RR	App	Ped*	Int
2019-06-13 5:30PM	7	84	13	0	3	**107**	0	12	87	25	0	7	**131**	0	**485**
5:45PM	9	84	12	0	9	**114**	0	10	107	25	0	4	**146**	0	**519**
6:00PM	4	76	10	0	10	**100**	0	14	92	13	0	0	**119**	0	**450**
6:15PM	5	63	9	0	5	**82**	0	9	54	14	0	3	**80**	0	**357**
Total	25	307	44	0	27	**403**	0	45	340	77	0	14	**476**	0	**1811**
% Approach	6.2%	76.2%	10.9%	0%	6.7%	-	-	9.5%	71.4%	16.2%	0%	2.9%	-	-	-
% Total	1.4%	17.0%	2.4%	0%	1.5%	**22.3%**	-	2.5%	18.8%	4.3%	0%	0.8%	**26.3%**	-	-
PHF	0.694	0.914	0.846	-	0.675	**0.884**	-	0.804	0.794	0.770	-	0.500	**0.815**	-	0.872
Lights	25	304	42	0	27	**398**	-	45	336	77	0	14	**472**	-	1787
% Lights	100%	99.0%	95.5%	0%	100%	**98.8%**	-	100%	98.8%	100%	0%	100%	**99.2%**	-	98.7%
Articulated Trucks and Single-Unit Trucks	0	3	2	0	0	**5**	-	0	2	0	0	0	**2**	-	22
% Articulated Trucks and Single-Unit Trucks	0%	1.0%	4.5%	0%	0%	**1.2%**	-	0%	0.6%	0%	0%	0%	**0.4%**	-	1.2%
Buses	0	0	0	0	0	**0**	-	0	2	0	0	0	**2**	-	2
% Buses	0%	0%	0%	0%	0%	**0%**	-	0%	0.6%	0%	0%	0%	**0.4%**	-	0.1%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

14. Henry Clay Blvd / Buckley - TMC
Thu Jun 13, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668268, Location: 43.141804, -76.187594, Site Code: SCU3HB, SCU8T6

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



15. Morgan Rd / Buckley Rd - TMC

Wed Jun 12, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668899, Location: 43.141221, -76.206726, Site Code: SCU5K5

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Morgan Rd							Buckley Rd						
Direction	Southbound							Westbound						
Time	R	T	L	U	RR	App	Ped*	R	T	L	U	RR	App	Ped*
2019-06-12 5:30PM	39	74	29	0	19	**161**	0	30	124	15	0	2	**171**	0
5:45PM	21	62	17	0	9	**109**	0	19	102	23	0	6	**150**	0
6:00PM	11	60	15	0	12	**98**	0	19	98	20	0	3	**140**	0
6:15PM	21	66	17	0	8	**112**	0	14	80	26	0	0	**120**	0
Total	92	262	78	0	48	**480**	0	82	404	84	0	11	**581**	0
% Approach	19.2%	54.6%	16.3%	0%	10.0%	**-**	-	14.1%	69.5%	14.5%	0%	1.9%	**-**	-
% Total	3.8%	10.8%	3.2%	0%	2.0%	**19.7%**	-	3.4%	16.6%	3.5%	0%	0.5%	**23.9%**	-
PHF	0.590	0.885	0.672	-	0.632	**0.745**	-	0.683	0.815	0.808	-	0.458	**0.849**	-
Lights	92	260	77	0	48	**477**	-	82	404	82	0	11	**579**	-
% Lights	100%	99.2%	98.7%	0%	100%	**99.4%**	-	100%	100%	97.6%	0%	100%	**99.7%**	-
Articulated Trucks and Single-Unit Trucks	0	2	1	0	0	**3**	-	0	0	2	0	0	**2**	-
% Articulated Trucks and Single-Unit Trucks	0%	0.8%	1.3%	0%	0%	**0.6%**	-	0%	0%	2.4%	0%	0%	**0.3%**	-
Buses	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%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

15. Morgan Rd / Buckley Rd - TMC

Wed Jun 12, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668899, Location: 43.141221, -76.206726, Site Code: SCU5K5

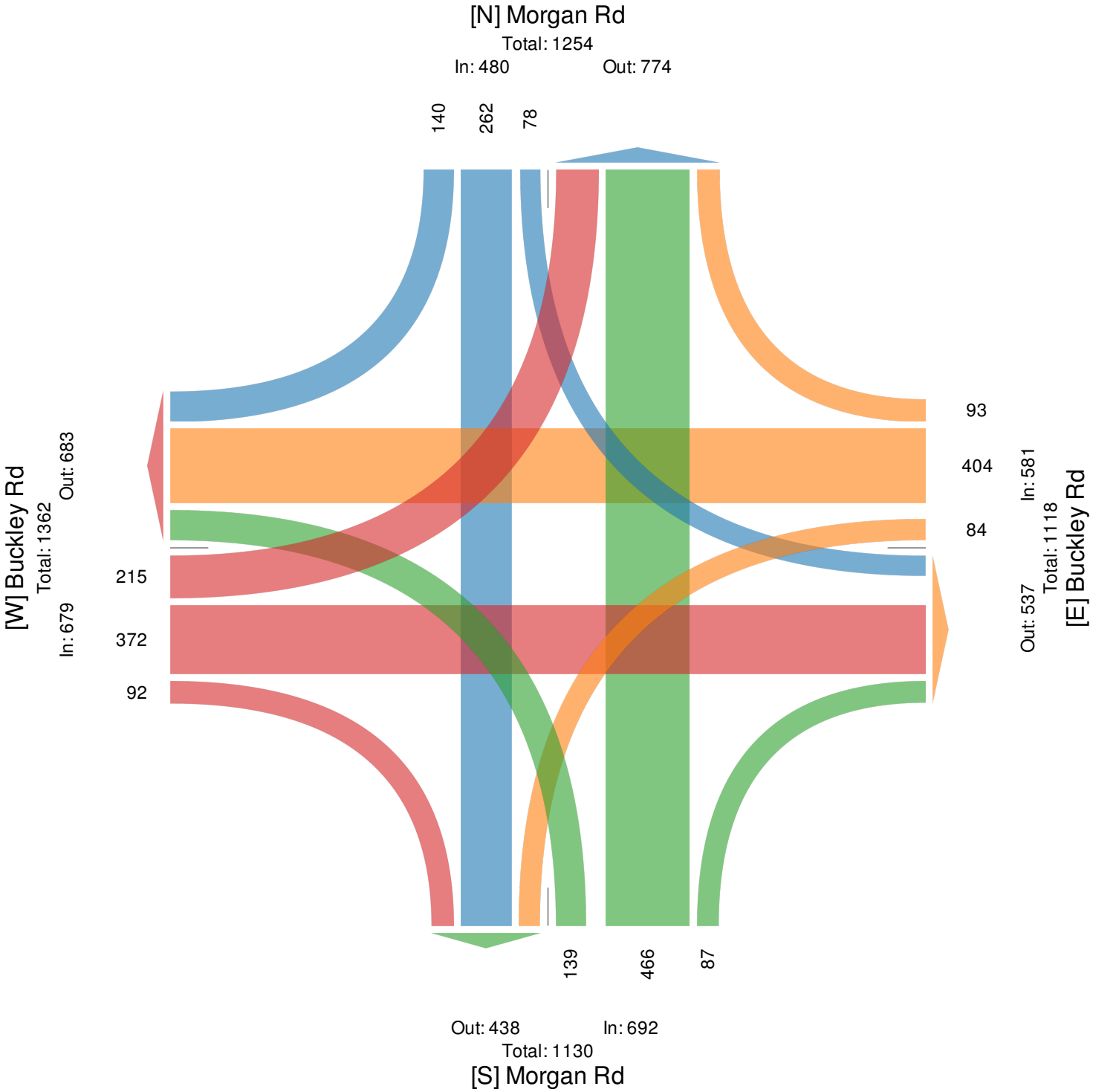
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Morgan Rd							Buckley Rd							
Direction	Northbound							Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2019-06-12 5:30PM	22	174	60	0	4	**260**	0	22	106	59	0	6	**193**	0	**785**
5:45PM	17	114	31	0	3	**165**	0	18	103	58	0	6	**185**	0	**609**
6:00PM	17	91	28	0	7	**143**	0	17	91	46	0	3	**157**	0	**538**
6:15PM	15	87	20	0	2	**124**	0	15	72	52	0	5	**144**	0	**500**
Total	71	466	139	0	16	**692**	0	72	372	215	0	20	**679**	0	**2432**
% Approach	10.3%	67.3%	20.1%	0%	2.3%	-	-	10.6%	54.8%	31.7%	0%	2.9%	-	-	-
% Total	2.9%	19.2%	5.7%	0%	0.7%	**28.5%**	-	3.0%	15.3%	8.8%	0%	0.8%	**27.9%**	-	-
PHF	0.807	0.670	0.579	-	0.571	**0.665**	-	0.818	0.877	0.911	-	0.833	**0.880**	-	0.775
Lights	67	464	137	0	16	**684**	-	70	368	212	0	19	**669**	-	2409
% Lights	94.4%	99.6%	98.6%	0%	100%	**98.8%**	-	97.2%	98.9%	98.6%	0%	95.0%	**98.5%**	-	99.1%
Articulated Trucks and Single-Unit Trucks	4	2	1	0	0	**7**	-	1	4	3	0	0	**8**	-	20
% Articulated Trucks and Single-Unit Trucks	5.6%	0.4%	0.7%	0%	0%	**1.0%**	-	1.4%	1.1%	1.4%	0%	0%	**1.2%**	-	0.8%
Buses	0	0	1	0	0	**1**	-	1	0	0	0	1	**2**	-	3
% Buses	0%	0%	0.7%	0%	0%	**0.1%**	-	1.4%	0%	0%	0%	5.0%	**0.3%**	-	0.1%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

15. Morgan Rd / Buckley Rd - TMC
Wed Jun 12, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668899, Location: 43.141221, -76.206726, Site Code: SCU5K5

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



16. Morgan Rd / Wetzel Rd - TMC

Thu Jun 13, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668271, Location: 43.15047, -76.207512, Site Code: SCU8TR

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Morgan Rd							Wetzel Rd						
Direction	Southbound							Westbound						
Time	R	T	L	U	RR	App	Ped*	R	T	L	U	RR	App	Ped*
2019-06-13 5:30PM	7	92	17	0	3	**119**	0	17	62	11	0	5	**95**	0
5:45PM	15	99	13	0	4	**131**	0	20	39	6	0	4	**69**	0
6:00PM	14	74	9	0	4	**101**	0	17	55	2	0	7	**81**	0
6:15PM	10	91	10	0	1	**112**	0	11	36	4	0	3	**54**	0
Total	46	356	49	0	12	**463**	0	65	192	23	0	19	**299**	0
% Approach	9.9%	76.9%	10.6%	0%	2.6%	**-**	-	21.7%	64.2%	7.7%	0%	6.4%	**-**	-
% Total	2.7%	20.6%	2.8%	0%	0.7%	**26.8%**	-	3.8%	11.1%	1.3%	0%	1.1%	**17.3%**	-
PHF	0.767	0.899	0.721	-	0.750	**0.884**	-	0.813	0.774	0.523	-	0.679	**0.787**	-
Lights	46	354	47	0	12	**459**	-	64	191	23	0	19	**297**	-
% Lights	100%	99.4%	95.9%	0%	100%	**99.1%**	-	98.5%	99.5%	100%	0%	100%	**99.3%**	-
Articulated Trucks and Single-Unit Trucks	0	2	2	0	0	**4**	-	1	1	0	0	0	**2**	-
% Articulated Trucks and Single-Unit Trucks	0%	0.6%	4.1%	0%	0%	**0.9%**	-	1.5%	0.5%	0%	0%	0%	**0.7%**	-
Buses	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%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

16. Morgan Rd / Wetzel Rd - TMC

Thu Jun 13, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668271, Location: 43.15047, -76.207512, Site Code: SCU8TR

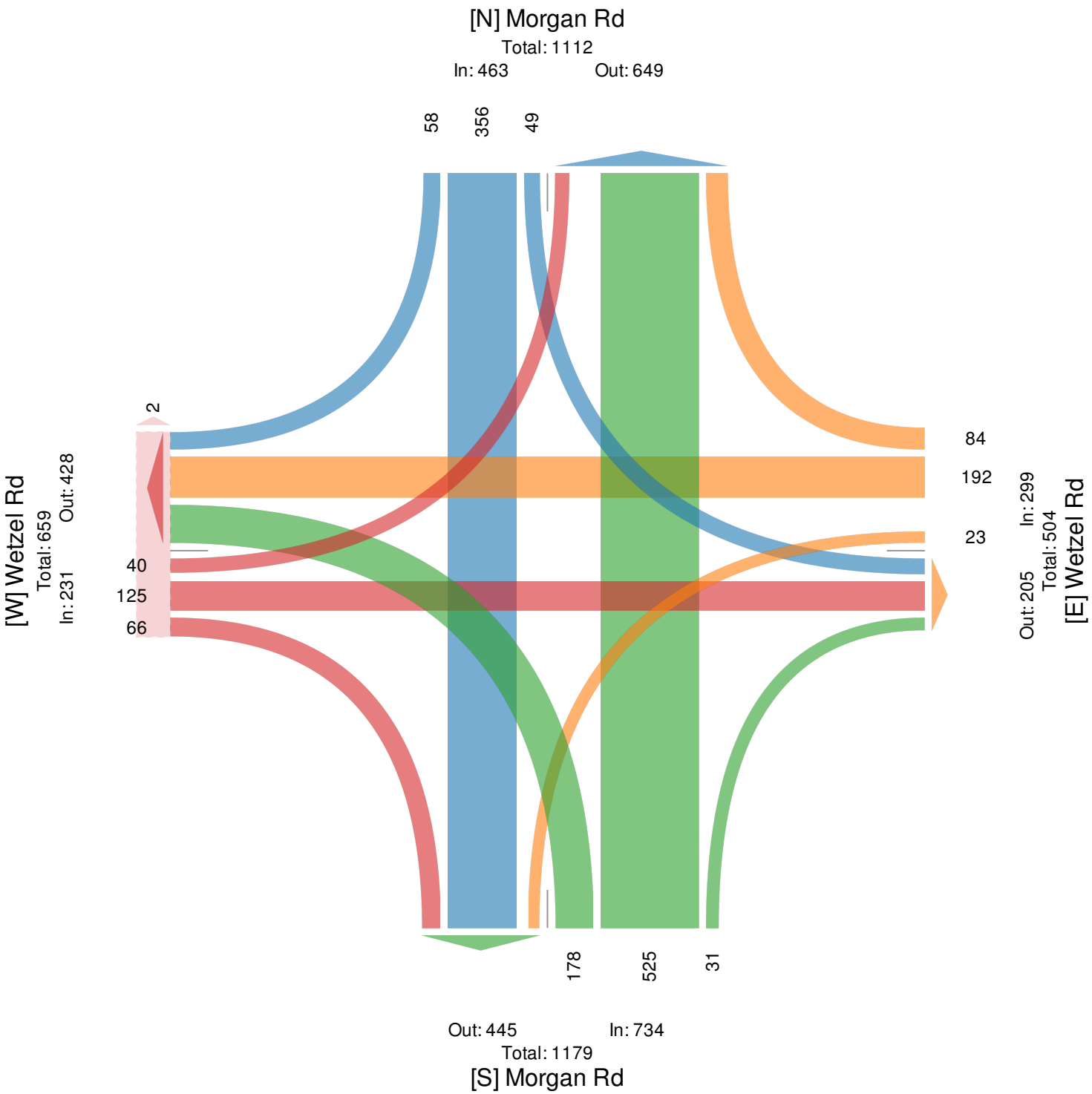
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Morgan Rd Northbound							Wetzel Rd Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2019-06-13 5:30PM	6	174	50	0	4	**234**	0	12	37	5	0	8	**62**	0	**510**
5:45PM	5	150	50	0	1	**206**	0	6	39	13	0	10	**68**	0	**474**
6:00PM	7	109	37	0	1	**154**	0	9	23	11	0	10	**53**	0	**389**
6:15PM	3	92	41	0	4	**140**	0	10	26	11	0	1	**48**	2	**354**
Total	21	525	178	0	10	**734**	0	37	125	40	0	29	**231**	2	**1727**
% Approach	2.9%	71.5%	24.3%	0%	1.4%	**-**	-	16.0%	54.1%	17.3%	0%	12.6%	**-**	-	-
% Total	1.2%	30.4%	10.3%	0%	0.6%	**42.5%**	-	2.1%	7.2%	2.3%	0%	1.7%	**13.4%**	-	-
PHF	0.750	0.754	0.890	-	0.625	**0.784**	-	0.771	0.801	0.769	-	0.725	**0.849**	-	0.847
Lights	21	519	177	0	10	**727**	-	37	122	40	0	29	**228**	-	1711
% Lights	100%	98.9%	99.4%	0%	100%	**99.0%**	-	100%	97.6%	100%	0%	100%	**98.7%**	-	99.1%
Articulated Trucks and Single-Unit Trucks	0	6	1	0	0	**7**	-	0	3	0	0	0	**3**	-	16
% Articulated Trucks and Single-Unit Trucks	0%	1.1%	0.6%	0%	0%	**1.0%**	-	0%	2.4%	0%	0%	0%	**1.3%**	-	0.9%
Buses	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%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

16. Morgan Rd / Wetzel Rd - TMC
Thu Jun 13, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 668271, Location: 43.15047, -76.207512, Site Code: SCU8TR

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



17. Rte 57 / John Glenn Blvd - TMC

Tue Jun 25, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 671771, Location: 43.131113, -76.219935, Site Code: SCU3MC, SCU5K5

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Rte 57/Oswego Rd							John Glenn Blvd						
Direction	Southbound							Westbound						
Time	R	T	L	U	RR	App	Ped*	R	T	L	U	RR	App	Ped*
2019-06-25 5:30PM	95	181	22	0	8	**306**	0	20	89	32	0	0	**141**	5
5:45PM	102	195	21	0	15	**333**	0	20	98	27	0	0	**145**	0
6:00PM	76	178	23	0	10	**287**	0	25	66	23	0	0	**114**	2
6:15PM	69	160	21	0	8	**258**	0	33	62	28	0	0	**123**	4
Total	342	714	87	0	41	**1184**	0	98	315	110	0	0	**523**	11
% Approach	28.9%	60.3%	7.3%	0%	3.5%	-	-	18.7%	60.2%	21.0%	0%	0%	-	-
% Total	9.1%	18.9%	2.3%	0%	1.1%	**31.3%**	-	2.6%	8.3%	2.9%	0%	0%	**13.8%**	-
PHF	0.838	0.915	0.946	-	0.683	**0.889**	-	0.742	0.804	0.859	-	-	**0.902**	-
Lights	335	709	81	0	41	**1166**	-	97	309	110	0	0	**516**	-
% Lights	98.0%	99.3%	93.1%	0%	100%	**98.5%**	-	99.0%	98.1%	100%	0%	0%	**98.7%**	-
Articulated Trucks and Single-Unit Trucks	6	3	4	0	0	**13**	-	1	5	0	0	0	**6**	-
% Articulated Trucks and Single-Unit Trucks	1.8%	0.4%	4.6%	0%	0%	**1.1%**	-	1.0%	1.6%	0%	0%	0%	**1.1%**	-
Buses	1	2	2	0	0	**5**	-	0	1	0	0	0	**1**	-
% Buses	0.3%	0.3%	2.3%	0%	0%	**0.4%**	-	0%	0.3%	0%	0%	0%	**0.2%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	11
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

17. Rte 57 / John Glenn Blvd - TMC

Tue Jun 25, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 671771, Location: 43.131113, -76.219935, Site Code: SCU3MC, SCU5K5

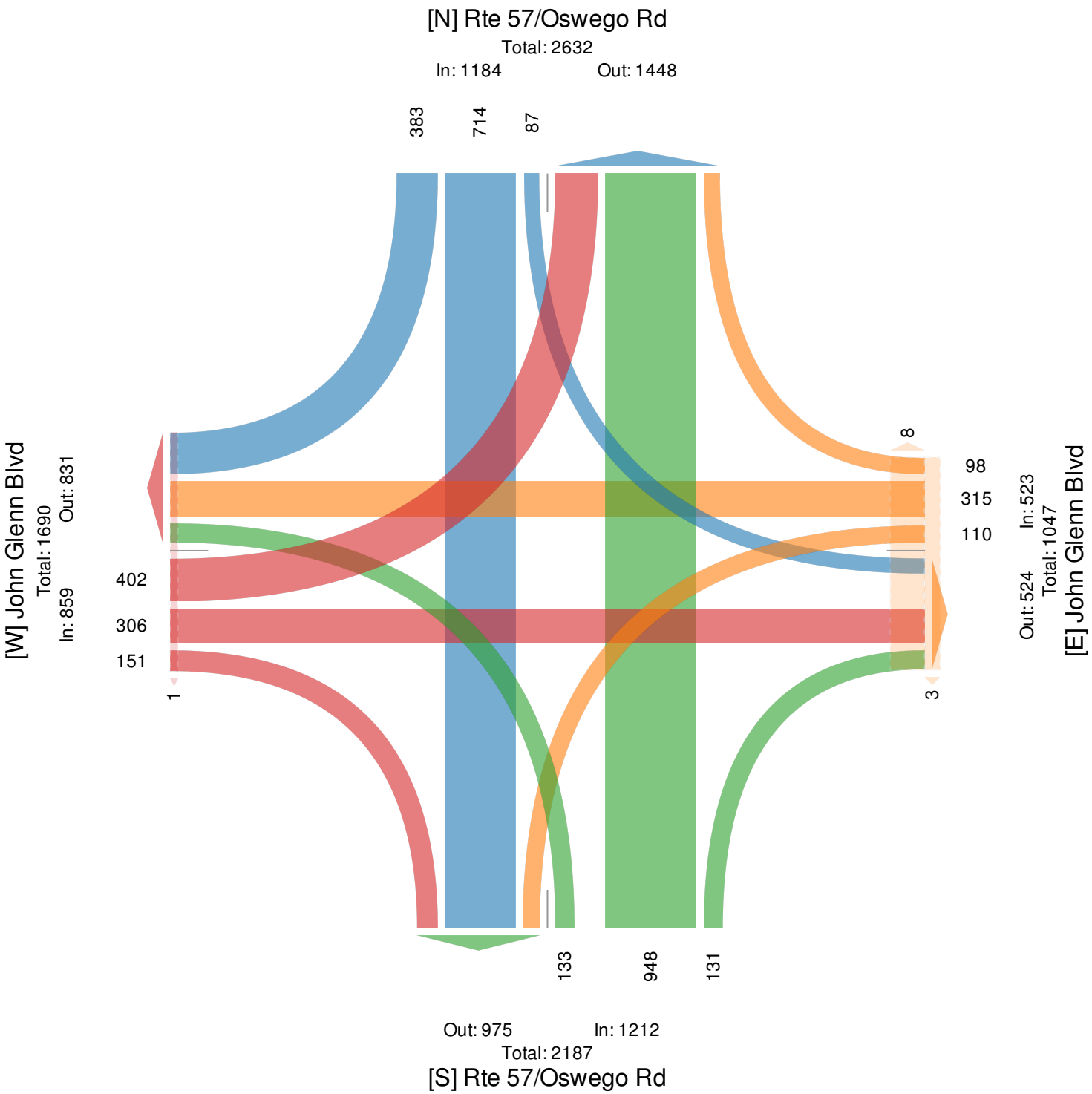
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Rte 57/Oswego Rd Northbound							John Glenn Blvd Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2019-06-25 5:30PM	53	279	31	0	1	**364**	0	42	98	111	0	0	**251**	0	**1062**
5:45PM	29	260	39	0	2	**330**	0	44	64	104	0	1	**213**	0	**1021**
6:00PM	22	203	23	0	2	**250**	0	37	81	106	0	0	**224**	1	**875**
6:15PM	21	206	40	0	1	**268**	0	27	63	81	0	0	**171**	0	**820**
Total	125	948	133	0	6	**1212**	0	150	306	402	0	1	**859**	1	**3778**
% Approach	10.3%	78.2%	11.0%	0%	0.5%	**-**	-	17.5%	35.6%	46.8%	0%	0.1%	**-**	-	-
% Total	3.3%	25.1%	3.5%	0%	0.2%	**32.1%**	-	4.0%	8.1%	10.6%	0%	0%	**22.7%**	-	-
PHF	0.590	0.849	0.831	-	0.750	**0.832**	-	0.852	0.781	0.905	-	0.250	**0.856**	-	0.889
Lights	125	944	132	0	6	**1207**	-	148	300	400	0	1	**849**	-	3738
% Lights	100%	99.6%	99.2%	0%	100%	**99.6%**	-	98.7%	98.0%	99.5%	0%	100%	**98.8%**	-	98.9%
Articulated Trucks and Single-Unit Trucks	0	3	1	0	0	**4**	-	2	6	2	0	0	**10**	-	33
% Articulated Trucks and Single-Unit Trucks	0%	0.3%	0.8%	0%	0%	**0.3%**	-	1.3%	2.0%	0.5%	0%	0%	**1.2%**	-	0.9%
Buses	0	1	0	0	0	**1**	-	0	0	0	0	0	**0**	-	7
% Buses	0%	0.1%	0%	0%	0%	**0.1%**	-	0%	0%	0%	0%	0%	**0%**	-	0.2%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

17. Rte 57 / John Glenn Blvd - TMC
Tue Jun 25, 2019
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 671771, Location: 43.131113, -76.219935, Site Code: SCU3MC, SCU5K5

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



From:	Mark Territo
To:	Paul Valente
Subject:	RE: Liverpool Development
Date:	Thursday, June 27, 2019 4:02:24 PM
Attachments:	image004.png

Hi Paul,
The only projects in the area, about 2 to 3 miles to the north, on Morgan and Waterhouse Road is a new 15,000 square foot child day care center for approximately 145 children, and there is also a new single-family housing development (Morgan Meadow) of 15 houses.
Let me know if you have additional questions.

Mark Territo
Commissioner of Planning & Development

Town of Clay, New York
4401 State Route 31
Clay, NY 13041

Tel: (315) 652-3800
Email: mterrito@townofclay.org

From: Paul Valente <pvalente@srfa.net>
Sent: Thursday, June 27, 2019 2:25 PM
To: Planning <planning@townofclay.org>
Subject: Liverpool Development

Good Afternoon,

I'm contacting you in regards to a traffic study I am working on in the Village of Liverpool near the intersection of Morgan Road/Wetzel Road. Could you provide me any info about projects under construction or approved for construction in the vicinity that we should include in our traffic analysis. I have additionally contacted the Village of Liverpool for any information they may have. Please feel free to give me a call at (585)-272-4660 if you have any questions for me. Thanks.

Paul Valente, F.E.
Transportation Engineer/Designer

SRF ASSOCIATES | Transportation Planning Engineering Design

3495 Winton Place

Building E, Suite 110
Rochester, NY 14623
(585) 272-4660
www.srfa.net

*Integrating **Transportation** with **People** & **Places***
Please note our office summer hours on Fridays are 8:00 am to 12:00 pm

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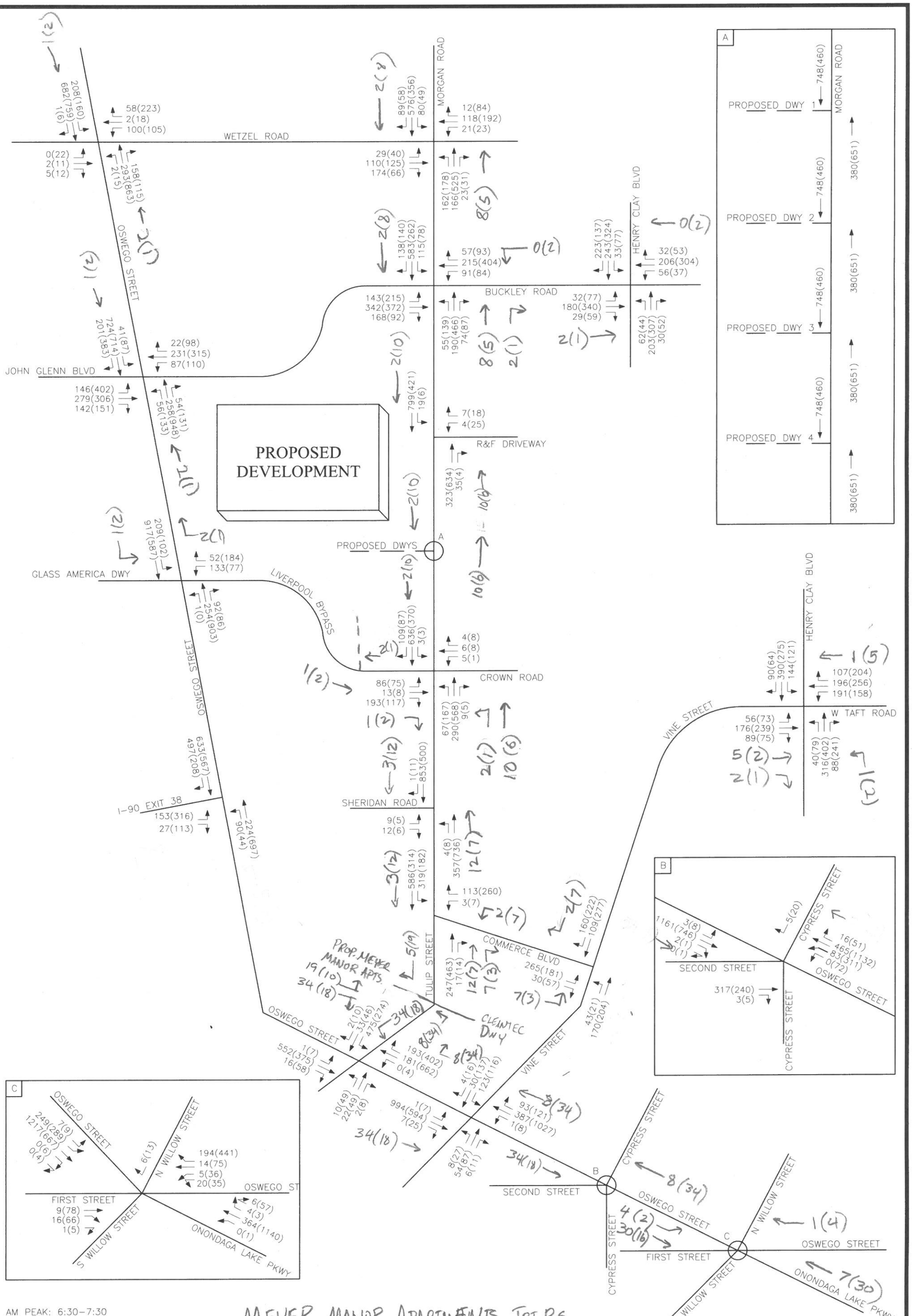


FIGURE 3

PEAK HOUR VOLUMES
2019 EXISTING CONDITIONS

PROPOSED PROJECT EAGLE DEVELOPMENT
TOWN OF CLAY, N.Y.

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Proposed Clay Distribution Facility, Morgan Rd, Town of Clay

Documentation of Ambient Traffic Volume Growth

Roadway	Segment starts at	Segment end at	1986	1992	1997	2000	2003	2006	2010	2013	2015	2019	Annual Growth	
Oswego Rd	JCT RTS 370-57	Village of Liverpool	20000	21400	23110	24426	24045	20126	20915		26947	21780	-0.60%	
Morgan Rd	I-90/Village Line	Buckley Rd							14,001	15,334		15,780	0.48%	1.34%

Roadway	Segment starts at	Segment end at	1984	1985	1991	1994	1997	1998	2006	2007	2008	Annual Growth
RT 370	Old Rt 57	Syracuse N City LN	19200	17,400	24,800	26,300	27,800	28,300	24,104	24,125	22,309	0.63%

Roadway	Segment starts at	Segment end at	1980	1983	1987	1991	1993	1995	1996	1998	2000	2001	2002	2004	2007	2010	2011	2014	Annual Growth
RT 370	Long Branch Rd	Old RT 57	6850	7750	10300	9600	8900	10100	9150	9250	9783	9738	8505	10037	9601	8101	7477	7753	0.36%

TRAFFIC DATA

Headcount

	Total	IB/OB Split
Headcount - Day Shift	1120	560
Headcount Night Shift	1022	511

Shift Structure

Adjustment below accounts for mass transit and carpool users. Adjust as needed for jurisdiction

Net Cars Factor 90%

	Start	End
Day Shift Inbound	7:00:00 AM	5:30:00 PM
Day Shift Outbound	7:30:00 AM	6:00:00 PM
Night Shift Inbound	6:00:00 PM	6:30:00 AM
Night Shift Outbound	6:30:00 PM	7:00:00 AM

Traffic Schedule

Cars

Average Weekday

Time	In	Out	Total
00:00	4	7	11
01:00	2	4	6
02:00	6	15	21
03:00	9	15	24
04:00	20	32	52
05:00	42	54	96
06:00	32	14	46
06:15	84	13	97
06:30	145	67	212
06:45	195	111	306
07:00	192	185	377
07:15	250	265	515
07:30	37	76	113
07:45	8	17	25
08:00	29	20	49
09:00	19	11	30
10:00	23	19	42
11:00	44	46	90
12:00	12	20	32
13:00	15	16	31
14:00	13	29	42
15:00	34	43	77
16:00	51	37	88
17:00	30	37	67
17:15	57	17	74
17:30	126	146	272
17:45	163	84	247
18:00	204	281	485
18:15	197	190	387
18:30	26	127	153
18:45	6	47	53
19:00	21	40	61
20:00	9	9	18
21:00	17	17	34
22:00	20	24	44
23:00	3	6	9
	2,142	2,142	4,286

Trucks

Average Weekday

Time	In	Out	Total
00:00	9	9	18
01:00	15	15	30
02:00	6	6	12
03:00	12	12	24
04:00	6	6	12
05:00	9	9	18
06:00	2	2	4
06:15	2	2	4
06:30	2	2	4
06:45	2	2	4
07:00	3	3	6
07:15	3	3	6
07:30	3	3	6
07:45	3	3	6
08:00	12	12	24
09:00	21	21	42
10:00	12	12	24
11:00	13	13	26
12:00	13	13	26
13:00	8	8	16
14:00	8	8	16
15:00	8	8	16
16:00	9	9	18
17:00	2	2	4
17:15	2	2	4
17:30	2	2	4
17:45	2	2	4
18:00	2	2	4
18:15	2	2	4
18:30	2	2	4
18:45	2	2	4
19:00	7	7	14
20:00	11	11	22
21:00	8	8	16
22:00	11	11	22
23:00	8	8	16
	242	242	484

Total Vehicles

Cars + Trucks Average Weekday

	In	Out	Total
00:00	13	15	28
01:00	17	19	35
02:00	11	20	31
03:00	20	26	46
04:00	24	35	59
05:00	47	58	104
06:00	31	15	45
06:15	78	14	91
06:30	133	62	195
06:45	178	102	279
07:00	176	170	345
07:15	228	242	470
07:30	36	71	108
07:45	10	18	29
08:00	38	30	68
09:00	38	31	69
10:00	33	29	62
11:00	53	54	107
12:00	24	31	55
13:00	22	22	44
14:00	20	34	54
15:00	39	47	85
16:00	55	42	97
17:00	29	35	64
17:15	53	17	71
17:30	115	133	249
17:45	149	78	226
18:00	186	255	441
18:15	179	173	352
18:30	25	116	142
18:45	7	44	52
19:00	26	43	69
20:00	19	19	38
21:00	23	23	47
22:00	29	33	62
23:00	11	13	24
	2,173	2,169	4,341

Morning Peak Hour of Generator

	Enter	Exit	Total
06:30-07:30	714	575	1,289
Trucks	10	10	20
Cars	704	565	1269

Evening Peak Hour of Generator

	Enter	Exit	Total
17:30-18:30	629	639	1,268
Trucks	8	8	16
Cars	621	631	1,252

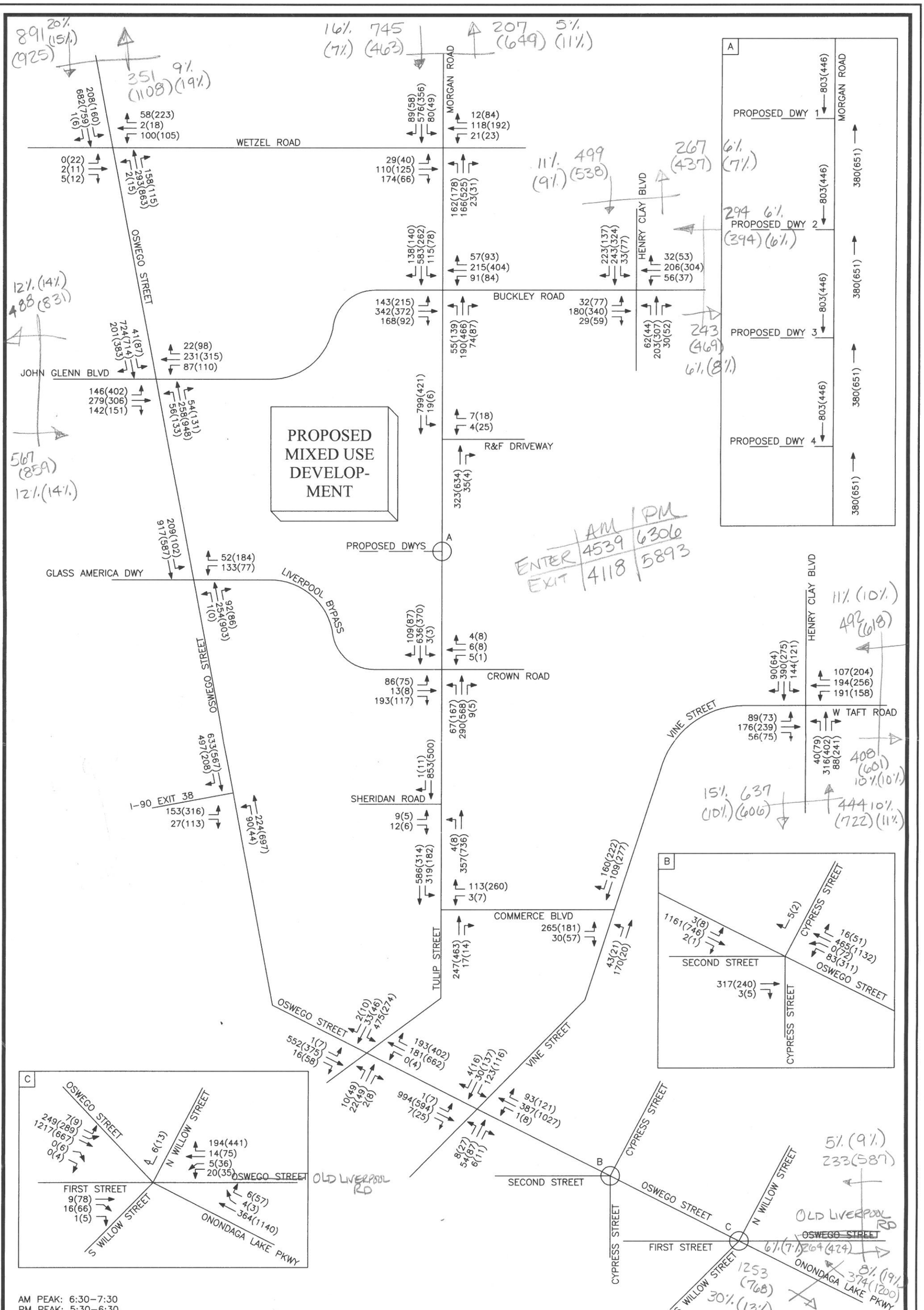


FIGURE 3

PEAK HOUR VOLUMES
2019 EXISTING CONDITIONS

PROPOSED PROJECT EAGLE DEVELOPMENT
TOWN OF CLAY, N.Y.

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OnTheMap

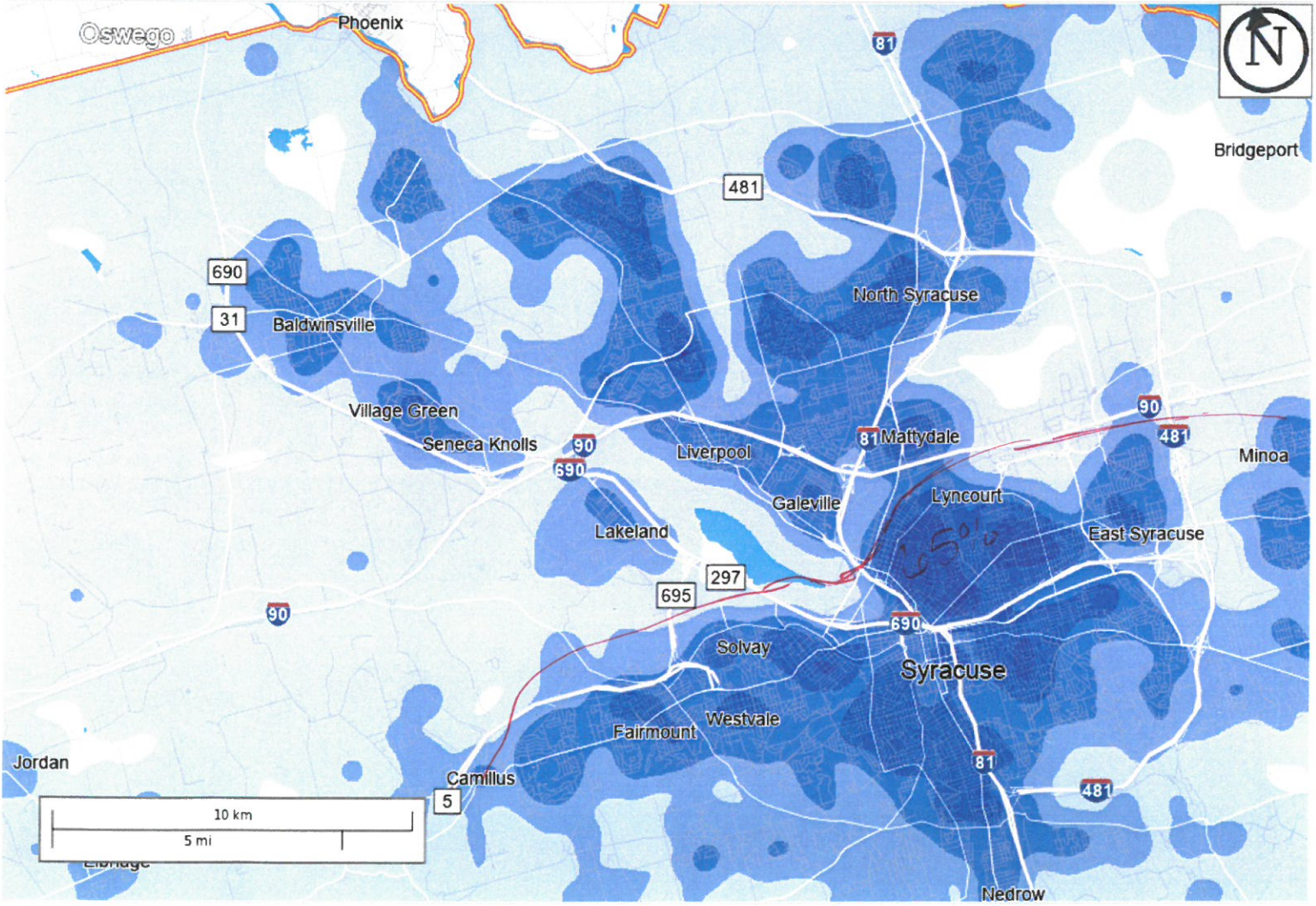
Home Area Profile Report

All Jobs for All Workers in 2015

Created by the U.S. Census Bureau's OnTheMap https://onthemap.ces.census.gov on 07/10/2019

Density of All Jobs in Home Selection Area in 2015

All Workers



Map Legend

Job Density [Jobs/Sq. Mile]

- 5 - 216
- 217 - 852
- 853 - 1,911
- 1,912 - 3,394
- 3,395 - 5,301

Selection Areas

- Analysis Selection

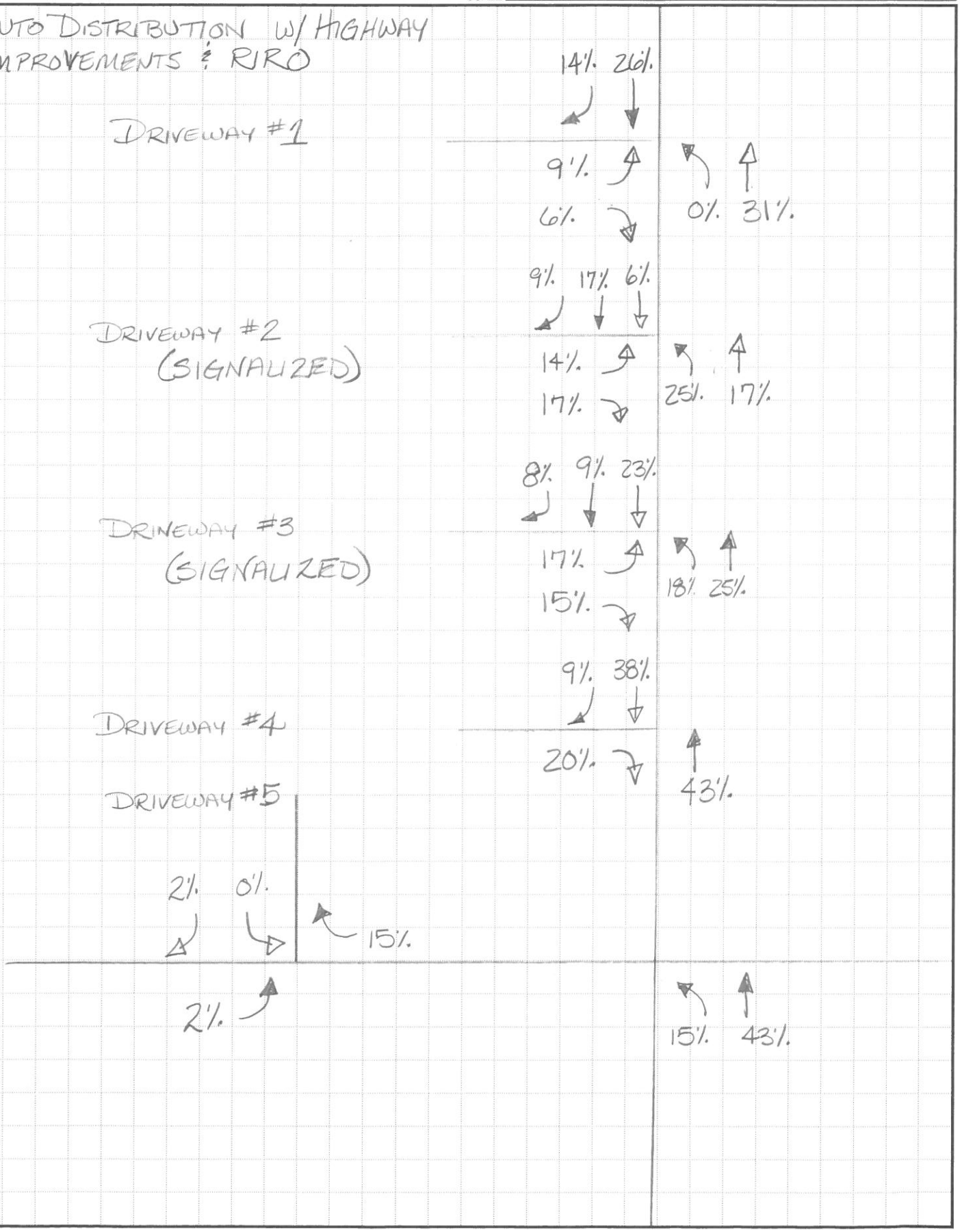


United States Census Bureau

SRF & Associates
Traffic Engineering & Planning Consultants
3495 Winton Place, Bldg. E-110
Rochester, NY 14623
Phone 585-272-4660 Fax 585-272-4662

JOB 39038 CLAY DIST CENTER
SHEET NO. 1 OF 1
CALCULATED BY ACO DATE 10/01/19
CHECKED BY _____ DATE _____
SCALE NTS

AUTO DISTRIBUTION W/ HIGHWAY IMPROVEMENTS & RIRO



PROPOSED DISTRIBUTION CENTER PROJECT
TOWN OF CLAY, NY
AM PEAK

FIG 3 FIG 4 FIG 6 FIG 7 FIG 8 FIG 8B

Num of yrs: 2

LOCATION NUMBER	INTERSECTION DESCRIPTION	2019 Existing Volume	Bkgd Volume 1.00%	Meyer Manor Apartments Tulip Street	2021 Background Volume	Proposed Commercial Development								Total Site Trips	FULL Build Volumes	Proposed Commercial Development Redistribution with 2 Traffic Signals								Total Site Trips	FULL Build Volumes
						Enter Dist. %	Exit Dist. %	CAR Trips IN 714	CAR Trips OUT 575	Enter Dist. %	Exit Dist. %	TRUCK Trips IN 10	TRUCK Trips OUT 10			Enter Dist. %	Exit Dist. %	CAR Trips IN 714	CAR Trips OUT 575	Enter Dist. %	Exit Dist. %	TRUCK Trips IN 10	TRUCK Trips OUT 10		
1	Oswego St Onondaga Lake Parkway																								
Oswego St	SR1 to 1st St SR2 to S Willow St ST to Onondaga Lake Pkwy SL1 to Old Liverpool Rd SL2 to N Willow St	1217 249 7	1241 254 7	30 4	1271 258 7		37% 5%		213 29					213 29	1484 287 7		37% 5%		213 29					213 29	1484 287 7
N Willow	SR to Oswego St	6	6		6										6										6
Old Liverpool Rd	WR1 to N Willow St WR2 to Oswego St WT to 1st St WL1 to S Willow St WL2 to Onondaga Lake Pkwy	194 14 5 20	198 14 5 20	1	199 14 5 20	5%		36						36	235 14 5 20	5%		36						36	235 14 5 20
Onondaga Lake Parkway	NR1 to Old Liverpool Rd NR2 to N Willow St NT to Oswego St NL1 to 1st St NL2 to S Willow St	6 4 364	6 4 371	7	6 4 378	37%		264						264	6 4 642	37%		264						264	6 4 642
1st St	ER1 to S Willow St ER2 to Onondaga Lake Pkwy ET to Old Liverpool Rd	1 16 9	1 16 9		1 16 9										1 16 9										1 16 9
2	Oswego St Cypress St / 2nd St																								
Oswego St	SR1 to 2nd St SR2 to Cypress St ST to Oswego St SL to Cypress St	2 1161 3	2 1184 3	34	2 1218 3		42%		242					242	2 1460 3		42%		242					242	2 1460 3
Cypress St	WR1 to Oswego St WR2 to 2nd Street	5	5		5										5										5
Oswego St	NR to Cypress St NT to Oswego St NL1 to 2nd St NL2 to Cypress St	16 465 83	16 474 85	8	16 482 85	42%		300						300	16 782 85	42%		300						300	16 782 85
2nd St	ER1 to Cypress St ER2 to Oswego St	3 317	3 323		3 323										3 323										3 323
3	Oswego St Vine St																								
	SR ST SL	7 994 1	7 1014 1	34	7 1048 1		42%		242					242	7 1290 1		42%		242					242	7 1290 1
	WR WT WL	4 30 123	4 31 125		4 31 125										4 31 125										4 31 125
	NR NT NL	93 387 1	95 395 1	8	95 403 1	42%		300						300	95 703 1	42%		300						300	95 703 1
	ER ET EL	6 54 8	6 55 8		6 55 8										6 55 8										6 55 8
4	Oswego St Tulip St																								
	SR ST SL	16 552 1	16 563 1		16 563 1										16 563 1										16 563 1
	WR WT WL	2 33 475	2 34 485	34	2 34 519		42%		242					242	2 34 761		42%		242					242	2 34 761
	NR NT NL	193 181	197 185	8	205 185	42%		300						300	505 185	42%		300						300	505 185
	ER ET EL	2 22 10	2 22 10		2 22 10										2 22 10										2 22 10
5	Oswego Rd NY Thruway Access Exit 38																								
	SR ST SL	497 633	507 646		507 646					100%		10		10	517 646					100%		10		10	517 646
	WR WT WL																								
	NR NT NL	224 90	229 92		229 92										229 92										229 92
	ER ET EL	27 153	28 156		28 156						100%		10	10	28 166						100%		10	10	28 166

PROPOSED DISTRIBUTION CENTER PROJECT
TOWN OF CLAY, NY
AM PEAK

FIG 3 FIG 4 FIG 6 FIG 7 FIG 8 FIG 8B

Num of yrs: 2

LOCATION NUMBER	INTERSECTION DESCRIPTION	2019 Existing Volume	Bkgd Volume 1.00%	Meyer Manor Apartments Tulip Street	2021 Background Volume	Proposed Commercial Development								Total Site Trips	FULL Build Volumes	Proposed Commercial Development Redistribution with 2 Traffic Signals								Total Site Trips	FULL Build Volumes
						Enter Dist. %	Exit Dist. %	CAR Trips IN 714	CAR Trips OUT 575	Enter Dist. %	Exit Dist. %	TRUCK Trips IN 10	TRUCK Trips OUT 10			Enter Dist. %	Exit Dist. %	CAR Trips IN 714	CAR Trips OUT 575	Enter Dist. %	Exit Dist. %	TRUCK Trips IN 10	TRUCK Trips OUT 10		
6	Oswego Rd Liverpool Bypass																								
	SR																								
	ST	917	935		935										935										935
	SL	209	213	1	214	2%		14						14	228	2%		14						14	228
	WR	52	53	2	55		2%		12					12	67		2%		12					12	67
	WT																								
	WL	133	136		136						100%		10	10	146						100%		10	10	146
	NR	92	94		94					100%		10		10	104					100%		10		10	104
	NT	254	259		259										259										259
	NL	1	1		1										1										1
	ER																								
	ET																								
	EL																								
7	Oswego St John Glenn Blvd																								
	SR	201	205		205										205										205
	ST	724	739	1	740										740										740
	SL	41	42		42										42										42
	WR	22	22		22										22										22
	WT	231	236		236		5%		29					29	265		5%		29					29	265
	WL	87	89		89										89										89
	NR	54	55		55										55										55
	NT	258	263	2	265										265										265
	NL	56	57		57										57										57
	ER	142	145		145										145										145
	ET	279	285		285	5%		36						36	321	5%		36						36	321
	EL	146	149		149										149										149
8	Oswego Rd Wetzel Rd																								
	SR	1	1		1										1										1
	ST	682	696	1	697										697										697
	SL	208	212		212	15%		107						107	319	15%		107						107	319
	WR	58	59		59		15%		86					86	145		15%		86					86	145
	WT	2	2		2										2										2
	WL	100	102		102										102										102
	NR	158	161		161										161										161
	NT	293	299	2	301										301										301
	NL	2	2		2										2										2
	ER	5	5		5										5										5
	ET	2	2		2										2										2
	EL																								
9	Morgan Rd Wetzel Rd																								
	SR	89	91		91										91										91
	ST	576	588	2	590	10%		71						71	661	10%		71						71	661
	SL	80	82		82										82										82
	WR	12	12		12										12										12
	WT	118	120		120										120										120
	WL	21	21		21										21										21
	NR	23	23		23										23										23
	NT	166	169	8	177		10%		58					58	235		10%		58					58	235
	NL	162	165		165		15%		86					86	251		15%		86					86	251
	ER	174	177		177	15%		107						107	284	15%		107						107	284
	ET	110	112		112										112										112
	EL	29	30		30										30										30
10	Morgan Rd Buckley Rd																								
	SR	138	141		141										141										141
	ST	583	595	2	597	25%		179						179	776	25%		179						179	776
	SL	115	117		117										117										117
	WR	57	58		58										58										58
	WT	215	219		219										219										219
	WL	91	93		93	10%		71						71	164	10%		71						71	164
	NR	74	75	2	77		10%		58					58	135		10%		58					58	135
	NT	190	194	8	202		25%		144					144	346		25%		144					144	346
	NL	55	56		56		5%		29					29	85		5%		29					29	85
	ER	168	171		171	5%		36						36	207	5%		36						36	207
	ET	342	349		349										349										349
	EL	143	146		146										146										146

PROPOSED DISTRIBUTION CENTER PROJECT
TOWN OF CLAY, NY
AM PEAK

FIG 3 FIG 4 FIG 6 FIG 7 FIG 8 FIG 8B

Num of yrs: 2

LOCATION NUMBER	INTERSECTION DESCRIPTION	2019 Existing Volume	Bkgd Volume 1.00%	Meyer Manor Apartments Tulip Street	2021 Background Volume	Proposed Commercial Development								Total Site Trips	FULL Build Volumes	Proposed Commercial Development Redistribution with 2 Traffic Signals								Total Site Trips	FULL Build Volumes
						Enter Dist. %	Exit Dist. %	CAR Trips IN 714	CAR Trips OUT 575	Enter Dist. %	Exit Dist. %	TRUCK Trips IN 10	TRUCK Trips OUT 10			Enter Dist. %	Exit Dist. %	CAR Trips IN 714	CAR Trips OUT 575	Enter Dist. %	Exit Dist. %	TRUCK Trips IN 10	TRUCK Trips OUT 10		
11	Henry Clay Blvd Buckley Rd																								
	SR	223	227		227	5%		36						36	263	5%		36						36	263
	ST	243	248		248										248										248
	SL	33	34		34										34										34
	WR	32	33		33										33										33
	WT	206	210		210	5%		36						36	246	5%		36						36	246
	WL	56	57		57										57										57
	NR	30	31		31										31										31
	NT	203	207		207										207										207
	NL	62	63		63										63										63
	ER	29	30		30										30										30
	ET	180	184	2	186		5%		29					29	215		5%		29					29	215
	EL	32	33		33		5%		29					29	62		5%		29					29	62
12	Morgan Rd Proposed Driveway 1																								
	SR					24%		171						171	171	14%		100						100	100
	ST	688	702	2	704	16%		114						114	818	26%		186						186	890
	SL																								
	WR																								
	WT																								
	WL																								
	NR																								
	NT	253	258	10	268		16%		92					92	360		31%		178					178	446
	NL									100%		10		10	10					100%		10		10	10
	ER										100%		10	10	10		6%		35		100%		10	45	45
	ET																								
	EL						24%		138					138	138		9%		52					52	52
13	Morgan Rd RMF North Driveway/Proposed Dwy 2																								
	SR					9%		64						64	64	9%		64						64	64
	ST	676	690	2	692	7%		50			100%		10	60	752	17%	6%	121	35		100%		10	166	858
	SL	12	12		12										12										12
	WR	3	3		3										3										3
	WT																								
	WL	5	5		5										5										5
	NR	18	18		18										18										18
	NT	250	255	10	265		7%		40	100%		10		50	315		17%		98	100%		10		108	373
	NL					23%		164						164	164	25%		179						179	179
	ER						23%		132					132	132		17%		98					98	98
	ET																								
	EL						9%		52					52	52		14%		81					81	81
14	Morgan Rd RMF South Driveway/Proposed Dwy 3																								
	SR					7%		50						50	50	8%		57						57	57
	ST	799	815	2	817		23%		132		100%		10	142	959	9%	23%	64	132		100%		10	207	1024
	SL	19	19		19										19										19
	WR	7	7		7										7										7
	WT																								
	WL	4	4		4										4										4
	NR	35	36		36										36										36
	NT	323	329	10	339	23%		164		100%		10		174	513	25%		179		100%		10		189	528
	NL					15%		107						107	107	18%		129						129	129
	ER						15%		86					86	86		15%		86					86	86
	ET																								
	EL						7%		40					40	40		17%		98					98	98
15	Morgan Rd Proposed Driveway 4																								
	SR															9%		64						64	64
	ST	748	763	2	765		38%		219		100%		10	229	994		38%		219		100%		10	229	994
	SL																								
	WR																								
	WT																								
	WL																								
	NR																								
	NT	380	388	10	398	38%		271		100%		10		281	679	43%		307		100%		10		317	715
	NL					20%		143						143	143										
	ER						20%		115					115	115		20%		115					115	115
	ET																								
	EL																								

PROPOSED DISTRIBUTION CENTER PROJECT
TOWN OF CLAY, NY
AM PEAK

FIG 3 FIG 4 FIG 6 FIG 7 FIG 8 FIG 8B

Num of yrs: 2

LOCATION NUMBER	INTERSECTION DESCRIPTION	2019 Existing Volume	Bkgd Volume 1.00%	Meyer Manor Apartments Tulip Street	2021 Background Volume	Proposed Commercial Development								Total Site Trips	FULL Build Volumes	Proposed Commercial Development Redistribution with 2 Traffic Signals								Total Site Trips	FULL Build Volumes
						Enter Dist. %	Exit Dist. %	CAR Trips IN 714	CAR Trips OUT 575	Enter Dist. %	Exit Dist. %	TRUCK Trips IN 10	TRUCK Trips OUT 10			Enter Dist. %	Exit Dist. %	CAR Trips IN 714	CAR Trips OUT 575	Enter Dist. %	Exit Dist. %	TRUCK Trips IN 10	TRUCK Trips OUT 10		
16	Liverpool Bypass Propoosed Driveway 5																								
	SR						2%		12					12	12		2%		12					12	12
	ST																								
	SL																								
	WR															15%		107						107	107
	WT	182	186	2	188						100%		10	10	198						100%		10	10	198
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
	ET	292	298	1	299					100%		10		10	309					100%		10		10	309
	EL					2%		14						14	14	2%		14						14	14
17	Morgan Rd Liverpool Bypass																								
	SR	109	111		111						100%		10	10	121						100%		10	10	121
	ST	636	649	2	651		58%		334					334	985		58%		334					334	985
	SL	3	3		3										3										3
	WR	4	4		4										4										4
	WT	6	6		6										6										6
	WL	5	5		5										5										5
	NR	9	9		9										9										9
	NT	290	296	10	306	58%		414						414	720	43%		307						307	613
	NL	67	68	2	70										70	15%		107						107	177
	ER	193	197	1	198										198										198
	ET	13	13		13										13										13
	EL	86	88		88					100%		10		10	98					100%		10		10	98
18	Morgan Rd Sheridan Rd																								
	SR	1	1		1										1										1
	ST	853	870	3	873		58%		334					334	1207		58%		334					334	1207
	SL																								
	WR																								
	WT																								
	WL																								
	NR																								
	NT	357	364	12	376	58%		414						414	790	58%		414						414	790
	NL	4	4		4										4										4
	ER	12	12		12										12										12
	ET																								
	EL	9	9		9										9										9
19	Tulip St Commerce Blvd																								
	SR																								
	ST	586	598	3	601		43%		247					247	848		43%		247					247	848
	SL	319	325		325		15%		86					86	411		15%		86					86	411
	WR	113	115		115	15%		107						107	222	15%		107						107	222
	WT																								
	WL	3	3	2	5										5										5
	NR	17	17	7	24										24										24
	NT	247	252	12	264	43%		307						307	571	43%		307						307	571
	NL																								
	ER																								
	ET																								
	EL																								
20	Vine St Commerce Blvd																								
Commerce Drive	SR	30	31	2	33										33										33
	ST																								
	SL	265	270		270		15%		86					86	356		15%		86					86	356
Vine Street	WR	160	163		163	15%		107						107	270	15%		107						107	270
	WT	109	111		111										111										111
	WL																								
	NR																								
	NT																								
	NL																								
	ER																								
Vine Street	ET	170	173		173										173										173
	EL	43	44	7	51										51										51
21	Henry Clay Blvd Vine St/W Taft Rd																								
	SR	90	92		92										92										92
	ST	390	398		398										398										398
	SL	144	147		147										147										147
	WR	107	109		109										109										109
	WT	196	200	1	201	10%		71						71	272	10%		71						71	272
	WL	191	195		195										195										195
	NR	88	90		90										90										90
	NT	316	322		322										322										322
	NL	40	41	1	42	5%		36						36	78	5%		36						36	78
	ER	89	91	2	93		5%		29					29	122		5%		29					29	122
	ET	176	180	5	185		10%		58					58	243		10%		58					58	243
	EL	56	57		57										57										57

PROPOSED DISTRIBUTION CENTER PROJECT
TOWN OF CLAY, NY
PM PEAK

FIG 3 FIG 4 FIG 6 FIG 7 FIG 8 FIG 8B

Num of yrs: 2

LOCATION NUMBER	INTERSECTION DESCRIPTION	2019 Existing Volume	Bkgd Volume 1.00%	Meyer Manor Apartments Tulip Street	2021 Background Volume	Proposed Commercial Development								Total Site Trips	FULL Build Volumes	Proposed Commercial Development								Total Site Trips	FULL Build Volumes
						Enter Dist. %	Exit Dist. %	CAR Trips IN 621	CAR Trips OUT 631	Enter Dist. %	Exit Dist. %	TRUCK Trips IN 8	TRUCK Trips OUT 8			Enter Dist. %	Exit Dist. %	CAR Trips IN 621	CAR Trips OUT 631	Enter Dist. %	Exit Dist. %	TRUCK Trips IN 8	TRUCK Trips OUT 8		
1	Oswego St Onondaga Lake Parkway																								
Oswego St	SR1 to 1st St	4	4		4									0	4									0	4
	SR2 to S Willow St	6	6		6									0	6									0	6
	ST to Onondaga Lake Pkwy	667	680	16	696		37%		233					233	929		37%		233					233	929
	SL1 to Old Liverpool Rd	289	295	2	297		5%		32					32	329		5%		32					32	329
	SL2 to N Willow St	9	9		9									0	9									0	9
N Willow	SR to Oswego St	13	13		13									0	13									0	13
Old Liverpool Road	WR1 to N Willow St	0	0		0									0	0									0	0
	WR2 to Oswego St	441	450	4	454	5%		31						31	485	5%		31						31	485
	WT to 1st St	75	77		77									0	77									0	77
	WL1 to S Willow St	36	37		37									0	37									0	37
	WL2 to Onondaga Lake Pkwy	35	36		36									0	36									0	36
Onondaga Lake Parkway	NR1 to Old Liverpool Rd	57	58		58									0	58									0	58
	NR2 to N Willow St	3	3		3									0	3									0	3
	NT to Oswego St	1140	1163	30	1193	37%		230						230	1423	37%		230						230	1423
	NL1 to 1st St	1	1		1									0	1									0	1
	NL2 to S Willow St	0	0		0									0	0									0	0
1st St	ER1 to S Willow St	5	5		5									0	5									0	5
	ER2 to Onondaga Lake Pkwy	66	67		67									0	67									0	67
	ET to Old Liverpool Rd	78	80		80									0	80									0	80
2	Oswego St Cypress St / 2nd St																								
Oswego St	SR1 to 2nd St	1	1		1									0	1									0	1
	SR2 to Cypress St	1	1		1									0	1									0	1
	ST to Oswego St	746	761	18	779		42%		265					265	1044		42%		265					265	1044
	SL to Cypress St	8	8		8									0	8									0	8
Cypress St	WR1 to Oswego St	20	20		20									0	20									0	20
	WR2 to 2nd Street	0	0		0									0	0									0	0
Oswego St	NR to Cypress St	51	52		52									0	52									0	52
	NT to Oswego St	1132	1155	34	1189	42%		261						261	1450	42%		261						261	1450
	NL1 to 2nd St	311	317		317									0	317									0	317
	NL2 to Cypress St	72	73		73									0	73									0	73
2nd St	ER1 to Cypress St	5	5		5									0	5									0	5
	ER2 to Oswego St	240	245		245									0	245									0	245
3	Oswego St Vine St																								
	SR	25	26		26									0	26									0	26
	ST	594	606	18	624		42%		265					265	889		42%		265					265	889
	SL	7	7		7									0	7									0	7
	WR	16	16		16									0	16									0	16
	WT	137	140		140									0	140									0	140
	WL	116	118		118									0	118									0	118
	NR	121	123		123									0	123									0	123
	NT	1027	1048	34	1082	42%		261						261	1343	42%		261						261	1343
	NL	8	8		8									0	8									0	8
	ER	11	11		11									0	11									0	11
	ET	87	89		89									0	89									0	89
	EL	27	28		28									0	28									0	28
4	Oswego St Tulip St																								
	SR	58	59		59									0	59									0	59
	ST	375	383		383									0	383									0	383
	SL	7	7		7									0	7									0	7
	WR	10	10		10									0	10									0	10
	WT	46	47		47									0	47									0	47
	WL	274	280	18	298		42%		265					265	563		42%		265					265	563
	NR	402	410	34	444	42%		261						261	705	42%		261						261	705
	NT	662	675		675									0	675									0	675
	NL	4	4		4									0	4									0	4
	ER	8	8		8									0	8									0	8
	ET	49	50		50									0	50									0	50
	EL	49	50		50									0	50									0	50
5	Oswego Rd NY Thruway Access Exit 38													0 0	0 0										
	SR	208	212		212					100%		8		8	220					100%		8		8	220
	ST	567	578		578									0	578									0	578
	SL				0									0	0									0	0
	WR				0									0	0									0	0
	WT				0									0	0									0	0
	WL				0									0	0									0	0
	NR				0									0	0									0	0
	NT	697	711		711									0	711									0	711
	NL	44	45		45									0	45									0	45
	ER	113	115		115									0	115									0	115
	ET				0									0	0									0	0
	EL	316	322		322						100%		8	8	330						100%		8	8	330

PROPOSED DISTRIBUTION CENTER PROJECT
TOWN OF CLAY, NY
PM PEAK

FIG 3 FIG 4 FIG 6 FIG 7 FIG 8 FIG 8B

Num of yrs: 2

LOCATION NUMBER	INTERSECTION DESCRIPTION	2019 Existing Volume	Bkgd Volume 1.00%	Meyer Manor Apartments Tulip Street	2021 Background Volume	Proposed Commercial Development: Enter Dist. %	Exit Dist. %	CAR Trips IN 621	CAR Trips OUT 631	Enter Dist. %	Exit Dist. %	TRUCK Trips IN 8	TRUCK Trips OUT 8	Total Site Trips	FULL Build Volumes	Proposed Commercial Development: Enter Dist. %	Exit Dist. %	CAR Trips IN 621	CAR Trips OUT 631	Enter Dist. %	Exit Dist. %	TRUCK Trips IN 8	TRUCK Trips OUT 8	Total Site Trips	FULL Build Volumes
6	Oswego Rd Liverpool Bypass																								
	SR				0									0	0									0	0
	ST	587	599		599									0	599									0	599
	SL	102	104	2	106	2%		12						12	118	2%		12						12	118
	WR	184	188	1	189		2%		13					13	202		2%		13					13	202
	WT				0									0	0									0	0
	WL	77	79		79						100%		8	8	87						100%		8	8	87
	NR	86	88		88					100%		8		8	96					100%		8		8	96
	NT	903	921		921									0	921									0	921
	NL				0									0	0									0	0
	ER				0									0	0									0	0
	ET				0									0	0									0	0
	EL				0									0	0									0	0
7	Oswego Rd John Glenn Blvd																								
	SR	383	391		391									0	391									0	391
	ST	714	728	2	730									0	730									0	730
	SL	87	89		89									0	89									0	89
	WR	98	100		100									0	100									0	100
	WT	315	321		321		5%		32					32	353		5%		32					32	353
	WL	110	112		112									0	112									0	112
	NR	131	134		134									0	134									0	134
	NT	948	967	1	968									0	968									0	968
	NL	133	136		136									0	136									0	136
	ER	151	154		154									0	154									0	154
	ET	306	312		312	5%		31						31	343	5%		31						31	343
	EL	402	410		410									0	410									0	410
8	Oswego Rd Wetzel Rd																								
	SR	6	6		6									0	6									0	6
	ST	759	774	2	776									0	776									0	776
	SL	160	163		163	15%		93						93	256	15%		93						93	256
	WR	223	227		227		15%		95					95	322		15%		95					95	322
	WT	18	18		18									0	18									0	18
	WL	105	107		107									0	107									0	107
	NR	115	117		117									0	117									0	117
	NT	863	880	1	881									0	881									0	881
	NL	15	15		15									0	15									0	15
	ER	12	12		12									0	12									0	12
	ET	11	11		11									0	11									0	11
	EL	22	22		22									0	22									0	22
9	Morgan Rd Wetzel Rd																								
	SR	58	59		59									0	59									0	59
	ST	356	363	8	371	10%		62						62	433	10%		62						62	433
	SL	49	50		50									0	50									0	50
	WR	84	86		86									0	86									0	86
	WT	192	196		196									0	196									0	196
	WL	23	23		23									0	23									0	23
	NR	31	32		32									0	32									0	32
	NT	525	536	5	541		10%		63					63	604		10%		63					63	604
	NL	178	182		182		15%		95					95	277		15%		95					95	277
	ER	66	67		67	15%		93						93	160	15%		93						93	160
	ET	125	128		128									0	128									0	128
	EL	40	41		41									0	41									0	41
10	Morgan Rd Buckley Rd																								
	SR	140	143		143									0	143									0	143
	ST	262	267	8	275	25%		155						155	430	25%		155						155	430
	SL	78	80		80									0	80									0	80
	WR	93	95		95									0	95									0	95
	WT	404	412		412									0	412									0	412
	WL	84	86	2	88	10%		62						62	150	10%		62						62	150
	NR	87	89	1	90		10%		63					63	153		10%		63					63	153
	NT	466	475	5	480		25%		158					158	638		25%		158					158	638
	NL	139	142		142		5%		32					32	174		5%		32					32	174
	ER	92	94		94	5%		31						31	125	5%		31						31	125
	ET	372	379		379									0	379									0	379
	EL	215	219		219									0	219									0	219

PROPOSED DISTRIBUTION CENTER PROJECT
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FIG 3 FIG 4 FIG 6 FIG 7 FIG 8 FIG 8B

Num of yrs: 2

LOCATION NUMBER	INTERSECTION DESCRIPTION	2019 Existing Volume	Bkgd Volume 1.00%	Meyer Manor Apartments Tulip Street	2021 Background Volume	Proposed Commercial Development								Total Site Trips	FULL Build Volumes	Proposed Commercial Development								Total Site Trips	FULL Build Volumes
						Enter Dist. %	Exit Dist. %	CAR Trips IN 621	CAR Trips OUT 631	Enter Dist. %	Exit Dist. %	TRUCK Trips IN 8	TRUCK Trips OUT 8			Enter Dist. %	Exit Dist. %	CAR Trips IN 621	CAR Trips OUT 631	Enter Dist. %	Exit Dist. %	TRUCK Trips IN 8	TRUCK Trips OUT 8		
11	Henry Clay Blvd Buckley Rd																								
	SR	137	140		140	5%		31						31	171	5%		31						31	171
	ST	324	331		331									0	331									0	331
	SL	77	79		79									0	79									0	79
	WR	53	54		54									0	54									0	54
	WT	304	310	2	312	5%		31						31	343	5%		31						31	343
	WL	37	38		38									0	38									0	38
	NR	52	53		53									0	53									0	53
	NT	307	313		313									0	313									0	313
	NL	44	45		45									0	45									0	45
	ER	59	60		60									0	60									0	60
	ET	340	347	1	348		5%		32					32	380		5%		32					32	380
	EL	77	79		79		5%		32					32	111		5%		32					32	111
12	Morgan Rd Proposed Driveway 1																								
	SR				0	24%		149						149	149	14%		87						87	87
	ST	413	421	10	431	16%		99						99	530	26%		161						161	592
	SL				0									0	0									0	0
	WR				0									0	0									0	0
	WT				0									0	0									0	0
	WL				0									0	0									0	0
	NR				0									0	0									0	0
	NT	633	646	6	652		16%		101					101	753		31%		196					196	848
	NL				0					100%		8		8	8					100%		8		8	8
	ER				0						100%		8	8	8		6%		38		100%		8	46	46
	ET				0									0	0									0	0
	EL				0		24%		151					151	151		9%		57					57	57
13	Morgan Rd RMF North Driveway/Proposed Dwy 2																								
	SR				0	9%		56						56	56	9%		56						56	56
	ST	410	418	10	428	7%		43			100%		8	51	479	17%	6%	106	38		100%		8	151	579
	SL	3	3		3									0	3									0	3
	WR	16	16		16									0	16									0	16
	WT				0									0	0									0	0
	WL	8	8		8									0	8									0	8
	NR	5	5		5									0	5									0	5
	NT	617	629	6	635		7%		44	100%		8		52	687		17%		107	100%		8		115	750
	NL				0	23%		143						143	143	25%		155						155	155
	ER				0		23%		145					145	145		17%		107					107	107
	ET				0									0	0									0	0
	EL				0		9%		57					57	57		14%		88					88	88
14	Morgan Rd RMF South Driveway/Proposed Dwy 3																								
	SR				0	7%		43						43	43	8%		50						50	50
	ST	421	429	10	439		23%		145		100%		8	153	592	9%	23%	56	145		100%		8	209	648
	SL	6	6		6									0	6									0	6
	WR	18	18		18									0	18									0	18
	WT				0									0	0									0	0
	WL	25	26		26									0	26									0	26
	NR	4	4		4									0	4									0	4
	NT	634	647	6	653	23%		143		100%		8		151	804	25%		155		100%		8		163	816
	NL				0	15%		93						93	93	18%		112						112	112
	ER				0		15%		95					95	95		15%		95					95	95
	ET				0									0	0									0	0
	EL				0		7%		44					44	44		17%		107					107	107
15	Morgan Rd Proposed Driveway 4																								
	SR				0									0	0	9%		56						56	56
	ST	460	469	10	479		38%		240		100%		8	248	727		38%		240		100%		8	248	727
	SL				0									0	0									0	0
	WR				0									0	0									0	0
	WT				0									0	0									0	0
	WL				0									0	0									0	0
	NR				0									0	0									0	0
	NT	651	664	6	670	38%		236		100%		8		244	914	43%		267		100%		8		275	945
	NL				0	20%		124						124	124									0	0
	ER				0		20%		126					126	126		20%		126					126	126
	ET				0									0	0									0	0
	EL				0									0	0									0	0

PROPOSED DISTRIBUTION CENTER PROJECT
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FIG 3 FIG 4 FIG 6 FIG 7 FIG 8 FIG 8B

Num of yrs: 2

LOCATION NUMBER	INTERSECTION DESCRIPTION	2019 Existing Volume	Bkgd Volume 1.00%	Meyer Manor Apartments Tulip Street	2021 Background Volume	Proposed Commercial Development: Enter Dist. %	Exit Dist. %	CAR Trips IN 621	CAR Trips OUT 631	Enter Dist. %	Exit Dist. %	TRUCK Trips IN 8	TRUCK Trips OUT 8	Total Site Trips	FULL Build Volumes	Proposed Commercial Development: Enter Dist. %	Exit Dist. %	CAR Trips IN 621	CAR Trips OUT 631	Enter Dist. %	Exit Dist. %	TRUCK Trips IN 8	TRUCK Trips OUT 8	Total Site Trips	FULL Build Volumes
16	Liverpool Bypass Proposed Driveway 5																								
	SR				0		2%		13					13	13		2%		13					13	13
	ST				0									0	0									0	0
	SL				0									0	0									0	0
	WR				0									0	0	15%		93						93	93
	WT	262	267	1	268						100%		8	8	276						100%		8	8	276
	WL				0									0	0									0	0
	NR				0									0	0									0	0
	NT				0									0	0									0	0
	NL				0									0	0									0	0
	ER				0									0	0									0	0
	ET	200	204	2	206					100%		8		8	214					100%		8		8	214
	EL				0	2%		12						12	12	2%		12						12	12
17	Morgan Rd Liverpool Bypass																								
	SR	87	89		89						100%		8	8	97						100%		8	8	97
	ST	370	377	10	387		58%		366					366	753		58%		366					366	753
	SL	3	3		3									0	3									0	3
	WR	8	8		8									0	8									0	8
	WT	8	8		8									0	8									0	8
	WL	1	1		1									0	1									0	1
	NR	5	5		5									0	5									0	5
	NT	568	579	6	585	58%		360						360	945	43%		267						267	852
	NL	167	170	1	171									0	171	15%		93						93	264
	ER	117	119	2	121									0	121									0	121
	ET	8	8		8									0	8									0	8
	EL	75	77		77					100%		8		8	85					100%		8		8	85
18	Morgan Rd Sheridan Rd																								
	SR	11	11		11									0	11									0	11
	ST	500	510	12	522		58%		366					366	888		58%		366					366	888
	SL				0									0	0									0	0
	WR				0									0	0									0	0
	WT				0									0	0									0	0
	WL				0									0	0									0	0
	NR				0									0	0									0	0
	NT	736	751	7	758	58%		360						360	1118	58%		360						360	1118
	NL	8	8		8									0	8									0	8
	ER	6	6		6									0	6									0	6
	ET				0									0	0									0	0
	EL	5	5		5									0	5									0	5
19	Tulip St Commerce Blvd																								
	SR				0									0	0									0	0
	ST	314	320	12	332		43%		271					271	603		43%		271					271	603
	SL	182	186		186		15%		95					95	281		15%		95					95	281
	WR	260	265		265	15%		93						93	358	15%		93						93	358
	WT				0									0	0									0	0
	WL	7	7	7	14									0	14									0	14
	NR	14	14	3	17									0	17									0	17
	NT	463	472	7	479	43%		267						267	746	43%		267						267	746
	NL				0									0	0									0	0
	ER				0									0	0									0	0
	ET				0									0	0									0	0
	EL				0									0	0									0	0
20	Vine St Commerce Blvd																								
Commerce Drive	SR	57	58	7	65									0	65									0	65
	ST				0									0	0									0	0
	SL	181	185		185		15%		95					95	280		15%		95					95	280
Vine Street	WR	222	226		226	15%		93						93	319	15%		93						93	319
	WT	277	283		283									0	283									0	283
	WL				0									0	0									0	0
	NR				0									0	0									0	0
	NT				0									0	0									0	0
	NL				0									0	0									0	0
	ER				0									0	0									0	0
Vine Street	ET	204	208		208									0	208									0	208
	EL	21	21	3	24									0	24									0	24
21	Henry Clay Blvd Vine St																								
	SR	64	65		65									0	65									0	65
	ST	275	281		281									0	281									0	281
	SL	121	123		123									0	123									0	123
	WR	204	208		208									0	208									0	208
	WT	256	261	5	266	10%		62						62	328	10%		62						62	328
	WL	158	161		161									0	161									0	161
	NR	241	246		246									0	246									0	246
	NT	402	410		410									0	410									0	410
	NL	79	81	2	83	5%		31						31	114	5%		31						31	114
	ER	75	77	1	78		5%		32					32	110		5%		32					32	110
	ET	239	244	2	246		10%		63					63	309		10%		63					63	309
	EL	73	74		74									0	74									0	74

A3

Level of Service:
Criteria and Definitions

Level of Service Criteria

Highway Capacity Manual 2016

SIGNALIZED INTERSECTIONS

Level of Service is a qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. Level of Service for signalized intersections is defined in terms of delay specifically, average total delay per vehicle for a 15 minute analysis period. The ranges are as follows:

Level of Service	Control Delay per vehicle (seconds)
A	< 10
B	10 – 20
C	20 – 35
D	35 – 55
E	55 – 80
F	>80

UNSIGNALIZED INTERSECTIONS

Level of Service for unsignalized intersections is also defined in terms of delay. However, the delay criteria are different from a signalized intersection. The primary reason for this is driver expectation that a signalized intersection is designed to carry higher volumes than an unsignalized intersection. The total delay threshold for any given Level of Service is less for an unsignalized intersection than for a signalized intersection. The ranges are as follows:

Level of Service	Control Delay per vehicle (seconds)
A	< 10
B	10 – 15
C	15 – 25
D	25 – 35
E	35 - 50
F	>50

A4

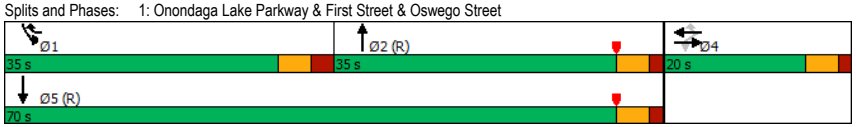
Level of Service Calculations: Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	9	17	20	19	194	0	368	6	258	1217	0
Future Volume (vph)	0	9	17	20	19	194	0	368	6	258	1217	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	150		0	0		125	200		0
Storage Lanes	0		0	1		2	0		1	2		0
Taper Length (ft)	25			25			25			125		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.910				0.850			0.850			
Flt Protected					0.975					0.950		
Satd. Flow (prot)	0	1552	0	0	1668	2453	0	3455	1249	3022	3455	0
Flt Permitted					0.838					0.950		
Satd. Flow (perm)	0	1552	0	0	1434	2453	0	3455	1249	3022	3455	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22				246			158			
Link Speed (mph)		31			31			31			31	
Link Distance (ft)		761			682			829			684	
Travel Time (s)		16.7			15.0			18.2			15.0	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	2%	23%	0%	0%	15%	12%	2%	1%	25%	12%	1%	2%
Adj. Flow (vph)	0	11	22	25	24	246	0	466	8	327	1541	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	0	0	49	246	0	466	8	327	1541	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors		1		1	1	1		1	1	1	1	
Detector Template												
Leading Detector (ft)		49		49	49	49		49	49	49	49	
Trailing Detector (ft)		0		0	0	0		0	0	0	0	
Detector 1 Position(ft)		0		0	0	0		0	0	0	0	
Detector 1 Size(ft)		49		49	49	49		49	49	49	49	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		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	
Detector 1 Delay (s)		0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Turn Type		NA		Perm	NA	pm+ov		NA	Free	Prot	NA	
Protected Phases		4			4	1		2		1	5	
Permitted Phases				4		4			Free			
Detector Phase		4		4	4	1		2		1	5	
Switch Phase												
Minimum Initial (s)		6.0		6.0	6.0	6.0		24.0		6.0	24.0	
Minimum Split (s)		11.0		11.0	11.0	12.0		29.5		12.0	29.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)		20.0		20.0	20.0	35.0		35.0		35.0	70.0	
Total Split (%)		22.2%		22.2%	22.2%	38.9%		38.9%		38.9%	77.8%	
Maximum Green (s)		15.0		15.0	15.0	29.0		30.0		29.0	65.0	
Yellow Time (s)		3.5		3.5	3.5	3.5		3.5		3.5	3.5	
All-Red Time (s)		1.5		1.5	1.5	2.5		1.5		2.5	1.5	
Lost Time Adjust (s)		-2.0			-2.0	-3.0		-2.0		-3.0	-2.0	
Total Lost Time (s)		3.0			3.0	3.0		3.0		3.0	3.0	
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	
Recall Mode		None		None	None	None		C-Max		None	C-Max	
Act Effct Green (s)		10.5			10.5	29.9		54.1	90.0	18.6	76.3	
Actuated g/C Ratio		0.12			0.12	0.33		0.60	1.00	0.21	0.85	
v/c Ratio		0.16			0.29	0.25		0.22	0.01	0.52	0.53	
Control Delay		20.7			40.2	2.8		10.3	0.0	26.7	3.8	
Queue Delay		0.0			0.0	0.0		0.0	0.0	0.0	0.1	
Total Delay		20.7			40.2	2.8		10.3	0.0	26.7	3.9	
LOS		C			D	A		B	A	C	A	
Approach Delay		20.7			9.0			10.1			7.9	
Approach LOS		C			A			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBT and 5:SBT, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay: 8.6		Intersection LOS: A	
Intersection Capacity Utilization 49.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Onondaga Lake Parkway & First Street & Oswego Street

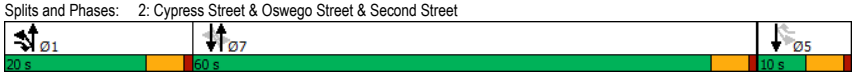


Lane Group	EBR	EBR2	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø7
Lane Configurations										
Traffic Volume (vph)	317	3	5	83	465	16	3	1161	2	
Future Volume (vph)	317	3	5	83	465	16	3	1161	2	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0		0	175		0	100		0	
Storage Lanes	2		1	2		0	1		0	
Taper Length (ft)				125			25			
Lane Util. Factor	0.88	1.00	1.00	0.97	0.95	0.95	1.00	0.95	0.95	
Frt	0.850		0.865		0.995					
Flt Protected				0.950			0.950			
Satd. Flow (prot)	2712	0	1324	3319	3282	0	1312	3388	0	
Flt Permitted				0.114			0.418			
Satd. Flow (perm)	2712	0	1324	398	3282	0	577	3388	0	
Right Turn on Red		Yes	Yes			Yes				
Satd. Flow (RTOR)	85		444		19					
Link Speed (mph)					31			31		
Link Distance (ft)					684			501		
Travel Time (s)					15.0			11.0		
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	
Heavy Vehicles (%)	1%	33%	20%	2%	6%	0%	33%	3%	0%	
Adj. Flow (vph)	406	4	6	106	596	21	4	1488	3	
Shared Lane Traffic (%)										
Lane Group Flow (vph)	410	0	6	106	617	0	4	1491	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	
Median Width(ft)					22			22		
Link Offset(ft)					0			0		
Crosswalk Width(ft)					16			16		
Two way Left Turn Lane										
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	
Turning Speed (mph)	9	9	9	16		9	16		9	
Number of Detectors	1		1	1	1		1	1		
Detector Template										
Leading Detector (ft)	49		49	49	49		49	49		
Trailing Detector (ft)	0		0	0	0		0	0		
Detector 1 Position(ft)	0		0	0	0		0	0		
Detector 1 Size(ft)	49		49	49	49		49	49		
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	Over		Perm	custom	NA		Perm	NA		
Protected Phases	1			1	1 7			5 7		7
Permitted Phases	1		5	7	7		5 7			
Detector Phase	1		5	1	1 7		5 7	5 7		
Switch Phase										
Minimum Initial (s)	10.0		5.0	10.0						8.0
Minimum Split (s)	15.0		10.0	15.0						13.0

Lane Group	EBR	EBR2	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø7
Total Split (s)	20.0		10.0	20.0						60.0
Total Split (%)	22.2%		11.1%	22.2%						67%
Maximum Green (s)	15.0		5.0	15.0						55.0
Yellow Time (s)	4.0		4.0	4.0						4.0
All-Red Time (s)	1.0		1.0	1.0						1.0
Lost Time Adjust (s)	-2.0		-2.0	-2.0						
Total Lost Time (s)	3.0		3.0	3.0						
Lead/Lag	Lead			Lead						Lag
Lead-Lag Optimize?										
Vehicle Extension (s)	3.0		3.0	3.0						3.0
Recall Mode	None		Max	None						None
Act Effct Green (s)	16.5		23.1	57.9	60.9		67.5	67.5		
Actuated g/C Ratio	0.18		0.26	0.64	0.68		0.75	0.75		
v/c Ratio	0.72		0.01	0.13	0.28		0.01	0.59		
Control Delay	35.3		0.0	6.9	10.1		5.7	7.2		
Queue Delay	0.0		0.0	0.0	0.0		0.0	0.2		
Total Delay	35.3		0.0	6.9	10.1		5.7	7.4		
LOS	D		A	A	B		A	A		
Approach Delay					9.6			7.4		
Approach LOS					A			A		

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 6:, Start of Yellow, Master Intersection			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 12.4		Intersection LOS: B	
Intersection Capacity Utilization 50.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Cypress Street & Oswego Street & Second Street

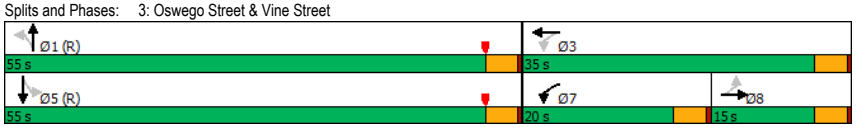


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	54	6	123	30	4	1	387	93	1	994	7
Future Volume (vph)	8	54	6	123	30	4	1	387	93	1	994	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	140		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.985			0.983			0.971			0.999	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1558	1777	0	1662	1759	0	0	3202	0	0	3385	0
Flt Permitted	0.728			0.504				0.954			0.955	
Satd. Flow (perm)	1194	1777	0	882	1759	0	0	3055	0	0	3233	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			5			55			1	
Link Speed (mph)		31			31			31			31	
Link Distance (ft)		316			895			501			522	
Travel Time (s)		7.0			19.7			11.0			11.5	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	12%	2%	0%	5%	3%	0%	0%	7%	1%	0%	3%	0%
Adj. Flow (vph)	10	70	8	160	39	5	1	503	121	1	1291	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	78	0	160	44	0	0	625	0	0	1301	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)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	49	49		49	49		49	49		49	49	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	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	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	3			1			5	
Permitted Phases	8			3			1			5		
Detector Phase	8	8		7	3		1	1		5	5	
Switch Phase												
Minimum Initial (s)	5.5	5.5		3.5	7.5		19.5	19.5		19.5	19.5	
Minimum Split (s)	10.0	10.0		8.0	12.0		24.0	24.0		24.0	24.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	15.0	15.0		20.0	35.0		55.0	55.0		55.0	55.0	
Total Split (%)	16.7%	16.7%		22.2%	38.9%		61.1%	61.1%		61.1%	61.1%	
Maximum Green (s)	11.0	11.0		16.0	31.0		51.0	51.0		51.0	51.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0			-1.0			-1.0	
Total Lost Time (s)	3.0	3.0		3.0	3.0			3.0			3.0	
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	
Recall Mode	Min	Min		None	Min		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)	9.7	9.7		26.9	26.9			57.1			57.1	
Actuated g/C Ratio	0.11	0.11		0.30	0.30			0.63			0.63	
v/c Ratio	0.08	0.40		0.41	0.08			0.32			0.63	
Control Delay	36.1	40.4		26.6	19.0			17.9			10.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.1	
Total Delay	36.1	40.4		26.6	19.0			17.9			10.6	
LOS	D	D		C	B			B			B	
Approach Delay		39.9			24.9			17.9			10.6	
Approach LOS		D			C			B			B	

Intersection Summary		
Area Type:	Other	
Cycle Length: 90		
Actuated Cycle Length: 90		
Offset: 0 (0%), Referenced to phase 1:NBTL and 5:SBTL, Start of Yellow		
Natural Cycle: 45		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.63		
Intersection Signal Delay: 15.1	Intersection LOS: B	
Intersection Capacity Utilization 48.5%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 3: Oswego Street & Vine Street

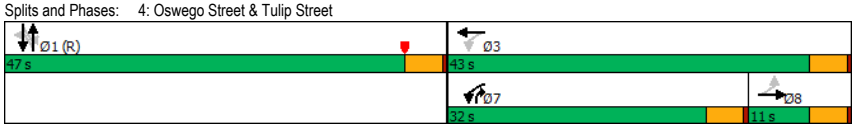


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	22	2	475	33	2	0	181	193	1	552	16
Future Volume (vph)	10	22	2	475	33	2	0	181	193	1	552	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		100	0		0	0		0
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.990			0.993				0.850		0.996	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1342	1561	0	1728	1733	0	0	1670	1501	0	3333	0
Flt Permitted	0.741			0.476							0.955	
Satd. Flow (perm)	1047	1561	0	866	1733	0	0	1670	1501	0	3183	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			2				235		5	
Link Speed (mph)		31			31			31			31	
Link Distance (ft)		335			373			522			208	
Travel Time (s)		7.4			8.2			11.5			4.6	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	30%	14%	50%	1%	3%	50%	0%	10%	4%	0%	4%	14%
Adj. Flow (vph)	12	27	2	579	40	2	0	221	235	1	673	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	29	0	579	42	0	0	221	235	0	694	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)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	1		1	1		1	1	1	1	1	
Detector Template												
Leading Detector (ft)	49	49		49	49		49	49	49	49	49	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	49	49		49	49		49	49	49	49	49	
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	Perm	NA		pm+pt	NA			NA	pm+ov	Perm	NA	
Protected Phases		8		7	3			1	7		1	
Permitted Phases	8			3			1		1	1		
Detector Phase	8	8		7	3		1	1	7	1	1	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		15.0	15.0	4.0	15.0	15.0	
Minimum Split (s)	8.5	8.5		8.5	8.5		20.0	20.0	8.5	20.0	20.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	11.0	11.0		32.0	43.0		47.0	47.0	32.0	47.0	47.0	
Total Split (%)	12.2%	12.2%		35.6%	47.8%		52.2%	52.2%	35.6%	52.2%	52.2%	
Maximum Green (s)	6.5	6.5		27.5	38.5		42.5	42.5	27.5	42.5	42.5	
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)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	-1.5	-1.5		-1.5	-1.5			-1.5	-1.0		-1.5	
Total Lost Time (s)	3.0	3.0		3.0	3.0			3.0	3.5		3.0	
Lead/Lag	Lag	Lag		Lead					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		None	None		C-Max	C-Max	None	C-Max	C-Max	
Act Effct Green (s)	7.7	7.7		35.6	27.0			48.4	81.3		48.4	
Actuated g/C Ratio	0.09	0.09		0.40	0.30			0.54	0.90		0.54	
v/c Ratio	0.13	0.21		0.93	0.08			0.25	0.17		0.40	
Control Delay	41.6	40.3		48.5	16.2			11.3	0.3		14.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	41.6	40.3		48.5	16.2			11.3	0.3		14.0	
LOS	D	D		D	B			B	A		B	
Approach Delay		40.7			46.3			5.6			14.0	
Approach LOS		D			D			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 1:NBSB, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 23.6		Intersection LOS: C	
Intersection Capacity Utilization 56.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: Oswego Street & Tulip Street



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	153	27	90	224	633	497
Future Volume (vph)	153	27	90	224	633	497
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	205	185			0
Storage Lanes	2	1	1			1
Taper Length (ft)	25		175			
Lane Util. Factor	0.97	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	2798	1459	1745	3323	1783	1432
Flt Permitted	0.950		0.170			
Satd. Flow (perm)	2798	1459	312	3323	1783	1432
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			45	45	
Link Distance (ft)	933			815	2157	
Travel Time (s)	21.2			12.3	32.7	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles (%)	21%	7%	0%	5%	3%	9%
Adj. Flow (vph)	201	36	118	295	833	654
Shared Lane Traffic (%)						
Lane Group Flow (vph)	201	36	118	295	833	654
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	22			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16	9	16			9
Number of Detectors	1	1	1	1	1	1
Detector Template						
Leading Detector (ft)	49	49	49	49	49	49
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	49	49	49	49	49	49
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	Prot	Free	pm+pt	NA	NA	pm+ov
Protected Phases	3		1	6	2	3
Permitted Phases		Free	6			2
Detector Phase	3		1	6	2	3
Switch Phase						
Minimum Initial (s)	8.0		5.0	10.0	10.0	8.0
Minimum Split (s)	20.0		10.0	20.0	20.0	20.0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Split (s)	25.0		12.0	65.0	53.0	25.0
Total Split (%)	27.8%		13.3%	72.2%	58.9%	27.8%
Maximum Green (s)	20.0		7.0	60.0	48.0	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)	-2.0		-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	3.0		3.0	3.0	3.0	3.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Vehicle Extension (s)	4.0		4.0	4.0	4.0	4.0
Recall Mode	None		None	Max	Max	None
Act Effct Green (s)	16.9	85.0	62.1	62.1	52.6	73.2
Actuated g/C Ratio	0.20	1.00	0.73	0.73	0.62	0.86
v/c Ratio	0.36	0.02	0.31	0.12	0.75	0.53
Control Delay	31.0	0.0	6.1	3.9	19.5	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.0	0.0	6.1	3.9	19.5	3.9
LOS	C	A	A	A	B	A
Approach Delay	26.3			4.5	12.7	
Approach LOS	C			A	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 85			
Natural Cycle: 65			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 12.6		Intersection LOS: B	
Intersection Capacity Utilization 55.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Oswego Street & Exit 38



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	133	52	254	92	209	917
Future Volume (vph)	133	52	254	92	209	917
Ideal Flow (vphpl)	1900	1900	2000	1900	1900	2100
Lane Width (ft)	12	12	12	11	12	12
Storage Length (ft)	0	125		0	275	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				75	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.960			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1433	1404	3281	0	1687	3874
Flt Permitted	0.950				0.423	
Satd. Flow (perm)	1433	1404	3281	0	751	3874
Right Turn on Red		No		Yes		
Satd. Flow (RTOR)			86			
Link Speed (mph)	30		45			40
Link Distance (ft)	617		2157			2920
Travel Time (s)	14.0		32.7			49.8
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	26%	15%	8%	20%	7%	3%
Adj. Flow (vph)	182	71	348	126	286	1256
Shared Lane Traffic (%)						
Lane Group Flow (vph)	182	71	474	0	286	1256
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	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	0.94	1.04	1.00	0.88
Turning Speed (mph)	16	9		9	16	
Number of Detectors	1	1	1		1	1
Detector Template						
Leading Detector (ft)	49	49	49		49	49
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	49	49	49		49	49
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Prot	pm+ov	NA		pm+pt	NA
Protected Phases	3	5	6		5	2
Permitted Phases		3			2	
Detector Phase	3	5	6		5	2
Switch Phase						
Minimum Initial (s)	10.0	5.0	10.0		5.0	10.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Split (s)	20.0	11.5	20.0		11.5	20.0
Total Split (s)	24.0	16.0	55.0		16.0	71.0
Total Split (%)	25.3%	16.8%	57.9%		16.8%	74.7%
Maximum Green (s)	18.0	10.0	49.0		10.0	65.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0	-3.0		-3.0	-3.0
Total Lost Time (s)	3.0	3.0	3.0		3.0	3.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	6.0	4.0	6.0		4.0	6.0
Recall Mode	None	None	Max		None	Max
Act Effct Green (s)	19.7	35.5	52.3		68.1	68.1
Actuated g/C Ratio	0.21	0.38	0.56		0.73	0.73
v/c Ratio	0.60	0.13	0.25		0.43	0.45
Control Delay	42.8	19.6	9.2		6.5	6.0
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	42.8	19.6	9.2		6.5	6.0
LOS	D	B	A		A	A
Approach Delay	36.3		9.2			6.1
Approach LOS	D		A			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 93.8			
Natural Cycle: 55			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 10.1		Intersection LOS: B	
Intersection Capacity Utilization 39.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 6: Oswego Street & Liverpool Bypass

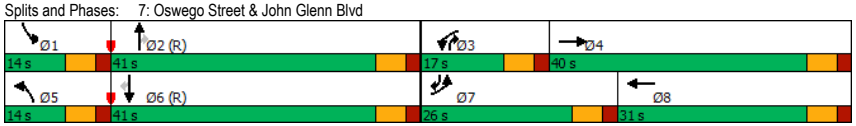


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	146	279	142	87	231	22	56	258	54	41	724	201
Future Volume (vph)	146	279	142	87	231	22	56	258	54	41	724	201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	11	12	11	11	12	11	11
Storage Length (ft)	475		0	250		0	225		385	260		460
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (ft)	195			100			25			45		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.949			0.987				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	3326	0	1770	3326	0	1626	3222	1220	1805	3421	1546
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	3326	0	1770	3326	0	1626	3222	1220	1805	3421	1546
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)		86										
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1083			889			1448			925	
Travel Time (s)		16.4			13.5			24.7			15.8	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	3%	4%	1%	2%	5%	29%	11%	14%	28%	0%	2%	1%
Adj. Flow (vph)	176	336	171	105	278	27	67	311	65	49	872	242
Shared Lane Traffic (%)												
Lane Group Flow (vph)	176	507	0	105	305	0	67	311	65	49	872	242
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)		24			24			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	1.04	1.00	1.00	1.04	1.00	0.98	1.04	1.00	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	49	49		49	49		49	49	49	49	49	49
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)	49	49		49	49		49	49	49	49	49	49
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	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases									2			6
Detector Phase	7	4		3	8		5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	4.0		5.0	4.0		5.0	4.0	5.0	5.0	4.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	12.5	11.5		12.5	11.5		12.5	11.5	12.5	12.5	11.5	12.5
Total Split (s)	26.0	40.0		17.0	31.0		14.0	41.0	17.0	14.0	41.0	26.0
Total Split (%)	23.2%	35.7%		15.2%	27.7%		12.5%	36.6%	15.2%	12.5%	36.6%	23.2%
Maximum Green (s)	20.0	34.0		11.0	25.0		8.0	35.0	11.0	8.0	35.0	20.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0		-3.0	-3.0		-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
Total Lost Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max	None
Act Effct Green (s)	14.8	23.5		13.3	22.1		13.4	53.6	69.9	11.9	52.3	70.0
Actuated g/C Ratio	0.13	0.21		0.12	0.20		0.12	0.48	0.62	0.11	0.47	0.62
v/c Ratio	0.39	0.66		0.50	0.47		0.35	0.20	0.09	0.26	0.55	0.25
Control Delay	46.6	37.4		54.8	41.8		49.3	19.7	11.6	48.4	25.6	12.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.6	37.4		54.8	41.8		49.3	19.7	11.6	48.4	25.6	12.0
LOS	D	D		D	D		D	B	B	D	C	B
Approach Delay		39.7			45.1			23.0			23.7	
Approach LOS		D			D			C			C	

Intersection Summary		
Area Type:	Other	
Cycle Length: 112		
Actuated Cycle Length: 112		
Offset: 108 (96%), Referenced to phase 2:NBT and 6:SBT, Start of Green		
Natural Cycle: 60		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.66		
Intersection Signal Delay: 30.9	Intersection LOS: C	
Intersection Capacity Utilization 54.6%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 7: Oswego Street & John Glenn Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	2	5	100	2	58	2	293	158	208	682	1
Future Volume (vph)	0	2	5	100	2	58	2	293	158	208	682	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		150	80		0	400		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			75			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.905				0.850		0.947				
Flt Protected					0.953		0.950			0.950		
Satd. Flow (prot)	0	1027	0	0	1622	1229	1163	2969	0	1601	3455	0
Flt Permitted					0.430		0.309			0.950		
Satd. Flow (perm)	0	1027	0	0	732	1229	378	2969	0	1601	3455	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				102		129				
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		608			1080			738			681	
Travel Time (s)		13.8			24.5			12.6			11.6	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles (%)	0%	50%	67%	7%	50%	27%	50%	12%	10%	9%	1%	0%
Adj. Flow (vph)	0	3	7	135	3	78	3	396	214	281	922	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	138	78	3	610	0	281	923	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		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	
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	
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		NA		pm+pt	NA	custom	Perm	NA		Prot	NA	
Protected Phases		4		3	8	3		2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	2					
Detector Phase	4	4		3	8	3	2	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		9.5	10.0	9.5	10.0	10.0		9.0	10.0	
Total Split (s)	18.0	18.0		13.0	31.0	13.0	24.0	24.0		20.0	44.0	
Total Split (%)	24.0%	24.0%		17.3%	41.3%	17.3%	32.0%	32.0%		26.7%	58.7%	
Maximum Green (s)	13.0	13.0		8.0	26.0	8.0	19.0	19.0		15.0	39.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.0	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.5	1.5		2.0	1.5	
Lost Time Adjust (s)		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	
Lead/Lag	Lag	Lag		Lead		Lead	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	None	None		None	None	None	None	None		None	None	
Act Effct Green (s)		8.5			14.7	14.3	15.0	15.0		14.9	37.5	
Actuated g/C Ratio		0.15			0.26	0.25	0.26	0.26		0.26	0.66	
v/c Ratio		0.06			0.46	0.20	0.03	0.69		0.67	0.40	
Control Delay		19.7			24.4	4.1	20.5	21.1		34.1	8.2	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		19.7			24.4	4.1	20.5	21.1		34.1	8.2	
LOS		B			C	A	C	C		C	A	
Approach Delay		19.7			17.0			21.1			14.2	
Approach LOS		B			B			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 56.8			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 16.6		Intersection LOS: B	
Intersection Capacity Utilization 49.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Oswego Street & Wetzel Road

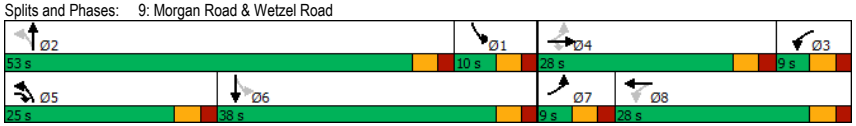


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	110	174	21	118	12	162	166	23	80	576	89
Future Volume (vph)	29	110	174	21	118	12	162	166	23	80	576	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		215	155		0	400		0	100		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	50			50			75			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.986			0.982			0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1631	1783	1382	1601	1763	0	1479	3260	0	1678	3331	0
Flt Permitted	0.310			0.657								
Satd. Flow (perm)	532	1783	1382	1107	1763	0	1556	3260	0	1766	3331	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142		5			21			18	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1071			1134			3403			1023	
Travel Time (s)		24.3			25.8			51.6			15.5	
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles (%)	7%	3%	13%	9%	2%	10%	18%	5%	6%	4%	2%	7%
Adj. Flow (vph)	41	157	249	30	169	17	231	237	33	114	823	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	157	249	30	186	0	231	270	0	114	950	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)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		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	
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	
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+pt	NA		pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	5	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	10.0	9.0	9.0	10.0		9.0	10.0		9.0	10.0	
Total Split (s)	9.0	28.0	25.0	9.0	28.0		25.0	53.0		10.0	38.0	
Total Split (%)	9.0%	28.0%	25.0%	9.0%	28.0%		25.0%	53.0%		10.0%	38.0%	
Maximum Green (s)	4.0	23.0	20.0	4.0	23.0		20.0	48.0		5.0	33.0	
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	Lead	Lead	Lag	Lag		Lead	Lead		Lag	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		None	None		None	None	
Act Effct Green (s)	14.9	14.9	35.2	16.1	13.8		23.5	19.7		31.9	27.3	
Actuated g/C Ratio	0.19	0.19	0.45	0.21	0.18		0.30	0.25		0.41	0.35	
v/c Ratio	0.26	0.46	0.36	0.12	0.59		0.50	0.32		0.16	0.81	
Control Delay	35.0	36.7	7.0	32.6	40.3		36.1	31.4		18.3	30.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	35.0	36.7	7.0	32.6	40.3		36.1	31.4		18.3	30.8	
LOS	D	D	A	C	D		D	C		B	C	
Approach Delay		20.0			39.2			33.6			29.5	
Approach LOS		B			D			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 78.4			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 29.4		Intersection LOS: C	
Intersection Capacity Utilization 54.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 9: Morgan Road & Wetzel Road

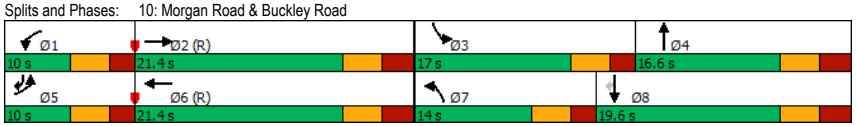


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	143	342	168	91	215	57	55	190	74	115	583	138
Future Volume (vph)	143	342	168	91	215	57	55	190	74	115	583	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	475		0	575		575	590		0	485		435
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			75			75			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.951			0.969			0.958				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	3222	0	1745	2964	0	1504	3039	0	1711	3355	1473
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1694	3222	0	1745	2964	0	1504	3039	0	1711	3355	1473
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		123			48			77				175
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		527			2541			1054			3403	
Travel Time (s)		8.0			38.5			16.0			51.6	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	3%	3%	3%	0%	8%	37%	16%	10%	10%	2%	4%	6%
Adj. Flow (vph)	181	433	213	115	272	72	70	241	94	146	738	175
Shared Lane Traffic (%)												
Lane Group Flow (vph)	181	646	0	115	344	0	70	335	0	146	738	175
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)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
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
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	Prot	NA		Prot	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	5	2		1	6		7	4		3	8	5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases												8
Detector Phase	5	2		1	6		7	4		3	8	5
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	10.0		5.0	10.0	5.0
Minimum Split (s)	10.0	20.5		10.0	20.5		10.0	15.5		10.0	15.5	10.0
Total Split (s)	10.0	21.4		10.0	21.4		14.0	16.6		17.0	19.6	10.0
Total Split (%)	15.4%	32.9%		15.4%	32.9%		21.5%	25.5%		26.2%	30.2%	15.4%
Maximum Green (s)	5.0	15.9		5.0	15.9		9.0	11.1		12.0	14.1	5.0
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	2.5		2.0	2.5		2.0	2.5		2.0	2.5	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	5.5		5.0	5.5		5.0	5.5		5.0	5.5	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Minimum Gap (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Time Before Reduce (s)	10.0	15.0		10.0	15.0		10.0	15.0		10.0	15.0	10.0
Time To Reduce (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Act Effct Green (s)	8.0	18.0		5.8	15.9		6.9	13.1		9.0	17.3	30.8
Actuated g/C Ratio	0.12	0.28		0.09	0.24		0.11	0.20		0.14	0.27	0.47
v/c Ratio	0.87	0.66		0.73	0.45		0.44	0.50		0.61	0.83	0.22
Control Delay	76.4	21.2		60.9	20.1		35.3	21.2		37.1	34.7	3.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	76.4	21.2		60.9	20.1		35.3	21.2		37.1	34.7	3.4
LOS	E	C		E	C		D	C		D	C	A
Approach Delay		33.3			30.3			23.6			29.8	
Approach LOS		C			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 30.0		Intersection LOS: C	
Intersection Capacity Utilization 58.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 10: Morgan Road & Buckley Road

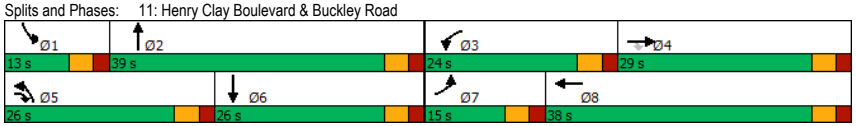


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	180	29	56	206	32	62	203	30	33	243	223
Future Volume (vph)	32	180	29	56	206	32	62	203	30	33	243	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	510		540	430		400	560		0	0		0
Storage Lanes	1		2	1		1	2		0	1		0
Taper Length (ft)	75			75			150			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.980			0.981			0.928	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1558	3261	1369	1558	3244	0	3193	3252	0	1558	3145	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1558	3261	1369	1558	3244	0	3193	3252	0	1558	3145	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			125		17			16				
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		796			633			1419			1496	
Travel Time (s)		12.1			9.6			21.5			22.7	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	12%	7%	14%	12%	5%	8%	6%	5%	7%	12%	2%	4%
Adj. Flow (vph)	39	217	35	67	248	39	75	245	36	40	293	269
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	217	35	67	287	0	75	281	0	40	562	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)		11			11			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		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	
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	
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	Prot	NA	pm+ov	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4									
Detector Phase	7	4	5	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	10.0	9.0	9.0	10.0		9.0	10.0		9.0	10.0	
Total Split (s)	15.0	29.0	26.0	24.0	38.0		26.0	39.0		13.0	26.0	
Total Split (%)	14.3%	27.6%	24.8%	22.9%	36.2%		24.8%	37.1%		12.4%	24.8%	
Maximum Green (s)	10.0	24.0	21.0	19.0	33.0		21.0	34.0		8.0	21.0	
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	Lead	Lead	Lag		Lead	Lag		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		None	Max		None	Max	
Act Effct Green (s)	7.5	10.6	23.2	8.8	14.4		7.4	35.4		7.1	32.6	
Actuated g/C Ratio	0.10	0.14	0.31	0.12	0.19		0.10	0.48		0.10	0.44	
v/c Ratio	0.25	0.46	0.07	0.36	0.45		0.24	0.18		0.27	0.41	
Control Delay	39.0	35.1	0.2	39.5	29.7		36.7	14.2		40.6	18.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	39.0	35.1	0.2	39.5	29.7		36.7	14.2		40.6	18.3	
LOS	D	D	A	D	C		D	B		D	B	
Approach Delay		31.4			31.5			18.9			19.8	
Approach LOS		C			C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 74.1			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 24.3		Intersection LOS: C	
Intersection Capacity Utilization 43.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: Henry Clay Boulevard & Buckley Road



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	3	250	18	12	676
Future Volume (vph)	5	3	250	18	12	676
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.951		0.990			
Flt Protected	0.969					0.999
Satd. Flow (prot)	1693	0	3134	0	0	3292
Flt Permitted	0.969					0.999
Satd. Flow (perm)	1693	0	3134	0	0	3292
Link Speed (mph)	31		45			45
Link Distance (ft)	542		464			630
Travel Time (s)	11.9		7.0			9.5
Peak Hour Factor	0.67	0.67	0.87	0.87	0.77	0.77
Heavy Vehicles (%)	0%	0%	11%	0%	0%	6%
Adj. Flow (vph)	7	4	287	21	16	878
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	0	308	0	0	894
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16	9		9	16	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	3	250	18	12	676
Future Vol, veh/h	5	3	250	18	12	676
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	67	67	87	87	77	77
Heavy Vehicles, %	0	0	11	0	0	6
Mvmt Flow	7	4	287	21	16	878

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	769	154	0	0	308	0
Stage 1	298	-	-	-	-	-
Stage 2	471	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	342	871	-	-	1264	-
Stage 1	733	-	-	-	-	-
Stage 2	600	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	333	871	-	-	1264	-
Mov Cap-2 Maneuver	333	-	-	-	-	-
Stage 1	733	-	-	-	-	-
Stage 2	585	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	433	1264	-
HCM Lane V/C Ratio	-	-	0.028	0.012	-
HCM Control Delay (s)	-	-	13.6	7.9	0.1
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	7	323	35	19	799
Future Volume (vph)	4	7	323	35	19	799
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.913		0.985			
Flt Protected	0.982					0.999
Satd. Flow (prot)	1647	0	3127	0	0	3293
Flt Permitted	0.982					0.999
Satd. Flow (perm)	1647	0	3127	0	0	3293
Link Speed (mph)	31		45			45
Link Distance (ft)	537		1212			464
Travel Time (s)	11.8		18.4			7.0
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles (%)	0%	0%	11%	0%	0%	6%
Adj. Flow (vph)	5	9	436	47	26	1080
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	483	0	0	1106
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16	9		9	16	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	7	323	35	19	799
Future Vol, veh/h	4	7	323	35	19	799
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	0	0	11	0	0	6
Mvmt Flow	5	9	436	47	26	1080

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1052	242	0	0	483	0
Stage 1	460	-	-	-	-	-
Stage 2	592	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	225	765	-	-	1090	-
Stage 1	608	-	-	-	-	-
Stage 2	521	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	212	765	-	-	1090	-
Mov Cap-2 Maneuver	212	-	-	-	-	-
Stage 1	608	-	-	-	-	-
Stage 2	490	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.5	0	0.4
HCM LOS	B		

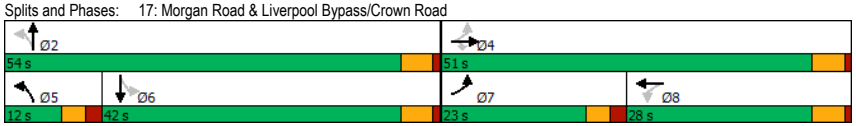
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	393	1090	-
HCM Lane V/C Ratio	-	-	0.038	0.024	-
HCM Control Delay (s)	-	-	14.5	8.4	0.2
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	13	193	5	6	4	67	290	9	3	636	109
Future Volume (vph)	86	13	193	5	6	4	67	290	9	3	636	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		260	0		0	0		0	100		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850		0.966			0.995			0.978	
Flt Protected		0.958			0.983		0.950			0.950		
Satd. Flow (prot)	0	1478	1432	0	1111	0	1531	1722	0	1745	3193	0
Flt Permitted		0.740			0.911		0.211			0.529		
Satd. Flow (perm)	0	1142	1432	0	1030	0	340	1722	0	972	3193	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			218		5			2			21	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		979			1200			344			294	
Travel Time (s)		22.3			27.3			5.2			4.5	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles (%)	15%	46%	9%	20%	83%	67%	14%	6%	11%	0%	5%	18%
Adj. Flow (vph)	113	17	254	7	8	5	88	382	12	4	837	143
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	130	254	0	20	0	88	394	0	4	980	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	1	1	1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	49	49	49	49	49		49	49		49	49	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	49	49	49	49	49		49	49		49	49	
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	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	4	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	10.0	10.0	10.0	10.0		9.0	10.0		10.0	10.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	23.0	51.0	51.0	28.0	28.0		12.0	54.0		42.0	42.0	
Total Split (%)	21.9%	48.6%	48.6%	26.7%	26.7%		11.4%	51.4%		40.0%	40.0%	
Maximum Green (s)	18.0	46.0	46.0	23.0	23.0		7.0	49.0		37.0	37.0	
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0		3.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	1.0	1.0	1.0	1.0		2.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-2.0	-1.0		-2.0		-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)		3.0	4.0		3.0		3.0	3.0		3.0	3.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	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		None	Max		Max	Max	
Act Effct Green (s)		14.9	13.9		14.9		51.1	51.1		41.9	41.9	
Actuated g/C Ratio		0.21	0.19		0.21		0.71	0.71		0.58	0.58	
v/c Ratio		0.55	0.56		0.09		0.23	0.32		0.01	0.53	
Control Delay		34.6	11.0		19.7		5.5	5.4		9.3	11.8	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		34.6	11.0		19.7		5.5	5.4		9.3	11.8	
LOS		C	B		B		A	A		A	B	
Approach Delay		19.0			19.7			5.4			11.7	
Approach LOS		B			B			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 72.1			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 11.7		Intersection LOS: B	
Intersection Capacity Utilization 46.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 17: Morgan Road & Liverpool Bypass/Crown Road



18: Morgan Road & Sheridan Rd Performance by lane

Lane	EB	NB	NB	SB	SB	All
Movements Served	LR	LT	T	T	TR	
Denied Del/Veh (s)						0.0
Total Del/Veh (s)	6.9	0.3	1.2	1.8	2.3	1.9

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	3	113	247	17	319	586
Future Volume (vph)	3	113	247	17	319	586
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.869		0.991			
Flt Protected	0.999				0.950	
Satd. Flow (prot)	1391	0	1732	0	1616	1640
Flt Permitted	0.999				0.950	
Satd. Flow (perm)	1391	0	1732	0	1616	1640
Link Speed (mph)	31		31			45
Link Distance (ft)	1605		362			396
Travel Time (s)	35.3		8.0			6.0
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	0%	15%	5%	6%	8%	12%
Adj. Flow (vph)	4	147	321	22	414	761
Shared Lane Traffic (%)						
Lane Group Flow (vph)	151	0	343	0	414	761
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16	9		9	16	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 48.9%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	3.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	113	247	17	319	586
Future Vol, veh/h	3	113	247	17	319	586
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	0	15	5	6	8	12
Mvmt Flow	4	147	321	22	414	761

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1921	332	0	0	343	0
Stage 1	332	-	-	-	-	-
Stage 2	1589	-	-	-	-	-
Critical Hdwy	6.4	6.35	-	-	4.18	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.435	-	-	2.272	-
Pot Cap-1 Maneuver	75	681	-	-	1183	-
Stage 1	731	-	-	-	-	-
Stage 2	186	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	49	681	-	-	1183	-
Mov Cap-2 Maneuver	49	-	-	-	-	-
Stage 1	731	-	-	-	-	-
Stage 2	121	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15	0	3.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	511	1183	-
HCM Lane V/C Ratio	-	-	0.295	0.35	-
HCM Control Delay (s)	-	-	15	9.7	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.2	1.6	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	43	170	109	160	265	30
Future Volume (vph)	43	170	109	160	265	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.920		0.986	
Flt Protected		0.990			0.957	
Satd. Flow (prot)	0	1779	1577	0	1567	0
Flt Permitted		0.861			0.957	
Satd. Flow (perm)	0	1547	1577	0	1567	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			182		9	
Link Speed (mph)		40	40		31	
Link Distance (ft)		2577	816		1129	
Travel Time (s)		43.9	13.9		24.8	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	7%	1%	3%	10%	10%	16%
Adj. Flow (vph)	49	193	124	182	301	34
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	242	306	0	335	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16			9	16	9
Number of Detectors	1	2	2		1	
Detector Template	Left	Thru	Thru		Left	
Leading Detector (ft)	20	100	100		20	
Trailing Detector (ft)	0	0	0		0	
Detector 1 Position(ft)	0	0	0		0	
Detector 1 Size(ft)	20	6	6		20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Perm	NA	NA		Prot	
Protected Phases		4	8		6	
Permitted Phases	4					
Detector Phase	4	4	8		6	
Switch Phase						

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Initial (s)	4.0	4.0	4.0		4.0	
Minimum Split (s)	10.0	10.0	10.0		10.0	
Total Split (s)	42.0	42.0	42.0		18.0	
Total Split (%)	70.0%	70.0%	70.0%		30.0%	
Maximum Green (s)	37.0	37.0	37.0		13.0	
Yellow Time (s)	3.0	3.0	3.0		3.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		5.0	5.0		5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	None	None	None		Max	
Act Effct Green (s)		10.0	10.0		13.1	
Actuated g/C Ratio		0.30	0.30		0.40	
v/c Ratio		0.52	0.51		0.54	
Control Delay		13.8	7.3		12.1	
Queue Delay		0.0	0.0		0.0	
Total Delay		13.8	7.3		12.1	
LOS		B	A		B	
Approach Delay		13.8	7.3		12.1	
Approach LOS		B	A		B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 33.1			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 10.9		Intersection LOS: B	
Intersection Capacity Utilization 55.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 20: Vine Street & Commerce Blvd

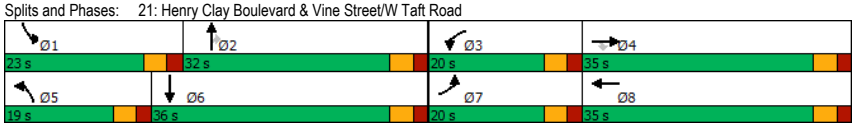


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	176	89	191	196	107	40	316	88	144	390	90
Future Volume (vph)	56	176	89	191	196	107	40	316	88	144	390	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		535	325		0	725		475	285		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	50			250			75			75		
Lane Util. Factor	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.947				0.850		0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1662	1749	1301	3193	3144	0	1586	3261	1516	1678	3128	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1662	1749	1301	3193	3144	0	1586	3261	1516	1678	3128	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			119		91				119		25	
Link Speed (mph)		40			40			45			45	
Link Distance (ft)		865			1021			1254			1091	
Travel Time (s)		14.7			17.4			19.0			16.5	
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 (%)	5%	5%	20%	6%	3%	9%	10%	7%	3%	4%	9%	6%
Adj. Flow (vph)	65	205	103	222	228	124	47	367	102	167	453	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	205	103	222	352	0	47	367	102	167	558	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)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	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	6	20	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	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4						2			
Detector Phase	7	4	4	3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.0	10.0	10.0	9.0	10.0		9.0	10.0	10.0	9.0	10.0	
Total Split (s)	20.0	35.0	35.0	20.0	35.0		19.0	32.0	32.0	23.0	36.0	
Total Split (%)	18.2%	31.8%	31.8%	18.2%	31.8%		17.3%	29.1%	29.1%	20.9%	32.7%	
Maximum Green (s)	15.0	30.0	30.0	15.0	30.0		14.0	27.0	27.0	18.0	31.0	
Yellow Time (s)	3.0	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	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	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	Lag	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	3.0	
Recall Mode	None	None	None	None	None		None	None	None	None	None	
Act Effct Green (s)	8.7	14.7	14.7	10.9	19.8		8.0	14.5	14.5	12.9	25.0	
Actuated g/C Ratio	0.12	0.20	0.20	0.15	0.27		0.11	0.20	0.20	0.17	0.34	
v/c Ratio	0.33	0.59	0.29	0.47	0.39		0.27	0.57	0.26	0.57	0.52	
Control Delay	39.0	36.4	7.0	35.0	20.0		39.2	32.3	6.6	39.0	23.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	39.0	36.4	7.0	35.0	20.0		39.2	32.3	6.6	39.0	23.8	
LOS	D	D	A	D	C		D	C	A	D	C	
Approach Delay		28.7			25.8			27.9			27.3	
Approach LOS		C			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 73.9			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 27.3		Intersection LOS: C	
Intersection Capacity Utilization 48.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 21: Henry Clay Boulevard & Vine Street/W Taft Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	78	71	71	75	441	0	1144	57	298	673	4
Future Volume (vph)	0	78	71	71	75	441	0	1144	57	298	673	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	150		0	0		125	200		0
Storage Lanes	0		0	1		2	0		1	2		0
Taper Length (ft)	25			25			25			125		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.936				0.850			0.850		0.999	
Flt Protected					0.976					0.950		
Satd. Flow (prot)	0	1693	0	0	1783	2694	0	3490	1561	3255	3486	0
Flt Permitted					0.600					0.950		
Satd. Flow (perm)	0	1693	0	0	1096	2694	0	3490	1561	3255	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42				22			135		1	
Link Speed (mph)		31			31			31			31	
Link Distance (ft)		761			682			829			684	
Travel Time (s)		16.7			15.0			18.2			15.0	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	3%	0%	0%	1%	2%	0%	0%	0%	4%	0%	0%
Adj. Flow (vph)	0	89	81	81	85	501	0	1300	65	339	765	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	170	0	0	166	501	0	1300	65	339	770	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors		1		1	1	1		1	1	1	1	
Detector Template												
Leading Detector (ft)		49		49	49	49		49	49	49	49	
Trailing Detector (ft)		0		0	0	0		0	0	0	0	
Detector 1 Position(ft)		0		0	0	0		0	0	0	0	
Detector 1 Size(ft)		49		49	49	49		49	49	49	49	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		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	
Detector 1 Delay (s)		0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Turn Type		NA		Perm	NA	pm+ov		NA	Free	Prot	NA	
Protected Phases		4			4	1		2		1	5	
Permitted Phases				4		4			Free			
Detector Phase		4		4	4	1		2		1	5	
Switch Phase												
Minimum Initial (s)		6.0		6.0	6.0	6.0		24.0		6.0	24.0	
Minimum Split (s)		11.0		11.0	11.0	12.0		29.5		12.0	29.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)		30.0		30.0	30.0	30.0		45.0		30.0	75.0	
Total Split (%)		28.6%		28.6%	28.6%	28.6%		42.9%		28.6%	71.4%	
Maximum Green (s)		25.0		25.0	25.0	24.0		40.0		24.0	70.0	
Yellow Time (s)		3.5		3.5	3.5	3.5		3.5		3.5	3.5	
All-Red Time (s)		1.5		1.5	1.5	2.5		1.5		2.5	1.5	
Lost Time Adjust (s)		-2.0			-2.0	-3.0		-2.0		-3.0	-2.0	
Total Lost Time (s)		3.0			3.0	3.0		3.0		3.0	3.0	
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	
Recall Mode		None		None	None	None		C-Max		None	C-Max	
Act Effct Green (s)		20.3			20.3	43.8		55.2	105.0	20.5	78.7	
Actuated g/C Ratio		0.19			0.19	0.42		0.53	1.00	0.20	0.75	
v/c Ratio		0.47			0.79	0.44		0.71	0.04	0.53	0.29	
Control Delay		31.2			64.5	21.0		23.7	0.1	40.5	5.1	
Queue Delay		0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay		31.2			64.5	21.0		23.7	0.1	40.5	5.1	
LOS		C			E	C		C	A	D	A	
Approach Delay		31.2			31.8			22.6			15.9	
Approach LOS		C			C			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NBT and 5:SBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 22.6		Intersection LOS: C	
Intersection Capacity Utilization 69.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: Onondaga Lake Parkway/Oswego Street & First Street/Old Liverpool Rd



Lane Group	EBR	EBR2	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	Ø7
Lane Configurations											
Traffic Volume (vph)	240	5	20	72	311	1132	51	8	746	2	
Future Volume (vph)	240	5	20	72	311	1132	51	8	746	2	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0		0		175		0	100		0	
Storage Lanes	2		1		2		0	1		0	
Taper Length (ft)					125			25			
Lane Util. Factor	0.88	1.00	1.00	0.95	0.97	0.95	0.95	1.00	0.95	0.95	
Frt	0.850		0.865			0.994					
Flt Protected					0.950			0.950			
Satd. Flow (prot)	2721	0	1589	0	3385	3436	0	1558	3455	0	
Flt Permitted					0.156			0.197			
Satd. Flow (perm)	2721	0	1589	0	556	3436	0	323	3455	0	
Right Turn on Red		Yes	Yes				Yes				
Satd. Flow (RTOR)	97		161			25					
Link Speed (mph)						31			31		
Link Distance (ft)						684			501		
Travel Time (s)						15.0			11.0		
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	
Heavy Vehicles (%)	1%	0%	0%	0%	0%	1%	0%	12%	1%	0%	
Adj. Flow (vph)	279	6	23	84	362	1316	59	9	867	2	
Shared Lane Traffic (%)											
Lane Group Flow (vph)	285	0	23	0	446	1375	0	9	869	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Right	Right	Right	Left	Left	Left	Right	Left	Left	Right	
Median Width(ft)						22			22		
Link Offset(ft)						0			0		
Crosswalk Width(ft)						16			16		
Two way Left Turn Lane											
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	
Turning Speed (mph)	9	9	9	16	16		9	16		9	
Number of Detectors	1		1	1	1	1		1	1		
Detector Template											
Leading Detector (ft)	49		49	49	49	49		49	49		
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)	49		49	49	49	49		49	49		
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	Over		Perm	custom	custom	NA		Perm	NA		
Protected Phases	1			3	1 3	1 3 7			5 7		7
Permitted Phases	1		5	7	7	7		5 7			
Detector Phase	1		5	3	1 3	1 3 7		5 7	5 7		
Switch Phase											
Minimum Initial (s)	10.0		5.0	5.0							8.0
Minimum Split (s)	15.0		10.0	10.0							13.0

Lane Group	EBR	EBR2	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	Ø7
Total Split (s)	60.0		10.0	14.0							51.0
Total Split (%)	44.4%		7.4%	10.4%							38%
Maximum Green (s)	55.0		5.0	9.0							46.0
Yellow Time (s)	4.0		4.0	4.0							4.0
All-Red Time (s)	1.0		1.0	1.0							1.0
Lost Time Adjust (s)	-2.0		-2.0								
Total Lost Time (s)	3.0		3.0								
Lead/Lag	Lag			Lead							
Lead-Lag Optimize?											
Vehicle Extension (s)	3.0		3.0	3.0							3.0
Recall Mode	C-Max		Max	None							None
Act Effct Green (s)	57.0		10.5		115.5	118.5		58.0	58.0		
Actuated g/C Ratio	0.42		0.08		0.86	0.88		0.43	0.43		
v/c Ratio	0.24		0.08		0.23	0.46		0.07	0.59		
Control Delay	16.7		0.6		2.1	2.1		24.5	31.3		
Queue Delay	0.0		0.0		0.0	0.4		0.0	2.4		
Total Delay	16.7		0.6		2.1	2.6		24.5	33.7		
LOS	B		A		A	A		C	C		
Approach Delay						2.4			33.6		
Approach LOS						A			C		

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 0 (0%), Referenced to phase 1:NBTL, Start of Yellow, Master Intersection			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 12.9		Intersection LOS: B	
Intersection Capacity Utilization 50.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Cypress Street & Oswego Street & Second Street

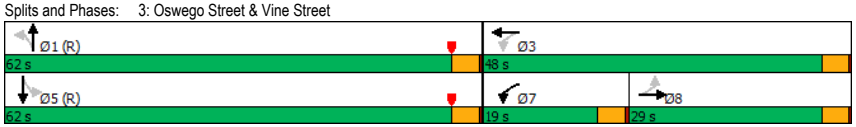


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	87	11	116	137	16	8	1027	121	7	594	25
Future Volume (vph)	27	87	11	116	137	16	8	1027	121	7	594	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	140		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.983			0.984			0.984			0.994	
Flt Protected	0.950			0.950							0.999	
Satd. Flow (prot)	1745	1759	0	1728	1791	0	0	3404	0	0	3401	0
Flt Permitted	0.647			0.409				0.950			0.939	
Satd. Flow (perm)	1188	1759	0	744	1791	0	0	3233	0	0	3196	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			6			18			6	
Link Speed (mph)		31			31			31			31	
Link Distance (ft)		316			895			501			522	
Travel Time (s)		7.0			19.7			11.0			11.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	3%	0%	1%	1%	0%	0%	1%	0%	0%	2%	0%
Adj. Flow (vph)	31	99	13	132	156	18	9	1167	138	8	675	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	112	0	132	174	0	0	1314	0	0	711	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)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	49	49		49	49		49	49		49	49	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	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	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	3			1			5	
Permitted Phases	8			3			1			5		
Detector Phase	8	8		7	3		1	1		5	5	
Switch Phase												
Minimum Initial (s)	5.5	5.5		3.5	7.5		19.5	19.5		19.5	19.5	
Minimum Split (s)	10.0	10.0		8.0	12.0		24.0	24.0		24.0	24.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	29.0	29.0		19.0	48.0		62.0	62.0		62.0	62.0	
Total Split (%)	26.4%	26.4%		17.3%	43.6%		56.4%	56.4%		56.4%	56.4%	
Maximum Green (s)	25.0	25.0		15.0	44.0		58.0	58.0		58.0	58.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0			-1.0			-1.0	
Total Lost Time (s)	3.0	3.0		3.0	3.0			3.0			3.0	
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	
Recall Mode	Min	Min		None	Min		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)	13.0	13.0		29.6	29.6			74.4			74.4	
Actuated g/C Ratio	0.12	0.12		0.27	0.27			0.68			0.68	
v/c Ratio	0.22	0.53		0.41	0.36			0.60			0.33	
Control Delay	46.1	51.3		34.3	32.2			11.9			9.8	
Queue Delay	0.0	0.0		0.0	0.0			1.2			0.0	
Total Delay	46.1	51.3		34.3	32.2			13.1			9.8	
LOS	D	D		C	C			B			A	
Approach Delay		50.2			33.1			13.1			9.8	
Approach LOS		D			C			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 1:NBTL and 5:SBTL, Start of Yellow			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 16.8		Intersection LOS: B	
Intersection Capacity Utilization 60.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: Oswego Street & Vine Street

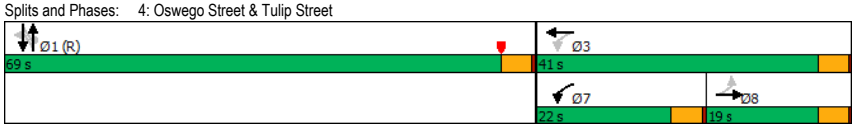


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	49	8	274	46	10	4	662	402	7	375	58
Future Volume (vph)	49	49	8	274	46	10	4	662	402	7	375	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		100	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.979			0.974			0.944			0.980	
Flt Protected	0.950			0.950							0.999	
Satd. Flow (prot)	1745	1798	0	1745	1789	0	0	3250	0	0	3359	0
Flt Permitted	0.715			0.516				0.953			0.935	
Satd. Flow (perm)	1313	1798	0	948	1789	0	0	3097	0	0	3144	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			10			205			28	
Link Speed (mph)		31			31			31			31	
Link Distance (ft)		335			373			522			230	
Travel Time (s)		7.4			8.2			11.5			5.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	2%	0%
Adj. Flow (vph)	56	56	9	315	53	11	5	761	462	8	431	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	65	0	315	64	0	0	1228	0	0	506	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)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	49	49		49	49		49	49		49	49	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	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	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	3			1			1	
Permitted Phases	8			3			1			1		
Detector Phase	8	8		7	3		1	1		1	1	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	8.5	8.5		8.5	8.5		20.0	20.0		20.0	20.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	19.0	19.0		22.0	41.0		69.0	69.0		69.0	69.0	
Total Split (%)	17.3%	17.3%		20.0%	37.3%		62.7%	62.7%		62.7%	62.7%	
Maximum Green (s)	14.5	14.5		17.5	36.5		64.5	64.5		64.5	64.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	-1.5	-1.5		-1.5	-1.5			-1.5			-1.5	
Total Lost Time (s)	3.0	3.0		3.0	3.0			3.0			3.0	
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	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)	11.5	11.5		31.4	29.1			72.6			72.6	
Actuated g/C Ratio	0.10	0.10		0.29	0.26			0.66			0.66	
v/c Ratio	0.41	0.34		0.77	0.13			0.58			0.24	
Control Delay	53.9	44.9		46.9	23.2			3.7			8.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	53.9	44.9		46.9	23.2			3.7			8.3	
LOS	D	D		D	C			A			A	
Approach Delay		49.1			42.9			3.7			8.3	
Approach LOS		D			D			A			A	

Intersection Summary		
Area Type:	Other	
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 0 (0%), Referenced to phase 1:NBSB, Start of Yellow		
Natural Cycle: 40		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.77		
Intersection Signal Delay: 13.8	Intersection LOS: B	
Intersection Capacity Utilization 62.6%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 4: Oswego Street & Tulip Street



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	316	113	44	697	567	208
Future Volume (vph)	316	113	44	697	567	208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	205	185			0
Storage Lanes	2	1	1			1
Taper Length (ft)	25		175			
Lane Util. Factor	0.97	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3134	1531	1678	3455	1749	1546
Flt Permitted	0.950		0.245			
Satd. Flow (perm)	3134	1531	433	3455	1749	1546
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			45	45	
Link Distance (ft)	933			815	2157	
Travel Time (s)	21.2			12.3	32.7	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	8%	2%	4%	1%	5%	1%
Adj. Flow (vph)	381	136	53	840	683	251
Shared Lane Traffic (%)						
Lane Group Flow (vph)	381	136	53	840	683	251
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	22			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16	9	16			9
Number of Detectors	1	1	1	1	1	1
Detector Template						
Leading Detector (ft)	49	49	49	49	49	49
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	49	49	49	49	49	49
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	Prot	Free	pm+pt	NA	NA	Free
Protected Phases	3		1	6	2	
Permitted Phases		Free	6			Free
Detector Phase	3		1	6	2	
Switch Phase						
Minimum Initial (s)	8.0		8.0	10.0	10.0	
Minimum Split (s)	20.0		14.5	20.0	20.0	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Split (s)	30.0		20.0	60.0	40.0	
Total Split (%)	33.3%		22.2%	66.7%	44.4%	
Maximum Green (s)	25.0		15.0	55.0	35.0	
Yellow Time (s)	3.0		3.0	3.0	3.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0		-2.0	-2.0	-2.0	
Total Lost Time (s)	3.0		3.0	3.0	3.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Vehicle Extension (s)	4.0		4.0	4.0	4.0	
Recall Mode	None		None	Max	Max	
Act Effct Green (s)	18.0	81.1	57.1	57.1	49.4	81.1
Actuated g/C Ratio	0.22	1.00	0.70	0.70	0.61	1.00
v/c Ratio	0.55	0.09	0.12	0.35	0.64	0.16
Control Delay	31.0	0.1	5.0	5.5	16.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.0	0.1	5.0	5.5	16.6	0.2
LOS	C	A	A	A	B	A
Approach Delay	22.8			5.5	12.2	
Approach LOS	C			A	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 81.1			
Natural Cycle: 65			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 12.0		Intersection LOS: B	
Intersection Capacity Utilization 52.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Oswego Street & Exit 38

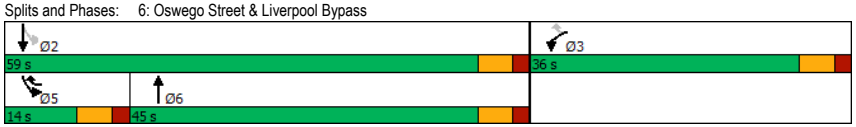


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	77	184	903	86	102	587
Future Volume (vph)	77	184	903	86	102	587
Ideal Flow (vphpl)	1900	1900	2000	1900	1900	2100
Lane Width (ft)	12	12	12	11	12	12
Storage Length (ft)	0	125		0	275	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				75	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.987			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1736	1615	3694	0	1770	3950
Flt Permitted	0.950				0.164	
Satd. Flow (perm)	1736	1615	3694	0	305	3950
Right Turn on Red		No		Yes		
Satd. Flow (RTOR)			13			
Link Speed (mph)	30		45			40
Link Distance (ft)	617		2157			2920
Travel Time (s)	14.0		32.7			49.8
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	4%	0%	1%	7%	2%	1%
Adj. Flow (vph)	88	209	1026	98	116	667
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	209	1124	0	116	667
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	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	0.94	1.04	1.00	0.88
Turning Speed (mph)	16	9		9	16	
Number of Detectors	1	1	1		1	1
Detector Template						
Leading Detector (ft)	49	49	49		49	49
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	49	49	49		49	49
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Prot	pm+ov	NA		pm+pt	NA
Protected Phases	3	5	6		5	2
Permitted Phases		3			2	
Detector Phase	3	5	6		5	2
Switch Phase						
Minimum Initial (s)	10.0	5.0	10.0		5.0	10.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Split (s)	20.0	11.5	20.0		11.5	20.0
Total Split (s)	36.0	14.0	45.0		14.0	59.0
Total Split (%)	37.9%	14.7%	47.4%		14.7%	62.1%
Maximum Green (s)	30.0	8.0	39.0		8.0	53.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0	-3.0		-3.0	-3.0
Total Lost Time (s)	3.0	3.0	3.0		3.0	3.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	6.0	4.0	6.0		4.0	6.0
Recall Mode	None	None	Max		None	Max
Act Effct Green (s)	15.4	25.4	42.7		56.7	57.4
Actuated g/C Ratio	0.21	0.34	0.58		0.77	0.77
v/c Ratio	0.25	0.38	0.53		0.26	0.22
Control Delay	27.9	19.7	11.9		4.9	3.6
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	27.9	19.7	11.9		4.9	3.6
LOS	C	B	B		A	A
Approach Delay	22.2		11.9			3.8
Approach LOS	C		B			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 74.1			
Natural Cycle: 55			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay: 10.4		Intersection LOS: B	
Intersection Capacity Utilization 50.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 6: Oswego Street & Liverpool Bypass

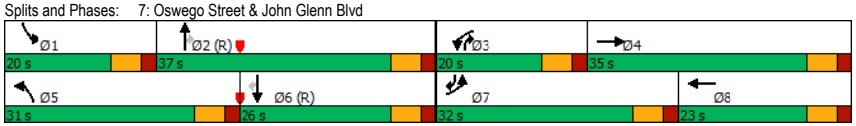


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	402	306	151	110	315	98	133	948	131	87	714	383
Future Volume (vph)	402	306	151	110	315	98	133	948	131	87	714	383
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	11	12	11	11	12	11	11
Storage Length (ft)	475		0	250		0	225		385	260		460
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (ft)	195			100			25			45		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.950			0.964				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	3373	0	1805	3420	0	1787	3673	1561	1687	3455	1531
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3467	3373	0	1805	3420	0	1787	3673	1561	1687	3455	1531
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)		76										
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1083			889			1448			925	
Travel Time (s)		16.4			13.5			24.7			15.8	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	2%	1%	0%	2%	1%	1%	0%	0%	7%	1%	2%
Adj. Flow (vph)	452	344	170	124	354	110	149	1065	147	98	802	430
Shared Lane Traffic (%)												
Lane Group Flow (vph)	452	514	0	124	464	0	149	1065	147	98	802	430
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)		24			24			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	1.04	1.00	1.00	1.04	1.00	0.98	1.04	1.00	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	49	49		49	49		49	49	49	49	49	49
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)	49	49		49	49		49	49	49	49	49	49
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	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases									2			6
Detector Phase	7	4		3	8		5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	4.0		5.0	4.0		5.0	4.0	5.0	5.0	4.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	12.5	11.5		12.5	11.5		12.5	11.5	12.5	12.5	11.5	12.5
Total Split (s)	32.0	35.0		20.0	23.0		31.0	37.0	20.0	20.0	26.0	32.0
Total Split (%)	28.6%	31.3%		17.9%	20.5%		27.7%	33.0%	17.9%	17.9%	23.2%	28.6%
Maximum Green (s)	26.0	29.0		14.0	17.0		25.0	31.0	14.0	14.0	20.0	26.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0		-3.0	-3.0		-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
Total Lost Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max	None
Act Effct Green (s)	24.4	30.2		15.3	21.1		18.1	39.8	58.1	14.7	36.4	63.8
Actuated g/C Ratio	0.22	0.27		0.14	0.19		0.16	0.36	0.52	0.13	0.32	0.57
v/c Ratio	0.60	0.53		0.51	0.72		0.52	0.82	0.18	0.45	0.71	0.49
Control Delay	42.4	31.3		52.0	49.9		48.7	40.4	16.2	50.9	39.4	17.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.4	31.3		52.0	49.9		48.7	40.4	16.2	50.9	39.4	17.7
LOS	D	C		D	D		D	D	B	D	D	B
Approach Delay		36.5			50.3			38.7			33.2	
Approach LOS		D			D			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 112			
Actuated Cycle Length: 112			
Offset: 108 (96%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 38.1		Intersection LOS: D	
Intersection Capacity Utilization 66.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 7: Oswego Street & John Glenn Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	11	12	105	18	223	15	863	115	160	759	6
Future Volume (vph)	22	11	12	105	18	223	15	863	115	160	759	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		150	80		0	400		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			75			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.964				0.850		0.982			0.999	
Flt Protected		0.976			0.959		0.950			0.950		
Satd. Flow (prot)	0	1728	0	0	1747	1561	1745	3423	0	1745	3452	0
Flt Permitted		0.777			0.679		0.339			0.950		
Satd. Flow (perm)	0	1376	0	0	1237	1561	623	3423	0	1745	3452	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13				242		19			2	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		608			1080			738			681	
Travel Time (s)		13.8			24.5			12.6			11.6	
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
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	0%	0%	1%	0%	1%	0%
Adj. Flow (vph)	24	12	13	114	20	242	16	938	125	174	825	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	49	0	0	134	242	16	1063	0	174	832	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		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	
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	
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		pm+pt	NA	custom	Perm	NA		Prot	NA	
Protected Phases		4		3	8	3		2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	2					
Detector Phase	4	4		3	8	3	2	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		9.0	10.0	9.0	10.0	10.0		9.0	10.0	
Total Split (s)	15.0	15.0		15.0	30.0	15.0	40.0	40.0		20.0	60.0	
Total Split (%)	16.7%	16.7%		16.7%	33.3%	16.7%	44.4%	44.4%		22.2%	66.7%	
Maximum Green (s)	10.0	10.0		10.0	25.0	10.0	35.0	35.0		15.0	55.0	
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	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead		Lead	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	None	None		None	None	None	None	None		None	None	
Act Effct Green (s)		7.7			15.7	15.7	28.4	28.4		12.1	45.8	
Actuated g/C Ratio		0.11			0.22	0.22	0.39	0.39		0.17	0.63	
v/c Ratio		0.31			0.41	0.46	0.07	0.78		0.59	0.38	
Control Delay		33.6			29.3	6.8	17.5	24.8		40.5	7.5	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		33.6			29.3	6.8	17.5	24.8		40.5	7.5	
LOS		C			C	A	B	C		D	A	
Approach Delay		33.6			14.8			24.7			13.2	
Approach LOS		C			B			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 72.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 18.8		Intersection LOS: B	
Intersection Capacity Utilization 60.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 8: Oswego Street & Wetzel Road

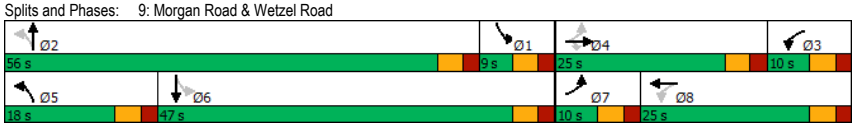


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	125	66	23	192	84	178	525	31	49	356	58
Future Volume (vph)	40	125	66	23	192	84	178	525	31	49	356	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		215	155		0	400		0	100		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	50			50			75			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.954			0.992			0.979	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1745	1801	1561	1745	1735	0	1728	3429	0	1678	3387	0
Flt Permitted	0.272			0.663			0.299			0.403		
Satd. Flow (perm)	500	1801	1561	1218	1735	0	544	3429	0	712	3387	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			185		20			9			22	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1071			1134			3403			1023	
Travel Time (s)		24.3			25.8			51.6			15.5	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	2%	0%	0%	1%	1%	1%	1%	0%	4%	1%	0%
Adj. Flow (vph)	47	147	78	27	226	99	209	618	36	58	419	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	147	78	27	325	0	209	654	0	58	487	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)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		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	
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	
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	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	4	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	9.0	10.0		9.0	21.0		9.0	21.0	
Total Split (s)	10.0	25.0	25.0	10.0	25.0		18.0	56.0		9.0	47.0	
Total Split (%)	10.0%	25.0%	25.0%	10.0%	25.0%		18.0%	56.0%		9.0%	47.0%	
Maximum Green (s)	5.0	20.0	20.0	5.0	20.0		13.0	51.0		4.0	42.0	
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	Lead	Lead	Lag	Lag		Lead	Lead		Lag	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		None	None		None	None	
Walk Time (s)		5.0	5.0					5.0			5.0	
Flash Dont Walk (s)		11.0	11.0					11.0			11.0	
Pedestrian Calls (#/hr)		0	0					0			0	
Act Effct Green (s)	17.3	17.3	17.3	18.3	17.6		24.8	24.8		14.8	14.8	
Actuated g/C Ratio	0.27	0.27	0.27	0.28	0.27		0.38	0.38		0.23	0.23	
v/c Ratio	0.20	0.31	0.14	0.07	0.67		0.50	0.50		0.23	0.61	
Control Delay	25.4	25.5	0.5	21.9	30.0		23.4	20.1		26.7	26.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	25.4	25.5	0.5	21.9	30.0		23.4	20.1		26.7	26.4	
LOS	C	C	A	C	C		C	C		C	C	
Approach Delay		18.3			29.4			20.9			26.4	
Approach LOS		B			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 64.8			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 23.5		Intersection LOS: C	
Intersection Capacity Utilization 56.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 9: Morgan Road & Wetzel Road

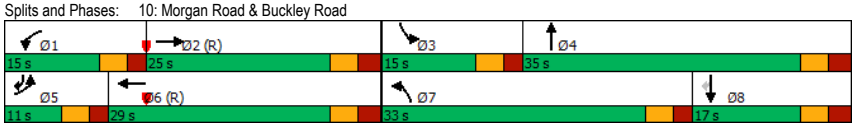


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	215	372	92	84	404	93	139	466	87	78	262	140
Future Volume (vph)	215	372	92	84	404	93	139	466	87	78	262	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	475		0	575		575	590		0	485		435
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			75			75			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.970			0.972			0.976				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1728	3338	0	1711	3392	0	1728	3374	0	1728	3455	1561
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1728	3338	0	1711	3392	0	1728	3374	0	1728	3455	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31			30			26				179
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		527			2541			1054			3403	
Travel Time (s)		8.0			38.5			16.0			51.6	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	1%	1%	3%	2%	0%	0%	1%	0%	6%	1%	1%	0%
Adj. Flow (vph)	276	477	118	108	518	119	178	597	112	100	336	179
Shared Lane Traffic (%)												
Lane Group Flow (vph)	276	595	0	108	637	0	178	709	0	100	336	179
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)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
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
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	Prot	NA		Prot	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	5	2		1	6		7	4		3	8	5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases												8
Detector Phase	5	2		1	6		7	4		3	8	5
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	10.0		5.0	10.0	5.0
Minimum Split (s)	11.0	22.0		11.0	22.0		11.0	17.0		11.0	17.0	11.0
Total Split (s)	11.0	25.0		15.0	29.0		33.0	35.0		15.0	17.0	11.0
Total Split (%)	12.2%	27.8%		16.7%	32.2%		36.7%	38.9%		16.7%	18.9%	12.2%
Maximum Green (s)	6.0	19.5		10.0	23.5		28.0	29.5		10.0	11.5	6.0
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	2.5		2.0	2.5		2.0	2.5		2.0	2.5	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	5.5		5.0	5.5		5.0	5.5		5.0	5.5	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Minimum Gap (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Time Before Reduce (s)	10.0	15.0		10.0	15.0		10.0	15.0		10.0	15.0	10.0
Time To Reduce (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Act Effct Green (s)	15.5	32.0		9.0	23.5		13.3	23.7		8.3	16.7	37.7
Actuated g/C Ratio	0.17	0.36		0.10	0.26		0.15	0.26		0.09	0.19	0.42
v/c Ratio	0.93	0.49		0.64	0.70		0.70	0.78		0.63	0.52	0.24
Control Delay	80.0	26.7		55.2	33.5		50.5	36.1		56.4	35.5	4.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	80.0	26.7		55.2	33.5		50.5	36.1		56.4	35.5	4.0
LOS	F	C		E	C		D	D		E	D	A
Approach Delay		43.6			36.6			39.0			29.8	
Approach LOS		D			D			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 37.9		Intersection LOS: D	
Intersection Capacity Utilization 63.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 10: Morgan Road & Buckley Road

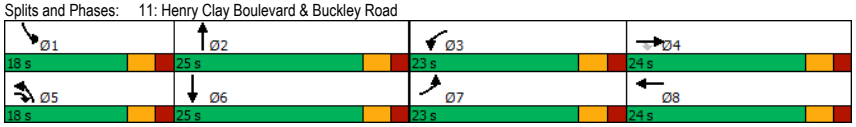


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	340	59	37	304	53	44	307	52	77	324	137
Future Volume (vph)	77	340	59	37	304	53	44	307	52	77	324	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	510		540	430		400	560		0	0		0
Storage Lanes	1		2	1		1	2		0	1		0
Taper Length (ft)	75			75			150			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.978			0.978			0.955	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1745	3455	1561	1745	3384	0	3255	3384	0	1745	3248	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1745	3455	1561	1745	3384	0	3255	3384	0	1745	3248	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85		20			20			67	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		796			633			1419			1496	
Travel Time (s)		12.1			9.6			21.5			22.7	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	4%	1%	0%	0%	2%	4%
Adj. Flow (vph)	89	391	68	43	349	61	51	353	60	89	372	157
Shared Lane Traffic (%)												
Lane Group Flow (vph)	89	391	68	43	410	0	51	413	0	89	529	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)		11			11			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		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	
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	
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	Prot	NA	pm+ov	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4									
Detector Phase	7	4	5	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	10.0	9.0	9.0	10.0		9.0	10.0		9.0	10.0	
Total Split (s)	23.0	24.0	18.0	23.0	24.0		18.0	25.0		18.0	25.0	
Total Split (%)	25.6%	26.7%	20.0%	25.6%	26.7%		20.0%	27.8%		20.0%	27.8%	
Maximum Green (s)	18.0	19.0	13.0	18.0	19.0		13.0	20.0		13.0	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	Lead	Lead	Lag		Lead	Lag		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		None	None		None	None	
Act Effct Green (s)	9.6	17.3	30.8	8.1	13.5		7.5	13.9		9.6	15.9	
Actuated g/C Ratio	0.16	0.29	0.51	0.13	0.22		0.12	0.23		0.16	0.26	
v/c Ratio	0.32	0.39	0.08	0.18	0.53		0.13	0.52		0.32	0.58	
Control Delay	31.8	22.0	3.0	32.2	25.6		31.7	25.1		31.9	21.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	31.8	22.0	3.0	32.2	25.6		31.7	25.1		31.9	21.8	
LOS	C	C	A	C	C		C	C		C	C	
Approach Delay		21.2			26.2			25.8			23.3	
Approach LOS		C			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 60.3			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 23.9		Intersection LOS: C	
Intersection Capacity Utilization 47.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: Henry Clay Boulevard & Buckley Road





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	8	16	617	5	3	410
Future Volume (vph)	8	16	617	5	3	410
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.909		0.999			
Flt Protected	0.984					
Satd. Flow (prot)	1643	0	3385	0	0	3389
Flt Permitted	0.984					
Satd. Flow (perm)	1643	0	3385	0	0	3389
Link Speed (mph)	31		45			45
Link Distance (ft)	557		454			640
Travel Time (s)	12.3		6.9			9.7
Peak Hour Factor	0.60	0.60	0.69	0.69	0.79	0.79
Heavy Vehicles (%)	0%	0%	3%	0%	0%	3%
Adj. Flow (vph)	13	27	894	7	4	519
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	901	0	0	523
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16	9		9	16	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	16	617	5	3	410
Future Vol, veh/h	8	16	617	5	3	410
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	69	69	79	79
Heavy Vehicles, %	0	0	3	0	0	3
Mvmt Flow	13	27	894	7	4	519

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1166	451	0	0	901	0
Stage 1	898	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	190	561	-	-	763	-
Stage 1	363	-	-	-	-	-
Stage 2	759	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	189	561	-	-	763	-
Mov Cap-2 Maneuver	189	-	-	-	-	-
Stage 1	363	-	-	-	-	-
Stage 2	754	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	339	763	-
HCM Lane V/C Ratio	-	-	0.118	0.005	-
HCM Control Delay (s)	-	-	17	9.7	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	18	634	4	6	421
Future Volume (vph)	25	18	634	4	6	421
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.944		0.999			
Flt Protected	0.972					0.999
Satd. Flow (prot)	1685	0	3385	0	0	3386
Flt Permitted	0.972					0.999
Satd. Flow (perm)	1685	0	3385	0	0	3386
Link Speed (mph)	31		45			45
Link Distance (ft)	537		1212			454
Travel Time (s)	11.8		18.4			6.9
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	0%	3%	0%	0%	3%
Adj. Flow (vph)	32	23	813	5	8	540
Shared Lane Traffic (%)						
Lane Group Flow (vph)	55	0	818	0	0	548
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16	9		9	16	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	18	634	4	6	421
Future Vol, veh/h	25	18	634	4	6	421
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	0	0	3	0	0	3
Mvmt Flow	32	23	813	5	8	540

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1102	409	0	0	818	0
Stage 1	816	-	-	-	-	-
Stage 2	286	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	209	597	-	-	819	-
Stage 1	400	-	-	-	-	-
Stage 2	743	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	206	597	-	-	819	-
Mov Cap-2 Maneuver	206	-	-	-	-	-
Stage 1	400	-	-	-	-	-
Stage 2	733	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.7	0	0.2
HCM LOS	C		

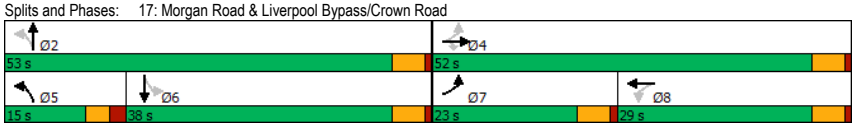
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	284	819	-
HCM Lane V/C Ratio	-	-	0.194	0.009	-
HCM Control Delay (s)	-	-	20.7	9.4	0.1
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	8	117	1	8	8	167	568	5	3	370	87
Future Volume (vph)	75	8	117	1	8	8	167	568	5	3	370	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		260	0		0	0		0	100		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850		0.936			0.999			0.971	
Flt Protected		0.957			0.998		0.950			0.950		
Satd. Flow (prot)	0	1459	1516	0	1533	0	1678	1794	0	1745	3299	0
Flt Permitted		0.751			0.989		0.281			0.390		
Satd. Flow (perm)	0	1145	1516	0	1519	0	496	1794	0	716	3299	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			148		10			1			29	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		979			1200			344			294	
Travel Time (s)		22.3			27.3			5.2			4.5	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	16%	63%	3%	0%	25%	0%	4%	2%	33%	0%	1%	10%
Adj. Flow (vph)	95	10	148	1	10	10	211	719	6	4	468	110
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	105	148	0	21	0	211	725	0	4	578	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	1	1	1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	49	49	49	49	49		49	49		49	49	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	49	49	49	49	49		49	49		49	49	
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	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	4	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		9.0	10.0		10.0	10.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	23.0	52.0	52.0	29.0	29.0		15.0	53.0		38.0	38.0	
Total Split (%)	21.9%	49.5%	49.5%	27.6%	27.6%		14.3%	50.5%		36.2%	36.2%	
Maximum Green (s)	18.0	47.0	47.0	24.0	24.0		10.0	48.0		33.0	33.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		2.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-2.0	-1.0		-2.0		-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)		3.0	4.0		3.0		3.0	3.0		3.0	3.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	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		None	None		None	None	
Act Effct Green (s)		13.0	12.0		13.0		31.0	31.0		16.3	16.3	
Actuated g/C Ratio		0.26	0.24		0.26		0.62	0.62		0.32	0.32	
v/c Ratio		0.35	0.31		0.05		0.36	0.65		0.02	0.53	
Control Delay		20.3	6.0		12.2		6.6	10.2		12.3	15.4	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		20.3	6.0		12.2		6.6	10.2		12.3	15.4	
LOS		C	A		B		A	B		B	B	
Approach Delay		11.9			12.2			9.4			15.4	
Approach LOS		B			B			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 50.2			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 11.7		Intersection LOS: B	
Intersection Capacity Utilization 54.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 17: Morgan Road & Liverpool Bypass/Crown Road



18: Morgan Road & Sheridan Rd Performance by lane

Lane	EB	NB	NB	SB	SB	All
Movements Served	LR	LT	T	T	TR	
Denied Del/Veh (s)						0.0
Total Del/Veh (s)	3.1	0.5	2.0	2.2	2.7	2.0



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	260	463	14	182	314
Future Volume (vph)	7	260	463	14	182	314
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.869		0.996			
Flt Protected	0.999				0.950	
Satd. Flow (prot)	1520	0	1801	0	1678	1837
Flt Permitted	0.999				0.950	
Satd. Flow (perm)	1520	0	1801	0	1678	1837
Link Speed (mph)	31		31			45
Link Distance (ft)	1605		362			396
Travel Time (s)	35.3		8.0			6.0
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	5%	1%	21%	4%	0%
Adj. Flow (vph)	9	329	586	18	230	397
Shared Lane Traffic (%)						
Lane Group Flow (vph)	338	0	604	0	230	397
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16	9		9	16	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.8%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	8.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	260	463	14	182	314
Future Vol, veh/h	7	260	463	14	182	314
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	5	1	21	4	0
Mvmt Flow	9	329	586	18	230	397

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1452	595	0	0	604	0
Stage 1	595	-	-	-	-	-
Stage 2	857	-	-	-	-	-
Critical Hdwy	6.4	6.25	-	-	4.14	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.345	-	-	2.236	-
Pot Cap-1 Maneuver	145	499	-	-	964	-
Stage 1	555	-	-	-	-	-
Stage 2	419	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	110	499	-	-	964	-
Mov Cap-2 Maneuver	110	-	-	-	-	-
Stage 1	555	-	-	-	-	-
Stage 2	319	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	32.1	0	3.6
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	457	964	-
HCM Lane V/C Ratio	-	-	0.74	0.239	-
HCM Control Delay (s)	-	-	32.1	9.9	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	6.1	0.9	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	21	204	277	222	181	57
Future Volume (vph)	21	204	277	222	181	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.940		0.968	
Flt Protected		0.995			0.963	
Satd. Flow (prot)	0	1788	1704	0	1691	0
Flt Permitted		0.910			0.963	
Satd. Flow (perm)	0	1635	1704	0	1691	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			125		15	
Link Speed (mph)		40	40		31	
Link Distance (ft)		2577	816		1129	
Travel Time (s)		43.9	13.9		24.8	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	14%	1%	0%	3%	1%	2%
Adj. Flow (vph)	27	258	351	281	229	72
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	285	632	0	301	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16			9	16	9
Number of Detectors	1	2	2		1	
Detector Template	Left	Thru	Thru		Left	
Leading Detector (ft)	20	100	100		20	
Trailing Detector (ft)	0	0	0		0	
Detector 1 Position(ft)	0	0	0		0	
Detector 1 Size(ft)	20	6	6		20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Perm	NA	NA		Prot	
Protected Phases		4	8		6	
Permitted Phases	4					
Detector Phase	4	4	8		6	
Switch Phase						

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Initial (s)	4.0	4.0	4.0		4.0	
Minimum Split (s)	10.0	10.0	10.0		10.0	
Total Split (s)	72.0	72.0	72.0		18.0	
Total Split (%)	80.0%	80.0%	80.0%		20.0%	
Maximum Green (s)	67.0	67.0	67.0		13.0	
Yellow Time (s)	3.0	3.0	3.0		3.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		5.0	5.0		5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	None	None	None		None	
Act Effct Green (s)		18.8	18.8		13.2	
Actuated g/C Ratio		0.45	0.45		0.31	
v/c Ratio		0.39	0.76		0.56	
Control Delay		9.1	14.3		19.1	
Queue Delay		0.0	0.0		0.0	
Total Delay		9.1	14.3		19.1	
LOS		A	B		B	
Approach Delay		9.1	14.3		19.1	
Approach LOS		A	B		B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 42.2			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 14.3		Intersection LOS: B	
Intersection Capacity Utilization 50.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 20: Vine Street & Commerce Blvd

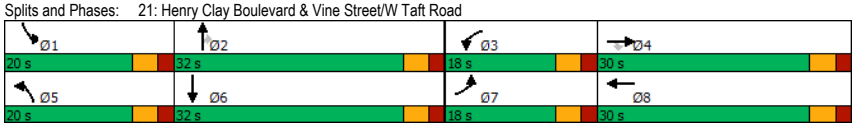


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	239	75	158	256	204	79	402	241	121	275	64
Future Volume (vph)	73	239	75	158	256	204	79	402	241	121	275	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		535	325		0	725		475	285		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	50			250			75			75		
Lane Util. Factor	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.934				0.850		0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	1837	1546	3351	3241	0	1711	3355	1531	1694	3285	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1694	1837	1546	3351	3241	0	1711	3355	1531	1694	3285	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			131		193				271		28	
Link Speed (mph)		40			40			45			45	
Link Distance (ft)		865			1021			1254			1091	
Travel Time (s)		14.7			17.4			19.0			16.5	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	3%	0%	1%	1%	1%	0%	2%	4%	2%	3%	4%	0%
Adj. Flow (vph)	82	269	84	178	288	229	89	452	271	136	309	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	269	84	178	517	0	89	452	271	136	381	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)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	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	6	20	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	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4						2			
Detector Phase	7	4	4	3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.0	10.0	10.0	9.0	10.0		9.0	10.0	10.0	9.0	10.0	
Total Split (s)	18.0	30.0	30.0	18.0	30.0		20.0	32.0	32.0	20.0	32.0	
Total Split (%)	18.0%	30.0%	30.0%	18.0%	30.0%		20.0%	32.0%	32.0%	20.0%	32.0%	
Maximum Green (s)	13.0	25.0	25.0	13.0	25.0		15.0	27.0	27.0	15.0	27.0	
Yellow Time (s)	3.0	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	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	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	Lag	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	3.0	
Recall Mode	None	None	None	None	None		None	None	None	None	None	
Act Effct Green (s)	9.4	16.8	16.8	9.9	21.1		9.8	17.2	17.2	11.5	18.5	
Actuated g/C Ratio	0.13	0.23	0.23	0.14	0.29		0.13	0.24	0.24	0.16	0.25	
v/c Ratio	0.38	0.64	0.18	0.39	0.48		0.39	0.57	0.48	0.51	0.45	
Control Delay	40.0	35.9	2.5	36.4	18.2		39.3	30.1	7.0	40.7	25.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	40.0	35.9	2.5	36.4	18.2		39.3	30.1	7.0	40.7	25.0	
LOS	D	D	A	D	B		D	C	A	D	C	
Approach Delay		30.2			22.9			23.4			29.1	
Approach LOS		C			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 73			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 25.7		Intersection LOS: C	
Intersection Capacity Utilization 52.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 21: Henry Clay Boulevard & Vine Street/W Taft Road



A5

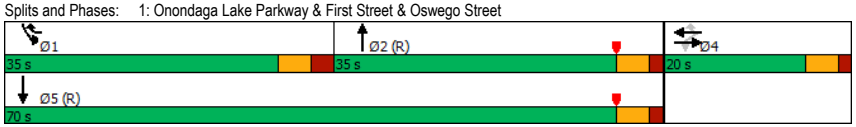
Level of Service Calculations: Background Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	9	17	20	19	199	0	382	6	265	1271	0
Future Volume (vph)	0	9	17	20	19	199	0	382	6	265	1271	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	150		0	0		125	200		0
Storage Lanes	0		0	1		2	0		1	2		0
Taper Length (ft)	25			25			25			125		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.910				0.850			0.850			
Flt Protected					0.975					0.950		
Satd. Flow (prot)	0	1552	0	0	1668	2453	0	3455	1249	3022	3455	0
Flt Permitted					0.838					0.950		
Satd. Flow (perm)	0	1552	0	0	1434	2453	0	3455	1249	3022	3455	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22				252			158			
Link Speed (mph)		31			31			31			31	
Link Distance (ft)		761			682			829			684	
Travel Time (s)		16.7			15.0			18.2			15.0	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	2%	23%	0%	0%	15%	12%	2%	1%	25%	12%	1%	2%
Adj. Flow (vph)	0	11	22	25	24	252	0	484	8	335	1609	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	0	0	49	252	0	484	8	335	1609	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors		1		1	1	1		1	1	1	1	
Detector Template												
Leading Detector (ft)		49		49	49	49		49	49	49	49	
Trailing Detector (ft)		0		0	0	0		0	0	0	0	
Detector 1 Position(ft)		0		0	0	0		0	0	0	0	
Detector 1 Size(ft)		49		49	49	49		49	49	49	49	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		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	
Detector 1 Delay (s)		0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Turn Type		NA		Perm	NA	pm+ov		NA	Free	Prot	NA	
Protected Phases		4			4	1		2		1	5	
Permitted Phases				4		4			Free			
Detector Phase		4		4	4	1		2		1	5	
Switch Phase												
Minimum Initial (s)		6.0		6.0	6.0	6.0		24.0		6.0	24.0	
Minimum Split (s)		11.0		11.0	11.0	12.0		29.5		12.0	29.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)		20.0		20.0	20.0	35.0		35.0		35.0	70.0	
Total Split (%)		22.2%		22.2%	22.2%	38.9%		38.9%		38.9%	77.8%	
Maximum Green (s)		15.0		15.0	15.0	29.0		30.0		29.0	65.0	
Yellow Time (s)		3.5		3.5	3.5	3.5		3.5		3.5	3.5	
All-Red Time (s)		1.5		1.5	1.5	2.5		1.5		2.5	1.5	
Lost Time Adjust (s)		-2.0			-2.0	-3.0		-2.0		-3.0	-2.0	
Total Lost Time (s)		3.0			3.0	3.0		3.0		3.0	3.0	
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	
Recall Mode		None		None	None	None		C-Max		None	C-Max	
Act Effct Green (s)		10.5			10.5	30.1		53.9	90.0	18.8	76.3	
Actuated g/C Ratio		0.12			0.12	0.33		0.60	1.00	0.21	0.85	
v/c Ratio		0.16			0.29	0.26		0.23	0.01	0.53	0.55	
Control Delay		20.7			40.2	2.8		10.5	0.0	27.4	3.9	
Queue Delay		0.0			0.0	0.0		0.0	0.0	0.0	0.1	
Total Delay		20.7			40.2	2.8		10.5	0.0	27.4	4.0	
LOS		C			D	A		B	A	C	A	
Approach Delay		20.7			8.9			10.3			8.0	
Approach LOS		C			A			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBT and 5:SBT, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 8.7		Intersection LOS: A	
Intersection Capacity Utilization 50.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Onondaga Lake Parkway & First Street & Oswego Street

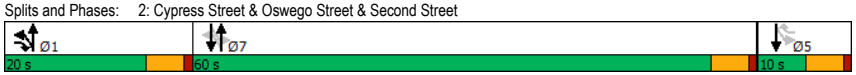


Lane Group	EBR	EBR2	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø7
Lane Configurations										
Traffic Volume (vph)	323	3	5	85	482	16	3	1218	2	
Future Volume (vph)	323	3	5	85	482	16	3	1218	2	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0		0	175		0	100		0	
Storage Lanes	2		1	2		0	1		0	
Taper Length (ft)				125			25			
Lane Util. Factor	0.88	1.00	1.00	0.97	0.95	0.95	1.00	0.95	0.95	
Frt	0.850		0.865		0.995					
Flt Protected				0.950			0.950			
Satd. Flow (prot)	2712	0	1324	3319	3282	0	1312	3388	0	
Flt Permitted				0.103			0.409			
Satd. Flow (perm)	2712	0	1324	360	3282	0	565	3388	0	
Right Turn on Red		Yes	Yes			Yes				
Satd. Flow (RTOR)	85		430		18					
Link Speed (mph)					31			31		
Link Distance (ft)					684			501		
Travel Time (s)					15.0			11.0		
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	
Heavy Vehicles (%)	1%	33%	20%	2%	6%	0%	33%	3%	0%	
Adj. Flow (vph)	414	4	6	109	618	21	4	1562	3	
Shared Lane Traffic (%)										
Lane Group Flow (vph)	418	0	6	109	639	0	4	1565	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	
Median Width(ft)					22			22		
Link Offset(ft)					0			0		
Crosswalk Width(ft)					16			16		
Two way Left Turn Lane										
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	
Turning Speed (mph)	9	9	9	16		9	16		9	
Number of Detectors	1		1	1	1		1	1		
Detector Template										
Leading Detector (ft)	49		49	49	49		49	49		
Trailing Detector (ft)	0		0	0	0		0	0		
Detector 1 Position(ft)	0		0	0	0		0	0		
Detector 1 Size(ft)	49		49	49	49		49	49		
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	Over		Perm	custom	NA		Perm	NA		
Protected Phases	1			1	1 7			5 7		7
Permitted Phases	1		5	7	7		5 7			
Detector Phase	1		5	1	1 7		5 7	5 7		
Switch Phase										
Minimum Initial (s)	10.0		5.0	10.0						8.0
Minimum Split (s)	15.0		10.0	15.0						13.0

Lane Group	EBR	EBR2	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø7
Total Split (s)	20.0		10.0	20.0						60.0
Total Split (%)	22.2%		11.1%	22.2%						67%
Maximum Green (s)	15.0		5.0	15.0						55.0
Yellow Time (s)	4.0		4.0	4.0						4.0
All-Red Time (s)	1.0		1.0	1.0						1.0
Lost Time Adjust (s)	-2.0		-2.0	-2.0						
Total Lost Time (s)	3.0		3.0	3.0						
Lead/Lag	Lead			Lead						Lag
Lead-Lag Optimize?										
Vehicle Extension (s)	3.0		3.0	3.0						3.0
Recall Mode	None		Max	None						None
Act Effct Green (s)	16.5		20.6	60.4	63.4		67.5	67.5		
Actuated g/C Ratio	0.18		0.23	0.67	0.70		0.75	0.75		
v/c Ratio	0.74		0.01	0.14	0.28		0.01	0.62		
Control Delay	36.1		0.0	6.6	9.8		5.7	7.7		
Queue Delay	0.0		0.0	0.0	0.0		0.0	0.2		
Total Delay	36.1		0.0	6.6	9.8		5.7	7.9		
LOS	D		A	A	A		A	A		
Approach Delay					9.3			7.9		
Approach LOS					A			A		

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 6:, Start of Yellow, Master Intersection			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 12.6		Intersection LOS: B	
Intersection Capacity Utilization 51.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Cypress Street & Oswego Street & Second Street

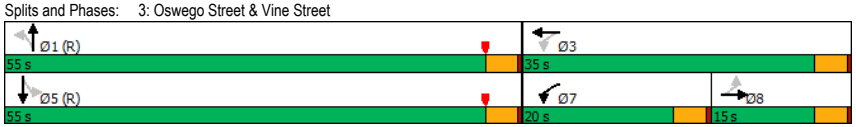


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	55	6	125	31	4	1	403	95	1	1048	7
Future Volume (vph)	8	55	6	125	31	4	1	403	95	1	1048	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	140		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.985			0.983			0.971			0.999	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1558	1777	0	1662	1759	0	0	3201	0	0	3385	0
Flt Permitted	0.728			0.503				0.954			0.955	
Satd. Flow (perm)	1194	1777	0	880	1759	0	0	3054	0	0	3233	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			5			53			1	
Link Speed (mph)		31			31			31			31	
Link Distance (ft)		316			895			501			522	
Travel Time (s)		7.0			19.7			11.0			11.5	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	12%	2%	0%	5%	3%	0%	0%	7%	1%	0%	3%	0%
Adj. Flow (vph)	10	71	8	162	40	5	1	523	123	1	1361	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	79	0	162	45	0	0	647	0	0	1371	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)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	49	49		49	49		49	49		49	49	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	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	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	3			1			5	
Permitted Phases	8			3			1			5		
Detector Phase	8	8		7	3		1	1		5	5	
Switch Phase												
Minimum Initial (s)	5.5	5.5		3.5	7.5		19.5	19.5		19.5	19.5	
Minimum Split (s)	10.0	10.0		8.0	12.0		24.0	24.0		24.0	24.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	15.0	15.0		20.0	35.0		55.0	55.0		55.0	55.0	
Total Split (%)	16.7%	16.7%		22.2%	38.9%		61.1%	61.1%		61.1%	61.1%	
Maximum Green (s)	11.0	11.0		16.0	31.0		51.0	51.0		51.0	51.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0			-1.0			-1.0	
Total Lost Time (s)	3.0	3.0		3.0	3.0			3.0			3.0	
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	
Recall Mode	Min	Min		None	Min		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)	9.8	9.8		27.0	27.0			57.0			57.0	
Actuated g/C Ratio	0.11	0.11		0.30	0.30			0.63			0.63	
v/c Ratio	0.08	0.40		0.42	0.08			0.33			0.67	
Control Delay	36.1	40.5		26.6	19.0			18.3			11.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.1	
Total Delay	36.1	40.5		26.6	19.0			18.3			11.4	
LOS	D	D		C	B			B			B	
Approach Delay		40.0			25.0			18.3			11.4	
Approach LOS		D			C			B			B	

Intersection Summary		
Area Type:	Other	
Cycle Length: 90		
Actuated Cycle Length: 90		
Offset: 0 (0%), Referenced to phase 1:NBTL and 5:SBTL, Start of Yellow		
Natural Cycle: 45		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.67		
Intersection Signal Delay: 15.6	Intersection LOS: B	
Intersection Capacity Utilization 50.1%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 3: Oswego Street & Vine Street

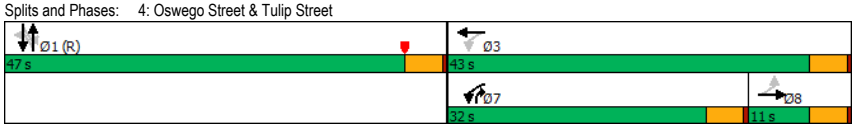


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	22	2	519	34	2	0	185	205	1	563	16
Future Volume (vph)	10	22	2	519	34	2	0	185	205	1	563	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		100	0		0	0		0
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.990			0.993				0.850		0.996	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1342	1561	0	1728	1734	0	0	1670	1501	0	3333	0
Flt Permitted	0.741			0.476							0.955	
Satd. Flow (perm)	1047	1561	0	866	1734	0	0	1670	1501	0	3183	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			2				250		4	
Link Speed (mph)		31			31			31			31	
Link Distance (ft)		335			373			522			208	
Travel Time (s)		7.4			8.2			11.5			4.6	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	30%	14%	50%	1%	3%	50%	0%	10%	4%	0%	4%	14%
Adj. Flow (vph)	12	27	2	633	41	2	0	226	250	1	687	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	29	0	633	43	0	0	226	250	0	708	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)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	1		1	1		1	1	1	1	1	
Detector Template												
Leading Detector (ft)	49	49		49	49		49	49	49	49	49	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	49	49		49	49		49	49	49	49	49	
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	Perm	NA		pm+pt	NA			NA	pm+ov	Perm	NA	
Protected Phases		8		7	3			1	7		1	
Permitted Phases	8			3			1		1	1		
Detector Phase	8	8		7	3		1	1	7	1	1	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		15.0	15.0	4.0	15.0	15.0	
Minimum Split (s)	8.5	8.5		8.5	8.5		20.0	20.0	8.5	20.0	20.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	11.0	11.0		32.0	43.0		47.0	47.0	32.0	47.0	47.0	
Total Split (%)	12.2%	12.2%		35.6%	47.8%		52.2%	52.2%	35.6%	52.2%	52.2%	
Maximum Green (s)	6.5	6.5		27.5	38.5		42.5	42.5	27.5	42.5	42.5	
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)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	-1.5	-1.5		-1.5	-1.5			-1.5	-1.0		-1.5	
Total Lost Time (s)	3.0	3.0		3.0	3.0			3.0	3.5		3.0	
Lead/Lag	Lag	Lag		Lead					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		None	None		C-Max	C-Max	None	C-Max	C-Max	
Act Effct Green (s)	7.7	7.7		35.6	27.0			48.4	81.3		48.4	
Actuated g/C Ratio	0.09	0.09		0.40	0.30			0.54	0.90		0.54	
v/c Ratio	0.13	0.21		1.02	0.08			0.25	0.18		0.41	
Control Delay	41.6	40.3		68.4	16.3			10.9	0.3		14.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	41.6	40.3		68.4	16.3			10.9	0.3		14.1	
LOS	D	D		E	B			B	A		B	
Approach Delay		40.7			65.1			5.3			14.1	
Approach LOS		D			E			A			B	

Intersection Summary		
Area Type:	Other	
Cycle Length: 90		
Actuated Cycle Length: 90		
Offset: 0 (0%), Referenced to phase 1:NBSB, Start of Yellow		
Natural Cycle: 50		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.02		
Intersection Signal Delay: 30.6	Intersection LOS: C	
Intersection Capacity Utilization 58.9%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 4: Oswego Street & Tulip Street



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	156	28	92	229	646	507
Future Volume (vph)	156	28	92	229	646	507
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	205	185			0
Storage Lanes	2	1	1			1
Taper Length (ft)	25		175			
Lane Util. Factor	0.97	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	2798	1459	1745	3323	1783	1432
Flt Permitted	0.950		0.160			
Satd. Flow (perm)	2798	1459	294	3323	1783	1432
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			45	45	
Link Distance (ft)	933			815	2157	
Travel Time (s)	21.2			12.3	32.7	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles (%)	21%	7%	0%	5%	3%	9%
Adj. Flow (vph)	205	37	121	301	850	667
Shared Lane Traffic (%)						
Lane Group Flow (vph)	205	37	121	301	850	667
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	22			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16	9	16			9
Number of Detectors	1	1	1	1	1	1
Detector Template						
Leading Detector (ft)	49	49	49	49	49	49
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	49	49	49	49	49	49
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	Prot	Free	pm+pt	NA	NA	pm+ov
Protected Phases	3		1	6	2	3
Permitted Phases		Free	6			2
Detector Phase	3		1	6	2	3
Switch Phase						
Minimum Initial (s)	8.0		5.0	10.0	10.0	8.0
Minimum Split (s)	20.0		10.0	20.0	20.0	20.0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Split (s)	25.0		12.0	65.0	53.0	25.0
Total Split (%)	27.8%		13.3%	72.2%	58.9%	27.8%
Maximum Green (s)	20.0		7.0	60.0	48.0	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)	-2.0		-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	3.0		3.0	3.0	3.0	3.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Vehicle Extension (s)	4.0		4.0	4.0	4.0	4.0
Recall Mode	None		None	Max	Max	None
Act Effct Green (s)	17.0	85.1	62.1	62.1	52.6	73.3
Actuated g/C Ratio	0.20	1.00	0.73	0.73	0.62	0.86
v/c Ratio	0.37	0.03	0.33	0.12	0.77	0.54
Control Delay	31.1	0.0	6.4	4.0	20.3	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.1	0.0	6.4	4.0	20.3	4.1
LOS	C	A	A	A	C	A
Approach Delay	26.3			4.7	13.2	
Approach LOS	C			A	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 85.1			
Natural Cycle: 70			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 13.0		Intersection LOS: B	
Intersection Capacity Utilization 55.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 5: Oswego Street & Exit 38



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	136	55	259	94	214	935
Future Volume (vph)	136	55	259	94	214	935
Ideal Flow (vphpl)	1900	1900	2000	1900	1900	2100
Lane Width (ft)	12	12	12	11	12	12
Storage Length (ft)	0	125		0	275	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				75	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.960			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1433	1404	3281	0	1687	3874
Flt Permitted	0.950				0.417	
Satd. Flow (perm)	1433	1404	3281	0	740	3874
Right Turn on Red		No		Yes		
Satd. Flow (RTOR)			86			
Link Speed (mph)	30		45			40
Link Distance (ft)	617		2157			2920
Travel Time (s)	14.0		32.7			49.8
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	26%	15%	8%	20%	7%	3%
Adj. Flow (vph)	186	75	355	129	293	1281
Shared Lane Traffic (%)						
Lane Group Flow (vph)	186	75	484	0	293	1281
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	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	0.94	1.04	1.00	0.88
Turning Speed (mph)	16	9		9	16	
Number of Detectors	1	1	1		1	1
Detector Template						
Leading Detector (ft)	49	49	49		49	49
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	49	49	49		49	49
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Prot	pm+ov	NA		pm+pt	NA
Protected Phases	3	5	6		5	2
Permitted Phases		3			2	
Detector Phase	3	5	6		5	2
Switch Phase						
Minimum Initial (s)	10.0	5.0	10.0		5.0	10.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Split (s)	20.0	11.5	20.0		11.5	20.0
Total Split (s)	24.0	16.0	55.0		16.0	71.0
Total Split (%)	25.3%	16.8%	57.9%		16.8%	74.7%
Maximum Green (s)	18.0	10.0	49.0		10.0	65.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0	-3.0		-3.0	-3.0
Total Lost Time (s)	3.0	3.0	3.0		3.0	3.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	6.0	4.0	6.0		4.0	6.0
Recall Mode	None	None	Max		None	Max
Act Effct Green (s)	19.8	35.5	52.3		68.0	68.0
Actuated g/C Ratio	0.21	0.38	0.56		0.72	0.72
v/c Ratio	0.62	0.14	0.26		0.44	0.46
Control Delay	43.3	19.7	9.3		6.7	6.1
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	43.3	19.7	9.3		6.7	6.1
LOS	D	B	A		A	A
Approach Delay	36.5		9.3			6.2
Approach LOS	D		A			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 93.8			
Natural Cycle: 55			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 10.3		Intersection LOS: B	
Intersection Capacity Utilization 39.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 6: Oswego Street & Liverpool Bypass

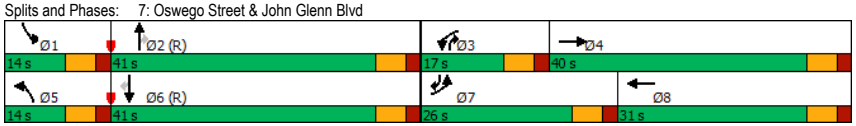


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	149	285	145	89	236	22	57	265	55	42	740	205
Future Volume (vph)	149	285	145	89	236	22	57	265	55	42	740	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	11	12	11	11	12	11	11
Storage Length (ft)	475		0	250		0	225		385	260		460
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (ft)	195			100			25			45		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.949			0.987				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	3327	0	1770	3327	0	1626	3222	1220	1805	3421	1546
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	3327	0	1770	3327	0	1626	3222	1220	1805	3421	1546
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)		86										
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1083			889			1448			925	
Travel Time (s)		16.4			13.5			24.7			15.8	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	3%	4%	1%	2%	5%	29%	11%	14%	28%	0%	2%	1%
Adj. Flow (vph)	180	343	175	107	284	27	69	319	66	51	892	247
Shared Lane Traffic (%)												
Lane Group Flow (vph)	180	518	0	107	311	0	69	319	66	51	892	247
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)		24			24			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	1.04	1.00	1.00	1.04	1.00	0.98	1.04	1.00	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	49	49		49	49		49	49	49	49	49	49
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)	49	49		49	49		49	49	49	49	49	49
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	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases									2			6
Detector Phase	7	4		3	8		5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	4.0		5.0	4.0		5.0	4.0	5.0	5.0	4.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	12.5	11.5		12.5	11.5		12.5	11.5	12.5	12.5	11.5	12.5
Total Split (s)	26.0	40.0		17.0	31.0		14.0	41.0	17.0	14.0	41.0	26.0
Total Split (%)	23.2%	35.7%		15.2%	27.7%		12.5%	36.6%	15.2%	12.5%	36.6%	23.2%
Maximum Green (s)	20.0	34.0		11.0	25.0		8.0	35.0	11.0	8.0	35.0	20.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0		-3.0	-3.0		-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
Total Lost Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max	None
Act Effct Green (s)	14.9	23.9		13.3	22.3		13.6	53.2	69.5	12.0	51.8	69.7
Actuated g/C Ratio	0.13	0.21		0.12	0.20		0.12	0.48	0.62	0.11	0.46	0.62
v/c Ratio	0.40	0.67		0.51	0.47		0.35	0.21	0.09	0.26	0.56	0.26
Control Delay	46.6	37.4		55.2	41.7		49.3	20.0	11.8	48.5	26.3	12.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.6	37.4		55.2	41.7		49.3	20.0	11.8	48.5	26.3	12.3
LOS	D	D		E	D		D	C	B	D	C	B
Approach Delay		39.8			45.1			23.3			24.3	
Approach LOS		D			D			C			C	

Intersection Summary		
Area Type:	Other	
Cycle Length: 112		
Actuated Cycle Length: 112		
Offset: 108 (96%), Referenced to phase 2:NBT and 6:SBT, Start of Green		
Natural Cycle: 60		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.67		
Intersection Signal Delay: 31.2	Intersection LOS: C	
Intersection Capacity Utilization 55.4%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 7: Oswego Street & John Glenn Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	2	5	102	2	59	2	301	161	212	697	1
Future Volume (vph)	0	2	5	102	2	59	2	301	161	212	697	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		150	80		0	400		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			75			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.905				0.850		0.948				
Flt Protected					0.953		0.950			0.950		
Satd. Flow (prot)	0	1027	0	0	1622	1229	1163	2972	0	1601	3455	0
Flt Permitted					0.426		0.303			0.950		
Satd. Flow (perm)	0	1027	0	0	725	1229	371	2972	0	1601	3455	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				102		126				
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		608			1080			738			681	
Travel Time (s)		13.8			24.5			12.6			11.6	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles (%)	0%	50%	67%	7%	50%	27%	50%	12%	10%	9%	1%	0%
Adj. Flow (vph)	0	3	7	138	3	80	3	407	218	286	942	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	141	80	3	625	0	286	943	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		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	
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	
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		NA		pm+pt	NA	custom	Perm	NA		Prot	NA	
Protected Phases		4		3	8	3		2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	2					
Detector Phase	4	4		3	8	3	2	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		9.5	10.0	9.5	10.0	10.0		9.0	10.0	
Total Split (s)	18.0	18.0		13.0	31.0	13.0	24.0	24.0		20.0	44.0	
Total Split (%)	24.0%	24.0%		17.3%	41.3%	17.3%	32.0%	32.0%		26.7%	58.7%	
Maximum Green (s)	13.0	13.0		8.0	26.0	8.0	19.0	19.0		15.0	39.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.0	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.5	1.5		2.0	1.5	
Lost Time Adjust (s)		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	
Lead/Lag	Lag	Lag		Lead		Lead	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	None	None		None	None	None	None	None		None	None	
Act Effct Green (s)		8.6			15.0	14.5	15.5	15.5		15.0	38.1	
Actuated g/C Ratio		0.15			0.26	0.25	0.27	0.27		0.26	0.66	
v/c Ratio		0.06			0.47	0.21	0.03	0.70		0.69	0.41	
Control Delay		19.7			24.6	4.3	20.5	21.6		35.1	8.4	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		19.7			24.6	4.3	20.5	21.6		35.1	8.4	
LOS		B			C	A	C	C		D	A	
Approach Delay		19.7			17.3			21.6			14.6	
Approach LOS		B			B			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 57.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 17.0		Intersection LOS: B	
Intersection Capacity Utilization 50.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Oswego Street & Wetzel Road

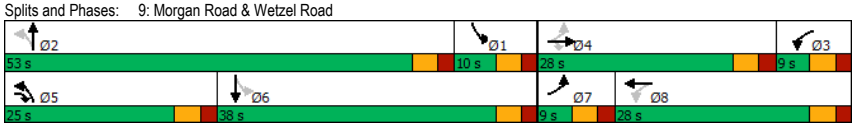


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	112	177	21	120	12	165	177	23	82	590	91
Future Volume (vph)	30	112	177	21	120	12	165	177	23	82	590	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		215	155		0	400		0	100		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	50			50			75			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.986			0.983			0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1631	1783	1382	1601	1763	0	1479	3263	0	1678	3331	0
Flt Permitted	0.308			0.656								
Satd. Flow (perm)	529	1783	1382	1105	1763	0	1556	3263	0	1766	3331	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			139		5			19			18	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1071			1134			3403			1023	
Travel Time (s)		24.3			25.8			51.6			15.5	
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles (%)	7%	3%	13%	9%	2%	10%	18%	5%	6%	4%	2%	7%
Adj. Flow (vph)	43	160	253	30	171	17	236	253	33	117	843	130
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	160	253	30	188	0	236	286	0	117	973	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)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		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	
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	
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+pt	NA		pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	5	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	10.0	9.0	9.0	10.0		9.0	10.0		9.0	10.0	
Total Split (s)	9.0	28.0	25.0	9.0	28.0		25.0	53.0		10.0	38.0	
Total Split (%)	9.0%	28.0%	25.0%	9.0%	28.0%		25.0%	53.0%		10.0%	38.0%	
Maximum Green (s)	4.0	23.0	20.0	4.0	23.0		20.0	48.0		5.0	33.0	
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	Lead	Lead	Lag	Lag		Lead	Lead		Lag	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		None	None		None	None	
Act Effct Green (s)	15.0	15.0	35.5	16.2	14.0		23.9	20.3		32.2	27.9	
Actuated g/C Ratio	0.19	0.19	0.45	0.20	0.18		0.30	0.26		0.41	0.35	
v/c Ratio	0.27	0.47	0.36	0.12	0.60		0.51	0.34		0.16	0.82	
Control Delay	35.5	37.1	7.3	32.7	40.7		36.5	31.6		18.7	31.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	35.5	37.1	7.3	32.7	40.7		36.5	31.6		18.7	31.6	
LOS	D	D	A	C	D		D	C		B	C	
Approach Delay		20.4			39.6			33.8			30.2	
Approach LOS		C			D			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 79.3			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 30.0		Intersection LOS: C	
Intersection Capacity Utilization 55.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 9: Morgan Road & Wetzel Road

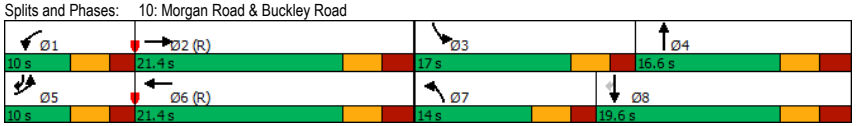


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	146	349	171	93	219	58	56	202	77	117	597	141
Future Volume (vph)	146	349	171	93	219	58	56	202	77	117	597	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	475		0	575		575	590		0	485		435
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			75			75			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.951			0.969			0.959				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	3222	0	1745	2965	0	1504	3042	0	1711	3355	1473
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1694	3222	0	1745	2965	0	1504	3042	0	1711	3355	1473
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		122			48			73				178
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		527			2541			1054			3403	
Travel Time (s)		8.0			38.5			16.0			51.6	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	3%	3%	3%	0%	8%	37%	16%	10%	10%	2%	4%	6%
Adj. Flow (vph)	185	442	216	118	277	73	71	256	97	148	756	178
Shared Lane Traffic (%)												
Lane Group Flow (vph)	185	658	0	118	350	0	71	353	0	148	756	178
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)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
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
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	Prot	NA		Prot	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	5	2		1	6		7	4		3	8	5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases												8
Detector Phase	5	2		1	6		7	4		3	8	5
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	10.0		5.0	10.0	5.0
Minimum Split (s)	10.0	20.5		10.0	20.5		10.0	15.5		10.0	15.5	10.0
Total Split (s)	10.0	21.4		10.0	21.4		14.0	16.6		17.0	19.6	10.0
Total Split (%)	15.4%	32.9%		15.4%	32.9%		21.5%	25.5%		26.2%	30.2%	15.4%
Maximum Green (s)	5.0	15.9		5.0	15.9		9.0	11.1		12.0	14.1	5.0
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	2.5		2.0	2.5		2.0	2.5		2.0	2.5	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	5.5		5.0	5.5		5.0	5.5		5.0	5.5	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Minimum Gap (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Time Before Reduce (s)	10.0	15.0		10.0	15.0		10.0	15.0		10.0	15.0	10.0
Time To Reduce (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Act Effct Green (s)	7.6	17.6		6.0	15.9		7.0	13.4		9.1	17.6	30.7
Actuated g/C Ratio	0.12	0.27		0.09	0.24		0.11	0.21		0.14	0.27	0.47
v/c Ratio	0.93	0.69		0.74	0.46		0.44	0.52		0.62	0.83	0.23
Control Delay	88.6	22.2		61.1	20.2		35.4	21.9		37.3	35.0	3.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	88.6	22.2		61.1	20.2		35.4	21.9		37.3	35.0	3.4
LOS	F	C		E	C		D	C		D	C	A
Approach Delay		36.8			30.5			24.2			30.1	
Approach LOS		D			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 31.3		Intersection LOS: C	
Intersection Capacity Utilization 58.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 10: Morgan Road & Buckley Road

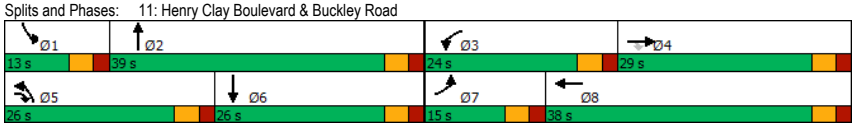


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	186	30	57	210	33	63	207	31	34	248	227
Future Volume (vph)	33	186	30	57	210	33	63	207	31	34	248	227
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	510		540	430		400	560		0	0		0
Storage Lanes	1		2	1		1	2		0	1		0
Taper Length (ft)	75			75			150			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.980			0.981			0.928	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1558	3261	1369	1558	3244	0	3193	3252	0	1558	3145	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1558	3261	1369	1558	3244	0	3193	3252	0	1558	3145	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			125		18			16				
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		796			633			1419			1496	
Travel Time (s)		12.1			9.6			21.5			22.7	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	12%	7%	14%	12%	5%	8%	6%	5%	7%	12%	2%	4%
Adj. Flow (vph)	40	224	36	69	253	40	76	249	37	41	299	273
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	224	36	69	293	0	76	286	0	41	572	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)		11			11			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		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	
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	
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	Prot	NA	pm+ov	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4									
Detector Phase	7	4	5	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	10.0	9.0	9.0	10.0		9.0	10.0		9.0	10.0	
Total Split (s)	15.0	29.0	26.0	24.0	38.0		26.0	39.0		13.0	26.0	
Total Split (%)	14.3%	27.6%	24.8%	22.9%	36.2%		24.8%	37.1%		12.4%	24.8%	
Maximum Green (s)	10.0	24.0	21.0	19.0	33.0		21.0	34.0		8.0	21.0	
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	Lead	Lead	Lag		Lead	Lag		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		None	Max		None	Max	
Act Effct Green (s)	7.6	10.8	23.4	8.9	14.7		7.4	35.4		7.2	32.6	
Actuated g/C Ratio	0.10	0.15	0.31	0.12	0.20		0.10	0.48		0.10	0.44	
v/c Ratio	0.25	0.47	0.07	0.37	0.45		0.24	0.18		0.28	0.42	
Control Delay	39.3	35.2	0.3	39.7	29.6		37.0	14.4		41.0	18.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	39.3	35.2	0.3	39.7	29.6		37.0	14.4		41.0	18.6	
LOS	D	D	A	D	C		D	B		D	B	
Approach Delay		31.6			31.5			19.1			20.1	
Approach LOS		C			C			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 74.4			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay: 24.5		Intersection LOS: C	
Intersection Capacity Utilization 44.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: Henry Clay Boulevard & Buckley Road





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	3	265	18	12	692
Future Volume (vph)	5	3	265	18	12	692
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.951		0.990			
Flt Protected	0.969					0.999
Satd. Flow (prot)	1693	0	3132	0	0	3292
Flt Permitted	0.969					0.999
Satd. Flow (perm)	1693	0	3132	0	0	3292
Link Speed (mph)	31		45			45
Link Distance (ft)	561		454			640
Travel Time (s)	12.3		6.9			9.7
Peak Hour Factor	0.67	0.67	0.87	0.87	0.77	0.77
Heavy Vehicles (%)	0%	0%	11%	0%	0%	6%
Adj. Flow (vph)	7	4	305	21	16	899
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	0	326	0	0	915
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16	9		9	16	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	3	265	18	12	692
Future Vol, veh/h	5	3	265	18	12	692
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	67	67	87	87	77	77
Heavy Vehicles, %	0	0	11	0	0	6
Mvmt Flow	7	4	305	21	16	899

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	798	163	0	0	326	0
Stage 1	316	-	-	-	-	-
Stage 2	482	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	328	859	-	-	1245	-
Stage 1	718	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	319	859	-	-	1245	-
Mov Cap-2 Maneuver	319	-	-	-	-	-
Stage 1	718	-	-	-	-	-
Stage 2	578	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.9	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	417	1245	-
HCM Lane V/C Ratio	-	-	0.029	0.013	-
HCM Control Delay (s)	-	-	13.9	7.9	0.1
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	7	339	36	19	817
Future Volume (vph)	4	7	339	36	19	817
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.913		0.986			
Flt Protected	0.982					0.999
Satd. Flow (prot)	1647	0	3130	0	0	3293
Flt Permitted	0.982					0.999
Satd. Flow (perm)	1647	0	3130	0	0	3293
Link Speed (mph)	31		45			45
Link Distance (ft)	537		1212			454
Travel Time (s)	11.8		18.4			6.9
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles (%)	0%	0%	11%	0%	0%	6%
Adj. Flow (vph)	5	9	458	49	26	1104
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	507	0	0	1130
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16	9		9	16	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	46.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	7	339	36	19	817
Future Vol, veh/h	4	7	339	36	19	817
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	0	0	11	0	0	6
Mvmt Flow	5	9	458	49	26	1104

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1087	254	0	0	507	0
Stage 1	483	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	214	752	-	-	1068	-
Stage 1	592	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	201	752	-	-	1068	-
Mov Cap-2 Maneuver	201	-	-	-	-	-
Stage 1	592	-	-	-	-	-
Stage 2	482	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.9	0	0.5
HCM LOS	B		

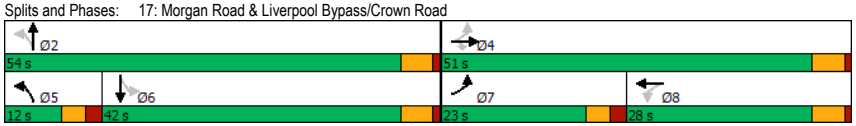
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	377	1068	-
HCM Lane V/C Ratio	-	-	0.039	0.024	-
HCM Control Delay (s)	-	-	14.9	8.5	0.3
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	13	198	5	6	4	70	306	9	3	651	111
Future Volume (vph)	88	13	198	5	6	4	70	306	9	3	651	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		260	0		0	0		0	100		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850		0.966			0.996			0.978	
Flt Protected		0.958			0.983		0.950			0.950		
Satd. Flow (prot)	0	1479	1432	0	1111	0	1531	1723	0	1745	3193	0
Flt Permitted		0.739			0.911		0.203			0.519		
Satd. Flow (perm)	0	1141	1432	0	1030	0	327	1723	0	953	3193	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			215		5			2			21	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		979			1200			344			294	
Travel Time (s)		22.3			27.3			5.2			4.5	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles (%)	15%	46%	9%	20%	83%	67%	14%	6%	11%	0%	5%	18%
Adj. Flow (vph)	116	17	261	7	8	5	92	403	12	4	857	146
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	133	261	0	20	0	92	415	0	4	1003	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	1	1	1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	49	49	49	49	49		49	49		49	49	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	49	49	49	49	49		49	49		49	49	
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	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	4	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	10.0	10.0	10.0	10.0		9.0	10.0		10.0	10.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	23.0	51.0	51.0	28.0	28.0		12.0	54.0		42.0	42.0	
Total Split (%)	21.9%	48.6%	48.6%	26.7%	26.7%		11.4%	51.4%		40.0%	40.0%	
Maximum Green (s)	18.0	46.0	46.0	23.0	23.0		7.0	49.0		37.0	37.0	
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0		3.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	1.0	1.0	1.0	1.0		2.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-2.0	-1.0		-2.0		-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)		3.0	4.0		3.0		3.0	3.0		3.0	3.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	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		None	Max		Max	Max	
Act Effct Green (s)		15.2	14.2		15.2		51.1	51.1		41.9	41.9	
Actuated g/C Ratio		0.21	0.20		0.21		0.71	0.71		0.58	0.58	
v/c Ratio		0.56	0.58		0.09		0.25	0.34		0.01	0.54	
Control Delay		34.8	11.8		19.7		5.8	5.6		9.3	12.1	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		34.8	11.8		19.7		5.8	5.6		9.3	12.1	
LOS		C	B		B		A	A		A	B	
Approach Delay		19.6			19.7			5.6			12.1	
Approach LOS		B			B			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 72.3			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 12.0		Intersection LOS: B	
Intersection Capacity Utilization 47.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 17: Morgan Road & Liverpool Bypass/Crown Road



18: Morgan Road & Sheridan Rd Performance by lane

Lane	EB	NB	NB	SB	SB	All
Movements Served	LR	LT	T	T	TR	
Denied Del/Veh (s)						0.0
Total Del/Veh (s)	16.1	0.4	1.2	1.8	2.5	2.2

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	115	264	24	325	601
Future Volume (vph)	5	115	264	24	325	601
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.870		0.989			
Flt Protected	0.998				0.950	
Satd. Flow (prot)	1394	0	1729	0	1616	1640
Flt Permitted	0.998				0.950	
Satd. Flow (perm)	1394	0	1729	0	1616	1640
Link Speed (mph)	31		31			45
Link Distance (ft)	1605		362			396
Travel Time (s)	35.3		8.0			6.0
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	0%	15%	5%	6%	8%	12%
Adj. Flow (vph)	6	149	343	31	422	781
Shared Lane Traffic (%)						
Lane Group Flow (vph)	155	0	374	0	422	781
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16	9		9	16	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	115	264	24	325	601
Future Vol, veh/h	5	115	264	24	325	601
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	0	15	5	6	8	12
Mvmt Flow	6	149	343	31	422	781

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1984	359	0	0	374	0
Stage 1	359	-	-	-	-	-
Stage 2	1625	-	-	-	-	-
Critical Hdwy	6.4	6.35	-	-	4.18	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.435	-	-	2.272	-
Pot Cap-1 Maneuver	68	657	-	-	1152	-
Stage 1	711	-	-	-	-	-
Stage 2	179	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	43	657	-	-	1152	-
Mov Cap-2 Maneuver	43	-	-	-	-	-
Stage 1	711	-	-	-	-	-
Stage 2	113	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19	0	3.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	412	1152	-
HCM Lane V/C Ratio	-	-	0.378	0.366	-
HCM Control Delay (s)	-	-	19	9.9	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.7	1.7	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	51	173	111	163	270	33
Future Volume (vph)	51	173	111	163	270	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.920		0.985	
Flt Protected		0.989			0.957	
Satd. Flow (prot)	0	1775	1577	0	1565	0
Flt Permitted		0.843			0.957	
Satd. Flow (perm)	0	1513	1577	0	1565	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			185		9	
Link Speed (mph)		40	40		31	
Link Distance (ft)		2577	816		1129	
Travel Time (s)		43.9	13.9		24.8	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	7%	1%	3%	10%	10%	16%
Adj. Flow (vph)	58	197	126	185	307	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	255	311	0	345	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16			9	16	9
Number of Detectors	1	2	2		1	
Detector Template	Left	Thru	Thru		Left	
Leading Detector (ft)	20	100	100		20	
Trailing Detector (ft)	0	0	0		0	
Detector 1 Position(ft)	0	0	0		0	
Detector 1 Size(ft)	20	6	6		20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Perm	NA	NA		Prot	
Protected Phases		4	8		6	
Permitted Phases	4					
Detector Phase	4	4	8		6	
Switch Phase						

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Initial (s)	4.0	4.0	4.0		4.0	
Minimum Split (s)	10.0	10.0	10.0		10.0	
Total Split (s)	42.0	42.0	42.0		18.0	
Total Split (%)	70.0%	70.0%	70.0%		30.0%	
Maximum Green (s)	37.0	37.0	37.0		13.0	
Yellow Time (s)	3.0	3.0	3.0		3.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		5.0	5.0		5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	None	None	None		Max	
Act Effct Green (s)		10.4	10.4		13.1	
Actuated g/C Ratio		0.31	0.31		0.39	
v/c Ratio		0.54	0.50		0.56	
Control Delay		14.2	7.1		13.5	
Queue Delay		0.0	0.0		0.0	
Total Delay		14.2	7.1		13.5	
LOS		B	A		B	
Approach Delay		14.2	7.1		13.5	
Approach LOS		B	A		B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 33.6			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 11.5		Intersection LOS: B	
Intersection Capacity Utilization 57.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 20: Vine Street & Commerce Blvd

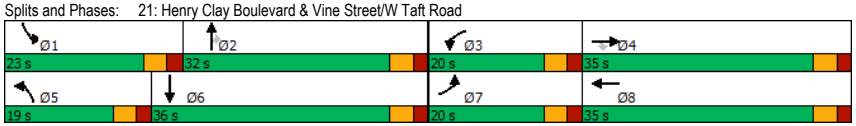


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	185	93	195	201	109	42	322	90	147	398	92
Future Volume (vph)	57	185	93	195	201	109	42	322	90	147	398	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		535	325		0	725		475	285		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	50			250			75			75		
Lane Util. Factor	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.947				0.850		0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1662	1749	1301	3193	3144	0	1586	3261	1516	1678	3128	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1662	1749	1301	3193	3144	0	1586	3261	1516	1678	3128	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			119		91				119		25	
Link Speed (mph)		40			40			45			45	
Link Distance (ft)		865			1021			1254			1091	
Travel Time (s)		14.7			17.4			19.0			16.5	
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 (%)	5%	5%	20%	6%	3%	9%	10%	7%	3%	4%	9%	6%
Adj. Flow (vph)	66	215	108	227	234	127	49	374	105	171	463	107
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	215	108	227	361	0	49	374	105	171	570	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)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	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	6	20	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	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4						2			
Detector Phase	7	4	4	3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.0	10.0	10.0	9.0	10.0		9.0	10.0	10.0	9.0	10.0	
Total Split (s)	20.0	35.0	35.0	20.0	35.0		19.0	32.0	32.0	23.0	36.0	
Total Split (%)	18.2%	31.8%	31.8%	18.2%	31.8%		17.3%	29.1%	29.1%	20.9%	32.7%	
Maximum Green (s)	15.0	30.0	30.0	15.0	30.0		14.0	27.0	27.0	18.0	31.0	
Yellow Time (s)	3.0	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	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	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	Lag	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	3.0	
Recall Mode	None	None	None	None	None		None	None	None	None	None	
Act Effct Green (s)	8.8	15.2	15.2	11.1	20.5		8.1	15.0	15.0	13.1	25.6	
Actuated g/C Ratio	0.12	0.20	0.20	0.15	0.27		0.11	0.20	0.20	0.17	0.34	
v/c Ratio	0.34	0.61	0.30	0.48	0.39		0.29	0.58	0.27	0.59	0.53	
Control Delay	40.0	37.2	7.6	35.9	20.4		40.2	32.8	6.9	40.3	24.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	40.0	37.2	7.6	35.9	20.4		40.2	32.8	6.9	40.3	24.3	
LOS	D	D	A	D	C		D	C	A	D	C	
Approach Delay		29.5			26.4			28.3			28.0	
Approach LOS		C			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 75.3			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 27.9		Intersection LOS: C	
Intersection Capacity Utilization 49.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 21: Henry Clay Boulevard & Vine Street/W Taft Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	80	72	73	77	454	0	1197	58	297	702	4
Future Volume (vph)	0	80	72	73	77	454	0	1197	58	297	702	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	150		0	0		125	200		0
Storage Lanes	0		0	1		2	0		1	2		0
Taper Length (ft)	25			25			25			125		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.936				0.850			0.850		0.999	
Flt Protected					0.976					0.950		
Satd. Flow (prot)	0	1692	0	0	1783	2694	0	3490	1561	3255	3486	0
Flt Permitted					0.598					0.950		
Satd. Flow (perm)	0	1692	0	0	1093	2694	0	3490	1561	3255	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42				21			135		1	
Link Speed (mph)		31			31			31			31	
Link Distance (ft)		761			682			829			684	
Travel Time (s)		16.7			15.0			18.2			15.0	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	3%	0%	0%	1%	2%	0%	0%	0%	4%	0%	0%
Adj. Flow (vph)	0	91	82	83	88	516	0	1360	66	338	798	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	173	0	0	171	516	0	1360	66	338	803	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors		1		1	1	1		1	1	1	1	
Detector Template												
Leading Detector (ft)		49		49	49	49		49	49	49	49	
Trailing Detector (ft)		0		0	0	0		0	0	0	0	
Detector 1 Position(ft)		0		0	0	0		0	0	0	0	
Detector 1 Size(ft)		49		49	49	49		49	49	49	49	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		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	
Detector 1 Delay (s)		0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Turn Type		NA		Perm	NA	pm+ov		NA	Free	Prot	NA	
Protected Phases		4			4	1		2		1	5	
Permitted Phases				4		4			Free			
Detector Phase		4		4	4	1		2		1	5	
Switch Phase												
Minimum Initial (s)		6.0		6.0	6.0	6.0		24.0		6.0	24.0	
Minimum Split (s)		11.0		11.0	11.0	12.0		29.5		12.0	29.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)		30.0		30.0	30.0	30.0		45.0		30.0	75.0	
Total Split (%)		28.6%		28.6%	28.6%	28.6%		42.9%		28.6%	71.4%	
Maximum Green (s)		25.0		25.0	25.0	24.0		40.0		24.0	70.0	
Yellow Time (s)		3.5		3.5	3.5	3.5		3.5		3.5	3.5	
All-Red Time (s)		1.5		1.5	1.5	2.5		1.5		2.5	1.5	
Lost Time Adjust (s)		-2.0			-2.0	-3.0		-2.0		-3.0	-2.0	
Total Lost Time (s)		3.0			3.0	3.0		3.0		3.0	3.0	
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	
Recall Mode		None		None	None	None		C-Max		None	C-Max	
Act Effct Green (s)		20.7			20.7	44.2		54.8	105.0	20.5	78.3	
Actuated g/C Ratio		0.20			0.20	0.42		0.52	1.00	0.20	0.75	
v/c Ratio		0.47			0.80	0.45		0.75	0.04	0.53	0.31	
Control Delay		31.1			65.0	21.0		25.1	0.1	40.4	5.3	
Queue Delay		0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay		31.1			65.0	21.0		25.1	0.1	40.4	5.3	
LOS		C			E	C		C	A	D	A	
Approach Delay		31.1			31.9			24.0			15.7	
Approach LOS		C			C			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NBT and 5:SBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 23.2		Intersection LOS: C	
Intersection Capacity Utilization 71.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: Onondaga Lake Parkway/Oswego Street & First Street/Old Liverpool Rd



Lane Group	EBR	EBR2	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	Ø7
Lane Configurations											
Traffic Volume (vph)	245	5	20	73	317	1189	52	8	779	2	
Future Volume (vph)	245	5	20	73	317	1189	52	8	779	2	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0		0		175		0	100		0	
Storage Lanes	2		1		2		0	1		0	
Taper Length (ft)					125			25			
Lane Util. Factor	0.88	1.00	1.00	0.95	0.97	0.95	0.95	1.00	0.95	0.95	
Frt	0.850		0.865			0.994					
Flt Protected					0.950			0.950			
Satd. Flow (prot)	2721	0	1589	0	3385	3436	0	1558	3455	0	
Flt Permitted					0.144			0.184			
Satd. Flow (perm)	2721	0	1589	0	513	3436	0	302	3455	0	
Right Turn on Red		Yes	Yes				Yes				
Satd. Flow (RTOR)	97		146			24					
Link Speed (mph)						31			31		
Link Distance (ft)						684			501		
Travel Time (s)						15.0			11.0		
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	
Heavy Vehicles (%)	1%	0%	0%	0%	0%	1%	0%	12%	1%	0%	
Adj. Flow (vph)	285	6	23	85	369	1383	60	9	906	2	
Shared Lane Traffic (%)											
Lane Group Flow (vph)	291	0	23	0	454	1443	0	9	908	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Right	Right	Right	Left	Left	Left	Right	Left	Left	Right	
Median Width(ft)						22			22		
Link Offset(ft)						0			0		
Crosswalk Width(ft)						16			16		
Two way Left Turn Lane											
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	
Turning Speed (mph)	9	9	9	16	16		9	16		9	
Number of Detectors	1		1	1	1	1		1	1		
Detector Template											
Leading Detector (ft)	49		49	49	49	49		49	49		
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)	49		49	49	49	49		49	49		
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	Over		Perm	custom	custom	NA		Perm	NA		
Protected Phases	1			3	1 3	1 3 7			5 7		7
Permitted Phases	1		5	7	7	7		5 7			
Detector Phase	1		5	3	1 3	1 3 7		5 7	5 7		
Switch Phase											
Minimum Initial (s)	10.0		5.0	5.0							8.0
Minimum Split (s)	15.0		10.0	10.0							13.0

Lane Group	EBR	EBR2	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	Ø7
Total Split (s)	60.0		10.0	14.0							51.0
Total Split (%)	44.4%		7.4%	10.4%							38%
Maximum Green (s)	55.0		5.0	9.0							46.0
Yellow Time (s)	4.0		4.0	4.0							4.0
All-Red Time (s)	1.0		1.0	1.0							1.0
Lost Time Adjust (s)	-2.0		-2.0								
Total Lost Time (s)	3.0		3.0								
Lead/Lag	Lag			Lead							
Lead-Lag Optimize?											
Vehicle Extension (s)	3.0		3.0	3.0							3.0
Recall Mode	C-Max		Max	None							None
Act Effct Green (s)	57.0		9.2		116.8	119.8		58.0	58.0		
Actuated g/C Ratio	0.42		0.07		0.87	0.89		0.43	0.43		
v/c Ratio	0.24		0.09		0.23	0.47		0.07	0.61		
Control Delay	16.9		0.8		2.6	2.0		24.8	32.0		
Queue Delay	0.0		0.0		0.0	0.5		0.0	3.3		
Total Delay	16.9		0.8		2.6	2.4		24.8	35.3		
LOS	B		A		A	A		C	D		
Approach Delay						2.4			35.2		
Approach LOS						A			D		

Intersection Summary	
Area Type:	Other
Cycle Length: 135	
Actuated Cycle Length: 135	
Offset: 0 (0%), Referenced to phase 1:NBTL, Start of Yellow, Master Intersection	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 13.4	Intersection LOS: B
Intersection Capacity Utilization 51.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Cypress Street & Oswego Street & Second Street



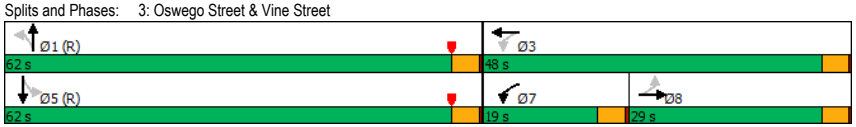
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	89	11	118	140	16	8	1082	123	7	624	26
Future Volume (vph)	28	89	11	118	140	16	8	1082	123	7	624	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	140		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.983			0.985			0.985			0.994	
Flt Protected	0.950			0.950							0.999	
Satd. Flow (prot)	1745	1759	0	1728	1793	0	0	3407	0	0	3401	0
Flt Permitted	0.646			0.405				0.950			0.938	
Satd. Flow (perm)	1186	1759	0	736	1793	0	0	3237	0	0	3193	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			6			17			6	
Link Speed (mph)		31			31			31			31	
Link Distance (ft)		316			895			501			522	
Travel Time (s)		7.0			19.7			11.0			11.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	3%	0%	1%	1%	0%	0%	1%	0%	0%	2%	0%
Adj. Flow (vph)	32	101	13	134	159	18	9	1230	140	8	709	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	114	0	134	177	0	0	1379	0	0	747	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)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	49	49		49	49		49	49		49	49	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	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	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	3			1			5	
Permitted Phases	8			3			1			5		
Detector Phase	8	8		7	3		1	1		5	5	
Switch Phase												
Minimum Initial (s)	5.5	5.5		3.5	7.5		19.5	19.5		19.5	19.5	
Minimum Split (s)	10.0	10.0		8.0	12.0		24.0	24.0		24.0	24.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	29.0	29.0		19.0	48.0		62.0	62.0		62.0	62.0	
Total Split (%)	26.4%	26.4%		17.3%	43.6%		56.4%	56.4%		56.4%	56.4%	
Maximum Green (s)	25.0	25.0		15.0	44.0		58.0	58.0		58.0	58.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0			-1.0			-1.0	
Total Lost Time (s)	3.0	3.0		3.0	3.0			3.0			3.0	
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	
Recall Mode	Min	Min		None	Min		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)	13.1	13.1		29.7	29.7			74.3			74.3	
Actuated g/C Ratio	0.12	0.12		0.27	0.27			0.68			0.68	
v/c Ratio	0.23	0.53		0.42	0.36			0.63			0.35	
Control Delay	46.1	51.5		34.3	32.2			12.5			10.1	
Queue Delay	0.0	0.0		0.0	0.0			1.5			0.0	
Total Delay	46.1	51.5		34.3	32.2			14.0			10.1	
LOS	D	D		C	C			B			B	
Approach Delay		50.3			33.1			14.0			10.1	
Approach LOS		D			C			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 1:NBTL and 5:SBTL, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 17.2 Intersection LOS: B
Intersection Capacity Utilization 62.4% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: Oswego Street & Vine Street

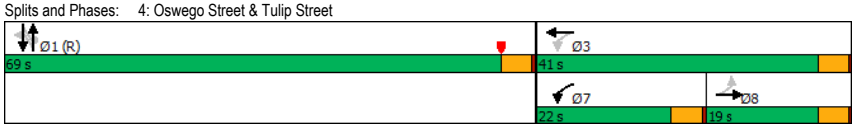


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	50	8	298	47	10	4	675	444	7	383	59
Future Volume (vph)	50	50	8	298	47	10	4	675	444	7	383	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		100	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.980			0.975			0.941			0.980	
Flt Protected	0.950			0.950							0.999	
Satd. Flow (prot)	1745	1800	0	1745	1791	0	0	3239	0	0	3359	0
Flt Permitted	0.715			0.514				0.954			0.933	
Satd. Flow (perm)	1313	1800	0	944	1791	0	0	3090	0	0	3137	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			10			247			27	
Link Speed (mph)		31			31			31			31	
Link Distance (ft)		335			373			522			230	
Travel Time (s)		7.4			8.2			11.5			5.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	2%	0%
Adj. Flow (vph)	57	57	9	343	54	11	5	776	510	8	440	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	66	0	343	65	0	0	1291	0	0	516	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)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	49	49		49	49		49	49		49	49	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	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	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	3			1			1	
Permitted Phases	8			3			1			1		
Detector Phase	8	8		7	3		1	1		1	1	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	8.5	8.5		8.5	8.5		20.0	20.0		20.0	20.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	19.0	19.0		22.0	41.0		69.0	69.0		69.0	69.0	
Total Split (%)	17.3%	17.3%		20.0%	37.3%		62.7%	62.7%		62.7%	62.7%	
Maximum Green (s)	14.5	14.5		17.5	36.5		64.5	64.5		64.5	64.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	-1.5	-1.5		-1.5	-1.5			-1.5			-1.5	
Total Lost Time (s)	3.0	3.0		3.0	3.0			3.0			3.0	
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	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)	11.6	11.6		31.6	29.2			72.4			72.4	
Actuated g/C Ratio	0.11	0.11		0.29	0.27			0.66			0.66	
v/c Ratio	0.41	0.34		0.84	0.13			0.61			0.25	
Control Delay	54.0	45.0		52.8	23.2			3.5			8.4	
Queue Delay	0.0	0.0		0.0	0.0			0.1			0.0	
Total Delay	54.0	45.0		52.8	23.2			3.6			8.4	
LOS	D	D		D	C			A			A	
Approach Delay		49.2			48.1			3.6			8.4	
Approach LOS		D			D			A			A	

Intersection Summary		
Area Type:	Other	
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 0 (0%), Referenced to phase 1:NBSB, Start of Yellow		
Natural Cycle: 45		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.84		
Intersection Signal Delay: 14.8	Intersection LOS: B	
Intersection Capacity Utilization 65.7%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 4: Oswego Street & Tulip Street



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	322	115	45	711	578	212
Future Volume (vph)	322	115	45	711	578	212
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	205	185			0
Storage Lanes	2	1	1			1
Taper Length (ft)	25		175			
Lane Util. Factor	0.97	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3134	1531	1678	3455	1749	1546
Flt Permitted	0.950		0.237			
Satd. Flow (perm)	3134	1531	419	3455	1749	1546
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			45	45	
Link Distance (ft)	933			815	2157	
Travel Time (s)	21.2			12.3	32.7	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	8%	2%	4%	1%	5%	1%
Adj. Flow (vph)	388	139	54	857	696	255
Shared Lane Traffic (%)						
Lane Group Flow (vph)	388	139	54	857	696	255
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	22			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16	9	16			9
Number of Detectors	1	1	1	1	1	1
Detector Template						
Leading Detector (ft)	49	49	49	49	49	49
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	49	49	49	49	49	49
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	Prot	Free	pm+pt	NA	NA	Free
Protected Phases	3		1	6	2	
Permitted Phases		Free	6			Free
Detector Phase	3		1	6	2	
Switch Phase						
Minimum Initial (s)	8.0		8.0	10.0	10.0	
Minimum Split (s)	20.0		14.5	20.0	20.0	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Split (s)	30.0		20.0	60.0	40.0	
Total Split (%)	33.3%		22.2%	66.7%	44.4%	
Maximum Green (s)	25.0		15.0	55.0	35.0	
Yellow Time (s)	3.0		3.0	3.0	3.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0		-2.0	-2.0	-2.0	
Total Lost Time (s)	3.0		3.0	3.0	3.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Vehicle Extension (s)	4.0		4.0	4.0	4.0	
Recall Mode	None		None	Max	Max	
Act Effct Green (s)	18.2	81.3	57.1	57.1	49.4	81.3
Actuated g/C Ratio	0.22	1.00	0.70	0.70	0.61	1.00
v/c Ratio	0.55	0.09	0.12	0.35	0.66	0.16
Control Delay	31.0	0.1	5.1	5.7	17.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.0	0.1	5.1	5.7	17.2	0.2
LOS	C	A	A	A	B	A
Approach Delay	22.9			5.6	12.6	
Approach LOS	C			A	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 81.3			
Natural Cycle: 70			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 12.2		Intersection LOS: B	
Intersection Capacity Utilization 53.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Oswego Street & Exit 38

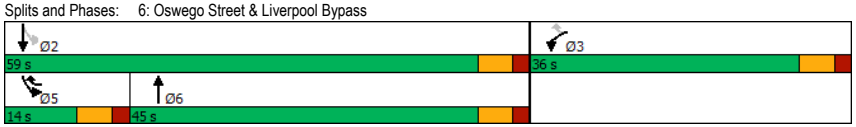


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	79	189	921	88	106	599
Future Volume (vph)	79	189	921	88	106	599
Ideal Flow (vphpl)	1900	1900	2000	1900	1900	2100
Lane Width (ft)	12	12	12	11	12	12
Storage Length (ft)	0	125		0	275	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				75	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.987			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1736	1615	3694	0	1770	3950
Flt Permitted	0.950				0.158	
Satd. Flow (perm)	1736	1615	3694	0	294	3950
Right Turn on Red		No		Yes		
Satd. Flow (RTOR)			13			
Link Speed (mph)	30		45			40
Link Distance (ft)	617		2157			2920
Travel Time (s)	14.0		32.7			49.8
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	4%	0%	1%	7%	2%	1%
Adj. Flow (vph)	90	215	1047	100	120	681
Shared Lane Traffic (%)						
Lane Group Flow (vph)	90	215	1147	0	120	681
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	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	0.94	1.04	1.00	0.88
Turning Speed (mph)	16	9		9	16	
Number of Detectors	1	1	1		1	1
Detector Template						
Leading Detector (ft)	49	49	49		49	49
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	49	49	49		49	49
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Prot	pm+ov	NA		pm+pt	NA
Protected Phases	3	5	6		5	2
Permitted Phases		3			2	
Detector Phase	3	5	6		5	2
Switch Phase						
Minimum Initial (s)	10.0	5.0	10.0		5.0	10.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Split (s)	20.0	11.5	20.0		11.5	20.0
Total Split (s)	36.0	14.0	45.0		14.0	59.0
Total Split (%)	37.9%	14.7%	47.4%		14.7%	62.1%
Maximum Green (s)	30.0	8.0	39.0		8.0	53.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0	-3.0		-3.0	-3.0
Total Lost Time (s)	3.0	3.0	3.0		3.0	3.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	6.0	4.0	6.0		4.0	6.0
Recall Mode	None	None	Max		None	Max
Act Effct Green (s)	15.4	25.5	42.7		56.7	57.5
Actuated g/C Ratio	0.21	0.34	0.58		0.76	0.77
v/c Ratio	0.25	0.39	0.54		0.27	0.22
Control Delay	28.0	19.9	12.1		5.0	3.6
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	28.0	19.9	12.1		5.0	3.6
LOS	C	B	B		A	A
Approach Delay	22.3		12.1			3.8
Approach LOS	C		B			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 74.2			
Natural Cycle: 55			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 10.5		Intersection LOS: B	
Intersection Capacity Utilization 51.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 6: Oswego Street & Liverpool Bypass

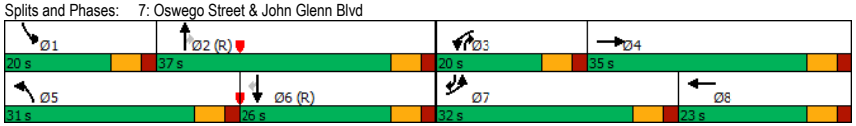


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	410	312	154	112	321	100	136	968	134	89	730	391
Future Volume (vph)	410	312	154	112	321	100	136	968	134	89	730	391
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	11	12	11	11	12	11	11
Storage Length (ft)	475		0	250		0	225		385	260		460
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (ft)	195			100			25			45		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.950			0.964				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	3373	0	1805	3420	0	1787	3673	1561	1687	3455	1531
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3467	3373	0	1805	3420	0	1787	3673	1561	1687	3455	1531
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)		76										
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1083			889			1448			925	
Travel Time (s)		16.4			13.5			24.7			15.8	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	2%	1%	0%	2%	1%	1%	0%	0%	7%	1%	2%
Adj. Flow (vph)	461	351	173	126	361	112	153	1088	151	100	820	439
Shared Lane Traffic (%)												
Lane Group Flow (vph)	461	524	0	126	473	0	153	1088	151	100	820	439
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)		24			24			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	1.04	1.00	1.00	1.04	1.00	0.98	1.04	1.00	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	49	49		49	49		49	49	49	49	49	49
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)	49	49		49	49		49	49	49	49	49	49
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	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases									2			6
Detector Phase	7	4		3	8		5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	4.0		5.0	4.0		5.0	4.0	5.0	5.0	4.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	12.5	11.5		12.5	11.5		12.5	11.5	12.5	12.5	11.5	12.5
Total Split (s)	32.0	35.0		20.0	23.0		31.0	37.0	20.0	20.0	26.0	32.0
Total Split (%)	28.6%	31.3%		17.9%	20.5%		27.7%	33.0%	17.9%	17.9%	23.2%	28.6%
Maximum Green (s)	26.0	29.0		14.0	17.0		25.0	31.0	14.0	14.0	20.0	26.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0		-3.0	-3.0		-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
Total Lost Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max	None
Act Effct Green (s)	24.8	30.7		15.3	21.2		18.3	39.3	57.6	14.7	35.7	63.5
Actuated g/C Ratio	0.22	0.27		0.14	0.19		0.16	0.35	0.51	0.13	0.32	0.57
v/c Ratio	0.60	0.54		0.51	0.73		0.52	0.84	0.19	0.45	0.75	0.51
Control Delay	42.2	31.3		52.1	50.3		48.7	42.3	16.4	51.1	40.9	18.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.2	31.3		52.1	50.3		48.7	42.3	16.4	51.1	40.9	18.2
LOS	D	C		D	D		D	D	B	D	D	B
Approach Delay		36.4			50.7			40.2			34.3	
Approach LOS		D			D			D			C	

Intersection Summary		
Area Type:	Other	
Cycle Length: 112		
Actuated Cycle Length: 112		
Offset: 108 (96%), Referenced to phase 2:NBT and 6:SBT, Start of Green		
Natural Cycle: 70		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.84		
Intersection Signal Delay: 38.9	Intersection LOS: D	
Intersection Capacity Utilization 67.4%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 7: Oswego Street & John Glenn Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	11	12	107	18	227	15	881	117	163	776	6
Future Volume (vph)	22	11	12	107	18	227	15	881	117	163	776	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		150	80		0	400		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			75			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.964				0.850		0.982			0.999	
Flt Protected		0.976			0.959		0.950			0.950		
Satd. Flow (prot)	0	1728	0	0	1746	1561	1745	3423	0	1745	3452	0
Flt Permitted		0.776			0.679		0.333			0.950		
Satd. Flow (perm)	0	1374	0	0	1237	1561	612	3423	0	1745	3452	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13				247		19			2	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		608			1080			738			681	
Travel Time (s)		13.8			24.5			12.6			11.6	
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
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	0%	0%	1%	0%	1%	0%
Adj. Flow (vph)	24	12	13	116	20	247	16	958	127	177	843	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	49	0	0	136	247	16	1085	0	177	850	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		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	
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	
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		pm+pt	NA	custom	Perm	NA		Prot	NA	
Protected Phases		4		3	8	3		2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	2					
Detector Phase	4	4		3	8	3	2	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		9.0	10.0	9.0	10.0	10.0		9.0	10.0	
Total Split (s)	15.0	15.0		15.0	30.0	15.0	40.0	40.0		20.0	60.0	
Total Split (%)	16.7%	16.7%		16.7%	33.3%	16.7%	44.4%	44.4%		22.2%	66.7%	
Maximum Green (s)	10.0	10.0		10.0	25.0	10.0	35.0	35.0		15.0	55.0	
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	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead		Lead	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	None	None		None	None	None	None	None		None	None	
Act Effct Green (s)		7.7			15.8	15.8	28.8	28.8		12.2	46.3	
Actuated g/C Ratio		0.11			0.22	0.22	0.40	0.40		0.17	0.64	
v/c Ratio		0.31			0.41	0.46	0.07	0.79		0.61	0.39	
Control Delay		33.8			29.6	6.8	17.5	25.2		41.0	7.6	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		33.8			29.6	6.8	17.5	25.2		41.0	7.6	
LOS		C			C	A	B	C		D	A	
Approach Delay		33.8			14.9			25.1			13.3	
Approach LOS		C			B			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 72.7			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 19.0		Intersection LOS: B	
Intersection Capacity Utilization 60.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 8: Oswego Street & Wetzel Road

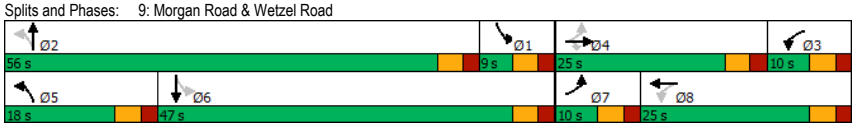


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	128	67	23	196	86	182	541	32	50	371	59
Future Volume (vph)	41	128	67	23	196	86	182	541	32	50	371	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		215	155		0	400		0	100		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	50			50			75			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.954			0.992			0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1745	1801	1561	1745	1735	0	1728	3429	0	1678	3391	0
Flt Permitted	0.261			0.661			0.290			0.395		
Satd. Flow (perm)	479	1801	1561	1214	1735	0	527	3429	0	698	3391	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			185		20			9			22	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1071			1134			3403			1023	
Travel Time (s)		24.3			25.8			51.6			15.5	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	2%	0%	0%	1%	1%	1%	1%	0%	4%	1%	0%
Adj. Flow (vph)	48	151	79	27	231	101	214	636	38	59	436	69
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	151	79	27	332	0	214	674	0	59	505	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)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		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	
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	
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	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	4	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	9.0	10.0		9.0	21.0		9.0	21.0	
Total Split (s)	10.0	25.0	25.0	10.0	25.0		18.0	56.0		9.0	47.0	
Total Split (%)	10.0%	25.0%	25.0%	10.0%	25.0%		18.0%	56.0%		9.0%	47.0%	
Maximum Green (s)	5.0	20.0	20.0	5.0	20.0		13.0	51.0		4.0	42.0	
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	Lead	Lead	Lag	Lag		Lead	Lead		Lag	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		None	None		None	None	
Walk Time (s)		5.0	5.0					5.0			5.0	
Flash Dont Walk (s)		11.0	11.0					11.0			11.0	
Pedestrian Calls (#/hr)		0	0					0			0	
Act Effct Green (s)	17.9	17.9	17.9	19.6	18.1		25.3	25.3		15.3	15.3	
Actuated g/C Ratio	0.27	0.27	0.27	0.30	0.28		0.39	0.39		0.23	0.23	
v/c Ratio	0.21	0.31	0.14	0.06	0.68		0.52	0.51		0.23	0.63	
Control Delay	25.6	25.5	0.5	22.2	30.6		23.5	20.1		26.8	26.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	25.6	25.5	0.5	22.2	30.6		23.5	20.1		26.8	26.7	
LOS	C	C	A	C	C		C	C		C	C	
Approach Delay		18.4			30.0			20.9			26.7	
Approach LOS		B			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 65.7			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 23.7		Intersection LOS: C	
Intersection Capacity Utilization 57.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 9: Morgan Road & Wetzel Road

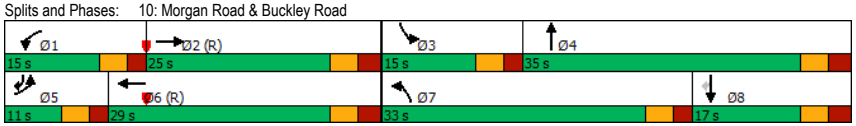


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	219	379	94	88	412	95	142	480	90	80	275	143
Future Volume (vph)	219	379	94	88	412	95	142	480	90	80	275	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	475		0	575		575	590		0	485		435
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			75			75			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.970			0.972			0.976				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1728	3338	0	1711	3392	0	1728	3374	0	1728	3455	1561
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1728	3338	0	1711	3392	0	1728	3374	0	1728	3455	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31			30			25				183
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		527			2541			1054			3403	
Travel Time (s)		8.0			38.5			16.0			51.6	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	1%	1%	3%	2%	0%	0%	1%	0%	6%	1%	1%	0%
Adj. Flow (vph)	281	486	121	113	528	122	182	615	115	103	353	183
Shared Lane Traffic (%)												
Lane Group Flow (vph)	281	607	0	113	650	0	182	730	0	103	353	183
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)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
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
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	Prot	NA		Prot	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	5	2		1	6		7	4		3	8	5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases												8
Detector Phase	5	2		1	6		7	4		3	8	5
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	10.0		5.0	10.0	5.0
Minimum Split (s)	11.0	22.0		11.0	22.0		11.0	17.0		11.0	17.0	11.0
Total Split (s)	11.0	25.0		15.0	29.0		33.0	35.0		15.0	17.0	11.0
Total Split (%)	12.2%	27.8%		16.7%	32.2%		36.7%	38.9%		16.7%	18.9%	12.2%
Maximum Green (s)	6.0	19.5		10.0	23.5		28.0	29.5		10.0	11.5	6.0
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	2.5		2.0	2.5		2.0	2.5		2.0	2.5	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	5.5		5.0	5.5		5.0	5.5		5.0	5.5	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Minimum Gap (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Time Before Reduce (s)	10.0	15.0		10.0	15.0		10.0	15.0		10.0	15.0	10.0
Time To Reduce (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Act Effct Green (s)	15.0	29.3		9.1	23.5		13.5	24.2		8.3	17.1	37.5
Actuated g/C Ratio	0.17	0.33		0.10	0.26		0.15	0.27		0.09	0.19	0.42
v/c Ratio	0.98	0.55		0.65	0.72		0.71	0.79		0.64	0.54	0.24
Control Delay	92.2	28.5		56.5	34.0		50.5	36.1		57.5	35.6	4.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	92.2	28.5		56.5	34.0		50.5	36.1		57.5	35.6	4.1
LOS	F	C		E	C		D	D		E	D	A
Approach Delay		48.7			37.3			39.0			30.1	
Approach LOS		D			D			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 39.5		Intersection LOS: D	
Intersection Capacity Utilization 64.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 10: Morgan Road & Buckley Road

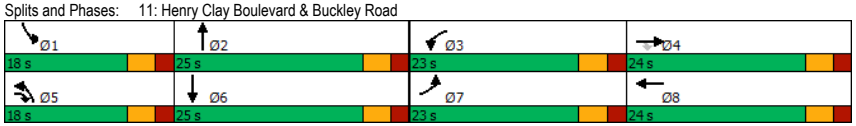


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	348	60	38	312	54	45	313	53	79	331	140
Future Volume (vph)	79	348	60	38	312	54	45	313	53	79	331	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	510		540	430		400	560		0	0		0
Storage Lanes	1		2	1		1	2		0	1		0
Taper Length (ft)	75			75			150			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.978			0.978			0.955	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1745	3455	1561	1745	3384	0	3255	3384	0	1745	3248	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1745	3455	1561	1745	3384	0	3255	3384	0	1745	3248	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85		20			19			67	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		796			633			1419			1496	
Travel Time (s)		12.1			9.6			21.5			22.7	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	4%	1%	0%	0%	2%	4%
Adj. Flow (vph)	91	400	69	44	359	62	52	360	61	91	380	161
Shared Lane Traffic (%)												
Lane Group Flow (vph)	91	400	69	44	421	0	52	421	0	91	541	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)		11			11			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		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	
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	
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	Prot	NA	pm+ov	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4									
Detector Phase	7	4	5	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	10.0	9.0	9.0	10.0		9.0	10.0		9.0	10.0	
Total Split (s)	23.0	24.0	18.0	23.0	24.0		18.0	25.0		18.0	25.0	
Total Split (%)	25.6%	26.7%	20.0%	25.6%	26.7%		20.0%	27.8%		20.0%	27.8%	
Maximum Green (s)	18.0	19.0	13.0	18.0	19.0		13.0	20.0		13.0	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	Lead	Lead	Lag		Lead	Lag		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		None	None		None	None	
Act Effct Green (s)	9.8	17.6	31.2	8.2	13.7		7.6	14.1		9.7	16.2	
Actuated g/C Ratio	0.16	0.29	0.51	0.13	0.22		0.12	0.23		0.16	0.27	
v/c Ratio	0.33	0.40	0.08	0.19	0.54		0.13	0.53		0.33	0.59	
Control Delay	32.1	22.1	3.1	32.6	25.9		32.0	25.5		32.3	22.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	32.1	22.1	3.1	32.6	25.9		32.0	25.5		32.3	22.2	
LOS	C	C	A	C	C		C	C		C	C	
Approach Delay		21.4			26.6			26.2			23.7	
Approach LOS		C			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 60.9			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 24.3		Intersection LOS: C	
Intersection Capacity Utilization 48.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: Henry Clay Boulevard & Buckley Road



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	8	16	635	5	3	428
Future Volume (vph)	8	16	635	5	3	428
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.909		0.999			
Flt Protected	0.984					
Satd. Flow (prot)	1643	0	3385	0	0	3389
Flt Permitted	0.984					
Satd. Flow (perm)	1643	0	3385	0	0	3389
Link Speed (mph)	31		45			45
Link Distance (ft)	557		454			640
Travel Time (s)	12.3		6.9			9.7
Peak Hour Factor	0.60	0.60	0.69	0.69	0.79	0.79
Heavy Vehicles (%)	0%	0%	3%	0%	0%	3%
Adj. Flow (vph)	13	27	920	7	4	542
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	927	0	0	546
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16	9		9	16	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	16	635	5	3	428
Future Vol, veh/h	8	16	635	5	3	428
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	69	69	79	79
Heavy Vehicles, %	0	0	3	0	0	3
Mvmt Flow	13	27	920	7	4	542

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1203	464	0	0	927	0
Stage 1	924	-	-	-	-	-
Stage 2	279	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	180	550	-	-	746	-
Stage 1	352	-	-	-	-	-
Stage 2	749	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	179	550	-	-	746	-
Mov Cap-2 Maneuver	179	-	-	-	-	-
Stage 1	352	-	-	-	-	-
Stage 2	743	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.6	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	325	746	-
HCM Lane V/C Ratio	-	-	0.123	0.005	-
HCM Control Delay (s)	-	-	17.6	9.8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	26	18	653	4	6	439
Future Volume (vph)	26	18	653	4	6	439
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.945		0.999			
Flt Protected	0.971					0.999
Satd. Flow (prot)	1685	0	3385	0	0	3386
Flt Permitted	0.971					0.999
Satd. Flow (perm)	1685	0	3385	0	0	3386
Link Speed (mph)	31		45			45
Link Distance (ft)	537		1212			454
Travel Time (s)	11.8		18.4			6.9
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	0%	3%	0%	0%	3%
Adj. Flow (vph)	33	23	837	5	8	563
Shared Lane Traffic (%)						
Lane Group Flow (vph)	56	0	842	0	0	571
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16	9		9	16	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	18	653	4	6	439
Future Vol, veh/h	26	18	653	4	6	439
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	0	0	3	0	0	3
Mvmt Flow	33	23	837	5	8	563

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1138	421	0	0	842	0
Stage 1	840	-	-	-	-	-
Stage 2	298	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	198	587	-	-	802	-
Stage 1	389	-	-	-	-	-
Stage 2	733	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	195	587	-	-	802	-
Mov Cap-2 Maneuver	195	-	-	-	-	-
Stage 1	389	-	-	-	-	-
Stage 2	722	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22	0	0.2
HCM LOS	C		

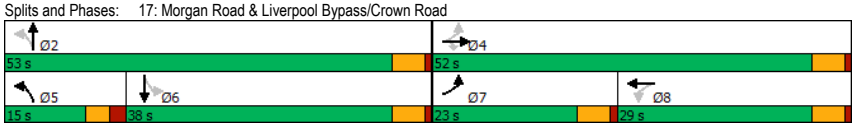
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	268	802	-
HCM Lane V/C Ratio	-	-	0.21	0.01	-
HCM Control Delay (s)	-	-	22	9.5	0.1
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	8	121	1	8	8	171	585	5	3	387	89
Future Volume (vph)	77	8	121	1	8	8	171	585	5	3	387	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		260	0		0	0		0	100		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850		0.936			0.999			0.972	
Flt Protected		0.957			0.998		0.950			0.950		
Satd. Flow (prot)	0	1460	1516	0	1533	0	1678	1794	0	1745	3303	0
Flt Permitted		0.749			0.989		0.272			0.382		
Satd. Flow (perm)	0	1143	1516	0	1519	0	480	1794	0	702	3303	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			153		10			1			28	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		979			1200			344			294	
Travel Time (s)		22.3			27.3			5.2			4.5	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	16%	63%	3%	0%	25%	0%	4%	2%	33%	0%	1%	10%
Adj. Flow (vph)	97	10	153	1	10	10	216	741	6	4	490	113
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	107	153	0	21	0	216	747	0	4	603	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	1	1	1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	49	49	49	49	49		49	49		49	49	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	49	49	49	49	49		49	49		49	49	
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	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	4	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		9.0	10.0		10.0	10.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	23.0	52.0	52.0	29.0	29.0		15.0	53.0		38.0	38.0	
Total Split (%)	21.9%	49.5%	49.5%	27.6%	27.6%		14.3%	50.5%		36.2%	36.2%	
Maximum Green (s)	18.0	47.0	47.0	24.0	24.0		10.0	48.0		33.0	33.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		2.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-2.0	-1.0		-2.0		-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)		3.0	4.0		3.0		3.0	3.0		3.0	3.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	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		None	None		None	None	
Act Effct Green (s)		13.2	12.2		13.2		32.0	32.0		17.2	17.2	
Actuated g/C Ratio		0.26	0.24		0.26		0.62	0.62		0.33	0.33	
v/c Ratio		0.37	0.32		0.05		0.38	0.67		0.02	0.54	
Control Delay		21.2	6.1		12.7		6.7	10.4		12.3	15.4	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		21.2	6.1		12.7		6.7	10.4		12.3	15.4	
LOS		C	A		B		A	B		B	B	
Approach Delay		12.3			12.7			9.6			15.4	
Approach LOS		B			B			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 51.4			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 11.9		Intersection LOS: B	
Intersection Capacity Utilization 55.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 17: Morgan Road & Liverpool Bypass/Crown Road



18: Morgan Road & Sheridan Rd Performance by lane

Lane	EB	NB	NB	SB	SB	All
Movements Served	LR	LT	T	T	TR	
Denied Del/Veh (s)						0.0
Total Del/Veh (s)	3.7	0.6	2.0	2.0	2.2	1.9

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	14	265	479	17	186	322
Future Volume (vph)	14	265	479	17	186	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.872		0.995			
Flt Protected	0.997				0.950	
Satd. Flow (prot)	1524	0	1797	0	1678	1837
Flt Permitted	0.997				0.950	
Satd. Flow (perm)	1524	0	1797	0	1678	1837
Link Speed (mph)	31		31			45
Link Distance (ft)	1605		362			396
Travel Time (s)	35.3		8.0			6.0
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	5%	1%	21%	4%	0%
Adj. Flow (vph)	18	335	606	22	235	408
Shared Lane Traffic (%)						
Lane Group Flow (vph)	353	0	628	0	235	408
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16	9		9	16	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	63.7%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	12.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	265	479	17	186	322
Future Vol, veh/h	14	265	479	17	186	322
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	5	1	21	4	0
Mvmt Flow	18	335	606	22	235	408

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1495	617	0	0	628	0
Stage 1	617	-	-	-	-	-
Stage 2	878	-	-	-	-	-
Critical Hdwy	6.4	6.25	-	-	4.14	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.345	-	-	2.236	-
Pot Cap-1 Maneuver	137	484	-	-	944	-
Stage 1	542	-	-	-	-	-
Stage 2	410	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	103	484	-	-	944	-
Mov Cap-2 Maneuver	103	-	-	-	-	-
Stage 1	542	-	-	-	-	-
Stage 2	308	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	49.5	0	3.7
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	408	944	-
HCM Lane V/C Ratio	-	-	0.866	0.249	-
HCM Control Delay (s)	-	-	49.5	10.1	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	8.6	1	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	24	208	283	226	185	65
Future Volume (vph)	24	208	283	226	185	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.940		0.965	
Flt Protected		0.995			0.964	
Satd. Flow (prot)	0	1786	1704	0	1687	0
Flt Permitted		0.884			0.964	
Satd. Flow (perm)	0	1587	1704	0	1687	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			125		16	
Link Speed (mph)		40	40		31	
Link Distance (ft)		2577	816		1129	
Travel Time (s)		43.9	13.9		24.8	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	14%	1%	0%	3%	1%	2%
Adj. Flow (vph)	30	263	358	286	234	82
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	293	644	0	316	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16			9	16	9
Number of Detectors	1	2	2		1	
Detector Template	Left	Thru	Thru		Left	
Leading Detector (ft)	20	100	100		20	
Trailing Detector (ft)	0	0	0		0	
Detector 1 Position(ft)	0	0	0		0	
Detector 1 Size(ft)	20	6	6		20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Perm	NA	NA		Prot	
Protected Phases		4	8		6	
Permitted Phases	4					
Detector Phase	4	4	8		6	
Switch Phase						

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Initial (s)	4.0	4.0	4.0		4.0	
Minimum Split (s)	10.0	10.0	10.0		10.0	
Total Split (s)	72.0	72.0	72.0		18.0	
Total Split (%)	80.0%	80.0%	80.0%		20.0%	
Maximum Green (s)	67.0	67.0	67.0		13.0	
Yellow Time (s)	3.0	3.0	3.0		3.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		5.0	5.0		5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	None	None	None		None	
Act Effct Green (s)		19.4	19.4		13.2	
Actuated g/C Ratio		0.45	0.45		0.31	
v/c Ratio		0.41	0.77		0.59	
Control Delay		9.2	14.3		20.8	
Queue Delay		0.0	0.0		0.0	
Total Delay		9.2	14.3		20.8	
LOS		A	B		C	
Approach Delay		9.2	14.3		20.8	
Approach LOS		A	B		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 42.8			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 14.8		Intersection LOS: B	
Intersection Capacity Utilization 53.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 20: Vine Street & Commerce Blvd

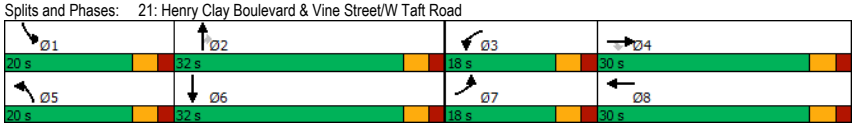


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	246	78	161	266	208	83	410	246	123	281	65
Future Volume (vph)	74	246	78	161	266	208	83	410	246	123	281	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		535	325		0	725		475	285		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	50			250			75			75		
Lane Util. Factor	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.934				0.850		0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	1837	1546	3351	3241	0	1711	3355	1531	1694	3285	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1694	1837	1546	3351	3241	0	1711	3355	1531	1694	3285	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			131		190				276		27	
Link Speed (mph)		40			40			45			45	
Link Distance (ft)		865			1021			1254			1091	
Travel Time (s)		14.7			17.4			19.0			16.5	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	3%	0%	1%	1%	1%	0%	2%	4%	2%	3%	4%	0%
Adj. Flow (vph)	83	276	88	181	299	234	93	461	276	138	316	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	83	276	88	181	533	0	93	461	276	138	389	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)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	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	6	20	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	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4						2			
Detector Phase	7	4	4	3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.0	10.0	10.0	9.0	10.0		9.0	10.0	10.0	9.0	10.0	
Total Split (s)	18.0	30.0	30.0	18.0	30.0		20.0	32.0	32.0	20.0	32.0	
Total Split (%)	18.0%	30.0%	30.0%	18.0%	30.0%		20.0%	32.0%	32.0%	20.0%	32.0%	
Maximum Green (s)	13.0	25.0	25.0	13.0	25.0		15.0	27.0	27.0	15.0	27.0	
Yellow Time (s)	3.0	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	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	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	Lag	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	3.0	
Recall Mode	None	None	None	None	None		None	None	None	None	None	
Act Effct Green (s)	9.3	16.9	16.9	9.8	20.5		9.9	17.3	17.3	11.4	22.0	
Actuated g/C Ratio	0.12	0.22	0.22	0.13	0.27		0.13	0.23	0.23	0.15	0.29	
v/c Ratio	0.40	0.68	0.20	0.42	0.53		0.42	0.61	0.49	0.55	0.40	
Control Delay	41.3	38.1	3.0	37.1	19.3		40.5	31.3	7.1	42.1	24.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	41.3	38.1	3.0	37.1	19.3		40.5	31.3	7.1	42.1	24.6	
LOS	D	D	A	D	B		D	C	A	D	C	
Approach Delay		31.7			23.8			24.3			29.2	
Approach LOS		C			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 76.3			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 26.5		Intersection LOS: C	
Intersection Capacity Utilization 52.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 21: Henry Clay Boulevard & Vine Street/W Taft Road



A6

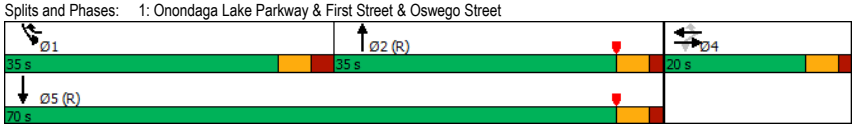
Level of Service Calculations: Full Development Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	9	17	20	19	235	0	642	6	294	1484	0
Future Volume (vph)	0	9	17	20	19	235	0	642	6	294	1484	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	150		0	0		125	200		0
Storage Lanes	0		0	1		2	0		1	2		0
Taper Length (ft)	25			25			25			125		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.910				0.850			0.850			
Flt Protected					0.975					0.950		
Satd. Flow (prot)	0	1552	0	0	1668	2453	0	3455	1249	3022	3455	0
Flt Permitted					0.838					0.950		
Satd. Flow (perm)	0	1552	0	0	1434	2453	0	3455	1249	3022	3455	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22				89			158			
Link Speed (mph)		31			31			31			31	
Link Distance (ft)		761			682			829			684	
Travel Time (s)		16.7			15.0			18.2			15.0	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	2%	23%	0%	0%	15%	12%	2%	1%	25%	12%	1%	2%
Adj. Flow (vph)	0	11	22	25	24	297	0	813	8	372	1878	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	0	0	49	297	0	813	8	372	1878	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors		1		1	1	1		1	1	1	1	
Detector Template												
Leading Detector (ft)		49		49	49	49		49	49	49	49	
Trailing Detector (ft)		0		0	0	0		0	0	0	0	
Detector 1 Position(ft)		0		0	0	0		0	0	0	0	
Detector 1 Size(ft)		49		49	49	49		49	49	49	49	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		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	
Detector 1 Delay (s)		0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Turn Type		NA		Perm	NA	pm+ov		NA	Free	Prot	NA	
Protected Phases		4			4	1		2		1	5	
Permitted Phases				4		4			Free			
Detector Phase		4		4	4	1		2		1	5	
Switch Phase												
Minimum Initial (s)		6.0		6.0	6.0	6.0		24.0		6.0	24.0	
Minimum Split (s)		11.0		11.0	11.0	12.0		29.5		12.0	29.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)		20.0		20.0	20.0	35.0		35.0		35.0	70.0	
Total Split (%)		22.2%		22.2%	22.2%	38.9%		38.9%		38.9%	77.8%	
Maximum Green (s)		15.0		15.0	15.0	29.0		30.0		29.0	65.0	
Yellow Time (s)		3.5		3.5	3.5	3.5		3.5		3.5	3.5	
All-Red Time (s)		1.5		1.5	1.5	2.5		1.5		2.5	1.5	
Lost Time Adjust (s)		-2.0			-2.0	-3.0		-2.0		-3.0	-2.0	
Total Lost Time (s)		3.0			3.0	3.0		3.0		3.0	3.0	
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	
Recall Mode		None		None	None	None		C-Max		None	C-Max	
Act Effct Green (s)		10.5			10.5	31.4		52.6	90.0	20.1	76.3	
Actuated g/C Ratio		0.12			0.12	0.35		0.58	1.00	0.22	0.85	
v/c Ratio		0.16			0.29	0.33		0.40	0.01	0.55	0.64	
Control Delay		20.7			40.2	14.0		12.7	0.0	29.7	3.8	
Queue Delay		0.0			0.0	0.0		0.0	0.0	0.0	0.2	
Total Delay		20.7			40.2	14.0		12.7	0.0	29.7	4.0	
LOS		C			D	B		B	A	C	A	
Approach Delay		20.7			17.7			12.6			8.2	
Approach LOS		C			B			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBT and 5:SBT, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 10.3		Intersection LOS: B	
Intersection Capacity Utilization 56.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: Onondaga Lake Parkway & First Street & Oswego Street

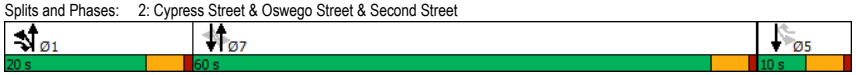


Lane Group	EBR	EBR2	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø7
Lane Configurations										
Traffic Volume (vph)	323	3	5	85	782	16	3	1460	2	
Future Volume (vph)	323	3	5	85	782	16	3	1460	2	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0		0	175		0	100		0	
Storage Lanes	2		1	2		0	1		0	
Taper Length (ft)				125			25			
Lane Util. Factor	0.88	1.00	1.00	0.97	0.95	0.95	1.00	0.95	0.95	
Frt	0.850		0.865		0.997					
Flt Protected				0.950			0.950			
Satd. Flow (prot)	2712	0	1324	3319	3286	0	1312	3388	0	
Flt Permitted				0.073			0.280			
Satd. Flow (perm)	2712	0	1324	255	3286	0	387	3388	0	
Right Turn on Red		Yes	Yes			Yes				
Satd. Flow (RTOR)	85		236		11					
Link Speed (mph)					31			31		
Link Distance (ft)					684			501		
Travel Time (s)					15.0			11.0		
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	
Heavy Vehicles (%)	1%	33%	20%	2%	6%	0%	33%	3%	0%	
Adj. Flow (vph)	414	4	6	109	1003	21	4	1872	3	
Shared Lane Traffic (%)										
Lane Group Flow (vph)	418	0	6	109	1024	0	4	1875	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	
Median Width(ft)					22			22		
Link Offset(ft)					0			0		
Crosswalk Width(ft)					16			16		
Two way Left Turn Lane										
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	
Turning Speed (mph)	9	9	9	16		9	16		9	
Number of Detectors	1		1	1	1		1	1		
Detector Template										
Leading Detector (ft)	49		49	49	49		49	49		
Trailing Detector (ft)	0		0	0	0		0	0		
Detector 1 Position(ft)	0		0	0	0		0	0		
Detector 1 Size(ft)	49		49	49	49		49	49		
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	Over		Perm	custom	NA		Perm	NA		
Protected Phases	1			1	1 7			5 7		7
Permitted Phases	1		5	7	7		5 7			
Detector Phase	1		5	1	1 7		5 7	5 7		
Switch Phase										
Minimum Initial (s)	10.0		5.0	10.0						8.0
Minimum Split (s)	15.0		10.0	15.0						13.0

Lane Group	EBR	EBR2	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø7
Total Split (s)	20.0		10.0	20.0						60.0
Total Split (%)	22.2%		11.1%	22.2%						67%
Maximum Green (s)	15.0		5.0	15.0						55.0
Yellow Time (s)	4.0		4.0	4.0						4.0
All-Red Time (s)	1.0		1.0	1.0						1.0
Lost Time Adjust (s)	-2.0		-2.0	-2.0						
Total Lost Time (s)	3.0		3.0	3.0						
Lead/Lag	Lead			Lead						Lag
Lead-Lag Optimize?										
Vehicle Extension (s)	3.0		3.0	3.0						3.0
Recall Mode	None		Max	None						None
Act Effct Green (s)	17.0		9.5	71.5	74.5		67.0	67.0		
Actuated g/C Ratio	0.19		0.11	0.79	0.83		0.74	0.74		
v/c Ratio	0.72		0.02	0.14	0.38		0.01	0.74		
Control Delay	35.0		0.0	2.9	4.8		5.3	10.6		
Queue Delay	0.0		0.0	0.0	0.0		0.0	0.8		
Total Delay	35.0		0.0	2.9	4.8		5.3	11.4		
LOS	D		A	A	A		A	B		
Approach Delay					4.6			11.4		
Approach LOS					A			B		

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 6:, Start of Yellow, Master Intersection			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 12.0		Intersection LOS: B	
Intersection Capacity Utilization 58.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: Cypress Street & Oswego Street & Second Street

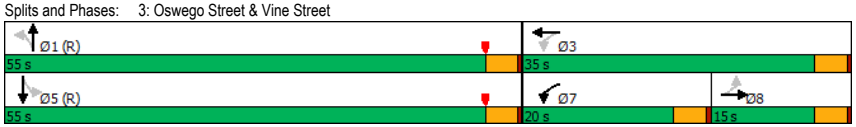


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	55	6	125	31	4	1	703	95	1	1290	7
Future Volume (vph)	8	55	6	125	31	4	1	703	95	1	1290	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	140		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.985			0.983			0.982			0.999	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1558	1777	0	1662	1759	0	0	3224	0	0	3385	0
Flt Permitted	0.728			0.503				0.954			0.955	
Satd. Flow (perm)	1194	1777	0	880	1759	0	0	3076	0	0	3233	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			5			28			1	
Link Speed (mph)		31			31			31			31	
Link Distance (ft)		316			895			501			522	
Travel Time (s)		7.0			19.7			11.0			11.5	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	12%	2%	0%	5%	3%	0%	0%	7%	1%	0%	3%	0%
Adj. Flow (vph)	10	71	8	162	40	5	1	913	123	1	1675	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	79	0	162	45	0	0	1037	0	0	1685	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)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	49	49		49	49		49	49		49	49	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	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	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	3			1			5	
Permitted Phases	8			3			1			5		
Detector Phase	8	8		7	3		1	1		5	5	
Switch Phase												
Minimum Initial (s)	5.5	5.5		3.5	7.5		19.5	19.5		19.5	19.5	
Minimum Split (s)	10.0	10.0		8.0	12.0		24.0	24.0		24.0	24.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	15.0	15.0		20.0	35.0		55.0	55.0		55.0	55.0	
Total Split (%)	16.7%	16.7%		22.2%	38.9%		61.1%	61.1%		61.1%	61.1%	
Maximum Green (s)	11.0	11.0		16.0	31.0		51.0	51.0		51.0	51.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0			-1.0			-1.0	
Total Lost Time (s)	3.0	3.0		3.0	3.0			3.0			3.0	
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	
Recall Mode	Min	Min		None	Min		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)	9.8	9.8		27.0	27.0			57.0			57.0	
Actuated g/C Ratio	0.11	0.11		0.30	0.30			0.63			0.63	
v/c Ratio	0.08	0.40		0.42	0.08			0.53			0.82	
Control Delay	36.1	40.5		26.6	19.0			18.4			16.4	
Queue Delay	0.0	0.0		0.8	0.0			0.4			0.4	
Total Delay	36.1	40.5		27.4	19.0			18.9			16.7	
LOS	D	D		C	B			B			B	
Approach Delay		40.0			25.6			18.9			16.7	
Approach LOS		D			C			B			B	

Intersection Summary		
Area Type:	Other	
Cycle Length: 90		
Actuated Cycle Length: 90		
Offset: 0 (0%), Referenced to phase 1:NBTL and 5:SBTL, Start of Yellow		
Natural Cycle: 60		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.82		
Intersection Signal Delay: 18.8	Intersection LOS: B	
Intersection Capacity Utilization 56.8%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 3: Oswego Street & Vine Street

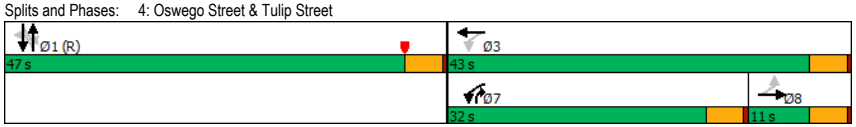


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	22	2	761	34	2	0	185	505	1	563	16
Future Volume (vph)	10	22	2	761	34	2	0	185	505	1	563	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		100	0		0	0		0
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.990			0.993				0.850		0.996	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1342	1561	0	1728	1734	0	0	1670	1501	0	3333	0
Flt Permitted	0.741			0.476							0.955	
Satd. Flow (perm)	1047	1561	0	866	1734	0	0	1670	1501	0	3183	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			2				616		4	
Link Speed (mph)		31			31			31			31	
Link Distance (ft)		335			373			522			208	
Travel Time (s)		7.4			8.2			11.5			4.6	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	30%	14%	50%	1%	3%	50%	0%	10%	4%	0%	4%	14%
Adj. Flow (vph)	12	27	2	928	41	2	0	226	616	1	687	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	29	0	928	43	0	0	226	616	0	708	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)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	1		1	1		1	1	1	1	1	
Detector Template												
Leading Detector (ft)	49	49		49	49		49	49	49	49	49	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	49	49		49	49		49	49	49	49	49	
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	Perm	NA		pm+pt	NA			NA	pm+ov	Perm	NA	
Protected Phases		8		7	3			1	7		1	
Permitted Phases	8			3			1		1	1		
Detector Phase	8	8		7	3		1	1	7	1	1	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		15.0	15.0	4.0	15.0	15.0	
Minimum Split (s)	8.5	8.5		8.5	8.5		20.0	20.0	8.5	20.0	20.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	11.0	11.0		32.0	43.0		47.0	47.0	32.0	47.0	47.0	
Total Split (%)	12.2%	12.2%		35.6%	47.8%		52.2%	52.2%	35.6%	52.2%	52.2%	
Maximum Green (s)	6.5	6.5		27.5	38.5		42.5	42.5	27.5	42.5	42.5	
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)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	-1.5	-1.5		-1.5	-1.5			-1.5	-1.0		-1.5	
Total Lost Time (s)	3.0	3.0		3.0	3.0			3.0	3.5		3.0	
Lead/Lag	Lag	Lag		Lead					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		None	None		C-Max	C-Max	None	C-Max	C-Max	
Act Effct Green (s)	7.7	7.7		35.6	27.0			48.4	81.3		48.4	
Actuated g/C Ratio	0.09	0.09		0.40	0.30			0.54	0.90		0.54	
v/c Ratio	0.13	0.21		1.50	0.08			0.25	0.44		0.41	
Control Delay	41.6	40.3		257.1	16.3			6.5	2.9		14.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.6		0.2	
Total Delay	41.6	40.3		257.1	16.3			6.5	3.4		14.3	
LOS	D	D		F	B			A	A		B	
Approach Delay		40.7			246.4			4.3			14.3	
Approach LOS		D			F			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 1:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.50			
Intersection Signal Delay: 99.4		Intersection LOS: F	
Intersection Capacity Utilization 72.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: Oswego Street & Tulip Street



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	166	28	92	229	646	517
Future Volume (vph)	166	28	92	229	646	517
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	205	185			0
Storage Lanes	2	1	1			1
Taper Length (ft)	25		175			
Lane Util. Factor	0.97	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	2798	1459	1745	3323	1783	1432
Flt Permitted	0.950		0.158			
Satd. Flow (perm)	2798	1459	290	3323	1783	1432
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			45	45	
Link Distance (ft)	933			815	2157	
Travel Time (s)	21.2			12.3	32.7	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles (%)	21%	7%	0%	5%	3%	9%
Adj. Flow (vph)	218	37	121	301	850	680
Shared Lane Traffic (%)						
Lane Group Flow (vph)	218	37	121	301	850	680
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	22			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16	9	16			9
Number of Detectors	1	1	1	1	1	1
Detector Template						
Leading Detector (ft)	49	49	49	49	49	49
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	49	49	49	49	49	49
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	Prot	Free	pm+pt	NA	NA	pm+ov
Protected Phases	3		1	6	2	3
Permitted Phases		Free	6			2
Detector Phase	3		1	6	2	3
Switch Phase						
Minimum Initial (s)	8.0		5.0	10.0	10.0	8.0
Minimum Split (s)	20.0		10.0	20.0	20.0	20.0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Split (s)	25.0		12.0	65.0	53.0	25.0
Total Split (%)	27.8%		13.3%	72.2%	58.9%	27.8%
Maximum Green (s)	20.0		7.0	60.0	48.0	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)	-2.0		-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	3.0		3.0	3.0	3.0	3.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Vehicle Extension (s)	4.0		4.0	4.0	4.0	4.0
Recall Mode	None		None	Max	Max	None
Act Effct Green (s)	17.3	85.4	62.1	62.1	52.7	73.6
Actuated g/C Ratio	0.20	1.00	0.73	0.73	0.62	0.86
v/c Ratio	0.39	0.03	0.33	0.12	0.77	0.55
Control Delay	31.3	0.0	6.5	4.0	20.6	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.3	0.0	6.5	4.0	20.6	4.2
LOS	C	A	A	A	C	A
Approach Delay	26.7			4.7	13.3	
Approach LOS	C			A	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 85.4			
Natural Cycle: 70			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 13.2		Intersection LOS: B	
Intersection Capacity Utilization 55.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 5: Oswego Street & Exit 38



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	146	67	259	104	228	935
Future Volume (vph)	146	67	259	104	228	935
Ideal Flow (vphpl)	1900	1900	2000	1900	1900	2100
Lane Width (ft)	12	12	12	11	12	12
Storage Length (ft)	0	125		0	275	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				75	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.957			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1433	1404	3264	0	1687	3874
Flt Permitted	0.950				0.409	
Satd. Flow (perm)	1433	1404	3264	0	726	3874
Right Turn on Red		No		Yes		
Satd. Flow (RTOR)			99			
Link Speed (mph)	30		45			40
Link Distance (ft)	617		2157			2920
Travel Time (s)	14.0		32.7			49.8
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	26%	15%	8%	20%	7%	3%
Adj. Flow (vph)	200	92	355	142	312	1281
Shared Lane Traffic (%)						
Lane Group Flow (vph)	200	92	497	0	312	1281
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	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	0.94	1.04	1.00	0.88
Turning Speed (mph)	16	9		9	16	
Number of Detectors	1	1	1		1	1
Detector Template						
Leading Detector (ft)	49	49	49		49	49
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	49	49	49		49	49
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Prot	pm+ov	NA		pm+pt	NA
Protected Phases	3	5	6		5	2
Permitted Phases		3			2	
Detector Phase	3	5	6		5	2
Switch Phase						
Minimum Initial (s)	10.0	5.0	10.0		5.0	10.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Split (s)	20.0	11.5	20.0		11.5	20.0
Total Split (s)	24.0	16.0	55.0		16.0	71.0
Total Split (%)	25.3%	16.8%	57.9%		16.8%	74.7%
Maximum Green (s)	18.0	10.0	49.0		10.0	65.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0	-3.0		-3.0	-3.0
Total Lost Time (s)	3.0	3.0	3.0		3.0	3.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	6.0	4.0	6.0		4.0	6.0
Recall Mode	None	None	Max		None	Max
Act Effct Green (s)	20.1	35.9	52.2		68.0	68.0
Actuated g/C Ratio	0.21	0.38	0.55		0.72	0.72
v/c Ratio	0.66	0.17	0.27		0.48	0.46
Control Delay	45.0	20.1	9.2		7.2	6.2
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	45.0	20.1	9.2		7.2	6.2
LOS	D	C	A		A	A
Approach Delay	37.2		9.2			6.4
Approach LOS	D		A			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 94.1			
Natural Cycle: 55			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 10.7		Intersection LOS: B	
Intersection Capacity Utilization 40.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 6: Oswego Street & Liverpool Bypass

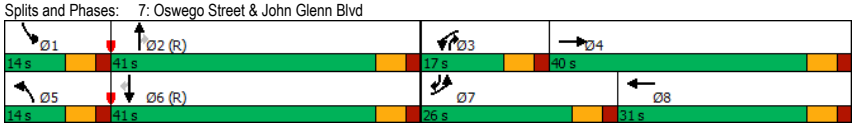


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	149	321	145	89	265	22	57	265	55	42	740	205
Future Volume (vph)	149	321	145	89	265	22	57	265	55	42	740	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	11	12	11	11	12	11	11
Storage Length (ft)	475		0	250		0	225		385	260		460
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (ft)	195			100			25			45		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.953			0.988				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	3338	0	1770	3337	0	1626	3222	1220	1805	3421	1546
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	3338	0	1770	3337	0	1626	3222	1220	1805	3421	1546
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)		69										
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1083			889			1448			925	
Travel Time (s)		16.4			13.5			24.7			15.8	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	3%	4%	1%	2%	5%	29%	11%	14%	28%	0%	2%	1%
Adj. Flow (vph)	180	387	175	107	319	27	69	319	66	51	892	247
Shared Lane Traffic (%)												
Lane Group Flow (vph)	180	562	0	107	346	0	69	319	66	51	892	247
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)		24			24			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	1.04	1.00	1.00	1.04	1.00	0.98	1.04	1.00	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	49	49		49	49		49	49	49	49	49	49
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)	49	49		49	49		49	49	49	49	49	49
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	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases									2			6
Detector Phase	7	4		3	8		5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	4.0		5.0	4.0		5.0	4.0	5.0	5.0	4.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	12.5	11.5		12.5	11.5		12.5	11.5	12.5	12.5	11.5	12.5
Total Split (s)	26.0	40.0		17.0	31.0		14.0	41.0	17.0	14.0	41.0	26.0
Total Split (%)	23.2%	35.7%		15.2%	27.7%		12.5%	36.6%	15.2%	12.5%	36.6%	23.2%
Maximum Green (s)	20.0	34.0		11.0	25.0		8.0	35.0	11.0	8.0	35.0	20.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0		-3.0	-3.0		-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
Total Lost Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max	None
Act Effct Green (s)	14.9	26.0		13.3	24.4		13.2	51.1	67.4	12.0	50.0	67.9
Actuated g/C Ratio	0.13	0.23		0.12	0.22		0.12	0.46	0.60	0.11	0.45	0.61
v/c Ratio	0.40	0.68		0.51	0.48		0.36	0.22	0.09	0.26	0.58	0.26
Control Delay	46.6	38.1		55.2	40.1		50.2	21.4	12.9	48.5	27.7	13.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.6	38.1		55.2	40.1		50.2	21.4	12.9	48.5	27.7	13.1
LOS	D	D		E	D		D	C	B	D	C	B
Approach Delay		40.2			43.7			24.6			25.6	
Approach LOS		D			D			C			C	

Intersection Summary		
Area Type:	Other	
Cycle Length: 112		
Actuated Cycle Length: 112		
Offset: 108 (96%), Referenced to phase 2:NBT and 6:SBT, Start of Green		
Natural Cycle: 60		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.68		
Intersection Signal Delay: 32.1	Intersection LOS: C	
Intersection Capacity Utilization 56.4%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 7: Oswego Street & John Glenn Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	2	5	102	2	145	2	301	161	319	697	1
Future Volume (vph)	0	2	5	102	2	145	2	301	161	319	697	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		150	80		0	400		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			75			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.905				0.850		0.948				
Flt Protected					0.953		0.950			0.950		
Satd. Flow (prot)	0	1027	0	0	1622	1229	1163	2972	0	1601	3455	0
Flt Permitted					0.565		0.303			0.950		
Satd. Flow (perm)	0	1027	0	0	962	1229	371	2972	0	1601	3455	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				196		126				
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		608			1080			738			681	
Travel Time (s)		13.8			24.5			12.6			11.6	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles (%)	0%	50%	67%	7%	50%	27%	50%	12%	10%	9%	1%	0%
Adj. Flow (vph)	0	3	7	138	3	196	3	407	218	431	942	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	141	196	3	625	0	431	943	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		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	
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	
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		NA		pm+pt	NA	custom	Perm	NA		Prot	NA	
Protected Phases		4		3	8	3		2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	2					
Detector Phase	4	4		3	8	3	2	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		9.5	10.0	9.5	10.0	10.0		9.0	10.0	
Total Split (s)	18.0	18.0		13.0	31.0	13.0	24.0	24.0		20.0	44.0	
Total Split (%)	24.0%	24.0%		17.3%	41.3%	17.3%	32.0%	32.0%		26.7%	58.7%	
Maximum Green (s)	13.0	13.0		8.0	26.0	8.0	19.0	19.0		15.0	39.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.0	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.5	1.5		2.0	1.5	
Lost Time Adjust (s)		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	
Lead/Lag	Lag	Lag		Lead		Lead	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	None	None		None	None	None	None	None		None	None	
Act Effct Green (s)		6.9			15.0	15.0	15.5	15.5		15.4	36.0	
Actuated g/C Ratio		0.11			0.25	0.25	0.25	0.25		0.25	0.59	
v/c Ratio		0.08			0.39	0.44	0.03	0.74		1.07	0.46	
Control Delay		20.3			22.3	6.6	20.5	23.3		95.3	9.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		20.3			22.3	6.6	20.5	23.3		95.3	9.0	
LOS		C			C	A	C	C		F	A	
Approach Delay		20.3			13.2			23.3			36.1	
Approach LOS		C			B			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 61.2			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.07			
Intersection Signal Delay: 29.3		Intersection LOS: C	
Intersection Capacity Utilization 56.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 8: Oswego Street & Wetzel Road

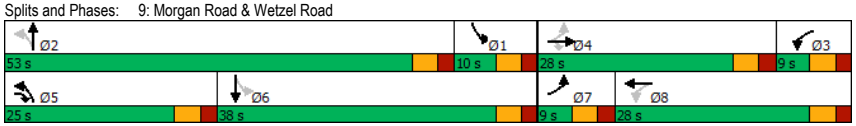


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	112	284	21	120	12	251	235	23	82	661	91
Future Volume (vph)	30	112	284	21	120	12	251	235	23	82	661	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		215	155		0	400		0	100		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	50			50			75			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.986			0.987			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1631	1783	1382	1601	1763	0	1479	3277	0	1678	3340	0
Flt Permitted	0.354			0.656			0.769			0.769		
Satd. Flow (perm)	608	1783	1382	1105	1763	0	1197	3277	0	1358	3340	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			131		5			14			16	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1071			1134			3403			1023	
Travel Time (s)		24.3			25.8			51.6			15.5	
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles (%)	7%	3%	13%	9%	2%	10%	18%	5%	6%	4%	2%	7%
Adj. Flow (vph)	43	160	406	30	171	17	359	336	33	117	944	130
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	160	406	30	188	0	359	369	0	117	1074	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)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		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	
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	
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+pt	NA		pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	5	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	10.0	9.0	9.0	10.0		9.0	10.0		9.0	10.0	
Total Split (s)	9.0	28.0	25.0	9.0	28.0		25.0	53.0		10.0	38.0	
Total Split (%)	9.0%	28.0%	25.0%	9.0%	28.0%		25.0%	53.0%		10.0%	38.0%	
Maximum Green (s)	4.0	23.0	20.0	4.0	23.0		20.0	48.0		5.0	33.0	
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	Lead	Lead	Lag	Lag		Lead	Lead		Lag	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		None	None		None	None	
Act Effct Green (s)	13.5	13.5	36.1	16.2	14.3		28.4	25.5		36.2	32.1	
Actuated g/C Ratio	0.16	0.16	0.42	0.19	0.16		0.33	0.29		0.42	0.37	
v/c Ratio	0.30	0.58	0.62	0.13	0.64		0.79	0.38		0.17	0.86	
Control Delay	39.0	44.1	14.9	33.1	44.1		49.1	31.4		19.9	35.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	39.0	44.1	14.9	33.1	44.1		49.1	31.4		19.9	35.2	
LOS	D	D	B	C	D		D	C		B	D	
Approach Delay		24.3			42.6			40.1			33.7	
Approach LOS		C			D			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 86.9			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 34.0		Intersection LOS: C	
Intersection Capacity Utilization 62.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 9: Morgan Road & Wetzel Road

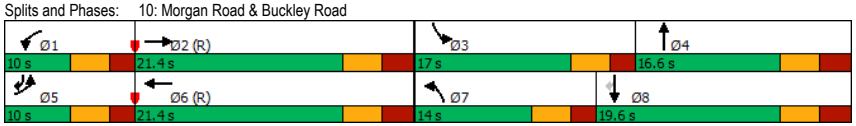


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	146	349	207	164	219	58	85	346	135	117	776	141
Future Volume (vph)	146	349	207	164	219	58	85	346	135	117	776	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	475		0	575		575	590		0	485		435
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			75			75			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.944			0.969			0.958				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	3198	0	1745	2965	0	1504	3039	0	1711	3355	1473
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1694	3198	0	1745	2965	0	1504	3039	0	1711	3355	1473
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		176			48			76				178
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		527			2541			1054			3403	
Travel Time (s)		8.0			38.5			16.0			51.6	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	3%	3%	3%	0%	8%	37%	16%	10%	10%	2%	4%	6%
Adj. Flow (vph)	185	442	262	208	277	73	108	438	171	148	982	178
Shared Lane Traffic (%)												
Lane Group Flow (vph)	185	704	0	208	350	0	108	609	0	148	982	178
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)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
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
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	Prot	NA		Prot	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	5	2		1	6		7	4		3	8	5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases												8
Detector Phase	5	2		1	6		7	4		3	8	5
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	10.0		5.0	10.0	5.0
Minimum Split (s)	10.0	20.5		10.0	20.5		10.0	15.5		10.0	15.5	10.0
Total Split (s)	10.0	21.4		10.0	21.4		14.0	16.6		17.0	19.6	10.0
Total Split (%)	15.4%	32.9%		15.4%	32.9%		21.5%	25.5%		26.2%	30.2%	15.4%
Maximum Green (s)	5.0	15.9		5.0	15.9		9.0	11.1		12.0	14.1	5.0
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	2.5		2.0	2.5		2.0	2.5		2.0	2.5	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	5.5		5.0	5.5		5.0	5.5		5.0	5.5	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Minimum Gap (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Time Before Reduce (s)	10.0	15.0		10.0	15.0		10.0	15.0		10.0	15.0	10.0
Time To Reduce (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Act Effct Green (s)	5.0	15.9		5.0	15.9		7.7	16.0		9.1	17.4	27.9
Actuated g/C Ratio	0.08	0.24		0.08	0.24		0.12	0.25		0.14	0.27	0.43
v/c Ratio	1.42	0.77		1.55	0.46		0.61	0.76		0.62	1.09	0.24
Control Delay	258.1	23.8		309.1	20.2		42.0	31.3		37.3	87.2	3.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	258.1	23.8		309.1	20.2		42.0	31.3		37.3	87.2	3.5
LOS	F	C		F	C		D	C		D	F	A
Approach Delay		72.6			127.9			32.9			70.2	
Approach LOS		E			F			C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.55			
Intersection Signal Delay: 72.4		Intersection LOS: E	
Intersection Capacity Utilization 69.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 10: Morgan Road & Buckley Road

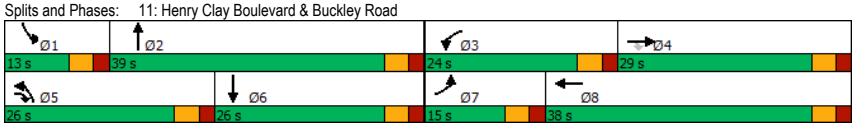


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	215	30	57	246	33	63	207	31	34	248	263
Future Volume (vph)	62	215	30	57	246	33	63	207	31	34	248	263
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	510		540	430		400	560		0	0		0
Storage Lanes	1		2	1		1	2		0	1		0
Taper Length (ft)	75			75			150			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.982			0.981			0.923	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1558	3261	1369	1558	3253	0	3193	3252	0	1558	3126	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1558	3261	1369	1558	3253	0	3193	3252	0	1558	3126	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			125		15			16				
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		796			633			1419			1496	
Travel Time (s)		12.1			9.6			21.5			22.7	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	12%	7%	14%	12%	5%	8%	6%	5%	7%	12%	2%	4%
Adj. Flow (vph)	75	259	36	69	296	40	76	249	37	41	299	317
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	259	36	69	336	0	76	286	0	41	616	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)		11			11			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		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	
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	
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	Prot	NA	pm+ov	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4									
Detector Phase	7	4	5	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	10.0	9.0	9.0	10.0		9.0	10.0		9.0	10.0	
Total Split (s)	15.0	29.0	26.0	24.0	38.0		26.0	39.0		13.0	26.0	
Total Split (%)	14.3%	27.6%	24.8%	22.9%	36.2%		24.8%	37.1%		12.4%	24.8%	
Maximum Green (s)	10.0	24.0	21.0	19.0	33.0		21.0	34.0		8.0	21.0	
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	Lead	Lead	Lag		Lead	Lag		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		None	Max		None	Max	
Act Effct Green (s)	8.5	12.6	25.3	9.0	13.1		7.5	35.5		7.2	32.6	
Actuated g/C Ratio	0.11	0.16	0.33	0.12	0.17		0.10	0.46		0.09	0.43	
v/c Ratio	0.43	0.48	0.07	0.38	0.59		0.24	0.19		0.28	0.46	
Control Delay	44.1	34.4	0.2	40.9	34.0		38.0	15.3		42.4	20.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	44.1	34.4	0.2	40.9	34.0		38.0	15.3		42.4	20.2	
LOS	D	C	A	D	C		D	B		D	C	
Approach Delay		33.0			35.1			20.1			21.6	
Approach LOS		C			D			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 76.4			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 26.7		Intersection LOS: C	
Intersection Capacity Utilization 46.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: Henry Clay Boulevard & Buckley Road



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	138	10	10	360	818	171
Future Volume (vph)	138	10	10	360	818	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.991				0.974	
Flt Protected	0.955			0.999		
Satd. Flow (prot)	1631	0	0	3076	3364	0
Flt Permitted	0.955			0.999		
Satd. Flow (perm)	1631	0	0	3076	3364	0
Link Speed (mph)	31			45	45	
Link Distance (ft)	220			439	446	
Travel Time (s)	4.8			6.7	6.8	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	100%	100%	11%	0%	6%
Adj. Flow (vph)	184	13	13	480	1091	228
Shared Lane Traffic (%)						
Lane Group Flow (vph)	197	0	0	493	1319	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16	9	16			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	43.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	42.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	138	10	10	360	818	171
Future Vol, veh/h	138	10	10	360	818	171
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	100	100	11	0	6
Mvmt Flow	184	13	13	480	1091	228

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1471	660	1319	0	-	0
Stage 1	1205	-	-	-	-	-
Stage 2	266	-	-	-	-	-
Critical Hdwy	6.8	8.9	6.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	4.3	3.2	-	-	-
Pot Cap-1 Maneuver	~ 120	237	204	-	-	-
Stage 1	251	-	-	-	-	-
Stage 2	760	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 110	237	204	-	-	-
Mov Cap-2 Maneuver	~ 110	-	-	-	-	-
Stage 1	229	-	-	-	-	-
Stage 2	760	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 428.3	1.6	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	204	-	114	-	-
HCM Lane V/C Ratio	0.065	-	1.731	-	-
HCM Control Delay (s)	23.9	1$	428.3	-	-
HCM Lane LOS	C	A	F	-	-
HCM 95th %tile Q(veh)	0.2	-	15.3	-	-

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)	52	0	132	5	0	3	164	315	18	12	752	64
Future Volume (vph)	52	0	132	5	0	3	164	315	18	12	752	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.903			0.951			0.995			0.988	
Flt Protected		0.986			0.969			0.984			0.999	
Satd. Flow (prot)	0	1635	0	0	1693	0	0	3194	0	0	3266	0
Flt Permitted		0.986			0.969			0.984			0.999	
Satd. Flow (perm)	0	1635	0	0	1693	0	0	3194	0	0	3266	0
Link Speed (mph)		31			31			45			45	
Link Distance (ft)		203			543			456			439	
Travel Time (s)		4.5			11.9			6.9			6.7	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%	6%	0%
Adj. Flow (vph)	69	0	176	7	0	4	219	420	24	16	1003	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	245	0	0	11	0	0	663	0	0	1104	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.4%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	84.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	0	132	5	0	3	164	315	18	12	752	64
Future Vol, veh/h	52	0	132	5	0	3	164	315	18	12	752	64
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0	0	11	0	0	6	0
Mvmt Flow	69	0	176	7	0	4	219	420	24	16	1003	85

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1726	1960	544	1404	1990	222	1088	0	0	444	0	0
Stage 1	1078	1078	-	870	870	-	-	-	-	-	-	-
Stage 2	648	882	-	534	1120	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 58	64	488	101	61	788	649	-	-	1127	-	-
Stage 1	237	297	-	317	372	-	-	-	-	-	-	-
Stage 2	430	367	-	503	284	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 36	34	488	41	32	788	649	-	-	1127	-	-
Mov Cap-2 Maneuver	~ 36	34	-	41	32	-	-	-	-	-	-	-
Stage 1	130	286	-	174	205	-	-	-	-	-	-	-
Stage 2	235	202	-	310	273	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 675	72.2	5.4	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	649	-	-	107	64	1127	-	-
HCM Lane V/C Ratio	0.337	-	-	2.293	0.167	0.014	-	-
HCM Control Delay (s)	13.3	1.5	-	$ 675	72.2	8.2	0.1	-
HCM Lane LOS	B	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	1.5	-	-	21.6	0.6	0	-	-

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)	40	0	86	4	0	7	107	513	36	19	959	50
Future Volume (vph)	40	0	86	4	0	7	107	513	36	19	959	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.908			0.913			0.992			0.993	
Flt Protected		0.984			0.982			0.992			0.999	
Satd. Flow (prot)	0	1641	0	0	1647	0	0	3162	0	0	3278	0
Flt Permitted		0.984			0.982			0.992			0.999	
Satd. Flow (perm)	0	1641	0	0	1647	0	0	3162	0	0	3278	0
Link Speed (mph)		31			31			45			45	
Link Distance (ft)		251			537			622			456	
Travel Time (s)		5.5			11.8			9.4			6.9	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%	0%	11%	0%	0%	6%	0%
Adj. Flow (vph)	54	0	116	5	0	9	145	693	49	26	1296	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	170	0	0	14	0	0	887	0	0	1390	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.4%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	80.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	0	86	4	0	7	107	513	36	19	959	50
Future Vol, veh/h	40	0	86	4	0	7	107	513	36	19	959	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	0	0	0	0	2	0	0	11	0	0	6	0
Mvmt Flow	54	0	116	5	0	9	145	693	49	26	1296	68

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2019	2414	682	1708	2424	371	1364	0	0	742	0	0
Stage 1	1382	1382	-	1008	1008	-	-	-	-	-	-	-
Stage 2	637	1032	-	700	1416	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.54	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4.02	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 35	33	397	60	32	632	510	-	-	874	-	-
Stage 1	154	213	-	261	316	-	-	-	-	-	-	-
Stage 2	437	313	-	401	202	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 19	15	397	24	14	632	510	-	-	874	-	-
Mov Cap-2 Maneuver	~ 19	15	-	24	14	-	-	-	-	-	-	-
Stage 1	79	186	-	134	162	-	-	-	-	-	-	-
Stage 2	220	160	-	248	176	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 1130	80.5	4.5	0.7
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	510	-	-	54	62	874	-	-
HCM Lane V/C Ratio	0.284	-	-	3.153	0.24	0.029	-	-
HCM Control Delay (s)	14.8	2.6	-	$ 1130	80.5	9.2	0.6	-
HCM Lane LOS	B	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	1.2	-	-	18.1	0.8	0.1	-	-

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

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	115	143	679	994	0
Future Volume (vph)	0	115	143	679	994	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	1.00
Frt	0.865					
Flt Protected				0.991		
Satd. Flow (prot)	1589	0	0	3170	3292	0
Flt Permitted				0.991		
Satd. Flow (perm)	1589	0	0	3170	3292	0
Link Speed (mph)	31			45	45	
Link Distance (ft)	257			590	622	
Travel Time (s)	5.7			8.9	9.4	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	0%	11%	6%	0%
Adj. Flow (vph)	0	153	191	905	1325	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	153	0	0	1096	1325	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16	9	16			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.5%		ICU Level of Service C	
Analysis Period (min) 15			

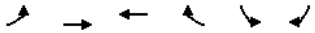
Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	115	143	679	994	0
Future Vol, veh/h	0	115	143	679	994	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	11	6	0
Mvmt Flow	0	153	191	905	1325	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2160	663	1325	0	-	0
Stage 1	1325	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	42	409	528	-	-	0
Stage 1	216	-	-	-	-	0
Stage 2	391	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	11	409	528	-	-	-
Mov Cap-2 Maneuver	11	-	-	-	-	-
Stage 1	59	-	-	-	-	-
Stage 2	391	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19	6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	528	-	409	-
HCM Lane V/C Ratio	0.361	-	0.375	-
HCM Control Delay (s)	15.6	4	19	-
HCM Lane LOS	C	A	C	-
HCM 95th %tile Q(veh)	1.6	-	1.7	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	14	309	198	0	0	12
Future Volume (vph)	14	309	198	0	0	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.865	
Flt Protected		0.998				
Satd. Flow (prot)	0	1688	1685	0	1589	0
Flt Permitted		0.998				
Satd. Flow (perm)	0	1688	1685	0	1589	0
Link Speed (mph)		30	30		31	
Link Distance (ft)		1737	487		176	
Travel Time (s)		39.5	11.1		3.9	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	9%	9%	0%	0%	0%
Adj. Flow (vph)	19	412	264	0	0	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	431	264	0	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16			9	16	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	309	198	0	0	12
Future Vol, veh/h	14	309	198	0	0	12
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	75	75	75	75	75	75
Heavy Vehicles, %	0	9	9	0	0	0
Mvmt Flow	19	412	264	0	0	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	264	0	-	0	714	264
Stage 1	-	-	-	-	264	-
Stage 2	-	-	-	-	450	-
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	1312	-	-	0	401	780
Stage 1	-	-	-	0	785	-
Stage 2	-	-	-	0	647	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	1312	-	-	-	393	780
Mov Cap-2 Maneuver	-	-	-	-	393	-
Stage 1	-	-	-	-	770	-
Stage 2	-	-	-	-	647	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.7
HCM LOS			A

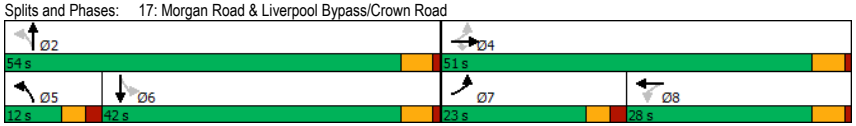
Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1312	-	-	780
HCM Lane V/C Ratio	0.014	-	-	0.021
HCM Control Delay (s)	7.8	0	-	9.7
HCM Lane LOS	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	13	198	5	6	4	70	720	9	3	985	121
Future Volume (vph)	98	13	198	5	6	4	70	720	9	3	985	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		260	0		0	0		0	100		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850		0.966			0.998			0.984	
Flt Protected		0.958			0.983		0.950			0.950		
Satd. Flow (prot)	0	1483	1432	0	1111	0	1531	1728	0	1745	3227	0
Flt Permitted		0.736			0.912		0.089			0.222		
Satd. Flow (perm)	0	1140	1432	0	1031	0	143	1728	0	408	3227	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			181		5			1			14	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		487			1200			344			294	
Travel Time (s)		11.1			27.3			5.2			4.5	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles (%)	15%	46%	9%	20%	83%	67%	14%	6%	11%	0%	5%	18%
Adj. Flow (vph)	129	17	261	7	8	5	92	947	12	4	1296	159
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	146	261	0	20	0	92	959	0	4	1455	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	1	1	1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	49	49	49	49	49		49	49		49	49	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	49	49	49	49	49		49	49		49	49	
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	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	4	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	10.0	10.0	10.0	10.0		9.0	10.0		10.0	10.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	23.0	51.0	51.0	28.0	28.0		12.0	54.0		42.0	42.0	
Total Split (%)	21.9%	48.6%	48.6%	26.7%	26.7%		11.4%	51.4%		40.0%	40.0%	
Maximum Green (s)	18.0	46.0	46.0	23.0	23.0		7.0	49.0		37.0	37.0	
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0		3.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	1.0	1.0	1.0	1.0		2.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-2.0	-1.0		-2.0		-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)		3.0	4.0		3.0		3.0	3.0		3.0	3.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	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		None	Max		Max	Max	
Act Effct Green (s)		16.3	15.3		16.3		51.2	51.2		41.9	41.9	
Actuated g/C Ratio		0.22	0.21		0.22		0.70	0.70		0.57	0.57	
v/c Ratio		0.58	0.59		0.09		0.35	0.80		0.02	0.79	
Control Delay		34.9	14.6		19.1		10.4	15.9		10.3	18.9	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		34.9	14.6		19.1		10.4	15.9		10.3	18.9	
LOS		C	B		B		B	B		B	B	
Approach Delay		21.9			19.1			15.4			18.9	
Approach LOS		C			B			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 73.5			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 18.1		Intersection LOS: B	
Intersection Capacity Utilization 64.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 17: Morgan Road & Liverpool Bypass/Crown Road



18: Morgan Road & Sheridan Rd Performance by lane

Lane	EB	NB	NB	SB	SB	All
Movements Served	LR	LT	T	T	TR	
Denied Del/Veh (s)						0.1
Total Del/Veh (s)	69.7	0.7	2.4	10.1	26.4	14.1

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	222	571	24	411	848
Future Volume (vph)	5	222	571	24	411	848
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.868		0.995			
Flt Protected	0.999				0.950	
Satd. Flow (prot)	1389	0	1740	0	1616	1640
Flt Permitted	0.999				0.950	
Satd. Flow (perm)	1389	0	1740	0	1616	1640
Link Speed (mph)	31		31			45
Link Distance (ft)	1605		362			396
Travel Time (s)	35.3		8.0			6.0
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	0%	15%	5%	6%	8%	12%
Adj. Flow (vph)	6	288	742	31	534	1101
Shared Lane Traffic (%)						
Lane Group Flow (vph)	294	0	773	0	534	1101
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16	9		9	16	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 78.3%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	52

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	222	571	24	411	848
Future Vol, veh/h	5	222	571	24	411	848
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	0	15	5	6	8	12
Mvmt Flow	6	288	742	31	534	1101

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2927	758	0	0	773	0
Stage 1	758	-	-	-	-	-
Stage 2	2169	-	-	-	-	-
Critical Hdwy	6.4	6.35	-	-	4.18	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.435	-	-	2.272	-
Pot Cap-1 Maneuver	17	387	-	-	816	-
Stage 1	466	-	-	-	-	-
Stage 2	95	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 6	387	-	-	816	-
Mov Cap-2 Maneuver	~ 6	-	-	-	-	-
Stage 1	466	-	-	-	-	-
Stage 2	33	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 445.4	0	5.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	161	816	-
HCM Lane V/C Ratio	-	-	1.831	0.654	-
HCM Control Delay (s)	-	-	$ 445.4	17.4	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	21.8	5	-

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

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	51	173	111	270	356	33
Future Volume (vph)	51	173	111	270	356	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.904		0.988	
Flt Protected		0.989			0.956	
Satd. Flow (prot)	0	1775	1538	0	1570	0
Flt Permitted		0.715			0.956	
Satd. Flow (perm)	0	1283	1538	0	1570	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			307		7	
Link Speed (mph)		40	40		31	
Link Distance (ft)		2577	816		1129	
Travel Time (s)		43.9	13.9		24.8	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	7%	1%	3%	10%	10%	16%
Adj. Flow (vph)	58	197	126	307	405	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	255	433	0	443	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16			9	16	9
Number of Detectors	1	2	2		1	
Detector Template	Left	Thru	Thru		Left	
Leading Detector (ft)	20	100	100		20	
Trailing Detector (ft)	0	0	0		0	
Detector 1 Position(ft)	0	0	0		0	
Detector 1 Size(ft)	20	6	6		20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Perm	NA	NA		Prot	
Protected Phases		4	8		6	
Permitted Phases	4					
Detector Phase	4	4	8		6	
Switch Phase						

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Initial (s)	4.0	4.0	4.0		4.0	
Minimum Split (s)	10.0	10.0	10.0		10.0	
Total Split (s)	42.0	42.0	42.0		18.0	
Total Split (%)	70.0%	70.0%	70.0%		30.0%	
Maximum Green (s)	37.0	37.0	37.0		13.0	
Yellow Time (s)	3.0	3.0	3.0		3.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		5.0	5.0		5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	None	None	None		Max	
Act Effct Green (s)		10.8	10.8		13.1	
Actuated g/C Ratio		0.32	0.32		0.39	
v/c Ratio		0.62	0.62		0.73	
Control Delay		17.1	7.4		20.9	
Queue Delay		0.0	0.0		0.0	
Total Delay		17.1	7.4		20.9	
LOS		B	A		C	
Approach Delay		17.1	7.4		20.9	
Approach LOS		B	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 34			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 14.9		Intersection LOS: B	
Intersection Capacity Utilization 68.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 20: Vine Street & Commerce Blvd

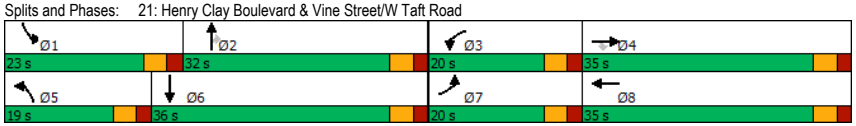


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	243	122	195	272	109	78	322	90	147	398	92
Future Volume (vph)	57	243	122	195	272	109	78	322	90	147	398	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		535	325		0	725		475	285		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	50			250			75			75		
Lane Util. Factor	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.957				0.850		0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1662	1749	1301	3193	3189	0	1586	3261	1516	1678	3128	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1662	1749	1301	3193	3189	0	1586	3261	1516	1678	3128	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142		54				119		25	
Link Speed (mph)		40			40			45			45	
Link Distance (ft)		865			1021			1254			1091	
Travel Time (s)		14.7			17.4			19.0			16.5	
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 (%)	5%	5%	20%	6%	3%	9%	10%	7%	3%	4%	9%	6%
Adj. Flow (vph)	66	283	142	227	316	127	91	374	105	171	463	107
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	283	142	227	443	0	91	374	105	171	570	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)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	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	6	20	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	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4						2			
Detector Phase	7	4	4	3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.0	10.0	10.0	9.0	10.0		9.0	10.0	10.0	9.0	10.0	
Total Split (s)	20.0	35.0	35.0	20.0	35.0		19.0	32.0	32.0	23.0	36.0	
Total Split (%)	18.2%	31.8%	31.8%	18.2%	31.8%		17.3%	29.1%	29.1%	20.9%	32.7%	
Maximum Green (s)	15.0	30.0	30.0	15.0	30.0		14.0	27.0	27.0	18.0	31.0	
Yellow Time (s)	3.0	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	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	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	Lag	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	3.0	
Recall Mode	None	None	None	None	None		None	None	None	None	None	
Act Effct Green (s)	9.1	19.2	19.2	11.5	24.7		10.2	17.1	17.1	13.6	23.9	
Actuated g/C Ratio	0.11	0.23	0.23	0.14	0.30		0.12	0.21	0.21	0.16	0.29	
v/c Ratio	0.36	0.70	0.35	0.51	0.45		0.46	0.55	0.26	0.62	0.62	
Control Delay	45.1	40.6	8.0	40.7	24.8		46.8	34.2	6.8	46.1	30.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	45.1	40.6	8.0	40.7	24.8		46.8	34.2	6.8	46.1	30.5	
LOS	D	D	A	D	C		D	C	A	D	C	
Approach Delay		31.8			30.2			31.2			34.1	
Approach LOS		C			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 82.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 31.9		Intersection LOS: C	
Intersection Capacity Utilization 53.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 21: Henry Clay Boulevard & Vine Street/W Taft Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	80	72	73	77	485	0	1427	58	338	935	4
Future Volume (vph)	0	80	72	73	77	485	0	1427	58	338	935	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	150		0	0		125	200		0
Storage Lanes	0		0	1		2	0		1	2		0
Taper Length (ft)	25			25			25			125		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.936				0.850			0.850		0.999	
Flt Protected					0.976					0.950		
Satd. Flow (prot)	0	1692	0	0	1783	2694	0	3490	1561	3255	3486	0
Flt Permitted					0.598					0.950		
Satd. Flow (perm)	0	1692	0	0	1093	2694	0	3490	1561	3255	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42				21			135		1	
Link Speed (mph)		31			31			31			31	
Link Distance (ft)		761			682			829			684	
Travel Time (s)		16.7			15.0			18.2			15.0	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	3%	0%	0%	1%	2%	0%	0%	0%	4%	0%	0%
Adj. Flow (vph)	0	91	82	83	88	551	0	1622	66	384	1063	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	173	0	0	171	551	0	1622	66	384	1068	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors		1		1	1	1		1	1	1	1	
Detector Template												
Leading Detector (ft)		49		49	49	49		49	49	49	49	
Trailing Detector (ft)		0		0	0	0		0	0	0	0	
Detector 1 Position(ft)		0		0	0	0		0	0	0	0	
Detector 1 Size(ft)		49		49	49	49		49	49	49	49	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		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	
Detector 1 Delay (s)		0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Turn Type		NA		Perm	NA	pm+ov		NA	Free	Prot	NA	
Protected Phases		4			4	1		2		1	5	
Permitted Phases				4		4			Free			
Detector Phase		4		4	4	1		2		1	5	
Switch Phase												
Minimum Initial (s)		6.0		6.0	6.0	6.0		24.0		6.0	24.0	
Minimum Split (s)		11.0		11.0	11.0	12.0		29.5		12.0	29.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)		30.0		30.0	30.0	30.0		45.0		30.0	75.0	
Total Split (%)		28.6%		28.6%	28.6%	28.6%		42.9%		28.6%	71.4%	
Maximum Green (s)		25.0		25.0	25.0	24.0		40.0		24.0	70.0	
Yellow Time (s)		3.5		3.5	3.5	3.5		3.5		3.5	3.5	
All-Red Time (s)		1.5		1.5	1.5	2.5		1.5		2.5	1.5	
Lost Time Adjust (s)		-2.0			-2.0	-3.0		-2.0		-3.0	-2.0	
Total Lost Time (s)		3.0			3.0	3.0		3.0		3.0	3.0	
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	
Recall Mode		None		None	None	None		C-Max		None	C-Max	
Act Effct Green (s)		20.7			20.7	45.9		53.1	105.0	22.2	78.3	
Actuated g/C Ratio		0.20			0.20	0.44		0.51	1.00	0.21	0.75	
v/c Ratio		0.47			0.80	0.46		0.92	0.04	0.56	0.41	
Control Delay		31.1			65.0	20.4		35.6	0.1	39.8	6.0	
Queue Delay		0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay		31.1			65.0	20.4		35.6	0.1	39.8	6.0	
LOS		C			E	C		D	A	D	A	
Approach Delay		31.1			30.9			34.2			14.9	
Approach LOS		C			C			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NBT and 5:SBT, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 26.6		Intersection LOS: C	
Intersection Capacity Utilization 79.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Onondaga Lake Parkway/Oswego Street & First Street/Old Liverpool Rd



Lane Group	EBR	EBR2	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	Ø7
Lane Configurations											
Traffic Volume (vph)	245	5	20	73	317	1450	52	8	1044	2	
Future Volume (vph)	245	5	20	73	317	1450	52	8	1044	2	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0		0		175		0	100		0	
Storage Lanes	2		1		2		0	1		0	
Taper Length (ft)					125			25			
Lane Util. Factor	0.88	1.00	1.00	0.95	0.97	0.95	0.95	1.00	0.95	0.95	
Frt	0.850		0.865			0.995					
Flt Protected					0.950			0.950			
Satd. Flow (prot)	2721	0	1589	0	3385	3439	0	1558	3455	0	
Flt Permitted					0.083			0.135			
Satd. Flow (perm)	2721	0	1589	0	296	3439	0	221	3455	0	
Right Turn on Red		Yes	Yes				Yes				
Satd. Flow (RTOR)	97		97			19					
Link Speed (mph)						31			31		
Link Distance (ft)						684			501		
Travel Time (s)						15.0			11.0		
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	
Heavy Vehicles (%)	1%	0%	0%	0%	0%	1%	0%	12%	1%	0%	
Adj. Flow (vph)	285	6	23	85	369	1686	60	9	1214	2	
Shared Lane Traffic (%)											
Lane Group Flow (vph)	291	0	23	0	454	1746	0	9	1216	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Right	Right	Right	Left	Left	Left	Right	Left	Left	Right	
Median Width(ft)						22			22		
Link Offset(ft)						0			0		
Crosswalk Width(ft)						16			16		
Two way Left Turn Lane											
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	
Turning Speed (mph)	9	9	9	16	16		9	16		9	
Number of Detectors	1		1	1	1	1		1	1		
Detector Template											
Leading Detector (ft)	49		49	49	49	49		49	49		
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)	49		49	49	49	49		49	49		
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	Over		Perm	custom	custom	NA		Perm	NA		
Protected Phases	1			3	1 3	1 3 7			5 7		7
Permitted Phases	1		5	7	7	7		5 7			
Detector Phase	1		5	3	1 3	1 3 7		5 7	5 7		
Switch Phase											
Minimum Initial (s)	10.0		5.0	5.0							8.0
Minimum Split (s)	15.0		10.0	10.0							13.0

Lane Group	EBR	EBR2	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	Ø7
Total Split (s)	60.0		10.0	14.0							51.0
Total Split (%)	44.4%		7.4%	10.4%							38%
Maximum Green (s)	55.0		5.0	9.0							46.0
Yellow Time (s)	4.0		4.0	4.0							4.0
All-Red Time (s)	1.0		1.0	1.0							1.0
Lost Time Adjust (s)	-2.0		-2.0								
Total Lost Time (s)	3.0		3.0								
Lead/Lag	Lag			Lead							
Lead-Lag Optimize?											
Vehicle Extension (s)	3.0		3.0	3.0							3.0
Recall Mode	C-Max		Max	None							None
Act Effct Green (s)	57.0		7.0		119.0	122.0		58.0	58.0		
Actuated g/C Ratio	0.42		0.05		0.88	0.90		0.43	0.43		
v/c Ratio	0.24		0.13		0.24	0.56		0.10	0.82		
Control Delay	16.9		1.6		7.6	2.0		26.4	39.5		
Queue Delay	0.0		0.0		0.0	0.6		0.0	48.3		
Total Delay	16.9		1.6		7.6	2.7		26.4	87.8		
LOS	B		A		A	A		C	F		
Approach Delay						3.7			87.4		
Approach LOS						A			F		

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 0 (0%), Referenced to phase 1:NBTL, Start of Yellow, Master Intersection			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 32.1		Intersection LOS: C	
Intersection Capacity Utilization 58.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: Cypress Street & Oswego Street & Second Street

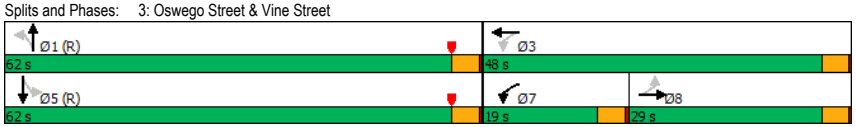


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	89	11	118	140	16	8	1343	123	7	889	26
Future Volume (vph)	28	89	11	118	140	16	8	1343	123	7	889	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	140		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.983			0.985			0.987			0.996	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1745	1759	0	1728	1793	0	0	3413	0	0	3410	0
Flt Permitted	0.646			0.405				0.949			0.938	
Satd. Flow (perm)	1186	1759	0	736	1793	0	0	3239	0	0	3199	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			6			13			4	
Link Speed (mph)		31			31			31			31	
Link Distance (ft)		316			895			501			522	
Travel Time (s)		7.0			19.7			11.0			11.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	3%	0%	1%	1%	0%	0%	1%	0%	0%	2%	0%
Adj. Flow (vph)	32	101	13	134	159	18	9	1526	140	8	1010	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	114	0	134	177	0	0	1675	0	0	1048	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)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	49	49		49	49		49	49		49	49	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	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	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	3			1			5	
Permitted Phases	8			3			1			5		
Detector Phase	8	8		7	3		1	1		5	5	
Switch Phase												
Minimum Initial (s)	5.5	5.5		3.5	7.5		19.5	19.5		19.5	19.5	
Minimum Split (s)	10.0	10.0		8.0	12.0		24.0	24.0		24.0	24.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	29.0	29.0		19.0	48.0		62.0	62.0		62.0	62.0	
Total Split (%)	26.4%	26.4%		17.3%	43.6%		56.4%	56.4%		56.4%	56.4%	
Maximum Green (s)	25.0	25.0		15.0	44.0		58.0	58.0		58.0	58.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0			-1.0			-1.0	
Total Lost Time (s)	3.0	3.0		3.0	3.0			3.0			3.0	
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	
Recall Mode	Min	Min		None	Min		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)	13.1	13.1		29.7	29.7			74.3			74.3	
Actuated g/C Ratio	0.12	0.12		0.27	0.27			0.68			0.68	
v/c Ratio	0.23	0.53		0.42	0.36			0.76			0.48	
Control Delay	46.1	51.5		34.3	32.2			16.2			15.3	
Queue Delay	0.0	0.0		0.0	0.0			7.2			0.4	
Total Delay	46.1	51.5		34.3	32.2			23.3			15.7	
LOS	D	D		C	C			C			B	
Approach Delay		50.3			33.1			23.3			15.7	
Approach LOS		D			C			C			B	

Intersection Summary		
Area Type:	Other	
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 0 (0%), Referenced to phase 1:NBTL and 5:SBTL, Start of Yellow		
Natural Cycle: 60		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.76		
Intersection Signal Delay: 23.0	Intersection LOS: C	
Intersection Capacity Utilization 69.6%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 3: Oswego Street & Vine Street

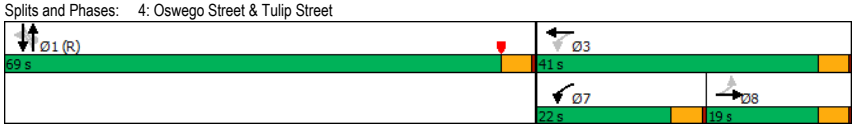


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	50	8	563	47	10	4	675	705	7	383	59
Future Volume (vph)	50	50	8	563	47	10	4	675	705	7	383	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		100	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.980			0.975			0.924			0.980	
Flt Protected	0.950			0.950							0.999	
Satd. Flow (prot)	1745	1800	0	1745	1791	0	0	3177	0	0	3359	0
Flt Permitted	0.715			0.514				0.954			0.926	
Satd. Flow (perm)	1313	1800	0	944	1791	0	0	3030	0	0	3114	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			10			425			27	
Link Speed (mph)		31			31			31			31	
Link Distance (ft)		335			373			522			230	
Travel Time (s)		7.4			8.2			11.5			5.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	2%	0%
Adj. Flow (vph)	57	57	9	647	54	11	5	776	810	8	440	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	66	0	647	65	0	0	1591	0	0	516	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)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	49	49		49	49		49	49		49	49	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	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	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	3			1			1	
Permitted Phases	8			3			1			1		
Detector Phase	8	8		7	3		1	1		1	1	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	8.5	8.5		8.5	8.5		20.0	20.0		20.0	20.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	19.0	19.0		22.0	41.0		69.0	69.0		69.0	69.0	
Total Split (%)	17.3%	17.3%		20.0%	37.3%		62.7%	62.7%		62.7%	62.7%	
Maximum Green (s)	14.5	14.5		17.5	36.5		64.5	64.5		64.5	64.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	-1.5	-1.5		-1.5	-1.5			-1.5			-1.5	
Total Lost Time (s)	3.0	3.0		3.0	3.0			3.0			3.0	
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	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)	11.6	11.6		31.6	29.2			72.4			72.4	
Actuated g/C Ratio	0.11	0.11		0.29	0.27			0.66			0.66	
v/c Ratio	0.41	0.34		1.58	0.13			0.74			0.25	
Control Delay	54.0	45.0		302.2	23.2			4.0			8.4	
Queue Delay	0.0	0.0		0.0	0.0			0.1			0.0	
Total Delay	54.0	45.0		302.2	23.2			4.2			8.4	
LOS	D	D		F	C			A			A	
Approach Delay		49.2			276.8			4.2			8.4	
Approach LOS		D			F			A			A	

Intersection Summary		
Area Type:	Other	
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 0 (0%), Referenced to phase 1:NBSB, Start of Yellow		
Natural Cycle: 45		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.58		
Intersection Signal Delay: 72.8	Intersection LOS: E	
Intersection Capacity Utilization 88.8%	ICU Level of Service E	
Analysis Period (min) 15		

Splits and Phases: 4: Oswego Street & Tulip Street



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	330	115	45	711	578	220
Future Volume (vph)	330	115	45	711	578	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	205	185			0
Storage Lanes	2	1	1			1
Taper Length (ft)	25		175			
Lane Util. Factor	0.97	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3134	1531	1678	3455	1749	1546
Flt Permitted	0.950		0.235			
Satd. Flow (perm)	3134	1531	415	3455	1749	1546
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			45	45	
Link Distance (ft)	933			815	2157	
Travel Time (s)	21.2			12.3	32.7	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	8%	2%	4%	1%	5%	1%
Adj. Flow (vph)	398	139	54	857	696	265
Shared Lane Traffic (%)						
Lane Group Flow (vph)	398	139	54	857	696	265
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	22			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16	9	16			9
Number of Detectors	1	1	1	1	1	1
Detector Template						
Leading Detector (ft)	49	49	49	49	49	49
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	49	49	49	49	49	49
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	Prot	Free	pm+pt	NA	NA	Free
Protected Phases	3		1	6	2	
Permitted Phases		Free	6			Free
Detector Phase	3		1	6	2	
Switch Phase						
Minimum Initial (s)	8.0		8.0	10.0	10.0	
Minimum Split (s)	20.0		14.5	20.0	20.0	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Split (s)	30.0		20.0	60.0	40.0	
Total Split (%)	33.3%		22.2%	66.7%	44.4%	
Maximum Green (s)	25.0		15.0	55.0	35.0	
Yellow Time (s)	3.0		3.0	3.0	3.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0		-2.0	-2.0	-2.0	
Total Lost Time (s)	3.0		3.0	3.0	3.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Vehicle Extension (s)	4.0		4.0	4.0	4.0	
Recall Mode	None		None	Max	Max	
Act Effct Green (s)	18.5	81.6	57.1	57.1	49.4	81.6
Actuated g/C Ratio	0.23	1.00	0.70	0.70	0.61	1.00
v/c Ratio	0.56	0.09	0.12	0.35	0.66	0.17
Control Delay	31.1	0.1	5.2	5.8	17.4	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.1	0.1	5.2	5.8	17.4	0.2
LOS	C	A	A	A	B	A
Approach Delay	23.1			5.7	12.7	
Approach LOS	C			A	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 81.6			
Natural Cycle: 70			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 12.4		Intersection LOS: B	
Intersection Capacity Utilization 53.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Oswego Street & Exit 38

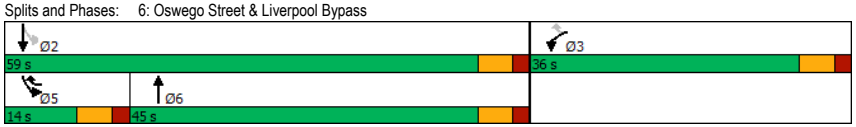


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	87	202	921	96	118	599
Future Volume (vph)	87	202	921	96	118	599
Ideal Flow (vphpl)	1900	1900	2000	1900	1900	2100
Lane Width (ft)	12	12	12	11	12	12
Storage Length (ft)	0	125		0	275	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				75	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.986			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1736	1615	3689	0	1770	3950
Flt Permitted	0.950				0.154	
Satd. Flow (perm)	1736	1615	3689	0	287	3950
Right Turn on Red		No		Yes		
Satd. Flow (RTOR)			15			
Link Speed (mph)	30		45			40
Link Distance (ft)	617		2157			2920
Travel Time (s)	14.0		32.7			49.8
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	4%	0%	1%	7%	2%	1%
Adj. Flow (vph)	99	230	1047	109	134	681
Shared Lane Traffic (%)						
Lane Group Flow (vph)	99	230	1156	0	134	681
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	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	0.94	1.04	1.00	0.88
Turning Speed (mph)	16	9		9	16	
Number of Detectors	1	1	1		1	1
Detector Template						
Leading Detector (ft)	49	49	49		49	49
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	49	49	49		49	49
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Prot	pm+ov	NA		pm+pt	NA
Protected Phases	3	5	6		5	2
Permitted Phases		3			2	
Detector Phase	3	5	6		5	2
Switch Phase						
Minimum Initial (s)	10.0	5.0	10.0		5.0	10.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Split (s)	20.0	11.5	20.0		11.5	20.0
Total Split (s)	36.0	14.0	45.0		14.0	59.0
Total Split (%)	37.9%	14.7%	47.4%		14.7%	62.1%
Maximum Green (s)	30.0	8.0	39.0		8.0	53.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0	-3.0		-3.0	-3.0
Total Lost Time (s)	3.0	3.0	3.0		3.0	3.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	6.0	4.0	6.0		4.0	6.0
Recall Mode	None	None	Max		None	Max
Act Effct Green (s)	15.8	25.9	42.7		56.8	57.5
Actuated g/C Ratio	0.21	0.35	0.57		0.76	0.77
v/c Ratio	0.27	0.41	0.55		0.31	0.22
Control Delay	28.1	20.1	12.4		5.5	3.8
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	28.1	20.1	12.4		5.5	3.8
LOS	C	C	B		A	A
Approach Delay	22.5		12.4			4.0
Approach LOS	C		B			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 74.6			
Natural Cycle: 55			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 10.9		Intersection LOS: B	
Intersection Capacity Utilization 52.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 6: Oswego Street & Liverpool Bypass

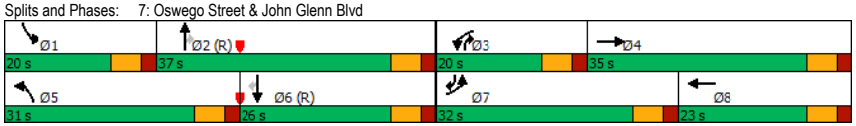


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	410	343	154	112	353	100	136	968	134	89	730	391
Future Volume (vph)	410	343	154	112	353	100	136	968	134	89	730	391
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	11	12	11	11	12	11	11
Storage Length (ft)	475		0	250		0	225		385	260		460
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (ft)	195			100			25			45		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.953			0.967				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	3383	0	1805	3430	0	1787	3673	1561	1687	3455	1531
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3467	3383	0	1805	3430	0	1787	3673	1561	1687	3455	1531
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)		64										
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1083			889			1448			925	
Travel Time (s)		16.4			13.5			24.7			15.8	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	2%	1%	0%	2%	1%	1%	0%	0%	7%	1%	2%
Adj. Flow (vph)	461	385	173	126	397	112	153	1088	151	100	820	439
Shared Lane Traffic (%)												
Lane Group Flow (vph)	461	558	0	126	509	0	153	1088	151	100	820	439
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)		24			24			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	1.04	1.00	1.00	1.04	1.00	0.98	1.04	1.00	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	49	49		49	49		49	49	49	49	49	49
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)	49	49		49	49		49	49	49	49	49	49
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	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases									2			6
Detector Phase	7	4		3	8		5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	4.0		5.0	4.0		5.0	4.0	5.0	5.0	4.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	12.5	11.5		12.5	11.5		12.5	11.5	12.5	12.5	11.5	12.5
Total Split (s)	32.0	35.0		20.0	23.0		31.0	37.0	20.0	20.0	26.0	32.0
Total Split (%)	28.6%	31.3%		17.9%	20.5%		27.7%	33.0%	17.9%	17.9%	23.2%	28.6%
Maximum Green (s)	26.0	29.0		14.0	17.0		25.0	31.0	14.0	14.0	20.0	26.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0		-3.0	-3.0		-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
Total Lost Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max	None
Act Effct Green (s)	24.8	31.2		15.3	21.7		18.3	38.7	57.1	14.7	35.1	63.0
Actuated g/C Ratio	0.22	0.28		0.14	0.19		0.16	0.35	0.51	0.13	0.31	0.56
v/c Ratio	0.60	0.56		0.51	0.77		0.52	0.86	0.19	0.45	0.76	0.51
Control Delay	42.2	32.8		52.1	51.5		48.7	43.3	16.6	51.1	41.6	18.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.2	32.8		52.1	51.5		48.7	43.3	16.6	51.1	41.6	18.4
LOS	D	C		D	D		D	D	B	D	D	B
Approach Delay		37.0			51.7			41.0			34.8	
Approach LOS		D			D			D			C	

Intersection Summary		
Area Type:	Other	
Cycle Length: 112		
Actuated Cycle Length: 112		
Offset: 108 (96%), Referenced to phase 2:NBT and 6:SBT, Start of Green		
Natural Cycle: 70		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.86		
Intersection Signal Delay: 39.7	Intersection LOS: D	
Intersection Capacity Utilization 68.3%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 7: Oswego Street & John Glenn Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	11	12	107	18	322	15	881	117	256	776	6
Future Volume (vph)	22	11	12	107	18	322	15	881	117	256	776	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		150	80		0	400		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			75			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.964				0.850		0.982			0.999	
Flt Protected		0.976			0.959		0.950			0.950		
Satd. Flow (prot)	0	1728	0	0	1746	1561	1745	3423	0	1745	3452	0
Flt Permitted		0.776			0.680		0.333			0.950		
Satd. Flow (perm)	0	1374	0	0	1238	1561	612	3423	0	1745	3452	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13				350		19			2	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		608			1080			738			681	
Travel Time (s)		13.8			24.5			12.6			11.6	
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
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	0%	0%	1%	0%	1%	0%
Adj. Flow (vph)	24	12	13	116	20	350	16	958	127	278	843	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	49	0	0	136	350	16	1085	0	278	850	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		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	
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	
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		pm+pt	NA	custom	Perm	NA		Prot	NA	
Protected Phases		4		3	8	3		2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	2					
Detector Phase	4	4		3	8	3	2	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		9.0	10.0	9.0	10.0	10.0		9.0	10.0	
Total Split (s)	15.0	15.0		15.0	30.0	15.0	40.0	40.0		20.0	60.0	
Total Split (%)	16.7%	16.7%		16.7%	33.3%	16.7%	44.4%	44.4%		22.2%	66.7%	
Maximum Green (s)	10.0	10.0		10.0	25.0	10.0	35.0	35.0		15.0	55.0	
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	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead		Lead	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	None	None		None	None	None	None	None		None	None	
Act Effct Green (s)		7.6			16.1	16.1	29.4	29.4		15.4	50.0	
Actuated g/C Ratio		0.10			0.21	0.21	0.38	0.38		0.20	0.65	
v/c Ratio		0.33			0.43	0.58	0.07	0.82		0.79	0.38	
Control Delay		34.9			30.5	7.3	17.7	27.2		51.2	7.4	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		34.9			30.5	7.3	17.7	27.2		51.2	7.4	
LOS		C			C	A	B	C		D	A	
Approach Delay		34.9			13.8			27.1			18.2	
Approach LOS		C			B			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 76.4			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 21.3		Intersection LOS: C	
Intersection Capacity Utilization 66.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 8: Oswego Street & Wetzel Road

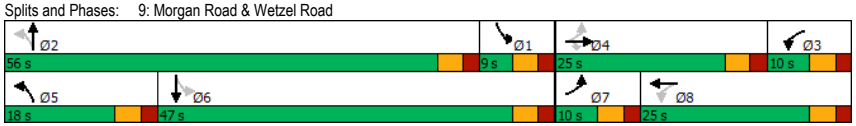


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	128	160	23	196	86	277	604	32	50	433	59
Future Volume (vph)	41	128	160	23	196	86	277	604	32	50	433	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		215	155		0	400		0	100		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	50			50			75			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.954			0.992			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1745	1801	1561	1745	1735	0	1728	3429	0	1678	3397	0
Flt Permitted	0.255			0.661			0.253			0.367		
Satd. Flow (perm)	468	1801	1561	1214	1735	0	460	3429	0	648	3397	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			188		20			8			18	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1071			1134			3403			1023	
Travel Time (s)		24.3			25.8			51.6			15.5	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	2%	0%	0%	1%	1%	1%	1%	0%	4%	1%	0%
Adj. Flow (vph)	48	151	188	27	231	101	326	711	38	59	509	69
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	151	188	27	332	0	326	749	0	59	578	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)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		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	
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	
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	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	4	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	9.0	10.0		9.0	21.0		9.0	21.0	
Total Split (s)	10.0	25.0	25.0	10.0	25.0		18.0	56.0		9.0	47.0	
Total Split (%)	10.0%	25.0%	25.0%	10.0%	25.0%		18.0%	56.0%		9.0%	47.0%	
Maximum Green (s)	5.0	20.0	20.0	5.0	20.0		13.0	51.0		4.0	42.0	
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	Lead	Lead	Lag	Lag		Lead	Lead		Lag	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		None	None		None	None	
Walk Time (s)		5.0	5.0					5.0			5.0	
Flash Dont Walk (s)		11.0	11.0					11.0			11.0	
Pedestrian Calls (#/hr)		0	0					0			0	
Act Effct Green (s)	18.3	18.3	18.3	19.5	18.2		28.9	28.9		17.7	17.5	
Actuated g/C Ratio	0.26	0.26	0.26	0.28	0.26		0.42	0.42		0.25	0.25	
v/c Ratio	0.22	0.32	0.34	0.07	0.71		0.76	0.52		0.23	0.67	
Control Delay	26.7	26.6	6.9	23.6	33.8		33.9	19.8		26.2	27.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	26.7	26.6	6.9	23.6	33.8		33.9	19.8		26.2	27.5	
LOS	C	C	A	C	C		C	B		C	C	
Approach Delay		17.0			33.0			24.1			27.4	
Approach LOS		B			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 69.6			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 25.1		Intersection LOS: C	
Intersection Capacity Utilization 64.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 9: Morgan Road & Wetzel Road

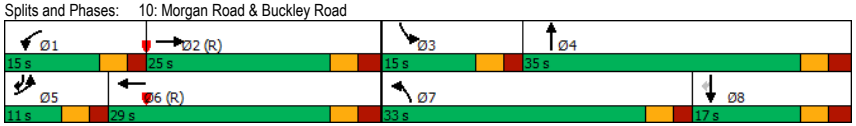


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	219	379	125	150	412	95	174	638	153	80	430	143
Future Volume (vph)	219	379	125	150	412	95	174	638	153	80	430	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	475		0	575		575	590		0	485		435
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			75			75			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.963			0.972			0.971				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1728	3311	0	1711	3392	0	1728	3350	0	1728	3455	1561
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1728	3311	0	1711	3392	0	1728	3350	0	1728	3455	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45			30			35				183
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		527			2541			1054			3403	
Travel Time (s)		8.0			38.5			16.0			51.6	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	1%	1%	3%	2%	0%	0%	1%	0%	6%	1%	1%	0%
Adj. Flow (vph)	281	486	160	192	528	122	223	818	196	103	551	183
Shared Lane Traffic (%)												
Lane Group Flow (vph)	281	646	0	192	650	0	223	1014	0	103	551	183
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)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
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
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	Prot	NA		Prot	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	5	2		1	6		7	4		3	8	5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases												8
Detector Phase	5	2		1	6		7	4		3	8	5
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	10.0		5.0	10.0	5.0
Minimum Split (s)	11.0	22.0		11.0	22.0		11.0	17.0		11.0	17.0	11.0
Total Split (s)	11.0	25.0		15.0	29.0		33.0	35.0		15.0	17.0	11.0
Total Split (%)	12.2%	27.8%		16.7%	32.2%		36.7%	38.9%		16.7%	18.9%	12.2%
Maximum Green (s)	6.0	19.5		10.0	23.5		28.0	29.5		10.0	11.5	6.0
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	2.5		2.0	2.5		2.0	2.5		2.0	2.5	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	5.5		5.0	5.5		5.0	5.5		5.0	5.5	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Minimum Gap (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Time Before Reduce (s)	10.0	15.0		10.0	15.0		10.0	15.0		10.0	15.0	10.0
Time To Reduce (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Act Effct Green (s)	6.7	19.5		10.7	23.5		15.7	32.5		8.3	23.1	35.3
Actuated g/C Ratio	0.07	0.22		0.12	0.26		0.17	0.36		0.09	0.26	0.39
v/c Ratio	2.20	0.86		0.95	0.72		0.74	0.82		0.64	0.62	0.25
Control Delay	583.0	44.6		92.7	34.0		49.7	33.4		57.5	34.6	4.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	583.0	44.6		92.7	34.0		49.7	33.4		57.5	34.6	4.5
LOS	F	D		F	C		D	C		E	C	A
Approach Delay		207.8			47.4			36.4			30.8	
Approach LOS		F			D			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 2.20			
Intersection Signal Delay: 78.9		Intersection LOS: E	
Intersection Capacity Utilization 71.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 10: Morgan Road & Buckley Road

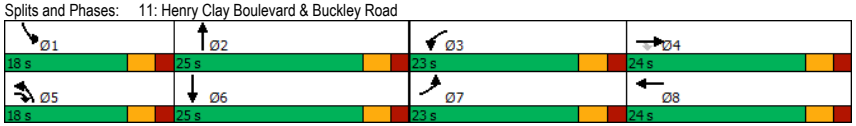


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	380	60	38	343	54	45	313	53	79	331	171
Future Volume (vph)	111	380	60	38	343	54	45	313	53	79	331	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	510		540	430		400	560		0	0		0
Storage Lanes	1		2	1		1	2		0	1		0
Taper Length (ft)	75			75			150			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.980			0.978			0.949	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1745	3455	1561	1745	3391	0	3255	3384	0	1745	3225	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1745	3455	1561	1745	3391	0	3255	3384	0	1745	3225	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85		18			19			95	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		796			633			1419			1496	
Travel Time (s)		12.1			9.6			21.5			22.7	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	4%	1%	0%	0%	2%	4%
Adj. Flow (vph)	128	437	69	44	394	62	52	360	61	91	380	197
Shared Lane Traffic (%)												
Lane Group Flow (vph)	128	437	69	44	456	0	52	421	0	91	577	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)		11			11			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		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	
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	
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	Prot	NA	pm+ov	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4									
Detector Phase	7	4	5	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	10.0	9.0	9.0	10.0		9.0	10.0		9.0	10.0	
Total Split (s)	23.0	24.0	18.0	23.0	24.0		18.0	25.0		18.0	25.0	
Total Split (%)	25.6%	26.7%	20.0%	25.6%	26.7%		20.0%	27.8%		20.0%	27.8%	
Maximum Green (s)	18.0	19.0	13.0	18.0	19.0		13.0	20.0		13.0	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	Lead	Lead	Lag		Lead	Lag		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		None	None		None	None	
Act Effct Green (s)	11.3	20.1	33.5	8.1	14.9		7.5	15.1		9.7	17.2	
Actuated g/C Ratio	0.18	0.31	0.52	0.13	0.23		0.12	0.23		0.15	0.27	
v/c Ratio	0.42	0.41	0.08	0.20	0.57		0.14	0.52		0.34	0.62	
Control Delay	33.7	21.8	2.9	34.5	27.7		33.8	26.7		34.4	22.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	33.7	21.8	2.9	34.5	27.7		33.8	26.7		34.4	22.8	
LOS	C	C	A	C	C		C	C		C	C	
Approach Delay		22.2			28.3			27.5			24.4	
Approach LOS		C			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 64.3			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 25.3		Intersection LOS: C	
Intersection Capacity Utilization 52.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: Henry Clay Boulevard & Buckley Road



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	151	8	8	753	530	149
Future Volume (vph)	151	8	8	753	530	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.993				0.967	
Flt Protected	0.955			0.999		
Satd. Flow (prot)	1656	0	0	3350	3297	0
Flt Permitted	0.955			0.999		
Satd. Flow (perm)	1656	0	0	3350	3297	0
Link Speed (mph)	31			45	45	
Link Distance (ft)	284			481	825	
Travel Time (s)	6.2			7.3	12.5	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	100%	100%	3%	3%	0%
Adj. Flow (vph)	201	11	11	1004	707	199
Shared Lane Traffic (%)						
Lane Group Flow (vph)	212	0	0	1015	906	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16	9	16			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	42.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	31.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	151	8	8	753	530	149
Future Vol, veh/h	151	8	8	753	530	149
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	100	100	3	3	0
Mvmt Flow	201	11	11	1004	707	199

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1331	453	906	0	-	0
Stage 1	807	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Critical Hdwy	6.8	8.9	6.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	4.3	3.2	-	-	-
Pot Cap-1 Maneuver	~ 148	354	353	-	-	-
Stage 1	404	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 138	354	353	-	-	-
Mov Cap-2 Maneuver	~ 138	-	-	-	-	-
Stage 1	376	-	-	-	-	-
Stage 2	564	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 312.5	0.7	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	353	-	142	-	-
HCM Lane V/C Ratio	0.03	-	1.493	-	-
HCM Control Delay (s)	15.5	0.5	$ 312.5	-	-
HCM Lane LOS	C	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	14.3	-	-

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)	57	0	145	8	0	16	143	687	5	3	479	56
Future Volume (vph)	57	0	145	8	0	16	143	687	5	3	479	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.903			0.911			0.999			0.984	
Flt Protected		0.986			0.983			0.992				
Satd. Flow (prot)	0	1635	0	0	1645	0	0	3375	0	0	3345	0
Flt Permitted		0.986			0.983			0.992				
Satd. Flow (perm)	0	1635	0	0	1645	0	0	3375	0	0	3345	0
Link Speed (mph)		31			31			45			45	
Link Distance (ft)		278			557			454			481	
Travel Time (s)		6.1			12.3			6.9			7.3	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	3%	0%
Adj. Flow (vph)	76	0	193	11	0	21	191	916	7	4	639	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	269	0	0	32	0	0	1114	0	0	718	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.5%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	57.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	57	0	145	8	0	16	143	687	5	3	479	56
Future Vol, veh/h	57	0	145	8	0	16	143	687	5	3	479	56
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	0	3	0
Mvmt Flow	76	0	193	11	0	21	191	916	7	4	639	75

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1525	1990	357	1630	2024	462	714	0	0	923	0	0
Stage 1	685	685	-	1302	1302	-	-	-	-	-	-	-
Stage 2	840	1305	-	328	722	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	82	61	645	69	59	552	895	-	-	748	-	-
Stage 1	409	451	-	173	233	-	-	-	-	-	-	-
Stage 2	330	232	-	664	434	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 51	34	645	32	33	552	895	-	-	748	-	-
Mov Cap-2 Maneuver	~ 51	34	-	32	33	-	-	-	-	-	-	-
Stage 1	229	447	-	97	131	-	-	-	-	-	-	-
Stage 2	178	130	-	461	430	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 434.8	69.8	3	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	895	-	-	150	86	748	-	-
HCM Lane V/C Ratio	0.213	-	-	1.796	0.372	0.005	-	-
HCM Control Delay (s)	10.1	1.6	-	$ 434.8	69.8	9.8	0	-
HCM Lane LOS	B	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.8	-	-	20	1.5	0	-	-

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)	44	0	95	26	0	18	93	804	4	6	592	43
Future Volume (vph)	44	0	95	26	0	18	93	804	4	6	592	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.907			0.945			0.999			0.990	
Flt Protected		0.985			0.971			0.995				
Satd. Flow (prot)	0	1641	0	0	1685	0	0	3378	0	0	3362	0
Flt Permitted		0.985			0.971			0.995				
Satd. Flow (perm)	0	1641	0	0	1685	0	0	3378	0	0	3362	0
Link Speed (mph)		31			31			45			45	
Link Distance (ft)		261			537			596			454	
Travel Time (s)		5.7			11.8			9.0			6.9	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%	0%	3%	0%	0%	3%	0%
Adj. Flow (vph)	56	0	122	33	0	23	119	1031	5	8	759	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	178	0	0	56	0	0	1155	0	0	822	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.6%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	24.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	0	95	26	0	18	93	804	4	6	592	43
Future Vol, veh/h	44	0	95	26	0	18	93	804	4	6	592	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	2	0	0	3	0	0	3	0
Mvmt Flow	56	0	122	33	0	23	119	1031	5	8	759	55

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1557	2077	407	1668	2102	518	814	0	0	1036	0	0
Stage 1	803	803	-	1272	1272	-	-	-	-	-	-	-
Stage 2	754	1274	-	396	830	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.54	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4.02	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	78	54	599	64	51	508	822	-	-	679	-	-
Stage 1	348	399	-	180	237	-	-	-	-	-	-	-
Stage 2	372	240	-	606	383	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 54	35	599	37	33	508	822	-	-	679	-	-
Mov Cap-2 Maneuver	~ 54	35	-	37	33	-	-	-	-	-	-	-
Stage 1	229	390	-	119	156	-	-	-	-	-	-	-
Stage 2	234	158	-	472	375	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	216.7	211.4	2.3	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	822	-	-	143	60	679	-	-
HCM Lane V/C Ratio	0.145	-	-	1.246	0.94	0.011	-	-
HCM Control Delay (s)	10.1	1.4	-	216.7	211.4	10.4	0.1	-
HCM Lane LOS	B	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.5	-	-	10.7	4.4	0	-	-

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	126	124	914	727	0
Future Volume (vph)	0	126	124	914	727	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.865					
Flt Protected				0.994		
Satd. Flow (prot)	1589	0	0	3379	3388	0
Flt Permitted				0.994		
Satd. Flow (perm)	1589	0	0	3379	3388	0
Link Speed (mph)	31			45	45	
Link Distance (ft)	255			616	596	
Travel Time (s)	5.6			9.3	9.0	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	0%	3%	3%	0%
Adj. Flow (vph)	0	168	165	1219	969	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	168	0	0	1384	969	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16	9	16			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	66.8%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	126	124	914	727	0
Future Vol, veh/h	0	126	124	914	727	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	3	3	0
Mvmt Flow	0	168	165	1219	969	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1909	485	969	0	-	0
Stage 1	969	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	61	533	719	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	345	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	18	533	719	-	-	-
Mov Cap-2 Maneuver	18	-	-	-	-	-
Stage 1	96	-	-	-	-	-
Stage 2	345	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.8	4.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	719	-	533	-	-
HCM Lane V/C Ratio	0.23	-	0.315	-	-
HCM Control Delay (s)	11.5	3.2	14.8	-	-
HCM Lane LOS	B	A	B	-	-
HCM 95th %tile Q(veh)	0.9	-	1.3	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	12	214	276	0	0	13
Future Volume (vph)	12	214	276	0	0	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.865	
Flt Protected		0.997				
Satd. Flow (prot)	0	1781	1783	0	1589	0
Flt Permitted		0.997				
Satd. Flow (perm)	0	1781	1783	0	1589	0
Link Speed (mph)		30	30		31	
Link Distance (ft)		1703	521		348	
Travel Time (s)		38.7	11.8		7.7	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	3%	3%	0%	0%	0%
Adj. Flow (vph)	16	285	368	0	0	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	301	368	0	17	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16			9	16	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	214	276	0	0	13
Future Vol, veh/h	12	214	276	0	0	13
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	75	75	75	75	75	75
Heavy Vehicles, %	0	3	3	0	0	0
Mvmt Flow	16	285	368	0	0	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	368	0	-	0	685	368
Stage 1	-	-	-	-	368	-
Stage 2	-	-	-	-	317	-
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	1202	-	-	-	417	682
Stage 1	-	-	-	-	704	-
Stage 2	-	-	-	-	743	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1202	-	-	-	410	682
Mov Cap-2 Maneuver	-	-	-	-	410	-
Stage 1	-	-	-	-	693	-
Stage 2	-	-	-	-	743	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	10.4
HCM LOS			B

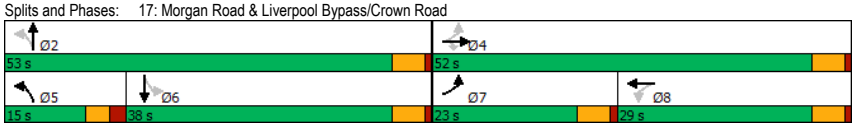
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1202	-	-	-	682
HCM Lane V/C Ratio	0.013	-	-	-	0.025
HCM Control Delay (s)	8	0	-	-	10.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	8	121	1	8	8	171	945	5	3	753	97
Future Volume (vph)	85	8	121	1	8	8	171	945	5	3	753	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		260	0		0	0		0	100		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850		0.936			0.999			0.983	
Flt Protected		0.956			0.998		0.950			0.950		
Satd. Flow (prot)	0	1463	1516	0	1533	0	1678	1796	0	1745	3362	0
Flt Permitted		0.730			0.989		0.156			0.112		
Satd. Flow (perm)	0	1117	1516	0	1519	0	276	1796	0	206	3362	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			153		10						14	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		521			1200			344			294	
Travel Time (s)		11.8			27.3			5.2			4.5	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	16%	63%	3%	0%	25%	0%	4%	2%	33%	0%	1%	10%
Adj. Flow (vph)	108	10	153	1	10	10	216	1196	6	4	953	123
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	118	153	0	21	0	216	1202	0	4	1076	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	1	1	1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	49	49	49	49	49		49	49		49	49	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	49	49	49	49	49		49	49		49	49	
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	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	4	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		9.0	10.0		10.0	10.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	23.0	52.0	52.0	29.0	29.0		15.0	53.0		38.0	38.0	
Total Split (%)	21.9%	49.5%	49.5%	27.6%	27.6%		14.3%	50.5%		36.2%	36.2%	
Maximum Green (s)	18.0	47.0	47.0	24.0	24.0		10.0	48.0		33.0	33.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		2.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-2.0	-1.0		-2.0		-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)		3.0	4.0		3.0		3.0	3.0		3.0	3.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	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		None	None		None	None	
Act Effct Green (s)		14.2	13.2		14.2		50.1	50.1		35.7	35.7	
Actuated g/C Ratio		0.20	0.19		0.20		0.71	0.71		0.51	0.51	
v/c Ratio		0.53	0.38		0.07		0.51	0.94		0.04	0.63	
Control Delay		33.8	7.4		16.2		10.0	26.5		12.0	15.2	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		33.8	7.4		16.2		10.0	26.5		12.0	15.2	
LOS		C	A		B		B	C		B	B	
Approach Delay		18.9			16.2			24.0			15.2	
Approach LOS		B			B			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 70.3			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 20.0		Intersection LOS: C	
Intersection Capacity Utilization 75.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 17: Morgan Road & Liverpool Bypass/Crown Road



18: Morgan Road & Sheridan Rd Performance by lane

Lane	EB	NB	NB	SB	SB	All
Movements Served	LR	LT	T	T	TR	
Denied Del/Veh (s)						0.1
Total Del/Veh (s)	153.7	0.8	3.0	8.3	19.4	9.3

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	14	358	746	17	281	603
Future Volume (vph)	14	358	746	17	281	603
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.870		0.997			
Flt Protected	0.998				0.950	
Satd. Flow (prot)	1522	0	1805	0	1678	1837
Flt Permitted	0.998				0.950	
Satd. Flow (perm)	1522	0	1805	0	1678	1837
Link Speed (mph)	31		31			45
Link Distance (ft)	1605		362			396
Travel Time (s)	35.3		8.0			6.0
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	5%	1%	21%	4%	0%
Adj. Flow (vph)	18	453	944	22	356	763
Shared Lane Traffic (%)						
Lane Group Flow (vph)	471	0	966	0	356	763
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16	9		9	16	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 88.8%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	132.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	358	746	17	281	603
Future Vol, veh/h	14	358	746	17	281	603
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	5	1	21	4	0
Mvmt Flow	18	453	944	22	356	763

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2430	955	0	0	966	0
Stage 1	955	-	-	-	-	-
Stage 2	1475	-	-	-	-	-
Critical Hdwy	6.4	6.25	-	-	4.14	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.345	-	-	2.236	-
Pot Cap-1 Maneuver	36	~ 309	-	-	705	-
Stage 1	377	-	-	-	-	-
Stage 2	212	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	18	~ 309	-	-	705	-
Mov Cap-2 Maneuver	18	-	-	-	-	-
Stage 1	377	-	-	-	-	-
Stage 2	105	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 707.6	0	4.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	192	705	-
HCM Lane V/C Ratio	-	-	2.453	0.505	-
HCM Control Delay (s)	-	-	$ 707.6	15.2	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	39.3	2.9	-

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

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	24	208	283	319	280	65
Future Volume (vph)	24	208	283	319	280	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.928		0.975	
Flt Protected		0.995			0.961	
Satd. Flow (prot)	0	1786	1678	0	1701	0
Flt Permitted		0.823			0.961	
Satd. Flow (perm)	0	1477	1678	0	1701	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			177		11	
Link Speed (mph)		40	40		31	
Link Distance (ft)		2577	816		1129	
Travel Time (s)		43.9	13.9		24.8	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	14%	1%	0%	3%	1%	2%
Adj. Flow (vph)	30	263	358	404	354	82
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	293	762	0	436	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16			9	16	9
Number of Detectors	1	2	2		1	
Detector Template	Left	Thru	Thru		Left	
Leading Detector (ft)	20	100	100		20	
Trailing Detector (ft)	0	0	0		0	
Detector 1 Position(ft)	0	0	0		0	
Detector 1 Size(ft)	20	6	6		20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Perm	NA	NA		Prot	
Protected Phases		4	8		6	
Permitted Phases	4					
Detector Phase	4	4	8		6	
Switch Phase						

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Initial (s)	4.0	4.0	4.0		4.0	
Minimum Split (s)	10.0	10.0	10.0		10.0	
Total Split (s)	72.0	72.0	72.0		18.0	
Total Split (%)	80.0%	80.0%	80.0%		20.0%	
Maximum Green (s)	67.0	67.0	67.0		13.0	
Yellow Time (s)	3.0	3.0	3.0		3.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		5.0	5.0		5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	None	None	None		None	
Act Effct Green (s)		24.1	24.1		13.4	
Actuated g/C Ratio		0.50	0.50		0.28	
v/c Ratio		0.39	0.82		0.90	
Control Delay		8.4	15.1		46.5	
Queue Delay		0.0	0.0		0.0	
Total Delay		8.4	15.1		46.5	
LOS		A	B		D	
Approach Delay		8.4	15.1		46.5	
Approach LOS		A	B		D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 47.8			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 22.9		Intersection LOS: C	
Intersection Capacity Utilization 62.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 20: Vine Street & Commerce Blvd

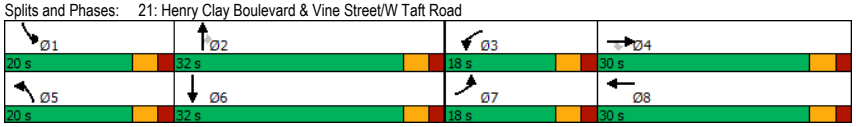


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	309	110	161	328	208	114	410	246	123	281	65
Future Volume (vph)	74	309	110	161	328	208	114	410	246	123	281	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		535	325		0	725		475	285		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	50			250			75			75		
Lane Util. Factor	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.942				0.850		0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	1837	1546	3351	3267	0	1711	3355	1531	1694	3285	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1694	1837	1546	3351	3267	0	1711	3355	1531	1694	3285	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			131		135				276		27	
Link Speed (mph)		40			40			45			45	
Link Distance (ft)		865			1021			1254			1091	
Travel Time (s)		14.7			17.4			19.0			16.5	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	3%	0%	1%	1%	1%	0%	2%	4%	2%	3%	4%	0%
Adj. Flow (vph)	83	347	124	181	369	234	128	461	276	138	316	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	83	347	124	181	603	0	128	461	276	138	389	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)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	16		9	16		9	16		9	16		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	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	6	20	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	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4						2			
Detector Phase	7	4	4	3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.0	10.0	10.0	9.0	10.0		9.0	10.0	10.0	9.0	10.0	
Total Split (s)	18.0	30.0	30.0	18.0	30.0		20.0	32.0	32.0	20.0	32.0	
Total Split (%)	18.0%	30.0%	30.0%	18.0%	30.0%		20.0%	32.0%	32.0%	20.0%	32.0%	
Maximum Green (s)	13.0	25.0	25.0	13.0	25.0		15.0	27.0	27.0	15.0	27.0	
Yellow Time (s)	3.0	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	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	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	Lag	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	3.0	
Recall Mode	None	None	None	None	None		None	None	None	None	None	
Act Effct Green (s)	9.4	19.9	19.9	9.9	23.4		11.2	17.7	17.7	11.6	21.4	
Actuated g/C Ratio	0.12	0.25	0.25	0.12	0.29		0.14	0.22	0.22	0.15	0.27	
v/c Ratio	0.42	0.76	0.26	0.44	0.57		0.53	0.62	0.50	0.56	0.43	
Control Delay	43.4	41.5	6.5	38.9	23.3		43.8	33.1	7.3	44.3	27.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	43.4	41.5	6.5	38.9	23.3		43.8	33.1	7.3	44.3	27.0	
LOS	D	D	A	D	C		D	C	A	D	C	
Approach Delay		34.0			26.9			26.4			31.5	
Approach LOS		C			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 79.9			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 29.1		Intersection LOS: C	
Intersection Capacity Utilization 55.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 21: Henry Clay Boulevard & Vine Street/W Taft Road



A

Level of Service Calculations: Full Development Conditions With Project Modifications and Improvements

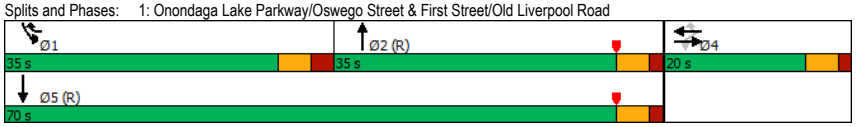
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	9	17	20	19	235	0	642	6	294	1484	0
Future Volume (vph)	0	9	17	20	19	235	0	642	6	294	1484	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	150		0	0		125	200		0
Storage Lanes	0		0	1		2	0		1	2		0
Taper Length (ft)	25			25			25			125		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.910				0.850			0.850			
Flt Protected					0.975					0.950		
Satd. Flow (prot)	0	1552	0	0	1668	2453	0	3455	1249	3022	3455	0
Flt Permitted					0.838					0.950		
Satd. Flow (perm)	0	1552	0	0	1434	2453	0	3455	1249	3022	3455	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22				89			158			
Link Speed (mph)		31			31			31			31	
Link Distance (ft)		761			682			829			684	
Travel Time (s)		16.7			15.0			18.2			15.0	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	2%	23%	0%	0%	15%	12%	2%	1%	25%	12%	1%	2%
Adj. Flow (vph)	0	11	22	25	24	297	0	813	8	372	1878	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	0	0	49	297	0	813	8	372	1878	0
Turn Type		NA		Perm	NA	pm+ov		NA	Free	Prot	NA	
Protected Phases		4			4	1		2		1	5	
Permitted Phases				4		4			Free			
Detector Phase		4		4	4	1		2		1	5	
Switch Phase												
Minimum Initial (s)		6.0		6.0	6.0	6.0		24.0		6.0	24.0	
Minimum Split (s)		11.0		11.0	11.0	12.0		29.5		12.0	29.0	
Total Split (s)		20.0		20.0	20.0	35.0		35.0		35.0	70.0	
Total Split (%)		22.2%		22.2%	22.2%	38.9%		38.9%		38.9%	77.8%	
Maximum Green (s)		15.0		15.0	15.0	29.0		30.0		29.0	65.0	
Yellow Time (s)		3.5		3.5	3.5	3.5		3.5		3.5	3.5	
All-Red Time (s)		1.5		1.5	1.5	2.5		1.5		2.5	1.5	
Lost Time Adjust (s)		-2.0			-2.0	-3.0		-2.0		-3.0	-2.0	
Total Lost Time (s)		3.0			3.0	3.0		3.0		3.0	3.0	
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	
Recall Mode		None		None	None	None		C-Max		None	C-Max	
Act Effct Green (s)		10.5			10.5	31.4		52.6	90.0	20.1	76.3	
Actuated g/C Ratio		0.12			0.12	0.35		0.58	1.00	0.22	0.85	
v/c Ratio		0.16			0.29	0.33		0.40	0.01	0.55	0.64	
Control Delay		20.7			40.2	14.0		12.7	0.0	31.3	3.7	
Queue Delay		0.0			0.0	0.0		0.0	0.0	0.0	0.2	
Total Delay		20.7			40.2	14.0		12.7	0.0	31.3	4.0	
LOS		C			D	B		B	A	C	A	
Approach Delay		20.7			17.7			12.6			8.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			B			B			A	
Queue Length 50th (ft)		6			27	47		135	0	93	113	
Queue Length 95th (ft)		27			52	55		188	0	103	186	
Internal Link Dist (ft)		681			602			749			604	
Turn Bay Length (ft)									125	200		
Base Capacity (vph)		311			270	1226		2019	1249	1074	2928	
Starvation Cap Reductn		0			0	0		0	0	0	351	
Spillback Cap Reductn		0			0	0		0	0	0	0	
Storage Cap Reductn		0			0	0		0	0	0	0	
Reduced v/c Ratio		0.11			0.18	0.24		0.40	0.01	0.35	0.73	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 9 (10%), Referenced to phase 2:NBT and 5:SBT, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 10.5 Intersection LOS: B
Intersection Capacity Utilization 56.5% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 1: Onondaga Lake Parkway/Oswego Street & First Street/Old Liverpool Road



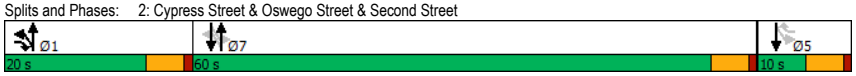
Lane Group	EBR	EBR2	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø7
Lane Configurations										
Traffic Volume (vph)	323	3	5	85	782	16	3	1460	2	
Future Volume (vph)	323	3	5	85	782	16	3	1460	2	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0		0	175		0	100		0	
Storage Lanes	2		1	2		0	1		0	
Taper Length (ft)				125			25			
Lane Util. Factor	0.88	1.00	1.00	0.97	0.95	0.95	1.00	0.95	0.95	
Frt	0.850		0.865		0.997					
Flt Protected				0.950			0.950			
Satd. Flow (prot)	2712	0	1324	3319	3286	0	1312	3388	0	
Flt Permitted				0.073			0.280			
Satd. Flow (perm)	2712	0	1324	255	3286	0	387	3388	0	
Right Turn on Red		Yes	Yes			Yes				
Satd. Flow (RTOR)	85		236		11					
Link Speed (mph)					31			31		
Link Distance (ft)					684			501		
Travel Time (s)					15.0			11.0		
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	
Heavy Vehicles (%)	1%	33%	20%	2%	6%	0%	33%	3%	0%	
Adj. Flow (vph)	414	4	6	109	1003	21	4	1872	3	
Shared Lane Traffic (%)										
Lane Group Flow (vph)	418	0	6	109	1024	0	4	1875	0	
Turn Type	Over		Perm	custom	NA		Perm	NA		
Protected Phases	1			1	1 7			5 7		7
Permitted Phases	1		5	7	7		5 7			
Detector Phase	1		5	1	1 7		5 7	5 7		
Switch Phase										
Minimum Initial (s)	10.0		5.0	10.0						8.0
Minimum Split (s)	15.0		10.0	15.0						13.0
Total Split (s)	20.0		10.0	20.0						60.0
Total Split (%)	22.2%		11.1%	22.2%						67%
Maximum Green (s)	15.0		5.0	15.0						55.0
Yellow Time (s)	4.0		4.0	4.0						4.0
All-Red Time (s)	1.0		1.0	1.0						1.0
Lost Time Adjust (s)	-2.0		-2.0	-2.0						
Total Lost Time (s)	3.0		3.0	3.0						
Lead/Lag	Lead			Lead						Lag
Lead-Lag Optimize?										
Vehicle Extension (s)	3.0		3.0	3.0						3.0
Recall Mode	None		Max	None						None
Act Effct Green (s)	17.0		9.5	71.5	74.5		67.0	67.0		
Actuated g/C Ratio	0.19		0.11	0.79	0.83		0.74	0.74		
v/c Ratio	0.72		0.02	0.14	0.38		0.01	0.74		
Control Delay	35.0		0.0	2.0	4.3		0.7	2.6		
Queue Delay	0.0		0.0	0.0	0.0		0.0	0.8		
Total Delay	35.0		0.0	2.0	4.3		0.7	3.3		
LOS	D		A	A	A		A	A		
Approach Delay					4.0			3.3		

Lane Group	EBR	EBR2	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø7
Approach LOS					A			A		
Queue Length 50th (ft)	105		0	5	164		0	14		
Queue Length 95th (ft)	134		0	1	8		m0	26		
Internal Link Dist (ft)					604			421		
Turn Bay Length (ft)				175			100			
Base Capacity (vph)	581		351	781	2812		288	2522		
Starvation Cap Reductn	0		0	0	0		0	318		
Spillback Cap Reductn	0		0	0	0		0	28		
Storage Cap Reductn	0		0	0	0		0	0		
Reduced v/c Ratio	0.72		0.02	0.14	0.36		0.01	0.85		

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 6:, Start of Yellow, Master Intersection			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 7.4		Intersection LOS: A	
Intersection Capacity Utilization 58.5%		ICU Level of Service B	
Analysis Period (min) 15			

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

Splits and Phases: 2: Cypress Street & Oswego Street & Second Street

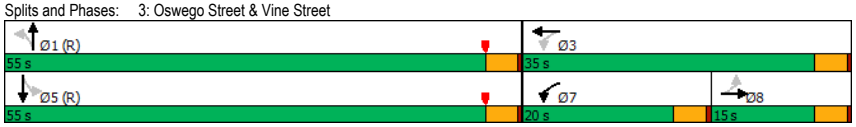


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	55	6	125	31	4	1	703	95	1	1290	7
Future Volume (vph)	8	55	6	125	31	4	1	703	95	1	1290	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	140		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.985			0.983			0.982			0.999	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1558	1777	0	1662	1759	0	0	3224	0	0	3385	0
Flt Permitted	0.728			0.503				0.954			0.955	
Satd. Flow (perm)	1194	1777	0	880	1759	0	0	3076	0	0	3233	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			5			28			1	
Link Speed (mph)		31			31			31			31	
Link Distance (ft)		316			895			501			522	
Travel Time (s)		7.0			19.7			11.0			11.5	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	12%	2%	0%	5%	3%	0%	0%	7%	1%	0%	3%	0%
Adj. Flow (vph)	10	71	8	162	40	5	1	913	123	1	1675	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	79	0	162	45	0	0	1037	0	0	1685	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	3			1			5	
Permitted Phases	8			3			1			5		
Detector Phase	8	8		7	3		1	1		5	5	
Switch Phase												
Minimum Initial (s)	5.5	5.5		3.5	7.5		19.5	19.5		19.5	19.5	
Minimum Split (s)	10.0	10.0		8.0	12.0		24.0	24.0		24.0	24.0	
Total Split (s)	15.0	15.0		20.0	35.0		55.0	55.0		55.0	55.0	
Total Split (%)	16.7%	16.7%		22.2%	38.9%		61.1%	61.1%		61.1%	61.1%	
Maximum Green (s)	11.0	11.0		16.0	31.0		51.0	51.0		51.0	51.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0			-1.0			-1.0	
Total Lost Time (s)	3.0	3.0		3.0	3.0			3.0			3.0	
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	
Recall Mode	Min	Min		None	Min		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)	9.8	9.8		27.0	27.0			57.0			57.0	
Actuated g/C Ratio	0.11	0.11		0.30	0.30			0.63			0.63	
v/c Ratio	0.08	0.40		0.42	0.08			0.53			0.82	
Control Delay	36.1	40.5		26.6	19.0			4.9			13.1	
Queue Delay	0.0	0.0		0.0	0.0			0.1			0.0	
Total Delay	36.1	40.5		26.6	19.0			5.0			13.1	
LOS	D	D		C	B			A			B	
Approach Delay		40.0			25.0			5.0			13.1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			C			A			B	
Queue Length 50th (ft)	5	41		72	17			24			261	
Queue Length 95th (ft)	18	71		98	33			25			315	
Internal Link Dist (ft)		236			815			421			442	
Turn Bay Length (ft)				140								
Base Capacity (vph)	159	241		412	628			1957			2046	
Starvation Cap Reductn	0	0		0	0			131			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	0.33		0.39	0.07			0.57			0.82	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 50 (56%), Referenced to phase 1:NBTL and 5:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 11.9		Intersection LOS: B	
Intersection Capacity Utilization 56.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: Oswego Street & Vine Street

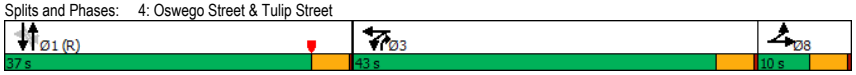


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	22	2	761	34	2	0	185	505	1	563	16
Future Volume (vph)	10	22	2	761	34	2	0	185	505	1	563	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		100	0		0	0		0
Storage Lanes	1		0	2		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.990			0.993				0.850		0.996	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1342	1561	0	3351	1734	0	0	1670	1501	0	3333	0
Flt Permitted	0.950			0.950							0.955	
Satd. Flow (perm)	1342	1561	0	3351	1734	0	0	1670	1501	0	3183	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			2				616		4	
Link Speed (mph)		31			31			31			31	
Link Distance (ft)		335			373			522			208	
Travel Time (s)		7.4			8.2			11.5			4.6	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	30%	14%	50%	1%	3%	50%	0%	10%	4%	0%	4%	14%
Adj. Flow (vph)	12	27	2	928	41	2	0	226	616	1	687	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	29	0	928	43	0	0	226	616	0	708	0
Turn Type	Split	NA		Split	NA			NA	pm+ov	Perm	NA	
Protected Phases	8	8		3	3			1	3		1	
Permitted Phases							1		1	1		
Detector Phase	8	8		3	3		1	1	3	1	1	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		15.0	15.0	4.0	15.0	15.0	
Minimum Split (s)	8.5	8.5		8.5	8.5		20.0	20.0	8.5	20.0	20.0	
Total Split (s)	10.0	10.0		43.0	43.0		37.0	37.0	43.0	37.0	37.0	
Total Split (%)	11.1%	11.1%		47.8%	47.8%		41.1%	41.1%	47.8%	41.1%	41.1%	
Maximum Green (s)	5.5	5.5		38.5	38.5		32.5	32.5	38.5	32.5	32.5	
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)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	-1.5	-1.5		-1.5	-1.5			-1.5	-1.0		-1.5	
Total Lost Time (s)	3.0	3.0		3.0	3.0			3.0	3.5		3.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max	None	C-Max	C-Max	
Act Effct Green (s)	7.4	7.4		35.5	35.5			42.2	81.6		42.2	
Actuated g/C Ratio	0.08	0.08		0.39	0.39			0.47	0.91		0.47	
v/c Ratio	0.11	0.22		0.70	0.06			0.29	0.43		0.47	
Control Delay	40.9	41.2		25.6	14.8			31.4	2.7		19.7	
Queue Delay	0.0	0.0		0.1	0.0			0.0	0.0		0.0	
Total Delay	40.9	41.2		25.6	14.8			31.4	2.7		19.7	
LOS	D	D		C	B			C	A		B	
Approach Delay		41.1			25.2			10.4			19.7	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			C			B			B	
Queue Length 50th (ft)	7	15		226	14			107	36		165	
Queue Length 95th (ft)	22	40		240	30			179	33		204	
Internal Link Dist (ft)		255			293			442			128	
Turn Bay Length (ft)												
Base Capacity (vph)	110	130		1489	771			782	1425		1492	
Starvation Cap Reductn	0	0		0	0			0	45		0	
Spillback Cap Reductn	0	0		50	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.11	0.22		0.64	0.06			0.29	0.45		0.47	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 13 (14%), Referenced to phase 1:NBSB, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 19.1		Intersection LOS: B	
Intersection Capacity Utilization 60.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: Oswego Street & Tulip Street



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	166	28	92	229	646	517
Future Volume (vph)	166	28	92	229	646	517
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	205	185			0
Storage Lanes	2	1	1			1
Taper Length (ft)	25		175			
Lane Util. Factor	0.97	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	2798	1459	1745	3323	1783	1432
Flt Permitted	0.950		0.158			
Satd. Flow (perm)	2798	1459	290	3323	1783	1432
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			45	45	
Link Distance (ft)	933			815	2157	
Travel Time (s)	21.2			12.3	32.7	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles (%)	21%	7%	0%	5%	3%	9%
Adj. Flow (vph)	218	37	121	301	850	680
Shared Lane Traffic (%)						
Lane Group Flow (vph)	218	37	121	301	850	680
Turn Type	Prot	Free	pm+pt	NA	NA	pm+ov
Protected Phases	3		1	6	2	3
Permitted Phases		Free	6			2
Detector Phase	3		1	6	2	3
Switch Phase						
Minimum Initial (s)	8.0		5.0	10.0	10.0	8.0
Minimum Split (s)	20.0		10.0	20.0	20.0	20.0
Total Split (s)	25.0		12.0	65.0	53.0	25.0
Total Split (%)	27.8%		13.3%	72.2%	58.9%	27.8%
Maximum Green (s)	20.0		7.0	60.0	48.0	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)	-2.0		-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	3.0		3.0	3.0	3.0	3.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Vehicle Extension (s)	4.0		4.0	4.0	4.0	4.0
Recall Mode	None		None	Max	Max	None
Act Effct Green (s)	17.3	85.4	62.1	62.1	52.7	73.6
Actuated g/C Ratio	0.20	1.00	0.73	0.73	0.62	0.86
v/c Ratio	0.39	0.03	0.33	0.12	0.77	0.55
Control Delay	31.3	0.0	6.5	4.0	20.6	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.3	0.0	6.5	4.0	20.6	4.2
LOS	C	A	A	A	C	A
Approach Delay	26.7			4.7	13.3	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Approach LOS	C			A	B	
Queue Length 50th (ft)	54	0	17	22	348	84
Queue Length 95th (ft)	72	0	32	34	424	95
Internal Link Dist (ft)	853			735	2077	
Turn Bay Length (ft)		205	185			
Base Capacity (vph)	722	1459	364	2417	1099	1278
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	0.30	0.03	0.33	0.12	0.77	0.53

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 85.4			
Natural Cycle: 70			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 13.2		Intersection LOS: B	
Intersection Capacity Utilization 55.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 5: Oswego Street & Exit 38



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	146	67	259	104	228	935
Future Volume (vph)	146	67	259	104	228	935
Ideal Flow (vphpl)	1900	1900	2000	1900	1900	2100
Lane Width (ft)	12	12	12	11	12	12
Storage Length (ft)	0	125		0	275	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				75	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.957			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1433	1404	3264	0	1687	3874
Flt Permitted	0.950				0.409	
Satd. Flow (perm)	1433	1404	3264	0	726	3874
Right Turn on Red		No		Yes		
Satd. Flow (RTOR)			99			
Link Speed (mph)	30		45			40
Link Distance (ft)	617		2157			2920
Travel Time (s)	14.0		32.7			49.8
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	26%	15%	8%	20%	7%	3%
Adj. Flow (vph)	200	92	355	142	312	1281
Shared Lane Traffic (%)						
Lane Group Flow (vph)	200	92	497	0	312	1281
Turn Type	Prot	pm+ov	NA		pm+pt	NA
Protected Phases	3	5	6		5	2
Permitted Phases		3			2	
Detector Phase	3	5	6		5	2
Switch Phase						
Minimum Initial (s)	10.0	5.0	10.0		5.0	10.0
Minimum Split (s)	20.0	11.5	20.0		11.5	20.0
Total Split (s)	24.0	16.0	55.0		16.0	71.0
Total Split (%)	25.3%	16.8%	57.9%		16.8%	74.7%
Maximum Green (s)	18.0	10.0	49.0		10.0	65.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0	-3.0		-3.0	-3.0
Total Lost Time (s)	3.0	3.0	3.0		3.0	3.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	6.0	4.0	6.0		4.0	6.0
Recall Mode	None	None	Max		None	Max
Act Effct Green (s)	20.1	35.9	52.2		68.0	68.0
Actuated g/C Ratio	0.21	0.38	0.55		0.72	0.72
v/c Ratio	0.66	0.17	0.27		0.48	0.46
Control Delay	45.0	20.1	9.2		7.2	6.2
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	45.0	20.1	9.2		7.2	6.2
LOS	D	C	A		A	A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Approach Delay	37.2		9.2			6.4
Approach LOS	D		A			A
Queue Length 50th (ft)	114	37	63		58	153
Queue Length 95th (ft)	149	58	69		69	138
Internal Link Dist (ft)	537		2077			2840
Turn Bay Length (ft)		125			275	
Base Capacity (vph)	319	538	1854		657	2798
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	0.63	0.17	0.27		0.47	0.46

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 94.1			
Natural Cycle: 55			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 10.7		Intersection LOS: B	
Intersection Capacity Utilization 40.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 6: Oswego Street & Liverpool Bypass

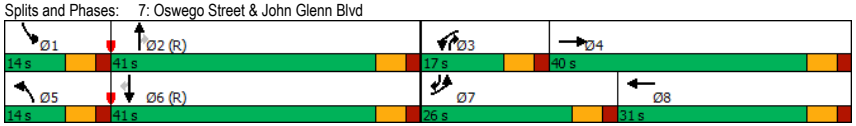


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	149	321	145	89	265	22	57	265	55	42	740	205
Future Volume (vph)	149	321	145	89	265	22	57	265	55	42	740	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	11	12	11	11	12	11	11
Storage Length (ft)	475		0	250		0	225		385	260		460
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (ft)	195			100			25			45		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.953			0.988				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	3338	0	1770	3337	0	1626	3222	1220	1805	3421	1546
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	3338	0	1770	3337	0	1626	3222	1220	1805	3421	1546
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)		69										
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1083			889			1448			925	
Travel Time (s)		16.4			13.5			24.7			15.8	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	3%	4%	1%	2%	5%	29%	11%	14%	28%	0%	2%	1%
Adj. Flow (vph)	180	387	175	107	319	27	69	319	66	51	892	247
Shared Lane Traffic (%)												
Lane Group Flow (vph)	180	562	0	107	346	0	69	319	66	51	892	247
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases									2			6
Detector Phase	7	4		3	8		5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	4.0		5.0	4.0		5.0	4.0	5.0	5.0	4.0	5.0
Minimum Split (s)	12.5	11.5		12.5	11.5		12.5	11.5	12.5	12.5	11.5	12.5
Total Split (s)	26.0	40.0		17.0	31.0		14.0	41.0	17.0	14.0	41.0	26.0
Total Split (%)	23.2%	35.7%		15.2%	27.7%		12.5%	36.6%	15.2%	12.5%	36.6%	23.2%
Maximum Green (s)	20.0	34.0		11.0	25.0		8.0	35.0	11.0	8.0	35.0	20.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0		-3.0	-3.0		-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
Total Lost Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max	None
Act Effct Green (s)	14.9	26.0		13.3	24.4		13.2	51.1	67.4	12.0	50.0	67.9
Actuated g/C Ratio	0.13	0.23		0.12	0.22		0.12	0.46	0.60	0.11	0.45	0.61
v/c Ratio	0.40	0.68		0.51	0.48		0.36	0.22	0.09	0.26	0.58	0.26
Control Delay	46.6	38.1		55.2	40.1		50.2	21.4	12.9	48.5	27.7	13.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.6	38.1		55.2	40.1		50.2	21.4	12.9	48.5	27.7	13.1
LOS	D	D		E	D		D	C	B	D	C	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		40.2			43.7			24.6			25.6	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	64	178		76	118		48	77	21	36	272	88
Queue Length 95th (ft)	88	200		123	147		85	117	48	68	351	139
Internal Link Dist (ft)		1003			809			1368			845	
Turn Bay Length (ft)	475			250			225		385	260		460
Base Capacity (vph)	698	1148		221	834		195	1469	741	201	1527	1049
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	0.26	0.49		0.48	0.41		0.35	0.22	0.09	0.25	0.58	0.24

Intersection Summary			
Area Type:	Other		
Cycle Length: 112			
Actuated Cycle Length: 112			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 32.1		Intersection LOS: C	
Intersection Capacity Utilization 56.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 7: Oswego Street & John Glenn Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	2	5	102	2	145	2	301	161	319	697	1
Future Volume (vph)	0	2	5	102	2	145	2	301	161	319	697	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		150	80		0	400		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			75			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.905				0.850		0.948				
Flt Protected					0.953		0.950			0.950		
Satd. Flow (prot)	0	1027	0	0	1622	1229	1163	2972	0	1601	3455	0
Flt Permitted					0.557		0.303			0.950		
Satd. Flow (perm)	0	1027	0	0	948	1229	371	2972	0	1601	3455	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				196		120				
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		608			1080			738			681	
Travel Time (s)		13.8			24.5			12.6			11.6	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles (%)	0%	50%	67%	7%	50%	27%	50%	12%	10%	9%	1%	0%
Adj. Flow (vph)	0	3	7	138	3	196	3	407	218	431	942	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	141	196	3	625	0	431	943	0
Turn Type		NA		pm+pt	NA	custom	Perm	NA		Prot	NA	
Protected Phases		4		3	8	3		2		1	6	
Permitted Phases	4			8		8	2					
Detector Phase	4	4		3	8	3	2	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		9.5	10.0	9.5	10.0	10.0		9.0	10.0	
Total Split (s)	18.0	18.0		13.0	31.0	13.0	21.0	21.0		23.0	44.0	
Total Split (%)	24.0%	24.0%		17.3%	41.3%	17.3%	28.0%	28.0%		30.7%	58.7%	
Maximum Green (s)	13.0	13.0		8.0	26.0	8.0	16.0	16.0		18.0	39.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.0	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.5	1.5		2.0	1.5	
Lost Time Adjust (s)		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	
Lead/Lag	Lag	Lag		Lead		Lead	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	None	None		None	None	None	None	None		None	None	
Act Effct Green (s)		6.9			15.2	15.2	15.0	15.0		18.3	38.3	
Actuated g/C Ratio		0.11			0.24	0.24	0.24	0.24		0.29	0.60	
v/c Ratio		0.09			0.40	0.44	0.03	0.79		0.94	0.45	
Control Delay		20.4			23.1	6.7	23.0	28.3		57.3	8.8	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		20.4			23.1	6.7	23.0	28.3		57.3	8.8	
LOS		C			C	A	C	C		E	A	
Approach Delay		20.4			13.6			28.3			24.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			B			C			C	
Queue Length 50th (ft)		1			48	0	1	98		171	94	
Queue Length 95th (ft)		11			73	22	7	138		#305	146	
Internal Link Dist (ft)		528			1000			658			601	
Turn Bay Length (ft)						150	80			400		
Base Capacity (vph)		218			522	444	94	847		459	2148	
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		0.05			0.27	0.44	0.03	0.74		0.94	0.44	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 63.6			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 23.7		Intersection LOS: C	
Intersection Capacity Utilization 56.1%		ICU Level of Service B	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 8: Oswego Street & Wetzel Road



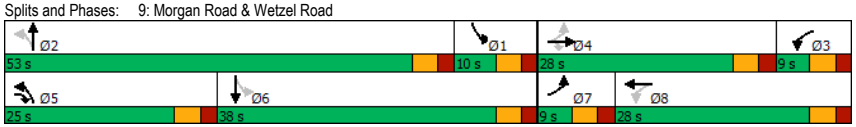
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	112	284	21	120	12	251	235	23	82	661	91
Future Volume (vph)	30	112	284	21	120	12	251	235	23	82	661	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		215	155		0	400		0	100		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	50			50			75			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.986			0.987			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1631	1783	1382	1601	1763	0	1479	3277	0	1678	3340	0
Flt Permitted	0.354			0.656			0.769			0.769		
Satd. Flow (perm)	608	1783	1382	1105	1763	0	1197	3277	0	1358	3340	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			131		5			14			16	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1071			1134			3403			1023	
Travel Time (s)		24.3			25.8			51.6			15.5	
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles (%)	7%	3%	13%	9%	2%	10%	18%	5%	6%	4%	2%	7%
Adj. Flow (vph)	43	160	406	30	171	17	359	336	33	117	944	130
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	160	406	30	188	0	359	369	0	117	1074	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	5	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	10.0	9.0	9.0	10.0		9.0	10.0		9.0	10.0	
Total Split (s)	9.0	28.0	25.0	9.0	28.0		25.0	53.0		10.0	38.0	
Total Split (%)	9.0%	28.0%	25.0%	9.0%	28.0%		25.0%	53.0%		10.0%	38.0%	
Maximum Green (s)	4.0	23.0	20.0	4.0	23.0		20.0	48.0		5.0	33.0	
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	Lead	Lead	Lag	Lag		Lead	Lead		Lag	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		None	None		None	None	
Act Effct Green (s)	13.5	13.5	36.1	16.2	14.3		28.4	25.5		36.2	32.1	
Actuated g/C Ratio	0.16	0.16	0.42	0.19	0.16		0.33	0.29		0.42	0.37	
v/c Ratio	0.30	0.58	0.62	0.13	0.64		0.79	0.38		0.17	0.86	
Control Delay	39.0	44.1	14.9	33.1	44.1		49.1	31.4		19.9	35.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	39.0	44.1	14.9	33.1	44.1		49.1	31.4		19.9	35.2	
LOS	D	D	B	C	D		D	C		B	D	
Approach Delay		24.3			42.6			40.1			33.7	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			D			D			C	
Queue Length 50th (ft)	23	92	96	16	105		~251	106		44	312	
Queue Length 95th (ft)	42	118	106	32	131		#300	115		74	306	
Internal Link Dist (ft)		991			1054			3323			943	
Turn Bay Length (ft)	100		215	155			400			100		
Base Capacity (vph)	142	479	651	233	477		456	1881		673	1297	
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	0.30	0.33	0.62	0.13	0.39		0.79	0.20		0.17	0.83	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 86.9
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 34.0 Intersection LOS: C
Intersection Capacity Utilization 62.1% ICU Level of Service B
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: 9: Morgan Road & Wetzel Road

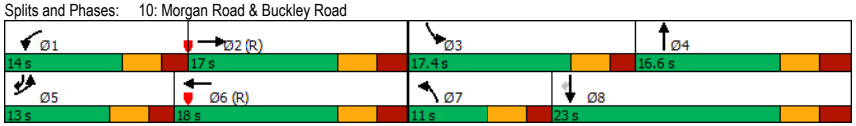


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	146	349	207	164	219	58	85	346	135	117	776	141
Future Volume (vph)	146	349	207	164	219	58	85	346	135	117	776	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	475		0	575		575	590		0	485		435
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			75			75			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.944			0.969			0.958				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	3198	0	1745	2965	0	1504	3039	0	1711	3355	1473
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1694	3198	0	1745	2965	0	1504	3039	0	1711	3355	1473
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		162			45			76				178
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		527			2541			1054			3403	
Travel Time (s)		8.0			38.5			16.0			51.6	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	3%	3%	3%	0%	8%	37%	16%	10%	10%	2%	4%	6%
Adj. Flow (vph)	185	442	262	208	277	73	108	438	171	148	982	178
Shared Lane Traffic (%)												
Lane Group Flow (vph)	185	704	0	208	350	0	108	609	0	148	982	178
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	5	2		1	6		7	4		3	8	5
Permitted Phases												8
Detector Phase	5	2		1	6		7	4		3	8	5
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	10.5		5.0	10.5	5.0
Minimum Split (s)	10.0	20.5		10.0	20.5		10.0	16.0		10.0	16.0	10.0
Total Split (s)	13.0	17.0		14.0	18.0		11.0	16.6		17.4	23.0	13.0
Total Split (%)	20.0%	26.2%		21.5%	27.7%		16.9%	25.5%		26.8%	35.4%	20.0%
Maximum Green (s)	8.0	11.5		9.0	12.5		6.0	11.1		12.4	17.5	8.0
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	2.5		2.0	2.5		2.0	2.5		2.0	2.5	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	5.5		5.0	5.5		5.0	5.5		5.0	5.5	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Minimum Gap (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Time Before Reduce (s)	10.0	15.0		10.0	15.0		10.0	15.0		10.0	15.0	10.0
Time To Reduce (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Act Effct Green (s)	8.0	11.6		8.9	12.5		5.9	16.3		9.2	19.7	33.2
Actuated g/C Ratio	0.12	0.18		0.14	0.19		0.09	0.25		0.14	0.30	0.51
v/c Ratio	0.89	1.00		0.88	0.58		0.79	0.74		0.61	0.97	0.21
Control Delay	71.7	57.1		65.0	25.0		70.4	30.4		36.8	48.1	2.5
Queue Delay	0.0	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	71.7	57.1		65.0	25.0		70.4	30.4		36.8	48.1	2.5
LOS	E	E		E	C		E	C		D	D	A
Approach Delay		60.2			39.9			36.4			40.6	
Approach LOS		E			D			D			D	
Queue Length 50th (ft)	76	~122		85	60		45	111		58	~246	0
Queue Length 95th (ft)	#153	#183		#162	84		#103	#185		92	#291	20
Internal Link Dist (ft)		447			2461			974			3323	
Turn Bay Length (ft)	475			575			590			485		435
Base Capacity (vph)	208	705		241	606		138	820		326	1017	839
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	0.89	1.00		0.86	0.58		0.78	0.74		0.45	0.97	0.21

Intersection Summary		
Area Type:	Other	
Cycle Length: 65		
Actuated Cycle Length: 65		
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green		
Natural Cycle: 90		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.00		
Intersection Signal Delay: 44.6	Intersection LOS: D	
Intersection Capacity Utilization 69.0%	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: 10: Morgan Road & Buckley Road

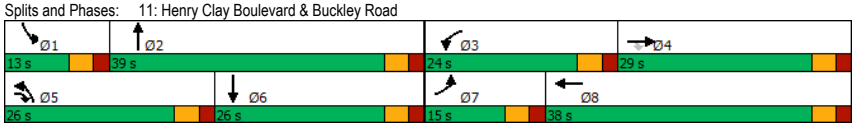


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	215	30	57	246	33	63	207	31	34	248	263
Future Volume (vph)	62	215	30	57	246	33	63	207	31	34	248	263
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	510		540	430		400	560		0	0		0
Storage Lanes	1		2	1		1	2		0	1		0
Taper Length (ft)	75			75			150			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.982			0.981			0.923	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1558	3261	1369	1558	3253	0	3193	3252	0	1558	3126	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1558	3261	1369	1558	3253	0	3193	3252	0	1558	3126	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			125		15			16				
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		796			633			1419			1496	
Travel Time (s)		12.1			9.6			21.5			22.7	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	12%	7%	14%	12%	5%	8%	6%	5%	7%	12%	2%	4%
Adj. Flow (vph)	75	259	36	69	296	40	76	249	37	41	299	317
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	259	36	69	336	0	76	286	0	41	616	0
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4									
Detector Phase	7	4	5	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	10.0	9.0	9.0	10.0		9.0	10.0		9.0	10.0	
Total Split (s)	15.0	29.0	26.0	24.0	38.0		26.0	39.0		13.0	26.0	
Total Split (%)	14.3%	27.6%	24.8%	22.9%	36.2%		24.8%	37.1%		12.4%	24.8%	
Maximum Green (s)	10.0	24.0	21.0	19.0	33.0		21.0	34.0		8.0	21.0	
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	Lead	Lead	Lag		Lead	Lag		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		None	Max		None	Max	
Act Effct Green (s)	8.5	12.6	25.3	9.0	13.1		7.5	35.5		7.2	32.6	
Actuated g/C Ratio	0.11	0.16	0.33	0.12	0.17		0.10	0.46		0.09	0.43	
v/c Ratio	0.43	0.48	0.07	0.38	0.59		0.24	0.19		0.28	0.46	
Control Delay	44.1	34.4	0.2	40.9	34.0		38.0	15.3		42.4	20.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	44.1	34.4	0.2	40.9	34.0		38.0	15.3		42.4	20.2	
LOS	D	C	A	D	C		D	B		D	C	
Approach Delay		33.0			35.1			20.1			21.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	39	68	0	36	87		20	50		22	129	
Queue Length 95th (ft)	81	104	0	73	122		40	80		52	186	
Internal Link Dist (ft)		716			553			1339			1416	
Turn Bay Length (ft)	510		540	430			560					
Base Capacity (vph)	212	1069	772	404	1475		916	1519		170	1335	
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	0.35	0.24	0.05	0.17	0.23		0.08	0.19		0.24	0.46	

Intersection Summary		
Area Type:	Other	
Cycle Length: 105		
Actuated Cycle Length: 76.4		
Natural Cycle: 55		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.59		
Intersection Signal Delay: 26.7		Intersection LOS: C
Intersection Capacity Utilization 46.6%		ICU Level of Service A
Analysis Period (min) 15		

Splits and Phases: 11: Henry Clay Boulevard & Buckley Road





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	52	45	10	446	890	100
Future Volume (vph)	52	45	10	446	890	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.937				0.985	
Flt Protected	0.974		0.950			
Satd. Flow (prot)	1144	0	872	3144	3417	0
Flt Permitted	0.974		0.950			
Satd. Flow (perm)	1144	0	872	3144	3417	0
Link Speed (mph)	31			45	45	
Link Distance (ft)	220			439	446	
Travel Time (s)	4.8			6.7	6.8	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	100%	100%	11%	0%	6%
Adj. Flow (vph)	69	60	13	595	1187	133
Shared Lane Traffic (%)						
Lane Group Flow (vph)	129	0	13	595	1320	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	52	45	10	446	890	100
Future Vol, veh/h	52	45	10	446	890	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	100	100	11	0	6
Mvmt Flow	69	60	13	595	1187	133

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1578	660	1320	0	-	0
Stage 1	1254	-	-	-	-	-
Stage 2	324	-	-	-	-	-
Critical Hdwy	6.8	8.9	6.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	4.3	3.2	-	-	-
Pot Cap-1 Maneuver	102	237	204	-	-	-
Stage 1	236	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	95	237	204	-	-	-
Mov Cap-2 Maneuver	182	-	-	-	-	-
Stage 1	221	-	-	-	-	-
Stage 2	711	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	49	0.5	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	204	-	204	-	-
HCM Lane V/C Ratio	0.065	-	0.634	-	-
HCM Control Delay (s)	23.9	-	49	-	-
HCM Lane LOS	C	-	E	-	-
HCM 95th %tile Q(veh)	0.2	-	3.7	-	-

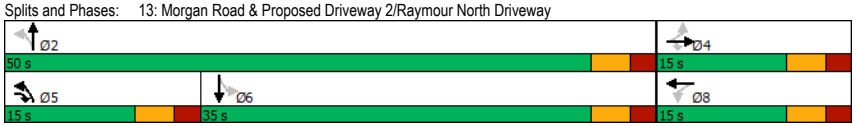
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	0	98	5	0	3	179	373	18	12	858	64
Future Volume (vph)	81	0	98	5	0	3	179	373	18	12	858	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	200		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.951			0.993			0.990	
Flt Protected		0.950			0.969		0.950			0.950		
Satd. Flow (prot)	0	1745	1561	0	1693	0	1745	3136	0	1745	3272	0
Flt Permitted		0.750			0.763		0.127			0.459		
Satd. Flow (perm)	0	1378	1561	0	1333	0	233	3136	0	843	3272	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			39		117			17			16	
Link Speed (mph)		31			31			45			45	
Link Distance (ft)		203			543			444			439	
Travel Time (s)		4.5			11.9			6.7			6.7	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%	6%	0%
Adj. Flow (vph)	108	0	131	7	0	4	239	497	24	16	1144	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	108	131	0	11	0	239	521	0	16	1229	0
Turn Type	Perm	NA	pm+ov	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4	5		8		5	2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	5	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	9.0	10.0	10.0		9.0	10.0		10.0	10.0	
Total Split (s)	15.0	15.0	15.0	15.0	15.0		15.0	50.0		35.0	35.0	
Total Split (%)	23.1%	23.1%	23.1%	23.1%	23.1%		23.1%	76.9%		53.8%	53.8%	
Maximum Green (s)	10.0	10.0	10.0	10.0	10.0		10.0	45.0		30.0	30.0	
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	
Total Lost Time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	
Lead/Lag			Lead				Lead			Lag	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		None	None		None	None	
Act Effct Green (s)		8.9	20.4		8.8		41.5	43.3		26.3	26.3	
Actuated g/C Ratio		0.16	0.36		0.15		0.72	0.75		0.46	0.46	
v/c Ratio		0.50	0.23		0.04		0.56	0.22		0.04	0.82	
Control Delay		34.4	11.1		0.2		13.4	3.5		10.1	19.6	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		34.4	11.1		0.2		13.4	3.5		10.1	19.6	
LOS		C	B		A		B	A		B	B	
Approach Delay		21.6			0.3			6.6			19.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			A			A			B	
Queue Length 50th (ft)		41	24		0		30	32		3	213	
Queue Length 95th (ft)		71	45		0		67	37		11	217	
Internal Link Dist (ft)		123			463			364			359	
Turn Bay Length (ft)							200			200		
Base Capacity (vph)		259	603		345		452	2407		475	1851	
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		0.42	0.22		0.03		0.53	0.22		0.03	0.66	

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 57.4
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 15.3 — Intersection LOS: B
Intersection Capacity Utilization 54.7% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 13: Morgan Road & Proposed Driveway 2/Raymour North Driveway



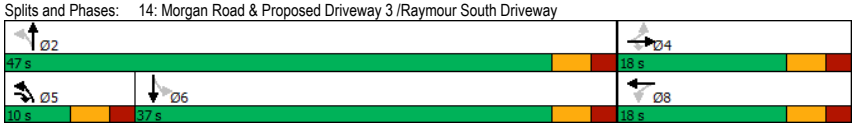
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	0	86	4	0	7	129	528	36	19	1024	57
Future Volume (vph)	98	0	86	4	0	7	129	528	36	19	1024	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	200		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.913			0.990			0.992	
Flt Protected		0.950			0.982		0.950			0.950		
Satd. Flow (prot)	0	1745	1561	0	1647	0	1745	3132	0	1745	3276	0
Flt Permitted		0.748			0.873		0.105			0.362		
Satd. Flow (perm)	0	1374	1561	0	1464	0	193	3132	0	665	3276	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			34		117			22			12	
Link Speed (mph)		31			31			45			45	
Link Distance (ft)		223			281			634			444	
Travel Time (s)		4.9			6.2			9.6			6.7	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%	0%	11%	0%	0%	6%	0%
Adj. Flow (vph)	132	0	116	5	0	9	174	714	49	26	1384	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	132	116	0	14	0	174	763	0	26	1461	0
Turn Type	Perm	NA	pm+ov	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4	5		8		5	2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	5	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	9.0	10.0	10.0		9.0	10.0		10.0	10.0	
Total Split (s)	18.0	18.0	10.0	18.0	18.0		10.0	47.0		37.0	37.0	
Total Split (%)	27.7%	27.7%	15.4%	27.7%	27.7%		15.4%	72.3%		56.9%	56.9%	
Maximum Green (s)	13.0	13.0	5.0	13.0	13.0		5.0	42.0		32.0	32.0	
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	
Total Lost Time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	
Lead/Lag			Lead				Lead			Lag	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		None	Min		Min	Min	
Act Effct Green (s)		10.4	17.7		10.2		43.2	44.4		33.1	33.1	
Actuated g/C Ratio		0.17	0.29		0.17		0.71	0.73		0.54	0.54	
v/c Ratio		0.57	0.24		0.04		0.66	0.33		0.07	0.82	
Control Delay		33.8	12.6		0.2		22.4	4.8		9.4	18.6	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.2	
Total Delay		33.8	12.6		0.2		22.4	4.8		9.4	18.8	
LOS		C	B		A		C	A		A	B	
Approach Delay		23.9			0.2			8.1			18.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			A			A			B	
Queue Length 50th (ft)		49	23		0		21	56		5	250	
Queue Length 95th (ft)		79	43		0		#55	68		14	256	
Internal Link Dist (ft)		143			201			554			364	
Turn Bay Length (ft)							200			200		
Base Capacity (vph)		296	478		407		265	2288		361	1784	
Starvation Cap Reductn		0	0		0		0	0		0	32	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.45	0.24		0.03		0.66	0.33		0.07	0.83	

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 60.9
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 15.3 Intersection LOS: B
Intersection Capacity Utilization 61.9% ICU Level of Service B
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 14: Morgan Road & Proposed Driveway 3 /Raymour South Driveway





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	115	0	715	994	64
Future Volume (vph)	0	115	0	715	994	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			0
Storage Lanes	0	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.865			0.991	
Flt Protected						
Satd. Flow (prot)	0	1589	0	3144	3274	0
Flt Permitted						
Satd. Flow (perm)	0	1589	0	3144	3274	0
Link Speed (mph)	31			45	45	
Link Distance (ft)	257			590	634	
Travel Time (s)	5.7			8.9	9.6	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	0%	11%	6%	0%
Adj. Flow (vph)	0	153	0	953	1325	85
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	153	0	953	1410	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.3%		ICU Level of Service A	
Analysis Period (min) 15			

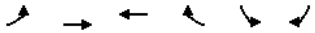
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	115	0	715	994	64
Future Vol, veh/h	0	115	0	715	994	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	11	6	0
Mvmt Flow	0	153	0	953	1325	85

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	705	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	383	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	383	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	383	-	-
HCM Lane V/C Ratio	-	0.4	-	-
HCM Control Delay (s)	-	20.5	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	1.9	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	14	309	198	107	0	12
Future Volume (vph)	14	309	198	107	0	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.953		0.865	
Flt Protected		0.998				
Satd. Flow (prot)	0	1688	1654	0	1589	0
Flt Permitted		0.998				
Satd. Flow (perm)	0	1688	1654	0	1589	0
Link Speed (mph)		30	30		31	
Link Distance (ft)		1737	487		176	
Travel Time (s)		39.5	11.1		3.9	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	9%	9%	0%	0%	0%
Adj. Flow (vph)	19	412	264	143	0	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	431	407	0	16	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	309	198	107	0	12
Future Vol, veh/h	14	309	198	107	0	12
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	75	75	75	75	75	75
Heavy Vehicles, %	0	9	9	0	0	0
Mvmt Flow	19	412	264	143	0	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	407	0	-	0	786	336
Stage 1	-	-	-	-	336	-
Stage 2	-	-	-	-	450	-
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	1163	-	-	-	364	711
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	647	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1163	-	-	-	356	711
Mov Cap-2 Maneuver	-	-	-	-	356	-
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	647	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1163	-	-	-	711
HCM Lane V/C Ratio	0.016	-	-	-	0.023
HCM Control Delay (s)	8.1	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

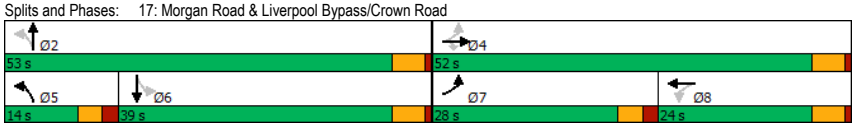
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	13	198	5	6	4	177	613	9	3	985	121
Future Volume (vph)	98	13	198	5	6	4	177	613	9	3	985	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		260	0		0	0		0	100		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.966			0.998			0.984	
Flt Protected		0.958			0.983		0.950			0.950		
Satd. Flow (prot)	0	1483	1432	0	1111	0	1531	3283	0	1745	3227	0
Flt Permitted		0.736			0.911		0.102			0.343		
Satd. Flow (perm)	0	1140	1432	0	1030	0	164	3283	0	630	3227	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			233		5			2			14	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		487			1200			344			294	
Travel Time (s)		11.1			27.3			5.2			4.5	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles (%)	15%	46%	9%	20%	83%	67%	14%	6%	11%	0%	5%	18%
Adj. Flow (vph)	129	17	261	7	8	5	233	807	12	4	1296	159
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	146	261	0	20	0	233	819	0	4	1455	0
Turn Type	pm+pt	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	4	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	10.0	10.0	10.0	10.0		9.0	10.0		10.0	10.0	
Total Split (s)	28.0	52.0	52.0	24.0	24.0		14.0	53.0		39.0	39.0	
Total Split (%)	26.7%	49.5%	49.5%	22.9%	22.9%		13.3%	50.5%		37.1%	37.1%	
Maximum Green (s)	23.0	47.0	47.0	19.0	19.0		9.0	48.0		34.0	34.0	
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0		3.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	1.0	1.0	1.0	1.0		2.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-2.0	-1.0		-2.0		-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)		3.0	4.0		3.0		3.0	3.0		3.0	3.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	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		None	Max		Max	Max	
Act Effct Green (s)		16.1	15.1		16.1		50.2	50.2		36.2	36.2	
Actuated g/C Ratio		0.22	0.21		0.22		0.69	0.69		0.50	0.50	
v/c Ratio		0.58	0.54		0.09		0.72	0.36		0.01	0.90	
Control Delay		34.4	9.5		18.8		29.1	5.6		11.3	26.8	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		34.4	9.5		18.8		29.1	5.6		11.3	26.8	
LOS		C	A		B		C	A		B	C	
Approach Delay		18.4			18.8			10.8			26.7	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			B			C	
Queue Length 50th (ft)		60	11		6		54	65		1	297	
Queue Length 95th (ft)		95	40		18		#128	103		6	358	
Internal Link Dist (ft)		407			1120			264			214	
Turn Bay Length (ft)			260							100		
Base Capacity (vph)		775	1032		309		322	2280		315	1620	
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		0.19	0.25		0.06		0.72	0.36		0.01	0.90	

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 72.3
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 19.8 Intersection LOS: B
Intersection Capacity Utilization 63.7% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 17: Morgan Road & Liverpool Bypass/Crown Road



18: Morgan Road & Sheridan Rd Performance by lane

Lane	EB	NB	NB	NB	SB	SB	All
Movements Served	LR	L	T	T	T	TR	
Denied Del/Veh (s)							0.0
Total Del/Veh (s)	23.8	13.3	4.3	2.3	4.1	4.0	3.8

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	222	571	24	411	848
Future Volume (vph)	0	222	571	24	411	848
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	175		0	150	
Storage Lanes	0	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865	0.995			
Flt Protected					0.950	
Satd. Flow (prot)	0	1381	1740	0	1616	1640
Flt Permitted					0.950	
Satd. Flow (perm)	0	1381	1740	0	1616	1640
Link Speed (mph)	31		31			45
Link Distance (ft)	1605		362			396
Travel Time (s)	35.3		8.0			6.0
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	0%	15%	5%	6%	8%	12%
Adj. Flow (vph)	0	288	742	31	534	1101
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	288	773	0	534	1101
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.9%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	222	571	24	411	848
Future Vol, veh/h	0	222	571	24	411	848
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	0	15	5	6	8	12
Mvmt Flow	0	288	742	31	534	1101

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	-	0	0	773	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	4.18	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	2.272	-
Pot Cap-1 Maneuver	0	0	-	-	816	-
Stage 1	0	0	-	-	-	-
Stage 2	0	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	816	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	5.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	816	-
HCM Lane V/C Ratio	-	-	-	0.654	-
HCM Control Delay (s)	-	-	0	17.4	-
HCM Lane LOS	-	-	A	C	-
HCM 95th %tile Q(veh)	-	-	-	5	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	51	173	111	270	356	33
Future Volume (vph)	51	173	111	270	356	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.904		0.988	
Flt Protected		0.989			0.956	
Satd. Flow (prot)	0	1775	1538	0	1570	0
Flt Permitted		0.697			0.956	
Satd. Flow (perm)	0	1251	1538	0	1570	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			307		7	
Link Speed (mph)		40	40		31	
Link Distance (ft)		2577	816		1129	
Travel Time (s)		43.9	13.9		24.8	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	7%	1%	3%	10%	10%	16%
Adj. Flow (vph)	58	197	126	307	405	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	255	433	0	443	0
Turn Type	Perm	NA	NA		Prot	
Protected Phases		4	8		6	
Permitted Phases	4					
Detector Phase	4	4	8		6	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	
Minimum Split (s)	10.0	10.0	10.0		10.0	
Total Split (s)	41.0	41.0	41.0		19.0	
Total Split (%)	68.3%	68.3%	68.3%		31.7%	
Maximum Green (s)	36.0	36.0	36.0		14.0	
Yellow Time (s)	3.0	3.0	3.0		3.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		5.0	5.0		5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	None	None	None		Max	
Act Effct Green (s)		11.0	11.0		14.1	
Actuated g/C Ratio		0.31	0.31		0.40	
v/c Ratio		0.65	0.63		0.70	
Control Delay		18.9	7.7		19.4	
Queue Delay		0.0	0.0		0.0	
Total Delay		18.9	7.7		19.4	
LOS		B	A		B	
Approach Delay		18.9	7.7		19.4	
Approach LOS		B	A		B	
Queue Length 50th (ft)		42	18		65	
Queue Length 95th (ft)		89	61		#214	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Internal Link Dist (ft)		2497	736		1049	
Turn Bay Length (ft)						
Base Capacity (vph)		1221	1508		633	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.21	0.29		0.70	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 35.2			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 14.8		Intersection LOS: B	
Intersection Capacity Utilization 68.6%		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: 20: Vine Street & Commerce Blvd



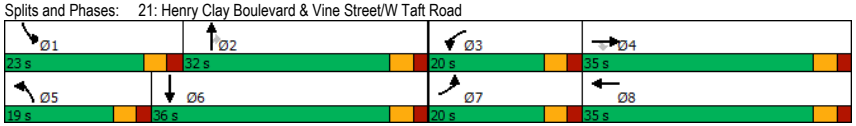
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	243	122	195	272	109	78	322	90	147	398	92
Future Volume (vph)	57	243	122	195	272	109	78	322	90	147	398	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		535	325		0	725		475	285		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	50			250			75			75		
Lane Util. Factor	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.957				0.850		0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1662	1749	1301	3193	3189	0	1586	3261	1516	1678	3128	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1662	1749	1301	3193	3189	0	1586	3261	1516	1678	3128	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142		54				119		25	
Link Speed (mph)		40			40			45			45	
Link Distance (ft)		865			1021			1254			1091	
Travel Time (s)		14.7			17.4			19.0			16.5	
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 (%)	5%	5%	20%	6%	3%	9%	10%	7%	3%	4%	9%	6%
Adj. Flow (vph)	66	283	142	227	316	127	91	374	105	171	463	107
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	283	142	227	443	0	91	374	105	171	570	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			
Detector Phase	7	4	4	3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.0	10.0	10.0	9.0	10.0		9.0	10.0	10.0	9.0	10.0	
Total Split (s)	20.0	35.0	35.0	20.0	35.0		19.0	32.0	32.0	23.0	36.0	
Total Split (%)	18.2%	31.8%	31.8%	18.2%	31.8%		17.3%	29.1%	29.1%	20.9%	32.7%	
Maximum Green (s)	15.0	30.0	30.0	15.0	30.0		14.0	27.0	27.0	18.0	31.0	
Yellow Time (s)	3.0	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	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	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	Lag	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	3.0	
Recall Mode	None	None	None	None	None		None	None	None	None	None	
Act Effct Green (s)	9.1	19.2	19.2	11.5	24.7		10.2	17.1	17.1	13.6	23.9	
Actuated g/C Ratio	0.11	0.23	0.23	0.14	0.30		0.12	0.21	0.21	0.16	0.29	
v/c Ratio	0.36	0.70	0.35	0.51	0.45		0.46	0.55	0.26	0.62	0.62	
Control Delay	45.1	40.6	8.0	40.7	24.8		46.8	34.2	6.8	46.1	30.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	45.1	40.6	8.0	40.7	24.8		46.8	34.2	6.8	46.1	30.5	
LOS	D	D	A	D	C		D	C	A	D	C	
Approach Delay		31.8			30.2			31.2			34.1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	33	139	0	58	91		46	94	0	85	138	
Queue Length 95th (ft)	86	259	43	116	164		113	164	31	185	233	
Internal Link Dist (ft)		785			941			1174			1011	
Turn Bay Length (ft)	500		535	325			725		475	285		
Base Capacity (vph)	318	670	586	612	1263		283	1125	600	386	1254	
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	0.21	0.42	0.24	0.37	0.35		0.32	0.33	0.17	0.44	0.45	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 82.6
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 31.9 — Intersection LOS: C
Intersection Capacity Utilization 53.3% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 21: Henry Clay Boulevard & Vine Street/W Taft Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	80	72	73	77	485	0	1427	58	338	935	4
Future Volume (vph)	0	80	72	73	77	485	0	1427	58	338	935	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	150		0	0		125	200		0
Storage Lanes	0		0	1		2	0		1	2		0
Taper Length (ft)	25			25			25			125		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.936				0.850			0.850		0.999	
Flt Protected					0.976					0.950		
Satd. Flow (prot)	0	1692	0	0	1783	2694	0	3490	1561	3255	3486	0
Flt Permitted					0.598					0.950		
Satd. Flow (perm)	0	1692	0	0	1093	2694	0	3490	1561	3255	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42				21			135		1	
Link Speed (mph)		31			31			31			31	
Link Distance (ft)		761			682			829			684	
Travel Time (s)		16.7			15.0			18.2			15.0	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	3%	0%	0%	1%	2%	0%	0%	0%	4%	0%	0%
Adj. Flow (vph)	0	91	82	83	88	551	0	1622	66	384	1063	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	173	0	0	171	551	0	1622	66	384	1068	0
Turn Type		NA		Perm	NA	pm+ov		NA	Free	Prot	NA	
Protected Phases		4			4	1		2		1	5	
Permitted Phases				4		4			Free			
Detector Phase		4		4	4	1		2		1	5	
Switch Phase												
Minimum Initial (s)		6.0		6.0	6.0	6.0		24.0		6.0	24.0	
Minimum Split (s)		11.0		11.0	11.0	12.0		29.5		12.0	29.0	
Total Split (s)		30.0		30.0	30.0	29.0		46.0		29.0	75.0	
Total Split (%)		28.6%		28.6%	28.6%	27.6%		43.8%		27.6%	71.4%	
Maximum Green (s)		25.0		25.0	25.0	23.0		41.0		23.0	70.0	
Yellow Time (s)		3.5		3.5	3.5	3.5		3.5		3.5	3.5	
All-Red Time (s)		1.5		1.5	1.5	2.5		1.5		2.5	1.5	
Lost Time Adjust (s)		-2.0			-2.0	-3.0		-2.0		-3.0	-2.0	
Total Lost Time (s)		3.0			3.0	3.0		3.0		3.0	3.0	
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	
Recall Mode		None		None	None	None		C-Max		None	C-Max	
Act Effct Green (s)		20.7			20.7	45.7		53.3	105.0	22.0	78.3	
Actuated g/C Ratio		0.20			0.20	0.44		0.51	1.00	0.21	0.75	
v/c Ratio		0.47			0.80	0.47		0.91	0.04	0.56	0.41	
Control Delay		31.1			65.0	20.6		35.1	0.1	40.1	6.0	
Queue Delay		0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay		31.1			65.0	20.6		35.1	0.1	40.1	6.0	
LOS		C			E	C		D	A	D	A	
Approach Delay		31.1			31.1			33.7			15.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			C			B	
Queue Length 50th (ft)		80			114	143		534	0	124	123	
Queue Length 95th (ft)		135			178	156		#810	0	161	191	
Internal Link Dist (ft)		681			602			749			604	
Turn Bay Length (ft)									125	200		
Base Capacity (vph)		466			281	1286		1773	1561	806	2599	
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			0.61	0.43		0.91	0.04	0.48	0.41	

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 105
Offset: 0 (0%), Referenced to phase 2:NBT and 5:SBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 26.4 Intersection LOS: C
Intersection Capacity Utilization 79.1% 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: 1: Onondaga Lake Parkway/Oswego Street & First Street/Old Liverpool Rd

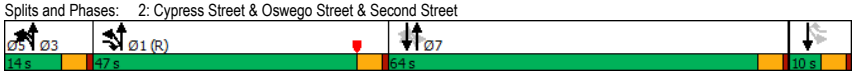


Lane Group	EBR	EBR2	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	Ø7
Lane Configurations											
Traffic Volume (vph)	245	5	20	73	317	1450	52	8	1044	2	
Future Volume (vph)	245	5	20	73	317	1450	52	8	1044	2	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0		0		175		0	100		0	
Storage Lanes	2		1		2		0	1		0	
Taper Length (ft)					125			25			
Lane Util. Factor	0.88	1.00	1.00	0.95	0.97	0.95	0.95	1.00	0.95	0.95	
Frt	0.850		0.865			0.995					
Flt Protected					0.950			0.950			
Satd. Flow (prot)	2721	0	1589	0	3385	3439	0	1558	3455	0	
Flt Permitted					0.106			0.135			
Satd. Flow (perm)	2721	0	1589	0	378	3439	0	221	3455	0	
Right Turn on Red		Yes	Yes				Yes				
Satd. Flow (RTOR)	97		97			19					
Link Speed (mph)						31			31		
Link Distance (ft)						684			501		
Travel Time (s)						15.0			11.0		
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	
Heavy Vehicles (%)	1%	0%	0%	0%	0%	1%	0%	12%	1%	0%	
Adj. Flow (vph)	285	6	23	85	369	1686	60	9	1214	2	
Shared Lane Traffic (%)											
Lane Group Flow (vph)	291	0	23	0	454	1746	0	9	1216	0	
Turn Type	Over		Perm	custom	custom	NA		Perm	NA		
Protected Phases	1			3	1 3	1 3 7			5 7		7
Permitted Phases	1		5	7	7	7		5 7			
Detector Phase	1		5	3	1 3	1 3 7		5 7	5 7		
Switch Phase											
Minimum Initial (s)	10.0		5.0	5.0							8.0
Minimum Split (s)	15.0		10.0	10.0							13.0
Total Split (s)	47.0		10.0	14.0							64.0
Total Split (%)	34.8%		7.4%	10.4%							47%
Maximum Green (s)	42.0		5.0	9.0							59.0
Yellow Time (s)	4.0		4.0	4.0							4.0
All-Red Time (s)	1.0		1.0	1.0							1.0
Lost Time Adjust (s)	-2.0		-2.0								
Total Lost Time (s)	3.0		3.0								
Lead/Lag	Lag			Lead							
Lead-Lag Optimize?											
Vehicle Extension (s)	3.0		3.0	3.0							3.0
Recall Mode	C-Max		Max	None							None
Act Effct Green (s)	44.0		8.2		117.8	120.8		71.0	71.0		
Actuated g/C Ratio	0.33		0.06		0.87	0.89		0.53	0.53		
v/c Ratio	0.31		0.12		0.28	0.57		0.08	0.67		
Control Delay	23.2		1.4		7.1	2.2		18.1	25.7		
Queue Delay	0.0		0.0		0.0	0.6		0.0	13.9		
Total Delay	23.2		1.4		7.1	2.9		18.1	39.6		
LOS	C		A		A	A		B	D		
Approach Delay						3.7			39.5		

Lane Group	EBR	EBR2	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	Ø7
Approach LOS						A			D		
Queue Length 50th (ft)	73		0		39	92		4	413		
Queue Length 95th (ft)	109		0		69	99		14	460		
Internal Link Dist (ft)						604			421		
Turn Bay Length (ft)					175			100			
Base Capacity (vph)	952		187		1622	3109		116	1817		
Starvation Cap Reductn	0		0		0	874		0	603		
Spillback Cap Reductn	0		0		0	0		0	0		
Storage Cap Reductn	0		0		0	0		0	0		
Reduced v/c Ratio	0.31		0.12		0.28	0.78		0.08	1.00		

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 0 (0%), Referenced to phase 1:NBTL, Start of Yellow, Master Intersection			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 17.0		Intersection LOS: B	
Intersection Capacity Utilization 58.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: Cypress Street & Oswego Street & Second Street

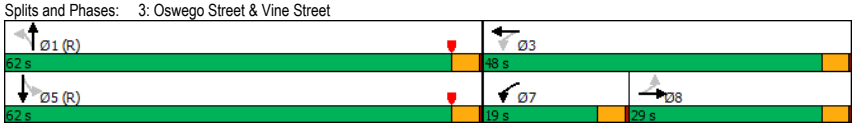


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	89	11	118	140	16	8	1343	123	7	889	26
Future Volume (vph)	28	89	11	118	140	16	8	1343	123	7	889	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	140		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.983			0.985			0.987			0.996	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1745	1759	0	1728	1793	0	0	3413	0	0	3410	0
Flt Permitted	0.646			0.405				0.949			0.938	
Satd. Flow (perm)	1186	1759	0	736	1793	0	0	3239	0	0	3199	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			6			13			4	
Link Speed (mph)		31			31			31			31	
Link Distance (ft)		316			895			501			522	
Travel Time (s)		7.0			19.7			11.0			11.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	3%	0%	1%	1%	0%	0%	1%	0%	0%	2%	0%
Adj. Flow (vph)	32	101	13	134	159	18	9	1526	140	8	1010	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	114	0	134	177	0	0	1675	0	0	1048	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		8		7	3			1			5	
Permitted Phases	8			3			1			5		
Detector Phase	8	8		7	3		1	1		5	5	
Switch Phase												
Minimum Initial (s)	5.5	5.5		3.5	7.5		19.5	19.5		19.5	19.5	
Minimum Split (s)	10.0	10.0		8.0	12.0		24.0	24.0		24.0	24.0	
Total Split (s)	29.0	29.0		19.0	48.0		62.0	62.0		62.0	62.0	
Total Split (%)	26.4%	26.4%		17.3%	43.6%		56.4%	56.4%		56.4%	56.4%	
Maximum Green (s)	25.0	25.0		15.0	44.0		58.0	58.0		58.0	58.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0			-1.0			-1.0	
Total Lost Time (s)	3.0	3.0		3.0	3.0			3.0			3.0	
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	
Recall Mode	Min	Min		None	Min		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)	13.1	13.1		29.7	29.7			74.3			74.3	
Actuated g/C Ratio	0.12	0.12		0.27	0.27			0.68			0.68	
v/c Ratio	0.23	0.53		0.42	0.36			0.76			0.48	
Control Delay	46.1	51.5		34.3	32.2			16.2			7.0	
Queue Delay	0.1	0.0		0.0	0.1			7.2			0.1	
Total Delay	46.2	51.5		34.3	32.3			23.3			7.1	
LOS	D	D		C	C			C			A	
Approach Delay		50.3			33.2			23.3			7.1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			C			C			A	
Queue Length 50th (ft)	22	76		77	101			398			133	
Queue Length 95th (ft)	50	126		118	148			573			229	
Internal Link Dist (ft)		236			815			421			442	
Turn Bay Length (ft)				140								
Base Capacity (vph)	280	420		343	737			2191			2161	
Starvation Cap Reductn	0	0		0	0			480			253	
Spillback Cap Reductn	43	0		0	117			45			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.14	0.27		0.39	0.29			0.98			0.55	

Intersection Summary		
Area Type:	Other	
Cycle Length: 110		
Actuated Cycle Length: 110		
Offset: 34 (31%), Referenced to phase 1:NBTL and 5:SBTL, Start of Yellow		
Natural Cycle: 60		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.76		
Intersection Signal Delay: 20.2		Intersection LOS: C
Intersection Capacity Utilization 69.6%		ICU Level of Service C
Analysis Period (min) 15		

Splits and Phases: 3: Oswego Street & Vine Street

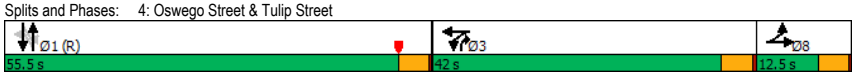


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	50	8	563	47	10	4	675	705	7	383	59
Future Volume (vph)	50	50	8	563	47	10	4	675	705	7	383	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		100	0		0	0		0
Storage Lanes	1		0	2		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.980			0.975				0.850		0.980	
Flt Protected	0.950			0.950							0.999	
Satd. Flow (prot)	1745	1800	0	3385	1791	0	0	1819	1531	0	3359	0
Flt Permitted	0.950			0.950				0.997			0.944	
Satd. Flow (perm)	1745	1800	0	3385	1791	0	0	1813	1531	0	3174	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			10				465		21	
Link Speed (mph)		31			31			31			31	
Link Distance (ft)		335			373			522			230	
Travel Time (s)		7.4			8.2			11.5			5.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	2%	0%
Adj. Flow (vph)	57	57	9	647	54	11	5	776	810	8	440	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	66	0	647	65	0	0	781	810	0	516	0
Turn Type	Split	NA		Split	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	8	8		3	3			1	3		1	
Permitted Phases							1		1	1		
Detector Phase	8	8		3	3		1	1	3	1	1	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		15.0	15.0	4.0	15.0	15.0	
Minimum Split (s)	8.5	8.5		8.5	8.5		20.0	20.0	8.5	20.0	20.0	
Total Split (s)	12.5	12.5		42.0	42.0		55.5	55.5	42.0	55.5	55.5	
Total Split (%)	11.4%	11.4%		38.2%	38.2%		50.5%	50.5%	38.2%	50.5%	50.5%	
Maximum Green (s)	8.0	8.0		37.5	37.5		51.0	51.0	37.5	51.0	51.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	-1.5	-1.5		-1.5	-1.5			-1.5	-1.0		-1.5	
Total Lost Time (s)	3.0	3.0		3.0	3.0			3.0	3.5		3.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max	None	C-Max	C-Max	
Act Effct Green (s)	9.6	9.6		32.4	32.4			61.0	96.6		61.0	
Actuated g/C Ratio	0.09	0.09		0.29	0.29			0.55	0.88		0.55	
v/c Ratio	0.38	0.40		0.65	0.12			0.78	0.58		0.29	
Control Delay	54.3	50.5		36.6	22.9			28.3	2.0		14.6	
Queue Delay	0.0	0.0		0.0	0.0			0.9	0.0		0.0	
Total Delay	54.3	50.5		36.6	22.9			29.2	2.1		14.6	
LOS	D	D		D	C			C	A		B	
Approach Delay		52.3			35.3			15.4			14.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			D			B			B	
Queue Length 50th (ft)	40	42		212	29			318	12		103	
Queue Length 95th (ft)	81	86		241	57			#716	0		150	
Internal Link Dist (ft)		255			293			442			150	
Turn Bay Length (ft)												
Base Capacity (vph)	161	172		1200	641			1005	1436		1768	
Starvation Cap Reductn	0	0		0	0			67	40		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	0.35	0.38		0.54	0.10			0.83	0.58		0.29	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 1:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 21.6		Intersection LOS: C	
Intersection Capacity Utilization 69.7%		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: 4: Oswego Street & Tulip Street



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	330	115	45	711	578	220
Future Volume (vph)	330	115	45	711	578	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	205	185			0
Storage Lanes	2	1	1			1
Taper Length (ft)	25		175			
Lane Util. Factor	0.97	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3134	1531	1678	3455	1749	1546
Flt Permitted	0.950		0.235			
Satd. Flow (perm)	3134	1531	415	3455	1749	1546
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			45	45	
Link Distance (ft)	933			815	2157	
Travel Time (s)	21.2			12.3	32.7	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	8%	2%	4%	1%	5%	1%
Adj. Flow (vph)	398	139	54	857	696	265
Shared Lane Traffic (%)						
Lane Group Flow (vph)	398	139	54	857	696	265
Turn Type	Prot	Free	pm+pt	NA	NA	Free
Protected Phases	3		1	6	2	
Permitted Phases		Free	6			Free
Detector Phase	3		1	6	2	
Switch Phase						
Minimum Initial (s)	8.0		8.0	10.0	10.0	
Minimum Split (s)	20.0		14.5	20.0	20.0	
Total Split (s)	30.0		20.0	60.0	40.0	
Total Split (%)	33.3%		22.2%	66.7%	44.4%	
Maximum Green (s)	25.0		15.0	55.0	35.0	
Yellow Time (s)	3.0		3.0	3.0	3.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0		-2.0	-2.0	-2.0	
Total Lost Time (s)	3.0		3.0	3.0	3.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Vehicle Extension (s)	4.0		4.0	4.0	4.0	
Recall Mode	None		None	Max	Max	
Act Effct Green (s)	18.5	81.6	57.1	57.1	49.4	81.6
Actuated g/C Ratio	0.23	1.00	0.70	0.70	0.61	1.00
v/c Ratio	0.56	0.09	0.12	0.35	0.66	0.17
Control Delay	31.1	0.1	5.2	5.8	17.4	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.1	0.1	5.2	5.8	17.4	0.2
LOS	C	A	A	A	B	A
Approach Delay	23.1			5.7	12.7	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Approach LOS	C			A	B	
Queue Length 50th (ft)	96	0	7	79	262	0
Queue Length 95th (ft)	127	0	21	123	411	0
Internal Link Dist (ft)	853			735	2077	
Turn Bay Length (ft)		205	185			
Base Capacity (vph)	1039	1531	554	2418	1058	1546
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	0.38	0.09	0.10	0.35	0.66	0.17

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 81.6			
Natural Cycle: 70			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 12.4		Intersection LOS: B	
Intersection Capacity Utilization 53.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Oswego Street & Exit 38

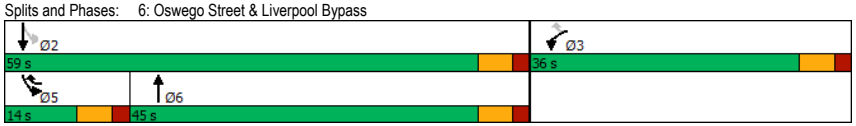


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	87	202	921	96	118	599
Future Volume (vph)	87	202	921	96	118	599
Ideal Flow (vphpl)	1900	1900	2000	1900	1900	2100
Lane Width (ft)	12	12	12	11	12	12
Storage Length (ft)	0	125		0	275	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				75	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.986			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1736	1615	3689	0	1770	3950
Flt Permitted	0.950				0.154	
Satd. Flow (perm)	1736	1615	3689	0	287	3950
Right Turn on Red		No		Yes		
Satd. Flow (RTOR)			15			
Link Speed (mph)	30		45			40
Link Distance (ft)	617		2157			2920
Travel Time (s)	14.0		32.7			49.8
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	4%	0%	1%	7%	2%	1%
Adj. Flow (vph)	99	230	1047	109	134	681
Shared Lane Traffic (%)						
Lane Group Flow (vph)	99	230	1156	0	134	681
Turn Type	Prot	pm+ov	NA		pm+pt	NA
Protected Phases	3	5	6		5	2
Permitted Phases		3			2	
Detector Phase	3	5	6		5	2
Switch Phase						
Minimum Initial (s)	10.0	5.0	10.0		5.0	10.0
Minimum Split (s)	20.0	11.5	20.0		11.5	20.0
Total Split (s)	36.0	14.0	45.0		14.0	59.0
Total Split (%)	37.9%	14.7%	47.4%		14.7%	62.1%
Maximum Green (s)	30.0	8.0	39.0		8.0	53.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0	-3.0		-3.0	-3.0
Total Lost Time (s)	3.0	3.0	3.0		3.0	3.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	6.0	4.0	6.0		4.0	6.0
Recall Mode	None	None	Max		None	Max
Act Effct Green (s)	15.8	25.9	42.7		56.8	57.5
Actuated g/C Ratio	0.21	0.35	0.57		0.76	0.77
v/c Ratio	0.27	0.41	0.55		0.31	0.22
Control Delay	28.1	20.1	12.4		5.5	3.8
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	28.1	20.1	12.4		5.5	3.8
LOS	C	C	B		A	A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Approach Delay	22.5		12.4			4.0
Approach LOS	C		B			A
Queue Length 50th (ft)	42	81	185		16	48
Queue Length 95th (ft)	83	135	263		37	79
Internal Link Dist (ft)	537		2077			2840
Turn Bay Length (ft)		125			275	
Base Capacity (vph)	778	561	2116		439	3046
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.13	0.41	0.55		0.31	0.22

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 74.6			
Natural Cycle: 55			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 10.9		Intersection LOS: B	
Intersection Capacity Utilization 52.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 6: Oswego Street & Liverpool Bypass

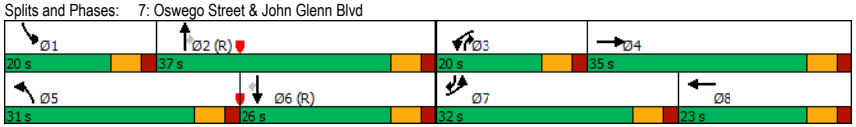


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	410	343	154	112	353	100	136	968	134	89	730	391
Future Volume (vph)	410	343	154	112	353	100	136	968	134	89	730	391
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	11	12	11	11	12	11	11
Storage Length (ft)	475		0	250		0	225		385	260		460
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (ft)	195			100			25			45		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.953			0.967				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	3383	0	1805	3430	0	1787	3673	1561	1687	3455	1531
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3467	3383	0	1805	3430	0	1787	3673	1561	1687	3455	1531
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)		64										
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1083			889			1448			925	
Travel Time (s)		16.4			13.5			24.7			15.8	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	2%	1%	0%	2%	1%	1%	0%	0%	7%	1%	2%
Adj. Flow (vph)	461	385	173	126	397	112	153	1088	151	100	820	439
Shared Lane Traffic (%)												
Lane Group Flow (vph)	461	558	0	126	509	0	153	1088	151	100	820	439
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases									2			6
Detector Phase	7	4		3	8		5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	4.0		5.0	4.0		5.0	4.0	5.0	5.0	4.0	5.0
Minimum Split (s)	12.5	11.5		12.5	11.5		12.5	11.5	12.5	12.5	11.5	12.5
Total Split (s)	32.0	35.0		20.0	23.0		31.0	37.0	20.0	20.0	26.0	32.0
Total Split (%)	28.6%	31.3%		17.9%	20.5%		27.7%	33.0%	17.9%	17.9%	23.2%	28.6%
Maximum Green (s)	26.0	29.0		14.0	17.0		25.0	31.0	14.0	14.0	20.0	26.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0		-3.0	-3.0		-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
Total Lost Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
Recall Mode	None	None		None	None		None	C-Max	None	None	C-Max	None
Act Effct Green (s)	24.8	31.2		15.3	21.7		18.3	38.7	57.1	14.7	35.1	63.0
Actuated g/C Ratio	0.22	0.28		0.14	0.19		0.16	0.35	0.51	0.13	0.31	0.56
v/c Ratio	0.60	0.56		0.51	0.77		0.52	0.86	0.19	0.45	0.76	0.51
Control Delay	42.2	32.8		52.1	51.5		48.7	43.3	16.6	51.1	41.6	18.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.2	32.8		52.1	51.5		48.7	43.3	16.6	51.1	41.6	18.4
LOS	D	C		D	D		D	D	B	D	D	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		37.0			51.7			41.0			34.8	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	160	163		88	186		106	413	62	70	299	201
Queue Length 95th (ft)	203	220		149	#274		164	#562	105	123	#449	302
Internal Link Dist (ft)		1003			809			1368			845	
Turn Bay Length (ft)	475			250			225		385	260		460
Base Capacity (vph)	897	1015		273	665		446	1270	818	256	1084	917
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	0.51	0.55		0.46	0.77		0.34	0.86	0.18	0.39	0.76	0.48

Intersection Summary			
Area Type:	Other		
Cycle Length: 112			
Actuated Cycle Length: 112			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 39.7		Intersection LOS: D	
Intersection Capacity Utilization 68.3%		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: Oswego Street & John Glenn Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	11	12	107	18	322	15	881	117	256	776	6
Future Volume (vph)	22	11	12	107	18	322	15	881	117	256	776	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		150	80		0	400		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			75			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.964				0.850		0.982			0.999	
Flt Protected		0.976			0.959		0.950			0.950		
Satd. Flow (prot)	0	1728	0	0	1746	1561	1745	3423	0	1745	3452	0
Flt Permitted		0.776			0.680		0.333			0.950		
Satd. Flow (perm)	0	1374	0	0	1238	1561	612	3423	0	1745	3452	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13				350		18			2	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		608			1080			738			681	
Travel Time (s)		13.8			24.5			12.6			11.6	
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
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	0%	0%	1%	0%	1%	0%
Adj. Flow (vph)	24	12	13	116	20	350	16	958	127	278	843	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	49	0	0	136	350	16	1085	0	278	850	0
Turn Type	Perm	NA		pm+pt	NA	custom	Perm	NA		Prot	NA	
Protected Phases		4		3	8	3		2		1	6	
Permitted Phases	4			8		8	2					
Detector Phase	4	4		3	8	3	2	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		9.0	10.0	9.0	10.0	10.0		9.0	10.0	
Total Split (s)	15.0	15.0		15.0	30.0	15.0	38.0	38.0		22.0	60.0	
Total Split (%)	16.7%	16.7%		16.7%	33.3%	16.7%	42.2%	42.2%		24.4%	66.7%	
Maximum Green (s)	10.0	10.0		10.0	25.0	10.0	33.0	33.0		17.0	55.0	
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	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead		Lead	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	None	None		None	None	None	None	None		None	None	
Act Effct Green (s)		7.6			16.2	16.2	29.3	29.3		15.9	50.4	
Actuated g/C Ratio		0.10			0.21	0.21	0.38	0.38		0.21	0.66	
v/c Ratio		0.33			0.43	0.58	0.07	0.83		0.77	0.38	
Control Delay		35.2			30.9	7.4	18.9	28.8		47.8	7.4	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		35.2			30.9	7.4	18.9	28.8		47.8	7.4	
LOS		D			C	A	B	C		D	A	
Approach Delay		35.2			13.9			28.7			17.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			B			C			B	
Queue Length 50th (ft)		19			63	0	5	261		144	94	
Queue Length 95th (ft)		56			114	66	21	#403		#300	163	
Internal Link Dist (ft)		528			1000			658			601	
Turn Bay Length (ft)						150	80			400		
Base Capacity (vph)		196			475	616	272	1532		399	2550	
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		0.25			0.29	0.57	0.06	0.71		0.70	0.33	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 76.9			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 21.6		Intersection LOS: C	
Intersection Capacity Utilization 66.1%		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: 8: Oswego Street & Wetzel Road

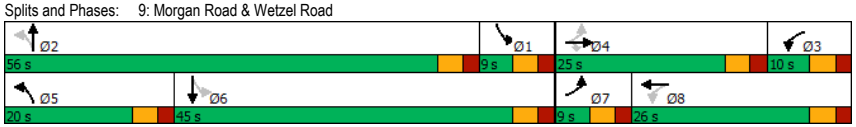


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	128	160	23	196	86	277	604	32	50	433	59
Future Volume (vph)	41	128	160	23	196	86	277	604	32	50	433	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		215	155		0	400		0	100		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	50			50			75			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.954			0.992			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1745	1801	1561	1745	1735	0	1728	3429	0	1678	3397	0
Flt Permitted	0.247			0.661			0.255			0.367		
Satd. Flow (perm)	454	1801	1561	1214	1735	0	464	3429	0	648	3397	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			188		20			8			18	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1071			1134			3403			1023	
Travel Time (s)		24.3			25.8			51.6			15.5	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	2%	0%	0%	1%	1%	1%	1%	0%	4%	1%	0%
Adj. Flow (vph)	48	151	188	27	231	101	326	711	38	59	509	69
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	151	188	27	332	0	326	749	0	59	578	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	4	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	9.0	10.0		9.0	21.0		9.0	21.0	
Total Split (s)	9.0	25.0	25.0	10.0	26.0		20.0	56.0		9.0	45.0	
Total Split (%)	9.0%	25.0%	25.0%	10.0%	26.0%		20.0%	56.0%		9.0%	45.0%	
Maximum Green (s)	4.0	20.0	20.0	5.0	21.0		15.0	51.0		4.0	40.0	
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	Lead	Lead	Lag	Lag		Lead	Lead		Lag	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		None	None		None	None	
Walk Time (s)		5.0	5.0					5.0			5.0	
Flash Dont Walk (s)		11.0	11.0					11.0			11.0	
Pedestrian Calls (#/hr)		0	0					0			0	
Act Effct Green (s)	18.3	18.3	18.3	20.1	18.6		30.2	30.2		18.3	18.2	
Actuated g/C Ratio	0.26	0.26	0.26	0.28	0.26		0.42	0.42		0.26	0.25	
v/c Ratio	0.25	0.33	0.35	0.07	0.71		0.72	0.52		0.22	0.66	
Control Delay	28.5	27.8	7.1	24.1	34.6		31.0	20.2		26.9	28.2	
Queue Delay	0.0	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	28.5	27.8	7.1	24.1	34.6		31.0	20.2		26.9	28.2	
LOS	C	C	A	C	C		C	C		C	C	
Approach Delay		17.8			33.8			23.5			28.0	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)	15	51	0	10	144		144	178		24	138	
Queue Length 95th (ft)	49	124	46	31	#245		#232	215		50	178	
Internal Link Dist (ft)		991			1054			3323			943	
Turn Bay Length (ft)	100		215	155			400			100		
Base Capacity (vph)	190	568	621	390	542		470	2524		268	1979	
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	0.25	0.27	0.30	0.07	0.61		0.69	0.30		0.22	0.29	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 71.7			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 25.3		Intersection LOS: C	
Intersection Capacity Utilization 64.7%		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: 9: Morgan Road & Wetzel Road

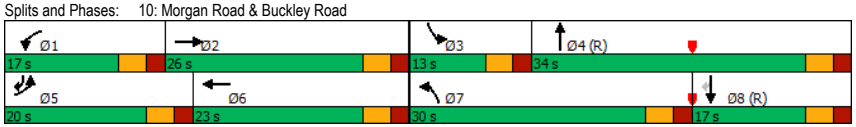


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	219	379	125	150	412	95	174	638	153	80	430	143
Future Volume (vph)	219	379	125	150	412	95	174	638	153	80	430	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	11	12	13	11	12	14	11	11	13
Storage Length (ft)	475		0	575		575	590		0	485		435
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			75			75			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.963			0.972			0.971				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3425	0	1711	3509	0	1728	3465	0	1728	3455	1669
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3425	0	1711	3509	0	1728	3465	0	1728	3455	1669
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		46			28			34				183
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1422			2541			1054			3403	
Travel Time (s)		21.5			38.5			16.0			51.6	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	1%	1%	3%	2%	0%	0%	1%	0%	6%	1%	1%	0%
Adj. Flow (vph)	281	486	160	192	528	122	223	818	196	103	551	183
Shared Lane Traffic (%)												
Lane Group Flow (vph)	281	646	0	192	650	0	223	1014	0	103	551	183
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	5	2		1	6		7	4		3	8	5
Permitted Phases												8
Detector Phase	5	2		1	6		7	4		3	8	5
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	10.0		9.0	10.0		9.0	10.0		9.0	10.0	9.0
Total Split (s)	20.0	26.0		17.0	23.0		30.0	34.0		13.0	17.0	20.0
Total Split (%)	22.2%	28.9%		18.9%	25.6%		33.3%	37.8%		14.4%	18.9%	22.2%
Maximum Green (s)	15.0	21.0		12.0	18.0		25.0	29.0		8.0	12.0	15.0
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		Lead	Lag		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		None	None		None	C-Max		None	C-Max	None
Act Effct Green (s)	15.0	21.0		11.8	17.8		16.8	31.8		7.8	20.4	40.4
Actuated g/C Ratio	0.17	0.23		0.13	0.20		0.19	0.35		0.09	0.23	0.45
v/c Ratio	0.95	0.77		0.86	0.91		0.69	0.81		0.69	0.71	0.22
Control Delay	79.4	37.3		72.1	51.9		44.9	33.2		64.7	39.9	3.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	79.4	37.3		72.1	51.9		44.9	33.2		64.7	39.9	3.6
LOS	E	D		E	D		D	C		E	D	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		50.0			56.5			35.3			35.0	
Approach LOS		D			E			D			D	
Queue Length 50th (ft)	166	175		113	191		124	288		60	159	0
Queue Length 95th (ft)	#256	199		#184	215		157	303		#107	#228	26
Internal Link Dist (ft)		1342			2461			974			3323	
Turn Bay Length (ft)	475			575			590			485		435
Base Capacity (vph)	297	835		228	724		480	1245		153	781	849
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	0.95	0.77		0.84	0.90		0.46	0.81		0.67	0.71	0.22

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 4:NBT and 8:SBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 43.5		Intersection LOS: D	
Intersection Capacity Utilization 70.2%		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: 10: Morgan Road & Buckley Road

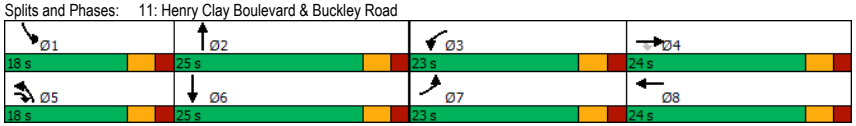


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	380	60	38	343	54	45	313	53	79	331	171
Future Volume (vph)	111	380	60	38	343	54	45	313	53	79	331	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	510		540	430		400	560		0	0		0
Storage Lanes	1		2	1		1	2		0	1		0
Taper Length (ft)	75			75			150			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.980			0.978			0.949	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1745	3455	1561	1745	3391	0	3255	3384	0	1745	3225	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1745	3455	1561	1745	3391	0	3255	3384	0	1745	3225	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85		18			19			95	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		796			633			1419			1496	
Travel Time (s)		12.1			9.6			21.5			22.7	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	4%	1%	0%	0%	2%	4%
Adj. Flow (vph)	128	437	69	44	394	62	52	360	61	91	380	197
Shared Lane Traffic (%)												
Lane Group Flow (vph)	128	437	69	44	456	0	52	421	0	91	577	0
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4									
Detector Phase	7	4	5	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	10.0	9.0	9.0	10.0		9.0	10.0		9.0	10.0	
Total Split (s)	23.0	24.0	18.0	23.0	24.0		18.0	25.0		18.0	25.0	
Total Split (%)	25.6%	26.7%	20.0%	25.6%	26.7%		20.0%	27.8%		20.0%	27.8%	
Maximum Green (s)	18.0	19.0	13.0	18.0	19.0		13.0	20.0		13.0	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	Lead	Lead	Lag		Lead	Lag		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		None	None		None	None	
Act Effct Green (s)	11.3	20.1	33.5	8.1	14.9		7.5	15.1		9.7	17.2	
Actuated g/C Ratio	0.18	0.31	0.52	0.13	0.23		0.12	0.23		0.15	0.27	
v/c Ratio	0.42	0.41	0.08	0.20	0.57		0.14	0.52		0.34	0.62	
Control Delay	33.7	21.8	2.9	34.5	27.7		33.8	26.7		34.4	22.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	33.7	21.8	2.9	34.5	27.7		33.8	26.7		34.4	22.8	
LOS	C	C	A	C	C		C	C		C	C	
Approach Delay		22.2			28.3			27.5			24.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	52	84	0	18	92		10	83		37	98	
Queue Length 95th (ft)	117	149	17	55	166		31	150		92	173	
Internal Link Dist (ft)		716			553			1339			1416	
Turn Bay Length (ft)	510		540	430			560					
Base Capacity (vph)	576	1349	1032	576	1193		776	1253		416	1276	
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	0.22	0.32	0.07	0.08	0.38		0.07	0.34		0.22	0.45	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 64.3			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 25.3		Intersection LOS: C	
Intersection Capacity Utilization 52.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: Henry Clay Boulevard & Buckley Road





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	57	46	8	848	592	87
Future Volume (vph)	57	46	8	848	592	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.940				0.981	
Flt Protected	0.973		0.950			
Satd. Flow (prot)	1162	0	872	3388	3336	0
Flt Permitted	0.973		0.950			
Satd. Flow (perm)	1162	0	872	3388	3336	0
Link Speed (mph)	31			45	45	
Link Distance (ft)	284			481	825	
Travel Time (s)	6.2			7.3	12.5	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	100%	100%	3%	3%	0%
Adj. Flow (vph)	76	61	11	1131	789	116
Shared Lane Traffic (%)						
Lane Group Flow (vph)	137	0	11	1131	905	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	57	46	8	848	592	87
Future Vol, veh/h	57	46	8	848	592	87
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	100	100	3	3	0
Mvmt Flow	76	61	11	1131	789	116

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1435	453	905	0	-	0
Stage 1	847	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Critical Hdwy	6.8	8.9	6.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	4.3	3.2	-	-	-
Pot Cap-1 Maneuver	127	354	353	-	-	-
Stage 1	386	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	123	354	353	-	-	-
Mov Cap-2 Maneuver	253	-	-	-	-	-
Stage 1	374	-	-	-	-	-
Stage 2	524	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28.1	0.1	0
HCM LOS	D		

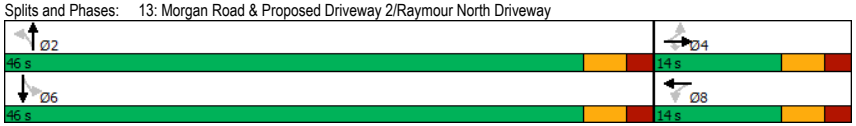
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	353	-	290	-	-
HCM Lane V/C Ratio	0.03	-	0.474	-	-
HCM Control Delay (s)	15.5	-	28.1	-	-
HCM Lane LOS	C	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	2.4	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	0	107	8	0	16	155	750	5	3	579	56
Future Volume (vph)	88	0	107	8	0	16	155	750	5	3	579	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	200		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.911			0.999			0.987	
Flt Protected		0.950			0.983		0.950			0.950		
Satd. Flow (prot)	0	1745	1561	0	1645	0	1745	3385	0	1745	3353	0
Flt Permitted		0.736			0.843		0.328			0.265		
Satd. Flow (perm)	0	1352	1561	0	1411	0	602	3385	0	487	3353	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			143		36			3			38	
Link Speed (mph)		31			31			45			45	
Link Distance (ft)		278			557			454			481	
Travel Time (s)		6.1			12.3			6.9			7.3	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	3%	0%
Adj. Flow (vph)	117	0	143	11	0	21	207	1000	7	4	772	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	117	143	0	32	0	207	1007	0	4	847	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	14.0	14.0	14.0	14.0	14.0		46.0	46.0		46.0	46.0	
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%		76.7%	76.7%		76.7%	76.7%	
Maximum Green (s)	9.0	9.0	9.0	9.0	9.0		41.0	41.0		41.0	41.0	
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	
Total Lost Time (s)		5.0	5.0		5.0		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	3.0	
Recall Mode	None	None	None	None	None		Min	Min		Min	Min	
Act Effct Green (s)		8.3	8.3		8.2		29.2	29.2		29.2	29.2	
Actuated g/C Ratio		0.19	0.19		0.19		0.67	0.67		0.67	0.67	
v/c Ratio		0.45	0.35		0.11		0.51	0.44		0.01	0.37	
Control Delay		26.6	7.7		9.1		11.1	5.4		3.7	4.8	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		26.6	7.7		9.1		11.1	5.4		3.7	4.8	
LOS		C	A		A		B	A		A	A	
Approach Delay		16.2			9.1			6.4			4.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			A			A			A	
Queue Length 50th (ft)		24	0		0		30	71		0	52	
Queue Length 95th (ft)		72	27		14		54	75		2	58	
Internal Link Dist (ft)		198			477			374			401	
Turn Bay Length (ft)							200			200		
Base Capacity (vph)		297	454		338		544	3061		440	3036	
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		0.39	0.31		0.09		0.38	0.33		0.01	0.28	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 43.4			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 6.9		Intersection LOS: A	
Intersection Capacity Utilization 50.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 13: Morgan Road & Proposed Driveway 2/Raymour North Driveway

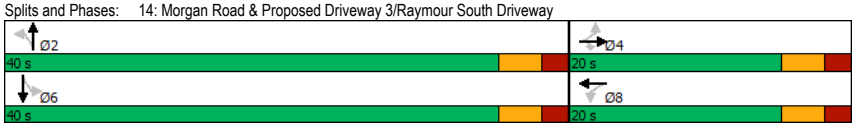


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	0	95	26	0	18	112	816	4	6	648	50
Future Volume (vph)	107	0	95	26	0	18	112	816	4	6	648	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	200		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.945			0.999			0.989	
Flt Protected		0.950			0.971		0.950			0.950		
Satd. Flow (prot)	0	1745	1561	0	1685	0	1745	3385	0	1745	3358	0
Flt Permitted		0.720			0.743		0.300			0.240		
Satd. Flow (perm)	0	1322	1561	0	1290	0	551	3385	0	441	3358	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			122		36			1			23	
Link Speed (mph)		31			31			45			45	
Link Distance (ft)		261			537			596			454	
Travel Time (s)		5.7			11.8			9.0			6.9	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%	0%	3%	0%	0%	3%	0%
Adj. Flow (vph)	137	0	122	33	0	23	144	1046	5	8	831	64
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	137	122	0	56	0	144	1051	0	8	895	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	20.0	20.0	20.0	20.0	20.0		40.0	40.0		40.0	40.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%		66.7%	66.7%		66.7%	66.7%	
Maximum Green (s)	15.0	15.0	15.0	15.0	15.0		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		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	
Total Lost Time (s)		5.0	5.0		5.0		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	3.0	
Recall Mode	None	None	None	None	None		Min	Min		Min	Min	
Act Effct Green (s)		9.9	9.9		9.8		27.3	27.3		27.3	27.3	
Actuated g/C Ratio		0.23	0.23		0.23		0.63	0.63		0.63	0.63	
v/c Ratio		0.45	0.27		0.18		0.41	0.49		0.03	0.42	
Control Delay		21.6	6.1		10.5		11.6	7.3		5.7	6.5	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		21.6	6.1		10.5		11.6	7.3		5.7	6.5	
LOS		C	A		B		B	A		A	A	
Approach Delay		14.3			10.5			7.8			6.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		28	0		4		19	78		1	61	
Queue Length 95th (ft)		76	25		25		55	124		5	98	
Internal Link Dist (ft)		181			457			516			374	
Turn Bay Length (ft)							200			200		
Base Capacity (vph)		486	651		497		454	2790		363	2772	
Starvation Cap Reductn		0	0		0		0	0		0	0	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.28	0.19		0.11		0.32	0.38		0.02	0.32	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 43.1			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 8.1		Intersection LOS: A	
Intersection Capacity Utilization 47.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 14: Morgan Road & Proposed Driveway 3/Raymour South Driveway





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	126	0	945	727	56
Future Volume (vph)	0	126	0	945	727	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			0
Storage Lanes	0	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.865			0.989	
Flt Protected						
Satd. Flow (prot)	0	1589	0	3388	3358	0
Flt Permitted						
Satd. Flow (perm)	0	1589	0	3388	3358	0
Link Speed (mph)	31			45	45	
Link Distance (ft)	255			616	596	
Travel Time (s)	5.6			9.3	9.0	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	0%	3%	3%	0%
Adj. Flow (vph)	0	168	0	1260	969	75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	168	0	1260	1044	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.3%		ICU Level of Service A	
Analysis Period (min) 15			

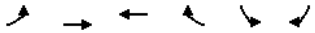
Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	126	0	945	727	56
Future Vol, veh/h	0	126	0	945	727	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	3	3	0
Mvmt Flow	0	168	0	1260	969	75

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	522	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	505	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	505	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	505	-	-
HCM Lane V/C Ratio	-	0.333	-	-
HCM Control Delay (s)	-	15.6	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	1.4	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	12	214	276	93	0	13
Future Volume (vph)	12	214	276	93	0	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.966		0.865	
Flt Protected		0.997				
Satd. Flow (prot)	0	1781	1735	0	1589	0
Flt Permitted		0.997				
Satd. Flow (perm)	0	1781	1735	0	1589	0
Link Speed (mph)		30	30		31	
Link Distance (ft)		1703	521		348	
Travel Time (s)		38.7	11.8		7.7	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	3%	3%	0%	0%	0%
Adj. Flow (vph)	16	285	368	124	0	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	301	492	0	17	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	214	276	93	0	13
Future Vol, veh/h	12	214	276	93	0	13
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	75	75	75	75	75	75
Heavy Vehicles, %	0	3	3	0	0	0
Mvmt Flow	16	285	368	124	0	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	492	0	-	0	747	430
Stage 1	-	-	-	-	430	-
Stage 2	-	-	-	-	317	-
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	1082	-	-	-	383	629
Stage 1	-	-	-	-	660	-
Stage 2	-	-	-	-	743	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1082	-	-	-	376	629
Mov Cap-2 Maneuver	-	-	-	-	376	-
Stage 1	-	-	-	-	648	-
Stage 2	-	-	-	-	743	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	10.9
HCM LOS			B

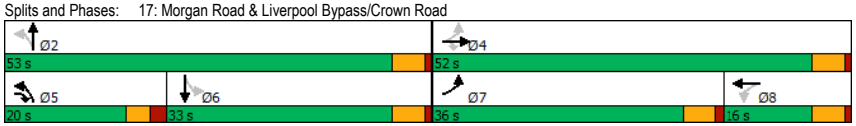
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1082	-	-	-	629
HCM Lane V/C Ratio	0.015	-	-	-	0.028
HCM Control Delay (s)	8.4	0	-	-	10.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	8	121	1	8	8	264	852	5	3	753	97
Future Volume (vph)	85	8	121	1	8	8	264	852	5	3	753	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		260	0		0	0		0	100		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.936			0.999			0.983	
Flt Protected		0.956			0.998		0.950			0.950		
Satd. Flow (prot)	0	1463	1516	0	1533	0	1678	3412	0	1745	3362	0
Flt Permitted		0.729			0.988		0.127			0.264		
Satd. Flow (perm)	0	1116	1516	0	1518	0	224	3412	0	485	3362	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			21		10			1			13	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		521			1200			344			294	
Travel Time (s)		11.8			27.3			5.2			4.5	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	16%	63%	3%	0%	25%	0%	4%	2%	33%	0%	1%	10%
Adj. Flow (vph)	108	10	153	1	10	10	334	1078	6	4	953	123
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	118	153	0	21	0	334	1084	0	4	1076	0
Turn Type	pm+pt	NA	pm+ov	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4	5		8		5	2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	5	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0	9.0	10.0	10.0		9.0	10.0		10.0	10.0	
Total Split (s)	36.0	52.0	20.0	16.0	16.0		20.0	53.0		33.0	33.0	
Total Split (%)	34.3%	49.5%	19.0%	15.2%	15.2%		19.0%	50.5%		31.4%	31.4%	
Maximum Green (s)	31.0	47.0	15.0	11.0	11.0		15.0	48.0		28.0	28.0	
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0		3.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0		2.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-2.0	-1.0		-2.0		-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)		3.0	4.0		3.0		3.0	3.0		3.0	3.0	
Lead/Lag	Lead		Lead	Lag	Lag		Lead			Lag	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		None	None		None	None	
Act Effct Green (s)		13.7	29.9		13.3		50.7	51.5		30.4	30.4	
Actuated g/C Ratio		0.20	0.44		0.20		0.75	0.76		0.45	0.45	
v/c Ratio		0.52	0.22		0.07		0.62	0.42		0.02	0.71	
Control Delay		33.8	10.0		16.5		17.8	4.8		13.7	19.6	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		33.8	10.0		16.5		17.8	4.8		13.7	19.6	
LOS		C	B		B		B	A		B	B	
Approach Delay		20.4			16.5			7.9			19.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			B			A			B	
Queue Length 50th (ft)		48	32		4		74	83		1	200	
Queue Length 95th (ft)		83	55		18		144	125		6	254	
Internal Link Dist (ft)		441			1120			264			214	
Turn Bay Length (ft)			260							100		
Base Capacity (vph)		822	684		344		539	2604		218	1523	
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	0.22		0.06		0.62	0.42		0.02	0.71	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 67.5			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 13.7		Intersection LOS: B	
Intersection Capacity Utilization 60.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 17: Morgan Road & Liverpool Bypass/Crown Road



18: Morgan Road & Sheridan Rd Performance by lane

Lane	EB	NB	NB	NB	SB	SB	All
Movements Served	LR	L	T	T	T	TR	
Denied Del/Veh (s)							0.0
Total Del/Veh (s)	11.5	5.7	7.0	3.6	3.2	3.5	4.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	358	746	17	281	603
Future Volume (vph)	0	358	746	17	281	603
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	0	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865	0.997			
Flt Protected					0.950	
Satd. Flow (prot)	0	1513	1805	0	1678	1837
Flt Permitted					0.950	
Satd. Flow (perm)	0	1513	1805	0	1678	1837
Link Speed (mph)	31		31			45
Link Distance (ft)	1605		362			396
Travel Time (s)	35.3		8.0			6.0
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	5%	1%	21%	4%	0%
Adj. Flow (vph)	0	453	944	22	356	763
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	453	966	0	356	763
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.1%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	358	746	17	281	603
Future Vol, veh/h	0	358	746	17	281	603
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	5	1	21	4	0
Mvmt Flow	0	453	944	22	356	763

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	-	0	0	966	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	2.236	-
Pot Cap-1 Maneuver	0	0	-	-	705	-
Stage 1	0	0	-	-	-	-
Stage 2	0	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	705	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	4.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	705	-
HCM Lane V/C Ratio	-	-	-	0.505	-
HCM Control Delay (s)	-	-	0	15.2	-
HCM Lane LOS	-	-	A	C	-
HCM 95th %tile Q(veh)	-	-	-	2.9	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	24	208	283	319	280	65
Future Volume (vph)	24	208	283	319	280	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.928		0.975	
Flt Protected		0.995			0.961	
Satd. Flow (prot)	0	1786	1678	0	1701	0
Flt Permitted		0.785			0.961	
Satd. Flow (perm)	0	1409	1678	0	1701	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			150		11	
Link Speed (mph)		40	40		31	
Link Distance (ft)		2577	816		1129	
Travel Time (s)		43.9	13.9		24.8	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	14%	1%	0%	3%	1%	2%
Adj. Flow (vph)	30	263	358	404	354	82
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	293	762	0	436	0
Turn Type	Perm	NA	NA		Prot	
Protected Phases		4	8		6	
Permitted Phases	4					
Detector Phase	4	4	8		6	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	
Minimum Split (s)	10.0	10.0	10.0		10.0	
Total Split (s)	68.0	68.0	68.0		22.0	
Total Split (%)	75.6%	75.6%	75.6%		24.4%	
Maximum Green (s)	63.0	63.0	63.0		17.0	
Yellow Time (s)	3.0	3.0	3.0		3.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		5.0	5.0		5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	None	None	None		None	
Act Effct Green (s)		27.6	27.6		17.5	
Actuated g/C Ratio		0.50	0.50		0.32	
v/c Ratio		0.42	0.84		0.80	
Control Delay		10.0	18.0		34.8	
Queue Delay		0.0	0.0		0.0	
Total Delay		10.0	18.0		34.8	
LOS		B	B		C	
Approach Delay		10.0	18.0		34.8	
Approach LOS		B	B		C	
Queue Length 50th (ft)		56	159		128	
Queue Length 95th (ft)		81	206		#319	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Internal Link Dist (ft)		2497	736		1049	
Turn Bay Length (ft)						
Base Capacity (vph)		1377	1643		544	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.21	0.46		0.80	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 55.4			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 21.4		Intersection LOS: C	
Intersection Capacity Utilization 62.2%		ICU Level of Service B	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 20: Vine Street & Commerce Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	309	110	161	328	208	114	410	246	123	281	65
Future Volume (vph)	74	309	110	161	328	208	114	410	246	123	281	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		535	325		0	725		475	285		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	50			250			75			75		
Lane Util. Factor	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.942				0.850		0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	1837	1546	3351	3267	0	1711	3355	1531	1694	3285	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1694	1837	1546	3351	3267	0	1711	3355	1531	1694	3285	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			131		135				276		27	
Link Speed (mph)		40			40			45			45	
Link Distance (ft)		865			1021			1254			1091	
Travel Time (s)		14.7			17.4			19.0			16.5	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	3%	0%	1%	1%	1%	0%	2%	4%	2%	3%	4%	0%
Adj. Flow (vph)	83	347	124	181	369	234	128	461	276	138	316	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	83	347	124	181	603	0	128	461	276	138	389	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			
Detector Phase	7	4	4	3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.0	10.0	10.0	9.0	10.0		9.0	10.0	10.0	9.0	10.0	
Total Split (s)	18.0	30.0	30.0	18.0	30.0		20.0	32.0	32.0	20.0	32.0	
Total Split (%)	18.0%	30.0%	30.0%	18.0%	30.0%		20.0%	32.0%	32.0%	20.0%	32.0%	
Maximum Green (s)	13.0	25.0	25.0	13.0	25.0		15.0	27.0	27.0	15.0	27.0	
Yellow Time (s)	3.0	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	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	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	Lag	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	3.0	
Recall Mode	None	None	None	None	None		None	None	None	None	None	
Act Effct Green (s)	9.4	19.9	19.9	9.9	23.4		11.2	17.7	17.7	11.6	21.4	
Actuated g/C Ratio	0.12	0.25	0.25	0.12	0.29		0.14	0.22	0.22	0.15	0.27	
v/c Ratio	0.42	0.76	0.26	0.44	0.57		0.53	0.62	0.50	0.56	0.43	
Control Delay	43.4	41.5	6.5	38.9	23.3		43.8	33.1	7.3	44.3	27.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	43.4	41.5	6.5	38.9	23.3		43.8	33.1	7.3	44.3	27.0	
LOS	D	D	A	D	C		D	C	A	D	C	
Approach Delay		34.0			26.9			26.4			31.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	41	166	0	46	112		63	116	0	68	87	
Queue Length 95th (ft)	98	#320	40	90	203		138	185	61	147	148	
Internal Link Dist (ft)		785			941			1174			1011	
Turn Bay Length (ft)	500		535	325			725		475	285		
Base Capacity (vph)	286	597	591	567	1154		334	1179	717	330	1172	
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	0.29	0.58	0.21	0.32	0.52		0.38	0.39	0.38	0.42	0.33	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 79.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 29.1 — Intersection LOS: C
Intersection Capacity Utilization 55.7% — ICU Level of Service B
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 21: Henry Clay Boulevard & Vine Street/W Taft Road

