Traffic Impact Study

for the proposed

Proposed Hamburg Crossings Development

Town of Hamburg
Erie County, New York

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Project No. 41114

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EXECUTIVE SUMMARY

OVERVIEW

The purpose of this report is to identify and evaluate the potential traffic impacts associated with the proposed Hamburg Crossings development in the Town of Hamburg, Erie County, New York. The operating characteristics of the access drives and impacts to the adjacent roadway network are identified and mitigating measures, if needed, are provided to minimize identified capacity or safety concerns.

To define traffic impact, this analysis establishes existing traffic conditions, projects background traffic flow including area growth, and determines the traffic operations that would result from the full build out of the project.

The Hamburg Crossings project site is bounded by commercial development and Camp Rd to the north, a residential subdivision and an undeveloped wooded area to the west, Camp Road to the east, and commercial development along Commerce Place and the NYS Thruway to the south. The project site is a mix of currently vacant former commercial land and undeveloped land. The study area consists of the following intersections:

1. Southwestern Blvd/Howard Road
2. Southwestern Blvd/Sowles Road
3. Southwestern Blvd/Rogers Road
4. Camp Road/Sowles Road
5. Southwestern Blvd/Camp Road
6. Camp Road/I-90 Interchange
7. Camp Road/Commerce Place
8. Camp Road/Sunset Drive
9. Camp Road/Scranton Road
10. Camp Road/Legion Drive

The proposed Hamburg Crossings development consists of five (5) warehouse buildings for a total of ±827,997 SF. Access to the site will be provided via one new driveway on Camp Road located approximately 1,100 FT north of the signalized NYS Thruway intersection as well as a connection to the existing Commerce Place which ultimately intersects Camp Road at an existing unsignalized intersection approximately 600 FT south of the signalized NYS Thruway intersection.

Construction of the final development phase is anticipated to reach full build-out within six (6) years. The Town of Hamburg was contacted to discuss any other specific developments that are currently approved or under construction that would generate additional traffic in the study area. No information on projects was provided by Town of Hamburg officials regarding background projects for inclusion in this study.

A review of historical NYSDOT traffic volume data on the study roadways in the vicinity of the site indicates that traffic has decreased between 2011 and 2019. To account for normal increases in background traffic growth and any unforeseen developments in the project study area, a conservative growth rate of 1.0% per year was applied to the 2021 base traffic volumes, based upon historical traffic growth for the six-year build-out period.

CONCLUSIONS & RECOMMENDATIONS

This Traffic Impact Study identifies and evaluates the potential traffic impacts that can be expected from the proposed Hamburg Crossings development located southwest of Camp Rd and northwest of Commerce Place in the Town of Hamburg, Erie County, New York. The results of this study determine that the existing transportation network can adequately accommodate the projected traffic volumes and resulting impacts to study area intersections, with the project improvements below being in place. The following sets forth the conclusions based upon the results of the analyses:

1. The proposed project is expected to generate approximately 167 entering/49 exiting vehicle trips during the AM peak hour and 64 entering/166 exiting vehicle trips during the PM peak hour at full build out.

2. Crash analyses at the existing intersections did not identify any discernible crash clusters or inherent safety deficiencies.

3. The proposed driveway should consist of one entering and two exiting lanes and a three-colored traffic signal is recommended at its intersection with Camp Rd.

4. The combination of projected traffic volumes approaching the proposed driveway along Camp Rd (shown in Figure 8) indicate warrants for signalization are met. Therefore, a full three-color traffic signal is warranted and recommended at the proposed driveway intersection on Camp Road.

5. For purposes of the environmental review of the project pursuant to the State Environmental Quality Review Act (SEQRA), it is our firm's professional opinion that the final phase of the project will not result in any potentially significant adverse traffic impacts to the study area intersections.

I. INTRODUCTION

The purpose of this report is to identify and evaluate the potential traffic impacts associated with the proposed Hamburg Crossings development in the Town of Hamburg, Erie County, New York. The operating characteristics of the access drives and impacts to the adjacent roadway network are identified and mitigating measures, if needed, are provided to minimize identified capacity or safety concerns.

To define traffic impact, this analysis establishes existing traffic conditions, projects background traffic flow including area growth, and determines the traffic operations that would result from the full build out of the project.

II. LOCATION

The Hamburg Crossings project site is bounded by commercial development and Camp Rd to the north, a residential subdivision and an undeveloped wooded area to the west, Camp Road to the east, and commercial development along Commerce Place and the NYS Thruway to the south. The project site is a mix of currently vacant former commercial land and undeveloped land. The study area consists of the following intersections:

1. Southwestern Blvd/Howard Road
2. Southwestern Blvd/Sowles Road
3. Southwestern Blvd/Rogers Road
4. Camp Road/Sowles Road
5. Southwestern Blvd/Camp Road
6. Camp Road/I-90 Interchange
7. Camp Road/Commerce Place
8. Camp Road/Sunset Drive
9. Camp Road/Scranton Road
10. Camp Road/Legion Drive

The site location and study area are illustrated in **Figure 1** (all Figures are included at the end of this report).

III. EXISTING HIGHWAY SYSTEM

A. Vehicular Network Description

The following information outlined in **Table I** provides a description of the existing roadway network within project study area. **Figure 2** illustrates the lane geometry at each of the study intersections and the Annual Average Daily Traffic (AADT) volumes on the study roadways. The AADTs reflect the most recently collected data obtained from the New York State Department of Transportation (NYSDOT).

TABLE I: EXISTING HIGHWAY SYSTEM

ROADWAY[1]	CLASS[2]	AGENCY[3]	SPEED LIMIT[4]	# OF TRAVEL LANES[5]	TRAVEL PATTERN/ DIRECTION	EST. AADT[6] & SOURCE[7]
Southwestern Blvd (US-20)	14	NYSDOT	45/50	4	Two-way/ Northeast-Southwest	32,256 NYSDOT (2019)
Howard Rd	19	Town of Hamburg	30	2	Two-way/ North-South	3,074 NYSDOT (2016)
Sowles Rd (CR-162)	17	ECDPW	35	2	Two-way/ East-West	5,168 NYSDOT (2018)
Camp Rd (NY-75)	14	NYSDOT	40/45	4	Two-way/ Northwest-Southeast	27,877 NYSDOT (2016)
Commerce Pl	19	Town of Hamburg	30	2	Two-way/ Northeast-Southwest	N/A
Sunset Dr	19	Town of Hamburg	30	2	Two-way/ North-South	N/A
Scranton Rd	19	Town of Hamburg	35	2	Two-way/ Northeast-Southwest	N/A
Legion Dr (CR-134)	16	ECDPW	30	2	Two-way/ East-West	8,798 NYSDOT (2019)

Notes:
1. Route Name/Number: "NY" = New York; "CR" = County Road
2. State Functional Classification of Roadway (All are Urban): 14 = Principal Arterial, 16 = Minor Arterial, 17 = Major Collector, 19 = Local
3. Jurisdictional Agency of Roadway. "NYSDOT" = New York State Department of Transportation; "ECDPW" = Erie County Department of Public Works
4. Posted or Statewide Limit in Miles per Hour (mph).
5. Excludes turning/auxiliary lanes developed at intersections.
6. Estimated AADT in Vehicles per Day (vpd).
7. AADT Source (Year).

B. Multi-Modal Network Description

This evaluation reviewed the study area's pedestrian, bicycle, and transit network via field and aerial reconnaissance. A description of the multi-modal infrastructure is described hereafter.

Pedestrian and Bicycle Facilities

There are sidewalks along both sides of Camp Rd between Southwestern Blvd and Scranton Rd. Sidewalk continues along the east side of Camp Rd to north of Southwestern Blvd and to the south of Scranton Rd throughout the study area. Southwestern Blvd has sidewalks on both sides of the roadway within the study area. All of the signalized intersections provide signalized pedestrian crossings.

There are no dedicated bicycle facilities in the study area, however, bicyclists are allowed to share the road with motorists on all roadways and utilize the existing shoulder space, when available, within the study area.

Transit Facilities

Public transit service within the study area is provided by the Niagara Frontier Transportation Authority (NFTA). RTS currently provides one bus route that services the Camp Rd corridor (Route 74). Bus stops are located along both sides of Camp Rd.



IV. EXISTING TRAFFIC CONDITIONS

A. *Peak Intervals for Analysis*

Given the functional characteristics of the corridors and the land use proposed for the site (warehouse development), the peak hours selected for analysis are the weekday commuter AM and PM peak periods. The combination of site traffic and adjacent through traffic produces the greatest demand during these time periods.

B. *Existing Traffic Volume Data*

Turning movement traffic counts were collected on Tuesday, December 7th, 2021 by SRF Associates (SRF) at the study intersections described in Section II, except for the Camp Rd/Commerce Pl intersection which was collected on Thursday, January 13th, 2022. Traffic counts were conducted between 6:00-10:00 AM for the weekday AM peak hour and 4:00 – 8:00 PM for the PM peak hour. The peak hour traffic periods generally occurred between 7:15-8:15 AM and 4:15-5:15 PM.

All turning movement count data was collected on a typical weekday. No adverse weather conditions impacted the traffic counts and all schools in the vicinity of the study area were in session. The traffic volumes were reviewed to confirm the accuracy and relative balance of the collective traffic counts. The actual differences in traffic volumes can be attributed to temporal variations in traffic volumes as well as activity related to driveways located in the segments between the study intersections. **Figure 3** illustrates the weekday AM and PM peak hour volumes used for analysis purposes in this study.

C. *Field Observations*

The study intersections were observed during both peak intervals to assess current traffic operations. Signal timing information was obtained from the NYSDOT through a Freedom of Information (FOIL) request to determine peak hour phasing plans and phase durations during each interval. This information was used to support and/or calibrate capacity analysis models described in detail later in this report.

D. Existing Crash Investigation

The purpose of this crash analysis is to identify inherent safety issues by studying and quantifying historical crashes at the study intersections and identifying potential crash patterns and clusters.

A crash cluster is defined as an abnormal occurrence of similar crash types occurring at approximately the same location or involving the same geometric features. The severity of the crashes should also be considered. A history of crashes is an indication that further analysis is required to determine the cause(s) of the crash(es) and to identify what actions, if any, could be taken to mitigate the crashes.

A crash investigation within the study area was conducted to assess the safety history from January 1, 2017, through December 31, 2019. The data was provided by the New York State Department of Motor Vehicles through a Freedom of Information (FOIL) request.

Given that the COVID-19 pandemic influenced daily travel in 2020, any reported crashes in 2020 were dismissed from the study.

Reportable (non-injury, injury, and fatal injury) type crashes are defined as damage to one person's property in the amount of $1,001 or more. The Non-Reportable type crashes result in property damage of $1,000 or less. Crash rates were computed for the study intersection and compared with NYSDOT average crash rates for similar intersections, as summarized in **Table II**. Intersection rates are listed as crashes per million entering vehicle (CR/MEV). Pertinent crash data is provided in the Appendices.

TABLE II: EXISTING ACCIDENT INVESTIGATION

INTERSECTION	TOTAL NO. OF ACCIDENTS	ACTUAL CRASH RATE	STATEWIDE AVERAGE CRASH RATE
Southwestern Blvd/Howard Rd	8	0.32	0.54
Southwestern Blvd/Sowles Rd	43	1.51	0.54
Southwestern Blvd/Rogers Rd	16	0.60	0.54
Camp Rd/Sowles Rd	9	0.41	0.18
Southwestern Blvd/Camp Rd	61	1.27	0.54
Camp Rd/I-90 Interchange	4	0.12	0.31
Camp Rd/Commerce Pl	3	0.12	0.18
Camp Rd/Sunset Dr	9	0.34	0.31
Camp Rd/Scranton Rd	11	0.44	0.54
Camp Rd/Legion Dr	12	0.51	0.31

Six of the ten study intersections had a crash rate higher than the statewide average. The results of these intersections with calculated rates higher than the statewide average are described in greater detail below.

Southwestern Blvd/Sowles Rd

As shown in Table II, the study intersection has a crash rate that is 2.80 times higher than the statewide average crash rate for similar intersections. Of the 43 total crashes, notable crash types include rear end (31 crashes) and right angle (5 crashes). Many of the apparent factors contributing to the crashes were failure to yield right of way and following too closely.

- 3 northbound rear end collisions,
- 1 southbound rear end collision,
- 12 eastbound rear end collisions,
- 15 westbound rear end collisions, and
- 5 southbound right-angle collisions

Based on the noted collisions, there are no discernible crash patterns that require mitigation. Rear end crashes are common at signalized intersections. NYSDOT may want to review clearance intervals for eastbound and westbound approaches to see if the timings are contributing the rear-end crashes.

Southwestern Blvd/Rogers Rd

As shown in Table II, the study intersection has a crash rate that is 1.11 times higher than the statewide average crash rate for similar intersections. Of the 50 total crashes, notable crash types include rear end (3 crashes), right angle (3 crashes), and left turn (4 crashes). Many of the apparent factors contributing to the crashes were failure to yield right of way, following too closely, or driver inattention. These crashes are further divided as follows:

Northbound:

- 2 left turn collisions

Southbound:

- 1 left turn collision
- 2 rear end collisions
- 1 right angle collision

Eastbound:

- 1 left turn collision
- 2 right angle collisions

Westbound:

- 1 rear end collision

Based on the noted collisions, there are no discernible crash patterns that require mitigation.

Camp Rd/Sowles Rd

As shown in Table II, the study intersection has a crash rate that is 4.61 times higher than the statewide average crash rate for similar intersections. Of the 9 total crashes, the only notable crash type is right angle (3 crashes), which all occurred in the westbound direction. Many of the apparent factors contributing to the crashes were failure to yield right of way, or driver

inattention. Based on the noted collisions, there are no discernible crash patterns that require mitigation.

Southwestern Blvd/Camp Rd

As shown in Table II, the study intersection has a crash rate that is 1.11 times higher than the statewide average crash rate for similar intersections. Of the 61 total crashes, notable crash types include rear end (33 crashes), right angle (4 crashes), overtaking (8 crashes), and left turn (4 crashes). Many of the apparent factors contributing to the crashes were failure to yield right of way, following too closely, or driver inattention. These crashes are further divided as follows:

Northbound:

- 12 rear end collisions
- 3 overtaking collisions

Southbound:

- 1 rear end collision
- 1 overtaking collision

Eastbound:

- 1 left turn collision
- 8 rear end collisions
- 3 overtaking collisions
- 2 right angle collisions

Westbound:

- 2 left turn collisions
- 9 rear end collisions
- 2 right angle collisions

Unknown Direction:

- 3 rear end collisions occurred from an unknown direction
- 1 overtaking collision occurred from an unknown direction

Based on the noted collisions, there are no discernible crash patterns that require mitigation. Rear end crashes are common at signalized intersections. Clearance intervals may contribute to causing rear-end collisions. NYSDOT may want to review signal timings and make adjustments to reduce the number of rear-end collisions.

Camp Rd/Sunset Dr

As shown in Table II, the study intersection has a crash rate that is 1.10 times higher than the statewide average crash rate for similar intersections. Of the 9 total crashes, the only notable crash type is rear end (7 crashes), which all occurred in the northbound direction. Many of the apparent factors contributing to the crashes were following too closely, or driver inattention. Rear end crashes are common at signalized intersections. Clearance intervals may contribute to causing rear-end collisions. NYSDOT may want to review signal timings and make adjustments to reduce the number of rear-end collisions.

Camp Rd/Legion Dr

As shown in Table II, the study intersection has a crash rate that is 1.65 times higher than the statewide average crash rate for similar intersections. Of the 12 total crashes, notable crash

types include rear end (3 crashes) and left turn (4 crashes). Many of the apparent factors contributing to the crashes were failure to yield right of way, following too closely, or driver inattention. These crashes are further divided as follows:

Northbound:

- 1 left turn collision
- 2 rear end collisions

Southbound:

- 3 left turn collisions
- 1 rear end collision

Based on the noted collisions, there are no discernible crash patterns that require mitigation.

V. FUTURE AREA DEVELOPMENT AND LOCAL GROWTH

Construction of the final development phase is anticipated to reach full build-out within six (6) years. The Town of Hamburg was contacted to discuss any other specific developments that are currently approved or under construction that would generate additional traffic in the study area. No information on projects was provided by Town of Hamburg officials regarding background projects for inclusion in this study.

A review of historical NYSDOT traffic volume data on the study roadways in the vicinity of the site indicates that traffic has decreased between 2011 and 2019. To account for normal increases in background traffic growth and any unforeseen developments in the project study area, a conservative growth rate of 1.0% per year was applied to the 2021 base traffic volumes, based upon historical traffic growth for the six-year build-out period. Future background traffic volumes are shown in **Figure 4**.

VI. DEVELOPMENT

A. Description

The proposed Hamburg Crossings development consists of five (5) warehouse buildings for a total of ±827,997 SF as follows:

- Warehouse A: ±351,562 SF
- Warehouse B: ±108,000 SF
- Warehouse C: ±144,000 SF
- Warehouse D: ±108,000 SF
- Warehouse E: ±116,435 SF

Access to the site will be provided via one new driveway on Camp Road located approximately 1,100 FT north of the signalized NYS Thruway intersection as well as a connection to the existing Commerce Place which ultimately intersects Camp Road at an existing unsignalized intersection approximately 600 FT south of the signalized NYS Thruway intersection. **Figure 5** illustrates the proposed site plan.

B. Site Traffic

The next step in evaluation of the potential traffic impacts related to the Hamburg Crossings Development was to determine the additional traffic consisting of vehicle trips entering and exiting the project site that are attributable to the residential development. The volume of traffic generated by a site is dependent on the intended land use and size of the development. Trip generation is an estimate of the number of trips generated by a specific building or land use. These trips represent the volume of traffic entering and exiting the development. Trip Generation, 11th Edition (2021), published by the Institute of Transportation Engineers (ITE), is used as a reference for this information. The trip rate for the peak hour of the generator may or may not coincide in time or volume with the trip rate for the peak hour of adjacent street traffic. Volumes generated during the peak hour of adjacent street traffic, in this case the weekday AM and PM peaks, represent a more critical volume when analyzing the capacity of the system; those intervals will provide the basis of this analysis.

Table III shows the total site generated trips for the weekday AM and PM peak hours for full development of the proposed site. It should be noted that this site was previously evaluated for a retail project. A previous TIS for this proposed retail project studied the PM peak and Saturday midday peak. PM peak trip generation information for this project is shown in Table III for comparison to the proposed Hamburg Crossings development. All trip generation information has been included in the Appendices.

TABLE III: SITE GENERATED TRIPS

DESCRIPTION	ITE LAND USE CODE	SIZE[1]	AM PEAK HOUR		PM PEAK HOUR	
			ENTER	EXIT	ENTER	EXIT
Warehouse Building #1	150	±116,435 SF	29	9	11	29
Warehouse Building #2	150	±108,000 SF	28	8	11	28
Warehouse Building #3	150	±144,000 SF	31	9	12	32
Warehouse Building #4	150	±108,000 SF	28	8	11	28
Warehouse Building #5	150	±351,562 SF	51	15	19	49
Total			167	49	64	166
Previous Camp Road Retail			N/A	N/A	1,087	1,178

Note:
1. SF = Square Feet.

The proposed project is expected to generate approximately 167 entering/49 exiting vehicle trips during the AM peak hour and 64 entering/166 exiting vehicle trips during the PM peak hour at full build out. The proposed Hamburg Crossings development is projected to generate significantly lower traffic volumes that the previously proposed Camp Road Retail development.

C. Site Traffic Distribution

The cumulative effect of site traffic on the transportation network is dependent on the origins and destinations of that traffic and the location of the driveways serving the site.

The proposed arrival/departure distribution of traffic to be generated at this site is considered a function of several parameters, including the following:

- Residential centers.

listed in **Table IV**. The discussion following the table summarizes capacity conditions. All capacity analysis calculations are included in the Appendices.

TABLE IV: CAPACITY ANALYSIS RESULTS

INTERSECTION	2021 EXISTING CONDITIONS				2028 BACKGROUND CONDITIONS				2028 FULL BUILD CONDITIONS				2028 FULL BUILD CONDITIONS WITH MITIGATION	
	AM		PM		AM		PM		AM		PM		AM	PM
1. Southwestern Blvd/Howard Rd/Clifton Heights Dwy (S)														
EB Left - Southwestern Blvd	A	3.0	A	4.2	A	2.9	A	4.5	A	2.8	A	4.6		
EB Thru/Right - Southwestern Blvd	A	7.1	A	7.5	A	7.2	A	7.7	A	7.2	A	7.7		
WB Left - Southwestern Blvd	A	5.0	A	5.3	A	5.0	A	5.3	A	5.0	A	5.4		
WB Thru/Right - Southwestern Blvd	A	8.2	B	14.1	A	8.6	B	15.1	A	8.8	B	15.2	N/A	N/A
NB - Clifton Heights Dwy	C	23.0	C	22.1	C	22.1	C	21.9	C	22.0	C	21.9		
SB - Howard Rd	C	33.2	D	45.1	C	35.0	D	46.3	D	35.4	D	46.2		
Overall LOS	**B**	**11.3**	**B**	**13.5**	**B**	**11.7**	**B**	**14.2**	**B**	**11.7**	**B**	**14.2**		
Volume-to-Capacity (v/c) Ratio	**0.73**		**0.67**		**0.76**		**0.69**		**0.76**		**0.70**			
2. Southwestern Blvd/Sowles Rd (S)														
EB Left - Sowles Rd	C	32.8	D	36.3	C	32.5	D	36.4	C	31.9	D	36.2		
EB Thru/Right - Sowles Rd	C	23.7	D	35.2	C	23.3	D	35.3	C	23.0	D	35.0		
WB Left - Sowles Rd	D	45.5	D	47.4	D	45.6	D	48.3	D	46.0	D	48.6		
WB Thru/Right - Sowles Rd	D	35.1	C	26.4	D	35.1	C	26.6	C	34.4	C	26.5		
NEB Left - Southwestern Blvd	A	6.9	A	8.6	A	7.2	A	9.0	A	7.3	A	9.1	N/A	N/A
NEB Thru/Right - Southwestern Blvd	A	7.6	A	8.5	A	8.1	A	9.0	A	8.3	A	9.2		
SWB Left - Southwestern Blvd	A	4.7	A	4.4	A	4.9	A	4.8	A	4.9	A	5.1		
SWB Thru/Right - Southwestern Blvd	A	3.6	A	4.1	A	3.8	A	4.4	A	3.9	A	4.5		
Overall LOS	**B**	**13.0**	**B**	**12.2**	**B**	**13.3**	**B**	**12.5**	**B**	**13.4**	**B**	**12.7**		
Volume-to-Capacity (v/c) Ratio	**0.60**		**0.65**		**0.62**		**0.67**		**0.64**		**0.68**			
3. Southwestern Blvd/Rogers Rd (S)														
SEB Left - Rogers Rd	C	23.6	C	33.8	C	25.7	D	35.1	C	26.4	D	35.4		
SEB Thru/Right - Rogers Rd	B	12.2	C	21.6	B	13.2	C	22.5	B	13.3	C	22.5		
NWB Left - Rogers Rd	B	16.8	C	26.3	B	18.0	C	26.9	B	18.3	C	26.9		
NWB Thru/Right - Rogers Rd	B	13.1	C	25.3	B	14.4	C	26.3	B	14.2	C	26.2		
NEB Left - Southwestern Blvd	A	7.8	A	6.5	A	7.6	A	6.8	A	7.7	A	6.9		
NEB Thru/Right - Southwestern Blvd	B	14.3	B	12.0	B	14.4	B	12.2	B	14.7	B	12.4	N/A	N/A
SWB Left - Southwestern Blvd	A	7.8	A	6.0	A	7.7	A	6.1	A	7.7	A	6.2		
SWB Thru - Southwestern Blvd	B	11.6	B	17.2	B	13.8	B	18.0	B	13.9	B	18.4		
SWB Right - Southwestern Blvd	A	2.6	A	5.4	A	3.1	A	5.7	A	3.2	A	5.8		
Overall LOS	**B**	**13.9**	**B**	**16.1**	**B**	**14.8**	**B**	**16.8**	**B**	**15.1**	**B**	**17.0**		
Volume-to-Capacity (v/c) Ratio	**0.59**		**0.68**		**0.60**		**0.71**		**0.62**		**0.73**			
4. Camp Rd/Sowles Rd (U)														
WB - Sowles Rd	B	11.6	B	14.9	B	12.0	C	16.5	B	12.1	C	16.9	N/A	N/A
SB Left - Camp Rd	B	10.1	A	9.2	B	10.4	A	9.3	B	10.4	A	9.4		
5. Southwestern Blvd/Camp Rd (S)														
NB Left - Camp Rd	D	45.2	E	63.5	D	47.1	E	68.4	D	47.8	E	72.0		
NB Thru - Camp Rd	D	35.7	C	32.8	D	36.7	C	33.7	D	37.3	C	33.9		
NB Right - Camp Rd	A	3.3	A	5.4	A	3.3	A	6.9	A	3.5	A	8.4		
SB Left - Camp Rd	C	20.5	C	24.5	C	21.3	C	25.0	C	21.7	C	25.0		
SB Thru - Camp Rd	D	35.3	E	58.8	D	36.3	E	61.8	D	37.7	E	62.7		
SB Right - Camp Rd	A	3.8	C	25.2	A	3.8	C	26.9	A	3.8	C	26.9		
NEB Left - Southwestern Blvd	D	44.2	E	65.4	D	45.7	E	68.5	D	46.6	E	69.2	N/A	N/A
NEB Thru - Southwestern Blvd	C	33.9	D	41.5	D	35.4	D	42.8	D	36.5	D	43.7		
NEB Left - Southwestern Blvd	A	7.4	B	12.7	A	9.0	B	13.5	B	12.3	B	14.2		
SWB Left - Southwestern Blvd	D	45.4	E	70.3	D	47.4	E	76.2	D	48.4	E	79.3		
SWB Thru - Southwestern Blvd	C	31.4	D	51.0	C	32.7	D	54.2	C	32.6	E	55.5		
SWB Right - Southwestern Blvd	A	0.1	A	0.0	A	0.1	A	0.0	A	0.1	A	0.0		
Overall LOS	**C**	**29.4**	**D**	**44.1**	**C**	**30.6**	**D**	**46.8**	**C**	**31.6**	**D**	**47.8**		
Volume-to-Capacity (v/c) Ratio	**0.66**		**0.83**		**0.68**		**0.86**		**0.69**		**0.88**			
6. Camp Rd/I-90 Interchange (S)														
WB Left - I-90 Interchange	C	27.7	C	28.0	C	28.4	C	28.5	C	28.6	C	28.9		
WB Right - I-90 Interchange	A	0.2	A	0.5	A	0.2	A	0.6	A	0.2	A	0.6		
SEB Left - Camp Rd	C	29.3	C	32.3	C	30.1	C	33.5	C	30.3	C	33.8		
SEB Thru - Camp Rd	A	4.9	B	10.1	A	5.0	B	10.8	A	5.0	B	10.8	N/A	N/A
NWB Thru - Camp Rd	B	18.9	C	21.0	B	19.6	C	22.2	B	19.8	C	22.6		
NWB Right - Camp Rd	A	0.5	A	0.2	A	0.5	A	0.2	A	0.5	A	0.2		
Overall LOS	**B**	**13.6**	**B**	**14.8**	**B**	**14.0**	**B**	**15.4**	**B**	**14.0**	**B**	**15.7**		
Volume-to-Capacity (v/c) Ratio	**0.58**		**0.65**		**0.62**		**0.66**		**0.62**		**0.66**			

TABLE IV: CAPACITY ANALYSIS RESULTS

INTERSECTION	2021 EXISTING CONDITIONS AM		2021 EXISTING CONDITIONS PM		2028 BACKGROUND CONDITIONS AM		2028 BACKGROUND CONDITIONS PM		2028 FULL BUILD CONDITIONS AM		2028 FULL BUILD CONDITIONS PM		2028 FULL BUILD CONDITIONS WITH MITIGATION AM		2028 FULL BUILD CONDITIONS WITH MITIGATION PM	
7. Camp Rd/Commerce Pl (U)																
EB - Commerce Pl	C	22.5	E	49.4	C	24.1	F	60.6	D	27.0	F	79.3	N/A		N/A	
NWB Left - Camp Rd	A	8.8	B	12.5	A	8.9	B	13.1	A	9.2	B	13.4				
8. Camp Rd/Sunset Dr (S)																
SEB Thru - Camp Rd	B	15.6	B	18.8	B	16.4	B	19.6	B	16.7	B	20.0				
SEB Right - Camp Rd	A	0.8	A	0.8	A	0.8	A	0.8	A	0.8	A	0.8				
NWB Left - Camp Rd	A	8.2	A	8.2	A	8.8	A	8.7	A	9.0	A	8.9				
NWB Thru - Camp Rd	B	11.2	A	7.9	B	12.1	A	8.2	B	12.6	A	8.2	N/A		N/A	
NEB Left - Sunset Dr	C	26.9	C	28.9	C	26.8	C	29.8	C	26.9	C	30.2				
NEB Right - Sunset Dr	A	9.0	A	7.8	A	9.1	A	7.6	A	9.3	A	7.6				
Overall LOS	**B**	**14.1**	**B**	**13.6**	**B**	**14.8**	**B**	**14.1**	**B**	**15.2**	**B**	**14.3**				
Volume-to-Capacity (v/c) Ratio		**0.60**		**0.67**		**0.61**		**0.69**		**0.62**		**0.71**				
9. Camp Rd/Scranton Rd/Monro Dwy (S)																
SEB Left - Camp Rd	A	3.4	A	4.5	A	3.6	A	4.8	A	3.7	A	4.9				
SEB Thru/Right - Camp Rd	A	2.9	A	4.5	A	3.1	A	4.8	A	3.1	A	4.9				
NWB - Camp Rd	A	5.1	A	6.5	A	5.3	A	6.7	A	5.3	A	6.8				
NEB - Monro Dwy	D	44.5	D	42.4	D	44.0	D	42.0	D	44.0	D	42.0	N/A		N/A	
SWB Left - Scranton Rd	E	65.7	E	65.9	E	65.9	E	65.8	E	56.9	E	65.8				
SWB Thru/Right - Scranton Rd	A	1.1	A	0.6	A	1.2	A	0.7	A	1.3	A	0.7				
Overall LOS	**A**	**7.5**	**A**	**8.7**	**A**	**7.7**	**A**	**8.9**	**A**	**7.7**	**A**	**8.9**				
Volume-to-Capacity (v/c) Ratio		**0.59**		**0.66**		**0.61**		**0.67**		**0.61**		**0.67**				
10. Camp Rd/Legion Dr (S)																
WB Left - Legion Dr	D	51.7	E	65.6	D	51.8	E	67.4	D	51.8	E	67.4				
WB Right - Legion Dr	B	11.0	A	4.9	B	13.8	A	4.9	B	15.6	A	4.9				
NB - Camp Rd	B	13.7	B	12.0	B	14.5	B	12.2	B	14.7	B	12.3				
SB Left - Camp Rd	E	56.8	F	149.1	E	56.8	F	179.0	E	56.8	F	192.1	N/A		N/A	
SB Thru - Camp Rd	A	9.3	B	11.9	A	9.6	B	12.0	A	9.7	B	12.2				
Overall LOS	**B**	**19.8**	**D**	**36.8**	**C**	**20.6**	**D**	**41.7**	**C**	**20.9**	**D**	**43.9**				
Volume-to-Capacity (v/c) Ratio		**0.68**		**1.16**		**0.69**		**1.25**		**0.69**		**1.28**				
11. Camp Rd/Proposed Dwy (U)																
EB Left - Proposed Dwy									D	32.7	F	313.5				
EB Right - Proposed Dwy	N/A		N/A		N/A		N/A		B	11.7	B	13.7	N/A		N/A	
NWB Left - Camp Rd									B	10.1	B	11.4				
11. Camp Rd/Proposed Dwy (S)																
EB Left - Proposed Dwy													B	19.0	C	21.7
EB Right - Proposed Dwy													B	13.0	A	9.0
SEB Thru - Camp Rd													A	2.2	A	5.2
NWB Left - Camp Rd	N/A		N/A		N/A		N/A		N/A		N/A		A	2.6	A	4.1
NWB Thru - Camp Rd													A	2.4	A	5.4
Overall LOS													**A**	**2.6**	**A**	**5.9**
Volume-to-Capacity (v/c) Ratio													**0.35**		**0.49**	

Notes:

1. A (0.0) = Level of Service (Delay in seconds per vehicle)
2. EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, NW = Northwest, SE = Southeast
3. (S) = Signalized; (U) = Unsignalized
4. N/A = Approach does not exist and/or was not analyzed during this condition
5. Green shaded cells indicate low delays, yellow shaded cells indicate moderate delays, red shaded cells indicate long delays.
6. The v/c ratio, also referred to as degree of saturation, represents the sufficiency of an intersection to accommodate the vehicular demand. A v/c ratio less than 0.85 generally indicates that adequate capacity is available and vehicles are not expected to experience significant queues and delays. A v/c ratio between 0.85 and 0.95 generally indicates an intersection is nearing capacity. Intersections with a v/c ratio of 1.0 or greater generally indicate conditions at or above capacity.

The peak hour capacity analysis results indicate that in general, the approaches at the study intersections will operate similarly to projected 2028 Background Conditions. Intersection numbers 1, 2, 3, 4, 6, and 8 experience no changes in levels of service and all approaches operate at LOS "D" or better during the peak hours, therefore, detailed discussion of operations at each intersection is not provided. The remaining intersections are discussed in detail below.

Intersection #5: Southwestern Blvd/Camp Rd

All approaches operate at LOS "D" or better during both peak hours under all conditions with the exception of the northbound left, southbound thru, northeastbound left, and southwestbound left approaches, which operate at LOS "E" during the PM peak. The southwestbound thru approach changes from LOS "D" to "E" during the PM peak hour between background and full build conditions. This is considered a borderline condition as the threshold between LOS "D" and "E" is 55.0 seconds per vehicle and the actual increase in delay projected is 1.3 seconds per vehicle. No other changes in levels of service are anticipated and no mitigation is warranted or recommended.

Intersection #7: Camp Rd/Commerce Pl

Traffic entering the site from the south via left turn operates at LOS "B" or better during both peak hours under existing, background, and full development conditions. No changes in LOS are anticipated for this movement as a result of the proposed development.

Traffic exiting Commerce Place currently operates at LOS "C"("E") during the AM(PM) peak hours respectively. During the PM peak hour, this approach changes to LOS "F" under background conditions without the proposed development. Addition of the proposed development results in LOS "D"("F") during the AM(PM) peak hours respectively.

The delays projected for traffic exiting Commerce Place are characteristic of unsignalized intersections located on heavily trafficked highways such as Camp Road. It is noted that patrons of the site will be afforded the option to utilize the proposed signalized intersection to the northern side of the site which operates at a LOS "C" or better and has the capacity to allow more vehicles to exit the site with a lower delay compared to the Commerce Pl intersection. No improvements are warranted or recommended.

Intersection #9: Camp Rd/Scranton Rd/Monro Dwy

All approaches operate at LOS "D" or better during both peak hours under all conditions with the exception of the southwestbound left approach which operates at LOS "E". No changes in LOS are anticipated as a result of the project, therefore, no improvements are warranted or recommended.

Intersection #10: Camp Rd/Legion Dr

All approaches operate at LOS "D" or better during both peak hours under all conditions with the exception of the westbound left turn movement which operates at LOS "E" during the PM peak and the southbound left turn movement which operates at LOS "E" during the AM peak and LOS "F" during the PM peak. No changes in LOS are anticipated as a result of the project, therefore, no improvements are warranted or recommended.

Intersection #11: Camp Rd/Proposed Driveway

Right turn traffic exiting the site is projected to operate at LOS "B" during both peak hours; left turn traffic exiting the site is projected to operate at LOS "D"("F") during the AM(PM) peak hours respectively with long delays during the PM peak hour. A signal warrant investigation was performed at this location, and it was determined that a signal is warranted. As a result

of these mitigating measures, all approaches at this signalized intersection will operate at a LOS "C" or better. Further discussion regarding the signal warrant can be found in Section IX of this report.

IX. SIGNAL WARRANT ANALYSIS

A traffic signal warrant analysis was completed at the Camp Rd/Proposed Driveway intersection under full build conditions. The need for a traffic signal is determined by comprehensive investigation of existing and projected traffic conditions and physical characteristics at the location. The Standard Specifications Update for the adoption of the National MUTCD (FHWA) and the New York State Supplement were reviewed to investigate the need for a traffic control signal at this location under full build conditions. There are nine (9) warrants as follows:

Warrant 1	Eight-Hour vehicular volume
Warrant 2	Four-Hour vehicular volume
Warrant 3	Peak Hour
Warrant 4	Pedestrian Volume
Warrant 5	School Crossing
Warrant 6	Coordinated Signal System
Warrant 7	Crash Experience
Warrant 8	Roadway Network
Warrant 9	Intersection Near a Grade Crossing

Detailed signal warrant calculations are attached. Prior to applying warrants, the MUTCD suggests consideration of the effects of right-turn volumes on the minor street approach, and a reduction taken in the number of right turning vehicles, where appropriate. A certain number of right-turn vehicles will execute a right-turn on the red indication without actuating a traffic signal (if one were in place). For purposes of this analysis, it is assumed that 20% of the minor street right-turning vehicles exiting the proposed intersection will execute a right-turn on red maneuver and should, therefore be subtracted for the purposes of the warrant analysis. The posted speed limit on Camp Rd at the proposed intersection is 45 MPH, therefore, 70 percent thresholds in Table 4C-1, Figure 4C-2 and Figure 4C-4 are used as a basis for analysis.

Warrant 1 is subdivided into Condition A and Condition B. The Minimum Vehicular Volume, Condition A, is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal. The Interruption of Continuous Traffic, Condition B, is intended for application at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street. These conditions are satisfied when, for each of any eight hours of an average day, anticipated volumes on the artery and side road exceed the minimum values presented in Tables 4C-1 in the MUTCD. **Condition A is not met under full build conditions. Condition B is met under full build conditions.**

Warrant 2, the Four-Hour Vehicular Volume signal warrant conditions, are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal. This warrant stipulates that for any four hours of a day, minimum threshold volumes are met on the artery and side road. **This warrant is met under full development conditions.**

Warrant 3 is intended for application where minor street traffic suffers undue delay in entering or crossing the major street for one hour of the day. It stipulates that the warrant shall be applied in unusual cases (high-occupancy vehicle facilities – i.e., shopping centers) where a large number of vehicles discharge over a short period of time. Based on the development, this warrant may be applicable. **This warrant is met under full build conditions.**

Warrant 4 is met when pedestrians experience excessive delay in crossing the major street (Camp Rd) because the traffic volumes are so heavy. The intersection currently has low pedestrian activity. **This warrant is not met.**

Warrant 5 is met when a sufficient number of gaps in traffic do not exist for certain size and frequency of school children to cross the major roadway. **Based on the future site conditions, this warrant is not applicable at this location and is not met.**

Warrant 6 is met when a traffic signal is needed to maintain progressive movement and vehicle platooning in a coordinated signal system. **Based on the current signal system along Camp Rd, this warrant is not met.**

Warrant 7 is met when the severity, frequency, and types of crashes are such that it is a condition susceptible to correction by a traffic signal. Crash data is not available as the intersection does not currently exist. **This warrant is not applicable at this location.**

Warrant 8 is met when a traffic signal might encourage concentration and organization of traffic flow on a roadway network. This warrant primarily focuses on two major intersecting roadways, which is not the case at the study intersection. **Therefore, this warrant is not met.**

Warrant 9 is applicable when an intersection is located near an at-grade rail crossing. **This warrant is not applicable at this location.**

TABLE V: TRAFFIC SIGNAL WARRANT SUMMARY

WARRANT	SATISFACTION OF WARRANTS AT CAMP RD/PROPOSED DRIVEWAY
1A – Eight-Hour Condition A	NOT SATISFIED
1B – Eight-Hour Condition B	SATISFIED
2 – Four-Hour	SATISFIED
3 – Peak-Hour	SATISFIED
4 – Pedestrian Volume	N/A
5 – School Crossing	N/A
6 – Coordinated Signal System	N/A
7 – Crash Experience	N/A
8 – Roadway Network	N/A
9 – Intersection Near a Grade Crossing	N/A

Table V summarizes each warrant and the result of the investigation. Based on the expected delays under full development conditions and the results of the Traffic Signal Warrant Analysis, a three-colored traffic signal is recommended for this intersection prior to full build out of the development.

X. CONCLUSIONS & RECOMMENDATIONS

This Traffic Impact Study identifies and evaluates the potential traffic impacts that can be expected from the proposed Hamburg Crossings development located southwest of Camp Rd and northwest of Commerce Place in the Town of Hamburg, Erie County, New York. The results of this study determine that the existing transportation network can adequately accommodate the projected traffic volumes and resulting impacts to study area intersections, with the project improvements below being in place. The following sets forth the conclusions based upon the results of the analyses:

1. The proposed project is expected to generate approximately 167 entering/49 exiting vehicle trips during the AM peak hour and 64 entering/166 exiting vehicle trips during the PM peak hour at full build out.

2. Crash analyses at the existing intersections did not identify any discernible crash clusters or inherent safety deficiencies.

3. The proposed driveway should consist of one entering and two exiting lanes and a three-colored traffic signal is recommended at its intersection with Camp Rd.

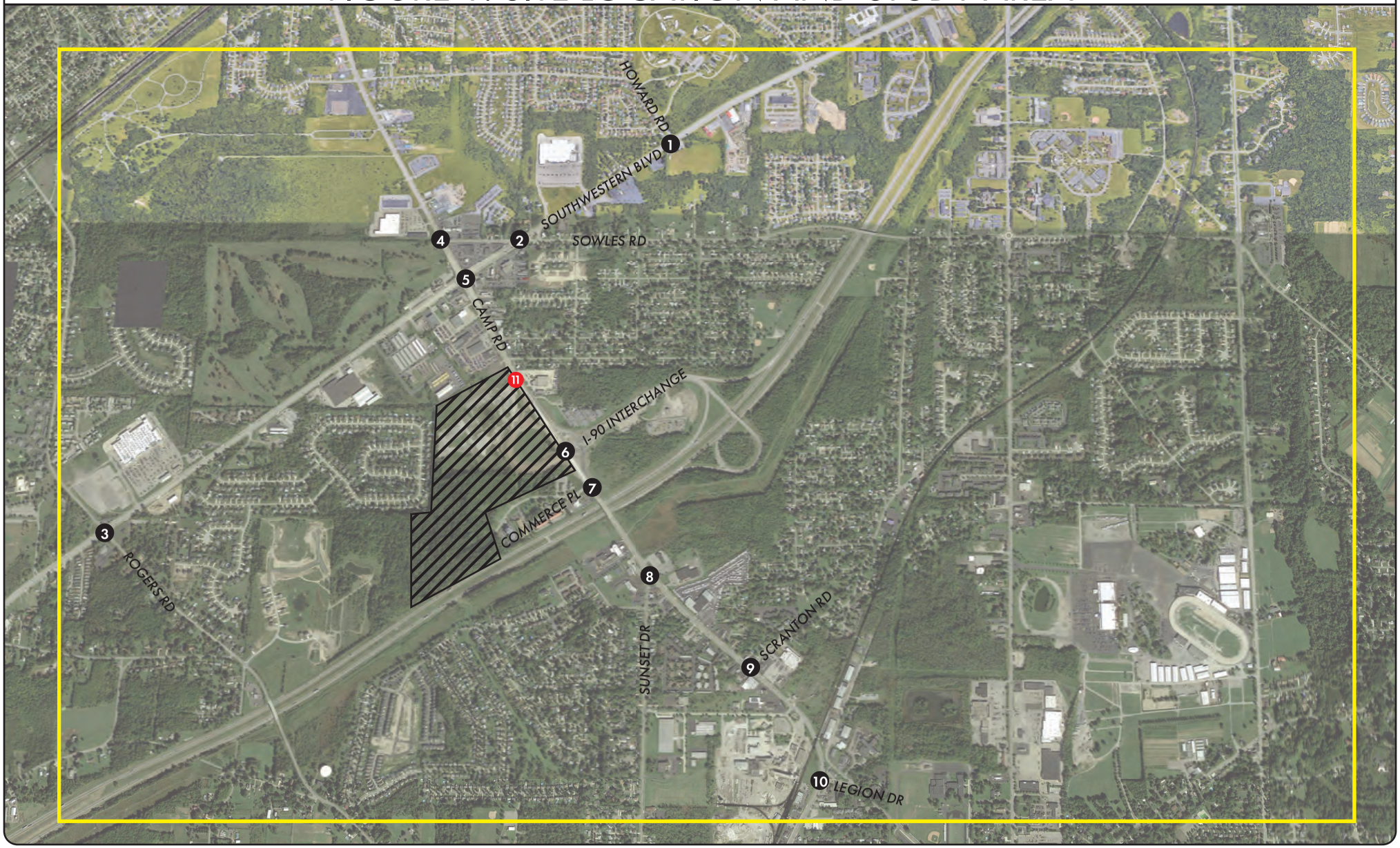
4. The combination of projected traffic volumes approaching the proposed driveway along Camp Rd (shown in Figure 8) indicate warrants for signalization are met. Therefore, a full three-color traffic signal is warranted and recommended at the proposed driveway intersection on Camp Road.

5. For purposes of the environmental review of the project pursuant to the State Environmental Quality Review Act (SEQRA), it is our firm's professional opinion that the final phase of the project will not result in any potentially significant adverse traffic impacts to the study area intersections.

XI. FIGURES

Figures 1 through 8 are included on the following pages.

FIGURE 1: SITE LOCATION AND STUDY AREA



Key

- # Study Intersection
- # Proposed Intersection
- Site Location
- Study Area

PROPOSED HAMBURG CROSSINGS WAREHOUSE DEVELOPMENT

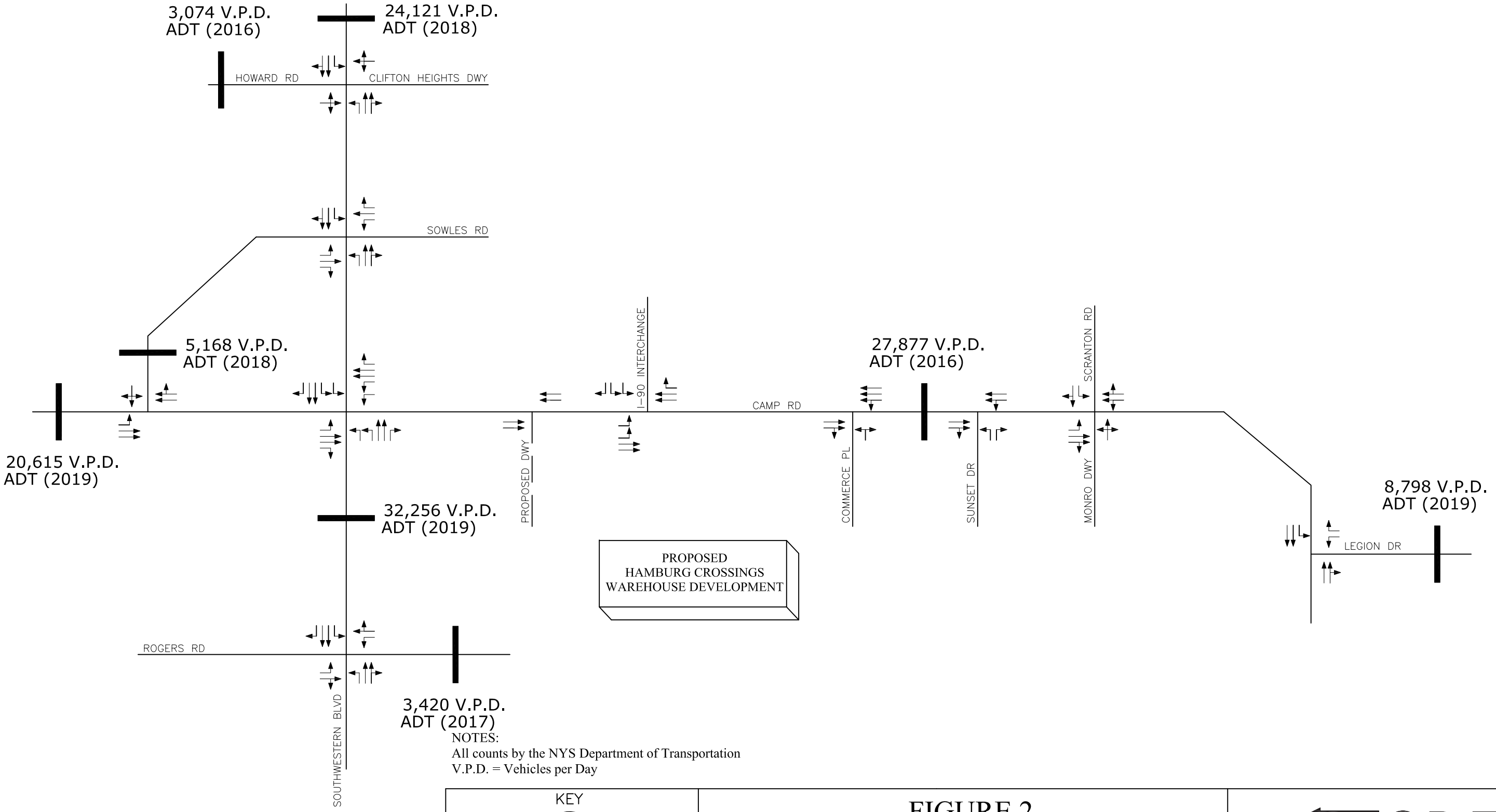
TOWN OF HAMBURG, ERIE COUNTY, NEW YORK

N

0 1000
FEET

Project No: 41114

SRF ASSOCIATES
Transportation Planning / Engineering / Design



NOTES:
All counts by the NYS Department of Transportation
V.P.D. = Vehicles per Day

KEY

N

NOT TO SCALE

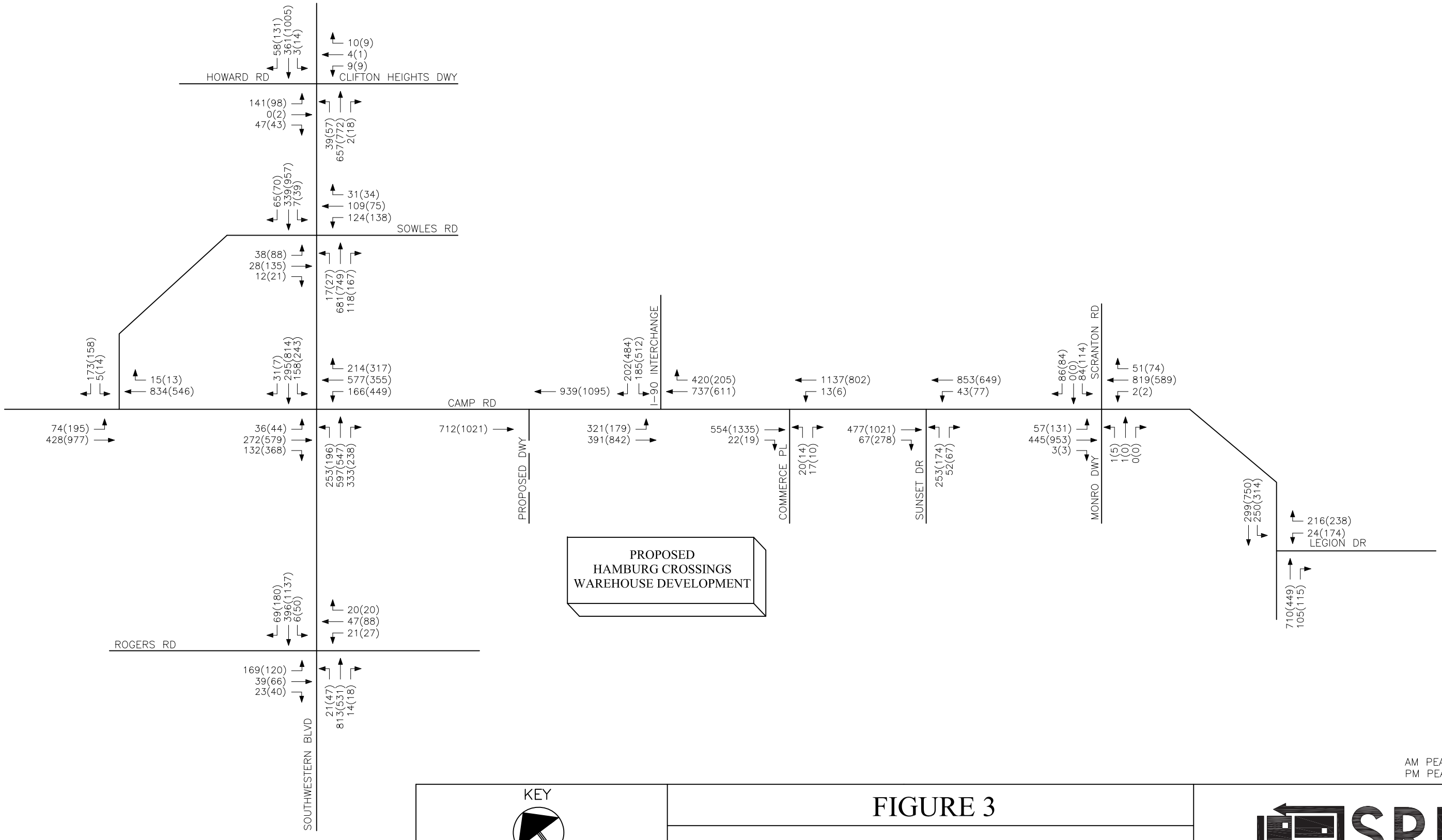
FIGURE 2

EXISTING LANE GEOMETRY
AVERAGE DAILY TRAFFIC

PROPOSED HAMBURG CROSSINGS WAREHOUSE DEVELOPMENT
TOWN OF HAMBURG, NY

SRF ASSOCIATES
Transportation Planning / Engineering / Design
www.srfa.net / (585) 272-4660

PROJECT NO: 41114



AM PEAK: 7:15–8:15
PM PEAK: 4:15–5:15

KEY

N

NOT TO SCALE

00(00) = AM(PM)

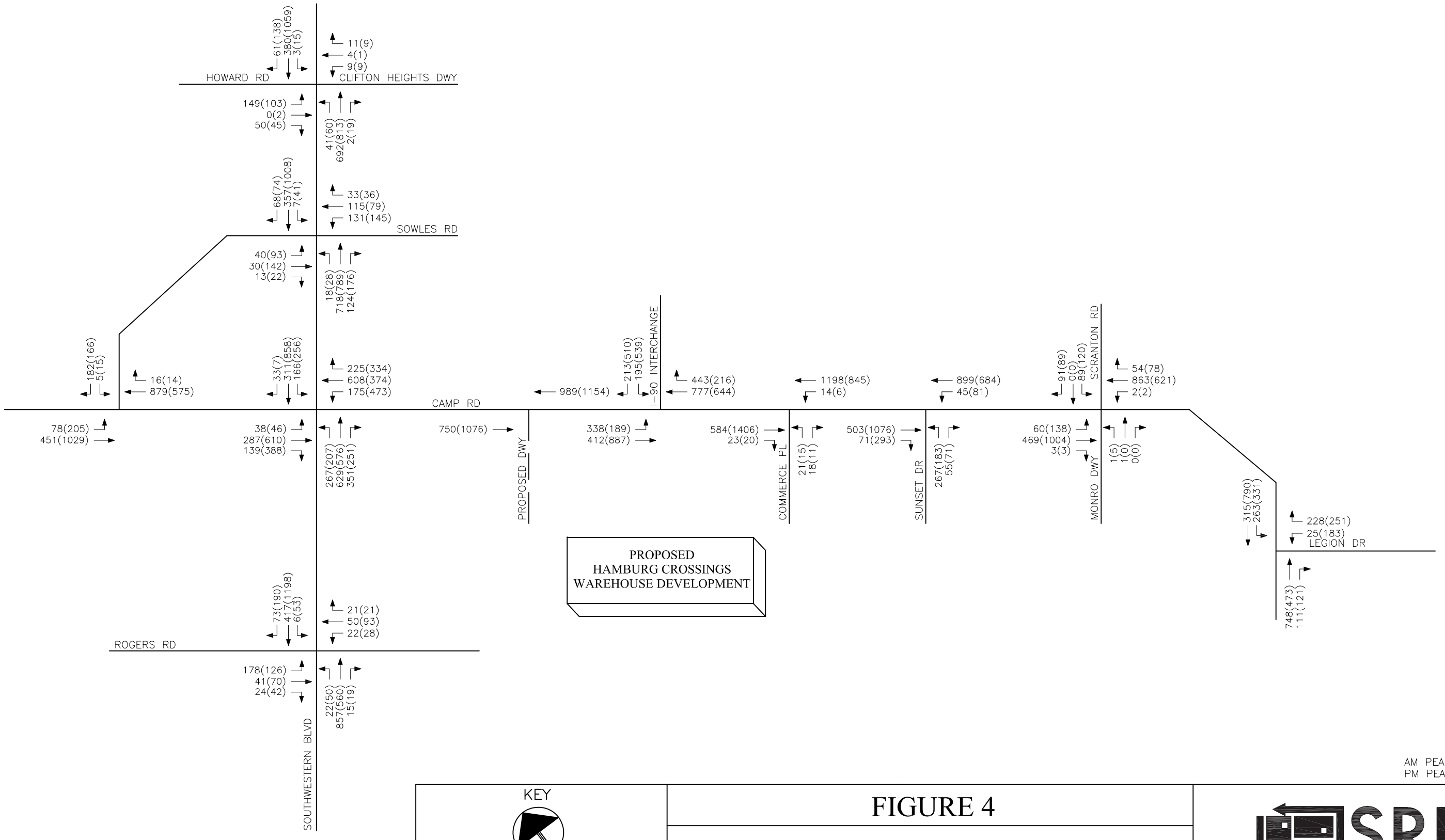
FIGURE 3

PEAK HOUR VOLUMES
2021 EXISTING BASE CONDITIONS

PROPOSED HAMBURG CROSSINGS WAREHOUSE DEVELOPMENT
TOWN OF HAMBURG, NY

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PROJECT NO: 41114



AM PEAK: 7:15–8:15
PM PEAK: 4:15–5:15

KEY

N

NOT TO SCALE

00(00) = AM(PM)

FIGURE 4

PEAK HOUR VOLUMES
2028 BACKGROUND CONDITIONS

PROPOSED HAMBURG CROSSINGS WAREHOUSE DEVELOPMENT
TOWN OF HAMBURG, NY

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PROJECT NO: 41114

LIGHT INDUSTRIAL DISTRICT (IM2)

Detention Pond

Bio-retention

Proposed Warehouse E
116,435 S.F.
FFE: 749.0

Proposed Warehouse D
108,000 S.F.
FFE: 750.0

Proposed Warehouse C
144,000 S.F.
FFE: 750.0

Proposed Warehouse B
108,000 S.F.
FFE: 751.0

Proposed Warehouse A
351,562 S.F.
FFE: 751.0

TRUCK PARKING

Old D.O.T.
Ramp Area

CAMP ROAD

TO I-90

Old D.O.T.
Ramp Area

HAMBURG CROSSINGS

5220 CAMP ROAD
HAMBURG, NY 14075

PROPERTY ID#: 4148 PROPOSED WAREHOUSES

AUGUST 16, 2021

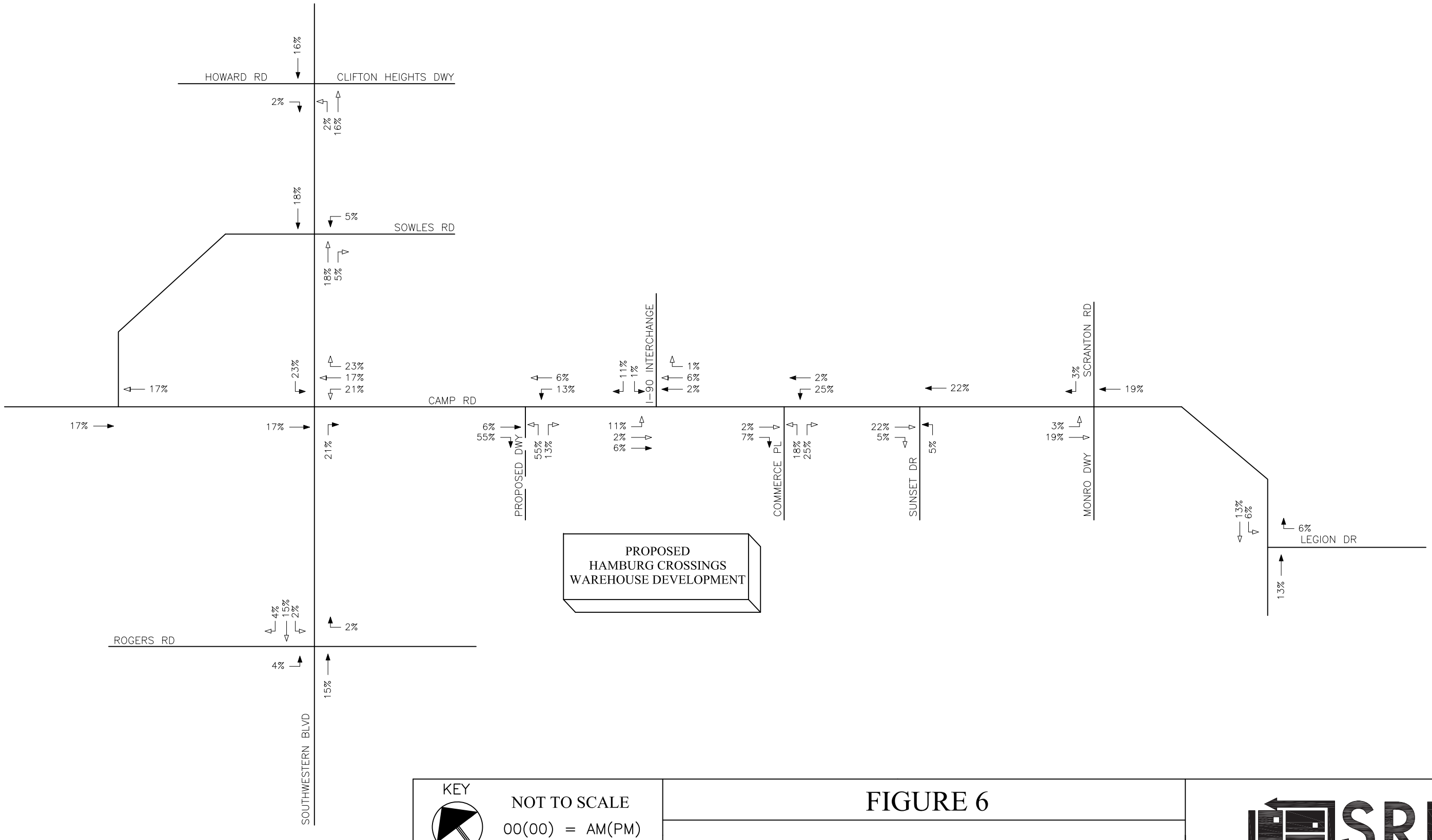
THE SOLE PURPOSE OF THIS DRAWING IS TO ILLUSTRATE THE APPROXIMATE DIMENSIONS AND LAYOUT OF THE DEMISED PREMISES. NO OTHER WARRANTY OR REPRESENTATION, EXPRESSED OR IMPLIED, IS MADE WITH RESPECT TO THE ILLUSTRATION.

BENDERSON DEVELOPMENT COMPANY, LLC
570 DELAWARE AVENUE, BUFFALO, NY 14202
Phone (716) 886-0311 Fax (716) 856-7791
www.benderson.com

SITE PLAN

DRAWN BY: TCA

SCALE: NONE



KEY

N

NOT TO SCALE

00(00) = AM(PM)

→ = ENTERING TRIPS

→ = EXITING TRIPS

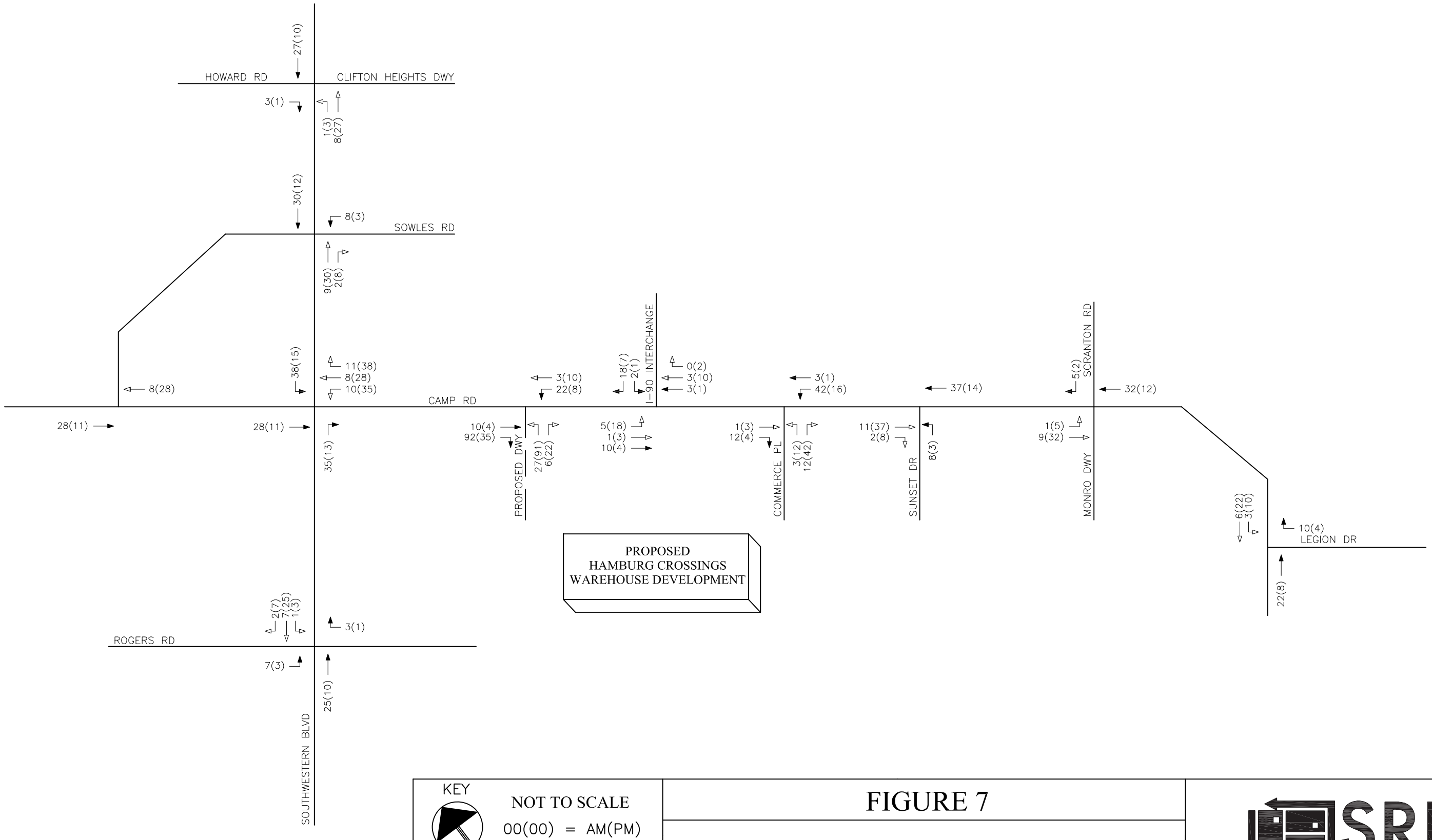
FIGURE 6

TRIP DISTRIBUTION

PROPOSED HAMBURG CROSSINGS WAREHOUSE DEVELOPMENT
TOWN OF HAMBURG, NY

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PROJECT NO: 41114



KEY

N

NOT TO SCALE

00(00) = AM(PM)

→ = ENTERING TRIPS

→ = EXITING TRIPS

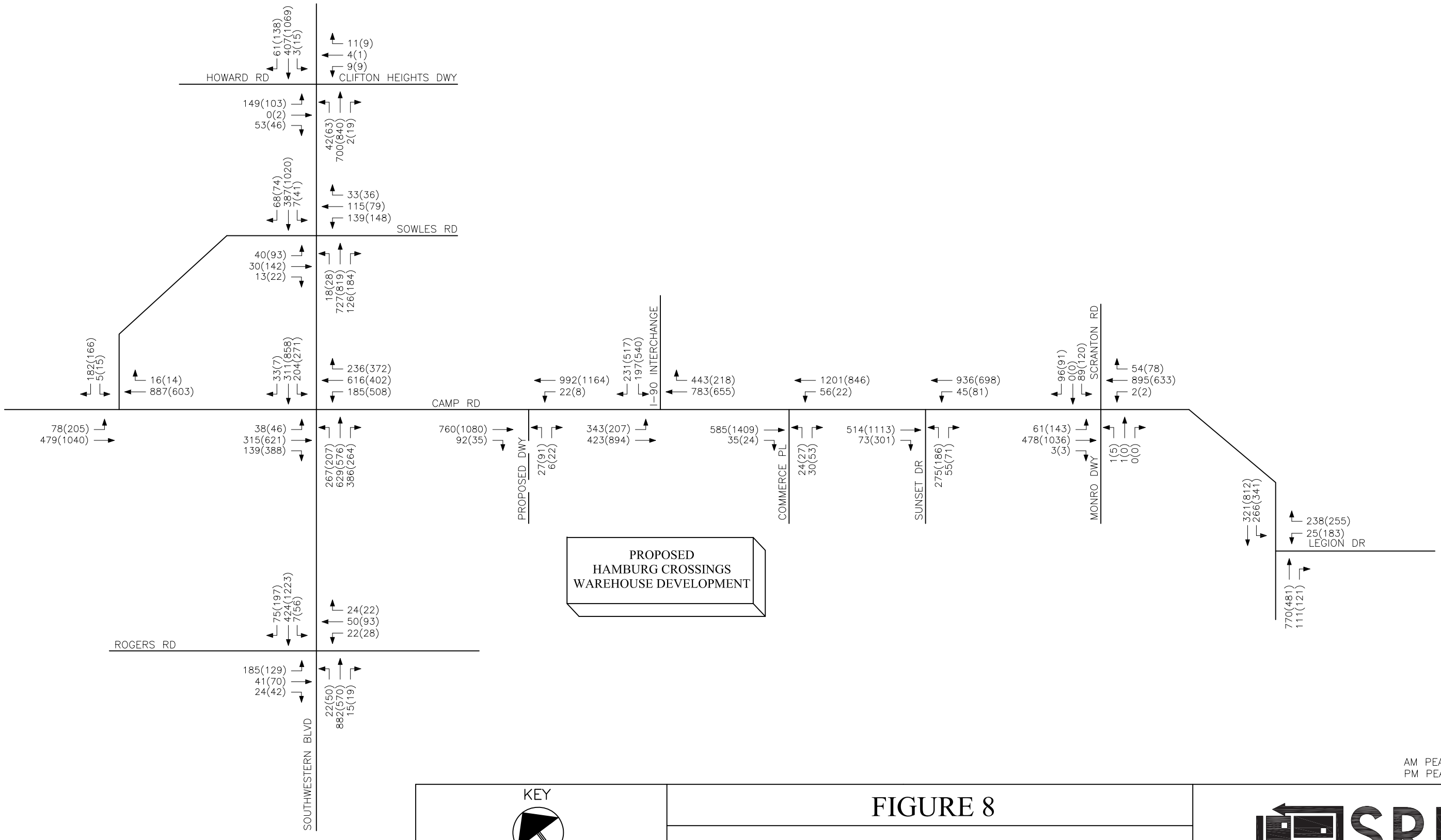
FIGURE 7

SITE GENERATED TRIPS

PROPOSED HAMBURG CROSSINGS WAREHOUSE DEVELOPMENT
TOWN OF HAMBURG, NY

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PROJECT NO: 41114



AM PEAK: 7:15–8:15
PM PEAK: 4:15–5:15

KEY

N

NOT TO SCALE

00(00) = AM(PM)

FIGURE 8

PEAK HOUR VOLUMES
FULL DEVELOPMENT CONDITIONS

PROPOSED HAMBURG CROSSINGS WAREHOUSE DEVELOPMENT
TOWN OF HAMBURG, NY

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PROJECT NO: 41114

APPENDICES

A1

Collected Traffic Volume Data

TRI-STATE TRAFFIC DATA TSTData.com

Project	SRFHamburg
Project Code	SRFHamburg
Site Name	Southwestern Blvd & Camp F
Legs and Movements	All Processed Legs & Movem
Bin Size	15 minutes
Survey Date	2021/12/07 Tuesday
Location	1
Latitude and Longitude	42.749781, -78.854599

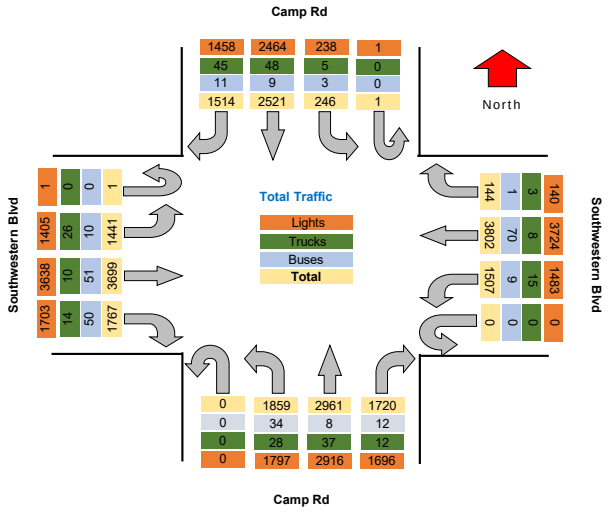
	Start	End	PHF
Forced Peak AM	2021/12/07 07:30:00	2021/12/07 08:30:00	0.94
Forced Peak PM	2021/12/07 16:30:00	2021/12/07 17:30:00	0.95
AM Peak	2021/12/07 07:15:00	2021/12/07 08:15:00	0.94
PM Peak	2021/12/07 16:00:00	2021/12/07 17:00:00	0.95

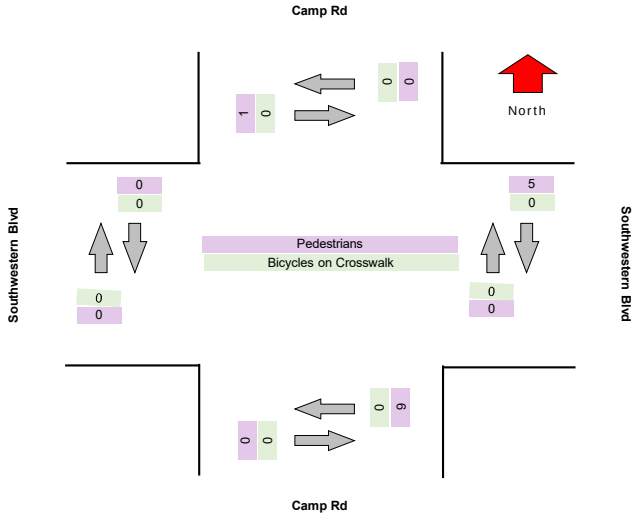
Turning Movement Data

Leg	Camp Rd							Southwestern Blvd							Camp Rd							Southwestern Blvd							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Total**
6:00:00 AM	19	15	5	0	**39**	0	0	11	35	21	0	**67**	0	0	16	71	15	0	**102**	0	0	29	63	40	0	**132**	0	0	**340**
6:15:00 AM	21	23	2	0	**46**	0	0	4	38	26	0	**68**	0	0	24	117	16	0	**157**	0	0	51	72	55	0	**178**	0	0	**449**
6:30:00 AM	24	51	6	0	**81**	0	0	9	46	22	0	**77**	0	0	39	143	20	0	**202**	0	0	80	108	51	0	**239**	0	0	**599**
6:45:00 AM	28	54	3	0	**85**	0	0	9	70	31	0	**110**	1	0	46	118	22	0	**187**	0	0	72	147	57	0	**276**	0	0	**658**
Hourly Total	92	143	16	0	**251**	0	0	33	189	100	0	**322**	1	0	125	449	73	0	**648**	0	0	232	390	203	0	**825**	0	0	**2046**
7:00:00 AM	24	42	6	0	**72**	0	0	5	100	37	0	**142**	0	0	41	105	24	0	**170**	1	0	77	116	61	0	**254**	0	0	**638**
7:15:00 AM	18	53	9	0	**80**	0	0	10	85	37	0	**132**	0	0	46	131	25	0	**202**	1	0	91	131	67	0	**289**	0	0	**703**
7:30:00 AM	37	72	9	0	**118**	0	0	7	67	32	0	**106**	0	0	52	194	50	0	**296**	0	0	73	160	60	1	**294**	0	0	**814**
7:45:00 AM	33	68	9	0	**110**	1	0	8	75	41	0	**124**	0	0	63	133	50	0	**246**	0	0	84	167	70	0	**321**	0	0	**801**
Hourly Total	112	235	33	0	**380**	1	0	30	327	147	0	**504**	0	0	202	563	149	0	**914**	2	0	325	574	258	1	**1158**	0	0	**2956**
8:00:00 AM	44	79	9	0	**132**	0	0	6	68	48	0	**122**	0	0	53	119	41	0	**213**	0	0	85	139	56	0	**280**	0	0	**747**
8:15:00 AM	32	48	9	0	**89**	0	0	5	89	44	0	**138**	0	0	48	130	34	0	**212**	0	0	65	137	51	0	**253**	0	0	**692**
8:30:00 AM	26	75	13	0	**114**	0	0	8	76	50	0	**134**	0	0	65	130	38	0	**233**	0	0	60	121	43	0	**224**	0	0	**705**
8:45:00 AM	36	56	6	0	**98**	0	0	9	96	51	0	**156**	0	0	43	111	46	0	**200**	0	0	60	153	45	0	**258**	0	0	**712**
Hourly Total	138	258	37	0	**433**	0	0	28	329	193	0	**550**	0	0	209	490	159	0	**858**	0	0	270	550	195	0	**1015**	0	0	**2856**
9:00:00 AM	42	78	10	0	**130**	0	0	6	106	66	0	**178**	0	0	51	112	49	0	**212**	0	0	70	159	48	0	**277**	0	0	**797**
9:15:00 AM	45	71	11	0	**127**	0	0	4	102	53	0	**159**	0	0	81	104	39	0	**224**	0	0	56	97	52	0	**205**	0	0	**715**
9:30:00 AM	35	63	7	0	**105**	0	0	8	108	71	0	**187**	1	0	68	75	62	0	**206**	2	0	81	147	40	0	**268**	0	0	**766**
9:45:00 AM	34	71	12	0	**117**	0	0	4	95	45	0	**144**	3	0	76	82	67	0	**228**	1	0	46	126	45	0	**217**	0	0	**706**
Hourly Total	156	283	40	0	**479**	0	0	22	411	235	0	**668**	4	0	276	373	217	0	**870**	3	0	253	529	185	0	**967**	0	0	**2984**
4:00:00 PM	84	106	12	0	**202**	0	0	3	225	59	0	**287**	0	0	68	82	118	0	**268**	0	0	84	138	42	0	**264**	0	0	**1021**
4:15:00 PM	92	172	11	0	**275**	0	0	0	174	59	0	**233**	0	0	80	92	104	0	**276**	0	0	66	159	59	0	**284**	0	0	**1068**
4:30:00 PM	99	139	11	0	**249**	0	0	2	235	55	0	**292**	0	0	102	95	124	0	**321**	0	0	65	127	45	0	**237**	0	0	**1099**
4:45:00 PM	80	139	14	0	**233**	0	0	3	228	62	0	**293**	0	0	69	64	101	0	**234**	1	0	49	121	42	0	**212**	0	0	**972**
Hourly Total	355	556	48	0	**959**	0	0	8	862	235	0	**1105**	0	0	319	333	447	0	**1099**	1	0	264	545	188	0	**997**	0	0	**4160**
5:00:00 PM	97	129	8	0	**234**	0	0	2	177	67	0	**246**	0	0	66	104	120	0	**290**	0	0	58	140	50	0	**248**	0	0	**1018**
5:15:00 PM	89	129	15	0	**233**	0	0	0	205	85	0	**290**	0	0	66	92	92	0	**250**	0	0	51	107	40	0	**198**	0	0	**971**
5:30:00 PM	72	160	3	0	**235**	0	0	3	239	73	0	**315**	0	0	69	63	77	0	**209**	0	0	39	149	51	0	**239**	0	0	**998**
5:45:00 PM	86	137	6	0	**229**	0	0	1	155	70	0	**226**	0	0	57	70	88	0	**215**	0	0	35	102	54	0	**191**	0	0	**861**
Hourly Total	344	555	32	0	**931**	0	0	6	776	295	0	**1077**	0	0	258	329	377	0	**964**	0	0	183	498	195	0	**876**	0	0	**3848**
6:00:00 PM	58	74	1	0	**133**	0	0	2	162	45	0	**209**	0	0	57	70	75	0	**202**	0	0	41	112	37	0	**190**	0	0	**734**
6:15:00 PM	64	78	5	0	**147**	0	0	3	133	41	0	**177**	0	0	43	91	77	0	**211**	0	0	32	84	38	0	**154**	0	0	**689**
6:30:00 PM	50	80	5	0	**135**	0	0	4	108	49	0	**161**	0	0	51	71	54	0	**176**	0	0	34	107	26	0	**167**	0	0	**639**
6:45:00 PM	33	61	5	0	**99**	0	0	2	139	32	0	**173**	0	0	48	50	58	0	**156**	0	0	21	69	13	0	**103**	0	0	**531**
Hourly Total	205	293	16	0	**514**	0	0	11	542	167	0	**720**	0	0	199	282	264	0	**745**	0	0	128	372	114	0	**614**	0	0	**2593**
7:00:00 PM	27	54	4	1	**86**	0	0	2	120	27	0	**149**	0	0	49	43	32	0	**124**	0	0	26	87	28	0	**141**	0	0	**500**
7:15:00 PM	30	45	6	0	**81**	0	0	3	95	41	0	**139**	0	0	29	36	47	0	**112**	0	0	33	49	32	0	**114**	0	0	**446**
7:30:00 PM	33	49	7	0	**89**	0	0	1	72	32	0	**105**	0	0	31	31	52	0	**114**	0	0	23	51	20	0	**94**	0	0	**402**
7:45:00 PM	22	50	7	0	**79**	0	0	0	79	35	0	**114**	0	0	23	32	42	0	**97**	0	0	30	54	23	0	**107**	0	0	**397**
Hourly Total	112	198	24	1	**335**	0	0	6	366	135	0	**507**	0	0	132	142	173	0	**447**	0	0	112	241	103	0	**456**	0	0	**1745**
Grand Total	1514	2521	246	1	**4282**	1	0	144	3802	1507	0	**5453**	5	0	1720	2961	1859	0	**6545**	6	0	1767	3699	1441	1	**6908**	0	0	**23188**
% Approach	35.4%	58.9%	5.7%	0.0%	**0.0%**	0.0%	0.0%	2.6%	69.7%	27.6%	0.0%	**0.0%**	0.0%	0.0%	26.3%	45.2%	28.4%	0.0%	**0.0%**	0.0%	0.0%	25.6%	53.5%	20.9%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	6.5%	10.9%	1.1%	0.0%	**18.5%**	0.0%	0.0%	0.6%	16.4%	6.5%	0.0%	**23.5%**	0.0%	0.0%	7.4%	12.8%	8.0%	0.0%	**28.2%**	0.0%	0.0%	7.6%	16.0%	6.2%	0.0%	**29.8%**	0.0%	0.0%	**0.0%**
Lights	1458	2464	238	1	**4161**	0	0	140	3724	1483	0	**5347**	0	0	1696	2916	1797	0	**6409**	0	0	1703	3638	1405	1	**6747**	0	0	**22664**
% Lights	96.3%	97.7%	96.7%	100.0%	**97.2%**	0.0%	0.0%	97.2%	97.9%	98.4%	0.0%	**98.1%**	0.0%	0.0%	98.6%	98.5%	96.7%	0.0%	**97.9%**	0.0%	0.0%	96.4%	98.4%	97.5%	100.0%	**97.7%**	0.0%	0.0%	**97.7%**
Trucks	45	48	5	0	**98**	0	0	3	8	15	0	**26**	0	0	12	37	28	0	**77**	0	0	14	10	26	0	**50**	0	0	**251**
% Trucks	3.0%	1.9%	2.0%	0.0%	**2.3%**	0.0%	0.0%	2.1%	0.2%	1.0%	0.0%	**0.5%**	0.0%	0.0%	0.7%	1.2%	1.5%	0.0%	**1.2%**	0.0%	0.0%	0.8%	0.3%	1.8%	0.0%	**0.7%**	0.0%	0.0%	**1.1%**
Buses	11	9	3	0	**23**	0	0	1	70	9	0	**80**	0	0	12	8	34	0	**54**	0	0	50	51	10	0	**111**	0	0	**268**
% Buses	0.7%	0.4%	1.2%	0.0%	**0.0%**	0.0%	0.0%	0.0%	1.8%	0.6%	0.0%	**0.0%**	0.0%	0.0%	0.7%	0.3%	1.8%	0.0%	**0.0%**	0.0%	0.0%	2.8%	1.4%	0.7%	0.0%	**0.0%**	0.0%	0.0%	**1.2%**
Pedestrians	0	0	0	0	**0**	1	0	0	0	0	0	**0**	5	0	0	0	0	0	**0**	6	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

TRI-STATE TRAFFIC DATA TSTData.com

Turning Movement Data Plot





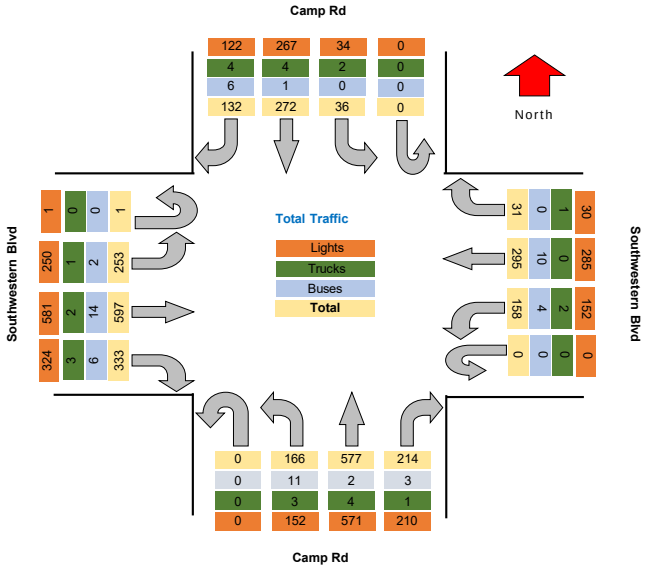
Project : VBH Malta NYSite : Site 4Location : 42.948550, -73.790036Survey Date : 202

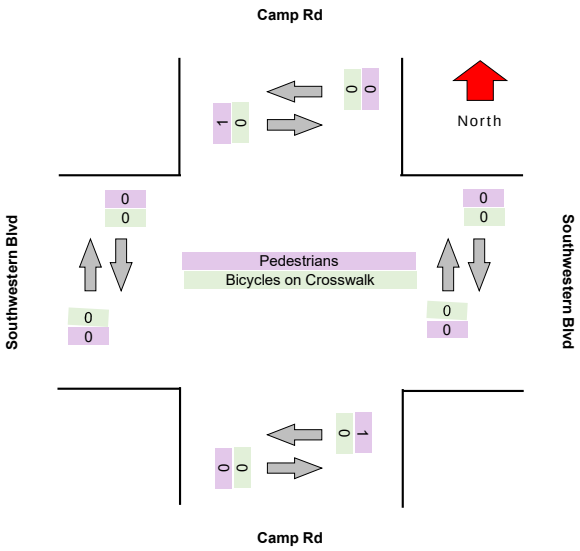
TRI-STATE TRAFFIC DATA TSTData.com

Turning Movement Peak Hour Data (AM)

7:15:00 AM

Leg	Camp Rd							Southwestern Blvd							Camp Rd							Southwestern Blvd							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
7:15:00 AM	18	53	9	0	**80**	0	0	10	85	37	0	**132**	0	0	46	131	25	0	**202**	1	0	91	131	67	0	**289**	0	0	**703**
7:30:00 AM	37	72	9	0	**118**	0	0	7	67	32	0	**106**	0	0	52	194	50	0	**296**	0	0	73	160	60	1	**294**	0	0	**814**
7:45:00 AM	33	68	9	0	**110**	1	0	8	75	41	0	**124**	0	0	63	133	50	0	**246**	0	0	84	167	70	0	**321**	0	0	**801**
8:00:00 AM	44	79	9	0	**132**	0	0	6	68	48	0	**122**	0	0	53	119	41	0	**213**	0	0	85	139	56	0	**280**	0	0	**747**
Grand Total	132	272	36	0	**440**	1	0	31	295	158	0	**484**	0	0	214	577	166	0	**957**	1	0	333	597	253	1	**1184**	0	0	**3065**
% Approach	30.0%	61.8%	8.2%	0.0%	**0.0%**	0.0%	0.0%	6.4%	61.0%	32.6%	0.0%	**0.0%**	0.0%	0.0%	22.4%	60.3%	17.3%	0.0%	**0.0%**	0.0%	0.0%	28.1%	50.4%	21.4%	0.1%	**0.0%**	0.0%	0.0%	
% Total	4.3%	8.9%	1.2%	0.0%	**14.4%**	0.0%	0.0%	1.0%	9.6%	5.2%	0.0%	**15.8%**	0.0%	0.0%	7.0%	18.8%	5.4%	0.0%	**31.2%**	0.0%	0.0%	10.9%	19.5%	8.3%	0.0%	**38.6%**	0.0%	0.0%	
PHF	0.750	0.861	1.000	0.000	**0.833**	0.000	0.000	0.775	0.868	0.823	0.000	**0.917**	0.000	0.000	0.849	0.744	0.830	0.000	**0.808**	0.000	0.000	0.915	0.894	0.904	0.250	**0.922**	0.000	0.000	**0.941**
Lights	122	267	34	0	**423**	0	0	30	285	152	0	**467**	0	0	210	571	152	0	**933**	0	0	324	581	250	1	**1156**	0	0	**2979**
% Lights	92.4%	98.2%	94.4%	0.0%	**96.1%**	0.0%	0.0%	96.8%	96.6%	96.2%	0.0%	**96.5%**	0.0%	0.0%	98.1%	99.0%	91.6%	0.0%	**97.5%**	0.0%	0.0%	97.3%	97.3%	98.8%	100.0%	**97.6%**	0.0%	0.0%	**97.2%**
Trucks	4	4	2	0	**10**	0	0	1	0	2	0	**3**	0	0	1	4	3	0	**8**	0	0	3	2	1	0	**6**	0	0	**27**
% Trucks	3.0%	1.5%	5.6%	0.0%	**2.3%**	0.0%	0.0%	3.2%	0.0%	1.3%	0.0%	**0.6%**	0.0%	0.0%	0.5%	0.7%	1.8%	0.0%	**0.8%**	0.0%	0.0%	0.9%	0.3%	0.4%	0.0%	**0.5%**	0.0%	0.0%	**0.9%**
Buses	6	1	0	0	**7**	0	0	0	10	4	0	**14**	0	0	3	2	11	0	**16**	0	0	6	14	2	0	**22**	0	0	**59**
% Buses	4.5%	0.4%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	3.4%	2.5%	0.0%	**0.0%**	0.0%	0.0%	1.4%	0.3%	6.6%	0.0%	**0.0%**	0.0%	0.0%	1.8%	2.3%	0.8%	0.0%	**0.0%**	0.0%	0.0%	**1.9%**
Pedestrians	0	0	0	0	**0**	1	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	1	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





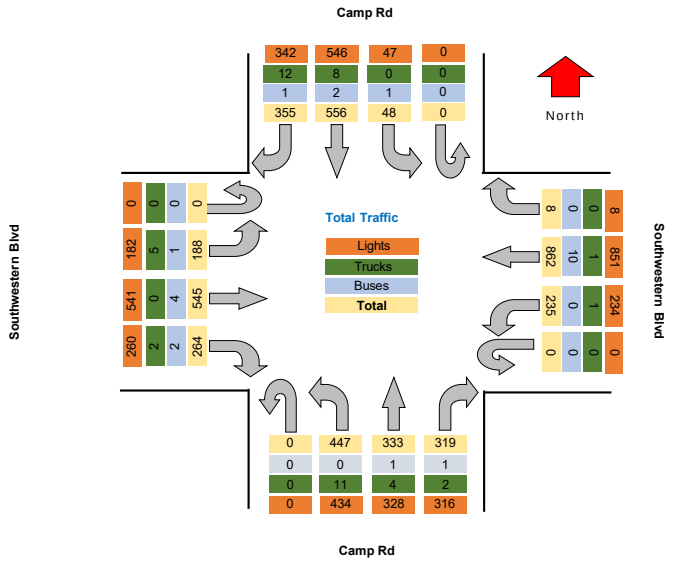
Project : VBH Malta NYSite : Site 4Location : 42.948550, -73.790036Survey Date : 202

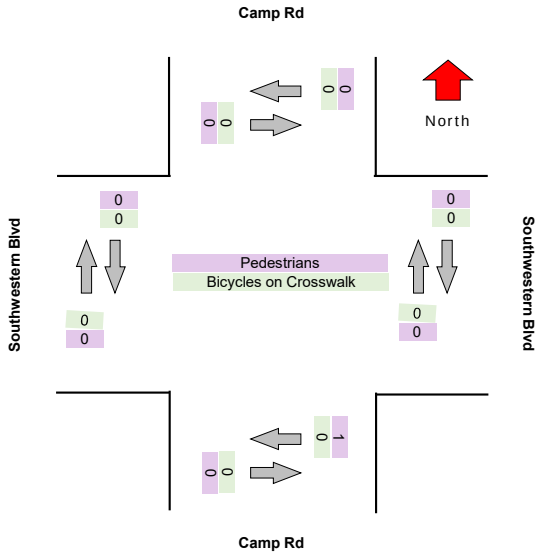
TRI-STATE TRAFFIC DATA TSTData.com

Turning Movement Peak Hour Data (PM)

4:00:00 PM

Leg	Camp Rd							Southwestern Blvd							Camp Rd							Southwestern Blvd							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
4:00:00 PM	84	106	12	0	**202**	0	0	3	225	59	0	**287**	0	0	68	82	118	0	**268**	0	0	84	138	42	0	**264**	0	0	**1021**
4:15:00 PM	92	172	11	0	**275**	0	0	0	174	59	0	**233**	0	0	80	92	104	0	**276**	0	0	66	159	59	0	**284**	0	0	**1068**
4:30:00 PM	99	139	11	0	**249**	0	0	2	235	55	0	**292**	0	0	102	95	124	0	**321**	0	0	65	127	45	0	**237**	0	0	**1099**
4:45:00 PM	80	139	14	0	**233**	0	0	3	228	62	0	**293**	0	0	69	64	101	0	**234**	1	0	49	121	42	0	**212**	0	0	**972**
Grand Total	355	556	48	0	**959**	0	0	8	862	235	0	**1105**	0	0	319	333	447	0	**1099**	1	0	264	545	188	0	**997**	0	0	**4160**
% Approach	37.0%	58.0%	5.0%	0.0%	**0.0%**	0.0%	0.0%	0.7%	78.0%	21.3%	0.0%	**0.0%**	0.0%	0.0%	29.0%	30.3%	40.7%	0.0%	**0.0%**	0.0%	0.0%	26.5%	54.7%	18.9%	0.0%	**0.0%**	0.0%	0.0%	
% Total	8.5%	13.4%	1.2%	0.0%	**23.1%**	0.0%	0.0%	0.2%	20.7%	5.6%	0.0%	**26.6%**	0.0%	0.0%	7.7%	8.0%	10.7%	0.0%	**26.4%**	0.0%	0.0%	6.3%	13.1%	4.5%	0.0%	**24.0%**	0.0%	0.0%	
PHF	0.896	0.808	0.857	0.000	**0.872**	0.000	0.000	0.667	0.917	0.948	0.000	**0.943**	0.000	0.000	0.782	0.876	0.901	0.000	**0.856**	0.000	0.000	0.786	0.857	0.797	0.000	**0.878**	0.000	0.000	**0.946**
Lights	342	546	47	0	**935**	0	0	8	851	234	0	**1093**	0	0	316	328	434	0	**1078**	0	0	260	541	182	0	**983**	0	0	**4089**
% Lights	96.3%	98.2%	97.9%	0.0%	**97.5%**	0.0%	0.0%	100.0%	98.7%	99.6%	0.0%	**98.9%**	0.0%	0.0%	99.1%	98.5%	97.1%	0.0%	**98.1%**	0.0%	0.0%	98.5%	99.3%	96.8%	0.0%	**98.6%**	0.0%	0.0%	**98.3%**
Trucks	12	8	0	0	**20**	0	0	0	1	1	0	**2**	0	0	2	4	11	0	**17**	0	0	2	0	5	0	**7**	0	0	**46**
% Trucks	3.4%	1.4%	0.0%	0.0%	**2.1%**	0.0%	0.0%	0.0%	0.1%	0.4%	0.0%	**0.2%**	0.0%	0.0%	0.6%	1.2%	2.5%	0.0%	**1.5%**	0.0%	0.0%	0.8%	0.0%	2.7%	0.0%	**0.7%**	0.0%	0.0%	**1.1%**
Buses	1	2	1	0	**4**	0	0	0	10	0	0	**10**	0	0	1	1	2	0	**4**	0	0	2	4	1	0	**7**	0	0	**25**
% Buses	0.3%	0.4%	2.1%	0.0%	**0.0%**	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.3%	0.3%	0.4%	0.0%	**0.0%**	0.0%	0.0%	0.8%	0.7%	0.5%	0.0%	**0.0%**	0.0%	0.0%	**0.6%**
Pedestrians	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	1	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





TRI-STATE TRAFFIC DATA TSTData.com

Project	SRFHamburg
Project Code	SRFHamburg
Site Name	Southwestern Blvd & Rogers
Legs and Movements	All Processed Legs & Movem
Bin Size	15 minutes
Survey Date	2021/12/07 Tuesday
Location	2
Latitude and Longitude	42.739705, -78.872898

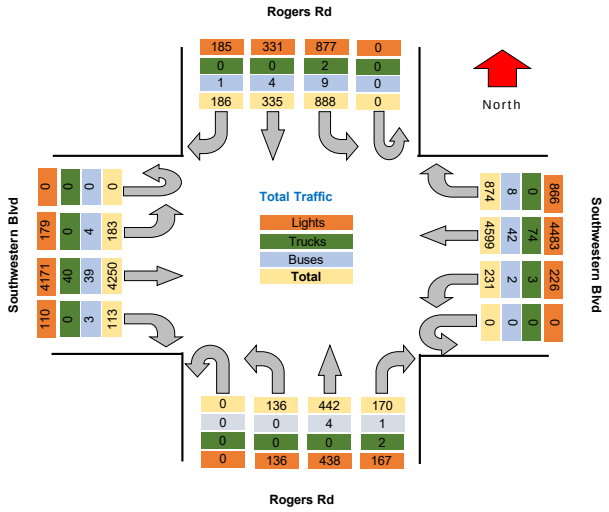
	Start	End	PHF
Forced Peak AM	2021/12/07 07:30:00	2021/12/07 08:30:00	0.91
Forced Peak PM	2021/12/07 16:30:00	2021/12/07 17:30:00	0.97
AM Peak	2021/12/07 07:00:00	2021/12/07 08:00:00	0.93
PM Peak	2021/12/07 16:00:00	2021/12/07 17:00:00	0.98

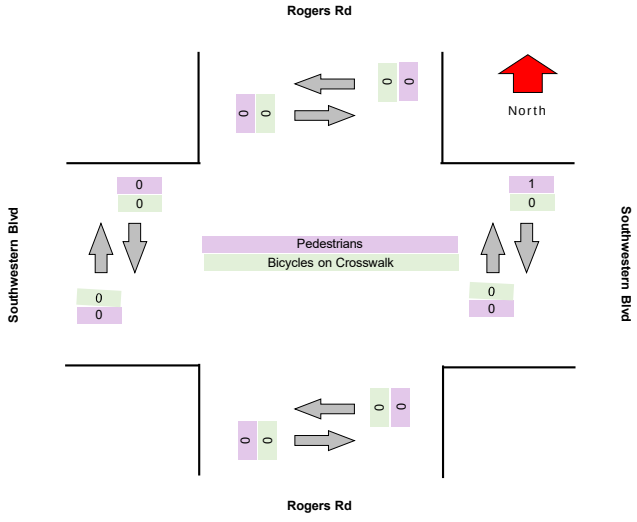
Turning Movement Data

Leg	Rogers Rd							Southwestern Blvd							Rogers Rd							Southwestern Blvd							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Total**
6:00:00 AM	1	0	12	0	**13**	0	0	5	35	0	0	**40**	0	0	2	1	2	0	**5**	0	0	2	108	2	0	**112**	0	0	**170**
6:15:00 AM	4	6	14	0	**24**	0	0	6	36	4	0	**46**	0	0	0	5	1	0	**6**	0	0	1	140	2	0	**143**	0	0	**219**
6:30:00 AM	3	7	20	0	**30**	0	0	6	50	2	0	**58**	0	0	5	2	2	0	**9**	0	0	2	170	2	0	**174**	0	0	**271**
6:45:00 AM	3	10	27	0	**40**	0	0	12	74	2	0	**88**	0	0	2	10	6	0	**18**	0	0	1	181	1	0	**183**	0	0	**329**
Hourly Total	11	23	73	0	**107**	0	0	29	195	8	0	**232**	0	0	9	18	11	0	**38**	0	0	6	599	7	0	**612**	0	0	**989**
7:00:00 AM	6	5	30	0	**41**	0	0	13	114	4	0	**131**	0	0	4	6	1	0	**11**	0	0	2	177	8	0	**187**	0	0	**370**
7:15:00 AM	4	12	41	0	**57**	0	0	11	101	3	0	**115**	0	0	6	9	6	0	**21**	0	0	4	194	1	0	**199**	0	0	**392**
7:30:00 AM	10	8	43	0	**61**	0	0	14	112	1	0	**127**	0	0	3	16	5	0	**24**	0	0	6	218	5	0	**229**	0	0	**441**
7:45:00 AM	6	9	40	0	**55**	0	0	18	108	1	0	**127**	1	0	6	11	6	0	**24**	0	0	1	227	11	0	**239**	0	0	**445**
Hourly Total	26	34	154	0	**214**	0	0	56	435	9	0	**500**	1	0	19	42	18	0	**80**	0	0	13	816	25	0	**854**	0	0	**1648**
8:00:00 AM	3	10	45	0	**58**	0	0	26	75	1	0	**102**	0	0	5	11	4	0	**20**	0	0	3	174	4	0	**181**	0	0	**361**
8:15:00 AM	10	13	32	0	**55**	0	0	18	89	5	0	**112**	0	0	3	15	3	0	**21**	0	0	6	178	2	0	**186**	0	0	**374**
8:30:00 AM	3	6	38	0	**47**	0	0	18	66	5	0	**89**	0	0	7	12	4	0	**23**	0	0	4	142	3	0	**149**	0	0	**308**
8:45:00 AM	3	10	39	0	**52**	0	0	17	105	4	0	**126**	0	0	7	23	5	0	**35**	0	0	3	165	5	0	**173**	0	0	**386**
Hourly Total	19	39	154	0	**212**	0	0	79	335	15	0	**429**	0	0	22	61	16	0	**99**	0	0	16	659	14	0	**689**	0	0	**1429**
9:00:00 AM	8	12	38	0	**58**	0	0	19	112	7	0	**138**	0	0	8	15	6	0	**29**	0	0	5	169	10	0	**184**	0	0	**409**
9:15:00 AM	4	7	25	0	**36**	0	0	21	100	8	0	**129**	0	0	6	10	1	0	**17**	0	0	1	144	4	0	**149**	0	0	**331**
9:30:00 AM	4	7	18	0	**29**	0	0	21	125	11	0	**157**	0	0	4	11	5	0	**20**	0	0	6	164	5	0	**175**	0	0	**381**
9:45:00 AM	8	11	23	0	**42**	0	0	15	105	4	0	**124**	0	0	8	15	9	0	**32**	0	0	4	145	6	0	**155**	0	0	**353**
Hourly Total	24	37	104	0	**165**	0	0	76	442	30	0	**548**	0	0	26	51	21	0	**98**	0	0	16	622	25	0	**663**	0	0	**1474**
4:00:00 PM	9	19	27	0	**55**	0	0	59	254	11	0	**324**	0	0	10	21	5	0	**36**	0	0	5	144	13	0	**162**	0	0	**577**
4:15:00 PM	9	13	35	0	**57**	0	0	42	257	16	0	**315**	0	0	5	25	9	0	**39**	0	0	6	153	16	0	**175**	0	0	**586**
4:30:00 PM	11	21	29	0	**61**	0	0	35	301	15	0	**351**	0	0	8	23	8	0	**39**	0	0	4	127	10	0	**141**	0	0	**592**
4:45:00 PM	13	11	28	0	**52**	0	0	55	300	10	0	**365**	0	0	5	20	8	0	**33**	0	0	5	132	11	0	**148**	0	0	**598**
Hourly Total	42	64	119	0	**225**	0	0	191	1112	52	0	**1355**	0	0	28	89	30	0	**147**	0	0	20	556	50	0	**626**	0	0	**2353**
5:00:00 PM	7	21	28	0	**56**	0	0	48	279	9	0	**336**	0	0	2	20	2	0	**24**	0	0	3	119	10	0	**132**	0	0	**548**
5:15:00 PM	7	17	27	0	**51**	0	0	41	265	14	0	**320**	0	0	10	24	1	0	**35**	0	0	6	143	10	0	**159**	0	0	**565**
5:30:00 PM	8	18	36	0	**62**	0	0	55	235	12	0	**302**	0	0	4	14	4	0	**22**	0	0	6	109	5	0	**120**	0	0	**506**
5:45:00 PM	7	13	29	0	**49**	0	0	62	229	17	0	**308**	0	0	8	19	8	0	**35**	0	0	2	93	8	0	**103**	0	0	**495**
Hourly Total	29	69	120	0	**218**	0	0	206	1008	52	0	**1266**	0	0	24	77	15	0	**116**	0	0	17	464	33	0	**514**	0	0	**2114**
6:00:00 PM	8	11	16	0	**35**	0	0	36	191	10	0	**237**	0	0	5	23	2	0	**30**	0	0	5	84	4	0	**93**	0	0	**395**
6:15:00 PM	6	6	38	0	**50**	0	0	38	161	15	0	**214**	0	0	7	13	3	0	**23**	0	0	7	85	5	0	**97**	0	0	**384**
6:30:00 PM	2	13	26	0	**41**	0	0	27	168	6	0	**201**	0	0	5	20	6	0	**31**	0	0	3	79	4	0	**86**	0	0	**359**
6:45:00 PM	4	8	16	0	**28**	0	0	31	149	10	0	**190**	0	0	5	8	2	0	**15**	0	0	3	58	1	0	**62**	0	0	**295**
Hourly Total	20	38	96	0	**154**	0	0	132	669	41	0	**842**	0	0	22	64	13	0	**99**	0	0	18	306	14	0	**338**	0	0	**1433**
7:00:00 PM	6	8	16	0	**30**	0	0	20	100	7	0	**127**	0	0	10	10	4	0	**24**	0	0	1	90	5	0	**96**	0	0	**277**
7:15:00 PM	3	13	18	0	**34**	0	0	31	130	4	0	**165**	0	0	4	15	4	0	**23**	0	0	3	44	3	0	**50**	0	0	**272**
7:30:00 PM	3	6	20	0	**29**	0	0	26	90	7	0	**123**	0	0	5	8	2	0	**15**	0	0	0	46	4	0	**50**	0	0	**217**
7:45:00 PM	3	4	14	0	**21**	0	0	28	83	6	0	**117**	0	0	1	7	2	0	**10**	0	0	3	48	3	0	**54**	0	0	**202**
Hourly Total	15	31	68	0	**114**	0	0	105	403	24	0	**532**	0	0	20	40	12	0	**72**	0	0	7	228	15	0	**250**	0	0	**968**
Grand Total	186	335	888	0	**1409**	0	0	874	4599	231	0	**5704**	1	0	170	442	136	0	**749**	0	0	113	4250	183	0	**4546**	0	0	**12408**
% Approach	13.2%	23.8%	63.0%	0.0%	**0.0%**	0.0%	0.0%	15.3%	80.6%	4.0%	0.0%	**0.0%**	0.0%	0.0%	22.7%	59.0%	18.2%	0.0%	**0.0%**	0.0%	0.0%	2.5%	93.5%	4.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	1.5%	2.7%	7.2%	0.0%	**11.4%**	0.0%	0.0%	7.0%	37.1%	1.9%	0.0%	**46.0%**	0.0%	0.0%	1.4%	3.6%	1.1%	0.0%	**6.0%**	0.0%	0.0%	0.9%	34.3%	1.5%	0.0%	**36.6%**	0.0%	0.0%	**0.0%**
Lights	185	331	877	0	**1393**	0	0	866	4483	226	0	**5575**	0	0	167	438	136	0	**741**	0	0	110	4171	179	0	**4460**	0	0	**12169**
% Lights	99.5%	98.8%	98.8%	0.0%	**98.9%**	0.0%	0.0%	99.1%	97.5%	97.8%	0.0%	**97.7%**	0.0%	0.0%	98.2%	99.1%	100.0%	0.0%	**98.9%**	0.0%	0.0%	97.3%	98.1%	97.8%	0.0%	**98.1%**	0.0%	0.0%	**98.1%**
Trucks	0	0	2	0	**2**	0	0	0	74	3	0	**77**	0	0	2	0	0	0	**2**	0	0	0	40	0	0	**40**	0	0	**121**
% Trucks	0.0%	0.0%	0.2%	0.0%	**0.1%**	0.0%	0.0%	0.0%	1.6%	1.3%	0.0%	**1.3%**	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	**0.9%**	0.0%	0.0%	**1.0%**
Buses	1	4	9	0	**14**	0	0	8	42	2	0	**52**	0	0	1	4	0	0	**5**	0	0	3	39	4	0	**46**	0	0	**117**
% Buses	0.5%	1.2%	1.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.9%	0.9%	0.0%	**0.0%**	0.0%	0.0%	0.6%	0.9%	0.0%	0.0%	**0.0%**	0.0%	0.0%	2.7%	0.9%	2.2%	0.0%	**0.0%**	0.0%	0.0%	**0.9%**
Pedestrians	0	0	0	0	**0**	0	0	0	0	0	0	**0**	1	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

TRI-STATE TRAFFIC DATA TSTData.com

Turning Movement Data Plot





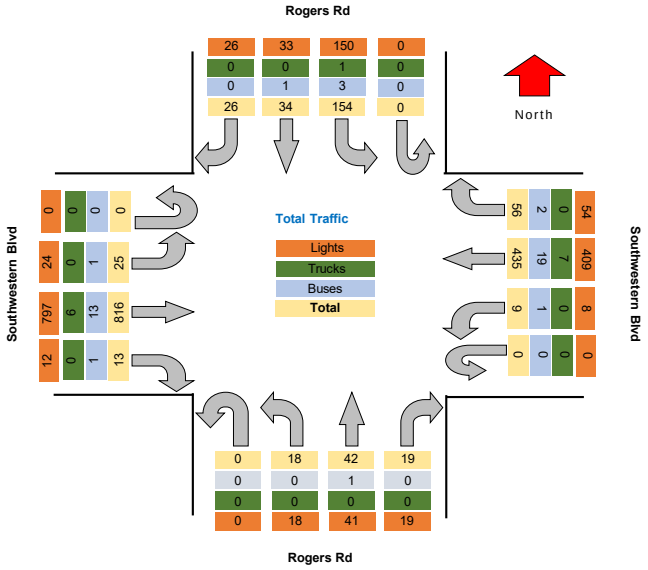
Project : VBH Malta NYSite : Site 4Location : 42.948550, -73.790036Survey Date : 202

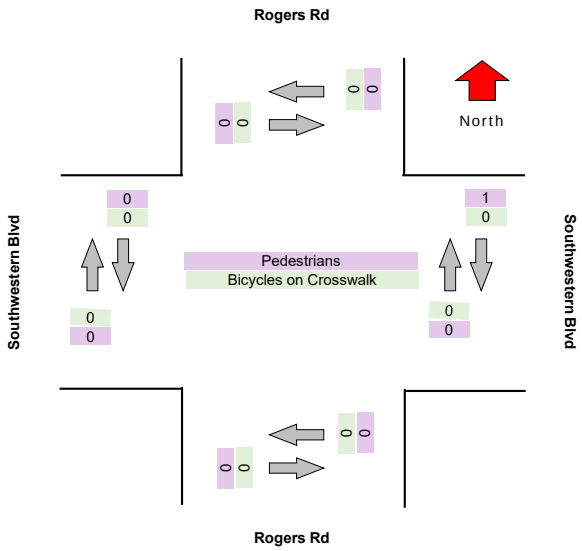
TRI-STATE TRAFFIC DATA TSTData.com

Turning Movement Peak Hour Data (AM)

7:00:00 AM

Leg	Rogers Rd							Southwestern Blvd							Rogers Rd							Southwestern Blvd							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
7:00:00 AM	6	5	30	0	**41**	0	0	13	114	4	0	**131**	0	0	4	6	1	0	**11**	0	0	2	177	8	0	**187**	0	0	**370**
7:15:00 AM	4	12	41	0	**57**	0	0	11	101	3	0	**115**	0	0	6	9	6	0	**21**	0	0	4	194	1	0	**199**	0	0	**392**
7:30:00 AM	10	8	43	0	**61**	0	0	14	112	1	0	**127**	0	0	3	16	5	0	**24**	0	0	6	218	5	0	**229**	0	0	**441**
7:45:00 AM	6	9	40	0	**55**	0	0	18	108	1	0	**127**	1	0	6	11	6	0	**24**	0	0	1	227	11	0	**239**	0	0	**445**
Grand Total	26	34	154	0	**214**	0	0	56	435	9	0	**500**	1	0	19	42	18	0	**80**	0	0	13	816	25	0	**854**	0	0	**1648**
% Approach	12.1%	15.9%	72.0%	0.0%	**0.0%**	0.0%	0.0%	11.2%	87.0%	1.8%	0.0%	**0.0%**	0.0%	0.0%	23.8%	52.5%	22.5%	0.0%	**0.0%**	0.0%	0.0%	1.5%	95.6%	2.9%	0.0%	**0.0%**	0.0%	0.0%	
% Total	1.6%	2.1%	9.3%	0.0%	**13.0%**	0.0%	0.0%	3.4%	26.4%	0.5%	0.0%	**30.3%**	0.0%	0.0%	1.2%	2.5%	1.1%	0.0%	**4.9%**	0.0%	0.0%	0.8%	49.5%	1.5%	0.0%	**51.8%**	0.0%	0.0%	
PHF	0.650	0.708	0.895	0.000	**0.877**	0.000	0.000	0.778	0.954	0.563	0.000	**0.954**	0.000	0.000	0.792	0.656	0.750	0.000	**0.833**	0.000	0.000	0.542	0.899	0.568	0.000	**0.893**	0.000	0.000	**0.926**
Lights	26	33	150	0	**209**	0	0	54	409	8	0	**471**	0	0	19	41	18	0	**78**	0	0	12	797	24	0	**833**	0	0	**1591**
% Lights	100.0%	97.1%	97.4%	0.0%	**97.7%**	0.0%	0.0%	96.4%	94.0%	88.9%	0.0%	**94.2%**	0.0%	0.0%	100.0%	97.6%	100.0%	0.0%	**97.5%**	0.0%	0.0%	92.3%	97.7%	96.0%	0.0%	**97.5%**	0.0%	0.0%	**96.5%**
Trucks	0	0	1	0	**1**	0	0	0	7	0	0	**7**	0	0	0	0	0	0	**0**	0	0	0	6	0	0	**6**	0	0	**14**
% Trucks	0.0%	0.0%	0.6%	0.0%	**0.5%**	0.0%	0.0%	0.0%	1.6%	0.0%	0.0%	**1.4%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	**0.7%**	0.0%	0.0%	**0.8%**
Buses	0	1	3	0	**4**	0	0	2	19	1	0	**22**	0	0	0	1	0	0	**1**	0	0	1	13	1	0	**15**	0	0	**42**
% Buses	0.0%	2.9%	1.9%	0.0%	**0.0%**	0.0%	0.0%	3.6%	4.4%	11.1%	0.0%	**0.0%**	0.0%	0.0%	0.0%	2.4%	0.0%	0.0%	**0.0%**	0.0%	0.0%	7.7%	1.6%	4.0%	0.0%	**0.0%**	0.0%	0.0%	**2.5%**
Pedestrians	0	0	0	0	**0**	0	0	0	0	0	0	**0**	1	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





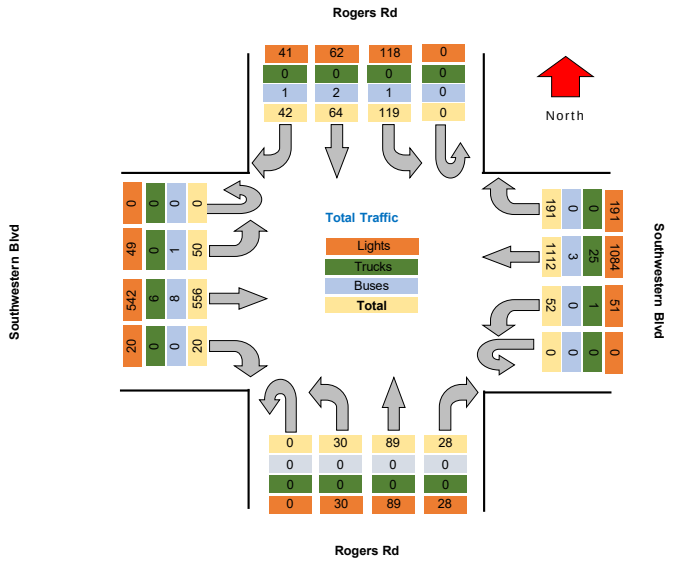
Project : VBH Malta NYSite : Site 4Location : 42.948550, -73.790036Survey Date : 202

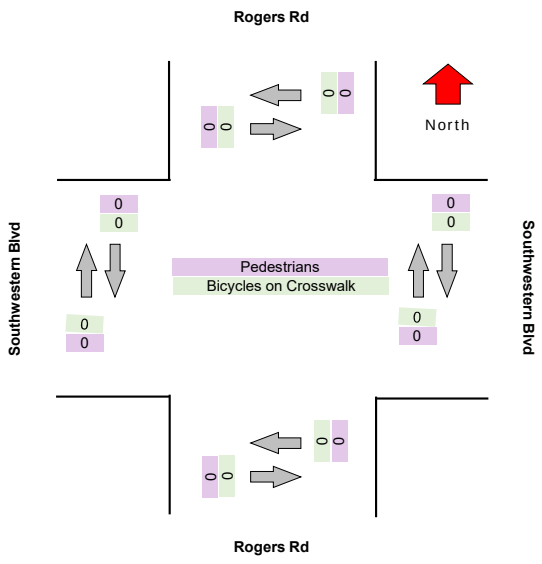
TRI-STATE TRAFFIC DATA TSTData.com

Turning Movement Peak Hour Data (PM)

4:00:00 PM

Leg	Rogers Rd							Southwestern Blvd							Rogers Rd							Southwestern Blvd							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
4:00:00 PM	9	19	27	0	**55**	0	0	59	254	11	0	**324**	0	0	10	21	5	0	**36**	0	0	5	144	13	0	**162**	0	0	**577**
4:15:00 PM	9	13	35	0	**57**	0	0	42	257	16	0	**315**	0	0	5	25	9	0	**39**	0	0	6	153	16	0	**175**	0	0	**586**
4:30:00 PM	11	21	29	0	**61**	0	0	35	301	15	0	**351**	0	0	8	23	8	0	**39**	0	0	4	127	10	0	**141**	0	0	**592**
4:45:00 PM	13	11	28	0	**52**	0	0	55	300	10	0	**365**	0	0	5	20	8	0	**33**	0	0	5	132	11	0	**148**	0	0	**598**
Grand Total	42	64	119	0	**225**	0	0	191	1112	52	0	**1355**	0	0	28	89	30	0	**147**	0	0	20	556	50	0	**626**	0	0	**2353**
% Approach	18.7%	28.4%	52.9%	0.0%	**0.0%**	0.0%	0.0%	14.1%	82.1%	3.8%	0.0%	**0.0%**	0.0%	0.0%	19.0%	60.5%	20.4%	0.0%	**0.0%**	0.0%	0.0%	3.2%	88.8%	8.0%	0.0%	**0.0%**	0.0%	0.0%	
% Total	1.8%	2.7%	5.1%	0.0%	**9.6%**	0.0%	0.0%	8.1%	47.3%	2.2%	0.0%	**57.6%**	0.0%	0.0%	1.2%	3.8%	1.3%	0.0%	**6.2%**	0.0%	0.0%	0.8%	23.6%	2.1%	0.0%	**26.6%**	0.0%	0.0%	
PHF	0.808	0.762	0.850	0.000	**0.922**	0.000	0.000	0.809	0.924	0.813	0.000	**0.928**	0.000	0.000	0.700	0.890	0.833	0.000	**0.942**	0.000	0.000	0.833	0.908	0.781	0.000	**0.894**	0.000	0.000	**0.984**
Lights	41	62	118	0	**221**	0	0	191	1084	51	0	**1326**	0	0	28	89	30	0	**147**	0	0	20	542	49	0	**611**	0	0	**2305**
% Lights	97.6%	96.9%	99.2%	0.0%	**98.2%**	0.0%	0.0%	100.0%	97.5%	98.1%	0.0%	**97.9%**	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	100.0%	97.5%	98.0%	0.0%	**97.6%**	0.0%	0.0%	**98.0%**
Trucks	0	0	0	0	**0**	0	0	0	25	1	0	**26**	0	0	0	0	0	0	**0**	0	0	0	6	0	0	**6**	0	0	**32**
% Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	2.2%	1.9%	0.0%	**1.9%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	**1.0%**	0.0%	0.0%	**1.4%**
Buses	1	2	1	0	**4**	0	0	0	3	0	0	**3**	0	0	0	0	0	0	**0**	0	0	0	8	1	0	**9**	0	0	**16**
% Buses	2.4%	3.1%	0.8%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	1.4%	2.0%	0.0%	**0.0%**	0.0%	0.0%	**0.7%**
Pedestrians	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





TRI-STATE TRAFFIC DATA TSTData.com

Project	SRFHamburg
Project Code	SRFHamburg
Site Name	Southwestern Blvd & Sowles
Legs and Movements	All Processed Legs & Movem
Bin Size	15 minutes
Survey Date	2021/12/07 Tuesday
Location	3
Latitude and Longitude	42.751341, -78.851569

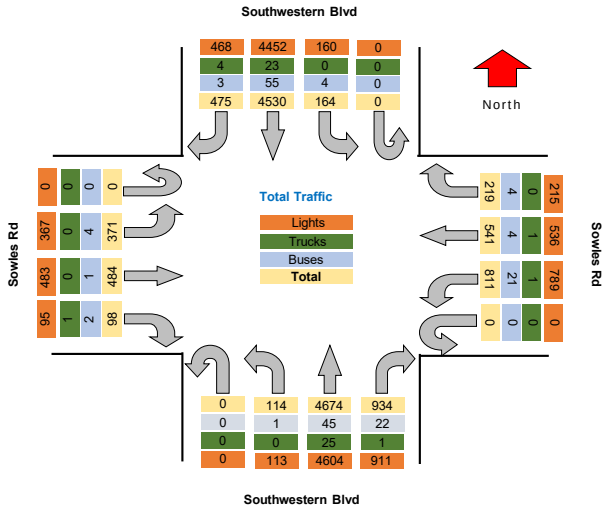
	Start	End	PHF
Forced Peak AM	2021/12/07 07:30:00	2021/12/07 08:30:00	0.95
Forced Peak PM	2021/12/07 16:30:00	2021/12/07 17:30:00	0.98
AM Peak	2021/12/07 09:00:00	2021/12/07 10:00:00	0.93
PM Peak	2021/12/07 16:15:00	2021/12/07 17:15:00	0.98

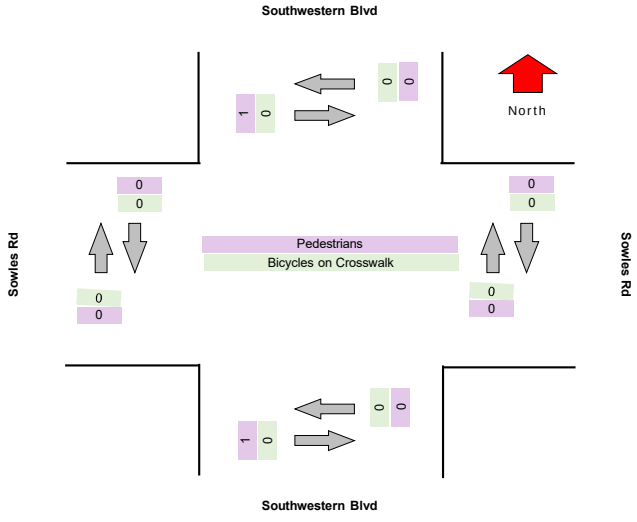
Turning Movement Data

Leg	Southwestern Blvd							Sowles Rd							Southwestern Blvd							Sowles Rd							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Total**
6:00:00 AM	3	49	1	0	**53**	0	0	1	15	14	0	**30**	0	0	10	66	2	0	**78**	0	0	0	4	7	0	**11**	0	0	**172**
6:15:00 AM	15	48	0	0	**63**	0	0	0	11	14	0	**25**	0	0	14	77	0	0	**91**	0	0	2	6	6	0	**14**	0	0	**193**
6:30:00 AM	11	50	3	0	**64**	0	0	4	21	21	0	**46**	0	0	22	124	5	0	**151**	0	0	3	3	9	0	**15**	0	0	**276**
6:45:00 AM	12	80	2	0	**94**	0	0	8	16	18	0	**42**	0	0	22	165	3	0	**190**	0	0	4	9	6	0	**19**	0	0	**345**
Hourly Total	41	227	6	0	**274**	0	0	13	63	67	0	**143**	0	0	68	432	10	0	**510**	0	0	9	22	28	0	**59**	0	0	**986**
7:00:00 AM	11	117	5	0	**133**	0	0	4	16	29	0	**49**	0	0	14	128	2	0	**144**	0	0	1	8	4	0	**13**	0	0	**339**
7:15:00 AM	14	95	1	0	**110**	0	0	3	29	29	0	**61**	0	0	17	155	5	0	**177**	0	0	4	6	6	0	**16**	0	0	**364**
7:30:00 AM	19	77	2	0	**98**	0	0	6	31	36	0	**73**	0	0	31	190	3	0	**224**	0	0	2	6	18	0	**26**	0	0	**421**
7:45:00 AM	21	88	1	0	**110**	0	0	12	29	27	0	**68**	0	0	39	177	2	0	**218**	0	0	3	8	6	0	**17**	0	0	**413**
Hourly Total	65	377	9	0	**451**	0	0	25	105	121	0	**251**	0	0	101	650	12	0	**763**	0	0	10	28	34	0	**72**	0	0	**1537**
8:00:00 AM	11	79	3	0	**93**	0	0	10	20	32	0	**62**	0	0	31	159	7	0	**197**	0	0	3	8	8	0	**19**	0	0	**371**
8:15:00 AM	19	111	1	0	**131**	0	0	4	17	21	0	**42**	0	0	24	166	3	0	**193**	0	0	5	6	10	0	**21**	0	0	**387**
8:30:00 AM	15	118	3	0	**136**	0	0	8	22	22	0	**52**	0	0	27	161	7	0	**195**	0	0	4	8	5	0	**17**	0	0	**400**
8:45:00 AM	18	123	1	0	**142**	0	0	6	22	29	0	**57**	0	0	30	167	4	0	**201**	0	0	3	8	13	0	**24**	0	0	**424**
Hourly Total	63	431	8	0	**502**	0	0	28	81	104	0	**213**	0	0	112	653	21	0	**786**	0	0	15	30	36	0	**81**	0	0	**1582**
9:00:00 AM	21	141	4	0	**166**	0	0	3	16	35	0	**54**	0	0	40	189	2	0	**231**	0	0	4	11	12	0	**27**	0	0	**478**
9:15:00 AM	21	126	7	0	**154**	0	0	10	22	32	0	**64**	0	0	33	151	1	0	**185**	0	0	2	15	13	0	**30**	0	0	**433**
9:30:00 AM	22	161	6	0	**189**	0	0	8	20	20	0	**48**	0	0	32	190	4	0	**226**	0	0	4	16	13	0	**33**	0	0	**496**
9:45:00 AM	14	114	6	0	**134**	0	0	10	13	30	0	**53**	0	0	30	187	4	0	**221**	0	0	3	12	9	0	**24**	0	0	**432**
Hourly Total	78	542	23	0	**643**	0	0	31	71	117	0	**219**	0	0	135	717	11	0	**863**	0	0	13	54	47	0	**114**	0	0	**1839**
4:00:00 PM	23	236	8	0	**267**	0	0	13	17	34	0	**64**	0	0	32	179	7	0	**218**	0	1	2	21	24	0	**47**	0	0	**596**
4:15:00 PM	12	237	7	0	**256**	0	0	5	9	40	0	**54**	0	0	37	205	5	0	**247**	0	0	2	29	21	0	**52**	0	0	**609**
4:30:00 PM	22	237	10	0	**269**	0	0	14	18	31	0	**63**	0	0	46	198	11	0	**255**	0	0	6	31	17	0	**54**	0	0	**641**
4:45:00 PM	13	237	13	0	**263**	0	0	10	27	31	0	**68**	0	0	43	168	8	0	**219**	0	0	4	38	27	0	**69**	0	0	**619**
Hourly Total	70	947	38	0	**1055**	0	0	42	71	136	0	**249**	0	0	158	750	31	0	**939**	0	1	14	119	89	0	**222**	0	0	**2465**
5:00:00 PM	23	246	9	0	**278**	1	0	5	21	36	0	**62**	0	0	41	178	3	0	**222**	0	0	9	37	23	0	**69**	0	0	**631**
5:15:00 PM	21	241	9	0	**271**	0	0	11	15	28	0	**54**	0	0	37	156	6	0	**199**	0	0	8	16	14	0	**38**	0	0	**562**
5:30:00 PM	26	282	11	0	**319**	0	0	10	29	20	0	**59**	0	0	42	179	6	0	**227**	0	0	3	40	15	0	**58**	0	0	**663**
5:45:00 PM	6	189	2	0	**197**	0	0	11	12	38	0	**61**	0	0	39	146	1	0	**186**	0	0	2	22	13	0	**37**	0	0	**481**
Hourly Total	76	958	31	0	**1065**	1	0	37	77	122	0	**236**	0	0	159	659	16	0	**834**	0	0	22	115	65	0	**202**	0	0	**2337**
6:00:00 PM	10	164	6	0	**180**	0	0	10	15	21	0	**46**	0	0	34	134	5	0	**173**	0	0	4	20	12	0	**36**	0	0	**435**
6:15:00 PM	18	150	3	0	**171**	0	0	4	20	21	0	**45**	0	0	27	114	1	0	**142**	0	0	0	21	16	0	**37**	0	0	**395**
6:30:00 PM	10	142	5	0	**157**	0	0	8	7	13	0	**28**	0	0	25	131	1	0	**157**	0	0	3	11	9	0	**23**	0	0	**365**
6:45:00 PM	7	148	9	0	**164**	0	0	5	10	25	0	**40**	0	0	25	103	4	0	**132**	0	0	3	18	8	0	**29**	0	0	**365**
Hourly Total	45	604	23	0	**672**	0	0	27	52	80	0	**159**	0	0	111	482	11	0	**604**	0	0	10	70	45	0	**125**	0	0	**1560**
7:00:00 PM	7	130	7	0	**144**	0	0	5	10	22	0	**37**	0	0	22	116	1	0	**139**	0	0	4	16	12	0	**32**	0	0	**352**
7:15:00 PM	11	118	4	0	**133**	0	0	6	5	13	0	**24**	0	0	21	72	0	0	**93**	0	0	1	8	3	0	**12**	0	0	**262**
7:30:00 PM	9	91	8	0	**108**	0	0	2	2	16	0	**20**	0	0	23	75	0	0	**98**	0	0	0	10	7	0	**17**	0	0	**243**
7:45:00 PM	10	105	7	0	**122**	0	0	3	4	13	0	**20**	0	0	24	68	1	0	**93**	0	0	0	12	5	0	**17**	0	0	**252**
Hourly Total	37	444	26	0	**507**	0	0	16	21	64	0	**101**	0	0	90	331	2	0	**423**	0	0	5	46	27	0	**78**	0	0	**1109**
Grand Total	475	4530	164	0	**5169**	1	0	219	541	811	0	**1571**	0	0	934	4674	114	0	**5722**	0	1	98	484	371	0	**953**	0	0	**13415**
% Approach	9.2%	87.6%	3.2%	0.0%	**0.0%**	0.0%	0.0%	13.9%	34.4%	51.6%	0.0%	**0.0%**	0.0%	0.0%	16.3%	81.7%	2.0%	0.0%	**0.0%**	0.0%	0.0%	10.3%	50.8%	38.9%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	3.5%	33.8%	1.2%	0.0%	**38.5%**	0.0%	0.0%	1.6%	4.0%	6.0%	0.0%	**11.7%**	0.0%	0.0%	7.0%	34.8%	0.8%	0.0%	**42.7%**	0.0%	0.0%	0.7%	3.6%	2.8%	0.0%	**7.1%**	0.0%	0.0%	**0.0%**
Lights	468	4452	160	0	**5080**	0	0	215	536	789	0	**1540**	0	0	911	4604	113	0	**5628**	0	0	95	483	367	0	**945**	0	0	**13193**
% Lights	98.5%	98.3%	97.6%	0.0%	**98.3%**	0.0%	0.0%	98.2%	99.1%	97.3%	0.0%	**98.0%**	0.0%	0.0%	97.5%	98.5%	99.1%	0.0%	**98.4%**	0.0%	0.0%	96.9%	99.8%	98.9%	0.0%	**99.2%**	0.0%	0.0%	**98.3%**
Trucks	4	23	0	0	**27**	0	0	0	1	1	0	**2**	0	0	1	25	0	0	**26**	0	0	1	0	0	0	**1**	0	0	**56**
% Trucks	0.8%	0.5%	0.0%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.2%	0.1%	0.0%	**0.1%**	0.0%	0.0%	0.1%	0.5%	0.0%	0.0%	**0.5%**	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	**0.1%**	0.0%	0.0%	**0.4%**
Buses	3	55	4	0	**62**	0	0	4	4	21	0	**29**	0	0	22	45	1	0	**68**	0	0	2	1	4	0	**7**	0	0	**166**
% Buses	0.6%	1.2%	2.4%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.7%	2.6%	0.0%	**0.0%**	0.0%	0.0%	2.4%	1.0%	0.9%	0.0%	**0.0%**	0.0%	0.0%	2.0%	0.2%	1.1%	0.0%	**0.0%**	0.0%	0.0%	**1.2%**
Pedestrians	0	0	0	0	**0**	1	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	1	0	0	0	0	**0**	0	0	**0**
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	**0**
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

TRI-STATE TRAFFIC DATA TSTData.com

Turning Movement Data Plot





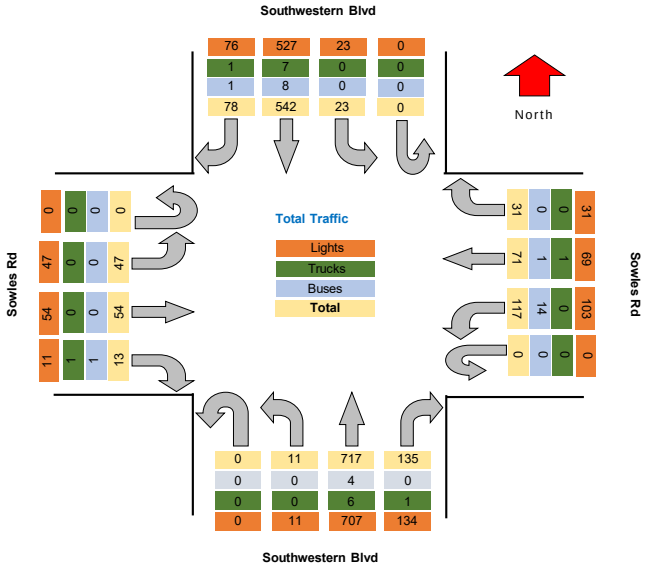
Project : VBH Malta NYSite : Site 4Location : 42.948550, -73.790036Survey Date : 202

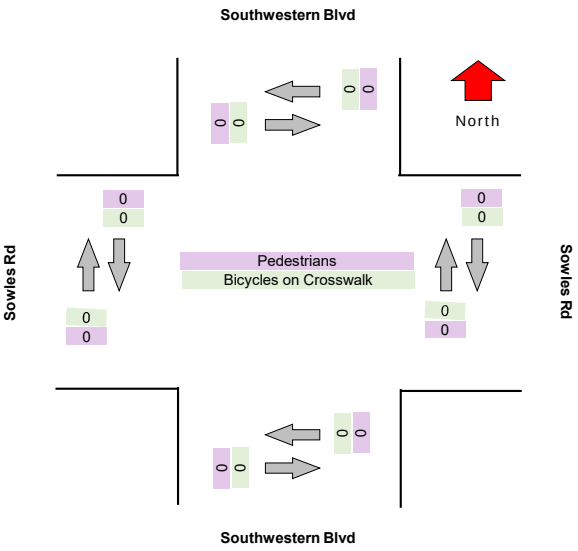
TRI-STATE TRAFFIC DATA TSTData.com

Turning Movement Peak Hour Data (AM)

9:00:00 AM

Leg	Southwestern Blvd							Sowles Rd							Southwestern Blvd							Sowles Rd							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
9:00:00 AM	21	141	4	0	**166**	0	0	3	16	35	0	**54**	0	0	40	189	2	0	**231**	0	0	4	11	12	0	**27**	0	0	**478**
9:15:00 AM	21	126	7	0	**154**	0	0	10	22	32	0	**64**	0	0	33	151	1	0	**185**	0	0	2	15	13	0	**30**	0	0	**433**
9:30:00 AM	22	161	6	0	**189**	0	0	8	20	20	0	**48**	0	0	32	190	4	0	**226**	0	0	4	16	13	0	**33**	0	0	**496**
9:45:00 AM	14	114	6	0	**134**	0	0	10	13	30	0	**53**	0	0	30	187	4	0	**221**	0	0	3	12	9	0	**24**	0	0	**432**
Grand Total	78	542	23	0	**643**	0	0	31	71	117	0	**219**	0	0	135	717	11	0	**863**	0	0	13	54	47	0	**114**	0	0	**1839**
% Approach	12.1%	84.3%	3.6%	0.0%	**0.0%**	0.0%	0.0%	14.2%	32.4%	53.4%	0.0%	**0.0%**	0.0%	0.0%	15.6%	83.1%	1.3%	0.0%	**0.0%**	0.0%	0.0%	11.4%	47.4%	41.2%	0.0%	**0.0%**	0.0%	0.0%	
% Total	4.2%	29.5%	1.3%	0.0%	**35.0%**	0.0%	0.0%	1.7%	3.9%	6.4%	0.0%	**11.9%**	0.0%	0.0%	7.3%	39.0%	0.6%	0.0%	**46.9%**	0.0%	0.0%	0.7%	2.9%	2.6%	0.0%	**6.2%**	0.0%	0.0%	
PHF	0.886	0.842	0.821	0.000	**0.851**	0.000	0.000	0.775	0.807	0.836	0.000	**0.855**	0.000	0.000	0.844	0.943	0.688	0.000	**0.934**	0.000	0.000	0.813	0.844	0.904	0.000	**0.864**	0.000	0.000	**0.927**
Lights	76	527	23	0	**626**	0	0	31	69	103	0	**203**	0	0	134	707	11	0	**852**	0	0	11	54	47	0	**112**	0	0	**1793**
% Lights	97.4%	97.2%	100.0%	0.0%	**97.4%**	0.0%	0.0%	100.0%	97.2%	88.0%	0.0%	**92.7%**	0.0%	0.0%	99.3%	98.6%	100.0%	0.0%	**98.7%**	0.0%	0.0%	84.6%	100.0%	100.0%	0.0%	**98.2%**	0.0%	0.0%	**97.5%**
Trucks	1	7	0	0	**8**	0	0	0	1	0	0	**1**	0	0	1	6	0	0	**7**	0	0	1	0	0	0	**1**	0	0	**17**
% Trucks	1.3%	1.3%	0.0%	0.0%	**1.2%**	0.0%	0.0%	0.0%	1.4%	0.0%	0.0%	**0.5%**	0.0%	0.0%	0.7%	0.8%	0.0%	0.0%	**0.8%**	0.0%	0.0%	7.7%	0.0%	0.0%	0.0%	**0.9%**	0.0%	0.0%	**0.9%**
Buses	1	8	0	0	**9**	0	0	0	1	14	0	**15**	0	0	0	4	0	0	**4**	0	0	1	0	0	0	**1**	0	0	**29**
% Buses	1.3%	1.5%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	1.4%	12.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	**0.0%**	0.0%	0.0%	7.7%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**1.6%**
Pedestrians	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





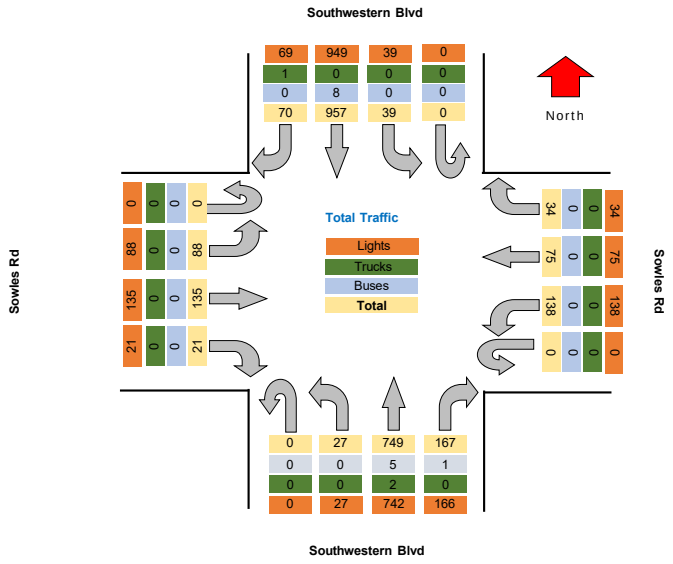
Project : VBH Malta NYSite : Site 4Location : 42.948550, -73.790036Survey Date : 202

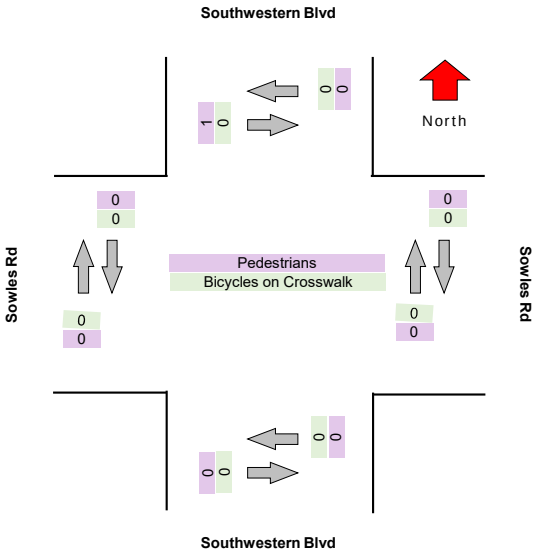
TRI-STATE TRAFFIC DATA TSTData.com

Turning Movement Peak Hour Data (PM)

4:15:00 PM

Leg	Southwestern Blvd							Sowles Rd							Southwestern Blvd							Sowles Rd							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
4:15:00 PM	12	237	7	0	**256**	0	0	5	9	40	0	**54**	0	0	37	205	5	0	**247**	0	0	2	29	21	0	**52**	0	0	**609**
4:30:00 PM	22	237	10	0	**269**	0	0	14	18	31	0	**63**	0	0	46	198	11	0	**255**	0	0	6	31	17	0	**54**	0	0	**641**
4:45:00 PM	13	237	13	0	**263**	0	0	10	27	31	0	**68**	0	0	43	168	8	0	**219**	0	0	4	38	27	0	**69**	0	0	**619**
5:00:00 PM	23	246	9	0	**278**	1	0	5	21	36	0	**62**	0	0	41	178	3	0	**222**	0	0	9	37	23	0	**69**	0	0	**631**
Grand Total	70	957	39	0	**1066**	1	0	34	75	138	0	**247**	0	0	167	749	27	0	**943**	0	0	21	135	88	0	**244**	0	0	**2500**
% Approach	6.6%	89.8%	3.7%	0.0%	**0.0%**	0.0%	0.0%	13.8%	30.4%	55.9%	0.0%	**0.0%**	0.0%	0.0%	17.7%	79.4%	2.9%	0.0%	**0.0%**	0.0%	0.0%	8.6%	55.3%	36.1%	0.0%	**0.0%**	0.0%	0.0%	
% Total	2.8%	38.3%	1.6%	0.0%	**42.6%**	0.0%	0.0%	1.4%	3.0%	5.5%	0.0%	**9.9%**	0.0%	0.0%	6.7%	30.0%	1.1%	0.0%	**37.7%**	0.0%	0.0%	0.8%	5.4%	3.5%	0.0%	**9.8%**	0.0%	0.0%	
PHF	0.761	0.973	0.750	0.000	**0.959**	0.000	0.000	0.607	0.694	0.863	0.000	**0.908**	0.000	0.000	0.908	0.913	0.614	0.000	**0.925**	0.000	0.000	0.583	0.888	0.815	0.000	**0.884**	0.000	0.000	**0.975**
Lights	69	949	39	0	**1057**	0	0	34	75	138	0	**247**	0	0	166	742	27	0	**935**	0	0	21	135	88	0	**244**	0	0	**2483**
% Lights	98.6%	99.2%	100.0%	0.0%	**99.2%**	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	99.4%	99.1%	100.0%	0.0%	**99.2%**	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	**99.3%**
Trucks	1	0	0	0	**1**	0	0	0	0	0	0	**0**	0	0	0	2	0	0	**2**	0	0	0	0	0	0	**0**	0	0	**3**
% Trucks	1.4%	0.0%	0.0%	0.0%	**0.1%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.1%**
Buses	0	8	0	0	**8**	0	0	0	0	0	0	**0**	0	0	1	5	0	0	**6**	0	0	0	0	0	0	**0**	0	0	**14**
% Buses	0.0%	0.8%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.6%	0.7%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.6%**
Pedestrians	0	0	0	0	**0**	1	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





TRI-STATE TRAFFIC DATA TSTData.com

Project	SRFHamburg
Project Code	SRFHamburg
Site Name	Southwestern Blvd & Howard
Legs and Movements	All Processed Legs & Movem
Bin Size	15 minutes
Survey Date	2021/12/07 Tuesday
Location	4
Latitude and Longitude	42.755571, -78.843135

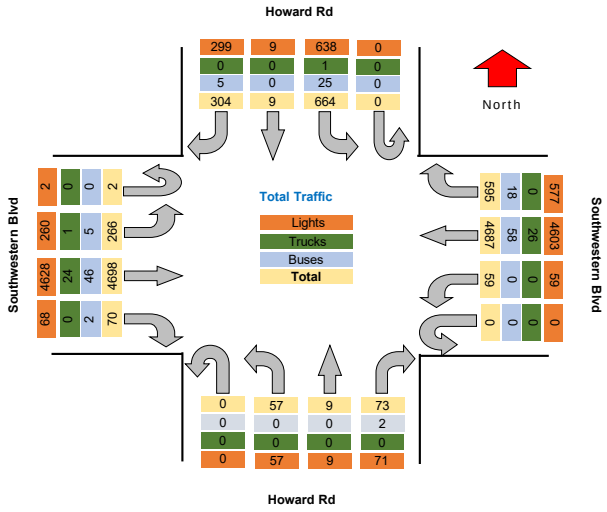
	Start	End	PHF
Forced Peak AM	2021/12/07 07:30:00	2021/12/07 08:30:00	0.95
Forced Peak PM	2021/12/07 16:30:00	2021/12/07 17:30:00	0.93
AM Peak	2021/12/07 09:00:00	2021/12/07 10:00:00	0.95
PM Peak	2021/12/07 16:00:00	2021/12/07 17:00:00	0.95

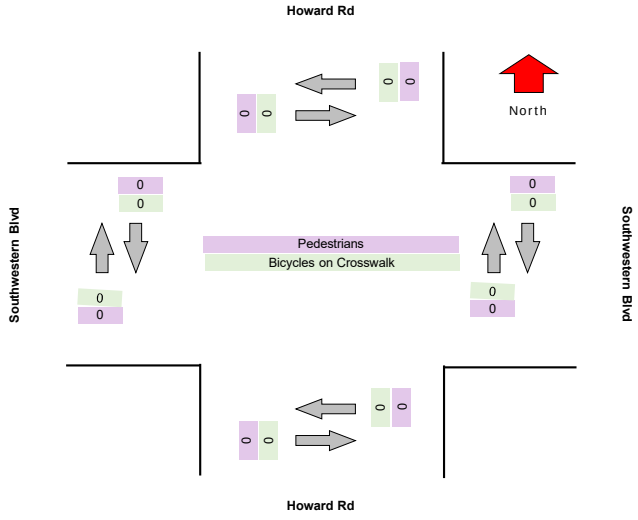
Turning Movement Data

Leg	Howard Rd							Southwestern Blvd							Howard Rd							Southwestern Blvd							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
6:00:00 AM	1	0	6	0	**7**	0	0	0	47	0	0	**47**	0	0	0	0	3	0	**3**	0	0	1	74	0	0	**75**	0	0	**132**
6:15:00 AM	7	0	8	0	**15**	0	0	4	56	0	0	**60**	0	0	1	0	2	0	**3**	0	0	1	78	1	0	**80**	0	0	**158**
6:30:00 AM	6	0	16	0	**22**	0	0	3	52	0	0	**55**	0	0	6	0	2	0	**8**	0	0	2	123	0	0	**125**	0	0	**210**
6:45:00 AM	6	0	25	0	**31**	0	0	9	92	0	0	**101**	0	0	5	0	2	0	**7**	0	0	0	173	6	0	**179**	0	0	**318**
Hourly Total	20	0	55	0	**75**	0	0	16	247	0	0	**263**	0	0	12	0	9	0	**21**	0	0	4	448	7	0	**459**	0	0	**818**
7:00:00 AM	18	0	31	0	**49**	0	0	18	120	0	0	**138**	0	0	2	0	0	0	**2**	0	0	0	123	6	0	**129**	0	0	**318**
7:15:00 AM	15	0	29	0	**44**	0	0	11	93	1	0	**105**	0	0	2	0	5	0	**7**	0	0	0	149	5	0	**154**	0	0	**310**
7:30:00 AM	9	0	38	0	**47**	0	0	16	88	1	0	**105**	0	0	3	2	1	0	**6**	0	0	1	192	7	0	**200**	0	0	**358**
7:45:00 AM	9	0	28	0	**37**	0	0	23	102	1	0	**126**	0	0	3	1	3	0	**7**	0	0	0	168	11	0	**179**	0	0	**349**
Hourly Total	51	0	126	0	**177**	0	0	68	403	3	0	**474**	0	0	10	3	9	0	**22**	0	0	1	632	29	0	**662**	0	0	**1335**
8:00:00 AM	14	0	46	0	**60**	0	0	8	78	0	0	**86**	0	0	2	1	0	0	**3**	0	0	1	148	16	0	**165**	0	0	**314**
8:15:00 AM	12	0	25	0	**37**	0	0	8	114	1	0	**123**	0	0	4	0	1	0	**5**	0	0	0	162	7	0	**169**	0	0	**334**
8:30:00 AM	12	0	23	0	**35**	0	0	16	112	0	0	**128**	0	0	5	0	2	0	**7**	0	0	1	154	5	0	**160**	0	0	**330**
8:45:00 AM	12	0	33	0	**45**	0	0	9	128	3	0	**140**	0	0	4	0	2	0	**6**	0	0	0	171	6	0	**177**	0	0	**368**
Hourly Total	50	0	127	0	**177**	0	0	41	432	4	0	**477**	0	0	15	1	5	0	**21**	0	0	2	635	34	0	**671**	0	0	**1346**
9:00:00 AM	9	0	24	0	**33**	0	0	12	160	1	0	**173**	0	0	4	1	0	0	**5**	0	0	1	185	4	0	**190**	0	0	**401**
9:15:00 AM	12	1	25	0	**38**	0	0	11	142	7	0	**160**	0	0	1	0	4	0	**5**	0	0	2	161	6	0	**169**	0	0	**372**
9:30:00 AM	19	0	16	0	**35**	0	0	18	159	2	0	**179**	0	0	2	0	2	0	**4**	0	0	2	182	6	0	**190**	0	0	**408**
9:45:00 AM	12	0	30	0	**42**	0	0	16	118	0	0	**134**	0	0	3	0	0	0	**3**	0	0	1	183	8	0	**192**	0	0	**371**
Hourly Total	52	1	95	0	**148**	0	0	57	579	10	0	**646**	0	0	10	1	6	0	**17**	0	0	6	711	24	0	**741**	0	0	**1552**
4:00:00 PM	15	0	26	0	**41**	0	0	41	253	3	0	**297**	0	0	1	0	2	0	**3**	0	0	5	185	11	0	**201**	0	0	**542**
4:15:00 PM	10	0	34	0	**44**	0	0	33	237	2	0	**272**	0	0	3	0	0	0	**3**	0	0	8	205	17	0	**230**	0	0	**549**
4:30:00 PM	10	0	21	0	**31**	0	0	28	273	3	0	**304**	0	0	1	1	6	0	**8**	0	0	4	219	12	0	**235**	0	0	**578**
4:45:00 PM	8	0	22	0	**30**	0	0	41	240	4	0	**285**	0	0	3	0	1	0	**4**	0	0	3	186	14	0	**203**	0	0	**522**
Hourly Total	43	0	103	0	**146**	0	0	143	1003	12	0	**1158**	0	0	8	1	9	0	**18**	0	0	20	795	54	0	**869**	0	0	**2191**
5:00:00 PM	15	2	21	0	**38**	0	0	29	255	5	0	**289**	0	0	2	0	2	0	**4**	0	0	3	162	14	0	**179**	0	0	**510**
5:15:00 PM	13	1	23	0	**37**	0	0	24	249	3	0	**276**	0	0	4	1	1	0	**6**	0	0	3	169	6	0	**178**	0	0	**497**
5:30:00 PM	8	0	20	0	**28**	0	0	26	268	3	0	**297**	0	0	2	0	2	0	**4**	0	0	4	187	10	0	**201**	0	0	**530**
5:45:00 PM	6	0	18	0	**24**	0	0	32	177	5	0	**214**	0	0	2	0	2	0	**4**	0	0	2	147	12	0	**161**	0	0	**403**
Hourly Total	42	3	82	0	**127**	0	0	111	949	16	0	**1076**	0	0	10	1	7	0	**18**	0	0	12	665	42	0	**719**	0	0	**1940**
6:00:00 PM	6	0	20	0	**26**	0	0	29	184	2	0	**215**	0	0	1	0	1	0	**2**	0	0	3	134	8	0	**145**	0	0	**388**
6:15:00 PM	11	3	12	0	**26**	0	0	27	157	0	0	**184**	0	0	2	0	1	0	**3**	0	0	4	135	13	0	**152**	0	0	**365**
6:30:00 PM	4	0	10	0	**14**	0	0	16	135	1	0	**152**	0	0	1	2	3	0	**6**	0	0	3	119	12	0	**134**	0	0	**306**
6:45:00 PM	5	0	6	0	**11**	0	0	21	148	2	0	**171**	0	0	1	0	1	0	**2**	0	0	4	97	5	0	**106**	0	0	**290**
Hourly Total	26	3	48	0	**77**	0	0	93	624	5	0	**722**	0	0	5	2	6	0	**13**	0	0	14	485	38	0	**537**	0	0	**1349**
7:00:00 PM	9	0	7	0	**16**	0	0	19	122	4	0	**145**	0	0	0	0	2	0	**2**	0	0	4	109	14	0	**127**	0	0	**290**
7:15:00 PM	3	1	10	0	**14**	0	0	13	134	1	0	**148**	0	0	1	0	2	0	**3**	0	0	1	70	12	1	**84**	0	0	**249**
7:30:00 PM	2	1	6	0	**9**	0	0	19	89	2	0	**110**	0	0	0	0	2	0	**2**	0	0	3	80	7	1	**91**	0	0	**212**
7:45:00 PM	6	0	5	0	**11**	0	0	15	105	2	0	**122**	0	0	2	0	0	0	**2**	0	0	3	68	5	0	**76**	0	0	**211**
Hourly Total	20	2	28	0	**50**	0	0	66	450	9	0	**525**	0	0	3	0	6	0	**9**	0	0	11	327	38	2	**378**	0	0	**962**
Grand Total	304	9	664	0	**977**	0	0	595	4687	59	0	**5341**	0	0	73	9	57	0	**139**	0	0	70	4698	266	2	**5036**	0	0	**11493**
% Approach	31.1%	0.9%	68.0%	0.0%	**0.0%**	0.0%	0.0%	11.1%	87.8%	1.1%	0.0%	**0.0%**	0.0%	0.0%	52.5%	6.5%	41.0%	0.0%	**0.0%**	0.0%	0.0%	1.4%	93.3%	5.3%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	2.6%	0.1%	5.8%	0.0%	**8.5%**	0.0%	0.0%	5.2%	40.8%	0.5%	0.0%	**46.5%**	0.0%	0.0%	0.6%	0.1%	0.5%	0.0%	**1.2%**	0.0%	0.0%	0.6%	40.9%	2.3%	0.0%	**43.8%**	0.0%	0.0%	**0.0%**
Lights	299	9	638	0	**946**	0	0	577	4603	59	0	**5239**	0	0	71	9	57	0	**137**	0	0	68	4628	260	2	**4958**	0	0	**11280**
% Lights	98.4%	100.0%	96.1%	0.0%	**96.8%**	0.0%	0.0%	97.0%	98.2%	100.0%	0.0%	**98.1%**	0.0%	0.0%	97.3%	100.0%	100.0%	0.0%	**98.6%**	0.0%	0.0%	97.1%	98.5%	97.7%	100.0%	**98.5%**	0.0%	0.0%	**98.1%**
Trucks	0	0	1	0	**1**	0	0	0	26	0	0	**26**	0	0	0	0	0	0	**0**	0	0	0	24	1	0	**25**	0	0	**52**
% Trucks	0.0%	0.0%	0.2%	0.0%	**0.1%**	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.5%	0.4%	0.0%	**0.5%**	0.0%	0.0%	**0.5%**
Buses	5	0	25	0	**30**	0	0	18	58	0	0	**76**	0	0	2	0	0	0	**2**	0	0	2	46	5	0	**53**	0	0	**161**
% Buses	1.6%	0.0%	3.8%	0.0%	**0.0%**	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	**0.0%**	0.0%	0.0%	2.7%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	2.9%	1.0%	1.9%	0.0%	**0.0%**	0.0%	0.0%	**1.4%**
Pedestrians	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

TRI-STATE TRAFFIC DATA TSTData.com

Turning Movement Data Plot





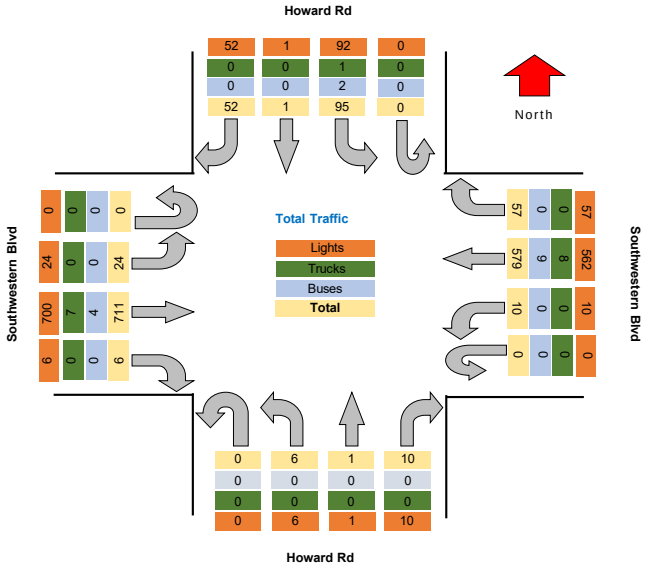
Project : VBH Malta NYSite : Site 4Location : 42.948550, -73.790036Survey Date : 202

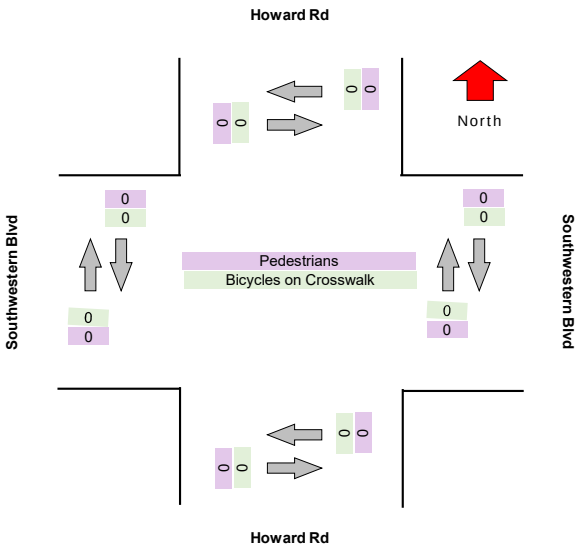
TRI-STATE TRAFFIC DATA TSTData.com

Turning Movement Peak Hour Data (AM)

9:00:00 AM

Leg	Howard Rd							Southwestern Blvd							Howard Rd							Southwestern Blvd							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
9:00:00 AM	9	0	24	0	**33**	0	0	12	160	1	0	**173**	0	0	4	1	0	0	**5**	0	0	1	185	4	0	**190**	0	0	**401**
9:15:00 AM	12	1	25	0	**38**	0	0	11	142	7	0	**160**	0	0	1	0	4	0	**5**	0	0	2	161	6	0	**169**	0	0	**372**
9:30:00 AM	19	0	16	0	**35**	0	0	18	159	2	0	**179**	0	0	2	0	2	0	**4**	0	0	2	182	6	0	**190**	0	0	**408**
9:45:00 AM	12	0	30	0	**42**	0	0	16	118	0	0	**134**	0	0	3	0	0	0	**3**	0	0	1	183	8	0	**192**	0	0	**371**
Grand Total	52	1	95	0	**148**	0	0	57	579	10	0	**646**	0	0	10	1	6	0	**17**	0	0	6	711	24	0	**741**	0	0	**1552**
% Approach	35.1%	0.7%	64.2%	0.0%	**0.0%**	0.0%	0.0%	8.8%	89.6%	1.5%	0.0%	**0.0%**	0.0%	0.0%	58.8%	5.9%	35.3%	0.0%	**0.0%**	0.0%	0.0%	0.8%	96.0%	3.2%	0.0%	**0.0%**	0.0%	0.0%	
% Total	3.4%	0.1%	6.1%	0.0%	**9.5%**	0.0%	0.0%	3.7%	37.3%	0.6%	0.0%	**41.6%**	0.0%	0.0%	0.6%	0.1%	0.4%	0.0%	**1.1%**	0.0%	0.0%	0.4%	45.8%	1.5%	0.0%	**47.7%**	0.0%	0.0%	
PHF	0.684	0.250	0.792	0.000	**0.881**	0.000	0.000	0.792	0.905	0.357	0.000	**0.902**	0.000	0.000	0.625	0.250	0.375	0.000	**0.850**	0.000	0.000	0.750	0.961	0.750	0.000	**0.965**	0.000	0.000	**0.951**
Lights	52	1	92	0	**145**	0	0	57	562	10	0	**629**	0	0	10	1	6	0	**17**	0	0	6	700	24	0	**730**	0	0	**1521**
% Lights	100.0%	100.0%	96.8%	0.0%	**98.0%**	0.0%	0.0%	100.0%	97.1%	100.0%	0.0%	**97.4%**	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	100.0%	98.5%	100.0%	0.0%	**98.5%**	0.0%	0.0%	**98.0%**
Trucks	0	0	1	0	**1**	0	0	0	8	0	0	**8**	0	0	0	0	0	0	**0**	0	0	0	7	0	0	**7**	0	0	**16**
% Trucks	0.0%	0.0%	1.1%	0.0%	**0.7%**	0.0%	0.0%	0.0%	1.4%	0.0%	0.0%	**1.2%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	**0.9%**	0.0%	0.0%	**1.0%**
Buses	0	0	2	0	**2**	0	0	0	9	0	0	**9**	0	0	0	0	0	0	**0**	0	0	0	4	0	0	**4**	0	0	**15**
% Buses	0.0%	0.0%	2.1%	0.0%	**0.0%**	0.0%	0.0%	0.0%	1.6%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**1.0%**
Pedestrians	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





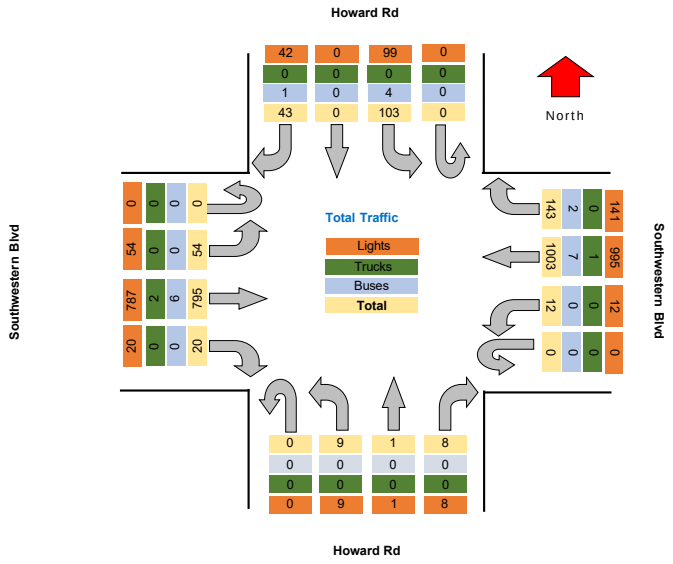
Project : VBH Malta NYSite : Site 4Location : 42.948550, -73.790036Survey Date : 202

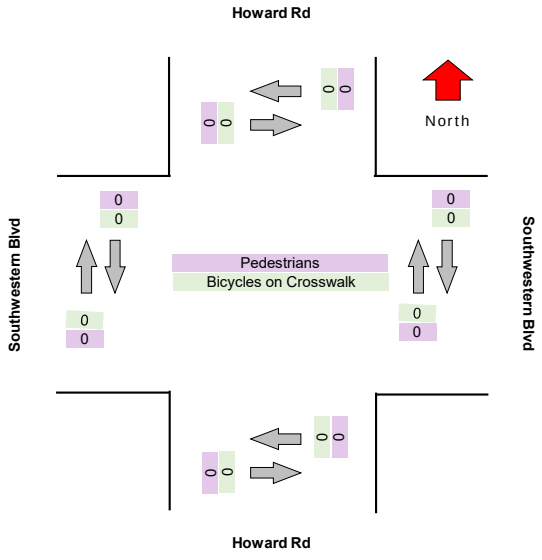
TRI-STATE TRAFFIC DATA TSTData.com

Turning Movement Peak Hour Data (PM)

4:00:00 PM

Leg	Howard Rd							Southwestern Blvd							Howard Rd							Southwestern Blvd							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
4:00:00 PM	15	0	26	0	**41**	0	0	41	253	3	0	**297**	0	0	1	0	2	0	**3**	0	0	5	185	11	0	**201**	0	0	**542**
4:15:00 PM	10	0	34	0	**44**	0	0	33	237	2	0	**272**	0	0	3	0	0	0	**3**	0	0	8	205	17	0	**230**	0	0	**549**
4:30:00 PM	10	0	21	0	**31**	0	0	28	273	3	0	**304**	0	0	1	1	6	0	**8**	0	0	4	219	12	0	**235**	0	0	**578**
4:45:00 PM	8	0	22	0	**30**	0	0	41	240	4	0	**285**	0	0	3	0	1	0	**4**	0	0	3	186	14	0	**203**	0	0	**522**
Grand Total	43	0	103	0	**146**	0	0	143	1003	12	0	**1158**	0	0	8	1	9	0	**18**	0	0	20	795	54	0	**869**	0	0	**2191**
% Approach	29.5%	0.0%	70.5%	0.0%	**0.0%**	0.0%	0.0%	12.3%	86.6%	1.0%	0.0%	**0.0%**	0.0%	0.0%	44.4%	5.6%	50.0%	0.0%	**0.0%**	0.0%	0.0%	2.3%	91.5%	6.2%	0.0%	**0.0%**	0.0%	0.0%	
% Total	2.0%	0.0%	4.7%	0.0%	**6.7%**	0.0%	0.0%	6.5%	45.8%	0.5%	0.0%	**52.9%**	0.0%	0.0%	0.4%	0.0%	0.4%	0.0%	**0.8%**	0.0%	0.0%	0.9%	36.3%	2.5%	0.0%	**39.7%**	0.0%	0.0%	
PHF	0.717	0.000	0.757	0.000	**0.830**	0.000	0.000	0.872	0.918	0.750	0.000	**0.952**	0.000	0.000	0.667	0.250	0.375	0.000	**0.563**	0.000	0.000	0.625	0.908	0.794	0.000	**0.924**	0.000	0.000	**0.948**
Lights	42	0	99	0	**141**	0	0	141	995	12	0	**1148**	0	0	8	1	9	0	**18**	0	0	20	787	54	0	**861**	0	0	**2168**
% Lights	97.7%	0.0%	96.1%	0.0%	**96.6%**	0.0%	0.0%	98.6%	99.2%	100.0%	0.0%	**99.1%**	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	100.0%	99.0%	100.0%	0.0%	**99.1%**	0.0%	0.0%	**99.0%**
Trucks	0	0	0	0	**0**	0	0	0	1	0	0	**1**	0	0	0	0	0	0	**0**	0	0	0	2	0	0	**2**	0	0	**3**
% Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	**0.1%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	**0.2%**	0.0%	0.0%	**0.1%**
Buses	1	0	4	0	**5**	0	0	2	7	0	0	**9**	0	0	0	0	0	0	**0**	0	0	0	6	0	0	**6**	0	0	**20**
% Buses	2.3%	0.0%	3.9%	0.0%	**0.0%**	0.0%	0.0%	1.4%	0.7%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.9%**
Pedestrians	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





Intersection: Elm St Pine St
Location: Kennett Square, PA
Site: 01
Survey Date: Wednesday, 04-28-2021
GPS: 42.948550, -72.790034

TRI-STATE TRAFFIC DATA
TSTData.com

Project	SRFHamburg
Project Code	SRFHamburg
Site Name	Camp Rd & Sowles Rd
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Survey Date	07/12/2021, Tuesday
Location	5
Latitude and Longitude	42.751311, -78.855790

	Start	End	PHF
Forced Peak AM	2021/12/07 07:30:00	2021/12/07 08:30:00	0.836
Forced Peak PM	2021/12/07 16:30:00	2021/12/07 17:30:00	0.963
AM Peak	2021/12/07 07:15:00	2021/12/07 08:15:00	0.851
PM Peak	2021/12/07 16:15:00	2021/12/07 17:15:00	0.963

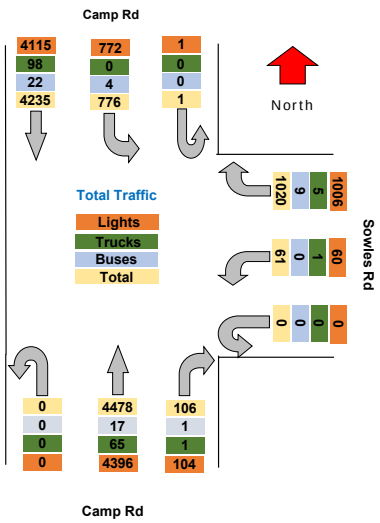
Turning Movement Data

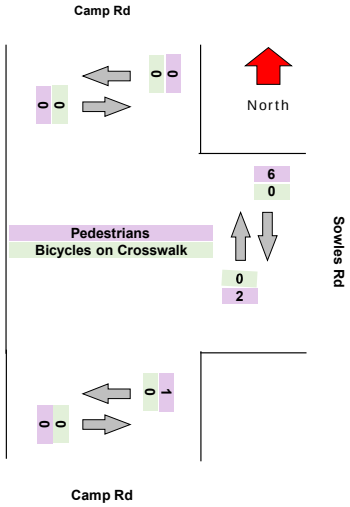
Leg	**Camp Rd**						**Sowles Rd**						**Camp Rd**						
Direction	**Southbound**						**Westbound**						**Northbound**						
Start Time	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	U-Turn	**App Total**	Peds CW	Peds CCW	**Total**
6:00:00 AM	38	11	0	**49**	0	0	17	1	0	**18**	0	0	0	118	0	**118**	0	0	**185**
6:15:00 AM	45	11	0	**56**	0	0	23	0	0	**23**	0	0	1	168	0	**169**	0	0	**248**
6:30:00 AM	79	9	0	**88**	0	0	25	1	0	**26**	0	0	3	192	0	**195**	0	0	**309**
6:45:00 AM	86	14	0	**100**	0	0	30	0	0	**30**	0	0	8	192	0	**200**	0	0	**330**
Hourly Total	248	45	0	**293**	0	0	95	2	0	**97**	0	0	12	670	0	**682**	0	0	**1072**
7:00:00 AM	77	15	0	**92**	0	0	34	0	0	**34**	0	0	4	171	0	**175**	0	0	**301**
7:15:00 AM	78	16	0	**94**	0	0	45	2	0	**47**	0	0	3	198	0	**201**	0	0	**342**
7:30:00 AM	112	27	0	**139**	0	0	51	1	0	**52**	0	0	7	255	0	**262**	0	0	**453**
7:45:00 AM	112	15	1	**128**	0	0	42	1	0	**43**	0	2	2	206	0	**210**	0	0	**381**
Hourly Total	379	73	1	**453**	0	0	172	4	0	**176**	0	2	16	830	0	**848**	0	0	**1477**
8:00:00 AM	126	16	0	**142**	0	0	35	1	0	**36**	0	0	3	185	0	**188**	0	0	**366**
8:15:00 AM	93	15	0	**108**	0	0	33	1	0	**34**	0	0	5	168	0	**173**	0	0	**315**
8:30:00 AM	102	16	0	**118**	0	0	32	2	0	**34**	0	0	3	186	0	**189**	1	0	**341**
8:45:00 AM	103	21	0	**124**	0	0	39	1	0	**40**	0	0	6	156	0	**162**	0	0	**326**
Hourly Total	424	68	0	**492**	0	0	139	5	0	**144**	0	0	17	695	0	**712**	1	0	**1348**
9:00:00 AM	120	24	0	**144**	0	0	41	2	0	**43**	1	0	8	165	0	**174**	0	0	**361**
9:15:00 AM	116	20	0	**136**	0	0	38	5	0	**43**	2	0	6	140	0	**148**	0	0	**327**
9:30:00 AM	114	21	0	**135**	0	0	46	2	0	**48**	0	0	5	118	0	**123**	0	0	**306**
9:45:00 AM	114	20	0	**134**	0	0	25	2	0	**27**	3	0	5	137	0	**145**	0	0	**306**
Hourly Total	464	85	0	**549**	0	0	150	11	0	**161**	6	0	24	560	0	**590**	0	0	**1300**
Hourly Total	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	**0**
4:00:00 PM	215	48	0	**263**	0	0	37	6	0	**43**	0	0	2	138	0	**140**	0	0	**446**
4:15:00 PM	260	40	0	**300**	0	0	34	0	0	**34**	0	0	1	141	0	**142**	0	0	**476**
4:30:00 PM	255	40	0	**295**	0	0	35	8	0	**43**	0	0	3	153	0	**156**	0	0	**494**
4:45:00 PM	235	55	0	**290**	0	0	50	4	0	**54**	0	0	3	110	0	**113**	0	0	**457**
Hourly Total	965	183	0	**1148**	0	0	156	18	0	**174**	0	0	9	542	0	**551**	0	0	**1873**
5:00:00 PM	227	60	0	**287**	0	0	39	2	0	**41**	0	0	6	142	0	**148**	0	0	**476**
5:15:00 PM	238	27	0	**265**	0	0	42	5	0	**47**	0	0	7	124	0	**131**	0	0	**443**
5:30:00 PM	221	44	0	**265**	0	0	50	1	0	**51**	0	0	4	124	0	**128**	0	0	**444**
5:45:00 PM	220	34	0	**254**	0	0	24	1	0	**25**	0	0	1	119	0	**120**	0	0	**399**
Hourly Total	906	165	0	**1071**	0	0	155	9	0	**164**	0	0	18	509	0	**527**	0	0	**1762**
6:00:00 PM	145	25	0	**170**	0	0	24	5	0	**29**	0	0	3	112	0	**115**	0	0	**314**
6:15:00 PM	145	32	0	**177**	0	0	42	0	0	**42**	0	0	3	129	0	**132**	0	0	**351**
6:30:00 PM	129	18	0	**147**	0	0	16	1	0	**17**	0	0	1	102	0	**103**	0	0	**267**
6:45:00 PM	99	26	0	**125**	0	0	18	2	0	**20**	0	0	1	72	0	**73**	0	0	**218**
Hourly Total	518	101	0	**619**	0	0	100	8	0	**108**	0	0	8	415	0	**423**	0	0	**1150**
7:00:00 PM	84	20	0	**104**	0	0	15	1	0	**16**	0	0	1	70	0	**71**	0	0	**191**
7:15:00 PM	77	11	0	**88**	0	0	15	2	0	**17**	0	0	0	75	0	**75**	0	0	**180**
7:30:00 PM	87	13	0	**100**	0	0	10	1	0	**11**	0	0	1	49	0	**50**	0	0	**161**
7:45:00 PM	83	12	0	**95**	0	0	13	0	0	**13**	0	0	0	63	0	**63**	0	0	**171**
Hourly Total	331	56	0	**387**	0	0	53	4	0	**57**	0	0	2	257	0	**259**	0	0	**703**
Grand Total	4235	776	1	**5012**	0	0	1020	61	0	**1081**	6	2	106	4478	0	**4592**	1	0	**10685**
% Approach	84.5%	15.5%	0.0%	**0.0%**	0.0%	0.0%	94.4%	5.6%	0.0%	**0.0%**	0.0%	0.0%	2.3%	97.5%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	39.6%	7.3%	0.0%	**46.9%**	0.0%	0.0%	9.5%	0.6%	0.0%	**10.1%**	0.0%	0.0%	1.0%	41.9%	0.0%	**43.0%**	0.0%	0.0%	**0.0%**
Lights	4115	772	1	**4888**	0	0	1006	60	0	**1066**	0	0	104	4396	0	**4500**	0	0	**10454**
% Lights	97.2%	99.5%	100.0%	**97.5%**	0.0%	0.0%	98.6%	98.4%	0.0%	**98.6%**	0.0%	0.0%	98.1%	98.2%	0.0%	**98.0%**	0.0%	0.0%	**97.8%**
Trucks	98	0	0	**98**	0	0	5	1	0	**6**	0	0	1	65	0	**66**	0	0	**170**
% Trucks	2.3%	0.0%	0.0%	**2.0%**	0.0%	0.0%	0.5%	1.6%	0.0%	**0.6%**	0.0%	0.0%	0.9%	1.5%	0.0%	**1.4%**	0.0%	0.0%	**1.6%**
Buses	22	4	0	**26**	0	0	9	0	0	**9**	0	0	1	17	0	**18**	0	0	**53**
% Buses	0.5%	0.5%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.9%	0.4%	0.0%	**0.0%**	0.0%	0.0%	**0.5%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	6	2	0	0	0	**0**	1	0	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

Intersection: Elm St Pine St
Location: Kennett Square, PA
Site: 01
Survey Date: Wednesday, 04-28-2021
GPS: 42.948550, -72.790034

TRI-STATE TRAFFIC DATA
TSTData.com

Turning Movement Data Plot

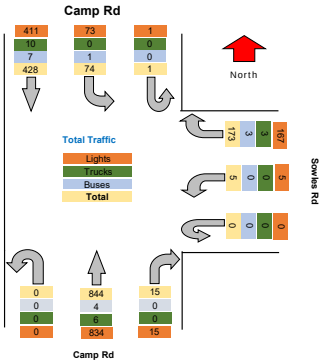


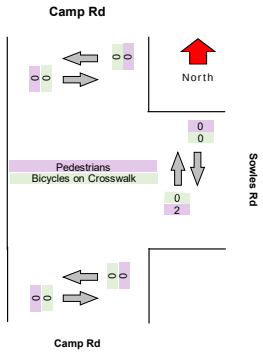


Turning Movement Peak Hour Data (AM)

7:15:00 AM

Leg	Camp Rd						Sowles Rd						Camp Rd						
Direction	Southbound						Westbound						Northbound						
Start Time	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	Total
7:15:00 AM	78	16	0	**94**	0	0	45	2	0	**47**	0	0	3	198	0	**201**	0	0	**342**
7:30:00 AM	112	27	0	**139**	0	0	51	1	0	**52**	0	0	7	255	0	**262**	0	0	**453**
7:45:00 AM	112	15	1	**128**	0	0	42	1	0	**43**	0	2	2	206	0	**210**	0	0	**381**
8:00:00 AM	126	16	0	**142**	0	0	35	1	0	**36**	0	0	3	185	0	**188**	0	0	**366**
Grand Total	428	74	1	**503**	0	0	173	5	0	**178**	0	2	15	844	0	**861**	0	0	**1542**
% Approach	85.1%	14.7%	0.2%	**0.0%**	0.0%	0.0%	14.2%	0.0%	0.0%	**0.0%**	0.0%	0.0%	45.1%	41.7%	0.0%	**0.0%**	0.0%	0.0%	
% Total	27.8%	4.8%	0.1%	**32.6%**	0.0%	0.0%	11.2%	0.3%	0.0%	**11.5%**	0.0%	0.0%	1.0%	54.7%	0.0%	**55.8%**	0.0%	0.0%	
PHF	0.849	0.685	0.250	**0.886**	0.000	0.000	0.848	0.625	0.000	**0.856**	0.000	0.000	0.536	0.827	0.000	**0.822**	0.000	0.000	**0.851**
Lights	411	73	1	**485**	0	0	167	5	0	**172**	0	0	15	834	0	**849**	0	0	**1506**
% Lights	96.0%	98.6%	100.0%	**96.4%**	0.0%	0.0%	96.5%	100.0%	0.0%	**96.6%**	0.0%	0.0%	100.0%	98.8%	0.0%	**98.6%**	0.0%	0.0%	**97.7%**
Trucks	10	0	0	**10**	0	0	3	0	0	**3**	0	0	0	6	0	**6**	0	0	**19**
% Trucks	2.3%	0.0%	0.0%	**2.0%**	0.0%	0.0%	1.7%	0.0%	0.0%	**1.7%**	0.0%	0.0%	0.0%	0.7%	0.0%	**0.7%**	0.0%	0.0%	**1.2%**
Buses	7	1	0	**8**	0	0	3	0	0	**3**	0	0	0	4	0	**4**	0	0	**15**
% Buses	1.6%	1.4%	0.0%	**0.0%**	0.0%	0.0%	1.7%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.5%	0.0%	**0.0%**	0.0%	0.0%	**1.0%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	0	2	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

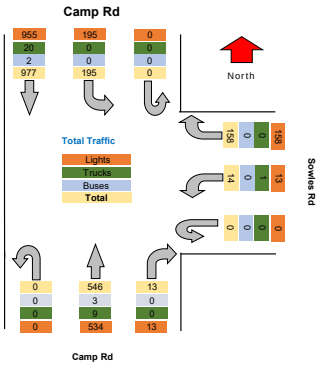


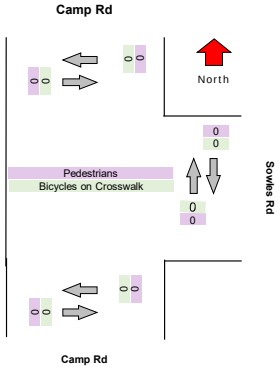


Turning Movement Peak Hour Data (PM)

4:15:00 PM

Leg	Camp Rd						Sowles Rd						Camp Rd						
Direction	Southbound						Westbound						Northbound						
Start Time	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	Total
4:15:00 PM	260	40	0	**300**	0	0	34	0	0	**34**	0	0	1	141	0	**142**	0	0	**476**
4:30:00 PM	255	40	0	**295**	0	0	35	8	0	**43**	0	0	3	153	0	**156**	0	0	**494**
4:45:00 PM	235	55	0	**290**	0	0	50	4	0	**54**	0	0	3	110	0	**113**	0	0	**457**
5:00:00 PM	227	60	0	**287**	0	0	39	2	0	**41**	0	0	6	142	0	**148**	0	0	**476**
Grand Total	977	195	0	**1172**	0	0	158	14	0	**172**	0	0	13	546	0	**559**	0	0	**1903**
% Approach	83.4%	16.6%	0.0%	**0.0%**	0.0%	0.0%	14.2%	0.0%	0.0%	**0.0%**	0.0%	0.0%	45.1%	41.7%	0.0%	**0.0%**	0.0%	0.0%	
% Total	51.3%	10.2%	0.0%	**61.6%**	0.0%	0.0%	8.3%	0.7%	0.0%	**9.0%**	0.0%	0.0%	0.7%	28.7%	0.0%	**29.4%**	0.0%	0.0%	
PHF	0.939	0.813	0.000	**0.977**	0.000	0.000	0.790	0.438	0.000	**0.796**	0.000	0.000	0.542	0.892	0.000	**0.896**	0.000	0.000	**0.963**
Lights	955	195	0	**1150**	0	0	158	13	0	**171**	0	0	13	534	0	**547**	0	0	**1868**
% Lights	97.7%	100.0%	0.0%	**98.1%**	0.0%	0.0%	100.0%	92.9%	0.0%	**99.4%**	0.0%	0.0%	100.0%	97.8%	0.0%	**97.9%**	0.0%	0.0%	**98.2%**
Trucks	20	0	0	**20**	0	0	0	1	0	**1**	0	0	0	9	0	**9**	0	0	**30**
% Trucks	2.0%	0.0%	0.0%	**1.7%**	0.0%	0.0%	0.0%	7.1%	0.0%	**0.6%**	0.0%	0.0%	0.0%	1.6%	0.0%	**1.6%**	0.0%	0.0%	**1.6%**
Buses	2	0	0	**2**	0	0	0	0	0	**0**	0	0	0	3	0	**3**	0	0	**5**
% Buses	0.2%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.5%	0.0%	**0.0%**	0.0%	0.0%	**0.3%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





Intersection: Elm St Pine St
Location: Kennett Square, PA
Site: 01
Survey Date: Wednesday, 04-28-2021
GPS: 42.948550, -72.790034

TRI-STATE TRAFFIC DATA
TSTData.com

Project	SRFHamburg
Project Code	SRFHamburg
Site Name	Camp Rd & I-90 Interchange
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Survey Date	07/12/2021, Tuesday
Location	6
Latitude and Longitude	42.742820, -78.848770

	Start	End	PHF
Forced Peak AM	2021/12/07 07:30:00	2021/12/07 08:30:00	0.901888342
Forced Peak PM	2021/12/07 16:30:00	2021/12/07 17:30:00	0.939655172
AM Peak	2021/12/07 07:15:00	2021/12/07 08:15:00	0.926108374
PM Peak	2021/12/07 16:15:00	2021/12/07 17:15:00	0.939655172

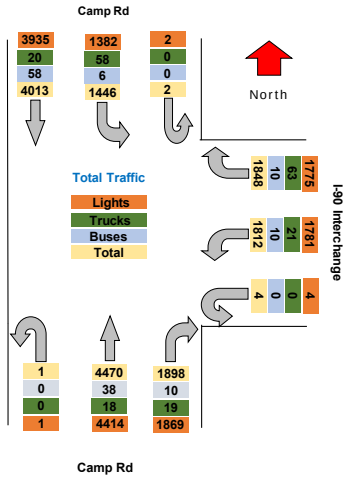
Turning Movement Data

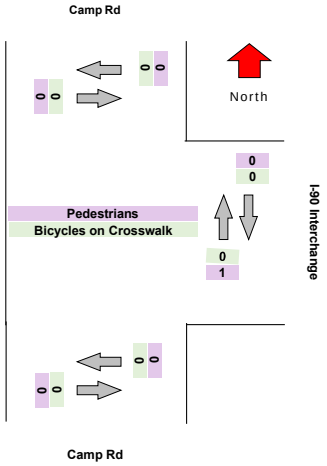
Leg	**Camp Rd**						**I-90 Interchange**						**Camp Rd**						
Direction	**Southbound**						**Westbound**						**Northbound**						
Start Time	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	U-Turn	**App Total**	Peds CW	Peds CCW	**Total**
6:00:00 AM	31	24	0	**55**	0	0	11	9	0	**20**	0	0	46	91	0	**137**	0	0	**212**
6:15:00 AM	45	45	0	**90**	0	0	20	25	0	**45**	0	1	67	131	0	**199**	0	0	**334**
6:30:00 AM	73	63	0	**136**	0	0	37	20	0	**57**	0	0	89	165	0	**254**	0	0	**447**
6:45:00 AM	90	59	0	**149**	0	0	47	35	0	**82**	0	0	85	140	0	**225**	0	0	**456**
Hourly Total	239	191	0	**430**	0	0	115	89	0	**204**	0	1	287	527	0	**815**	0	0	**1449**
7:00:00 AM	81	87	0	**168**	0	0	36	35	0	**71**	0	0	93	141	0	**234**	0	0	**473**
7:15:00 AM	78	88	0	**166**	0	0	48	46	0	**94**	0	0	120	169	0	**289**	0	0	**549**
7:30:00 AM	82	85	0	**167**	0	0	51	45	0	**96**	0	0	112	234	0	**346**	0	0	**609**
7:45:00 AM	114	68	0	**182**	0	0	55	59	0	**114**	0	0	73	178	0	**251**	0	0	**547**
Hourly Total	355	328	0	**683**	0	0	190	185	0	**375**	0	0	398	722	0	**1120**	0	0	**2178**
8:00:00 AM	117	80	0	**197**	0	0	48	35	0	**83**	0	0	115	156	0	**271**	0	0	**551**
8:15:00 AM	83	63	1	**147**	0	0	43	39	0	**82**	0	0	95	166	0	**261**	0	0	**490**
8:30:00 AM	113	61	0	**174**	0	0	54	49	0	**103**	0	0	91	172	0	**263**	0	0	**540**
8:45:00 AM	102	52	0	**154**	0	0	53	42	0	**95**	0	0	75	149	0	**224**	0	0	**473**
Hourly Total	415	256	1	**672**	0	0	198	165	0	**363**	0	0	376	643	0	**1019**	0	0	**2054**
9:00:00 AM	111	63	0	**174**	0	0	38	30	0	**68**	0	0	74	163	0	**237**	0	0	**479**
9:15:00 AM	123	58	0	**181**	0	0	49	31	0	**80**	0	0	66	183	0	**249**	0	0	**510**
9:30:00 AM	127	53	0	**180**	0	0	47	32	0	**79**	0	0	65	152	0	**217**	0	0	**476**
9:45:00 AM	122	39	0	**161**	0	0	43	45	0	**88**	0	0	49	151	0	**200**	0	0	**449**
Hourly Total	483	213	0	**696**	0	0	177	138	0	**315**	0	0	254	649	0	**903**	0	0	**1914**
Hourly Total	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	**0**
4:00:00 PM	208	36	0	**244**	0	0	100	78	0	**178**	0	0	55	152	0	**207**	0	0	**629**
4:15:00 PM	217	49	0	**266**	0	0	140	126	0	**266**	0	0	40	166	0	**206**	0	0	**738**
4:30:00 PM	217	49	0	**266**	0	0	141	134	0	**275**	0	0	49	164	0	**213**	0	0	**754**
4:45:00 PM	215	37	0	**252**	0	0	105	132	0	**237**	0	0	57	133	0	**190**	0	0	**679**
Hourly Total	857	171	0	**1028**	0	0	486	470	0	**956**	0	0	201	615	0	**816**	0	0	**2800**
5:00:00 PM	193	44	0	**237**	0	0	98	120	1	**219**	0	0	59	148	0	**207**	0	0	**663**
5:15:00 PM	216	34	0	**250**	0	0	87	91	0	**178**	0	0	60	148	0	**208**	0	0	**636**
5:30:00 PM	217	26	0	**243**	0	0	79	104	2	**185**	0	0	46	133	0	**179**	0	0	**607**
5:45:00 PM	189	25	0	**214**	0	0	69	65	0	**134**	0	0	31	139	0	**170**	0	0	**518**
Hourly Total	815	129	0	**944**	0	0	333	380	3	**716**	0	0	196	568	0	**764**	0	0	**2424**
6:00:00 PM	155	30	0	**185**	0	0	78	82	1	**161**	0	0	31	137	1	**169**	0	0	**515**
6:15:00 PM	136	17	1	**154**	0	0	68	62	0	**130**	0	0	30	128	0	**158**	0	0	**442**
6:30:00 PM	114	30	0	**144**	0	0	44	64	0	**108**	0	0	30	101	0	**131**	0	0	**383**
6:45:00 PM	101	18	0	**119**	0	0	46	41	0	**87**	0	0	15	86	0	**101**	0	0	**307**
Hourly Total	506	95	1	**602**	0	0	236	249	1	**486**	0	0	106	452	1	**559**	0	0	**1647**
7:00:00 PM	88	22	0	**110**	0	0	26	32	0	**58**	0	0	23	86	0	**109**	0	0	**277**
7:15:00 PM	75	18	0	**93**	0	0	36	37	0	**73**	0	0	26	84	0	**110**	0	0	**276**
7:30:00 PM	88	12	0	**100**	0	0	18	29	0	**47**	0	0	20	69	0	**89**	0	0	**236**
7:45:00 PM	92	11	0	**103**	0	0	33	38	0	**71**	0	0	11	55	0	**66**	0	0	**240**
Hourly Total	343	63	0	**406**	0	0	113	136	0	**249**	0	0	80	294	0	**374**	0	0	**1029**
Grand Total	4013	1446	2	**5461**	0	0	1848	1812	4	**3664**	0	1	1898	4470	1	**6370**	0	0	**15495**
% Approach	73.5%	26.5%	0.0%	**0.0%**	0.0%	0.0%	50.4%	49.5%	0.1%	**0.0%**	0.0%	0.0%	29.8%	70.2%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	25.9%	9.3%	0.0%	**35.2%**	0.0%	0.0%	11.9%	11.7%	0.0%	**23.6%**	0.0%	0.0%	12.2%	28.8%	0.0%	**41.1%**	0.0%	0.0%	**0.0%**
Lights	3935	1382	2	**5319**	0	0	1775	1781	4	**3560**	0	0	1869	4414	1	**6284**	0	0	**15163**
% Lights	98.1%	95.6%	100.0%	**97.4%**	0.0%	0.0%	96.0%	98.3%	100.0%	**97.2%**	0.0%	0.0%	98.5%	98.7%	100.0%	**98.6%**	0.0%	0.0%	**97.9%**
Trucks	20	58	0	**78**	0	0	63	21	0	**84**	0	0	19	18	0	**37**	0	0	**199**
% Trucks	0.5%	4.0%	0.0%	**1.4%**	0.0%	0.0%	3.4%	1.2%	0.0%	**2.3%**	0.0%	0.0%	1.0%	0.4%	0.0%	**0.6%**	0.0%	0.0%	**1.3%**
Buses	58	6	0	**64**	0	0	10	10	0	**20**	0	0	10	38	0	**48**	0	0	**132**
% Buses	1.4%	0.4%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.6%	0.0%	**0.0%**	0.0%	0.0%	0.5%	0.9%	0.0%	**0.0%**	0.0%	0.0%	**0.9%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	0	1	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

Intersection: Elm St Pine St
Location: Kennett Square, PA
Site: 01
Survey Date: Wednesday, 04-28-2021
GPS: 42.948550, -72.790034

TRI-STATE TRAFFIC DATA
TSTData.com

Turning Movement Data Plot





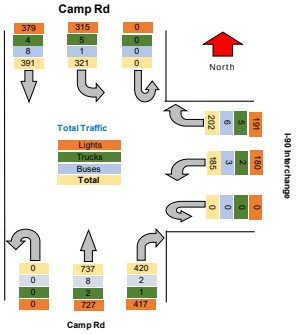
Intersection: Elm St Pine St
Location: Kennett Square, PA
Site: 01
Survey Date: Wednesday, 04-28-2021
GPS: 42.948550, -72.790034

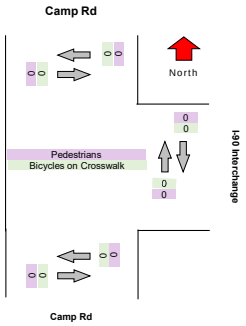
TRI-STATE TRAFFIC DATA
TSTData.com

Turning Movement Peak Hour Data (AM)

7:15:00 AM

Leg	Camp Rd						I-90 Interchange						Camp Rd						
Direction	**Southbound**						**Westbound**						**Northbound**						
Start Time	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	U-Turn	**App Total**	Peds CW	Peds CCW	**Total**
7:15:00 AM	78	88	0	**166**	0	0	48	46	0	**94**	0	0	120	169	0	**289**	0	0	**549**
7:30:00 AM	82	85	0	**167**	0	0	51	45	0	**96**	0	0	112	234	0	**346**	0	0	**609**
7:45:00 AM	114	68	0	**182**	0	0	55	59	0	**114**	0	0	73	178	0	**251**	0	0	**547**
8:00:00 AM	117	80	0	**197**	0	0	48	35	0	**83**	0	0	115	156	0	**271**	0	0	**551**
Grand Total	391	321	0	**712**	0	0	202	185	0	**387**	0	0	420	737	0	**1157**	0	0	**2256**
% Approach	54.9%	45.1%	0.0%	**0.0%**	0.0%	0.0%	14.2%	0.0%	0.0%	**0.0%**	0.0%	0.0%	45.1%	41.7%	0.0%	**0.0%**	0.0%	0.0%	
% Total	17.3%	14.2%	0.0%	**31.6%**	0.0%	0.0%	9.0%	8.2%	0.0%	**17.2%**	0.0%	0.0%	18.6%	32.7%	0.0%	**51.3%**	0.0%	0.0%	
PHF	0.835	0.912	0.000	**0.904**	0.000	0.000	0.918	0.784	0.000	**0.849**	0.000	0.000	0.875	0.787	0.000	**0.836**	0.000	0.000	**0.926**
Lights	379	315	0	**694**	0	0	191	180	0	**371**	0	0	417	727	0	**1144**	0	0	**2209**
% Lights	96.9%	98.1%	0.0%	**97.5%**	0.0%	0.0%	94.6%	97.3%	0.0%	**95.9%**	0.0%	0.0%	99.3%	98.6%	0.0%	**98.9%**	0.0%	0.0%	**97.9%**
Trucks	4	5	0	**9**	0	0	5	2	0	**7**	0	0	1	2	0	**3**	0	0	**19**
% Trucks	1.0%	1.6%	0.0%	**1.3%**	0.0%	0.0%	2.5%	1.1%	0.0%	**1.8%**	0.0%	0.0%	0.2%	0.3%	0.0%	**0.3%**	0.0%	0.0%	**0.8%**
Buses	8	1	0	**9**	0	0	6	3	0	**9**	0	0	2	8	0	**10**	0	0	**28**
% Buses	2.0%	0.3%	0.0%	**0.0%**	0.0%	0.0%	3.0%	1.6%	0.0%	**0.0%**	0.0%	0.0%	0.5%	1.1%	0.0%	**0.0%**	0.0%	0.0%	**1.2%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

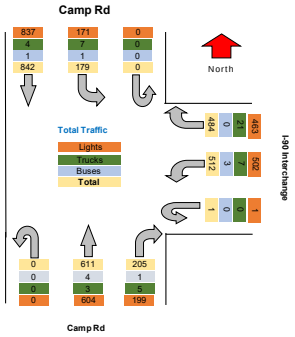


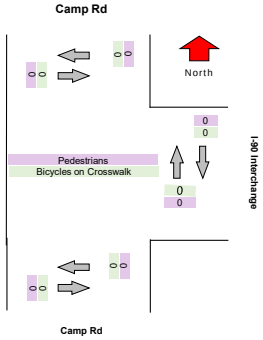


Turning Movement Peak Hour Data (PM)

4:15:00 PM

Leg	Camp Rd						I-90 Interchange						Camp Rd						
Direction	Southbound						Westbound						Northbound						
Start Time	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	Total
4:15:00 PM	217	49	0	**266**	0	0	140	126	0	**266**	0	0	40	166	0	**206**	0	0	**738**
4:30:00 PM	217	49	0	**266**	0	0	141	134	0	**275**	0	0	49	164	0	**213**	0	0	**754**
4:45:00 PM	215	37	0	**252**	0	0	105	132	0	**237**	0	0	57	133	0	**190**	0	0	**679**
5:00:00 PM	193	44	0	**237**	0	0	98	120	1	**219**	0	0	59	148	0	**207**	0	0	**663**
Grand Total	842	179	0	**1021**	0	0	484	512	1	**997**	0	0	205	611	0	**816**	0	0	**2834**
% Approach	82.5%	17.5%	0.0%	**0.0%**	0.0%	0.0%	14.2%	0.0%	0.0%	**0.0%**	0.0%	0.0%	45.1%	41.7%	0.0%	**0.0%**	0.0%	0.0%	
% Total	29.7%	6.3%	0.0%	**36.0%**	0.0%	0.0%	17.1%	18.1%	0.0%	**35.2%**	0.0%	0.0%	7.2%	21.6%	0.0%	**28.8%**	0.0%	0.0%	
PHF	0.970	0.913	0.000	**0.960**	0.000	0.000	0.858	0.955	0.250	**0.906**	0.000	0.000	0.869	0.920	0.000	**0.958**	0.000	0.000	**0.940**
Lights	837	171	0	**1008**	0	0	463	502	1	**966**	0	0	199	604	0	**803**	0	0	**2777**
% Lights	99.4%	95.5%	0.0%	**98.7%**	0.0%	0.0%	95.7%	98.0%	100.0%	**96.9%**	0.0%	0.0%	97.1%	98.9%	0.0%	**98.4%**	0.0%	0.0%	**98.0%**
Trucks	4	7	0	**11**	0	0	21	7	0	**28**	0	0	5	3	0	**8**	0	0	**47**
% Trucks	0.5%	3.9%	0.0%	**1.1%**	0.0%	0.0%	4.3%	1.4%	0.0%	**2.8%**	0.0%	0.0%	2.4%	0.5%	0.0%	**1.0%**	0.0%	0.0%	**1.7%**
Buses	1	1	0	**2**	0	0	0	3	0	**3**	0	0	1	4	0	**5**	0	0	**10**
% Buses	0.1%	0.6%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.6%	0.0%	**0.0%**	0.0%	0.0%	0.5%	0.7%	0.0%	**0.0%**	0.0%	0.0%	**0.4%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





Intersection: Elm St Pine St
Location: Kennett Square, PA
Site: 01
Survey Date: Wednesday, 04-28-2021
GPS: 42.948550, -72.790034

TRI-STATE TRAFFIC DATA
TSTData.com

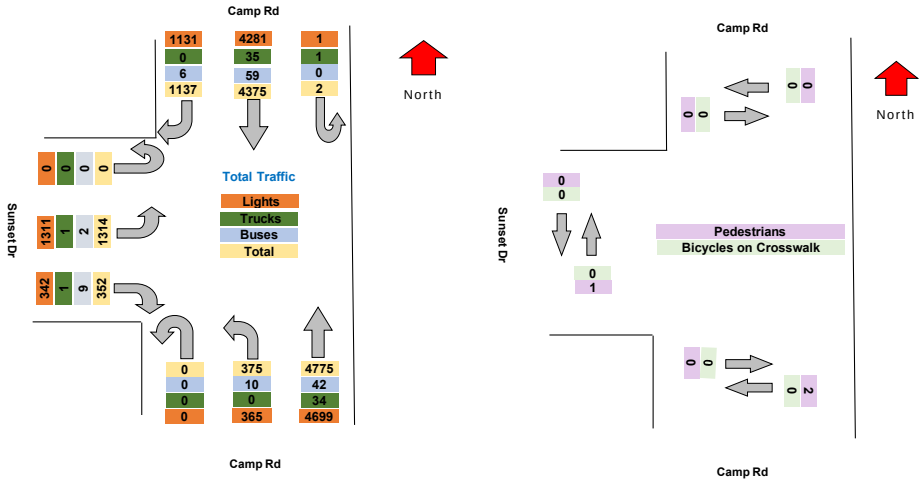
Project	SRFHamburg
Project Code	SRFHamburg
Site Name	Camp Rd & Sunset Dr
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Survey Date	07/12/2021, Tuesday
Location	7
Latitude and Longitude	42.737980, -78.844012

	Start	End	PHF
Forced Peak AM	2021/12/07 07:30:00	2021/12/07 08:30:00	0.89
Forced Peak PM	2021/12/07 16:30:00	2021/12/07 17:30:00	0.98
AM Peak	2021/12/07 07:15:00	2021/12/07 08:15:00	0.92
PM Peak	2021/12/07 16:15:00	2021/12/07 17:15:00	0.98

Turning Movement Data

Leg	**Camp Rd**						**Camp Rd**						**Sunset Dr**						
Direction	**Southbound**						**NorthBound**						**Eastbound**						
Start Time	Right	Thru	U-Turn	**App Total**	Peds CW	Peds CCW	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Total**
6:00:00 AM	5	31	0	**36**	0	0	103	3	0	**106**	0	0	1	28	0	**29**	0	0	**171**
6:15:00 AM	14	47	0	**61**	0	0	166	1	0	**167**	0	0	1	38	0	**39**	0	0	**267**
6:30:00 AM	10	70	0	**80**	0	0	181	3	0	**184**	0	0	8	53	0	**61**	0	0	**325**
6:45:00 AM	21	104	0	**125**	0	0	173	5	0	**178**	0	0	6	44	0	**50**	0	0	**353**
Hourly Total	50	252	0	**302**	0	0	623	12	0	**635**	0	0	16	163	0	**179**	0	0	**1116**
7:00:00 AM	8	100	0	**108**	0	0	180	4	0	**184**	0	0	10	42	0	**52**	0	0	**344**
7:15:00 AM	15	109	0	**124**	0	0	213	8	0	**221**	0	0	20	75	0	**95**	0	0	**440**
7:30:00 AM	16	106	0	**122**	0	0	254	11	0	**265**	0	0	9	78	0	**87**	0	0	**474**
7:45:00 AM	19	138	1	**158**	0	0	183	10	0	**193**	0	0	12	56	0	**68**	0	0	**419**
Hourly Total	58	453	1	**512**	0	0	830	33	0	**863**	0	0	51	251	0	**302**	0	0	**1677**
8:00:00 AM	17	124	0	**141**	0	0	203	14	0	**217**	0	0	11	44	0	**55**	0	0	**413**
8:15:00 AM	25	96	0	**121**	0	0	171	11	0	**182**	0	0	17	62	0	**79**	0	0	**382**
8:30:00 AM	23	122	0	**145**	0	0	190	7	0	**197**	0	0	13	54	0	**67**	0	0	**409**
8:45:00 AM	30	105	0	**135**	0	0	171	8	0	**179**	0	0	6	32	0	**38**	0	0	**352**
Hourly Total	95	447	0	**542**	0	0	735	40	0	**775**	0	0	47	192	0	**239**	0	0	**1556**
9:00:00 AM	23	102	0	**125**	0	0	189	18	0	**207**	0	0	10	40	0	**50**	0	0	**382**
9:15:00 AM	23	122	0	**145**	0	0	164	9	0	**173**	0	0	14	49	0	**63**	0	0	**381**
9:30:00 AM	23	142	0	**165**	0	0	156	17	0	**173**	0	0	14	45	0	**59**	0	0	**397**
9:45:00 AM	25	139	0	**164**	0	0	153	13	0	**166**	0	0	13	26	0	**39**	0	0	**369**
Hourly Total	94	505	0	**599**	0	0	662	57	0	**719**	0	0	51	160	0	**211**	0	0	**1529**
4:00:00 PM	59	198	0	**257**	0	0	150	25	0	**175**	0	0	14	47	0	**61**	0	0	**493**
4:15:00 PM	90	238	0	**328**	0	0	163	17	0	**180**	0	0	16	52	0	**68**	0	0	**576**
4:30:00 PM	56	268	0	**324**	0	0	158	22	0	**180**	0	0	15	40	0	**55**	0	0	**559**
4:45:00 PM	58	264	0	**322**	0	0	150	25	0	**175**	1	0	16	46	0	**62**	0	0	**559**
Hourly Total	263	968	0	**1231**	0	0	621	89	0	**710**	1	0	61	185	0	**246**	0	0	**2187**
5:00:00 PM	74	251	0	**325**	0	0	178	13	0	**191**	1	0	20	36	0	**56**	1	0	**572**
5:15:00 PM	60	208	0	**268**	0	0	148	21	0	**169**	0	0	13	55	0	**68**	0	0	**505**
5:30:00 PM	81	248	0	**329**	0	0	135	14	0	**149**	0	0	13	54	0	**67**	0	0	**545**
5:45:00 PM	76	163	0	**239**	0	0	121	16	0	**137**	0	0	9	37	0	**46**	0	0	**422**
Hourly Total	291	870	0	**1161**	0	0	582	64	0	**646**	1	0	55	182	0	**237**	1	0	**2044**
6:00:00 PM	55	156	0	**211**	0	0	123	14	0	**137**	0	0	20	48	0	**68**	0	0	**416**
6:15:00 PM	48	151	0	**199**	0	0	128	12	0	**140**	0	0	11	27	0	**38**	0	0	**377**
6:30:00 PM	43	118	0	**161**	0	0	102	9	0	**111**	0	0	7	28	0	**35**	0	0	**307**
6:45:00 PM	32	108	0	**140**	0	0	69	8	0	**77**	0	0	8	19	0	**27**	0	0	**244**
Hourly Total	178	533	0	**711**	0	0	422	43	0	**465**	0	0	46	122	0	**168**	0	0	**1344**
7:00:00 PM	23	102	0	**125**	0	0	91	12	0	**103**	0	0	6	11	0	**17**	0	0	**245**
7:15:00 PM	28	78	0	**106**	0	0	92	8	0	**100**	0	0	7	16	0	**23**	0	0	**229**
7:30:00 PM	28	74	0	**102**	0	0	69	11	0	**80**	0	0	6	22	0	**28**	0	0	**210**
7:45:00 PM	29	93	1	**123**	0	0	48	6	0	**54**	0	0	6	10	0	**16**	0	0	**193**
Hourly Total	108	347	1	**456**	0	0	300	37	0	**337**	0	0	25	59	0	**84**	0	0	**877**
Grand Total	1137	4375	2	**5514**	0	0	4775	375	0	**5150**	2	0	352	1314	0	**1666**	1	0	**12330**
% Approach	20.6%	79.3%	0.0%	**0.0%**	0.0%	0.0%	92.7%	7.3%	0.0%	**0.0%**	0.0%	0.0%	21.1%	78.9%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	9.2%	35.5%	0.0%	**44.7%**	0.0%	0.0%	38.7%	3.0%	0.0%	**41.8%**	0.0%	0.0%	2.9%	10.7%	0.0%	**13.5%**	0.0%	0.0%	**0.0%**
Lights	1131	4281	1	**5413**	0	0	4699	365	0	**5064**	0	0	342	1311	0	**1653**	0	0	**12130**
% Lights	99.5%	97.9%	50.0%	**98.2%**	0.0%	0.0%	98.4%	97.3%	0.0%	**98.3%**	0.0%	0.0%	97.2%	99.8%	0.0%	**99.2%**	0.0%	0.0%	**98.4%**
Trucks	0	35	1	**36**	0	0	34	0	0	**34**	0	0	1	1	0	**2**	0	0	**72**
% Trucks	0.0%	0.8%	50.0%	**0.7%**	0.0%	0.0%	0.7%	0.0%	0.0%	**0.7%**	0.0%	0.0%	0.3%	0.1%	0.0%	**0.1%**	0.0%	0.0%	**0.6%**
Buses	6	59	0	**65**	0	0	42	10	0	**52**	0	0	9	2	0	**11**	0	0	**128**
% Buses	0.5%	1.3%	0.0%	**0.0%**	0.0%	0.0%	0.0%	2.7%	0.0%	**0.0%**	0.0%	0.0%	2.6%	0.2%	0.0%	**0.0%**	0.0%	0.0%	**1.0%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	2	0	0	0	0	**0**	1	0	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

Turning Movement Data Plot



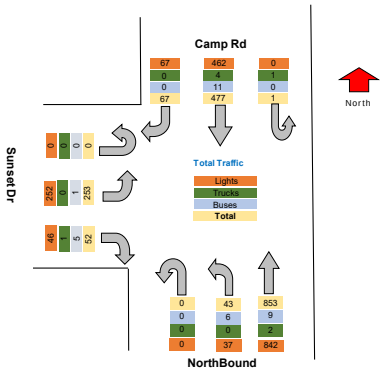
Intersection: Elm St Pine St
Location: Kennett Square, PA
Site: 01
Survey Date: Wednesday, 04-28-2021
GPS: 42.948550, -72.790034

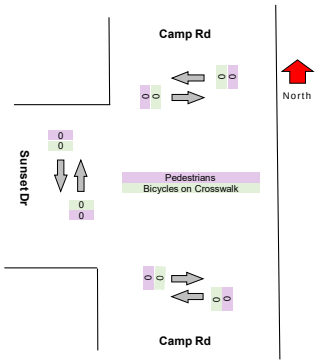
TRI-STATE TRAFFIC DATA
TSTData.com

Turning Movement Peak Hour Data (AM)

7:15:00 AM

Leg	Camp Rd						Camp Rd						Sunset Dr						
Direction	Southbound						NorthBound						Eastbound						
Start Time	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
7:15:00 AM	15	109	0	**124**	0	0	213	8	0	**221**	0	0	20	75	0	**95**	0	0	**440**
7:30:00 AM	16	106	0	**122**	0	0	254	11	0	**265**	0	0	9	78	0	**87**	0	0	**474**
7:45:00 AM	19	138	1	**158**	0	0	183	10	0	**193**	0	0	12	56	0	**68**	0	0	**419**
8:00:00 AM	17	124	0	**141**	0	0	203	14	0	**217**	0	0	11	44	0	**55**	0	0	**413**
Grand Total	67	477	1	**545**	0	0	853	43	0	**896**	0	0	52	253	0	**305**	0	0	**1746**
% Approach	12.3%	87.5%	0.2%	**0.0%**	0.0%	0.0%	95.2%	4.8%	0.0%	**0.0%**	0.0%	0.0%	17.0%	83.0%	0.0%	**0.0%**	0.0%	0.0%	
% Total	3.8%	27.3%	0.1%	**31.2%**	0.0%	0.0%	48.9%	2.5%	0.0%	**51.3%**	0.0%	0.0%	3.0%	14.5%	0.0%	**17.5%**	0.0%	0.0%	
PHF	0.882	0.864	0.250	**0.862**	0.000	0.000	0.840	0.768	0.000	**0.845**	0.000	0.000	0.650	0.811	0.000	**0.803**	0.000	0.000	**0.921**
Lights	67	462	0	**529**	0	0	842	37	0	**879**	0	0	46	252	0	**298**	0	0	**1706**
% Lights	100.0%	96.9%	0.0%	**97.1%**	0.0%	0.0%	98.7%	86.0%	0.0%	**98.1%**	0.0%	0.0%	88.5%	99.6%	0.0%	**97.7%**	0.0%	0.0%	**97.7%**
Trucks	0	4	1	**5**	0	0	2	0	0	**2**	0	0	1	0	0	**1**	0	0	**8**
% Trucks	0.0%	0.8%	100.0%	**0.9%**	0.0%	0.0%	0.2%	0.0%	0.0%	**0.2%**	0.0%	0.0%	1.9%	0.0%	0.0%	**0.3%**	0.0%	0.0%	**0.5%**
Buses	0	11	0	**11**	0	0	9	6	0	**15**	0	0	5	1	0	**6**	0	0	**32**
% Buses	0.0%	2.3%	0.0%	**0.0%**	0.0%	0.0%	1.1%	14.0%	0.0%	**0.0%**	0.0%	0.0%	9.6%	0.4%	0.0%	**0.0%**	0.0%	0.0%	**1.8%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

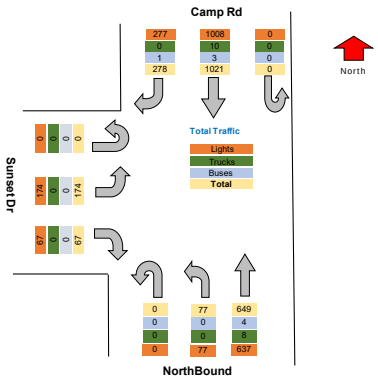


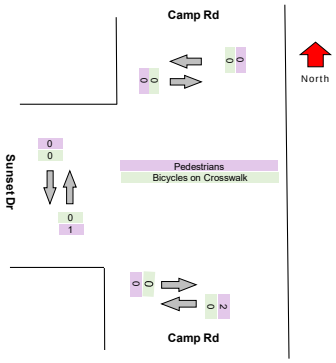


Turning Movement Peak Hour Data (PM)

4:15:00 PM

Leg	Camp Rd						Camp Rd						Sunset Dr						
Direction	Southbound						NorthBound						Eastbound						
Start Time	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
4:15:00 PM	90	238	0	**328**	0	0	163	17	0	**180**	0	0	16	52	0	**68**	0	0	**576**
4:30:00 PM	56	268	0	**324**	0	0	158	22	0	**180**	0	0	15	40	0	**55**	0	0	**559**
4:45:00 PM	58	264	0	**322**	0	0	150	25	0	**175**	1	0	16	46	0	**62**	0	0	**559**
5:00:00 PM	74	251	0	**325**	0	0	178	13	0	**191**	1	0	20	36	0	**56**	1	0	**572**
Grand Total	278	1021	0	**1299**	0	0	649	77	0	**726**	2	0	67	174	0	**241**	1	0	**2266**
% Approach	21.4%	78.6%	0.0%	**0.0%**	0.0%	0.0%	89.4%	10.6%	0.0%	**0.0%**	0.0%	0.0%	27.8%	72.2%	0.0%	**0.0%**	0.0%	0.0%	
% Total	12.3%	45.1%	0.0%	**57.3%**	0.0%	0.0%	28.6%	3.4%	0.0%	**32.0%**	0.0%	0.0%	3.0%	7.7%	0.0%	**10.6%**	0.0%	0.0%	
PHF	0.772	0.952	0.000	**0.990**	0.000	0.000	0.912	0.770	0.000	**0.950**	0.000	0.000	0.838	0.837	0.000	**0.886**	0.000	0.000	**0.984**
Lights	277	1008	0	**1285**	0	0	637	77	0	**714**	0	0	67	174	0	**241**	0	0	**2240**
% Lights	99.6%	98.7%	0.0%	**98.9%**	0.0%	0.0%	98.2%	100.0%	0.0%	**98.3%**	0.0%	0.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	**98.9%**
Trucks	0	10	0	**10**	0	0	8	0	0	**8**	0	0	0	0	0	**0**	0	0	**18**
% Trucks	0.0%	1.0%	0.0%	**0.8%**	0.0%	0.0%	1.2%	0.0%	0.0%	**1.1%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.8%**
Buses	1	3	0	**4**	0	0	4	0	0	**4**	0	0	0	0	0	**0**	0	0	**8**
% Buses	0.4%	0.3%	0.0%	**0.0%**	0.0%	0.0%	0.6%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.4%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	2	0	0	0	0	**0**	1	0	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





TRI-STATE TRAFFIC DATA TSTData.com

Project	SRFHamburg
Project Code	SRFHamburg
Site Name	Camp Rd & Scranton Rd
Legs and Movements	All Processed Legs & Movem
Bin Size	15 minutes
Survey Date	2021/12/07 Tuesday
Location	8
Latitude and Longitude	42.734461, -78.838842

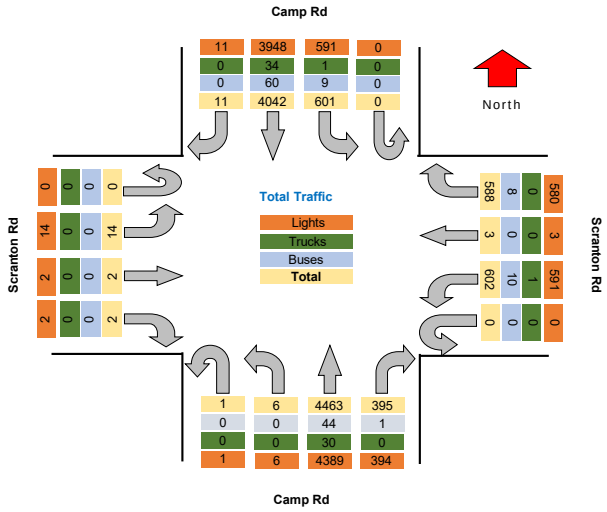
	Start	End	PHF
Forced Peak AM	2021/12/07 07:30:00	2021/12/07 08:30:00	0.94
Forced Peak PM	2021/12/07 16:30:00	2021/12/07 17:30:00	0.95
AM Peak	2021/12/07 07:15:00	2021/12/07 08:15:00	0.93
PM Peak	2021/12/07 16:15:00	2021/12/07 17:15:00	0.95

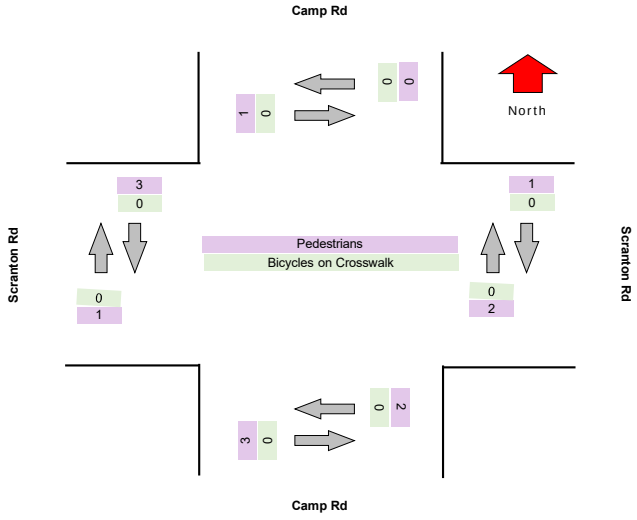
Turning Movement Data

Leg	Camp Rd							Scranton Rd							Camp Rd							Scranton Rd							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	**Total**
6:00:00 AM	0	22	5	0	**27**	0	0	10	0	3	0	**13**	0	0	5	99	0	0	**104**	0	0	0	0	0	0	**0**	1	0	**144**
6:15:00 AM	0	42	9	0	**51**	0	0	11	0	5	0	**16**	0	0	8	158	0	0	**166**	0	0	0	0	0	0	**0**	0	0	**233**
6:30:00 AM	0	72	5	0	**77**	0	0	14	0	17	0	**31**	0	0	12	168	0	0	**180**	0	0	0	0	0	0	**0**	0	0	**288**
6:45:00 AM	0	99	8	0	**107**	0	0	14	0	22	0	**36**	0	1	11	166	0	1	**179**	0	0	0	0	0	0	**0**	0	0	**322**
Hourly Total	0	235	27	0	**262**	0	0	49	0	47	0	**96**	0	1	36	591	0	1	**629**	0	0	0	0	0	0	**0**	1	0	**987**
7:00:00 AM	0	101	10	0	**111**	0	0	11	0	25	0	**36**	0	0	6	170	0	0	**176**	0	0	0	0	0	0	**0**	0	0	**323**
7:15:00 AM	1	116	17	0	**134**	0	0	22	0	19	0	**41**	0	0	14	225	1	0	**240**	0	0	0	0	0	0	**0**	0	0	**415**
7:30:00 AM	0	95	16	0	**111**	0	0	24	0	18	0	**42**	0	0	11	227	0	0	**238**	0	0	0	0	0	0	**0**	0	0	**391**
7:45:00 AM	1	127	9	0	**137**	0	0	19	0	29	0	**48**	0	0	16	187	1	0	**204**	0	0	0	0	1	0	**1**	0	0	**390**
Hourly Total	2	439	52	0	**493**	0	0	76	0	91	0	**167**	0	0	47	809	2	0	**858**	0	0	0	0	1	0	**1**	0	0	**1519**
8:00:00 AM	1	107	15	0	**123**	0	0	21	0	18	0	**39**	0	0	10	180	0	0	**190**	0	0	0	1	0	0	**1**	0	0	**353**
8:15:00 AM	0	87	19	0	**106**	0	0	28	1	20	0	**49**	0	0	15	165	1	0	**181**	0	0	0	0	2	0	**2**	0	0	**338**
8:30:00 AM	0	104	26	0	**130**	0	0	28	0	12	0	**40**	0	0	10	162	0	0	**172**	0	0	0	0	0	0	**0**	0	0	**342**
8:45:00 AM	0	100	11	0	**111**	0	0	14	0	24	0	**38**	0	0	14	177	0	0	**191**	0	0	0	0	0	0	**0**	0	0	**340**
Hourly Total	1	398	71	0	**470**	0	0	91	1	74	0	**166**	0	0	49	684	1	0	**734**	0	0	0	1	2	0	**3**	0	0	**1373**
9:00:00 AM	0	92	21	0	**113**	0	0	21	1	20	0	**42**	0	0	6	183	0	0	**189**	2	3	0	1	0	0	**1**	0	1	**345**
9:15:00 AM	0	114	23	0	**137**	0	0	23	0	21	0	**44**	0	0	18	133	0	0	**151**	0	0	0	0	1	0	**1**	0	0	**333**
9:30:00 AM	1	121	21	0	**143**	0	0	23	0	13	0	**36**	0	0	9	141	0	0	**150**	0	0	0	0	0	0	**0**	0	1	**329**
9:45:00 AM	2	124	14	0	**140**	0	0	19	1	18	0	**38**	0	0	7	141	0	0	**148**	0	0	0	0	1	0	**1**	0	0	**327**
Hourly Total	3	451	79	0	**533**	0	0	86	2	72	0	**160**	0	0	40	598	0	0	**638**	2	3	0	1	2	0	**3**	0	2	**1334**
4:00:00 PM	0	176	29	0	**205**	0	0	28	0	23	0	**51**	0	0	15	131	0	0	**146**	0	0	0	0	0	0	**0**	0	0	**402**
4:15:00 PM	0	215	30	0	**245**	0	0	17	0	23	0	**40**	1	0	18	147	1	0	**166**	0	0	0	0	0	0	**0**	0	0	**451**
4:30:00 PM	2	244	31	0	**277**	1	0	23	0	24	0	**47**	0	1	21	142	1	0	**164**	0	0	0	0	2	0	**2**	0	0	**490**
4:45:00 PM	1	253	35	0	**289**	0	0	25	0	41	0	**66**	0	0	11	145	0	0	**156**	0	0	0	0	2	0	**2**	0	0	**513**
Hourly Total	3	888	125	0	**1016**	1	0	93	0	111	0	**204**	1	1	65	565	2	0	**632**	0	0	0	0	4	0	**4**	0	0	**1856**
5:00:00 PM	0	241	35	0	**276**	0	0	19	0	26	0	**45**	0	0	24	155	0	0	**179**	0	0	0	0	1	0	**1**	0	0	**501**
5:15:00 PM	1	185	36	0	**222**	0	0	26	0	23	0	**49**	0	0	20	146	0	0	**166**	0	0	1	0	0	0	**1**	0	0	**438**
5:30:00 PM	0	220	27	0	**247**	0	0	27	0	26	0	**53**	0	0	13	120	1	0	**134**	0	0	1	0	1	0	**2**	0	0	**436**
5:45:00 PM	0	150	22	0	**172**	0	0	24	0	19	0	**43**	0	0	18	111	0	0	**129**	0	0	0	0	0	0	**0**	0	0	**344**
Hourly Total	1	796	120	0	**917**	0	0	96	0	94	0	**190**	0	0	75	532	1	0	**608**	0	0	2	0	2	0	**4**	0	0	**1719**
6:00:00 PM	1	156	19	0	**176**	0	0	19	0	23	0	**42**	0	0	13	118	0	0	**131**	0	0	0	0	0	0	**0**	0	0	**349**
6:15:00 PM	0	139	22	0	**161**	0	0	17	0	9	0	**26**	0	0	14	115	0	0	**129**	0	0	0	0	0	0	**0**	0	0	**316**
6:30:00 PM	0	116	18	0	**134**	0	0	11	0	9	0	**20**	0	0	11	95	0	0	**106**	0	0	0	0	0	0	**0**	0	0	**260**
6:45:00 PM	0	103	13	0	**116**	0	0	8	0	17	0	**25**	0	0	15	61	0	0	**76**	0	0	0	0	2	0	**2**	0	0	**219**
Hourly Total	1	514	72	0	**587**	0	0	55	0	58	0	**113**	0	0	53	389	0	0	**442**	0	0	0	0	2	0	**2**	0	0	**1144**
7:00:00 PM	0	84	25	0	**109**	0	0	8	0	15	0	**23**	0	0	6	98	0	0	**104**	0	0	0	0	0	0	**0**	0	0	**236**
7:15:00 PM	0	71	15	0	**86**	0	0	14	0	15	0	**29**	0	0	10	84	0	0	**94**	0	0	0	0	1	0	**1**	0	0	**210**
7:30:00 PM	0	69	9	0	**78**	0	0	9	0	11	0	**20**	0	0	5	71	0	0	**76**	0	0	0	0	0	0	**0**	0	0	**174**
7:45:00 PM	0	97	6	0	**103**	0	0	11	0	14	0	**25**	0	0	9	42	0	0	**51**	0	0	0	0	0	0	**0**	0	1	**179**
Hourly Total	0	321	55	0	**376**	0	0	42	0	55	0	**97**	0	0	30	295	0	0	**325**	0	0	0	0	1	0	**1**	0	1	**799**
Grand Total	11	4042	601	0	**4654**	1	0	588	3	602	0	**1193**	1	2	395	4463	6	1	**4866**	2	3	2	2	14	0	**18**	1	3	**10731**
% Approach	0.2%	86.9%	12.9%	0.0%	**0.0%**	0.0%	0.0%	49.3%	0.3%	50.5%	0.0%	**0.0%**	0.0%	0.0%	8.1%	91.7%	0.1%	0.0%	**0.0%**	0.0%	0.0%	11.1%	11.1%	77.8%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	0.1%	37.7%	5.6%	0.0%	**43.4%**	0.0%	0.0%	5.5%	0.0%	5.6%	0.0%	**11.1%**	0.0%	0.0%	3.7%	41.6%	0.1%	0.0%	**45.3%**	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	**0.2%**	0.0%	0.0%	**0.0%**
Lights	11	3948	591	0	**4550**	0	0	580	3	591	0	**1174**	0	0	394	4389	6	1	**4790**	0	0	2	2	14	0	**18**	0	0	**10532**
% Lights	100.0%	97.7%	98.3%	0.0%	**97.8%**	0.0%	0.0%	98.6%	100.0%	98.2%	0.0%	**98.4%**	0.0%	0.0%	99.7%	98.3%	100.0%	100.0%	**98.4%**	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	**98.1%**
Trucks	0	34	1	0	**35**	0	0	0	0	1	0	**1**	0	0	0	30	0	0	**30**	0	0	0	0	0	0	**0**	0	0	**66**
% Trucks	0.0%	0.8%	0.2%	0.0%	**0.8%**	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	**0.1%**	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	**0.6%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.6%**
Buses	0	60	9	0	**69**	0	0	8	0	10	0	**18**	0	0	1	44	0	0	**45**	0	0	0	0	0	0	**0**	0	0	**132**
% Buses	0.0%	1.5%	1.5%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	1.7%	0.0%	**0.0%**	0.0%	0.0%	0.3%	1.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**1.2%**
Pedestrians	0	0	0	0	**0**	1	0	0	0	0	0	**0**	1	2	0	0	0	0	**0**	2	3	0	0	0	0	**0**	1	3	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

TRI-STATE TRAFFIC DATA TSTData.com

Turning Movement Data Plot





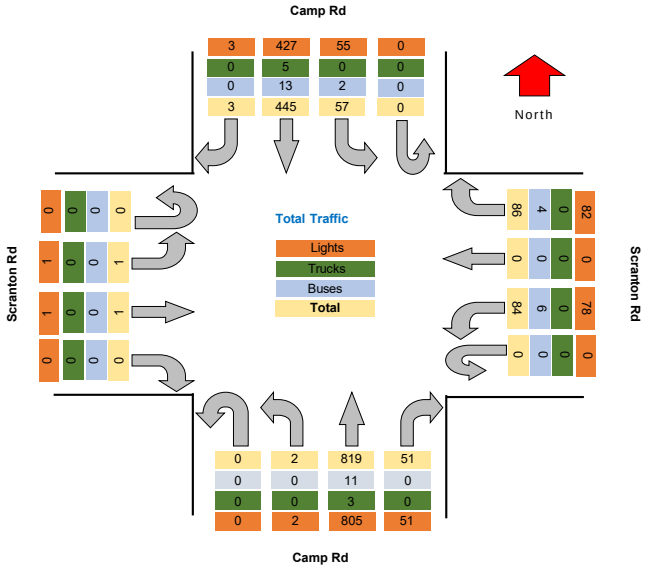
Project : VBH Malta NYSite : Site 4Location : 42.948550, -73.790036Survey Date : 202

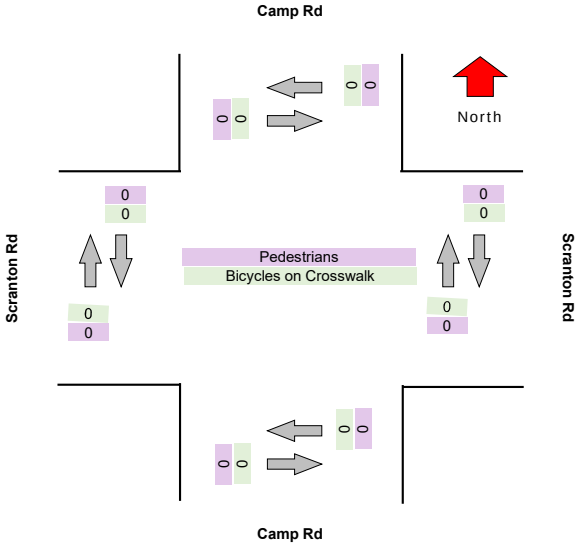
TRI-STATE TRAFFIC DATA TSTData.com

Turning Movement Peak Hour Data (AM)

7:15:00 AM

Leg	Camp Rd							Scranton Rd							Camp Rd							Scranton Rd							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
7:15:00 AM	1	116	17	0	**134**	0	0	22	0	19	0	**41**	0	0	14	225	1	0	**240**	0	0	0	0	0	0	**0**	0	0	**415**
7:30:00 AM	0	95	16	0	**111**	0	0	24	0	18	0	**42**	0	0	11	227	0	0	**238**	0	0	0	0	0	0	**0**	0	0	**391**
7:45:00 AM	1	127	9	0	**137**	0	0	19	0	29	0	**48**	0	0	16	187	1	0	**204**	0	0	0	0	1	0	**1**	0	0	**390**
8:00:00 AM	1	107	15	0	**123**	0	0	21	0	18	0	**39**	0	0	10	180	0	0	**190**	0	0	0	1	0	0	**1**	0	0	**353**
Grand Total	3	445	57	0	**505**	0	0	86	0	84	0	**170**	0	0	51	819	2	0	**872**	0	0	0	1	1	0	**2**	0	0	**1549**
% Approach	0.6%	88.1%	11.3%	0.0%	**0.0%**	0.0%	0.0%	50.6%	0.0%	49.4%	0.0%	**0.0%**	0.0%	0.0%	5.8%	93.9%	0.2%	0.0%	**0.0%**	0.0%	0.0%	0.0%	50.0%	50.0%	0.0%	**0.0%**	0.0%	0.0%	
% Total	0.2%	28.7%	3.7%	0.0%	**32.6%**	0.0%	0.0%	5.6%	0.0%	5.4%	0.0%	**11.0%**	0.0%	0.0%	3.3%	52.9%	0.1%	0.0%	**56.3%**	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	**0.1%**	0.0%	0.0%	
PHF	0.750	0.876	0.838	0.000	**0.922**	0.000	0.000	0.896	0.000	0.724	0.000	**0.885**	0.000	0.000	0.797	0.902	0.500	0.000	**0.908**	0.000	0.000	0.000	0.250	0.250	0.000	**0.500**	0.000	0.000	**0.933**
Lights	3	427	55	0	**485**	0	0	82	0	78	0	**160**	0	0	51	805	2	0	**858**	0	0	0	1	1	0	**2**	0	0	**1505**
% Lights	100.0%	96.0%	96.5%	0.0%	**96.0%**	0.0%	0.0%	95.3%	0.0%	92.9%	0.0%	**94.1%**	0.0%	0.0%	100.0%	98.3%	100.0%	0.0%	**98.4%**	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	**97.2%**
Trucks	0	5	0	0	**5**	0	0	0	0	0	0	**0**	0	0	0	3	0	0	**3**	0	0	0	0	0	0	**0**	0	0	**8**
% Trucks	0.0%	1.1%	0.0%	0.0%	**1.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.5%**
Buses	0	13	2	0	**15**	0	0	4	0	6	0	**10**	0	0	0	11	0	0	**11**	0	0	0	0	0	0	**0**	0	0	**36**
% Buses	0.0%	2.9%	3.5%	0.0%	**0.0%**	0.0%	0.0%	4.7%	0.0%	7.1%	0.0%	**0.0%**	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**2.3%**
Pedestrians	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





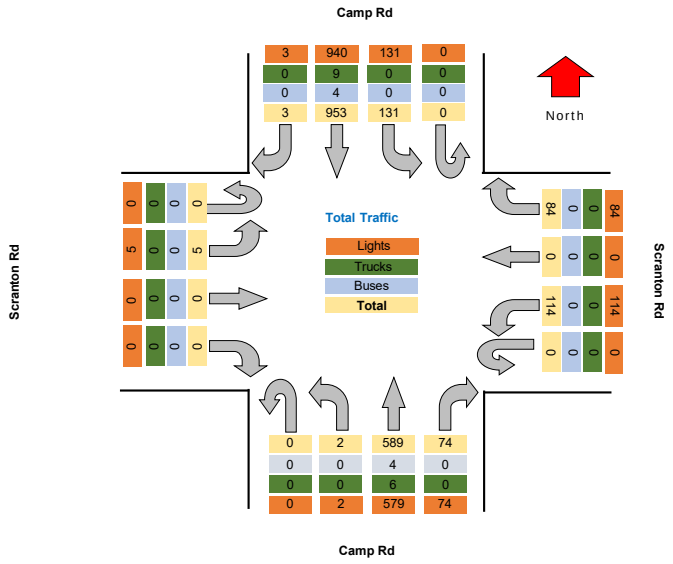
Project : VBH Malta NYSite : Site 4Location : 42.948550, -73.790036Survey Date : 202

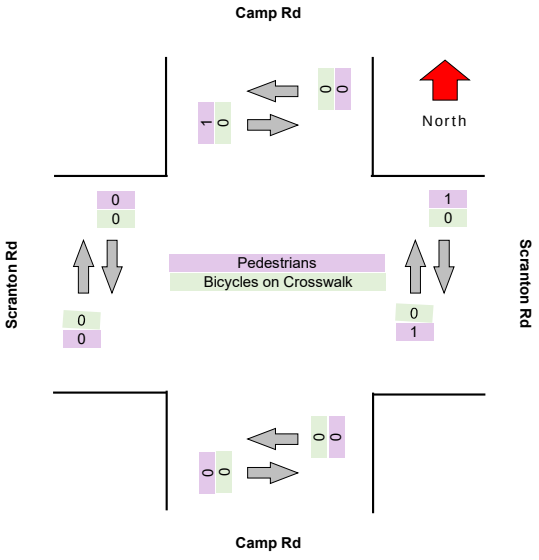
TRI-STATE TRAFFIC DATA TSTData.com

Turning Movement Peak Hour Data (PM)

4:15:00 PM

Leg	Camp Rd							Scranton Rd							Camp Rd							Scranton Rd							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
4:15:00 PM	0	215	30	0	**245**	0	0	17	0	23	0	**40**	1	0	18	147	1	0	**166**	0	0	0	0	0	0	**0**	0	0	**451**
4:30:00 PM	2	244	31	0	**277**	1	0	23	0	24	0	**47**	0	1	21	142	1	0	**164**	0	0	0	0	2	0	**2**	0	0	**490**
4:45:00 PM	1	253	35	0	**289**	0	0	25	0	41	0	**66**	0	0	11	145	0	0	**156**	0	0	0	0	2	0	**2**	0	0	**513**
5:00:00 PM	0	241	35	0	**276**	0	0	19	0	26	0	**45**	0	0	24	155	0	0	**179**	0	0	0	0	1	0	**1**	0	0	**501**
Grand Total	3	953	131	0	**1087**	1	0	84	0	114	0	**198**	1	1	74	589	2	0	**665**	0	0	0	0	5	0	**5**	0	0	**1955**
% Approach	0.3%	87.7%	12.1%	0.0%	**0.0%**	0.0%	0.0%	42.4%	0.0%	57.6%	0.0%	**0.0%**	0.0%	0.0%	11.1%	88.6%	0.3%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	**0.0%**	0.0%	0.0%	
% Total	0.2%	48.7%	6.7%	0.0%	**55.6%**	0.0%	0.0%	4.3%	0.0%	5.8%	0.0%	**10.1%**	0.0%	0.0%	3.8%	30.1%	0.1%	0.0%	**34.0%**	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	**0.3%**	0.0%	0.0%	
PHF	0.375	0.942	0.936	0.000	**0.940**	0.000	0.000	0.840	0.000	0.695	0.000	**0.750**	0.000	0.000	0.771	0.950	0.500	0.000	**0.929**	0.000	0.000	0.000	0.000	0.625	0.000	**0.625**	0.000	0.000	**0.953**
Lights	3	940	131	0	**1074**	0	0	84	0	114	0	**198**	0	0	74	579	2	0	**655**	0	0	0	0	5	0	**5**	0	0	**1932**
% Lights	100.0%	98.6%	100.0%	0.0%	**98.8%**	0.0%	0.0%	100.0%	0.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	100.0%	98.3%	100.0%	0.0%	**98.5%**	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	**98.8%**
Trucks	0	9	0	0	**9**	0	0	0	0	0	0	**0**	0	0	0	6	0	0	**6**	0	0	0	0	0	0	**0**	0	0	**15**
% Trucks	0.0%	0.9%	0.0%	0.0%	**0.8%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	**0.9%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.8%**
Buses	0	4	0	0	**4**	0	0	0	0	0	0	**0**	0	0	0	4	0	0	**4**	0	0	0	0	0	0	**0**	0	0	**8**
% Buses	0.0%	0.4%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.4%**
Pedestrians	0	0	0	0	**0**	1	0	0	0	0	0	**0**	1	1	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





Intersection: Elm St Pine St
Location: Kennett Square, PA
Site: 01
Survey Date: Wednesday, 04-28-2021
GPS: 42.948550, -72.790034

TRI-STATE TRAFFIC DATA
TSTData.com

Project	SRFHamburg
Project Code	SRFHamburg
Site Name	Camp Rd & Legion Dr
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Survey Date	07/12/2021, Tuesday
Location	9
Latitude and Longitude	42.730464, -78.835274

	Start	End	PHF
Forced Peak AM	2021/12/07 07:30:00	2021/12/07 08:30:00	0.909
Forced Peak PM	2021/12/07 16:30:00	2021/12/07 17:30:00	0.957
AM Peak	2021/12/07 07:15:00	2021/12/07 08:15:00	0.875
PM Peak	2021/12/07 16:15:00	2021/12/07 17:15:00	0.957

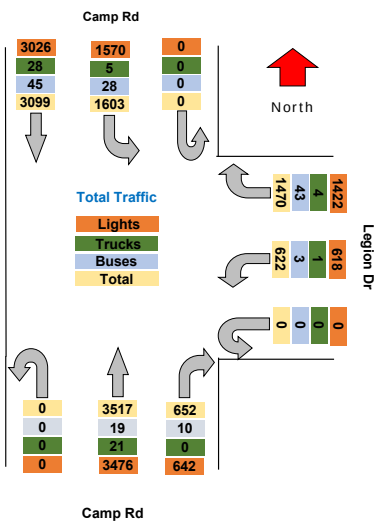
Turning Movement Data

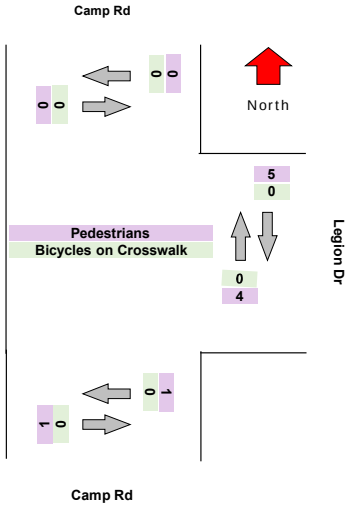
Leg	**Camp Rd**						**Legion Dr**						**Camp Rd**						
Direction	**Southbound**						**Westbound**						**Northbound**						
Start Time	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	U-Turn	**App Total**	Peds CW	Peds CCW	**Total**
6:00:00 AM	20	7	0	**27**	0	0	16	0	0	**16**	0	0	5	93	0	**98**	0	0	**141**
6:15:00 AM	30	16	0	**46**	0	0	27	2	0	**29**	1	0	4	133	0	**138**	0	0	**213**
6:30:00 AM	57	28	0	**85**	0	0	34	3	0	**37**	0	1	10	163	0	**174**	0	0	**296**
6:45:00 AM	69	49	0	**118**	0	0	37	6	0	**43**	1	0	21	138	0	**160**	0	0	**321**
Hourly Total	176	100	0	**276**	0	0	114	11	0	**125**	2	1	40	527	0	**570**	0	0	**971**
7:00:00 AM	57	67	0	**124**	0	0	48	6	0	**54**	0	0	25	131	0	**156**	0	0	**334**
7:15:00 AM	59	90	0	**149**	0	0	53	5	0	**58**	0	0	52	200	0	**252**	0	0	**459**
7:30:00 AM	65	50	0	**115**	0	0	72	6	0	**78**	0	0	15	190	0	**205**	0	0	**398**
7:45:00 AM	92	58	0	**150**	0	0	50	7	0	**57**	0	0	21	171	0	**192**	0	0	**399**
Hourly Total	273	265	0	**538**	0	0	223	24	0	**247**	0	0	113	692	0	**805**	0	0	**1590**
8:00:00 AM	83	52	0	**135**	0	0	41	6	0	**47**	1	2	17	149	0	**169**	0	0	**351**
8:15:00 AM	64	36	0	**100**	0	0	43	4	0	**47**	0	0	20	135	0	**155**	0	0	**302**
8:30:00 AM	65	48	0	**113**	0	0	45	11	0	**56**	0	1	20	129	0	**150**	1	0	**319**
8:45:00 AM	77	48	0	**125**	0	0	59	12	0	**71**	1	0	18	132	0	**151**	0	1	**347**
Hourly Total	289	184	0	**473**	0	0	188	33	0	**221**	2	3	75	545	0	**625**	1	1	**1319**
9:00:00 AM	70	39	0	**109**	0	0	59	6	0	**65**	0	0	13	143	0	**156**	0	0	**330**
9:15:00 AM	73	47	0	**120**	0	0	41	19	0	**60**	0	0	21	109	0	**130**	0	0	**310**
9:30:00 AM	92	46	0	**138**	0	0	40	14	0	**54**	0	0	15	104	0	**119**	0	0	**311**
9:45:00 AM	93	52	0	**145**	0	0	45	14	0	**59**	0	0	17	106	0	**123**	0	0	**327**
Hourly Total	328	184	0	**512**	0	0	185	53	0	**238**	0	0	66	462	0	**528**	0	0	**1278**
Hourly Total	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	**0**
4:00:00 PM	152	57	0	**209**	0	0	55	48	0	**103**	0	0	42	95	0	**137**	0	0	**449**
4:15:00 PM	164	58	0	**222**	0	0	56	37	0	**93**	0	0	30	118	0	**148**	0	0	**463**
4:30:00 PM	183	106	0	**289**	0	0	54	49	0	**103**	0	0	27	103	0	**130**	0	0	**522**
4:45:00 PM	213	80	0	**293**	0	0	53	37	0	**90**	0	0	32	107	0	**139**	0	0	**522**
Hourly Total	712	301	0	**1013**	0	0	218	171	0	**389**	0	0	131	423	0	**554**	0	0	**1956**
5:00:00 PM	190	70	0	**260**	0	0	75	51	0	**126**	0	0	26	121	0	**147**	0	0	**533**
5:15:00 PM	148	69	0	**217**	0	0	43	34	0	**77**	0	0	21	116	0	**137**	0	0	**431**
5:30:00 PM	183	73	0	**256**	0	0	50	42	0	**92**	0	0	28	94	0	**122**	0	0	**470**
5:45:00 PM	123	63	0	**186**	0	0	51	25	0	**76**	0	0	19	76	0	**95**	0	0	**357**
Hourly Total	644	275	0	**919**	0	0	219	152	0	**371**	0	0	94	407	0	**501**	0	0	**1791**
6:00:00 PM	123	54	0	**177**	0	0	53	30	0	**83**	0	0	27	87	0	**114**	0	0	**374**
6:15:00 PM	113	38	0	**151**	0	0	46	25	0	**71**	0	0	23	83	0	**106**	0	0	**328**
6:30:00 PM	89	50	0	**139**	0	0	40	28	0	**68**	1	0	21	61	0	**82**	0	0	**289**
6:45:00 PM	81	36	0	**117**	0	0	37	24	0	**61**	0	0	18	52	0	**70**	0	0	**248**
Hourly Total	406	178	0	**584**	0	0	176	107	0	**283**	1	0	89	283	0	**372**	0	0	**1239**
7:00:00 PM	72	29	0	**101**	0	0	38	20	0	**58**	0	0	14	63	0	**77**	0	0	**236**
7:15:00 PM	57	34	0	**91**	0	0	37	15	0	**52**	0	0	11	57	0	**68**	0	0	**211**
7:30:00 PM	52	30	0	**82**	0	0	40	17	0	**57**	0	0	8	35	0	**43**	0	0	**182**
7:45:00 PM	90	23	0	**113**	0	0	32	19	0	**51**	0	0	11	23	0	**34**	0	0	**198**
Hourly Total	271	116	0	**387**	0	0	147	71	0	**218**	0	0	44	178	0	**222**	0	0	**827**
Grand Total	3099	1603	0	**4702**	0	0	1470	622	0	**2092**	5	4	652	3517	0	**4177**	1	1	**10971**
% Approach	65.9%	34.1%	0.0%	**0.0%**	0.0%	0.0%	70.3%	29.7%	0.0%	**0.0%**	0.0%	0.0%	15.6%	84.2%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	28.2%	14.6%	0.0%	**42.9%**	0.0%	0.0%	13.4%	5.7%	0.0%	**19.1%**	0.0%	0.0%	5.9%	32.1%	0.0%	**38.1%**	0.0%	0.0%	**0.0%**
Lights	3026	1570	0	**4596**	0	0	1422	618	0	**2040**	0	0	642	3476	0	**4118**	0	0	**10754**
% Lights	97.6%	97.9%	0.0%	**97.7%**	0.0%	0.0%	96.7%	99.4%	0.0%	**97.5%**	0.0%	0.0%	98.5%	98.8%	0.0%	**98.6%**	0.0%	0.0%	**98.0%**
Trucks	28	5	0	**33**	0	0	4	1	0	**5**	0	0	0	21	0	**21**	0	0	**59**
% Trucks	0.9%	0.3%	0.0%	**0.7%**	0.0%	0.0%	0.3%	0.2%	0.0%	**0.2%**	0.0%	0.0%	0.0%	0.6%	0.0%	**0.5%**	0.0%	0.0%	**0.5%**
Buses	45	28	0	**73**	0	0	43	3	0	**46**	0	0	10	19	0	**29**	0	0	**148**
% Buses	1.5%	1.7%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.5%	0.0%	**0.0%**	0.0%	0.0%	1.5%	0.5%	0.0%	**0.0%**	0.0%	0.0%	**1.3%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	5	4	0	0	0	**0**	1	1	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

Intersection: Elm St Pine St
Location: Kennett Square, PA
Site: 01
Survey Date: Wednesday, 04-28-2021
GPS: 42.948550, -72.790034

TRI-STATE TRAFFIC DATA
TSTData.com

Turning Movement Data Plot

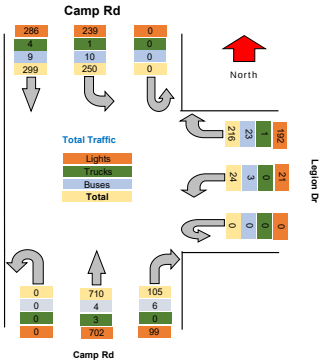


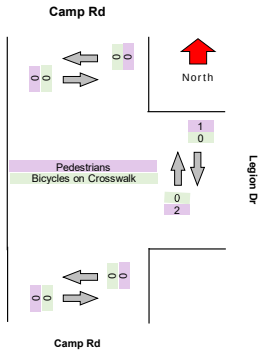


Turning Movement Peak Hour Data (AM)

7:15:00 AM

Leg	Camp Rd						Legion Dr						Camp Rd						
Direction	Southbound						Westbound						Northbound						
Start Time	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	Total
7:15:00 AM	59	90	0	**149**	0	0	53	5	0	**58**	0	0	52	200	0	**252**	0	0	**459**
7:30:00 AM	65	50	0	**115**	0	0	72	6	0	**78**	0	0	15	190	0	**205**	0	0	**398**
7:45:00 AM	92	58	0	**150**	0	0	50	7	0	**57**	0	0	21	171	0	**192**	0	0	**399**
8:00:00 AM	83	52	0	**135**	0	0	41	6	0	**47**	1	2	17	149	0	**169**	0	0	**351**
Grand Total	299	250	0	**549**	0	0	216	24	0	**240**	1	2	105	710	0	**818**	0	0	**1607**
% Approach	54.5%	45.5%	0.0%	**0.0%**	0.0%	0.0%	14.2%	0.0%	0.0%	**0.0%**	0.0%	0.0%	45.1%	41.7%	0.0%	**0.0%**	0.0%	0.0%	
% Total	18.6%	15.6%	0.0%	**34.2%**	0.0%	0.0%	13.4%	1.5%	0.0%	**14.9%**	0.0%	0.0%	6.5%	44.2%	0.0%	**50.9%**	0.0%	0.0%	
PHF	0.813	0.694	0.000	**0.915**	0.000	0.000	0.750	0.857	0.000	**0.769**	0.000	0.000	0.505	0.888	0.000	**0.812**	0.000	0.000	**0.875**
Lights	286	239	0	**525**	0	0	192	21	0	**213**	0	0	99	702	0	**801**	0	0	**1539**
% Lights	95.7%	95.6%	0.0%	**95.6%**	0.0%	0.0%	88.9%	87.5%	0.0%	**88.8%**	0.0%	0.0%	94.3%	98.9%	0.0%	**97.9%**	0.0%	0.0%	**95.8%**
Trucks	4	1	0	**5**	0	0	1	0	0	**1**	0	0	0	3	0	**3**	0	0	**9**
% Trucks	1.3%	0.4%	0.0%	**0.9%**	0.0%	0.0%	0.5%	0.0%	0.0%	**0.4%**	0.0%	0.0%	0.0%	0.4%	0.0%	**0.4%**	0.0%	0.0%	**0.6%**
Buses	9	10	0	**19**	0	0	23	3	0	**26**	0	0	6	4	0	**10**	0	0	**55**
% Buses	3.0%	4.0%	0.0%	**0.0%**	0.0%	0.0%	10.6%	12.5%	0.0%	**0.0%**	0.0%	0.0%	5.7%	0.6%	0.0%	**0.0%**	0.0%	0.0%	**3.4%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	1	2	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

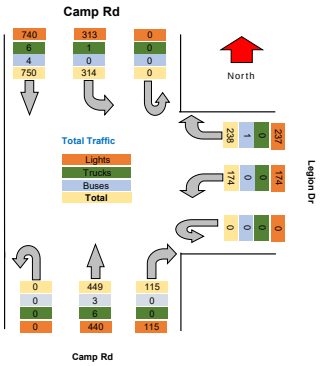


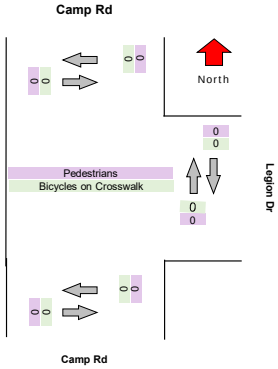


Turning Movement Peak Hour Data (PM)

4:15:00 PM

Leg	Camp Rd						Legion Dr						Camp Rd						
Direction	Southbound						Westbound						Northbound						
Start Time	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	Total
4:15:00 PM	164	58	0	**222**	0	0	56	37	0	**93**	0	0	30	118	0	**148**	0	0	**463**
4:30:00 PM	183	106	0	**289**	0	0	54	49	0	**103**	0	0	27	103	0	**130**	0	0	**522**
4:45:00 PM	213	80	0	**293**	0	0	53	37	0	**90**	0	0	32	107	0	**139**	0	0	**522**
5:00:00 PM	190	70	0	**260**	0	0	75	51	0	**126**	0	0	26	121	0	**147**	0	0	**533**
Grand Total	750	314	0	**1064**	0	0	238	174	0	**412**	0	0	115	449	0	**564**	0	0	**2040**
% Approach	70.5%	29.5%	0.0%	**0.0%**	0.0%	0.0%	14.2%	0.0%	0.0%	**0.0%**	0.0%	0.0%	45.1%	41.7%	0.0%	**0.0%**	0.0%	0.0%	
% Total	36.8%	15.4%	0.0%	**52.2%**	0.0%	0.0%	11.7%	8.5%	0.0%	**20.2%**	0.0%	0.0%	5.6%	22.0%	0.0%	**27.6%**	0.0%	0.0%	
PHF	0.880	0.741	0.000	**0.908**	0.000	0.000	0.793	0.853	0.000	**0.817**	0.000	0.000	0.898	0.928	0.000	**0.953**	0.000	0.000	**0.957**
Lights	740	313	0	**1053**	0	0	237	174	0	**411**	0	0	115	440	0	**555**	0	0	**2019**
% Lights	98.7%	99.7%	0.0%	**99.0%**	0.0%	0.0%	99.6%	100.0%	0.0%	**99.8%**	0.0%	0.0%	100.0%	98.0%	0.0%	**98.4%**	0.0%	0.0%	**99.0%**
Trucks	6	1	0	**7**	0	0	0	0	0	**0**	0	0	0	6	0	**6**	0	0	**13**
% Trucks	0.8%	0.3%	0.0%	**0.7%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	1.3%	0.0%	**1.1%**	0.0%	0.0%	**0.6%**
Buses	4	0	0	**4**	0	0	1	0	0	**1**	0	0	0	3	0	**3**	0	0	**8**
% Buses	0.5%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.4%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.7%	0.0%	**0.0%**	0.0%	0.0%	**0.4%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





VEHICLE TURNING MOVEMENT COUNT

FOUR-APPROACH FIELD SHEET

Time 7:30 to 7:45

N/S Street COMMERCE PL

Date 1/13/22 Day THURS

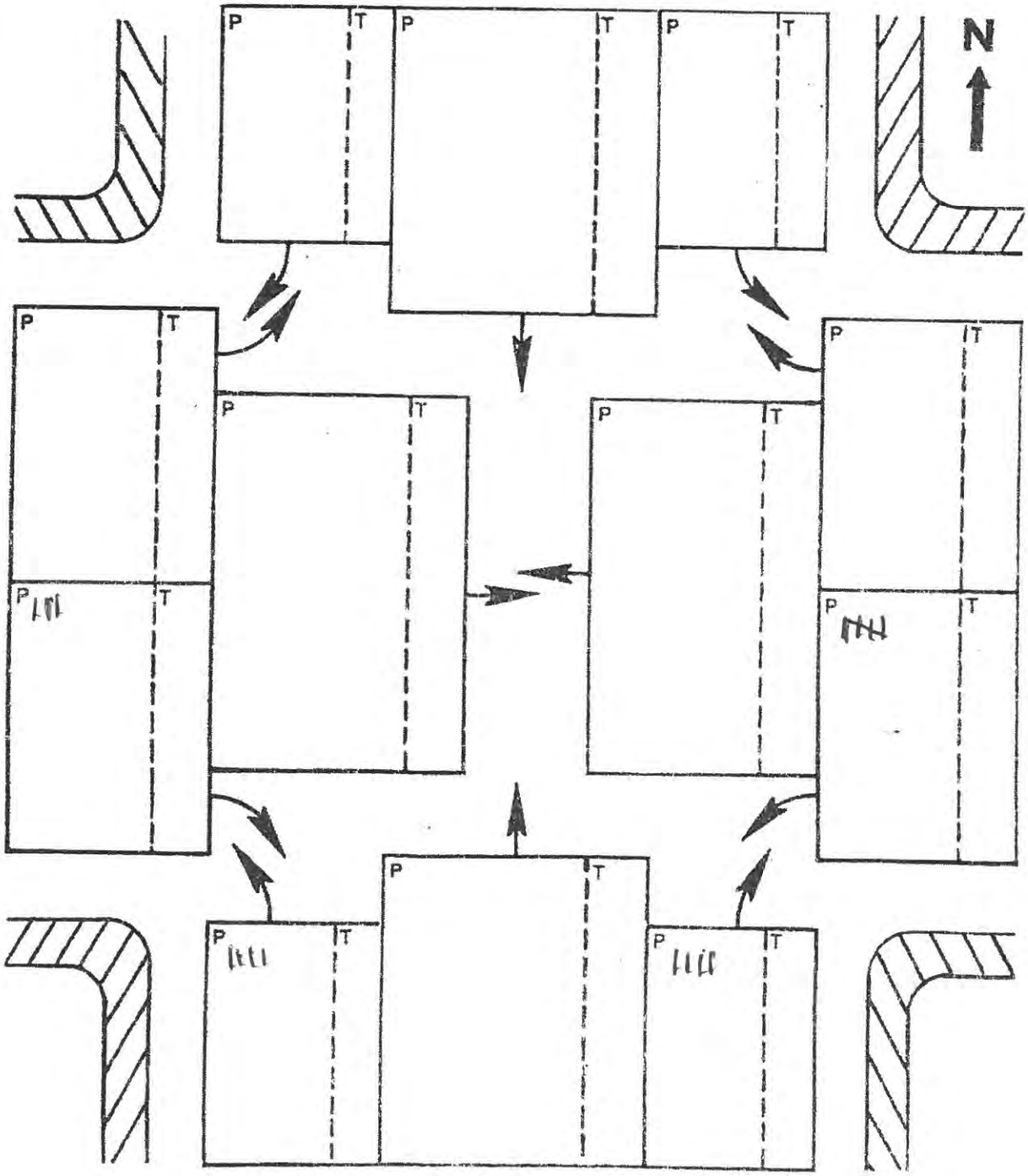
E/W Street CAMP RD

Weather OVERCAST - LITE SNOW

P = passenger cars, stationwagons, motorcycles, pick-up trucks.

Observer MIKE M.

T = other trucks. (Record any school bus as SB; other buses as B).



Example of intersection field sheet

VEHICLE TURNING MOVEMENT COUNT

FOUR-APPROACH FIELD SHEET

Time 7:45 to 8:00

N/S Street COMMERCE PL

E/W Street CAMP RD

Date 1/13/22 Day THURS.

Weather OVERCAST

Observer MIKE M.

P = passenger cars, stationwagons, motorcycles, pick-up trucks.

T = other trucks. (Record any school bus as SB; other buses as B).

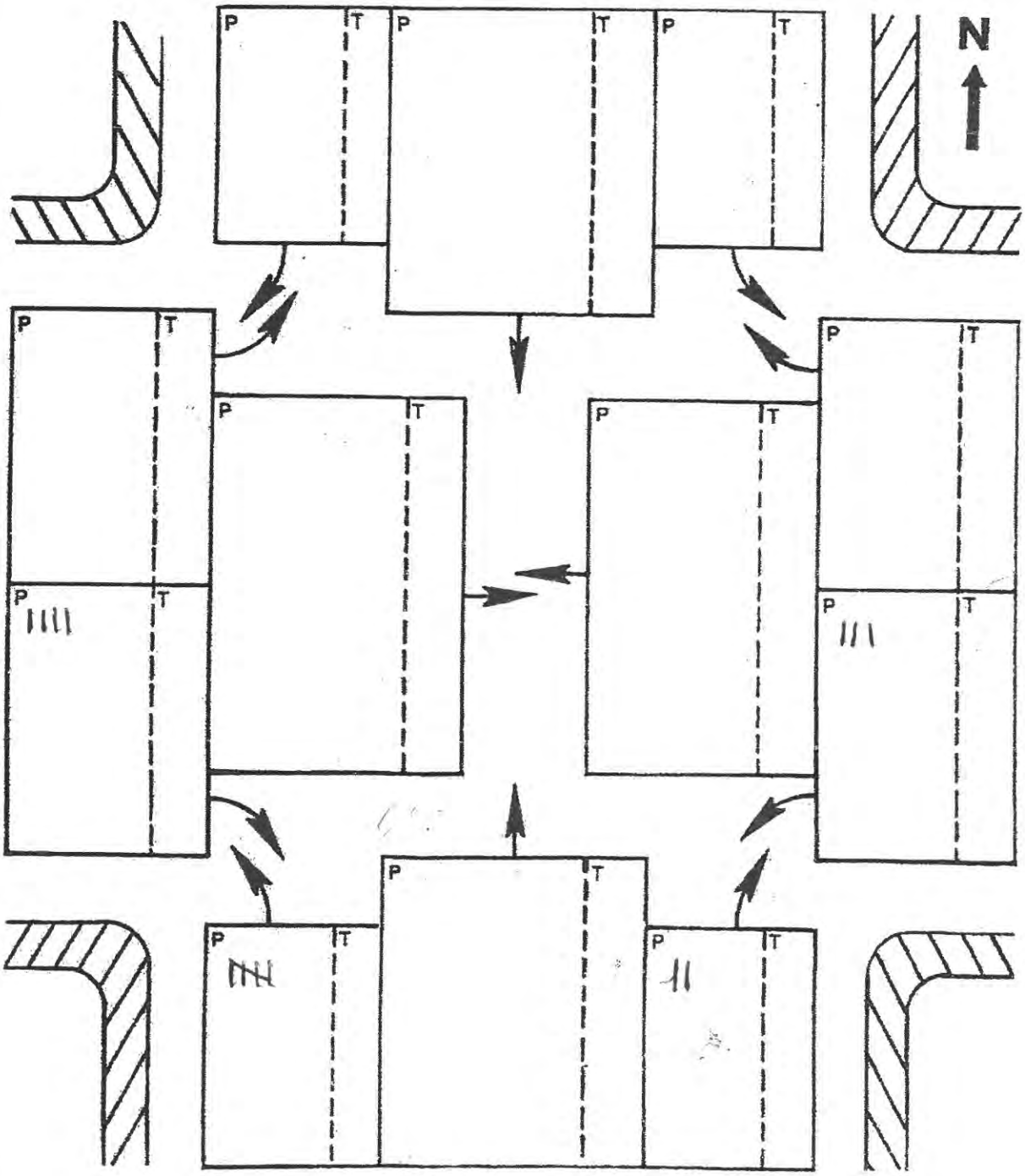


Fig. 2.15 Example of intersection field sheet

VEHICLE TURNING MOVEMENT COUNT

FOUR-APPROACH FIELD SHEET

Time 8:00 to 8:15

N/S Street COMMERCE PL

E/W Street CAMP RD

Date 1/13/22 Day THURS

Weather OVERCAST

Observer MIKE M.

P = passenger cars, stationwagons, motorcycles, pick-up trucks.

T = other trucks. (Record any school bus as SB; other buses as B).

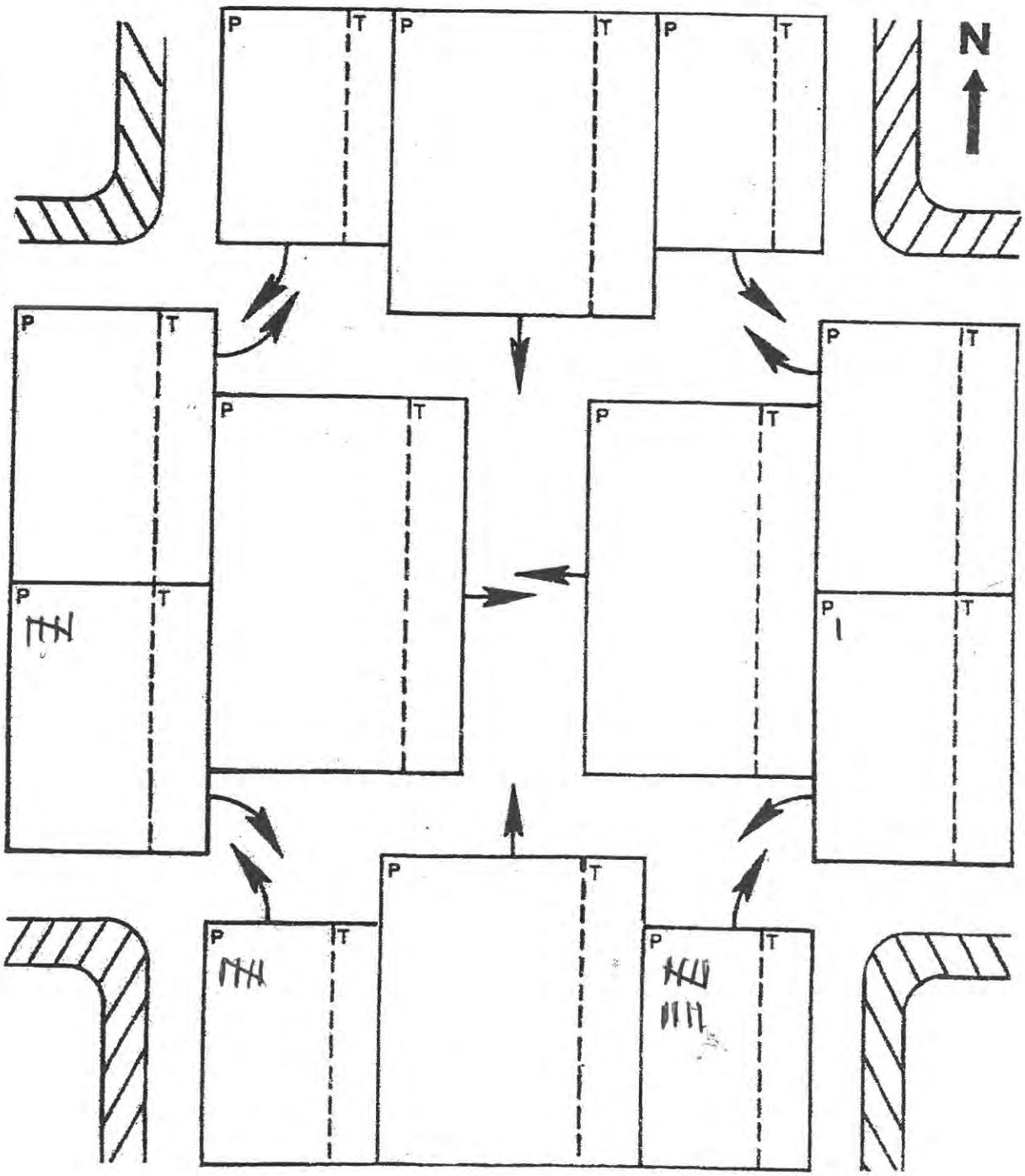


Fig. 2.15 Example of intersection field sheet

VEHICLE TURNING MOVEMENT COUNT

FOUR-APPROACH FIELD SHEET

Time 8:15 to 8:30

N/S Street COMMERCE PL

E/W Street CAMP RD

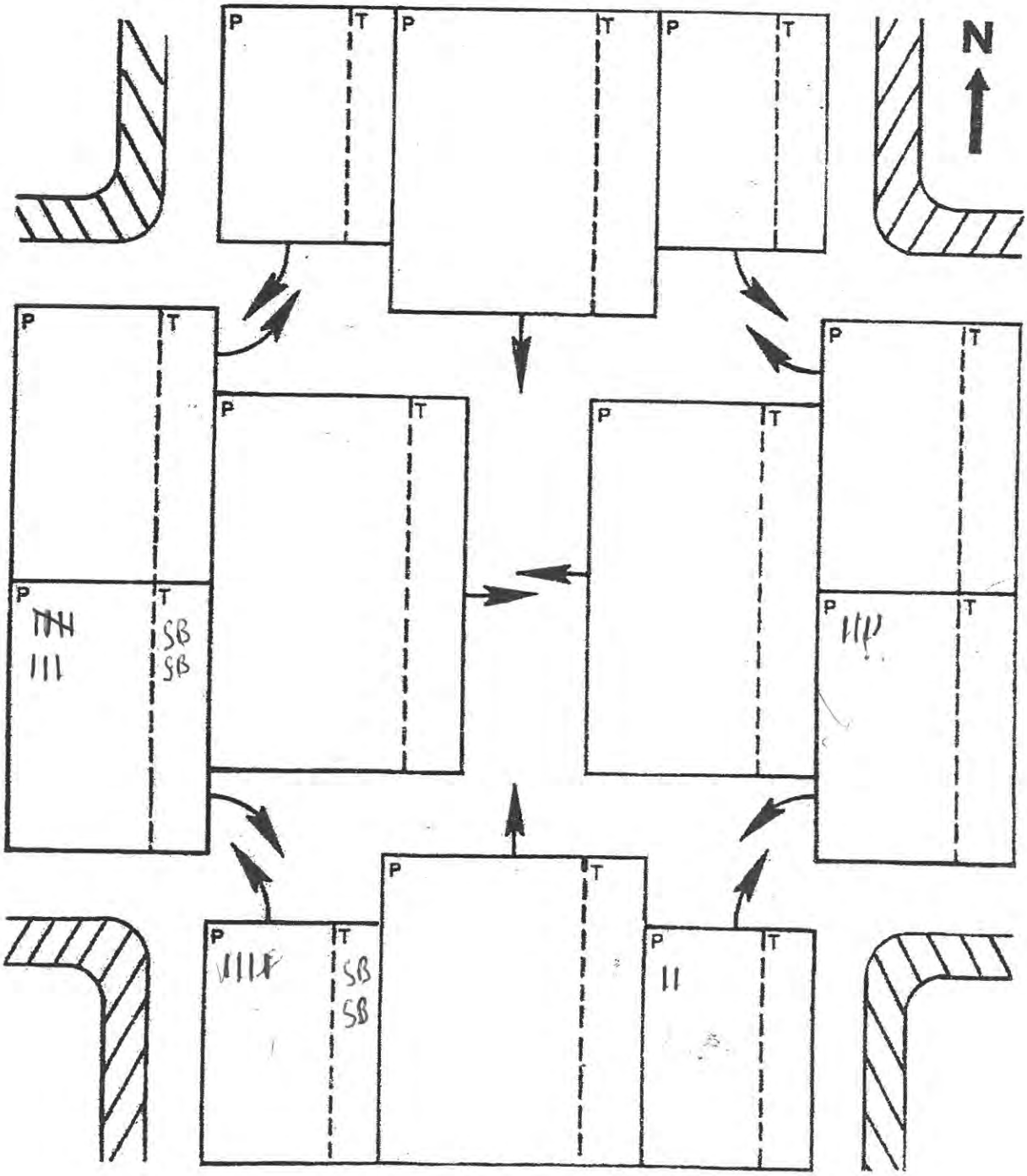
Date 1/13/22 Day THURS.

Weather OVERCAST

Observer MIKE M.

P = passenger cars, stationwagons, motorcycles, pick-up trucks.

T = other trucks. (Record any school bus as SB; other buses as B).



Example of intersection field sheet

VEHICLE TURNING MOVEMENT COUNT

FOUR-APPROACH FIELD SHEET

Time 4:30 to 4:45

N/S Street COMMERCE PL

Date THURS Day 1/13/22

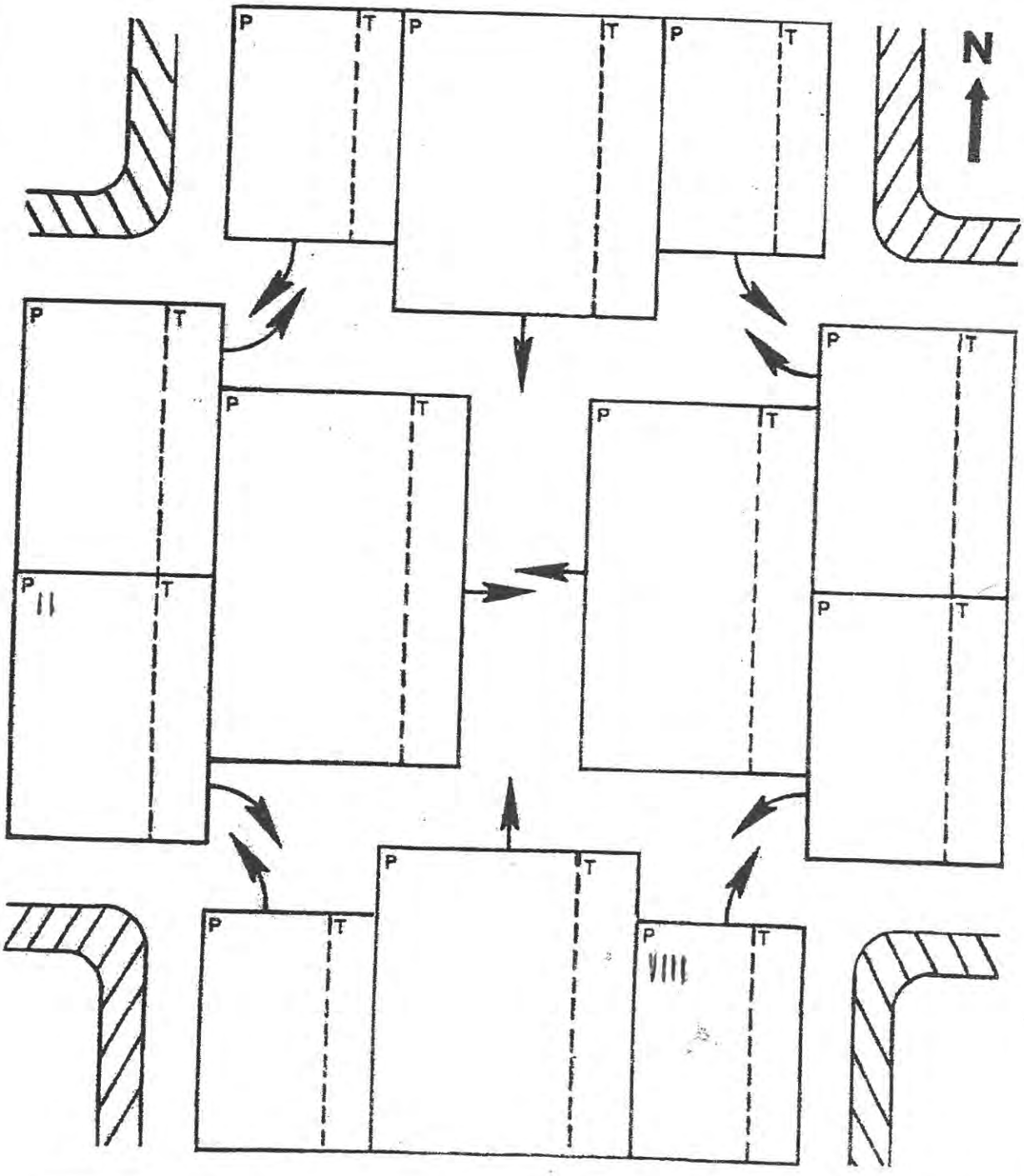
E/W Street CAMP RD

Weather OVERCAST

P = passenger cars, stationwagons, motorcycles, pick-up trucks.

Observer MIKE M.

T = other trucks. (Record any school bus as SB; other buses as B).



VEHICLE TURNING MOVEMENT COUNT

FOUR-APPROACH FIELD SHEET

Time 4:45 to 5:00

N/S Street COMMERCE PL

E/W Street CAMP RD

Date 1/12/22 Day THURS

Weather OVERCAST

Observer MIKE M

P = passenger cars, stationwagons, motorcycles, pick-up trucks.

T = other trucks. (Record any school bus as SB; other buses as B).

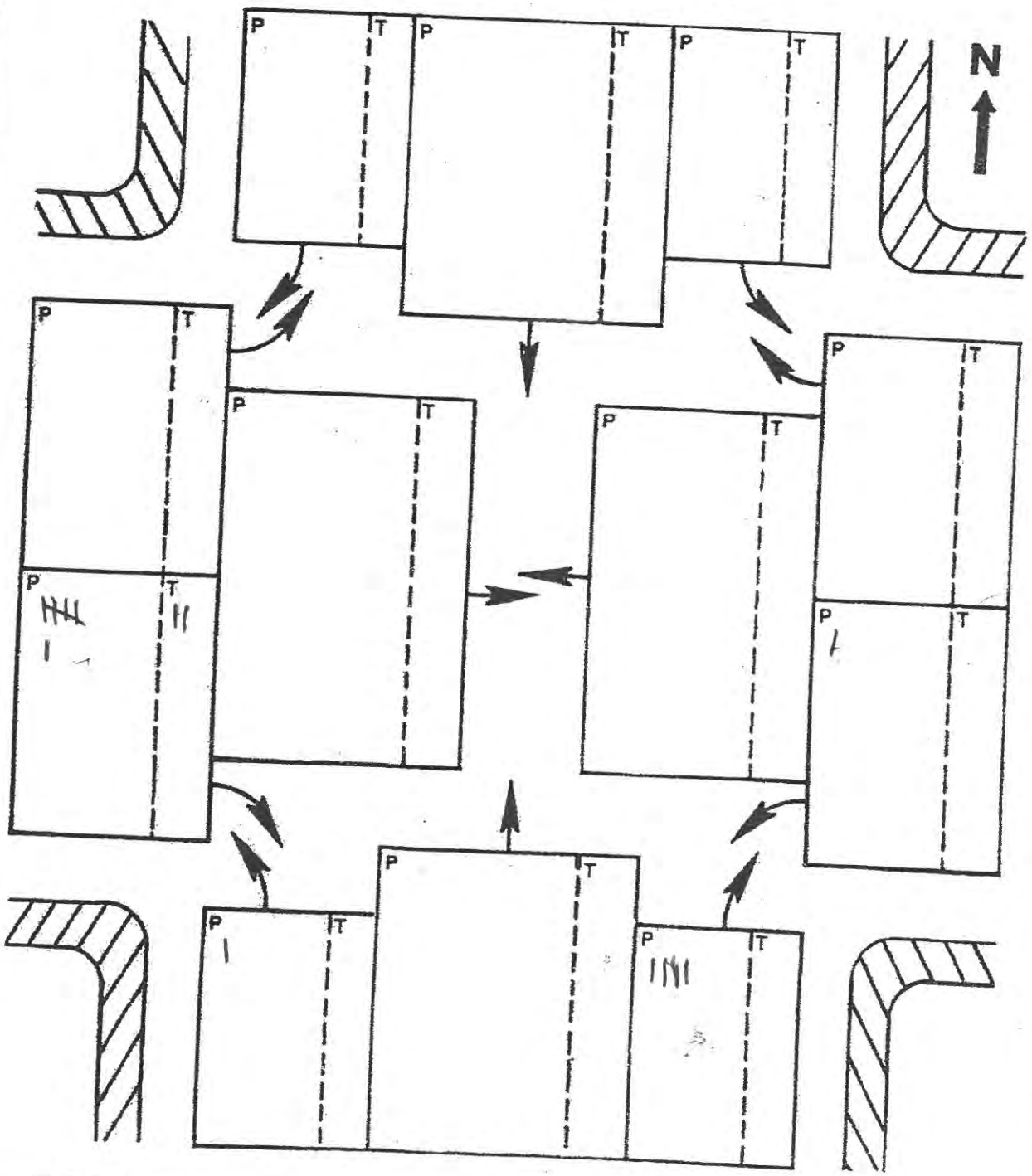


Fig. 9.15 Example of intersection field sheet

VEHICLE TURNING MOVEMENT COUNT

FOUR-APPROACH FIELD SHEET

N/S Street: Commerce Pl

E/W Street: Camp Rd

Time: 5:00 to 5:15

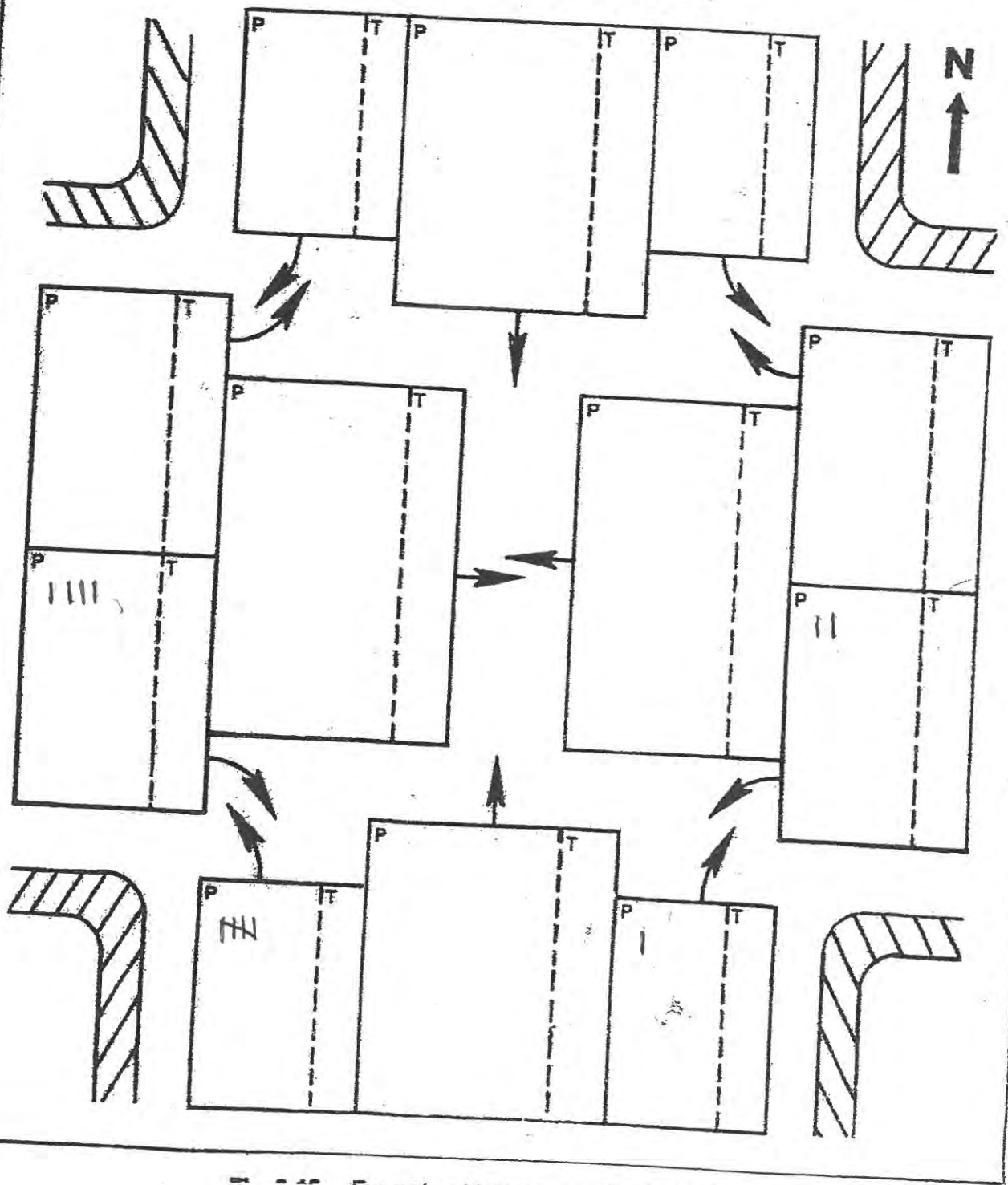
Date: 1/13/22 Day: THURS

Weather: Overcast

Observer: MM

P = passenger cars, stationwagons, motorcycles, pick-up trucks.

T = other trucks. (Record any school bus as SB; other buses as B).



Example of intersection field sheet

VEHICLE TURNING MOVEMENT COUNT

FOUR-APPROACH FIELD SHEET

N/S Street: COMMERCE RD

E/W Street: CAMP RD

Time: 5:15 to 5:30

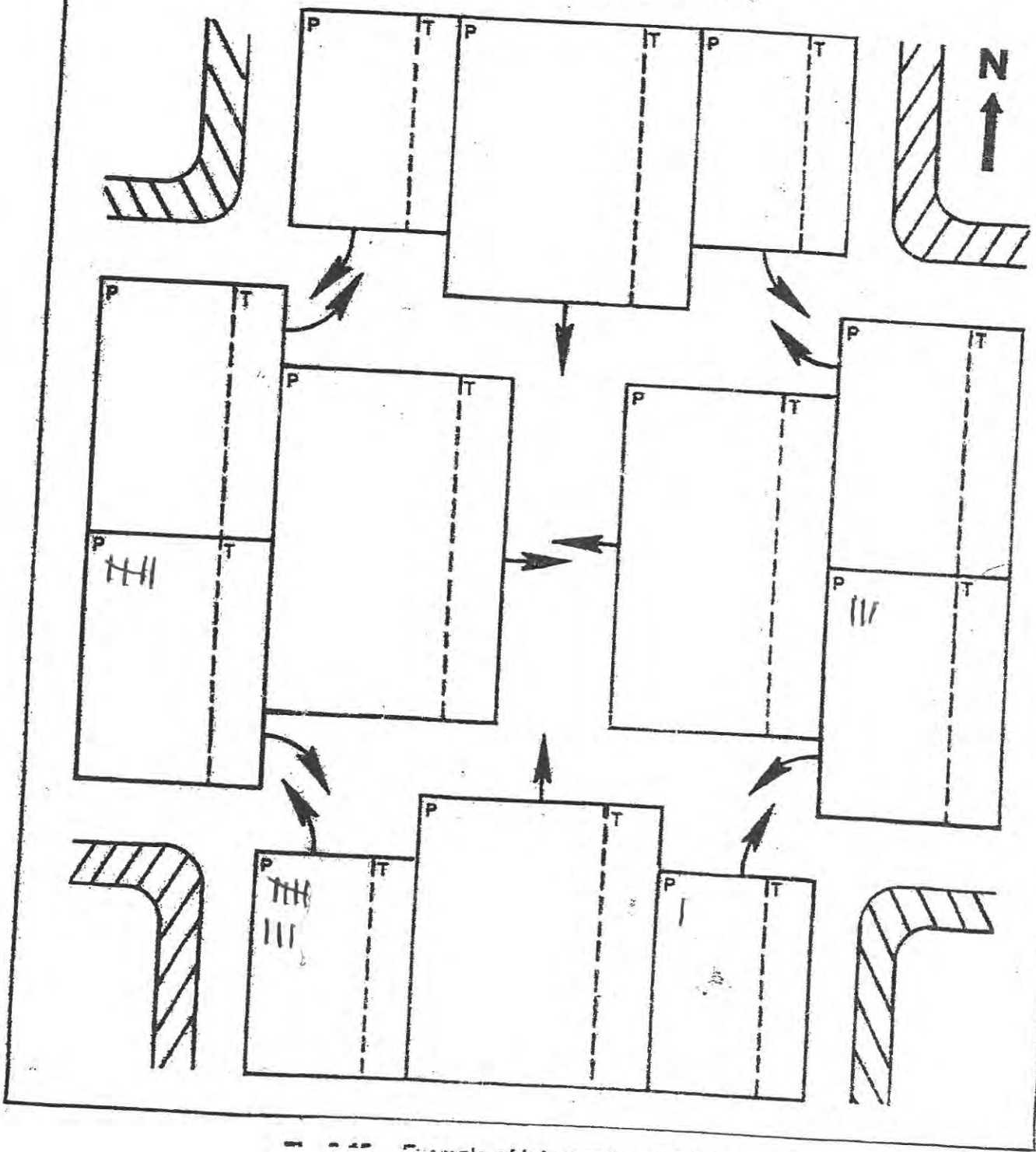
Date: 1/13/22 Day: THURS

Weather: OVERCAST

Observer: MIKE M

P = passenger cars, stationwagons, motorcycles, pick-up trucks.

T = other trucks. (Record any school bus as SB; other buses as B).



Example of intersection field sheet

A2

Miscellaneous Traffic Data and Calculations

Proposed Hamburg Crossings Warehouse Developement, Town of Hamburg, Erie County, NY

Documentation of Ambient Traffic Volume Growth

Roadway	Segment starts at	Segment end at	2010	2011	2013	2014	2015	2016	2017	2018	2019	Annual Growth
Camp Rd	Southwestern Blvd	Junction Route 950J					23,743				20,615	-3.47%
Sowles Rd	Camp Rd	Southwestern Blvd		4,430			4,663			5,168		2.23%
Camp Rd	I-90	Southwestern Blvd				27,351	27,272					-0.29%
Camp Rd	Legion Dr	I-90	20,071		27,922			27,877				-0.05%
Legion Dr	Camp Rd	Hamburg VL	9,293					9,256			8,798	-0.61%
											AVERAGE	**-0.44%**

Int #		Left turn	Rear-end	Overtaking	Right Angle	Right Turn	Head On	Side-swipe	Fixed Object	Backing	Other	Animal	Bike/Ped	Total	Injury	Non Injury	Non-Repo	Sum
1	**Southwestern Blvd/Howard Rd**	2	3		3									8	3	4	1	8
TOTALS		**2**	**3**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**3**	**4**	**1**	

	Northbound	Southbound	Eastbound	Westbound	Unknown	**Totals**
Left turn			1	1		**2**
Rear-end			2	1		**3**
Overtaking						**0**
Right Angle		1	1	1		**3**
Right Turn						**0**
Head On						**0**
Side-swipe						**0**
Fixed Object						**0**
Backing						**0**
Other						**0**
Bike/Ped						**0**
Animal						**0**
Totals	**0**	**1**	**4**	**3**	**0**	**8**

---

1 **Southwestern Blvd/Howard Rd - 36 months**

ADT = Peak hour entering volume / k factor

ADT = 2159 VPH / 0.10 = 22726.32 VPD

$$\text{Rate} = \frac{8 \text{ Acc.} \times 1{,}000{,}000}{22726.316 \text{ VPD} \times 365 \text{ Days} \times 3.000 \text{ Yrs.}} = 0.32 \text{ Crash / MEV}$$

Int #		Left turn	Rear-end	Overtaking	Right Angle	Right Turn	Head On	Side-swipe	Fixed Object	Backing	Other	Animal	Bike/Ped	Total	Injury	Non Injury	Non-Repo	Sum
2	Southwestern Blvd/Sowles Rd	2	31	1	5			1			3			43	15	16	12	43
TOTALS		2	31	1	5	0	0	1	0	0	3	0	0		15	16	12	

	Northbound	Southbound	Eastbound	Westbound	Unknown	Totals
Left turn		2				2
Rear-end	3	1	12	15		31
Overtaking	1					1
Right Angle		5				5
Right Turn						0
Head On						0
Side-swipe		1				1
Fixed Object						0
Backing						0
Other		1		1	1	3
Bike/Ped						0
Animal						0
Totals	**4**	**10**	**12**	**16**	**1**	**43**

---

2 **Southwestern Blvd/Sowles Rd - 36 months**

ADT = Peak hour entering volume / k factor

ADT = 2478 VPH / 0.10 = 26084.21 VPD

$$\text{Rate} = \frac{43 \text{ Acc.} \times 1{,}000{,}000}{26084.211 \text{ VPD} \times 365 \text{ Days} \times 3.000 \text{ Yrs.}} = 1.51 \text{ Crash / MEV}$$

Int #	Southwestern Blvd/Rogers Rd															
3	Left turn	Rear-end	Overtaking	Right Angle	Right Turn	Head On	Side-swipe	Fixed Object	Backing	Other	Animal	Bike/Ped	**Total**	Injury	Non Injury	Non-Repo	**Sum**
	4	3	1	3	1	1	1			2			**16**	2	12	2	**16**
TOTALS	**4**	**3**	**1**	**3**	**1**	**1**	**1**	**0**	**0**	**2**	**0**	**0**		**2**	**12**	**2**	

	Northbound	Southbound	Eastbound	Westbound	Unknown	**Totals**
Left turn	2	1	1			**4**
Rear-end		2		1		**3**
Overtaking				1		**1**
Right Angle		1	2			**3**
Right Turn				1		**1**
Head On		1				**1**
Side-swipe			1			**1**
Fixed Object						**0**
Backing						**0**
Other	1				1	**2**
Bike/Ped						**0**
Animal						**0**
Totals	**3**	**5**	**4**	**3**	**1**	**16**

---

3 **Southwestern Blvd/Rogers Rd - 36 months**

ADT = Peak hour entering volume / k factor

ADT = 2324 VPH / 0.10 = 24463.1579 VPD

Rate = 16 Acc. / (24463.1579 VPD x 365 Days x 3.000 Yrs.) = 0.60 Crash / MEV

Int #																	
4	**Camp Rd/Sowles Rd**																
	Left turn	Rear-end	Overtaking	Right Angle	Right Turn	Head On	Side-swipe	Fixed Object	Backing	Other	Animal	Bike/Ped	**Total**	Injury	Non Injury	Non-Repo	**Sum**
	2	2		3							1	1	**9**		5	4	**9**
TOTALS	**2**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**		**0**	**5**	**4**	

	Northbound	Southbound	Eastbound	Westbound	Unknown	**Totals**
Left turn		1		1		**2**
Rear-end		1		1		**2**
Overtaking						**0**
Right Angle				3		**3**
Right Turn						**0**
Head On						**0**
Side-swipe						**0**
Fixed Object						**0**
Backing						**0**
Other						**0**
Bike/Ped				1		**1**
Animal					1	**1**
Totals	**0**	**2**	**0**	**6**	**1**	**9**

---

4 **Camp Rd/Sowles Rd - 36 months**

ADT = Peak hour entering volume / k factor

ADT = 1903 VPH / 0.095 = 20031.5789 VPD

Rate = 9 Acc. x 1,000,000 = 0.41 Crash / MEV

20031.5789 VPD x 365 Days x 3.000 Yrs.

Int #																
5	**Southwestern Blvd/Camp Rd**															
	Left turn	Rear-end	Overtaking	Right Angle	Right Turn	Head On	Side-swipe	Fixed Object	Backing	Other	Animal	Bike/Ped	**Total**	Injury	Non Injury	Non-Repo	**Sum**
	3	33	8	4	2			2		7	1	1	**61**	8	39	14	**61**
TOTALS	**3**	**33**	**8**	**4**	**2**	**0**	**0**	**2**	**0**	**7**	**1**	**1**		**8**	**39**	**14**	

	Northbound	Southbound	Eastbound	Westbound	Unknown	**Totals**
Left turn			1	2		**3**
Rear-end	12	1	8	9	3	**33**
Overtaking	3	1	3		1	**8**
Right Angle			2	2		**4**
Right Turn		1	1			**2**
Head On						**0**
Side-swipe						**0**
Fixed Object		1	1			**2**
Backing						**0**
Other			2	1	4	**7**
Bike/Ped				1		**1**
Animal			1			**1**
Totals	**15**	**4**	**19**	**15**	**8**	**61**

5 **Southwestern Blvd/Camp Rd - 36 months**

ADT = Peak hour entering volume / k factor

ADT = 4157 VPH / 0.10 = 43757.89 VPD

$$\text{Rate} = \frac{61 \text{ Acc.} \times 1{,}000{,}000}{43757.895 \text{ VPD} \times 365 \text{ Days} \times 3.000 \text{ Yrs.}} = 1.27 \text{ Crash / MEV}$$

Int #	
6	**Camp Rd/I-90 Interchange**

	Left turn	Rear-end	Overtaking	Right Angle	Right Turn	Head On	Side-swipe	Fixed Object	Backing	Other	Animal	Bike/Ped	**Total**	Injury	Non Injury	Non-Repo	**Sum**
		2								1		1	**4**	2	2		**4**
TOTALS	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**		**2**	**2**	**0**	

	Northbound	Southbound	Eastbound	Westbound	Unknown	**Totals**
Left turn						**0**
Rear-end	1			1		**2**
Overtaking						**0**
Right Angle						**0**
Right Turn						**0**
Head On						**0**
Side-swipe						**0**
Fixed Object						**0**
Backing						**0**
Other		1				**1**
Bike/Ped				1		**1**
Animal						**0**
Totals	**1**	**1**	**0**	**2**	**0**	**4**

---

6 **Camp Rd/I-90 Interchange - 36 months**

ADT = Peak hour entering volume / k factor

ADT = 2833 VPH / 0.10 = 29821.05 VPD

$$\text{Rate} = \frac{4 \text{ Acc.} \times 1{,}000{,}000}{29821.053 \text{ VPD} \times 365 \text{ Days} \times 3.000 \text{ Yrs.}} = 0.12 \text{ Crash / MEV}$$

Int #																
7	**Camp Rd/Commerce Pl**															
	Left turn	Rear-end	Overtaking	Right Angle	Right Turn	Head On	Side-swipe	Fixed Object	Backing	Other	Animal	Bike/Ped	**Total**	Injury	Non Injury	Non-Repo	**Sum**
	1			1						1			**3**	1		2	**3**
TOTALS	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**		**1**	**0**	**2**	

	Northbound	Southbound	Eastbound	Westbound	Unknown	**Totals**
Left turn		1				**1**
Rear-end						**0**
Overtaking						**0**
Right Angle			1			**1**
Right Turn						**0**
Head On						**0**
Side-swipe						**0**
Fixed Object						**0**
Backing						**0**
Other	1					**1**
Bike/Ped						**0**
Animal						**0**
Totals	**1**	**1**	**1**	**0**	**0**	**3**

---

7 **Camp Rd/Commerce Pl - 36 months**

ADT = Peak hour entering volume / k factor

ADT = 2186 VPH / 0.10 = 23010.53 VPD

$$\text{Rate} = \frac{3 \text{ Acc.} \times 1{,}000{,}000}{23010.526 \text{ VPD} \times 365 \text{ Days} \times 3.000 \text{ Yrs.}} = 0.12 \text{ Crash / MEV}$$

Int #	Camp Rd/Sunset Dr															
8	Left turn	Rear-end	Overtaking	Right Angle	Right Turn	Head On	Side-swipe	Fixed Object	Backing	Other	Animal	Bike/Ped	**Total**	Injury	Non Injury	Non-Repo	**Sum**
		7			1					1			**9**	2	6	1	**9**
TOTALS	**0**	**7**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**		**2**	**6**	**1**	

	Northbound	Southbound	Eastbound	Westbound	Unknown	**Totals**
Left turn						**0**
Rear-end	7					**7**
Overtaking						**0**
Right Angle						**0**
Right Turn		1				**1**
Head On						**0**
Side-swipe						**0**
Fixed Object						**0**
Backing						**0**
Other		1				**1**
Bike/Ped						**0**
Animal						**0**
Totals	**7**	**2**	**0**	**0**	**0**	**9**

8 **Camp Rd/Sunset Dr - 36 months**

ADT = Peak hour entering volume / k factor

ADT = 2266 VPH / 0.10 = 23852.63 VPD

$$\text{Rate} = \frac{9 \text{ Acc.} \times 1{,}000{,}000}{23852.632 \text{ VPD} \times 365 \text{ Days} \times 3.000 \text{ Yrs.}} = 0.34 \text{ Crash / MEV}$$

Int #																
9	**Camp Rd/Scranton Rd**															
	Left turn	Rear-end	Overtaking	Right Angle	Right Turn	Head On	Side-swipe	Fixed Object	Backing	Other	Animal	Bike/Ped	**Total**	Injury	Non Injury	Non-Repo	**Sum**
		4	1	2					2			2	**11**	4	4	3	**11**
TOTALS	**0**	**4**	**1**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**		**4**	**4**	**3**	

	Northbound	Southbound	Eastbound	Westbound	Unknown	**Totals**
Left turn						**0**
Rear-end	2			2		**4**
Overtaking	1					**1**
Right Angle				2		**2**
Right Turn						**0**
Head On						**0**
Side-swipe						**0**
Fixed Object						**0**
Backing						**0**
Other		1		1		**2**
Bike/Ped				2		**2**
Animal						**0**
Totals	**3**	**1**	**0**	**7**	**0**	**11**

---

9 **Camp Rd/Scranton Rd - 36 months**

ADT = Peak hour entering volume / k factor

ADT = 1955 VPH / 0.10 = 20578.95 VPD

$$\text{Rate} = \frac{10 \text{ Acc.} \times 1{,}000{,}000}{20578.947 \text{ VPD} \times 365 \text{ Days} \times 3.000 \text{ Yrs.}} = 0.44 \text{ Crash / MEV}$$

Int #																	
10	**Camp Rd/Legion Dr**	Left turn	Rear-end	Overtaking	Right Angle	Right Turn	Head On	Side-swipe	Fixed Object	Backing	Other	Animal	Bike/Ped	**Total**	Injury	Non Injury	Non-Repo	**Sum**
		4	3						1		4			**12**	4	6	2	**12**
TOTALS		**4**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**4**	**0**	**0**		**4**	**6**	**2**	

	Northbound	Southbound	Eastbound	Westbound	Unknown	**Totals**
Left turn	1	3				**4**
Rear-end	2	1				**3**
Overtaking						**0**
Right Angle						**0**
Right Turn						**0**
Head On						**0**
Side-swipe						**0**
Fixed Object	1					**1**
Backing						**0**
Other		4				**4**
Bike/Ped						**0**
Animal						**0**
Totals	**4**	**8**	**0**	**0**	**0**	**12**

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10 **Camp Rd/Legion Dr - 36 months**

ADT = Peak hour entering volume / k factor

ADT = 2040 VPH / 0.10 = 21473.68 VPD

$$\text{Rate} = \frac{12 \text{ Acc.} \times 1{,}000{,}000}{21473.684 \text{ VPD} \times 365 \text{ Days} \times 3.000 \text{ Yrs.}} = 0.51 \text{ Crash / MEV}$$

Station : 53469 - 20 @ Howard Rd. (Standard File)

Phase [1.1.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	7	7	0	0	7	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	19	24	0	0	19	0	0	0	0	0	0	0	0	0	0
Min Green	3	15	6	0	3	15	0	0	0	0	0	0	0	0	0	0
Gap Ext	3	2.7	3	0	3	2.7	0	0	0	0	0	0	0	0	0	0
Max1	15	40	25	0	15	40	0	0	0	0	0	0	0	0	0	0
Max2	25	60	40	0	25	60	0	0	0	0	0	0	0	0	0	0
Yellow Clr	4.7	4.7	4.3	3.5	4.7	4.7	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	1	1.4	2.4	1.5	1	1.4	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Flash Entry																
Auto Flash Exit																
Non-Actuated 1																
Non-Actuated 2																
Lock Calls																
Guarantd Passage																
Rest In Walk																
Added Init Calc																

Phase Option [1.1.2]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable	ON	ON	ON		ON	ON										
Min Recall		ON	ON			ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Cond Service																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Prepared By	Date Implemented	Reviewed By	Traffic Engineer

NYSDOT - Region 5 Timing Sheet 1/14/2022 12:07:35 PM

Station : 53469 - 20 @ Howard Rd. (Standard File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo
	OFF	3	RED	OFF	OFF		ON	6	STD8	OFF	4PH	OFF	1	OFF	OFF	

COMM, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	PORT	System-Up	Sys-Down	PC/Print	Aux 232
53469								

Port Parameters [6.2]

COMM	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	ON	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2																	NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds							
Overlap 1																								
Overlap 2																								
Overlap 3																								
Overlap 4																								
Overlap 5																								
Overlap 6																								
Overlap 7																								
Overlap 8																								

Detector, Vehicle Parameters 1-16 [5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	1	6	6	5	2	2	3	3	3	6	6	2	2	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	2	5	5	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 53469 - 20 @ Howard Rd. (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2	3		5	6					6	3	2											
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	PED	PED	PED	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dim Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT				

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1															
2															
3															
4															
5															
6															
7															
8															
9															
10															
11															
12															
13															
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4															
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11															
12															
13															
14															
15															
1															
2															
3															

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Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	DIAG
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		
Dev Present																		
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Station : 53469 - 20 @ Howard Rd. (Standard File)

Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	
4	ON
5	ON
6	ON
7	
8	
9	ON
10	
11	
12	ON
13	
14	ON
15	
16	
17	ON
18	ON
19	ON
20	ON
21	
22	
23	
24	
25	ON
26	
27	ON
28	ON
29	ON
30	
31	
32	
33	
34	
35	
36	
37	
38	
39	
40	
41	
42	
43	ON
44	ON
45	
46	
47	
48	ON
49	ON
50	ON
51	ON
52	ON
53	ON
54	ON
55	ON
56	ON
57	ON
58	ON
59	
60	
61	ON
62	
63	
64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	ON
2	ON
3	
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	
14	ON
15	
16	
17	
18	
19	
20	ON
21	
22	
23	
24	
25	ON
26	
27	ON
28	
29	
30	
31	
32	
33	
34	
35	
36	
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59	
60	
61	
62	
63	
64	

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell	2	2	2	2	2	2
Max Presence						
Track Veh1						
Track Veh2						
Track Veh3						
Track Veh4						
Dwell Cyc Veh1						
Dwell Cyc Veh2						
Dwell Cyc Veh3						
Dwell Cyc Veh4						
Dwell Cyc Veh5						
Dwell Cyc Veh6						
Dwell Cyc Veh7						
Dwell Cyc Veh8						
Dwell Cyc Veh9						
Dwell Cyc Veh10						
Dwell Cyc Veh11						
Dwell Cyc Veh12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell Cyc Ped7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
45	20		

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
OFF	OFF

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

Station : 53469 - 20 @ Howard Rd. (Standard File)

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable	ON	ON	ON	ON	ON	ON
Type	RAIL	RAIL	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt	ON	ON	ON	ON	ON	ON
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	DWELL	DWELL	DWELL	DWELL	DWELL	DWELL
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
DwellCyc Over 1						
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4						
DwellCyc Over 5						
DwellCyc Over 6						
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						
DwellCyc Over 11						
DwellCyc Over 12						
Ped Clear						
Yellow						
Red						
Return Max						

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX 2	FLOAT

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
TIMED	TIMED	NO_RECYCLE	ON	OFF	ON	OFF	OFF	0	+	ON	OFF	OFF

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	90															
Offset Time																
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time																
Offset Time																
Split Number	17	18	19	20	21	22	23	24								
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn

Station : 53469 - 20 @ Howard Rd. (Standard File)

Coordination, Splits [2.7.1]

Split Table1	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	15	50	25		15	50	25									
Mode	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table2	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table3	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table4	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table5	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table6	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table7	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table8	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table9	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table10	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table11	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table12	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Station : 53469 - 20 @ Howard Rd. (Standard File)

Split Table13	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table14	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table15	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table16	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table17	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table18	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table19	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table20	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table21	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table22	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table23	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table24	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table25	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table26	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table27	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Station : 53469 - 20 @ Howard Rd. (Standard File)

TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2																																																	1
3																																																	1
4																																																	1
5																																																	1
6																																																	1
7																																																	1
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28																																																	1
29																																																	1
30																																																	1
31																																																	1
32																																																	1

TB Coor, Day Plan [4.4]

Day Plan Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	6	19														
Minute																
Action	1	25														

Day Plan Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Station : 53469 - 20 @ Howard Rd. (Standard File)

Day Plan Table7	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table8	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table9	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table10	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table11	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table12	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Station : 53469 - 20 @ Howard Rd. (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14				0	0						
15	15				0	0						
16	16				0	0						
17	17				0	0						
18	18				0	0						
19	19				0	0						
20	20				0	0						
21	21				0	0						
22	22				0	0						
23	23				0	0						
24	24				0	0						
25					0	0						
26					0	0						
27					0	0						
28					0	0						
29					0	0						
30					0	0						
31					0	0						
32					0	0						
33					0	0						
34					0	0						
35					0	0						
36					0	0						
37					0	0						
38					0	0						
39					0	0						
40					0	0						
41					0	0						
42					0	0						
43					0	0						
44					0	0						
45					0	0						
46					0	0						
47					0	0						
48					0	0						
49					0	0						
50					0	0						
51					0	0						
52					0	0						
53					0	0						
54					0	0						
55					0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99					0	0						
100	255				0	0						

Station : 3250 - 20 @ Rodgers (Standard File)

Phase [1.1.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	7	7	0	0	7	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	13	24	0	0	13	0	0	0	0	0	0	0	0	0	0
Min Green	3	15	6	0	3	15	0	0	0	0	0	0	0	0	0	0
Passage	2	2.7	3	0	2	2.7	0	0	0	0	0	0	0	0	0	0
Max1	20	45	30	0	20	45	0	0	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	3.5	4.7	3.6	3.5	3.5	4.7	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1.5	2	3.2	1.5	1.5	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Exit																
Rest In Walk																

Phase Option [1.1.2]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable	ON	ON	ON		ON	ON										
Auto Entry																
Non Act1																
Non Act2																
Lock Call																
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Prepared By	Date Implemented	Reviewed By	Traffic Engineer

NYSDOT - Region 5 Timing Sheet 1/14/2022 12:05:03 PM

Station : 3250 - 20 @ Rodgers (Standard File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Backup Time	Red Revert	Aux Switch Function	Local Flash Start	Console Timeout	Yellow 3 Second Disable	Tone Disable	Omit Yellow Enable	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Disable Init Ped	Diamond Mode	TOD Dim Enable	Extra Maps Enable	D Connector Enable	SDLC Retry Time	TS2 Det Faults	Stop Time Over Preempt
	OFF	900	3	STOPTM	RED	20	OFF	OFF	OFF		ON	6	STD8	OFF	4PH	OFF	DEFAULT			ON	OFF

COMM, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	PORT	System-Up	Sys-Down	PC/Print	Aux 232
3250								

Port Parameters [6.2]

COMM	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	OFF	ON	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2																	NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds							
Overlap 1																								
Overlap 2																								
Overlap 3																								
Overlap 4																								
Overlap 5																								
Overlap 6																								
Overlap 7																								
Overlap 8																								

Detector, Vehicle Parameters 1-16 [5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	5	2	2	1	6	6	6	3	3	3	3	2	2	6	6	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	5	10	5	10	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 3250 - 20 @ Rodgers (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	6	2	3	1		5					6	3	2											
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	PED	PED	PED	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Flash	RED	RED	RED	DRK	RED	DRK	RED	RED	RED	RED	DRK	DRK	DRK	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Flash 1-2 Hertz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Alt Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1															
2															
3															
4															
5															
6															
7															
8															
9															
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Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	DIAG
BIU#	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**		
Present																		
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Station : 3250 - 20 @ Rodgers (Standard File)

Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	
4	ON
5	ON
6	ON
7	
8	
9	ON
10	
11	
12	ON
13	
14	ON
15	
16	
17	ON
18	ON
19	ON
20	ON
21	
22	
23	
24	
25	ON
26	
27	ON
28	ON
29	ON
30	
31	
32	
33	
34	
35	
36	
37	
38	
39	
40	
41	
42	
43	ON
44	ON
45	
46	
47	
48	ON
49	ON
50	ON
51	ON
52	ON
53	ON
54	ON
55	ON
56	ON
57	ON
58	ON
59	
60	
61	ON
62	
63	
64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	ON
2	ON
3	
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	
14	ON
15	
16	
17	
18	
19	
20	ON
21	
22	
23	
24	
25	ON
26	
27	ON
28	
29	
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64	

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash	ON	ON	ON	ON	ON	ON
Override Higher	ON	ON	ON	ON	ON	ON
Flash Dwell						
Link						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell	2	2	2	2	2	2
Max Presence						
Track R1						
Track R2						
Track R3						
Track R4						
Dwell P1						
Dwell P2						
Dwell P3						
Dwell P4						
Dwell P5						
Dwell P6						
Dwell P7						
Dwell P8						
Dwell P9						
Dwell P10						
Dwell P11						
Dwell P12						
Dwell Ped1						
Dwell Ped2						
Dwell Ped3						
Dwell Ped4						
Dwell Ped5						
Dwell Ped6						
Dwell Ped7						
Dwell Ped8						
Exit R1						
Exit R2						
Exit R3						
Exit R4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
45	20	PH OVER	D-CONN

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
OFF	OFF

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

Station : 3250 - 20 @ Rodgers (Standard File)

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable	ON	ON	ON	ON	ON	ON
Type	RAIL	RAIL	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt	ON	ON	ON	ON	ON	ON
Max2						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	DWELL	DWELL	DWELL	DWELL	DWELL	DWELL
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
Dwell Over 1						
Dwell Over 2						
Dwell Over 3						
Dwell Over 4						
Dwell Over 5						
Dwell Over 6						
Dwell Over 7						
Dwell Over 8						
Dwell Over 9						
Dwell Over 10						
Dwell Over 11						
Dwell Over 12						
Ped Clear						
Yellow						
Red						
Max Green						

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX 1	FLOAT

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active
FRC	TIMED	TIMED	NO_RECYCLE	OFF	OFF	ON	OFF	OFF	0	+	ON

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time																
Offset Time																
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time																
Offset Time																
Split Number	17	18	19	20	21	22	23	24								
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn

Station : 3250 - 20 @ Rodgers (Standard File)

Coordination, Splits [2.7.1]

Split Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Station : 3250 - 20 @ Rodgers (Standard File)

Split Table13	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table14	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table15	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table16	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table17	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table18	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table19	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table20	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table21	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table22	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table23	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table24	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Station : 3250 - 20 @ Rodgers (Standard File)

TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1																																																	1
2																																																		1
3																																																		1
4																																																		1
5																																																		1
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29																																																		1
30																																																		1
31																																																		1
32																																																		1

TB Coor, Day Plan [4.4]

Day Plan Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Station : 3250 - 20 @ Rodgers (Standard File)

Day Plan Table7	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table8	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table9	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table10	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table11	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table12	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Station : 3250 - 20 @ Rodgers (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14				0	0						
15	15				0	0						
16	16				0	0						
17	17				0	0						
18	18				0	0						
19	19				0	0						
20	20				0	0						
21	21				0	0						
22	22				0	0						
23	23				0	0						
24	24				0	0						
25					0	0						
26					0	0						
27					0	0						
28					0	0						
29					0	0						
30					0	0						
31					0	0						
32					0	0						
33					0	0						
34					0	0						
35					0	0						
36					0	0						
37					0	0						
38					0	0						
39					0	0						
40					0	0						
41					0	0						
42					0	0						
43					0	0						
44					0	0						
45					0	0						
46					0	0						
47					0	0						
48					0	0						
49					0	0						
50					0	0						
51					0	0						
52					0	0						
53					0	0						
54					0	0						
55					0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99					0	0						
100	255				0	0						

Station : 53405 - 20 @ Sowles Rd. (Standard File)

Phase [1.1.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	46	0	52	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	20	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0
Gap Ext	3.5	0	3.5	0	0	0	0	0	0	0	0	0	0	0	0	0
Max1	40	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0
Max2	70	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clr	4.7	3.5	3.6	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	3.1	1.5	4.3	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Flash Entry																
Auto Flash Exit																
Non-Actuated 1																
Non-Actuated 2																
Lock Calls																
Guarantd Passage																
Rest In Walk																
Added Init Calc																

Phase Option [1.1.2]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable	ON		ON													
Min Recall																
Max Recall	ON		ON													
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Cond Service																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Prepared By	Date Implemented	Reviewed By	Traffic Engineer

NYSDOT - Region 5 Timing Sheet 1/14/2022 12:05:55 PM

Station : 53405 - 20 @ Sowles Rd. (Standard File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo
	OFF	3	RED	OFF	OFF		ON	6	STD8	OFF	4PH	OFF	1	OFF	OFF	

COMM, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	PORT	System-Up	Sys-Down	PC/Print	Aux 232
53405								

Port Parameters [6.2]

COMM	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	ON	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2																	NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds							
Overlap 1																								
Overlap 2																								
Overlap 3																								
Overlap 4																								
Overlap 5																								
Overlap 6																								
Overlap 7																								
Overlap 8																								

Detector, Vehicle Parameters 1-16 [5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	1	1	1	1	1	1	3	3	3	3	3	1	1	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 53405 - 20 @ Sowles Rd. (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	1	3								1	3												
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	PED	PED	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dim Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT				

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1															
2															
3															
4															
5															
6															
7															
8															
9															
10															
11															
12															
13															
14															
15															
1															
2															
3															
4															
5															
6															
7															
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8															
9															
10															
11															
12															
13															
14															
15															
1															
2															
3															

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Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	DIAG
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		
Dev Present																		
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Station : 53405 - 20 @ Sowles Rd. (Standard File)

Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	
4	ON
5	ON
6	ON
7	
8	
9	ON
10	
11	
12	ON
13	
14	ON
15	
16	
17	ON
18	ON
19	ON
20	ON
21	
22	
23	
24	
25	ON
26	
27	ON
28	ON
29	ON
30	
31	
32	
33	
34	
35	
36	
37	
38	
39	
40	
41	
42	
43	ON
44	ON
45	
46	
47	
48	ON
49	ON
50	ON
51	ON
52	ON
53	ON
54	ON
55	ON
56	ON
57	ON
58	ON
59	
60	
61	ON
62	
63	
64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	ON
2	ON
3	
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	
14	ON
15	
16	
17	
18	
19	
20	ON
21	
22	
23	
24	
25	ON
26	
27	ON
28	
29	
30	
31	
32	
33	
34	
35	
36	
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57	
58	
59	
60	
61	
62	
63	
64	

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell	2	2	2	2	2	2
Max Presence						
Track Veh1						
Track Veh2						
Track Veh3						
Track Veh4						
Dwell Cyc Veh1						
Dwell Cyc Veh2						
Dwell Cyc Veh3						
Dwell Cyc Veh4						
Dwell Cyc Veh5						
Dwell Cyc Veh6						
Dwell Cyc Veh7						
Dwell Cyc Veh8						
Dwell Cyc Veh9						
Dwell Cyc Veh10						
Dwell Cyc Veh11						
Dwell Cyc Veh12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell Cyc Ped7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
45	20		

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
OFF	OFF

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

Station : 53405 - 20 @ Sowles Rd. (Standard File)

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable	ON	ON	ON	ON	ON	ON
Type	RAIL	RAIL	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt	ON	ON	ON	ON	ON	ON
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	DWELL	DWELL	DWELL	DWELL	DWELL	DWELL
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
DwellCyc Over 1						
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4						
DwellCyc Over 5						
DwellCyc Over 6						
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						
DwellCyc Over 11						
DwellCyc Over 12						
Ped Clear						
Yellow						
Red						
Return Max						

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX 2	FLOAT

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
TIMED	TIMED	NO_RECYCLE	ON	OFF	ON	OFF	OFF	0	+	ON	OFF	OFF

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	90															
Offset Time																
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time																
Offset Time																
Split Number	17	18	19	20	21	22	23	24								
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn

Station : 53405 - 20 @ Sowles Rd. (Standard File)

Coordination, Splits [2.7.1]

Split Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	60		30													
Mode	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase	ON															

Split Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Station : 53405 - 20 @ Sowles Rd. (Standard File)

Split Table13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Station : 53405 - 20 @ Sowles Rd. (Standard File)

TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2																																																	1
3																																																	1
4																																																	1
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30																																																	1
31																																																	1
32																																																	1

TB Coor, Day Plan [4.4]

Day Plan Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	6	19														
Minute																
Action	1	25														

Day Plan Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Station : 53405 - 20 @ Sowles Rd. (Standard File)

Day Plan Table7	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table8	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table9	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table10	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table11	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table12	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Station : 53405 - 20 @ Sowles Rd. (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14				0	0						
15	15				0	0						
16	16				0	0						
17	17				0	0						
18	18				0	0						
19	19				0	0						
20	20				0	0						
21	21				0	0						
22	22				0	0						
23	23				0	0						
24	24				0	0						
25					0	0						
26					0	0						
27					0	0						
28					0	0						
29					0	0						
30					0	0						
31					0	0						
32					0	0						
33					0	0						
34					0	0						
35					0	0						
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58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99					0	0						
100	255				0	0						

Station : 53042 - 20 @ 75/Camp (Standard File)

Phase [1.1.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	28	0	29	0	28	0	29	0	0	0	0	0	0	0	0
Min Green	3	20	6	10	3	10	3	15	0	0	0	0	0	0	0	0
Gap Ext	2	3.5	2.5	1.5	2	3.5	0.2	1.5	0	0	0	0	0	0	0	0
Max1	25	50	20	50	20	50	30	50	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clr	4.7	4.7	4.3	4.3	4.7	4.7	4.3	4.3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	1.6	3.2	2.2	3.6	1.6	3.2	2.2	3.6	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Flash Entry																
Auto Flash Exit																
Non-Actuated 1																
Non-Actuated 2																
Lock Calls																
Guarantd Passage																
Rest In Walk																
Added Init Calc																

Phase Option [1.1.2]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Min Recall																
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Cond Service																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	3.5	1.5	0	
2	0	0	0	0	0	0	3.5	1.5	0	
3	0	0	0	0	0	0	3.5	1.5	0	
4	0	0	0	0	0	0	3.5	1.5	0	
5	0	0	0	0	0	0	3.5	1.5	0	
6	0	0	0	0	0	0	3.5	1.5	0	
7	0	0	0	0	0	0	3.5	1.5	0	
8	0	0	0	0	0	0	3.5	1.5	0	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	3.5	1.5	0	
2	0	0	0	0	0	0	3.5	1.5	0	
3	0	0	0	0	0	0	3.5	1.5	0	
4	0	0	0	0	0	0	3.5	1.5	0	
5	0	0	0	0	0	0	3.5	1.5	0	
6	0	0	0	0	0	0	3.5	1.5	0	
7	0	0	0	0	0	0	3.5	1.5	0	
8	0	0	0	0	0	0	3.5	1.5	0	

Prepared By	Date Implemented	Reviewed By	Traffic Engineer

NYSDOT - Region 5 Timing Sheet 1/14/2022 12:02:06 PM

Station : 53042 - 20 @ 75/Camp (Standard File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo
	OFF	3	RED	OFF	OFF	5	OFF	6	STD8	OFF	4PH	OFF	1	OFF	OFF	

COMM, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	PORT	System-Up	Sys-Down	PC/Print	Aux 232
53042								

Port Parameters [6.2]

COMM	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	ON	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2																	NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds							
Overlap 1																								
Overlap 2																								
Overlap 3																								
Overlap 4																								
Overlap 5																								
Overlap 6																								
Overlap 7																								
Overlap 8																								

Detector, Vehicle Parameters 1-16 [5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	0	0	1	6	6	5	5	2	2	2	7	7	4	4	4	3
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	8	8	8	4	8	6	2	8	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 53042 - 20 @ 75/Camp (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2	3	4	5	6	7	8			2	6	4	8										
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	PED	PED	PED	PED	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dim Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT				

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1															
2															
3															
4															
5															
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Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	DIAG
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		
Dev Present																		
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Station : 53042 - 20 @ 75/Camp (Standard File)

Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	
4	ON
5	ON
6	ON
7	
8	
9	ON
10	
11	
12	ON
13	
14	ON
15	
16	
17	ON
18	ON
19	ON
20	ON
21	
22	
23	
24	
25	ON
26	
27	ON
28	ON
29	ON
30	
31	
32	
33	
34	
35	
36	
37	
38	
39	
40	
41	
42	
43	ON
44	ON
45	
46	
47	
48	ON
49	ON
50	ON
51	ON
52	ON
53	ON
54	ON
55	ON
56	ON
57	ON
58	ON
59	
60	
61	ON
62	
63	
64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	ON
2	ON
3	
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	
14	ON
15	
16	
17	
18	
19	
20	ON
21	
22	
23	
24	
25	ON
26	
27	ON
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Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell	2	2	2	2	2	2
Max Presence						
Track Veh1						
Track Veh2						
Track Veh3						
Track Veh4						
Dwell Cyc Veh1						
Dwell Cyc Veh2						
Dwell Cyc Veh3						
Dwell Cyc Veh4						
Dwell Cyc Veh5						
Dwell Cyc Veh6						
Dwell Cyc Veh7						
Dwell Cyc Veh8						
Dwell Cyc Veh9						
Dwell Cyc Veh10						
Dwell Cyc Veh11						
Dwell Cyc Veh12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell Cyc Ped7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
45	20		

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
OFF	OFF

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

Station : 53042 - 20 @ 75/Camp (Standard File)

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable	ON	ON	ON	ON	ON	ON
Type	RAIL	RAIL	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt	ON	ON	ON	ON	ON	ON
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	DWELL	DWELL	DWELL	DWELL	DWELL	DWELL
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
DwellCyc Over 1						
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4						
DwellCyc Over 5						
DwellCyc Over 6						
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						
DwellCyc Over 11						
DwellCyc Over 12						
Ped Clear						
Yellow						
Red						
Return Max						

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX 1	FLOAT

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
TIMED	TIMED	NO_RECYCLE	OFF	OFF	ON	OFF	OFF	0	+	ON	OFF	OFF

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time																
Offset Time																
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time																
Offset Time																
Split Number	17	18	19	20	21	22	23	24								
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn

Station : 53042 - 20 @ 75/Camp (Standard File)

Coordination, Splits [2.7.1]

Split Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Station : 53042 - 20 @ 75/Camp (Standard File)

Split Table13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Station : 53042 - 20 @ 75/Camp (Standard File)

TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1																																																1
2																																																1
3																																																1
4																																																1
5																																																1
6																																																1
7																																																1
8																																																1
9																																																1
10																																																1
11																																																1
12																																																1
13																																																1
14																																																1
15																																																1
16																																																1
17																																																1
18																																																1
19																																																1
20																																																1
21																																																1
22																																																1
23																																																1
24																																																1
25																																																1
26																																																1
27																																																1
28																																																1
29																																																1
30																																																1
31																																																1
32																																																1

TB Coor, Day Plan [4.4]

Day Plan Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Station : 53042 - 20 @ 75/Camp (Standard File)

Day Plan Table7	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table8	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table9	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table10	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table11	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table12	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Station : 53042 - 20 @ 75/Camp (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14				0	0						
15	15				0	0						
16	16				0	0						
17	17				0	0						
18	18				0	0						
19	19				0	0						
20	20				0	0						
21	21				0	0						
22	22				0	0						
23	23				0	0						
24	24				0	0						
25					0	0						
26					0	0						
27					0	0						
28					0	0						
29					0	0						
30					0	0						
31					0	0						
32					0	0						
33					0	0						
34					0	0						
35					0	0						
36					0	0						
37					0	0						
38					0	0						
39					0	0						
40					0	0						
41					0	0						
42					0	0						
43					0	0						
44					0	0						
45					0	0						
46					0	0						
47					0	0						
48					0	0						
49					0	0						
50					0	0						
51					0	0						
52					0	0						
53					0	0						
54					0	0						
55					0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99					0	0						
100	255				0	0						

Station : 53356 - 75 @ Legion Dr. (Standard File)

Phase [1.1.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	3	20	12	0	0	0	0	0	0	0	0	0	0	0	0	0
Gap Ext	3	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0
Max1	15	45	30	0	0	0	0	0	0	0	0	0	0	0	0	0
Max2	0	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clr	3.2	3.9	3.2	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	1.1	1.2	1.4	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Flash Entry																
Auto Flash Exit																
Non-Actuated 1																
Non-Actuated 2																
Lock Calls		ON														
Guarantd Passage																
Rest In Walk																
Added Init Calc																

Phase Option [1.1.2]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable	ON	ON	ON													
Min Recall		ON														
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Cond Service																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Prepared By	Date Implemented	Reviewed By	Traffic Engineer

NYSDOT - Region 5 Timing Sheet 1/14/2022 12:12:04 PM

Station : 53356 - 75 @ Legion Dr. (Standard File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo
	OFF	3	RED	OFF	OFF		ON	6	STD8	OFF	4PH	OFF	1	OFF	OFF	

COMM, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	PORT	System-Up	Sys-Down	PC/Print	Aux 232
3356								

Port Parameters [6.2]

COMM	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	ON	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1	1	2															NORMAL		3.9	1.4
Overlap 2																	NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds							
Overlap 1																								
Overlap 2																								
Overlap 3																								
Overlap 4																								
Overlap 5																								
Overlap 6																								
Overlap 7																								
Overlap 8																								

Detector, Vehicle Parameters 1-16 [5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	3	3	1	2	2	2	2	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 53356 - 75 @ Legion Dr. (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1		2				3		1		3	2												
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	VEH	PED	PED	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Flash	DRK	RED	YEL	RED	RED	RED	RED	RED	YEL	RED	DRK	DRK	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dim Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT				

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1															
2															
3															
4															
5															
6															
7															
8															
9															
10															
11															
12															
13															
14															
15															
1															
2															
3															
4															
5															
6															
7															
8															
9															
10															
11															
12															
13															
14															
15															
1															
2															
3															

4
5
6
7
8
9
10
11
12
13
14
15
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
1

2
3
4
5
6
7
8
9
10
11
12
13
14
15
1
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5
6
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14
15
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15
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14

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	DIAG
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		
Dev Present																		
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Station : 53356 - 75 @ Legion Dr. (Standard File)

Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	
4	ON
5	ON
6	ON
7	
8	
9	ON
10	
11	
12	ON
13	
14	ON
15	
16	
17	ON
18	ON
19	ON
20	ON
21	
22	
23	
24	
25	ON
26	
27	ON
28	ON
29	ON
30	
31	
32	
33	
34	
35	
36	
37	
38	
39	
40	
41	
42	
43	ON
44	ON
45	
46	
47	
48	ON
49	ON
50	ON
51	ON
52	ON
53	ON
54	ON
55	ON
56	ON
57	ON
58	ON
59	
60	
61	ON
62	
63	
64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	ON
2	ON
3	
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	
14	ON
15	
16	
17	
18	
19	
20	ON
21	
22	
23	
24	
25	ON
26	
27	ON
28	
29	
30	
31	
32	
33	
34	
35	
36	
37	
38	
39	
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61	
62	
63	
64	

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell	2	2	2	2	2	2
Max Presence						
Track Veh1						
Track Veh2						
Track Veh3						
Track Veh4						
Dwell Cyc Veh1						
Dwell Cyc Veh2						
Dwell Cyc Veh3						
Dwell Cyc Veh4						
Dwell Cyc Veh5						
Dwell Cyc Veh6						
Dwell Cyc Veh7						
Dwell Cyc Veh8						
Dwell Cyc Veh9						
Dwell Cyc Veh10						
Dwell Cyc Veh11						
Dwell Cyc Veh12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell Cyc Ped7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
45	20		

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
OFF	OFF

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

Station : 53356 - 75 @ Legion Dr. (Standard File)

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable	ON	ON	ON	ON	ON	ON
Type	RAIL	RAIL	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt	ON	ON	ON	ON	ON	ON
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	DWELL	DWELL	DWELL	DWELL	DWELL	DWELL
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
DwellCyc Over 1						
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4						
DwellCyc Over 5						
DwellCyc Over 6						
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						
DwellCyc Over 11						
DwellCyc Over 12						
Ped Clear						
Yellow						
Red						
Return Max						

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX 2	FLOAT

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
TIMED	TIMED	NO_RECYCLE	ON	OFF	ON	OFF	OFF	0	+	ON	OFF	OFF

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	120															
Offset Time																
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time																
Offset Time																
Split Number	17	18	19	20	21	22	23	24								
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn

Station : 53356 - 75 @ Legion Dr. (Standard File)

Coordination, Splits [2.7.1]

Split Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	75	25													
Mode	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

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Split Table13	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table14	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table15	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table16	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table17	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table18	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table19	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table20	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table21	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table22	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table23	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table24	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table25	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table26	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table27	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Station : 53356 - 75 @ Legion Dr. (Standard File)

TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2																																																	1
3																																																	1
4																																																	1
5																																																	1
6																																																	1
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29																																																	1
30																																																	1
31																																																	1
32																																																	1

TB Coor, Day Plan [4.4]

Day Plan Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	7	10	15	18												
Minute				30												
Action	1	2	1	2												

Day Plan Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Station : 53356 - 75 @ Legion Dr. (Standard File)

Day Plan Table7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Station : 53356 - 75 @ Legion Dr. (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14				0	0						
15	15				0	0						
16	16				0	0						
17	17				0	0						
18	18				0	0						
19	19				0	0						
20	20				0	0						
21	21				0	0						
22	22				0	0						
23	23				0	0						
24	24				0	0						
25					0	0						
26					0	0						
27					0	0						
28					0	0						
29					0	0						
30					0	0						
31					0	0						
32					0	0						
33					0	0						
34					0	0						
35					0	0						
36					0	0						
37					0	0						
38					0	0						
39					0	0						
40					0	0						
41					0	0						
42					0	0						
43					0	0						
44					0	0						
45					0	0						
46					0	0						
47					0	0						
48					0	0						
49					0	0						
50					0	0						
51					0	0						
52					0	0						
53					0	0						
54					0	0						
55					0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99					0	0						
100	255				0	0						

Station : 53350 - 75 @ Scranton rd. (Standard File)

Phase [1.1.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	6	25	6	0	0	25	0	0	0	0	0	0	0	0	0	0
Gap Ext	3	3	3	0	0	3	0	0	0	0	0	0	0	0	0	0
Max1	25	45	30	0	0	45	0	0	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clr	3.9	3.9	3.4	3.5	3.5	3.9	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	1	1	1.4	1.5	1.5	1	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Flash Entry																
Auto Flash Exit																
Non-Actuated 1																
Non-Actuated 2																
Lock Calls																
Guarantd Passage																
Rest In Walk																
Added Init Calc																

Phase Option [1.1.2]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable	ON	ON	ON			ON										
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Cond Service																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Prepared By	Date Implemented	Reviewed By	Traffic Engineer

NYSDOT - Region 5 Timing Sheet 1/14/2022 12:11:08 PM

Station : 53350 - 75 @ Scranton rd. (Standard File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo
	OFF	3	RED	OFF	OFF		ON	6	STD8	OFF	4PH	OFF	1	OFF	OFF	

COMM, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	PORT	System-Up	Sys-Down	PC/Print	Aux 232
3350								

Port Parameters [6.2]

COMM	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	ON	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2																	NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds							
Overlap 1																								
Overlap 2																								
Overlap 3																								
Overlap 4																								
Overlap 5																								
Overlap 6																								
Overlap 7																								
Overlap 8																								

Detector, Vehicle Parameters 1-16 [5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	3	3	1	6	0	6	2	2	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 53350 - 75 @ Scranton rd. (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1			2		6	3		3		3													
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	PED	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dim Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT				

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1															
2															
3															
4															
5															
6															
7															
8															
9															
10															
11															
12															
13															
14															
15															
1															
2															
3															
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13															
14															
15															
1															
2															
3															

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Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	DIAG
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		
Dev Present																		
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Station : 53350 - 75 @ Scranton rd. (Standard File)

Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	
4	ON
5	ON
6	ON
7	
8	
9	ON
10	
11	
12	ON
13	
14	ON
15	
16	
17	ON
18	ON
19	ON
20	ON
21	
22	
23	
24	
25	ON
26	
27	ON
28	ON
29	ON
30	
31	
32	
33	
34	
35	
36	
37	
38	
39	
40	
41	
42	
43	ON
44	ON
45	
46	
47	
48	ON
49	ON
50	ON
51	ON
52	ON
53	ON
54	ON
55	ON
56	ON
57	ON
58	ON
59	
60	
61	ON
62	
63	
64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	ON
2	ON
3	
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	
14	ON
15	
16	
17	
18	
19	
20	ON
21	
22	
23	
24	
25	ON
26	
27	ON
28	
29	
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64	

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell	2	2	2	2	2	2
Max Presence						
Track Veh1						
Track Veh2						
Track Veh3						
Track Veh4						
Dwell Cyc Veh1						
Dwell Cyc Veh2						
Dwell Cyc Veh3						
Dwell Cyc Veh4						
Dwell Cyc Veh5						
Dwell Cyc Veh6						
Dwell Cyc Veh7						
Dwell Cyc Veh8						
Dwell Cyc Veh9						
Dwell Cyc Veh10						
Dwell Cyc Veh11						
Dwell Cyc Veh12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell Cyc Ped7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
45	20		

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
OFF	OFF

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

Station : 53350 - 75 @ Scranton rd. (Standard File)

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable	ON	ON	ON	ON	ON	ON
Type	RAIL	RAIL	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt	ON	ON	ON	ON	ON	ON
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	DWELL	DWELL	DWELL	DWELL	DWELL	DWELL
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
DwellCyc Over 1						
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4						
DwellCyc Over 5						
DwellCyc Over 6						
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						
DwellCyc Over 11						
DwellCyc Over 12						
Ped Clear						
Yellow						
Red						
Return Max						

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX 1	FLOAT

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
TIMED	TIMED	NO_RECYCLE	OFF	OFF	ON	OFF	OFF	0	+	ON	OFF	OFF

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	120															
Offset Time																
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time																
Offset Time																
Split Number	17	18	19	20	21	22	23	24								
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn

Station : 53350 - 75 @ Scranton rd. (Standard File)

Coordination, Splits [2.7.1]

Split Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	65	35		20	65	35									
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Station : 53350 - 75 @ Scranton rd. (Standard File)

Split Table13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Station : 53350 - 75 @ Scranton rd. (Standard File)

TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1																																	1
2																																																			1
3																																																			1
4																																																			1
5																																																			1
6																																																			1
7																																																			1
8																																																			1
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27																																																			1
28																																																			1
29																																																			1
30																																																			1
31																																																			1
32																																																			1

TB Coor, Day Plan [4.4]

Day Plan Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	7	10	16	18												
Minute				30												
Action	1	25	1	25												

Day Plan Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Station : 53350 - 75 @ Scranton rd. (Standard File)

Day Plan Table7	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table8	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table9	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table10	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table11	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table12	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Station : 53350 - 75 @ Scranton rd. (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14				0	0						
15	15				0	0						
16	16				0	0						
17	17				0	0						
18	18				0	0						
19	19				0	0						
20	20				0	0						
21	21				0	0						
22	22				0	0						
23	23				0	0						
24	24				0	0						
25					0	0						
26					0	0						
27					0	0						
28					0	0						
29					0	0						
30					0	0						
31					0	0						
32					0	0						
33					0	0						
34					0	0						
35					0	0						
36					0	0						
37					0	0						
38					0	0						
39					0	0						
40					0	0						
41					0	0						
42					0	0						
43					0	0						
44					0	0						
45					0	0						
46					0	0						
47					0	0						
48					0	0						
49					0	0						
50					0	0						
51					0	0						
52					0	0						
53					0	0						
54					0	0						
55					0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99					0	0						
100	255				0	0						

Station : 53336 - 75 @ Sunset St. (Standard File)

Phase [1.1.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	26	19	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	6	25	10	0	0	25	0	0	0	0	0	0	0	0	0	0
Gap Ext	2	4	4	0	0	4	0	0	0	0	0	0	0	0	0	0
Max1	20	40	40	0	0	40	0	0	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clr	3.9	4.3	3.2	3.5	3.5	4.3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2.7	3	1.5	1.5	2.7	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Flash Entry																
Auto Flash Exit																
Non-Actuated 1																
Non-Actuated 2																
Lock Calls																
Guarantd Passage																
Rest In Walk																
Added Init Calc																

Phase Option [1.1.2]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable	ON	ON	ON			ON										
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Cond Service																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Prepared By	Date Implemented	Reviewed By	Traffic Engineer

NYSDOT - Region 5 Timing Sheet 1/14/2022 12:10:05 PM

Station : 53336 - 75 @ Sunset St. (Standard File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo
	OFF	3	RED	OFF	OFF		ON	6	STD8	OFF	4PH	OFF	1	OFF	OFF	

COMM, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	PORT	System-Up	Sys-Down	PC/Print	Aux 232
3336								

Port Parameters [6.2]

COMM	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	ON	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2																	NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds							
Overlap 1																								
Overlap 2																								
Overlap 3																								
Overlap 4																								
Overlap 5																								
Overlap 6																								
Overlap 7																								
Overlap 8																								

Detector, Vehicle Parameters 1-16 [5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	2	2	2	1	6	6	0	2	0	6	3	3	3	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 53336 - 75 @ Sunset St. (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2	3			6			3		3	2												
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	PED	PED	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Flash	RED	RED	RED	RED	RED	RED	RED	RED	DRK	RED	DRK	DRK	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dim Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT				

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1															
2															
3															
4															
5															
6															
7															
8															
9															
10															
11															
12															
13															
14															
15															
1															
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11															
12															
13															
14															
15															
1															
2															
3															

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15
1
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3
4
5
6
7
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9
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11
12
13
14
15
1
2
3
4
5
6
7
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11
12
13
14
15
1
2
3
4
5
6
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15
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15
1

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15
1
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4
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6
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12
13
14
15
1
2
3
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6
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12
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14
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1
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Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	DIAG
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		
Dev Present																		
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Station : 53336 - 75 @ Sunset St. (Standard File)

Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	
4	ON
5	ON
6	ON
7	
8	
9	ON
10	
11	
12	ON
13	
14	ON
15	
16	
17	ON
18	ON
19	ON
20	ON
21	
22	
23	
24	
25	ON
26	
27	ON
28	ON
29	ON
30	
31	
32	
33	
34	
35	
36	
37	
38	
39	
40	
41	
42	
43	ON
44	ON
45	
46	
47	
48	ON
49	ON
50	ON
51	ON
52	ON
53	ON
54	ON
55	ON
56	ON
57	ON
58	ON
59	
60	
61	ON
62	
63	
64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	ON
2	ON
3	
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	
14	ON
15	
16	
17	
18	
19	
20	ON
21	
22	
23	
24	
25	ON
26	
27	ON
28	
29	
30	
31	
32	
33	
34	
35	
36	
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63	
64	

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell	2	2	2	2	2	2
Max Presence						
Track Veh1						
Track Veh2						
Track Veh3						
Track Veh4						
Dwell Cyc Veh1						
Dwell Cyc Veh2						
Dwell Cyc Veh3						
Dwell Cyc Veh4						
Dwell Cyc Veh5						
Dwell Cyc Veh6						
Dwell Cyc Veh7						
Dwell Cyc Veh8						
Dwell Cyc Veh9						
Dwell Cyc Veh10						
Dwell Cyc Veh11						
Dwell Cyc Veh12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell Cyc Ped7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
45	20		

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
OFF	OFF

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

Station : 53336 - 75 @ Sunset St. (Standard File)

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable	ON	ON	ON	ON	ON	ON
Type	RAIL	RAIL	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt	ON	ON	ON	ON	ON	ON
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	DWELL	DWELL	DWELL	DWELL	DWELL	DWELL
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
DwellCyc Over 1						
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4						
DwellCyc Over 5						
DwellCyc Over 6						
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						
DwellCyc Over 11						
DwellCyc Over 12						
Ped Clear						
Yellow						
Red						
Return Max						

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX 1	FLOAT

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
TIMED	TIMED	NO_RECYCLE	OFF	OFF	ON	OFF	OFF	0	+	ON	OFF	OFF

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time																
Offset Time																
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time																
Offset Time																
Split Number	17	18	19	20	21	22	23	24								
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn

Station : 53336 - 75 @ Sunset St. (Standard File)

Coordination, Splits [2.7.1]

Split Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Station : 53336 - 75 @ Sunset St. (Standard File)

Split Table13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Station : 53336 - 75 @ Sunset St. (Standard File)

TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1																																																1
2																																																1
3																																																1
4																																																1
5																																																1
6																																																1
7																																																1
8																																																1
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15																																																1
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25																																																1
26																																																1
27																																																1
28																																																1
29																																																1
30																																																1
31																																																1
32																																																1

TB Coor, Day Plan [4.4]

Day Plan Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Station : 53336 - 75 @ Sunset St. (Standard File)

Day Plan Table7	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table8	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table9	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table10	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table11	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table12	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Station : 53336 - 75 @ Sunset St. (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14				0	0						
15	15				0	0						
16	16				0	0						
17	17				0	0						
18	18				0	0						
19	19				0	0						
20	20				0	0						
21	21				0	0						
22	22				0	0						
23	23				0	0						
24	24				0	0						
25					0	0						
26					0	0						
27					0	0						
28					0	0						
29					0	0						
30					0	0						
31					0	0						
32					0	0						
33					0	0						
34					0	0						
35					0	0						
36					0	0						
37					0	0						
38					0	0						
39					0	0						
40					0	0						
41					0	0						
42					0	0						
43					0	0						
44					0	0						
45					0	0						
46					0	0						
47					0	0						
48					0	0						
49					0	0						
50					0	0						
51					0	0						
52					0	0						
53					0	0						
54					0	0						
55					0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99					0	0						
100	255				0	0						

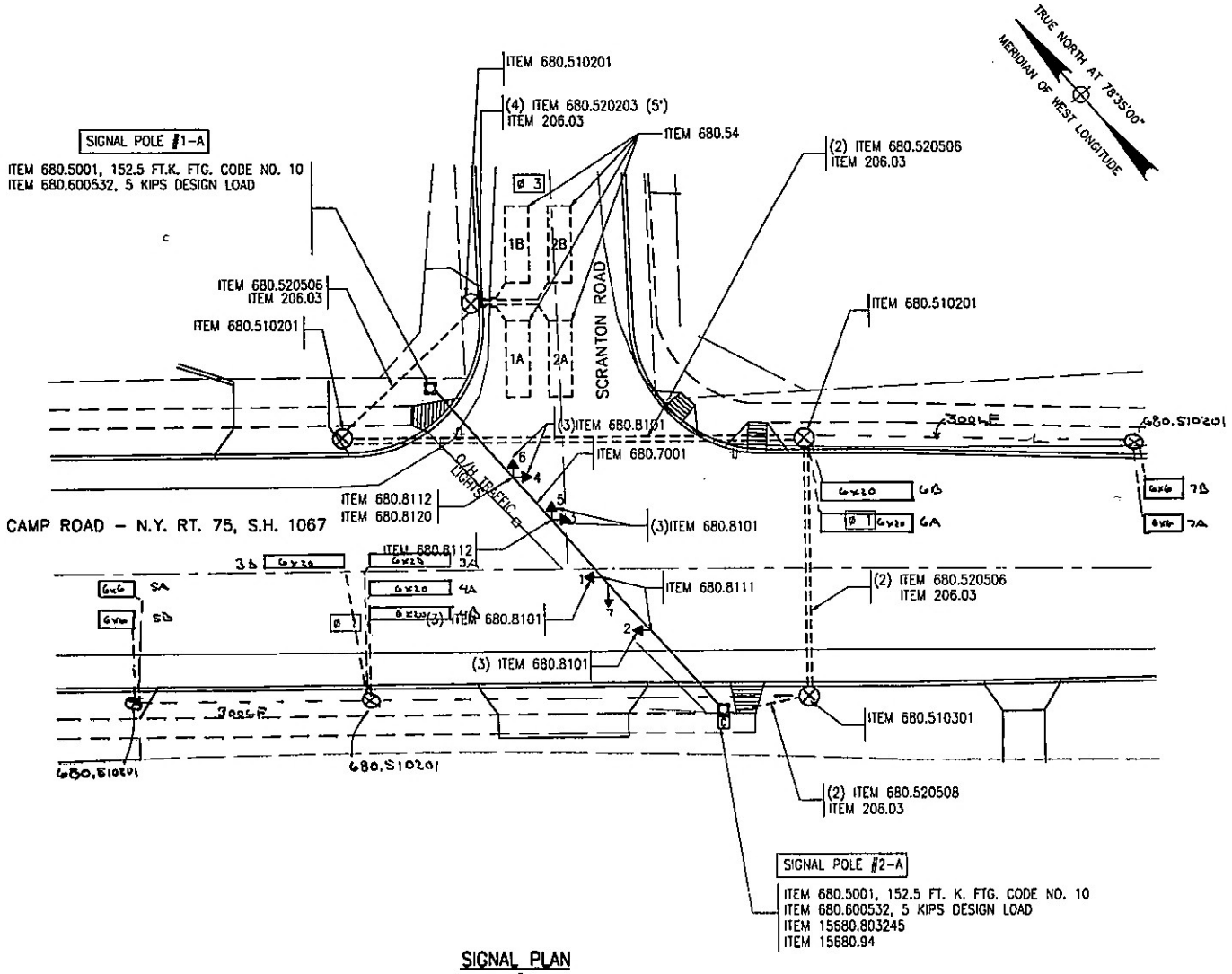
D256365

FED. ROAD REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.		120A1 R1	152

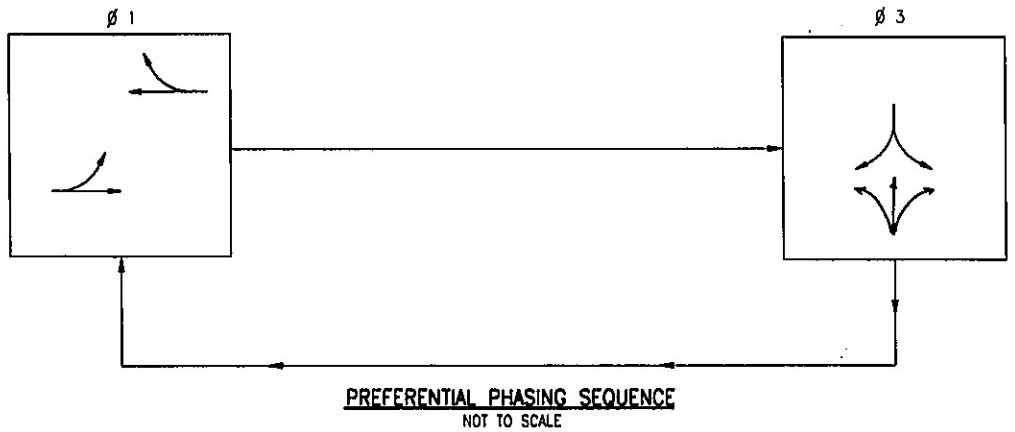
N.Y. RT., 75, LAKE ST. & CAMP RD., S.H.'S 9332 & 1067
SCRANTON RD. TO MAIN ST. / PIERCE AVE. (U.S. RT. 62)
ERIE COUNTY

THIS SHEET SUPERSEDES SHEET NO. 120

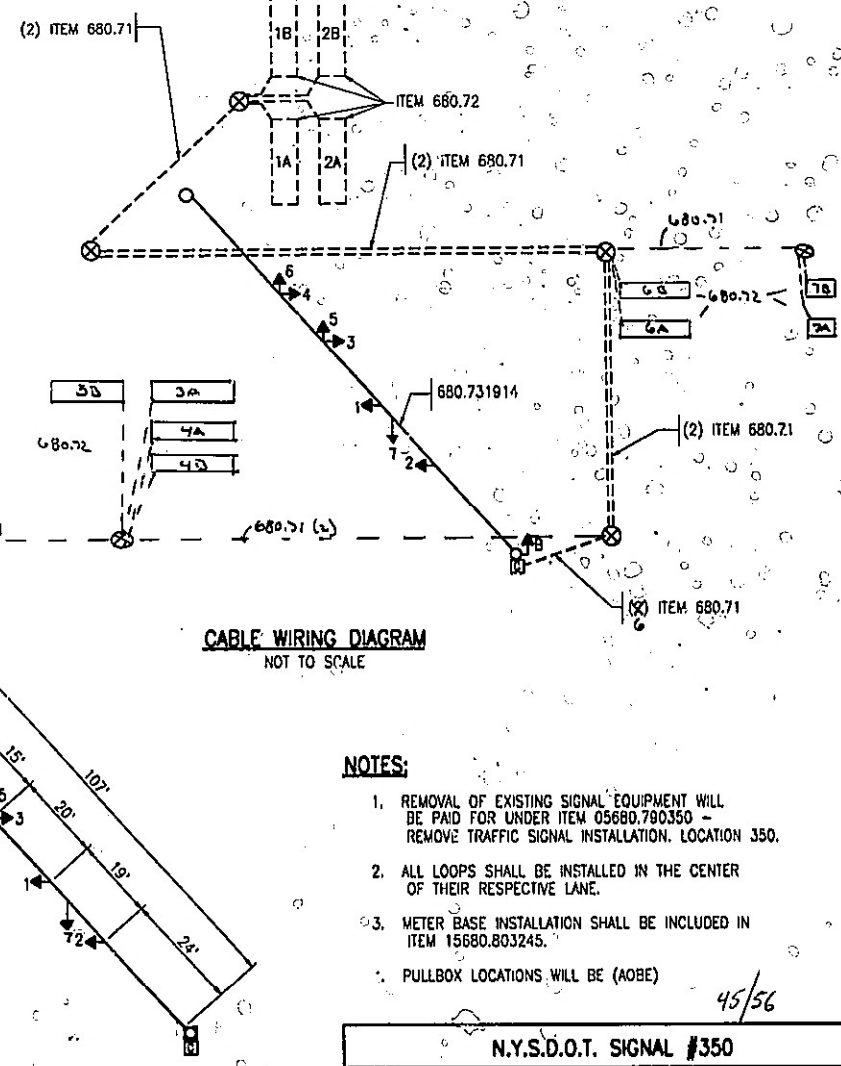
DRAFTED BY M. ANDERSON DESIGNED BY B. DUMBAULD CHECKED BY S. PRIOR
IN CHARGE OF H. MANCINI CHECKED BY B. DUMBAULD
RTE75-51



SIGNAL PLAN
SCALE: 1" = 20'



PREFERENTIAL PHASING SEQUENCE
NOT TO SCALE



CABLE WIRING DIAGRAM
NOT TO SCALE

SIGNAL HEAD LOCATION DIAGRAM
NOT TO SCALE

R
Y
G

1,2,3,4,5,6,7

SIGNAL HEAD CONFIGURATION
NOT TO SCALE

NOTES:

1. REMOVAL OF EXISTING SIGNAL EQUIPMENT WILL BE PAID FOR UNDER ITEM 05680.790350 – REMOVE TRAFFIC SIGNAL INSTALLATION. LOCATION 350.
2. ALL LOOPS SHALL BE INSTALLED IN THE CENTER OF THEIR RESPECTIVE LANE.
3. METER BASE INSTALLATION SHALL BE INCLUDED IN ITEM 15680.803245.
4. PULLBOX LOCATIONS WILL BE (AOBE)

45/56

N.Y.S.D.O.T. SIGNAL #350

AS BUILT REVISIONS

LOOPS
PULL BOXES
SIGNAL HEAD 7

SIGNATURE 3/8/96 DATE

SIGNAL PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
SP-1	AS NOTED	SEPT. 1994	LU ENGINEERS Civil and Environmental

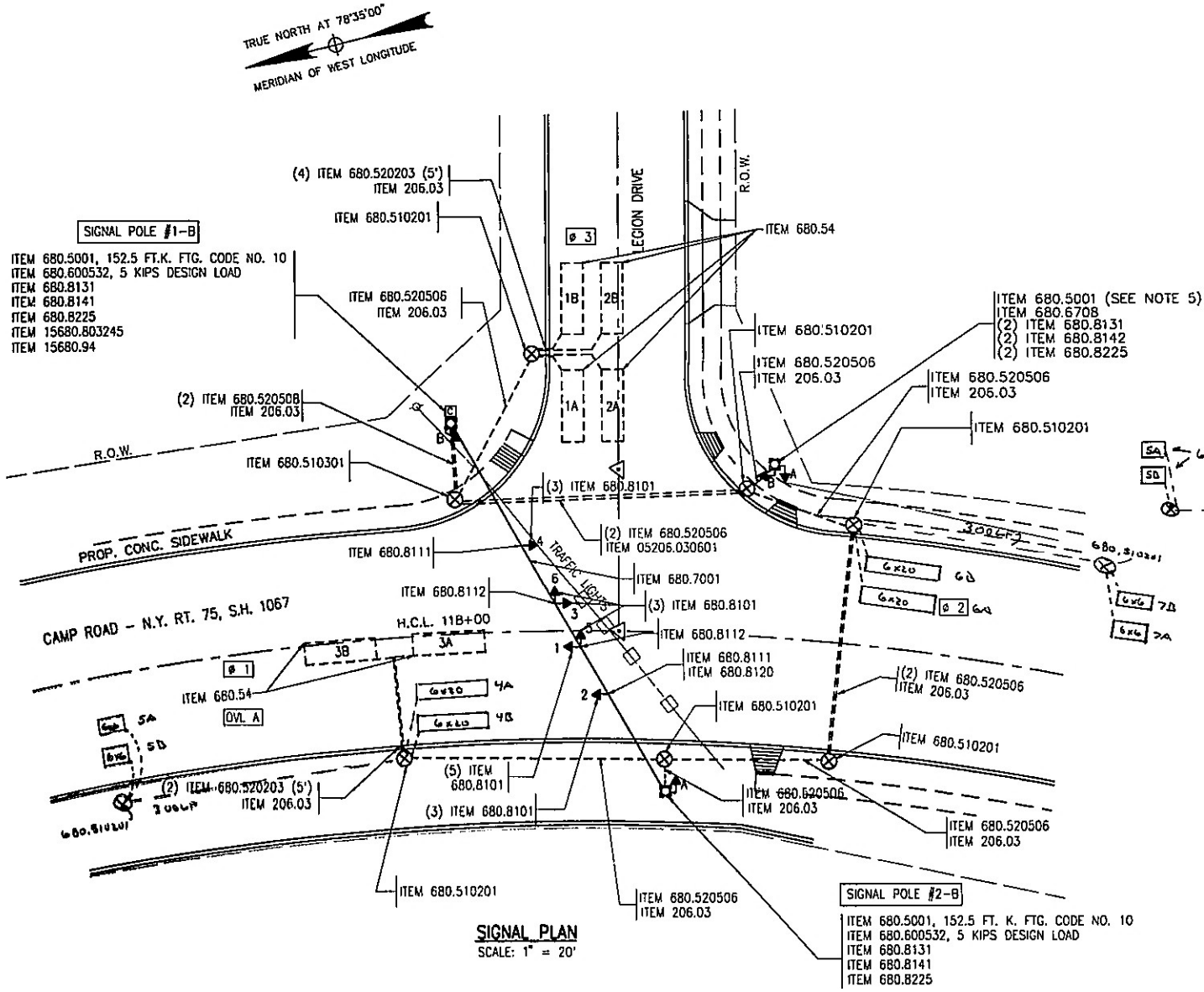
D256365

FED. ROAD REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.		122A1 (C)	152

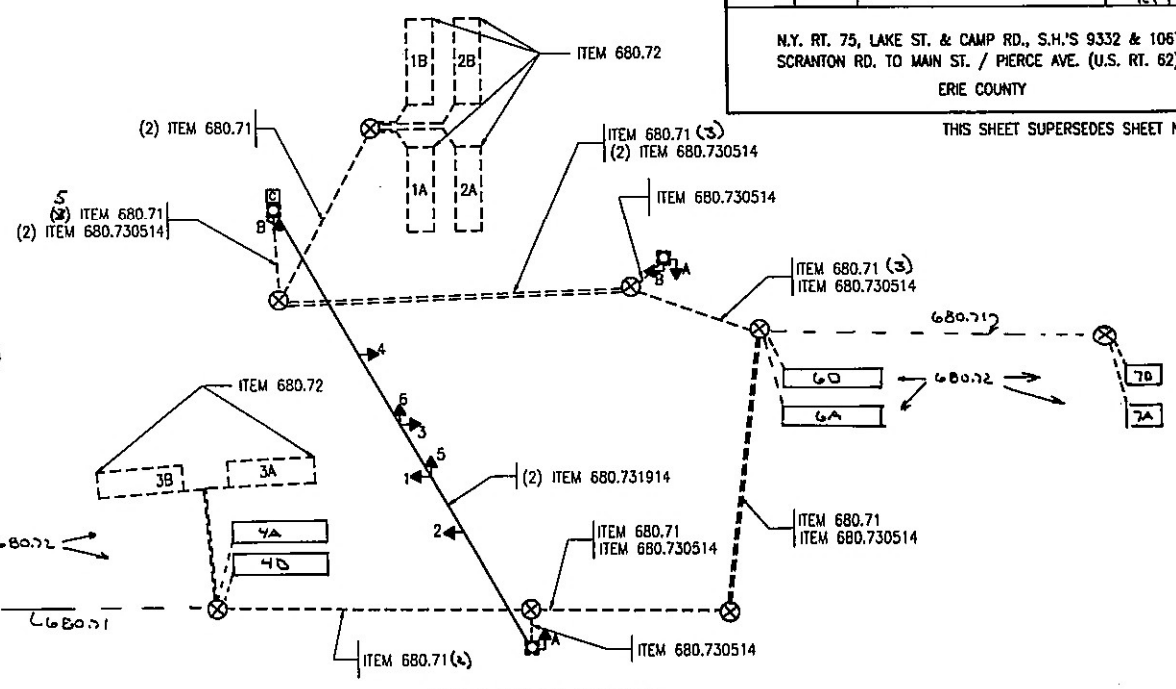
N.Y. RT. 75, LAKE ST. & CAMP RD., S.H.'S 9332 & 1067
SCRANTON RD. TO MAIN ST. / PIERCE AVE. (U.S. RT. 62)
ERIE COUNTY

THIS SHEET SUPERSEDES SHEET NO. 122

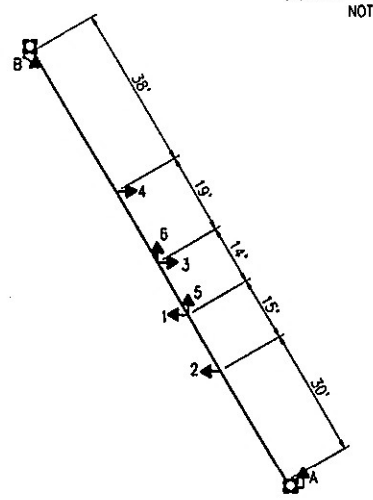
DRAFTED BY M. ANDERSON CHECKED BY B. DUMBAULD
DESIGNED BY B. DUMBAULD CHECKED BY S. PRIOR
IN CHARGE OF H. MANCINI
RTE75-52



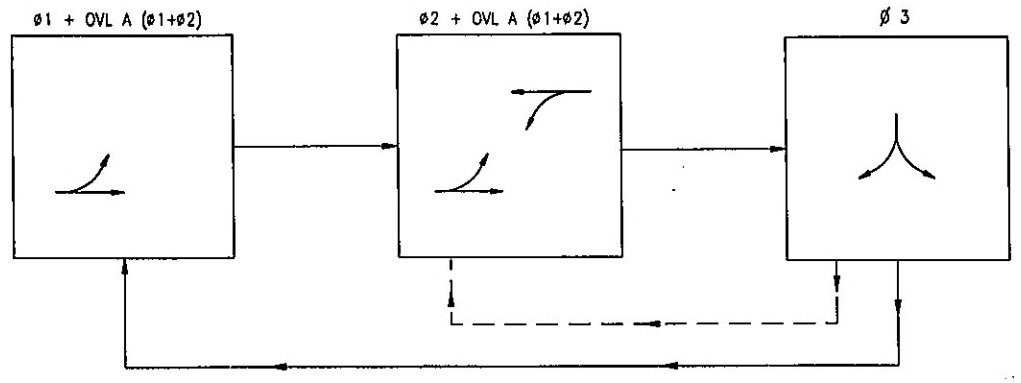
SIGNAL PLAN
SCALE: 1" = 20'



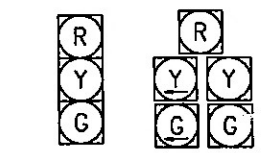
CABLE WIRING DIAGRAM
NOT TO SCALE



SIGNAL HEAD LOCATION DIAGRAM
NOT TO SCALE



PREFERENTIAL PHASING SEQUENCE
NOT TO SCALE



SIGNAL HEAD CONFIGURATION
NOT TO SCALE

NOTES:

1. REMOVAL OF EXISTING SIGNAL EQUIPMENT WILL BE PAID FOR UNDER ITEM 05680.790356 - REMOVE TRAFFIC SIGNAL INSTALLATION, LOCATION 356.
2. ALL LOOPS SHALL BE INSTALLED IN THE CENTER OF THEIR RESPECTIVE LANE.
3. METER BASE INSTALLATION SHALL BE INCLUDED IN ITEM 15680.803245.
4. PULLBOX LOCATIONS WILL BE (AOBE).
5. THE CONTRACTOR SHALL CHANGE DIMENSIONS FOR PEDESTRIAN SIGNAL FOOTING TO 18 INCH DIAMETER BY 48 INCH DEPTH. QUANTITY OF CONCRETE PAID WILL BE .3 CUBIC YARDS. REINFORCING MAY BE EITHER #4 BARS OR #6 WIRE MESH (6"x6").
6. THE CONTRACTOR SHALL PROVIDE A R6-15C AND A R6-13C SIGN THAT READ "TO CROSS CAMP" AND A R6-15C AND R6-13C SIGN THAT READ "TO CROSS LEGION " TO ACCOMMODATE THE PUSH BUTTONS AT THIS INTERSECTION.

47/56

N.Y.S.D.O.T. SIGNAL #356

AS BUILT REVISIONS

LOOPS

SIGNATURE — DATE 2/5/96

SIGNAL PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
SP-3	AS NOTED	SEPT. 1994	LU ENGINEERS Civil and Environmental

D257329

FED.ROAD REG.NO	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.		214A	267

NY ROUTE 75 – CAMP ROAD – SH 1067
ST. FRANCIS DRIVE – SH 8530
TOWN OF HAMBURG – ERIE COUNTY

NOTES:

1. EXISTING SIGNAL EQUIPMENT AND PHASING SHALL REMAIN AS IS EXCEPT AS MODIFIED. THE FOLLOWING TASKS ARE TO BE PERFORMED UNDER ITEM 05680.770042 M - MODIFY TRAFFIC SIGNAL INSTALLATION LOCATION 42:

   A. PROVIDE OPENING IN EXIST. PULLBOXES 4,5,6, AND 7 TO FACILITATE INSTALLATION OF NEW CONDUITS AND CABLES.

   B. PROVIDE OPENING IN BOTH EXIST. SIGNAL POLES TO FACILITATE INSTALLATION OF SIGNAL CABLE FOR NEW BRACKET MOUNTED PEDESTRIAN SIGNAL HEAD AND PUSHBUTTON.

NOTES: (CONTINUED)

   C. PULL NEW PEDESTRIAN SIGNAL CABLES TO N.E. SIGNAL POLE THROUGH EXIST. EMPTY CAPPED CONDUIT FROM EXIST. PULLBOX #4 TO SIGNAL POLE BASE.

   D. RELOCATE EXIST. CONDUIT FROM EXIST. PULLBOX #1 AND #5 TO PROPOSED PULLBOX #A AND EXIST. PULLBOX #5. PULL EXIST. INTERCONNECT CABLE IN EXIST. PULLBOXES #1 AND #5 FROM EXIST. PULLBOX #9 ON U.S. ROUTE 20 THROUGH NEW PULLBOX #A, EXIST. PULLBOX #5 AND RELOCATED CONDUIT. REMOVE EXIST. SHIELDED LEAD-IN CABLES.

   E. ALL CONNECTIONS OF CABLES AND CONDUITS TO EXISTING SIGNAL EQUIPMENT TO MAKE THEM OPERABLE.

2. INSTALL CAST ALUMINUM JUNCTION BOX AND PLASTIC CONDUIT FOR LOOP DETECTOR INSTALLATION. SEE INSTALLATION DETAILS ON DWG. TD-1.

3. SEE LOOP DETECTOR INSTALLATION DETAILS, DWG. TD-1.

4. EXISTING PULLBOXES WHICH ARE TO REMAIN MAY NEED TO BE REPLACED DUE TO ELEVATION CHANGES FROM RECONSTRUCTION. THIS WORK WILL BE PAID FOR UNDER ITEM 05680.5101 M - ALTER ELEVATION OF PULLBOXES - TYPE 1.

5. THE FOLLOWING TASKS ARE TO BE PERFORMED UNDER ITEM 05680.790042 M - REMOVE TRAFFIC SIGNAL EQUIPMENT, LOCATION 42:

   A. REMOVE PULLBOXES 1,2, 3, 8.

   B. ALL TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BE DELIVERED TO THE STATE SIGNAL SHOP IN HAMBURG, NEW YORK, JOHN DUGGAN FROM THE STATE SIGNAL CREW SHALL BE CONTACTED AT (716) 649-1437.

6. ~~EXISTING CONDUIT AND CABLES SHALL REMAIN.~~ PLACED OVERHEAD ON SPAN WIRE

LEGEND		
SYMBOL		
PROPOSED	EXISTING	DESCRIPTION
●	○	SIGNAL POLE
■	□	CONTROLLER
■→	□→	SIGNAL HEAD AND FACE DIRECTION
[X]	[X]	PULLBOX
		SIGN
		INDUCTANCE LOOP DETECTOR
		CONDUIT AND CABLE
ø		PHASE

AS-BUILT REVISIONS

QUANTITIES, LOCATIONS
NEW MAST ARM / DOT
BASE MOUNT CONTROLLER / DOT
STATIONING & P.O.

Carl Clay P.E. — SIGNATURE
3/1/00 — DATE

TRAFFIC SIGNAL PLAN
NYSDOT SIGNAL NO. 42 AT U.S. RTE. 20

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
TR-7	1:250	2-27-97	TVGA ENGINEERING, SURVEYING, P.C.

CADD File Name: 5545110.TRF

IN CHARGE OF M. LEYDECKER — DESIGNED BY E. OFORI-DARKO — CHECKED BY J.P. HALSTEAD — ESTIMATED BY P. SZUSTAK — DRAFTED BY R. BOTZENHART — CHECKED BY P. MEREWETHER — DATE 2-27-97

D257329

FED.ROAD REG.NO	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.		215A	267

NY ROUTE 75 – CAMP ROAD – SH 1067
ST. FRANCIS DRIVE – SH 8530
TOWN OF HAMBURG – ERIE COUNTY

LOOP WIRING TABLE – SIGNAL NO. 42

LOOP NO.	DIMENSION	NO. OF TURNS	680. 54 M	680. 72 M	680. 71 M	05206. 0305 M	05206. 0306 M	05680. 530803 M	680. 520504 M	680. 520506 M	REMARKS
1A, 1B	2 m x 6 m	3	34	197.4	105	13	2	-	15.3	-	3 m APART, WIRED IN PARALLEL WITH SINGLE LEAD-IN
2A, 2B	-	-	-	-	-	-	-	-	-	-	EXISTING DETECTOR
3A, 3B	2 m x 2 m	3	17	130.2	101	8	44	-	10.3	43	WIRED IN PARALLEL WITH SINGLE LEAD-IN
4A, 4B	2 m x 2 m	3	17.1	121.8	156	7	56	-	9.3	50	WIRED IN PARALLEL WITH SINGLE LEAD-IN
5A, 5B	2 m x 6 m	3	35	200.4	13	13	2	-	15.3	-	3 m APART, WIRED IN PARALLEL WITH SINGLE LEAD-IN
6A, 6B	-	-	-	-	-	-	-	-	-	-	EXISTING DETECTOR
7A, 7B	2 m x 6 m	3	34	215.4	52	14	1	-	15.3	-	3 m APART, WIRED IN PARALLEL WITH SINGLE LEAD-IN
8A, 8B	2 m x 6 m	3	34	205.8	65	14	2	-	16.3	-	3 m APART, WIRED IN PARALLEL WITH SINGLE LEAD-IN
9A, 9B	2 m x 6 m	3	34	184.2	65	10		-	13.3	-	3 m APART, WIRED IN PARALLEL WITH SINGLE LEAD-IN
10A, 10B	2 m x 6 m	3	34	174.6	105	9	2	-	11.3	-	3 m APART, WIRED IN PARALLEL WITH SINGLE LEAD-IN
11A, 11B	2 m x 6 m	3	41	137.1	105	-		6	-	-	3 m APART, WIRED IN PARALLEL WITH SINGLE LEAD-IN
12A, 12B	2 m x 6 m	3	34	180.6	13	9	5	-	12.3	-	3 m APART, WIRED IN PARALLEL WITH SINGLE LEAD-IN
13A, 13B	2 m x 6 m	3	41.1	141.9	13	-		7	-	-	3 m APART, WIRED IN PARALLEL WITH SINGLE LEAD-IN
14A, 14B	2 m x 6 m	3	34.1	193.6	52	10	1	-	12.3	-	3 m APART, WIRED IN PARALLEL WITH SINGLE LEAD-IN
15A, 15B	2 m x 6 m	3	34.1	171.6	52	6		-	8.3	-	3 m APART, WIRED IN PARALLEL WITH SINGLE LEAD-IN
16A, 16B	2 m x 6 m	3	34	162.2	65	7	-	-	9.3	-	3 m APART, WIRED IN PARALLEL WITH SINGLE LEAD-IN
17A, 17B	2 m x 6 m	3	36	123.6	65	-	4	6	-	-	3 m APART, WIRED IN PARALLEL WITH SINGLE LEAD-IN
18A, 18B	2 m x 2 m	3	17.1	119.7	110	9	46	-	11.3	43	WIRED IN PARALLEL WITH SINGLE LEAD-IN
19A, 19B	2 m x 2 m	3	17.1	123.0	161	9	52	-	11.3	50	WIRED IN PARALLEL WITH SINGLE LEAD-IN
20A, 20B	2 m x 6 m	3	35	132.0	52	-	2	6	-	-	3 m APART, WIRED IN PARALLEL WITH SINGLE LEAD-IN

SIGNAL OPERATION SPECIFICATIONS TABLE OF INPUT WIRING – SIGNAL NO. 42

TERMINAL	PHASE	FUNCTION	DETECTOR NO.	DETECTOR TYPE	REMARKS
1A, 1B	#1	PRESENCE	1A, 1B	LOOP	U.S. ROUTE 20 - WB LT. TURN LANE
2A, 2B	#4	PULSE	3A, 3B	SETBACK LOOP	NY ROUTE 75 - NB
3A, 3B	#4	PULSE	4A, 4B	SETBACK LOOP	NY ROUTE 75 - NB
4A, 4B	#5	PRESENCE	5A, 5B	LOOP	U.S. ROUTE 20 - WB LT. TURN LANE
5A, 5B	#7	PRESENCE	7A, 7B	LOOP	NY ROUTE 75 - NB LT. TURN LANE
6A, 6B	#8	PRESENCE	8A, 8B	LOOP	NY ROUTE 75 - SB LT. TURN LANE
7A, 7B	#8	PRESENCE	9A, 9B	LOOP	NY ROUTE 75 - SB LT. THRU LANE
8A, 8B	#6	PRESENCE	10A, 10B	LOOP	U.S. ROUTE 20 - WB LT. THRU LANE
9A, 9B	#6	PRESENCE	11A, 11B	LOOP	U.S. ROUTE 20 - WB RT. THRU LANE
10A, 10B	#2	PRESENCE	12A, 12B	LOOP	U.S. ROUTE 20 - EB LT. THRU LANE
11A, 11B	#2	PRESENCE	13A, 13B	LOOP	U.S. ROUTE 20 - EB RT. THRU LANE
12A, 12B	#4	PRESENCE	14A, 14B	LOOP	NY ROUTE 75 - NB LT. THRU LANE
13A, 13B	#4	PRESENCE	15A, 15B	LOOP	NY ROUTE 75 - NB RT. THRU LANE
14A, 14B	#8	PRESENCE	16A, 16B	LOOP	NY ROUTE 75 - SB LT. THRU LANE
15A, 15B	#8	PRESENCE	17A, 17B	LOOP	NY ROUTE 75 - SB RT. TURN LANE
16A, 16B	#8	PULSE	18A, 18B	SETBACK LOOP	NY ROUTE 75 - SB
17A, 17B	#8	PULSE	19A, 19B	SETBACK LOOP	NY ROUTE 75 - SB
18A, 18B	#4	PRESENCE	20A, 20B	LOOP	NY ROUTE 75 - NB RT. TURN LANE
19A, 19B	#2	PULSE	2A, 2B	PROBE	EXIST. LOOP - U.S. ROUTE 20 EB
20A, 20B	#6	PULSE	6A, 6B	PROBE	EXIST. LOOP - U.S. ROUTE 20 WB
27A, 27B	#2	PUSHBUTTON	P_A	PUSHBUTTON	NY ROUTE 75 PEDESTRIAN CROSSING - SOUTH SIDE
28A, 28B	#6	PUSHBUTTON	P_B	PUSHBUTTON	U.S. ROUTE 20 PEDESTRIAN CROSSING - EAST SIDE

TABLE OF OPERATION

SIGNAL NO. 42

FACES / PHASE	1	2	3	4	5	6	7	8	DON'T WALK W1	DON'T WALK W2
#5	R/G	R	R	R	R	R	R	R	DWALK	DWALK
#1	R	R	R/G	R	R	R	R	R	DWALK	DWALK
#6	R	R	G	G	R	R	R	R	DWALK	DWALK
#2	G	G	R	R	R	R	R	R	WALK*	DWALK
#1 +#5	R/G	R	R/G	R	R	R	R	R	DWALK	DWALK
#2 +#5	G/G	G	R	R	R	R	R	R	WALK*	DWALK
#1 +#6	R	R	G/G	G	R	R	R	R	WALK*	DWALK
#2 +#6	G	G	G	G	R	R	R	R	WALK*	DWALK
#7	R	R	R	R	R	R	R/G	R	DWALK	DWALK
#8	R	R	R	R	G	G	R	R	DWALK	DWALK
#4	R	R	R	R	R	R	G	G	DWALK	WALK**
#4 +#7	R	R	R	R	R	R	G/G	G	DWALK	WALK**
#4 +#8	R	R	R	R	G	G	G	G	DWALK	WALK**
EMER. BEACON	FY	FY	FY	FY	FR	FR	FR	FR	DARK	DARK

SEE TABLE IN FILE
PHASE 1–12 + W1, W2

LAG 2, 3, 5, 6, 8, 9, 11, 12

* THIS INDICATION SHALL BE "WALK" FOLLOWED BY A FLASHING "DON'T WALK" CLEARANCE INTERVAL UPON ACTIVATION OF PUSH BUTTON P_A.

** THIS INDICATION SHALL BE "WALK" FOLLOWED BY A FLASHING "DONT WALK" CLEARANCE INTERVAL UPON ACTIVATION OF PUSHBUTTON P_B.

TABLE OF QUANTITIES

NYSDOT SIGNAL NO. 42

ITEM NO.	DESCRIPTION	UNIT	QTY.
05206.0305 M	CONDUIT EXCAVATION AND BACKFILL (IN EXIST. ROADWAY)	M	168
05206.0306 M	CONDUIT EXCAVATION AND BACKFILL (NOT IN ROADWAY)	M	244
619.1611 M	MAINTAIN TRAFFIC SIGNAL EQUIPMENT (REQ. A)	INT. MO.	29
680.5001 M	POLE EXCAVATION AND CONC. FOUNDATION	CM	0.5
05680.5101 M	ALTER ELEVATION OF PULLBOXES - TYPE 1	EA	4
680.510201 M	PULLBOX-CIRCULAR, 450 mm DIA. REINF. CONC.	EA	4
680.510301 M	PULLBOX-CIRCULAR, 600 mm DIA. REINF. CONC.	EA	8
08680.512001 M	CAST ALUMINUM JUNCTION BOX	EA	14
05680.530803 M	CONDUIT, FLEXIBLE LIQUID TIGHT NON-METALLIC, 1 NPS	M	27
680.520504 M	CONDUIT, RIGID PLASTIC, CLASS 1, 1¼ NPS	M	180
680.520506 M	CONDUIT, RIGID PLASTIC, CLASS 1, 2 NPS	M	215
680.520508 M	CONDUIT, RIGID PLASTIC, CLASS 1, 3 NPS	M	88
680.54 M	INDUCTANCE LOOP INSTALLATION	M	556
680.6703 M	TRAFFIC SIGNAL POLE-POST TOP MOUNT	EA	1
680.71 M	SHIELDED LEAD-IN CABLE	M	1494
680.72 M	INDUCTANCE LOOP WIRE	M	2916
680.730514 M	SIGNAL CABLE, 5 CONDUCTORS 14 AWG	M	456
05680.770042 M	MODIFY TRAFFIC SIGNAL INSTALLATION - LOCATION 42	EA. LOC.	1
05680.790042 M	REMOVE TRAFFIC SIGNAL INSTALLATION - LOCATION 42	EA. LOC.	1
05680.8131 M	PEDESTRIAN SIGNAL SECTION, 114 mm LETTERS, (POLYCARB.)	EA	4
680.8141 M	PEDESTRIAN SIGNAL BRACKET ASSEMBLY	EA	2
680.8142 M	PEDESTRIAN SIGNAL POST TOP MOUNT ASSEMBLY	EA	1
680.8225 M	PEDESTRIAN PUSHBUTTON & SIGN WITHOUT POST	EA	4
15680.950206M	SHIELD CABLE	M	15.24

PHASING DIAGRAM

SIGNAL NO. 42

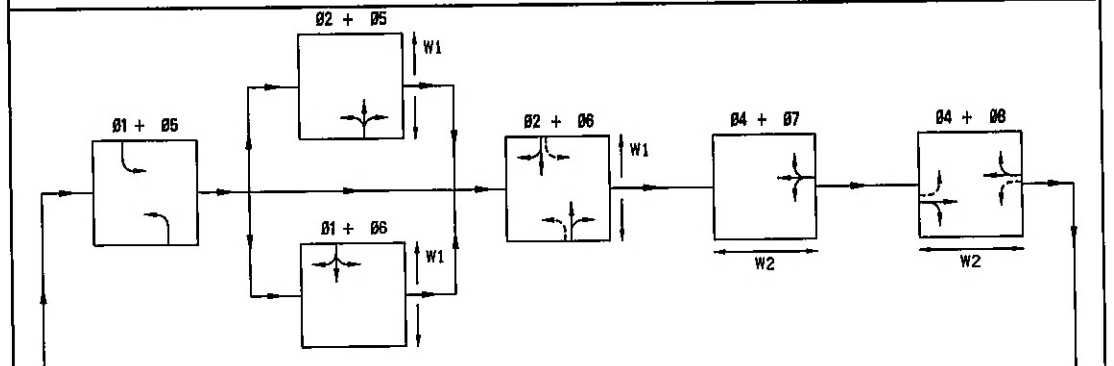


TABLE OF CLEARANCES

SIGNAL NO. 42

TO \ FROM	R	G	G/G	R/G
R	R	Y	Y/Y	R/Y
	R	R	R	R
G	R	G	G/Y	R/G
	R	G	G	R
G/G	R	G		R/G
	R	G		R/G
R/G	R	Y	Y/G	R/G
	R	R	R/G	R/G

LEGEND

SYMBOL	DESCRIPTION
R	RED
Y	YELLOW
G	GREEN
FR	FLASHING RED
FY	FLASHING YELLOW
G/G	RIGHT GREEN
G/Y	LEFT YELLOW
Y/G	RIGHT YELLOW

AS-BUILT REVISIONS

QUANTITIES, PHASES, TABLE OF OPERATION, PHASING DIAGRAM PER DOT-SOO FILE

SIGNATURE

2/1/00
DATE

TRAFFIC SIGNAL PLAN
NYSDOT SIGNAL NO. 42 AT U.S. RTE. 20

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
TR-8	NONE	2-27-97	TVGA ENGINEERING, SURVEYING, P.C.

CADD File Name: 554511DT.TRF

IN CHARGE OF: M. LEYDECKER DESIGNED BY: E. OFORI-DARKO DRAFTED BY: R. BOTZENHART CHECKED BY: P. MEREWETHER DATE: 2-27-97
CHECKED BY: E. OFORI-DARKO CHECKED BY: J.P. HALSTEAD ESTIMATED BY: P. SZUSTAK

D257329

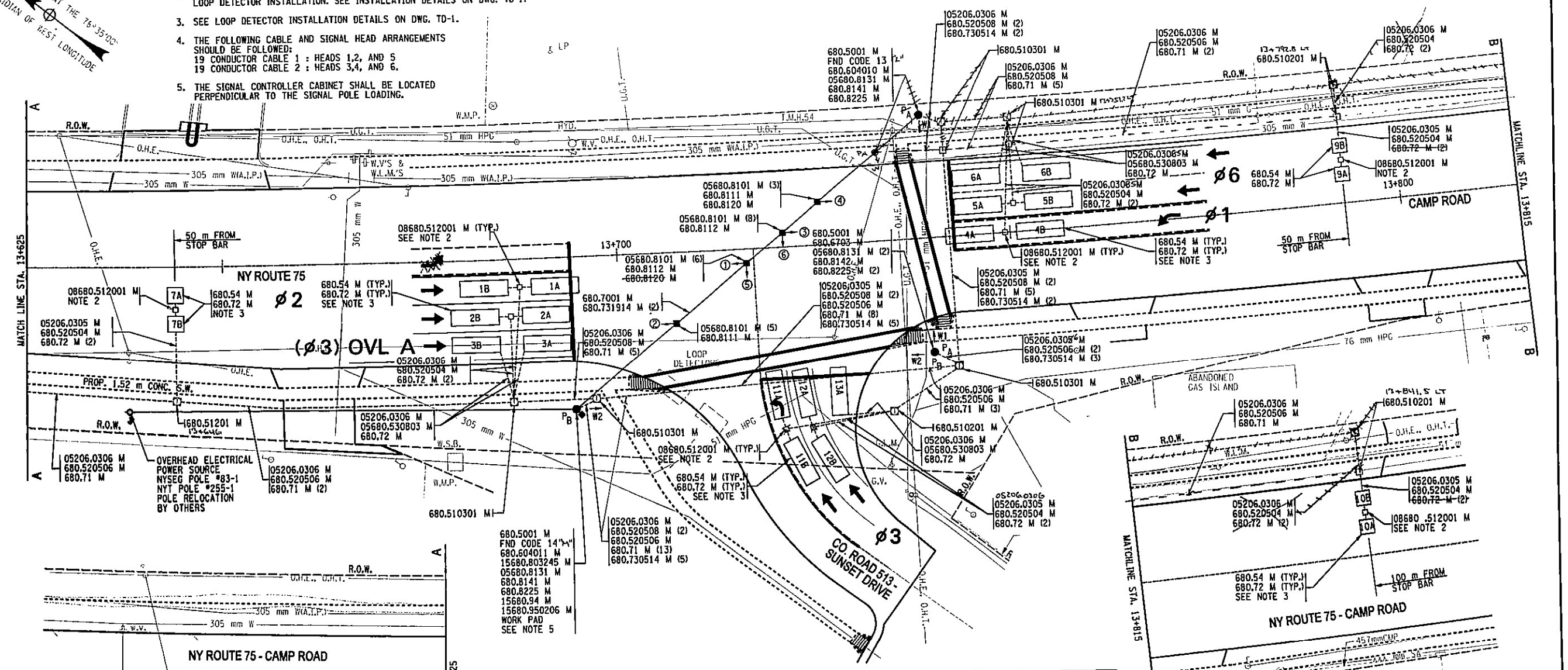
FED.ROAD REQ.NO	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.		216A	267

NY ROUTE 75 – CAMP ROAD – SH 1067
ST. FRANCIS DRIVE – SH 8530
TOWN OF HAMBURG – ERIE COUNTY

NOTES:

1. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED AND DISPOSED AS SPECIFIED IN THE SIGNAL REMOVAL TABLE. COST OF REMOVAL AND DISPOSAL SHALL BE PAID FOR UNDER THE PROVISIONS OF ITEM 05680.790336 M, REMOVE TRAFFIC INSTALLATION, LOCATION 336.
2. INSTALL CAST ALUMINUM JUNCTION BOX AND PLASTIC CONDUIT FOR LOOP DETECTOR INSTALLATION. SEE INSTALLATION DETAILS ON DWG. TD-1.
3. SEE LOOP DETECTOR INSTALLATION DETAILS ON DWG. TD-1.
4. THE FOLLOWING CABLE AND SIGNAL HEAD ARRANGEMENTS SHOULD BE FOLLOWED:
   19 CONDUCTOR CABLE 1 : HEADS 1,2, AND 5
   19 CONDUCTOR CABLE 2 : HEADS 3,4, AND 6.
5. THE SIGNAL CONTROLLER CABINET SHALL BE LOCATED PERPENDICULAR TO THE SIGNAL POLE LOADING.

TRUE NORTH AT THE 75°35'00" MERIDIAN OF WEST LONGITUDE


NY ROUTE 75
CAMP ROAD
NY ROUTE 75 - CAMP ROAD
CO. ROAD 513 - SUNSET DRIVE
ABANDONED GAS ISLAND
LOOP DETECTORS
OVERHEAD ELECTRICAL POWER SOURCE NYSEG POLE #83-1 NYT POLE #255-1 POLE RELOCATION BY OTHERS
MATCH LINE STA. 13+625
MATCHLINE STA. 13+815
Ø1
Ø2
(Ø3) OVL A
Ø3
Ø6
50 m FROM STOP BAR
100 m FROM STOP BAR
PROP. 1.52 m CONC. S.W.
305 mm W(A.I.P.)
305 mm W
76 mm HPG
305 mm RCP
305 mm CMP
45.7 mm CMP
W.M.P.
W.S.B.
W.V.
O.H.E.
O.H.E., O.H.T.
U.G.T.
T.M.H.54
HYD.
R.O.W.
680.5001 M
FND CODE 13
680.604010 M
05680.8131 M
680.8141 M
680.8225 M
05206.0306 M
680.520508 M (2)
680.730514 M (2)
680.510301 M
680.71 M (5)
680.520506 M
680.71 M (2)
680.510201 M
05206.0305 M
680.520504 M
680.72 M (2)
08680.512001 M
NOTE 2
680.54 M
680.72 M
680.54 M (TYP.)
680.72 M (TYP.)
SEE NOTE 3
05680.8101 M (3)
680.8111 M
680.8120 M
05680.8101 M (8)
680.8112 M
05680.8101 M (6)
680.8112 M
680.8120 M
680.7001 M
680.731914 M (2)
05680.8101 M (5)
680.8111 M
05206.0305 M
680.520508 M (2)
680.520506 M
680.71 M (8)
680.730514 M (5)
680.71 M (5)
680.730514 M (2)
680.520506 M (2)
680.730514 M (3)
680.71 M (3)
05206.0306 M
05680.530803 M
680.72 M
680.51201 M
13+446
680.510201 M
13+811.5
680.51201 M
13+594
680.5001 M
FND CODE 14"
680.604011 M
15680.803245 M
05680.8131 M
680.8141 M
680.8225 M
15680.94 M
15680.950206 M
WORK PAD
SEE NOTE 5
680.5001 M
680.6703 M
05680.8131 M (2)
680.8142 M
680.8225 M (2)
05206.0306 M
680.520508 M
680.71 M (5)
680.730514 M (5)
680.520508 M (2)
680.520506 M
680.71 M (13)
680.730514 M (5)
680.520506 M (2)
680.730514 M (3)
680.520504 M
680.72 M (2)
680.520506 M
680.71 M
680.520504 M
680.72 M (12)
680.520504 M
680.72 M (2)
680.520504 M
680.72 M (12)
680.520504 M
680.72 M (2)
680.520504 M
680.72 M (2)
680.520506 M
680.71 M
680.520506 M
680.71 M (2)
680.520506 M
680.71 M
680.520506 M
680.71 M
680.520506 M
680.71 M
680.520506 M
680.71 M
680.520504 M
680.72 M (12)
680.520504 M
680.72 M (12)
680.520506 M
680.71 M
680.520506 M
680.71 M
680.520506 M
680.71 M
680.520506 M
680.71 M

D257329

FED.ROAD REG.NO	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.		217A	267

NY ROUTE 75 – CAMP ROAD – SH 1067
ST. FRANCIS DRIVE – SH 8530
TOWN OF HAMBURG – ERIE COUNTY

DRAWN BY E. OFORI-DARKO CHECKED BY R. BOTZENHART DATE 2-27-97
DESIGNED BY E. OFORI-DARKO CHECKED BY J.P. HALSTEAD ESTIMATED BY P. SZUSTAK CHECKED BY P. MEREMETHER
IN CHARGE OF M. LEYDECKER

LOOP WIRING TABLE

SIGNAL NO. 336

LOOP NO.	DIMENSION	NO. OF TURNS	680. 54 M	680. 72 M	680. 71 M	05206. 0305 M	05206. 0306 M	05680. 530803 M	680. 520504 M	680. 520506 M	REMARKS
1A, 1B	2 m x 6 m	3	34	203.4	19	10	26	-	16.3	-	3 m APART, WIRED IN PARALLEL WITH SINGLE LEAD-IN
2A, 2B	2 m x 6 m	3	34	180.6	19	6		-	12.3	-	3 m APART, WIRED IN PARALLEL WITH SINGLE LEAD-IN
3A, 3B	2 m x 6 m	3	35	141.0	19	-		12	-	-	3 m APART, WIRED IN PARALLEL WITH SINGLE LEAD-IN
4A, 4B	2 m x 6 m	3	34	202.8	96	10	24	-	16.3	-	3 m APART, WIRED IN PARALLEL WITH SINGLE LEAD-IN
5A, 5B	2 m x 6 m	3	34	180.6	96	6		-	12.3	-	3 m APART, WIRED IN PARALLEL WITH SINGLE LEAD-IN
6A, 6B	2 m x 6 m	3	33	141.0	96	-		12	-	-	3 m APART, WIRED IN PARALLEL WITH SINGLE LEAD-IN
7A, 7B	2 m x 2 m	3	17	132.2	63	7	52	-	13.3	43	WIRED IN PARALLEL WITH SINGLE LEAD-IN
8A, 8B	2 m x 2 m	3	17	117.6	114	5	55	-	10.3	50	WIRED IN PARALLEL WITH SINGLE LEAD-IN
9A, 9B	2 m x 2 m	3	17	120.6	139	5	48	-	11.3	42	WIRED IN PARALLEL WITH SINGLE LEAD-IN
10A, 10B	2 m x 2 m	3	17	123.6	191	5	57	-	11.3	51	WIRED IN PARALLEL WITH SINGLE LEAD-IN
11A, 11B	2 m x 6 m	3	34	198.6	65	9	20	-	15.3	10	3 m APART, WIRED IN PARALLEL WITH SINGLE LEAD-IN
12A, 12B	2 m x 6 m	3	34	177.6	65	6		-	12.3		3 m APART, WIRED IN PARALLEL WITH SINGLE LEAD-IN
13A	2 m x 6 m	3	17	63.0	65	-		6	-		WIRED DIRECT WITH SINGLE LEAD-IN

SIGNAL OPERATION SPECIFICATIONS TABLE OF INPUT WIRING

SIGNAL NO. 336

TERMINAL	PHASE	FUNCTION	DETECTOR NO.	DETECTOR TYPE	REMARKS
1A, 1B	⌀2	PRESENCE	1A, 1B	LOOP	NY ROUTE 75 - SB LT. THRU LANE
2A, 2B	⌀2	PRESENCE	2A, 2B	LOOP	NY ROUTE 75 - SB RT. THRU LANE
3A, 3B	⌀2	PRESENCE	3A, 3B	LOOP	NY ROUTE 75 - SB RT. TURN LANE
4A, 4B	⌀1	PRESENCE	4A, 4B	LOOP	NY ROUTE 75 - NB LT. TURN LANE
5A, 5B	⌀6	PRESENCE	5A, 5B	LOOP	NY ROUTE 75 - NB RT. THRU LANE
6A, 6B	⌀6	PRESENCE	6A, 6B	LOOP	NY ROUTE 75 - NB RT. THRU LANE
7A, 7B	⌀2	PULSE	7A, 7B	SETBACK LOOP	NY ROUTE 75 - SB
8A, 8B	⌀2	PULSE	8A, 8B	SETBACK LOOP	NY ROUTE 75 - SB
9A, 9B	⌀6	PULSE	9A, 9B	SETBACK LOOP	NY ROUTE 75 - NB
10A, 10B	⌀6	PULSE	10A, 10B	SETBACK LOOP	NY ROUTE 75 - NB
11A, 11B	⌀3	PRESENCE	11A, 11B	LOOP	SUNSET DR. - LT. TURN LANE
12A, 12B	⌀3	PRESENCE	12A, 12B	LOOP	SUNSET DR. - MIDDLE LANE
13A, 13B	⌀3	PRESENCE	13A	LOOP	SUNSET DR. - RT. LANE
15A, 15B	⌀2	PUSHBUTTON	P_B	PUSHBUTTON	SUNSET DRIVE PEDESTRIAN CROSSING
16A, 16B	⌀3	PUSHBUTTON	P_A	PUSHBUTTON	NY ROUTE 75 PEDESTRIAN CROSSING - SOUTH SIDE

PHASING DIAGRAM

SIGNAL NO. 336

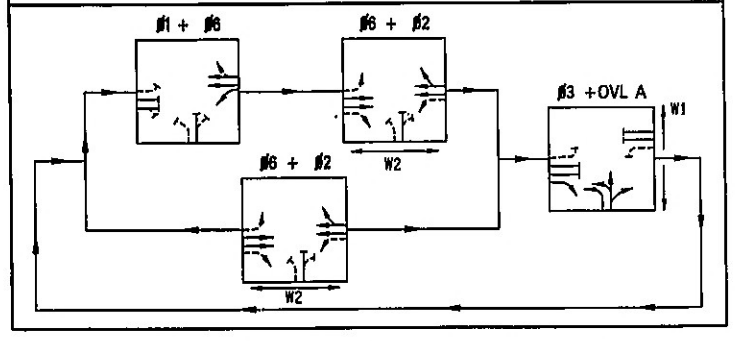


TABLE OF CLEARANCES

SIGNAL NO. 336

TO \ FROM	R	G	~~R~~	~~R~~	~~G~~	R/~~G~~
R	R	Y				R/~~Y~~
	R	R				R
G	R	G				R/~~G~~
	R	G				R/~~G~~
~~R~~						~~Y~~
~~R~~						~~R~~
~~G~~			~~R~~			~~G~~
~~G~~			~~R~~			~~G~~
R/~~G~~						R/~~G~~
R/~~G~~						R/~~G~~

LEGEND

SYMBOL	DESCRIPTION
R	RED
Y	YELLOW
G	GREEN
FR	FLASHING RED
FY	FLASHING YELLOW
~~G~~	RIGHT GREEN
~~G~~	LEFT GREEN
~~Y~~	LEFT YELLOW
~~Y~~	RIGHT YELLOW

TABLE OF OPERATION

SIGNAL NO. 336

PHASE \ FACES	Ⓡ Ⓨ Ⓖ	Ⓡ Ⓨ Ⓖ	Ⓡ Ⓨ Ⓖ	Ⓡ Ⓨ Ⓖ	Ⓡ Ⓨ Ⓖ	Ⓡ Ⓨ Ⓖ	DONT WALK / WALK	DONT WALK / WALK
	1	2	3	4	5	6	W1	W2
⌀6	R	R	G	G	R	R	DWALK	WALK••
⌀2	G	G	R	R	R	R	DWALK	WALK••
⌀3	R	R	R	R	G	G	WALK•	DWALK
⌀1	R	R	~~G~~	R	R	R	DWALK	DWALK
⌀6+⌀2	G	G	G	G	R	R	DWALK	WALK••
⌀1+⌀6	R	R	~~G~~/G	G	R	R	DWALK	DWALK
⌀3+OVL A	R	R/~~G~~	R	R	G	G	WALK•	DWALK
BEACON	FY	FY	FY	FY	FR	FR	DARK	DARK

• THIS INDICATION SHALL BE "WALK" FOLLOWED BY A FLASHING "DON'T WALK" CLEARANCE INTERVAL UPON ACTIVATION OF PUSH BUTTON P_A.

•• THIS INDICATION SHALL BE "WALK" FOLLOWED BY A FLASHING "DONT WALK" CLEARANCE INTERVAL UPON ACTIVATION OF PUSHBUTTON P_B.

TABLE OF QUANTITIES

NYSDOT SIGNAL NO. 336

ITEM NO.	DESCRIPTION	UNIT	QTY.
05206.0305 M	CONDUIT EXCAVATION AND BACKFILL (IN EXIST. ROADWAY)	M	124.5~~114~~
05206.0306 M	CONDUIT EXCAVATION AND BACKFILL (NOT IN ROADWAY)	M	233.0~~326~~
619.1611 M	MAINTAIN TRAFFIC SIGNAL EQUIPMENT (REQ. A)	INT. MO.	29
680.5001 M	POLE EXCAVATION AND CONC. FOUNDATION	CM	2.61 ~~7~~
05680.5050 M	REMOVE POLE FOUNDATION	M	0.6
680.510201 M	PULLBOX-CIRCULAR, 450MM DIA. REINF. CONC.	EA	5
680.510301 M	PULLBOX-CIRCULAR, 600MM DIA. REINF. CONC.	EA	5
08680.512001 M	CAST ALUMINUM JUNCTION BOX	EA	8 ~~10~~
05680.530803 M	CONDUIT, FLEXIBLE LIQUID TIGHT NON-METALLIC, 1 NPS	M	28.9 ~~32~~
680.520504 M	CONDUIT, RIGID PLASTIC, CLASS 1, 1¼ NPS	M	105~~138~~
680.520506 M	CONDUIT, RIGID PLASTIC, CLASS 1, 2 NPS	M	232.7~~271~~
680.520508 M	CONDUIT, RIGID PLASTIC, CLASS 1, 3 NPS	M	176.4~~203~~
680.54 M	INDUCTANCE LOOP INSTALLATION	M	328.1 ~~373~~
680.604010 M	TRAFFIC SIGNAL POLE-SPAN WIRE, 40 KN LOAD, 10 M HEIGHT	EA	1
680.604011 M	TRAFFIC SIGNAL POLE-SPAN WIRE, 40 KN LOAD, 11 M HEIGHT	EA	1
680.6703 M	TRAFFIC SIGNAL POLE-POST TOP MOUNT	EA	1
680.7001 M	SINGLE SPAN WIRE ASSEMBLY	EA	1
680.71 M	SHIELDED LEAD-IN CABLE	M	996.2~~1151~~
680.72 M	INDUCTANCE LOOP WIRE	M	1245~~1990~~
680.730514 M	SIGNAL CABLE, 5 CONDUCTORS 14 AWG	M	353 ~~434~~
680.731914 M	SIGNAL CABLE, 19 CONDUCTORS 14 AWG	M	62.5 ~~127~~
05680.7900336 M	REMOVE TRAFFIC SIGNAL INSTALLATION, LOCATION 336	EA. LOC.	1
15680.803245 M	INSTALL MICROCOMPUTER CABINET	EA	1
05680.8101 M	TRAFFIC SIGNAL SECTION - 300MM (POLYCARB.)	EA	22
680.8111 M	TRAFFIC SIGNAL BRACKET ASSEMBLY-1 WAY	EA	2
680.8112 M	TRAFFIC SIGNAL BRACKET ASSEMBLY-2 WAY	EA	2
680.8120 M	TRAFFIC SIGNAL DISCONNECT HANGER	EA	~~2~~ 1
05680.8131 M	PEDESTRIAN SIGNAL SECTION, 114MM LETTERS, (POLYCARB.)	EA	4
680.8141 M	PEDESTRIAN SIGNAL BRACKET ASSEMBLY	EA	2
680.8142 M	PEDESTRIAN SIGNAL POST TOP MOUNT ASSEMBLY	EA	1
680.8225 M	PEDESTRIAN PUSHBUTTON & SIGN WITHOUT POST	EA	4
15680.94 M	RAINTIGHT DISCONNECT BOX (BREAKER)	EA	1
15680.950206 M	SERVICE CABLE, 2 CONDUCTOR 6 AWG	M	12.9~~60~~

SIGNAL HEAD DATA TABLE

SIGNAL NO. 336

ITEM / FACES	05680.8101 M	680.8111 M	680.8112 M	680.8120 M
1, 5	6		1	1
2	5	1		
3, 6	8		1	
4	3	1		1
TOTAL	22	2	2	2

AS-BUILT REVISIONS

QUANTITIES

SIGNATURE — DATE 3/1/00

TRAFFIC SIGNAL PLAN
NYSDOT SIGNAL NO. 336 AT SUNSET DR.

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
TR-10	1:500	2-27-97	TVGA ENGINEERING, SURVEYING, P.C.

CADD File Name: 554511ET.TRF

FED ROAD REG. NO.	STATE	CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259826	258	285

SOUTHWESTERN BOULEVARD, S.H. 9269, 9237
U.S. RTE. 20 - AMSDELL ROAD TO U.S. RTE. 62
ERIE COUNTY

P.I.N. 5111.82 | B.I.N.

680.5001
680.6730
680.730514
680.813105
680.813106(2)
680.8142
03680.8150
680.8225

EXISTING POLE
680.731914(2)
15680.950206

EXISTING CONDUITS TO REMAIN
680.731914(2)
15680.950206

680.5002
680.71(15)
680.730514(8)
680.731914(2)
15680.803245
08680.803247
15680.950206
WORK PAD

206.03
680.520506
680.730514

EXISTING GROUNDING PULLBOX TO REMAIN

206.03
680.520506
680.730514

206.03
680.520105
680.520508(2)
680.730514(2)
680.731914(2)
15680.950206

206.03
680.520508
680.71(7)
680.730514(2)

680.510301

RECORD PLAN R.O.W.

R 1+950

ROGERS ROAD

Ø3

206.03
680.520508
680.71(5)
680.730514(2)

680.510301

206.03
680.520506
680.730514

680.5001
680.6730
680.730514
680.813105
680.813106(2)
680.8142
03680.8150
680.8225

206.03
680.520506
680.71(5)

680.510301
SEE NOTE #2

206.03
680.520506
680.71(2)
680.72(2-PAIR)

680.510301

206.03
680.520506
680.71(2)

680.510301

206.03
680.520506
680.71

680.510301

DETECTORS APPROX. 70 m FROM STOP LINE

DETECTORS APPROX. 140 m FROM STOP LINE

206.03
680.520508
680.71(8)
680.730514(4)

680.510301

RECORD PLAN R.O.W.

PROPOSED PLAN R.O.W.

PROPOSED S.W.

EXISTING PULLBOX
05680.7801

680.7001(2)
680.731914(2)

U.S. RTE. 20

Ø1

SOUTHWESTERN BLVD.

PROPOSED S.W.

680.510301

680.510301

680.510301
SEE NOTE #1

RECORD PLAN R.O.W.

206.03
680.520506
680.71
680.730514

206.03
680.520506
680.730514

DETECTORS APPROX. 140 m FROM STOP LINE

DETECTORS APPROX. 70 m FROM STOP LINE

206.03
680.520506
680.71(2)

206.03
680.520506
680.71(2)
680.72(2-PAIR)

206.03
680.520506
680.730514

206.03
680.520506
680.71(3)
680.730514(3)

680.5001
680.6730
680.730514
680.813105
680.813106(2)
680.8142
03680.8150
680.8225

206.03
680.520506
680.730514

680.510301

206.03
680.520508
680.71(3)
680.730514(2)

680.510301

206.03
680.520506
680.730514

206.03
680.520506
680.71
680.730514

EXISTING PULLBOX TO REMAIN

EXISTING CONDUITS TO REMAIN

EXISTING POLE TO REMAIN

EXISTING CONDUITS TO REMAIN

EXISTING PULLBOX TO REMAIN
05680.7801

680.5001
680.6730
680.730514
680.813105
680.813106(2)
680.8142
03680.8150
680.8225

THE LOCATION OF THE CROSSWALK LINES, STOP LINES, AND SIDEWALK CURB RAMPS SHOWN HERE ARE APPROXIMATE. SEE THE PAVEMENT MARKING PLAN SHEETS FOR THE PROPER LOCATION OF THESE FEATURES.

NOTES:
1. LOOP WIRES FROM DETECTOR * 1B AND 2B SHALL BE CONNECTED TO LOOP 1A AND 2A RESECTIVELY AND THEIR APPROPRIATE SHIELDED LEAD-IN CABLE IN THIS PULLBOX.
2. LOOP WIRES FROM DETECTOR * 5B AND 6B SHALL BE CONNECTED TO LOOP 5A AND 6A RESECTIVELY AND THEIR APPROPRIATE SHIELDED LEAD-IN CABLE IN THIS PULLBOX.

NYSDOT TRAFFIC SIGNAL *250 (ERIE)

ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED

AS BUILT REVISIONS

SIGNATURE | DATE

U.S. RTE. 20 @ ROGERS ROAD
TOWN OF HAMBURG

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

FILENAME	REGION	DATE	DRAWING NO.
51118252 TRF	5	10-7-04	SIG-3

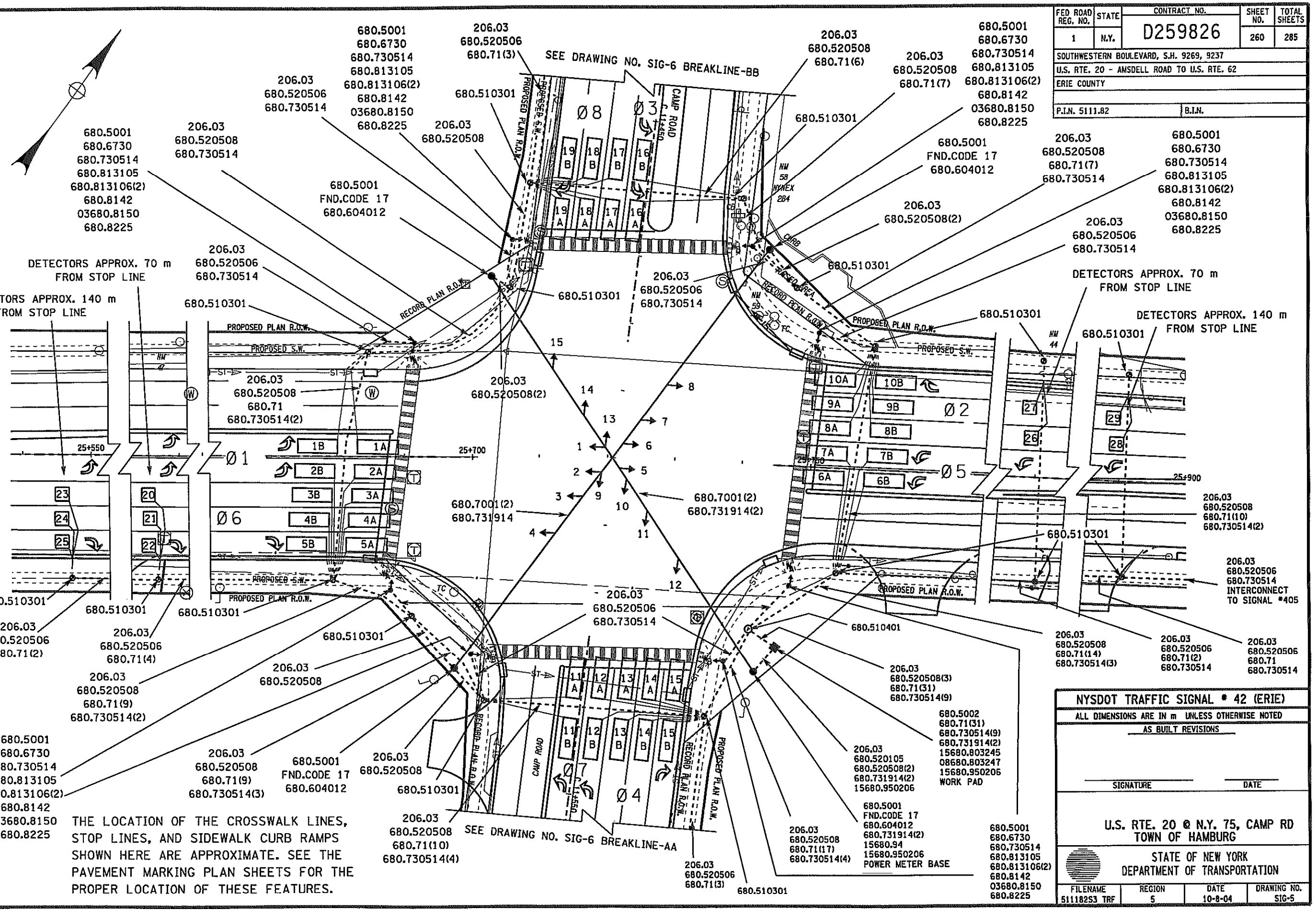
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USER = fdegeorge

DESIGN SUPERVISOR S.SINGH JOB MANAGER R.A.LUNZ DESIGNED BY F.P.DeGEORGE DRAFTED BY F.P.DeGEORGE ESTIMATED BY R.A.LUNZ CHECKED BY R.A.LUNZ CHECKED BY

FED ROAD REG. NO.	STATE	CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259826	260	285

SOUTHWESTERN BOULEVARD, S.H. 9269, 9237
U.S. RTE. 20 - AMSDELL ROAD TO U.S. RTE. 62
ERIE COUNTY

P.I.N. 5111.82 | B.I.N.



NYSDOT TRAFFIC SIGNAL # 42 (ERIE)

ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED

AS BUILT REVISIONS

SIGNATURE DATE

U.S. RTE. 20 @ N.Y. 75, CAMP RD
TOWN OF HAMBURG

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

FILENAME	REGION	DATE	DRAWING NO.
51118253 TRF	5	10-8-04	SIG-5

DESIGN SUPERVISOR S.SINGH — JOB MANAGER R.A.LUNZ — DESIGNED BY F.P.DeGEORGE — CHECKED BY R.A.LUNZ
ESTIMATED BY F.P.DeGEORGE — DRAFTED BY F.P.DeGEORGE — CHECKED BY R.A.LUNZ
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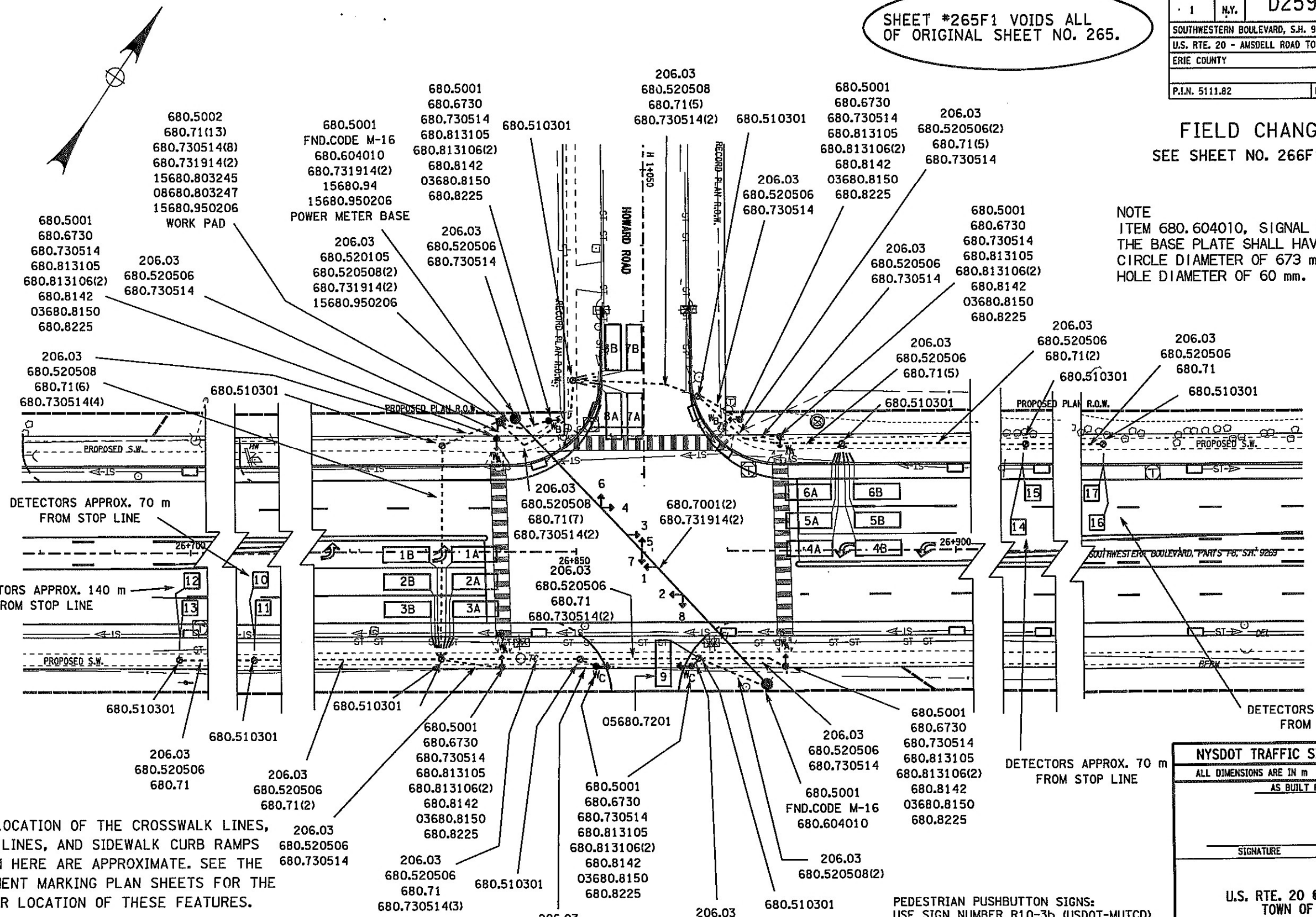
FED ROAD REG. NO.	STATE	CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259826	265F1	285
SOUTHWESTERN BOULEVARD, S.H. 9269, 9237				
U.S. RTE. 20 - AMSDELL ROAD TO U.S. RTE. 62				
ERIE COUNTY				
P.I.N. 5111.82		B.I.N.		

SHEET #265F1 VOIDS ALL OF ORIGINAL SHEET NO. 265.

FIELD CHANGE SHEET

SEE SHEET NO. 266F1 FOR APPROVAL

NOTE
ITEM 680.604010, SIGNAL POLE-SPAN WIRE: THE BASE PLATE SHALL HAVE A BOLT CIRCLE DIAMETER OF 673 mm WITH A BOLT HOLE DIAMETER OF 60 mm.



THE LOCATION OF THE CROSSWALK LINES, STOP LINES, AND SIDEWALK CURB RAMPS SHOWN HERE ARE APPROXIMATE. SEE THE PAVEMENT MARKING PLAN SHEETS FOR THE PROPER LOCATION OF THESE FEATURES.

ITEMS 08680.803247 AND 15680.803245 SHALL BE INSTALLED IN A POSITION, SUCH THAT, THE CONTROL CABINET DOOR FACES AWAY FROM THE ROADWAY.

PEDESTRIAN PUSHBUTTON SIGNS:
USE SIGN NUMBER R10-3b (USDOT-MUTCD)
SIZE OF SIGN SHALL BE 112.5mm X 150mm.
REPLACE THE "DIRECTIONAL ARROW" WITH:
"RTE 20" FOR WA (4-SIGNS)
"HOWARD RD" FOR WB (2-SIGNS)

NYSDOT TRAFFIC SIGNAL #469 (ERIE)

ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED

AS BUILT REVISIONS

SIGNATURE DATE

U.S. RTE. 20 @ HOWARD ROAD
TOWN OF HAMBURG

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

FILENAME	REGION	DATE	DRAWING NO.
51118254 TRF	5	3-11-05	SIG-10

DESIGN SUPERVISOR S.SINGH — JOB MANAGER R.A.LUNZ — DESIGNED BY F.P.DeGEORGE — CHECKED BY R.A.LUNZ — DRAFTED BY F.P.DeGEORGE — ESTIMATED BY F.P.DeGEORGE — CHECKED BY R.A.LUNZ

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FED ROAD REG. NO.	STATE	CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259826	266F1	285

SOUTHWESTERN BOULEVARD, S.H. 9269, 9237
U.S. RTE. 20 - AMSDELL ROAD TO U.S. RTE. 62
ERIE COUNTY

P.I.N. 5111.82 B.I.N.

SHEET #266F1 VOIDS ALL OF ORIGINAL SHEET NO. 266.

FIELD CHANGE SHEET

SIGNAL HEAD DATA TABLE

FACE \ ITEM	680. 810601	680. 810101	680. 810103	680. 810104	680. 810105	680. 810106	680. 8111	680. 8112	680. 8120
1	5	1	1	1	1	1	1	---	1
2, 8	6	2	2	---	2	---	---	1	1
3	5	1	1	1	1	1	1	---	1
4, 6	6	2	2	---	2	---	---	1	1
5, 7	6	2	2	---	2	---	---	1	1
TOTAL	28	8	8	2	8	2	2	3	5

INSTALL TRAFFIC SIGNAL HEADS AT LOCATIONS SHOWN BELOW:
HEADS TO BE ALINED WITH LANE LINE: 1, 2, 3, 4
HEAD 5,7 TO BE ALINED WITH HOWARD RD. CENTER LINE EXTENDED

THE INCIDENTALS REQUIRED, PER SECT. 680-5.23 OF THE DEPARTMENT'S "STANDARD SPECIFICATIONS" TO MAKE AN INDIVIDUAL "TRAFFIC SIGNAL SECTION-TYPE 1" SHALL INCLUDE A REINFORCING SUPPORT PLATE.
A REINFORCING SUPPORT PLATE, AS SUPPLIED BY THE SIGNAL SECTION MANUFACTURER, SHALL BE INSTALLED IN THE TOP TRAFFIC SIGNAL SECTION OF ALL "ONE-WAY" TRAFFIC SIGNAL HEADS.

FACE	1	2	3	4	5	6	7	8
SIGNAL HEAD DISPLAY	R	R	R	R	R	R	R	R
	Y	Y	Y	Y	Y	Y	Y	Y
	G	G	G	G	G	G	G	G
	⊖		⊖					
	←		←					

INPUT AND OUTPUT WIRING TABLES ARE AVAILIABLE THROUGH THE NYSDOT REGION 5, REGIONAL TRAFFIC ENGINEER'S OFFICE.

CONTACT THE REGIONAL TRAFFIC AND SAFETY ENGINEER FOR PREFERENTIAL PHASING SEQUENCE, OPERATIONAL SCHEDULE, AND SIGNAL OPERATION SPECIFICATIONS.

NOTES:

FACE # 1 & 3 SHALL BE ARRANGED AS FOLLOWS:

R
⊖ Y
← G

DETECTOR DATA TABLE

NO.	PHASE	680. 54	680. 72	680. 71	206. 03	05680. 530803	05680. 7201
1A	1	26	80	48	4	4	---
1B	1	26	80			4	---
2A	1	24	74	48		4	---
2B	1	24	74			4	---
3A	1	20	66	48		4	---
3B	1	20	66			4	---
4A	1	26	78	66	3	3	---
4B	1	26	78			3	---
5A	1	24	72	66		3	---
5B	1	24	72			3	---
6A	1	20	64	66		3	---
6B	1	20	64			3	---
7A	3	20	68	24	4	4	---
7B	3	20	68			4	---
8A	3	17	62	24		4	---
8B	3	17	62			4	---
9	3	---	---	84	2	2	22
10	1	16	56	114	3	3	---
11	1	12	48			3	
12	1	16	56	186	3	3	---
13	1	12	48			3	
14	1	16	56	132	3	3	---
15	1	12	48			3	
16	1	16	56	204	3	3	---
17	1	12	48			3	
TOTAL		466	1544	1110	35	84	22

NOTE: 1.83X6.1m LOOP SHALL HAVE 3 TURNS OF WIRE.
1.83X1.83m LOOP SHALL HAVE 4 TURNS OF WIRE.
THE LEADING EDGE OF THE FIRST LOOP SHALL BE INSTALLED 1.5m IN FRONT OF THE STOP LINE.
ITEM 05680.7201 LOOP SHALL HAVE 4 TURNS OF WIRE.

APPROVED BY:
J.R.KOWALSKI, P.E. DATE 7/15/05
REGIONAL CONSTRUCTION ENGINEER

APPROVED BY:
J.J.BARNACK, P.E. DATE 7/11/05
REGIONAL TRAFFIC ENGINEER

APPROVED BY:
J.J.TYMAN, P.E. DATE 7/21/05
DEPUTY CHIEF ENGINEER FOR CONSTRUCTION

THESE SIGNATURES ARE FOR THE APPROVAL OF THE FOLLOWING SHEETS: 265F1, 266F1

NOTE: UNLESS OTHERWISE NOTED, ALL EXISTING TRAFFIC SIGNAL EQUIPMENT WILL BE REMOVED UNDER THE PROVISIONS OF ITEM 05680.790005, "REMOVE TRAFFIC SIGNAL INSTALLATION, LOCATION 469", INCLUDING BUT NOT LIMITED TO:

8- MAGNETIC DETECTOR PROBES
1- SPAN WIRE ASSEMBLY
3- 2 WAY, 3 SECT., 300mm SIGNAL HEADS W/HANGER ASSEMBLIES
2- 1 WAY, 3 SECT. 300mm SIGNAL HEADS W/HANGER ASSEMBLIES
2- ANCHOR BASE TRAFFIC SIGNAL POLES
1- POLE MTD. TRAFFIC SIGNAL CONTROL CABINET W/CONTROL EQUIP.
7- PRECAST 600mm DIA. CONC. PULLBOXES W/ FRAME & COVER
1- PRECAST 450mm DIA. CONC. PULLBOXES W/ FRAME & COVER
1- PEDESTRIAN POLE
2- PED. SIGNAL HEADS W/ MTG. ASSEMBLIES
2- PED. BUTTONS
ALL- SIGNAL CONTROL, POWER & DET. LEAD-IN CABLES

QUANTITY AND ITEM LIST

ITEM NO.	DESCRIPTION	UNIT	QTY
206.03	CONDUIT EXCAVATION AND BACKFILL	m	495
619.1611	MAINTAIN TRAFFIC SIGNAL EQUIP (REQ A)	INT MO	18
680.5001	POLE EXCAVATION AND CONCRETE FOUNDATION	CM	11.60
680.5002	CONCRETE BASE FOR CONTROLLER CABINET	EACH	1
05680.5050	REMOVE POLE FOUNDATION	m	3
680.510301	PULLBOX-CIRC., 600 mm DIA, REINF. CONC.	EACH	11
680.520105	CONDUIT, STEEL, ZINC COATED, 1-1/2 NPS	m	6
680.520506	CONDUIT, RIGID PLASTIC, CLASS 1, 2 NPS	m	384
680.520508	CONDUIT, RIGID PLASTIC, CLASS 1, 3 NPS	m	103
05680.530803	CONDUIT, FLEX LIQ-TIGHT NON-METAL, 1 NPS	m	84
680.54	INDUCTANCE LOOP INSTALLATION	m	466
680.604010	SIGNAL POLE-SPAN WIRE	EACH	2
680.6730	SIGNAL POLE-POST TOP MOUNT	EACH	8
680.7001	SINGLE SPAN WIRE ASSEMBLY	EACH	2
680.71	SHIELDED LEAD-IN CABLE	m	1110
680.72	INDUCTANCE LOOP WIRE	m	1544
05680.7201	HDR PREFORMED DETECTOR LOOP	m	22
680.730514	SIGNAL CABLE, 5 CONDUCTORS 14 AWG	m	486
680.731914	SIGNAL CABLE, 19 CONDUCTORS 14 AWG	m	115
05680.790005	REMOVE TRAFFIC SIGNAL INSTALL, LOC #469	EA LOC	1
15680.803245	INSTALL MICROCOMPUTER CABINET	EACH	1
08680.803247	MICROCOMPUTER CABINET BASE (ALUMINUM)	EACH	1
680.810101	SIGNAL MODULE-300 mm, RED BALL, LED	EACH	8
680.810103	SIGNAL MODULE-300 mm, YELLOW BALL, LED	EACH	8
680.810105	SIGNAL MODULE-300 mm, GREEN BALL, LED	EACH	8
680.810106	SIGNAL MODULE-300 mm, GREEN ARROW, LED	EACH	2
680.810104	SIGNAL MODULE- 300 mm, YELLOW ARROW, LED	EACH	2
680.810601	SIGNAL SECTION, POLYCARBONITE, TYPE 1, 300 mm	EACH	28
680.8111	TRAFFIC SIGNAL BRACKET ASSEMBLY - 1 WAY	EACH	2
680.8112	TRAFFIC SIGNAL BRACKET ASSEMBLY - 2 WAY	EACH	3
680.8120	TRAFFIC SIGNAL DISCONNECT HANGER	EACH	5
680.813105	PED MODULE - 300mm, BI-MODAL HAND/MAN, LED	EACH	8
680.813106	PED SIGNAL SEC. - POLYCARBONITE TYPE 1, 300	EACH	16
03680.8150	PEDESTRIAN COUNT DOWN TIMER	EACH	8
680.8142	PEDESTRIAN SIGNAL POST TOP MOUNT ASSEMBLY	EACH	8
680.8225	PEDESTRIAN PUSHBUTTON AND SIGN - W/O POST	EACH	8
15680.94	RAINTIGHT DISCONNECT BOX (BREAKER)	EACH	1
15680.950206	SERVICE CABLE, 2 CONDUCTOR 6 AWG	m	24

NYSDOT TRAFFIC SIGNAL *469 (ERIE)

ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED

AS BUILT REVISIONS

SIGNATURE DATE

U.S. RTE. 20 @ HOWARD ROAD
TOWN OF HAMBURG

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

FILENAME	REGION	DATE	DRAWING NO.
5111825A TRF	5	4-11-05	SIG-11

DESIGN SUPERVISOR S.SINGH JOB MANAGER R.A.LUNZ DESIGNED BY F.P.DeGEORGE CHECKED BY R.A.LUNZ
ESTIMATED BY F.P.DeGEORGE DRAFTED BY F.P.DeGEORGE CHECKED BY R.A.LUNZ
FILE NAME = d:\PW_Working\fdegeorge\dma18930\5111825a4_trf.dgn
DATE/TIME = 11-APR-2005 14:19
USER = fdegeorge

SRF ASSOCIATES
www.srfa.net
Transportation Planning / Engineering / Design

Traffic Signal Warrant Analysis - Camp Road/Proposed Dwy - Hamburg Crossings - Full Build Conditions
Town of Hamburg, Erie County

Hour			Existing Fluctuation in Artery Volumes				**Full Build Conditions Artery Volume on Camp Rd @ Proposed Driveway**	Hourly Fluctuation of Warehouse Facility Driveway Traffic	**Total Hourly Volumes Proposed Driveway* - Full Build Conditions**	Warrant Analysis			
			per NYSDOT count on Camp Rd	per NYSDOT count on Camp Rd	per NYSDOT count on Camp Rd	Hourly Fluctuation				Warrant 1 Condition A	Warrant 1 Condition B	Warrant 2 (4-hour)	Warrant 3 (Peak Hour)
			NWB	SEB	Two-Way	Two-Way	**Total**	Exiting		420/140	630/70	80 vph	100 vph
6:00 AM	to	7:00 AM	817	530	1347	4.88%	**1243**	5.30%	**78**	N	Y	N	N
7:00 AM	to	8:00 AM	1265	893	2158	7.82%	**1991**	10.40%	**153**	Y	Y	Y	Y
8:00 AM	to	9:00 AM	1037	768	1805	6.54%	**1665**	7.40%	**109**	N	Y	Y	Y
9:00 AM	to	10:00 AM	856	693	1549	5.61%	**1429**	7.10%	**105**	N	Y	Y	Y
10:00 AM	to	11:00 AM	747	749	1496	5.42%	**1380**	7.40%	**109**	N	Y	Y	Y
11:00 AM	to	12:00 PM	791	803	1594	5.78%	**1471**	7.90%	**116**	N	Y	Y	Y
12:00 PM	to	1:00 PM	893	833	1726	6.25%	**1592**	9.80%	**144**	Y	Y	Y	Y
1:00 PM	to	2:00 PM	812	834	1646	5.97%	**1519**	7.20%	**106**	N	Y	Y	Y
2:00 PM	to	3:00 PM	892	941	1833	6.64%	**1691**	8.10%	**119**	N	Y	Y	Y
3:00 PM	to	4:00 PM	1052	1133	2185	7.92%	**2016**	8.80%	**130**	N	Y	Y	Y
4:00 PM	to	5:00 PM	1174	1305	2479	8.98%	**2287**	7.40%	**109**	N	Y	Y	Y
5:00 PM	to	6:00 PM	1170	1223	2393	8.67%	**2208**	7.70%	**113**	N	Y	Y	Y
6:00 PM	to	7:00 PM	890	896	1786	6.47%	**1648**	1.70%	**25**	N	N	N	N
7:00 PM	to	8:00 PM	635	667	1302	4.72%	**1201**	0.40%	**6**	N	N	N	N
8:00 PM	to	9:00 PM	489	505	994	3.60%	**917**	0.10%	**1**	N	N	N	N
9:00 PM	to	10:00 PM	358	388	746	2.70%	**688**	0.40%	**6**	N	N	N	N
10:00 PM	to	11:00 PM	276	279	555	2.01%	**512**	0.00%	**0**	N	N	N	N
										N	N	N	N
										2	12	11	11
					27594		25457		**1473**				

* 80% of the right turn volumes were included in this calculation as it is assumed that as much as 20% of the right turns may turn right on red.

PROJECT DETAILS

Project Name:	Hamburg Crossings Warehouses	Type of Project:	
Project No:		City:	
Country:		Built-up Area(Sq.ft):	
Analyst Name:	Amy Dake	Clients Name:	
Date:	2/8/2022	ZIP/Postal Code:	
State/Province:		No. of Scenarios:	2
Analysis Region:			

SCENARIO SUMMARY

Scenarios	Name	No. of Land Uses	Phases of Development	No. of Years to Project Traffic	User Group	Estimated New Vehicle Trips		
						Entry	Exit	Total
Scenario - 1	AM Peak	5	1	0		167	49	216
Scenario - 2	PM Peak	5	1	0		64	166	230

Scenario - 1

Scenario Name: AM Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
150 - Warehousing	General Urban/Suburban	1000 Sq. Ft. GFA	116.4	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	29	9	38
Data Source: Trip Generation Manual, 11th Ed					T = 0.12(X) + 23.62	77%	23%	
150(1) - Warehousing	General Urban/Suburban	1000 Sq. Ft. GFA	108	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	28	8	36
Data Source: Trip Generation Manual, 11th Ed					T = 0.12(X) + 23.62	77%	23%	
150(2) - Warehousing	General Urban/Suburban	1000 Sq. Ft. GFA	144	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	31	9	40
Data Source: Trip Generation Manual, 11th Ed					T = 0.12(X) + 23.62	77%	23%	
150(3) - Warehousing	General Urban/Suburban	1000 Sq. Ft. GFA	108	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	28	8	36
Data Source: Trip Generation Manual, 11th Ed					T = 0.12(X) + 23.62	77%	23%	
150(4) - Warehousing	General Urban/Suburban	1000 Sq. Ft. GFA	351.6	Weekday, Peak Hour of Adjacent Street	Best Fit (LIN)	51	15	66
Data Source: Trip Generation Manual, 11th Ed					T = 0.12(X) + 23.62	77%	23%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
150 - Warehousing	100	100	1.3	1.3	77	23
150(1) - Warehousing	100	100	1.3	1.3	77	23
150(2) - Warehousing	100	100	1.3	1.3	77	23
150(3) - Warehousing	100	100	1.3	1.3	77	23
150(4) - Warehousing	100	100	1.3	1.3	77	23

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
150 - Warehousing	38	11	0	0	38	11
	49		0		49	
150(1) - Warehousing	37	11	0	0	37	11
	48		0		48	
150(2) - Warehousing	41	12	0	0	41	12
	53		0		53	
150(3) - Warehousing	37	11	0	0	37	11
	48		0		48	
150(4) - Warehousing	66	20	0	0	66	20
	86		0		86	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
150 - Warehousing	29	9	38
150(1) - Warehousing	28	8	36

150(2) - Warehousing	31	9	40
150(3) - Warehousing	28	8	36
150(4) - Warehousing	51	15	66

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	167	49	216
External Vehicle Trips	167	49	216
New Vehicle Trips	167	49	216

Scenario - 2

Scenario Name: PM Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
150 - Warehousing	General Urban/Suburban	1000 Sq. Ft. GFA	116.4	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	11	29	40
Data Source: Trip Generation Manual, 11th Ed					T = 0.12(X) + 26.48	28%	72%	
150(1) - Warehousing	General Urban/Suburban	1000 Sq. Ft. GFA	108	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	11	28	39
Data Source: Trip Generation Manual, 11th Ed					T = 0.12(X) + 26.48	28%	72%	
150(2) - Warehousing	General Urban/Suburban	1000 Sq. Ft. GFA	144	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	12	32	44
Data Source: Trip Generation Manual, 11th Ed					T = 0.12(X) + 26.48	28%	72%	
150(3) - Warehousing	General Urban/Suburban	1000 Sq. Ft. GFA	108	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	11	28	39
Data Source: Trip Generation Manual, 11th Ed					T = 0.12(X) + 26.48	28%	72%	
150(4) - Warehousing	General Urban/Suburban	1000 Sq. Ft. GFA	351.6	Weekday, Peak Hour of Adjacent Street	Best Fit (LIN)	19	49	68
Data Source: Trip Generation Manual, 11th Ed					T = 0.12(X) + 26.48	28%	72%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
150 - Warehousing	100	100	1.3	1.3	28	72
150(1) - Warehousing	100	100	1.3	1.3	28	72
150(2) - Warehousing	100	100	1.3	1.3	28	72
150(3) - Warehousing	100	100	1.3	1.3	28	72
150(4) - Warehousing	100	100	1.3	1.3	28	72

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
150 - Warehousing	15	38	0	0	15	38
	53		0		53	
150(1) - Warehousing	14	37	0	0	14	37
	51		0		51	
150(2) - Warehousing	16	41	0	0	16	41
	57		0		57	
150(3) - Warehousing	14	37	0	0	14	37
	51		0		51	
150(4) - Warehousing	25	64	0	0	25	64
	89		0		89	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
150 - Warehousing	11	29	40
150(1) - Warehousing	11	28	39

150(2) - Warehousing	12	32	44
150(3) - Warehousing	11	28	39
150(4) - Warehousing	19	49	68

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	64	166	230
External Vehicle Trips	64	166	230
New Vehicle Trips	64	166	230

PROJECT: **Proposed Hamburg Crossings Warehouse Development**
LOCATION: **Town of Hamburg, New York**
PEAK HOUR: **AM Peak**

Figure Number: 3 4 6 7 8

Num of yrs
7

LOCATION NUMBER	INTERSECTION DESCRIPTION	Unadjusted Volumes	2028 Bkgd Vol 0.75%	Proposed Distribution Facility				Total Site Trips	Full Build Volumes
				Enter Dist. %	Exit Dist. %	Trips IN 167	Trips OUT 49		
1	Southwestern Blvd/ Howard Rd								
	SR	47	50	2%		3		3	53
	ST								
	SL	141	149						149
	WR	58	61						61
	WT	361	380	16%		27		27	407
	WL	3	3						3
	NR	10	11						11
	NT	4	4						4
	NL	9	9						9
	ER	2	2						2
	ET	657	692		16%		8	8	700
	EL	39	41		2%		1	1	42
2	Southwestern Blvd/ Sowles Rd								
	SR	65	68						68
	ST	339	357	18%		30		30	387
	SL	7	7						7
	WR	31	33						33
	WT	109	115						115
	WL	124	131	5%		8		8	139
	NR	118	124		5%		2	2	126
	NT	681	718		18%		9	9	727
	NL	17	18						18
	ER	12	13						13
	ET	28	30						30
	EL	38	40						40
3	Southwestern Blvd/ Rogers Rd								
	SR	23	24						24
	ST	39	41						41
	SL	169	178	4%		7		7	185
	WR	69	73		4%		2	2	75
	WT	396	417		15%		7	7	424
	WL	6	6		2%		1	1	7
	NR	20	21	2%		3		3	24
	NT	47	50						50
	NL	21	22						22
	ER	14	15						15
	ET	813	857	15%		25		25	882
	EL	21	22						22
4	Camp Rd/ Sowles Rd								
	SR								
	ST	428	451	17%		28		28	479
	SL	74	78						78
	WR	173	182						182
	WT								
	WL	5	5						5
	NR	15	16						16
	NT	834	879		17%		8	8	887
	NL								
	ER								
	ET								
	EL								
5	Camp Rd/ Southwestern Blvd								
	SR	132	139						139
	ST	272	287	17%		28		28	315
	SL	36	38						38
	WR	31	33						33
	WT	295	311						311
	WL	158	166	23%		38		38	204
	NR	214	225		23%		11	11	236
	NT	577	608		17%		8	8	616
	NL	166	175		21%		10	10	185
	ER	333	351	21%		35		35	386
	ET	597	629						629
	EL	253	267						267

PROJECT: **Proposed Hamburg Crossings Warehouse Development**
LOCATION: **Town of Hamburg, New York**
PEAK HOUR: **AM Peak**

Figure Number: 3 4 6 7 8

Num of yrs
7

LOCATION NUMBER	INTERSECTION DESCRIPTION	Unadjusted Volumes	2028 Bkgd Vol 0.75%	Proposed Distribution Facility				Total Site Trips	Full Build Volumes
				Enter Dist. %	Exit Dist. %	Trips IN 167	Trips OUT 49		
6	Camp Rd/ I-90 Interchange								
	SR								
	ST	391	412	6%	2%	10	1	11	423
	SL	321	338		11%		5	5	343
	WR	202	213	11%		18		18	231
	WT								
	WL	185	195	1%		2		2	197
	NR	420	443		1%		0	0	443
	NT	737	777	2%	6%	3	3	6	783
	NL								
	ER								
	ET								
	EL								
7	Camp Rd/ Commerce Pl								
	SR	22	23	7%		12		12	35
	ST	554	584		2%		1	1	585
	SL								
	WR								
	WT								
	WL								
	NR								
	NT	1137	1198	2%		3		3	1201
	NL	13	14	25%		42		42	56
	ER	17	18		25%		12	12	30
	ET								
	EL	20	21		7%		3	3	24
8	Camp Rd/ Sunset Dr								
	SR	67	71		5%		2	2	73
	ST	477	503		22%		11	11	514
	SL								
	WR								
	WT								
	WL								
	NR								
	NT	853	899	22%		37		37	936
	NL	43	45						45
	ER	52	55						55
	ET								
	EL	253	267	5%		8		8	275
9	Camp Rd/ Scranton Rd								
	SR	3	3						3
	ST	445	469		19%		9	9	478
	SL	57	60		3%		1	1	61
	WR	86	91	3%		5		5	96
	WT								
	WL	84	89						89
	NR	51	54						54
	NT	819	863	19%		32		32	895
	NL	2	2						2
	ER								
	ET	1	1						1
	EL	1	1						1
10	Camp Rd/ Legion Dr								
	SR								
	ST	299	315		13%		6	6	321
	SL	250	263		6%		3	3	266
	WR	216	228	6%		10		10	238
	WT								
	WL	24	25						25
	NR	105	111						111
	NT	710	748	13%		22		22	770
	NL								
	ER								
	ET								
	EL								
11	Camp Rd/ Proposed Driveway								
	SR			55%		92		92	92
	ST	712	750	6%		10		10	760
	SL								
	WR								
	WT								
	WL								
	NR								
	NT	939	989		6%		3	3	992
	NL			13%		22		22	22
	ER				13%		6	6	6
	ET								
	EL				55%		27	27	27

PROJECT: **Proposed Hamburg Crossings Warehouse Development**
LOCATION: **Town of Hamburg, New York**
PEAK HOUR: **PM Peak**

Figure Number: 3 4 6 7 8

Num of yrs: 7

LOCATION NUMBER	INTERSECTION DESCRIPTION	Unadjusted Volumes	2028 Bkgd Vol 0.75%	Proposed Warehouse Development				Total Site Trips	Full Build Volumes
				Enter Dist. %	Exit Dist. %	Trips IN 64	Trips OUT 166		
1	Southwestern Blvd/ Howard Rd								
	SR	43	45	2%		1		1	46
	ST	2	2						2
	SL	98	103						103
	WR	131	138						138
	WT	1005	1059	16%		10		10	1069
	WL	14	15						15
	NR	9	9						9
	NT	1	1						1
	NL	9	9						9
	ER	18	19						19
	ET	772	813		16%		27	27	840
	EL	57	60		2%		3	3	63
2	Southwestern Blvd/ Sowles Rd								
	SR	70	74						74
	ST	957	1008	18%		12		12	1020
	SL	39	41						41
	WR	34	36						36
	WT	75	79						79
	WL	138	145	5%		3		3	148
	NR	167	176		5%		8	8	184
	NT	749	789		18%		30	30	819
	NL	27	28						28
	ER	21	22						22
	ET	135	142						142
	EL	88	93						93
3	Southwestern Blvd/ Rogers Rd								
	SR	40	42						42
	ST	66	70						70
	SL	120	126	4%		3		3	129
	WR	180	190		4%		7	7	197
	WT	1137	1198		15%		25	25	1223
	WL	50	53		2%		3	3	56
	NR	20	21	2%		1		1	22
	NT	88	93						93
	NL	27	28						28
	ER	18	19						19
	ET	531	560	15%		10		10	570
	EL	47	50						50
4	Camp Rd/ Sowles Rd								
	SR								
	ST	977	1029	17%		11		11	1040
	SL	195	205						205
	WR	158	166						166
	WT								
	WL	14	15						15
	NR	13	14						14
	NT	546	575		17%		28	28	603
	NL								
	ER								
	ET								
	EL								
5	Camp Rd/ Southwestern Blvd								
	SR	368	388						388
	ST	579	610	17%		11		11	621
	SL	44	46						46
	WR	7	7						7
	WT	814	858						858
	WL	243	256	23%		15		15	271
	NR	317	334		23%		38	38	372
	NT	355	374		17%		28	28	402
	NL	449	473		21%		35	35	508
	ER	238	251	21%		13		13	264
	ET	547	576						576
	EL	196	207						207

PROJECT: **Proposed Hamburg Crossings Warehouse Development**
LOCATION: **Town of Hamburg, New York**
PEAK HOUR: **PM Peak**

Figure Number: 3 4 6 7 8

Num of yrs
7

LOCATION NUMBER	INTERSECTION DESCRIPTION	Unadjusted Volumes	2028 Bkgd Vol 0.75%	Proposed Warehouse Development				Total Site Trips	Full Build Volumes
				Enter Dist. %	Exit Dist. %	Trips IN 64	Trips OUT 166		
6	Camp Rd/ I-90 Interchange								
	SR								
	ST	842	887	6%	2%	4	3	7	894
	SL	179	189		11%		18	18	207
	WR	484	510	11%		7		7	517
	WT								
	WL	512	539	1%		1		1	540
	NR	205	216		1%		2	2	218
	NT	611	644	2%	6%	1	10	11	655
	NL								
	ER								
	ET								
	EL								
7	Camp Rd/ Commerce Pl								
	SR	19	20	7%		4		4	24
	ST	1335	1406		2%		3	3	1409
	SL								
	WR								
	WT								
	WL								
	NR								
	NT	802	845	2%		1		1	846
	NL	6	6	25%		16		16	22
	ER	10	11		25%		42	42	53
	ET								
	EL	14	15		7%		12	12	27
8	Camp Rd/ Sunset Dr								
	SR	278	293		5%		8	8	301
	ST	1021	1076		22%		37	37	1113
	SL								
	WR								
	WT								
	WL								
	NR								
	NT	649	684	22%		14		14	698
	NL	77	81						81
	ER	67	71						71
	ET								
	EL	174	183	5%		3		3	186
9	Camp Rd/ Scranton Rd								
	SR	3	3						3
	ST	953	1004		19%		32	32	1036
	SL	131	138		3%		5	5	143
	WR	84	89	3%		2		2	91
	WT								
	WL	114	120						120
	NR	74	78						78
	NT	589	621	19%		12		12	633
	NL	2	2						2
	ER								
	ET								
	EL	5	5						5
10	Camp Rd/ Legion Dr								
	SR								
	ST	750	790		13%		22	22	812
	SL	314	331		6%		10	10	341
	WR	238	251	6%		4		4	255
	WT								
	WL	174	183						183
	NR	115	121						121
	NT	449	473	13%		8		8	481
	NL								
	ER								
	ET								
	EL								
11	Camp Rd/ Proposed Driveway								
	SR			55%		35		35	35
	ST	1021	1076	6%		4		4	1080
	SL								
	WR								
	WT								
	WL								
	NR								
	NT	1095	1154		6%		10	10	1164
	NL			13%		8		8	8
	ER				13%		22	22	22
	ET								
	EL				55%		91	91	91

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

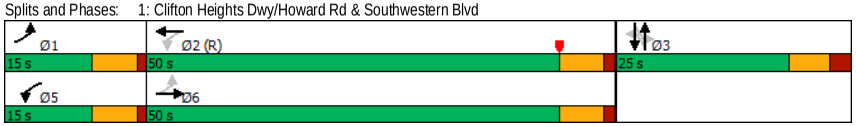
Level of Service Calculations: Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	657	2	3	361	58	9	4	10	141	0	47
Future Volume (vph)	39	657	2	3	361	58	9	4	10	141	0	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	215		0	150		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	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.979			0.941			0.966	
Flt Protected	0.950			0.950				0.980			0.964	
Satd. Flow (prot)	1770	3539	0	1770	3465	0	0	1718	0	0	1735	0
Flt Permitted	0.468			0.382				0.867			0.764	
Satd. Flow (perm)	872	3539	0	712	3465	0	0	1520	0	0	1375	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					28			11			107	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2757			935			240			463	
Travel Time (s)		41.8			14.2			5.5			10.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	42	706	2	3	388	62	10	4	11	152	0	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	708	0	3	450	0	0	25	0	0	203	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
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	
Detector 2 Position(ft)	29	29		29	29		29	29		29	29	
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			3			3	
Permitted Phases	6			2			3			3		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2		3	3		3	3	
Switch Phase												
Minimum Initial (s)	6.0	20.0		6.0	20.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	11.7	32.5		11.7	32.5		24.0	24.0		24.0	24.0	
Total Split (s)	15.0	50.0		15.0	50.0		25.0	25.0		25.0	25.0	
Total Split (%)	16.7%	55.6%		16.7%	55.6%		27.8%	27.8%		27.8%	27.8%	
Maximum Green (s)	9.3	43.9		9.3	43.9		18.3	18.3		18.3	18.3	
Yellow Time (s)	4.7	4.7		4.7	4.7		4.3	4.3		4.3	4.3	
All-Red Time (s)	1.0	1.4		1.0	1.4		2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.7	6.1		5.7	6.1			6.7			6.7	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		19.0			19.0		24.0	24.0		24.0	24.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	64.6	62.8		61.7	57.7			12.1			12.1	
Actuated g/C Ratio	0.72	0.70		0.69	0.64			0.13			0.13	
v/c Ratio	0.06	0.29		0.01	0.20			0.12			0.73	
Control Delay	3.0	7.1		5.0	8.2			23.0			33.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	3.0	7.1		5.0	8.2			23.0			33.2	
LOS	A	A		A	A			C			C	
Approach Delay		6.9			8.2			23.0			33.2	
Approach LOS		A			A			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 11.3		Intersection LOS: B	
Intersection Capacity Utilization 56.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: Clifton Heights Dwy/Howard Rd & Southwestern Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	38	28	12	124	109	31	17	681	118	7	339	65
Future Volume (vph)	38	28	12	124	109	31	17	681	118	7	339	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		160	0		150	75		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.955			0.967			0.978			0.976	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1779	0	1770	1801	0	1770	3461	0	1770	3454	0
Flt Permitted	0.662			0.729			0.499			0.316		
Satd. Flow (perm)	1233	1779	0	1358	1801	0	930	3461	0	589	3454	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			15			37			42	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		1097			1066			963			2757	
Travel Time (s)		21.4			20.8			14.6			41.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	41	30	13	133	117	33	18	732	127	8	365	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	43	0	133	150	0	18	859	0	8	435	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
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	
Detector 2 Position(ft)	29	29		29	29		29	29		29	29	
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		3			3			1			1	
Permitted Phases	3			3			1			1		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	3	3		3	3		1	1		1	1	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		60.0	60.0		60.0	60.0	
Total Split (s)	30.0	30.0		30.0	30.0		60.0	60.0		60.0	60.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		66.7%	66.7%		66.7%	66.7%	
Maximum Green (s)	22.1	22.1		22.1	22.1		52.2	52.2		52.2	52.2	
Yellow Time (s)	3.6	3.6		3.6	3.6		4.7	4.7		4.7	4.7	
All-Red Time (s)	4.3	4.3		4.3	4.3		3.1	3.1		3.1	3.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.9	7.9		7.9	7.9		7.8	7.8		7.8	7.8	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	52.0	52.0		52.0	52.0		46.0	46.0		46.0	46.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	14.7	14.7		14.7	14.7		59.6	59.6		59.6	59.6	
Actuated g/C Ratio	0.16	0.16		0.16	0.16		0.66	0.66		0.66	0.66	
v/c Ratio	0.20	0.14		0.60	0.49		0.03	0.37		0.02	0.19	
Control Delay	32.8	23.7		45.5	35.1		6.9	7.6		4.7	3.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	32.8	23.7		45.5	35.1		6.9	7.6		4.7	3.6	
LOS	C	C		D	D		A	A		A	A	
Approach Delay		28.1			40.0			7.6			3.7	
Approach LOS		C			D			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 32.2 (36%), Referenced to phase 1:NESW, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 13.0		Intersection LOS: B	
Intersection Capacity Utilization 54.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Southwestern Blvd & Sowles Rd

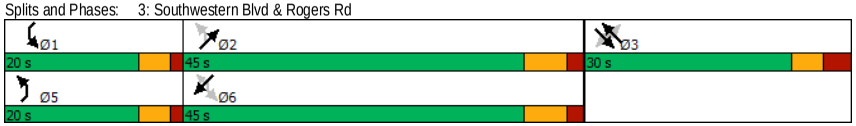


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	169	39	23	21	47	20	21	813	14	6	396	69
Future Volume (vph)	169	39	23	21	47	20	21	813	14	6	396	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	50		0	250		0	290		150
Storage Lanes	1		0	1		0	1		0	1		1
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	1.00
Frt		0.944			0.955			0.997				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1758	0	1770	1779	0	1770	3529	0	1770	3539	1583
Flt Permitted	0.709			0.713			0.499			0.247		
Satd. Flow (perm)	1321	1758	0	1328	1779	0	930	3529	0	460	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			22			2				101
Link Speed (mph)		35			35			50			50	
Link Distance (ft)		556			629			968			6125	
Travel Time (s)		10.8			12.3			13.2			83.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	184	42	25	23	51	22	23	884	15	7	430	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	184	67	0	23	73	0	23	899	0	7	430	75
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	2
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	49	49		49	49		49	49		49	49	49
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	-1
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	-1
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	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)	29	29		29	29		29	29		29	29	29
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		3			3		5	2		1	6	
Permitted Phases	3			3			2			6		6

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	3	3		3	3		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	1.0	1.0		1.0	1.0		1.0	5.0		1.0	5.0	5.0
Minimum Split (s)	7.8	7.8		7.8	7.8		6.0	20.0		6.0	20.0	20.0
Total Split (s)	30.0	30.0		30.0	30.0		20.0	45.0		20.0	45.0	45.0
Total Split (%)	31.6%	31.6%		31.6%	31.6%		21.1%	47.4%		21.1%	47.4%	47.4%
Maximum Green (s)	23.2	23.2		23.2	23.2		15.0	38.3		15.0	38.3	38.3
Yellow Time (s)	3.6	3.6		3.6	3.6		3.5	4.7		3.5	4.7	4.7
All-Red Time (s)	3.2	3.2		3.2	3.2		1.5	2.0		1.5	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)	6.8	6.8		6.8	6.8		5.0	6.7		5.0	6.7	6.7
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Min		None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Flash Dont Walk (s)	24.0	24.0		24.0	24.0			13.0			13.0	13.0
Pedestrian Calls (#/hr)	0	0		0	0			0			0	0
Act Effct Green (s)	13.7	13.7		13.7	13.7		25.4	22.7		25.1	22.5	22.5
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.49	0.44		0.48	0.43	0.43
v/c Ratio	0.53	0.14		0.07	0.15		0.04	0.59		0.02	0.28	0.10
Control Delay	23.6	12.2		16.8	13.1		7.8	14.3		7.8	11.6	2.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	23.6	12.2		16.8	13.1		7.8	14.3		7.8	11.6	2.6
LOS	C	B		B	B		A	B		A	B	A
Approach Delay		20.5			14.0			14.2			10.3	
Approach LOS		C			B			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 52.1			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 13.9		Intersection LOS: B	
Intersection Capacity Utilization 50.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Southwestern Blvd & Rogers Rd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	173	834	15	74	428
Future Volume (vph)	5	173	834	15	74	428
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	145	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.869		0.997			
Flt Protected	0.999				0.950	
Satd. Flow (prot)	1617	0	3529	0	1770	3539
Flt Permitted	0.999				0.950	
Satd. Flow (perm)	1617	0	3529	0	1770	3539
Link Speed (mph)	35		45			45
Link Distance (ft)	1097		642			839
Travel Time (s)	21.4		9.7			12.7
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	6	204	981	18	87	504
Shared Lane Traffic (%)						
Lane Group Flow (vph)	210	0	999	0	87	504
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	173	834	15	74	428
Future Volume (Veh/h)	5	173	834	15	74	428
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	6	204	981	18	87	504
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			642			
pX, platoon unblocked	0.85	0.85			0.85	
vC, conflicting volume	1416	500			999	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1132	52			641	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	76			89	
cM capacity (veh/h)	149	852			797	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	210	654	345	87	252	252
Volume Left	6	0	0	87	0	0
Volume Right	204	0	18	0	0	0
cSH	751	1700	1700	797	1700	1700
Volume to Capacity	0.28	0.38	0.20	0.11	0.15	0.15
Queue Length 95th (ft)	29	0	0	9	0	0
Control Delay (s)	11.6	0.0	0.0	10.1	0.0	0.0
Lane LOS	B			B		
Approach Delay (s)	11.6	0.0		1.5		
Approach LOS	B					

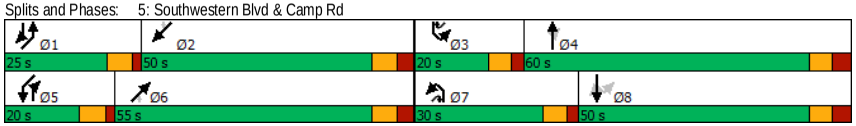
Intersection Summary				
Average Delay	1.8			
Intersection Capacity Utilization	48.6%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	166	577	214	36	272	132	253	597	333	158	295	31
Future Volume (vph)	166	577	214	36	272	132	253	597	333	158	295	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	345		225	200		300	260		400	185		225
Storage Lanes	2		1	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	1770	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.365			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	680	3539	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			228			140			228			125
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1816			642			6125			963	
Travel Time (s)		27.5			9.7			92.8			14.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	177	614	228	38	289	140	269	635	354	168	314	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	177	614	228	38	289	140	269	635	354	168	314	33
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			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	2	2	2	2	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	49	49	49	49	49	49	49	49	49	49	49	49
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
Detector 1 Size(ft)	20	20	20	20	20	20	20	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	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	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	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	0.0	0.0
Detector 2 Position(ft)	29	29	29	29	29	29	29	29	29	29	29	29
Detector 2 Size(ft)	20	20	20	20	20	20	20	20	20	20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	1	6	7	5	2	3
Permitted Phases			4	8		8			6			2

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4	5	3	8	1	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	3.0	10.0	3.0	6.0	15.0	3.0	3.0	10.0	3.0	3.0	20.0	6.0
Minimum Split (s)	9.5	17.9	9.3	12.5	22.9	9.3	9.3	17.9	9.5	9.3	27.9	12.5
Total Split (s)	30.0	60.0	20.0	20.0	50.0	25.0	25.0	55.0	30.0	20.0	50.0	20.0
Total Split (%)	19.4%	38.7%	12.9%	12.9%	32.3%	16.1%	16.1%	35.5%	19.4%	12.9%	32.3%	12.9%
Maximum Green (s)	23.5	52.1	13.7	13.5	42.1	18.7	18.7	47.1	23.5	13.7	42.1	13.5
Yellow Time (s)	4.3	4.3	4.7	4.3	4.3	4.7	4.7	4.7	4.3	4.7	4.7	4.3
All-Red Time (s)	2.2	3.6	1.6	2.2	3.6	1.6	1.6	3.2	2.2	1.6	3.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	7.9	6.3	6.5	7.9	6.3	6.3	7.9	6.5	6.3	7.9	6.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	1.5	2.0	2.5	1.5	2.0	2.0	3.5	2.0	2.0	3.5	2.5
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		29.0			29.0			28.0			28.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	9.8	24.4	42.0	26.4	18.3	38.7	12.4	25.4	43.3	9.5	22.6	37.3
Actuated g/C Ratio	0.11	0.26	0.46	0.29	0.20	0.42	0.13	0.28	0.47	0.10	0.25	0.40
v/c Ratio	0.48	0.66	0.27	0.14	0.41	0.19	0.58	0.65	0.41	0.47	0.36	0.05
Control Delay	45.2	35.7	3.3	20.5	35.3	3.8	44.2	33.9	7.4	45.4	31.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.2	35.7	3.3	20.5	35.3	3.8	44.2	33.9	7.4	45.4	31.4	0.1
LOS	D	D	A	C	D	A	D	C	A	D	C	A
Approach Delay		30.1			24.6			28.6			34.0	
Approach LOS		C			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 155			
Actuated Cycle Length: 92.2			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 29.4		Intersection LOS: C	
Intersection Capacity Utilization 68.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 5: Southwestern Blvd & Camp Rd



Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	185	202	321	391	737	420
Future Volume (vph)	185	202	321	391	737	420
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	375			0
Storage Lanes	2	1	2			1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	0.97	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	3433	3539	3539	1583
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	3433	1583	3433	3539	3539	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		217				429
Link Speed (mph)	30			45	45	
Link Distance (ft)	1062			1156	609	
Travel Time (s)	24.1			17.5	9.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	199	217	345	420	792	452
Shared Lane Traffic (%)						
Lane Group Flow (vph)	199	217	345	420	792	452
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	2	2	2
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	49	49	49	49	49	49
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1
Detector 1 Size(ft)	20	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	29	29	29	29	29	29
Detector 2 Size(ft)	20	20	20	20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Free	Prot	NA	NA	Free
Protected Phases	8		1	6	2	
Permitted Phases		Free				Free

Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Detector Phase	8		1	6	2	
Switch Phase						
Minimum Initial (s)	8.0		8.0	25.0	25.0	
Minimum Split (s)	38.9		14.1	31.1	32.1	
Total Split (s)	39.0		20.0	61.0	41.0	
Total Split (%)	39.0%		20.0%	61.0%	41.0%	
Maximum Green (s)	32.1		13.9	54.9	34.9	
Yellow Time (s)	4.3		4.3	4.3	4.3	
All-Red Time (s)	2.6		1.8	1.8	1.8	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.9		6.1	6.1	6.1	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.5		2.5	2.5	2.5	
Recall Mode	None		None	Min	Min	
Walk Time (s)	7.0				7.0	
Flash Dont Walk (s)	25.0				19.0	
Pedestrian Calls (#/hr)	0				0	
Act Effct Green (s)	9.9	65.7	11.4	42.7	25.1	65.7
Actuated g/C Ratio	0.15	1.00	0.17	0.65	0.38	1.00
v/c Ratio	0.38	0.14	0.58	0.18	0.58	0.29
Control Delay	27.7	0.2	29.3	4.9	18.9	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.7	0.2	29.3	4.9	18.9	0.5
LOS	C	A	C	A	B	A
Approach Delay	13.4			15.9	12.2	
Approach LOS	B			B	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 65.7			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 13.6		Intersection LOS: B	
Intersection Capacity Utilization 52.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 6: Camp Rd & I-90



Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	20	17	554	22	13	1137
Future Volume (vph)	20	17	554	22	13	1137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	140	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.939		0.994			
Flt Protected	0.973				0.950	
Satd. Flow (prot)	1702	0	3518	0	1770	3539
Flt Permitted	0.973				0.950	
Satd. Flow (perm)	1702	0	3518	0	1770	3539
Link Speed (mph)	30		35			45
Link Distance (ft)	279		609			1576
Travel Time (s)	6.3		11.9			23.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	18	602	24	14	1236
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	626	0	14	1236
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.4%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (veh/h)	20	17	554	22	13	1137
Future Volume (Veh/h)	20	17	554	22	13	1137
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	18	602	24	14	1236
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			609			
pX, platoon unblocked	1.00	1.00			1.00	
vC, conflicting volume	1260	313			626	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1254	304			618	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	86	97			99	
cM capacity (veh/h)	161	690			955	

Direction, Lane #	EB 1	SE 1	SE 2	NW 1	NW 2	NW 3
Volume Total	40	401	225	14	618	618
Volume Left	22	0	0	14	0	0
Volume Right	18	0	24	0	0	0
cSH	246	1700	1700	955	1700	1700
Volume to Capacity	0.16	0.24	0.13	0.01	0.36	0.36
Queue Length 95th (ft)	14	0	0	1	0	0
Control Delay (s)	22.5	0.0	0.0	8.8	0.0	0.0
Lane LOS	C			A		
Approach Delay (s)	22.5	0.0		0.1		
Approach LOS	C					

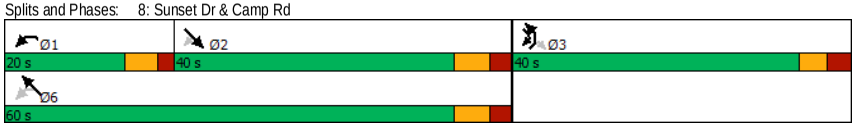
Intersection Summary				
Average Delay		0.5		
Intersection Capacity Utilization		41.4%	ICU Level of Service	A
Analysis Period (min)		15		

Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	477	67	43	853	253	52
Future Volume (vph)	477	67	43	853	253	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125	100		0	75
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted			0.375		0.950	
Satd. Flow (perm)	3539	1583	699	3539	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		73				45
Link Speed (mph)	40			40	30	
Link Distance (ft)	1576			778	929	
Travel Time (s)	26.9			13.3	21.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	518	73	47	927	275	57
Shared Lane Traffic (%)						
Lane Group Flow (vph)	518	73	47	927	275	57
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	2	2	2	2	2
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	49	49	49	49	49	49
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1
Detector 1 Size(ft)	20	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	29	29	29	29	29	29
Detector 2 Size(ft)	20	20	20	20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	2	3	1	6	3	
Permitted Phases		2	6			3

Lane Group	SET	SER	NWL	NWT	NEL	NER
Detector Phase	2	3	1	6	3	3
Switch Phase						
Minimum Initial (s)	25.0	10.0	6.0	25.0	10.0	10.0
Minimum Split (s)	40.0	16.2	11.9	32.0	16.2	16.2
Total Split (s)	40.0	40.0	20.0	60.0	40.0	40.0
Total Split (%)	40.0%	40.0%	20.0%	60.0%	40.0%	40.0%
Maximum Green (s)	33.0	33.8	14.1	53.0	33.8	33.8
Yellow Time (s)	4.3	3.2	3.9	4.3	3.2	3.2
All-Red Time (s)	2.7	3.0	2.0	2.7	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.2	5.9	7.0	6.2	6.2
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	4.0	4.0	2.0	4.0	4.0	4.0
Recall Mode	Min	None	None	Min	None	None
Walk Time (s)	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	26.0	19.0			19.0	19.0
Pedestrian Calls (#/hr)	0	0			0	0
Act Effct Green (s)	25.8	52.1	33.4	32.2	16.0	16.0
Actuated g/C Ratio	0.42	0.84	0.54	0.52	0.26	0.26
v/c Ratio	0.35	0.05	0.10	0.50	0.60	0.13
Control Delay	15.6	0.8	8.2	11.2	26.9	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.6	0.8	8.2	11.2	26.9	9.0
LOS	B	A	A	B	C	A
Approach Delay	13.8			11.0	23.9	
Approach LOS	B			B	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 61.8			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 14.1		Intersection LOS: B	
Intersection Capacity Utilization 55.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 8: Sunset Dr & Camp Rd

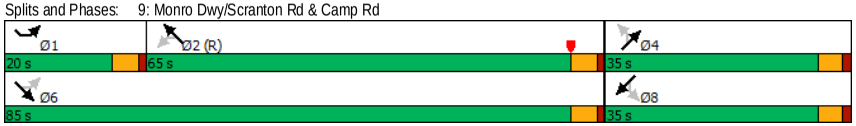


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	57	445	3	2	819	51	1	1	0	84	0	86
Future Volume (vph)	57	445	3	2	819	51	1	1	0	84	0	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		0	0		0	0		0	115		0
Storage Lanes	1		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.991						0.850	
Flt Protected	0.950							0.976		0.950		
Satd. Flow (prot)	1770	3536	0	0	3507	0	0	1818	0	1770	1583	0
Flt Permitted	0.264				0.954			0.904		0.757		
Satd. Flow (perm)	492	3536	0	0	3346	0	0	1684	0	1410	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			8						304	
Link Speed (mph)		40			40			30			35	
Link Distance (ft)		1093			781			132			554	
Travel Time (s)		18.6			13.3			3.0			10.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	61	478	3	2	881	55	1	1	0	90	0	92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	481	0	0	938	0	0	2	0	90	92	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
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	
Detector 2 Position(ft)	29	29		29	29		29	29		29	29	
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	25.0		25.0	25.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	9.9	29.9		29.9	29.9		10.9	10.9		10.9	10.9	
Total Split (s)	20.0	85.0		65.0	65.0		35.0	35.0		35.0	35.0	
Total Split (%)	16.7%	70.8%		54.2%	54.2%		29.2%	29.2%		29.2%	29.2%	
Maximum Green (s)	15.1	80.1		60.1	60.1		30.2	30.2		30.2	30.2	
Yellow Time (s)	3.9	3.9		3.9	3.9		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)	4.9	4.9			4.9			4.8		4.8	4.8	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		C-Min	C-Min		None	None		None	None	
Walk Time (s)							7.0	7.0		7.0	7.0	
Flash Dont Walk (s)							18.0	18.0		18.0	18.0	
Pedestrian Calls (#/hr)							0	0		0	0	
Act Effct Green (s)	97.3	97.3			88.0			13.0		13.0	13.0	
Actuated g/C Ratio	0.81	0.81			0.73			0.11		0.11	0.11	
v/c Ratio	0.13	0.17			0.38			0.01		0.59	0.21	
Control Delay	3.4	2.9			5.1			44.5		65.7	1.1	
Queue Delay	0.0	0.0			0.0			0.0		0.0	0.0	
Total Delay	3.4	2.9			5.1			44.5		65.7	1.1	
LOS	A	A			A			D		E	A	
Approach Delay		3.0			5.1			44.5			33.0	
Approach LOS		A			A			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 49.6 (41%), Referenced to phase 2:NWTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 7.5		Intersection LOS: A	
Intersection Capacity Utilization 63.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 9: Monro Dwy/Scranton Rd & Camp Rd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	24	216	710	105	250	299
Future Volume (vph)	24	216	710	105	250	299
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240	0		0	135	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.981			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3472	0	1770	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3472	0	1770	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		177	23			
Link Speed (mph)	30		40			40
Link Distance (ft)	468		772			1060
Travel Time (s)	10.6		13.2			18.1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	27	245	807	119	284	340
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	245	926	0	284	340
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2		2	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	49	49	49		49	49
Trailing Detector (ft)	-1	-1	-1		-1	-1
Detector 1 Position(ft)	-1	-1	-1		-1	-1
Detector 1 Size(ft)	20	20	20		20	20
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
Detector 2 Position(ft)	29	29	29		29	29
Detector 2 Size(ft)	20	20	20		20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Prot	pm+ov	NA		Prot	NA
Protected Phases	3	1	2		1	2
Permitted Phases		3				

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	3	1	2		1	2
Switch Phase						
Minimum Initial (s)	12.0	3.0	20.0		3.0	20.0
Minimum Split (s)	16.6	7.3	27.1		7.3	27.1
Total Split (s)	25.0	20.0	75.0		20.0	75.0
Total Split (%)	20.8%	16.7%	62.5%		16.7%	62.5%
Maximum Green (s)	20.4	15.7	69.9		15.7	69.9
Yellow Time (s)	3.2	3.2	3.9		3.2	3.9
All-Red Time (s)	1.4	1.1	1.2		1.1	1.2
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.6	4.3	5.1		4.3	5.1
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	4.0		3.0	4.0
Recall Mode	None	None	C-Max		None	C-Max
Walk Time (s)	7.0		7.0			7.0
Flash Dont Walk (s)	15.0		15.0			15.0
Pedestrian Calls (#/hr)	0		0			0
Act Effct Green (s)	12.0	38.5	72.1		28.5	72.1
Actuated g/C Ratio	0.10	0.32	0.60		0.24	0.60
v/c Ratio	0.15	0.39	0.44		0.68	0.16
Control Delay	51.7	11.0	13.7		56.8	9.3
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	51.7	11.0	13.7		56.8	9.3
LOS	D	B	B		E	A
Approach Delay	15.0		13.7			30.9
Approach LOS	B		B			C

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 19.8		Intersection LOS: B	
Intersection Capacity Utilization 58.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 10: Camp Rd & Legion Dr

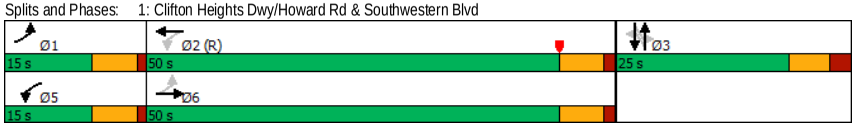


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	772	18	14	1005	131	9	1	9	98	2	43
Future Volume (vph)	57	772	18	14	1005	131	9	1	9	98	2	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	215		0	150		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	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.983			0.936			0.959	
Flt Protected	0.950			0.950				0.977			0.967	
Satd. Flow (prot)	1770	3529	0	1770	3479	0	0	1703	0	0	1727	0
Flt Permitted	0.153			0.329				0.851			0.782	
Satd. Flow (perm)	285	3529	0	613	3479	0	0	1484	0	0	1397	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			22			10			22	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2757			935			240			463	
Travel Time (s)		41.8			14.2			5.5			10.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	61	830	19	15	1081	141	10	1	10	105	2	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	849	0	15	1222	0	0	21	0	0	153	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
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	
Detector 2 Position(ft)	29	29		29	29		29	29		29	29	
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			3			3	
Permitted Phases	6			2			3			3		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2		3	3		3	3	
Switch Phase												
Minimum Initial (s)	6.0	20.0		6.0	20.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	11.7	32.5		11.7	32.5		24.0	24.0		24.0	24.0	
Total Split (s)	15.0	50.0		15.0	50.0		25.0	25.0		25.0	25.0	
Total Split (%)	16.7%	55.6%		16.7%	55.6%		27.8%	27.8%		27.8%	27.8%	
Maximum Green (s)	9.3	43.9		9.3	43.9		18.3	18.3		18.3	18.3	
Yellow Time (s)	4.7	4.7		4.7	4.7		4.3	4.3		4.3	4.3	
All-Red Time (s)	1.0	1.4		1.0	1.4		2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.7	6.1		5.7	6.1			6.7			6.7	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		19.0			19.0		24.0	24.0		24.0	24.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	63.3	61.4		59.0	53.7			13.4			13.4	
Actuated g/C Ratio	0.70	0.68		0.66	0.60			0.15			0.15	
v/c Ratio	0.20	0.35		0.03	0.59			0.09			0.67	
Control Delay	4.2	7.5		5.3	14.1			22.1			45.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	4.2	7.5		5.3	14.1			22.1			45.1	
LOS	A	A		A	B			C			D	
Approach Delay		7.3			14.0			22.1			45.1	
Approach LOS		A			B			C			D	

Intersection Summary		
Area Type:	Other	
Cycle Length: 90		
Actuated Cycle Length: 90		
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Yellow		
Natural Cycle: 70		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.67		
Intersection Signal Delay: 13.5	Intersection LOS: B	
Intersection Capacity Utilization 64.5%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 1: Clifton Heights Dwy/Howard Rd & Southwestern Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	88	135	21	138	75	34	27	749	167	39	957	70
Future Volume (vph)	88	135	21	138	75	34	27	749	167	39	957	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		160	0		150	75		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.980			0.953			0.973			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1825	0	1770	1775	0	1770	3444	0	1770	3504	0
Flt Permitted	0.685			0.656			0.244			0.284		
Satd. Flow (perm)	1276	1825	0	1222	1775	0	455	3444	0	529	3504	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			24			50			14	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		1097			1066			963			2757	
Travel Time (s)		21.4			20.8			14.6			41.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	90	138	21	141	77	35	28	764	170	40	977	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	90	159	0	141	112	0	28	934	0	40	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)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
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	
Detector 2 Position(ft)	29	29		29	29		29	29		29	29	
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		3			3			1			1	
Permitted Phases	3			3			1			1		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	3	3		3	3		1	1		1	1	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		60.0	60.0		60.0	60.0	
Total Split (s)	30.0	30.0		30.0	30.0		60.0	60.0		60.0	60.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		66.7%	66.7%		66.7%	66.7%	
Maximum Green (s)	22.1	22.1		22.1	22.1		52.2	52.2		52.2	52.2	
Yellow Time (s)	3.6	3.6		3.6	3.6		4.7	4.7		4.7	4.7	
All-Red Time (s)	4.3	4.3		4.3	4.3		3.1	3.1		3.1	3.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.9	7.9		7.9	7.9		7.8	7.8		7.8	7.8	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	52.0	52.0		52.0	52.0		46.0	46.0		46.0	46.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	16.0	16.0		16.0	16.0		58.3	58.3		58.3	58.3	
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.65	0.65		0.65	0.65	
v/c Ratio	0.40	0.48		0.65	0.33		0.10	0.42		0.12	0.46	
Control Delay	36.3	35.2		47.4	26.4		8.6	8.5		4.4	4.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	36.3	35.2		47.4	26.4		8.6	8.5		4.4	4.1	
LOS	D	D		D	C		A	A		A	A	
Approach Delay		35.6			38.1			8.5			4.1	
Approach LOS		D			D			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 32.2 (36%), Referenced to phase 1:NESW, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 12.2		Intersection LOS: B	
Intersection Capacity Utilization 68.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: Southwestern Blvd & Sowles Rd

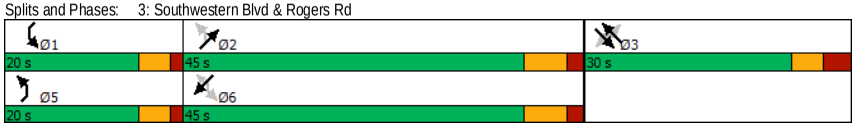


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	120	66	40	27	88	20	47	531	18	50	1137	180
Future Volume (vph)	120	66	40	27	88	20	47	531	18	50	1137	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	50		0	250		0	290		150
Storage Lanes	1		0	1		0	1		0	1		1
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	1.00
Frt		0.944			0.972			0.995				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1758	0	1770	1811	0	1770	3522	0	1770	3539	1583
Flt Permitted	0.685			0.687			0.151			0.439		
Satd. Flow (perm)	1276	1758	0	1280	1811	0	281	3522	0	818	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			12			4				134
Link Speed (mph)		35			35			50			50	
Link Distance (ft)		556			629			968			6125	
Travel Time (s)		10.8			12.3			13.2			83.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	124	68	41	28	91	21	48	547	19	52	1172	186
Shared Lane Traffic (%)												
Lane Group Flow (vph)	124	109	0	28	112	0	48	566	0	52	1172	186
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	2
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	49	49		49	49		49	49		49	49	49
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	-1
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	-1
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	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)	29	29		29	29		29	29		29	29	29
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		3			3		5	2		1	6	
Permitted Phases	3			3			2			6		6

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	3	3		3	3		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	1.0	1.0		1.0	1.0		1.0	5.0		1.0	5.0	5.0
Minimum Split (s)	7.8	7.8		7.8	7.8		6.0	20.0		6.0	20.0	20.0
Total Split (s)	30.0	30.0		30.0	30.0		20.0	45.0		20.0	45.0	45.0
Total Split (%)	31.6%	31.6%		31.6%	31.6%		21.1%	47.4%		21.1%	47.4%	47.4%
Maximum Green (s)	23.2	23.2		23.2	23.2		15.0	38.3		15.0	38.3	38.3
Yellow Time (s)	3.6	3.6		3.6	3.6		3.5	4.7		3.5	4.7	4.7
All-Red Time (s)	3.2	3.2		3.2	3.2		1.5	2.0		1.5	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)	6.8	6.8		6.8	6.8		5.0	6.7		5.0	6.7	6.7
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Min		None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Flash Dont Walk (s)	24.0	24.0		24.0	24.0			13.0			13.0	13.0
Pedestrian Calls (#/hr)	0	0		0	0			0			0	0
Act Effct Green (s)	12.5	12.5		12.5	12.5		37.4	31.7		36.5	31.3	31.3
Actuated g/C Ratio	0.19	0.19		0.19	0.19		0.58	0.49		0.57	0.48	0.48
v/c Ratio	0.50	0.30		0.11	0.31		0.15	0.33		0.09	0.68	0.22
Control Delay	33.8	21.6		26.3	25.3		6.5	12.0		6.0	17.2	5.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	33.8	21.6		26.3	25.3		6.5	12.0		6.0	17.2	5.4
LOS	C	C		C	C		A	B		A	B	A
Approach Delay		28.1			25.5			11.6			15.2	
Approach LOS		C			C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 64.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 16.1		Intersection LOS: B	
Intersection Capacity Utilization 63.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: Southwestern Blvd & Rogers Rd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	14	158	546	13	195	977
Future Volume (vph)	14	158	546	13	195	977
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	145	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.876		0.994			
Flt Protected	0.996				0.950	
Satd. Flow (prot)	1625	0	3518	0	1770	3539
Flt Permitted	0.996				0.950	
Satd. Flow (perm)	1625	0	3518	0	1770	3539
Link Speed (mph)	35		45			45
Link Distance (ft)	1097		642			839
Travel Time (s)	21.4		9.7			12.7
Peak Hour Factor	0.96	0.96	0.96	0.60	0.96	0.96
Adj. Flow (vph)	15	165	569	22	203	1018
Shared Lane Traffic (%)						
Lane Group Flow (vph)	180	0	591	0	203	1018
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	46.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	14	158	546	13	195	977
Future Volume (Veh/h)	14	158	546	13	195	977
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.96	0.96	0.96	0.60	0.96	0.96
Hourly flow rate (vph)	15	165	569	22	203	1018
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			642			
pX, platoon unblocked	0.93	0.93			0.93	
vC, conflicting volume	1495	296			591	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1377	84			403	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	85	81			81	
cM capacity (veh/h)	102	889			1069	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	180	379	212	203	509	509
Volume Left	15	0	0	203	0	0
Volume Right	165	0	22	0	0	0
cSH	541	1700	1700	1069	1700	1700
Volume to Capacity	0.33	0.22	0.12	0.19	0.30	0.30
Queue Length 95th (ft)	36	0	0	17	0	0
Control Delay (s)	14.9	0.0	0.0	9.2	0.0	0.0
Lane LOS	B			A		
Approach Delay (s)	14.9	0.0		1.5		
Approach LOS	B					

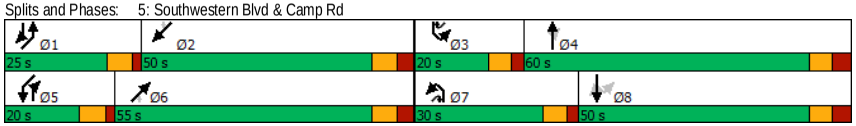
Intersection Summary				
Average Delay	2.3			
Intersection Capacity Utilization	46.9%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	449	355	317	44	579	368	196	547	238	243	814	7
Future Volume (vph)	449	355	317	44	579	368	196	547	238	243	814	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	345		225	200		300	260		400	185		225
Storage Lanes	2		1	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	1770	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.530			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	987	3539	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			275			126			79			125
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1816			642			6125			963	
Travel Time (s)		27.5			9.7			92.8			14.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	473	374	334	46	609	387	206	576	251	256	857	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	473	374	334	46	609	387	206	576	251	256	857	7
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			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	2	2	2	2	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	49	49	49	49	49	49	49	49	49	49	49	49
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
Detector 1 Size(ft)	20	20	20	20	20	20	20	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	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	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	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	0.0	0.0
Detector 2 Position(ft)	29	29	29	29	29	29	29	29	29	29	29	29
Detector 2 Size(ft)	20	20	20	20	20	20	20	20	20	20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	1	6	7	5	2	3
Permitted Phases			4	8		8			6			2

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4	5	3	8	1	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	3.0	10.0	3.0	6.0	15.0	3.0	3.0	10.0	3.0	3.0	20.0	6.0
Minimum Split (s)	9.5	17.9	9.3	12.5	22.9	9.3	9.3	17.9	9.5	9.3	27.9	12.5
Total Split (s)	30.0	60.0	20.0	20.0	50.0	25.0	25.0	55.0	30.0	20.0	50.0	20.0
Total Split (%)	19.4%	38.7%	12.9%	12.9%	32.3%	16.1%	16.1%	35.5%	19.4%	12.9%	32.3%	12.9%
Maximum Green (s)	23.5	52.1	13.7	13.5	42.1	18.7	18.7	47.1	23.5	13.7	42.1	13.5
Yellow Time (s)	4.3	4.3	4.7	4.3	4.3	4.7	4.7	4.7	4.3	4.7	4.7	4.3
All-Red Time (s)	2.2	3.6	1.6	2.2	3.6	1.6	1.6	3.2	2.2	1.6	3.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	7.9	6.3	6.5	7.9	6.3	6.3	7.9	6.5	6.3	7.9	6.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	1.5	2.0	2.5	1.5	2.0	2.0	3.5	2.0	2.0	3.5	2.5
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		29.0			29.0			28.0			28.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	21.8	44.4	65.4	35.3	26.6	47.1	12.4	36.5	66.3	13.0	37.0	52.3
Actuated g/C Ratio	0.17	0.35	0.51	0.28	0.21	0.37	0.10	0.29	0.52	0.10	0.29	0.41
v/c Ratio	0.80	0.30	0.35	0.14	0.82	0.58	0.61	0.57	0.29	0.73	0.83	0.01
Control Delay	63.5	32.8	5.4	24.5	58.8	25.2	65.4	41.5	12.7	70.3	51.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.5	32.8	5.4	24.5	58.8	25.2	65.4	41.5	12.7	70.3	51.0	0.0
LOS	E	C	A	C	E	C	E	D	B	E	D	A
Approach Delay		37.3			44.8			39.3			55.1	
Approach LOS		D			D			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 155			
Actuated Cycle Length: 127			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 44.1		Intersection LOS: D	
Intersection Capacity Utilization 80.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 5: Southwestern Blvd & Camp Rd



Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	512	484	179	842	611	205
Future Volume (vph)	512	484	179	842	611	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	375			0
Storage Lanes	2	1	2			1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	0.97	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	3433	3539	3539	1583
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	3433	1583	3433	3539	3539	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		515				218
Link Speed (mph)	30			45	45	
Link Distance (ft)	1062			1156	609	
Travel Time (s)	24.1			17.5	9.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	545	515	190	896	650	218
Shared Lane Traffic (%)						
Lane Group Flow (vph)	545	515	190	896	650	218
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	2	2	2
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	49	49	49	49	49	49
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1
Detector 1 Size(ft)	20	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	29	29	29	29	29	29
Detector 2 Size(ft)	20	20	20	20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Free	Prot	NA	NA	Free
Protected Phases	8		1	6	2	
Permitted Phases		Free				Free

Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Detector Phase	8		1	6	2	
Switch Phase						
Minimum Initial (s)	8.0		8.0	25.0	25.0	
Minimum Split (s)	38.9		14.1	31.1	32.1	
Total Split (s)	39.0		20.0	61.0	41.0	
Total Split (%)	39.0%		20.0%	61.0%	41.0%	
Maximum Green (s)	32.1		13.9	54.9	34.9	
Yellow Time (s)	4.3		4.3	4.3	4.3	
All-Red Time (s)	2.6		1.8	1.8	1.8	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.9		6.1	6.1	6.1	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.5		2.5	2.5	2.5	
Recall Mode	None		None	Min	Min	
Walk Time (s)	7.0				7.0	
Flash Dont Walk (s)	25.0				19.0	
Pedestrian Calls (#/hr)	0				0	
Act Effct Green (s)	17.4	71.2	9.4	40.7	25.2	71.2
Actuated g/C Ratio	0.24	1.00	0.13	0.57	0.35	1.00
v/c Ratio	0.65	0.33	0.42	0.44	0.52	0.14
Control Delay	28.0	0.5	32.3	10.1	21.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.0	0.5	32.3	10.1	21.0	0.2
LOS	C	A	C	B	C	A
Approach Delay	14.7			14.0	15.8	
Approach LOS	B			B	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 71.2			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 14.8		Intersection LOS: B	
Intersection Capacity Utilization 58.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 6: Camp Rd & I-90



Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	14	10	1335	19	6	802
Future Volume (vph)	14	10	1335	19	6	802
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	140	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.943		0.998			
Flt Protected	0.972				0.950	
Satd. Flow (prot)	1707	0	3532	0	1770	3539
Flt Permitted	0.972				0.950	
Satd. Flow (perm)	1707	0	3532	0	1770	3539
Link Speed (mph)	30		35			45
Link Distance (ft)	279		609			1576
Travel Time (s)	6.3		11.9			23.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	11	1451	21	7	872
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	1472	0	7	872
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	47.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (veh/h)	14	10	1335	19	6	802
Future Volume (Veh/h)	14	10	1335	19	6	802
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	11	1451	21	7	872
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			609			
pX, platoon unblocked	0.86	0.86			0.86	
vC, conflicting volume	1912	736			1472	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1730	358			1217	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	78	98			99	
cM capacity (veh/h)	67	547			487	

Direction, Lane #	EB 1	SE 1	SE 2	NW 1	NW 2	NW 3
Volume Total	26	967	505	7	436	436
Volume Left	15	0	0	7	0	0
Volume Right	11	0	21	0	0	0
cSH	107	1700	1700	487	1700	1700
Volume to Capacity	0.24	0.57	0.30	0.01	0.26	0.26
Queue Length 95th (ft)	22	0	0	1	0	0
Control Delay (s)	49.4	0.0	0.0	12.5	0.0	0.0
Lane LOS	E			B		
Approach Delay (s)	49.4	0.0		0.1		
Approach LOS	E					

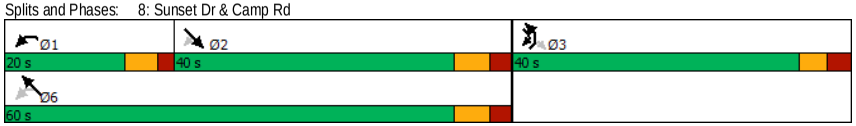
Intersection Summary				
Average Delay	0.6			
Intersection Capacity Utilization	47.5%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1021	278	77	649	174	67
Future Volume (vph)	1021	278	77	649	174	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125	100		0	75
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted			0.153		0.950	
Satd. Flow (perm)	3539	1583	285	3539	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		284				68
Link Speed (mph)	40			40	30	
Link Distance (ft)	1576			778	929	
Travel Time (s)	26.9			13.3	21.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	1042	284	79	662	178	68
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1042	284	79	662	178	68
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	2	2	2	2	2
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	49	49	49	49	49	49
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1
Detector 1 Size(ft)	20	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	29	29	29	29	29	29
Detector 2 Size(ft)	20	20	20	20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	2	3	1	6	3	
Permitted Phases		2	6			3

Lane Group	SET	SER	NWL	NWT	NEL	NER
Detector Phase	2	3	1	6	3	3
Switch Phase						
Minimum Initial (s)	25.0	10.0	6.0	25.0	10.0	10.0
Minimum Split (s)	40.0	16.2	11.9	32.0	16.2	16.2
Total Split (s)	40.0	40.0	20.0	60.0	40.0	40.0
Total Split (%)	40.0%	40.0%	20.0%	60.0%	40.0%	40.0%
Maximum Green (s)	33.0	33.8	14.1	53.0	33.8	33.8
Yellow Time (s)	4.3	3.2	3.9	4.3	3.2	3.2
All-Red Time (s)	2.7	3.0	2.0	2.7	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.2	5.9	7.0	6.2	6.2
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	4.0	4.0	2.0	4.0	4.0	4.0
Recall Mode	Min	None	None	Min	None	None
Walk Time (s)	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	26.0	19.0			19.0	19.0
Pedestrian Calls (#/hr)	0	0			0	0
Act Effct Green (s)	29.6	53.1	40.1	38.9	14.5	14.5
Actuated g/C Ratio	0.44	0.79	0.60	0.58	0.22	0.22
v/c Ratio	0.67	0.22	0.25	0.32	0.47	0.17
Control Delay	18.8	0.8	8.2	7.9	28.9	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.8	0.8	8.2	7.9	28.9	7.8
LOS	B	A	A	A	C	A
Approach Delay	15.0			7.9	23.1	
Approach LOS	B			A	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 67.1			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 13.6		Intersection LOS: B	
Intersection Capacity Utilization 58.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 8: Sunset Dr & Camp Rd

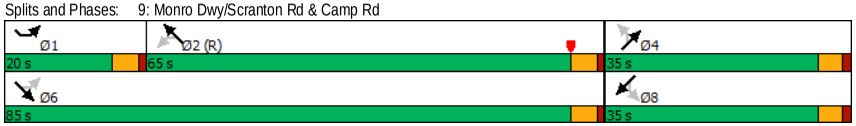


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	131	953	3	2	589	74	5	0	0	114	0	84
Future Volume (vph)	131	953	3	2	589	74	5	0	0	114	0	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		0	0		0	0		0	115		0
Storage Lanes	1		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.983						0.850	
Flt Protected	0.950							0.950		0.950		
Satd. Flow (prot)	1770	3539	0	0	3479	0	0	1770	0	1770	1583	0
Flt Permitted	0.342				0.953			0.674		0.754		
Satd. Flow (perm)	637	3539	0	0	3316	0	0	1255	0	1405	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			16						392	
Link Speed (mph)		40			40			30			35	
Link Distance (ft)		1093			781			132			554	
Travel Time (s)		18.6			13.3			3.0			10.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	138	1003	3	2	620	78	5	0	0	120	0	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	138	1006	0	0	700	0	0	5	0	120	88	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
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	
Detector 2 Position(ft)	29	29		29	29		29	29		29	29	
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	25.0		25.0	25.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	9.9	29.9		29.9	29.9		10.9	10.9		10.9	10.9	
Total Split (s)	20.0	85.0		65.0	65.0		35.0	35.0		35.0	35.0	
Total Split (%)	16.7%	70.8%		54.2%	54.2%		29.2%	29.2%		29.2%	29.2%	
Maximum Green (s)	15.1	80.1		60.1	60.1		30.2	30.2		30.2	30.2	
Yellow Time (s)	3.9	3.9		3.9	3.9		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)	4.9	4.9			4.9			4.8		4.8	4.8	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		C-Min	C-Min		None	None		None	None	
Walk Time (s)							7.0	7.0		7.0	7.0	
Flash Dont Walk (s)							18.0	18.0		18.0	18.0	
Pedestrian Calls (#/hr)							0	0		0	0	
Act Effct Green (s)	94.7	94.7			81.9			15.6		15.6	15.6	
Actuated g/C Ratio	0.79	0.79			0.68			0.13		0.13	0.13	
v/c Ratio	0.24	0.36			0.31			0.03		0.66	0.16	
Control Delay	4.5	4.5			6.5			42.4		65.9	0.6	
Queue Delay	0.0	0.0			0.0			0.0		0.0	0.0	
Total Delay	4.5	4.5			6.5			42.4		65.9	0.6	
LOS	A	A			A			D		E	A	
Approach Delay		4.5			6.5			42.4			38.3	
Approach LOS		A			A			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 49.6 (41%), Referenced to phase 2:NWTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 8.7		Intersection LOS: A	
Intersection Capacity Utilization 65.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 9: Monro Dwy/Scranton Rd & Camp Rd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	174	238	449	115	314	750
Future Volume (vph)	174	238	449	115	314	750
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240	0		0	135	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.969			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3429	0	1770	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3429	0	1770	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		248	46			
Link Speed (mph)	30		40			40
Link Distance (ft)	468		772			1060
Travel Time (s)	10.6		13.2			18.1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	181	248	468	120	327	781
Shared Lane Traffic (%)						
Lane Group Flow (vph)	181	248	588	0	327	781
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2		2	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	49	49	49		49	49
Trailing Detector (ft)	-1	-1	-1		-1	-1
Detector 1 Position(ft)	-1	-1	-1		-1	-1
Detector 1 Size(ft)	20	20	20		20	20
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
Detector 2 Position(ft)	29	29	29		29	29
Detector 2 Size(ft)	20	20	20		20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Prot	pm+ov	NA		Prot	NA
Protected Phases	3	1	2		1	2
Permitted Phases		3				

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	3	1	2		1	2
Switch Phase						
Minimum Initial (s)	12.0	3.0	20.0		3.0	20.0
Minimum Split (s)	16.6	7.3	27.1		7.3	27.1
Total Split (s)	25.0	20.0	75.0		20.0	75.0
Total Split (%)	20.8%	16.7%	62.5%		16.7%	62.5%
Maximum Green (s)	20.4	15.7	69.9		15.7	69.9
Yellow Time (s)	3.2	3.2	3.9		3.2	3.9
All-Red Time (s)	1.4	1.1	1.2		1.1	1.2
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.6	4.3	5.1		4.3	5.1
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	4.0		3.0	4.0
Recall Mode	None	None	C-Max		None	C-Max
Walk Time (s)	7.0		7.0			7.0
Flash Dont Walk (s)	15.0		15.0			15.0
Pedestrian Calls (#/hr)	0		0			0
Act Effct Green (s)	17.0	40.7	69.9		19.1	69.9
Actuated g/C Ratio	0.14	0.34	0.58		0.16	0.58
v/c Ratio	0.72	0.35	0.29		1.16	0.38
Control Delay	65.6	4.9	12.0		149.1	11.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	65.6	4.9	12.0		149.1	11.9
LOS	E	A	B		F	B
Approach Delay	30.5		12.0			52.4
Approach LOS	C		B			D

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.16			
Intersection Signal Delay: 36.8		Intersection LOS: D	
Intersection Capacity Utilization 55.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 10: Camp Rd & Legion Dr



A5

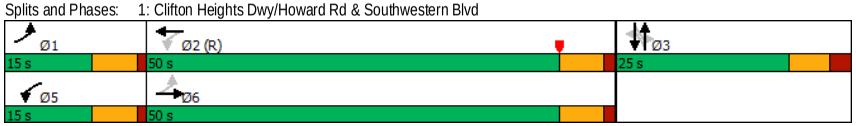
Level of Service Calculations: Background Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	692	2	3	380	61	9	4	11	149	0	50
Future Volume (vph)	41	692	2	3	380	61	9	4	11	149	0	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	215		0	150		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	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.979			0.938			0.966	
Flt Protected	0.950			0.950				0.981			0.964	
Satd. Flow (prot)	1770	3539	0	1770	3465	0	0	1714	0	0	1735	0
Flt Permitted	0.457			0.368				0.873			0.764	
Satd. Flow (perm)	851	3539	0	685	3465	0	0	1525	0	0	1375	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					28			12			107	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2757			935			240			463	
Travel Time (s)		41.8			14.2			5.5			10.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	44	744	2	3	409	66	10	4	12	160	0	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	44	746	0	3	475	0	0	26	0	0	214	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
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	
Detector 2 Position(ft)	29	29		29	29		29	29		29	29	
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			3			3	
Permitted Phases	6			2			3			3		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2		3	3		3	3	
Switch Phase												
Minimum Initial (s)	6.0	20.0		6.0	20.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	11.7	32.5		11.7	32.5		24.0	24.0		24.0	24.0	
Total Split (s)	15.0	50.0		15.0	50.0		25.0	25.0		25.0	25.0	
Total Split (%)	16.7%	55.6%		16.7%	55.6%		27.8%	27.8%		27.8%	27.8%	
Maximum Green (s)	9.3	43.9		9.3	43.9		18.3	18.3		18.3	18.3	
Yellow Time (s)	4.7	4.7		4.7	4.7		4.3	4.3		4.3	4.3	
All-Red Time (s)	1.0	1.4		1.0	1.4		2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.7	6.1		5.7	6.1			6.7			6.7	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		19.0			19.0		24.0	24.0		24.0	24.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	64.2	62.3		61.2	57.2			12.6			12.6	
Actuated g/C Ratio	0.71	0.69		0.68	0.64			0.14			0.14	
v/c Ratio	0.07	0.30		0.01	0.21			0.12			0.76	
Control Delay	2.9	7.2		5.0	8.6			22.1			35.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	2.9	7.2		5.0	8.6			22.1			35.0	
LOS	A	A		A	A			C			C	
Approach Delay		7.0			8.5			22.1			35.0	
Approach LOS		A			A			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 11.7		Intersection LOS: B	
Intersection Capacity Utilization 57.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: Clifton Heights Dwy/Howard Rd & Southwestern Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	40	30	13	131	115	33	18	718	124	7	357	68
Future Volume (vph)	40	30	13	131	115	33	18	718	124	7	357	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		160	0		150	75		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.954			0.967			0.978			0.976	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1777	0	1770	1801	0	1770	3461	0	1770	3454	0
Flt Permitted	0.656			0.727			0.489			0.297		
Satd. Flow (perm)	1222	1777	0	1354	1801	0	911	3461	0	553	3454	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			15			37			41	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		1097			1066			963			2757	
Travel Time (s)		21.4			20.8			14.6			41.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	43	32	14	141	124	35	19	772	133	8	384	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	46	0	141	159	0	19	905	0	8	457	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
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	
Detector 2 Position(ft)	29	29		29	29		29	29		29	29	
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		3			3			1			1	
Permitted Phases	3			3			1			1		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	3	3		3	3		1	1		1	1	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		60.0	60.0		60.0	60.0	
Total Split (s)	30.0	30.0		30.0	30.0		60.0	60.0		60.0	60.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		66.7%	66.7%		66.7%	66.7%	
Maximum Green (s)	22.1	22.1		22.1	22.1		52.2	52.2		52.2	52.2	
Yellow Time (s)	3.6	3.6		3.6	3.6		4.7	4.7		4.7	4.7	
All-Red Time (s)	4.3	4.3		4.3	4.3		3.1	3.1		3.1	3.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.9	7.9		7.9	7.9		7.8	7.8		7.8	7.8	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	52.0	52.0		52.0	52.0		46.0	46.0		46.0	46.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	15.2	15.2		15.2	15.2		59.1	59.1		59.1	59.1	
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.66	0.66		0.66	0.66	
v/c Ratio	0.21	0.15		0.62	0.50		0.03	0.40		0.02	0.20	
Control Delay	32.5	23.3		45.6	35.1		7.2	8.1		4.9	3.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	32.5	23.3		45.6	35.1		7.2	8.1		4.9	3.8	
LOS	C	C		D	D		A	A		A	A	
Approach Delay		27.7			40.1			8.1			3.8	
Approach LOS		C			D			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 32.2 (36%), Referenced to phase 1:NESW, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 13.3		Intersection LOS: B	
Intersection Capacity Utilization 56.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: Southwestern Blvd & Sowles Rd

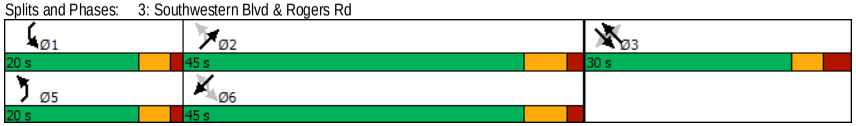


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	178	41	24	22	50	21	22	857	15	6	417	73
Future Volume (vph)	178	41	24	22	50	21	22	857	15	6	417	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	50		0	250		0	290		150
Storage Lanes	1		0	1		0	1		0	1		1
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	1.00
Frt		0.945			0.955			0.997				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1760	0	1770	1779	0	1770	3529	0	1770	3539	1583
Flt Permitted	0.707			0.711			0.462			0.240		
Satd. Flow (perm)	1317	1760	0	1324	1779	0	861	3529	0	447	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			21			2				101
Link Speed (mph)		35			35			50			50	
Link Distance (ft)		556			629			968			6125	
Travel Time (s)		10.8			12.3			13.2			83.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	193	45	26	24	54	23	24	932	16	7	453	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	193	71	0	24	77	0	24	948	0	7	453	79
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	2
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	49	49		49	49		49	49		49	49	49
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	-1
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	-1
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	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)	29	29		29	29		29	29		29	29	29
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		3			3		5	2		1	6	
Permitted Phases	3			3			2			6		6

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	3	3		3	3		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	1.0	1.0		1.0	1.0		1.0	5.0		1.0	5.0	5.0
Minimum Split (s)	7.8	7.8		7.8	7.8		6.0	20.0		6.0	20.0	20.0
Total Split (s)	30.0	30.0		30.0	30.0		20.0	45.0		20.0	45.0	45.0
Total Split (%)	31.6%	31.6%		31.6%	31.6%		21.1%	47.4%		21.1%	47.4%	47.4%
Maximum Green (s)	23.2	23.2		23.2	23.2		15.0	38.3		15.0	38.3	38.3
Yellow Time (s)	3.6	3.6		3.6	3.6		3.5	4.7		3.5	4.7	4.7
All-Red Time (s)	3.2	3.2		3.2	3.2		1.5	2.0		1.5	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)	6.8	6.8		6.8	6.8		5.0	6.7		5.0	6.7	6.7
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Min		None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Flash Dont Walk (s)	24.0	24.0		24.0	24.0			13.0			13.0	13.0
Pedestrian Calls (#/hr)	0	0		0	0			0			0	0
Act Effct Green (s)	14.2	14.2		14.2	14.2		27.1	24.4		25.8	22.0	22.0
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.50	0.45		0.47	0.40	0.40
v/c Ratio	0.56	0.15		0.07	0.16		0.04	0.60		0.02	0.32	0.11
Control Delay	25.7	13.2		18.0	14.4		7.6	14.4		7.7	13.8	3.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	25.7	13.2		18.0	14.4		7.6	14.4		7.7	13.8	3.1
LOS	C	B		B	B		A	B		A	B	A
Approach Delay		22.3			15.2			14.2			12.1	
Approach LOS		C			B			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 54.4			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 14.8		Intersection LOS: B	
Intersection Capacity Utilization 51.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Southwestern Blvd & Rogers Rd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	182	879	16	78	451
Future Volume (vph)	5	182	879	16	78	451
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	145	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.869		0.997			
Flt Protected	0.999				0.950	
Satd. Flow (prot)	1617	0	3529	0	1770	3539
Flt Permitted	0.999				0.950	
Satd. Flow (perm)	1617	0	3529	0	1770	3539
Link Speed (mph)	35		45			45
Link Distance (ft)	1097		642			839
Travel Time (s)	21.4		9.7			12.7
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	6	214	1034	19	92	531
Shared Lane Traffic (%)						
Lane Group Flow (vph)	220	0	1053	0	92	531
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
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		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	182	879	16	78	451
Future Volume (Veh/h)	5	182	879	16	78	451
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	6	214	1034	19	92	531
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			642			
pX, platoon unblocked	0.84	0.84			0.84	
vC, conflicting volume	1493	526			1053	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1204	52			679	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	75			88	
cM capacity (veh/h)	130	843			763	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	220	689	364	92	266	266
Volume Left	6	0	0	92	0	0
Volume Right	214	0	19	0	0	0
cSH	734	1700	1700	763	1700	1700
Volume to Capacity	0.30	0.41	0.21	0.12	0.16	0.16
Queue Length 95th (ft)	31	0	0	10	0	0
Control Delay (s)	12.0	0.0	0.0	10.4	0.0	0.0
Lane LOS	B			B		
Approach Delay (s)	12.0	0.0		1.5		
Approach LOS	B					

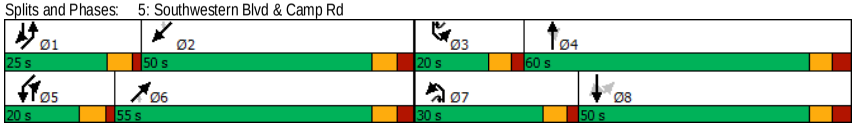
Intersection Summary				
Average Delay	1.9			
Intersection Capacity Utilization	50.7%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	175	608	225	38	287	139	267	629	351	166	311	33
Future Volume (vph)	175	608	225	38	287	139	267	629	351	166	311	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	345		225	200		300	260		400	185		225
Storage Lanes	2		1	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	1770	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.338			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	630	3539	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			239			148			209			125
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1816			642			6125			963	
Travel Time (s)		27.5			9.7			92.8			14.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	186	647	239	40	305	148	284	669	373	177	331	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	186	647	239	40	305	148	284	669	373	177	331	35
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			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	2	2	2	2	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	49	49	49	49	49	49	49	49	49	49	49	49
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
Detector 1 Size(ft)	20	20	20	20	20	20	20	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	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	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	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	0.0	0.0
Detector 2 Position(ft)	29	29	29	29	29	29	29	29	29	29	29	29
Detector 2 Size(ft)	20	20	20	20	20	20	20	20	20	20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	1	6	7	5	2	3
Permitted Phases			4	8		8			6			2

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4	5	3	8	1	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	3.0	10.0	3.0	6.0	15.0	3.0	3.0	10.0	3.0	3.0	20.0	6.0
Minimum Split (s)	9.5	17.9	9.3	12.5	22.9	9.3	9.3	17.9	9.5	9.3	27.9	12.5
Total Split (s)	30.0	60.0	20.0	20.0	50.0	25.0	25.0	55.0	30.0	20.0	50.0	20.0
Total Split (%)	19.4%	38.7%	12.9%	12.9%	32.3%	16.1%	16.1%	35.5%	19.4%	12.9%	32.3%	12.9%
Maximum Green (s)	23.5	52.1	13.7	13.5	42.1	18.7	18.7	47.1	23.5	13.7	42.1	13.5
Yellow Time (s)	4.3	4.3	4.7	4.3	4.3	4.7	4.7	4.7	4.3	4.7	4.7	4.3
All-Red Time (s)	2.2	3.6	1.6	2.2	3.6	1.6	1.6	3.2	2.2	1.6	3.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	7.9	6.3	6.5	7.9	6.3	6.3	7.9	6.5	6.3	7.9	6.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	1.5	2.0	2.5	1.5	2.0	2.0	3.5	2.0	2.0	3.5	2.5
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		29.0			29.0			28.0			28.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	10.3	25.9	43.9	27.5	19.4	40.6	13.1	26.6	44.9	9.9	23.4	38.2
Actuated g/C Ratio	0.11	0.27	0.46	0.29	0.20	0.43	0.14	0.28	0.47	0.10	0.25	0.40
v/c Ratio	0.50	0.67	0.28	0.15	0.42	0.20	0.60	0.68	0.44	0.50	0.38	0.05
Control Delay	47.1	36.7	3.3	21.3	36.3	3.8	45.7	35.4	9.0	47.4	32.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.1	36.7	3.3	21.3	36.3	3.8	45.7	35.4	9.0	47.4	32.7	0.1
LOS	D	D	A	C	D	A	D	D	A	D	C	A
Approach Delay		31.0			25.3			30.1			35.4	
Approach LOS		C			C			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 155			
Actuated Cycle Length: 95.3			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 30.6		Intersection LOS: C	
Intersection Capacity Utilization 69.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 5: Southwestern Blvd & Camp Rd



Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	195	213	338	412	777	443
Future Volume (vph)	195	213	338	412	777	443
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	375			0
Storage Lanes	2	1	2			1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	0.97	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	3433	3539	3539	1583
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	3433	1583	3433	3539	3539	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		229				429
Link Speed (mph)	30			45	45	
Link Distance (ft)	1062			1156	609	
Travel Time (s)	24.1			17.5	9.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	210	229	363	443	835	476
Shared Lane Traffic (%)						
Lane Group Flow (vph)	210	229	363	443	835	476
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	2	2	2
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	49	49	49	49	49	49
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1
Detector 1 Size(ft)	20	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	29	29	29	29	29	29
Detector 2 Size(ft)	20	20	20	20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Free	Prot	NA	NA	Free
Protected Phases	8		1	6	2	
Permitted Phases		Free				Free

Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Detector Phase	8		1	6	2	
Switch Phase						
Minimum Initial (s)	8.0		8.0	25.0	25.0	
Minimum Split (s)	38.9		14.1	31.1	32.1	
Total Split (s)	39.0		20.0	61.0	41.0	
Total Split (%)	39.0%		20.0%	61.0%	41.0%	
Maximum Green (s)	32.1		13.9	54.9	34.9	
Yellow Time (s)	4.3		4.3	4.3	4.3	
All-Red Time (s)	2.6		1.8	1.8	1.8	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.9		6.1	6.1	6.1	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.5		2.5	2.5	2.5	
Recall Mode	None		None	Min	Min	
Walk Time (s)	7.0				7.0	
Flash Dont Walk (s)	25.0				19.0	
Pedestrian Calls (#/hr)	0				0	
Act Effct Green (s)	10.2	66.9	11.9	43.6	25.6	66.9
Actuated g/C Ratio	0.15	1.00	0.18	0.65	0.38	1.00
v/c Ratio	0.40	0.14	0.60	0.19	0.62	0.30
Control Delay	28.4	0.2	30.1	5.0	19.6	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.4	0.2	30.1	5.0	19.6	0.5
LOS	C	A	C	A	B	A
Approach Delay	13.7			16.3	12.7	
Approach LOS	B			B	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 66.9			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 14.0		Intersection LOS: B	
Intersection Capacity Utilization 53.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 6: Camp Rd & I-90



Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	21	18	584	23	14	1198
Future Volume (vph)	21	18	584	23	14	1198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	140	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.937		0.994			
Flt Protected	0.974				0.950	
Satd. Flow (prot)	1700	0	3518	0	1770	3539
Flt Permitted	0.974				0.950	
Satd. Flow (perm)	1700	0	3518	0	1770	3539
Link Speed (mph)	30		35			45
Link Distance (ft)	279		609			1576
Travel Time (s)	6.3		11.9			23.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	20	635	25	15	1302
Shared Lane Traffic (%)						
Lane Group Flow (vph)	43	0	660	0	15	1302
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	43.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (veh/h)	21	18	584	23	14	1198
Future Volume (Veh/h)	21	18	584	23	14	1198
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	23	20	635	25	15	1302
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			609			
pX, platoon unblocked	0.99	0.99			0.99	
vC, conflicting volume	1328	330			660	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1312	303			636	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	84	97			98	
cM capacity (veh/h)	146	686			934	

Direction, Lane #	EB 1	SE 1	SE 2	NW 1	NW 2	NW 3
Volume Total	43	423	237	15	651	651
Volume Left	23	0	0	15	0	0
Volume Right	20	0	25	0	0	0
cSH	231	1700	1700	934	1700	1700
Volume to Capacity	0.19	0.25	0.14	0.02	0.38	0.38
Queue Length 95th (ft)	17	0	0	1	0	0
Control Delay (s)	24.1	0.0	0.0	8.9	0.0	0.0
Lane LOS	C			A		
Approach Delay (s)	24.1	0.0		0.1		
Approach LOS	C					

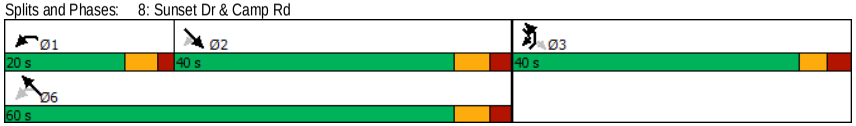
Intersection Summary				
Average Delay	0.6			
Intersection Capacity Utilization	43.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	503	71	45	899	267	55
Future Volume (vph)	503	71	45	899	267	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125	100		0	75
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted			0.357		0.950	
Satd. Flow (perm)	3539	1583	665	3539	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		77				45
Link Speed (mph)	40			40	30	
Link Distance (ft)	1576			778	929	
Travel Time (s)	26.9			13.3	21.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	547	77	49	977	290	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	547	77	49	977	290	60
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	2	2	2	2	2
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	49	49	49	49	49	49
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1
Detector 1 Size(ft)	20	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	29	29	29	29	29	29
Detector 2 Size(ft)	20	20	20	20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	2	3	1	6	3	
Permitted Phases		2	6			3

Lane Group	SET	SER	NWL	NWT	NEL	NER
Detector Phase	2	3	1	6	3	3
Switch Phase						
Minimum Initial (s)	25.0	10.0	6.0	25.0	10.0	10.0
Minimum Split (s)	40.0	16.2	11.9	32.0	16.2	16.2
Total Split (s)	40.0	40.0	20.0	60.0	40.0	40.0
Total Split (%)	40.0%	40.0%	20.0%	60.0%	40.0%	40.0%
Maximum Green (s)	33.0	33.8	14.1	53.0	33.8	33.8
Yellow Time (s)	4.3	3.2	3.9	4.3	3.2	3.2
All-Red Time (s)	2.7	3.0	2.0	2.7	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.2	5.9	7.0	6.2	6.2
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	4.0	4.0	2.0	4.0	4.0	4.0
Recall Mode	Min	None	None	Min	None	None
Walk Time (s)	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	26.0	19.0			19.0	19.0
Pedestrian Calls (#/hr)	0	0			0	0
Act Effct Green (s)	25.8	53.0	33.4	32.3	16.9	16.9
Actuated g/C Ratio	0.41	0.84	0.53	0.51	0.27	0.27
v/c Ratio	0.38	0.06	0.11	0.54	0.61	0.13
Control Delay	16.4	0.8	8.8	12.1	26.8	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.4	0.8	8.8	12.1	26.8	9.1
LOS	B	A	A	B	C	A
Approach Delay	14.5			11.9	23.8	
Approach LOS	B			B	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 62.8			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 14.8		Intersection LOS: B	
Intersection Capacity Utilization 56.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 8: Sunset Dr & Camp Rd

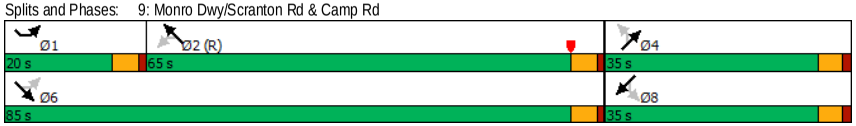


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	60	469	3	2	863	54	1	1	0	89	0	91
Future Volume (vph)	60	469	3	2	863	54	1	1	0	89	0	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		0	0		0	0		0	115		0
Storage Lanes	1		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.991						0.850	
Flt Protected	0.950							0.976		0.950		
Satd. Flow (prot)	1770	3536	0	0	3507	0	0	1818	0	1770	1583	0
Flt Permitted	0.247				0.955			0.906		0.757		
Satd. Flow (perm)	460	3536	0	0	3350	0	0	1688	0	1410	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			8						293	
Link Speed (mph)		40			40			30			35	
Link Distance (ft)		1093			781			132			554	
Travel Time (s)		18.6			13.3			3.0			10.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	65	504	3	2	928	58	1	1	0	96	0	98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	507	0	0	988	0	0	2	0	96	98	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
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	
Detector 2 Position(ft)	29	29		29	29		29	29		29	29	
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	25.0		25.0	25.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	9.9	29.9		29.9	29.9		10.9	10.9		10.9	10.9	
Total Split (s)	20.0	85.0		65.0	65.0		35.0	35.0		35.0	35.0	
Total Split (%)	16.7%	70.8%		54.2%	54.2%		29.2%	29.2%		29.2%	29.2%	
Maximum Green (s)	15.1	80.1		60.1	60.1		30.2	30.2		30.2	30.2	
Yellow Time (s)	3.9	3.9		3.9	3.9		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)	4.9	4.9			4.9			4.8		4.8	4.8	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		C-Min	C-Min		None	None		None	None	
Walk Time (s)							7.0	7.0		7.0	7.0	
Flash Dont Walk (s)							18.0	18.0		18.0	18.0	
Pedestrian Calls (#/hr)							0	0		0	0	
Act Effct Green (s)	96.8	96.8			87.5			13.5		13.5	13.5	
Actuated g/C Ratio	0.81	0.81			0.73			0.11		0.11	0.11	
v/c Ratio	0.15	0.18			0.40			0.01		0.61	0.22	
Control Delay	3.6	3.1			5.3			44.0		65.9	1.2	
Queue Delay	0.0	0.0			0.0			0.0		0.0	0.0	
Total Delay	3.6	3.1			5.3			44.0		65.9	1.2	
LOS	A	A			A			D		E	A	
Approach Delay		3.1			5.3			44.0			33.2	
Approach LOS		A			A			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 49.6 (41%), Referenced to phase 2:NWTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 7.7		Intersection LOS: A	
Intersection Capacity Utilization 66.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 9: Monro Dwy/Scranton Rd & Camp Rd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	228	748	111	263	315
Future Volume (vph)	25	228	748	111	263	315
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240	0		0	135	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.981			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3472	0	1770	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3472	0	1770	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		160	23			
Link Speed (mph)	30		40			40
Link Distance (ft)	468		772			1060
Travel Time (s)	10.6		13.2			18.1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	28	259	850	126	299	358
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	259	976	0	299	358
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2		2	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	49	49	49		49	49
Trailing Detector (ft)	-1	-1	-1		-1	-1
Detector 1 Position(ft)	-1	-1	-1		-1	-1
Detector 1 Size(ft)	20	20	20		20	20
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
Detector 2 Position(ft)	29	29	29		29	29
Detector 2 Size(ft)	20	20	20		20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Prot	pm+ov	NA		Prot	NA
Protected Phases	3	1	2		1	2
Permitted Phases		3				

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	3	1	2		1	2
Switch Phase						
Minimum Initial (s)	12.0	3.0	20.0		3.0	20.0
Minimum Split (s)	16.6	7.3	27.1		7.3	27.1
Total Split (s)	25.0	20.0	75.0		20.0	75.0
Total Split (%)	20.8%	16.7%	62.5%		16.7%	62.5%
Maximum Green (s)	20.4	15.7	69.9		15.7	69.9
Yellow Time (s)	3.2	3.2	3.9		3.2	3.9
All-Red Time (s)	1.4	1.1	1.2		1.1	1.2
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.6	4.3	5.1		4.3	5.1
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	4.0		3.0	4.0
Recall Mode	None	None	C-Max		None	C-Max
Walk Time (s)	7.0		7.0			7.0
Flash Dont Walk (s)	15.0		15.0			15.0
Pedestrian Calls (#/hr)	0		0			0
Act Effct Green (s)	12.0	39.4	71.2		29.4	71.2
Actuated g/C Ratio	0.10	0.33	0.59		0.24	0.59
v/c Ratio	0.16	0.41	0.47		0.69	0.17
Control Delay	51.8	13.8	14.5		56.8	9.6
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	51.8	13.8	14.5		56.8	9.6
LOS	D	B	B		E	A
Approach Delay	17.5		14.5			31.1
Approach LOS	B		B			C

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 20.6		Intersection LOS: C	
Intersection Capacity Utilization 60.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 10: Camp Rd & Legion Dr

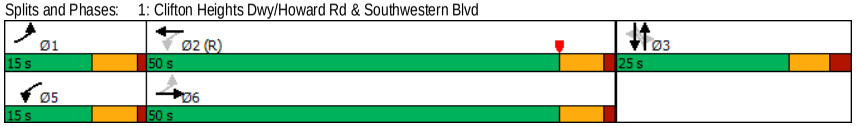


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	813	19	15	1059	138	9	1	9	103	2	45
Future Volume (vph)	60	813	19	15	1059	138	9	1	9	103	2	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	215		0	150		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	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.983			0.936			0.960	
Flt Protected	0.950			0.950				0.977			0.967	
Satd. Flow (prot)	1770	3529	0	1770	3479	0	0	1703	0	0	1729	0
Flt Permitted	0.135			0.309				0.851			0.781	
Satd. Flow (perm)	251	3529	0	576	3479	0	0	1484	0	0	1397	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			22			10			21	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2757			935			240			463	
Travel Time (s)		41.8			14.2			5.5			10.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	65	874	20	16	1139	148	10	1	10	111	2	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	894	0	16	1287	0	0	21	0	0	161	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
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	
Detector 2 Position(ft)	29	29		29	29		29	29		29	29	
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			3			3	
Permitted Phases	6			2			3			3		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2		3	3		3	3	
Switch Phase												
Minimum Initial (s)	6.0	20.0		6.0	20.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	11.7	32.5		11.7	32.5		24.0	24.0		24.0	24.0	
Total Split (s)	15.0	50.0		15.0	50.0		25.0	25.0		25.0	25.0	
Total Split (%)	16.7%	55.6%		16.7%	55.6%		27.8%	27.8%		27.8%	27.8%	
Maximum Green (s)	9.3	43.9		9.3	43.9		18.3	18.3		18.3	18.3	
Yellow Time (s)	4.7	4.7		4.7	4.7		4.3	4.3		4.3	4.3	
All-Red Time (s)	1.0	1.4		1.0	1.4		2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.7	6.1		5.7	6.1			6.7			6.7	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		19.0			19.0		24.0	24.0		24.0	24.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	62.9	60.9		58.5	53.2			13.8			13.8	
Actuated g/C Ratio	0.70	0.68		0.65	0.59			0.15			0.15	
v/c Ratio	0.22	0.37		0.04	0.62			0.09			0.69	
Control Delay	4.5	7.7		5.3	15.1			21.9			46.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	4.5	7.7		5.3	15.1			21.9			46.3	
LOS	A	A		A	B			C			D	
Approach Delay		7.5			15.0			21.9			46.3	
Approach LOS		A			B			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 14.2		Intersection LOS: B	
Intersection Capacity Utilization 66.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: Clifton Heights Dwy/Howard Rd & Southwestern Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	93	142	22	145	79	36	28	789	176	41	1008	74
Future Volume (vph)	93	142	22	145	79	36	28	789	176	41	1008	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		160	0		150	75		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.980			0.953			0.973			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1825	0	1770	1775	0	1770	3444	0	1770	3504	0
Flt Permitted	0.681			0.651			0.225			0.265		
Satd. Flow (perm)	1269	1825	0	1213	1775	0	419	3444	0	494	3504	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			24			51			14	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		1097			1066			963			2757	
Travel Time (s)		21.4			20.8			14.6			41.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	95	145	22	148	81	37	29	805	180	42	1029	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	167	0	148	118	0	29	985	0	42	1105	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
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	
Detector 2 Position(ft)	29	29		29	29		29	29		29	29	
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		3			3			1			1	
Permitted Phases	3			3			1			1		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	3	3		3	3		1	1		1	1	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		60.0	60.0		60.0	60.0	
Total Split (s)	30.0	30.0		30.0	30.0		60.0	60.0		60.0	60.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		66.7%	66.7%		66.7%	66.7%	
Maximum Green (s)	22.1	22.1		22.1	22.1		52.2	52.2		52.2	52.2	
Yellow Time (s)	3.6	3.6		3.6	3.6		4.7	4.7		4.7	4.7	
All-Red Time (s)	4.3	4.3		4.3	4.3		3.1	3.1		3.1	3.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.9	7.9		7.9	7.9		7.8	7.8		7.8	7.8	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	52.0	52.0		52.0	52.0		46.0	46.0		46.0	46.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	16.4	16.4		16.4	16.4		57.9	57.9		57.9	57.9	
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.64	0.64		0.64	0.64	
v/c Ratio	0.41	0.49		0.67	0.34		0.11	0.44		0.13	0.49	
Control Delay	36.4	35.3		48.3	26.6		9.0	9.0		4.8	4.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	36.4	35.3		48.3	26.6		9.0	9.0		4.8	4.4	
LOS	D	D		D	C		A	A		A	A	
Approach Delay		35.7			38.7			9.0			4.4	
Approach LOS		D			D			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 32.2 (36%), Referenced to phase 1:NESW, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 12.5		Intersection LOS: B	
Intersection Capacity Utilization 70.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: Southwestern Blvd & Sowles Rd

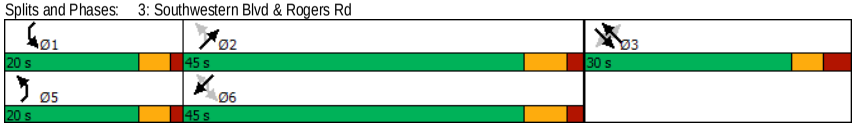


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	126	70	42	28	93	21	50	560	19	53	1198	190
Future Volume (vph)	126	70	42	28	93	21	50	560	19	53	1198	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	50		0	250		0	290		150
Storage Lanes	1		0	1		0	1		0	1		1
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	1.00
Frt		0.944			0.972			0.995				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1758	0	1770	1811	0	1770	3522	0	1770	3539	1583
Flt Permitted	0.681			0.683			0.133			0.423		
Satd. Flow (perm)	1269	1758	0	1272	1811	0	248	3522	0	788	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			11			4				134
Link Speed (mph)		35			35			50			50	
Link Distance (ft)		556			629			968			6125	
Travel Time (s)		10.8			12.3			13.2			83.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	130	72	43	29	96	22	52	577	20	55	1235	196
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	115	0	29	118	0	52	597	0	55	1235	196
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	2
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	49	49		49	49		49	49		49	49	49
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	-1
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	-1
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	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)	29	29		29	29		29	29		29	29	29
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		3			3		5	2		1	6	
Permitted Phases	3			3			2			6		6

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	3	3		3	3		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	1.0	1.0		1.0	1.0		1.0	5.0		1.0	5.0	5.0
Minimum Split (s)	7.8	7.8		7.8	7.8		6.0	20.0		6.0	20.0	20.0
Total Split (s)	30.0	30.0		30.0	30.0		20.0	45.0		20.0	45.0	45.0
Total Split (%)	31.6%	31.6%		31.6%	31.6%		21.1%	47.4%		21.1%	47.4%	47.4%
Maximum Green (s)	23.2	23.2		23.2	23.2		15.0	38.3		15.0	38.3	38.3
Yellow Time (s)	3.6	3.6		3.6	3.6		3.5	4.7		3.5	4.7	4.7
All-Red Time (s)	3.2	3.2		3.2	3.2		1.5	2.0		1.5	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)	6.8	6.8		6.8	6.8		5.0	6.7		5.0	6.7	6.7
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Min		None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Flash Dont Walk (s)	24.0	24.0		24.0	24.0			13.0			13.0	13.0
Pedestrian Calls (#/hr)	0	0		0	0			0			0	0
Act Effct Green (s)	12.9	12.9		12.9	12.9		38.7	32.9		37.8	32.5	32.5
Actuated g/C Ratio	0.19	0.19		0.19	0.19		0.58	0.50		0.57	0.49	0.49
v/c Ratio	0.53	0.31		0.12	0.33		0.17	0.34		0.10	0.71	0.23
Control Delay	35.1	22.5		26.9	26.3		6.8	12.2		6.1	18.0	5.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	35.1	22.5		26.9	26.3		6.8	12.2		6.1	18.0	5.7
LOS	D	C		C	C		A	B		A	B	A
Approach Delay		29.2			26.4			11.8			15.9	
Approach LOS		C			C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 66.3			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 16.8		Intersection LOS: B	
Intersection Capacity Utilization 65.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: Southwestern Blvd & Rogers Rd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	15	166	575	14	205	1029
Future Volume (vph)	15	166	575	14	205	1029
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	145	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.876		0.994			
Flt Protected	0.996				0.950	
Satd. Flow (prot)	1625	0	3518	0	1770	3539
Flt Permitted	0.996				0.950	
Satd. Flow (perm)	1625	0	3518	0	1770	3539
Link Speed (mph)	35		45			45
Link Distance (ft)	1097		642			839
Travel Time (s)	21.4		9.7			12.7
Peak Hour Factor	0.96	0.96	0.96	0.60	0.96	0.96
Adj. Flow (vph)	16	173	599	23	214	1072
Shared Lane Traffic (%)						
Lane Group Flow (vph)	189	0	622	0	214	1072
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	15	166	575	14	205	1029
Future Volume (Veh/h)	15	166	575	14	205	1029
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.96	0.96	0.96	0.60	0.96	0.96
Hourly flow rate (vph)	16	173	599	23	214	1072
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			642			
pX, platoon unblocked	0.92	0.92			0.92	
vC, conflicting volume	1574	311			622	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1455	86			423	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	82	80			80	
cM capacity (veh/h)	89	881			1045	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	189	399	223	214	536	536
Volume Left	16	0	0	214	0	0
Volume Right	173	0	23	0	0	0
cSH	501	1700	1700	1045	1700	1700
Volume to Capacity	0.38	0.23	0.13	0.20	0.32	0.32
Queue Length 95th (ft)	43	0	0	19	0	0
Control Delay (s)	16.5	0.0	0.0	9.3	0.0	0.0
Lane LOS	C			A		
Approach Delay (s)	16.5	0.0		1.6		
Approach LOS	C					

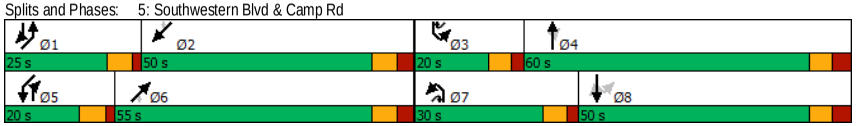
Intersection Summary				
Average Delay	2.4			
Intersection Capacity Utilization	48.8%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	473	374	334	46	610	388	207	576	251	256	858	7
Future Volume (vph)	473	374	334	46	610	388	207	576	251	256	858	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	345		225	200		300	260		400	185		225
Storage Lanes	2		1	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	1770	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.519			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	967	3539	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			263			126			79			125
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1816			642			6125			963	
Travel Time (s)		27.5			9.7			92.8			14.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	498	394	352	48	642	408	218	606	264	269	903	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	498	394	352	48	642	408	218	606	264	269	903	7
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			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	2	2	2	2	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	49	49	49	49	49	49	49	49	49	49	49	49
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
Detector 1 Size(ft)	20	20	20	20	20	20	20	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	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	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	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	0.0	0.0
Detector 2 Position(ft)	29	29	29	29	29	29	29	29	29	29	29	29
Detector 2 Size(ft)	20	20	20	20	20	20	20	20	20	20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	1	6	7	5	2	3
Permitted Phases			4	8		8			6			2

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4	5	3	8	1	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	3.0	10.0	3.0	6.0	15.0	3.0	3.0	10.0	3.0	3.0	20.0	6.0
Minimum Split (s)	9.5	17.9	9.3	12.5	22.9	9.3	9.3	17.9	9.5	9.3	27.9	12.5
Total Split (s)	30.0	60.0	20.0	20.0	50.0	25.0	25.0	55.0	30.0	20.0	50.0	20.0
Total Split (%)	19.4%	38.7%	12.9%	12.9%	32.3%	16.1%	16.1%	35.5%	19.4%	12.9%	32.3%	12.9%
Maximum Green (s)	23.5	52.1	13.7	13.5	42.1	18.7	18.7	47.1	23.5	13.7	42.1	13.5
Yellow Time (s)	4.3	4.3	4.7	4.3	4.3	4.7	4.7	4.7	4.3	4.7	4.7	4.3
All-Red Time (s)	2.2	3.6	1.6	2.2	3.6	1.6	1.6	3.2	2.2	1.6	3.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	7.9	6.3	6.5	7.9	6.3	6.3	7.9	6.5	6.3	7.9	6.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	1.5	2.0	2.5	1.5	2.0	2.0	3.5	2.0	2.0	3.5	2.5
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		29.0			29.0			28.0			28.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	22.9	47.1	68.4	37.3	28.5	49.6	13.1	39.3	70.1	13.3	39.5	54.9
Actuated g/C Ratio	0.17	0.35	0.51	0.28	0.21	0.37	0.10	0.30	0.53	0.10	0.30	0.41
v/c Ratio	0.84	0.31	0.37	0.15	0.85	0.61	0.65	0.58	0.30	0.78	0.86	0.01
Control Delay	68.4	33.7	6.9	25.0	61.8	26.9	68.5	42.8	13.5	76.2	54.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.4	33.7	6.9	25.0	61.8	26.9	68.5	42.8	13.5	76.2	54.2	0.0
LOS	E	C	A	C	E	C	E	D	B	E	D	A
Approach Delay		40.0			47.2			40.9			58.9	
Approach LOS		D			D			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 155			
Actuated Cycle Length: 132.9			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 46.8		Intersection LOS: D	
Intersection Capacity Utilization 83.8%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 5: Southwestern Blvd & Camp Rd



Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	539	510	189	887	644	216
Future Volume (vph)	539	510	189	887	644	216
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	375			0
Storage Lanes	2	1	2			1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	0.97	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	3433	3539	3539	1583
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	3433	1583	3433	3539	3539	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		543				230
Link Speed (mph)	30			45	45	
Link Distance (ft)	1062			1156	609	
Travel Time (s)	24.1			17.5	9.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	573	543	201	944	685	230
Shared Lane Traffic (%)						
Lane Group Flow (vph)	573	543	201	944	685	230
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	2	2	2
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	49	49	49	49	49	49
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1
Detector 1 Size(ft)	20	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	29	29	29	29	29	29
Detector 2 Size(ft)	20	20	20	20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Free	Prot	NA	NA	Free
Protected Phases	8		1	6	2	
Permitted Phases		Free				Free

Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Detector Phase	8		1	6	2	
Switch Phase						
Minimum Initial (s)	8.0		8.0	25.0	25.0	
Minimum Split (s)	38.9		14.1	31.1	32.1	
Total Split (s)	39.0		20.0	61.0	41.0	
Total Split (%)	39.0%		20.0%	61.0%	41.0%	
Maximum Green (s)	32.1		13.9	54.9	34.9	
Yellow Time (s)	4.3		4.3	4.3	4.3	
All-Red Time (s)	2.6		1.8	1.8	1.8	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.9		6.1	6.1	6.1	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.5		2.5	2.5	2.5	
Recall Mode	None		None	Min	Min	
Walk Time (s)	7.0				7.0	
Flash Dont Walk (s)	25.0				19.0	
Pedestrian Calls (#/hr)	0				0	
Act Effct Green (s)	18.4	72.9	9.6	41.4	25.6	72.9
Actuated g/C Ratio	0.25	1.00	0.13	0.57	0.35	1.00
v/c Ratio	0.66	0.34	0.44	0.47	0.55	0.15
Control Delay	28.5	0.6	33.5	10.8	22.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.5	0.6	33.5	10.8	22.2	0.2
LOS	C	A	C	B	C	A
Approach Delay	14.9			14.8	16.6	
Approach LOS	B			B	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 72.9			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 15.4		Intersection LOS: B	
Intersection Capacity Utilization 58.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 6: Camp Rd & I-90



Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	15	11	1406	20	6	845
Future Volume (vph)	15	11	1406	20	6	845
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	140	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.942		0.998			
Flt Protected	0.972				0.950	
Satd. Flow (prot)	1706	0	3532	0	1770	3539
Flt Permitted	0.972				0.950	
Satd. Flow (perm)	1706	0	3532	0	1770	3539
Link Speed (mph)	30		35			45
Link Distance (ft)	279		609			1576
Travel Time (s)	6.3		11.9			23.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	12	1528	22	7	918
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	1550	0	7	918
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.5%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (veh/h)	15	11	1406	20	6	845
Future Volume (Veh/h)	15	11	1406	20	6	845
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	12	1528	22	7	918
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			609			
pX, platoon unblocked	0.84	0.84			0.84	
vC, conflicting volume	2012	775			1550	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1827	359			1279	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	72	98			98	
cM capacity (veh/h)	57	537			454	

Direction, Lane #	EB 1	SE 1	SE 2	NW 1	NW 2	NW 3
Volume Total	28	1019	531	7	459	459
Volume Left	16	0	0	7	0	0
Volume Right	12	0	22	0	0	0
cSH	92	1700	1700	454	1700	1700
Volume to Capacity	0.31	0.60	0.31	0.02	0.27	0.27
Queue Length 95th (ft)	29	0	0	1	0	0
Control Delay (s)	60.6	0.0	0.0	13.1	0.0	0.0
Lane LOS	F			B		
Approach Delay (s)	60.6	0.0		0.1		
Approach LOS	F					

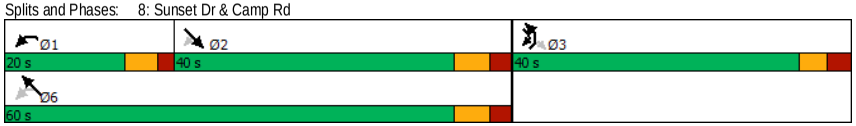
Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	49.5%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1076	293	81	684	183	71
Future Volume (vph)	1076	293	81	684	183	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125	100		0	75
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted			0.138		0.950	
Satd. Flow (perm)	3539	1583	257	3539	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		299				72
Link Speed (mph)	40			40	30	
Link Distance (ft)	1576			778	929	
Travel Time (s)	26.9			13.3	21.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	1098	299	83	698	187	72
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1098	299	83	698	187	72
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	2	2	2	2	2
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	49	49	49	49	49	49
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1
Detector 1 Size(ft)	20	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	29	29	29	29	29	29
Detector 2 Size(ft)	20	20	20	20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	2	3	1	6	3	
Permitted Phases		2	6			3

Lane Group	SET	SER	NWL	NWT	NEL	NER
Detector Phase	2	3	1	6	3	3
Switch Phase						
Minimum Initial (s)	25.0	10.0	6.0	25.0	10.0	10.0
Minimum Split (s)	40.0	16.2	11.9	32.0	16.2	16.2
Total Split (s)	40.0	40.0	20.0	60.0	40.0	40.0
Total Split (%)	40.0%	40.0%	20.0%	60.0%	40.0%	40.0%
Maximum Green (s)	33.0	33.8	14.1	53.0	33.8	33.8
Yellow Time (s)	4.3	3.2	3.9	4.3	3.2	3.2
All-Red Time (s)	2.7	3.0	2.0	2.7	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.2	5.9	7.0	6.2	6.2
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	4.0	4.0	2.0	4.0	4.0	4.0
Recall Mode	Min	None	None	Min	None	None
Walk Time (s)	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	26.0	19.0			19.0	19.0
Pedestrian Calls (#/hr)	0	0			0	0
Act Effct Green (s)	31.1	55.1	41.5	40.4	15.0	15.0
Actuated g/C Ratio	0.45	0.80	0.60	0.58	0.22	0.22
v/c Ratio	0.69	0.23	0.28	0.34	0.49	0.18
Control Delay	19.6	0.8	8.7	8.2	29.8	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.6	0.8	8.7	8.2	29.8	7.6
LOS	B	A	A	A	C	A
Approach Delay	15.5			8.2	23.6	
Approach LOS	B			A	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 69.1			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 14.1		Intersection LOS: B	
Intersection Capacity Utilization 60.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 8: Sunset Dr & Camp Rd

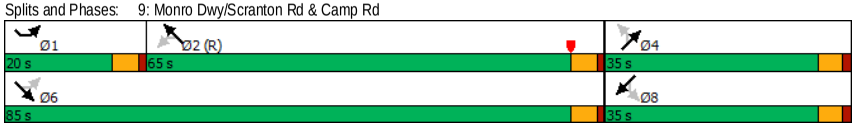


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	138	1004	3	2	621	78	5	0	0	120	0	89
Future Volume (vph)	138	1004	3	2	621	78	5	0	0	120	0	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		0	0		0	0		0	115		0
Storage Lanes	1		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.983						0.850	
Flt Protected	0.950							0.950		0.950		
Satd. Flow (prot)	1770	3539	0	0	3479	0	0	1770	0	1770	1583	0
Flt Permitted	0.325				0.953			0.656		0.754		
Satd. Flow (perm)	605	3539	0	0	3316	0	0	1222	0	1405	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					16						377	
Link Speed (mph)		40			40			30			35	
Link Distance (ft)		1093			781			132			554	
Travel Time (s)		18.6			13.3			3.0			10.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	145	1057	3	2	654	82	5	0	0	126	0	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	1060	0	0	738	0	0	5	0	126	94	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
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	
Detector 2 Position(ft)	29	29		29	29		29	29		29	29	
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	25.0		25.0	25.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	9.9	29.9		29.9	29.9		10.9	10.9		10.9	10.9	
Total Split (s)	20.0	85.0		65.0	65.0		35.0	35.0		35.0	35.0	
Total Split (%)	16.7%	70.8%		54.2%	54.2%		29.2%	29.2%		29.2%	29.2%	
Maximum Green (s)	15.1	80.1		60.1	60.1		30.2	30.2		30.2	30.2	
Yellow Time (s)	3.9	3.9		3.9	3.9		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)	4.9	4.9			4.9			4.8		4.8	4.8	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		C-Min	C-Min		None	None		None	None	
Walk Time (s)							7.0	7.0		7.0	7.0	
Flash Dont Walk (s)							18.0	18.0		18.0	18.0	
Pedestrian Calls (#/hr)							0	0		0	0	
Act Effct Green (s)	94.2	94.2			81.2			16.1		16.1	16.1	
Actuated g/C Ratio	0.78	0.78			0.68			0.13		0.13	0.13	
v/c Ratio	0.26	0.38			0.33			0.03		0.67	0.17	
Control Delay	4.8	4.8			6.7			42.0		65.8	0.7	
Queue Delay	0.0	0.0			0.0			0.0		0.0	0.0	
Total Delay	4.8	4.8			6.7			42.0		65.8	0.7	
LOS	A	A			A			D		E	A	
Approach Delay		4.8			6.7			42.0			38.0	
Approach LOS		A			A			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 49.6 (41%), Referenced to phase 2:NWTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 8.9		Intersection LOS: A	
Intersection Capacity Utilization 67.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 9: Monro Dwy/Scranton Rd & Camp Rd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	183	251	473	121	331	790
Future Volume (vph)	183	251	473	121	331	790
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240	0		0	135	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.969			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3429	0	1770	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3429	0	1770	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		261	45			
Link Speed (mph)	30		40			40
Link Distance (ft)	468		772			1060
Travel Time (s)	10.6		13.2			18.1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	191	261	493	126	345	823
Shared Lane Traffic (%)						
Lane Group Flow (vph)	191	261	619	0	345	823
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2		2	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	49	49	49		49	49
Trailing Detector (ft)	-1	-1	-1		-1	-1
Detector 1 Position(ft)	-1	-1	-1		-1	-1
Detector 1 Size(ft)	20	20	20		20	20
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
Detector 2 Position(ft)	29	29	29		29	29
Detector 2 Size(ft)	20	20	20		20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Prot	pm+ov	NA		Prot	NA
Protected Phases	3	1	2		1	2
Permitted Phases		3				

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	3	1	2		1	2
Switch Phase						
Minimum Initial (s)	12.0	3.0	20.0		3.0	20.0
Minimum Split (s)	16.6	7.3	27.1		7.3	27.1
Total Split (s)	25.0	20.0	75.0		20.0	75.0
Total Split (%)	20.8%	16.7%	62.5%		16.7%	62.5%
Maximum Green (s)	20.4	15.7	69.9		15.7	69.9
Yellow Time (s)	3.2	3.2	3.9		3.2	3.9
All-Red Time (s)	1.4	1.1	1.2		1.1	1.2
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.6	4.3	5.1		4.3	5.1
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	4.0		3.0	4.0
Recall Mode	None	None	C-Max		None	C-Max
Walk Time (s)	7.0		7.0			7.0
Flash Dont Walk (s)	15.0		15.0			15.0
Pedestrian Calls (#/hr)	0		0			0
Act Effct Green (s)	17.3	40.7	69.9		18.8	69.9
Actuated g/C Ratio	0.14	0.34	0.58		0.16	0.58
v/c Ratio	0.75	0.37	0.31		1.25	0.40
Control Delay	67.4	4.9	12.2		179.0	12.0
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	67.4	4.9	12.2		179.0	12.0
LOS	E	A	B		F	B
Approach Delay	31.3		12.2			61.3
Approach LOS	C		B			E

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.25			
Intersection Signal Delay: 41.7		Intersection LOS: D	
Intersection Capacity Utilization 57.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 10: Camp Rd & Legion Dr



A6

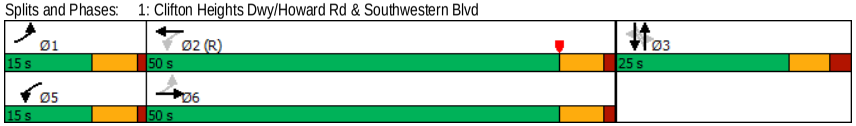
Level of Service Calculations: Full Development Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	700	2	3	407	61	9	4	11	149	0	53
Future Volume (vph)	42	700	2	3	407	61	9	4	11	149	0	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	215		0	150		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	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.980			0.938			0.965	
Flt Protected	0.950			0.950				0.981			0.964	
Satd. Flow (prot)	1770	3539	0	1770	3468	0	0	1714	0	0	1733	0
Flt Permitted	0.443			0.364				0.871			0.766	
Satd. Flow (perm)	825	3539	0	678	3468	0	0	1522	0	0	1377	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					26			12			107	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2757			935			240			463	
Travel Time (s)		41.8			14.2			5.5			10.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	45	753	2	3	438	66	10	4	12	160	0	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	755	0	3	504	0	0	26	0	0	217	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
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	
Detector 2 Position(ft)	29	29		29	29		29	29		29	29	
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			3			3	
Permitted Phases	6			2			3			3		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2		3	3		3	3	
Switch Phase												
Minimum Initial (s)	6.0	20.0		6.0	20.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	11.7	32.5		11.7	32.5		24.0	24.0		24.0	24.0	
Total Split (s)	15.0	50.0		15.0	50.0		25.0	25.0		25.0	25.0	
Total Split (%)	16.7%	55.6%		16.7%	55.6%		27.8%	27.8%		27.8%	27.8%	
Maximum Green (s)	9.3	43.9		9.3	43.9		18.3	18.3		18.3	18.3	
Yellow Time (s)	4.7	4.7		4.7	4.7		4.3	4.3		4.3	4.3	
All-Red Time (s)	1.0	1.4		1.0	1.4		2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.7	6.1		5.7	6.1			6.7			6.7	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		19.0			19.0		24.0	24.0		24.0	24.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	64.1	62.2		61.0	57.0			12.7			12.7	
Actuated g/C Ratio	0.71	0.69		0.68	0.63			0.14			0.14	
v/c Ratio	0.07	0.31		0.01	0.23			0.12			0.76	
Control Delay	2.8	7.2		5.0	8.8			22.0			35.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	2.8	7.2		5.0	8.8			22.0			35.4	
LOS	A	A		A	A			C			D	
Approach Delay		6.9			8.7			22.0			35.4	
Approach LOS		A			A			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 11.7		Intersection LOS: B	
Intersection Capacity Utilization 58.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: Clifton Heights Dwy/Howard Rd & Southwestern Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	40	30	13	139	115	33	18	727	126	7	387	68
Future Volume (vph)	40	30	13	139	115	33	18	727	126	7	387	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		160	0		150	75		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.954			0.967			0.978			0.978	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1777	0	1770	1801	0	1770	3461	0	1770	3461	0
Flt Permitted	0.656			0.727			0.474			0.292		
Satd. Flow (perm)	1222	1777	0	1354	1801	0	883	3461	0	544	3461	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			15			37			38	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		1097			1066			963			2757	
Travel Time (s)		21.4			20.8			14.6			41.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	43	32	14	149	124	35	19	782	135	8	416	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	46	0	149	159	0	19	917	0	8	489	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
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	
Detector 2 Position(ft)	29	29		29	29		29	29		29	29	
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		3			3			1			1	
Permitted Phases	3			3			1			1		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	3	3		3	3		1	1		1	1	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		60.0	60.0		60.0	60.0	
Total Split (s)	30.0	30.0		30.0	30.0		60.0	60.0		60.0	60.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		66.7%	66.7%		66.7%	66.7%	
Maximum Green (s)	22.1	22.1		22.1	22.1		52.2	52.2		52.2	52.2	
Yellow Time (s)	3.6	3.6		3.6	3.6		4.7	4.7		4.7	4.7	
All-Red Time (s)	4.3	4.3		4.3	4.3		3.1	3.1		3.1	3.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.9	7.9		7.9	7.9		7.8	7.8		7.8	7.8	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	52.0	52.0		52.0	52.0		46.0	46.0		46.0	46.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	15.6	15.6		15.6	15.6		58.7	58.7		58.7	58.7	
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.65	0.65		0.65	0.65	
v/c Ratio	0.20	0.14		0.64	0.49		0.03	0.40		0.02	0.22	
Control Delay	31.9	23.0		46.0	34.4		7.3	8.3		4.9	3.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	31.9	23.0		46.0	34.4		7.3	8.3		4.9	3.9	
LOS	C	C		D	C		A	A		A	A	
Approach Delay		27.3			40.0			8.3			3.9	
Approach LOS		C			D			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 32.2 (36%), Referenced to phase 1:NESW, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 13.4		Intersection LOS: B	
Intersection Capacity Utilization 56.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: Southwestern Blvd & Sowles Rd

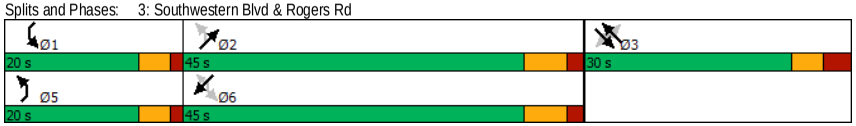


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	185	41	24	22	50	24	22	882	15	7	424	75
Future Volume (vph)	185	41	24	22	50	24	22	882	15	7	424	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	50		0	250		0	290		150
Storage Lanes	1		0	1		0	1		0	1		1
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	1.00
Frt		0.945			0.951			0.998				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1760	0	1770	1771	0	1770	3532	0	1770	3539	1583
Flt Permitted	0.705			0.711			0.459			0.225		
Satd. Flow (perm)	1313	1760	0	1324	1771	0	855	3532	0	419	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			24			2				101
Link Speed (mph)		35			35			50			50	
Link Distance (ft)		556			629			968			6125	
Travel Time (s)		10.8			12.3			13.2			83.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	201	45	26	24	54	26	24	959	16	8	461	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	201	71	0	24	80	0	24	975	0	8	461	82
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	2
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	49	49		49	49		49	49		49	49	49
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	-1
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	-1
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	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)	29	29		29	29		29	29		29	29	29
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		3			3		5	2		1	6	
Permitted Phases	3			3			2			6		6

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	3	3		3	3		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	1.0	1.0		1.0	1.0		1.0	5.0		1.0	5.0	5.0
Minimum Split (s)	7.8	7.8		7.8	7.8		6.0	20.0		6.0	20.0	20.0
Total Split (s)	30.0	30.0		30.0	30.0		20.0	45.0		20.0	45.0	45.0
Total Split (%)	31.6%	31.6%		31.6%	31.6%		21.1%	47.4%		21.1%	47.4%	47.4%
Maximum Green (s)	23.2	23.2		23.2	23.2		15.0	38.3		15.0	38.3	38.3
Yellow Time (s)	3.6	3.6		3.6	3.6		3.5	4.7		3.5	4.7	4.7
All-Red Time (s)	3.2	3.2		3.2	3.2		1.5	2.0		1.5	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)	6.8	6.8		6.8	6.8		5.0	6.7		5.0	6.7	6.7
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Min		None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Flash Dont Walk (s)	24.0	24.0		24.0	24.0			13.0			13.0	13.0
Pedestrian Calls (#/hr)	0	0		0	0			0			0	0
Act Effct Green (s)	14.6	14.6		14.6	14.6		27.4	24.7		26.1	22.3	22.3
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.50	0.45		0.47	0.40	0.40
v/c Ratio	0.58	0.15		0.07	0.16		0.05	0.62		0.02	0.32	0.12
Control Delay	26.4	13.3		18.3	14.2		7.7	14.7		7.7	13.9	3.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	26.4	13.3		18.3	14.2		7.7	14.7		7.7	13.9	3.2
LOS	C	B		B	B		A	B		A	B	A
Approach Delay		23.0			15.2			14.6			12.2	
Approach LOS		C			B			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 55.1			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 15.1		Intersection LOS: B	
Intersection Capacity Utilization 53.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Southwestern Blvd & Rogers Rd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	182	887	16	78	479
Future Volume (vph)	5	182	887	16	78	479
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	145	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.869		0.997			
Flt Protected	0.999				0.950	
Satd. Flow (prot)	1617	0	3529	0	1770	3539
Flt Permitted	0.999				0.950	
Satd. Flow (perm)	1617	0	3529	0	1770	3539
Link Speed (mph)	35		45			45
Link Distance (ft)	1097		642			839
Travel Time (s)	21.4		9.7			12.7
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	6	214	1044	19	92	564
Shared Lane Traffic (%)						
Lane Group Flow (vph)	220	0	1063	0	92	564
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	50.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	182	887	16	78	479
Future Volume (Veh/h)	5	182	887	16	78	479
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	6	214	1044	19	92	564
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			642			
pX, platoon unblocked	0.84	0.84			0.84	
vC, conflicting volume	1520	532			1063	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1230	49			684	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	75			88	
cM capacity (veh/h)	125	844			757	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	220	696	367	92	282	282
Volume Left	6	0	0	92	0	0
Volume Right	214	0	19	0	0	0
cSH	729	1700	1700	757	1700	1700
Volume to Capacity	0.30	0.41	0.22	0.12	0.17	0.17
Queue Length 95th (ft)	32	0	0	10	0	0
Control Delay (s)	12.1	0.0	0.0	10.4	0.0	0.0
Lane LOS	B			B		
Approach Delay (s)	12.1	0.0		1.5		
Approach LOS	B					

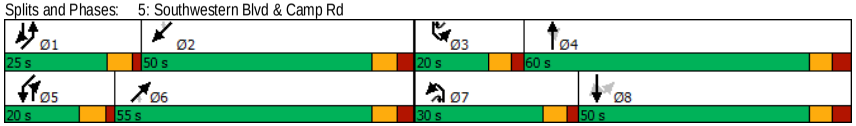
Intersection Summary				
Average Delay	1.9			
Intersection Capacity Utilization	50.9%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	185	616	236	38	315	139	267	629	386	204	311	33
Future Volume (vph)	185	616	236	38	315	139	267	629	386	204	311	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	345		225	200		300	260		400	185		225
Storage Lanes	2		1	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	1770	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.332			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	618	3539	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			244			148			174			125
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1930			642			6125			963	
Travel Time (s)		29.2			9.7			92.8			14.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	197	655	251	40	335	148	284	669	411	217	331	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	197	655	251	40	335	148	284	669	411	217	331	35
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			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	2	2	2	2	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	49	49	49	49	49	49	49	49	49	49	49	49
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
Detector 1 Size(ft)	20	20	20	20	20	20	20	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	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	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	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	0.0	0.0
Detector 2 Position(ft)	29	29	29	29	29	29	29	29	29	29	29	29
Detector 2 Size(ft)	20	20	20	20	20	20	20	20	20	20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	1	6	7	5	2	3
Permitted Phases			4	8		8			6			2

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4	5	3	8	1	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	3.0	10.0	3.0	6.0	15.0	3.0	3.0	10.0	3.0	3.0	20.0	6.0
Minimum Split (s)	9.5	17.9	9.3	12.5	22.9	9.3	9.3	17.9	9.5	9.3	27.9	12.5
Total Split (s)	30.0	60.0	20.0	20.0	50.0	25.0	25.0	55.0	30.0	20.0	50.0	20.0
Total Split (%)	19.4%	38.7%	12.9%	12.9%	32.3%	16.1%	16.1%	35.5%	19.4%	12.9%	32.3%	12.9%
Maximum Green (s)	23.5	52.1	13.7	13.5	42.1	18.7	18.7	47.1	23.5	13.7	42.1	13.5
Yellow Time (s)	4.3	4.3	4.7	4.3	4.3	4.7	4.7	4.7	4.3	4.7	4.7	4.3
All-Red Time (s)	2.2	3.6	1.6	2.2	3.6	1.6	1.6	3.2	2.2	1.6	3.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	7.9	6.3	6.5	7.9	6.3	6.3	7.9	6.5	6.3	7.9	6.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	1.5	2.0	2.5	1.5	2.0	2.0	3.5	2.0	2.0	3.5	2.5
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		29.0			29.0			28.0			28.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	10.6	26.4	45.4	27.7	19.5	40.7	13.2	26.5	45.2	11.0	24.2	39.1
Actuated g/C Ratio	0.11	0.27	0.47	0.29	0.20	0.42	0.14	0.27	0.47	0.11	0.25	0.40
v/c Ratio	0.52	0.68	0.29	0.16	0.47	0.20	0.61	0.69	0.49	0.56	0.37	0.05
Control Delay	47.8	37.3	3.5	21.7	37.7	3.8	46.6	36.5	12.3	48.4	32.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.8	37.3	3.5	21.7	37.7	3.8	46.6	36.5	12.3	48.4	32.6	0.1
LOS	D	D	A	C	D	A	D	D	B	D	C	A
Approach Delay		31.5			26.9			31.3			36.5	
Approach LOS		C			C			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 155			
Actuated Cycle Length: 96.7			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 31.6		Intersection LOS: C	
Intersection Capacity Utilization 70.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 5: Southwestern Blvd & Camp Rd



Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	197	231	343	423	783	443
Future Volume (vph)	197	231	343	423	783	443
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	375			0
Storage Lanes	2	1	2			1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	0.97	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	3433	3539	3539	1583
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	3433	1583	3433	3539	3539	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		248				425
Link Speed (mph)	30			45	45	
Link Distance (ft)	1062			1041	609	
Travel Time (s)	24.1			15.8	9.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	212	248	369	455	842	476
Shared Lane Traffic (%)						
Lane Group Flow (vph)	212	248	369	455	842	476
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	2	2	2
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	49	49	49	49	49	49
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1
Detector 1 Size(ft)	20	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	29	29	29	29	29	29
Detector 2 Size(ft)	20	20	20	20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Free	Prot	NA	NA	Free
Protected Phases	8		1	6	2	
Permitted Phases		Free				Free

Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Detector Phase	8		1	6	2	
Switch Phase						
Minimum Initial (s)	8.0		8.0	25.0	25.0	
Minimum Split (s)	38.9		14.1	31.1	32.1	
Total Split (s)	39.0		20.0	61.0	41.0	
Total Split (%)	39.0%		20.0%	61.0%	41.0%	
Maximum Green (s)	32.1		13.9	54.9	34.9	
Yellow Time (s)	4.3		4.3	4.3	4.3	
All-Red Time (s)	2.6		1.8	1.8	1.8	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.9		6.1	6.1	6.1	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.5		2.5	2.5	2.5	
Recall Mode	None		None	Min	Min	
Walk Time (s)	7.0				7.0	
Flash Dont Walk (s)	25.0				19.0	
Pedestrian Calls (#/hr)	0				0	
Act Effct Green (s)	10.3	67.1	12.0	43.8	25.7	67.1
Actuated g/C Ratio	0.15	1.00	0.18	0.65	0.38	1.00
v/c Ratio	0.40	0.16	0.60	0.20	0.62	0.30
Control Delay	28.6	0.2	30.3	5.0	19.8	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.6	0.2	30.3	5.0	19.8	0.5
LOS	C	A	C	A	B	A
Approach Delay	13.3			16.3	12.8	
Approach LOS	B			B	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 67.1			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 14.0		Intersection LOS: B	
Intersection Capacity Utilization 54.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 6: Camp Rd & I-90



Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	24	30	585	35	56	1201
Future Volume (vph)	24	30	585	35	56	1201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	140	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.924		0.992			
Flt Protected	0.978				0.950	
Satd. Flow (prot)	1683	0	3511	0	1770	3539
Flt Permitted	0.978				0.950	
Satd. Flow (perm)	1683	0	3511	0	1770	3539
Link Speed (mph)	30		35			45
Link Distance (ft)	279		609			1576
Travel Time (s)	6.3		11.9			23.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	33	636	38	61	1305
Shared Lane Traffic (%)						
Lane Group Flow (vph)	59	0	674	0	61	1305
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	43.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (veh/h)	24	30	585	35	56	1201
Future Volume (Veh/h)	24	30	585	35	56	1201
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	33	636	38	61	1305
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			609			
pX, platoon unblocked	0.99	0.99			0.99	
vC, conflicting volume	1430	337			674	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1408	301			643	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	78	95			93	
cM capacity (veh/h)	120	686			925	

Direction, Lane #	EB 1	SE 1	SE 2	NW 1	NW 2	NW 3
Volume Total	59	424	250	61	652	652
Volume Left	26	0	0	61	0	0
Volume Right	33	0	38	0	0	0
cSH	222	1700	1700	925	1700	1700
Volume to Capacity	0.27	0.25	0.15	0.07	0.38	0.38
Queue Length 95th (ft)	26	0	0	5	0	0
Control Delay (s)	27.0	0.0	0.0	9.2	0.0	0.0
Lane LOS	D			A		
Approach Delay (s)	27.0	0.0		0.4		
Approach LOS	D					

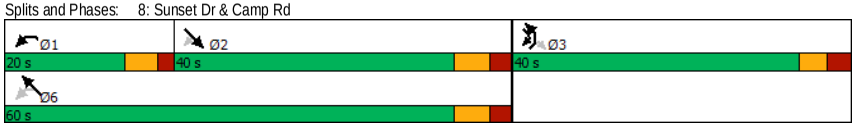
Intersection Summary				
Average Delay	1.0			
Intersection Capacity Utilization	43.2%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	514	73	45	936	275	55
Future Volume (vph)	514	73	45	936	275	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125	100		0	75
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted			0.350		0.950	
Satd. Flow (perm)	3539	1583	652	3539	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		79				44
Link Speed (mph)	40			40	30	
Link Distance (ft)	1576			778	929	
Travel Time (s)	26.9			13.3	21.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	559	79	49	1017	299	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	559	79	49	1017	299	60
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	2	2	2	2	2
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	49	49	49	49	49	49
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1
Detector 1 Size(ft)	20	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	29	29	29	29	29	29
Detector 2 Size(ft)	20	20	20	20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	2	3	1	6	3	
Permitted Phases		2	6			3

Lane Group	SET	SER	NWL	NWT	NEL	NER
Detector Phase	2	3	1	6	3	3
Switch Phase						
Minimum Initial (s)	25.0	10.0	6.0	25.0	10.0	10.0
Minimum Split (s)	40.0	16.2	11.9	32.0	16.2	16.2
Total Split (s)	40.0	40.0	20.0	60.0	40.0	40.0
Total Split (%)	40.0%	40.0%	20.0%	60.0%	40.0%	40.0%
Maximum Green (s)	33.0	33.8	14.1	53.0	33.8	33.8
Yellow Time (s)	4.3	3.2	3.9	4.3	3.2	3.2
All-Red Time (s)	2.7	3.0	2.0	2.7	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.2	5.9	7.0	6.2	6.2
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	4.0	4.0	2.0	4.0	4.0	4.0
Recall Mode	Min	None	None	Min	None	None
Walk Time (s)	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	26.0	19.0			19.0	19.0
Pedestrian Calls (#/hr)	0	0			0	0
Act Effct Green (s)	25.9	53.5	33.5	32.4	17.3	17.3
Actuated g/C Ratio	0.41	0.85	0.53	0.51	0.27	0.27
v/c Ratio	0.39	0.06	0.11	0.56	0.62	0.13
Control Delay	16.7	0.8	9.0	12.6	26.9	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.7	0.8	9.0	12.6	26.9	9.3
LOS	B	A	A	B	C	A
Approach Delay	14.8			12.5	24.0	
Approach LOS	B			B	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 63.3			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 15.2		Intersection LOS: B	
Intersection Capacity Utilization 57.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 8: Sunset Dr & Camp Rd

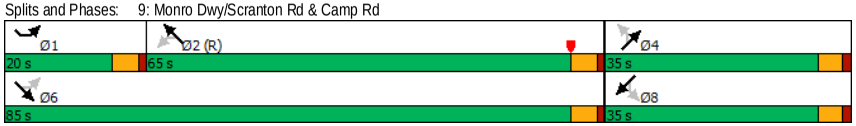


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	61	478	3	2	895	54	1	1	0	89	0	96
Future Volume (vph)	61	478	3	2	895	54	1	1	0	89	0	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		0	0		0	0		0	115		0
Storage Lanes	1		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.991						0.850	
Flt Protected	0.950							0.976		0.950		
Satd. Flow (prot)	1770	3536	0	0	3507	0	0	1818	0	1770	1583	0
Flt Permitted	0.237				0.955			0.905		0.757		
Satd. Flow (perm)	441	3536	0	0	3350	0	0	1686	0	1410	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			7						287	
Link Speed (mph)		40			40			30			35	
Link Distance (ft)		1093			781			132			554	
Travel Time (s)		18.6			13.3			3.0			10.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	66	514	3	2	962	58	1	1	0	96	0	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	517	0	0	1022	0	0	2	0	96	103	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
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	
Detector 2 Position(ft)	29	29		29	29		29	29		29	29	
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	25.0		25.0	25.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	9.9	29.9		29.9	29.9		10.9	10.9		10.9	10.9	
Total Split (s)	20.0	85.0		65.0	65.0		35.0	35.0		35.0	35.0	
Total Split (%)	16.7%	70.8%		54.2%	54.2%		29.2%	29.2%		29.2%	29.2%	
Maximum Green (s)	15.1	80.1		60.1	60.1		30.2	30.2		30.2	30.2	
Yellow Time (s)	3.9	3.9		3.9	3.9		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)	4.9	4.9			4.9			4.8		4.8	4.8	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		C-Min	C-Min		None	None		None	None	
Walk Time (s)							7.0	7.0		7.0	7.0	
Flash Dont Walk (s)							18.0	18.0		18.0	18.0	
Pedestrian Calls (#/hr)							0	0		0	0	
Act Effct Green (s)	96.8	96.8			87.5			13.5		13.5	13.5	
Actuated g/C Ratio	0.81	0.81			0.73			0.11		0.11	0.11	
v/c Ratio	0.15	0.18			0.42			0.01		0.61	0.24	
Control Delay	3.7	3.1			5.3			44.0		65.9	1.3	
Queue Delay	0.0	0.0			0.0			0.0		0.0	0.0	
Total Delay	3.7	3.1			5.3			44.0		65.9	1.3	
LOS	A	A			A			D		E	A	
Approach Delay		3.1			5.3			44.0			32.5	
Approach LOS		A			A			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 49.6 (41%), Referenced to phase 2:NWTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 7.7		Intersection LOS: A	
Intersection Capacity Utilization 67.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 9: Monro Dwy/Scranton Rd & Camp Rd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	238	770	111	266	321
Future Volume (vph)	25	238	770	111	266	321
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240	0		0	135	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.981			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3472	0	1770	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3472	0	1770	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		151	23			
Link Speed (mph)	30		40			40
Link Distance (ft)	468		772			1060
Travel Time (s)	10.6		13.2			18.1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	28	270	875	126	302	365
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	270	1001	0	302	365
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2		2	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	49	49	49		49	49
Trailing Detector (ft)	-1	-1	-1		-1	-1
Detector 1 Position(ft)	-1	-1	-1		-1	-1
Detector 1 Size(ft)	20	20	20		20	20
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
Detector 2 Position(ft)	29	29	29		29	29
Detector 2 Size(ft)	20	20	20		20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Prot	pm+ov	NA		Prot	NA
Protected Phases	3	1	2		1	2
Permitted Phases		3				

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	3	1	2		1	2
Switch Phase						
Minimum Initial (s)	12.0	3.0	20.0		3.0	20.0
Minimum Split (s)	16.6	7.3	27.1		7.3	27.1
Total Split (s)	25.0	20.0	75.0		20.0	75.0
Total Split (%)	20.8%	16.7%	62.5%		16.7%	62.5%
Maximum Green (s)	20.4	15.7	69.9		15.7	69.9
Yellow Time (s)	3.2	3.2	3.9		3.2	3.9
All-Red Time (s)	1.4	1.1	1.2		1.1	1.2
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.6	4.3	5.1		4.3	5.1
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	4.0		3.0	4.0
Recall Mode	None	None	C-Max		None	C-Max
Walk Time (s)	7.0		7.0			7.0
Flash Dont Walk (s)	15.0		15.0			15.0
Pedestrian Calls (#/hr)	0		0			0
Act Effct Green (s)	12.0	39.5	71.1		29.5	71.1
Actuated g/C Ratio	0.10	0.33	0.59		0.25	0.59
v/c Ratio	0.16	0.43	0.48		0.69	0.17
Control Delay	51.8	15.6	14.7		56.8	9.7
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	51.8	15.6	14.7		56.8	9.7
LOS	D	B	B		E	A
Approach Delay	19.0		14.7			31.0
Approach LOS	B		B			C

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 20.9		Intersection LOS: C	
Intersection Capacity Utilization 61.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 10: Camp Rd & Legion Dr



Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	27	6	760	92	22	992
Future Volume (vph)	27	6	760	92	22	992
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0		0	150	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.984			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3483	0	1770	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3483	0	1770	3539
Link Speed (mph)	30		45			45
Link Distance (ft)	593		1930			1041
Travel Time (s)	13.5		29.2			15.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	29	7	826	100	24	1078
Shared Lane Traffic (%)						
Lane Group Flow (vph)	29	7	926	0	24	1078
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	37.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (veh/h)	27	6	760	92	22	992
Future Volume (Veh/h)	27	6	760	92	22	992
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	29	7	826	100	24	1078
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						1041
pX, platoon unblocked	0.82					
vC, conflicting volume	1463	463			926	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1118	463			926	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	82	99			97	
cM capacity (veh/h)	159	546			734	

Direction, Lane #	EB 1	EB 2	SE 1	SE 2	NW 1	NW 2	NW 3
Volume Total	29	7	551	375	24	539	539
Volume Left	29	0	0	0	24	0	0
Volume Right	0	7	0	100	0	0	0
cSH	159	546	1700	1700	734	1700	1700
Volume to Capacity	0.18	0.01	0.32	0.22	0.03	0.32	0.32
Queue Length 95th (ft)	16	1	0	0	3	0	0
Control Delay (s)	32.7	11.7	0.0	0.0	10.1	0.0	0.0
Lane LOS	D	B			B		
Approach Delay (s)	28.6		0.0		0.2		
Approach LOS	D						

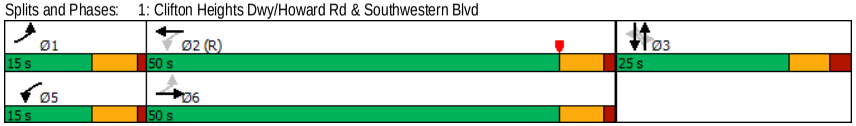
Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	37.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	840	19	15	1069	138	9	1	9	103	2	46
Future Volume (vph)	63	840	19	15	1069	138	9	1	9	103	2	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	215		0	150		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	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.983			0.936			0.959	
Flt Protected	0.950			0.950				0.977			0.967	
Satd. Flow (prot)	1770	3529	0	1770	3479	0	0	1703	0	0	1727	0
Flt Permitted	0.132			0.297				0.850			0.782	
Satd. Flow (perm)	246	3529	0	553	3479	0	0	1482	0	0	1397	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			22			10			22	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2757			935			240			463	
Travel Time (s)		41.8			14.2			5.5			10.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	68	903	20	16	1149	148	10	1	10	111	2	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	923	0	16	1297	0	0	21	0	0	162	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
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	
Detector 2 Position(ft)	29	29		29	29		29	29		29	29	
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			3			3	
Permitted Phases	6			2			3			3		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2		3	3		3	3	
Switch Phase												
Minimum Initial (s)	6.0	20.0		6.0	20.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	11.7	32.5		11.7	32.5		24.0	24.0		24.0	24.0	
Total Split (s)	15.0	50.0		15.0	50.0		25.0	25.0		25.0	25.0	
Total Split (%)	16.7%	55.6%		16.7%	55.6%		27.8%	27.8%		27.8%	27.8%	
Maximum Green (s)	9.3	43.9		9.3	43.9		18.3	18.3		18.3	18.3	
Yellow Time (s)	4.7	4.7		4.7	4.7		4.3	4.3		4.3	4.3	
All-Red Time (s)	1.0	1.4		1.0	1.4		2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.7	6.1		5.7	6.1			6.7			6.7	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		19.0			19.0		24.0	24.0		24.0	24.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	63.0	60.9		58.5	53.2			13.8			13.8	
Actuated g/C Ratio	0.70	0.68		0.65	0.59			0.15			0.15	
v/c Ratio	0.24	0.39		0.04	0.63			0.09			0.70	
Control Delay	4.6	7.7		5.4	15.2			21.9			46.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	4.6	7.7		5.4	15.2			21.9			46.2	
LOS	A	A		A	B			C			D	
Approach Delay		7.5			15.1			21.9			46.2	
Approach LOS		A			B			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 14.2		Intersection LOS: B	
Intersection Capacity Utilization 67.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: Clifton Heights Dwy/Howard Rd & Southwestern Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	93	142	22	148	79	36	28	819	184	41	1020	74
Future Volume (vph)	93	142	22	148	79	36	28	819	184	41	1020	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		160	0		150	75		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.980			0.953			0.972			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1825	0	1770	1775	0	1770	3440	0	1770	3504	0
Flt Permitted	0.681			0.651			0.220			0.251		
Satd. Flow (perm)	1269	1825	0	1213	1775	0	410	3440	0	468	3504	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			24			51			14	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		1097			1066			963			2757	
Travel Time (s)		21.4			20.8			14.6			41.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	95	145	22	151	81	37	29	836	188	42	1041	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	167	0	151	118	0	29	1024	0	42	1117	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
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	
Detector 2 Position(ft)	29	29		29	29		29	29		29	29	
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		3			3			1			1	
Permitted Phases	3			3			1			1		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	3	3		3	3		1	1		1	1	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		60.0	60.0		60.0	60.0	
Total Split (s)	30.0	30.0		30.0	30.0		60.0	60.0		60.0	60.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		66.7%	66.7%		66.7%	66.7%	
Maximum Green (s)	22.1	22.1		22.1	22.1		52.2	52.2		52.2	52.2	
Yellow Time (s)	3.6	3.6		3.6	3.6		4.7	4.7		4.7	4.7	
All-Red Time (s)	4.3	4.3		4.3	4.3		3.1	3.1		3.1	3.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.9	7.9		7.9	7.9		7.8	7.8		7.8	7.8	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	52.0	52.0		52.0	52.0		46.0	46.0		46.0	46.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	16.6	16.6		16.6	16.6		57.7	57.7		57.7	57.7	
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.64	0.64		0.64	0.64	
v/c Ratio	0.41	0.49		0.68	0.34		0.11	0.46		0.14	0.50	
Control Delay	36.2	35.0		48.6	26.5		9.1	9.2		5.1	4.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	36.2	35.0		48.6	26.5		9.1	9.2		5.1	4.5	
LOS	D	D		D	C		A	A		A	A	
Approach Delay		35.5			38.9			9.2			4.5	
Approach LOS		D			D			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 32.2 (36%), Referenced to phase 1:NESW, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 12.7		Intersection LOS: B	
Intersection Capacity Utilization 70.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: Southwestern Blvd & Sowles Rd

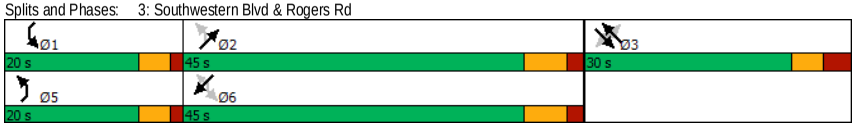


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	129	70	42	28	93	22	50	570	19	56	1223	197
Future Volume (vph)	129	70	42	28	93	22	50	570	19	56	1223	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	50		0	250		0	290		150
Storage Lanes	1		0	1		0	1		0	1		1
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	1.00
Frt		0.944			0.971			0.995				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1758	0	1770	1809	0	1770	3522	0	1770	3539	1583
Flt Permitted	0.681			0.683			0.125			0.415		
Satd. Flow (perm)	1269	1758	0	1272	1809	0	233	3522	0	773	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			12			4				136
Link Speed (mph)		35			35			50			50	
Link Distance (ft)		556			629			968			6125	
Travel Time (s)		10.8			12.3			13.2			83.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	133	72	43	29	96	23	52	588	20	58	1261	203
Shared Lane Traffic (%)												
Lane Group Flow (vph)	133	115	0	29	119	0	52	608	0	58	1261	203
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	2
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	49	49		49	49		49	49		49	49	49
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	-1
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	-1
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	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)	29	29		29	29		29	29		29	29	29
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		3			3		5	2		1	6	
Permitted Phases	3			3			2			6		6

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	3	3		3	3		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	1.0	1.0		1.0	1.0		1.0	5.0		1.0	5.0	5.0
Minimum Split (s)	7.8	7.8		7.8	7.8		6.0	20.0		6.0	20.0	20.0
Total Split (s)	30.0	30.0		30.0	30.0		20.0	45.0		20.0	45.0	45.0
Total Split (%)	31.6%	31.6%		31.6%	31.6%		21.1%	47.4%		21.1%	47.4%	47.4%
Maximum Green (s)	23.2	23.2		23.2	23.2		15.0	38.3		15.0	38.3	38.3
Yellow Time (s)	3.6	3.6		3.6	3.6		3.5	4.7		3.5	4.7	4.7
All-Red Time (s)	3.2	3.2		3.2	3.2		1.5	2.0		1.5	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)	6.8	6.8		6.8	6.8		5.0	6.7		5.0	6.7	6.7
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Min		None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Flash Dont Walk (s)	24.0	24.0		24.0	24.0			13.0			13.0	13.0
Pedestrian Calls (#/hr)	0	0		0	0			0			0	0
Act Effct Green (s)	13.2	13.2		13.2	13.2		39.0	33.3		38.2	32.9	32.9
Actuated g/C Ratio	0.20	0.20		0.20	0.20		0.58	0.50		0.57	0.49	0.49
v/c Ratio	0.53	0.31		0.12	0.33		0.17	0.35		0.11	0.73	0.24
Control Delay	35.4	22.5		26.9	26.2		6.9	12.4		6.2	18.4	5.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	35.4	22.5		26.9	26.2		6.9	12.4		6.2	18.4	5.8
LOS	D	C		C	C		A	B		A	B	A
Approach Delay		29.4			26.3			11.9			16.2	
Approach LOS		C			C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 66.9			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 17.0		Intersection LOS: B	
Intersection Capacity Utilization 66.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: Southwestern Blvd & Rogers Rd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	15	166	603	14	205	1040
Future Volume (vph)	15	166	603	14	205	1040
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	145	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.876		0.995			
Flt Protected	0.996				0.950	
Satd. Flow (prot)	1625	0	3522	0	1770	3539
Flt Permitted	0.996				0.950	
Satd. Flow (perm)	1625	0	3522	0	1770	3539
Link Speed (mph)	35		45			45
Link Distance (ft)	1097		642			839
Travel Time (s)	21.4		9.7			12.7
Peak Hour Factor	0.96	0.96	0.96	0.60	0.96	0.96
Adj. Flow (vph)	16	173	628	23	214	1083
Shared Lane Traffic (%)						
Lane Group Flow (vph)	189	0	651	0	214	1083
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	49.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	15	166	603	14	205	1040
Future Volume (Veh/h)	15	166	603	14	205	1040
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.96	0.96	0.96	0.60	0.96	0.96
Hourly flow rate (vph)	16	173	628	23	214	1083
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			642			
pX, platoon unblocked	0.92	0.92			0.92	
vC, conflicting volume	1609	326			651	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1482	82			437	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	81	80			79	
cM capacity (veh/h)	84	881			1026	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	189	419	232	214	542	542
Volume Left	16	0	0	214	0	0
Volume Right	173	0	23	0	0	0
cSH	489	1700	1700	1026	1700	1700
Volume to Capacity	0.39	0.25	0.14	0.21	0.32	0.32
Queue Length 95th (ft)	45	0	0	20	0	0
Control Delay (s)	16.9	0.0	0.0	9.4	0.0	0.0
Lane LOS	C			A		
Approach Delay (s)	16.9	0.0		1.6		
Approach LOS	C					

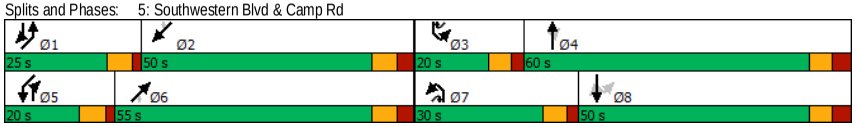
Intersection Summary				
Average Delay	2.4			
Intersection Capacity Utilization	49.6%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	508	402	372	46	621	388	207	576	264	271	858	7
Future Volume (vph)	508	402	372	46	621	388	207	576	264	271	858	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	345		225	200		300	260		400	185		225
Storage Lanes	2		1	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	1770	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.505			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	941	3539	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			263			126			79			125
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1930			642			6125			963	
Travel Time (s)		29.2			9.7			92.8			14.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	535	423	392	48	654	408	218	606	278	285	903	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	535	423	392	48	654	408	218	606	278	285	903	7
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			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	2	2	2	2	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	49	49	49	49	49	49	49	49	49	49	49	49
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
Detector 1 Size(ft)	20	20	20	20	20	20	20	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	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	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	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	0.0	0.0
Detector 2 Position(ft)	29	29	29	29	29	29	29	29	29	29	29	29
Detector 2 Size(ft)	20	20	20	20	20	20	20	20	20	20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	1	6	7	5	2	3
Permitted Phases			4	8		8			6			2

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4	5	3	8	1	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	3.0	10.0	3.0	6.0	15.0	3.0	3.0	10.0	3.0	3.0	20.0	6.0
Minimum Split (s)	9.5	17.9	9.3	12.5	22.9	9.3	9.3	17.9	9.5	9.3	27.9	12.5
Total Split (s)	30.0	60.0	20.0	20.0	50.0	25.0	25.0	55.0	30.0	20.0	50.0	20.0
Total Split (%)	19.4%	38.7%	12.9%	12.9%	32.3%	16.1%	16.1%	35.5%	19.4%	12.9%	32.3%	12.9%
Maximum Green (s)	23.5	52.1	13.7	13.5	42.1	18.7	18.7	47.1	23.5	13.7	42.1	13.5
Yellow Time (s)	4.3	4.3	4.7	4.3	4.3	4.7	4.7	4.7	4.3	4.7	4.7	4.3
All-Red Time (s)	2.2	3.6	1.6	2.2	3.6	1.6	1.6	3.2	2.2	1.6	3.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	7.9	6.3	6.5	7.9	6.3	6.3	7.9	6.5	6.3	7.9	6.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	1.5	2.0	2.5	1.5	2.0	2.0	3.5	2.0	2.0	3.5	2.5
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		29.0			29.0			28.0			28.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	23.7	48.4	70.0	37.8	29.1	50.2	13.1	39.0	70.7	13.7	39.5	54.9
Actuated g/C Ratio	0.18	0.36	0.52	0.28	0.22	0.37	0.10	0.29	0.53	0.10	0.29	0.41
v/c Ratio	0.88	0.33	0.41	0.15	0.85	0.61	0.65	0.59	0.32	0.82	0.87	0.01
Control Delay	72.0	33.9	8.4	25.0	62.7	26.9	69.2	43.7	14.2	79.3	55.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.0	33.9	8.4	25.0	62.7	26.9	69.2	43.7	14.2	79.3	55.5	0.0
LOS	E	C	A	C	E	C	E	D	B	E	E	A
Approach Delay		41.6			47.9			41.3			60.8	
Approach LOS		D			D			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 155			
Actuated Cycle Length: 134.3			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 47.8		Intersection LOS: D	
Intersection Capacity Utilization 85.1%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 5: Southwestern Blvd & Camp Rd



Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	540	517	207	894	655	218
Future Volume (vph)	540	517	207	894	655	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	375			0
Storage Lanes	2	1	2			1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	0.97	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	3433	3539	3539	1583
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	3433	1583	3433	3539	3539	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		550				232
Link Speed (mph)	30			45	45	
Link Distance (ft)	1062			1041	609	
Travel Time (s)	24.1			15.8	9.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	574	550	220	951	697	232
Shared Lane Traffic (%)						
Lane Group Flow (vph)	574	550	220	951	697	232
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	2	2	2
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	49	49	49	49	49	49
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1
Detector 1 Size(ft)	20	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	29	29	29	29	29	29
Detector 2 Size(ft)	20	20	20	20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Free	Prot	NA	NA	Free
Protected Phases	8		1	6	2	
Permitted Phases		Free				Free

Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Detector Phase	8		1	6	2	
Switch Phase						
Minimum Initial (s)	8.0		8.0	25.0	25.0	
Minimum Split (s)	38.9		14.1	31.1	32.1	
Total Split (s)	39.0		20.0	61.0	41.0	
Total Split (%)	39.0%		20.0%	61.0%	41.0%	
Maximum Green (s)	32.1		13.9	54.9	34.9	
Yellow Time (s)	4.3		4.3	4.3	4.3	
All-Red Time (s)	2.6		1.8	1.8	1.8	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.9		6.1	6.1	6.1	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.5		2.5	2.5	2.5	
Recall Mode	None		None	Min	Min	
Walk Time (s)	7.0				7.0	
Flash Dont Walk (s)	25.0				19.0	
Pedestrian Calls (#/hr)	0				0	
Act Effct Green (s)	18.5	73.6	10.1	41.9	25.7	73.6
Actuated g/C Ratio	0.25	1.00	0.14	0.57	0.35	1.00
v/c Ratio	0.66	0.35	0.47	0.47	0.56	0.15
Control Delay	28.9	0.6	33.8	10.8	22.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.9	0.6	33.8	10.8	22.6	0.2
LOS	C	A	C	B	C	A
Approach Delay	15.0			15.2	17.0	
Approach LOS	B			B	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 73.6			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 15.7		Intersection LOS: B	
Intersection Capacity Utilization 58.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 6: Camp Rd & I-90



Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	27	53	1409	24	22	846
Future Volume (vph)	27	53	1409	24	22	846
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	140	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.910		0.997			
Flt Protected	0.984				0.950	
Satd. Flow (prot)	1668	0	3529	0	1770	3539
Flt Permitted	0.984				0.950	
Satd. Flow (perm)	1668	0	3529	0	1770	3539
Link Speed (mph)	30		35			45
Link Distance (ft)	279		609			1576
Travel Time (s)	6.3		11.9			23.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	29	58	1532	26	24	920
Shared Lane Traffic (%)						
Lane Group Flow (vph)	87	0	1558	0	24	920
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	51.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (veh/h)	27	53	1409	24	22	846
Future Volume (Veh/h)	27	53	1409	24	22	846
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	29	58	1532	26	24	920
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			609			
pX, platoon unblocked	0.84	0.84			0.84	
vC, conflicting volume	2053	779			1558	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1875	361			1286	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	43	89			95	
cM capacity (veh/h)	50	535			450	

Direction, Lane #	EB 1	SE 1	SE 2	NW 1	NW 2	NW 3
Volume Total	87	1021	537	24	460	460
Volume Left	29	0	0	24	0	0
Volume Right	58	0	26	0	0	0
cSH	127	1700	1700	450	1700	1700
Volume to Capacity	0.68	0.60	0.32	0.05	0.27	0.27
Queue Length 95th (ft)	93	0	0	4	0	0
Control Delay (s)	79.3	0.0	0.0	13.4	0.0	0.0
Lane LOS	F			B		
Approach Delay (s)	79.3	0.0		0.3		
Approach LOS	F					

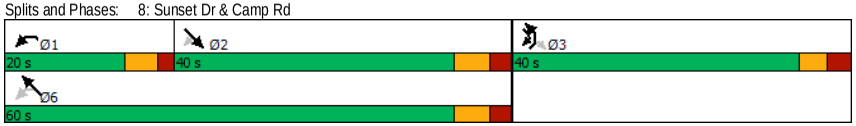
Intersection Summary				
Average Delay	2.8			
Intersection Capacity Utilization	51.1%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1113	301	81	698	186	71
Future Volume (vph)	1113	301	81	698	186	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125	100		0	75
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted			0.128		0.950	
Satd. Flow (perm)	3539	1583	238	3539	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		307				72
Link Speed (mph)	40			40	30	
Link Distance (ft)	1576			778	929	
Travel Time (s)	26.9			13.3	21.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	1136	307	83	712	190	72
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1136	307	83	712	190	72
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	2	2	2	2	2
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	49	49	49	49	49	49
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1
Detector 1 Size(ft)	20	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	29	29	29	29	29	29
Detector 2 Size(ft)	20	20	20	20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	2	3	1	6	3	
Permitted Phases		2	6			3

Lane Group	SET	SER	NWL	NWT	NEL	NER
Detector Phase	2	3	1	6	3	3
Switch Phase						
Minimum Initial (s)	25.0	10.0	6.0	25.0	10.0	10.0
Minimum Split (s)	40.0	16.2	11.9	32.0	16.2	16.2
Total Split (s)	40.0	40.0	20.0	60.0	40.0	40.0
Total Split (%)	40.0%	40.0%	20.0%	60.0%	40.0%	40.0%
Maximum Green (s)	33.0	33.8	14.1	53.0	33.8	33.8
Yellow Time (s)	4.3	3.2	3.9	4.3	3.2	3.2
All-Red Time (s)	2.7	3.0	2.0	2.7	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.2	5.9	7.0	6.2	6.2
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	4.0	4.0	2.0	4.0	4.0	4.0
Recall Mode	Min	None	None	Min	None	None
Walk Time (s)	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	26.0	19.0			19.0	19.0
Pedestrian Calls (#/hr)	0	0			0	0
Act Effct Green (s)	31.8	56.0	42.2	41.1	15.2	15.2
Actuated g/C Ratio	0.45	0.80	0.60	0.59	0.22	0.22
v/c Ratio	0.71	0.23	0.29	0.34	0.49	0.18
Control Delay	20.0	0.8	8.9	8.2	30.2	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.0	0.8	8.9	8.2	30.2	7.6
LOS	B	A	A	A	C	A
Approach Delay	15.9			8.3	24.0	
Approach LOS	B			A	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 69.9			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 14.3		Intersection LOS: B	
Intersection Capacity Utilization 62.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 8: Sunset Dr & Camp Rd

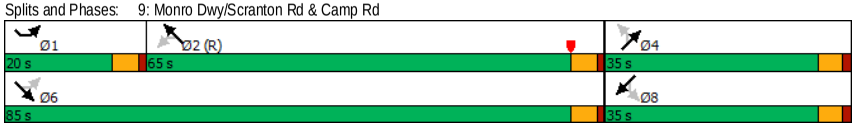


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	143	1036	3	2	633	78	5	0	0	120	0	91
Future Volume (vph)	143	1036	3	2	633	78	5	0	0	120	0	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		0	0		0	0		0	115		0
Storage Lanes	1		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.984						0.850	
Flt Protected	0.950							0.950		0.950		
Satd. Flow (prot)	1770	3539	0	0	3483	0	0	1770	0	1770	1583	0
Flt Permitted	0.320				0.953			0.649		0.754		
Satd. Flow (perm)	596	3539	0	0	3319	0	0	1209	0	1405	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					16						372	
Link Speed (mph)		40			40			30			35	
Link Distance (ft)		1093			781			132			554	
Travel Time (s)		18.6			13.3			3.0			10.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	151	1091	3	2	666	82	5	0	0	126	0	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	151	1094	0	0	750	0	0	5	0	126	96	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
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	
Detector 2 Position(ft)	29	29		29	29		29	29		29	29	
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	25.0		25.0	25.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	9.9	29.9		29.9	29.9		10.9	10.9		10.9	10.9	
Total Split (s)	20.0	85.0		65.0	65.0		35.0	35.0		35.0	35.0	
Total Split (%)	16.7%	70.8%		54.2%	54.2%		29.2%	29.2%		29.2%	29.2%	
Maximum Green (s)	15.1	80.1		60.1	60.1		30.2	30.2		30.2	30.2	
Yellow Time (s)	3.9	3.9		3.9	3.9		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)	4.9	4.9			4.9			4.8		4.8	4.8	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		C-Min	C-Min		None	None		None	None	
Walk Time (s)							7.0	7.0		7.0	7.0	
Flash Dont Walk (s)							18.0	18.0		18.0	18.0	
Pedestrian Calls (#/hr)							0	0		0	0	
Act Effct Green (s)	94.2	94.2			81.1			16.1		16.1	16.1	
Actuated g/C Ratio	0.78	0.78			0.68			0.13		0.13	0.13	
v/c Ratio	0.28	0.39			0.33			0.03		0.67	0.18	
Control Delay	4.9	4.9			6.8			42.0		65.8	0.7	
Queue Delay	0.0	0.0			0.0			0.0		0.0	0.0	
Total Delay	4.9	4.9			6.8			42.0		65.8	0.7	
LOS	A	A			A			D		E	A	
Approach Delay		4.9			6.8			42.0			37.7	
Approach LOS		A			A			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 49.6 (41%), Referenced to phase 2:NWTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 8.9		Intersection LOS: A	
Intersection Capacity Utilization 68.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 9: Monro Dwy/Scranton Rd & Camp Rd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	183	255	481	121	341	812
Future Volume (vph)	183	255	481	121	341	812
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240	0		0	135	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.970			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3433	0	1770	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3433	0	1770	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		266	44			
Link Speed (mph)	30		40			40
Link Distance (ft)	468		772			1060
Travel Time (s)	10.6		13.2			18.1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	191	266	501	126	355	846
Shared Lane Traffic (%)						
Lane Group Flow (vph)	191	266	627	0	355	846
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2		2	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	49	49	49		49	49
Trailing Detector (ft)	-1	-1	-1		-1	-1
Detector 1 Position(ft)	-1	-1	-1		-1	-1
Detector 1 Size(ft)	20	20	20		20	20
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
Detector 2 Position(ft)	29	29	29		29	29
Detector 2 Size(ft)	20	20	20		20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Prot	pm+ov	NA		Prot	NA
Protected Phases	3	1	2		1	2
Permitted Phases		3				

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	3	1	2		1	2
Switch Phase						
Minimum Initial (s)	12.0	3.0	20.0		3.0	20.0
Minimum Split (s)	16.6	7.3	27.1		7.3	27.1
Total Split (s)	25.0	20.0	75.0		20.0	75.0
Total Split (%)	20.8%	16.7%	62.5%		16.7%	62.5%
Maximum Green (s)	20.4	15.7	69.9		15.7	69.9
Yellow Time (s)	3.2	3.2	3.9		3.2	3.9
All-Red Time (s)	1.4	1.1	1.2		1.1	1.2
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.6	4.3	5.1		4.3	5.1
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	4.0		3.0	4.0
Recall Mode	None	None	C-Max		None	C-Max
Walk Time (s)	7.0		7.0			7.0
Flash Dont Walk (s)	15.0		15.0			15.0
Pedestrian Calls (#/hr)	0		0			0
Act Effct Green (s)	17.3	40.7	69.9		18.8	69.9
Actuated g/C Ratio	0.14	0.34	0.58		0.16	0.58
v/c Ratio	0.75	0.37	0.31		1.28	0.41
Control Delay	67.4	4.9	12.3		192.1	12.2
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	67.4	4.9	12.3		192.1	12.2
LOS	E	A	B		F	B
Approach Delay	31.0		12.3			65.4
Approach LOS	C		B			E

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.28			
Intersection Signal Delay: 43.9		Intersection LOS: D	
Intersection Capacity Utilization 57.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 10: Camp Rd & Legion Dr



Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	91	22	1080	35	8	1164
Future Volume (vph)	91	22	1080	35	8	1164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0		0	150	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.995			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3522	0	1770	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3522	0	1770	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	593		1930			1041
Travel Time (s)	13.5		43.9			23.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	99	24	1174	38	9	1265
Shared Lane Traffic (%)						
Lane Group Flow (vph)	99	24	1212	0	9	1265
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	43.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (veh/h)	91	22	1080	35	8	1164
Future Volume (Veh/h)	91	22	1080	35	8	1164
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	99	24	1174	38	9	1265
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						1041
pX, platoon unblocked	0.87					
vC, conflicting volume	1844	606			1212	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1670	606			1212	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	95			98	
cM capacity (veh/h)	74	440			571	

Direction, Lane #	EB 1	EB 2	SE 1	SE 2	NW 1	NW 2	NW 3
Volume Total	99	24	783	429	9	632	632
Volume Left	99	0	0	0	9	0	0
Volume Right	0	24	0	38	0	0	0
cSH	74	440	1700	1700	571	1700	1700
Volume to Capacity	1.33	0.05	0.46	0.25	0.02	0.37	0.37
Queue Length 95th (ft)	196	4	0	0	1	0	0
Control Delay (s)	313.5	13.7	0.0	0.0	11.4	0.0	0.0
Lane LOS	F	B			B		
Approach Delay (s)	255.0		0.0		0.1		
Approach LOS	F						

Intersection Summary				
Average Delay	12.1			
Intersection Capacity Utilization	43.9%	ICU Level of Service		A
Analysis Period (min)	15			

A7

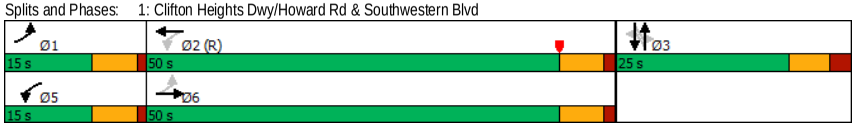
Level of Service Calculations: Full Development Conditions with Mitigation

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	700	2	3	407	61	9	4	11	149	0	53
Future Volume (vph)	42	700	2	3	407	61	9	4	11	149	0	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	215		0	150		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	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.980			0.938			0.965	
Flt Protected	0.950			0.950				0.981			0.964	
Satd. Flow (prot)	1770	3539	0	1770	3468	0	0	1714	0	0	1733	0
Flt Permitted	0.443			0.364				0.871			0.766	
Satd. Flow (perm)	825	3539	0	678	3468	0	0	1522	0	0	1377	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					26			12			107	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2757			935			240			463	
Travel Time (s)		41.8			14.2			5.5			10.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	45	753	2	3	438	66	10	4	12	160	0	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	755	0	3	504	0	0	26	0	0	217	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
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	
Detector 2 Position(ft)	29	29		29	29		29	29		29	29	
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			3			3	
Permitted Phases	6			2			3			3		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2		3	3		3	3	
Switch Phase												
Minimum Initial (s)	6.0	20.0		6.0	20.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	11.7	32.5		11.7	32.5		24.0	24.0		24.0	24.0	
Total Split (s)	15.0	50.0		15.0	50.0		25.0	25.0		25.0	25.0	
Total Split (%)	16.7%	55.6%		16.7%	55.6%		27.8%	27.8%		27.8%	27.8%	
Maximum Green (s)	9.3	43.9		9.3	43.9		18.3	18.3		18.3	18.3	
Yellow Time (s)	4.7	4.7		4.7	4.7		4.3	4.3		4.3	4.3	
All-Red Time (s)	1.0	1.4		1.0	1.4		2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.7	6.1		5.7	6.1			6.7			6.7	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		19.0			19.0		24.0	24.0		24.0	24.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	64.1	62.2		61.0	57.0			12.7			12.7	
Actuated g/C Ratio	0.71	0.69		0.68	0.63			0.14			0.14	
v/c Ratio	0.07	0.31		0.01	0.23			0.12			0.76	
Control Delay	2.8	7.2		5.0	8.8			22.0			35.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	2.8	7.2		5.0	8.8			22.0			35.4	
LOS	A	A		A	A			C			D	
Approach Delay		6.9			8.7			22.0			35.4	
Approach LOS		A			A			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 11.7		Intersection LOS: B	
Intersection Capacity Utilization 58.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: Clifton Heights Dwy/Howard Rd & Southwestern Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	40	30	13	139	115	33	18	727	126	7	387	68
Future Volume (vph)	40	30	13	139	115	33	18	727	126	7	387	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		160	0		150	75		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.954			0.967			0.978			0.978	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1777	0	1770	1801	0	1770	3461	0	1770	3461	0
Flt Permitted	0.656			0.727			0.474			0.292		
Satd. Flow (perm)	1222	1777	0	1354	1801	0	883	3461	0	544	3461	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			15			37			38	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		1097			1066			963			2757	
Travel Time (s)		21.4			20.8			14.6			41.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	43	32	14	149	124	35	19	782	135	8	416	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	46	0	149	159	0	19	917	0	8	489	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
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	
Detector 2 Position(ft)	29	29		29	29		29	29		29	29	
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		3			3			1			1	
Permitted Phases	3			3			1			1		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	3	3		3	3		1	1		1	1	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		60.0	60.0		60.0	60.0	
Total Split (s)	30.0	30.0		30.0	30.0		60.0	60.0		60.0	60.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		66.7%	66.7%		66.7%	66.7%	
Maximum Green (s)	22.1	22.1		22.1	22.1		52.2	52.2		52.2	52.2	
Yellow Time (s)	3.6	3.6		3.6	3.6		4.7	4.7		4.7	4.7	
All-Red Time (s)	4.3	4.3		4.3	4.3		3.1	3.1		3.1	3.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.9	7.9		7.9	7.9		7.8	7.8		7.8	7.8	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	52.0	52.0		52.0	52.0		46.0	46.0		46.0	46.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	15.6	15.6		15.6	15.6		58.7	58.7		58.7	58.7	
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.65	0.65		0.65	0.65	
v/c Ratio	0.20	0.14		0.64	0.49		0.03	0.40		0.02	0.22	
Control Delay	31.9	23.0		46.0	34.4		7.3	8.3		4.9	3.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	31.9	23.0		46.0	34.4		7.3	8.3		4.9	3.9	
LOS	C	C		D	C		A	A		A	A	
Approach Delay		27.3			40.0			8.3			3.9	
Approach LOS		C			D			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 32.2 (36%), Referenced to phase 1:NESW, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 13.4		Intersection LOS: B	
Intersection Capacity Utilization 56.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: Southwestern Blvd & Sowles Rd

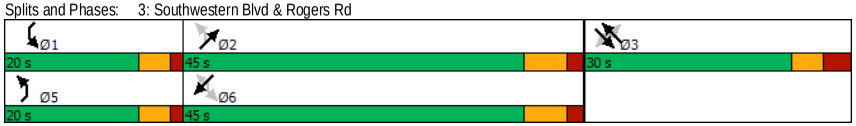


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	185	41	24	22	50	24	22	882	15	7	424	75
Future Volume (vph)	185	41	24	22	50	24	22	882	15	7	424	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	50		0	250		0	290		150
Storage Lanes	1		0	1		0	1		0	1		1
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	1.00
Frt		0.945			0.951			0.998				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1760	0	1770	1771	0	1770	3532	0	1770	3539	1583
Flt Permitted	0.705			0.711			0.459			0.225		
Satd. Flow (perm)	1313	1760	0	1324	1771	0	855	3532	0	419	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			24			2				101
Link Speed (mph)		35			35			50			50	
Link Distance (ft)		556			629			968			6125	
Travel Time (s)		10.8			12.3			13.2			83.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	201	45	26	24	54	26	24	959	16	8	461	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	201	71	0	24	80	0	24	975	0	8	461	82
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	2
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	49	49		49	49		49	49		49	49	49
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	-1
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	-1
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	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)	29	29		29	29		29	29		29	29	29
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		3			3		5	2		1	6	
Permitted Phases	3			3			2			6		6

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	3	3		3	3		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	1.0	1.0		1.0	1.0		1.0	5.0		1.0	5.0	5.0
Minimum Split (s)	7.8	7.8		7.8	7.8		6.0	20.0		6.0	20.0	20.0
Total Split (s)	30.0	30.0		30.0	30.0		20.0	45.0		20.0	45.0	45.0
Total Split (%)	31.6%	31.6%		31.6%	31.6%		21.1%	47.4%		21.1%	47.4%	47.4%
Maximum Green (s)	23.2	23.2		23.2	23.2		15.0	38.3		15.0	38.3	38.3
Yellow Time (s)	3.6	3.6		3.6	3.6		3.5	4.7		3.5	4.7	4.7
All-Red Time (s)	3.2	3.2		3.2	3.2		1.5	2.0		1.5	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)	6.8	6.8		6.8	6.8		5.0	6.7		5.0	6.7	6.7
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Min		None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Flash Dont Walk (s)	24.0	24.0		24.0	24.0			13.0			13.0	13.0
Pedestrian Calls (#/hr)	0	0		0	0			0			0	0
Act Effct Green (s)	14.6	14.6		14.6	14.6		27.4	24.7		26.1	22.3	22.3
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.50	0.45		0.47	0.40	0.40
v/c Ratio	0.58	0.15		0.07	0.16		0.05	0.62		0.02	0.32	0.12
Control Delay	26.4	13.3		18.3	14.2		7.7	14.7		7.7	13.9	3.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	26.4	13.3		18.3	14.2		7.7	14.7		7.7	13.9	3.2
LOS	C	B		B	B		A	B		A	B	A
Approach Delay		23.0			15.2			14.6			12.2	
Approach LOS		C			B			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 55.1			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 15.1		Intersection LOS: B	
Intersection Capacity Utilization 53.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Southwestern Blvd & Rogers Rd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	182	887	16	78	479
Future Volume (vph)	5	182	887	16	78	479
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	145	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.869		0.997			
Flt Protected	0.999				0.950	
Satd. Flow (prot)	1617	0	3529	0	1770	3539
Flt Permitted	0.999				0.950	
Satd. Flow (perm)	1617	0	3529	0	1770	3539
Link Speed (mph)	35		45			45
Link Distance (ft)	1097		642			839
Travel Time (s)	21.4		9.7			12.7
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	6	214	1044	19	92	564
Shared Lane Traffic (%)						
Lane Group Flow (vph)	220	0	1063	0	92	564
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	50.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	182	887	16	78	479
Future Volume (Veh/h)	5	182	887	16	78	479
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	6	214	1044	19	92	564
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			642			
pX, platoon unblocked	0.84	0.84			0.84	
vC, conflicting volume	1520	532			1063	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1230	49			684	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	75			88	
cM capacity (veh/h)	125	844			757	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	220	696	367	92	282	282
Volume Left	6	0	0	92	0	0
Volume Right	214	0	19	0	0	0
cSH	729	1700	1700	757	1700	1700
Volume to Capacity	0.30	0.41	0.22	0.12	0.17	0.17
Queue Length 95th (ft)	32	0	0	10	0	0
Control Delay (s)	12.1	0.0	0.0	10.4	0.0	0.0
Lane LOS	B			B		
Approach Delay (s)	12.1	0.0		1.5		
Approach LOS	B					

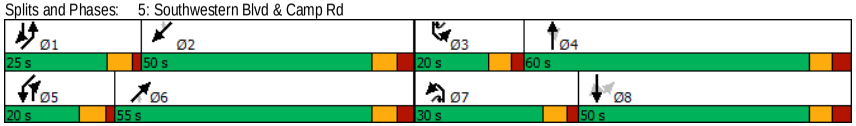
Intersection Summary				
Average Delay	1.9			
Intersection Capacity Utilization	50.9%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	185	616	236	38	315	139	267	629	386	204	311	33
Future Volume (vph)	185	616	236	38	315	139	267	629	386	204	311	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	345		225	200		300	260		400	185		225
Storage Lanes	2		1	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	1770	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.332			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	618	3539	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			244			148			174			125
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1930			642			6125			963	
Travel Time (s)		29.2			9.7			92.8			14.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	197	655	251	40	335	148	284	669	411	217	331	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	197	655	251	40	335	148	284	669	411	217	331	35
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			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	2	2	2	2	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	49	49	49	49	49	49	49	49	49	49	49	49
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
Detector 1 Size(ft)	20	20	20	20	20	20	20	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	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	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	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	0.0	0.0
Detector 2 Position(ft)	29	29	29	29	29	29	29	29	29	29	29	29
Detector 2 Size(ft)	20	20	20	20	20	20	20	20	20	20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	1	6	7	5	2	3
Permitted Phases			4	8		8			6			2

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4	5	3	8	1	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	3.0	10.0	3.0	6.0	15.0	3.0	3.0	10.0	3.0	3.0	20.0	6.0
Minimum Split (s)	9.5	17.9	9.3	12.5	22.9	9.3	9.3	17.9	9.5	9.3	27.9	12.5
Total Split (s)	30.0	60.0	20.0	20.0	50.0	25.0	25.0	55.0	30.0	20.0	50.0	20.0
Total Split (%)	19.4%	38.7%	12.9%	12.9%	32.3%	16.1%	16.1%	35.5%	19.4%	12.9%	32.3%	12.9%
Maximum Green (s)	23.5	52.1	13.7	13.5	42.1	18.7	18.7	47.1	23.5	13.7	42.1	13.5
Yellow Time (s)	4.3	4.3	4.7	4.3	4.3	4.7	4.7	4.7	4.3	4.7	4.7	4.3
All-Red Time (s)	2.2	3.6	1.6	2.2	3.6	1.6	1.6	3.2	2.2	1.6	3.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	7.9	6.3	6.5	7.9	6.3	6.3	7.9	6.5	6.3	7.9	6.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	1.5	2.0	2.5	1.5	2.0	2.0	3.5	2.0	2.0	3.5	2.5
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		29.0			29.0			28.0			28.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	10.6	26.4	45.4	27.7	19.5	40.7	13.2	26.5	45.2	11.0	24.2	39.1
Actuated g/C Ratio	0.11	0.27	0.47	0.29	0.20	0.42	0.14	0.27	0.47	0.11	0.25	0.40
v/c Ratio	0.52	0.68	0.29	0.16	0.47	0.20	0.61	0.69	0.49	0.56	0.37	0.05
Control Delay	47.8	37.3	3.5	21.7	37.7	3.8	46.6	36.5	12.3	48.4	32.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.8	37.3	3.5	21.7	37.7	3.8	46.6	36.5	12.3	48.4	32.6	0.1
LOS	D	D	A	C	D	A	D	D	B	D	C	A
Approach Delay		31.5			26.9			31.3			36.5	
Approach LOS		C			C			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 155			
Actuated Cycle Length: 96.7			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 31.6		Intersection LOS: C	
Intersection Capacity Utilization 70.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 5: Southwestern Blvd & Camp Rd



Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	197	231	343	423	783	443
Future Volume (vph)	197	231	343	423	783	443
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	375			0
Storage Lanes	2	1	2			1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	0.97	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	3433	3539	3539	1583
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	3433	1583	3433	3539	3539	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		248				425
Link Speed (mph)	30			45	45	
Link Distance (ft)	1062			1041	609	
Travel Time (s)	24.1			15.8	9.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	212	248	369	455	842	476
Shared Lane Traffic (%)						
Lane Group Flow (vph)	212	248	369	455	842	476
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	2	2	2
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	49	49	49	49	49	49
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1
Detector 1 Size(ft)	20	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	29	29	29	29	29	29
Detector 2 Size(ft)	20	20	20	20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Free	Prot	NA	NA	Free
Protected Phases	8		1	6	2	
Permitted Phases		Free				Free

Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Detector Phase	8		1	6	2	
Switch Phase						
Minimum Initial (s)	8.0		8.0	25.0	25.0	
Minimum Split (s)	38.9		14.1	31.1	32.1	
Total Split (s)	39.0		20.0	61.0	41.0	
Total Split (%)	39.0%		20.0%	61.0%	41.0%	
Maximum Green (s)	32.1		13.9	54.9	34.9	
Yellow Time (s)	4.3		4.3	4.3	4.3	
All-Red Time (s)	2.6		1.8	1.8	1.8	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.9		6.1	6.1	6.1	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.5		2.5	2.5	2.5	
Recall Mode	None		None	Min	Min	
Walk Time (s)	7.0				7.0	
Flash Dont Walk (s)	25.0				19.0	
Pedestrian Calls (#/hr)	0				0	
Act Effct Green (s)	10.3	67.1	12.0	43.8	25.7	67.1
Actuated g/C Ratio	0.15	1.00	0.18	0.65	0.38	1.00
v/c Ratio	0.40	0.16	0.60	0.20	0.62	0.30
Control Delay	28.6	0.2	30.3	5.0	19.8	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.6	0.2	30.3	5.0	19.8	0.5
LOS	C	A	C	A	B	A
Approach Delay	13.3			16.3	12.8	
Approach LOS	B			B	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 67.1			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 14.0		Intersection LOS: B	
Intersection Capacity Utilization 54.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 6: Camp Rd & I-90



Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	24	30	585	35	56	1201
Future Volume (vph)	24	30	585	35	56	1201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	140	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.924		0.992			
Flt Protected	0.978				0.950	
Satd. Flow (prot)	1683	0	3511	0	1770	3539
Flt Permitted	0.978				0.950	
Satd. Flow (perm)	1683	0	3511	0	1770	3539
Link Speed (mph)	30		35			45
Link Distance (ft)	279		609			1576
Travel Time (s)	6.3		11.9			23.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	33	636	38	61	1305
Shared Lane Traffic (%)						
Lane Group Flow (vph)	59	0	674	0	61	1305
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	43.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (veh/h)	24	30	585	35	56	1201
Future Volume (Veh/h)	24	30	585	35	56	1201
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	33	636	38	61	1305
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			609			
pX, platoon unblocked	0.99	0.99			0.99	
vC, conflicting volume	1430	337			674	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1408	301			643	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	78	95			93	
cM capacity (veh/h)	120	686			925	

Direction, Lane #	EB 1	SE 1	SE 2	NW 1	NW 2	NW 3
Volume Total	59	424	250	61	652	652
Volume Left	26	0	0	61	0	0
Volume Right	33	0	38	0	0	0
cSH	222	1700	1700	925	1700	1700
Volume to Capacity	0.27	0.25	0.15	0.07	0.38	0.38
Queue Length 95th (ft)	26	0	0	5	0	0
Control Delay (s)	27.0	0.0	0.0	9.2	0.0	0.0
Lane LOS	D			A		
Approach Delay (s)	27.0	0.0		0.4		
Approach LOS	D					

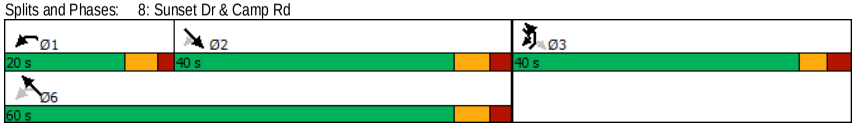
Intersection Summary				
Average Delay	1.0			
Intersection Capacity Utilization	43.2%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	514	73	45	936	275	55
Future Volume (vph)	514	73	45	936	275	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125	100		0	75
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted			0.350		0.950	
Satd. Flow (perm)	3539	1583	652	3539	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		79				44
Link Speed (mph)	40			40	30	
Link Distance (ft)	1576			778	929	
Travel Time (s)	26.9			13.3	21.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	559	79	49	1017	299	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	559	79	49	1017	299	60
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	2	2	2	2	2
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	49	49	49	49	49	49
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1
Detector 1 Size(ft)	20	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	29	29	29	29	29	29
Detector 2 Size(ft)	20	20	20	20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	2	3	1	6	3	
Permitted Phases		2	6			3

Lane Group	SET	SER	NWL	NWT	NEL	NER
Detector Phase	2	3	1	6	3	3
Switch Phase						
Minimum Initial (s)	25.0	10.0	6.0	25.0	10.0	10.0
Minimum Split (s)	40.0	16.2	11.9	32.0	16.2	16.2
Total Split (s)	40.0	40.0	20.0	60.0	40.0	40.0
Total Split (%)	40.0%	40.0%	20.0%	60.0%	40.0%	40.0%
Maximum Green (s)	33.0	33.8	14.1	53.0	33.8	33.8
Yellow Time (s)	4.3	3.2	3.9	4.3	3.2	3.2
All-Red Time (s)	2.7	3.0	2.0	2.7	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.2	5.9	7.0	6.2	6.2
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	4.0	4.0	2.0	4.0	4.0	4.0
Recall Mode	Min	None	None	Min	None	None
Walk Time (s)	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	26.0	19.0			19.0	19.0
Pedestrian Calls (#/hr)	0	0			0	0
Act Effct Green (s)	25.9	53.5	33.5	32.4	17.3	17.3
Actuated g/C Ratio	0.41	0.85	0.53	0.51	0.27	0.27
v/c Ratio	0.39	0.06	0.11	0.56	0.62	0.13
Control Delay	16.7	0.8	9.0	12.6	26.9	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.7	0.8	9.0	12.6	26.9	9.3
LOS	B	A	A	B	C	A
Approach Delay	14.8			12.5	24.0	
Approach LOS	B			B	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 63.3			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 15.2		Intersection LOS: B	
Intersection Capacity Utilization 57.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 8: Sunset Dr & Camp Rd

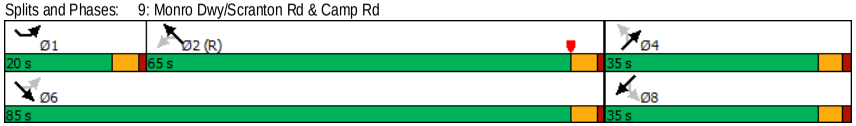


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	61	478	3	2	895	54	1	1	0	89	0	96
Future Volume (vph)	61	478	3	2	895	54	1	1	0	89	0	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		0	0		0	0		0	115		0
Storage Lanes	1		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.991						0.850	
Flt Protected	0.950							0.976		0.950		
Satd. Flow (prot)	1770	3536	0	0	3507	0	0	1818	0	1770	1583	0
Flt Permitted	0.237				0.955			0.905		0.757		
Satd. Flow (perm)	441	3536	0	0	3350	0	0	1686	0	1410	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			7						287	
Link Speed (mph)		40			40			30			35	
Link Distance (ft)		1093			781			132			554	
Travel Time (s)		18.6			13.3			3.0			10.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	66	514	3	2	962	58	1	1	0	96	0	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	517	0	0	1022	0	0	2	0	96	103	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
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	
Detector 2 Position(ft)	29	29		29	29		29	29		29	29	
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	25.0		25.0	25.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	9.9	29.9		29.9	29.9		10.9	10.9		10.9	10.9	
Total Split (s)	20.0	85.0		65.0	65.0		35.0	35.0		35.0	35.0	
Total Split (%)	16.7%	70.8%		54.2%	54.2%		29.2%	29.2%		29.2%	29.2%	
Maximum Green (s)	15.1	80.1		60.1	60.1		30.2	30.2		30.2	30.2	
Yellow Time (s)	3.9	3.9		3.9	3.9		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)	4.9	4.9			4.9			4.8		4.8	4.8	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		C-Min	C-Min		None	None		None	None	
Walk Time (s)							7.0	7.0		7.0	7.0	
Flash Dont Walk (s)							18.0	18.0		18.0	18.0	
Pedestrian Calls (#/hr)							0	0		0	0	
Act Effct Green (s)	96.8	96.8			87.5			13.5		13.5	13.5	
Actuated g/C Ratio	0.81	0.81			0.73			0.11		0.11	0.11	
v/c Ratio	0.15	0.18			0.42			0.01		0.61	0.24	
Control Delay	3.7	3.1			5.3			44.0		65.9	1.3	
Queue Delay	0.0	0.0			0.0			0.0		0.0	0.0	
Total Delay	3.7	3.1			5.3			44.0		65.9	1.3	
LOS	A	A			A			D		E	A	
Approach Delay		3.1			5.3			44.0			32.5	
Approach LOS		A			A			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 49.6 (41%), Referenced to phase 2:NWTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 7.7		Intersection LOS: A	
Intersection Capacity Utilization 67.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 9: Monro Dwy/Scranton Rd & Camp Rd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	238	770	111	266	321
Future Volume (vph)	25	238	770	111	266	321
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240	0		0	135	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.981			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3472	0	1770	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3472	0	1770	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		151	23			
Link Speed (mph)	30		40			40
Link Distance (ft)	468		772			1060
Travel Time (s)	10.6		13.2			18.1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	28	270	875	126	302	365
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	270	1001	0	302	365
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2		2	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	49	49	49		49	49
Trailing Detector (ft)	-1	-1	-1		-1	-1
Detector 1 Position(ft)	-1	-1	-1		-1	-1
Detector 1 Size(ft)	20	20	20		20	20
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
Detector 2 Position(ft)	29	29	29		29	29
Detector 2 Size(ft)	20	20	20		20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Prot	pm+ov	NA		Prot	NA
Protected Phases	3	1	2		1	2
Permitted Phases		3				

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	3	1	2		1	2
Switch Phase						
Minimum Initial (s)	12.0	3.0	20.0		3.0	20.0
Minimum Split (s)	16.6	7.3	27.1		7.3	27.1
Total Split (s)	25.0	20.0	75.0		20.0	75.0
Total Split (%)	20.8%	16.7%	62.5%		16.7%	62.5%
Maximum Green (s)	20.4	15.7	69.9		15.7	69.9
Yellow Time (s)	3.2	3.2	3.9		3.2	3.9
All-Red Time (s)	1.4	1.1	1.2		1.1	1.2
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.6	4.3	5.1		4.3	5.1
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	4.0		3.0	4.0
Recall Mode	None	None	C-Max		None	C-Max
Walk Time (s)	7.0		7.0			7.0
Flash Dont Walk (s)	15.0		15.0			15.0
Pedestrian Calls (#/hr)	0		0			0
Act Effct Green (s)	12.0	39.5	71.1		29.5	71.1
Actuated g/C Ratio	0.10	0.33	0.59		0.25	0.59
v/c Ratio	0.16	0.43	0.48		0.69	0.17
Control Delay	51.8	15.6	14.7		56.8	9.7
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	51.8	15.6	14.7		56.8	9.7
LOS	D	B	B		E	A
Approach Delay	19.0		14.7			31.0
Approach LOS	B		B			C

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 20.9		Intersection LOS: C	
Intersection Capacity Utilization 61.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 10: Camp Rd & Legion Dr



Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	27	6	760	92	22	992
Future Volume (vph)	27	6	760	92	22	992
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0		0	150	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.984			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3483	0	1770	3539
Flt Permitted	0.950				0.308	
Satd. Flow (perm)	1770	1583	3483	0	574	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		7	34			
Link Speed (mph)	30		45			45
Link Distance (ft)	593		1930			1041
Travel Time (s)	13.5		29.2			15.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	29	7	826	100	24	1078
Shared Lane Traffic (%)						
Lane Group Flow (vph)	29	7	926	0	24	1078
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2		1	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6
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
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	Prot	Perm	NA		Perm	NA
Protected Phases	4		6			2
Permitted Phases		4			2	

Lane Group	EBL	EBR	SET	SER	NWL	NWT
Detector Phase	4	4	6		2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		22.5	22.5
Total Split (s)	23.0	23.0	37.0		37.0	37.0
Total Split (%)	38.3%	38.3%	61.7%		61.7%	61.7%
Maximum Green (s)	18.5	18.5	32.5		32.5	32.5
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	Min		Min	Min
Walk Time (s)	7.0	7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0		0	0
Act Effct Green (s)	6.7	6.7	34.4		34.4	34.4
Actuated g/C Ratio	0.17	0.17	0.87		0.87	0.87
v/c Ratio	0.10	0.03	0.30		0.05	0.35
Control Delay	19.0	13.0	2.2		2.6	2.4
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	19.0	13.0	2.2		2.6	2.4
LOS	B	B	A		A	A
Approach Delay	17.8		2.2			2.4
Approach LOS	B		A			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 39.4			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.35			
Intersection Signal Delay: 2.6		Intersection LOS: A	
Intersection Capacity Utilization 39.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: Camp Rd & Proposed Dwy

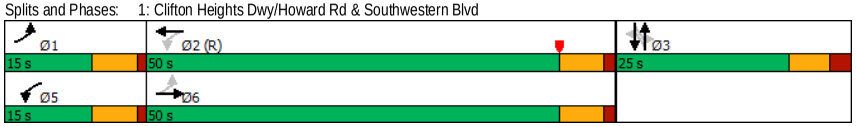


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	840	19	15	1069	138	9	1	9	103	2	46
Future Volume (vph)	63	840	19	15	1069	138	9	1	9	103	2	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	215		0	150		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	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.983			0.936			0.959	
Flt Protected	0.950			0.950				0.977			0.967	
Satd. Flow (prot)	1770	3529	0	1770	3479	0	0	1703	0	0	1727	0
Flt Permitted	0.132			0.297				0.850			0.782	
Satd. Flow (perm)	246	3529	0	553	3479	0	0	1482	0	0	1397	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			22			10			22	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		2757			935			240			463	
Travel Time (s)		41.8			14.2			5.5			10.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	68	903	20	16	1149	148	10	1	10	111	2	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	923	0	16	1297	0	0	21	0	0	162	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
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	
Detector 2 Position(ft)	29	29		29	29		29	29		29	29	
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			3			3	
Permitted Phases	6			2			3			3		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2		3	3		3	3	
Switch Phase												
Minimum Initial (s)	6.0	20.0		6.0	20.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	11.7	32.5		11.7	32.5		24.0	24.0		24.0	24.0	
Total Split (s)	15.0	50.0		15.0	50.0		25.0	25.0		25.0	25.0	
Total Split (%)	16.7%	55.6%		16.7%	55.6%		27.8%	27.8%		27.8%	27.8%	
Maximum Green (s)	9.3	43.9		9.3	43.9		18.3	18.3		18.3	18.3	
Yellow Time (s)	4.7	4.7		4.7	4.7		4.3	4.3		4.3	4.3	
All-Red Time (s)	1.0	1.4		1.0	1.4		2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.7	6.1		5.7	6.1			6.7			6.7	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		19.0			19.0		24.0	24.0		24.0	24.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	63.0	60.9		58.5	53.2			13.8			13.8	
Actuated g/C Ratio	0.70	0.68		0.65	0.59			0.15			0.15	
v/c Ratio	0.24	0.39		0.04	0.63			0.09			0.70	
Control Delay	4.6	7.7		5.4	15.2			21.9			46.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	4.6	7.7		5.4	15.2			21.9			46.2	
LOS	A	A		A	B			C			D	
Approach Delay		7.5			15.1			21.9			46.2	
Approach LOS		A			B			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 14.2		Intersection LOS: B	
Intersection Capacity Utilization 67.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: Clifton Heights Dwy/Howard Rd & Southwestern Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	93	142	22	148	79	36	28	819	184	41	1020	74
Future Volume (vph)	93	142	22	148	79	36	28	819	184	41	1020	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		160	0		150	75		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.980			0.953			0.972			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1825	0	1770	1775	0	1770	3440	0	1770	3504	0
Flt Permitted	0.681			0.651			0.220			0.251		
Satd. Flow (perm)	1269	1825	0	1213	1775	0	410	3440	0	468	3504	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			24			51			14	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		1097			1066			963			2757	
Travel Time (s)		21.4			20.8			14.6			41.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	95	145	22	151	81	37	29	836	188	42	1041	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	167	0	151	118	0	29	1024	0	42	1117	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
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	
Detector 2 Position(ft)	29	29		29	29		29	29		29	29	
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		3			3			1			1	
Permitted Phases	3			3			1			1		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	3	3		3	3		1	1		1	1	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		60.0	60.0		60.0	60.0	
Total Split (s)	30.0	30.0		30.0	30.0		60.0	60.0		60.0	60.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		66.7%	66.7%		66.7%	66.7%	
Maximum Green (s)	22.1	22.1		22.1	22.1		52.2	52.2		52.2	52.2	
Yellow Time (s)	3.6	3.6		3.6	3.6		4.7	4.7		4.7	4.7	
All-Red Time (s)	4.3	4.3		4.3	4.3		3.1	3.1		3.1	3.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.9	7.9		7.9	7.9		7.8	7.8		7.8	7.8	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	52.0	52.0		52.0	52.0		46.0	46.0		46.0	46.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	16.6	16.6		16.6	16.6		57.7	57.7		57.7	57.7	
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.64	0.64		0.64	0.64	
v/c Ratio	0.41	0.49		0.68	0.34		0.11	0.46		0.14	0.50	
Control Delay	36.2	35.0		48.6	26.5		9.1	9.2		5.1	4.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	36.2	35.0		48.6	26.5		9.1	9.2		5.1	4.5	
LOS	D	D		D	C		A	A		A	A	
Approach Delay		35.5			38.9			9.2			4.5	
Approach LOS		D			D			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 32.2 (36%), Referenced to phase 1:NESW, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 12.7		Intersection LOS: B	
Intersection Capacity Utilization 70.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: Southwestern Blvd & Sowles Rd

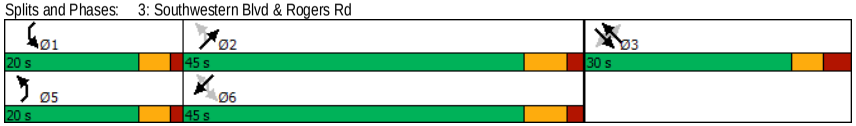


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	129	70	42	28	93	22	50	570	19	56	1223	197
Future Volume (vph)	129	70	42	28	93	22	50	570	19	56	1223	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	50		0	250		0	290		150
Storage Lanes	1		0	1		0	1		0	1		1
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	1.00
Frt		0.944			0.971			0.995				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1758	0	1770	1809	0	1770	3522	0	1770	3539	1583
Flt Permitted	0.681			0.683			0.125			0.415		
Satd. Flow (perm)	1269	1758	0	1272	1809	0	233	3522	0	773	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			12			4				136
Link Speed (mph)		35			35			50			50	
Link Distance (ft)		556			629			968			6125	
Travel Time (s)		10.8			12.3			13.2			83.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	133	72	43	29	96	23	52	588	20	58	1261	203
Shared Lane Traffic (%)												
Lane Group Flow (vph)	133	115	0	29	119	0	52	608	0	58	1261	203
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	2
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	49	49		49	49		49	49		49	49	49
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	-1
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	-1
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	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)	29	29		29	29		29	29		29	29	29
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		3			3		5	2		1	6	
Permitted Phases	3			3			2			6		6

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	3	3		3	3		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	1.0	1.0		1.0	1.0		1.0	5.0		1.0	5.0	5.0
Minimum Split (s)	7.8	7.8		7.8	7.8		6.0	20.0		6.0	20.0	20.0
Total Split (s)	30.0	30.0		30.0	30.0		20.0	45.0		20.0	45.0	45.0
Total Split (%)	31.6%	31.6%		31.6%	31.6%		21.1%	47.4%		21.1%	47.4%	47.4%
Maximum Green (s)	23.2	23.2		23.2	23.2		15.0	38.3		15.0	38.3	38.3
Yellow Time (s)	3.6	3.6		3.6	3.6		3.5	4.7		3.5	4.7	4.7
All-Red Time (s)	3.2	3.2		3.2	3.2		1.5	2.0		1.5	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)	6.8	6.8		6.8	6.8		5.0	6.7		5.0	6.7	6.7
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Min		None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Flash Dont Walk (s)	24.0	24.0		24.0	24.0			13.0			13.0	13.0
Pedestrian Calls (#/hr)	0	0		0	0			0			0	0
Act Effct Green (s)	13.2	13.2		13.2	13.2		39.0	33.3		38.2	32.9	32.9
Actuated g/C Ratio	0.20	0.20		0.20	0.20		0.58	0.50		0.57	0.49	0.49
v/c Ratio	0.53	0.31		0.12	0.33		0.17	0.35		0.11	0.73	0.24
Control Delay	35.4	22.5		26.9	26.2		6.9	12.4		6.2	18.4	5.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	35.4	22.5		26.9	26.2		6.9	12.4		6.2	18.4	5.8
LOS	D	C		C	C		A	B		A	B	A
Approach Delay		29.4			26.3			11.9			16.2	
Approach LOS		C			C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 66.9			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 17.0		Intersection LOS: B	
Intersection Capacity Utilization 66.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: Southwestern Blvd & Rogers Rd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	15	166	603	14	205	1040
Future Volume (vph)	15	166	603	14	205	1040
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	145	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.876		0.995			
Flt Protected	0.996				0.950	
Satd. Flow (prot)	1625	0	3522	0	1770	3539
Flt Permitted	0.996				0.950	
Satd. Flow (perm)	1625	0	3522	0	1770	3539
Link Speed (mph)	35		45			45
Link Distance (ft)	1097		642			839
Travel Time (s)	21.4		9.7			12.7
Peak Hour Factor	0.96	0.96	0.96	0.60	0.96	0.96
Adj. Flow (vph)	16	173	628	23	214	1083
Shared Lane Traffic (%)						
Lane Group Flow (vph)	189	0	651	0	214	1083
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	49.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	15	166	603	14	205	1040
Future Volume (Veh/h)	15	166	603	14	205	1040
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.96	0.96	0.96	0.60	0.96	0.96
Hourly flow rate (vph)	16	173	628	23	214	1083
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			642			
pX, platoon unblocked	0.92	0.92			0.92	
vC, conflicting volume	1609	326			651	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1482	82			437	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	81	80			79	
cM capacity (veh/h)	84	881			1026	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	189	419	232	214	542	542
Volume Left	16	0	0	214	0	0
Volume Right	173	0	23	0	0	0
cSH	489	1700	1700	1026	1700	1700
Volume to Capacity	0.39	0.25	0.14	0.21	0.32	0.32
Queue Length 95th (ft)	45	0	0	20	0	0
Control Delay (s)	16.9	0.0	0.0	9.4	0.0	0.0
Lane LOS	C			A		
Approach Delay (s)	16.9	0.0		1.6		
Approach LOS	C					

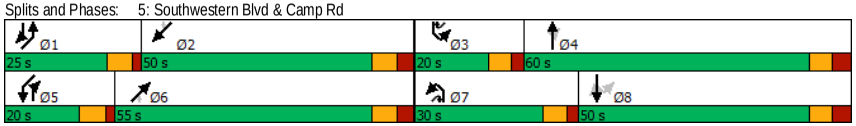
Intersection Summary				
Average Delay	2.4			
Intersection Capacity Utilization	49.6%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	508	402	372	46	621	388	207	576	264	271	858	7
Future Volume (vph)	508	402	372	46	621	388	207	576	264	271	858	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	345		225	200		300	260		400	185		225
Storage Lanes	2		1	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	1770	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.505			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	941	3539	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			263			126			79			125
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1930			642			6125			963	
Travel Time (s)		29.2			9.7			92.8			14.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	535	423	392	48	654	408	218	606	278	285	903	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	535	423	392	48	654	408	218	606	278	285	903	7
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			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	2	2	2	2	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	49	49	49	49	49	49	49	49	49	49	49	49
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
Detector 1 Size(ft)	20	20	20	20	20	20	20	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	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	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	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	0.0	0.0
Detector 2 Position(ft)	29	29	29	29	29	29	29	29	29	29	29	29
Detector 2 Size(ft)	20	20	20	20	20	20	20	20	20	20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	1	6	7	5	2	3
Permitted Phases			4	8		8			6			2

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4	5	3	8	1	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	3.0	10.0	3.0	6.0	15.0	3.0	3.0	10.0	3.0	3.0	20.0	6.0
Minimum Split (s)	9.5	17.9	9.3	12.5	22.9	9.3	9.3	17.9	9.5	9.3	27.9	12.5
Total Split (s)	30.0	60.0	20.0	20.0	50.0	25.0	25.0	55.0	30.0	20.0	50.0	20.0
Total Split (%)	19.4%	38.7%	12.9%	12.9%	32.3%	16.1%	16.1%	35.5%	19.4%	12.9%	32.3%	12.9%
Maximum Green (s)	23.5	52.1	13.7	13.5	42.1	18.7	18.7	47.1	23.5	13.7	42.1	13.5
Yellow Time (s)	4.3	4.3	4.7	4.3	4.3	4.7	4.7	4.7	4.3	4.7	4.7	4.3
All-Red Time (s)	2.2	3.6	1.6	2.2	3.6	1.6	1.6	3.2	2.2	1.6	3.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	7.9	6.3	6.5	7.9	6.3	6.3	7.9	6.5	6.3	7.9	6.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	1.5	2.0	2.5	1.5	2.0	2.0	3.5	2.0	2.0	3.5	2.5
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		29.0			29.0			28.0			28.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	23.7	48.4	70.0	37.8	29.1	50.2	13.1	39.0	70.7	13.7	39.5	54.9
Actuated g/C Ratio	0.18	0.36	0.52	0.28	0.22	0.37	0.10	0.29	0.53	0.10	0.29	0.41
v/c Ratio	0.88	0.33	0.41	0.15	0.85	0.61	0.65	0.59	0.32	0.82	0.87	0.01
Control Delay	72.0	33.9	8.4	25.0	62.7	26.9	69.2	43.7	14.2	79.3	55.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.0	33.9	8.4	25.0	62.7	26.9	69.2	43.7	14.2	79.3	55.5	0.0
LOS	E	C	A	C	E	C	E	D	B	E	E	A
Approach Delay		41.6			47.9			41.3			60.8	
Approach LOS		D			D			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 155			
Actuated Cycle Length: 134.3			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 47.8		Intersection LOS: D	
Intersection Capacity Utilization 85.1%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 5: Southwestern Blvd & Camp Rd



Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	540	517	207	894	655	218
Future Volume (vph)	540	517	207	894	655	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	375			0
Storage Lanes	2	1	2			1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	0.97	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	3433	3539	3539	1583
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	3433	1583	3433	3539	3539	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		550				232
Link Speed (mph)	30			45	45	
Link Distance (ft)	1062			1041	609	
Travel Time (s)	24.1			15.8	9.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	574	550	220	951	697	232
Shared Lane Traffic (%)						
Lane Group Flow (vph)	574	550	220	951	697	232
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	2	2	2
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	49	49	49	49	49	49
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1
Detector 1 Size(ft)	20	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	29	29	29	29	29	29
Detector 2 Size(ft)	20	20	20	20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Free	Prot	NA	NA	Free
Protected Phases	8		1	6	2	
Permitted Phases		Free				Free

Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Detector Phase	8		1	6	2	
Switch Phase						
Minimum Initial (s)	8.0		8.0	25.0	25.0	
Minimum Split (s)	38.9		14.1	31.1	32.1	
Total Split (s)	39.0		20.0	61.0	41.0	
Total Split (%)	39.0%		20.0%	61.0%	41.0%	
Maximum Green (s)	32.1		13.9	54.9	34.9	
Yellow Time (s)	4.3		4.3	4.3	4.3	
All-Red Time (s)	2.6		1.8	1.8	1.8	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.9		6.1	6.1	6.1	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.5		2.5	2.5	2.5	
Recall Mode	None		None	Min	Min	
Walk Time (s)	7.0				7.0	
Flash Dont Walk (s)	25.0				19.0	
Pedestrian Calls (#/hr)	0				0	
Act Effct Green (s)	18.5	73.6	10.1	41.9	25.7	73.6
Actuated g/C Ratio	0.25	1.00	0.14	0.57	0.35	1.00
v/c Ratio	0.66	0.35	0.47	0.47	0.56	0.15
Control Delay	28.9	0.6	33.8	10.8	22.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.9	0.6	33.8	10.8	22.6	0.2
LOS	C	A	C	B	C	A
Approach Delay	15.0			15.2	17.0	
Approach LOS	B			B	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 73.6			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 15.7		Intersection LOS: B	
Intersection Capacity Utilization 58.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 6: Camp Rd & I-90



Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	27	53	1409	24	22	846
Future Volume (vph)	27	53	1409	24	22	846
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	140	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.910		0.997			
Flt Protected	0.984				0.950	
Satd. Flow (prot)	1668	0	3529	0	1770	3539
Flt Permitted	0.984				0.950	
Satd. Flow (perm)	1668	0	3529	0	1770	3539
Link Speed (mph)	30		35			45
Link Distance (ft)	279		609			1576
Travel Time (s)	6.3		11.9			23.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	29	58	1532	26	24	920
Shared Lane Traffic (%)						
Lane Group Flow (vph)	87	0	1558	0	24	920
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	51.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (veh/h)	27	53	1409	24	22	846
Future Volume (Veh/h)	27	53	1409	24	22	846
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	29	58	1532	26	24	920
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			609			
pX, platoon unblocked	0.84	0.84			0.84	
vC, conflicting volume	2053	779			1558	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1875	361			1286	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	43	89			95	
cM capacity (veh/h)	50	535			450	

Direction, Lane #	EB 1	SE 1	SE 2	NW 1	NW 2	NW 3
Volume Total	87	1021	537	24	460	460
Volume Left	29	0	0	24	0	0
Volume Right	58	0	26	0	0	0
cSH	127	1700	1700	450	1700	1700
Volume to Capacity	0.68	0.60	0.32	0.05	0.27	0.27
Queue Length 95th (ft)	93	0	0	4	0	0
Control Delay (s)	79.3	0.0	0.0	13.4	0.0	0.0
Lane LOS	F			B		
Approach Delay (s)	79.3	0.0		0.3		
Approach LOS	F					

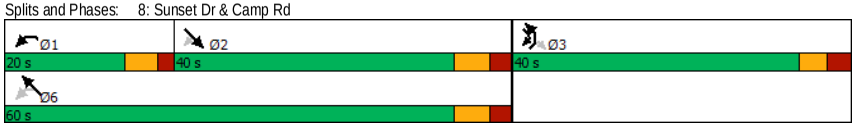
Intersection Summary				
Average Delay	2.8			
Intersection Capacity Utilization	51.1%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1113	301	81	698	186	71
Future Volume (vph)	1113	301	81	698	186	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125	100		0	75
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted			0.128		0.950	
Satd. Flow (perm)	3539	1583	238	3539	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		307				72
Link Speed (mph)	40			40	30	
Link Distance (ft)	1576			778	929	
Travel Time (s)	26.9			13.3	21.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	1136	307	83	712	190	72
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1136	307	83	712	190	72
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	2	2	2	2	2
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	49	49	49	49	49	49
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1
Detector 1 Size(ft)	20	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	29	29	29	29	29	29
Detector 2 Size(ft)	20	20	20	20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	2	3	1	6	3	
Permitted Phases		2	6			3

Lane Group	SET	SER	NWL	NWT	NEL	NER
Detector Phase	2	3	1	6	3	3
Switch Phase						
Minimum Initial (s)	25.0	10.0	6.0	25.0	10.0	10.0
Minimum Split (s)	40.0	16.2	11.9	32.0	16.2	16.2
Total Split (s)	40.0	40.0	20.0	60.0	40.0	40.0
Total Split (%)	40.0%	40.0%	20.0%	60.0%	40.0%	40.0%
Maximum Green (s)	33.0	33.8	14.1	53.0	33.8	33.8
Yellow Time (s)	4.3	3.2	3.9	4.3	3.2	3.2
All-Red Time (s)	2.7	3.0	2.0	2.7	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.2	5.9	7.0	6.2	6.2
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	4.0	4.0	2.0	4.0	4.0	4.0
Recall Mode	Min	None	None	Min	None	None
Walk Time (s)	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	26.0	19.0			19.0	19.0
Pedestrian Calls (#/hr)	0	0			0	0
Act Effct Green (s)	31.8	56.0	42.2	41.1	15.2	15.2
Actuated g/C Ratio	0.45	0.80	0.60	0.59	0.22	0.22
v/c Ratio	0.71	0.23	0.29	0.34	0.49	0.18
Control Delay	20.0	0.8	8.9	8.2	30.2	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.0	0.8	8.9	8.2	30.2	7.6
LOS	B	A	A	A	C	A
Approach Delay	15.9			8.3	24.0	
Approach LOS	B			A	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 69.9			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 14.3		Intersection LOS: B	
Intersection Capacity Utilization 62.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 8: Sunset Dr & Camp Rd

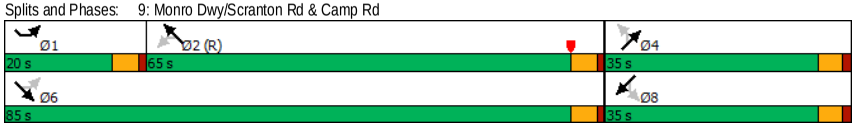


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	143	1036	3	2	633	78	5	0	0	120	0	91
Future Volume (vph)	143	1036	3	2	633	78	5	0	0	120	0	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		0	0		0	0		0	115		0
Storage Lanes	1		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.984						0.850	
Flt Protected	0.950							0.950		0.950		
Satd. Flow (prot)	1770	3539	0	0	3483	0	0	1770	0	1770	1583	0
Flt Permitted	0.320				0.953			0.649		0.754		
Satd. Flow (perm)	596	3539	0	0	3319	0	0	1209	0	1405	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					16						372	
Link Speed (mph)		40			40			30			35	
Link Distance (ft)		1093			781			132			554	
Travel Time (s)		18.6			13.3			3.0			10.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	151	1091	3	2	666	82	5	0	0	126	0	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	151	1094	0	0	750	0	0	5	0	126	96	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
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	
Detector 2 Position(ft)	29	29		29	29		29	29		29	29	
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	25.0		25.0	25.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	9.9	29.9		29.9	29.9		10.9	10.9		10.9	10.9	
Total Split (s)	20.0	85.0		65.0	65.0		35.0	35.0		35.0	35.0	
Total Split (%)	16.7%	70.8%		54.2%	54.2%		29.2%	29.2%		29.2%	29.2%	
Maximum Green (s)	15.1	80.1		60.1	60.1		30.2	30.2		30.2	30.2	
Yellow Time (s)	3.9	3.9		3.9	3.9		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)	4.9	4.9			4.9			4.8		4.8	4.8	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		C-Min	C-Min		None	None		None	None	
Walk Time (s)							7.0	7.0		7.0	7.0	
Flash Dont Walk (s)							18.0	18.0		18.0	18.0	
Pedestrian Calls (#/hr)							0	0		0	0	
Act Effct Green (s)	94.2	94.2			81.1			16.1		16.1	16.1	
Actuated g/C Ratio	0.78	0.78			0.68			0.13		0.13	0.13	
v/c Ratio	0.28	0.39			0.33			0.03		0.67	0.18	
Control Delay	4.9	4.9			6.8			42.0		65.8	0.7	
Queue Delay	0.0	0.0			0.0			0.0		0.0	0.0	
Total Delay	4.9	4.9			6.8			42.0		65.8	0.7	
LOS	A	A			A			D		E	A	
Approach Delay		4.9			6.8			42.0			37.7	
Approach LOS		A			A			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 49.6 (41%), Referenced to phase 2:NWTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 8.9		Intersection LOS: A	
Intersection Capacity Utilization 68.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 9: Monro Dwy/Scranton Rd & Camp Rd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	183	255	481	121	341	812
Future Volume (vph)	183	255	481	121	341	812
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240	0		0	135	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.970			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3433	0	1770	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3433	0	1770	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		266	44			
Link Speed (mph)	30		40			40
Link Distance (ft)	468		772			1060
Travel Time (s)	10.6		13.2			18.1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	191	266	501	126	355	846
Shared Lane Traffic (%)						
Lane Group Flow (vph)	191	266	627	0	355	846
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2		2	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	49	49	49		49	49
Trailing Detector (ft)	-1	-1	-1		-1	-1
Detector 1 Position(ft)	-1	-1	-1		-1	-1
Detector 1 Size(ft)	20	20	20		20	20
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
Detector 2 Position(ft)	29	29	29		29	29
Detector 2 Size(ft)	20	20	20		20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Prot	pm+ov	NA		Prot	NA
Protected Phases	3	1	2		1	2
Permitted Phases		3				

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	3	1	2		1	2
Switch Phase						
Minimum Initial (s)	12.0	3.0	20.0		3.0	20.0
Minimum Split (s)	16.6	7.3	27.1		7.3	27.1
Total Split (s)	25.0	20.0	75.0		20.0	75.0
Total Split (%)	20.8%	16.7%	62.5%		16.7%	62.5%
Maximum Green (s)	20.4	15.7	69.9		15.7	69.9
Yellow Time (s)	3.2	3.2	3.9		3.2	3.9
All-Red Time (s)	1.4	1.1	1.2		1.1	1.2
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.6	4.3	5.1		4.3	5.1
Lead/Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	4.0		3.0	4.0
Recall Mode	None	None	C-Max		None	C-Max
Walk Time (s)	7.0		7.0			7.0
Flash Dont Walk (s)	15.0		15.0			15.0
Pedestrian Calls (#/hr)	0		0			0
Act Effct Green (s)	17.3	40.7	69.9		18.8	69.9
Actuated g/C Ratio	0.14	0.34	0.58		0.16	0.58
v/c Ratio	0.75	0.37	0.31		1.28	0.41
Control Delay	67.4	4.9	12.3		192.1	12.2
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	67.4	4.9	12.3		192.1	12.2
LOS	E	A	B		F	B
Approach Delay	31.0		12.3			65.4
Approach LOS	C		B			E

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.28			
Intersection Signal Delay: 43.9		Intersection LOS: D	
Intersection Capacity Utilization 57.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 10: Camp Rd & Legion Dr



Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	91	22	1080	35	8	1164
Future Volume (vph)	91	22	1080	35	8	1164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0		0	150	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.995			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3522	0	1770	3539
Flt Permitted	0.950				0.203	
Satd. Flow (perm)	1770	1583	3522	0	378	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		24	8			
Link Speed (mph)	30		30			30
Link Distance (ft)	593		1930			1041
Travel Time (s)	13.5		43.9			23.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	99	24	1174	38	9	1265
Shared Lane Traffic (%)						
Lane Group Flow (vph)	99	24	1212	0	9	1265
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Number of Detectors	1	1	2		1	2
Detector Template	Left	Right	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6
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
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	Prot	Perm	NA		Perm	NA
Protected Phases	4		6			2
Permitted Phases		4			2	

Lane Group	EBL	EBR	SET	SER	NWL	NWT
Detector Phase	4	4	6		2	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5		22.5	22.5
Total Split (s)	23.0	23.0	37.0		37.0	37.0
Total Split (%)	38.3%	38.3%	61.7%		61.7%	61.7%
Maximum Green (s)	18.5	18.5	32.5		32.5	32.5
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	Min		Min	Min
Walk Time (s)	7.0	7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0		0	0
Act Effct Green (s)	8.3	8.3	34.6		34.6	34.6
Actuated g/C Ratio	0.17	0.17	0.72		0.72	0.72
v/c Ratio	0.32	0.08	0.48		0.03	0.49
Control Delay	21.7	9.0	5.2		4.1	5.4
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	21.7	9.0	5.2		4.1	5.4
LOS	C	A	A		A	A
Approach Delay	19.2		5.2			5.4
Approach LOS	B		A			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 47.9			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 5.9		Intersection LOS: A	
Intersection Capacity Utilization 44.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: Camp Rd & Proposed Dwy

