

September 17, 2024

20243907.0001

3750 MILLERSPORT HIGHWAY

TOWN OF AMHERST, NY

PREPARED FOR:
Mr. Kevin Seiler, P.E.
Ware Malcomb
45 West 21st Street, 6th Floor
New York, NY 10010

TABLE OF CONTENTS

1.0 EXECUTIVE SUMMARY 2

2.0 INTRODUCTION..... 4

2.1 Study Purpose and Objectives 4

2.2 Project Location 4

2.3 Study Area 4

3.0 TRANSPORTATION SETTING 4

3.1 Description of Study Area Roadways 4

 Table 1: *Existing Highway System* 5

3.2 Description of Multimodal Network 5

 Table 2: *Multimodal Network* 5

3.3 Planned/Programmed Highway Improvements 6

4.0 EXISTING CONDITIONS ANALYSIS 6

4.1 Peak Intervals for Analysis 6

4.2 Existing Traffic Volume Data 6

4.3 Field Observations 7

4.4 Existing Crash Investigation 7

 Table 3: *Crash Analysis* 7

5.0 BACKGROUND (NO BUILD) CONDITIONS 9

6.0 PROPOSED DEVELOPMENT CONDITIONS 9

6.1 Project Description 9

6.2 Proposed Traffic Generation 9

 Table 4: *Site Generated Trips* 10

6.3 Trip Distribution 10

6.4 Full Development Volumes 10

7.0 TRAFFIC OPERATIONS AND ANALYSIS 10

7.1 Description of Capacity Analysis 10

 Table 5: *Level of Service Criteria* 11

7.2 Capacity Analysis Results 11

 Table 6: *Capacity Analysis Results* 12

8.0 CONCLUSIONS AND RECOMMENDATIONS 15

9.0 REFERENCES 16

10.0 FIGURES 16

APPENDICES

- APPENDIX A:** EXISTING TRAFFIC COUNT DATA
- APPENDIX B:** MISCELLANEOUS CALCULATIONS
- APPENDIX C:** LOS CALCULATIONS – EXISTING CONDITIONS
- APPENDIX D:** LOS CALCULATIONS – BACKGROUND CONDITIONS
- APPENDIX E:** LOS CALCULATIONS – FULL BUILD CONDITIONS

1.0 EXECUTIVE SUMMARY

The purpose of this report is to evaluate the potential traffic impacts related to the proposed parking lot development located at 3750 Millersport Highway along the west side of Millersport Highway in the Town of Amherst, NY. Within this report, the operating characteristics of the proposed access points and impacts to the adjacent roadway network are evaluated. Mitigating measures are identified, if needed, to minimize operational concerns. To define traffic impact, this analysis establishes existing baseline traffic conditions, projects background traffic flow including area growth, and determines the traffic operations that would result from the proposed project. All figures and supporting calculations are included at the end of this report.

Project Location and Description

The project site is located along the west side of the Millersport Highway between Hopkins Road and Crosspoint Parkway, in the Town of Amherst, Erie County, NY. The project comprises the following aspects:

- **Site Status:** The site is currently vacant.
- **Site Boundary:**
 - **North:** The site is bounded by Hopkins Rd.
 - **East:** Hopkins Rd and Millersport Highway.
 - **South:** Millersport Highway.
 - **West:** Bright Path Cross Point Child Care Center and the existing CitiGroup building and surface parking area.
 - **Vicinity Land Uses:** There is a mix of land uses, including commercial, residential, and institutional.

The proposed development comprises the following components:

- **Proposed Land Use(s):**
 - ±490 surface parking spaces
- **Access:** Provided via one existing full access driveway along Crosspoint Pkwy and one existing full access driveway along Hopkins Rd.

Study Area

To ensure a comprehensive analysis of potential traffic impacts, a study area was selected consisting of the following intersections. **Figure 1** illustrates the study area and project location.

1. North French Road (CR 299) and Crosspoint Parkway
2. North French Road (CR 299) and Millersport Highway (NYS Route 263)
3. Millersport Highway (NYS Route 263) and Crosspoint Parkway
4. Millersport Highway (NYS Route 263) and Hopkins Road (CR 87)
5. Millersport Highway (NYS Route 263) and Interstate 990 (I-990) Exit Ramp
6. Millersport Highway (NYS Route 263) and Interstate 990 (I-990) Entrance Ramp
7. Crosspoint Parkway and the Existing East Site Driveway

Existing and Background Conditions

Turning movement traffic counts were collected by Passero Associates on Thursday August 29th, 2024. Traffic counts were conducted between 7:00-9:00 AM for the weekday AM peak period and 4:00-6:00 PM for the weekday PM peak period at the study intersections. The peak hour traffic periods generally occurred between 7:30-8:30 AM and 4:15-5:15 PM.

The weekday turning movement count data was collected on a typical weekday while the University at Buffalo was in session. No adverse weather conditions impacted the traffic counts. It is noted that Millersport Highway and Hopkins Rd were under construction at the time of data collection. The traffic volumes were reviewed to confirm accuracy, seasonality, and relative balance between intersections. No seasonality adjustment was required. The traffic volumes were compared to historical traffic data in the study area to determine if the collected traffic volumes needed to be adjusted due to the ongoing construction. No adjustment was necessary to account for the ongoing construction.

Construction of the proposed project is anticipated to reach full build-out within approximately one year. Based on feedback from the Town of Amherst, two projects were identified for inclusion in this study:

- 50 Crosspoint Pkwy – Traffic generated by this development was added to the study intersections.
- 3315-3333 Millersport Highway – Traffic generated by this development was added to the study intersections.

To account for normal increases in background traffic growth, including any unforeseen developments in the study area, a growth rate of 1.5% was applied to the existing traffic volumes for the one-year build out period.

Conclusions and Recommendations

This Traffic Impact Study identified and evaluated the potential traffic impacts that can be expected from the proposed parking lot development located at 3750 Millersport Highway along the west side of Millersport Highway in the Town of Amherst, NY. The results of this comprehensive study determined that the existing transportation network can adequately accommodate the projected traffic volumes and resulting minor impacts to study area intersections. The following sets forth the conclusions and recommendations based upon the results of the analyses:

1. The proposed project is expected to generate approximately 225 entering/31 exiting vehicle trips during the AM peak hour and 41 entering/198 exiting vehicle trips during the PM peak.
2. Based on the results of the crash analysis, there are no inherent safety deficiencies at any of the study intersections.
3. All approaches operate at an acceptable LOS D or better under existing, projected background, and full build conditions (with proposed development) during both peak hours at all study intersections.
4. Pursuant to the State Environmental Quality Review Act (SEQRA), this detailed analysis demonstrates that the proposed project, with the recommended improvements in place, does not result in any significant adverse traffic impacts even at full development.

2.0 INTRODUCTION

2.1 Study Purpose and Objectives

The purpose of this report is to evaluate the potential traffic impacts related to the proposed parking lot development located at 3750 Millersport Highway along the west side of Millersport Highway in the Town of Amherst, NY. Within this report, the operating characteristics of the proposed access points and impacts to the adjacent roadway network are evaluated. Mitigating measures are identified, if needed, to minimize operational concerns. To define traffic impact, this analysis establishes existing baseline traffic conditions, projects background traffic flow including area growth, and determines the traffic operations that would result from the proposed project. All figures and supporting calculations are included at the end of this report.

2.2 Project Location

The project site is located along the west side of the Millersport Highway between Hopkins Road and Crosspoint Parkway, in the Town of Amherst, Erie County, NY. The project comprises the following aspects:

- **Site Status:** The site is currently vacant.
- **Site Boundary:**
 - **North:** The site is bounded by Hopkins Rd.
 - **East:** Hopkins Rd and Millersport Highway.
 - **South:** Millersport Highway.
 - **West:** Bright Path Cross Point Child Care Center and the existing CitiGroup building and surface parking area.
- **Vicinity Land Uses:** There is a mix of land uses, including commercial, residential, and institutional.

2.3 Study Area

To ensure a comprehensive analysis of potential traffic impacts, a study area was selected consisting of the following intersections. **Figure 1** illustrates the study area and project location.

1. North French Road (CR 299) and Crosspoint Parkway
2. North French Road (CR 299) and Millersport Highway (NYS Route 263)
3. Millersport Highway (NYS Route 263) and Crosspoint Parkway
4. Millersport Highway (NYS Route 263) and Hopkins Road (CR 87)
5. Millersport Highway (NYS Route 263) and Interstate 990 (I-990) Exit Ramp
6. Millersport Highway (NYS Route 263) and Interstate 990 (I-990) Entrance Ramp
7. Crosspoint Parkway and the Existing East Site Driveway

3.0 TRANSPORTATION SETTING

3.1 Description of Study Area Roadways

The information outlined in **Table 1** provides a description of the existing roadway network within the study area. **Figure 2** illustrates the lane geometry and traffic controls at each of the study intersections and the Annual Average Daily Traffic (AADT) volumes on the study roadways. The AADTs, in vehicles per day (vpd), reflect the most recently collected data obtained from the NYSDOT and Passero Associates (PA).



Functional classification of roadways is determined by the NYSDOT and the Federal Highway Administration (FHWA). Both the NYSDOT and FHWA groups roads, streets, and highways into different classes based on how they are used. This is called functional classification. Roads and streets do not work alone to move traffic. Instead, they form a network. Functional classification defines how each road or street fits into this network, how it provides access to nearby properties, and whether it is in an urban or rural area. In the study area, all the roadways are classified as urban.

The primary functional classifications within the study area:

- Principal Arterial (Class 14)
- Major Collector (Class 17)
- Local (Class 19)

Table 1: Existing Highway System

Roadway	Class ¹	Agency ²	Speed	Typical Cross Section ³	AADT
N French Road (CR-299)	14	ECDPW	35/45 mph	4-lane undivided	18,960 (NYSDOT 2018)
Millersport Highway (NY-263)	14	NYSDOT	55 mph	2/4-lane undivided	7,320 (NYSDOT 2018)
Hopkins Road (CR-87)	17	ECDPW	40 mph	2-lane undivided	3,784 (NYSDOT 2018)
Crosspoint Parkway	19	Town of Amherst	30 mph	2-lane undivided	4,663 (PA 2024)

1. Functional Classification.
2. Roadway ownership.
3. Excludes turning lanes at intersections.

3.2 Description of Multimodal Network

Table 2 summarizes the traffic controls, pedestrian, bicycle, and transit accommodations within the study area.

Table 2: Multimodal Network

INTERSECTION	TRAFFIC CONTROL	PEDESTRIAN			BICYCLE		TRANSIT
		SIDEWALK	CROSSWALK	PED SIGNAL	LANE	OTHER	
N French Rd/Crosspoint Pkwy	Signal	Some presence	Some presence	No	No	No shoulder	No
N French/Millersport Hwy	Signal	No presence	Fully present	Yes	No	Some shoulder	Bus Route 44
Millersport Hwy/Crosspoint Pkwy	Signal	Some presence	Some presence	Yes	No	Some shoulder	Bus Route 44
Millersport Hwy/Hopkins Rd	Sign	No presence	No presence	No	No	Some shoulder	Bus Route 44
Millersport Hwy/I-990 Exit Ramp	Signal	No presence	No presence	No	No	Some shoulder	No
Millersport Hwy/I-990 Entrance Ramp	Signal	No presence	No	No	No	Some shoulder	No

INTERSECTION	TRAFFIC CONTROL	PEDESTRIAN			BICYCLE		TRANSIT
		SIDEWALK	CROSSWALK	PED SIGNAL	LANE	OTHER	
Crosspoint Pkwy/Existing East Site Dwy	Sign	Some presence	No	No	No	No shoulder	No

3.3 Planned/Programmed Highway Improvements

Millersport Highway is currently under construction with a NYSDOT project that will improve the Hopkins Rd intersection. The project includes the following modifications:

- Realign both Hopkins Rd approaches to create a more traditional intersection with the Hopkins Rd approaches aligned perpendicularly.
- Widen Hopkins Rd to provide exclusive left turn lanes on the approaches to Millersport Highway.
- Widen Millersport Highway to provide exclusive left turn lanes on the approaches to Hopkins Rd.
- Install new three-color traffic signal.
- Other safety related improvements such as centerline audible treatment.

There is also a future project planned at the Millersport Highway intersection with the I-990 ramps. No further information related to that future project is available at this time.

4.0 EXISTING CONDITIONS ANALYSIS

4.1 Peak Intervals for Analysis

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

4.2 Existing Traffic Volume Data

Turning movement traffic counts were collected by Passero Associates on Thursday August 29th, 2024. Traffic counts were conducted between 7:00-9:00 AM for the weekday AM peak period and 4:00-6:00 PM for the weekday PM peak period at the study intersections. The peak hour traffic periods generally occurred between 7:30-8:30 AM and 4:15-5:15 PM.

The weekday turning movement count data was collected on a typical weekday while the University at Buffalo was in session. No adverse weather conditions impacted the traffic counts. It is noted that Millersport Highway and Hopkins Rd were under construction at the time of data collection. The traffic volumes were reviewed to confirm accuracy, seasonality, and relative balance between intersections. No seasonality adjustment was required. The traffic volumes were compared to historical traffic data in the study area to determine if the collected traffic volumes needed to be adjusted due to the ongoing construction. No adjustment was necessary to account for the ongoing construction.

Figure 3 illustrates the existing base conditions.



4.3 Field Observations

The study intersections were observed during peak intervals to assess current traffic operations. Signal timing and phasing information was obtained from the NYSDOT and/or Town of Amherst to determine peak hour phasing plans and phase durations during each interval at the signalized intersections. This information was used to support and/or calibrate capacity analysis models described in detail later in this report.

4.4 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.

Crash history data was obtained from MV-104A Police Accident Reports provided by the NYSDOT *Crash Location & Engineering Analysis & Reporting (CLEAR)* database. This study conducted the evaluation from January 1, 2019, through December 31, 2023.

Intersections are evaluated using the Potential for Safety Improvement (PSI) and Safety Performance Function (SPF) methodology described in the latest NYSDOT *Red Book (2023)*. The accompanying SPF worksheet can be obtained from the NYSDOT *Crash Analysis Toolbox*. NYSDOT defines PSI and SPF as:

Potential for Safety Improvement

A comparison of the site-specific safety performance compared to the statewide average using either observed or expected crashes depending on whether traffic volume is available.

Safety Performance Function

An equation used to estimate or predict the average crash frequency per year at a location as a function of traffic volume and, in some cases, roadway or intersection characteristics (e.g., number of lanes, traffic control, or type of median).

Table 3 summarizes the crashes that occurred at intersection locations and resulting PSI. SPF Prediction, Expected Crashes, and Excess Expected Crashes are shown as crashes per year for fatal and injury crashes. LOSS = Level of Service of Safety (Range 1-4). 1 = Lowest Excess Expected Crashes, 4 = Highest Excess Expected Crashes.

Table 3: Crash Analysis

Intersection	Number of Crashes	Number of Injury Crashes	SPF Prediction	Expected Crashes	Excess Expected Crashes	LOSS
N French Rd at Crosspoint Pkwy	9	3	3.3595	1.9602	-1.3993	3
N French Rd at Millersport Hwy	11	8	4.7881	2.4504	-2.3377	2
Millersport Hwy at Crosspoint Pkwy	4	0	1.5223	4.7284	-0.5766	2
Millersport Hwy at Hopkins Rd	0	0	1.7303	0.2833	-1.4470	2

September 17, 2024

Intersection	Number of Crashes	Number of Injury Crashes	SPF Prediction	Expected Crashes	Excess Expected Crashes	LOSS
Millersport Hwy at I-990 Exit Ramp	17	6	2.8786	3.3385	0.4600	3
Millersport Hwy at I-990 Entrance Ramp	8	4	4.5284	1.7836	-2.7748	2
Crosspoint Pkwy at Existing East Site Dwy	0	0	0.7814	0.2183	-0.5631	2

N French Rd at Crosspoint Pkwy: The following crashes occurred at this intersection: rear end (6), right angle (1), and sideswipe (2). The only crash pattern that was reported is three eastbound rear end crashes. The reported rear end crashes (67%) are characteristic of moderate to heavily trafficked signalized intersections. The causes of the rear end crashes were generally driver inattention, driver error, or following too closely. No other discernible crash patterns exist; thus, no geometric improvements are recommended.

N French Rd at Millersport Hwy: The following crashes occurred at this intersection: left turn (1), rear end (2), and right angle (7). The only crash pattern that was reported is four eastbound right angle crashes. The causes of the right angle crashes were generally driver inattention, driver error, or disregard of a traffic control device. No other discernible crash patterns exist; thus, no geometric improvements are recommended.

Millersport Hwy at Crosspoint Pkwy: The following crashes occurred at this intersection: right turn (1), fixed object (1), and animal (2). No discernible crash patterns exist; thus, no geometric improvements are recommended.

Millersport Hwy at Hopkins Rd: No crashes occurred at this intersection. No discernible crash patterns exist; thus, no geometric improvements are recommended.

Millersport Hwy at I-990 Exit Ramp: The following crashes occurred at this intersection: rear end (9), right angle (1), sideswipe (3), and fixed object (3). The following crash patterns were reported:

- Rear End
 - Eastbound (four crashes)
 - Northbound (three crashes)
- Sideswipe
 - Eastbound (three crashes)
- Fixed Object
 - Eastbound (three crashes)

The reported rear end crashes (53%) are characteristic of moderate to heavily trafficked signalized intersections. The causes of the rear end crashes were generally driver inattention, driver error, or following too closely. The causes of the sideswipe crashes were generally improper lane changes, or failure to stay in lane. The causes of the fixed object crashes were generally slippery conditions, alcohol involvement, or driver error. No other discernible crash patterns exist; thus, no other geometric improvements are recommended.

Crosspoint Pkwy at Existing East Site Dwy: No crashes occurred at this intersection. No discernible crash patterns exist; thus, no geometric improvements are recommended.

5.0 BACKGROUND (NO BUILD) CONDITIONS

Construction of the proposed project is anticipated to reach full completion in approximately one year. The widely accepted methodology for preparing traffic impact studies requires that any projects in the study area that are currently approved and/or under construction must be considered in the traffic analysis. Projects that are contemplated but not yet approved are not included in a traffic analysis. Local municipal personnel were contacted to discuss any other specific projects that are currently approved or under construction that would generate additional traffic in the study area. The two projects identified for inclusion in this study were:

- 50 Crosspoint Pkwy – Traffic generated by this development was added to the study intersections.
- 3315-3333 Millersport Highway – Traffic generated by this development was added to the study intersections.

A review of available historical NYSDOT traffic volume data in the vicinity of the site indicates that traffic has increased by approximately 1.17% between 2010 and 2019. To account for normal increases in background traffic growth, including any unforeseen developments in the study area, a growth rate of 1.5% was applied to the existing traffic volumes for the one-year build out period. **Figure 4** depicts the background traffic volumes.

It is noted that the background analysis includes the highway improvements at Millersport Highway and Hopkins Rd that are currently under construction.

6.0 PROPOSED DEVELOPMENT CONDITIONS

6.1 Project Description

The proposed development comprises the following components:

- **Proposed Land Use(s):**
 - ±490 surface parking spaces
- **Access:** Provided via one existing full access driveway along Crosspoint Pkwy and one existing full access driveway along Hopkins Rd.

6.2 Proposed Traffic Generation

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 Manual (11th Edition)* 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 the adjacent street traffic and proposed land use, in this case, the weekday commuter AM and PM peak hours, represent a more critical volume when analyzing the capacity of the system; those intervals will provide the basis of this analysis.

It is noted that the ITE Trip Generation Manual does not provide trip generation for parking facilities, therefore, ITE ParkGen was utilized to determine the number of employees that would be associated with the number of proposed parking spaces. The ITE Trip Generation Manual was then used to determine the volume of trips generated based on the projected number of employees. **Table 4** shows the estimated site generated trips that will be added to the existing roadway system under full project development.

Table 4: Site Generated Trips

DESCRIPTION	ITE LUC ¹	SIZE	AM PEAK HOUR		PM PEAK HOUR	
			ENTER	EXIT	ENTER	EXIT
General Office Building	710	±490 Employees	225	31	41	198

Note:
1. LUC = Land Use Code.

The proposed project is expected to generate approximately 225 entering/31 exiting vehicle trips during the AM peak hour and 41 entering/198 exiting vehicle trips during the PM peak.

6.3 Trip Distribution

The cumulative effect of site-generated traffic on the transportation network is dependent on the origins and destinations of that traffic and the location of the access drives serving the site. The proposed arrival and departure distribution of traffic generated by the proposed project is considered a function of several parameters, including:

- Residential and employment centers using US Census data.
- Proximity and access to expressways (I-990) and other main roadways.
- Site layout and access locations.
- Existing traffic patterns.
- Existing and future traffic conditions and controls.

Figure 5 shows the anticipated trip distribution pattern percentage for the project site. **Figure 6** illustrates the total peak hour project site-generated traffic based on the percentages in **Figure 5**.

6.4 Full Development Volumes

The proposed design hour traffic volumes are developed for the peak hours by combining the background traffic conditions (**Figure 4**) and the new site-generated traffic volumes (**Figure 6**) to yield the traffic volumes under full development conditions. **Figure 7** illustrates the total peak hour volumes anticipated for the proposed project under full build-out conditions.

7.0 TRAFFIC OPERATIONS AND ANALYSIS

7.1 Description of Capacity Analysis

Capacity analysis is a technique used for determining a measure of effectiveness for a section of roadway and/or intersection based on the number of vehicles during a specific time period. The measure of effectiveness used for the capacity analysis is referred to as a Level of Service (LOS). Levels of service are calculated to provide an indication of the amount of delay that a motorist experiences while traveling along a roadway or through an intersection. Since the most amount of delay to motorists usually occurs at intersections, capacity analysis focuses on intersections, as opposed to highway segments.

The standard procedure for capacity analysis of signalized and unsignalized intersections is outlined in the *Highway Capacity Manual (HCM) 7th Edition* published by the Transportation Research Board (TRB). Traffic analysis software, Synchro 12, which is based on procedures and methodologies contained in the HCM, was used to analyze operating



conditions at study area intersections. The procedure yields a level of service based on the HCM as an indicator of how well intersections operate.

Six levels of service are defined for analysis purposes. They are assigned letter designations, from A to F, with LOS A representing the conditions with little to no delay, and LOS F conditions with very long delays. Suggested ranges of service capacity and an explanation of levels of service are included in the Appendices. LOS C or better is desirable, but LOS D for signalized locations and LOS E for unsignalized locations are generally thresholds of acceptable operation during peak periods so long as the volume to capacity ratio (v/c) is below 1.0. **Table 5** depicts level of service criteria for both signalized and unsignalized intersections and associated delays per vehicle in seconds.

Table 5: *Level of Service Criteria*

Level of Service	Signalized Control	Unsignalized Control
A	< 10	< 10
B	10 – 20	10 – 15
C	20 – 35	15 – 25
D	35 – 55	25 – 35
E	55 – 80	35 – 50
F	> 80	> 50

Level of service for signalized intersections is defined in terms of delay specifically, average total delay per vehicle for a 15-minute analysis period. Level of service for unsignalized intersections, however, 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. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable than they are at signals.

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. As the v/c ratio approaches 1.0, traffic flow may become unstable, and delay and queuing conditions may occur. It should be noted that there is no stop sign at the Millersport Hwy/I-990 Entrance Ramp intersection as it is a free-flowing intersection. Synchro 12 requires that an unsignalized intersection must have at least one stop sign at the intersection to perform the capacity analysis. Given that, SIMTraffic was utilized to analyze this intersection under all conditions during both peak hours.

7.2 Capacity Analysis Results

Existing and background operating conditions during the peak study periods are evaluated to determine a basis for comparison with the projected future conditions. The future traffic conditions generated by the project were analyzed to assess the operation of the study area intersections. Capacity results for existing, background, and full build conditions are listed in **Table 6**. The discussion following the table summarizes capacity conditions. The detailed Synchro capacity analysis worksheets are provided after this report.

TABLE 6: CAPACITY ANALYSIS RESULTS

INTERSECTION	2024 EXISTING BASE CONDITIONS		2025 BACKGROUND CONDITIONS		2025 FULL BUILD CONDITIONS	
	AM	PM	AM	PM	AM	PM
1. N French Rd/Crosspoint Pkwy (S)						
EB Left - N French Rd	B 19.8	C 21.9	C 21.2	C 23.2	C 21.5	C 23.9
EB Thru - N French Rd	A 4.2	A 7.8	A 4.6	A 8.2	A 4.6	A 8.1
WB Thru - N French Rd	B 18.0	B 15.7	B 19.1	B 16.8	B 19.3	B 18.2
WB Right - N French Rd	A 4.4	A 5.2	A 4.4	A 4.7	A 4.4	A 4.8
SB Left - Crosspoint Pkwy	C 24.6	C 21.8	C 26.4	C 23.2	C 26.5	C 23.6
SB Right - Crosspoint Pkwy	A 8.4	A 4.5	A 7.3	A 4.4	A 7.2	A 4.5
Overall LOS	B 12.5	B 10.9	B 13.3	B 11.6	B 13.6	B 12.0
Volume-to-Capacity (v/c) Ratio	0.56	0.53	0.59	0.55	0.60	0.60
2. N French Rd/Millersport Hwy (S)						
EB Left - N French Rd	B 11.6	B 10.3	B 12.6	B 10.8	B 13.1	B 11.7
EB Thru/Right - N French Rd	C 25.8	C 22.6	C 28.0	C 23.5	C 28.1	C 24.7
WB Left - N French Rd	B 13.4	B 11.1	B 15.0	B 11.8	B 15.2	B 12.7
WB Thru/Right - N French Rd	C 21.3	B 19.6	C 23.0	C 20.3	C 23.9	C 21.5
NEB Left - Millersport Hwy	B 18.3	B 18.6	B 19.0	B 19.0	B 18.9	B 18.6
NEB Thru/Right - Millersport Hwy	C 20.2	C 27.7	C 20.2	C 28.6	C 21.3	C 27.8
SWB Left - Millersport Hwy	C 28.1	C 26.7	C 29.6	C 28.6	C 29.5	C 28.8
SWB Thru/Right - Millersport Hwy	C 32.5	C 28.4	D 35.4	C 31.8	D 35.2	C 32.4
Overall LOS	C 22.8	C 22.6	C 24.6	C 23.6	C 24.9	C 24.5
Volume-to-Capacity (v/c) Ratio	0.64	0.67	0.67	0.68	0.67	0.69
3. Millersport Hwy/Crosspoint Pkwy (S)						
SEB Left - Crosspoint Pkwy	B 18.5	B 18.7	B 18.6	B 18.7	B 19.4	C 21.6
SEB Right - Crosspoint Pkwy	A 9.3	A 5.1	A 9.3	A 5.1	A 9.0	A 4.4
NEB Left - Millersport Hwy	A 3.8	A 6.5	A 3.8	A 6.6	A 4.2	A 7.8
NEB Thru - Millersport Hwy	A 4.0	B 10.3	A 4.0	B 10.5	A 4.1	B 11.5
SWB Thru - Millersport Hwy	B 12.4	B 14.0	B 12.4	B 14.1	B 13.7	B 17.5
SWB Right - Millersport Hwy	A 3.5	A 5.9	A 3.4	A 5.9	A 4.0	A 6.2
Overall LOS	A 6.7	B 12.1	A 6.7	B 12.2	A 7.0	B 13.8
Volume-to-Capacity (v/c) Ratio	0.35	0.51	0.36	0.51	0.45	0.62
4. Millersport Hwy/Hopkins Rd (U)						
NB - Hopkins Rd	C 17.1	C 21.0				
SB - Hopkins Rd	C 15.3	C 19.2				
NEB Left - Millersport Hwy	A 8.5	A 7.6	N/A	N/A	N/A	N/A
SWB Left - Millersport Hwy	A 7.7	A 8.9				
4. Millersport Hwy/Hopkins Rd (S)						
NB Left - Hopkins Rd			B 16.2	C 24.0	B 18.7	C 23.2
NB Thru/Right - Hopkins Rd			A 8.9	B 14.8	B 11.0	B 17.9
SB Left - Hopkins Rd			B 16.0	C 23.0	B 19.1	C 25.2
SB Thru/Right - Hopkins Rd			B 15.2	C 22.4	B 18.4	C 23.4
NEB Left - Millersport Hwy	N/A	N/A	A 8.0	A 5.5	A 8.2	A 7.7
NEB Thru/Right - Millersport Hwy			B 16.1	B 16.9	B 16.8	C 22.4
SWB Left - Millersport Hwy			A 7.3	A 6.0	A 8.2	A 8.9
SWB Thru/Right - Millersport Hwy			B 10.6	A 8.9	B 13.5	B 11.3
Overall LOS			B 11.3	B 14.2	B 13.6	B 18.6
Volume-to-Capacity (v/c) Ratio			0.35	0.61	0.51	0.68

TABLE 6: CAPACITY ANALYSIS RESULTS

INTERSECTION	2024 EXISTING BASE CONDITIONS				2025 BACKGROUND CONDITIONS				2025 FULL BUILD CONDITIONS			
	AM		PM		AM		PM		AM		PM	
5. Millersport Hwy/I-990 Exit Ramp (S)												
EB - I-990 Exit Ramp	B	10.5	B	15.8	B	10.7	B	16.3	B	10.7	B	19.9
NEB - Millersport Hwy	B	10.7	C	25.2	B	10.8	C	25.5	B	11.6	C	25.6
SWB - Millersport Hwy	B	12.1	C	21.1	B	12.2	C	21.2	B	13.4	C	20.3
Overall LOS	B	11.1	B	18.8	B	11.3	B	19.2	B	11.8	C	21.6
Volume-to-Capacity (v/c) Ratio	0.52		0.78		0.53		0.79		0.78		0.83	
6. Millersport Hwy/I-990 Entrance Ramp (U)												
NEB Left - Millersport Hwy	A	4.6	A	2.3	A	4.2	A	2.6	A	6.0	A	2.7
7. Crosspoint Pkwy/Existing Dwy (U)												
EB Left - Crosspoint Pkwy	A	8.3	A	7.4	A	8.3	A	7.4	A	8.9	A	7.4
SB Left - Existing Dwy	B	11.6	B	11.0	B	11.7	B	11.1	B	13.9	B	13.0
SB Right - Existing Dwy	A	0.0	A	8.7	A	0.0	A	8.7	B	10.6	A	8.9

Notes:

1. A(2.8) = Level of Service (Delay in seconds per vehicle)
2. NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound
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.

1. N French Road at Crosspoint Parkway (Signalized)

All approaches operate at an acceptable LOS C or better under all conditions during both peak hours. There are no projected changes in level of service between background and full build conditions. The additional traffic volumes generated by the proposed project can be accommodated, as there is adequate intersection capacity. No capacity improvements are warranted nor recommended.

2. N French Road at Millersport Highway (Signalized)

All approaches operate at an acceptable LOS D or better under all conditions during both peak hours. There are no projected changes in level of service between background and full build conditions. The additional traffic volumes generated by the proposed project can be accommodated, as there is adequate intersection capacity. No capacity improvements are warranted nor recommended.

3. Millersport Highway at Crosspoint Parkway (Signalized)

All approaches operate at an acceptable LOS C or better under all conditions during both peak hours. In between background and full build conditions the level of service for the southeastbound approach is projected to change from a LOS B to C during the PM peak hour, however, this is considered a borderline condition as the threshold between LOS B and C is 20.0 seconds per vehicle and the actual increase in delay projected is 2.9 seconds. No other changes in LOS anticipated and no improvements are warranted nor recommended at this location.

4. Millersport Highway at Hopkins Road (Unsignalized/Signalized)

Under the existing unsignalized condition, all approaches operate at an acceptable LOS C or better during both peak hours. Under the signalized background and full build conditions, all approaches operate at an acceptable LOS C or better during both peak hours. In between background and full build conditions, the following changes in LOS were noted:

- The northbound thru/right approach is projected to change from LOS A to B during the AM peak hour, however, this is considered a borderline condition as the threshold between LOS A and B is 10.0 seconds per vehicle and the actual increase in delay projected is 2.1 seconds.
- The northeastbound approach is projected to change from LOS B to an acceptable LOS C during the PM peak hour.
- The southwestbound thru/right approach is projected to change from LOS A to B during the PM peak hour, however, this is considered a borderline condition as the threshold between LOS A and B is 20.0 seconds per vehicle and the actual increase in delay projected is 2.4 seconds.

No other changes in LOS anticipated and no improvements are warranted nor recommended at this location. It is anticipated that signal timings will be refined in the future by NYSDOT once the traffic signal is installed and operating.

5. Millersport Highway at I-990 Exit Ramp (Signalized)

All approaches operate at an acceptable LOS C or better under all conditions during both peak hours. In between background and full build conditions the overall level of service for the intersection is projected to change from a LOS B to C during the PM peak hour, however, this is considered a borderline condition as the threshold between LOS B and C is 20.0 seconds per vehicle and the actual increase in delay projected is 2.4 seconds. No other changes in LOS anticipated and no improvements are warranted nor recommended at this location.

6. Millersport Highway at I-990 Entrance Ramp (Unsignalized)

All approaches operate at an acceptable LOS A under all conditions during both peak hours. There are no projected changes in level of service between background and full build conditions. The additional traffic volumes generated by

the proposed project can be accommodated, as there is adequate intersection capacity. No capacity improvements are warranted nor recommended.

7. Crosspoint Parkway at Existing East Site Driveway (Unsignalized)

All approaches operate at an acceptable LOS B or better under all conditions during both peak hours. In between background and full build conditions the level of service for the southbound right approach is projected to change from a LOS A to and acceptable LOS B during the AM peak hour. No other changes in LOS anticipated and no improvements are warranted nor recommended at this location.

8.0 CONCLUSIONS AND RECOMMENDATIONS

This Traffic Impact Study identified and evaluated the potential traffic impacts that can be expected from the proposed parking lot development located at 3750 Millersport Highway along the west side of Millersport Highway in the Town of Amherst, NY. The results of this comprehensive study determined that the existing transportation network can adequately accommodate the projected traffic volumes and resulting minor impacts to study area intersections. The following sets forth the conclusions and recommendations based upon the results of the analyses:

1. The proposed project is expected to generate approximately 225 entering/31 exiting vehicle trips during the AM peak hour and 41 entering/198 exiting vehicle trips during the PM peak.
2. Based on the results of the crash analysis, there are no inherent safety deficiencies at any of the study intersections.
3. All approaches operate at an acceptable LOS D or better under existing, projected background, and full build conditions (with proposed development) during both peak hours at all study intersections.
4. Pursuant to the State Environmental Quality Review Act (SEQRA), this detailed analysis demonstrates that the proposed project, with the recommended improvements in place, does not result in any significant adverse traffic impacts even at full development.

9.0 REFERENCES

- Synchro 12 Software. Cubic ITS.
- Highway Capacity Manual (7th Edition). Transportation Research Board (TRB). Washington, DC. 2022.
- Trip Generation Manual (11th Edition). Institute of Transportation Engineers (ITE). Washington, DC. 2021.
- Parking Generation Manual (5th Edition). Institute of Transportation Engineers (ITE). Washington, DC. 2019.
- OnTheMap. United States Census Bureau. 2024.
- Traffic Data Viewer. New York State Department of Transportation (NYSDOT). 2024.
- Highway Functional Classification Concepts, Criteria, and Procedures. Federal Highway Administration (FHWA). 2023.

10.0 FIGURES

Figures 1 through 7 are included on the following pages.

W:\NYC24\4006\00\Civil\CAD\Sheets\C4.0_Overall_Site Plan.dwg 09/10/2024 KESEILER 1:1



LEGEND

EXISTING	PROPOSED
	BOUNDARY
	EASEMENT
	CURB / GUTTER
	BUILDING
	SIDEWALK
	CURB RAMP
	SIGN
	PAVEMENT MARKINGS
	CROSSWALK STRIPING

WARE MALCOMB
LEADING DESIGN FOR COMMERCIAL REAL ESTATE

45 w 21st street
6th floor
New York, ny 10010
p 646.680.7000
waremalcomb.com

FOR AND ON BEHALF OF WARE MALCOMB

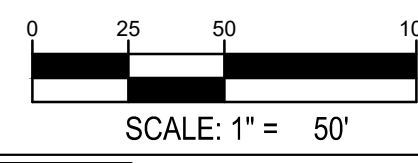
MAJOR SITE PLAN APPLICATION
CITI - CROSSPOINT EXPANSION
3750 MILLERSPORT HIGHWAY
AMHERST, NY 14068

OVERALL SITE PLAN

NO.	DATE	REMARKS

JOB NO.:	NYC24-4006
PA / PM:	E. WILKES
DESIGNED:	K. SEILER
DATE:	09/02/24
PLOT DATE:	09/10/24

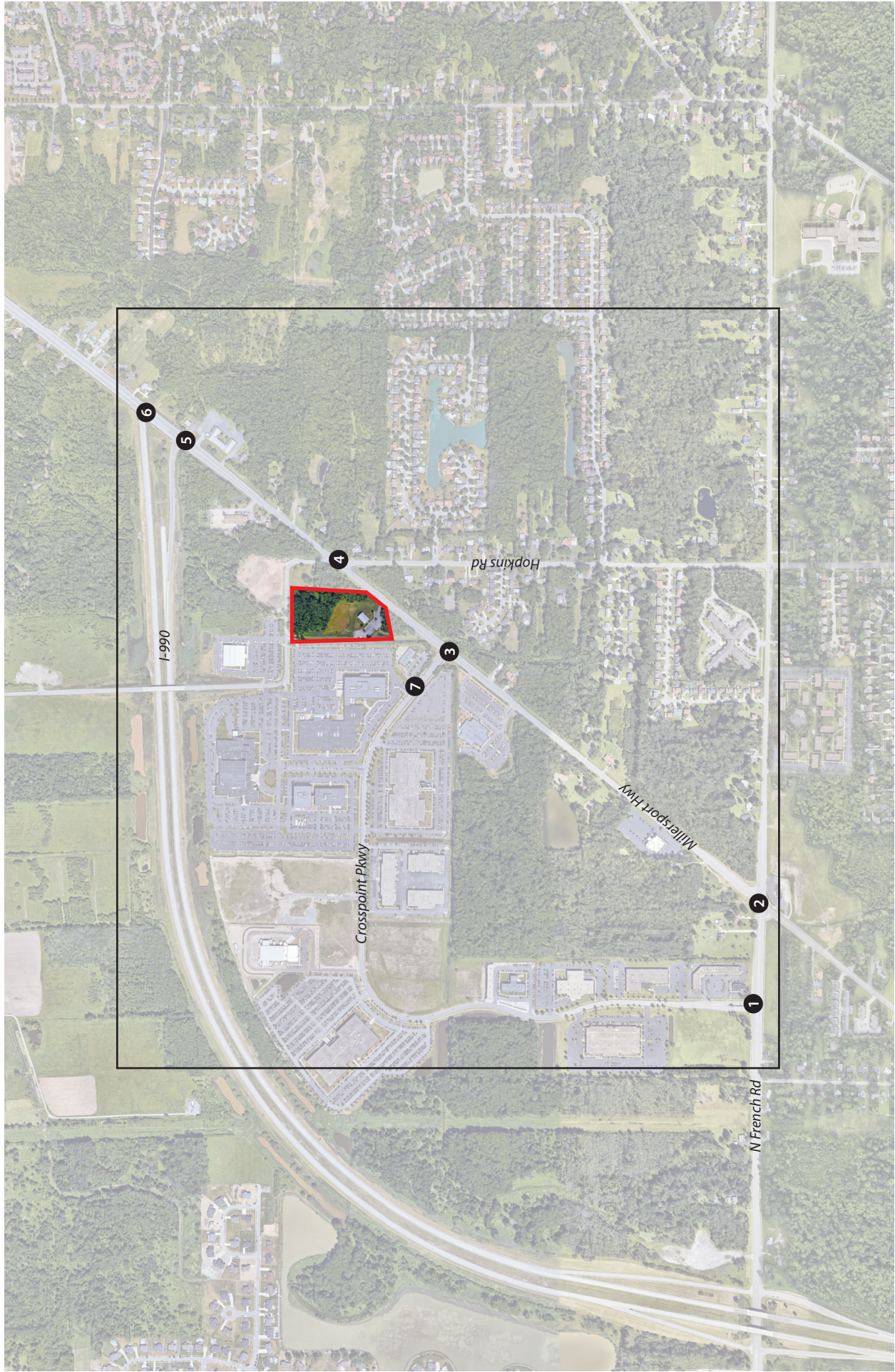
SHEET
C4.0
Sheet 05 of 22



RESERVED FOR TOWN OF AMHERST USE

THESE DRAWINGS AND SPECIFICATIONS ARE THE PROPERTY AND COPYRIGHT OF WARE MALCOMB AND SHALL NOT BE USED ON ANY OTHER WORK EXCEPT BY AGREEMENT WITH WARE MALCOMB. WRITTEN DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS AND SHALL BE VERIFIED ON THE JOB SITE. ANY DISCREPANCY SHALL BE BROUGHT TO THE NOTICE OF WARE MALCOMB PRIOR TO THE COMMENCEMENT OF ANY WORK.
NOT FOR CONSTRUCTION

Figure 1



3750 Millersport Highway Parking Lot Expansion | Town of Amherst, Erie County, NY

Site Location and Study Area

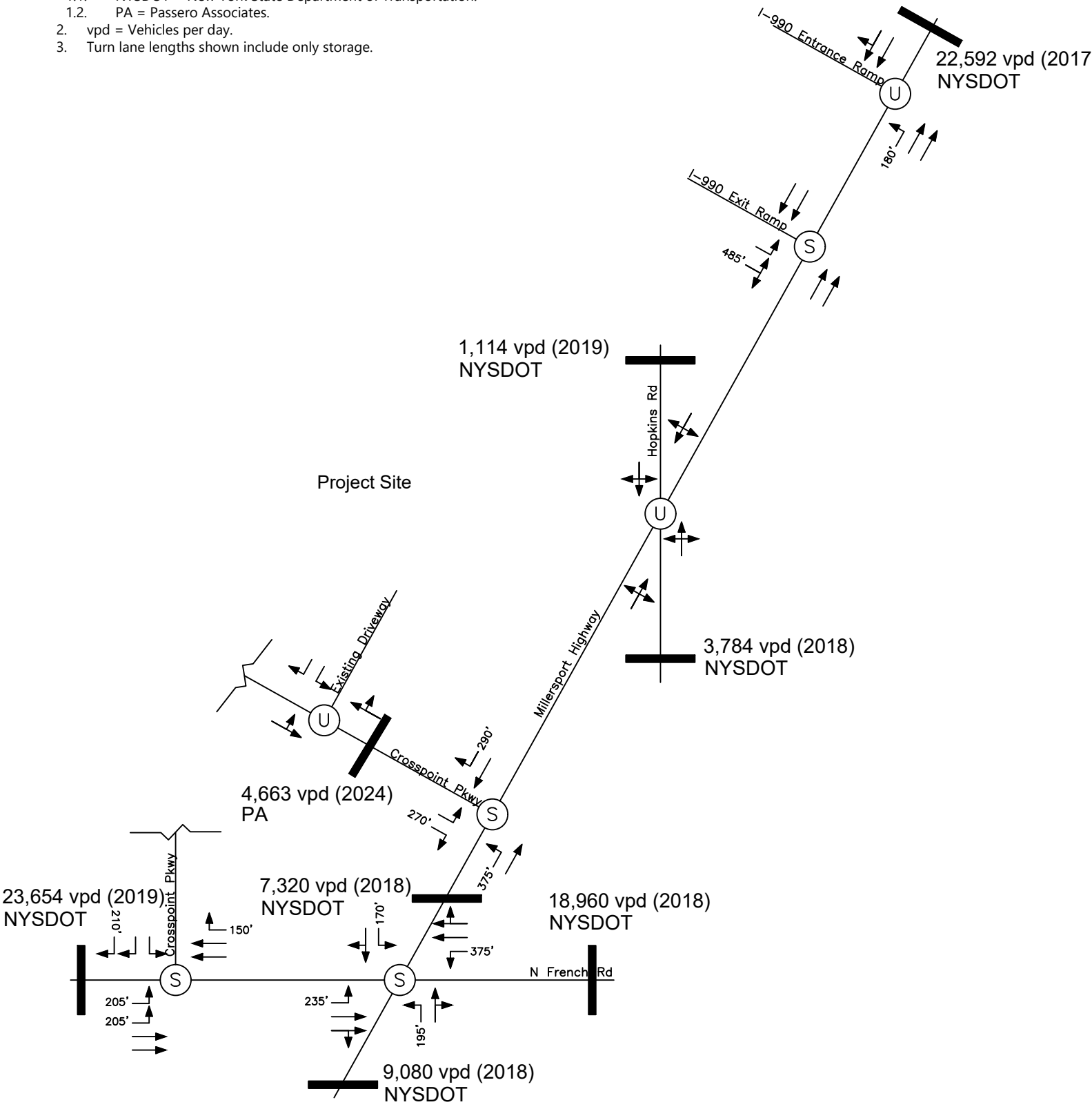
Key:

- Study Intersection
- Proposed Intersection
- Study Area
- Project Location

Figure 2

Notes:

1. All AADT volumes by those noted:
 - 1.1. NYSDOT = New York State Department of Transportation.
 - 1.2. PA = Passero Associates.
2. vpd = Vehicles per day.
3. Turn lane lengths shown include only storage.



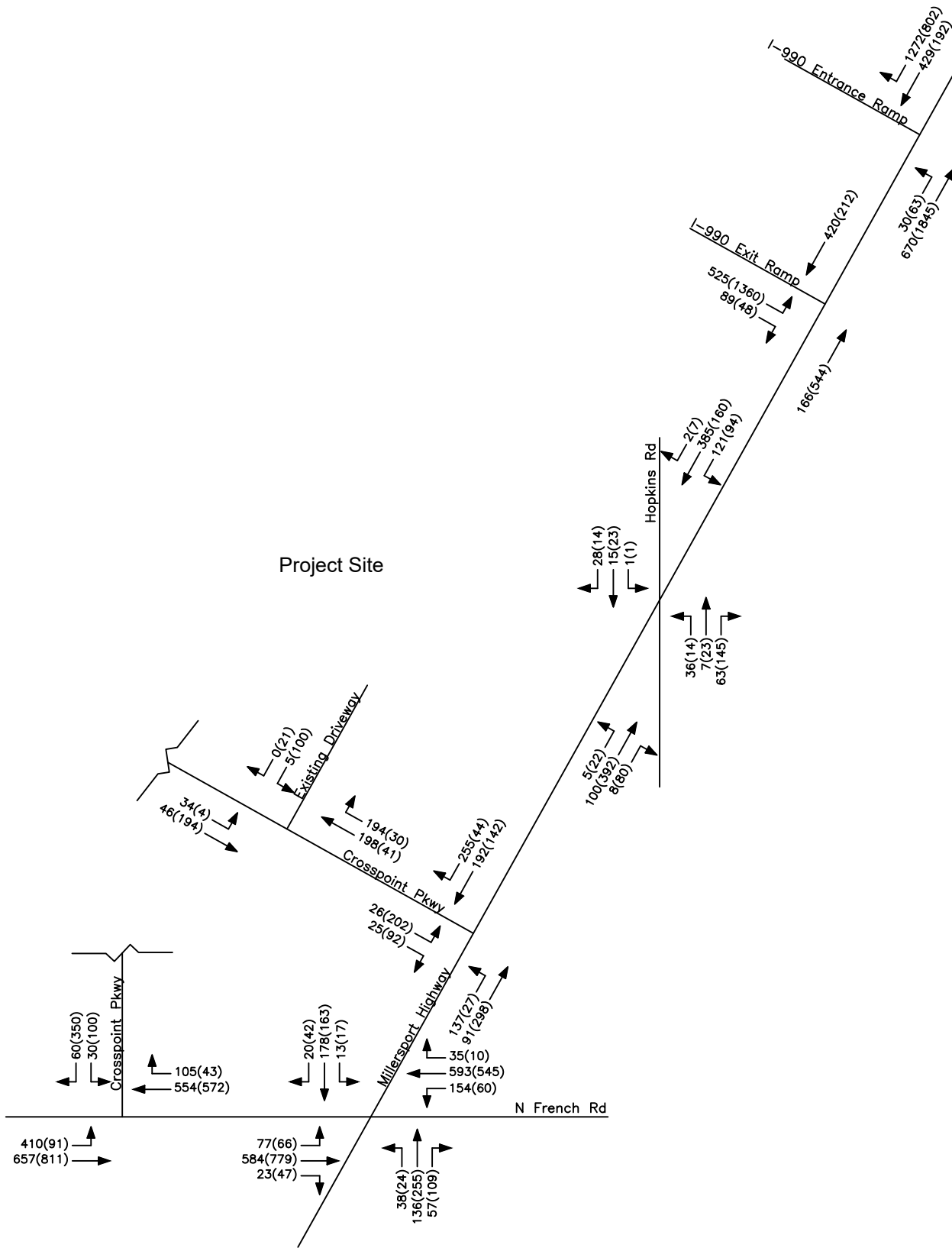
3750 Millersport Highway Parking Expansion, Town of Amherst, NY

Lane Geometry and Average Daily Traffic

KEY:
U = Unsignalized
S = Signalized



Figure 3



3750 Millersport Highway Parking Expansion, Town of Amherst, NY

**Peak Hour Volumes
Existing Base Conditions**

KEY:
00(00) = AM(PM)

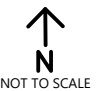
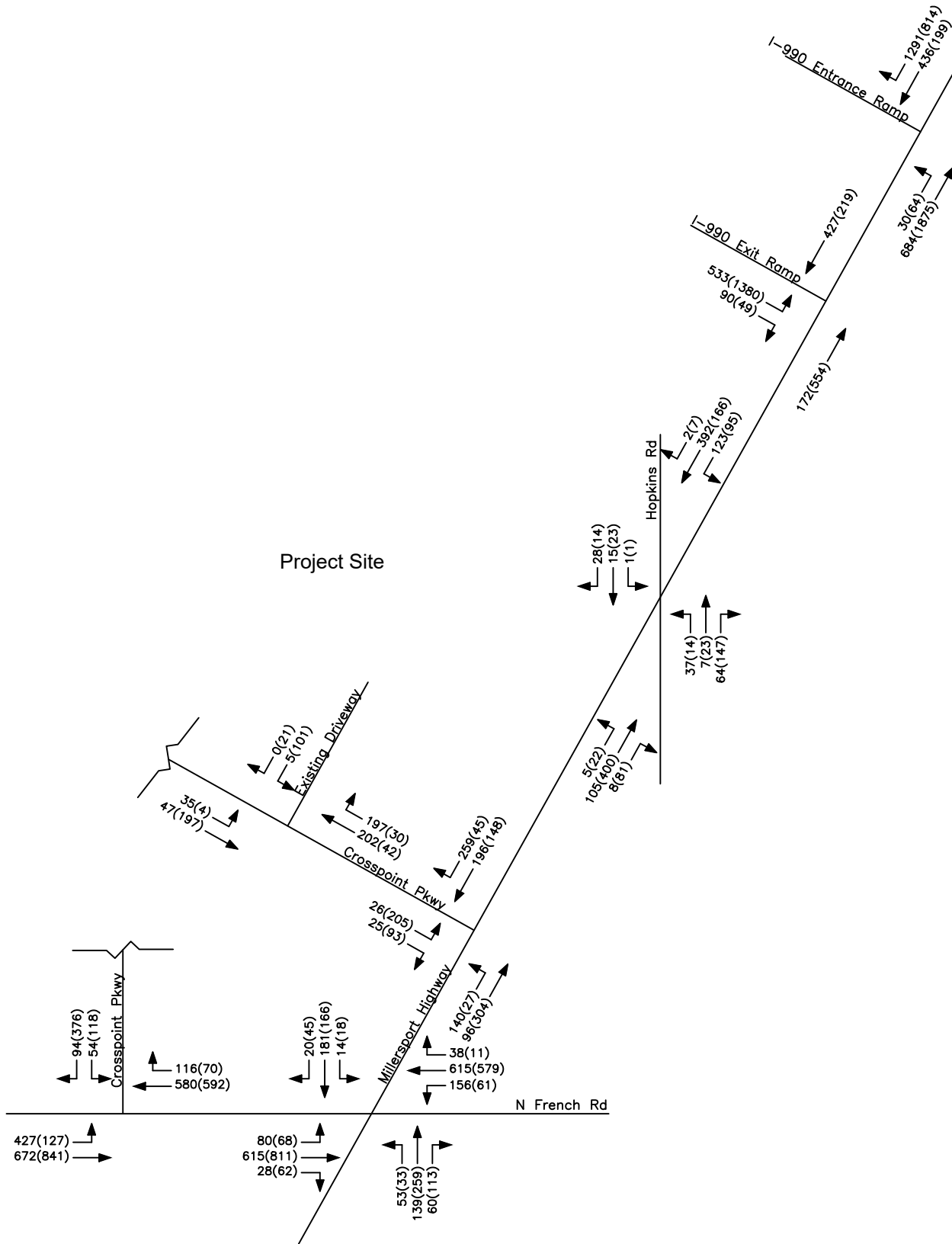
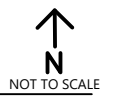


Figure 4



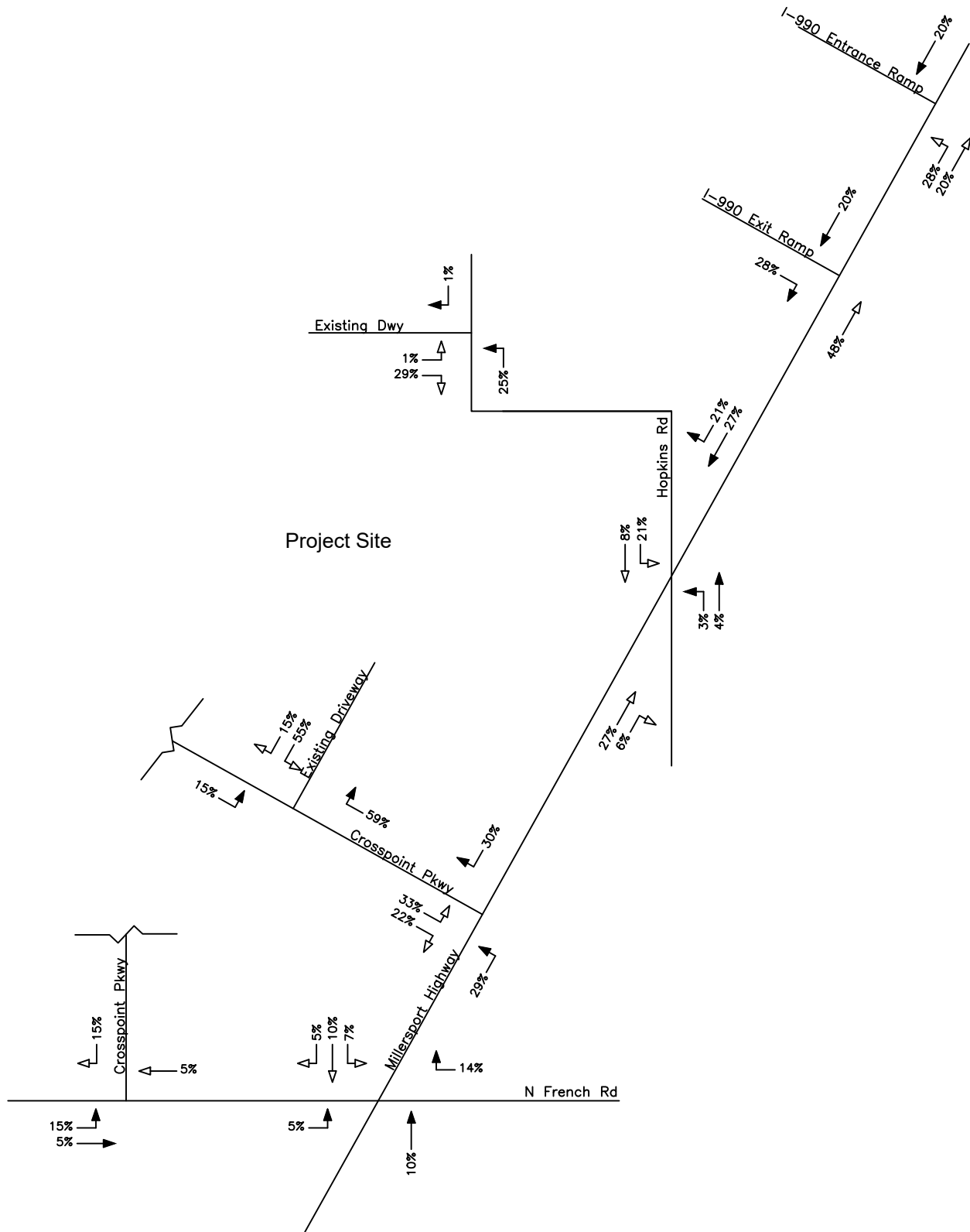
3750 Millersport Highway Parking Expansion, Town of Amherst, NY

**Peak Hour Volumes
2025 Background Conditions**



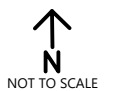
KEY:
00(00) = AM(PM)

Figure 6



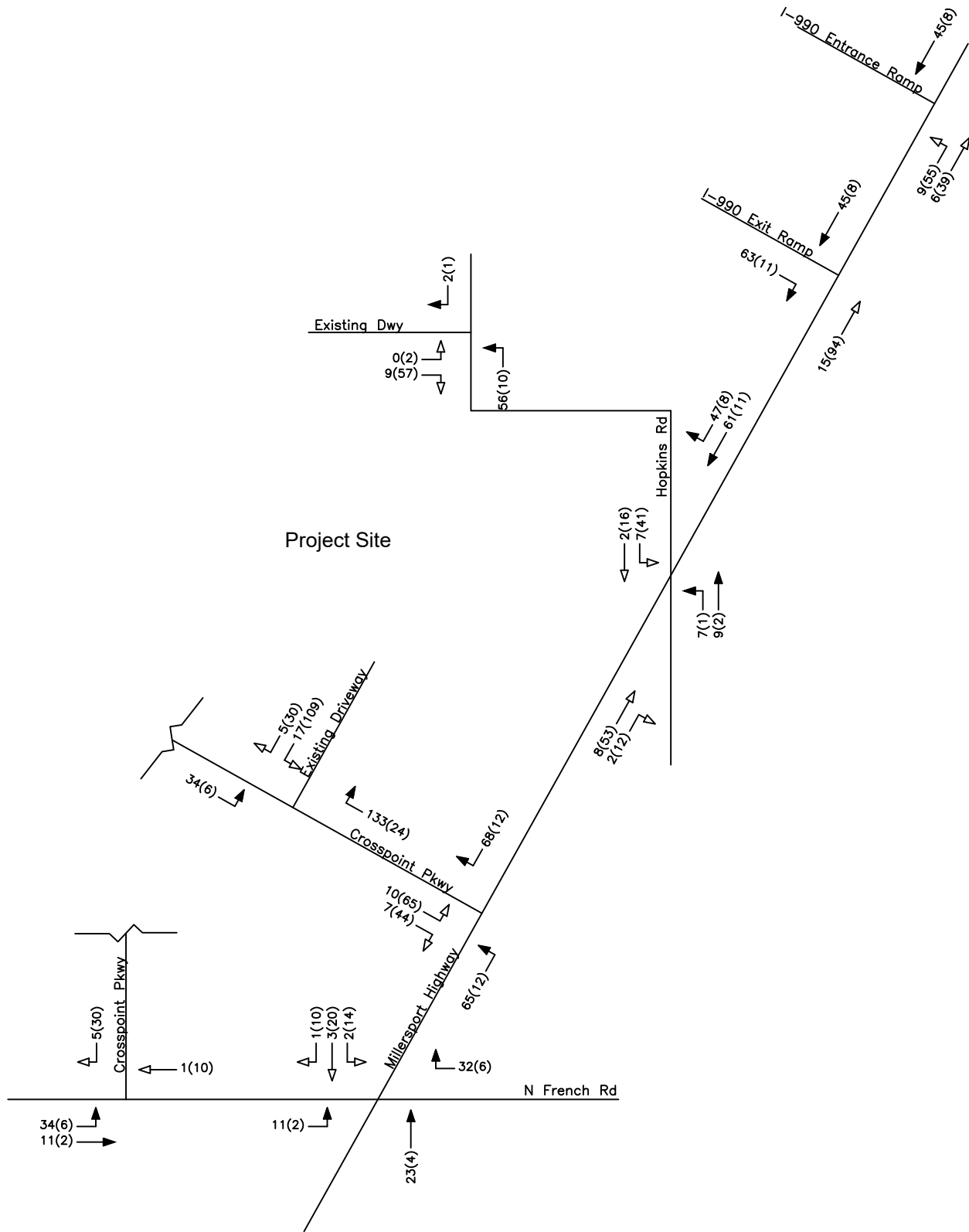
3750 Millersport Highway Parking Expansion, Town of Amherst, NY

Trip Distribution



- KEY:
 00(00) = AM(PM)
 → Entering Trip
 ⇝ Exiting Trip

Figure 6



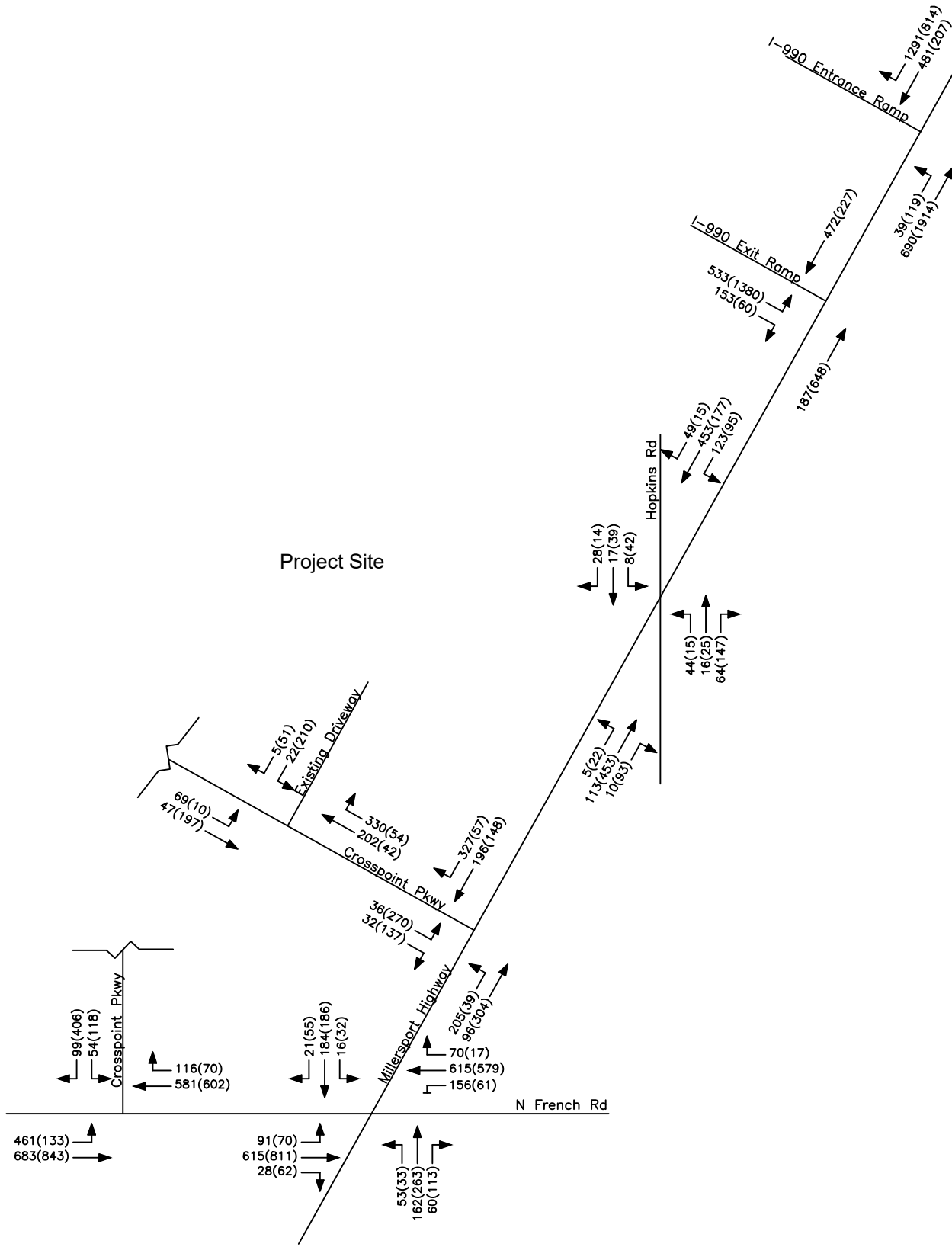
3750 Millersport Highway Parking Expansion, Town of Amherst, NY

Site Generated Trips



- KEY:
 00(00) = AM(PM)
 → Entering Trip
 ⇨ Exiting Trip

Figure 7



3750 Millersport Highway Parking Expansion, Town of Amherst, NY

**Peak Hour Volumes
Full Build Conditions**

KEY:
00(00) = AM(PM)



APPENDICES

APPENDIX A: EXISTING TRAFFIC COUNT DATA

Summary

Study Name North French Road and Crosspoint Parkway
Project
Project Code
Legs and Movements
Bin Size 15 minutes
Time Zone
Start Time 2024-08-29 07:00:00 +0000
End Time 2024-08-30 09:00:00 +0000
Location North French Road and Crosspoint Parkway
Latitude and Longitude 43.03478807,-78.75076549

AM Peak 7:15-8:15
Midday Peak
PM Peak (Overall Peak Hour)

ArticulatedTruck

Entry Direction	North		East		West	
	Southbound		Westbound		Eastbound	
Start Time	Left	Right	Thru	Right	Left	Thru
2024-08-29 07:00:00 +0000	0		0	3	0	0
2024-08-29 07:15:00 +0000	0		0	0	0	1
2024-08-29 07:30:00 +0000	0		0	0	0	0
2024-08-29 07:45:00 +0000	0		0	0	0	0
2024-08-29 08:00:00 +0000	0		0	0	0	2
2024-08-29 08:15:00 +0000	0		0	0	0	0
2024-08-29 08:30:00 +0000	0		0	0	0	0
2024-08-29 08:45:00 +0000	0		0	0	0	1

Bicycle

Entry Direction	North		East		West	
	Southbound		Westbound		Eastbound	
Start Time	Left	Right	Thru	Right	Left	Thru
2024-08-29 07:00:00 +0000	0		0	0	0	0
2024-08-29 07:15:00 +0000	0		0	0	0	0
2024-08-29 07:30:00 +0000	0		0	0	0	0
2024-08-29 07:45:00 +0000	0		0	0	0	0
2024-08-29 08:00:00 +0000	0		0	0	0	0
2024-08-29 08:15:00 +0000	0		0	0	0	0
2024-08-29 08:30:00 +0000	0		0	0	0	0
2024-08-29 08:45:00 +0000	0		0	0	0	0

Bus

Entry Direction Start Time	North		East		West		
	Southbound		Westbound		Eastbound		
	Left	Right	Thru	Right	Left	Thru	
2024-08-29 07:00:00 +1	0		0	0	1	0	0
2024-08-29 07:15:00 +1	0		1	0	0	0	1
2024-08-29 07:30:00 +1	0		0	0	0	0	0
2024-08-29 07:45:00 +1	1		1	0	1	0	0
2024-08-29 08:00:00 +1	0		0	0	0	0	0
2024-08-29 08:15:00 +1	1		0	0	1	0	1
2024-08-29 08:30:00 +1	0		0	0	0	0	0
2024-08-29 08:45:00 +1	1		0	0	1	0	0

Lights

Entry Direction Start Time	North		East		West		
	Southbound		Westbound		Eastbound		
	Left	Right	Thru	Right	Left	Thru	
2024-08-29 07:00:00 +1	5		15	112	19	66	85
2024-08-29 07:15:00 +1	9		8	116	19	89	136
2024-08-29 07:30:00 +1	7		19	146	21	91	200
2024-08-29 07:45:00 +1	7		12	120	36	149	188
2024-08-29 08:00:00 +1	7		13	138	28	93	113
2024-08-29 08:15:00 +1	6		13	127	18	77	135
2024-08-29 08:30:00 +1	2		6	147	18	66	144
2024-08-29 08:45:00 +1	6		9	148	27	83	157

MotorizedVehicle

Entry Direction Start Time	North		East		West		
	Southbound		Westbound		Eastbound		
	Left	Right	Thru	Right	Left	Thru	
2024-08-29 07:00:00 +1	0		0	0	0	0	0
2024-08-29 07:15:00 +1	0		0	0	0	0	0
2024-08-29 07:30:00 +1	0		0	0	0	0	0
2024-08-29 07:45:00 +1	0		0	0	0	0	0
2024-08-29 08:00:00 +1	0		0	0	0	0	0
2024-08-29 08:15:00 +1	0		0	0	0	0	0
2024-08-29 08:30:00 +1	0		0	0	0	0	0
2024-08-29 08:45:00 +1	0		0	0	0	0	0

SingleUnitTruck

Entry Direction Start Time	North		East		West		
	Southbound		Westbound		Eastbound		
	Left	Right	Thru	Right	Left	Thru	
2024-08-29 07:00:00 +1	1		1	2	0	0	7
2024-08-29 07:15:00 +1	0		2	5	0	0	3
2024-08-29 07:30:00 +1	0		1	6	0	0	2
2024-08-29 07:45:00 +1	1		1	5	0	0	6
2024-08-29 08:00:00 +1	0		0	6	0	0	5
2024-08-29 08:15:00 +1	0		0	6	0	0	5
2024-08-29 08:30:00 +1	0		0	10	0	0	3
2024-08-29 08:45:00 +1	0		0	3	0	0	9

Total

Entry Direction Start Time	North		East		West		Total	
	Southbound		Westbound		Eastbound			
	Left	Right	Thru	Right	Left	Thru		
2024-08-29 07:00:00 +1	6		16	117	20	66	92	317
2024-08-29 07:15:00 +1	9		11	121	19	89	141	390
2024-08-29 07:30:00 +1	7		20	152	21	91	202	493
2024-08-29 07:45:00 +1	9		14	125	37	149	194	528
2024-08-29 08:00:00 +1	7		13	144	28	93	120	405
2024-08-29 08:15:00 +1	7		13	133	19	77	141	390
2024-08-29 08:30:00 +1	2		6	157	18	66	147	396
2024-08-29 08:45:00 +1	7		9	151	28	83	167	445
Peak Hour Volumes	30		60	554	105	410	657	
HV%	10.00%		5.00%	4.20%	1.90%	0.00%	3.20%	

PHF = 0.86

Summary

Study Name North French Road and Crosspoint Parkway
Project
Project Code
Legs and Movements
Bin Size 15 minutes
Time Zone
Start Time 2024-08-29 16:00:00 +0000
End Time 2024-08-30 18:00:00 +0000
Location North French Road and Crosspoint Parkway
Latitude and Longitude 43.03478807,-78.75076549

AM Peak

Midday Peak

PM Peak (Overall Peak 16:30-17:30)

ArticulatedTruck

Entry	North		East		West		
	Southbound		Westbound		Eastbound		
Direction	Left	Right	Thru	Right	Left	Thru	
2024-08-29 16:00:00	0	0	0	2	0	0	1
2024-08-29 16:15:00	0	0	0	1	0	0	0
2024-08-29 16:30:00	0	0	0	1	0	0	0
2024-08-29 16:45:00	0	0	0	0	0	1	0
2024-08-29 17:00:00	0	0	0	1	0	0	0
2024-08-29 17:15:00	0	0	0	1	0	0	0
2024-08-29 17:30:00	0	0	1	0	0	0	1
2024-08-29 17:45:00	0	0	1	0	0	0	0

Bicycle

Entry	North		East		West		
	Southbound		Westbound		Eastbound		
Direction	Left	Right	Thru	Right	Left	Thru	
2024-08-29 16:00:00	0	0	0	0	0	0	0
2024-08-29 16:15:00	0	0	0	0	0	0	0
2024-08-29 16:30:00	0	0	0	0	0	0	0
2024-08-29 16:45:00	0	0	0	1	0	0	0
2024-08-29 17:00:00	0	0	0	0	0	0	0
2024-08-29 17:15:00	0	0	0	0	0	0	0
2024-08-29 17:30:00	0	0	1	0	0	0	0
2024-08-29 17:45:00	0	0	0	0	0	0	0

Bus

Entry Direction Start Time	North		East		West		
	Southbound		Westbound		Eastbound		
	Left	Right	Thru	Right	Left	Thru	
2024-08-29 16:00:00	0	0	0	0	1	0	0
2024-08-29 16:15:00	1	0	0	0	1	0	0
2024-08-29 16:30:00	1	0	0	0	0	0	0
2024-08-29 16:45:00	0	0	0	0	0	0	0
2024-08-29 17:00:00	1	0	0	0	0	1	0
2024-08-29 17:15:00	0	0	0	0	0	0	0
2024-08-29 17:30:00	0	0	0	0	1	1	0
2024-08-29 17:45:00	0	0	0	1	0	0	0

Lights

Entry Direction Start Time	North		East		West	
	Southbound		Westbound		Eastbound	
	Left	Right	Thru	Right	Left	Thru
2024-08-29 16:00:00	18	67	160	11	22	192
2024-08-29 16:15:00	17	48	134	10	18	198
2024-08-29 16:30:00	35	128	149	14	27	210
2024-08-29 16:45:00	13	70	146	8	24	195
2024-08-29 17:00:00	32	104	133	9	20	196
2024-08-29 17:15:00	30	82	142	13	16	181
2024-08-29 17:30:00	19	61	165	7	10	187
2024-08-29 17:45:00	14	42	121	8	17	195

MotorizedVehicle

Entry Direction Start Time	North		East		West	
	Southbound		Westbound		Eastbound	
	Left	Right	Thru	Right	Left	Thru
2024-08-29 16:00:00	0	0	0	0	0	0
2024-08-29 16:15:00	0	0	0	0	0	0
2024-08-29 16:30:00	0	0	0	0	0	0
2024-08-29 16:45:00	0	0	0	0	0	0
2024-08-29 17:00:00	0	0	0	0	0	0
2024-08-29 17:15:00	0	0	0	0	0	0
2024-08-29 17:30:00	0	0	0	0	0	0
2024-08-29 17:45:00	0	0	0	0	0	0

SingleUnitTruck

Entry Direction Start Time	North		East		West	
	Southbound		Westbound		Eastbound	
	Left	Right	Thru	Right	Left	Thru
2024-08-29 16:00:00	0	1	4	0	0	1
2024-08-29 16:15:00	0	0	1	1	0	4
2024-08-29 16:30:00	0	0	1	0	0	3
2024-08-29 16:45:00	0	0	2	0	0	3
2024-08-29 17:00:00	0	0	3	0	0	2
2024-08-29 17:15:00	0	0	0	0	1	2
2024-08-29 17:30:00	0	1	0	0	0	1
2024-08-29 17:45:00	0	0	1	0	0	2

Total

Entry Direction Start Time	North		East		West		Total
	Southbound		Westbound		Eastbound		
	Left	Right	Thru	Right	Left	Thru	
2024-08-29 16:00:00	18	68	166	12	22	194	480
2024-08-29 16:15:00	18	48	136	12	18	202	434
2024-08-29 16:30:00	36	128	151	14	27	213	569
2024-08-29 16:45:00	13	70	148	8	25	198	462 1945
2024-08-29 17:00:00	33	104	137	9	21	198	502 1967
2024-08-29 17:15:00	30	82	143	13	17	183	468 2001
2024-08-29 17:30:00	19	63	165	8	11	189	455 1887
2024-08-29 17:45:00	14	43	123	8	17	197	402 1827
Peak Hour Volumes	100	350	572	43	91	811	1967
HV%	3.00%	0.00%	1.70%	4.70%	2.20%	1.50%	

PHF = 0.864

PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614

File Name : French & Millersport AM

Site Code : 00200869

Start Date : 8/29/2024

Page No : 1

Groups Printed- All Vehicles - Heavy Trucks

Start Time	N French Rd From West					N French Rd From East					Hopkins Rd From South					Hopkins Rd From North					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	4	88	4	0	96	5	130	19	0	154	6	27	8	0	41	4	24	0	0	28	319
07:15 AM	3	136	11	1	151	9	128	21	0	158	9	26	7	0	42	3	42	0	0	45	396
07:30 AM	5	180	12	0	197	7	163	45	0	215	13	26	5	0	44	8	46	5	0	59	515
07:45 AM	5	192	11	0	208	7	141	34	0	182	16	42	13	0	71	4	48	5	0	57	518
Total	17	596	38	1	652	28	562	119	0	709	44	121	33	0	198	19	160	10	0	189	1748
08:00 AM	6	100	22	0	128	10	150	29	0	189	15	40	12	0	67	3	42	1	0	46	430
08:15 AM	7	112	32	1	152	11	139	46	0	196	13	28	8	0	49	5	42	2	0	49	446
08:30 AM	4	116	22	0	142	11	159	31	0	201	13	35	6	0	54	5	43	4	0	52	449
08:45 AM	12	134	17	0	163	7	152	31	0	190	16	34	16	0	66	3	59	0	0	62	481
Total	29	462	93	1	585	39	600	137	0	776	57	137	42	0	236	16	186	7	0	209	1806
Grand Total	46	1058	131	2	1237	67	1162	256	0	1485	101	258	75	0	434	35	346	17	0	398	3554
Apprch %	3.7	85.5	10.6	0.2		4.5	78.2	17.2	0		23.3	59.4	17.3	0		8.8	86.9	4.3	0		
Total %	1.3	29.8	3.7	0.1	34.8	1.9	32.7	7.2	0	41.8	2.8	7.3	2.1	0	12.2	1	9.7	0.5	0	11.2	
All Vehicles	36	1003	129	2	1170	64	1094	245	0	1403	96	239	70	0	405	33	336	13	0	382	3360
% All Vehicles	78.3	94.8	98.5	100	94.6	95.5	94.1	95.7	0	94.5	95	92.6	93.3	0	93.3	94.3	97.1	76.5	0	96	94.5
Heavy Trucks	10	55	2	0	67	3	68	11	0	82	5	19	5	0	29	2	10	4	0	16	194
% Heavy Trucks	21.7	5.2	1.5	0	5.4	4.5	5.9	4.3	0	5.5	5	7.4	6.7	0	6.7	5.7	2.9	23.5	0	4	5.5

PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614

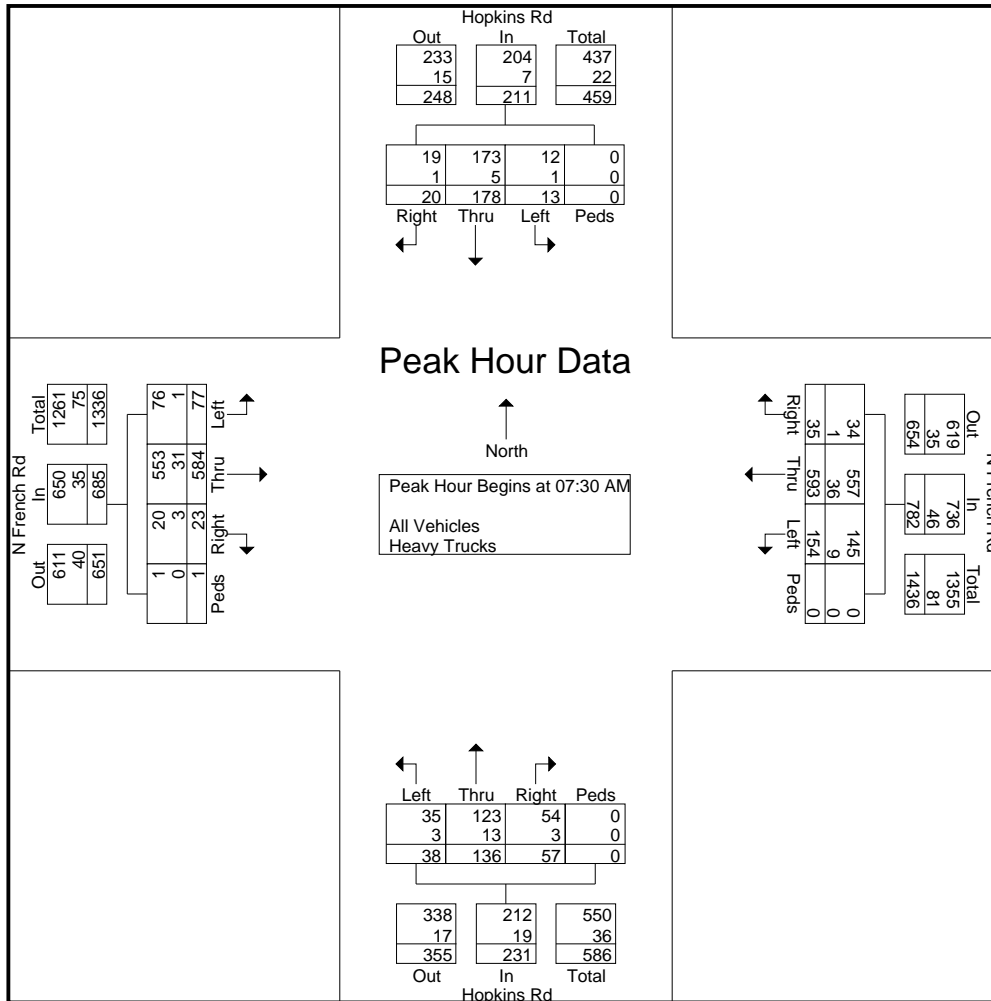
File Name : French & Millersport AM

Site Code : 00200869

Start Date : 8/29/2024

Page No : 2

Start Time	N French Rd From West					N French Rd From East					Hopkins Rd From South					Hopkins Rd From North					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	5	180	12	0	197	7	163	45	0	215	13	26	5	0	44	8	46	5	0	59	515
07:45 AM	5	192	11	0	208	7	141	34	0	182	16	42	13	0	71	4	48	5	0	57	518
08:00 AM	6	100	22	0	128	10	150	29	0	189	15	40	12	0	67	3	42	1	0	46	430
08:15 AM	7	112	32	1	152	11	139	46	0	196	13	28	8	0	49	5	42	2	0	49	446
Total Volume	23	584	77	1	685	35	593	154	0	782	57	136	38	0	231	20	178	13	0	211	1909
% App. Total	3.4	85.3	11.2	0.1		4.5	75.8	19.7	0		24.7	58.9	16.5	0		9.5	84.4	6.2	0		
PHF	.821	.760	.602	.250	.823	.795	.910	.837	.000	.909	.891	.810	.731	.000	.813	.625	.927	.650	.000	.894	.921
All Vehicles	20	553	76	1	650	34	557	145	0	736	54	123	35	0	212	19	173	12	0	204	1802
% All Vehicles	87.0	94.7	98.7	100	94.9	97.1	93.9	94.2	0	94.1	94.7	90.4	92.1	0	91.8	95.0	97.2	92.3	0	96.7	94.4
Heavy Trucks	3	31	1	0	35	1	36	9	0	46	3	13	3	0	19	1	5	1	0	7	107
% Heavy Trucks	13.0	5.3	1.3	0	5.1	2.9	6.1	5.8	0	5.9	5.3	9.6	7.9	0	8.2	5.0	2.8	7.7	0	3.3	5.6



PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614

File Name : French & Millersport PM

Site Code : 00200869

Start Date : 8/29/2024

Page No : 1

Groups Printed- All Vehicles - Heavy Trucks

Start Time	N French Rd From West					N French Rd From East					Hopkins Rd From South					Hopkins Rd From North					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	7	180	12	0	199	1	151	17	0	169	39	71	8	0	118	10	34	8	0	52	538
04:15 PM	9	199	10	0	218	3	145	18	0	166	30	72	8	0	110	8	45	1	0	54	548
04:30 PM	17	209	19	0	245	2	136	16	0	154	20	69	7	0	96	12	59	8	0	79	574
04:45 PM	7	180	13	0	200	5	145	14	1	165	29	51	3	0	83	8	29	2	0	39	487
Total	40	768	54	0	862	11	577	65	1	654	118	263	26	0	407	38	167	19	0	224	2147
05:00 PM	14	191	24	0	229	0	119	12	0	131	30	63	6	0	99	14	30	6	0	50	509
05:15 PM	13	184	15	0	212	3	147	24	0	174	28	57	4	0	89	14	53	7	0	74	549
05:30 PM	5	166	17	0	188	2	150	24	0	176	22	49	6	0	77	15	39	3	0	57	498
05:45 PM	5	193	11	0	209	4	127	19	0	150	22	37	3	0	62	8	30	4	0	42	463
Total	37	734	67	0	838	9	543	79	0	631	102	206	19	0	327	51	152	20	0	223	2019
Grand Total	77	1502	121	0	1700	20	1120	144	1	1285	220	469	45	0	734	89	319	39	0	447	4166
Apprch %	4.5	88.4	7.1	0		1.6	87.2	11.2	0.1		30	63.9	6.1	0		19.9	71.4	8.7	0		
Total %	1.8	36.1	2.9	0	40.8	0.5	26.9	3.5	0	30.8	5.3	11.3	1.1	0	17.6	2.1	7.7	0.9	0	10.7	
All Vehicles	73	1468	119	0	1660	20	1085	138	1	1244	220	464	41	0	725	88	312	39	0	439	4068
% All Vehicles	94.8	97.7	98.3	0	97.6	100	96.9	95.8	100	96.8	100	98.9	91.1	0	98.8	98.9	97.8	100	0	98.2	97.6
Heavy Trucks	4	34	2	0	40	0	35	6	0	41	0	5	4	0	9	1	7	0	0	8	98
% Heavy Trucks	5.2	2.3	1.7	0	2.4	0	3.1	4.2	0	3.2	0	1.1	8.9	0	1.2	1.1	2.2	0	0	1.8	2.4

PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614

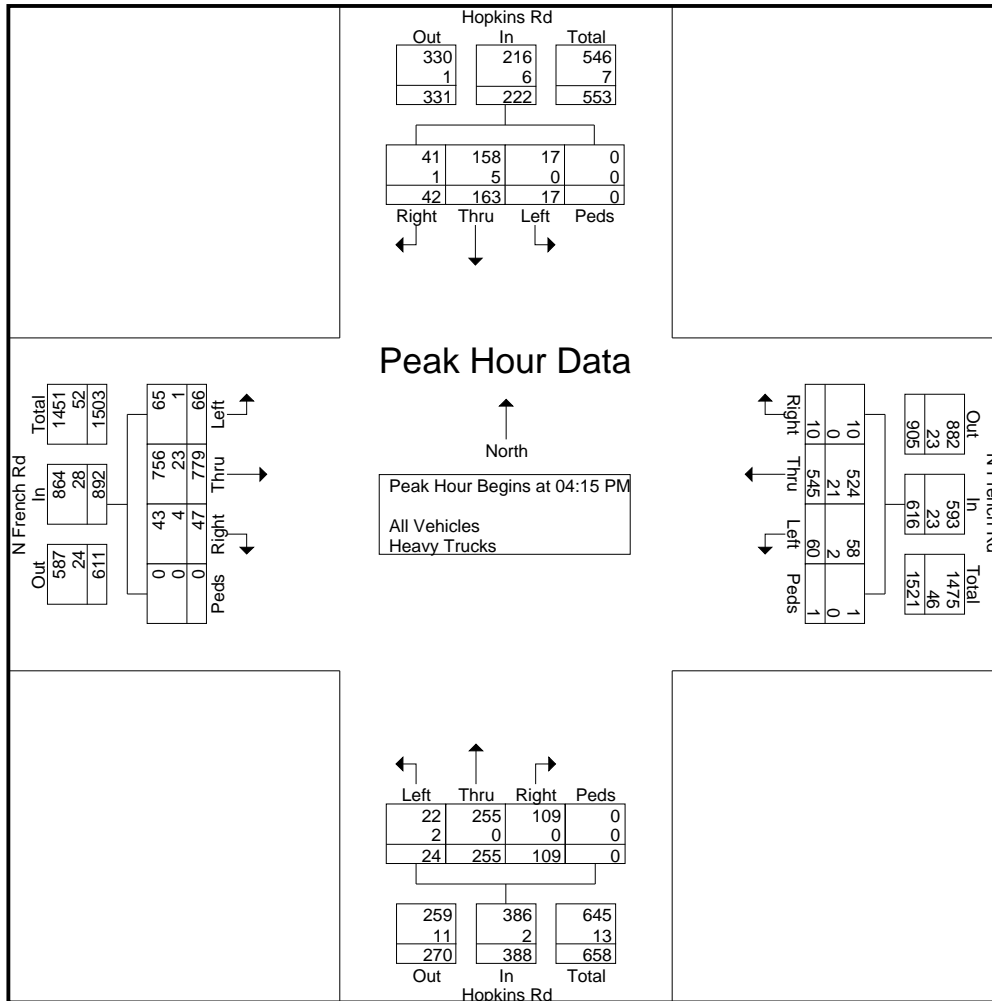
File Name : French & Millersport PM

Site Code : 00200869

Start Date : 8/29/2024

Page No : 2

Start Time	N French Rd From West					N French Rd From East					Hopkins Rd From South					Hopkins Rd From North					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	9	199	10	0	218	3	145	18	0	166	30	72	8	0	110	8	45	1	0	54	548
04:30 PM	17	209	19	0	245	2	136	16	0	154	20	69	7	0	96	12	59	8	0	79	574
04:45 PM	7	180	13	0	200	5	145	14	1	165	29	51	3	0	83	8	29	2	0	39	487
05:00 PM	14	191	24	0	229	0	119	12	0	131	30	63	6	0	99	14	30	6	0	50	509
Total Volume	47	779	66	0	892	10	545	60	1	616	109	255	24	0	388	42	163	17	0	222	2118
% App. Total	5.3	87.3	7.4	0		1.6	88.5	9.7	0.2		28.1	65.7	6.2	0		18.9	73.4	7.7	0		
PHF	.691	.932	.688	.000	.910	.500	.940	.833	.250	.928	.908	.885	.750	.000	.882	.750	.691	.531	.000	.703	.922
All Vehicles	43	756	65	0	864	10	524	58	1	593	109	255	22	0	386	41	158	17	0	216	2059
% All Vehicles	91.5	97.0	98.5	0	96.9	100	96.1	96.7	100	96.3	100	100	91.7	0	99.5	97.6	96.9	100	0	97.3	97.2
Heavy Trucks	4	23	1	0	28	0	21	2	0	23	0	0	2	0	2	1	5	0	0	6	59
% Heavy Trucks	8.5	3.0	1.5	0	3.1	0	3.9	3.3	0	3.7	0	0	8.3	0	0.5	2.4	3.1	0	0	2.7	2.8



PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614

File Name : Millersport at Crosspoint AM
Site Code : 11111111
Start Date : 8/29/2024
Page No : 1

Groups Printed- Unshifted - Bank 1

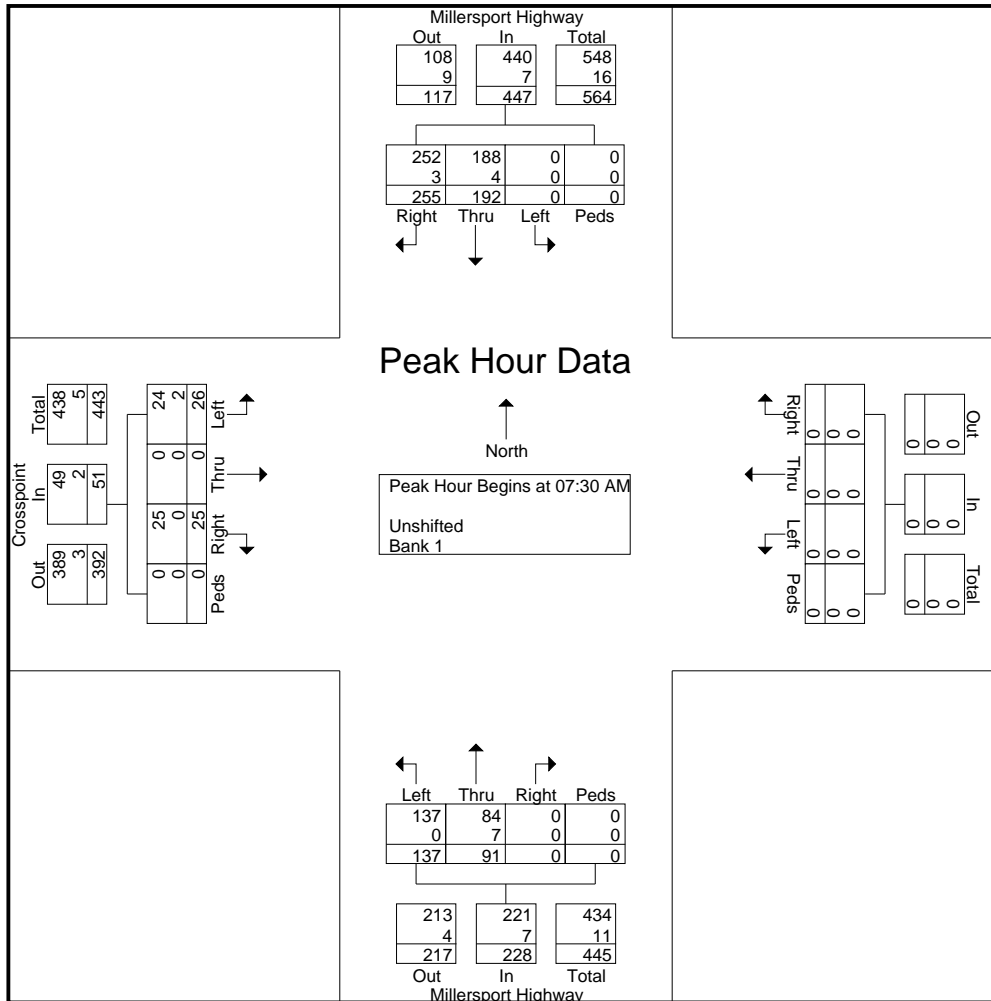
Start Time	Millersport Highway From North					From East					Millersport Highway From South					Crosspoint From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	25	29	0	0	54	0	0	0	0	0	0	23	15	0	38	1	0	2	0	3	95
07:15 AM	29	39	0	0	68	0	0	0	0	0	0	25	21	0	46	4	0	3	0	7	121
07:30 AM	36	45	0	0	81	0	0	0	0	0	0	20	23	0	43	8	0	4	0	12	136
07:45 AM	84	52	0	0	136	0	0	0	0	0	0	21	36	0	57	7	0	8	0	15	208
Total	174	165	0	0	339	0	0	0	0	0	0	89	95	0	184	20	0	17	0	37	560
08:00 AM	68	42	0	0	110	0	0	0	0	0	0	34	38	0	72	3	0	11	0	14	196
08:15 AM	67	53	0	0	120	0	0	0	0	0	0	16	40	0	56	7	0	3	0	10	186
08:30 AM	51	42	0	0	93	0	0	0	0	0	0	32	37	0	69	8	0	5	0	13	175
08:45 AM	41	49	0	0	90	0	0	0	0	0	0	31	27	0	58	6	0	6	0	12	160
Total	227	186	0	0	413	0	0	0	0	0	0	113	142	0	255	24	0	25	0	49	717
Grand Total	401	351	0	0	752	0	0	0	0	0	0	202	237	0	439	44	0	42	0	86	1277
Apprch %	53.3	46.7	0	0		0	0	0	0		0	46	54	0		51.2	0	48.8	0		
Total %	31.4	27.5	0	0	58.9	0	0	0	0	0	0	15.8	18.6	0	34.4	3.4	0	3.3	0	6.7	
Unshifted	396	345	0	0	741	0	0	0	0	0	0	188	237	0	425	44	0	39	0	83	1249
% Unshifted	98.8	98.3	0	0	98.5	0	0	0	0	0	0	93.1	100	0	96.8	100	0	92.9	0	96.5	97.8
Bank 1	5	6	0	0	11	0	0	0	0	0	0	14	0	0	14	0	0	3	0	3	28
% Bank 1	1.2	1.7	0	0	1.5	0	0	0	0	0	0	6.9	0	0	3.2	0	0	7.1	0	3.5	2.2

PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614

File Name : Millersport at Crosspoint AM
Site Code : 11111111
Start Date : 8/29/2024
Page No : 2

Start Time	Millersport Highway From North					From East					Millersport Highway From South					Crosspoint From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	36	45	0	0	81	0	0	0	0	0	0	20	23	0	43	8	0	4	0	12	136
07:45 AM	84	52	0	0	136	0	0	0	0	0	0	21	36	0	57	7	0	8	0	15	208
08:00 AM	68	42	0	0	110	0	0	0	0	0	0	34	38	0	72	3	0	11	0	14	196
08:15 AM	67	53	0	0	120	0	0	0	0	0	0	16	40	0	56	7	0	3	0	10	186
Total Volume	255	192	0	0	447	0	0	0	0	0	0	91	137	0	228	25	0	26	0	51	726
% App. Total	57	43	0	0		0	0	0	0	0	0	39.9	60.1	0		49	0	51	0		
PHF	.759	.906	.000	.000	.822	.000	.000	.000	.000	.000	.000	.669	.856	.000	.792	.781	.000	.591	.000	.850	.873
Unshifted	252	188	0	0	440	0	0	0	0	0	0	84	137	0	221	25	0	24	0	49	710
% Unshifted	98.8	97.9	0	0	98.4	0	0	0	0	0	0	92.3	100	0	96.9	100	0	92.3	0	96.1	97.8
Bank 1	3	4	0	0	7	0	0	0	0	0	0	7	0	0	7	0	0	2	0	2	16
% Bank 1	1.2	2.1	0	0	1.6	0	0	0	0	0	0	7.7	0	0	3.1	0	0	7.7	0	3.9	2.2

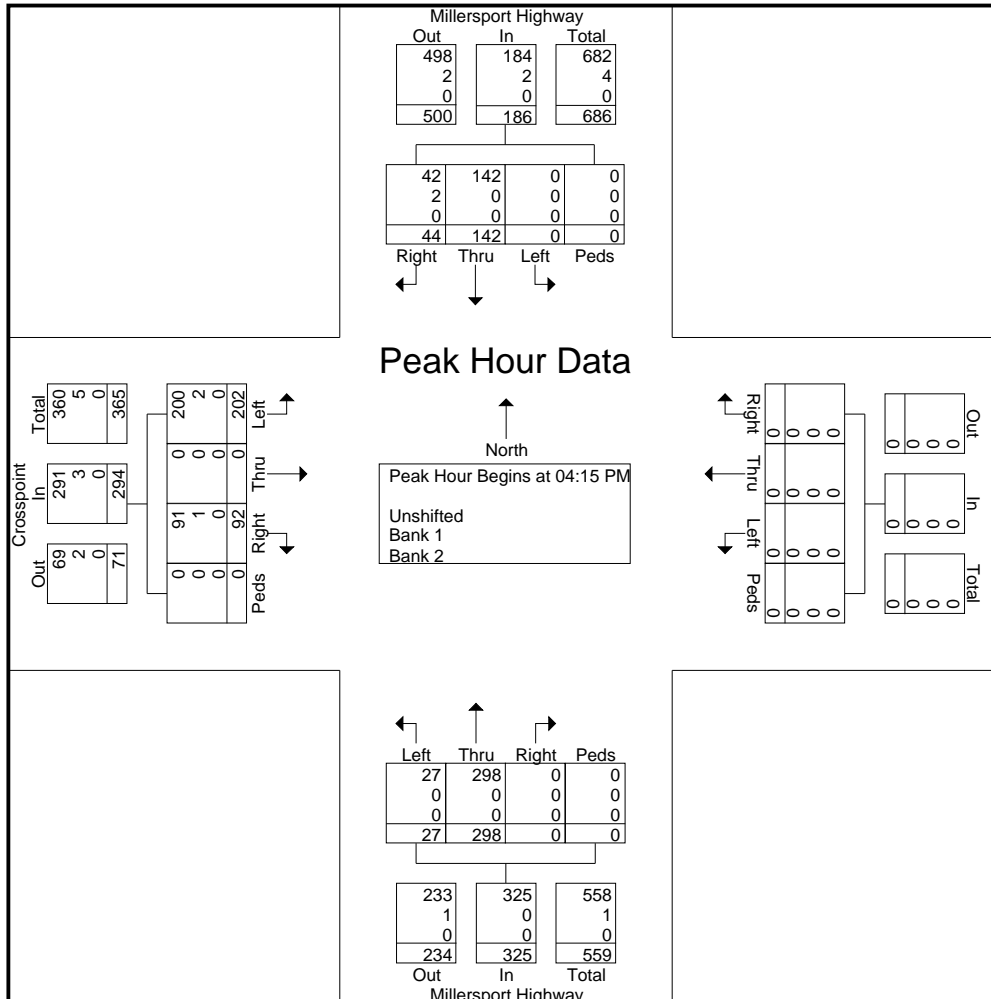


PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614

File Name : Millersport at Crosspoint PM
Site Code : 22222222
Start Date : 8/29/2024
Page No : 2

Start Time	Millersport Highway From North					From East					Millersport Highway From South					Crosspoint From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	6	42	0	0	48	0	0	0	0	0	0	76	5	0	81	13	0	30	0	43	172
04:30 PM	11	42	0	0	53	0	0	0	0	0	0	83	8	0	91	36	0	59	0	95	239
04:45 PM	13	28	0	0	41	0	0	0	0	0	0	56	8	0	64	12	0	46	0	58	163
05:00 PM	14	30	0	0	44	0	0	0	0	0	0	83	6	0	89	31	0	67	0	98	231
Total Volume	44	142	0	0	186	0	0	0	0	0	0	298	27	0	325	92	0	202	0	294	805
% App. Total	23.7	76.3	0	0		0	0	0	0	0	0	91.7	8.3	0		31.3	0	68.7	0		
PHF	.786	.845	.000	.000	.877	.000	.000	.000	.000	.000	.000	.898	.844	.000	.893	.639	.000	.754	.000	.750	.842
Unshifted	42	142	0	0	184	0	0	0	0	0	0	298	27	0	325	91	0	200	0	291	800
% Unshifted	95.5	100	0	0	98.9	0	0	0	0	0	0	100	100	0	100	98.9	0	99.0	0	99.0	99.4
Bank 1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	5
% Bank 1	4.5	0	0	0	1.1	0	0	0	0	0	0	0	0	0	0	1.1	0	1.0	0	1.0	0.6
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614

File Name : Millersport & Hopkins AM

Site Code : 00200867

Start Date : 8/29/2024

Page No : 1

Groups Printed- All Vehicles - Heavy Trucks

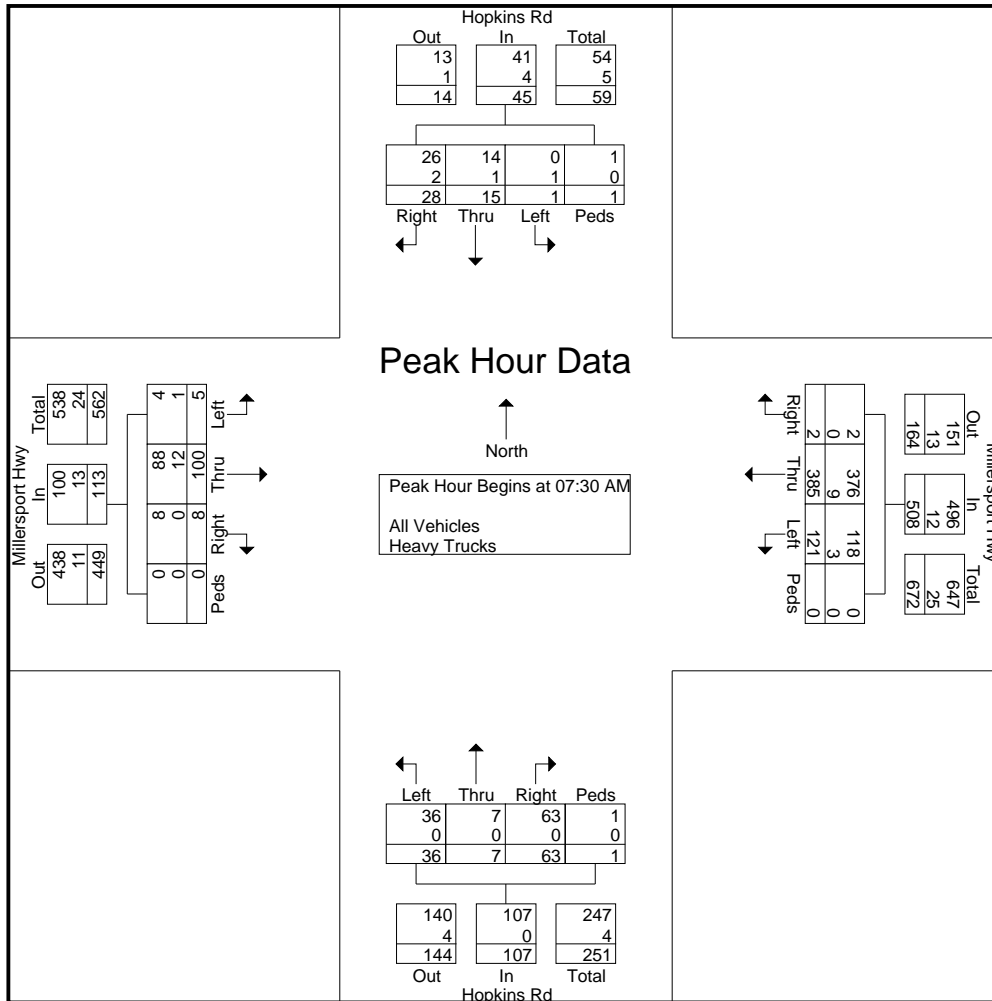
Start Time	Millersport Hwy From West					Millersport Hwy From East					Hopkins Rd From South					Hopkins Rd From North					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	21	4	0	25	1	45	22	0	68	20	1	4	0	25	4	4	0	1	9	127
07:15 AM	1	26	0	0	27	0	56	24	0	80	14	2	7	0	23	3	6	2	0	11	141
07:30 AM	0	24	0	0	24	2	76	31	0	109	17	3	4	0	24	4	4	1	0	9	166
07:45 AM	3	24	1	0	28	0	120	36	0	156	10	1	6	0	17	9	7	0	1	17	218
Total	4	95	5	0	104	3	297	113	0	413	61	7	21	0	89	20	21	3	2	46	652
08:00 AM	4	39	2	0	45	0	94	25	0	119	22	2	8	1	33	8	2	0	0	10	207
08:15 AM	1	13	2	0	16	0	95	29	0	124	14	1	18	0	33	7	2	0	0	9	182
08:30 AM	4	40	0	0	44	1	73	25	0	99	17	1	14	0	32	4	3	0	0	7	182
08:45 AM	1	35	0	0	36	1	86	16	0	103	13	4	4	0	21	1	1	3	0	5	165
Total	10	127	4	0	141	2	348	95	0	445	66	8	44	1	119	20	8	3	0	31	736
Grand Total	14	222	9	0	245	5	645	208	0	858	127	15	65	1	208	40	29	6	2	77	1388
Apprch %	5.7	90.6	3.7	0		0.6	75.2	24.2	0		61.1	7.2	31.2	0.5		51.9	37.7	7.8	2.6		
Total %	1	16	0.6	0	17.7	0.4	46.5	15	0	61.8	9.1	1.1	4.7	0.1	15	2.9	2.1	0.4	0.1	5.5	
All Vehicles	14	200	6	0	220	3	627	201	0	831	127	15	65	1	208	38	27	3	2	70	1329
% All Vehicles	100	90.1	66.7	0	89.8	60	97.2	96.6	0	96.9	100	100	100	100	100	95	93.1	50	100	90.9	95.7
Heavy Trucks	0	22	3	0	25	2	18	7	0	27	0	0	0	0	0	2	2	3	0	7	59
% Heavy Trucks	0	9.9	33.3	0	10.2	40	2.8	3.4	0	3.1	0	0	0	0	0	5	6.9	50	0	9.1	4.3

PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614

File Name : Millersport & Hopkins AM
Site Code : 00200867
Start Date : 8/29/2024
Page No : 2

Start Time	Millersport Hwy From West					Millersport Hwy From East					Hopkins Rd From South					Hopkins Rd From North					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	24	0	0	24	2	76	31	0	109	17	3	4	0	24	4	4	1	0	9	166
07:45 AM	3	24	1	0	28	0	120	36	0	156	10	1	6	0	17	9	7	0	1	17	218
08:00 AM	4	39	2	0	45	0	94	25	0	119	22	2	8	1	33	8	2	0	0	10	207
08:15 AM	1	13	2	0	16	0	95	29	0	124	14	1	18	0	33	7	2	0	0	9	182
Total Volume	8	100	5	0	113	2	385	121	0	508	63	7	36	1	107	28	15	1	1	45	773
% App. Total	7.1	88.5	4.4	0		0.4	75.8	23.8	0		58.9	6.5	33.6	0.9		62.2	33.3	2.2	2.2		
PHF	.500	.641	.625	.000	.628	.250	.802	.840	.000	.814	.716	.583	.500	.250	.811	.778	.536	.250	.250	.662	.886
All Vehicles	8	88	4	0	100	2	376	118	0	496	63	7	36	1	107	26	14	0	1	41	744
% All Vehicles	100	88.0	80.0	0	88.5	100	97.7	97.5	0	97.6	100	100	100	100	100	92.9	93.3	0	100	91.1	96.2
Heavy Trucks	0	12	1	0	13	0	9	3	0	12	0	0	0	0	0	2	1	1	0	4	29
% Heavy Trucks	0	12.0	20.0	0	11.5	0	2.3	2.5	0	2.4	0	0	0	0	0	7.1	6.7	100	0	8.9	3.8



PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614

File Name : Millersport & Hopkins PM
Site Code : 00200867
Start Date : 8/29/2024
Page No : 1

Groups Printed- All Vehicles - Heavy Trucks

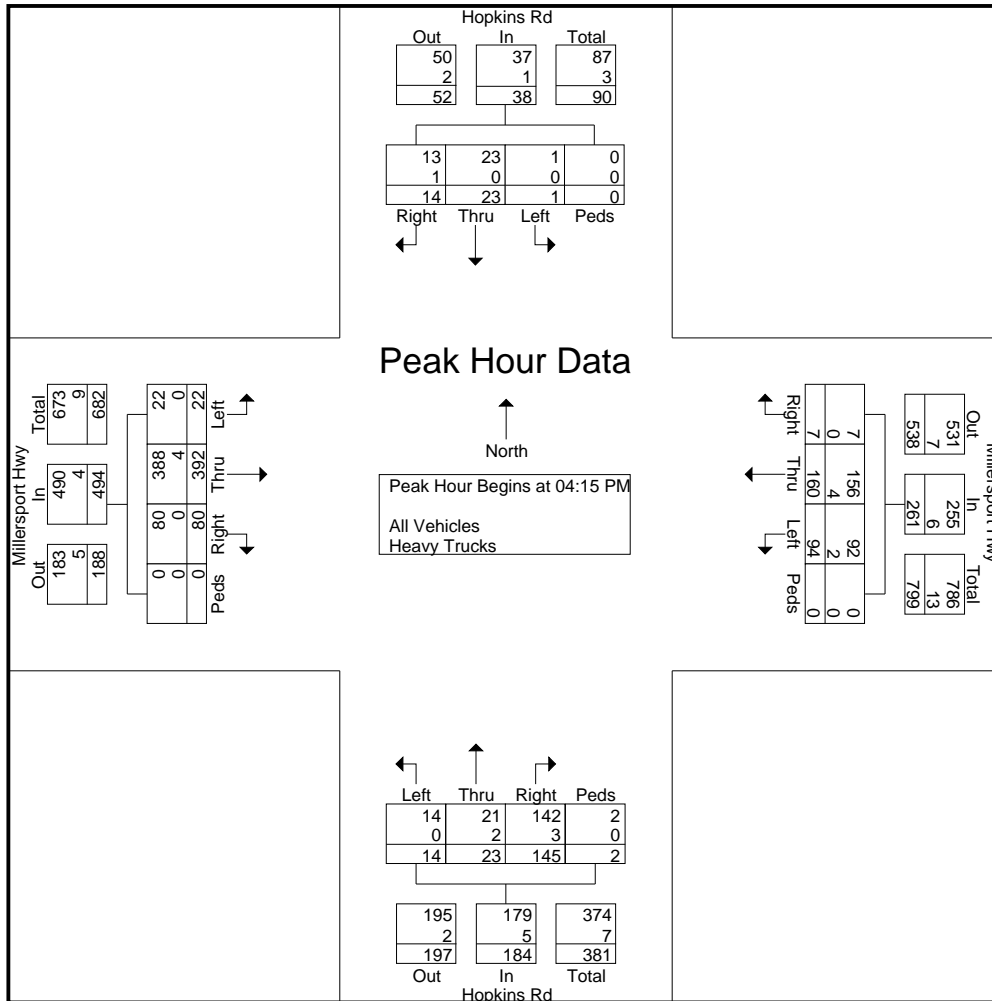
Start Time	Millersport Hwy From West					Millersport Hwy From East					Hopkins Rd From South					Hopkins Rd From North					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	9	99	2	0	110	0	32	25	0	57	39	12	3	0	54	1	1	1	0	3	224
04:15 PM	11	87	4	0	102	3	42	22	0	67	43	4	4	0	51	1	4	1	0	6	226
04:30 PM	22	115	5	0	142	1	50	23	0	74	47	3	1	1	52	4	4	0	0	8	276
04:45 PM	17	77	8	0	102	1	32	24	0	57	31	11	7	1	50	4	6	0	0	10	219
Total	59	378	19	0	456	5	156	94	0	255	160	30	15	2	207	10	15	2	0	27	945
05:00 PM	30	113	5	0	148	2	36	25	0	63	24	5	2	0	31	5	9	0	0	14	256
05:15 PM	13	75	7	0	95	1	38	32	0	71	25	5	8	0	38	2	6	0	1	9	213
05:30 PM	13	75	5	0	93	0	36	24	0	60	33	12	8	0	53	1	4	0	0	5	211
05:45 PM	8	54	2	0	64	0	26	17	0	43	18	5	3	0	26	4	3	0	0	7	140
Total	64	317	19	0	400	3	136	98	0	237	100	27	21	0	148	12	22	0	1	35	820
Grand Total	123	695	38	0	856	8	292	192	0	492	260	57	36	2	355	22	37	2	1	62	1765
Apprch %	14.4	81.2	4.4	0		1.6	59.3	39	0		73.2	16.1	10.1	0.6		35.5	59.7	3.2	1.6		
Total %	7	39.4	2.2	0	48.5	0.5	16.5	10.9	0	27.9	14.7	3.2	2	0.1	20.1	1.2	2.1	0.1	0.1	3.5	
All Vehicles	123	685	38	0	846	7	286	190	0	483	254	52	36	2	344	21	37	2	1	61	1734
% All Vehicles	100	98.6	100	0	98.8	87.5	97.9	99	0	98.2	97.7	91.2	100	100	96.9	95.5	100	100	100	98.4	98.2
Heavy Trucks	0	10	0	0	10	1	6	2	0	9	6	5	0	0	11	1	0	0	0	1	31
% Heavy Trucks	0	1.4	0	0	1.2	12.5	2.1	1	0	1.8	2.3	8.8	0	0	3.1	4.5	0	0	0	1.6	1.8

PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614

File Name : Millersport & Hopkins PM
Site Code : 00200867
Start Date : 8/29/2024
Page No : 2

Start Time	Millersport Hwy From West					Millersport Hwy From East					Hopkins Rd From South					Hopkins Rd From North					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	11	87	4	0	102	3	42	22	0	67	43	4	4	0	51	1	4	1	0	6	226
04:30 PM	22	115	5	0	142	1	50	23	0	74	47	3	1	1	52	4	4	0	0	8	276
04:45 PM	17	77	8	0	102	1	32	24	0	57	31	11	7	1	50	4	6	0	0	10	219
05:00 PM	30	113	5	0	148	2	36	25	0	63	24	5	2	0	31	5	9	0	0	14	256
Total Volume	80	392	22	0	494	7	160	94	0	261	145	23	14	2	184	14	23	1	0	38	977
% App. Total	16.2	79.4	4.5	0		2.7	61.3	36	0		78.8	12.5	7.6	1.1		36.8	60.5	2.6	0		
PHF	.667	.852	.688	.000	.834	.583	.800	.940	.000	.882	.771	.523	.500	.500	.885	.700	.639	.250	.000	.679	.885
All Vehicles	80	388	22	0	490	7	156	92	0	255	142	21	14	2	179	13	23	1	0	37	961
% All Vehicles	100	99.0	100	0	99.2	100	97.5	97.9	0	97.7	97.9	91.3	100	100	97.3	92.9	100	100	0	97.4	98.4
Heavy Trucks	0	4	0	0	4	0	4	2	0	6	3	2	0	0	5	1	0	0	0	1	16
% Heavy Trucks	0	1.0	0	0	0.8	0	2.5	2.1	0	2.3	2.1	8.7	0	0	2.7	7.1	0	0	0	2.6	1.6



PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614

File Name : Millersport & 990 Off Ramp AM
Site Code : 00200870
Start Date : 8/29/2024
Page No : 1

Groups Printed- All Vehicles - Heavy Trucks

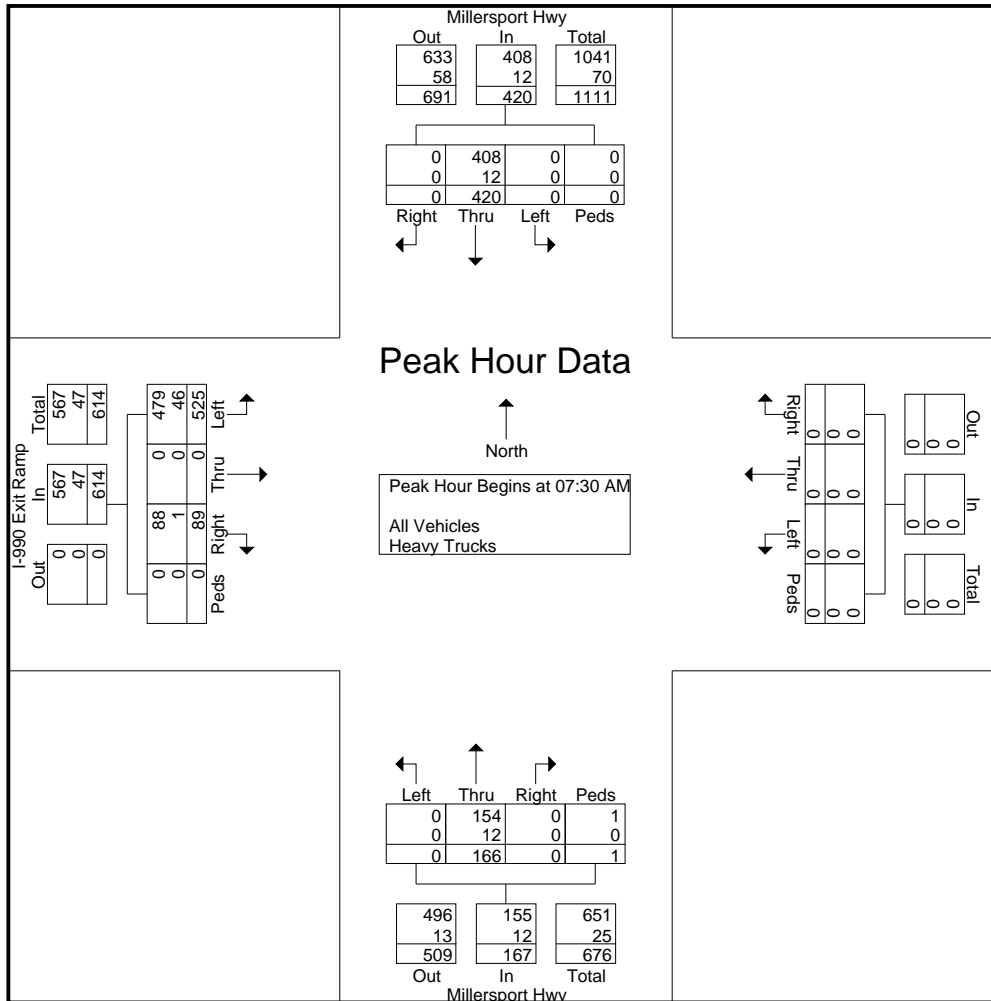
Start Time	I-990 Exit Ramp From West					From East					Millersport Hwy From South					Millersport Hwy From North					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	8	0	90	0	98	0	0	0	0	0	0	40	0	0	40	0	60	0	0	60	198
07:15 AM	9	0	181	0	190	0	0	0	0	0	0	37	0	0	37	0	78	0	0	78	305
07:30 AM	9	0	136	0	145	0	0	0	0	0	0	47	0	1	48	0	103	0	0	103	296
07:45 AM	31	0	144	0	175	0	0	0	0	0	0	31	0	0	31	0	123	0	0	123	329
Total	57	0	551	0	608	0	0	0	0	0	0	155	0	1	156	0	364	0	0	364	1128
08:00 AM	26	0	114	0	140	0	0	0	0	0	0	57	0	0	57	0	93	0	0	93	290
08:15 AM	23	0	131	0	154	0	0	0	0	0	0	31	0	0	31	0	101	0	0	101	286
08:30 AM	18	0	145	0	163	0	0	0	0	0	0	53	0	0	53	0	82	0	0	82	298
08:45 AM	19	0	124	0	143	0	0	0	0	0	0	50	0	0	50	0	82	0	0	82	275
Total	86	0	514	0	600	0	0	0	0	0	0	191	0	0	191	0	358	0	0	358	1149
Grand Total	143	0	1065	0	1208	0	0	0	0	0	0	346	0	1	347	0	722	0	0	722	2277
Apprch %	11.8	0	88.2	0		0	0	0	0		0	99.7	0	0.3		0	100	0	0		
Total %	6.3	0	46.8	0	53.1	0	0	0	0	0	0	15.2	0	0	15.2	0	31.7	0	0	31.7	
All Vehicles	142	0	972	0	1114	0	0	0	0	0	0	321	0	1	322	0	699	0	0	699	2135
% All Vehicles	99.3	0	91.3	0	92.2	0	0	0	0	0	0	92.8	0	100	92.8	0	96.8	0	0	96.8	93.8
Heavy Trucks	1	0	93	0	94	0	0	0	0	0	0	25	0	0	25	0	23	0	0	23	142
% Heavy Trucks	0.7	0	8.7	0	7.8	0	0	0	0	0	0	7.2	0	0	7.2	0	3.2	0	0	3.2	6.2

PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614

File Name : Millersport & 990 Off Ramp AM
Site Code : 00200870
Start Date : 8/29/2024
Page No : 2

Start Time	I-990 Exit Ramp From West					From East					Millersport Hwy From South					Millersport Hwy From North					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	9	0	136	0	145	0	0	0	0	0	0	47	0	1	48	0	103	0	0	103	296
07:45 AM	31	0	144	0	175	0	0	0	0	0	0	31	0	0	31	0	123	0	0	123	329
08:00 AM	26	0	114	0	140	0	0	0	0	0	0	57	0	0	57	0	93	0	0	93	290
08:15 AM	23	0	131	0	154	0	0	0	0	0	0	31	0	0	31	0	101	0	0	101	286
Total Volume	89	0	525	0	614	0	0	0	0	0	0	166	0	1	167	0	420	0	0	420	1201
% App. Total	14.5	0	85.5	0		0	0	0	0		0	99.4	0	0.6		0	100	0	0		
PHF	.718	.000	.911	.000	.877	.000	.000	.000	.000	.000	.000	.728	.000	.250	.732	.000	.854	.000	.000	.854	.913
All Vehicles	88	0	479	0	567	0	0	0	0	0	0	154	0	1	155	0	408	0	0	408	1130
% All Vehicles	98.9	0	91.2	0	92.3	0	0	0	0	0	0	92.8	0	100	92.8	0	97.1	0	0	97.1	94.1
Heavy Trucks	1	0	46	0	47	0	0	0	0	0	0	12	0	0	12	0	12	0	0	12	71
% Heavy Trucks	1.1	0	8.8	0	7.7	0	0	0	0	0	0	7.2	0	0	7.2	0	2.9	0	0	2.9	5.9



PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614

File Name : Millersport & 990 Off Ramp PM

Site Code : 00200870

Start Date : 8/29/2024

Page No : 1

Groups Printed- All Vehicles - Heavy Trucks

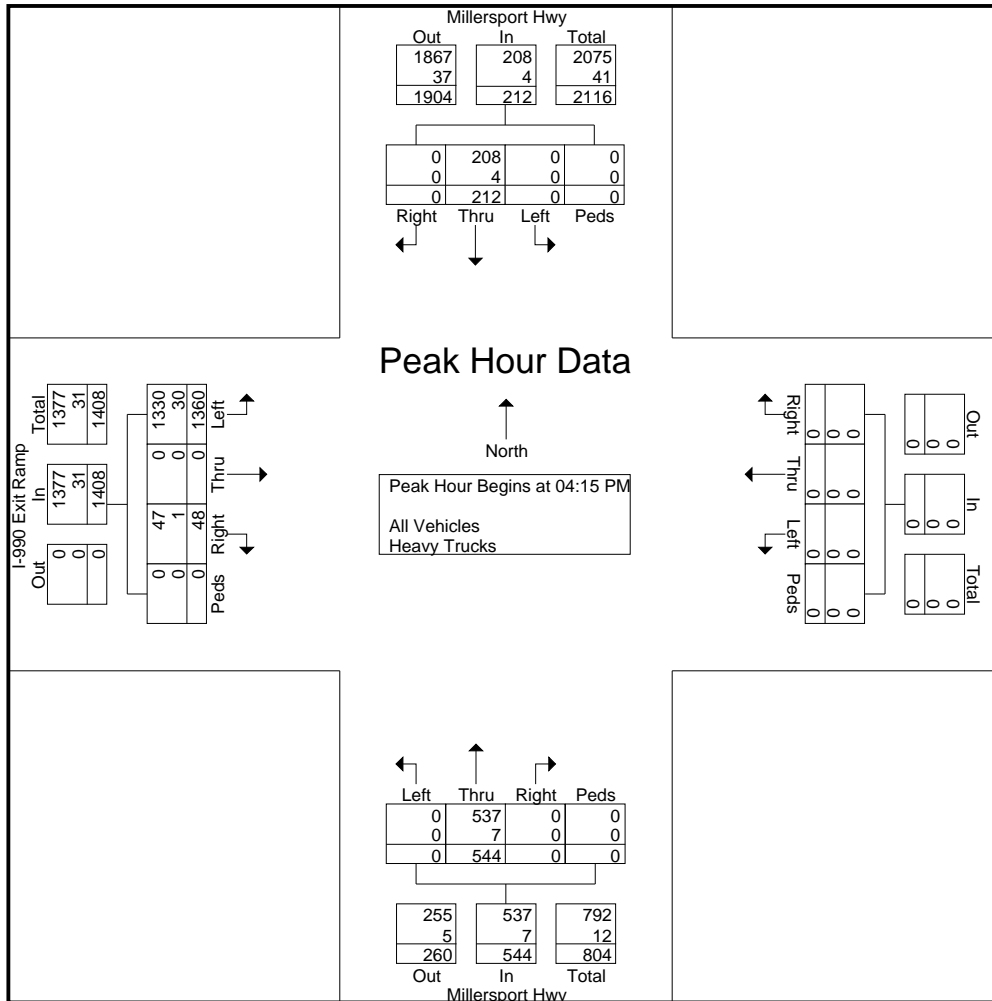
Start Time	I-990 Exit Ramp From West					From East					Millersport Hwy From South					Millersport Hwy From North					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	6	0	270	0	276	0	0	0	0	0	0	144	0	0	144	0	55	0	0	55	475
04:15 PM	10	0	354	0	364	0	0	0	0	0	0	133	0	0	133	0	57	0	0	57	554
04:30 PM	15	0	345	0	360	0	0	0	0	0	0	160	0	0	160	0	61	0	0	61	581
04:45 PM	8	0	346	0	354	0	0	0	0	0	0	113	0	0	113	0	43	0	0	43	510
Total	39	0	1315	0	1354	0	0	0	0	0	0	550	0	0	550	0	216	0	0	216	2120
05:00 PM	15	0	315	0	330	0	0	0	0	0	0	138	0	0	138	0	51	0	0	51	519
05:15 PM	9	0	300	0	309	0	0	0	0	0	0	102	0	0	102	0	59	0	0	59	470
05:30 PM	8	0	281	0	289	0	0	0	0	0	0	108	0	0	108	0	50	0	0	50	447
05:45 PM	6	0	268	0	274	0	0	0	0	0	0	76	0	0	76	0	40	0	0	40	390
Total	38	0	1164	0	1202	0	0	0	0	0	0	424	0	0	424	0	200	0	0	200	1826
Grand Total	77	0	2479	0	2556	0	0	0	0	0	0	974	0	0	974	0	416	0	0	416	3946
Apprch %	3	0	97	0		0	0	0	0		0	100	0	0		0	100	0	0		
Total %	2	0	62.8	0	64.8	0	0	0	0	0	0	24.7	0	0	24.7	0	10.5	0	0	10.5	
All Vehicles	72	0	2419	0	2491	0	0	0	0	0	0	958	0	0	958	0	410	0	0	410	3859
% All Vehicles	93.5	0	97.6	0	97.5	0	0	0	0	0	0	98.4	0	0	98.4	0	98.6	0	0	98.6	97.8
Heavy Trucks	5	0	60	0	65	0	0	0	0	0	0	16	0	0	16	0	6	0	0	6	87
% Heavy Trucks	6.5	0	2.4	0	2.5	0	0	0	0	0	0	1.6	0	0	1.6	0	1.4	0	0	1.4	2.2

PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614

File Name : Millersport & 990 Off Ramp PM
Site Code : 00200870
Start Date : 8/29/2024
Page No : 2

Start Time	I-990 Exit Ramp From West					From East					Millersport Hwy From South					Millersport Hwy From North					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	10	0	354	0	364	0	0	0	0	0	0	133	0	0	133	0	57	0	0	57	554
04:30 PM	15	0	345	0	360	0	0	0	0	0	0	160	0	0	160	0	61	0	0	61	581
04:45 PM	8	0	346	0	354	0	0	0	0	0	0	113	0	0	113	0	43	0	0	43	510
05:00 PM	15	0	315	0	330	0	0	0	0	0	0	138	0	0	138	0	51	0	0	51	519
Total Volume	48	0	1360	0	1408	0	0	0	0	0	0	544	0	0	544	0	212	0	0	212	2164
% App. Total	3.4	0	96.6	0		0	0	0	0	0	0	100	0	0		0	100	0	0		
PHF	.800	.000	.960	.000	.967	.000	.000	.000	.000	.000	.000	.850	.000	.000	.850	.000	.869	.000	.000	.869	.931
All Vehicles	47	0	1330	0	1377	0	0	0	0	0	0	537	0	0	537	0	208	0	0	208	2122
% All Vehicles	97.9	0	97.8	0	97.8	0	0	0	0	0	0	98.7	0	0	98.7	0	98.1	0	0	98.1	98.1
Heavy Trucks	1	0	30	0	31	0	0	0	0	0	0	7	0	0	7	0	4	0	0	4	42
% Heavy Trucks	2.1	0	2.2	0	2.2	0	0	0	0	0	0	1.3	0	0	1.3	0	1.9	0	0	1.9	1.9



PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614

File Name : Millersport & 990 On Ramp AM
Site Code : 11111111
Start Date : 8/29/2024
Page No : 1

Groups Printed- Unshifted - Bank 1

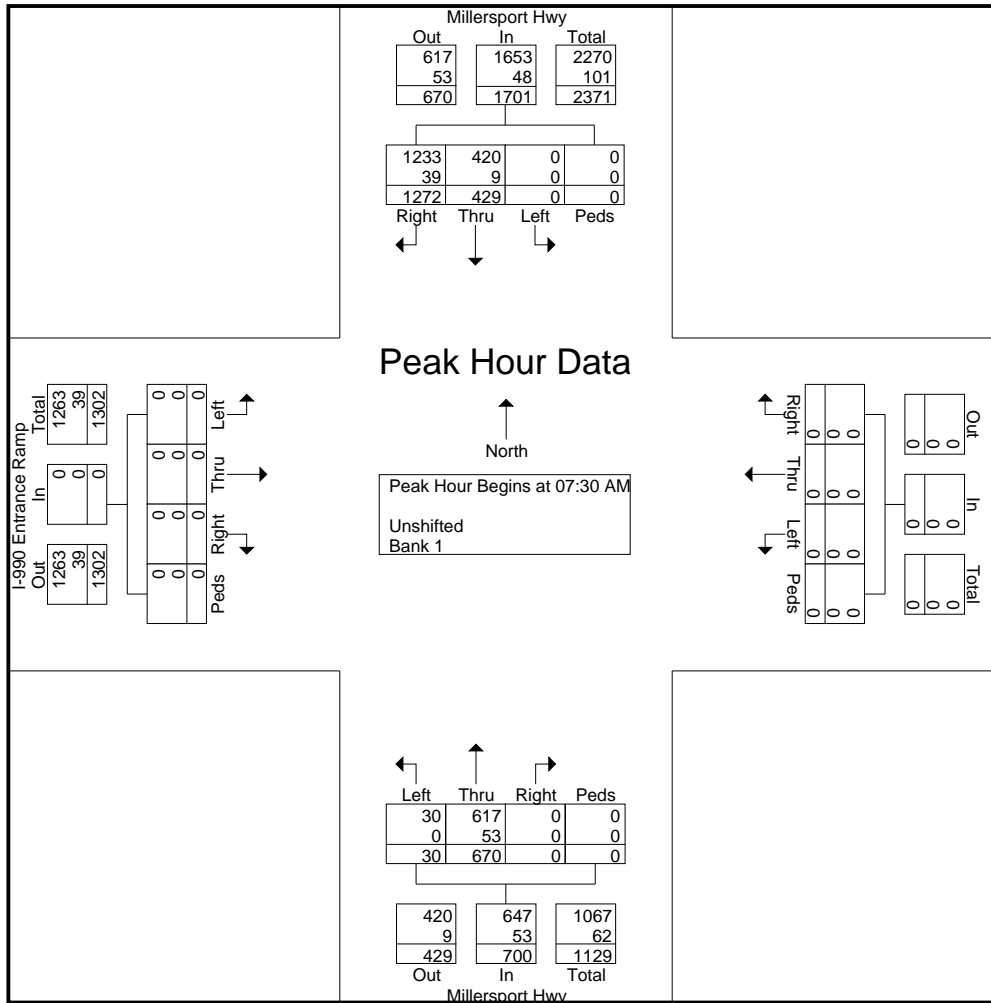
Start Time	Millersport Hwy From North					From East					Millersport Hwy From South					I-990 Entrance Ramp From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	271	60	0	0	331	0	0	0	0	0	0	128	6	0	134	0	0	0	0	0	465
07:15 AM	335	77	0	0	412	0	0	0	0	0	0	208	8	0	216	0	0	0	0	0	628
07:30 AM	358	104	0	0	462	0	0	0	0	0	0	173	12	0	185	0	0	0	0	0	647
07:45 AM	317	130	0	0	447	0	0	0	0	0	0	174	4	0	178	0	0	0	0	0	625
Total	1281	371	0	0	1652	0	0	0	0	0	0	683	30	0	713	0	0	0	0	0	2365
08:00 AM	305	89	0	0	394	0	0	0	0	0	0	167	8	0	175	0	0	0	0	0	569
08:15 AM	292	106	0	0	398	0	0	0	0	0	0	156	6	0	162	0	0	0	0	0	560
08:30 AM	276	85	0	0	361	0	0	0	0	0	0	181	16	0	197	0	0	0	0	0	558
08:45 AM	240	82	0	0	322	0	0	0	0	0	0	165	9	0	174	0	0	0	0	0	496
Total	1113	362	0	0	1475	0	0	0	0	0	0	669	39	0	708	0	0	0	0	0	2183
Grand Total	2394	733	0	0	3127	0	0	0	0	0	0	1352	69	0	1421	0	0	0	0	0	4548
Apprch %	76.6	23.4	0	0		0	0	0	0	0	0	95.1	4.9	0		0	0	0	0	0	
Total %	52.6	16.1	0	0	68.8	0	0	0	0	0	0	29.7	1.5	0	31.2	0	0	0	0	0	
Unshifted	2310	716	0	0	3026	0	0	0	0	0	0	1249	66	0	1315	0	0	0	0	0	4341
% Unshifted	96.5	97.7	0	0	96.8	0	0	0	0	0	0	92.4	95.7	0	92.5	0	0	0	0	0	95.4
Bank 1	84	17	0	0	101	0	0	0	0	0	0	103	3	0	106	0	0	0	0	0	207
% Bank 1	3.5	2.3	0	0	3.2	0	0	0	0	0	0	7.6	4.3	0	7.5	0	0	0	0	0	4.6

PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614

File Name : Millersport & 990 On Ramp AM
Site Code : 11111111
Start Date : 8/29/2024
Page No : 2

Start Time	Millersport Hwy From North					From East					Millersport Hwy From South					I-990 Entrance Ramp From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	358	104	0	0	462	0	0	0	0	0	0	173	12	0	185	0	0	0	0	0	647
07:45 AM	317	130	0	0	447	0	0	0	0	0	0	174	4	0	178	0	0	0	0	0	625
08:00 AM	305	89	0	0	394	0	0	0	0	0	0	167	8	0	175	0	0	0	0	0	569
08:15 AM	292	106	0	0	398	0	0	0	0	0	0	156	6	0	162	0	0	0	0	0	560
Total Volume	1272	429	0	0	1701	0	0	0	0	0	0	670	30	0	700	0	0	0	0	0	2401
% App. Total	74.8	25.2	0	0		0	0	0	0	0	0	95.7	4.3	0		0	0	0	0	0	
PHF	.888	.825	.000	.000	.920	.000	.000	.000	.000	.000	.000	.963	.625	.000	.946	.000	.000	.000	.000	.000	.928
Unshifted	1233	420	0	0	1653	0	0	0	0	0	0	617	30	0	647	0	0	0	0	0	2300
% Unshifted	96.9	97.9	0	0	97.2	0	0	0	0	0	0	92.1	100	0	92.4	0	0	0	0	0	95.8
Bank 1	39	9	0	0	48	0	0	0	0	0	0	53	0	0	53	0	0	0	0	0	101
% Bank 1	3.1	2.1	0	0	2.8	0	0	0	0	0	0	7.9	0	0	7.6	0	0	0	0	0	4.2



PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614

File Name : Millersport & 990 On Ramp PM
Site Code : 22222222
Start Date : 8/29/2024
Page No : 1

Groups Printed- Unshifted - Bank 1

Start Time	Millersport Hwy From North					From East					Millersport Hwy From South					I-990 Entrance Ramp From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	169	48	0	0	217	0	0	0	0	0	0	409	10	0	419	0	0	0	0	0	636
04:15 PM	208	49	0	0	257	0	0	0	0	0	0	472	16	0	488	0	0	0	0	0	745
04:30 PM	204	56	0	0	260	0	0	0	0	0	0	490	17	0	507	0	0	0	0	0	767
04:45 PM	191	42	0	0	233	0	0	0	0	0	0	448	12	0	460	0	0	0	0	0	693
Total	772	195	0	0	967	0	0	0	0	0	0	1819	55	0	1874	0	0	0	0	0	2841
05:00 PM	199	45	0	0	244	0	0	0	0	0	0	435	18	0	453	0	0	0	0	0	697
05:15 PM	200	55	0	0	255	0	0	0	0	0	0	392	4	0	396	0	0	0	0	0	651
05:30 PM	195	41	0	0	236	0	0	0	0	0	0	373	15	0	388	0	0	0	0	0	624
05:45 PM	195	41	0	0	236	0	0	0	0	0	0	341	10	0	351	0	0	0	0	0	587
Total	789	182	0	0	971	0	0	0	0	0	0	1541	47	0	1588	0	0	0	0	0	2559
Grand Total	1561	377	0	0	1938	0	0	0	0	0	0	3360	102	0	3462	0	0	0	0	0	5400
Apprch %	80.5	19.5	0	0		0	0	0	0		0	97.1	2.9	0		0	0	0	0		
Total %	28.9	7	0	0	35.9	0	0	0	0	0	0	62.2	1.9	0	64.1	0	0	0	0	0	
Unshifted	1514	372	0	0	1886	0	0	0	0	0	0	3310	100	0	3410	0	0	0	0	0	5296
% Unshifted	97	98.7	0	0	97.3	0	0	0	0	0	0	98.5	98	0	98.5	0	0	0	0	0	98.1
Bank 1	47	5	0	0	52	0	0	0	0	0	0	50	2	0	52	0	0	0	0	0	104
% Bank 1	3	1.3	0	0	2.7	0	0	0	0	0	0	1.5	2	0	1.5	0	0	0	0	0	1.9

PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614

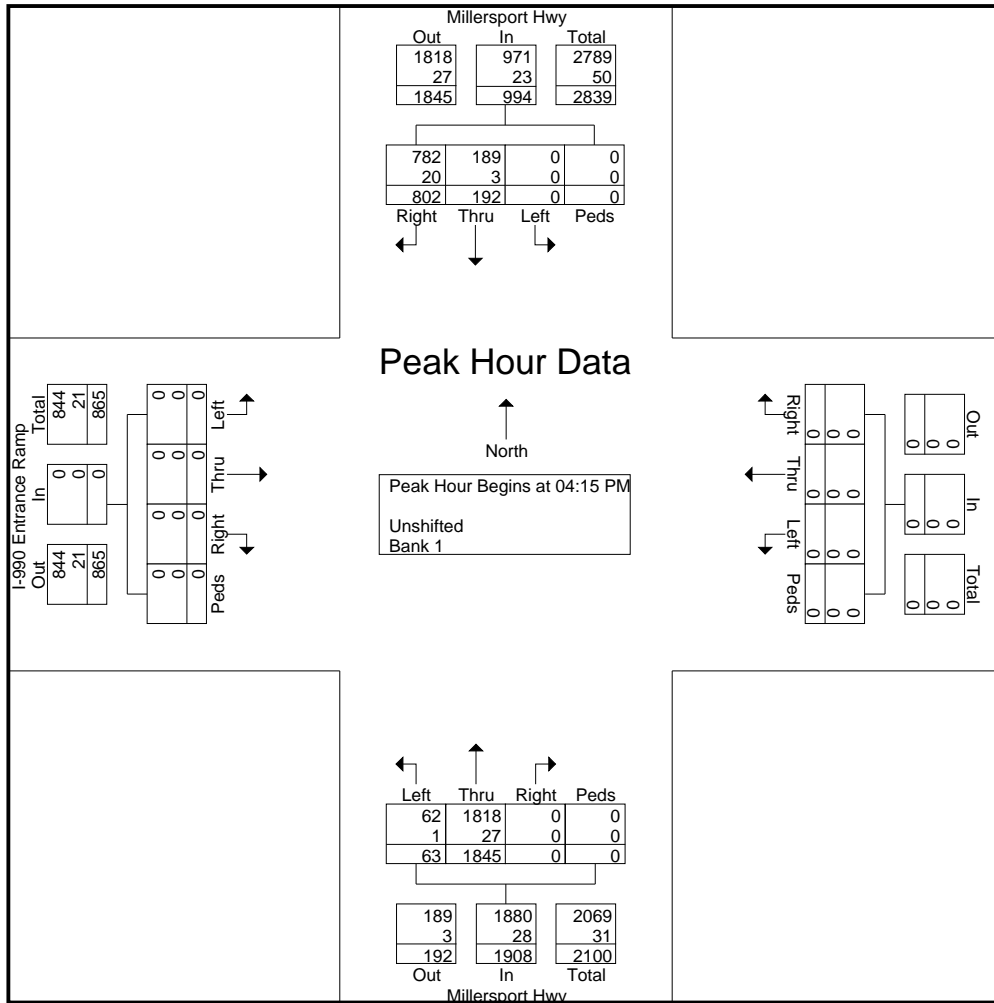
File Name : Millersport & 990 On Ramp PM

Site Code : 22222222

Start Date : 8/29/2024

Page No : 2

Start Time	Millersport Hwy From North					From East					Millersport Hwy From South					I-990 Entrance Ramp From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	208	49	0	0	257	0	0	0	0	0	0	472	16	0	488	0	0	0	0	0	745
04:30 PM	204	56	0	0	260	0	0	0	0	0	0	490	17	0	507	0	0	0	0	0	767
04:45 PM	191	42	0	0	233	0	0	0	0	0	0	448	12	0	460	0	0	0	0	0	693
05:00 PM	199	45	0	0	244	0	0	0	0	0	0	435	18	0	453	0	0	0	0	0	697
Total Volume	802	192	0	0	994	0	0	0	0	0	0	1845	63	0	1908	0	0	0	0	0	2902
% App. Total	80.7	19.3	0	0		0	0	0	0		0	96.7	3.3	0		0	0	0	0		
PHF	.964	.857	.000	.000	.956	.000	.000	.000	.000	.000	.000	.941	.875	.000	.941	.000	.000	.000	.000	.000	.946
Unshifted	782	189	0	0	971	0	0	0	0	0	0	1818	62	0	1880	0	0	0	0	0	2851
% Unshifted	97.5	98.4	0	0	97.7	0	0	0	0	0	0	98.5	98.4	0	98.5	0	0	0	0	0	98.2
Bank 1	20	3	0	0	23	0	0	0	0	0	0	27	1	0	28	0	0	0	0	0	51
% Bank 1	2.5	1.6	0	0	2.3	0	0	0	0	0	0	1.5	1.6	0	1.5	0	0	0	0	0	1.8



PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614

File Name : Crosspoint at Parking Lot AM
Site Code : 00000000
Start Date : 8/29/2024
Page No : 1

Groups Printed- Class 1

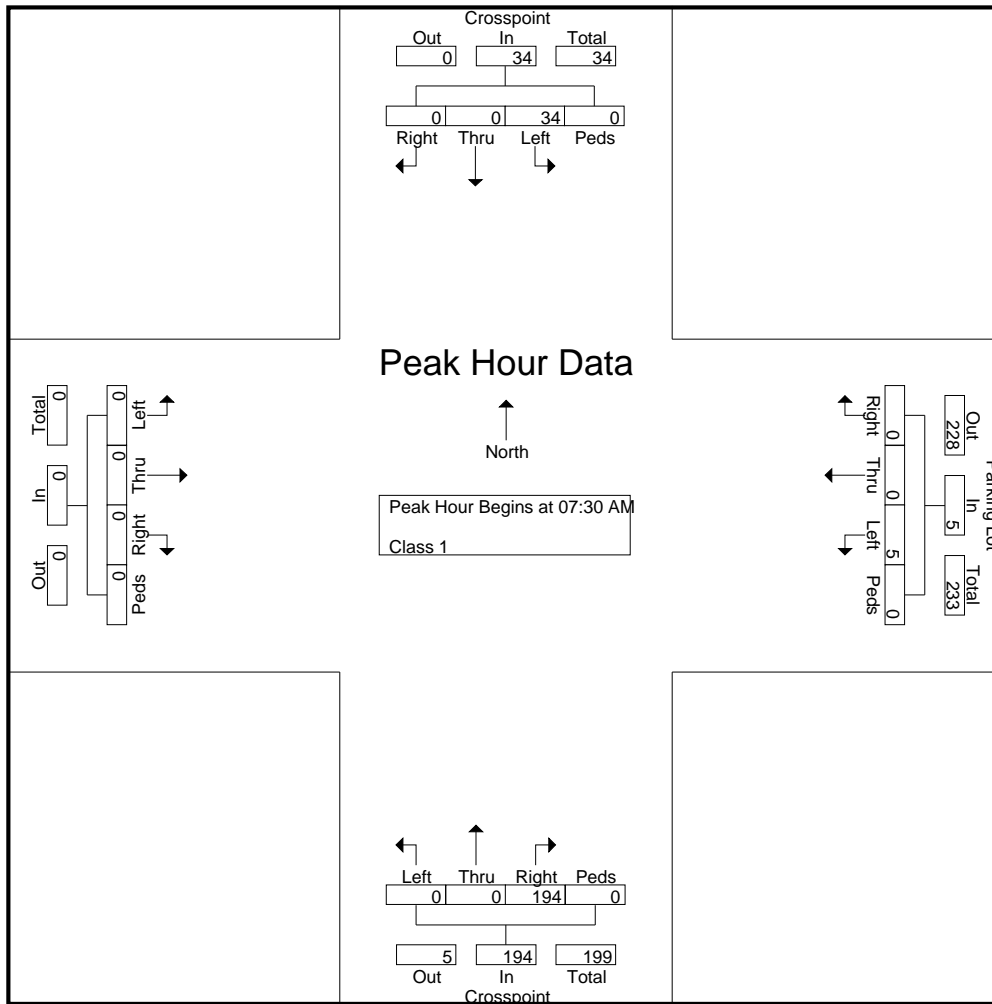
Start Time	Crosspoint From North					Parking Lot From East					Crosspoint From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	2	0	2	1	0	1	0	2	20	0	0	0	20	0	0	0	0	0	24
07:15 AM	0	0	4	0	4	0	0	2	0	2	14	0	0	0	14	0	0	0	0	0	20
07:30 AM	0	0	6	0	6	0	0	1	0	1	23	0	0	0	23	0	0	0	0	0	30
07:45 AM	0	0	8	0	8	0	0	3	0	3	45	0	0	0	45	0	0	0	0	0	56
Total	0	0	20	0	20	1	0	7	0	8	102	0	0	0	102	0	0	0	0	0	130
08:00 AM	0	0	8	0	8	0	0	0	0	0	61	0	0	0	61	0	0	0	0	0	69
08:15 AM	0	0	12	0	12	0	0	1	0	1	65	0	0	0	65	0	0	0	0	0	78
08:30 AM	0	0	3	0	3	2	0	2	0	4	54	0	0	0	54	0	0	0	0	0	61
08:45 AM	0	0	3	0	3	0	0	2	0	2	36	0	0	0	36	0	0	0	0	0	41
Total	0	0	26	0	26	2	0	5	0	7	216	0	0	0	216	0	0	0	0	0	249
Grand Total	0	0	46	0	46	3	0	12	0	15	318	0	0	0	318	0	0	0	0	0	379
Apprch %	0	0	100	0		20	0	80	0		100	0	0	0		0	0	0	0		
Total %	0	0	12.1	0	12.1	0.8	0	3.2	0	4	83.9	0	0	0	83.9	0	0	0	0	0	

PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614

File Name : Crosspoint at Parking Lot AM
Site Code : 00000000
Start Date : 8/29/2024
Page No : 2

Start Time	Crosspoint From North					Parking Lot From East					Crosspoint From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	6	0	6	0	0	1	0	1	23	0	0	0	23	0	0	0	0	0	30
07:45 AM	0	0	8	0	8	0	0	3	0	3	45	0	0	0	45	0	0	0	0	0	56
08:00 AM	0	0	8	0	8	0	0	0	0	0	61	0	0	0	61	0	0	0	0	0	69
08:15 AM	0	0	12	0	12	0	0	1	0	1	65	0	0	0	65	0	0	0	0	0	78
Total Volume	0	0	34	0	34	0	0	5	0	5	194	0	0	0	194	0	0	0	0	0	233
% App. Total	0	0	100	0		0	0	100	0		100	0	0	0		0	0	0	0		
PHF	.000	.000	.708	.000	.708	.000	.000	.417	.000	.417	.746	.000	.000	.000	.746	.000	.000	.000	.000	.000	.747



PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614

File Name : Crosspoint at Parking Lot PM

Site Code : 00000000

Start Date : 8/29/2024

Page No : 1

Groups Printed- Class 1

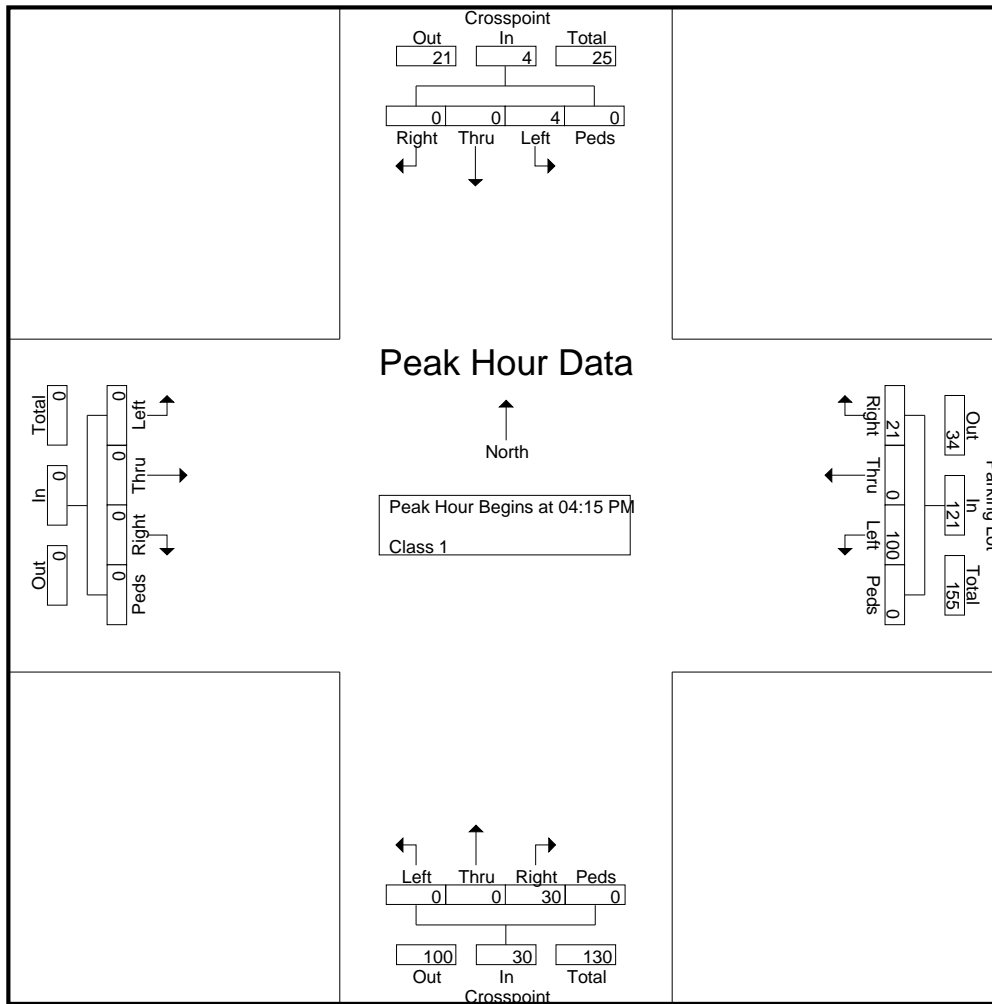
Start Time	Crosspoint From North					Parking Lot From East					Crosspoint From South					From West					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
04:00 PM	0	0	2	0	2	1	0	16	0	17	2	0	0	0	2	0	0	0	0	0	0	21
04:15 PM	0	0	1	0	1	1	0	10	0	11	4	0	0	0	4	0	0	0	0	0	0	16
04:30 PM	0	0	1	0	1	7	0	30	0	37	11	0	0	0	11	0	0	0	0	0	0	49
04:45 PM	0	0	2	0	2	4	0	20	0	24	11	0	0	0	11	0	0	0	0	0	0	37
Total	0	0	6	0	6	13	0	76	0	89	28	0	0	0	28	0	0	0	0	0	0	123
05:00 PM	0	0	0	0	0	9	0	40	0	49	4	0	0	0	4	0	0	0	0	0	0	53
05:15 PM	0	0	0	0	0	6	0	16	0	22	1	0	0	0	1	0	0	0	0	0	0	23
05:30 PM	0	0	0	0	0	3	0	20	0	23	6	0	0	0	6	0	0	0	0	0	0	29
05:45 PM	0	0	1	0	1	5	0	17	0	22	1	0	0	0	1	0	0	0	0	0	0	24
Total	0	0	1	0	1	23	0	93	0	116	12	0	0	0	12	0	0	0	0	0	0	129
Grand Total	0	0	7	0	7	36	0	169	0	205	40	0	0	0	40	0	0	0	0	0	0	252
Apprch %	0	0	100	0		17.6	0	82.4	0		100	0	0	0		0	0	0	0	0	0	
Total %	0	0	2.8	0	2.8	14.3	0	67.1	0	81.3	15.9	0	0	0	15.9	0	0	0	0	0	0	

PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614

File Name : Crosspoint at Parking Lot PM
Site Code : 00000000
Start Date : 8/29/2024
Page No : 2

Start Time	Crosspoint From North					Parking Lot From East					Crosspoint From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	1	0	1	1	0	10	0	11	4	0	0	0	4	0	0	0	0	0	16
04:30 PM	0	0	1	0	1	7	0	30	0	37	11	0	0	0	11	0	0	0	0	0	49
04:45 PM	0	0	2	0	2	4	0	20	0	24	11	0	0	0	11	0	0	0	0	0	37
05:00 PM	0	0	0	0	0	9	0	40	0	49	4	0	0	0	4	0	0	0	0	0	53
Total Volume	0	0	4	0	4	21	0	100	0	121	30	0	0	0	30	0	0	0	0	0	155
% App. Total	0	0	100	0		17.4	0	82.6	0		100	0	0	0		0	0	0	0		
PHF	.000	.000	.500	.000	.500	.583	.000	.625	.000	.617	.682	.000	.000	.000	.682	.000	.000	.000	.000	.000	.731



APPENDIX B: MISCELLANEOUS CALCULATIONS

NYSDOT - Region 5

Timing Sheet

7/19/2022 9:51:26 AM

Station : 53595 - 263 @ Crosspoint buisness complex (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
3595								

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	Modifier 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	2	2	3	3	6	6	2	2	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	0	0	0	3	10	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

NYS DOT - Region 5

Timing Sheet

7/19/2022 9:51:26 AM

Station : 53595 - 263 @ Crosspoint business complex (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					2													
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	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															
14															
15															

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								

NYSDOT - Region 5

Timing Sheet

7/19/2022 9:51:26 AM

Station : 53595 - 263 @ Crosspoint buisness complex (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	ON
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	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	ON
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	

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 : 53595 - 263 @ Crosspoint buisness complex (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

Modes+

Operational	Correct	Maximum	Force-Off	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
	SHRT/LNG	MAX 1	FLOAT	TIMED	TIMED	NO_RECYCLE	OFF	OFF	ON	OFF	OFF	0	+	ON	OFF
															OFF
															OFF
															OFF
															OFF
															OFF
															OFF
															OFF
															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	endgrm	endgrm	endgrm	endgrm	endgrm	endgrm	endgrm	endgrm	endgrm	endgrm	endgrm	endgrm	endgrm	endgrm	endgrm	endgrm

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	endgrm	endgrm	endgrm	endgrm	endgrm	endgrm	endgrm	endgrm	beggrm	beggrm	beggrm	beggrm	beggrm	beggrm	beggrm	beggrm

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																

NYSDOT - Region 5

Timing Sheet

7/19/2022 9:51:26 AM

Station : 53595 - 263 @ Crosspoint buisness complex (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																

NYS DOT - Region 5

Timing Sheet

7/19/2022 9:51:26 AM

Station : 53595 - 263 @ Crosspoint buisness complex (Standard File)

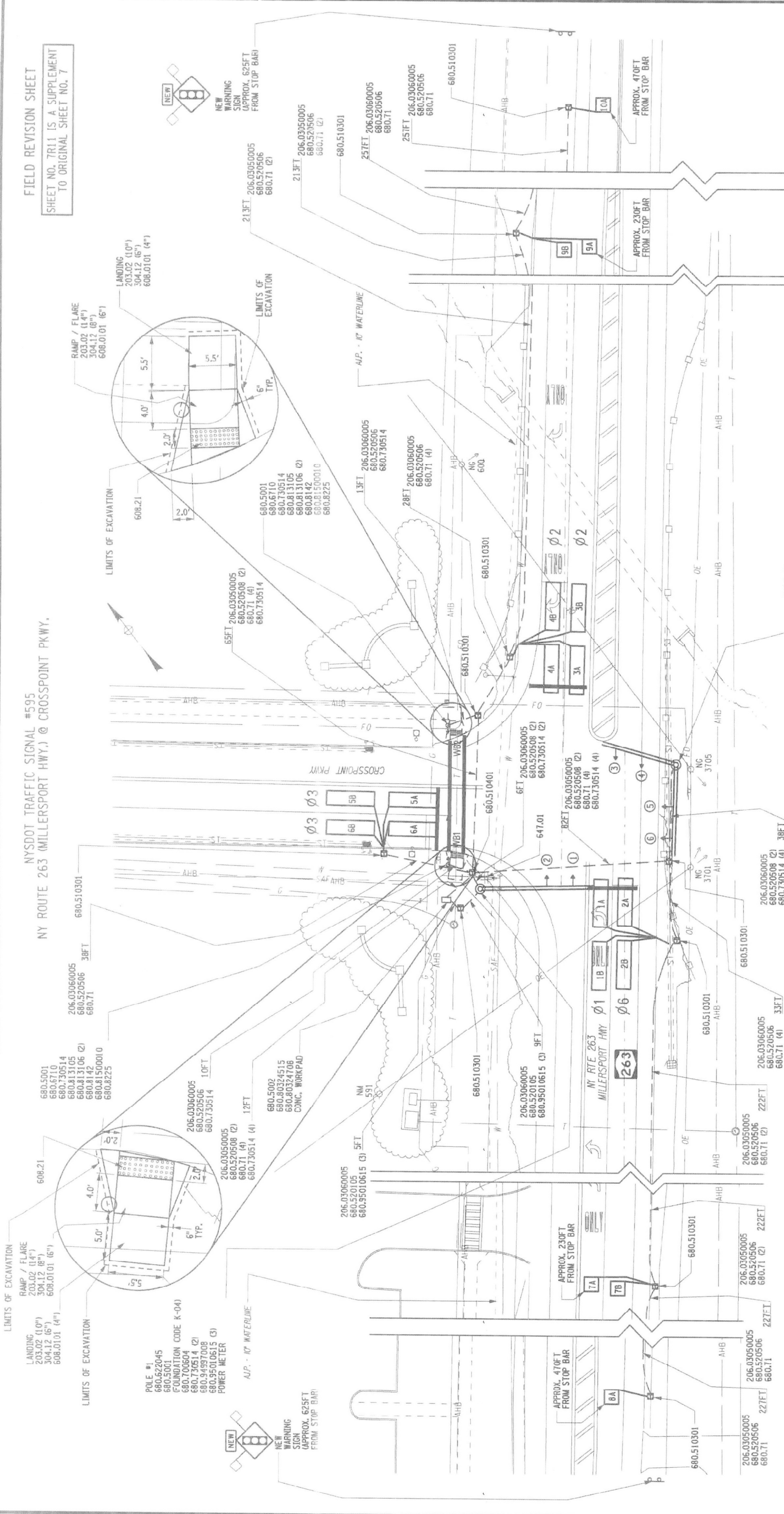
TB Coor, Action Table [4.5]

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						

FIELD REVISION SHEET

SHEET NO. 7R11 IS A SUPPLEMENT TO ORIGINAL SHEET NO. 7

NYS DOT TRAFFIC SIGNAL #595
NY ROUTE 263 (MILLERSPORT HWY.) @ CROSSPOINT PKWY.



AFFIX SEAL: 9-3-13 ON:		ALTERED BY: ON:		
		AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS: VARIOUS LOCATIONS SFY 2012/2013, REQUIREMENTS CONTRACT CATTARAUGUS, CHAUTAUGUS, ERIE, & NIAGARA COUNTIES COUNTY: VARIOUS		
SIGNAL EQUIPMENT INSTALLATION		BRIDGES	CULVERTS	ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED
PIN 5807.33 VARIOUS		CONTRACT NUMBER D262040		DRAWING NO. SIG-595-1 SHEET NO. 7R11

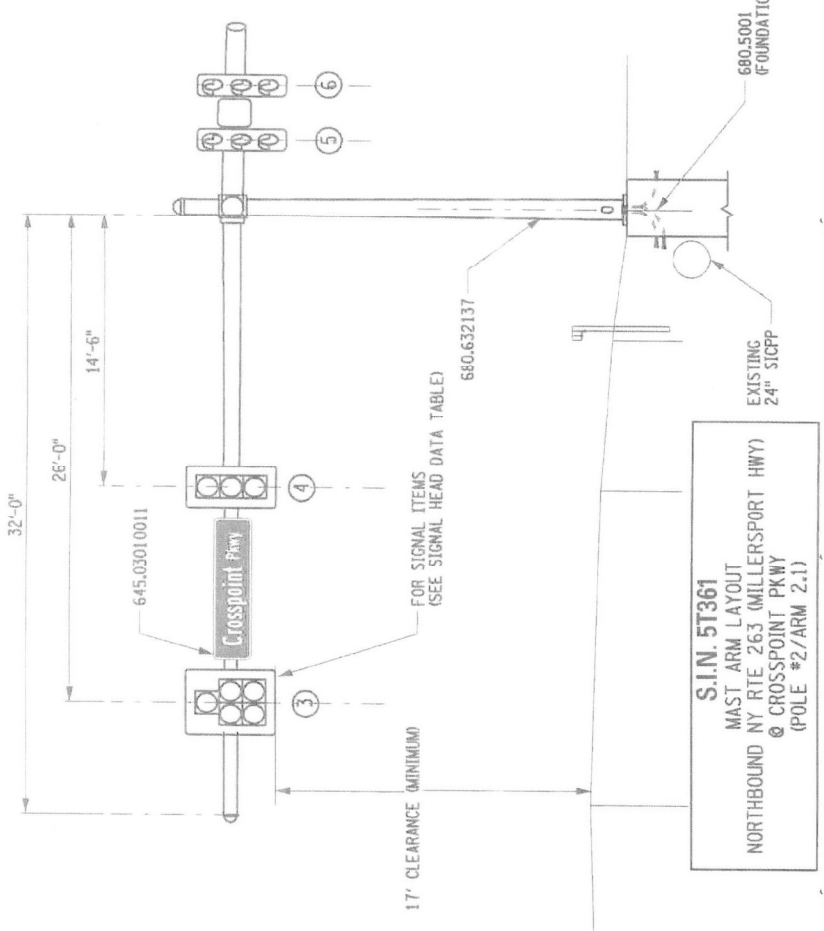
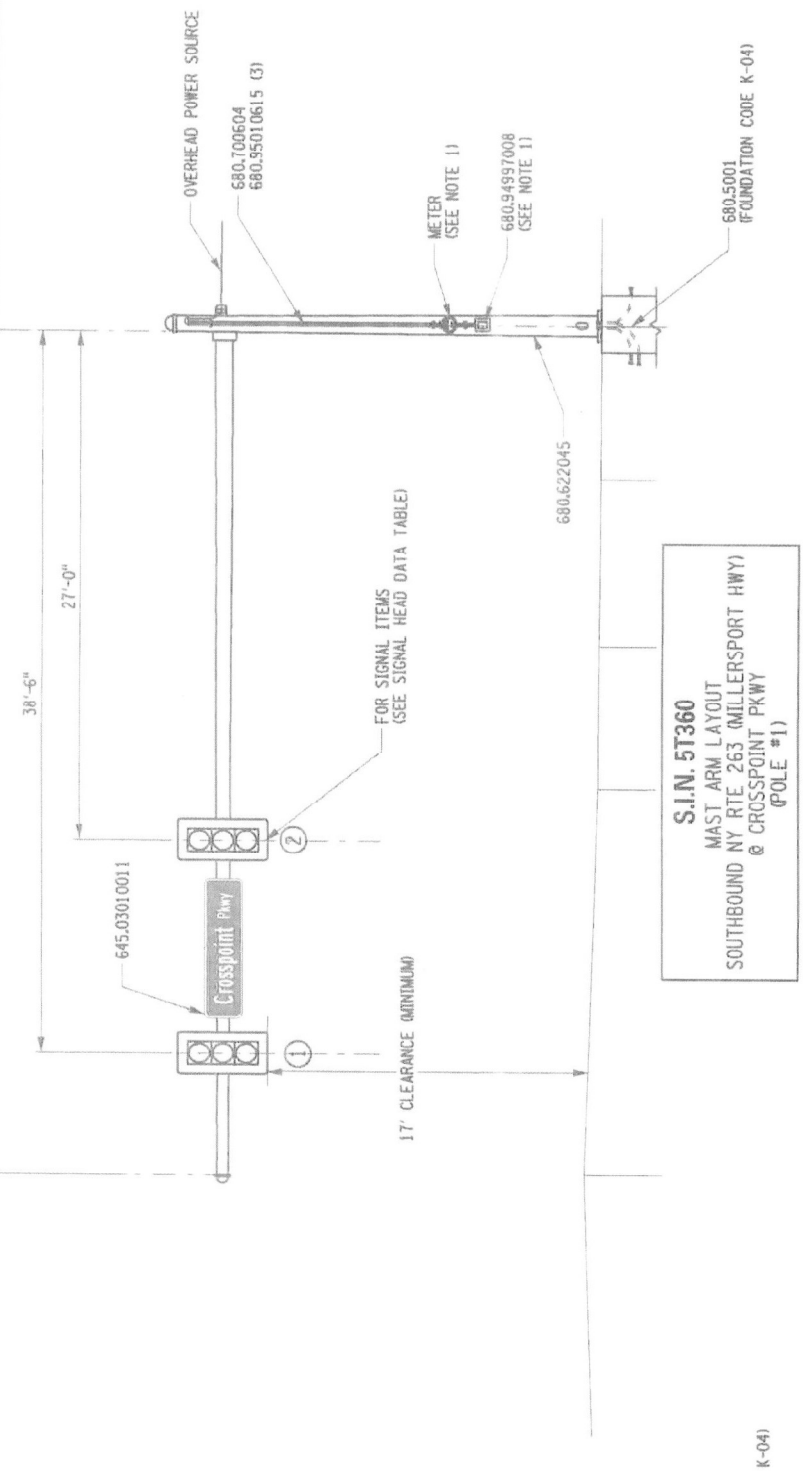
PROJECT MANAGER S. VAIDYA CHECK R. LUNZ DRAFTING K. GAWRONSKI CHECK R. LUNZ DESIGN K. GAWRONSKI JOB MANAGER R. LUNZ

1/15/13 Francis J. Deak
 IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION 05
 DOCUMENT NAME: 580733.opn.crossoverpoint_1.dgn

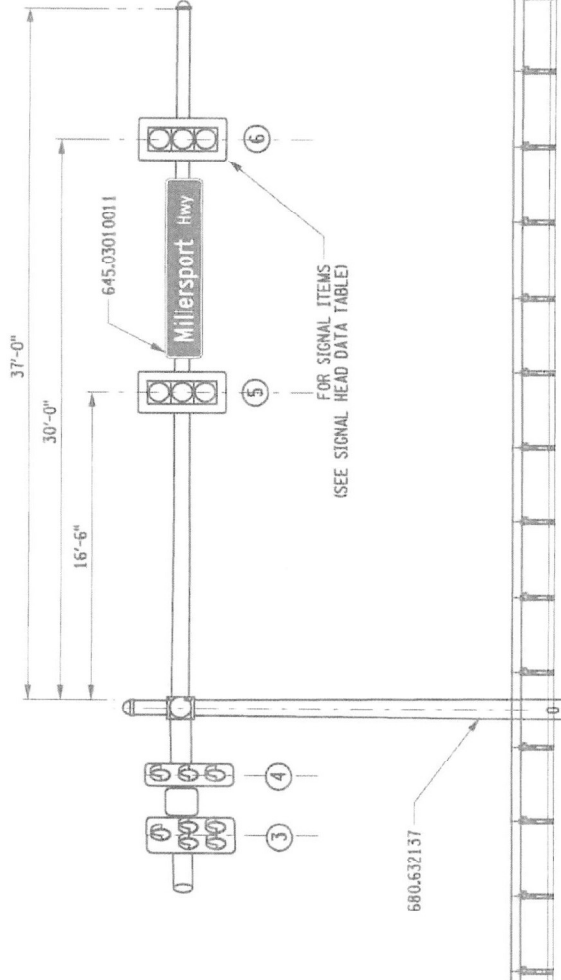
FIELD REVISION SHEET
SHEET NO. 7R12 IS A SUPPLEMENT
TO ORIGINAL SHEET NO. 7

NYS DOT TRAFFIC SIGNAL #595
NY ROUTE 263 (MILLERSPORT HWY) @ CROSSPOINT PKWY.



MAST ARM DESIGN CRITERIA:
WEIGHT OF 3 SECTION HEAD WITH BACKPLATE= 37.5 LBS
PROJECTED AREA OF 3 SECTION HEAD WITH BACKPLATE= 8.2 SF
WEIGHT OF 5 SECTION HEAD WITH BACKPLATE= 62.5 LBS
PROJECTED AREA OF 5 SECTION HEAD WITH BACKPLATE= 13.8 SF
WEIGHTS AND PROJECTED AREAS ARE BASED ON 12" SIGNAL LENSES.
WIND SPEED IS 80 MPH

NOTES:
1) METER AND DISCONNECT TRANSFER SWITCH ARE TO BE LOCATED 90 DEGREES FROM THE MAST ARM.



AFFIX SEAL: 9-3-13

ALTERED BY: ON:

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:
11/15/13 Brian S. Vadva

SIGNAL EQUIPMENT INSTALLATION VARIOUS LOCATIONS SFT 2012/2013, REQUIREMENTS CONTRACT CATTARAUGUS, CHAUTAUKUA, ERIE, & NIAGARA COUNTIES COUNTY: VARIOUS	BRIDGES	CULVERTS	ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED NEW SIGNAL 595 NY RTE 263 (MILLERSPORT HWY) @ CROSSPOINT PKWY.	CONTRACT NUMBER D262040
				DRAWING NO. SIG-595-2 SHEET NO. 7R12

NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGION 05
DOCUMENT NAME: 580733_cph_cr_osspoint_2.dgn

Station : 3289 - 263 @ N0rth French (Standard File)

Phase [1.1.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		15		15		15		15								
Min Green	3	10		6	6	10	4	6								
Passage	3	4		4	2	4	2	4								
Max1	20	40		40	20	40	20	40								
Max2																
Yellow	3.2	5	3.5	5	3.2	5	3.2	5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1.1	1	1.5	1	1.1	1	1.1	1	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
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	ON	ON								
Auto Entry																
Non Act1																
Non Act2																
Lock Call																
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
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases								Assigned Ph
	From	To	From	To	From	To	From	To	
1									
2									
3									
4									
5									
6									
7									
8									

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases								Assigned Ph
	From	To	From	To	From	To	From	To	
1									
2									
3									
4									
5									
6									
7									
8									

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										
2										
3										
4										
5										
6										
7										
8										

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										
2										
3										
4										
5										
6										
7										
8										

Prepared By

Date Implemented

Reviewed By

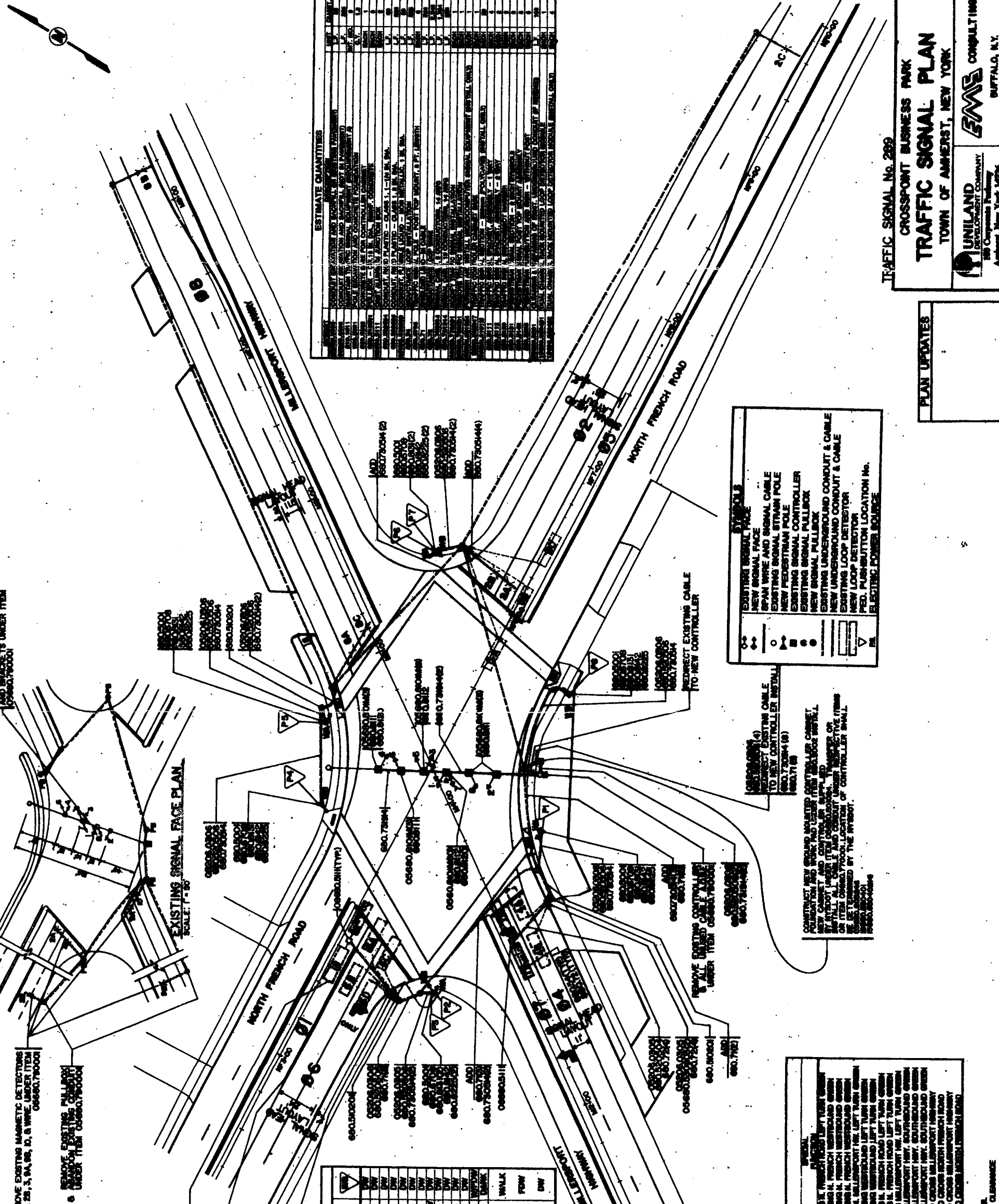
Traffic Engineer

Station : 3289 - 263 @ N0rth French (Standard File)

TB Coor, Action Table [4.5]

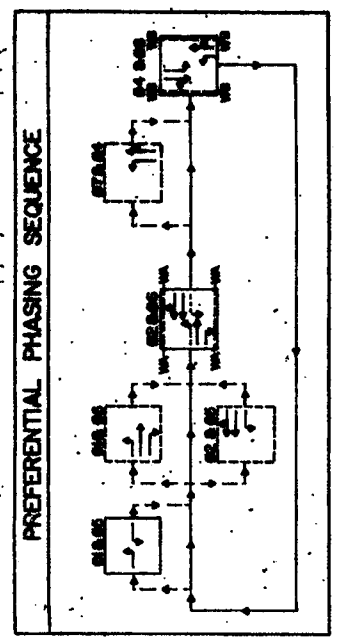
Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
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						

Permit S-17-0748



ESTIMATE QUANTITIES table with columns for item description and quantity.

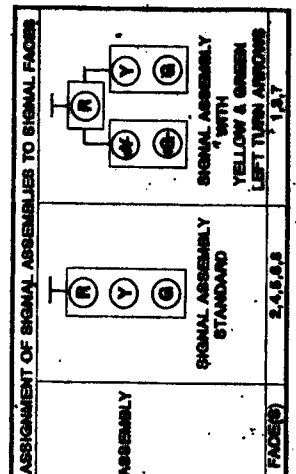
TRAFFIC SIGNAL No. 289 CROSSPOINT BUSINESS PARK TOWN OF AMHERST, NEW YORK. Includes GMS CONSULTING logo and contact information.



PREFERENTIAL PHASING SEQUENCE

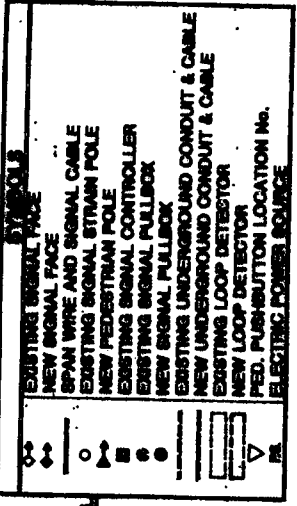
TABLE OF CLEARANCES table with columns for TO and FROM directions and clearance status.

OPERATION SCHEDULE table listing phases 1 through 9 and their corresponding signal displays.



DETECTOR DATA table listing detector locations (e.g., 2A, 2B, 3A) and their associated signal phases.

PHASE 1 + 5, 7 MAY BE CALLED BY A PEDESTRIAN... THESE SHALL BE A STEADY 'WALK' INDICATION FOLLOWED BY A FLASHING 'WALK' INDICATION... PEDESTRIAN FLASHES SHALL REMAIN A STEADY 'WALK' UNTIL THE END OF A PEDESTRIAN FLUSHATION ACTIVATION.

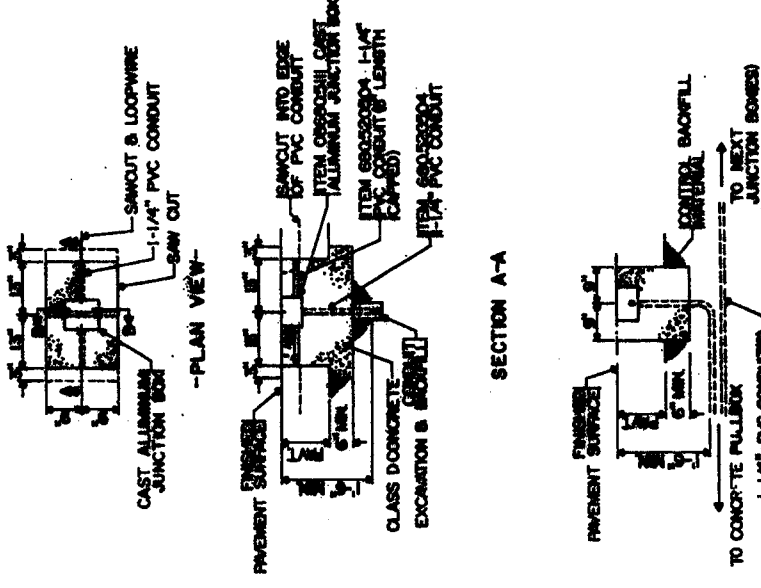


PLAN UPDATES

HYDROT SUPPLIED EQUIPMENT

ITEM	DESCRIPTION	QUANTITY	UNIT
1	CAST ALUMINUM JUNCTION BOX	1	EA
2	ITEM 605552054 1-1/4" PVC CONDUIT	10	FT
3	ITEM 605552054 1-1/4" PVC CONDUIT	10	FT

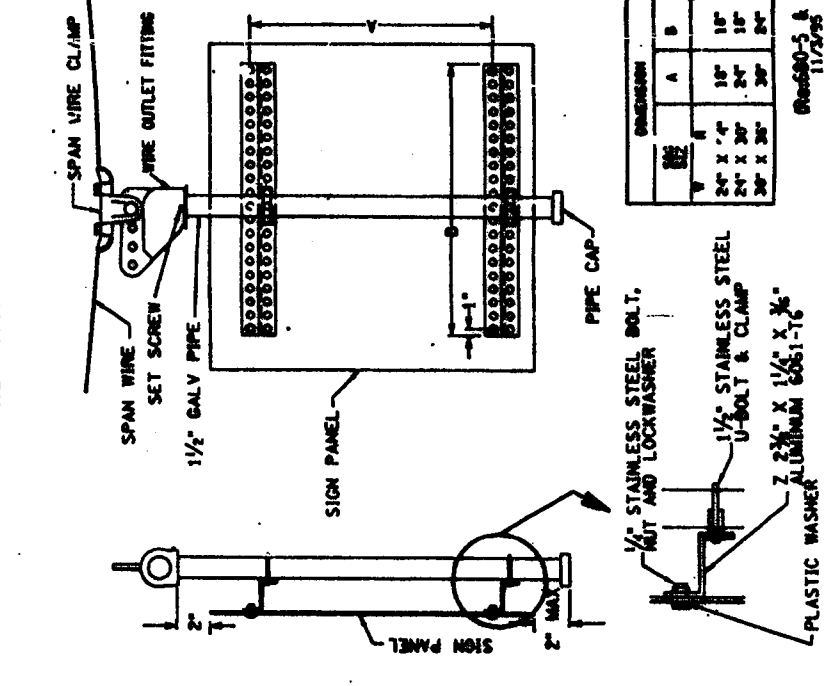
THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SECURITY OF THE EQUIPMENT AFTER PICKUP FROM THE HYDROT. ANY DAMAGE AFTER PICKUP SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.



**CAST ALUMINUM JUNCTION BOX
ITEM 605552054
DETAIL**

- THE JUNCTION BOX SHALL BE INSTALLED SO THAT IT IS FLUSH WITH THE FINISHED PAVEMENT SURFACE.
- THE JUNCTION BOX IS TO BE PREPARED FROM ABOVE USING THE INSTALLATION METHOD. THE BOX SHALL BE LOCATED IN THE TOP OF THE BOX, SEE THE DRAWING FOR THIS PURPOSE.
- THE JUNCTION BOX IS TO BE KEPT CLEAN DURING AND AFTER ANY CUTTING.
- FOR INSTALLATION PURPOSES ONLY TO BE REWORKED, THE EXCAVATION AREA FOR CONCRETE AND THE JUNCTION BOX SHALL BE BACKFILLED AS FOLLOWS:
 - IN AREAS OF CONCRETE REWORK, COMPACTIBLE FILL THE EXCAVATION AREA WITH CLASS 'D' CONCRETE.
 - IN AREAS OF ASPHALT PAVEMENT, PARTIALLY FILL THE EXCAVATION AREA WITH CLASS 'D' CONCRETE AND PLACE WITH 3-1/2" APPROXIMATE - 1 1/2" TOP, 2" THICKNESS.
- CLASS 'D' CONCRETE SHALL MEET THE REQUIREMENTS OF SECTION 601 - 2.1.5. STANDARD SPECIFICATIONS.
- AREAS OF ASPHALT PAVEMENT SHALL MEET THE REQUIREMENTS OF THESE CODES MEETING THE MINIMUM SPECIFICATIONS OF THE 708-14. AFTER THE BOX IS TO THE TOP OF THE CONCRETE AND AREAS OF EXCAVATION AREA.
- ASPHALT PAVEMENT MATERIAL SHALL MEET THE REQUIREMENTS OF THE MINERAL SPECIFICATIONS 603.1701 - ASPHALT CONCRETE.
- ASPHALT SHALL BE COMPACTED WITH A VIBRATORY ROLLER APPROVED BY THE ENGINEER.
- ALL COULD RELATED TO THE INSTALLATION OF THE JUNCTION BOX SHALL BE INCLUDED IN ITEM 60450 511, INCLUDING EXCAVATION, CONCRETE FILL, ASPHALT PAVEMENT RECONSTRUCTION, AND TRACK CORN.

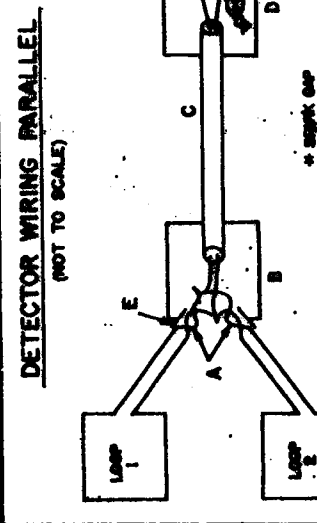
**REGION 5 ADDENDUM TO G80 SERIES STANDARD SHEETS
SIGN MOUNT ON SPAN WIRE**



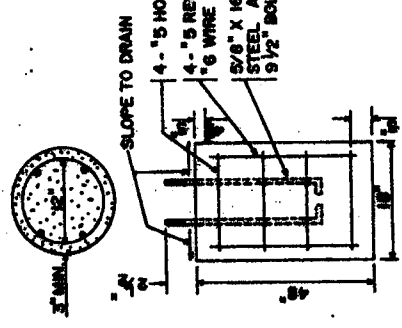
Drawn 605-5 & 6
11/2/95

**SIGNAL OPERATION SPECIFICATIONS
TABLE OF SWITCH PACKS**

SWITCH NO.	PHASE	PHASE AMPERAGE	COUNTRY	TIME
SP 1	PHASE 1	1	SP 11	14780-1-BL
SP 2	PHASE 2	1.5	SP 12	14780-1-BL
SP 3	PHASE 3	1.5	SP 13	14780-1-BL
SP 4	PHASE 4	1.5	SP 14	14780-1-BL
SP 5	PHASE 5	1.5	SP 15	14780-1-BL
SP 6	PHASE 6	1.5	SP 16	14780-1-BL
SP 7	PHASE 7	1.5	SP 17	14780-1-BL
SP 8	PHASE 8	1.5	SP 18	14780-1-BL
SP 9	PHASE 9	1.5	SP 19	14780-1-BL
SP 10	PHASE 10	1.5	SP 20	14780-1-BL
SP 11	PHASE 11	1.5	SP 21	14780-1-BL
SP 12	PHASE 12	1.5	SP 22	14780-1-BL
SP 13	PHASE 13	1.5	SP 23	14780-1-BL
SP 14	PHASE 14	1.5	SP 24	14780-1-BL
SP 15	PHASE 15	1.5	SP 25	14780-1-BL
SP 16	PHASE 16	1.5	SP 26	14780-1-BL
SP 17	PHASE 17	1.5	SP 27	14780-1-BL
SP 18	PHASE 18	1.5	SP 28	14780-1-BL
SP 19	PHASE 19	1.5	SP 29	14780-1-BL
SP 20	PHASE 20	1.5	SP 30	14780-1-BL



TWO ROAD LOOPS WITH LOCATED ADJACENT TO EACH OTHER. THESE ENCAPSULATED LOOP AND LOOP LEAD-IN WIRES (TWISTED PAIR) ARE CONNECTED IN PARALLEL WITHIN THE COMMON JUNCTION BOX AND THEN PROCESSED THROUGH THE SHIELDED LEAD-IN CABLE WHICH IN TURN GOES TO THE TERMINAL. THE CONDUCTORS OF PAIR 2 MAY BE EXPANDED TO ACCOMMODATE ADDITIONAL LOOPS (UP TO 4) OF THE SAME PHASE.



**PEDESTRIAN SIGNAL & PUSHBUTTON
STATION FOUNDATION**
(VOL. 0.5 CT)
(NOT TO SCALE)

POLE DATA TABLE

ITEM NUMBER	POLE LOCATION (PLAN VIEW)	TYPE	QUANTITY	SPAN	PER LENGTH OF SPAN	LENGTH OF SPAN OR FROM POLE BASE	SPAN POINT OF ATTACHMENT AT GROUND	FOUND. CODE	MT. QUANT.
1	1-1/4\"/>								

SIGNAL POLE AT MILLBURY HIGHWAY AND NORTH BRIDGE ROAD

**CROSSPOINT BUSINESS PARK
DETAILS & TABLES**
TOWN OF AMHERST, NEW YORK

UNILAND DEVELOPMENT COMPANY
300 Crosspoint Parkway
Amherst, New York 14226

GMB CORP
BUFFALO, NY

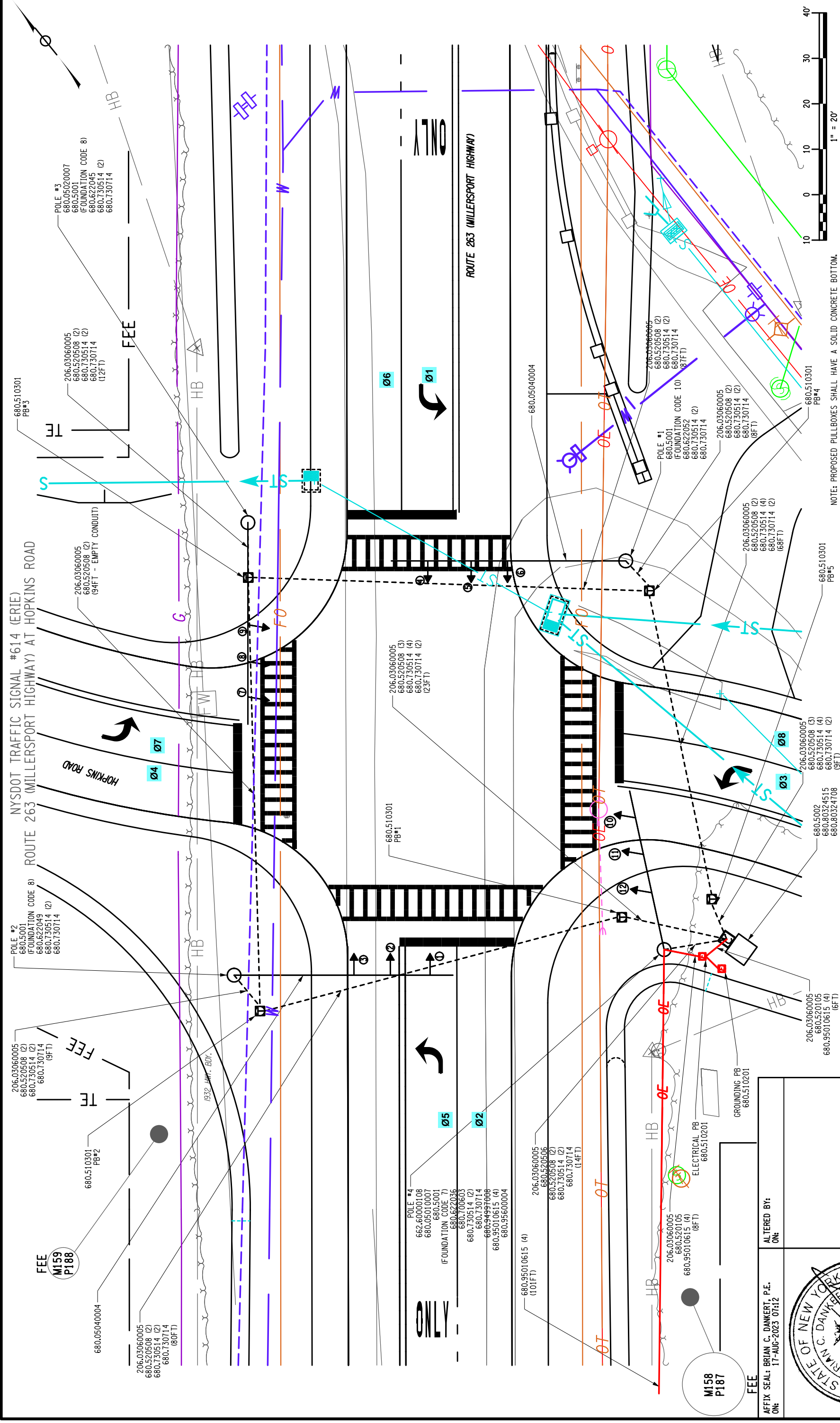
TS-3 NONE SEPT '97 SHEET 12

PLAN UPDATES

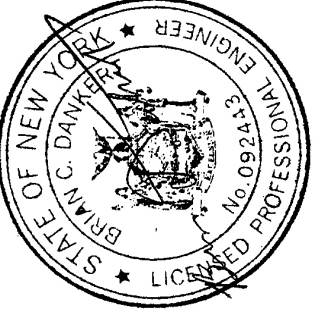
NOTES:
1. REFER TO INSTALLATION DETAILS FOR CAST ALUMINUM JUNCTION BOX.
2. LOOP SEES ARE SHOWN IN THE DETECTOR DATA TABLE.

LOOP DETECTOR INSTALLATION DETAIL
(NOT TO SCALE)

Phase	1	2	3	4	5	6	7	8
Min Green (s)	3	10	3	6	3	10	3	6
Gap/Extension (s)	1.5	1.3	1.5	1.3	1.5	1.3	1.5	1.3
Max Green Time (s)	25	40	20	30	25	40	20	30
Yellow Clearance	5	5	3.9	3.9	5	5	3.9	3.9
Red Clearance	1.3	1.4	1.8	1.8	1.4	1.3	1.8	1.8



AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:		INTERSECTION IMPROVEMENT PROJECT SH 1949, NY RTE 263 - MILLERSPORT HWY AT HOPKINS RD TOWN OF AMHERST		PIN 5568.15 UTILITY QUALITY LEVEL D		BRIDGES BRIDGES		CULVERTS CULVERTS		ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED TRAFFIC SIGNAL #614 (ERIE) PLAN		CONTRACT NUMBER D265123	
REGION: 05		COUNTY: ERIE		REGION: 05		COUNTY: ERIE		REGION: 05		COUNTY: ERIE		DRAWING NO. TSP-1 SHEET NO. 62	



AFFIX SEAL: BRIAN C. DANKERT, P.E.
 ON: 17-AUG-2023 07:12

ALTERED BY:
 ON:

FEE
 M158
 P187

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY, IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

FILE NAME = 556815.CPH_TSP_1.dgn
 DATE/TIME = 17-AUG-2023 07:12
 USER = kgorecki

PROJECT MANAGER ROBERT SCHALLER
 CHECK BRIAN DANKERT
 DRAFTING KEITH GORECKI
 CHECK BRIAN DANKERT
 DESIGN KEITH GORECKI
 JOB MANAGER ROBERT AMBROSE
 DESIGN SUPERVISOR ROBERT SCHALLER

3750 Millersport Hwy Parking Expansion, Town of Amherst, NY

Documentation of Ambient Traffic Volume Growth

Roadway	Segment starts at	Segment end at	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Annual Growth
NY-263	N French Rd	I-990		7,905	8,169			7,022			7,320		-1.81%
N French Rd	Millersport Hwy	Hopkins Rd		17,742				18,817			18,960		0.95%
N French Rd	I-990	Millersport Hwy		20,611								23,654	1.74%
NY-263	Dodge Rd	French Rd	9,762			10,225	9,900		9,619		9,080		-2.35%
Hopkins Rd	N French Rd	Millersport Hwy			2,840			3,213			3,784		5.60%
Hopkins Rd	Millersport Hwy	Schoelles Rd		21,085	940						1,114		2.87%
NY-263	I-990	Transit Rd				21,812				22,592			1.16%
												AVERAGE	1.17%

Intersection Crash Rate Calculations	
3750 Millersport Parking Lot Expansion	
Intersection #1:	N French Rd at Crosspoint Pkwy
Number of Crashes:	9
Number of Injuries:	3
Number of Fatalities:	0
Start Date:	January 31, 2019
End Date:	December 31, 2023
Number of Years:	5
Intersection Type:	3 Legged
Area Type:	Urban
Control Type:	Signal w/ Left Turn 5 or More Lanes

Type	Direction					Totals
	Northbound	Southbound	Eastbound	Westbound	Unknown	
Left turn						0
Rear-end		1	3	2		6
Overtaking						0
Right Angle				1		1
Right Turn						0
Head On						0
Side-swipe			1	1		2
Fixed Object						0
Backing						0
Other						0
Bike/Ped						0
Animal						0
Totals	0	1	4	4	0	9

PDO	6
Injury	3
Injury + PDO	
Fatal	
NR	
Total	9

Intersection Crash Rate Calculations	
3750 Millersport Parking Lot Expansion	
Intersection #2:	N French Rd at Millersport Hwy
Number of Crashes:	11
Number of Injuries:	8
Number of Fatalities:	0
Start Date:	January 31, 2019
End Date:	December 31, 2023
Number of Years:	5
Intersection Type:	4 Legged
Area Type:	Urban
Control Type:	Signal w/ Left Turn 5 or More Lanes

Type	Direction					Totals
	Northbound	Southbound	Eastbound	Westbound	Unknown	
Left turn			1			1
Rear-end		1	1			2
Overtaking						0
Right Angle		2	4		1	7
Right Turn						0
Head On						0
Side-swipe						0
Fixed Object						0
Backing						0
Other						0
Bike/Ped						0
Animal				1		1
Totals	0	3	6	1	1	11

PDO	3
Injury	8
Injury + PDO	
Fatal	
NR	
Total	11

Intersection Crash Rate Calculations	
3750 Millersport Parking Lot Expansion	
Intersection #3:	Millersport Hwy at Crosspoint Pkwy
Number of Crashes:	4
Number of Injuries:	0
Number of Fatalities:	0
ADT:	0
Start Date:	January 31, 2019
End Date:	December 31, 2023
Number of Years:	5
Intersection Type:	3 Legged
Area Type:	Urban
Control Type:	Signal 1-4 Lanes

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

PDO	4
Injury	
Injury + PDO	
Fatal	
NR	
Total	4

Intersection Crash Rate Calculations	
3750 Millersport Parking Lot Expansion	
Intersection #4:	Millersport Hwy at Hopkins Rd
Number of Crashes:	0
Number of Injuries:	0
Number of Fatalities:	0
Start Date:	January 31, 2019
End Date:	December 31, 2023
Number of Years:	5
Intersection Type:	4 Legged
Area Type:	Urban
Control Type:	Sign 1-3 Lanes

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

PDO	
Injury	
Injury + PDO	
Fatal	
NR	
Total	0

Intersection Crash Rate Calculations	
3750 Millersport Parking Lot Expansion	
Intersection #5:	Millersport Hwy at I-990 Exit Ramp
Number of Crashes:	17
Number of Injuries:	6
Number of Fatalities:	0
Start Date:	January 31, 2019
End Date:	December 31, 2023
Number of Years:	5
Intersection Type:	3 Legged
Area Type:	Urban
Control Type:	Signal 1-4 Lanes

Type	Direction					Totals
	Northbound	Southbound	Eastbound	Westbound	Unknown	
Left turn						0
Rear-end	3	2	4			9
Overtaking						0
Right Angle		1				1
Right Turn						0
Head On						0
Side-swipe			3			3
Fixed Object			3			3
Backing						0
Other						0
Bike/Ped						0
Animal		1				1
Totals	3	4	10	0	0	17

PDO	11
Injury	6
Injury + PDO	
Fatal	
NR	
Total	17

Intersection Crash Rate Calculations	
3750 Millersport Parking Lot Expansion	
Intersection #6:	Millersport Hwy at I-990 Entrance Ramp
Number of Crashes:	8
Number of Injuries:	4
Number of Fatalities:	0
Start Date:	January 31, 2019
End Date:	December 31, 2023
Number of Years:	5
Intersection Type:	3 Legged
Area Type:	Urban
Control Type:	Sign 1-3 Lanes

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

PDO	4
Injury	4
Injury + PDO	
Fatal	
NR	
Total	8

Intersection Crash Rate Calculations

3750 Millersport Parking Lot Expansion

Intersection #7: Crosspoint Pkwy at Existing East Site Dwy

Number of Crashes: 0
Number of Injuries: 0
Number of Fatalities: 0

Start Date: January 31, 2019
End Date: December 31, 2023
Number of Years: 5

Intersection Type: 3 Legged
Area Type: Urban
Control Type: Sign 1-3 Lanes

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

PDO	
Injury	
Injury + PDO	
Fatal	
NR	
Total	0

Safety Performance Function (SPF) Parameters for Intersections, Ramps, and Segments

The table below is a list of the parameters used by CLEAR Safety to calculate SPFs for each facility type. There is more information in NYSOT's "HSP Procedures and Techniques" (also called 'The Red Book').

NOTES: TT (‡) = Major Road is Two-Way, Minor Road is One-Way • TO (‡) = Major Road is Two-Way, Minor Road is Two-Way • OT (‡) = Major Road is One-Way, Minor Road is Two-Way • OO (‡) = Major Road is One-Way, Minor Road is One-Way

Screen Type	Facility Type	Description	Area Type	Directional/Bifurcations	Number of Lanes	Median Type	Access	Major Road Operation	Minor Road Operation	Number of Approaches	Traffic Control	Ramp Type (Entrance/Exit)	Year	Severity	Long-Term Calibration Factor (CA)	Long-Term Functional Form Adjustment Factor (CB)	Constant (BC)	Coefficient for Major Road AADT (B1)	Coefficient for Road AADT (B2: Intersections only)	Coefficient for Minor Road AADT (B2: Intersections only)	Coefficient for Heart Functional Form (B2: segments and ramps only)	Coefficient for Segment Length (BL)	Overdispersion Parameter A (‡1)	Overdispersion Parameter B (‡2)	Overdispersion Parameter C (‡3)	AAOT Presence (2 = major and minor, 1 = major only, 0 = not available)
Int	22	Urban 3-Leg Signalized	Urban	N/A	N/A	N/A	N/A	All	All	3	Signal	N/A	*	Total Crashes	1.0000	1.0000	-8.6580	0.7010	0.3560	0.0000	0.0000	0	0.5200	0.0000	0.0000	2
Int	22	Urban 3-Leg Signalized	Urban	N/A	N/A	N/A	N/A	All	All	3	Signal	N/A	*	Fatal and Injury Crashes	1.0000	1.0000	-9.4900	0.7000	0.3230	0.0000	0.0000	0	0.4795	0.0000	0.0000	2
Int	109	Urban 3-Leg Signalized TT (‡)	Urban	N/A	N/A	N/A	N/A	2-way	2-way	3	Signal	N/A	*	Total Crashes	1.0000	1.0000	-8.6580	0.7010	0.3560	0.0000	0.0000	0	0.5200	0.0000	0.0000	2
Int	109	Urban 3-Leg Signalized TT (‡)	Urban	N/A	N/A	N/A	N/A	2-way	2-way	3	Signal	N/A	*	Total Crashes	1.0000	1.0000	-8.6580	0.7010	0.3560	0.0000	0.0000	0	0.5200	0.0000	0.0000	2
Int	109	Urban 3-Leg Signalized TT (‡)	Urban	N/A	N/A	N/A	N/A	2-way	2-way	3	Signal	N/A	*	Fatal and Injury Crashes	1.0000	1.0000	-9.4900	0.7000	0.3230	0.0000	0.0000	0	0.4795	0.0000	0.0000	2
Int	109	Urban 3-Leg Signalized TT (‡)	Urban	N/A	N/A	N/A	N/A	2-way	2-way	3	Signal	N/A	*	Fatal and Injury Crashes	1.0000	1.0000	-9.4900	0.7000	0.3230	0.0000	0.0000	0	0.4795	0.0000	0.0000	2
Int	86	Urban 3-Leg Two-Way Stop-Controlled TT (‡)	Urban	N/A	N/A	N/A	N/A	2-way	2-way	3	Minor Road Stop	N/A	*	Total Crashes	1.0000	1.0000	-8.1720	0.5760	0.3920	0.0000	0.0000	0	0.6603	0.0000	0.0000	2
Int	86	Urban 3-Leg Two-Way Stop-Controlled TT (‡)	Urban	N/A	N/A	N/A	N/A	2-way	2-way	3	Minor Road Stop	N/A	*	Fatal and Injury Crashes	1.0000	1.0000	-11.4600	0.7760	0.4190	0.0000	0.0000	0	0.8090	0.0000	0.0000	2
Int	111	Urban 4-Leg Signalized TT (‡)	Urban	N/A	N/A	N/A	N/A	2-way	2-way	4	Signal	N/A	*	Total Crashes	1.0000	1.0000	-7.6010	0.5890	0.4510	0.0000	0.0000	0	0.3900	0.0000	0.0000	2
Int	111	Urban 4-Leg Signalized TT (‡)	Urban	N/A	N/A	N/A	N/A	2-way	2-way	4	Signal	N/A	*	Total Crashes	1.0000	1.0000	-8.8040	0.5690	0.4650	0.0000	0.0000	0	0.3400	0.0000	0.0000	2
Int	88	Urban 4-Leg Two-Way Stop-Controlled TT (‡)	Urban	N/A	N/A	N/A	N/A	2-way	2-way	4	Minor Road Stop	N/A	*	Total Crashes	1.0000	1.0000	-7.1220	0.4840	0.4290	0.0000	0.0000	0	0.5904	0.0000	0.0000	2
Int	88	Urban 4-Leg Two-Way Stop-Controlled TT (‡)	Urban	N/A	N/A	N/A	N/A	2-way	2-way	4	Minor Road Stop	N/A	*	Fatal and Injury Crashes	1.0000	1.0000	-8.6370	0.5060	0.4730	0.0000	0.0000	0	0.8496	0.0000	0.0000	2
Int	86	Urban 3-Leg Two-Way Stop-Controlled TT (‡)	Urban	N/A	N/A	N/A	N/A	2-way	2-way	3	Minor Road Stop	N/A	*	Total Crashes	1.0000	1.0000	-8.1720	0.5760	0.3920	0.0000	0.0000	0	0.6603	0.0000	0.0000	2
Int	86	Urban 3-Leg Two-Way Stop-Controlled TT (‡)	Urban	N/A	N/A	N/A	N/A	2-way	2-way	3	Minor Road Stop	N/A	*	Fatal and Injury Crashes	1.0000	1.0000	-11.4600	0.7760	0.4190	0.0000	0.0000	0	0.8090	0.0000	0.0000	2

For intersections: $SPF = CA * (MajorAADT^{B1} * MinorAADT^{B2} * exp(BC))^{CBDispersion parameter} = D1$

For segments and ramps: $SPF = CA * (AADT^{B1} * Length^{BL} * exp(BC+B2*AADT))^{CBDispersion parameter} = D1 * Length^{D2} * exp(D3)$

Major Road AADT (veh/day)	Minor Road AADT (veh/day)	Segment Length (miles)	SPF Prediction (crashes/year)	Dispersion Parameter	Observed Crashes (over study period)	Study Period (years)	Predicted Crashes (over study period)	EB weight (w)	Expected Crashes (over study period)	Expected Crashes (crashes/year)	Excess Expected Crashes (crashes/year)	1.5 Sigma	LOSS 1/2	LOSS 3/4	Basic LOSS	Alpha	Beta	10th	90th	Advanced LOSS
7958	14821	N/A	2.8786	0.5200	17	5	14.3928	0.1179	16.6927	3.3385	0.4600	3.1136	-0.2351	5.9922	3	1.9231	1.4968	0.7371	5.6504	3
7958	14821	N/A	0.9043	0.4795	6	5	4.5214	0.3157	5.5333	1.1067	0.2024	0.9393	-0.0350	1.8435	3	2.0855	0.4336	0.2500	1.7415	3
17705	4737	N/A	3.3595	0.5200	9	5	16.7974	0.1027	9.8010	1.9602	-1.3993	3.6338	-0.2744	6.9933	2	1.9231	1.7469	0.8602	6.5945	2
7105	3095	N/A	1.5223	0.5200	4	5	7.6115	0.2017	4.7284	0.9457	-0.5766	1.6466	-0.1243	3.1689	2	1.9231	0.7916	0.3898	2.9882	2
17705	4737	N/A	1.0950	0.4795	3	5	5.4748	0.2758	3.6827	0.7365	-0.3584	1.1373	-0.0424	2.2323	2	2.0855	0.5250	0.3027	2.1088	2
7105	3095	N/A	0.5036	0.4795	0	5	2.5182	0.4530	1.1408	0.2282	-0.2755	0.5231	-0.0195	1.0268	2	2.0855	0.2415	0.1392	0.9700	2
30547	13705	N/A	4.5284	0.6603	8	5	22.6420	0.0627	8.9179	1.7836	-2.7448	5.5197	-0.9914	10.0481	2	1.5144	2.9903	0.8925	9.4143	2
30547	13705	N/A	1.7245	0.8090	4	5	8.6227	0.1254	4.5796	0.9159	-0.8086	2.3266	-0.6021	4.0512	2	1.2361	1.3951	0.2584	3.7684	2
15863	6421	N/A	4.7881	0.3900	11	5	23.9406	0.0967	12.2519	2.4504	-2.3377	4.4853	0.3028	9.2734	2	2.5641	1.8674	1.5724	8.7946	2
15863	6421	N/A	1.9904	0.3400	8	5	9.9522	0.2281	8.4453	1.6891	-0.3014	1.7409	0.2495	3.7314	2	2.9412	0.6768	0.7215	3.5465	2
7947	2316	N/A	1.7303	0.5904	0	5	8.6516	0.1637	1.4165	0.2833	-1.4470	1.9943	-0.2639	3.7246	2	1.6938	1.0215	0.3883	3.5010	2
7947	2316	N/A	0.6517	0.8496	0	5	3.2583	0.2654	0.8647	0.1729	-0.4787	0.9010	-0.2493	1.5527	2	1.1770	0.5536	0.0906	1.4413	2
4663	2453	N/A	0.7814	0.6603	0	5	3.9069	0.2793	1.0913	0.2183	-0.5631	0.9524	-0.1711	1.7338	2	1.5144	0.5160	0.1540	1.6244	2
4663	2453	N/A	0.1951	0.8090	0	5	0.9753	0.5590	0.5452	0.1090	-0.0860	0.2632	-0.0681	0.4582	2	1.2361	0.1578	0.0292	0.4262	2

PROJECT: 3750 Millersport Hwy Parking Expansion
LOCATION: Town of Amherst, New York
PEAK HOUR: AM Peak

Figure Number: 3 4 5 6 7
 Num of yrs

LOCATION NUMBER	INTERSECTION DESCRIPTION	2024 Existing	2025 Bkgd Vol 1.50%	50 Crosspoint Pkwy	3315 Millersport Hwy	2025 Background Volumes	Parking Lot Expansion				Total Site Trips	Full Build Volumes
							Enter Dist. %	Exit Dist. %	Trips IN 225	Trips OUT 31		
1	N French Rd/ Crosspoint Pkwy											
	SR	60	61	33		94		15%		5	5	99
	ST											
	SL	30	30	23	1	54						54
	WR	105	107	7	2	116						116
	WT	554	562		18	580		5%		1	1	581
	WL											
2	N French Rd/ Millersport Hwy											
	SR	20	20			20		5%		1	1	21
	ST	178	181			181		10%		3	3	184
	SL	13	13		1	14		7%		2	2	16
	WR	35	36		2	38	14%		32		32	70
	WT	593	602	6	7	615						615
	WL	154	156			156						156
3	Millersport Hwy/ Crosspoint Pkwy											
	SR	255	259			259	30%		68		68	327
	ST	192	195		1	196						196
	SL											
	WR											
	WT											
	WL											
4	Millersport Hwy/ Hopkins Rd											
	SR	28	28			28						28
	ST	15	15			15		8%		2	2	17
	SL	1	1			1		21%		7	7	8
	WR	2	2			2	21%		47		47	49
	WT	385	391		1	392	27%		61		61	453
	WL	121	123			123						123
5	NR	63	64			64						64
	NT	7	7			7	4%		9		9	16
	NL	36	37			37	3%		7		7	44
	ER	8	8			8		6%		2	2	10
	ET	100	101	2	2	105		27%		8	8	113
	EL	5	5			5						5

PROJECT: 3750 Millersport Hwy Parking Expansion
LOCATION: Town of Amherst, New York
PEAK HOUR: AM Peak

Figure Number: 3 4 5 6 7
 Num of yrs

LOCATION NUMBER	INTERSECTION DESCRIPTION	2024 Existing	2025 Bkgd Vol 1.50%	50 Crosspoint Pkwy	3315 Millersport Hwy	2025 Background Volumes	Parking Lot Expansion				Total Site Trips	Full Build Volumes
							Enter Dist. %	Exit Dist. %	Trips IN 225	Trips OUT 31		
5	Millersport Hwy/ I-990 Exit Ramp											
	SR ST SL	420	426		1	427	20%		45		45	472
	WR WT WL											
	NR NT NL	166	168	2	2	172		48%		15	15	187
	ER ET EL	89 525	90 533			90 533	28%		63		63	153 533
6	Millersport Hwy/ I-990 Entrance Ramp											
	SR ST SL	1272 429	1291 435		1	1291 436	20%		45		45	1291 481
	WR WT WL											
	NR NT NL	670 30	680 30	2	2	684 30		20% 28%		6 9	6 9	690 39
	ER ET EL											
7	Crosspoint Pkwy/ Existing Driveway											
	SR ST SL	5	5			5		15% 55%		5 17	5 17	5 22
	WR WT WL	194 198	197 201		1	197 202	59%		133		133	330 202
	NR NT NL											
	ER ET EL	46 34	47 35			47 35	15%		34		34	47 69
8	Hopkins Rd Existing Driveway											
	SR ST SL						1%		2		2	2
	WR WT WL											
	NR NT NL						25%		56		56	56
	ER ET EL							29% 1%		9 0	9 0	9 0

PROJECT: 3750 Millersport Hwy Parking Expansion
LOCATION: Town of Amherst, New York
PEAK HOUR: PM Peak

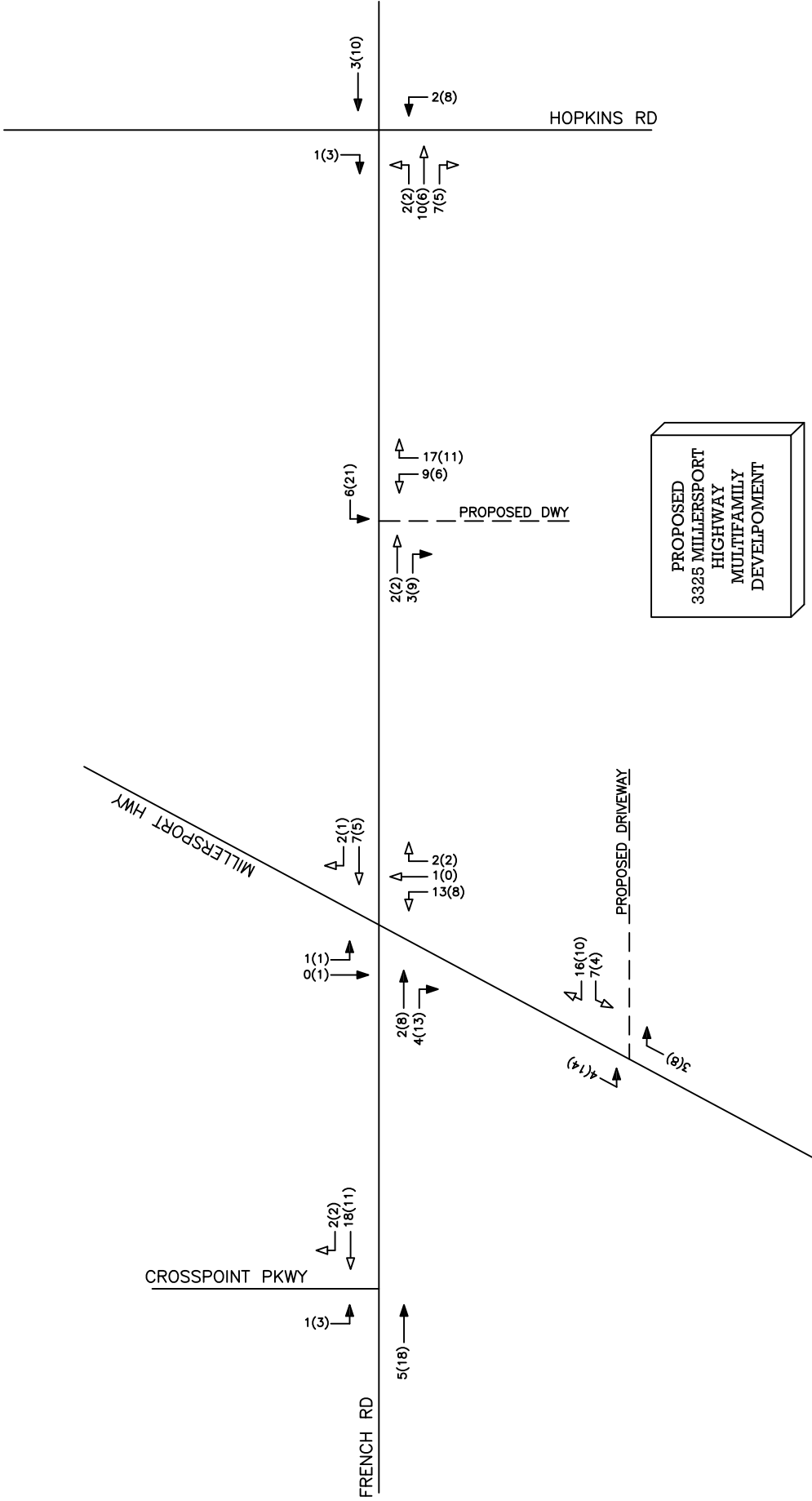
Figure Number: 3 4 5 6 7
 Num of yrs

LOCATION NUMBER	INTERSECTION DESCRIPTION	2024 Existing	2025 Bkgd Vol 1.50%	50 Crosspoint Pkwy	3315 Millersport Hwy	2025 Background Volumes	Parking Lot Expansion				Total Site Trips	Full Build Volumes
							Enter Dist. %	Exit Dist. %	Trips IN 41	Trips OUT 198		
1	N French Rd/ Crosspoint Pkwy											
	SR	350	355	21		376		15%		30	30	406
	ST											
	SL	100	101	14	3	118						118
	WR	43	44	24	2	70						70
	WT	572	581		11	592		5%		10	10	602
	WL											
2	N French Rd/ Millersport Hwy											
	SR	42	43	2		45		5%		10	10	55
	ST	163	165		1	166		10%		20	20	186
	SL	17	17		1	18		7%		14	14	32
	WR	10	10		1	11	14%		6		6	17
	WT	545	553	21	5	579						579
	WL	60	61			61						61
3	Millersport Hwy/ Crosspoint Pkwy											
	SR	44	45			45	30%		12		12	57
	ST	142	144	2	2	148						148
	SL											
	WR											
	WT											
	WL											
4	Millersport Hwy/ Hopkins Rd											
	SR	14	14			14						14
	ST	23	23			23		8%		16	16	39
	SL	1	1			1		21%		41	41	42
	WR	7	7			7	21%		8		8	15
	WT	160	162	2	2	166	27%		11		11	177
	WL	94	95			95						95
5	NR	145	147			147						147
	NT	23	23			23	4%		2		2	25
	NL	14	14			14	3%		1		1	15
	ER	80	81			81		6%		12	12	93
	ET	392	398	1	1	400		27%		53	53	453
	EL	22	22			22						22

PROJECT: 3750 Millersport Hwy Parking Expansion
LOCATION: Town of Amherst, New York
PEAK HOUR: PM Peak

Figure Number: 3 4 5 6 7
 Num of yrs

LOCATION NUMBER	INTERSECTION DESCRIPTION	2024 Existing	2025 Bkgd Vol 1.50%	50 Crosspoint Pkwy	3315 Millersport Hwy	2025 Background Volumes	Parking Lot Expansion				Total Site Trips	Full Build Volumes
							Enter Dist. %	Exit Dist. %	Trips IN 41	Trips OUT 198		
5	Millersport Hwy/ I-990 Exit Ramp											
	SR ST SL	212	215	2	2	219	20%		8		8	227
	WR WT WL											
	NR NT NL	544	552	1	1	554		48%		94	94	648
	ER ET EL	48	49			49	28%		11		11	60
		1360	1380			1380						1380
6	Millersport Hwy/ I-990 Entrance Ramp											
	SR ST SL	802	814	2	2	814	20%		8		8	814
	WR WT WL											
	NR NT NL	1845	1873	1	1	1875		20%		39	39	1914
	ER ET EL	63	64			64	28%			55	55	119
7	Crosspoint Pkwy/ Existing Driveway											
	SR ST SL	21	21			21		15%		30	30	51
	WR WT WL	100	101			101		55%		109	109	210
	NR NT NL	30	30			30	59%		24		24	54
	ER ET EL	41	42			42					42	42
8	Hopkins Rd Existing Driveway											
	SR ST SL						1%		1		1	1
	WR WT WL											
	NR NT NL						25%		10		10	10
	ER ET EL	194	197			197		29%		57	57	57
							1%		2	2	2	2



PROPOSED
3325 MILLERSPORT
HIGHWAY
MULTIFAMILY
DEVELOPMENT

KEY

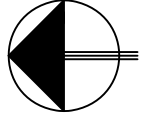
- 00(00) = AM(PM)
- = ENTERING TRIPS
- ← = EXITING TRIPS

PROJECT NO: 41098

FIGURE 7

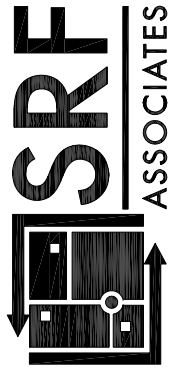
SITE GENERATED TRIPS

PROPOSED MULTIFAMILY DEVELOPMENT
TOWN OF AMHERST, NY

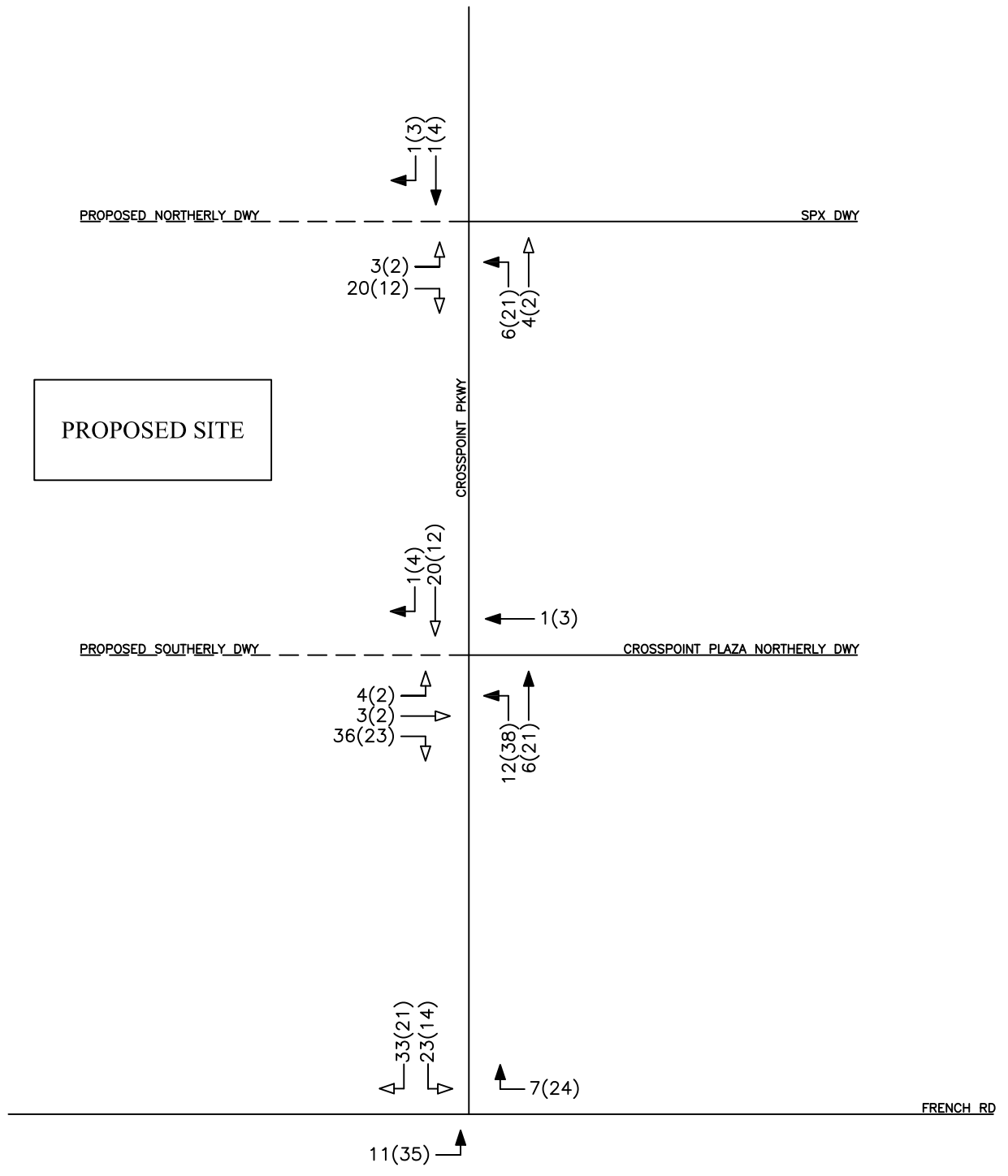


N

NOT TO SCALE



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



KEY
00(00) = AM(PM)
ENTERING TRIPS →
EXITING TRIPS →
PROJECT NO: 42057

FIGURE 7

SITE GENERATED TRIPS

PROPOSED 50 CROSSPOINT
MULTI-FAMILY DEVELOPMENT
TOWN OF AMHERST, NY

SRF

ASSOCIATES

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

DATA SOURCE:

Parking Generation Manual, 6th Ed

SEARCH BY LAND USE CODE:

710



LAND USE GROUP:

(700-799) Office

LAND USE:

710 - General Office Building

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

Employees

TIME PERIOD:

Weekday (Monday - Friday)

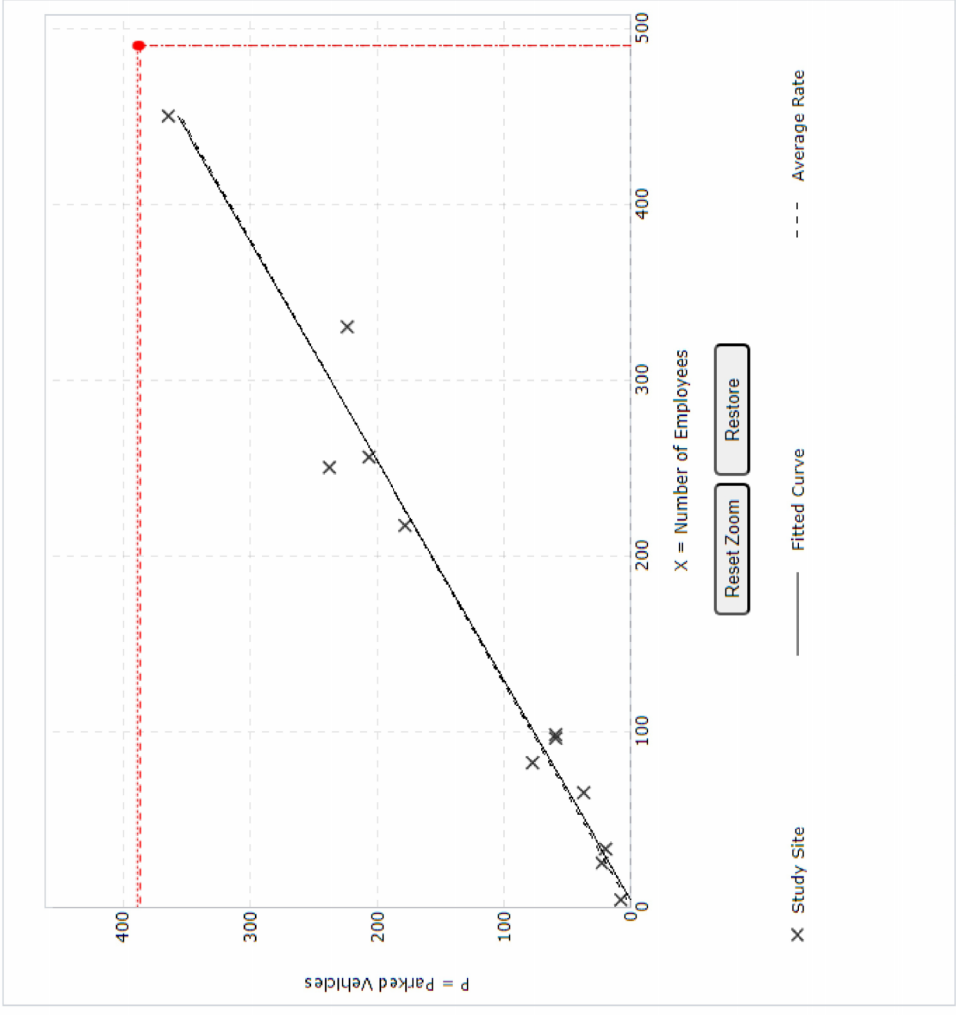
ENTER IV VALUE TO CALCULATE PARKING DEMAND:

490

Calculate

Data Range: 4.00 - 450.00

Land Use:	General Office Building (710) Click for Description and Data Plots
Independent Variable:	Employees
Time Period:	Weekday (Monday - Friday)
Setting/Location:	General Urban/Suburban
Number of Studies:	12
Avg. Num. of Employees:	159
Average Rate:	0.79
Range of Rates:	0.58 - 2.00
33rd / 85th Percentile:	0.64 / 1.00
95% Confidence Interval:	***
Standard Deviation:	0.13
Coefficient of Variation:	16%
Fitted Curve Equation:	$P = 0.80(X) - 2.70$
R²:	0.97
Calculated Parking Demand:	Weighted Average: 387 Fitted Curve: 389 85 th Percentile: 490



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and P values.

PROJECT DETAILS

Project Name: 3750 Millersport Hwy Parking Lot Expansion
 Project No:
 Country:
 Analyst Name: Amy Dake
 Date: 9/11/2024
 State/Province:
 Analysis Region:

Type of Project:
 City:
 Built-up Area(Sq.ft):
 Client's Name:
 ZIP/Postal Code:
 No. of Scenarios: 2

SCENARIO SUMMARY

Scenarios	Name	No. of Land Uses	Phases of Development	No. of Years to Project Traffic	User Group	Entry	Exit	Total
Scenario - 1	AM Peak	1	1	0		225	31	256
Scenario - 2	PM Peak	1	1	0		41	198	239

Scenario - 1

Scenario Name: AM Peak

User Group:

Dev. phase: 1

No. of Years to Project 0

Analyst Note:

Traffic :

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period Weekday, Peak Hour of Adjacent Street Traffic,	Method Rate/Equation Best Fit (LIN) T = 0.39(X) + 64.22	Entry Split%		Exit Split%		Total
						Entry	Exit	Entry	Exit	
710 - General Office Building Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	Employees	490			225	88%	31	12%	256

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 (%)
710 - General Office Building	100	100	1.1	1.1	88	12

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
710 - General Office Building	247	34	0	0	247	34
		281				281

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		Total
	Entry	Exit	
710 - General Office Building	225	31	256

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	225	31	256
External Vehicle Trips	225	31	256
New Vehicle Trips	225	31	256

Scenario - 2

Scenario Name: PM Peak

User Group:

Dev. phase: 1

No. of Years to Project 0

Analyst Note:

Traffic :

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period Weekday, Peak Hour of Adjacent Street Traffic,	Method Rate/Equation Best Fit (LOG) $\ln(T) = 0.74\ln(X) + 0.89$	Entry Split%		Exit Split%		Total
						Entry	Exit	Entry	Exit	
710 - General Office Building Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	Employees	490			41	17%	198	83%	239

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 (%)
710 - General Office Building	100	100	1.1	1.1	17	83

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
710 - General Office Building	45	218	0	0	45	218
	263		0		263	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		Total
	Entry	Exit	
710 - General Office Building	41	198	239

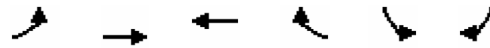
RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	41	198	239
External Vehicle Trips	41	198	239
New Vehicle Trips	41	198	239

APPENDIX C: LOS CALCULATIONS – EXISTING CONDITIONS

Lanes, Volumes, Timings
1: N French Rd & Crosspoint Pkwy

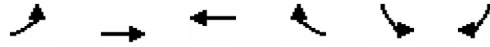
North French Rd Mixed Use Development
2024 Existing AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	410	657	554	105	30	60
Future Volume (vph)	410	657	554	105	30	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	205			150	0	210
Storage Lanes	2			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	0.88
Fr _t				0.850		0.850
Fl _t Protected	0.950				0.950	
Satd. Flow (prot)	3502	3505	3471	1583	1641	2707
Fl _t Permitted	0.950				0.950	
Satd. Flow (perm)	3502	3505	3471	1583	1641	2707
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				122		70
Link Speed (mph)		45	45		30	
Link Distance (ft)		569	820		717	
Travel Time (s)		8.6	12.4		16.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	3%	4%	2%	10%	5%
Adj. Flow (vph)	477	764	644	122	35	70
Shared Lane Traffic (%)						
Lane Group Flow (vph)	477	764	644	122	35	70
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		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	15	9
Number of Detectors	2	2	2	2	2	2
Detector Template						
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	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	

Lanes, Volumes, Timings
1: N French Rd & Crosspoint Pkwy

North French Rd Mixed Use Development
2024 Existing AM

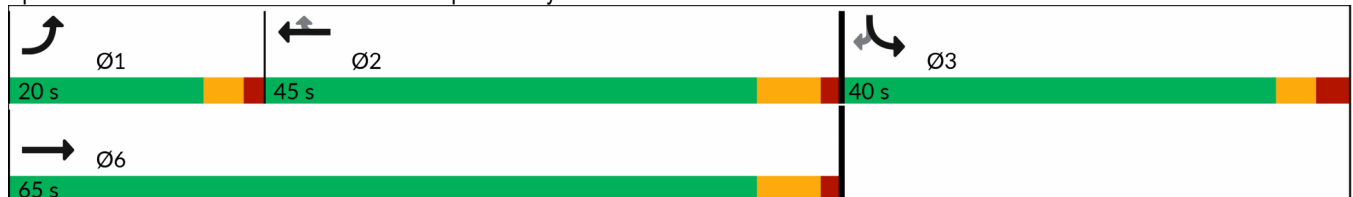


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases				2		3
Detector Phase	1	6	2	2	3	3
Switch Phase						
Minimum Initial (s)	6.0	15.0	15.0	15.0	6.0	6.0
Minimum Split (s)	10.7	21.4	21.4	21.4	11.8	11.8
Total Split (s)	20.0	65.0	45.0	45.0	40.0	40.0
Total Split (%)	19.0%	61.9%	42.9%	42.9%	38.1%	38.1%
Maximum Green (s)	15.3	58.6	38.6	38.6	34.2	34.2
Yellow Time (s)	3.2	5.0	5.0	5.0	3.2	3.2
All-Red Time (s)	1.5	1.4	1.4	1.4	2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.4	6.4	6.4	5.8	5.8
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
Recall Mode	None	Min	Min	Min	None	None
Walk Time (s)			7.0	7.0		
Flash Dont Walk (s)			15.0	15.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)	14.1	38.1	17.3	17.3	7.0	7.0
Actuated g/C Ratio	0.27	0.73	0.33	0.33	0.13	0.13
v/c Ratio	0.50	0.30	0.56	0.20	0.15	0.16
Control Delay (s/veh)	19.8	4.2	18.0	4.4	24.6	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.8	4.2	18.0	4.4	24.6	8.4
LOS	B	A	B	A	C	A
Approach Delay (s/veh)		10.2	15.9		13.8	
Approach LOS		B	B		B	

Intersection Summary

Area Type:	Other
Cycle Length:	105
Actuated Cycle Length:	52.5
Natural Cycle:	50
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.56
Intersection Signal Delay (s/veh):	12.5
Intersection LOS:	B
Intersection Capacity Utilization:	46.1%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 1: N French Rd & Crosspoint Pkwy



Lanes, Volumes, Timings
2: Millersport Hwy & N French Rd

North French Rd Mixed Use Development
2024 Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	77	584	23	154	593	35	38	136	57	13	178	20
Future Volume (vph)	77	584	23	154	593	35	38	136	57	13	178	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		0	375		0	195		0	170		0
Storage Lanes	1		0	1		0	1		0	1		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		0.994			0.992			0.956			0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3408	0	1703	3384	0	1671	1674	0	1671	1813	0
Flt Permitted	0.368			0.252			0.434			0.626		
Satd. Flow (perm)	692	3408	0	452	3384	0	764	1674	0	1101	1813	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			5			23			5	
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		820			1184			767			3092	
Travel Time (s)		12.4			17.9			9.5			38.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	5%	13%	6%	6%	3%	8%	10%	5%	8%	3%	5%
Adj. Flow (vph)	84	635	25	167	645	38	41	148	62	14	193	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	660	0	167	683	0	41	210	0	14	215	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			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												
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		pm+pt	NA		Perm	NA	
Protected Phases	1	6		5	2		7	4			8	

Lanes, Volumes, Timings
2: Millersport Hwy & N French Rd

North French Rd Mixed Use Development
2024 Existing AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		6.0	10.0		4.0	6.0		6.0	6.0	
Minimum Split (s)	7.3	28.0		10.3	28.0		8.3	28.0		28.0	28.0	
Total Split (s)	20.0	40.0		20.0	40.0		20.0	60.0		40.0	40.0	
Total Split (%)	16.7%	33.3%		16.7%	33.3%		16.7%	50.0%		33.3%	33.3%	
Maximum Green (s)	15.7	34.0		15.7	34.0		15.7	54.0		34.0	34.0	
Yellow Time (s)	3.2	5.0		3.2	5.0		3.2	5.0		5.0	5.0	
All-Red Time (s)	1.1	1.0		1.1	1.0		1.1	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.3	6.0		4.3	6.0		4.3	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes	Yes	
Vehicle Extension (s)	3.0	4.0		2.0	4.0		2.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0		7.0	7.0	
Flash Dont Walk (s)		15.0			15.0			15.0		15.0	15.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	
Act Effct Green (s)	31.2	21.6		37.0	27.2		23.4	21.5		15.7	15.7	
Actuated g/C Ratio	0.44	0.30		0.52	0.38		0.33	0.30		0.22	0.22	
v/c Ratio	0.19	0.63		0.40	0.52		0.12	0.40		0.05	0.53	
Control Delay (s/veh)	11.6	25.8		13.4	21.3		18.3	20.2		28.1	32.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	11.6	25.8		13.4	21.3		18.3	20.2		28.1	32.5	
LOS	B	C		B	C		B	C		C	C	
Approach Delay (s/veh)		24.3			19.8			20.0			32.2	
Approach LOS		C			B			B			C	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 71
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay (s/veh): 22.8 Intersection LOS: C
 Intersection Capacity Utilization 59.6% ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 2: Millersport Hwy & N French Rd



Lanes, Volumes, Timings
3: Millersport Hwy & Crosspoint Pkwy



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	26	25	137	91	192	255
Future Volume (vph)	26	25	137	91	192	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	270	375			290
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1671	1615	1805	1759	1863	1599
Flt Permitted	0.950		0.494			
Satd. Flow (perm)	1671	1615	939	1759	1863	1599
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		29				293
Link Speed (mph)	30			55	55	
Link Distance (ft)	433			3092	1125	
Travel Time (s)	9.8			38.3	13.9	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	8%	0%	0%	8%	2%	1%
Adj. Flow (vph)	30	29	157	105	221	293
Shared Lane Traffic (%)						
Lane Group Flow (vph)	30	29	157	105	221	293
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)	15	9	15			9
Number of Detectors	2	2	2	2	2	2
Detector Template						
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	Perm	pm+pt	NA	NA	Perm
Protected Phases	3		1	6	2	

Lanes, Volumes, Timings
 3: Millersport Hwy & Crosspoint Pkwy

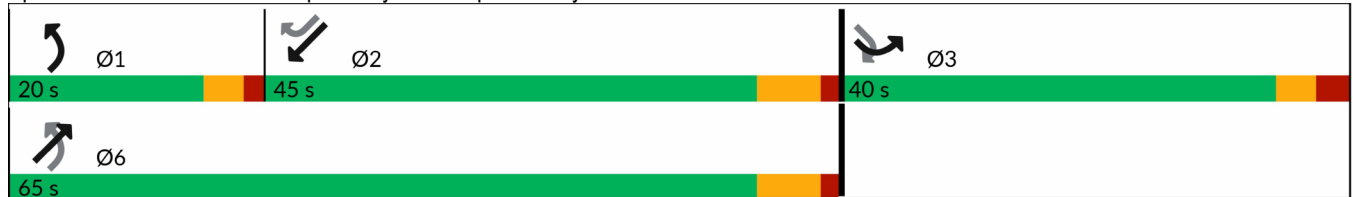


Lane Group	SEL	SER	NEL	NET	SWT	SWR
Permitted Phases		3	6			2
Detector Phase	3	3	1	6	2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	15.0	15.0	15.0
Minimum Split (s)	11.8	11.8	10.7	21.4	28.4	28.4
Total Split (s)	40.0	40.0	20.0	65.0	45.0	45.0
Total Split (%)	38.1%	38.1%	19.0%	61.9%	42.9%	42.9%
Maximum Green (s)	34.2	34.2	15.3	58.6	38.6	38.6
Yellow Time (s)	3.2	3.2	3.2	5.0	5.0	5.0
All-Red Time (s)	2.6	2.6	1.5	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)	5.8	5.8	4.7	6.4	6.4	6.4
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
Recall Mode	None	None	None	Min	Min	Min
Walk Time (s)					7.0	7.0
Flash Dont Walk (s)					15.0	15.0
Pedestrian Calls (#/hr)					0	0
Act Effct Green (s)	6.7	6.7	31.9	33.1	18.2	18.2
Actuated g/C Ratio	0.15	0.15	0.73	0.75	0.41	0.41
v/c Ratio	0.11	0.10	0.19	0.07	0.28	0.35
Control Delay (s/veh)	18.5	9.3	3.8	4.0	12.4	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.5	9.3	3.8	4.0	12.4	3.5
LOS	B	A	A	A	B	A
Approach Delay (s/veh)	14.0			3.9	7.3	
Approach LOS	B			A	A	

Intersection Summary

















Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 43.9
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.35
 Intersection Signal Delay (s/veh): 6.7
 Intersection LOS: A
 Intersection Capacity Utilization 39.2%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 3: Millersport Hwy & Crosspoint Pkwy



Lanes, Volumes, Timings
4: Millersport Hwy & Hopkins Rd

North French Rd Mixed Use Development
2024 Existing AM

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	36	7	63	1	15	28	5	100	8	121	385	2
Future Volume (vph)	36	7	63	1	15	28	5	100	8	121	385	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.919			0.915			0.990				
Fl _t Protected		0.983			0.999			0.998			0.988	
Satd. Flow (prot)	0	1716	0	0	1595	0	0	1683	0	0	1836	0
Fl _t Permitted		0.983			0.999			0.998			0.988	
Satd. Flow (perm)	0	1716	0	0	1595	0	0	1683	0	0	1836	0
Link Speed (mph)		40			40			55			55	
Link Distance (ft)		599			311			1125			1252	
Travel Time (s)		13.6			7.1			13.9			30.1	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	100%	7%	7%	20%	12%	0%	3%	2%	0%
Adj. Flow (vph)	40	8	71	1	17	31	6	112	9	136	433	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	119	0	0	49	0	0	127	0	0	571	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	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
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	53.3%						ICU Level of Service A					
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	4.5											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	36	7	63	1	15	28	5	100	8	121	385	2
Future Vol, veh/h	36	7	63	1	15	28	5	100	8	121	385	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	100	7	7	20	12	0	3	2	0
Mvmt Flow	40	8	71	1	17	31	6	112	9	136	433	2

Major/Minor	Minor1		Minor2		Major1		Major2					
Conflicting Flow All	841	835	117	833	838	434	435	0	0	121	0	0
Stage 1	128	128	-	706	706	-	-	-	-	-	-	-
Stage 2	713	707	-	128	133	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	8.1	6.57	6.27	4.3	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	7.1	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	7.1	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	4.4	4.063	3.363	2.38	-	-	2.227	-	-
Pot Cap-1 Maneuver	287	306	941	200	297	612	1035	-	-	1460	-	-
Stage 1	881	794	-	304	431	-	-	-	-	-	-	-
Stage 2	426	441	-	687	777	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	224	267	941	157	259	612	1035	-	-	1460	-	-
Mov Cap-2 Maneuver	224	267	-	157	259	-	-	-	-	-	-	-
Stage 1	875	789	-	266	378	-	-	-	-	-	-	-
Stage 2	339	387	-	625	773	-	-	-	-	-	-	-

Approach	NB	SB	NE	SW
HCM Control Delay, s/v17.05		15.27	0.38	1.84
HCM LOS	C	C		

Minor Lane/Major Mvmt	NEL	NET	NER	NBLn1	SBLn1	SWL	SWT	SWR
Capacity (veh/h)	78	-	-	417	400	428	-	-
HCM Lane V/C Ratio	0.005	-	-	0.286	0.124	0.093	-	-
HCM Control Delay (s/veh)	8.5	0	-	17.1	15.3	7.7	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.2	0.4	0.3	-	-

Lanes, Volumes, Timings
5: Millersport Hwy & I-990 Exit Ramp

North French Rd Mixed Use Development
2024 Existing AM



Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	525	89	0	166	420	0
Future Volume (vph)	525	89	0	166	420	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	485	0			0
Storage Lanes	2	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	0.95	1.00	0.95	0.95	1.00
Frt	0.978					
Flt Protected	0.959					
Satd. Flow (prot)	3206	0	0	3374	3505	0
Flt Permitted	0.959					
Satd. Flow (perm)	3206	0	0	3374	3505	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	32					
Link Speed (mph)	30			55	55	
Link Distance (ft)	766			300	334	
Travel Time (s)	17.4			3.7	4.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	9%	1%	0%	7%	3%	0%
Adj. Flow (vph)	577	98	0	182	462	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	675	0	0	182	462	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			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	15			9
Number of Detectors	2			2	2	
Detector Template						
Leading Detector (ft)	49			49	49	
Trailing Detector (ft)	-1			-1	-1	
Detector 1 Position(ft)	-1			-1	-1	
Detector 1 Size(ft)	20			20	20	
Detector 1 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0			0.0	0.0	
Detector 1 Queue (s)	0.0			0.0	0.0	
Detector 1 Delay (s)	0.0			0.0	0.0	
Detector 2 Position(ft)	29			29	29	
Detector 2 Size(ft)	20			20	20	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot			NA	NA	
Protected Phases	3			1	1	

Lanes, Volumes, Timings
5: Millersport Hwy & I-990 Exit Ramp



Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Permitted Phases						
Detector Phase	3			1	1	
Switch Phase						
Minimum Initial (s)	6.0			10.0	10.0	
Minimum Split (s)	22.7			24.0	24.0	
Total Split (s)	50.0			40.0	40.0	
Total Split (%)	55.6%			44.4%	44.4%	
Maximum Green (s)	45.3			34.0	34.0	
Yellow Time (s)	3.2			5.0	5.0	
All-Red Time (s)	1.5			1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	4.7			6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	4.0			4.0	4.0	
Recall Mode	None			Min	Min	
Act Effect Green (s)	15.8			13.1	13.1	
Actuated g/C Ratio	0.40			0.33	0.33	
v/c Ratio	0.52			0.16	0.40	
Control Delay (s/veh)	10.5			10.7	12.1	
Queue Delay	0.0			0.0	0.0	
Total Delay (s/veh)	10.5			10.7	12.1	
LOS	B			B	B	
Approach Delay (s/veh)	10.6			10.7	12.1	
Approach LOS	B			B	B	

Intersection Summary	
Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	39.9
Natural Cycle:	50
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.52
Intersection Signal Delay (s/veh):	11.1
Intersection LOS:	B
Intersection Capacity Utilization:	91.3%
ICU Level of Service:	F
Analysis Period (min):	15

Splits and Phases: 5: Millersport Hwy & I-990 Exit Ramp

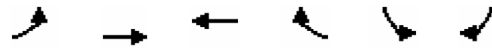


Lanes, Volumes, Timings
6: Millersport Hwy & I-990 Entrance Ramp



Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	0	0	30	670	429	1272
Future Volume (vph)	0	0	30	670	429	1272
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	180			0
Storage Lanes	0	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt					0.888	
Flt Protected			0.950			
Satd. Flow (prot)	0	0	1805	3343	3120	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	1805	3343	3120	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	582			334	540	
Travel Time (s)	13.2			4.1	6.7	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	8%	2%	3%
Adj. Flow (vph)	0	0	32	720	461	1368
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	32	720	1829	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	91.3%			ICU Level of Service F		
Analysis Period (min)	15					

Lanes, Volumes, Timings
7: Crosspoint Pkwy & Existing Dwy



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Volume (vph)	34	46	198	194	5	0
Future Volume (vph)	34	46	198	194	5	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.933				
Fl _t Protected		0.979			0.950	
Satd. Flow (prot)	0	1764	1738	0	1770	1863
Fl _t Permitted		0.979			0.950	
Satd. Flow (perm)	0	1764	1738	0	1770	1863
Link Speed (mph)		30	30		30	
Link Distance (ft)		228	433		195	
Travel Time (s)		5.2	9.8		4.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	8%	2%	2%	2%	2%
Adj. Flow (vph)	37	50	215	211	5	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	87	426	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		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	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	39.9%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	34	46	198	194	5	0
Future Vol, veh/h	34	46	198	194	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	8	2	2	2	2
Mvmt Flow	37	50	215	211	5	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	426	0	-	0	445 321
Stage 1	-	-	-	-	321 -
Stage 2	-	-	-	-	124 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1133	-	-	-	571 720
Stage 1	-	-	-	-	736 -
Stage 2	-	-	-	-	902 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1133	-	-	-	552 720
Mov Cap-2 Maneuver	-	-	-	-	552 -
Stage 1	-	-	-	-	711 -
Stage 2	-	-	-	-	902 -

Approach	EB	WB	SB
HCM Control Delay, s/v	3.52	0	11.59
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	765	-	-	-	552	-
HCM Lane V/C Ratio	0.033	-	-	-	0.01	-
HCM Control Delay (s/veh)	8.3	0	-	-	11.6	0
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	-

6: Millersport Hwy & I-990 Entrance Ramp Performance by lane

Lane	NE	NE	NE	SW	SW	All
Movements Served	L	T	T	T	TR	
Denied Delay (hr)						0.3
Denied Del/Veh (s)						0.4
Total Delay (hr)	0.0	0.1	0.1	1.0	5.1	6.4
Total Del/Veh (s)	4.6	1.3	1.4	8.8	14.2	9.6
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	3.1	0.2	0.2	0.0	0.0	0.1

Total Zone Performance

Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.6
Total Delay (hr)	6.4
Total Del/Veh (s)	565.2
Stop Delay (hr)	0.1
Stop Del/Veh (s)	5.9

Intersection: 6: Millersport Hwy & I-990 Entrance Ramp

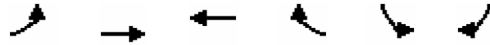
Movement	NE	SW	SW
Directions Served	L	T	TR
Maximum Queue (ft)	36	36	16
Average Queue (ft)	10	2	1
95th Queue (ft)	33	22	12
Link Distance (ft)		3901	3901
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	180		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 0

Lanes, Volumes, Timings
1: N French Rd & Crosspoint Pkwy

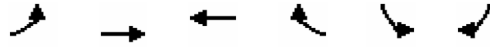
North French Rd Mixed Use Development
2024 Existing PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔↔	↑↑	↑↑	↔	↔	↔↔
Traffic Volume (vph)	91	811	572	43	100	350
Future Volume (vph)	91	811	572	43	100	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	205			150	0	210
Storage Lanes	2			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	0.88
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	3539	3539	1538	1752	2842
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	3539	1538	1752	2842
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				50		407
Link Speed (mph)		45	45		30	
Link Distance (ft)		569	820		717	
Travel Time (s)		8.6	12.4		16.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	5%	3%	0%
Adj. Flow (vph)	106	943	665	50	116	407
Shared Lane Traffic (%)						
Lane Group Flow (vph)	106	943	665	50	116	407
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		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	15	9
Number of Detectors	2	2	2	2	2	2
Detector Template						
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	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	

Lanes, Volumes, Timings
1: N French Rd & Crosspoint Pkwy

North French Rd Mixed Use Development
2024 Existing PM

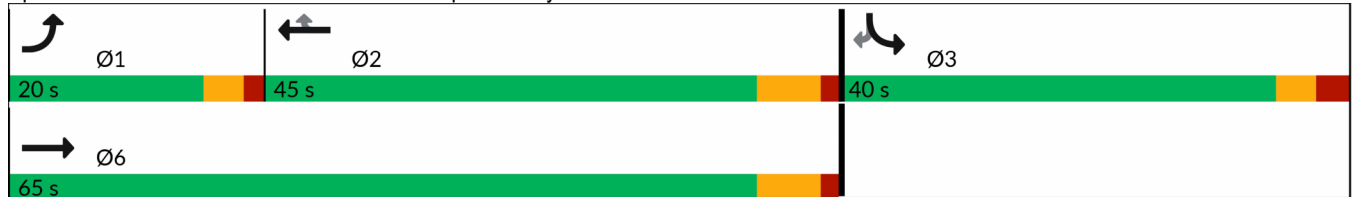


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases				2		3
Detector Phase	1	6	2	2	3	3
Switch Phase						
Minimum Initial (s)	6.0	15.0	15.0	15.0	6.0	6.0
Minimum Split (s)	10.7	21.4	21.4	21.4	11.8	11.8
Total Split (s)	20.0	65.0	45.0	45.0	40.0	40.0
Total Split (%)	19.0%	61.9%	42.9%	42.9%	38.1%	38.1%
Maximum Green (s)	15.3	58.6	38.6	38.6	34.2	34.2
Yellow Time (s)	3.2	5.0	5.0	5.0	3.2	3.2
All-Red Time (s)	1.5	1.4	1.4	1.4	2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.4	6.4	6.4	5.8	5.8
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
Recall Mode	None	Min	Min	Min	None	None
Walk Time (s)			7.0	7.0		
Flash Dont Walk (s)			15.0	15.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)	7.5	26.6	17.4	17.4	9.5	9.5
Actuated g/C Ratio	0.15	0.54	0.36	0.36	0.19	0.19
v/c Ratio	0.20	0.48	0.52	0.08	0.34	0.46
Control Delay (s/veh)	21.9	7.8	15.7	5.2	21.8	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.9	7.8	15.7	5.2	21.8	4.5
LOS	C	A	B	A	C	A
Approach Delay (s/veh)		9.3	15.0		8.4	
Approach LOS		A	B		A	

Intersection Summary

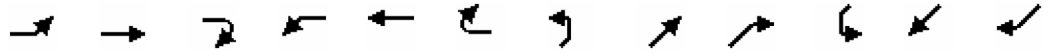
Area Type:	Other
Cycle Length:	105
Actuated Cycle Length:	48.9
Natural Cycle:	45
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.53
Intersection Signal Delay (s/veh):	10.9
Intersection LOS:	B
Intersection Capacity Utilization:	40.4%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 1: N French Rd & Crosspoint Pkwy



Lanes, Volumes, Timings
2: Millersport Hwy & N French Rd

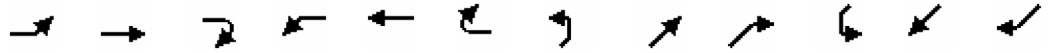
North French Rd Mixed Use Development
2024 Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	66	779	47	60	545	10	24	255	109	17	163	42
Future Volume (vph)	66	779	47	60	545	10	24	255	109	17	163	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		0	375		0	195		0	170		0
Storage Lanes	1		0	1		0	1		0	1		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		0.991			0.997			0.955			0.969	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3462	0	1752	3463	0	1671	1814	0	1805	1791	0
Flt Permitted	0.354			0.197			0.458			0.487		
Satd. Flow (perm)	659	3462	0	363	3463	0	806	1814	0	925	1791	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			2			23			11	
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		820			1184			767			3092	
Travel Time (s)		12.4			17.9			9.5			38.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	3%	9%	3%	4%	0%	8%	0%	0%	0%	3%	2%
Adj. Flow (vph)	72	847	51	65	592	11	26	277	118	18	177	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	898	0	65	603	0	26	395	0	18	223	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												
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		pm+pt	NA		Perm	NA	
Protected Phases	1	6		5	2		7	4			8	

Lanes, Volumes, Timings
 2: Millersport Hwy & N French Rd

North French Rd Mixed Use Development
 2024 Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		6.0	10.0		4.0	6.0		6.0	6.0	
Minimum Split (s)	7.3	28.0		10.3	28.0		8.3	28.0		28.0	28.0	
Total Split (s)	20.0	40.0		20.0	40.0		20.0	60.0		40.0	40.0	
Total Split (%)	16.7%	33.3%		16.7%	33.3%		16.7%	50.0%		33.3%	33.3%	
Maximum Green (s)	15.7	34.0		15.7	34.0		15.7	54.0		34.0	34.0	
Yellow Time (s)	3.2	5.0		3.2	5.0		3.2	5.0		5.0	5.0	
All-Red Time (s)	1.1	1.0		1.1	1.0		1.1	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.3	6.0		4.3	6.0		4.3	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes	Yes	
Vehicle Extension (s)	3.0	4.0		2.0	4.0		2.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0		7.0	7.0	
Flash Dont Walk (s)		15.0			15.0			15.0		15.0	15.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	
Act Effct Green (s)	35.5	28.0		34.7	27.6		24.9	23.1		19.6	19.6	
Actuated g/C Ratio	0.49	0.39		0.48	0.38		0.34	0.32		0.27	0.27	
v/c Ratio	0.16	0.66		0.20	0.45		0.07	0.66		0.07	0.45	
Control Delay (s/veh)	10.3	22.6		11.1	19.6		18.6	27.7		26.7	28.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	10.3	22.6		11.1	19.6		18.6	27.7		26.7	28.4	
LOS	B	C		B	B		B	C		C	C	
Approach Delay (s/veh)		21.8			18.8			27.2			28.3	
Approach LOS		C			B			C			C	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 72.4
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay (s/veh): 22.6 Intersection LOS: C
 Intersection Capacity Utilization 61.7% ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 2: Millersport Hwy & N French Rd



Lanes, Volumes, Timings
3: Millersport Hwy & Crosspoint Pkwy



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	202	92	27	298	142	44
Future Volume (vph)	202	92	27	298	142	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	270	375			290
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1787	1599	1805	1900	1900	1538
Flt Permitted	0.950		0.499			
Satd. Flow (perm)	1787	1599	948	1900	1900	1538
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		110				52
Link Speed (mph)	30			55	55	
Link Distance (ft)	433			3092	1125	
Travel Time (s)	9.8			38.3	13.9	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	1%	1%	0%	0%	0%	5%
Adj. Flow (vph)	240	110	32	355	169	52
Shared Lane Traffic (%)						
Lane Group Flow (vph)	240	110	32	355	169	52
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)	15	9	15			9
Number of Detectors	2	2	2	2	2	2
Detector Template						
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	Perm	pm+pt	NA	NA	Perm
Protected Phases	3		1	6	2	

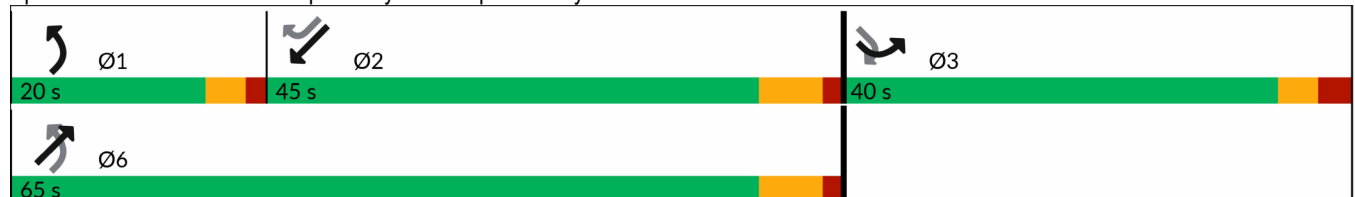
Lanes, Volumes, Timings
 3: Millersport Hwy & Crosspoint Pkwy



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Permitted Phases		3	6			2
Detector Phase	3	3	1	6	2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	15.0	15.0	15.0
Minimum Split (s)	11.8	11.8	10.7	21.4	28.4	28.4
Total Split (s)	40.0	40.0	20.0	65.0	45.0	45.0
Total Split (%)	38.1%	38.1%	19.0%	61.9%	42.9%	42.9%
Maximum Green (s)	34.2	34.2	15.3	58.6	38.6	38.6
Yellow Time (s)	3.2	3.2	3.2	5.0	5.0	5.0
All-Red Time (s)	2.6	2.6	1.5	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)	5.8	5.8	4.7	6.4	6.4	6.4
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
Recall Mode	None	None	None	Min	Min	Min
Walk Time (s)					7.0	7.0
Flash Dont Walk (s)					15.0	15.0
Pedestrian Calls (#/hr)					0	0
Act Effct Green (s)	11.5	11.5	21.0	19.2	15.5	15.5
Actuated g/C Ratio	0.27	0.27	0.48	0.44	0.36	0.36
v/c Ratio	0.50	0.21	0.05	0.42	0.24	0.08
Control Delay (s/veh)	18.7	5.1	6.5	10.3	14.0	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.7	5.1	6.5	10.3	14.0	5.9
LOS	B	A	A	B	B	A
Approach Delay (s/veh)	14.5			10.0	12.1	
Approach LOS	B			A	B	

















Intersection Summary	
Area Type:	Other
Cycle Length:	105
Actuated Cycle Length:	43.3
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.51
Intersection Signal Delay (s/veh):	12.1
Intersection LOS:	B
Intersection Capacity Utilization:	42.8%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 3: Millersport Hwy & Crosspoint Pkwy



Lanes, Volumes, Timings
4: Millersport Hwy & Hopkins Rd

North French Rd Mixed Use Development
2024 Existing PM

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	14	23	145	1	23	14	22	392	80	94	160	7
Future Volume (vph)	14	23	145	1	23	14	22	392	80	94	160	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.893			0.950			0.978			0.996	
Fl _t Protected		0.996			0.999			0.998			0.982	
Satd. Flow (prot)	0	1645	0	0	1757	0	0	1840	0	0	1812	0
Fl _t Permitted		0.996			0.999			0.998			0.982	
Satd. Flow (perm)	0	1645	0	0	1757	0	0	1840	0	0	1812	0
Link Speed (mph)		40			40			55			55	
Link Distance (ft)		599			311			1125			1252	
Travel Time (s)		13.6			7.1			13.9			30.1	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	9%	2%	0%	0%	7%	0%	1%	0%	2%	3%	0%
Adj. Flow (vph)	16	26	163	1	26	16	25	440	90	106	180	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	205	0	0	43	0	0	555	0	0	294	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	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
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	68.3%
ICU Level of Service	C
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	5.7											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	23	145	1	23	14	22	392	80	94	160	7
Future Vol, veh/h	14	23	145	1	23	14	22	392	80	94	160	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	9	2	0	0	7	0	1	0	2	3	0
Mvmt Flow	16	26	163	1	26	16	25	440	90	106	180	8

Major/Minor	Minor1		Minor2		Major1			Major2				
Conflicting Flow All	939	934	485	898	975	184	188	0	0	530	0	0
Stage 1	535	535	-	395	395	-	-	-	-	-	-	-
Stage 2	404	399	-	503	580	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.59	6.22	7.1	6.5	6.27	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.59	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.59	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.081	3.318	3.5	4	3.363	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	246	259	582	262	254	846	1399	-	-	1037	-	-
Stage 1	533	513	-	634	608	-	-	-	-	-	-	-
Stage 2	627	590	-	555	503	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	187	224	582	147	219	846	1399	-	-	1037	-	-
Mov Cap-2 Maneuver	187	224	-	147	219	-	-	-	-	-	-	-
Stage 1	519	500	-	562	539	-	-	-	-	-	-	-
Stage 2	519	523	-	369	491	-	-	-	-	-	-	-

Approach	NB		SB		NE			SW		
HCM Control Delay, s/v20.99			19.2		0.34			3.19		
HCM LOS	C		C							

Minor Lane/Major Mvmt	NEL	NET	NER	NBLn1	SBLn1	SWL	SWT	SWR
Capacity (veh/h)	78	-	-	426	296	643	-	-
HCM Lane V/C Ratio	0.018	-	-	0.48	0.144	0.102	-	-
HCM Control Delay (s/veh)	7.6	0	-	21	19.2	8.9	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.5	0.5	0.3	-	-

Lanes, Volumes, Timings
5: Millersport Hwy & I-990 Exit Ramp

North French Rd Mixed Use Development
2024 Existing PM



Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	1360	48	0	544	212	0
Future Volume (vph)	1360	48	0	544	212	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	485	0			0
Storage Lanes	2	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	0.95	1.00	0.95	0.95	1.00
Frt	0.995					
Flt Protected	0.954					
Satd. Flow (prot)	3430	0	0	3574	3539	0
Flt Permitted	0.954					
Satd. Flow (perm)	3430	0	0	3574	3539	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	6					
Link Speed (mph)	30			55	55	
Link Distance (ft)	749			300	334	
Travel Time (s)	17.0			3.7	4.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	0%	1%	2%	0%
Adj. Flow (vph)	1462	52	0	585	228	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1514	0	0	585	228	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			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	15			9
Number of Detectors	2			2	2	
Detector Template						
Leading Detector (ft)	49			49	49	
Trailing Detector (ft)	-1			-1	-1	
Detector 1 Position(ft)	-1			-1	-1	
Detector 1 Size(ft)	20			20	20	
Detector 1 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0			0.0	0.0	
Detector 1 Queue (s)	0.0			0.0	0.0	
Detector 1 Delay (s)	0.0			0.0	0.0	
Detector 2 Position(ft)	29			29	29	
Detector 2 Size(ft)	20			20	20	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot			NA	NA	
Protected Phases	3			1	1	

Lanes, Volumes, Timings
5: Millersport Hwy & I-990 Exit Ramp



Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Permitted Phases						
Detector Phase	3			1	1	
Switch Phase						
Minimum Initial (s)	6.0			10.0	10.0	
Minimum Split (s)	22.7			24.0	24.0	
Total Split (s)	50.0			40.0	40.0	
Total Split (%)	55.6%			44.4%	44.4%	
Maximum Green (s)	45.3			34.0	34.0	
Yellow Time (s)	3.2			5.0	5.0	
All-Red Time (s)	1.5			1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	4.7			6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	4.0			4.0	4.0	
Recall Mode	None			Min	Min	
Act Effect Green (s)	39.9			19.6	19.6	
Actuated g/C Ratio	0.57			0.28	0.28	
v/c Ratio	0.77			0.58	0.23	
Control Delay (s/veh)	15.8			25.2	21.1	
Queue Delay	0.0			0.0	0.0	
Total Delay (s/veh)	15.8			25.2	21.1	
LOS	B			C	C	
Approach Delay (s/veh)	15.9			25.3	21.1	
Approach LOS	B			C	C	

Intersection Summary	
Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	70.6
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.78
Intersection Signal Delay (s/veh):	18.8
Intersection LOS:	B
Intersection Capacity Utilization:	98.8%
ICU Level of Service:	F
Analysis Period (min):	15

Splits and Phases: 5: Millersport Hwy & I-990 Exit Ramp



Lanes, Volumes, Timings
6: Millersport Hwy & I-990 Entrance Ramp



Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	0	0	63	1845	192	802
Future Volume (vph)	0	0	63	1845	192	802
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	180			0
Storage Lanes	0	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt					0.879	
Flt Protected			0.950			
Satd. Flow (prot)	0	0	1770	3539	3087	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	1770	3539	3087	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	582			334	540	
Travel Time (s)	13.2			4.1	6.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	2%	2%	2%	3%
Adj. Flow (vph)	0	0	66	1942	202	844
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	66	1942	1046	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	98.8%			ICU Level of Service F		
Analysis Period (min)	15					

Lanes, Volumes, Timings
7: Crosspoint Pkwy & Existing Dwy



Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↕	↕		↕	↕
Traffic Volume (vph)	4	194	41	30	100	21
Future Volume (vph)	4	194	41	30	100	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.943			0.850
Flt Protected		0.999			0.950	
Satd. Flow (prot)	0	1861	1747	0	1770	1583
Flt Permitted		0.999			0.950	
Satd. Flow (perm)	0	1861	1747	0	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		228	433		213	
Travel Time (s)		5.2	9.8		4.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%
Adj. Flow (vph)	4	211	45	33	109	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	215	78	0	109	23
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
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
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	25.6%
Analysis Period (min)	15
	ICU Level of Service A

Intersection

Int Delay, s/veh 3.4

Movement SEL SET NWT NWR SWL SWR

Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	4	194	41	30	100	21
Future Vol, veh/h	4	194	41	30	100	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	4	211	45	33	109	23

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	77	0	-	0	280	61
Stage 1	-	-	-	-	61	-
Stage 2	-	-	-	-	220	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1521	-	-	-	710	1004
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	817	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1521	-	-	-	707	1004
Mov Cap-2 Maneuver	-	-	-	-	707	-
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	817	-

Approach SE NW SW

HCM Control Delay, s/v 0.15 0 10.61
HCM LOS B

Minor Lane/Major Mvmt NWT NWR SEL SETSWLn1SWLn2

Capacity (veh/h)	-	-	36	-	707	1004
HCM Lane V/C Ratio	-	-	0.003	-	0.154	0.023
HCM Control Delay (s/veh)	-	-	7.4	0	11	8.7
HCM Lane LOS	-	-	A	A	B	A
HCM 95th %tile Q(veh)	-	-	0	-	0.5	0.1

6: Millersport Hwy & I-990 Entrance Ramp Performance by lane

Lane	NE	NE	NE	SW	SW	All
Movements Served	L	T	T	T	TR	
Denied Delay (hr)						0.1
Denied Del/Veh (s)						0.2
Total Delay (hr)	0.0	0.6	0.6	0.2	1.2	2.5
Total Del/Veh (s)	2.3	2.3	2.2	3.4	5.1	3.1
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	0.6	0.1	0.1	0.1	0.0	0.1

Total Zone Performance

Denied Delay (hr)		0.1
Denied Del/Veh (s)		0.5
Total Delay (hr)		2.5
Total Del/Veh (s)	506.5	
Stop Delay (hr)		0.1
Stop Del/Veh (s)	11.6	

Intersection: 6: Millersport Hwy & I-990 Entrance Ramp

Movement	NE	SW	SW
Directions Served	L	T	TR
Maximum Queue (ft)	40	126	156
Average Queue (ft)	10	5	7
95th Queue (ft)	36	78	84
Link Distance (ft)		519	519
Upstream Blk Time (%)		0	0
Queuing Penalty (veh)		0	0
Storage Bay Dist (ft)	180		
Storage Blk Time (%)			
Queuing Penalty (veh)			

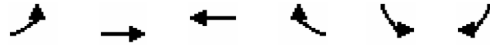
Zone Summary

Zone wide Queuing Penalty: 0

APPENDIX D: LOS CALCULATIONS – BACKGROUND CONDITIONS

Lanes, Volumes, Timings
1: N French Rd & Crosspoint Pkwy

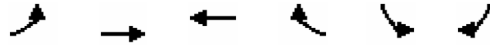
North French Rd Mixed Use Development
2025 Background AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	427	672	580	116	54	94
Future Volume (vph)	427	672	580	116	54	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	205			150	0	210
Storage Lanes	2			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	0.88
Fr _t				0.850		0.850
Fl _t Protected	0.950				0.950	
Satd. Flow (prot)	3502	3505	3471	1583	1641	2707
Fl _t Permitted	0.950				0.950	
Satd. Flow (perm)	3502	3505	3471	1583	1641	2707
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				135		109
Link Speed (mph)		45	45		30	
Link Distance (ft)		569	820		717	
Travel Time (s)		8.6	12.4		16.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	3%	4%	2%	10%	5%
Adj. Flow (vph)	497	781	674	135	63	109
Shared Lane Traffic (%)						
Lane Group Flow (vph)	497	781	674	135	63	109
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		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	15	9
Number of Detectors	2	2	2	2	2	2
Detector Template						
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	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	

Lanes, Volumes, Timings
1: N French Rd & Crosspoint Pkwy

North French Rd Mixed Use Development
2025 Background AM

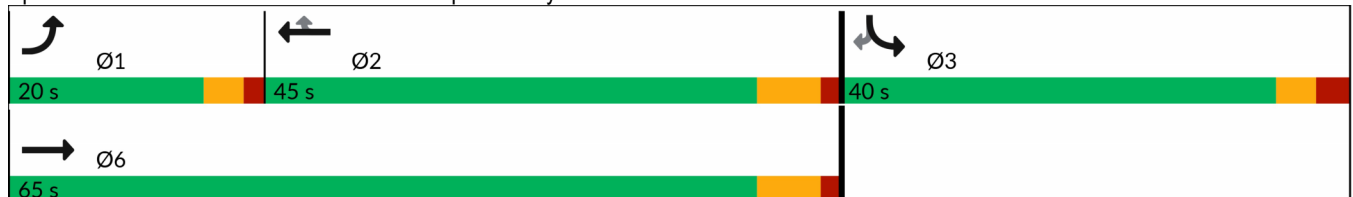


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases				2		3
Detector Phase	1	6	2	2	3	3
Switch Phase						
Minimum Initial (s)	6.0	15.0	15.0	15.0	6.0	6.0
Minimum Split (s)	10.7	21.4	21.4	21.4	11.8	11.8
Total Split (s)	20.0	65.0	45.0	45.0	40.0	40.0
Total Split (%)	19.0%	61.9%	42.9%	42.9%	38.1%	38.1%
Maximum Green (s)	15.3	58.6	38.6	38.6	34.2	34.2
Yellow Time (s)	3.2	5.0	5.0	5.0	3.2	3.2
All-Red Time (s)	1.5	1.4	1.4	1.4	2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.4	6.4	6.4	5.8	5.8
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
Recall Mode	None	Min	Min	Min	None	None
Walk Time (s)			7.0	7.0		
Flash Dont Walk (s)			15.0	15.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)	15.0	39.9	18.1	18.1	8.0	8.0
Actuated g/C Ratio	0.27	0.72	0.33	0.33	0.14	0.14
v/c Ratio	0.52	0.30	0.59	0.22	0.26	0.22
Control Delay (s/veh)	21.2	4.6	19.1	4.4	26.4	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.2	4.6	19.1	4.4	26.4	7.3
LOS	C	A	B	A	C	A
Approach Delay (s/veh)		11.1	16.7		14.3	
Approach LOS		B	B		B	

Intersection Summary

Area Type:	Other
Cycle Length:	105
Actuated Cycle Length:	55.3
Natural Cycle:	50
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.59
Intersection Signal Delay (s/veh):	13.3
Intersection LOS:	B
Intersection Capacity Utilization:	47.3%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 1: N French Rd & Crosspoint Pkwy



Lanes, Volumes, Timings
2: Millersport Hwy & N French Rd

North French Rd Mixed Use Development
2025 Background AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	80	615	28	156	615	38	53	139	60	14	181	20
Future Volume (vph)	80	615	28	156	615	38	53	139	60	14	181	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		0	375		0	195		0	170		0
Storage Lanes	1		0	1		0	1		0	1		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		0.994			0.991			0.955			0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3406	0	1703	3381	0	1671	1672	0	1671	1813	0
Flt Permitted	0.346			0.227			0.416			0.623		
Satd. Flow (perm)	651	3406	0	407	3381	0	732	1672	0	1096	1813	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			5			23			5	
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		820			1184			767			3092	
Travel Time (s)		12.4			17.9			9.5			38.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	5%	13%	6%	6%	3%	8%	10%	5%	8%	3%	5%
Adj. Flow (vph)	87	668	30	170	668	41	58	151	65	15	197	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	698	0	170	709	0	58	216	0	15	219	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												
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		pm+pt	NA		Perm	NA	
Protected Phases	1	6		5	2		7	4			8	

Lanes, Volumes, Timings
2: Millersport Hwy & N French Rd

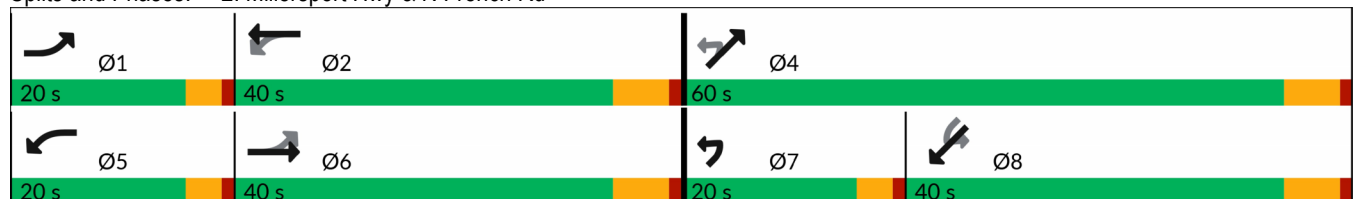
North French Rd Mixed Use Development
2025 Background AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		6.0	10.0		4.0	6.0		6.0	6.0	
Minimum Split (s)	7.3	28.0		10.3	28.0		8.3	28.0		28.0	28.0	
Total Split (s)	20.0	40.0		20.0	40.0		20.0	60.0		40.0	40.0	
Total Split (%)	16.7%	33.3%		16.7%	33.3%		16.7%	50.0%		33.3%	33.3%	
Maximum Green (s)	15.7	34.0		15.7	34.0		15.7	54.0		34.0	34.0	
Yellow Time (s)	3.2	5.0		3.2	5.0		3.2	5.0		5.0	5.0	
All-Red Time (s)	1.1	1.0		1.1	1.0		1.1	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.3	6.0		4.3	6.0		4.3	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes	Yes	
Vehicle Extension (s)	3.0	4.0		2.0	4.0		2.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0		7.0	7.0	
Flash Dont Walk (s)		15.0			15.0			15.0		15.0	15.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	
Act Effct Green (s)	33.0	23.2		39.0	29.0		27.0	25.1		16.3	16.3	
Actuated g/C Ratio	0.43	0.30		0.51	0.38		0.35	0.33		0.21	0.21	
v/c Ratio	0.21	0.67		0.44	0.55		0.16	0.38		0.06	0.56	
Control Delay (s/veh)	12.6	28.0		15.0	23.0		19.0	20.2		29.6	35.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	12.6	28.0		15.0	23.0		19.0	20.2		29.6	35.4	
LOS	B	C		B	C		B	C		C	D	
Approach Delay (s/veh)		26.4			21.5			20.0			35.1	
Approach LOS		C			C			C			D	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 76.3
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay (s/veh): 24.6 Intersection LOS: C
 Intersection Capacity Utilization 61.1% ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 2: Millersport Hwy & N French Rd



Lanes, Volumes, Timings
3: Millersport Hwy & Crosspoint Pkwy



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	26	25	140	96	196	259
Future Volume (vph)	26	25	140	96	196	259
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	270	375			290
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1671	1615	1805	1759	1863	1599
Flt Permitted	0.950		0.492			
Satd. Flow (perm)	1671	1615	935	1759	1863	1599
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		29				298
Link Speed (mph)	30			55	55	
Link Distance (ft)	433			3092	916	
Travel Time (s)	9.8			38.3	11.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	8%	0%	0%	8%	2%	1%
Adj. Flow (vph)	30	29	161	110	225	298
Shared Lane Traffic (%)						
Lane Group Flow (vph)	30	29	161	110	225	298
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)	15	9	15			9
Number of Detectors	2	2	2	2	2	2
Detector Template						
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	Perm	pm+pt	NA	NA	Perm
Protected Phases	3		1	6	2	

Lanes, Volumes, Timings
 3: Millersport Hwy & Crosspoint Pkwy

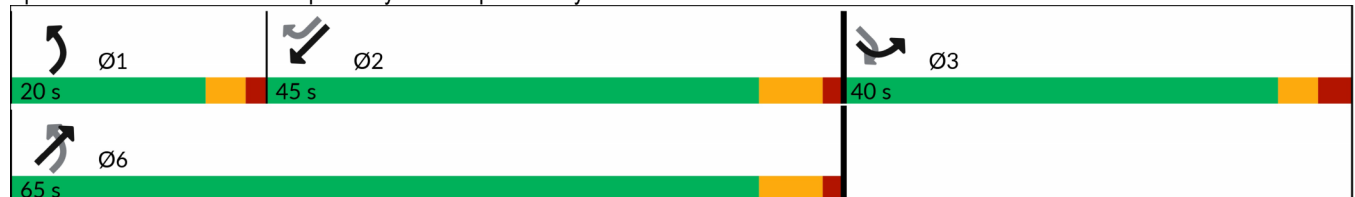


Lane Group	SEL	SER	NEL	NET	SWT	SWR
Permitted Phases		3	6			2
Detector Phase	3	3	1	6	2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	15.0	15.0	15.0
Minimum Split (s)	11.8	11.8	10.7	21.4	28.4	28.4
Total Split (s)	40.0	40.0	20.0	65.0	45.0	45.0
Total Split (%)	38.1%	38.1%	19.0%	61.9%	42.9%	42.9%
Maximum Green (s)	34.2	34.2	15.3	58.6	38.6	38.6
Yellow Time (s)	3.2	3.2	3.2	5.0	5.0	5.0
All-Red Time (s)	2.6	2.6	1.5	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)	5.8	5.8	4.7	6.4	6.4	6.4
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
Recall Mode	None	None	None	Min	Min	Min
Walk Time (s)					7.0	7.0
Flash Dont Walk (s)					15.0	15.0
Pedestrian Calls (#/hr)					0	0
Act Effct Green (s)	6.7	6.7	31.9	33.1	18.2	18.2
Actuated g/C Ratio	0.15	0.15	0.73	0.75	0.41	0.41
v/c Ratio	0.11	0.10	0.19	0.08	0.29	0.35
Control Delay (s/veh)	18.6	9.3	3.8	4.0	12.4	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.6	9.3	3.8	4.0	12.4	3.4
LOS	B	A	A	A	B	A
Approach Delay (s/veh)	14.1			3.9	7.3	
Approach LOS	B			A	A	

Intersection Summary





















Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 43.9
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.36
 Intersection Signal Delay (s/veh): 6.7
 Intersection LOS: A
 Intersection Capacity Utilization 39.3%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 3: Millersport Hwy & Crosspoint Pkwy



Lanes, Volumes, Timings
4: Millersport Hwy & Hopkins Rd

North French Rd Mixed Use Development
2025 Background AM

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	37	7	64	1	15	28	5	105	8	123	392	2
Future Volume (vph)	37	7	64	1	15	28	5	105	8	123	392	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	150		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865			0.903			0.989				0.999
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1644	0	902	1603	0	1504	1691	0	1752	1861	0
Flt Permitted	0.816						0.507			0.548		
Satd. Flow (perm)	1550	1644	0	950	1603	0	803	1691	0	1011	1861	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		72			31			3				
Link Speed (mph)		40			40			55				55
Link Distance (ft)		601			759			916				1461
Travel Time (s)		10.2			12.9			11.4				18.1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	100%	7%	7%	20%	12%	0%	3%	2%	0%
Adj. Flow (vph)	42	8	72	1	17	31	6	118	9	138	440	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	80	0	1	48	0	6	127	0	138	442	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		5	2		1	6	

Lanes, Volumes, Timings
4: Millersport Hwy & Hopkins Rd

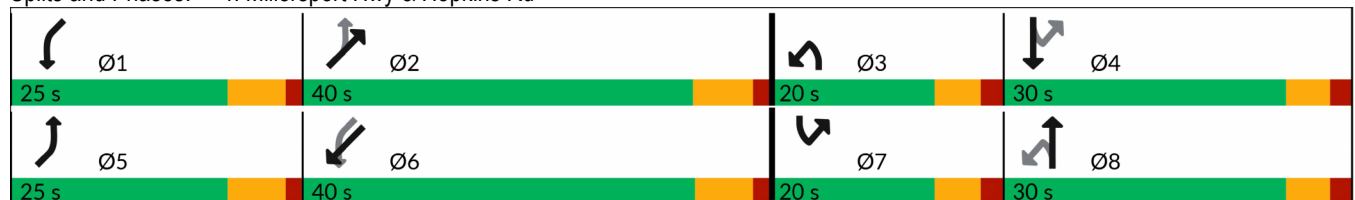
North French Rd Mixed Use Development
2025 Background AM

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	8		4		2		6					
Detector Phase	3	8	7	4	5	2	1	6				
Switch Phase												
Minimum Initial (s)	3.0	6.0	3.0	6.0	3.0	10.0	3.0	10.0	3.0	10.0		
Minimum Split (s)	8.7	11.7	8.7	11.7	9.4	16.4	9.3	16.3				
Total Split (s)	20.0	30.0	20.0	30.0	25.0	40.0	25.0	40.0				
Total Split (%)	17.4%	26.1%	17.4%	26.1%	21.7%	34.8%	21.7%	34.8%				
Maximum Green (s)	14.3	24.3	14.3	24.3	18.6	33.6	18.7	33.7				
Yellow Time (s)	3.9	3.9	3.9	3.9	5.0	5.0	5.0	5.0				
All-Red Time (s)	1.8	1.8	1.8	1.8	1.4	1.4	1.3	1.3				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Total Lost Time (s)	5.7	5.7	5.7	5.7	6.4	6.4	6.3	6.3				
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	1.5	1.3	1.5	1.3	1.5	1.3	1.5	1.3	1.5	1.3		
Recall Mode	None	None	None	None	None	None	None	None	None	None		
Act Effect Green (s)	9.0	9.7	7.4	7.8	17.4	17.3	23.8	27.7				
Actuated g/C Ratio	0.22	0.24	0.18	0.19	0.42	0.42	0.58	0.68				
v/c Ratio	0.11	0.18	0.00	0.14	0.01	0.17	0.19	0.35				
Control Delay (s/veh)	16.2	8.9	16.0	15.2	8.0	16.1	7.3	10.6				
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Total Delay (s/veh)	16.2	8.9	16.0	15.2	8.0	16.1	7.3	10.6				
LOS	B	A	B	B	A	B	A	B				
Approach Delay (s/veh)	11.4		15.2		15.7		9.9					
Approach LOS	B		B		B		A					

Intersection Summary

Area Type:	Other
Cycle Length:	115
Actuated Cycle Length:	41
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.35
Intersection Signal Delay (s/veh):	11.3
Intersection LOS:	B
Intersection Capacity Utilization:	39.5%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 4: Millersport Hwy & Hopkins Rd



Lanes, Volumes, Timings
5: Millersport Hwy & I-990 Exit Ramp



Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	533	90	0	172	427	0
Future Volume (vph)	533	90	0	172	427	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	485	0			0
Storage Lanes	2	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	0.95	1.00	0.95	0.95	1.00
Frt	0.978					
Flt Protected	0.959					
Satd. Flow (prot)	3206	0	0	3374	3505	0
Flt Permitted	0.959					
Satd. Flow (perm)	3206	0	0	3374	3505	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	31					
Link Speed (mph)	30			55	55	
Link Distance (ft)	766			300	334	
Travel Time (s)	17.4			3.7	4.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	9%	1%	0%	7%	3%	0%
Adj. Flow (vph)	586	99	0	189	469	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	685	0	0	189	469	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			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	15			9
Number of Detectors	2			2	2	
Detector Template						
Leading Detector (ft)	49			49	49	
Trailing Detector (ft)	-1			-1	-1	
Detector 1 Position(ft)	-1			-1	-1	
Detector 1 Size(ft)	20			20	20	
Detector 1 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0			0.0	0.0	
Detector 1 Queue (s)	0.0			0.0	0.0	
Detector 1 Delay (s)	0.0			0.0	0.0	
Detector 2 Position(ft)	29			29	29	
Detector 2 Size(ft)	20			20	20	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot			NA	NA	
Protected Phases	3			1	1	

Lanes, Volumes, Timings
 5: Millersport Hwy & I-990 Exit Ramp



Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Permitted Phases						
Detector Phase	3			1	1	
Switch Phase						
Minimum Initial (s)	6.0			10.0	10.0	
Minimum Split (s)	22.7			24.0	24.0	
Total Split (s)	50.0			40.0	40.0	
Total Split (%)	55.6%			44.4%	44.4%	
Maximum Green (s)	45.3			34.0	34.0	
Yellow Time (s)	3.2			5.0	5.0	
All-Red Time (s)	1.5			1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	4.7			6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	4.0			4.0	4.0	
Recall Mode	None			Min	Min	
Act Effect Green (s)	16.0			13.4	13.4	
Actuated g/C Ratio	0.40			0.33	0.33	
v/c Ratio	0.53			0.16	0.40	
Control Delay (s/veh)	10.7			10.8	12.2	
Queue Delay	0.0			0.0	0.0	
Total Delay (s/veh)	10.7			10.8	12.2	
LOS	B			B	B	
Approach Delay (s/veh)	10.8			10.8	12.2	
Approach LOS	B			B	B	

Intersection Summary	
Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	40.5
Natural Cycle:	50
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.53
Intersection Signal Delay (s/veh):	11.3
Intersection LOS:	B
Intersection Capacity Utilization:	92.4%
ICU Level of Service:	F
Analysis Period (min):	15

Splits and Phases: 5: Millersport Hwy & I-990 Exit Ramp

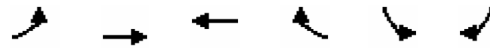


Lanes, Volumes, Timings
6: Millersport Hwy & I-990 Entrance Ramp



Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	0	0	30	684	436	1291
Future Volume (vph)	0	0	30	684	436	1291
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	180			0
Storage Lanes	0	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt					0.888	
Flt Protected			0.950			
Satd. Flow (prot)	0	0	1805	3343	3120	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	1805	3343	3120	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	582			334	3922	
Travel Time (s)	13.2			4.1	6.7	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	8%	2%	3%
Adj. Flow (vph)	0	0	32	735	469	1388
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	32	735	1857	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			25
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	92.4%			ICU Level of Service F		
Analysis Period (min)	15					

Lanes, Volumes, Timings
7: Crosspoint Pkwy & Existing Dwy



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Volume (vph)	35	47	202	197	5	0
Future Volume (vph)	35	47	202	197	5	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.933				
Fl _t Protected		0.979			0.950	
Satd. Flow (prot)	0	1764	1738	0	1770	1863
Fl _t Permitted		0.979			0.950	
Satd. Flow (perm)	0	1764	1738	0	1770	1863
Link Speed (mph)		30	30		30	
Link Distance (ft)		228	433		195	
Travel Time (s)		5.2	9.8		4.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	8%	2%	2%	2%	2%
Adj. Flow (vph)	38	51	220	214	5	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	89	434	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		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	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	40.4%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	35	47	202	197	5	0
Future Vol, veh/h	35	47	202	197	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	8	2	2	2	2
Mvmt Flow	38	51	220	214	5	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	434	0	-	0	454 327
Stage 1	-	-	-	-	327 -
Stage 2	-	-	-	-	127 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1126	-	-	-	564 715
Stage 1	-	-	-	-	731 -
Stage 2	-	-	-	-	899 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1126	-	-	-	544 715
Mov Cap-2 Maneuver	-	-	-	-	544 -
Stage 1	-	-	-	-	706 -
Stage 2	-	-	-	-	899 -

Approach	EB	WB	SB
HCM Control Delay, s/v	3.55	0	11.68
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	768	-	-	-	544	-
HCM Lane V/C Ratio	0.034	-	-	-	0.01	-
HCM Control Delay (s/veh)	8.3	0	-	-	11.7	0
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	-

6: Millersport Hwy & I-990 Entrance Ramp Performance by lane

Lane	NE	NE	NE	SW	SW	All
Movements Served	L	T	T	T	TR	
Denied Delay (hr)						0.3
Denied Del/Veh (s)						0.4
Total Delay (hr)	0.0	0.1	0.1	1.1	5.5	7.0
Total Del/Veh (s)	4.2	1.3	1.4	9.2	14.9	10.1
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	2.6	0.2	0.2	0.0	0.0	0.1

Total Zone Performance

Denied Delay (hr)		0.3
Denied Del/Veh (s)		0.6
Total Delay (hr)		7.0
Total Del/Veh (s)	695.8	
Stop Delay (hr)		0.1
Stop Del/Veh (s)		5.9

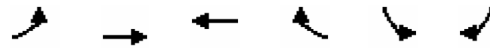
Intersection: 6: Millersport Hwy & I-990 Entrance Ramp

Movement	NE	SW	SW
Directions Served	L	T	TR
Maximum Queue (ft)	44	6	6
Average Queue (ft)	11	0	0
95th Queue (ft)	37	4	4
Link Distance (ft)		3901	3901
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	180		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

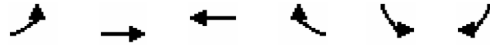
Zone wide Queuing Penalty: 0

Lanes, Volumes, Timings
1: N French Rd & Crosspoint Pkwy



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	127	841	592	70	118	376
Future Volume (vph)	127	841	592	70	118	376
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	205			150	0	210
Storage Lanes	2			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	0.88
Fr _t				0.850		0.850
Fl _t Protected	0.950				0.950	
Satd. Flow (prot)	3433	3539	3539	1538	1752	2842
Fl _t Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	3539	1538	1752	2842
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				81		437
Link Speed (mph)		45	45		30	
Link Distance (ft)		569	820		717	
Travel Time (s)		8.6	12.4		16.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	5%	3%	0%
Adj. Flow (vph)	148	978	688	81	137	437
Shared Lane Traffic (%)						
Lane Group Flow (vph)	148	978	688	81	137	437
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		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	15	9
Number of Detectors	2	2	2	2	2	2
Detector Template						
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	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	

Lanes, Volumes, Timings
1: N French Rd & Crosspoint Pkwy

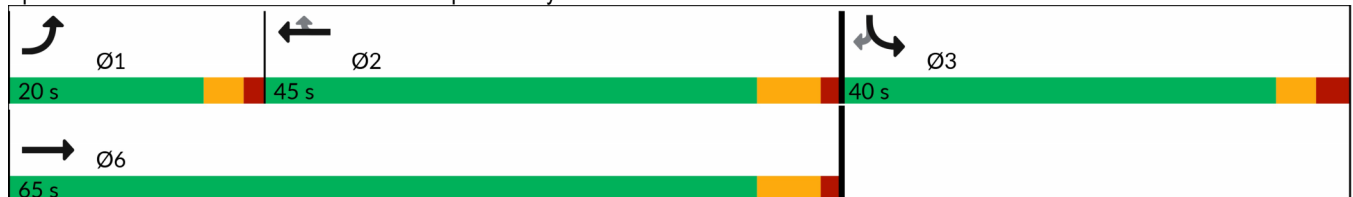


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases				2		3
Detector Phase	1	6	2	2	3	3
Switch Phase						
Minimum Initial (s)	6.0	15.0	15.0	15.0	6.0	6.0
Minimum Split (s)	10.7	21.4	21.4	21.4	11.8	11.8
Total Split (s)	20.0	65.0	45.0	45.0	40.0	40.0
Total Split (%)	19.0%	61.9%	42.9%	42.9%	38.1%	38.1%
Maximum Green (s)	15.3	58.6	38.6	38.6	34.2	34.2
Yellow Time (s)	3.2	5.0	5.0	5.0	3.2	3.2
All-Red Time (s)	1.5	1.4	1.4	1.4	2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.4	6.4	6.4	5.8	5.8
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
Recall Mode	None	Min	Min	Min	None	None
Walk Time (s)			7.0	7.0		
Flash Dont Walk (s)			15.0	15.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)	8.3	28.1	18.2	18.2	10.5	10.5
Actuated g/C Ratio	0.16	0.55	0.35	0.35	0.20	0.20
v/c Ratio	0.26	0.50	0.55	0.13	0.38	0.47
Control Delay (s/veh)	23.2	8.2	16.8	4.7	23.2	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.2	8.2	16.8	4.7	23.2	4.4
LOS	C	A	B	A	C	A
Approach Delay (s/veh)		10.3	15.5		8.9	
Approach LOS		B	B		A	

Intersection Summary

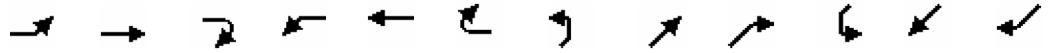
Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 51.4
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay (s/veh): 11.6
 Intersection LOS: B
 Intersection Capacity Utilization 42.0%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 1: N French Rd & Crosspoint Pkwy



Lanes, Volumes, Timings
2: Millersport Hwy & N French Rd

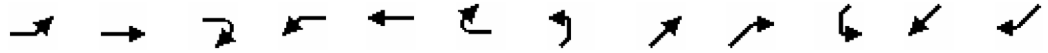
North French Rd Mixed Use Development
2025 Background PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	68	811	62	61	579	11	33	259	113	18	166	45
Future Volume (vph)	68	811	62	61	579	11	33	259	113	18	166	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		0	375		0	195		0	170		0
Storage Lanes	1		0	1		0	1		0	1		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		0.989			0.997			0.954			0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3452	0	1752	3463	0	1671	1813	0	1805	1789	0
Flt Permitted	0.333			0.183			0.428			0.482		
Satd. Flow (perm)	620	3452	0	338	3463	0	753	1813	0	916	1789	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			2			24			11	
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		820			1184			767			3092	
Travel Time (s)		12.4			17.9			9.5			38.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	3%	9%	3%	4%	0%	8%	0%	0%	0%	3%	2%
Adj. Flow (vph)	74	882	67	66	629	12	36	282	123	20	180	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	949	0	66	641	0	36	405	0	20	229	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												
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		pm+pt	NA		Perm	NA	
Protected Phases	1	6		5	2		7	4			8	

Lanes, Volumes, Timings
2: Millersport Hwy & N French Rd

North French Rd Mixed Use Development
2025 Background PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		6.0	10.0		4.0	6.0		6.0	6.0	
Minimum Split (s)	7.3	28.0		10.3	28.0		8.3	28.0		28.0	28.0	
Total Split (s)	20.0	40.0		20.0	40.0		20.0	60.0		40.0	40.0	
Total Split (%)	16.7%	33.3%		16.7%	33.3%		16.7%	50.0%		33.3%	33.3%	
Maximum Green (s)	15.7	34.0		15.7	34.0		15.7	54.0		34.0	34.0	
Yellow Time (s)	3.2	5.0		3.2	5.0		3.2	5.0		5.0	5.0	
All-Red Time (s)	1.1	1.0		1.1	1.0		1.1	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.3	6.0		4.3	6.0		4.3	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes	Yes	
Vehicle Extension (s)	3.0	4.0		2.0	4.0		2.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0		7.0	7.0	
Flash Dont Walk (s)		15.0			15.0			15.0		15.0	15.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	
Act Effct Green (s)	38.4	30.9		37.3	30.3		26.2	24.4		18.8	18.8	
Actuated g/C Ratio	0.50	0.40		0.49	0.40		0.34	0.32		0.25	0.25	
v/c Ratio	0.17	0.67		0.22	0.46		0.10	0.67		0.08	0.51	
Control Delay (s/veh)	10.8	23.5		11.8	20.3		19.0	28.6		28.6	31.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	10.8	23.5		11.8	20.3		19.0	28.6		28.6	31.8	
LOS	B	C		B	C		B	C		C	C	
Approach Delay (s/veh)		22.6			19.6			27.9			31.6	
Approach LOS		C			B			C			C	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 76.4
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay (s/veh): 23.6 Intersection LOS: C
 Intersection Capacity Utilization 70.4% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 2: Millersport Hwy & N French Rd

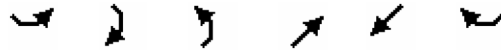


Lanes, Volumes, Timings
3: Millersport Hwy & Crosspoint Pkwy



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	205	93	27	304	148	45
Future Volume (vph)	205	93	27	304	148	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	270	375			290
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1787	1599	1805	1900	1900	1538
Flt Permitted	0.950		0.496			
Satd. Flow (perm)	1787	1599	942	1900	1900	1538
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		111				54
Link Speed (mph)	30			55	55	
Link Distance (ft)	433			3092	955	
Travel Time (s)	9.8			38.3	11.8	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	1%	1%	0%	0%	0%	5%
Adj. Flow (vph)	244	111	32	362	176	54
Shared Lane Traffic (%)						
Lane Group Flow (vph)	244	111	32	362	176	54
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)	15	9	15			9
Number of Detectors	2	2	2	2	2	2
Detector Template						
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	Perm	pm+pt	NA	NA	Perm
Protected Phases	3		1	6	2	

Lanes, Volumes, Timings
 3: Millersport Hwy & Crosspoint Pkwy

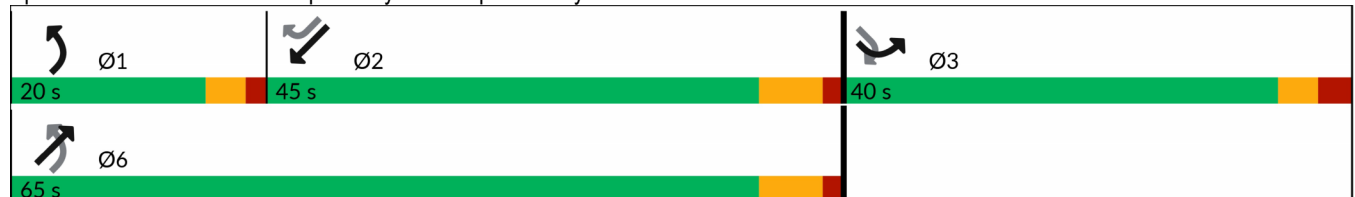


Lane Group	SEL	SER	NEL	NET	SWT	SWR
Permitted Phases		3	6			2
Detector Phase	3	3	1	6	2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	15.0	15.0	15.0
Minimum Split (s)	11.8	11.8	10.7	21.4	28.4	28.4
Total Split (s)	40.0	40.0	20.0	65.0	45.0	45.0
Total Split (%)	38.1%	38.1%	19.0%	61.9%	42.9%	42.9%
Maximum Green (s)	34.2	34.2	15.3	58.6	38.6	38.6
Yellow Time (s)	3.2	3.2	3.2	5.0	5.0	5.0
All-Red Time (s)	2.6	2.6	1.5	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)	5.8	5.8	4.7	6.4	6.4	6.4
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
Recall Mode	None	None	None	Min	Min	Min
Walk Time (s)					7.0	7.0
Flash Dont Walk (s)					15.0	15.0
Pedestrian Calls (#/hr)					0	0
Act Effct Green (s)	11.6	11.6	21.0	19.2	15.6	15.6
Actuated g/C Ratio	0.27	0.27	0.48	0.44	0.36	0.36
v/c Ratio	0.51	0.21	0.05	0.43	0.25	0.09
Control Delay (s/veh)	18.7	5.1	6.6	10.5	14.1	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.7	5.1	6.6	10.5	14.1	5.9
LOS	B	A	A	B	B	A
Approach Delay (s/veh)	14.5			10.2	12.2	
Approach LOS	B			B	B	

Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 43.5
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay (s/veh): 12.2 Intersection LOS: B
 Intersection Capacity Utilization 42.9% ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 3: Millersport Hwy & Crosspoint Pkwy















Lanes, Volumes, Timings
4: Millersport Hwy & Hopkins Rd

North French Rd Mixed Use Development
2025 Background PM

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	14	23	147	1	23	14	22	400	81	95	166	7
Future Volume (vph)	14	23	147	1	23	14	22	400	81	95	166	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	150		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.870			0.943			0.975			0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1606	0	1805	1745	0	1805	1837	0	1770	1836	0
Flt Permitted	0.709			0.571			0.635			0.299		
Satd. Flow (perm)	1347	1606	0	1085	1745	0	1206	1837	0	557	1836	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		165			16			9			2	
Link Speed (mph)		40			40			55			55	
Link Distance (ft)		632			661			955			1422	
Travel Time (s)		10.8			11.3			11.8			17.6	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	9%	2%	0%	0%	7%	0%	1%	0%	2%	3%	0%
Adj. Flow (vph)	16	26	165	1	26	16	25	449	91	107	187	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	191	0	1	42	0	25	540	0	107	195	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		5	2		1	6	

Lanes, Volumes, Timings
4: Millersport Hwy & Hopkins Rd

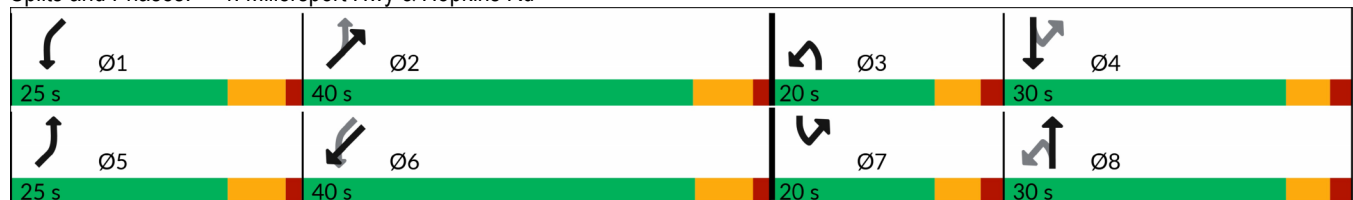
North French Rd Mixed Use Development
2025 Background PM

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	8		4		2		6					
Detector Phase	3	8	7	4	5	2	1	6				
Switch Phase												
Minimum Initial (s)	3.0	6.0	3.0	6.0	3.0	10.0	3.0	10.0	3.0	10.0		
Minimum Split (s)	8.7	23.7	8.7	23.7	9.4	24.4	9.3	24.3				
Total Split (s)	20.0	30.0	20.0	30.0	25.0	40.0	25.0	40.0				
Total Split (%)	17.4%	26.1%	17.4%	26.1%	21.7%	34.8%	21.7%	34.8%				
Maximum Green (s)	14.3	24.3	14.3	24.3	18.6	33.6	18.7	33.7				
Yellow Time (s)	3.9	3.9	3.9	3.9	5.0	5.0	5.0	5.0				
All-Red Time (s)	1.8	1.8	1.8	1.8	1.4	1.4	1.3	1.3				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Total Lost Time (s)	5.7	5.7	5.7	5.7	6.4	6.4	6.3	6.3				
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	1.5	1.3	1.5	1.3	1.5	1.3	1.5	1.3	1.5	1.3		
Recall Mode	None	None	None	None	None	None	None	None	None	None		
Act Effect Green (s)	7.9	7.1	7.6	7.0	31.4	27.9	35.9	33.6				
Actuated g/C Ratio	0.14	0.12	0.13	0.12	0.54	0.48	0.61	0.57				
v/c Ratio	0.07	0.56	0.00	0.19	0.03	0.61	0.23	0.18				
Control Delay (s/veh)	24.0	14.8	23.0	22.4	5.5	16.9	6.0	8.9				
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Total Delay (s/veh)	24.0	14.8	23.0	22.4	5.5	16.9	6.0	8.9				
LOS	C	B	C	C	A	B	A	A				
Approach Delay (s/veh)	15.5		22.4		16.4		7.9					
Approach LOS	B		C		B		A					

Intersection Summary

Area Type:	Other
Cycle Length:	115
Actuated Cycle Length:	58.5
Natural Cycle:	75
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.61
Intersection Signal Delay (s/veh):	14.2
Intersection LOS:	B
Intersection Capacity Utilization:	56.8%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 4: Millersport Hwy & Hopkins Rd



Lanes, Volumes, Timings
5: Millersport Hwy & I-990 Exit Ramp



Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	1380	49	0	554	219	0
Future Volume (vph)	1380	49	0	554	219	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	485	0			0
Storage Lanes	2	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	0.95	1.00	0.95	0.95	1.00
Frt	0.995					
Flt Protected	0.954					
Satd. Flow (prot)	3430	0	0	3574	3539	0
Flt Permitted	0.954					
Satd. Flow (perm)	3430	0	0	3574	3539	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	6					
Link Speed (mph)	30			55	55	
Link Distance (ft)	749			300	334	
Travel Time (s)	17.0			3.7	4.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	0%	1%	2%	0%
Adj. Flow (vph)	1484	53	0	596	235	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1537	0	0	596	235	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			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	15			9
Number of Detectors	2			2	2	
Detector Template						
Leading Detector (ft)	49			49	49	
Trailing Detector (ft)	-1			-1	-1	
Detector 1 Position(ft)	-1			-1	-1	
Detector 1 Size(ft)	20			20	20	
Detector 1 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0			0.0	0.0	
Detector 1 Queue (s)	0.0			0.0	0.0	
Detector 1 Delay (s)	0.0			0.0	0.0	
Detector 2 Position(ft)	29			29	29	
Detector 2 Size(ft)	20			20	20	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot			NA	NA	
Protected Phases	3			1	1	

Lanes, Volumes, Timings
 5: Millersport Hwy & I-990 Exit Ramp



Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Permitted Phases						
Detector Phase	3			1	1	
Switch Phase						
Minimum Initial (s)	6.0			10.0	10.0	
Minimum Split (s)	22.7			24.0	24.0	
Total Split (s)	50.0			40.0	40.0	
Total Split (%)	55.6%			44.4%	44.4%	
Maximum Green (s)	45.3			34.0	34.0	
Yellow Time (s)	3.2			5.0	5.0	
All-Red Time (s)	1.5			1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	4.7			6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	4.0			4.0	4.0	
Recall Mode	None			Min	Min	
Act Effect Green (s)	40.4			19.9	19.9	
Actuated g/C Ratio	0.57			0.28	0.28	
v/c Ratio	0.79			0.59	0.23	
Control Delay (s/veh)	16.3			25.5	21.2	
Queue Delay	0.0			0.0	0.0	
Total Delay (s/veh)	16.3			25.5	21.2	
LOS	B			C	C	
Approach Delay (s/veh)	16.4			25.5	21.2	
Approach LOS	B			C	C	

Intersection Summary	
Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	71.4
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.79
Intersection Signal Delay (s/veh):	19.2
Intersection LOS:	B
Intersection Capacity Utilization:	100.3%
ICU Level of Service:	G
Analysis Period (min):	15

Splits and Phases: 5: Millersport Hwy & I-990 Exit Ramp



Lanes, Volumes, Timings
6: Millersport Hwy & I-990 Entrance Ramp



Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	0	0	64	1875	199	814
Future Volume (vph)	0	0	64	1875	199	814
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	180			0
Storage Lanes	0	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt					0.879	
Flt Protected			0.950			
Satd. Flow (prot)	0	0	1770	3539	3087	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	1770	3539	3087	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	582			334	540	
Travel Time (s)	13.2			4.1	6.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	2%	2%	2%	3%
Adj. Flow (vph)	0	0	67	1974	209	857
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	67	1974	1066	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	100.3%			ICU Level of Service G		
Analysis Period (min)	15					

Lanes, Volumes, Timings
7: Crosspoint Pkwy & Existing Dwy



Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↶	↶		↷	↷
Traffic Volume (vph)	4	197	42	30	101	21
Future Volume (vph)	4	197	42	30	101	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.944			0.850
Flt Protected		0.999			0.950	
Satd. Flow (prot)	0	1861	1748	0	1770	1583
Flt Permitted		0.999			0.950	
Satd. Flow (perm)	0	1861	1748	0	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		228	433		213	
Travel Time (s)		5.2	9.8		4.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%
Adj. Flow (vph)	4	214	46	33	110	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	218	79	0	110	23
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
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
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	25.8%
	ICU Level of Service A
Analysis Period (min)	15

Intersection

Int Delay, s/veh 3.4

Movement SEL SET NWT NWR SWL SWR

Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	4	197	42	30	101	21
Future Vol, veh/h	4	197	42	30	101	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	4	214	46	33	110	23

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	78	0	-	0	285	62
Stage 1	-	-	-	-	62	-
Stage 2	-	-	-	-	223	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1520	-	-	-	705	1003
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	814	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1520	-	-	-	703	1003
Mov Cap-2 Maneuver	-	-	-	-	703	-
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	814	-

Approach SE NW SW

HCM Control Delay, s/v 0.15 0 10.65
HCM LOS B

Minor Lane/Major Mvmt NWT NWR SEL SETSWLn1SWLn2

Capacity (veh/h)	-	-	36	-	703	1003
HCM Lane V/C Ratio	-	-	0.003	-	0.156	0.023
HCM Control Delay (s/veh)	-	-	7.4	0	11.1	8.7
HCM Lane LOS	-	-	A	A	B	A
HCM 95th %tile Q(veh)	-	-	0	-	0.6	0.1

6: Millersport Hwy & I-990 Entrance Ramp Performance by lane

Lane	NE	NE	NE	SW	SW	All
Movements Served	L	T	T	T	TR	
Denied Delay (hr)						0.1
Denied Del/Veh (s)						0.2
Total Delay (hr)	0.0	0.6	0.6	0.2	0.7	2.1
Total Del/Veh (s)	2.6	2.3	2.1	3.0	3.2	2.5
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	0.9	0.1	0.1	0.0	0.0	0.1

Total Zone Performance

Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.4
Total Delay (hr)	2.1
Total Del/Veh (s)	340.5
Stop Delay (hr)	0.1
Stop Del/Veh (s)	9.7

Intersection: 6: Millersport Hwy & I-990 Entrance Ramp

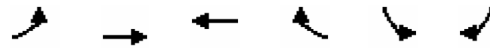
Movement	NE	SW
Directions Served	L	TR
Maximum Queue (ft)	49	7
Average Queue (ft)	13	0
95th Queue (ft)	40	6
Link Distance (ft)		519
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	180	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 0

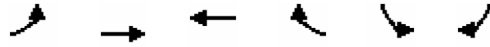
APPENDIX E: LOS CALCULATIONS – FULL BUILD CONDITIONS

Lanes, Volumes, Timings
1: N French Rd & Crosspoint Pkwy



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	461	683	581	116	54	99
Future Volume (vph)	461	683	581	116	54	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	205			150	0	210
Storage Lanes	2			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	0.88
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3502	3505	3471	1583	1641	2707
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3502	3505	3471	1583	1641	2707
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				135		115
Link Speed (mph)		45	45		30	
Link Distance (ft)		569	820		717	
Travel Time (s)		8.6	12.4		16.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	3%	4%	2%	10%	5%
Adj. Flow (vph)	536	794	676	135	63	115
Shared Lane Traffic (%)						
Lane Group Flow (vph)	536	794	676	135	63	115
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		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	15	9
Number of Detectors	2	2	2	2	2	2
Detector Template						
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	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	

Lanes, Volumes, Timings
1: N French Rd & Crosspoint Pkwy

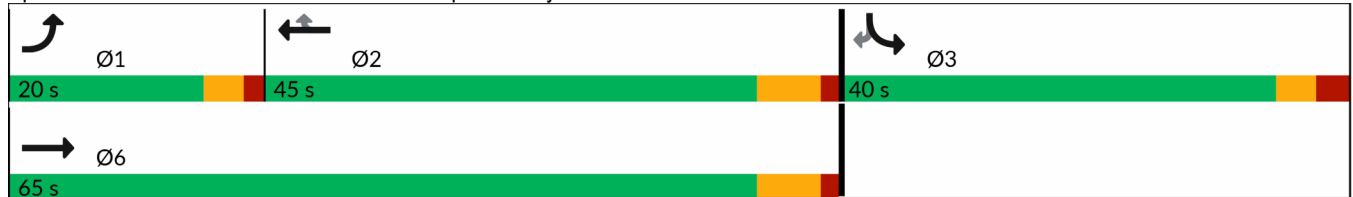


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases				2		3
Detector Phase	1	6	2	2	3	3
Switch Phase						
Minimum Initial (s)	6.0	15.0	15.0	15.0	6.0	6.0
Minimum Split (s)	10.7	21.4	21.4	21.4	11.8	11.8
Total Split (s)	20.0	65.0	45.0	45.0	40.0	40.0
Total Split (%)	19.0%	61.9%	42.9%	42.9%	38.1%	38.1%
Maximum Green (s)	15.3	58.6	38.6	38.6	34.2	34.2
Yellow Time (s)	3.2	5.0	5.0	5.0	3.2	3.2
All-Red Time (s)	1.5	1.4	1.4	1.4	2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.4	6.4	6.4	5.8	5.8
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
Recall Mode	None	Min	Min	Min	None	None
Walk Time (s)			7.0	7.0		
Flash Dont Walk (s)			15.0	15.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)	15.7	40.3	18.1	18.1	8.0	8.0
Actuated g/C Ratio	0.28	0.72	0.32	0.32	0.14	0.14
v/c Ratio	0.54	0.31	0.60	0.22	0.26	0.23
Control Delay (s/veh)	21.5	4.6	19.3	4.4	26.5	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.5	4.6	19.3	4.4	26.5	7.2
LOS	C	A	B	A	C	A
Approach Delay (s/veh)		11.5	16.9		14.1	
Approach LOS		B	B		B	

Intersection Summary

Area Type:	Other
Cycle Length:	105
Actuated Cycle Length:	55.9
Natural Cycle:	50
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.60
Intersection Signal Delay (s/veh):	13.6
Intersection LOS:	B
Intersection Capacity Utilization:	48.3%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 1: N French Rd & Crosspoint Pkwy



Lanes, Volumes, Timings
2: Millersport Hwy & N French Rd

North French Rd Mixed Use Development
2025 Full Build AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	91	615	28	156	615	70	53	162	60	16	184	21
Future Volume (vph)	91	615	28	156	615	70	53	162	60	16	184	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		0	375		0	195		0	170		0
Storage Lanes	1		0	1		0	1		0	1		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		0.994			0.985			0.960			0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3406	0	1703	3364	0	1671	1679	0	1671	1813	0
Flt Permitted	0.314			0.230			0.413			0.609		
Satd. Flow (perm)	591	3406	0	412	3364	0	727	1679	0	1071	1813	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			10			20			5	
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		820			1184			767			3092	
Travel Time (s)		12.4			17.9			9.5			38.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	5%	13%	6%	6%	3%	8%	10%	5%	8%	3%	5%
Adj. Flow (vph)	99	668	30	170	668	76	58	176	65	17	200	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	698	0	170	744	0	58	241	0	17	223	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												
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		pm+pt	NA		Perm	NA	
Protected Phases	1	6		5	2		7	4			8	

Lanes, Volumes, Timings
2: Millersport Hwy & N French Rd

North French Rd Mixed Use Development
2025 Full Build AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		6.0	10.0		4.0	6.0		6.0	6.0	
Minimum Split (s)	7.3	28.0		10.3	28.0		8.3	28.0		28.0	28.0	
Total Split (s)	20.0	40.0		20.0	40.0		20.0	60.0		40.0	40.0	
Total Split (%)	16.7%	33.3%		16.7%	33.3%		16.7%	50.0%		33.3%	33.3%	
Maximum Green (s)	15.7	34.0		15.7	34.0		15.7	54.0		34.0	34.0	
Yellow Time (s)	3.2	5.0		3.2	5.0		3.2	5.0		5.0	5.0	
All-Red Time (s)	1.1	1.0		1.1	1.0		1.1	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.3	6.0		4.3	6.0		4.3	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes	Yes	
Vehicle Extension (s)	3.0	4.0		2.0	4.0		2.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0		7.0	7.0	
Flash Dont Walk (s)		15.0			15.0			15.0		15.0	15.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	
Act Effct Green (s)	33.3	23.3		38.7	28.7		27.3	25.5		16.6	16.6	
Actuated g/C Ratio	0.43	0.30		0.51	0.37		0.36	0.33		0.22	0.22	
v/c Ratio	0.25	0.67		0.44	0.58		0.16	0.42		0.07	0.56	
Control Delay (s/veh)	13.1	28.1		15.2	23.9		18.9	21.3		29.5	35.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	13.1	28.1		15.2	23.9		18.9	21.3		29.5	35.2	
LOS	B	C		B	C		B	C		C	D	
Approach Delay (s/veh)		26.3			22.3			20.9			34.9	
Approach LOS		C			C			C			C	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 76.6
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay (s/veh): 24.9 Intersection LOS: C
 Intersection Capacity Utilization 62.3% ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 2: Millersport Hwy & N French Rd



Lanes, Volumes, Timings
3: Millersport Hwy & Crosspoint Pkwy



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	36	32	205	96	196	327
Future Volume (vph)	36	32	205	96	196	327
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	270	375			290
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1671	1615	1805	1759	1863	1599
Flt Permitted	0.950		0.478			
Satd. Flow (perm)	1671	1615	908	1759	1863	1599
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		37				376
Link Speed (mph)	30			55	55	
Link Distance (ft)	433			3092	916	
Travel Time (s)	9.8			38.3	11.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	8%	0%	0%	8%	2%	1%
Adj. Flow (vph)	41	37	236	110	225	376
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	37	236	110	225	376
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)	15	9	15			9
Number of Detectors	2	2	2	2	2	2
Detector Template						
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	Perm	pm+pt	NA	NA	Perm
Protected Phases	3		1	6	2	

Lanes, Volumes, Timings
 3: Millersport Hwy & Crosspoint Pkwy

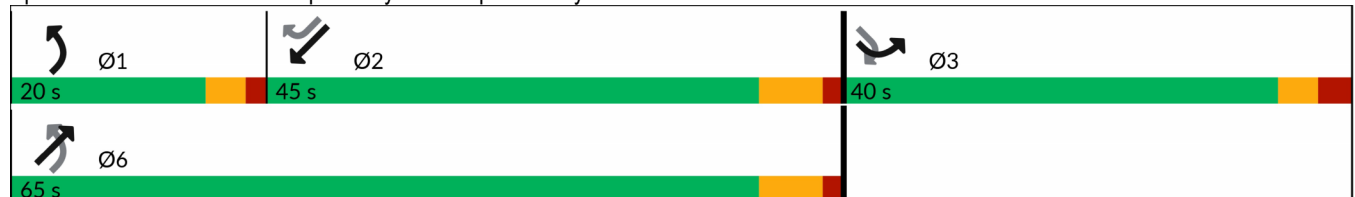


Lane Group	SEL	SER	NEL	NET	SWT	SWR
Permitted Phases		3	6			2
Detector Phase	3	3	1	6	2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	15.0	15.0	15.0
Minimum Split (s)	11.8	11.8	10.7	21.4	28.4	28.4
Total Split (s)	40.0	40.0	20.0	65.0	45.0	45.0
Total Split (%)	38.1%	38.1%	19.0%	61.9%	42.9%	42.9%
Maximum Green (s)	34.2	34.2	15.3	58.6	38.6	38.6
Yellow Time (s)	3.2	3.2	3.2	5.0	5.0	5.0
All-Red Time (s)	2.6	2.6	1.5	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)	5.8	5.8	4.7	6.4	6.4	6.4
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
Recall Mode	None	None	None	Min	Min	Min
Walk Time (s)					7.0	7.0
Flash Dont Walk (s)					15.0	15.0
Pedestrian Calls (#/hr)					0	0
Act Effct Green (s)	7.0	7.0	30.7	32.2	15.8	15.8
Actuated g/C Ratio	0.16	0.16	0.72	0.76	0.37	0.37
v/c Ratio	0.14	0.12	0.28	0.08	0.32	0.45
Control Delay (s/veh)	19.4	9.0	4.2	4.1	13.7	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.4	9.0	4.2	4.1	13.7	4.0
LOS	B	A	A	A	B	A
Approach Delay (s/veh)	14.5			4.2	7.7	
Approach LOS	B			A	A	

Intersection Summary





















Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 42.5
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.45
 Intersection Signal Delay (s/veh): 7.0
 Intersection LOS: A
 Intersection Capacity Utilization 42.9%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 3: Millersport Hwy & Crosspoint Pkwy















Lanes, Volumes, Timings
4: Millersport Hwy & Hopkins Rd

North French Rd Mixed Use Development
2025 Full Build AM

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	44	16	64	8	17	28	5	113	10	123	453	49
Future Volume (vph)	44	16	64	8	17	28	5	113	10	123	453	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	150		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.880			0.907			0.988				0.985
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1672	0	902	1611	0	1504	1691	0	1752	1838	0
Flt Permitted	0.549			0.699			0.360			0.570		
Satd. Flow (perm)	1043	1672	0	664	1611	0	570	1691	0	1051	1838	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		72			31			4				5
Link Speed (mph)		40			40			55				55
Link Distance (ft)		601			759			916				1461
Travel Time (s)		10.2			12.9			11.4				18.1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	100%	7%	7%	20%	12%	0%	3%	2%	0%
Adj. Flow (vph)	49	18	72	9	19	31	6	127	11	138	509	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	90	0	9	50	0	6	138	0	138	564	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		5	2		1	6	

Lanes, Volumes, Timings
4: Millersport Hwy & Hopkins Rd

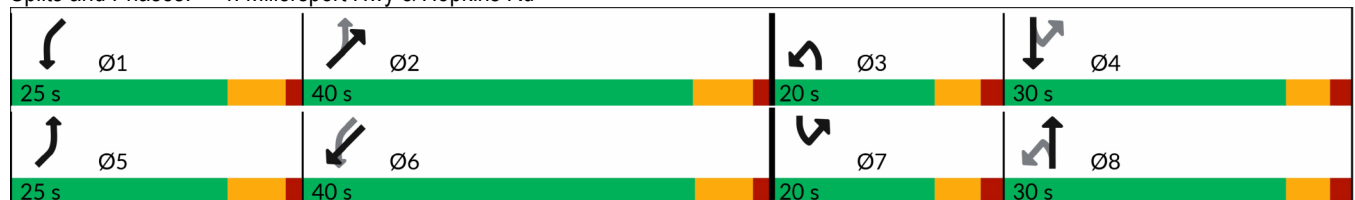
North French Rd Mixed Use Development
2025 Full Build AM

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	8		4		2		6					
Detector Phase	3	8	7	4	5	2	1	6				
Switch Phase												
Minimum Initial (s)	3.0	6.0	3.0	6.0	3.0	10.0	3.0	10.0	3.0	10.0		
Minimum Split (s)	8.7	11.7	8.7	11.7	9.4	16.4	9.3	16.3				
Total Split (s)	20.0	30.0	20.0	30.0	25.0	40.0	25.0	40.0				
Total Split (%)	17.4%	26.1%	17.4%	26.1%	21.7%	34.8%	21.7%	34.8%				
Maximum Green (s)	14.3	24.3	14.3	24.3	18.6	33.6	18.7	33.7				
Yellow Time (s)	3.9	3.9	3.9	3.9	5.0	5.0	5.0	5.0				
All-Red Time (s)	1.8	1.8	1.8	1.8	1.4	1.4	1.3	1.3				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Total Lost Time (s)	5.7	5.7	5.7	5.7	6.4	6.4	6.3	6.3				
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	1.5	1.3	1.5	1.3	1.5	1.3	1.5	1.3	1.5	1.3		
Recall Mode	None	None	None	None	None	None	None	None	None	None		
Act Effect Green (s)	11.4	11.1	8.6	6.6	24.4	23.2	30.9	31.7				
Actuated g/C Ratio	0.21	0.21	0.16	0.12	0.46	0.44	0.58	0.60				
v/c Ratio	0.16	0.22	0.06	0.22	0.01	0.18	0.19	0.51				
Control Delay (s/veh)	18.7	11.0	19.1	18.4	8.2	16.8	8.2	13.5				
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Total Delay (s/veh)	18.7	11.0	19.1	18.4	8.2	16.8	8.2	13.5				
LOS	B	B	B	B	A	B	A	B				
Approach Delay (s/veh)	13.8		18.6		16.5		12.5					
Approach LOS	B		B		B		B					

Intersection Summary

Area Type:	Other
Cycle Length:	115
Actuated Cycle Length:	53.1
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.51
Intersection Signal Delay (s/veh):	13.6
Intersection LOS:	B
Intersection Capacity Utilization:	54.6%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 4: Millersport Hwy & Hopkins Rd



Lanes, Volumes, Timings
5: Millersport Hwy & I-990 Exit Ramp



Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	533	153	0	187	472	0
Future Volume (vph)	533	153	0	187	472	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	485	0			0
Storage Lanes	2	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	0.95	1.00	0.95	0.95	1.00
Frt	0.967					
Flt Protected	0.963					
Satd. Flow (prot)	3201	0	0	3374	3505	0
Flt Permitted	0.963					
Satd. Flow (perm)	3201	0	0	3374	3505	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	61					
Link Speed (mph)	30			55	55	
Link Distance (ft)	766			300	334	
Travel Time (s)	17.4			3.7	4.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	9%	1%	0%	7%	3%	0%
Adj. Flow (vph)	586	168	0	205	519	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	754	0	0	205	519	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			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	15			9
Number of Detectors	2			2	2	
Detector Template						
Leading Detector (ft)	49			49	49	
Trailing Detector (ft)	-1			-1	-1	
Detector 1 Position(ft)	-1			-1	-1	
Detector 1 Size(ft)	20			20	20	
Detector 1 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0			0.0	0.0	
Detector 1 Queue (s)	0.0			0.0	0.0	
Detector 1 Delay (s)	0.0			0.0	0.0	
Detector 2 Position(ft)	29			29	29	
Detector 2 Size(ft)	20			20	20	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot			NA	NA	
Protected Phases	3			1	1	

Lanes, Volumes, Timings
 5: Millersport Hwy & I-990 Exit Ramp



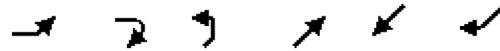
Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Permitted Phases						
Detector Phase	3			1	1	
Switch Phase						
Minimum Initial (s)	6.0			10.0	10.0	
Minimum Split (s)	22.7			24.0	24.0	
Total Split (s)	50.0			40.0	40.0	
Total Split (%)	55.6%			44.4%	44.4%	
Maximum Green (s)	45.3			34.0	34.0	
Yellow Time (s)	3.2			5.0	5.0	
All-Red Time (s)	1.5			1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	4.7			6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	4.0			4.0	4.0	
Recall Mode	None			Min	Min	
Act Effect Green (s)	18.0			14.3	14.3	
Actuated g/C Ratio	0.41			0.33	0.33	
v/c Ratio	0.55			0.18	0.44	
Control Delay (s/veh)	10.7			11.6	13.4	
Queue Delay	0.0			0.0	0.0	
Total Delay (s/veh)	10.7			11.6	13.4	
LOS	B			B	B	
Approach Delay (s/veh)	10.8			11.6	13.4	
Approach LOS	B			B	B	

Intersection Summary	
Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	43.4
Natural Cycle:	50
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.55
Intersection Signal Delay (s/veh):	11.8
Intersection LOS:	B
Intersection Capacity Utilization:	95.6%
ICU Level of Service:	F
Analysis Period (min):	15

Splits and Phases: 5: Millersport Hwy & I-990 Exit Ramp

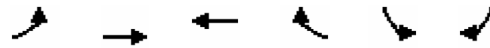


Lanes, Volumes, Timings
6: Millersport Hwy & I-990 Entrance Ramp



Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	0	0	39	690	481	1291
Future Volume (vph)	0	0	39	690	481	1291
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	180			0
Storage Lanes	0	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt					0.891	
Flt Protected			0.950			
Satd. Flow (prot)	0	0	1805	3343	3131	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	1805	3343	3131	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	582			334	3922	
Travel Time (s)	13.2			4.1	6.7	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	8%	2%	3%
Adj. Flow (vph)	0	0	42	742	517	1388
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	42	742	1905	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			25
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	95.6%			ICU Level of Service F		
Analysis Period (min)	15					

Lanes, Volumes, Timings
7: Crosspoint Pkwy & Existing Dwy



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Volume (vph)	69	47	202	330	22	5
Future Volume (vph)	69	47	202	330	22	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.916			0.850
Flt Protected		0.971			0.950	
Satd. Flow (prot)	0	1767	1706	0	1770	1583
Flt Permitted		0.971			0.950	
Satd. Flow (perm)	0	1767	1706	0	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		228	433		195	
Travel Time (s)		5.2	9.8		4.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	8%	2%	2%	2%	2%
Adj. Flow (vph)	75	51	220	359	24	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	126	579	0	24	5
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		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	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.5%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	69	47	202	330	22	5
Future Vol, veh/h	69	47	202	330	22	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	8	2	2	2	2
Mvmt Flow	75	51	220	359	24	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	578	0	-	0	600 399
Stage 1	-	-	-	-	399 -
Stage 2	-	-	-	-	201 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	995	-	-	-	464 651
Stage 1	-	-	-	-	678 -
Stage 2	-	-	-	-	833 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	995	-	-	-	428 651
Mov Cap-2 Maneuver	-	-	-	-	428 -
Stage 1	-	-	-	-	625 -
Stage 2	-	-	-	-	833 -

Approach	EB	WB	SB
HCM Control Delay, s/v	5.3	0	13.29
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	967	-	-	-	428	651
HCM Lane V/C Ratio	0.075	-	-	-	0.056	0.008
HCM Control Delay (s/veh)	8.9	0	-	-	13.9	10.6
HCM Lane LOS	A	A	-	-	B	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.2	0

6: Millersport Hwy & I-990 Entrance Ramp Performance by lane

Lane	NE	NE	NE	SW	SW	All
Movements Served	L	T	T	T	TR	
Denied Delay (hr)						0.3
Denied Del/Veh (s)						0.4
Total Delay (hr)	0.1	0.1	0.1	1.1	4.9	6.4
Total Del/Veh (s)	6.0	1.4	1.4	8.6	13.8	9.2
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	4.4	0.2	0.2	0.0	0.0	0.1

Total Zone Performance

Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.6
Total Delay (hr)	6.4
Total Del/Veh (s)	603.6
Stop Delay (hr)	0.1
Stop Del/Veh (s)	8.3

Intersection: 6: Millersport Hwy & I-990 Entrance Ramp

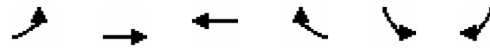
Movement	NE	SW
Directions Served	L	T
Maximum Queue (ft)	52	35
Average Queue (ft)	17	2
95th Queue (ft)	47	22
Link Distance (ft)	3901	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	180	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 0

Lanes, Volumes, Timings
1: N French Rd & Crosspoint Pkwy

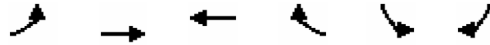
North French Rd Mixed Use Development
2025 Full Build PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	133	843	602	70	118	406
Future Volume (vph)	133	843	602	70	118	406
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	205			150	0	210
Storage Lanes	2			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	0.88
Fr _t				0.850		0.850
Fl _t Protected	0.950				0.950	
Satd. Flow (prot)	3433	3539	3539	1538	1752	2842
Fl _t Permitted	0.950				0.950	
Satd. Flow (perm)	3433	3539	3539	1538	1752	2842
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				81		472
Link Speed (mph)		45	45		30	
Link Distance (ft)		569	820		717	
Travel Time (s)		8.6	12.4		16.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	5%	3%	0%
Adj. Flow (vph)	155	980	700	81	137	472
Shared Lane Traffic (%)						
Lane Group Flow (vph)	155	980	700	81	137	472
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		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	15	9
Number of Detectors	2	2	2	2	2	2
Detector Template						
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	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		3	

Lanes, Volumes, Timings
1: N French Rd & Crosspoint Pkwy

North French Rd Mixed Use Development
2025 Full Build PM

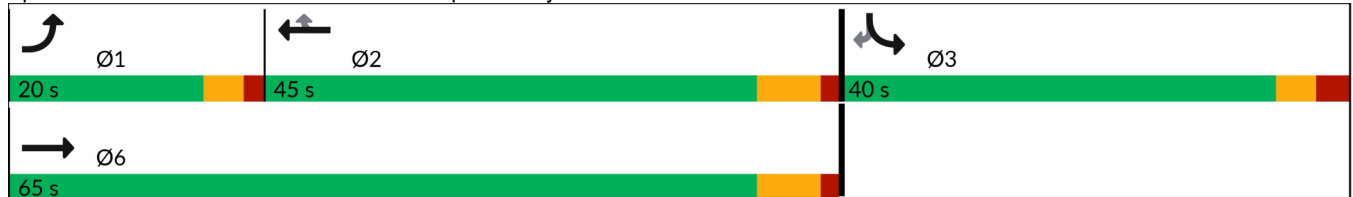


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases				2		3
Detector Phase	1	6	2	2	3	3
Switch Phase						
Minimum Initial (s)	6.0	15.0	15.0	15.0	6.0	6.0
Minimum Split (s)	10.7	21.4	21.4	21.4	11.8	11.8
Total Split (s)	20.0	65.0	45.0	45.0	40.0	40.0
Total Split (%)	19.0%	61.9%	42.9%	42.9%	38.1%	38.1%
Maximum Green (s)	15.3	58.6	38.6	38.6	34.2	34.2
Yellow Time (s)	3.2	5.0	5.0	5.0	3.2	3.2
All-Red Time (s)	1.5	1.4	1.4	1.4	2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.4	6.4	6.4	5.8	5.8
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
Recall Mode	None	Min	Min	Min	None	None
Walk Time (s)			7.0	7.0		
Flash Dont Walk (s)			15.0	15.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)	8.3	31.2	18.1	18.1	10.8	10.8
Actuated g/C Ratio	0.15	0.57	0.33	0.33	0.20	0.20
v/c Ratio	0.29	0.48	0.59	0.14	0.39	0.50
Control Delay (s/veh)	23.9	8.1	18.2	4.8	23.6	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.9	8.1	18.2	4.8	23.6	4.5
LOS	C	A	B	A	C	A
Approach Delay (s/veh)		10.3	16.8		8.8	
Approach LOS		B	B		A	

Intersection Summary

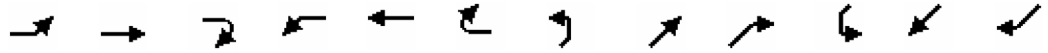
Area Type:	Other
Cycle Length:	105
Actuated Cycle Length:	54.5
Natural Cycle:	45
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.60
Intersection Signal Delay (s/veh):	12.0
Intersection LOS:	B
Intersection Capacity Utilization:	42.3%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 1: N French Rd & Crosspoint Pkwy



Lanes, Volumes, Timings
2: Millersport Hwy & N French Rd

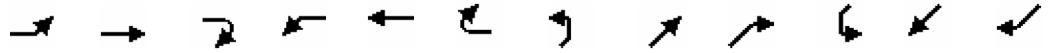
North French Rd Mixed Use Development
2025 Full Build PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	70	811	62	61	579	17	33	263	113	32	186	55
Future Volume (vph)	70	811	62	61	579	17	33	263	113	32	186	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		0	375		0	195		0	170		0
Storage Lanes	1		0	1		0	1		0	1		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		0.989			0.996			0.955			0.966	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3452	0	1752	3461	0	1671	1814	0	1805	1786	0
Flt Permitted	0.324			0.179			0.387			0.479		
Satd. Flow (perm)	604	3452	0	330	3461	0	681	1814	0	910	1786	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			2			23			12	
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		820			1184			767			3092	
Travel Time (s)		12.4			17.9			9.5			38.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	3%	9%	3%	4%	0%	8%	0%	0%	0%	3%	2%
Adj. Flow (vph)	76	882	67	66	629	18	36	286	123	35	202	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	949	0	66	647	0	36	409	0	35	262	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												
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		pm+pt	NA		Perm	NA	
Protected Phases	1	6		5	2		7	4			8	

Lanes, Volumes, Timings
 2: Millersport Hwy & N French Rd

North French Rd Mixed Use Development
 2025 Full Build PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		6.0	10.0		4.0	6.0		6.0	6.0	
Minimum Split (s)	7.3	28.0		10.3	28.0		8.3	28.0		28.0	28.0	
Total Split (s)	20.0	40.0		20.0	40.0		20.0	60.0		40.0	40.0	
Total Split (%)	16.7%	33.3%		16.7%	33.3%		16.7%	50.0%		33.3%	33.3%	
Maximum Green (s)	15.7	34.0		15.7	34.0		15.7	54.0		34.0	34.0	
Yellow Time (s)	3.2	5.0		3.2	5.0		3.2	5.0		5.0	5.0	
All-Red Time (s)	1.1	1.0		1.1	1.0		1.1	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.3	6.0		4.3	6.0		4.3	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes	Yes	
Vehicle Extension (s)	3.0	4.0		2.0	4.0		2.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0		7.0	7.0	
Flash Dont Walk (s)		15.0			15.0			15.0		15.0	15.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	
Act Effct Green (s)	38.7	31.0		37.5	30.4		27.6	25.7		20.0	20.0	
Actuated g/C Ratio	0.50	0.40		0.48	0.39		0.35	0.33		0.26	0.26	
v/c Ratio	0.18	0.68		0.22	0.47		0.11	0.66		0.15	0.56	
Control Delay (s/veh)	11.7	24.7		12.7	21.5		18.6	27.8		28.8	32.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	11.7	24.7		12.7	21.5		18.6	27.8		28.8	32.4	
LOS	B	C		B	C		B	C		C	C	
Approach Delay (s/veh)		23.7			20.7			27.1			32.0	
Approach LOS		C			C			C			C	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 78
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay (s/veh): 24.5 Intersection LOS: C
 Intersection Capacity Utilization 70.4% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 2: Millersport Hwy & N French Rd

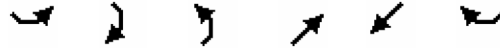


Lanes, Volumes, Timings
3: Millersport Hwy & Crosspoint Pkwy



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	270	137	39	304	148	57
Future Volume (vph)	270	137	39	304	148	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	270	375			290
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1787	1599	1805	1900	1900	1538
Flt Permitted	0.950		0.498			
Satd. Flow (perm)	1787	1599	946	1900	1900	1538
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		163				68
Link Speed (mph)	30			55	55	
Link Distance (ft)	433			3092	955	
Travel Time (s)	9.8			38.3	11.8	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	1%	1%	0%	0%	0%	5%
Adj. Flow (vph)	321	163	46	362	176	68
Shared Lane Traffic (%)						
Lane Group Flow (vph)	321	163	46	362	176	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)	15	9	15			9
Number of Detectors	2	2	2	2	2	2
Detector Template						
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	Perm	pm+pt	NA	NA	Perm
Protected Phases	3		1	6	2	

Lanes, Volumes, Timings
 3: Millersport Hwy & Crosspoint Pkwy

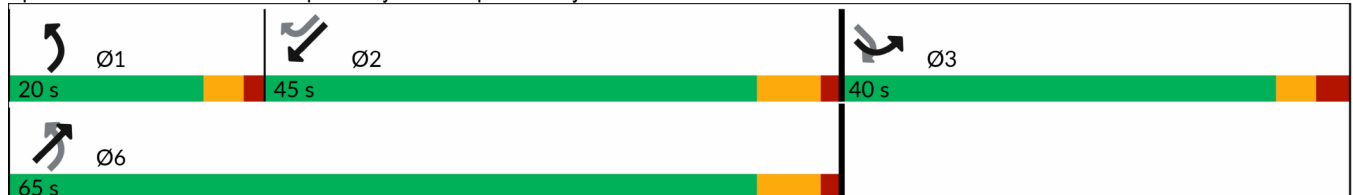


Lane Group	SEL	SER	NEL	NET	SWT	SWR
Permitted Phases		3	6			2
Detector Phase	3	3	1	6	2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	15.0	15.0	15.0
Minimum Split (s)	11.8	11.8	10.7	21.4	28.4	28.4
Total Split (s)	40.0	40.0	20.0	65.0	45.0	45.0
Total Split (%)	38.1%	38.1%	19.0%	61.9%	42.9%	42.9%
Maximum Green (s)	34.2	34.2	15.3	58.6	38.6	38.6
Yellow Time (s)	3.2	3.2	3.2	5.0	5.0	5.0
All-Red Time (s)	2.6	2.6	1.5	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)	5.8	5.8	4.7	6.4	6.4	6.4
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
Recall Mode	None	None	None	Min	Min	Min
Walk Time (s)					7.0	7.0
Flash Dont Walk (s)					15.0	15.0
Pedestrian Calls (#/hr)					0	0
Act Effct Green (s)	14.1	14.1	23.6	21.8	15.8	15.8
Actuated g/C Ratio	0.29	0.29	0.48	0.45	0.32	0.32
v/c Ratio	0.61	0.28	0.07	0.42	0.28	0.12
Control Delay (s/veh)	21.6	4.4	7.8	11.5	17.5	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.6	4.4	7.8	11.5	17.5	6.2
LOS	C	A	A	B	B	A
Approach Delay (s/veh)	15.9			11.1	14.4	
Approach LOS	B			B	B	

Intersection Summary





















Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 48.7
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay (s/veh): 13.8
 Intersection LOS: B
 Intersection Capacity Utilization 46.5%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 3: Millersport Hwy & Crosspoint Pkwy















Lanes, Volumes, Timings
4: Millersport Hwy & Hopkins Rd

North French Rd Mixed Use Development
2025 Full Build PM

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	15	25	147	42	39	14	22	453	93	95	177	15
Future Volume (vph)	15	25	147	42	39	14	22	453	93	95	177	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	150		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.872			0.960			0.975			0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1608	0	1805	1791	0	1805	1837	0	1770	1827	0
Flt Permitted	0.718			0.353			0.623			0.238		
Satd. Flow (perm)	1364	1608	0	671	1791	0	1184	1837	0	443	1827	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		165			14			9			4	
Link Speed (mph)		40			40			55			55	
Link Distance (ft)		632			661			955			1422	
Travel Time (s)		10.8			11.3			11.8			17.6	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	9%	2%	0%	0%	7%	0%	1%	0%	2%	3%	0%
Adj. Flow (vph)	17	28	165	47	44	16	25	509	104	107	199	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	193	0	47	60	0	25	613	0	107	216	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8		7	4		5	2		1	6	

Lanes, Volumes, Timings
4: Millersport Hwy & Hopkins Rd

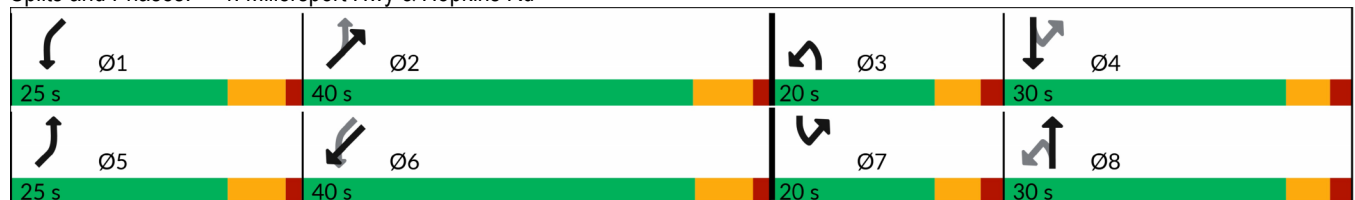
North French Rd Mixed Use Development
2025 Full Build PM

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	8		4				2		6			
Detector Phase	3	8	7		4	5		2	1		6	
Switch Phase												
Minimum Initial (s)	3.0	6.0	3.0		6.0	3.0		10.0	3.0		10.0	
Minimum Split (s)	8.7	23.7	8.7		23.7	9.4		24.4	9.3		24.3	
Total Split (s)	20.0	30.0	20.0		30.0	25.0		40.0	25.0		40.0	
Total Split (%)	17.4%	26.1%	17.4%		26.1%	21.7%		34.8%	21.7%		34.8%	
Maximum Green (s)	14.3	24.3	14.3		24.3	18.6		33.6	18.7		33.7	
Yellow Time (s)	3.9	3.9	3.9		3.9	5.0		5.0	5.0		5.0	
All-Red Time (s)	1.8	1.8	1.8		1.8	1.4		1.4	1.3		1.3	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	5.7	5.7	5.7		5.7	6.4		6.4	6.3		6.3	
Lead/Lag	Lead	Lag	Lead		Lag	Lead		Lag	Lead		Lag	
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes		Yes	
Vehicle Extension (s)	1.5	1.3	1.5		1.3	1.5		1.3	1.5		1.3	
Recall Mode	None	None	None		None	None		None	None		None	
Act Effect Green (s)	10.0	7.4	13.4		12.1	38.2		34.7	43.0		40.4	
Actuated g/C Ratio	0.14	0.10	0.19		0.17	0.54		0.49	0.61		0.57	
v/c Ratio	0.07	0.61	0.21		0.18	0.03		0.67	0.28		0.20	
Control Delay (s/veh)	23.2	17.9	25.2		23.4	7.7		22.4	8.9		11.3	
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	
Total Delay (s/veh)	23.2	17.9	25.2		23.4	7.7		22.4	8.9		11.3	
LOS	C	B	C		C	A		C	A		B	
Approach Delay (s/veh)	18.4				24.2	21.8				10.5		
Approach LOS	B				C	C				B		

Intersection Summary

Area Type:	Other
Cycle Length:	115
Actuated Cycle Length:	70.8
Natural Cycle:	80
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.68
Intersection Signal Delay (s/veh):	18.6
Intersection LOS:	B
Intersection Capacity Utilization:	68.6%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 4: Millersport Hwy & Hopkins Rd



Lanes, Volumes, Timings
5: Millersport Hwy & I-990 Exit Ramp

North French Rd Mixed Use Development
2025 Full Build PM



Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	1380	60	0	648	227	0
Future Volume (vph)	1380	60	0	648	227	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	485	0			0
Storage Lanes	2	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	0.95	1.00	0.95	0.95	1.00
Frt	0.994					
Flt Protected	0.954					
Satd. Flow (prot)	3427	0	0	3574	3539	0
Flt Permitted	0.954					
Satd. Flow (perm)	3427	0	0	3574	3539	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	7					
Link Speed (mph)	30			55	55	
Link Distance (ft)	749			300	334	
Travel Time (s)	17.0			3.7	4.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	0%	1%	2%	0%
Adj. Flow (vph)	1484	65	0	697	244	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1549	0	0	697	244	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			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	15			9
Number of Detectors	2			2	2	
Detector Template						
Leading Detector (ft)	49			49	49	
Trailing Detector (ft)	-1			-1	-1	
Detector 1 Position(ft)	-1			-1	-1	
Detector 1 Size(ft)	20			20	20	
Detector 1 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0			0.0	0.0	
Detector 1 Queue (s)	0.0			0.0	0.0	
Detector 1 Delay (s)	0.0			0.0	0.0	
Detector 2 Position(ft)	29			29	29	
Detector 2 Size(ft)	20			20	20	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot			NA	NA	
Protected Phases	3			1	1	

Lanes, Volumes, Timings
5: Millersport Hwy & I-990 Exit Ramp



Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Permitted Phases						
Detector Phase	3			1	1	
Switch Phase						
Minimum Initial (s)	6.0			10.0	10.0	
Minimum Split (s)	22.7			24.0	24.0	
Total Split (s)	50.0			40.0	40.0	
Total Split (%)	55.6%			44.4%	44.4%	
Maximum Green (s)	45.3			34.0	34.0	
Yellow Time (s)	3.2			5.0	5.0	
All-Red Time (s)	1.5			1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	4.7			6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	4.0			4.0	4.0	
Recall Mode	None			Min	Min	
Act Effect Green (s)	41.7			23.6	23.6	
Actuated g/C Ratio	0.55			0.31	0.31	
v/c Ratio	0.82			0.63	0.22	
Control Delay (s/veh)	19.9			25.6	20.3	
Queue Delay	0.0			0.0	0.0	
Total Delay (s/veh)	19.9			25.6	20.3	
LOS	B			C	C	
Approach Delay (s/veh)	19.9			25.6	20.4	
Approach LOS	B			C	C	

Intersection Summary	
Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	76.2
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.83
Intersection Signal Delay (s/veh):	21.6
Intersection LOS:	C
Intersection Capacity Utilization:	103.5%
ICU Level of Service:	G
Analysis Period (min):	15

Splits and Phases: 5: Millersport Hwy & I-990 Exit Ramp



Lanes, Volumes, Timings
6: Millersport Hwy & I-990 Entrance Ramp



Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	0	0	119	1914	207	814
Future Volume (vph)	0	0	119	1914	207	814
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	180			0
Storage Lanes	0	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt					0.880	
Flt Protected			0.950			
Satd. Flow (prot)	0	0	1770	3539	3090	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	1770	3539	3090	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	582			334	540	
Travel Time (s)	13.2			4.1	6.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	2%	2%	2%	3%
Adj. Flow (vph)	0	0	125	2015	218	857
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	125	2015	1075	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	103.5%			ICU Level of Service G		
Analysis Period (min)	15					

Lanes, Volumes, Timings
7: Crosspoint Pkwy & Existing Dwy



Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↕	↕		↕	↕
Traffic Volume (vph)	10	197	42	54	210	51
Future Volume (vph)	10	197	42	54	210	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.924			0.850
Flt Protected		0.998			0.950	
Satd. Flow (prot)	0	1859	1714	0	1770	1583
Flt Permitted		0.998			0.950	
Satd. Flow (perm)	0	1859	1714	0	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		228	433		213	
Travel Time (s)		5.2	9.8		4.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%
Adj. Flow (vph)	11	214	46	59	228	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	225	105	0	228	55
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
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
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	35.9%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	5.8					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	10	197	42	54	210	51
Future Vol, veh/h	10	197	42	54	210	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	11	214	46	59	228	55

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	104	0	-	0	311 75
Stage 1	-	-	-	-	75 -
Stage 2	-	-	-	-	236 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1487	-	-	-	682 986
Stage 1	-	-	-	-	948 -
Stage 2	-	-	-	-	803 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1487	-	-	-	676 986
Mov Cap-2 Maneuver	-	-	-	-	676 -
Stage 1	-	-	-	-	940 -
Stage 2	-	-	-	-	803 -

Approach	SE	NW	SW
HCM Control Delay, s/v	0.36	0	12.21
HCM LOS			B

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1	SWLn2
Capacity (veh/h)	-	-	87	-	676	986
HCM Lane V/C Ratio	-	-	0.007	-	0.338	0.056
HCM Control Delay (s/veh)	-	-	7.4	0	13	8.9
HCM Lane LOS	-	-	A	A	B	A
HCM 95th %tile Q(veh)	-	-	0	-	1.5	0.2

6: Millersport Hwy & I-990 Entrance Ramp Performance by lane

Lane	NE	NE	NE	SW	SW	All
Movements Served	L	T	T	T	TR	
Denied Delay (hr)						0.1
Denied Del/Veh (s)						0.1
Total Delay (hr)	0.0	0.6	0.6	0.2	0.7	2.1
Total Del/Veh (s)	2.7	2.3	2.1	3.0	3.2	2.6
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	0.9	0.1	0.1	0.0	0.0	0.1

Total Zone Performance

Denied Delay (hr)		0.1
Denied Del/Veh (s)		0.4
Total Delay (hr)		2.1
Total Del/Veh (s)	361.4	
Stop Delay (hr)		0.1
Stop Del/Veh (s)	10.0	

Intersection: 6: Millersport Hwy & I-990 Entrance Ramp

Movement	NE	SW
Directions Served	L	TR
Maximum Queue (ft)	44	5
Average Queue (ft)	13	0
95th Queue (ft)	39	4
Link Distance (ft)		519
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	180	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 0