Boulevard Central District

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

Supplemental Draft Generic Environmental Impact Statement

Town of Amherst

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Town of Amherst
Erie County, New York

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EXECUTIVE SUMMARY

Project Description

The Town's current Boulevard Central District Generic Environmental Impact Statement (BCD GEIS) was prepared in late 2019 and adopted in January 2020. The document specifies that the GEIS may be supplemented or updated pursuant to 6 NYCRR Part 617.10(d) of SEQR which states *"Generic EISs and their findings should set forth specific conditions of criteria under which future actions will be undertaken or approved, including requirements for any subsequent SEQR compliance. This may include thresholds and criteria for supplemental EISs to reflect specific significant impacts, such as site-specific impacts, that were not adequately addressed or analyzed in the generic EIS."*

A variety of changes have occurred over the past several years that signal a need to reevaluate the BCD GEIS, the most significant of which are the assumptions leading to the projection of land use, zoning, and the type and magnitude of development. This in turn requires a reevaluation of potential impacts and corresponding mitigation with a Supplemental GEIS.

The Boulevard Central District is an approximately 1,264-acre portion of the Town of Amherst, bounded on the east and north by the Interstate 290 (I-290), the west by Niagara Falls Boulevard and on the south by Sheridan Drive, as well as including properties immediately to the south of Sheridan Drive (Study Area). In 2020, the Town adopted the Boulevard Central District GEIS and Statement of Findings that evaluated the cumulative impacts of growth within the Study Area for a Projected Growth Redevelopment Scenario, based on new mixed-use zoning. Although the Study Area is generally built out, it includes numerous underutilized sites, representing a significant opportunity for redevelopment and reinvestment.

Several significant trends and recent studies have emerged and conditions have changed since 2019-2020, when the Town's BCD GEIS was prepared and adopted. These changes have influenced the Town's decision to revise its land use growth assumptions and prepare this 2025 Supplemental GEIS. These trends are discussed in detail in Section 2.0 of the SDGEIS and are summarized as:

- A decline in office space demand that emerged post-COVID with more work-from-home opportunities
- An increase in medical office demand
- Continued influence on E-commerce that has diminished demand for retail space
- An increase in light industrial demand, especially for warehousing and logistics
- An increase in rental housing demand
- Rising construction costs and interest rates
- More selective bank financing

Other factors affecting the amount and distribution of growth within the BCD include:

- Discrepancies between the final zoning and the assumptions used in the original GEIS, particularly the mixed-use zoning
- Focused vision for the BCD through an Action Plan adopted in 2021 that led to refined development projections
- Designation of the Boulevard Mall and some surrounding properties as an Urban Renewal Area and the creation of an Urban Renewal Plan in 2022
- Completion of a Strategic Economic Development Plan in 2023 with identified opportunity sites
- Infrastructure improvements to address sewer capacity issues
- Recently proposed or constructed projects that are inconsistent with the intended zoning and are not to the scale anticipated in the original GEIS

Zoning

The Town approved the application and mapping of mixed-use zoning districts in December 2020 for the majority of non-residential parcels within the BCD. However, some areas in the original GEIS that were anticipated to be rezoned to mixed-use districts were not. With recent experience using the provisions of the mixed-use districts, the Town has found the utilization of these districts to be a bit challenging and is currently in the process of proposing changes to these districts. The Town has also not seen the higher density redevelopment in the BCD that was anticipated with the adoption of the mixed-use districts. Based on these factors along with discussions with the development community, proposed changes to the land use and zoning projections were necessary to facilitate future redevelopment of the BCD.

Growth Projection

Growth projections have to be associated with a growth period. Consistent with the original GEIS, a 20-year timeframe was used and it was determined that the Supplemental GEIS would incorporate a new 20-year period as opposed to using the remaining 15 years of the original GEIS.

Growth was distributed over the study area in order to evaluate the potential impacts on the BCD. This is accomplished through the work undertaken by the Town to investigate growth trends, developable and re-developable lands within the study area, and zoning. However, to analyze growth by geographic areas, the Town continued to use Traffic Analysis Zones (TAZ), consistent with the original GEIS.

Undertaking a process of detailed land use analysis, the Town Planning Department reduced the area of potential redevelopment based first on the elimination of areas (primarily residential) that are unlikely to be redeveloped over time and further reduced this developable area based on what could reasonably be expected to redevelop over the next 20 years. This reduced the overall acreage of potential developable land from the initial study area of 1,264 acres down to approximately 265 acres. See Section 2.0 for graphics illustrating the potential developable areas within the BCD.

Commercial growth (office & retail) within the BCD was projected through a thorough analysis process, considering several factors. A building analysis was conducted to determine the likelihood of a building to remain and those to be completely redeveloped over the 20-year growth period. A land use and zoning analysis was conducted to determine the likely future land uses for the areas likely to be redeveloped. The existing zoning provides the maximum development potential through bulk regulations, particularly lot coverage and number of stories. Building use composition (percent of retail vs. office) is an often difficult assessment and has changed since the original GEIS with declining demand for office space and increasing vacancy rates following the COVID-19 pandemic.

Future residential growth was based on the following assumptions and analysis:

- The continued, but diminished, growth of student housing to serve the 30,000 students at the University of Buffalo (UB);
- A larger residential component as part of the commercial redevelopment within the BCD;
- Town-wide growth rate of 2 percent for housing;
- Growing trend towards siting multi-family and mixed-use projects within regional commercial areas and where the size and scale of such buildings are more amenable to neighboring properties; and
- The development community's increasing incorporation of upper-floor housing in commercial projects to ensure project viability.

Based on the new commercial and residential growth assumptions, the following thresholds for the Projected Growth Redevelopment Scenario were modified and established for the new 20-year planning period.

2019

- 5,000 Housing Units
- 1,900,000 SF Commercial Retail
- 1,100,000 SF Commercial Office

2025

- 4,921 Housing Units
- 2,258,676 SF Commercial Retail
- 303,268 SF Commercial Office

Evaluation of Potential Impacts and Mitigation

Land Use and Zoning

Because the new assumptions in the 2025 Projected Growth Redevelopment Scenario regarding the land use and mixed-use zoning is expected to result in an overall decrease in the redevelopment potential compared to the current zoning, no significant adverse land use impacts are anticipated as a result of this action.

The Study Area is one of the densest sections of Amherst that has historically seen a great deal of commercial development. It is recognized that the intensity of uses in this area will likely continue. The Town wishes to see new growth occur in a much more sustainable and desirable manner and hopes the mixed-use zoning will provide this flexibility in design that supports more walkable, integrated development. This development is much more likely to be compatible with surrounding neighborhoods along with generating economic growth in the Town.

This potential also exists under some of the other zoning districts in the Town's Zoning Code, but would probably be much less sustainable with the continuation of the existing patterns of development and redevelopment (repurposing strip plazas and big box retail with large surface parking areas). The specific implications of increased density within the Study Area over current conditions are discussed under each of the impact topics. The mixed-use zoning districts promote diverse commercial and residential uses and reduce the vacant and underutilized properties with redevelopment that is respectful of the surrounding residential neighborhoods by providing buffers, as well as connections between neighborhoods, commercial areas, and public spaces that should have a beneficial impact on mobility and overall quality of life.

Transportation

The results of the intersection analyses show that the overall operations of most of the Study Area intersections are at Level of Service (LOS D) or better during the AM and PM peak hours for

the Existing and Planned Conditions. These operations are consistent with local and regional mobility objectives. The exceptions are as follows:

Existing Condition

Niagara Falls Boulevard and Sheridan Drive	PM – LOS E
Maple Road and Sweet Home Road	PM – LOS E

The same capacity analysis methodology used to evaluate the Existing Condition was also used to project the Planned Condition to assess the ability of the road network to carry the estimated trips associated with the proposed growth without any improvements to the network. The results of these analyses show that the changes in traffic volume and circulation patterns associated with the 2025 Projected Growth Redevelopment Scenario will have an impact resulting in an overall LOS E or F operations at the following intersections in the Planned Condition.

Planned Condition

Maple Road and Sweet Home Road	PM – LOS E

Under the Planned Condition and without mitigation, the LOS at the intersection of Niagara Falls Boulevard at Sheridan Drive improved from E to D during the PM peak hour. Adjustments in traffic volumes also impact adjacent intersections and street segments which resulted in shifting arrival patterns at intersections due to a change in vehicle headway. The change in arrival patterns has a cascading impact within the study area network most focused on directly connected streets and intersections resulting in improvements to LOS movements without any roadway improvements applied.

Mitigation measures offset a project's traffic impacts by employing geometric, operational and other techniques to accommodate the traffic from a proposed project. The following improvements have been identified:

Corridor Improvements:

Niagara Falls Boulevard: Ridge Lea Road to Sheridan Drive

- Adaptive signal control

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

- Widen from a 3-lane cross section to a 5-lane cross section

Bowmart Parkway: Maple Road to Meyer Road

- Resurfacing

Sheridan Drive: Niagara Falls Boulevard to Millersport Highway

- Revised signal timings and coordination

Intersection Improvements:

Maple Road and Sweet Home Road

- Updated signal timings including exclusive left turns and improved yellow/red times
- Installation of safety improvements including backplates, enhanced pavement markings, No Turn on Red signs (Overhead Blank-Out)
- Adjust the northbound approach – Northbound right turn lane changes to right and through lane
- Adjust signal timing

Sheridan Drive and Sweet Home Road

- Updated timings including exclusive left turns and improved yellow/red times
- Installation of safety improvements including backplates, enhanced pavement markings, No Turn on Red signs (Overhead Blank-Out), and bicycle boxes
- Adjust signal timing, cycle length too long even considering it is a part of a coordinated network, including leading pedestrian and bicycle intervals

North Bailey Avenue, Emerson Drive and Amsterdam Avenue

- Convert to a single lane roundabout

Conceptual layouts of these improvements are provided in Appendix C.

This program of improvements will maintain LOS D or better operations at all of the studied intersections in the Planned Condition during the PM and Saturday peak hours, except at the Maple Road/Sweet Home Road intersection as noted above. Most intersection approaches will also operate at LOS D or better, but there will be some approaches and/or individua movements that will operate at LOS E or F. These operations are consistent with the Existing Condition.

These proposed improvements limit the need to create large intersections which is consistent with local objectives for maintaining/enhancing community character. Other improvement options that could be considered include access management strategies, providing additional multi-modal infrastructure, and leveraging ITS technology where possible to maximize efficiency within the existing road infrastructure. The mitigation strategies should also be reevaluated if/when a future transit expansion is implemented by NFTA.

Utilities

Water

The growth under the 2025 Projected Growth Redevelopment Scenario would add approximately 0.93 million gallons per day (MGD) under average conditions and 2.29 MGD under peak demand conditions (calculated by applying the peak factor of 2.46 from the Ball Pump Station). When combined with the existing demand of the Study Area, the future average day water demand is 1.90 MGD, and the future peak water demand is 4.69 MGD.

The increased water demand associated with the 2025 Projected Growth Redevelopment Scenario will strain the capacity of the existing distribution system in the Study Area, especially during peak periods. The future simulated water pressure drops by 8 psi during peak periods; the minimum pressure in the Study Area drops by 14 psi. The mean available fire flow drops by about 500 gpm under the future peak scenario.

In order to maintain the quality of water service as it exists today, and to mitigate the impacts of the 2025 Projected Growth Redevelopment Scenario, the aging cast iron water mains should be replaced in the Study Area. With the cast iron mains replaced, the simulated water pressure rises to 85 psi under peak conditions and mean available fire flow is equal to current. The recommended mitigation action would involve the replacement of approximately 52,000 linear feet of water main, ranging in size from 6 inches to 16 inches in diameter.

Sewer

The growth under the 2025 Projected Growth Redevelopment Scenario would add approximately 0.93 MGD of sewer flow under average conditions, and 3.46 MGD under peak demand conditions. The calculated average peaking factor is approximately 3.33.

There is generally sufficient capacity in the interceptor sewer systems to transmit existing and proposed flow (with the exception of the West Side Interceptor). Because the existing West Side Interceptor is significantly over capacity between Maple Road and Chestnut Ridge Road (at the Hartford Relief sewer) during wet weather events, one of the following alternative mitigation measures must be undertaken to minimize surcharge conditions and guard against future Sanitary Sewer Overflows (SSOs):

- Alternative #1 - Additional Infiltration & Inflow (I&I) work to reduce wet weather flows;
- Alternative #2 - Construction of a replacement parallel West Side Interceptor to remove the West Side Interceptor bottleneck; or
- Alternative #3 - Construction of a pump station to divert flows from the West Side Interceptor to another interceptor with spare capacity.

In addition, the following baseline alternatives must be undertaken to create local sewer capacity for the redevelopment of the Boulevard Mall corridor:

- Stabilize and reline the Niagara Falls Boulevard sanitary sewer system.
- Reline the 24-inch RCP from Ridge Lea Road to Chestnut Ridge Road (under the I-290).
- Replace 310 linear feet of 24-inch sewer with 30-inch sewer on Chestnut Ridge Road, from the West Side interceptor to the collector manhole.
- Reline the sewer on Willowridge Drive to the Willowridge pump station, reline the remaining Ridge Lea Sewer south of the I-290, reline the sewer on Chestnut Ridge Road from the I-290 to the collector manhole, and also rehabilitate the remining manholes in the mini-system.
- Construct an 18-inch "spine" sanitary sewer on North Bailey Avenue, to collect sewage from the BCD to the east of North Bailey Ave.
- Construction of wet weather flow capacity improvements at the Water Pollution Control Facility (WPCF).

Stormwater

Certain size storm events are known to cause localized flooding problems in the Study Area. Due to the age of the majority of existing development in the Study Area, there is little to no stormwater storage provided. In order to help relieve the localized flooding problems, the Town of Amherst should add more stringent requirements for new and/or re-development projects to achieve additional storage volume for post-construction stormwater management. The Town should require applicants to meet one or more of the following requirements in the Town Stormwater Management Plan to increase the additional storage volume and help mitigate the existing localized flooding issues.

- Mitigate the proposed conditions peak flows to match the existing conditions peak flows with a 10% escalation factor to account for climate change (according to Section 3.2.3.1 of the NYSDOT Bridge Manual (2017).
- Use a median curve number (CN) value when computing the existing conditions runoff rates (i.e. use 50% runoff rate from existing land cover and 50% runoff rate from prior to any development such as woods or meadow).
- Mitigate all proposed stormwater runoff peak rates to match the existing 10-year storm peak including the proposed 100-year storm peak.

Recreation and Open Space

The land use pattern derived from the mixed-use zoning coupled with the target demographics for the multi-family residential component of the Projected Growth Redevelopment Scenario point to a limited need for outdoor recreational opportunities such as parks and playgrounds.

However, incorporation of civic spaces throughout the mixed-use portion of the Study Area is highly recommended to meet Town goals within these districts. The need for parks and other open space will be monitored as development and the associated demographics unfold for the Study Area.

Community Services

Increased development and population over the 20-year planning period could affect the ability to provide emergency services through the existing volunteer base and equipment. Mitigation will include planning and coordination with all involved emergency service providers along with some potential for capital investments for equipment. This is generally addressed through the taxing districts; however, cooperation and coordination, along with public education, are essential to make sure structures, residents and workers are safe. The ability to continue to serve the Study Area with an all-volunteer force requires continuous evaluation and assessment as demands grow.

Cultural Resources

No significant impacts to historic resources in the Town are anticipated as a result of the Projected Growth Redevelopment Scenario. The northern portion of the Alberta Drive Historic District (National Register eligible) is located adjacent to the southern boundary of the Study Area. It is separated from the Study Area by Eggert Road and is therefore unlikely to be significantly impacted by any future redevelopment activities within the Study Area.

Alternatives / Scenarios

In order to address the SEQR action that is the subject of this SDGEIS, it was necessary to compare the alternative build-out scenarios for the Study Area under the mixed-use zoning with that of the No Action (existing zoning) Scenario, as well as to compare various growth projections over the 20-year planning period.

The **No-Action Scenario** differs significantly from that evaluated in the 2020 GEIS because at that time the Town elected to move forward with mixed-use zoning and implemented the GEIS. Therefore, the No-Action alternative would involve keeping the current zoning and land use decisions as they are today. This alternative has been rejected by the Town for two important reasons. First, in some areas of the BCD the rezoned lands are inconsistent with the proposed redevelopment projects, requiring applicants to undergo rezoning for their projects to be approved. Second, the development projections for office and retail under the 2020 GEIS appear to be significantly inconsistent with current trends and the result could be unintended increases in impacts to infrastructure not presently accounted for in the GEIS.

The full development potential of the Study Area under the mixed-use zoning was considered in the **Maximum Build-Out Scenario** alternative and was determined by maximizing the number of blocks and the number of building floors, resulting in approximately 11.3 million gross square feet of commercial (retail and office) and nearly 38,000 residential units. This is a very significant amount of development that would take several decades to achieve and does not take into consideration development constraints that might be present within each block, including parking needs for the type of development.

Assuming the combination of incentives, attractiveness of the proposed land use, and demand for student housing spur a high rate of growth within the Study Area, the **High Growth 20-year Development Scenario** would add approximately 5 million gross square feet of commercial space and 11,700 new residential units might be realized within 20 years. Based on current development trends and the pace of redevelopment within the BCD, this scenario is too aggressive and unlikely. When considering the traffic impacts and magnitude of mitigation for the 2025 Projected Growth Redevelopment Scenario, it is clear that a high growth scenario will not be an acceptable situation, at least as it can be envisioned today.

The **2020 Projected Growth Redevelopment Scenario** (subject of the original GEIS impact evaluation) was derived from the new mixed-use zoning, the commercial growth projections from the *2016 Town of Amherst Economic Study*, and local demand for student housing. This alternative is viewed as being more realistic within the 20-year planning period, resulting in 3 million gross square feet of commercial and 5,000 new residential units. The primary difference between this redevelopment growth scenario and the one presented in this SDGEIS is the percentage of office to commercial space.

The cumulative effects of COVID, current development trends and developer preferences, and considerable planning efforts in the BCD since the adoption of the 2020 GEIS have led to the **2025 Projected Growth Redevelopment Scenario**. The result was a significant reduction in anticipated office growth with a significant increase in retail development, but overall the commercial growth projection only changed by about 400,000 gsf for the next 20 years, dropping from approximately 3 million gsf to approximately 2.6 million gsf. Nevertheless, the shift from commercial to retail prompted the need to re-evaluate the potential cumulative impacts.

Future SEQR Actions

Part 617.10 of the State Environmental Quality review regulations (SEQR) states, in part, that *"Generic EIS's and their findings should set forth specific conditions or criteria under which future*

actions will be undertaken or approved, including requirements for any subsequent SEQR compliance. This may include thresholds and criteria for supplemental EIS's to reflect specific significant impacts, such as site specific impacts that were not adequately addressed or analyzed in the generic EIS."

"No further SEQR compliance is required if a subsequent site specific action will be carried out in conformance with the conditions and thresholds established for such actions in the generic EIS or its findings statement."

To satisfy these requirements, future development within the Study Area should generally be consistent with the scale and density of the 2025 Projected Growth Development Scenario as presented and evaluated in this SDGEIS and be consistent with criteria to be specified in the Statement of Findings. Failure to provide the appropriate mitigation for potential adverse impacts would require future SEQR action.

SECTION 1.0

INTRODUCTION

On January 6, 2020, the Town of Amherst Town Board adopted the Statement of Findings for the Boulevard Central District Generic Environmental Impact Statement (BCD GEIS) to address future growth and redevelopment of the Town of Amherst Boulevard Central District, an approximately 1,264-acre area of the Town that includes several parcels of underutilized land within the Town's federally designated Opportunity Zone and parcels immediately south of Sheridan Drive as illustrated on Map 1.1-1. The Town envisioned significant changes to this area, such as converting aging shopping centers and other large commercial retail sites to mixed-use retail/office/residential "live, work, play" developments and neighborhoods. Several development scenarios were evaluated for the Study Area based on the proposed land use and new mixed-use zoning. Consideration of the scenarios and growth trends led to the identification of a likely revitalization alternative for the study area. The cumulative environmental impacts of this alternative were evaluated through the BCD GEIS pursuant to the State Environmental Quality Review Act (SEQRA) regulations (6 NYCRR 617).

A variety of changes to economic and social/work practices have occurred over the past several years that signaled a need to reevaluate the BCD GEIS and the assumptions made to inform land use and zoning projections of future development, their associated impacts, and corresponding mitigation costs. These changes have influenced the Town's decision to revise its land use assumptions and prepare this 2025 Supplemental GEIS, referred to as the BCD Supplemental Draft GEIS (BCD SDGEIS). These trends are discussed in detail in Section 2.0 of the SDGEIS and are summarized below:

- A decline in office space demand that emerged post-COVID with more work-from-home opportunities
- An increase in medical office demand
- Continued influence of E-commerce that has diminished demand for retail space
- An increase in light industrial demand, especially for warehousing and logistics
- An increase in rental housing demand
- Rising construction costs and interest rates
- More selective bank financing

Other factors affecting the amount and distribution of growth within the BCD include:

- Discrepancies between the final zoning and the assumptions used in the original GEIS, particularly the mixed-use zoning districts
- Focused vision for the BCD through an Action Plan adopted in 2021 that led to refined development projections
- Designation of the Boulevard Mall and some surrounding properties as an Urban Renewal Area and the creation of an Urban Renewal Plan in 2022
- Completion of a Strategic Economic Development Plan in 2023 with identified opportunity sites
- Infrastructure improvements to address sewer capacity issues
- Recently proposed or constructed projects that are inconsistent with the intended zoning and are not to the scale anticipated in the original GEIS

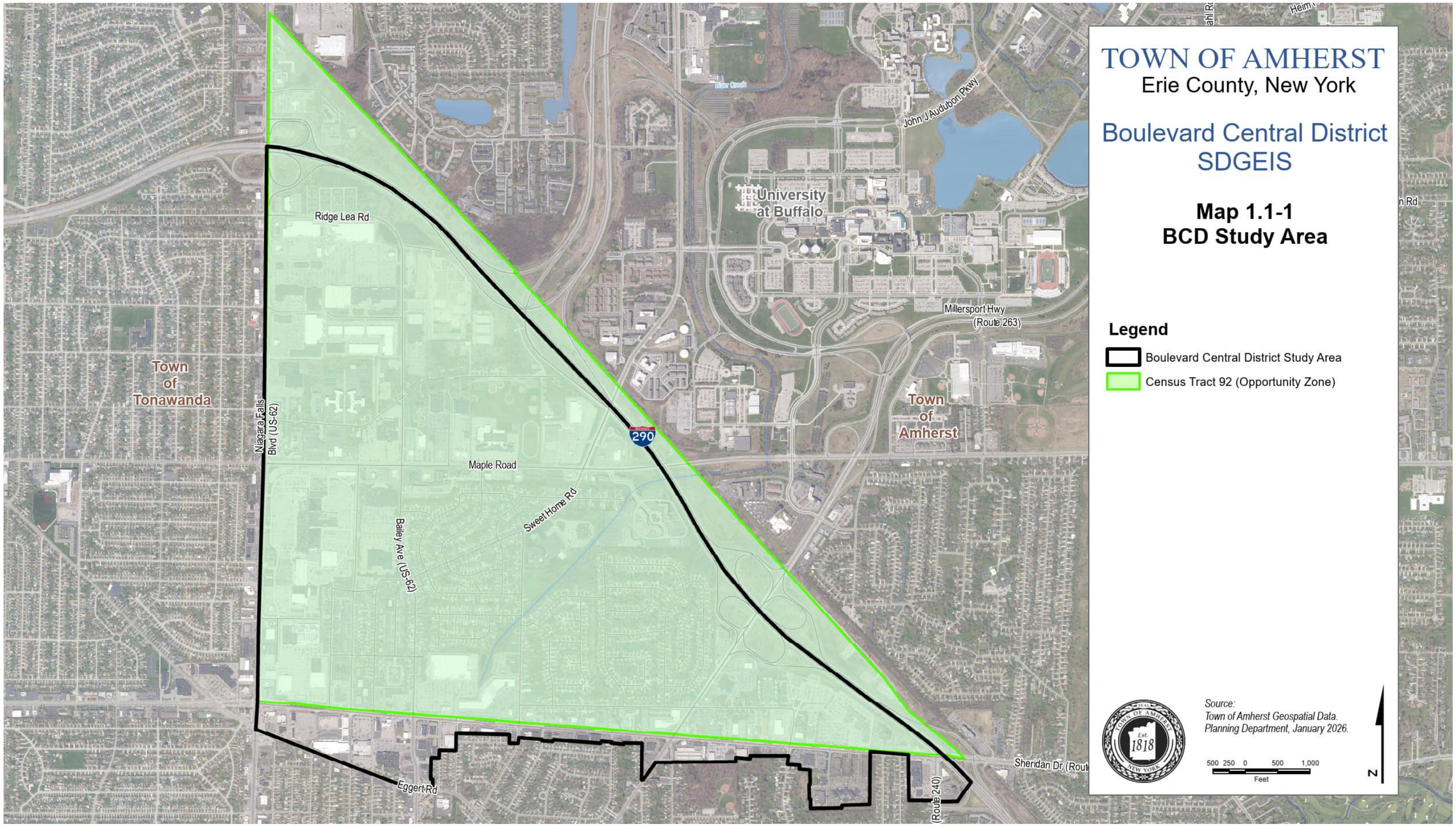
As a Supplemental GEIS, the environmental issues will focus on those original environmental topics that will most likely be affected by the changes in land use and density. The remaining environmental issues discussed in the previous Draft and Final GEIS and the conclusions provided for these issues in the Statement of Findings have not changed.

1.1 Project Location and Project Setting

The BCD SDGEIS Study Area is located in the western portion of the Town of Amherst and remains the same as that originally delineated in the original BCD GEIS. Niagara Falls Boulevard forms the western boundary of the Study Area and is also the municipal boundary with the Town of Tonawanda. The southern boundary is generally Sheridan Drive, but also includes some parcels fronting along the south side of Sheridan Drive. Interstate-290 (I-290) forms the eastern and northern boundaries of the Study Area, creating a triangle. Exceptionally good access from major roads fostered both the residential and commercial growth of this area.

The Study Area is illustrated on Map 1.1-1, along with the boundaries of the Federal Opportunity Zone. The Opportunity Zone (Census Tract 92) follows Niagara Falls Boulevard, Sheridan Drive, and the I-290, with a small area to the north of I-290. The intent of establishing the Study Area was to include the majority of commercial properties within this area of Town. For this reason, the commercial properties south of Sheridan Drive were included even though they are not within the Opportunity Zone.

MAP 1.1-1 – STUDY AREA BOUNDARY



Adjacent land uses along Niagara Falls Boulevard and Sheridan Drive consist primarily of commercial retail fronting on these roads with mostly older, established single-family residential neighborhoods adjacent to the commercial uses. North and east of the Study Area is a mix of commercial, single and multi-family residential, and institutional uses. The most significant use in this area is the State University of New York at Buffalo (UB) North Campus. The I-290 creates a separation between the Study Area and these uses to the north and east.

Land use within the Study Area is primarily commercial retail that includes many underutilized parcels located along Maple Road in the central portion of the Study Area.

1.2 Project History

Federal Opportunity Zones were established in 2017 as a provision of the Tax Cuts and Jobs Act. Opportunity Zones provide tax incentives to encourage investment in low income, undercapitalized communities. The "zones" were nominated by the governors of each state and were officially designated by the U.S. Treasury Department. In 2018, New York State designated the Study Area (minus the properties south of Sheridan Drive) as a Federal Opportunity Zone. Concurrently with this action, the Town of Amherst updated its Comprehensive Plan and included policies and new commercial/mixed-use land use designations to provide guidance for redeveloping the underutilized, mostly commercial retail sites within the Study Area. To identify and understand the cumulative impacts of redevelopment and implementation of these new policies and provide guidance within the Opportunity Zone, the Town elected to prepare a Generic Environmental Impact Statement (GEIS) through the SEQR process to provide a comprehensive process to better plan for future infrastructure needs and community services. However, since the GEIS was adopted and implemented, development trends have changed due to the influences of COVID, changes in market conditions, new planning efforts within the BCD, and preferences of the development community. These factors have required a re-evaluation of the land use and zoning in specific portions of the Study Area.

Other studies and plans were completed for the BCD following the 2020 adoption of new zoning and the GEIS. In 2021, a focused vision for the BCD was created through an Action Plan that led to refined development projections for specific opportunity sites. Subsequently, in 2022, the Boulevard Mall and some surrounding properties were designated as an Urban Renewal Area and an associated Urban Renewal Plan was adopted by the Town. In September 2023, the Town completed a Strategic Economic Development Plan that, among other important findings, recommended targeting industries such as healthcare services and medical tourism, professional services and information technologies, and manufacturing.

1.3 THE STATE ENVIRONMENTAL QUALITY REVIEW ACT (SEQRA) PROCESS

The State Environmental Quality Review Act (SEQRA) provides the opportunity for a Lead Agency to prepare a Supplemental Generic Environmental Impact Statement "…limited to the specific significant adverse environmental impacts not addressed or inadequately addressed in the EIS that arise from:

(a) changes proposed for the project;
(b) newly discovered information; or
(c) a change in circumstances related to the project" (6NYCRR 617.9(a)(7)).

For the Boulevard Central District GEIS, the need for this SDGEIS is based on the refined development projections for the Study Area dictated by changes in land use and density, as well as redistribution of development within the Study Area that impacts traffic analysis, and major infrastructure projects that impact the water and sewer capital improvement plans and associated mitigation costs. These changes were determined by the Lead Agency to be significant enough to require new studies of the Town's infrastructure within the Study Area and a re-evaluation of the cumulative impacts and required mitigation.

The SEQRA regulations further state that a supplemental GEIS must be subject to the full procedural requirements for preparation of a GEIS except that scoping is not required. Future implementation (development) of the Revised 2025 Projected Growth Redevelopment Scenario for the Boulevard Central District is considered a Type 1 action under SEQR (6NYCRR Part 617.5). The Town of Amherst Town Board has completed a Coordinated Review of the project to reestablish lead agency as required under SEQRA Part 617.6. The Town Board declared itself lead agency by resolution on __[date]_____. The list of involved agencies and potential permitting or approving agencies is indicated below.

The Town Board determined the SDGEIS adequate for public review on ___[date]_____. A SEQR Public Hearing before the Town Board on the SDGEIS is scheduled for ___[date]_____. The public comment period is anticipated to close on ___[date]_____. The SDGEIS is posted for public access on the Town's website.

Future site-specific projects in the Study Area will be guided by the thresholds and recommendations identified in the Draft and Final SGEIS and the associated Statement of Findings. Projects that meet the parameters established in the Statement of Findings will require no further review under SEQR. However, specific project documentation will need to be provided

in order for the Planning Board and Planning staff to appropriately evaluate each project against the SGEIS impact and mitigation findings and thresholds. Projects that exceed the thresholds evaluated or otherwise do not meet the requirements outlined in the SGEIS and Statement of Findings will require further review under SEQR, as determined by the reviewing board (in most cases, the Planning Board).

List of Potential Permitting/Approving Agencies

Approvals and permits for specific developments will be obtained during Town review of specific projects within the Study Area. The following agencies will likely have review or approval authority over new actions within the Study Area:

Town of Amherst Town Board - Lead Agency

- Adoption of SEQR Findings
- Adoption of future zoning district amendments

Town of Amherst Planning Board

- Review and approval of future redevelopment projects (site plans and subdivisions)

New York State Department of Environmental Conservation (NYSDEC) Region 9

- State Pollutant Discharge Elimination System permit (SPDES)
- Section 401 Water Quality Certification
- Article 24 Freshwater Wetland permits
- Sewer improvements

New York State Department of Transportation (NYSDOT)

- Projects affecting state roads

Erie County Water Authority

- Water system improvements

Erie County Department of Public Works – Highway Division

- Projects affecting County roads

US Army Corps of Engineers (USACE)

- Nationwide Permits or Individual Section 10/404 permits depending on need to impact streams and wetlands within the Study Area.

NYS Office of Parks, Recreation and Historic Preservation (NYSOPRHP)-interested

- Consultation required under Section 106 of the National Historic Preservation Act and Section 14.09 of the NYS Historic Preservation Act

There are several other local, regional and state agencies that may become involved in future projects through consultation or potential future funding sources. The intent of this GEIS is to identify and coordinate with those agencies that are known at this time to potentially have some involvement or interest in future redevelopment of the Study Area. Others may be identified during the course of this SEQR process or during the 20-year planning period covered by this SDGEIS.

SECTION 2.0

PROJECT DESCRIPTION

2.1 Project Purpose and Need

The Town of Amherst is proposing updates to the land use assumptions and development projections within the Boulevard Central District (BCD) GEIS Study Area to address current development trends and new concepts for the redevelopment of the Boulevard Mall. The Town has determined that these changes will alter the geographic distribution of impacts on the Study Area, likely requiring revisions to the capital improvement plans for water and sewer infrastructure and affecting traffic volumes and patterns such that new traffic impacts must be considered. Furthermore, the measures required to mitigate the potential cumulative impacts of growth and redevelopment within the Study Area also need to be determined along with corresponding updates to the mitigation cost tables.

The original BCD GEIS and Statement of Findings were adopted by the Town of Amherst Town Board on January 6, 2020. This enabled a new streamlined process for addressing development and redevelopment within the GEIS Study Area whereby projects that are subject to SEQRA (Type I or Unlisted Actions) could forego the normal SEQRA process if they met the thresholds and procedures established in the GEIS. In essence, if a project aligns with the GEIS development projections, its cumulative impacts have already been assessed and mitigation measures were identified. Therefore, the remaining step for the developer is simply to calculate their fair share in the mitigation cost, which is accomplished by providing details on square footage of commercial growth, number of residential units (if applicable), number of additional employees (if applicable) and trip generation to address traffic impacts. All these metrics relate back to the impact assessment and the fair share calculations for mitigation.

However, the above is all predicated on a growth scenario developed for the GEIS for the selected period of time (effective period of the GEIS). In communities with established zoning and development patterns, it is not difficult to establish a highly predictable growth scenario. Within Amherst's Boulevard Central District, the development projections are based on amended mixed use zoning designed to attract developers and reimagine an area of Town where some of the

uses (e.g. Boulevard Mall) are no longer desirable, leading to disinvestment. While the new zoning that comprises the Town's Projected Growth Redevelopment Scenario within the Study Area remains a valid tool for promoting a more sustainable form of development, it requires modifications to reflect changes in market demand, especially as it relates to the office/retail mix, and flexibility desired by developers.

The 2020 GEIS SEQR action involved the implementation and application of new mixed-use zoning districts for the commercial areas of the approximately 1,260-acre Boulevard Central District, bounded on the east and north by the I-290, the west by Niagara Falls Boulevard and on the south by Sheridan Drive, as well as including properties immediately to the south of Sheridan Drive (Study Area). In addition, the Town elected to evaluate the cumulative impacts of likely growth within this Study Area under the mixed-use zoning through the preparation of a Generic Environmental Impact Statement (GEIS). Although the Study Area is generally built out, it contains many underutilized sites that present a significant opportunity for redevelopment and reinvestment.

Historically this area has seen a great deal of commercial development and investment. More recently, however, it has experienced declining activity due to the evolution of more preferred or desirable commercial land use patterns, changing market trends and new technologies. These new patterns and trends have impacted the quality of the commercial and business development including the overall appearance and function of the area.

The Town recognized that continuing on the same path in regard to land use, zoning and design standards would constrain the Town's ability to take full advantage of its designated Federal Opportunity Zone, a program established by Congress in 2017 to promote investment and drive economic growth in low-income or economically disadvantaged communities.

With the goal to encourage the improvements and investments necessary to promote the creation of mixed-use retail/office/residential "live, work, play" neighborhoods, the Town adopted several amendments to its Comprehensive Plan and new mixed-use zoning districts. Consideration of growth trends and application of the new mixed-use zoning was used to model and evaluate land use scenarios and to identify a Projected Growth Redevelopment Scenario for the Study Area.

This Supplemental Draft GEIS (SDGEIS) for the BCD study area evaluates the potential benefits and impacts of the mixed-use zoning amendments and other recent land use decisions within the Study Area under the associated Revised 2025 Projected Growth Redevelopment Scenario. The

GEIS's core purpose remains unchanged: to enable the Town and other agencies to assess the cumulative environmental impacts of the projected development and estimate the scope of potential improvements and other mitigation measures necessary to accommodate future growth. The scope of issues is reflective of those most affected by the revised development projections, specifically water, sewer, and traffic.

Mitigation costs will continue to be used and updated based on the revised redevelopment projections to address certain impacts, such as traffic and sanitary sewer, to provide greater equity in the redevelopment process. Understanding the cumulative impacts of growth allows the costs of using and improving public services to be more equitably shared across all new development within the Study Area. The calculation of mitigation costs include, as appropriate, the public share of the cost of improvements, recognizing that existing development also contributes to the impacts.

2.2 Study Area Planning

The Town of Amherst has a long history of land use planning that began in the 1950s. Since then, the Town's Comprehensive Plans have been amended several times (1961, 1968, 1975, 2007, 2015, 2017), most recently in 2020. These amendments were prepared to position the Town to plan for its growth under evolving trends and major initiatives, e.g. the decision to build the UB North Campus in the Town. Recent trends in commercial/retail business have affected essential land use demand and forms of development. As a result of a comprehensive plan review process conducted in 2014, the Town recognized a need to amend its Plan and zoning for commercial land uses. Information about the Town's planning history can be found on its website at www.amherst.ny.us.

Since 2019 the Town has prepared several studies and initiatives that provide new information and guidance for land use, zoning, market conditions, infrastructure needs and more in the BCD. Recent development projects built or proposed in the Town also reflect recent trends and conditions, discussed further in Section 2.3 below. All of these influence the 2025 SGEIS land use and zoning assumptions and resulting demographic projections that are summarized below.

Mixed-Use Zoning: The Town adopted new Mixed-Use districts into its Zoning Code (Chapter 203) in September 2019, before the original BCD GEIS was finalized. When the GEIS was adopted in January 2020, the Town had yet to formally map the mixed-use districts throughout the Town, including within the BCD. The future zoning identified in the original GEIS included the mixed-use districts for analytical purposes, but was based on what the Town assumed may be rezoned in

the BCD in the future. In December 2020, the Town Board formally adopted a resolution designating/mapping mixed-use zoning for a majority of commercial properties within the BCD.

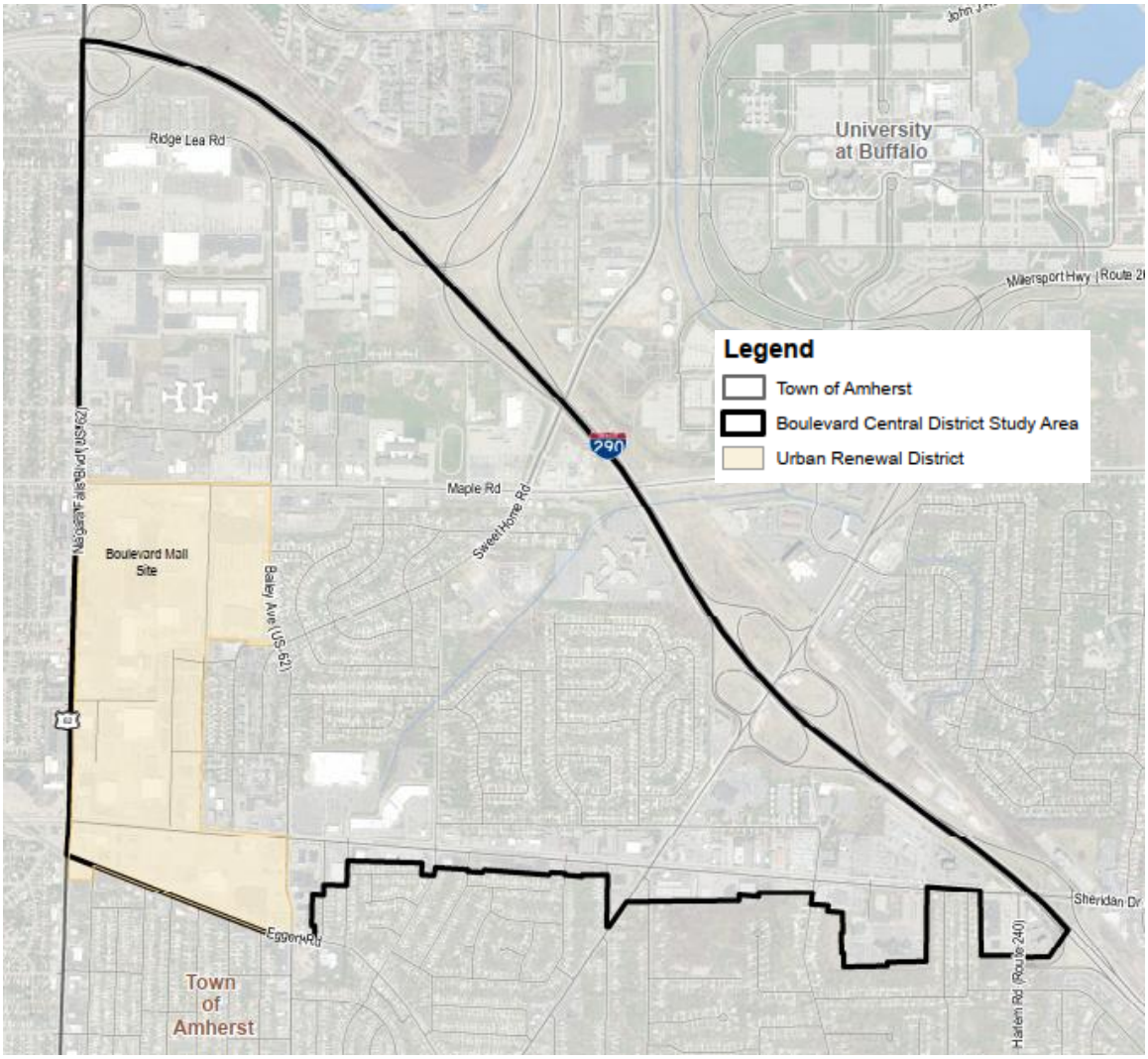
Upon formal rezoning of properties in the BCD, some inconsistencies between the future zoning assumed in the GEIS and the actual zoning assigned to properties emerged. Projected future land development for some rezoned properties that were assumed to be mixed-use had to be adjusted, as they were not rezoned to a mixed-use district and are not likely to be in the future. As a result, some 2019 land use and zoning assumptions no longer apply. For example, Northtown Automotive properties on Sheridan Drive were assumed to be rezoned to mixed-use and projected accordingly in the GEIS; however, the Town ultimately decided not to initiate rezoning of this area and it remains zoned General Business (GB), Motor Service (MS) and Multi-Family Residential (MFR-5). Future changes to Section 5A of the Town's Zoning Code, containing the mixed-use districts, may also influence future rezonings in the Study Area.

Boulevard Central District Action Plan: The Town adopted an Action Plan in 2021 for the BCD to establish and communicate its vision for the BCD area. The Town and its consultant met with property owners, outside agencies, residents, and other stakeholders to understand the potential for new development in the BCD. The Town's vision and goals for this area, as stated in the Action Plan, were incorporated into the Comprehensive Plan as a new Focal Planning Area (described in Chapter 10). The Action Plan includes an illustrative plan for a long-term vision of what a vibrant, interconnected, and mixed-use environment could look like. Conceptual redevelopment renderings demonstrate how the community's vision would revitalize and transform the suburban style development sites into prosperous, walkable centers by applying provisions of the new mixed-use zoning districts. Additionally, new street networks framed by building frontages create an environment with smaller, walkable blocks to provide interconnectivity. Public open spaces such as parks and community gathering spaces are also integrated into the overall pattern of development. Redevelopment site yield calculations (residential and commercial) were prepared based on the visualizations and the provisions of the mixed-use zoning districts. These calculations provide improved projections of future development resulting from the application of the zoning to sites such as the Boulevard Mall, Maple Ridge Plaza and the shopping center at Sheridan Drive and Sweet Home Road.

Boulevard Mall Redevelopment: On June 27, 2022, the Town Board passed a resolution designating a portion of the BCD as an Urban Renewal Area (see Figure 2.2-1) and for the Town Board to act as the Amherst Urban Renewal Agency (AURA). The Urban Renewal Area includes approximately 195 acres and 60 parcels, including the Boulevard Mall. The Mall has been continually declining due to changing national and regional shopping trends, leading to the loss

of businesses, high vacancy rates, and diminishing property value. The impetus for defining an Urban Renewal Area was to spur redevelopment, increase the tax base, and provide amenities, businesses and transportation options to existing residents, while also creating a place to attract new residents and visitors.

FIGURE 2.2-1: Urban Renewal Area



On October 24, 2022, the Town Board approved the Boulevard Central District Urban Renewal Plan to provide guidelines and a framework for the potential redevelopment of certain blighted properties within the Urban Renewal Area. Also on this date, the Town Board passed a resolution to use its powers of condemnation in accordance with the provisions of NYS Eminent Domain Procedure Law (EDPL) to acquire some of these properties, specifically the Boulevard Mall and some immediately adjacent properties. On January 30, 2023, the Town Board adopted the

determination and findings and brief synopsis in connection with the acquisition of the properties pursuant to Article 2 of the EDPL. The Town may issue Article 4 of the EDPL to vest/acquire property at a later date.

The Town continues to work towards redevelopment of the Boulevard Mall site. There have been efforts to work with current property owners to form a redevelopment plan that achieves the Town's vision of a walkable, mixed-use environment for new residents and visitors. The Town has also had several conversations with developers regarding the potential for retail, office, hospitality and housing on the site. Additional planning and design continues, all of which informs projected future growth in the Mall area.

Strategic Economic Development Plan (SEDP): The Town completed a Strategic Economic Development Plan (SEDP) in September 2023 that provides *"a strategic approach for promoting long-term sustainable economic growth resulting from greater returns on local investment, improved job creation and retention, increases in per capita income and property values, enhancements in the local tax base, and strengthened regional networks."* Significant findings include: (1) future real estate investments will primarily be redevelopment/infill development initiatives; and (2) encouraging and developing live-work-recreate activity centers can be a valuable tool to attract workers

The SEDP identifies industries for the Town to target – these include healthcare services and medical tourism, professional services and information technologies, and manufacturing. The SEDP also reviewed various opportunity development sites, including the Boulevard Mall area. For this area, the SEDP states that *"existing and projected market trends demonstrate that workers prefer to live and work in a pedestrian-friendly built environment, abundant with vibrant retail amenities. The area lends itself to supporting this environment, especially given the available redevelopment opportunities and abundance of underutilized parking lots."* The Boulevard submarket office vacancy rate of 12.1% combined with the lack of office demand suggests that the 2019 office use projection in the original GEIS should be adjusted. As a result, the revised growth projections in this SDGEIS account for predominant retail use, some residential, and limited office uses.

Infrastructure Improvements: In late 2023, Empire State Development (ESD) approved a $31 million funding agreement to construct improvements to the Town's West Side Sewer Interceptor and sewers along North Bailey Avenue. This large infrastructure investment will enable the Town to address overflow and infiltration issues along with improving the peak flow holding capacity in the current sewer shed, serving the BCD. In the current GEIS, the West Side

Interceptor is identified as a sewer mitigation project. The Town also considered what additional improvements to the area's sewer system are necessary to include as part of the BCD SDGEIS due to recent development and capital needs that may have changed.

Recently Proposed or Constructed Development Projects: Since 2019 a variety of mixed-use development/redevelopment projects have been proposed and/or constructed throughout the Town. Many have not occurred within the BCD, likely due to higher land values, demolition costs for existing buildings/infill development, and availability of vacant land outside the area. Projects within the BCD have typically included standalone retail and shopping center uses that have included repurposing or additions to existing buildings and/or replacement in-kind of building footprints.

Select developers have continued to show a preference for the Town's legacy Shopping Center (SC) zoning district in the BCD, as several areas that were re-zoned to mixed-use districts in 2020 have been rezoned back to other commercial districts. These re-zonings are likely due to developers' familiarity with the established districts, the lack of familiarity with the new requirements in the mixed-use districts, the need for a variety of variances, and the types of land uses and spaces tenants are seeking. These large commercial areas include The Boulevard Plaza at Niagara Falls Boulevard and Ridge Lea Road and the former University at Buffalo Ridge Lea Campus located along the eastern side of North Bailey Avenue next to the I-290; both have been rezoned back to SC.

Recently proposed and/or constructed mixed-use projects have experienced a change in the mix of land uses within buildings. Only a few years ago, as the original GEIS was being developed, the Town was still seeing a strong market for retail and even office spaces occupying the entirety of first floor mixed-use buildings. One example includes a mixed-use project constructed in 2018 at 6770-6790 Main Street, zoned General Business (GB) and Multi-Family Residential 5 (MFR-5). It was constructed with two 3-story buildings with approximately 18,700 gross square feet of first floor office uses and 24 apartments (31,640 gross square feet) on the second and third floors. This ratio created a building use composition of 37% office and 63% residential.

Today, there has been a shift in need for residential/rental units on the first floor of mixed-use buildings, replacing the demand for office space and some retail space. The majority of mixed-use buildings proposed within the Town now contain smaller retail and/or restaurant spaces on the first floor, with the majority of the rest of the building (including some of the first floor) consisting of multi-family units (see Mixed-Use Site Plan Precedents Exhibit in Appendix B). Some examples include:

1. 5226 & 5228 Main Street: A mixed-use building near the Village of Williamsville consisting of approximately 10,930 square feet of first floor commercial (50% designated for retail and 50% designated for restaurant space) and 30 apartments (33,504 gross square feet) on floors two through four. This creates a building use composition of 25% commercial and 75% residential.

2. 1720, 1740 & 1760 Maple Road: A mixed-use development near Ayer Road consisting of a variety of buildings, most of which are purely residential. The one mixed-use building on the site contains approximately 9,715 square feet of commercial space on the first floor but also includes two apartment units on the first floor with apartments on the second through fourth floors (32 units, 54,860 gross square feet). This creates a building use composition of 18% commercial and 82% residential.

3. 6812, 6814 & 6832 Main Street and 29 & 37 Tennyson Terrace: A mixed-use building consisting of approximately 13,500 square feet of first floor commercial uses (29% office, 37% retail and 33% restaurant) and 34 apartments (49,379 gross square feet) on floors two through five. This creates a building composition of 21% commercial and 79% residential.

These recent land development projects support a change in the building use composition (ratio) assumptions originally used in the GEIS, shifting away from mostly retail and office uses to smaller percentages of retail and the majority of the building as residential. Therefore, the Town has revised the land use growth assumptions and demographic projections that form the basis of development impacts and mitigation measures reflecting this shift in the BCD SDGEIS.

2.3 2025 Projected Growth Redevelopment Scenario

The process and assumptions for establishing the 2025 Projected Growth Redevelopment Scenario for the BCD SDGEIS has benefitted from considerable planning efforts in the BCD, as discussed in Section 2.2, as well as the emergence of new trends and other factors leading to more in-depth investigations and analysis. The process, methodology, and ultimately the revised projections, are described in this section.

In consideration of the changing market conditions, emerging trends, recent Town projects and studies, and recent development projects, the Town reevaluated the land use assumptions and demographic projections supporting the BCD SDGEIS. The following describes the timeframe,

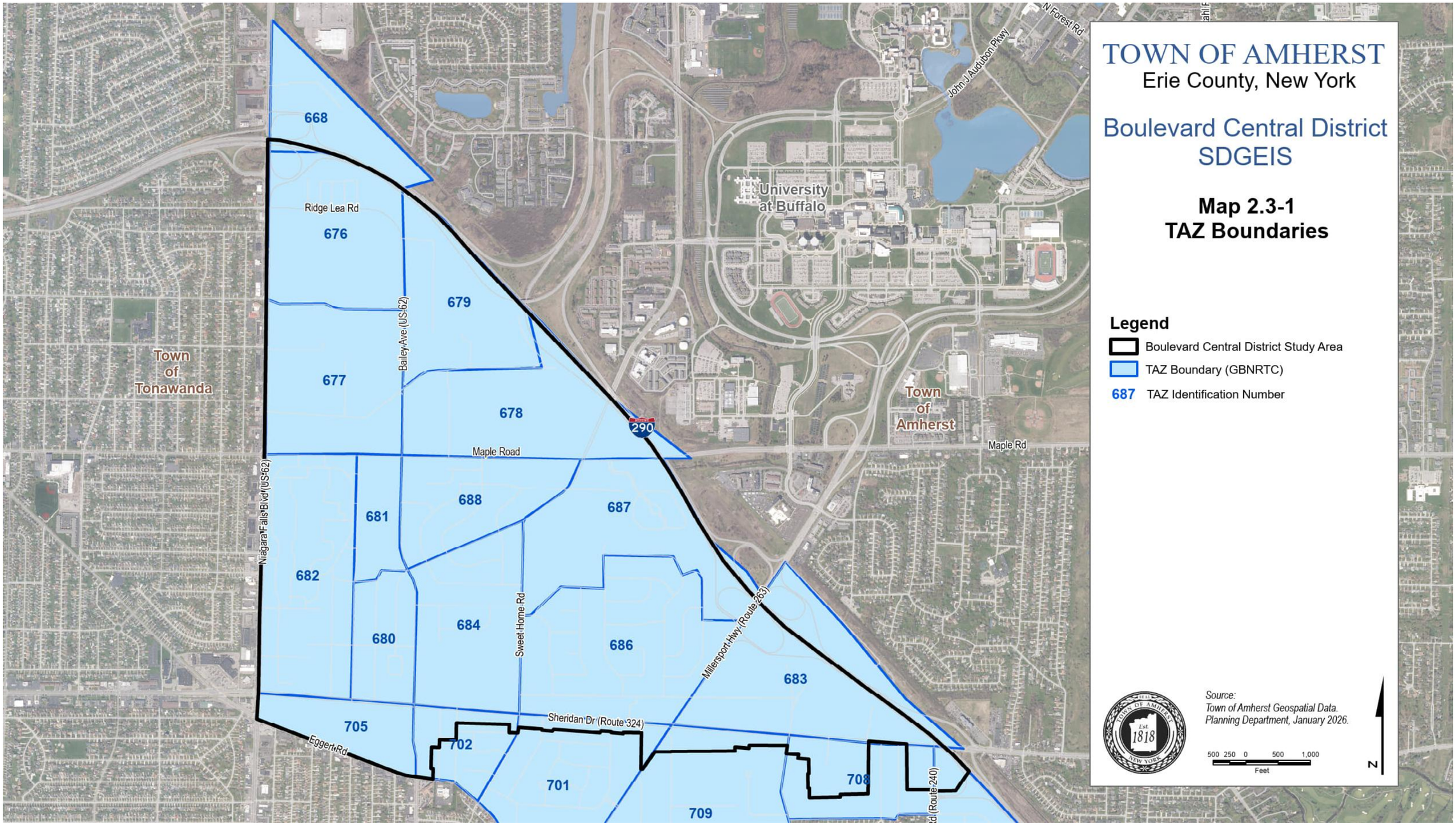
geographic definition, analytical factors, and assumptions utilized to assign land use growth and demographic projections that form the basis for redevelopment/growth and the associated impacts.

Growth Period: A 20-year time period was derived to project growth in the BCD and to identify impacts and mitigation. The projected new residential units and new non-residential square footage were derived for each time period and assigned to individual Traffic Analysis Zones (TAZ) for analytical and reporting purposes.

Geographic Definition: Real Property Information System (RPIS) parcel-based map data for Amherst and both AutoCAD and ArcGIS software were used to inventory and assess the geography of the area. The BCD SDGEIS comprises approximately 1,264 acres of land generally located within a triangular shaped area bounded by Niagara Falls Boulevard, Sheridan Drive and the I-290, comprising the Town's largest commercial district (see Map 2.3-1).

The BCD Study Area was disaggregated into smaller areas called Traffic Analysis Zones (TAZ), also shown on Map 2.3-1. The TAZ boundaries are maintained by the region's Metropolitan Planning Organization (MPO), the Greater Buffalo Niagara Regional Transportation Council (GBNRTC), and have remained unchanged since the original GEIS was prepared in 2019. A TAZ is an area delineated by state and/or local transportation agencies and often used for tabulating transportation-related data, especially journey-to-work and place-of-work statistics and origin-destination studies. A TAZ usually consists of one or more census blocks, block groups, or census tracts. The GBNRTC utilizes TAZs to analyze and report future growth projections (population, employment and households) and to support traffic modeling. Use of the TAZs provides the Town an established geography with regularly updated demographic forecasts that enables sub-area traffic analyses that can be compared with regional travel forecasts. The Town is utilizing the TAZ boundaries for analytical purposes and to remain consistent with the original GEIS and GBNRTC traffic modeling efforts.

MAP 2.3-1 – TAZ Boundaries



Analysis: In order to be consistent, Town staff employed the same methods used for the original DGEIS again for the SDGEIS, which involved both quantitative and qualitative measurements. The quantitative data used and applied to the Study Area included real property parcel data (i.e. area, land use), aerial imagery, building footprints (polygons) and vacancy rates, existing land uses and zoning, parking demand, and site plan development applications (pending or completed). These data provide a quantifiable reference to assess existing conditions. Qualitative data were also used, including discussions with larger stakeholders/ businesses/landowners on future development plans, and emerging land use trends in the Town.

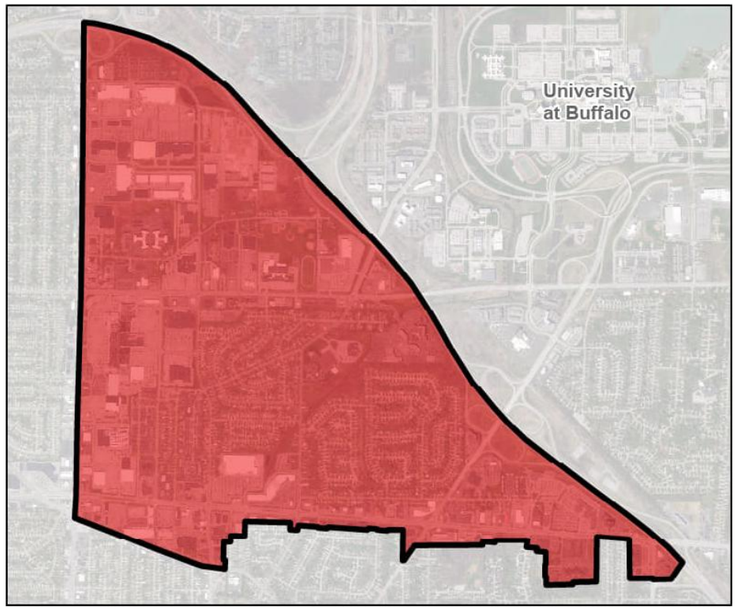
Professional staff from the Planning Department collaborated to consider the Study Area and form new assumptions to derive the demographic and development projections (see Town Land Use Analysis Notes Exhibit in Appendix B). A key assumption was that it is unlikely that all of the land area, consisting of 1,264 acres, will redevelop within the projected 20-year growth period due to a variety of factors as explained previously. A majority of the BCD is developed and there are few vacant lands to consider for new development; however, there are lands that could be considered underutilized with potential for future redevelopment. Underutilized land is defined as developable land that contains buildings and/or structures that may potentially be redeveloped or converted into another "higher and better" use such as residential or mixed-use. A portion or all of a parcel of land may be considered underutilized if the existing development is no longer economically viable. Examples of underutilized land include vacant and older buildings, and associated parking lots which are evident throughout the Boulevard Mall property, Maple Ridge Plaza and others.

The assumptions now reflect a "reduction" of the overall redevelopment area to concentrate future growth into smaller more focused areas. To designate these more focused growth areas, Town staff conducted a land use analysis to determine where redevelopment is most likely to occur. Some general land uses were excluded from the analysis including the majority of single-family residences, open spaces, infrastructure rights-of-way (roadways) and civic spaces, totaling approximately 596 acres. With these exclusions, the geographic area was reduced from the entire 1,264 acres down to the majority of non-residential land totaling approximately 668 acres – this is what was used as a starting point for growth projections (see Map 2.3-2).

The 668 acres used for analysis were then further reduced into higher probability growth areas, called Potential Redevelopment Areas, based on a variety of factors; these areas comprise an approximate total of 265 acres. The progression showing the reduction in overall redevelopment area is shown in Map 2.3-2 (the method for further reduction is explained in more detail in the Analytical Factors section).

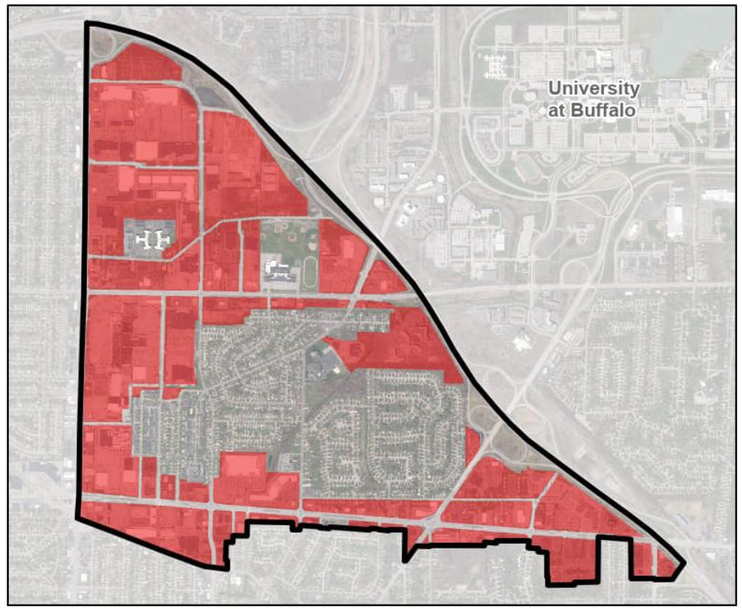
MAP 2.3-2: Reducing the Analysis Area

BCD Study Area



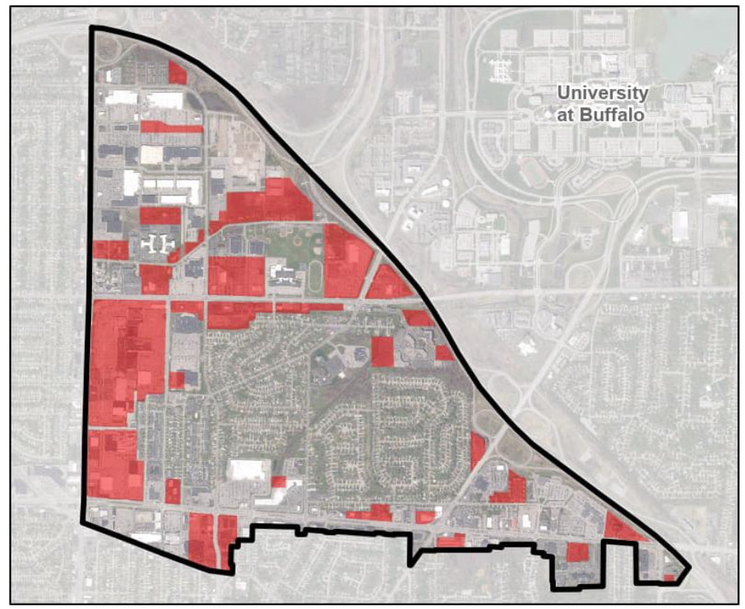
1,264 Acres

Land Use Analysis Areas



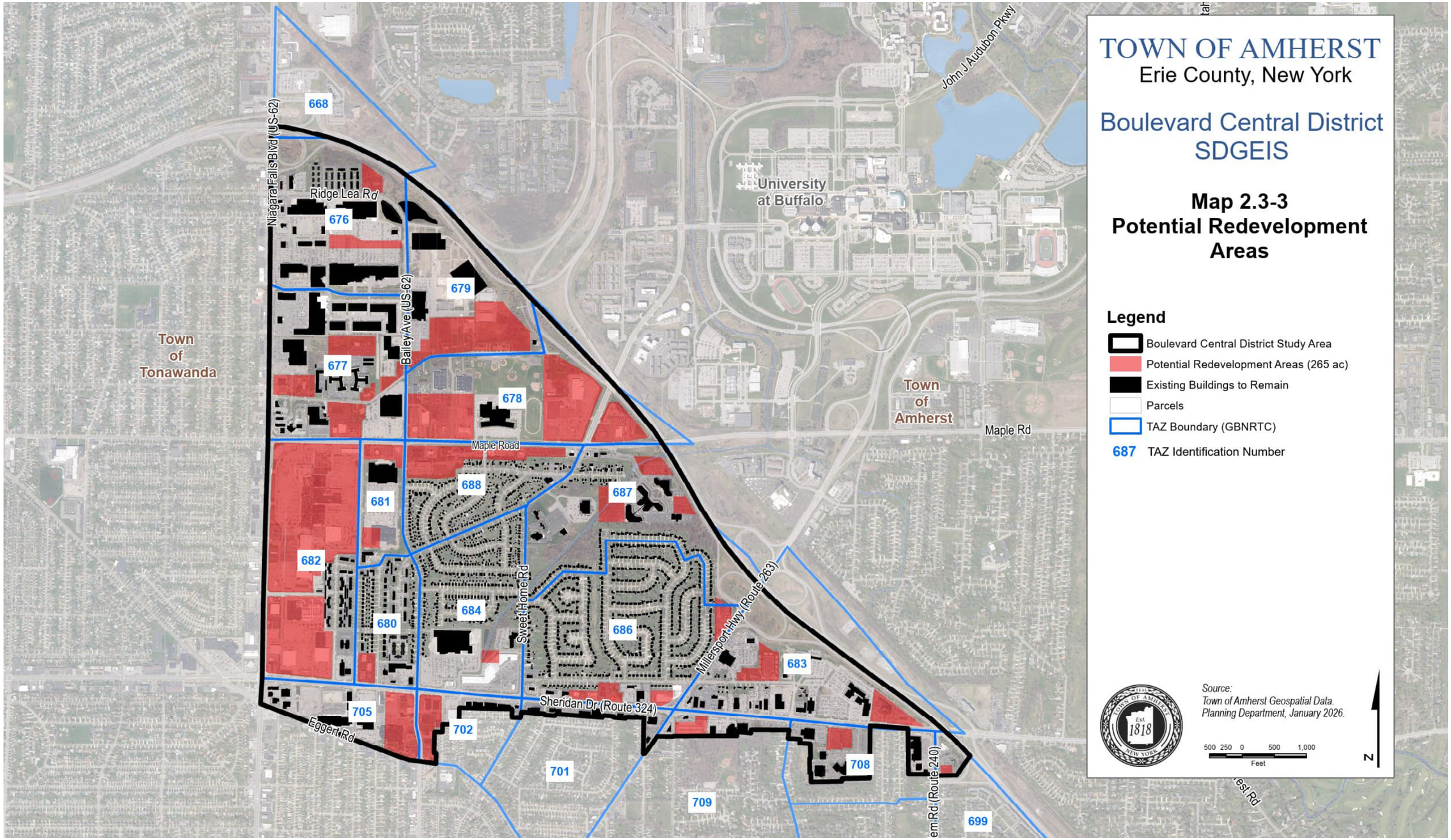
668 Acres

Potential Redevelopment Areas



265 Acres

MAP 2.3-3: Potential Redevelopment Areas



These Potential Redevelopment Areas, or underutilized areas of land with the most potential for growth, were disaggregated into 31 smaller areas (see Map 2.3-3, red areas). The Potential Redevelopment Areas were used as the geographic basis to derive growth assumptions for the SDGEIS (see a full list of detailed projections for each Potential Redevelopment Area in the Growth Projections Summary Table by TAZ Exhibit in Appendix B). Each TAZ may contain multiple Potential Redevelopment Areas featuring their own assumptions and projections. Factors 1-5 discussed in the Analytical Factors section below were applied to these Potential Redevelopment Areas to derive new zoning, land use and demographic projections for the SDGEIS.

Analytical Factors

The following is an analysis of the major factors considered for the updated growth projections proposed for the BCD. These include a building analysis, land use and zoning assumptions, building/lot coverages, building use composition and population, housing and commercial growth.

Analysis Factor 1 - Building Analysis: Within each TAZ, individual buildings were evaluated based on their existing use, age, longstanding tenancy or occupancy, vacancy, and an opportunity for reuse or repurposing for future uses. Based on these building factors, Town staff assumed that some buildings would remain unchanged over the 20-year growth period and others would be removed. Those buildings identified to remain, and in most instances their related development elements (parking, stormwater, etc.), were not factored into the future projections. Existing building footprints that are identified to remain were taken from aerial imagery and submitted site plans. These are shown in black in Map 2.3-3. Buildings identified to be removed entirely in the future due to their high likelihood of redevelopment are within red areas designated on Map 2.3-3.

Analysis Factor 2 – Projected Land Use: The Town's Comprehensive Plan designates the future land uses in the BCD as primarily commercial and mixed-use, as illustrated in Figure 6 (the Conceptual Land Use Plan) in the Comprehensive Plan. There are a few exceptions, such as existing residential areas, community facilities, Sweet Home Middle School, and small pockets of commercial office (existing land uses can be found on Map 2.3-4), but these generally fall outside of the identified Potential Redevelopment Areas. The Comprehensive Plan identifies the BCD as a Suburban Center, described as the most intensive forms of commercial and mixed-use development in Amherst. The form and scale of development is accommodated on large parcel sizes and is generally adjacent to major roadways that exist there. This can result in more density and taller buildings, some reaching as high as eight (8) stories. The BCD is also a Focal Planning Area in the Comprehensive Plan, supporting the type of mixed-use development the Town desires and is likely to see in the BCD.

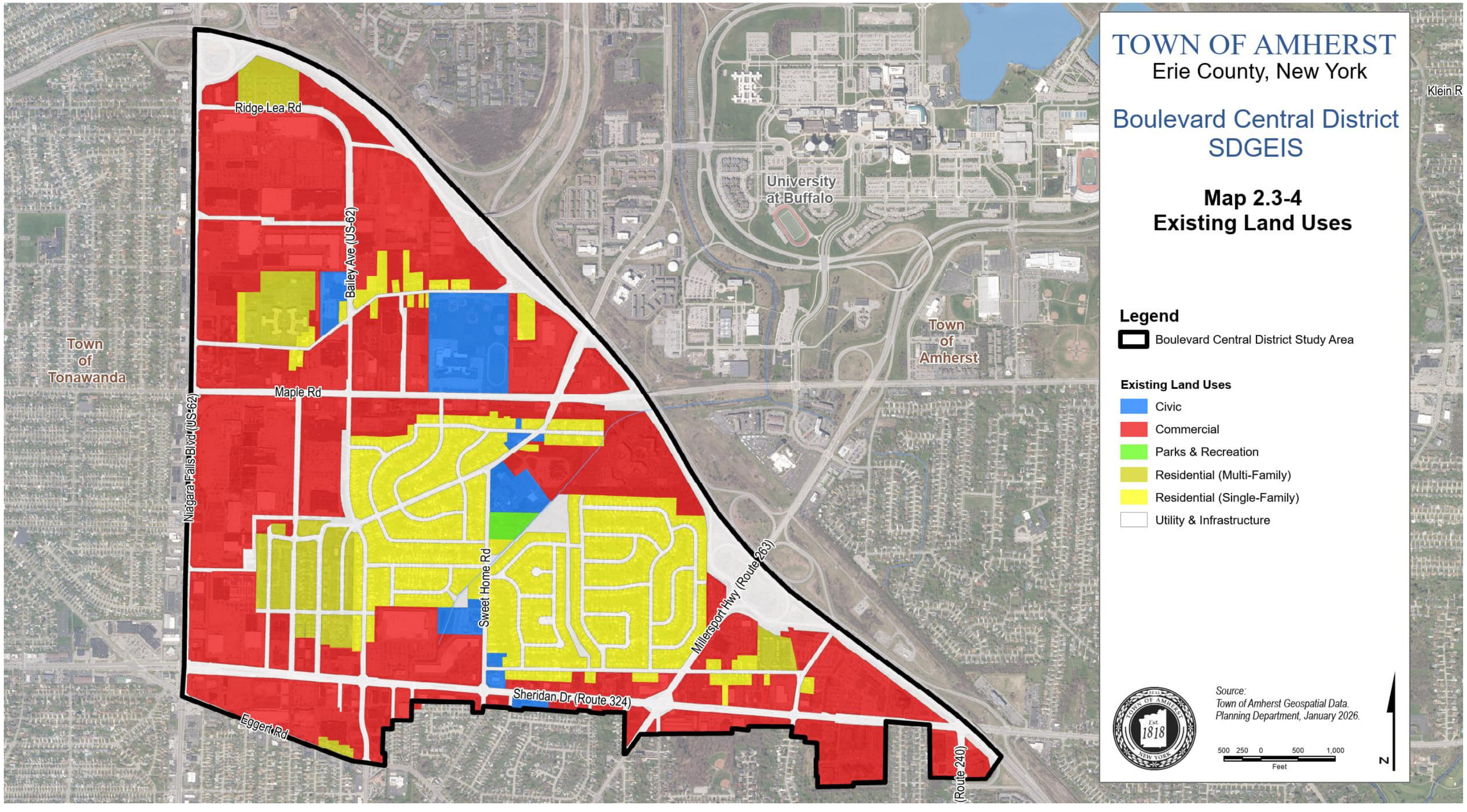
The Town has determined that the identified Potential Redevelopment Areas will include future growth over the 20-year planning period in a variety of land uses with Commercial, Residential, and Mixed-Use, with a small amount of Office, as most likely. Projections of future land uses within the Potential Redevelopment Areas were based on a variety of factors, including consideration of data and information from the recent studies and plans discussed in Section 2.2. To assign future land uses in the Potential Redevelopment Areas, the Town examined their surrounding context and scale, existing uses, and the identified buildings to remain, along with considering input from developers and existing property owners about future site plans and uses. The future projected land uses are shown in Map 2.3-5.

The future projected land uses were assumed to have a certain number of stories based on surrounding context and scale, and underlying zoning districts that currently exist or could likely be applied in the future (e.g. Retail is likely to be 1 or 2 stories, Residential would likely be 3 or 5 stories, and Mixed-Use could be either 5 or 8 stories). Generally, the number of stories projected for each land use (see Map 2.3-6) was maximized to determine the land use growth assumptions in the Potential Redevelopment Areas (housing and population growth estimates are described in Analytical Factor 6).

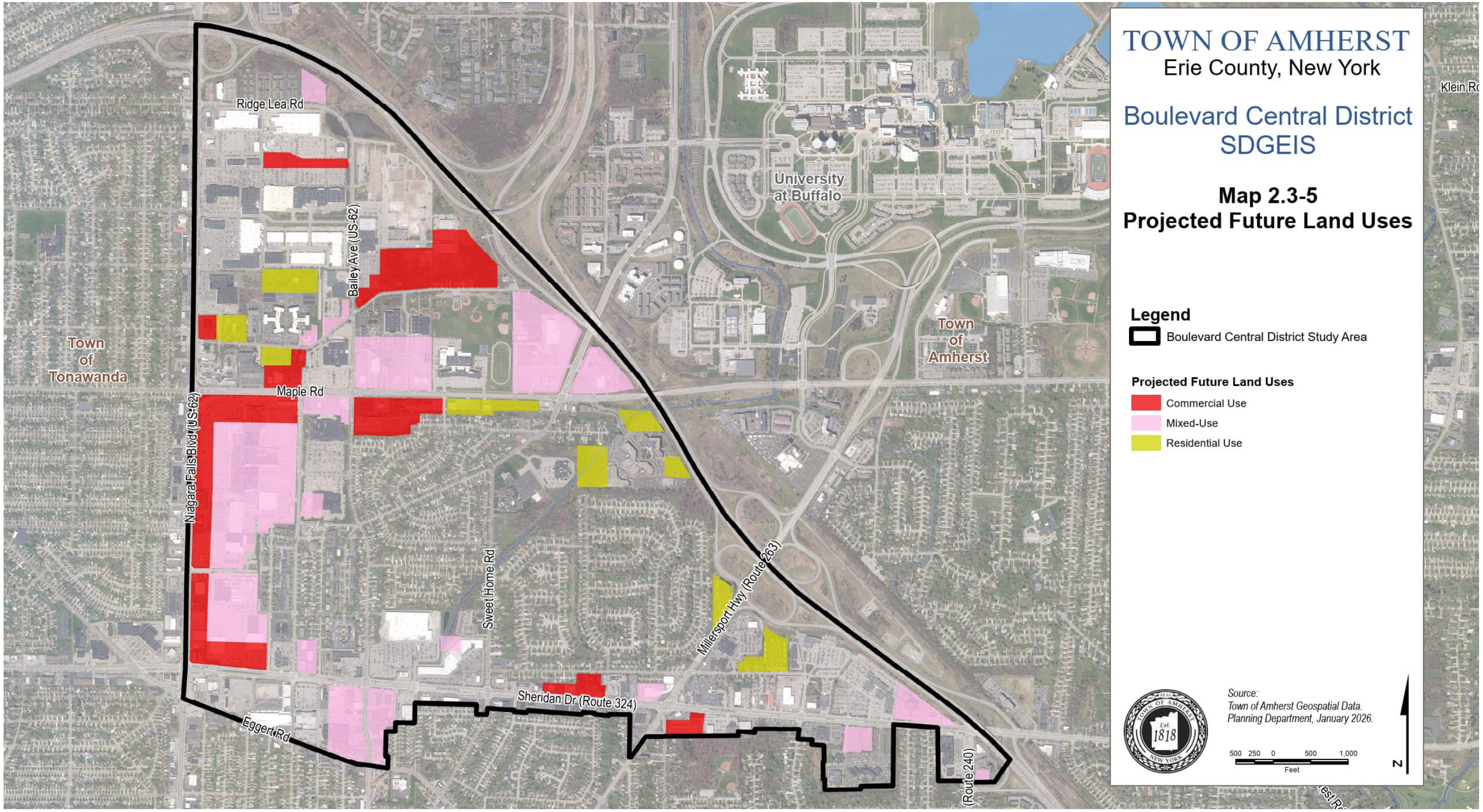
Analysis Factor 3 - Zoning: The Town approved the application and mapping of mixed-use zoning districts in December 2020 for the majority of non-residential parcels within the BCD (see Map 2.3-7 for existing zoning). Some areas in the original GEIS anticipated to be rezoned to mixed-use districts were not, most notably many of the Motor Service District (MS) parcels. In the original GEIS, the Town assumed mixed-use zoning to determine the potential redevelopment, with higher building heights (majority of areas at five (5) stories) and requirements for additional new block and street networks. With recent experience using the provisions of the mixed-use districts, the Town found that utilization by developers of these districts is challenging, especially requirements for new streets and blocks. Many areas zoned as Center (CTR), Deep Corridor (DC) or Shallow Corridor (SC) have multiple owners and land rights that are difficult to merge or consolidate into larger areas; this creates the need for variance requests and hinders creation of larger block and street networks with infill development.

The Town is currently working to amend some of the mixed-use district provisions, with possible removal or consolidation of districts, along with some changes to other existing commercial districts located within the BCD. The approach for the SDGEIS was to focus on the Potential Redevelopment Areas generally based on the current zoning districts in those areas and the projected changes to the zoning (see Map 2.3-8 for Projected Future Zoning). Some areas may still include the mixed-use districts but may also include other zoning districts such as GB, SC, OB, and MFR-5. Zoning is a key component for growth projections as it establishes maximum

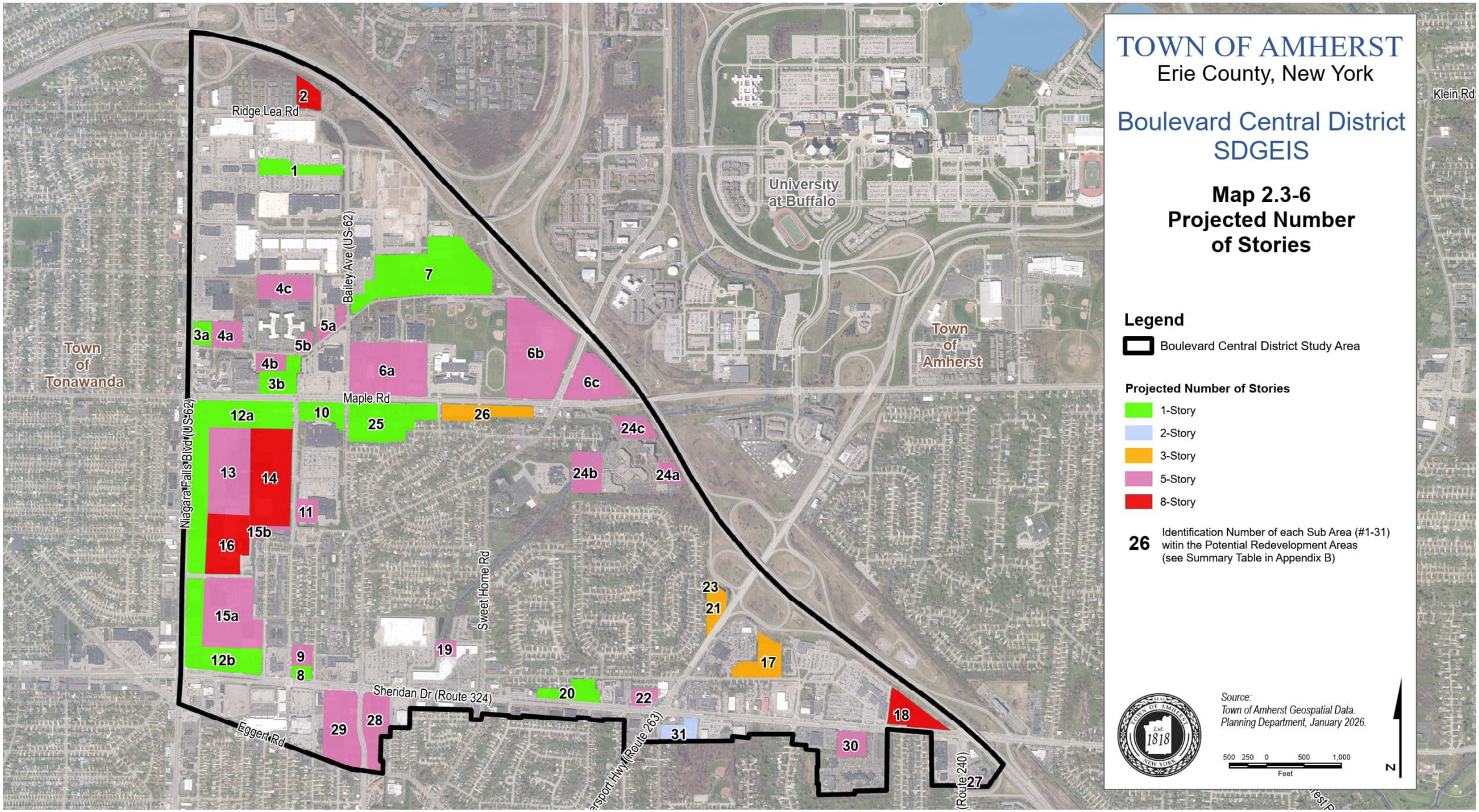
MAP 2.3-4: Existing Land Uses



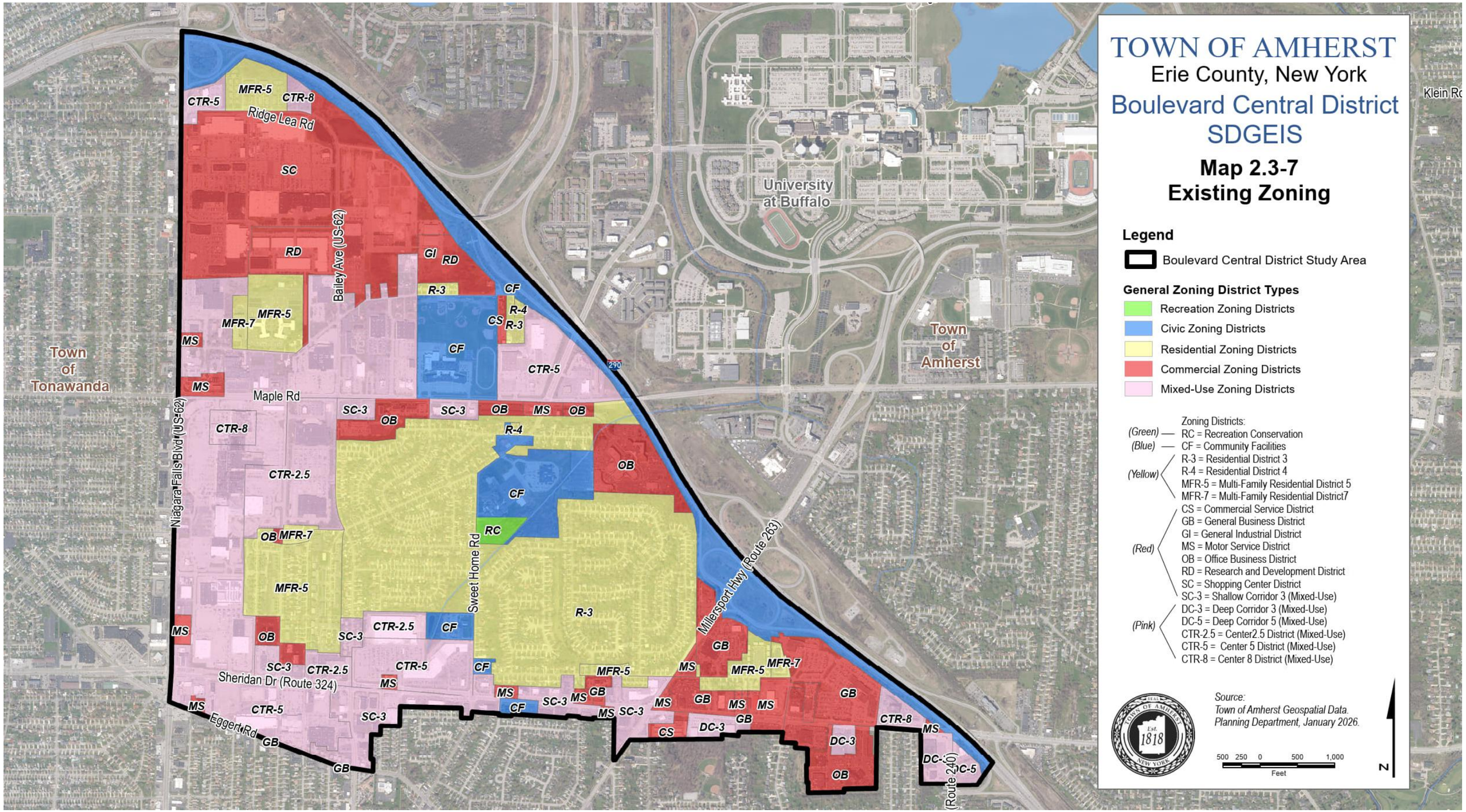
MAP 2.3-5: Projected Future Land Uses



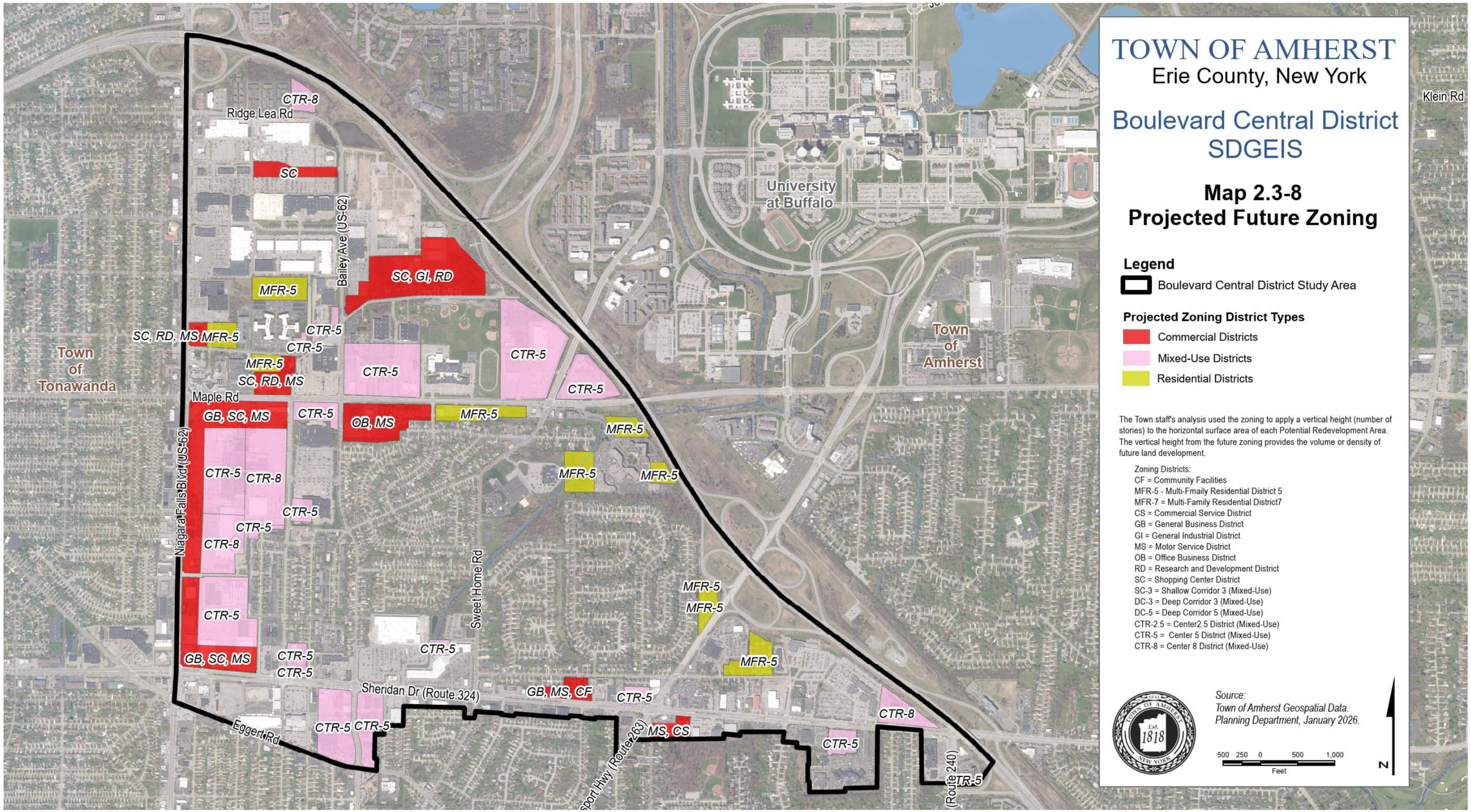
MAP 2.3-6: Projected Number of Stories



MAP 2.3-7: Existing Zoning



MAP 2.3-8: Projected Future Zoning



height/number of stories, uses within a building, and required parking. This helps to calculate the total use of the parcel in terms of the number of units or square footage of buildings that could be constructed on a site/in a Potential Redevelopment Area.

Analysis Factor 4 – Building/Lot Coverage: Consideration of the future land uses delimited in Map 2.3-5 required an assumption of building/lot coverage percentage for each land use. Building/lot coverage is a combination of the size of a building and the amount of space required to accommodate associated parking areas and infrastructure needs such as storm drainage. Building/lot coverage depends on the intensity of the future land use. Larger buildings with more residential units, larger floor areas or more stories would require larger areas for parking and therefore result in less available land for building footprints. For the purposes of the projections in the SDGEIS, it was assumed that a residential unit requires 1 parking space and the size of the parking space plus the related facilities is approximately 320 square feet.

Building/lot coverages for the future land uses were derived from consideration of several similar development projects and site plans constructed/proposed within the Town; some of these projects were described previously. An additional consideration was that building/lot coverage for areas identified as Mixed-Use (Map 2.3-5, pink areas) would feature new streets and smaller block networks, as required in the Center zoning districts. In these Mixed-Use areas, more lot coverage would be necessary for new roadway infrastructure, further diminishing developable space. Using these factors and considerations, the following building/lot coverage assumptions (see Growth Projections Summary Table by TAZ Exhibit in Appendix B for details) were established for the assigned land uses identified in Map 2.3-6:

- Retail (1 story) – 30% building/lot coverage
- Retail (2 story) – 30% building/lot coverage
- Residential (3 story) – 25% building/lot coverage
- Residential (5 story) – 25% building/lot coverage
- Mixed-Use (5 story) – 20% building/lot coverage
- Mixed-Use (8 story) – 15% building/lot coverage

Analysis Factor 5 – Building Use Composition: The original GEIS assumed the composition of a non-residential building as 60% retail and 40% office. Due to the changing economic conditions and development trends discussed previously, precipitated by such conditions as the COVID-19 pandemic, online shopping, increased construction costs and interest rates, and bank financing issues, it is likely that this composition is no longer realistic. As previously noted and summarized above, the Town examined a variety of mixed-use development projects either recently constructed or currently proposed to understand current building use composition ratios (see Mixed-Use Site Plan Precedents Exhibit in Appendix B).

Based on these examples, the Town derived an updated ratio for building use composition using an approximate average of the various compositions from the constructed/proposed buildings: 80% of uses in mixed-use buildings are residential and the remaining 20% of uses are defined as non-residential. The 20% non-residential uses are generally located on the first floor and can contain a variety of uses such as retail, restaurants, offices, services, entertainment, technology, light industrial or flex space. Traditional office space demand has declined in Amherst since COVID, with vacancy rates at approximately 12%, similar to those observed state-wide. Office demand continues to decline in the short-term; however, the Town assumed that demand for new office space, particularly with regards to services, will experience increased demand within denser mixed-use developments in the future. Of the 20% of non-residential uses proposed, 5% of the share was designated for new office uses, and 15% for new retail use. The 80% residential uses were applied to upper floors. For residential uses, the average unit size was assumed to be 1,400 square feet; this size was divided into the overall projected residential floor area to derive a total number of new housing units feasible within a proposed building.

Analysis Factor 6 – Population, Housing and Commercial Growth: A traditional approach to monitoring growth in a community is through consideration of data for population, number of new housing units and new commercial growth over time. This data can provide valuable information on trends occurring in a community. Population data collected from the US Decennial Census, American Community Survey (ACS), and GBNRTC population projections, indicate Amherst's population has grown steadily since 2000. Census population counts over the previous decade grew from 122,366 persons in 2010 to 129,595 persons in 2020. Similarly, ACS population estimates for the past 5 years increased from 126,078 persons in 2019 to 131,063 persons in 2023, resulting in an overall average growth rate for Amherst of approximately 4.7%. In addition, the GBNRTC demographic projections for the BCD area (by TAZs) also predict a slow but steady increase in population from 7,356 persons in 2024 to 7,891 persons projected by 2050, with an average projected growth rate of 2.3% over the next 20+ years (see Demographic Projections Chart Exhibit in Appendix B).

Housing growth estimates and overall bedroom-size breakdowns were derived by utilizing Town planning and building permit data for the period 2019-2023. Analysis of rezoning, subdivision and site plan approvals, with subsequent review of constructed projects, found an overall town-wide housing unit growth rate of 3%. Further focusing on the building permit data for multifamily stand-alone or mixed-use housing units, the growth rate was 2%, or 1,111 units over the same 5-year timeframe (2019-2023). This 2% housing unit growth rate is consistent with the proposed future land uses and overall housing unit build-out of roughly 4,400 units over 20-years.

Housing growth estimates are based on Town-wide data, but these estimates were deemed applicable to the BCD alone given factors such as (1) Town's current efforts to foster redevelopment in older-commercial areas in the BCD, (2) the growing trend towards siting multi-family and mixed-use projects within regional commercial areas and where the size and scale of such buildings are more amenable to neighboring properties, and (3) the development community's increasing incorporation of upper-floor housing in commercial projects to ensure project viability.

Much of the commercial growth estimate for the BCD was also derived from the residential development data analysis. The residential development data indicates that within regional commercial corridors developers are increasingly proposing mixed-use projects that rely on first floor commercial and at least 3 to 4 stories of upper-story residential. In addition, more and more upper-story residential is necessary to improve overall commercial project viability given the strong housing demand, lack of housing stock available in Amherst, and the built-in customer base it can provide. Therefore, staff applied 1 to 2 story retail to high-value commercial real estate on major intensive commercial roadways where those factors matter to rental rates and applied mixed-use building development potential to areas adjacent to commercial uses, but requiring residential components to improve project viability.

Study Area Growth Projections

Table 2.3-1 shows growth projections from the original GEIS and those derived by the Town for the 2025 Projected Growth Redevelopment Scenario. The number of total new residential units and retail and office space anticipated to be added to the Study Area is identified for each TAZ (refer to Map 2.3-1 for TAZ locations)**.** For the 2025 Projected Growth Redevelopment Scenario, the following totals/thresholds were established for the new 20-year planning period (percentage distributions within each TAZ can be found in Maps B1, B2 and B3 in Appendix B):

- 4,921 Housing Units
- 2,258,676 SF Commercial Retail
- 303,268 SF Commercial Office

Table 2.3-1: Growth Projections Comparison

2019 (DGEIS)

2025 (SDGEIS)

		TRAFFIC ANALYSIS ZONE (TAZ) BOUNDARIES																		
Date	**Proposed Land Use**	**668**	**676**	**677**	**678**	**679**	**680**	**681**	**682**	**683**	**684**	**686**	**687**	**688**	**699**	**701**	**702**	**705**	**708**	**709**	**Totals**
2019 (DGEIS)	Total Dwelling Units	0	200	500	1140	180	180	50	1700	150	50	115	205	75	20	0	75	300	35	25	**5,000**
2025 (SDGEIS)	Total Dwelling Units	0	78	494	1,140	0	43	50	1,551	269	50	115	385	118	20	0	200	320	90	0	**4,921**

Date	**Proposed Land Use**	**668**	**676**	**677**	**678**	**679**	**680**	**681**	**682**	**683**	**684**	**686**	**687**	**688**	**699**	**701**	**702**	**705**	**708**	**709**	**Totals**
2019 (DGEIS)	Total Retail (SF)	0	440,000	200,000	100,000	310,000	30,000	40,000	190,000	125,000	100,000	24,000	30,000	47,000	70,000	20,000	4,000	100,000	42,000	6,000	1,878,000
2019 (DGEIS)	Total Office (SF)	0	290,000	100,000	35,000	10,000	20,000	25,000	127,000	85,000	70,000	20,000	92,000	40,000	60,000	18,000	2,000	75,000	29,000	6,000	1,104,000
																				TOTAL SQUARE FEET (2019 DGEIS)	**2,982,000**

Date	**Proposed Land Use**	**668**	**676**	**677**	**678**	**679**	**680**	**681**	**682**	**683**	**684**	**686**	**687**	**688**	**699**	**701**	**702**	**705**	**708**	**709**	**Totals**
2025 (SDGEIS)	Total Retail (SF)	0	82,062	109,678	299,265	310,159	28,622	65,350	831,015	51,799	13,875	69,845	0	147,657	7,000	0	52,500	84,000	31,394	74,456	2,258,676
2025 (SDGEIS)	Total Office (SF)	0	0	0	99,755	0	0	0	158,013	0	0	0	0	0	0	0	17,500	28,000	0	0	303,268
																				TOTAL SQUARE FEET (2025 SDGEIS)	**2,561,944**

SECTION 3.0

ENVIRONMENTAL SETTING, POTENTIAL IMPACTS & MITIGATION

3.1 Transportation

3.1.1 Existing Conditions

Regional and Local Context

The SGEIS Study Area is located in the southwest portion of the Town of Amherst which is part of the Buffalo-Niagara metropolitan region. The Study Area is near the UB North Campus; downtown Buffalo is about 10 miles to the west. The site is easily accessible to the Buffalo-Niagara International Airport located about 10 miles to the southeast.

Transportation Infrastructure and Site Access

The Study Area is generally bounded by the following roadways: I-290, Niagara Falls Boulevard (US Route 62) and Sheridan Drive (NY Route 324). Access to/from I-290 is available at Niagara Falls Boulevard (Interchange 3), Millersport Highway (Interchange 5), and Sheridan Drive (Interchange 6). Other roadways in the Study Area that provide regional access to/from the Study Area and are functionally classified as Principal Arterials include Maple Road, Eggert Road, and Bailey Avenue. Minor arterials and local streets within the Study Area that provide connections to the regional network include: Ridge Lea Road, North Bailey Avenue, The Boulevard (Consumer Square Plaza) access drive, Romney Drive, Meyer Road, Alberta Drive, and Almeda Avenue. Map 3.1-1 shows the primary roadway corridors in the Study Area.

Roadway Network

The Study Area is served by a network of local, county, and state-maintained roadways. The principal study corridors and their maintenance jurisdiction are shown in Map 3.1-1 and in Table 3.1-1:

MAP 3.1-1 – Study Corridors

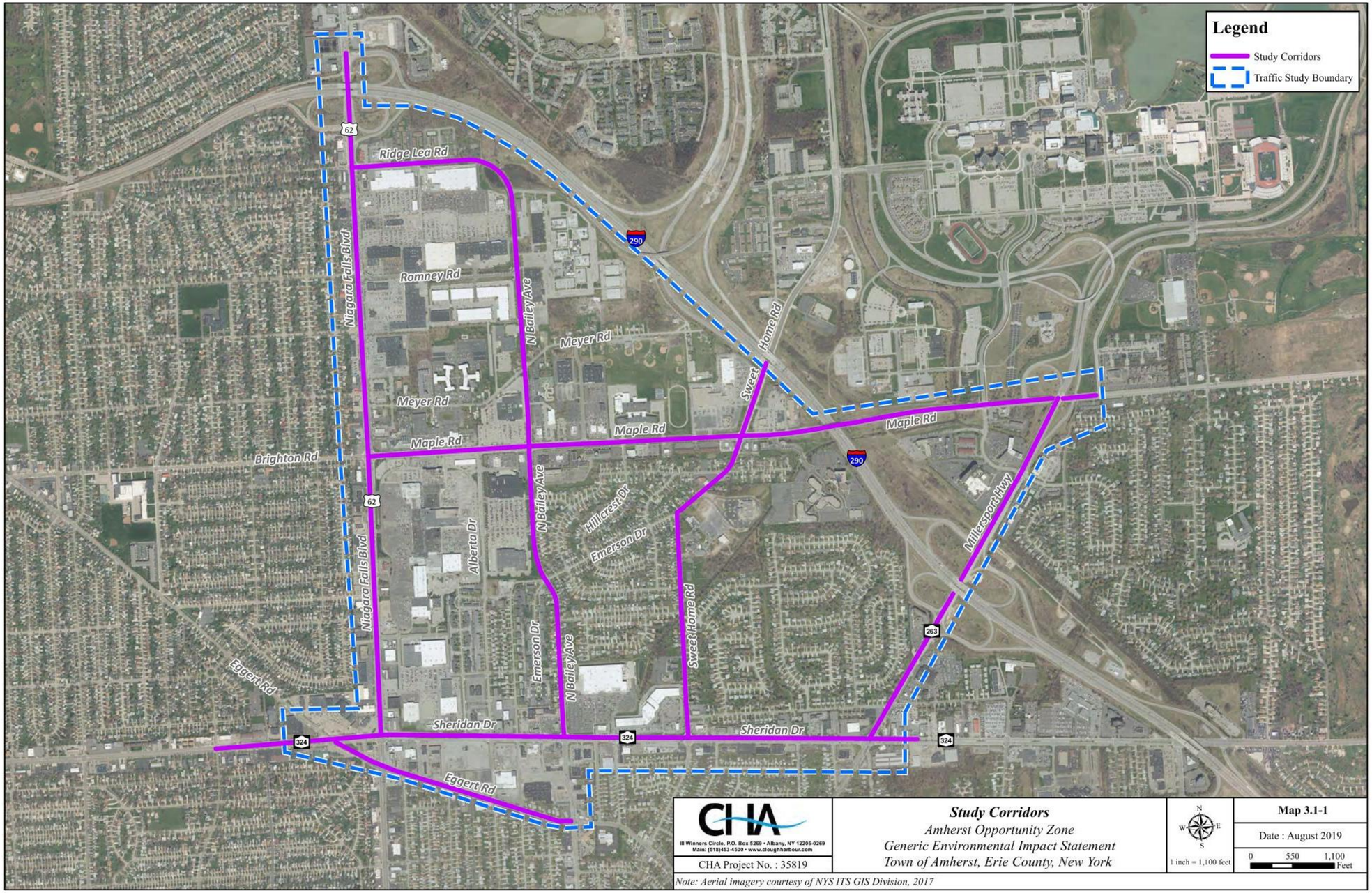


Table 3.1-1: Study Corridors		
Roadway	**Segment**	**Jurisdiction**
Niagara Falls Boulevard (US 62)	Eggert Road to I-290 Interchange 3	New York State
Sheridan Drive (SR 324)	Eggert Rd to I-290 Interchange 6	New York State
Maple Road (CR 192)	Niagara Falls Boulevard to Millersport Highway	Erie County
Bailey Avenue (US 62)	Eggert Road to Sheridan Drive	Erie County
North Bailey Avenue	Sheridan Drive to Ridge Lea Road	Town of Amherst
Ridge Lea Road	Bailey Avenue to Niagara Falls Boulevard	Town of Amherst
Millersport Highway (SR 263)	Sheridan Drive to Maple Road	New York State
Sweet Home Road (SR952T)	Sheridan Drive to Maple Road	Erie County
Eggert Road	Sheridan Drive to Millersport Highway	Erie County
Alberta Drive	Eggert Road to Maple Road	Town of Amherst
I-290	Interchange #3 (US 62)	New York State

Regional north/south access to the Study Area is provided via Niagara Falls Boulevard (US Route 62). Niagara Falls Boulevard is a principal arterial and part of the National Highway System. In the Study Area, Niagara Falls Boulevard features three travel lanes in each direction, a center median, and auxiliary turn lanes at major intersections. The posted speed limit on this roadway in the Study Area is 40 miles per hour (mph).

Regional east/west access to the Study Area is provided via Sheridan Drive (SR 324). Sheridan Drive is also a principal arterial and part of the National Highway System. In the Study Area, Sheridan Drive features three travel lanes in each direction with a center median and auxiliary turn lanes at major intersections. The posted speed limit is 40 mph.

Millersport Highway (SR 263) is a principal arterial that traverses the Study Area in a southwest-to-northeast orientation east of the Study Area. This roadway provides access to the UB North Campus as well as an interchange access with I-290. Between Sheridan Drive and the UB Campus, Millersport Highway features two travel lanes in each direction. The intersection of Millersport Highway and Maple Road is a half-diamond/partial cloverleaf interchange configuration. The posted speed limit is 45 mph between Maple Road and the I-290 interchange, and 35 mph between there and Sheridan Drive.

Sweet Home Road runs north/south through the Study Area. The segment from Sheridan Drive to Maple Road is a two-lane local County Road. North of Maple Road, Sweet Home Road is a state-owned roadway (SR 952T) with two travel lanes in each direction and a center lane for left turns. The state-owned segment is classified as a minor arterial. The posted speed limit is 35 mph on the County segment and 45 mph on the state-owned segment.

Maple Road (CR 192) is an east/west road through the Study Area. West of Niagara Falls Boulevard (in the Town of Tonawanda), it is Brighton Road and is classified as a minor arterial. East of Niagara Falls Boulevard (Town of Amherst), it is Maple Road and is classified as a principal arterial. From Niagara Falls Boulevard to North Bailey Avenue, Maple Road features three travel lanes in the westbound direction and two lanes in the eastbound direction with a two way left turn lane and exclusive turn lanes at intersections. In the eastbound direction, there is a curb lane for right-turns into property access drives and at street intersections. Maple Road transitions from three lanes to two lanes east of Bowmart Parkway in the westbound direction, with the center two-way left-turn lane maintained throughout these segments. The speed limit on Maple Road is 45 mph.

North Bailey Avenue is a north/south minor arterial that extends from Sheridan Drive to Ridge Lea Road. North Bailey Avenue is a two-lane road from Sheridan Drive to Maple Road, with auxiliary turn lanes at these two intersections and at the Wegman's signalized driveway. North of Maple Road, North Bailey Avenue also provides a center lane for left turns at intersections and driveways. The posted speed limit is 35 mph.

Ridge Lea Road is an east/west road that extends between Niagara Falls Boulevard and North Bailey Avenue and is functionally classified as a minor arterial. The segment of Ridge Lea Road from Niagara Falls Boulevard to the shopping plaza access, provides two eastbound lanes and one westbound lane (with auxiliary turn lanes at the approach to Niagara Falls Boulevard). From the plaza access to North Bailey Avenue, it is a two-lane road. The posted speed limit is 35 mph.

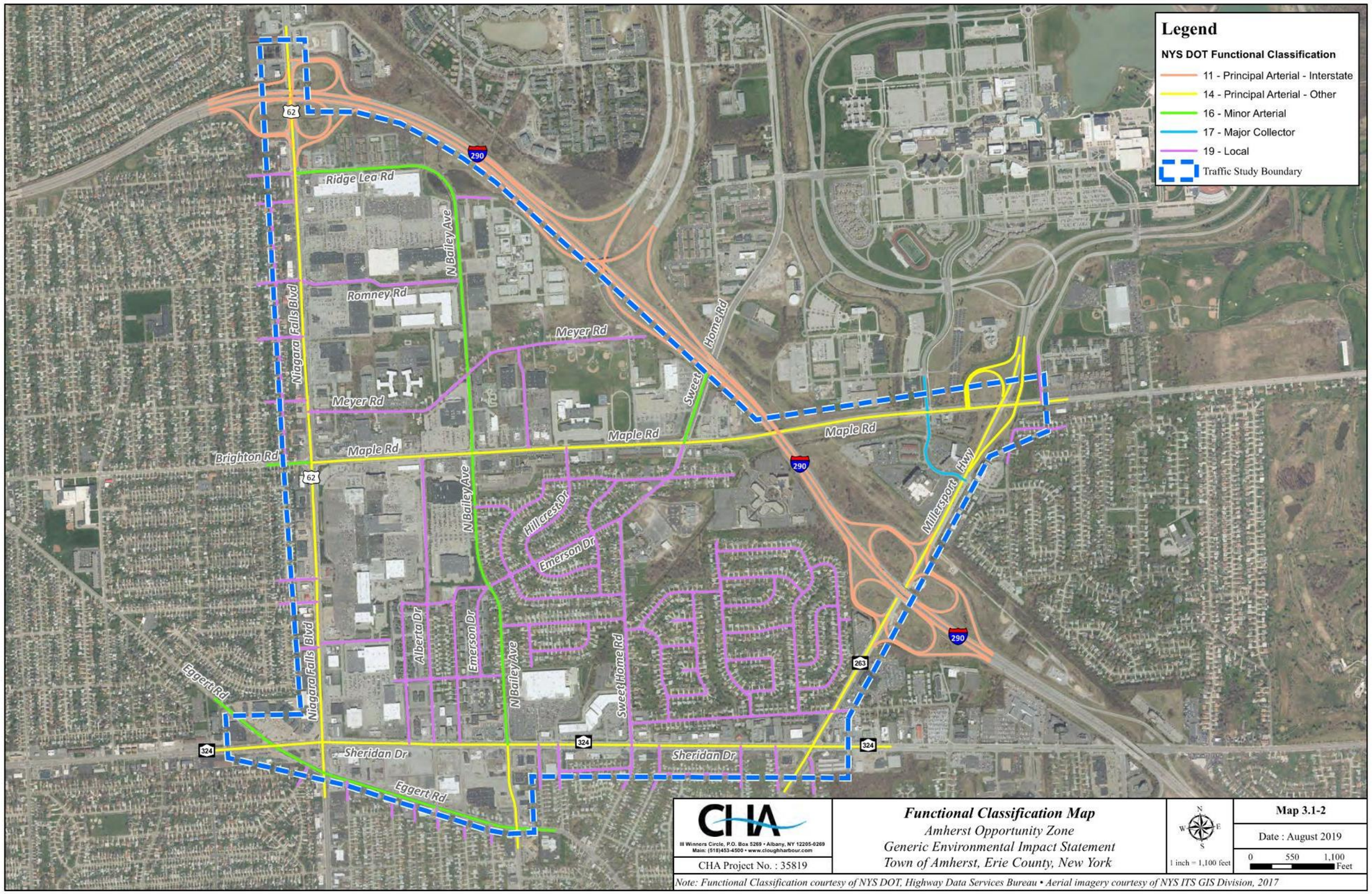
Alberta Drive is a 4-lane local road that extends north/south through the Study Area from Maple Road to Eggert Road. The speed limit on Alberta Drive is 35 mph.

Meyer Road is an east/west local road that begins at Niagara Falls Boulevard and continues east through the intersection with North Bailey Ave, terminating at a dead end just west of I-290. Meyer Road is a 2-lane road. The speed limit on Meyer Road is 30 mph.

These study roadways and their functional classifications are shown on Map 3.1-2[1]. See the footnoted link for additional information about the functional classification of roadways.

[1] Functional Classifications Source: https://www.dot.ny.gov/gisapps/functional-class-maps

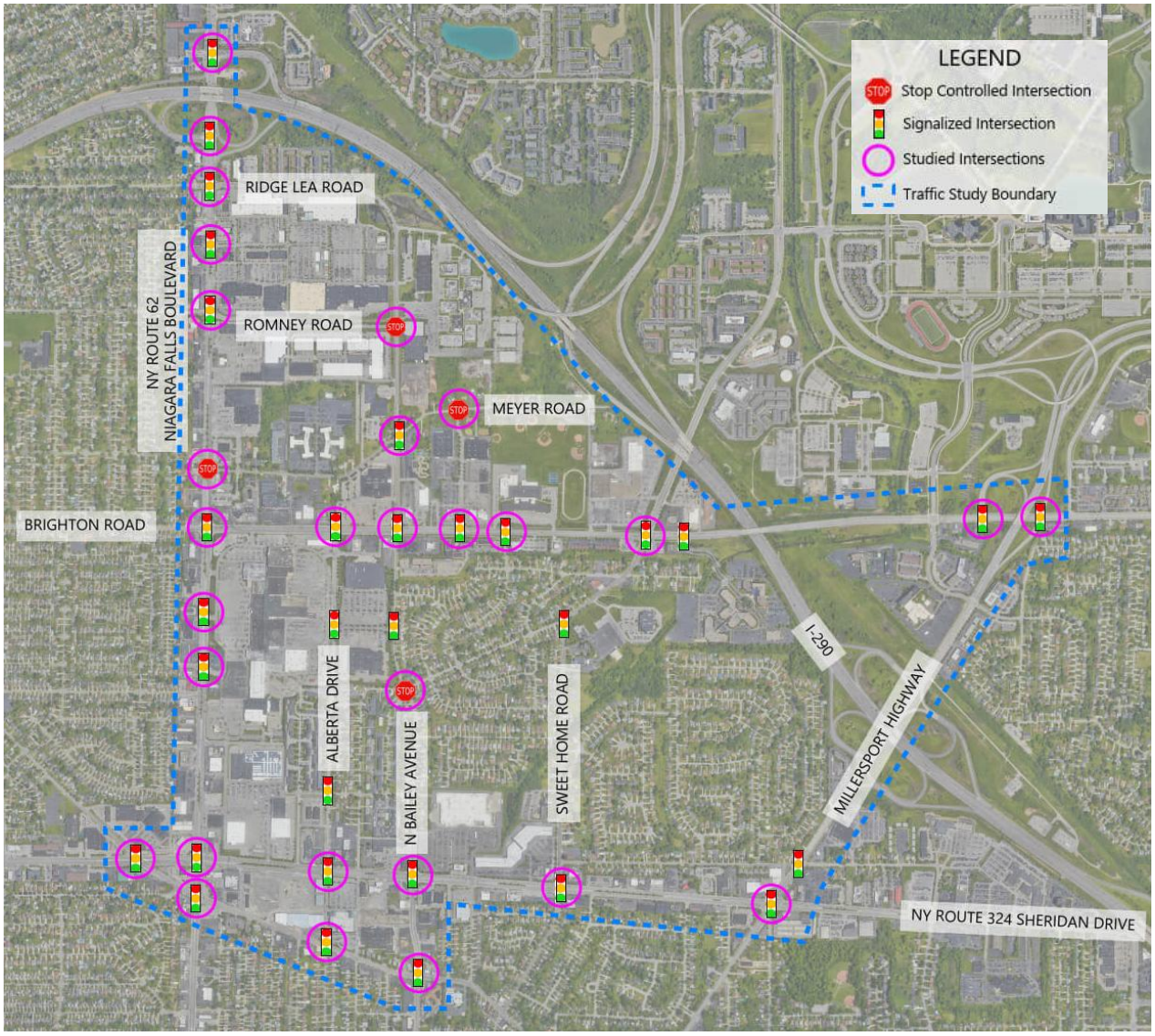
MAP 3.1-2 – Functional Classifications



Intersections

The key intersections within the study area that were included for detailed analysis are shown in Map 3.1-3 and in Appendix C. All but four of the studied intersections are controlled by traffic signals. The 5-legged intersection of North Bailey Avenue and Emerson Drive/Amsterdam Avenue is presently controlled by stop signs on all approaches. This intersection was studied in August 2014 for potential improvements to address traffic safety and operational concerns. The study identified a recommended improvement option to reconstruct the intersection as a roundabout. Map 3.1-3 also shows the locations of other signalized intersections within the Study Area which were not evaluated for the SGEIS.

MAP 3.1-3 – Study Area Intersections



Pedestrian and Bicycle Accommodations

Map 3.1-4 shows the location of sidewalks and bike accommodations within the Study Area. In general, sidewalks are provided on one or both sides of all the study roadways, except for the following:

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

Pedestrian crosswalks and pedestrian-activated crossing signals are provided at all the signalized study intersections.

Millersport Highway is part of NYS Bike Route 517, which is a signed, on-road bicycle route that extends 90 miles from the Pennsylvania border near Jamestown to the Hamlet of Olcott in Niagara County. However, there are no design treatments or signing that enhance the bicyclist accommodation. On-road bike lanes are provided on both sides of Sweet Home Road from Eggert Road north to the UB North Campus.

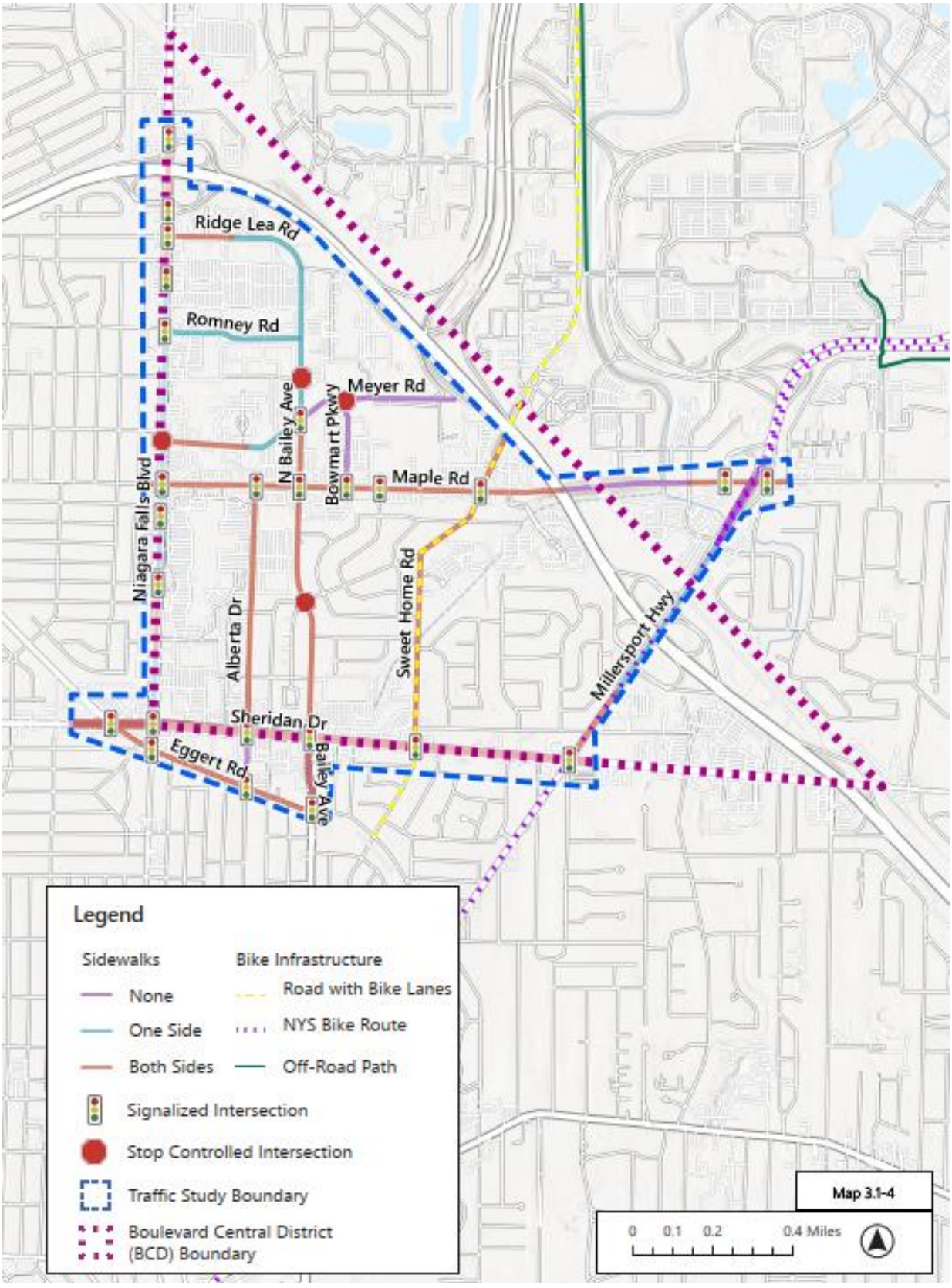
Transit

Public transit services within the Study Area are provided by the Niagara Frontier Transportation Authority (NFTA). These services include Fixed bus routes and Paratransit. The fixed bus route service routes and stop locations in the Study Area are shown on Map 3.1-5 and additional service characteristics for these transit routes are shown in Appendix C. Bus stops in the Study Area are designated by an NFTA route sign. There are no bus shelters or other rider amenities at these stops.

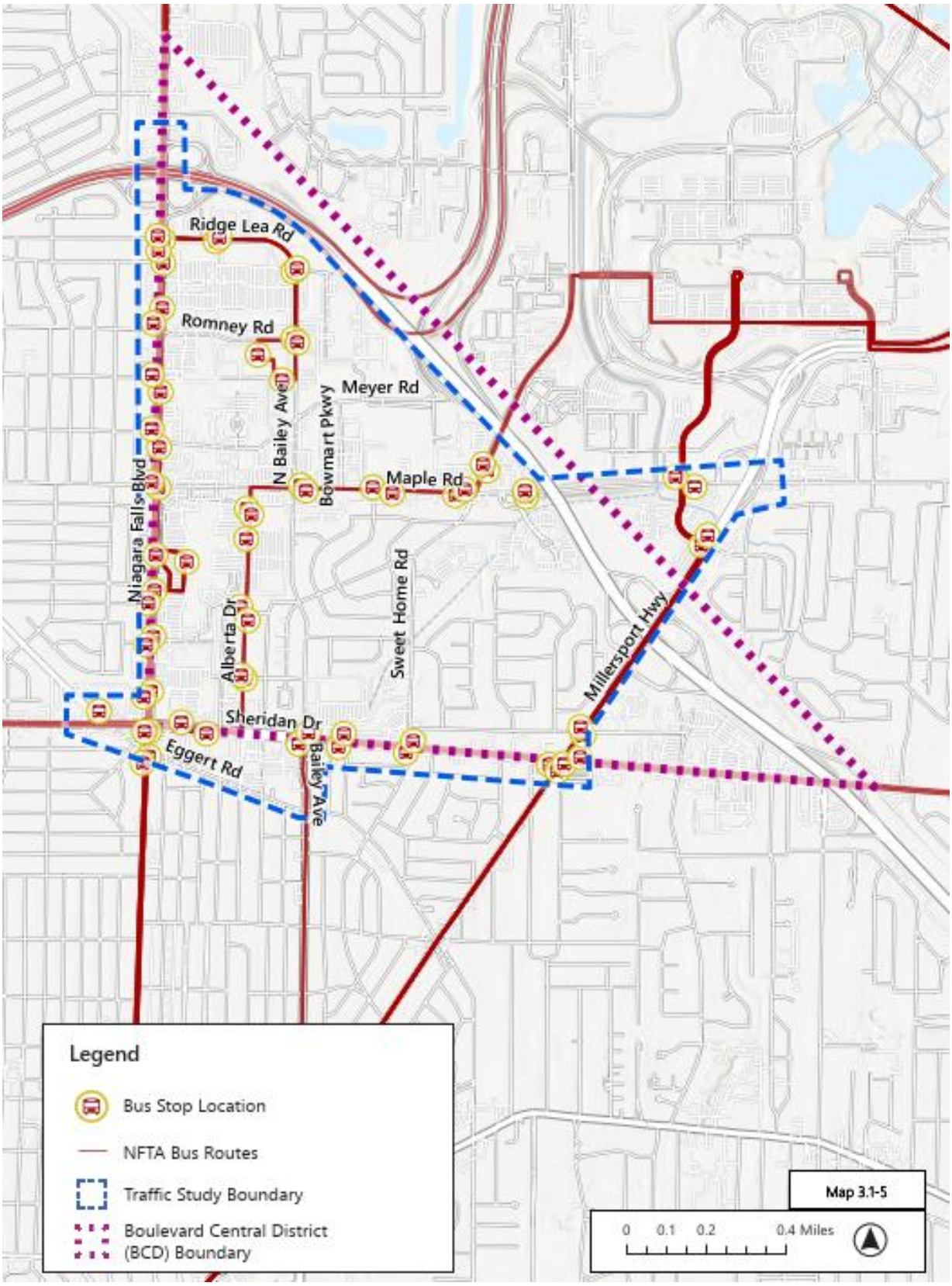
The University at Buffalo also provides students, staff and faculty with transportation through a bus/shuttle to off-campus destinations. Based on the Spring 2025 Semester schedule, the university bus (the Stampede) which serves the North and South Campus, has stops including Tops Market, Wegmans, Walmart, Target, and the Boulevard Mall from the Campus.

The NFTA is in the planning process for an expansion of the Metro Rail network to extend Light Rail Transit (LRT) service through the Study Area. Because that planning process is ongoing, the transportation analysis for the Study Area SGEIS does not consider the impacts and benefits of this potential future enhancement of the transit system.

MAP 3.1-4 – Pedestrian and Bicycle Accommodations



MAP 3.1-5 – Public Transit



Traffic Operations – Existing and Planned Conditions

Vehicular traffic operations at the study intersections were analyzed using the existing condition Synchro model developed for the study area based on the applicable procedures of the Highway Capacity Manual, published by the Transportation Research Board. The Synchro model was developed using the previous GEIS synchro model as a base and updating it with the most current conditions such as updated signal timings, etc. The current signal timing information and lane configuration were coordinated with the Town of Amherst and NYSDOT prior to conducting any existing or planned analysis.

Traffic operations are generally described in terms of a Level of Service ranking system. For intersection operations, Level-of-Service (LOS) is a qualitative expression of mobility based on the amount of control delay. LOS A represents very good conditions with little or no delay and LOS F generally represents very poor operations with high levels of delay. The LOS thresholds for signalized and unsignalized intersections are provided in Table 3.1-2.

The results of the intersection analyses show that the overall operations of most of the Study Area intersections are at LOS D or better during the PM and SAT peak hours for the Existing and Planned conditions. These operations are consistent with local and regional mobility objectives. The exceptions are as follows:

Table 3.1-2: Intersection LOS Criteria

LOS Threshold	Unsignalized Control Delay per Vehicle (sec)	Signalized Control Delay per Vehicle (sec)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

Existing Conditions

Niagara Falls Boulevard and Sheridan Drive: PM – LOS E
Maple Road at Sweet Home Road: PM – LOS E

It is noted that although the overall intersection operations at the other study intersections are consistent with typically acceptable performance objectives, many of the study intersections have individual lane groups that operate with longer delays and lower LOS (E-F). These conditions are typically associated with lower volume turn movements and the delay is a function of the

long cycle lengths used to process the signal phasing, but in some cases the longer delays also occur on through movements. Summary Tables showing the capacity analysis results are provided in the Appendix C.

Crash Analysis

Vehicle crash history data was obtained from NYSDOT's Crash Location and Engineering Analysis Repository (CLEAR) system for a three-year period from May 2021 to May 2024 for the Study Area. The crash data showed a total of 1,032 crashes reported to have occurred within the Study Area over the three-year period. A collision summary is shown on Map 3.1-6. There were no fatalities in the Study Area. About 65% of the crashes were property damage only and 35% were non-fatal injury crashes.

There were a total of 23 crashes throughout the Study Area involving pedestrians and bicyclists (15 pedestrian, 8 bicycle) during the study period, accounting for 2.2% of the total. Most of these crashes occurred at signalized intersections where there are crosswalks and pedestrian signals. The locations of these vehicular crashes with pedestrians/bicyclists are shown on Map 3.1-6.

Inspection of the collision data showed that 592 of the crashes occurred at intersections within the Study Area and 440 occurred on the various roadway segments between the study intersections.

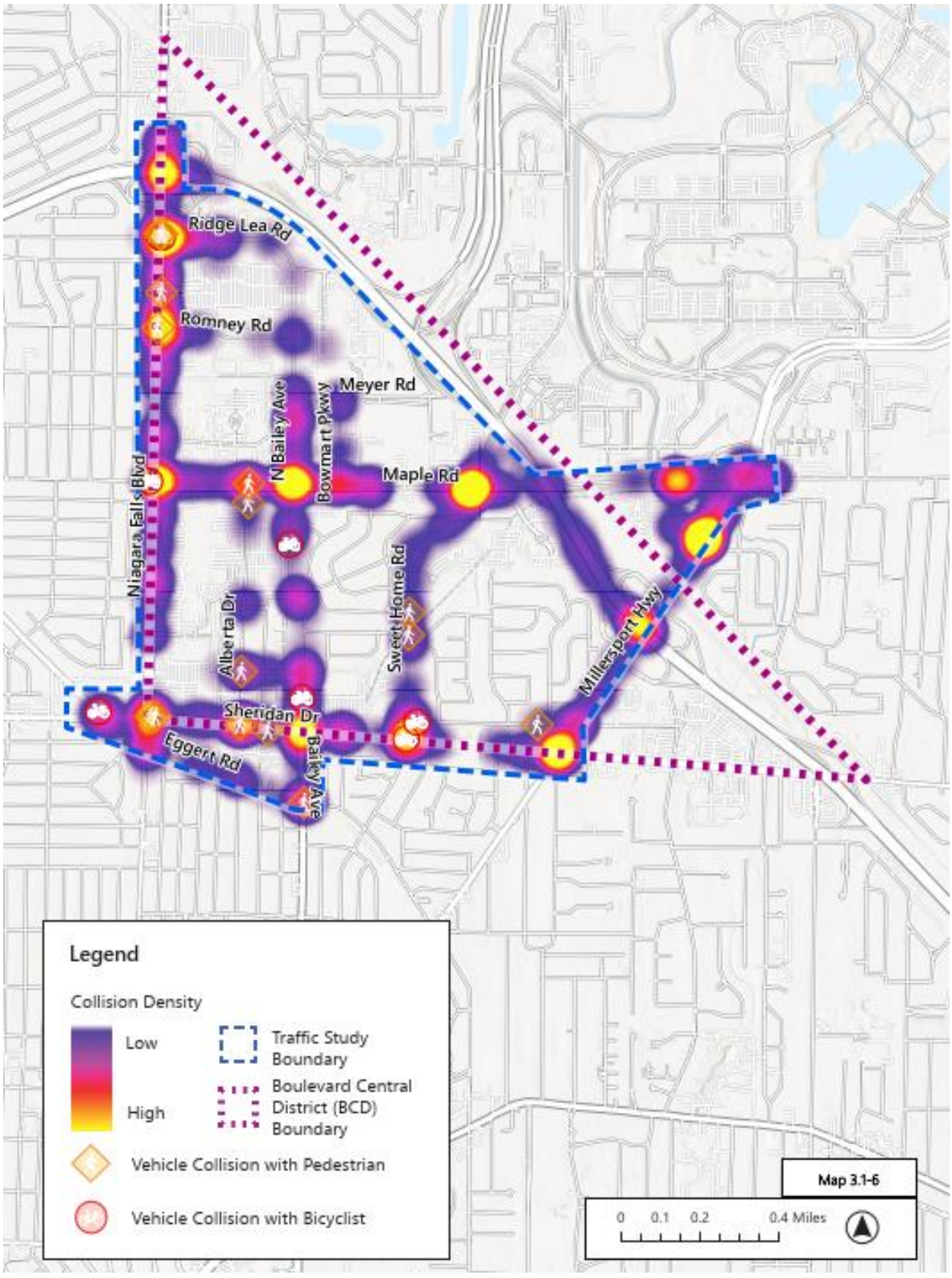
The severity distribution of the intersection crashes is consistent with the general overall characteristics of all crashes in the Study Area: 65% property damage only and 35% non-fatal injury crashes. It should be noted that the locations with higher crash frequency also are typically higher-volume intersections.

Intersection crash distribution by manner of collision is detailed in Appendix C. The most common collision types at the intersections were rear end (45%) and left turn (15%) crashes. Overtaking crashes accounted for another 15% of the total.

The study intersections within the project area having the highest number of crashes over the three-year analysis period are listed below. These intersections are also some of the higher volume intersections in the Study Area:

- Maple Road at Sweet Home Road (58 crashes)
- Sheridan Drive at Millersport Highway (50 crashes)
- Niagara Falls Boulevard at Ridge Lea Road (49 crashes)
- Maple Road at North Bailey Avenue (45 crashes)

MAP 3.1-6 – Collisions



- Niagara Falls Boulevard at Maple Road and Brighton Road (44 crashes)
- Sheridan Drive at Bailey Avenue (37 crashes)
- Sheridan Drive at Sweet Home Road (33 crashes)
- Niagara Falls Boulevard at Romney Road (30 crashes)
- Niagara Falls Boulevard at Sheridan Drive (30 crashes)
- Sheridan Drive at Alberta Drive (23 crashes)
- Maple Road at Alberta Drive (17 crashes)

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

3.1.2 Potential Impacts & Mitigation

The potential transportation impacts associated with redevelopment within the Study Area result from changes in the amount of traffic generated by the proposed land uses, changes in travel patterns and travel mode, and their effect on traffic operations.

Trip Generation

The changes in trip generation associated with redevelopment within the Study Area were estimated by using GBNRTC's Regional Transportation Demand Model (TDM). These estimates considered the trip characteristics associated with the various land use types and densities contemplated within each TAZ, and the underlying considerations of local and regional socio-economic, demographic and travel mode characteristics. Projected development within the Study Area consists of the mix of uses described in Table 3.1-3.

The regional model analyzed the PM three-hour peak period for street segments that are federal aid eligible, this means some local streets were not accounted changes. To account for increases and decreases on each roadway segment during the Saturday peak hour, the PM regional model scenario was used as it is expected to have similar origin and destination patterns with the PM peak. A percentage change in traffic volumes between the base model and the model with the Project Growth Redevelopment Scenario volumes during the PM peak period were determined.

The streets with a high percentage increase in volumes were Alberta Drive, Niagara Falls Boulevard, Maple Road, North Bailey Avenue, and Sheridan Drive. To complete the analysis segment growth was translated to intersection turning movement volumes using a factoring procedure to determine impacts to intersections.

Trip Distribution and Assignment

To determine future traffic volumes and routes, the percent change of road segments from the GBNRTC model comparing existing and proposed conditions was used to determine the significance of road segment increases and or decreases. Individual intersection turning movements were then determined by comparing the ratio of turning movements between existing condition and proposed conditions. This ratio was used to apply volume differences to the planned model turning movements. To validate the projected traffic volumes, TAZ's which resulted in a 5% or greater of the total area growth were considered a significant increase in future volumes and therefore routes to and from those TAZ's within the Study Area were reviewed to compare the increased growth and ensure an increase in traffic volumes was captured on those routes to and from the major development TAZ's. See Map 2.3-1 in Section 2 for a map of TAZ Boundaries.

Overall distribution of vehicles entering and exiting the study area were also identified to verify increases in traffic volumes. Main access points to the study area include the following intersections:

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

From these major access points into and out of the study area, traffic was distributed based on level of road segment increases in traffic that were reported from the regional model, as well as the increases in each TAZ based on growth from new development.

Table 3.1-3: Boulevard Central District TAZ Growth Projections								
TAZ	**Amherst BCD Projections**			**Amherst BCD Projections with Land Use Changes to Population & Employment**				
	Total Units	**Retail SF**	**Office SF**	**Population**	**Retail Emp***	**Office Emp***	**Total Pop & Emp Growth**	**Percentage of Growth**
668	0	0	0	0	0	0	0	0%
676	78	82,062	0	108	234	0	343	2%
677	494	109,678	0	756	313	0	1,069	**6%**
678	1,140	299,265	99,755	2,394	855	570	3,819	**22%**
679	0	310,159	0	0	886	0	886	**5%**
680	43	28,622	0	74	82	0	155	1%
681	50	65,350	0	115	187	0	301	2%
682	1,551	831,015	158,013	2,389	2,374	903	5,666	**33%**
683	269	51,799	0	422	148	0	570	3%
684	50	13,875	0	125	40	0	165	1%
686	115	69,845	0	265	200	0	464	3%
687	385	0	0	905	0	0	905	**5%**
688	118	147,657	0	283	422	0	705	4%
699	20	7,000	0	45	20	0	65	0%
701	0	0	0	0	0	0	0	0%
702	200	52,500	17,500	384	150	100	634	4%
705	320	84,000	28,000	602	240	160	1,002	**6%**
708	90	31,394	0	189	90	0	279	2%
709	0	74,456	0	0	213	0	213	1%

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

Traffic Operations – Planned Condition

The same capacity analysis methodology used for the Existing Condition was used for the Planned Condition to assess the ability of the road network to carry the estimated trips associated with the proposed project without any improvements to the network. The results of these analyses show that the changes in traffic volume and circulation patterns associated with the 2025 Projected Growth Redevelopment Scenario will have an impact resulting in an overall LOS E or F operations at the following intersections in the Planned Condition.

Planned Condition	
Maple Road and Sweet Home Road:	PM - LOS E

Under the Planned Condition and without mitigation, the LOS at the intersection of Niagara Falls Boulevard at Sheridan Drive improved from E to D during the PM peak hour. Adjustments in traffic volumes also impact adjacent intersections and street segments which resulted in shifting arrival patterns at intersections due to a change in vehicle headway. The change in arrival patterns has a cascading impact within the study area network most focused on directly connected streets and intersections resulting in improvements to LOS movements without any roadway improvements applied.

Mitigation Measures

Mitigation measures offset a project's traffic impacts by employing geometric, operational and other techniques to accommodate the traffic from a proposed project. The following improvements have been identified:

Corridor Improvements:

Niagara Falls Boulevard: Ridge Lea Road to Sheridan Drive

- Adaptive signal control

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

- Widen from a 3-lane cross section to a 5-lane cross section

Bowmart Parkway: Maple Road to Meyer Road

- Resurfacing

Sheridan Drive: Niagara Falls Boulevard to Millersport Highway

- Revised signal timings and coordination

Intersection Improvements:

Maple Road and Sweet Home Road

- Updated signal timings including exclusive left turns and improved yellow/red times
- Installation of safety improvements including backplates, enhanced pavement markings, No Turn on Red signs (Overhead Blank-Out)
- Adjust the northbound approach – Northbound right turn lane changes to right and through lane
- Adjust signal timing

Sheridan Drive and Sweet Home Road

- Updated timings including exclusive left turns and improved yellow/red times
- Installation of safety improvements including backplates, enhanced pavement markings, No Turn on Red signs (Overhead Blank-Out), and bicycle boxes

- Adjust signal timing, cycle length too long even considering it is a part of a coordinated network, including leading pedestrian and bicycle intervals

North Bailey Avenue, Emerson Drive and Amsterdam Avenue

- Convert to a single lane roundabout

Conceptual layouts of these improvements are provided in Appendix C.

This program of improvements will maintain LOS D or better operations at all of the studied intersections in the planned condition during the PM and Saturday peak hours, except at the Maple Road/Sweet Home Road intersection as noted above. Most intersection approaches will also operate at LOS D or better, but there will be some approaches and/or individual movements that will operate at LOS E or F. These operations are consistent with the Existing Condition.
These proposed improvements limit the need to create large intersections which is consistent with local objectives for maintaining/enhancing community character. Other improvement options that could be considered include access management strategies, providing additional multi-modal infrastructure, and leveraging ITS technology where possible to maximize efficiency within the existing road infrastructure. The mitigation strategies should also be reevaluated if/when a future transit expansion is implemented by NFTA.

Mitigation Improvement Costs

Cost estimates for the transportation improvements identified above were developed to reflect current and future construction costs. These cost estimates include considerations for design, construction, and construction administration/inspection. Design and construction administration/inspection costs were based on a percentage of the construction cost, consistent with applicable guidelines for federal-aid projects. Mitigation costs were calculated based on a development's percentage consumption of new peak-hour, peak-direction traffic capacity by roadway segment or intersection, and the cost by link or node of creating that capacity. Costs are split into two shares; a public share, and a private share of proportional costs.

The improvement costs shown in Table 3.1-4 are presented based on Year 2025 costs and escalated to a Year 2030 and Year 2035 cost basis. As shown, the total estimated cost of transportation improvements to address the identified future traffic mobility/congestion issues for the Projected Growth Redevelopment Scenario assessment of growth potential is $39.5 million (2030 cost basis).

Funding Considerations

It cannot be assumed that funding for the transportation improvements described previously will be funded exclusively with private or public finances. In addition to mitigating the traffic impacts

of the Study Area redevelopment, the improvements will have a public benefit by improving mobility and safety. Consequently, a public/private sharing of the costs of the new transportation infrastructure may be appropriate. Mitigation costs are calculated based on a development's percentage consumption of new peak-hour, peak-direction traffic capacity by roadway segment or intersection, and the cost by link or node of creating that capacity.

Public Share

The public share will incorporate costs considering the following:

- Existing and background growth
- New traffic to and from residential locations within the Study Area
- Existing and new traffic to and from public institutions (e.g. University at Buffalo)
- The amount of additional reserve capacity created (reserve capacity can be expected to be minimal, even after implementation of planned improvements)
- Safety improvements
- Costs may be covered under State or Federal grant funding, and supported by NYSDOT, Erie County Department of Public Works, and the Town, but there is no guarantee and it depends on the available funding.

Private Share

The private share will incorporate costs considering the following:

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

See Appendix C – Mitigation Objectives for more information on the process.

There are existing streets and intersections which have capacity to accommodate additional traffic volumes but they are not operating at full potential based on inefficiencies with the traffic signal network, or the infrastructure, such as a road surface in poor condition making it a less appealing route. Some of these streets and intersections provide direct access through a public street to new development areas and relieve congestion from parallel routes which are at capacity. Costs for these locations were not based on providing additional capacity, but how much of the remaining capacity that anticipated development traffic will be using (see Table 3.1-5 for more detail).

Table 3.1-4: Estimated Mitigation Improvements and Costs					
Location	**Improvements**		**Estimated Cost**		
			2025 Cost	**2030 Cost**	**2035 Cost**
Corridor Improvements					
Niagara Falls Boulevard: Ridge Lea Road to Sheridan Drive	Adaptive signal control using ITS technology	Design	$21,750	$26,250	$29,250
		Construction	$145,000	$175,000	$194,900
		Construction CS/CI	$14,500	$17,500	$19,500
		ROW Acquisition	N/A	N/A	N/A
		Total Cost	***$181,250***	***$218,750***	***$243,650***
Ridge Lea Road/N Bailey Avenue: Niagara Falls Boulevard to Maple Road	Add a travel lane in each direction with turn lanes at intersections	Design	$3,157,150	$3,660,000	$4,242,950
		Construction	$21,047,650	$24,400,000	$28,286,300
		Construction CS/CI	$2,104,800	$2,440,000	$2,828,650
		ROW Acquisition	TBD	TBD	TBD
		Total Cost	***$26,309,600***	***$30,500,000***	***$35,579,000***
Bowmart Parkway: Maple Road to Meyer Road	Resurfacing	Design	$32,250	$38,250	$43,350
		Construction	$215,000	$255,000	$288,950
		Construction CS/CI	$21,500	$25,500	$28,900
		ROW Acquisition	N/A	N/A	N/A
		Total Cost	***$268,750***	***$318,750***	***$361,200***
Sheridan Drive: Niagara Falls Boulevard to Millersport Highway	Revised signal timings and coordination	Design	$1,200	$1,400	$1,650
		Construction	$8,000	$9,300	$10,750
		Construction CS/CI	$800	$1,000	$1,100
		ROW Acquisition	N/A	N/A	N/A
		Total Cost	***$10,000***	***$11,700***	***$13,500***
Intersection Improvements					
Maple Road at Sweet Home Road	• Updated timings including exclusive left turns and improved yellow/red times • Installation of safety improvements including backplates, enhanced pavement markings, No Turn on Red signs (Overhead Blank-Out) • Adjust the northbound approach – NB right turn lane changes to right and through lane	Design	$12,150	$15,150	$16,330
		Construction	$81,000	$101,000	$108,850
		Construction CS/CI	$8,100	$10,100	$10,900
		ROW Acquisition	N/A	N/A	N/A
		Total Cost	***$101,250***	***$126,250***	***$136,050***

**table continued on next page*

Table 3.1-4: Estimated Mitigation Improvement Costs (continued)					
Sheridan Drive at Sweet Home Road	• Updated timings including exclusive left turns and improved yellow/red times • Installation of safety improvements including backplates, enhanced pavement markings, No Turn on Red signs (Overhead Blank-Out), and bicycle boxes • Adjust signal timing, cycle length too long even considering it is a part of a coordinated network, including leading pedestrian and bicycle intervals	Design	$12,150	$15,150	$16,330
		Construction	$81,000	$101,000	$108,850
		Construction CS/CI	$8,100	$10,100	$10,900
		ROW Acquisition	N/A	N/A	N/A
		Total Cost	***$101,250***	***$126,250***	***$136,050***
Emerson Drive at N Bailey Avenue	Convert to a roundabout	Design	$291,750	$338,250	$392,100
		Construction	$1,945,000	$2,255,000	$2,613,950
		Construction CS/CI	$194,500	$225,500	$261,400
		ROW Acquisition	TBD	TBD	TBD
		Total Cost	***$2,431,250***	***$2,818,750***	***$3,267,450***
Total Mitigation Improvement Costs			**$29,403,350**	**$34,120,450**	**$39,520,250**

A detailed breakdown including the justification for each cost share of improvements can be found in Appendix C.

Not included in these transportation improvements are site access improvements that are required to mitigate the direct impact of any individual development, i.e. traffic signals, turn lanes into driveways, access roads, and any treatments beyond what is outlined in this document. Site access improvements are still required to be implemented by the developer as part of site plan approval.

The basic methodology considers existing traffic volumes, future development and non-development volumes and the amount of additional reserve capacity created by the transportation improvements to identify a basis for allocating public and private shares for funding the improvement(s). This approach in assessing transportation mitigation costs has been successfully used for several GEIS areas in the Capital Region of New York State. Based on the number of trips anticipated with the private share percentage of each mitigation project, the mitigation share per trip is $1,130. Table 3.1-6 provides a summary of the cost shares associated with each improvement location. Additional information on the cost breakdown is included in the Mitigation Memo in Appendix C.

Table 3.1-5: Threshold Analysis for Improvements					
	PM Peak Hour Traffic (vph)		LOS D Threshold		
	Existing (2025) Volume	Planned Demand Volume	Maximum Volume*	Volumes that Could be Accommodated	% Cost of Private Share Improvements
Street Segments					
Niagara Falls Boulevard: Ridge Lea Road to Sheridan Drive					
	3,700	4,300	3,700	0	0%
	w/adaptive signal control		4,300	-	100%
Ridge Lea Road/N Bailey Avenue: Niagara Falls Boulevard to Maple Road					
	1,660	2,090	1,680	20	-
	w/ 4 lane cross section		2,500	820	35%
Bowmart Parkway: Maple Road to Meyer Road					
	434	560	1,680	1,120	-
	w/upgrades		1,680	1,120	10%
Sheridan Drive: Niagara Falls Boulevard to Millersport Highway					
	2,600	2,850	2,600	250	0%
	w/ coordinated network		2,850	-	100%
Intersections					
Maple Road at Sweet Home Road					
	3,093	4,637	3,436	343	-
	w/ lane and timing changes		5,040	-	21%
Sheridan Drive at Sweet Home Road					
	2,897	3,187	2,897	0	-
	w/timing changes		3,400	213	57%
N Bailey Avenue at Emerson Drive & Amsterdam Avenue (Stop Controlled)					
	1,225	1,390	-	-	-
	roundabout		-	-	0%

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

Mitigation costs per trip are recommended to be collected based on the 2030 public/private share costs, which is the median year from existing and long-term improvements. Development, growth, and determining needs for mitigation projects based on the traffic demands created from development will not be known or needed until a future date. Collecting funds based on existing dollars will result in a lack of resources to appropriately fund projects in future dollars, while collecting funds too far in advance may result in an excess of funds for necessary improvements. The Town will need the flexibility to apply projects, and therefore funding, as development projects become tangible and changing traffic volumes and patterns can be mitigated.

Table 3.1-6: Public/Private Share Costs		
Project	**Private Share Cost (2030)**	**Public Share Cost (2030)**
Niagara Falls Boulevard: Ridge Lea Road to Sheridan Drive	$218,750	-
Ridge Lea Road: Niagara Falls Boulevard to N Bailey Avenue/Maple Rd	$10,675,000	$19,825,000
Bowmart Parkway: Maple Road to Meyer Road	$31,880	$286,880
Sheridan Drive: Niagara Falls Boulevard to Millersport Highway	$11,700	$0
Maple Road at Sweet Home Road	$26,520	$99,740
Sheridan Drive at Sweet Home Road	$71,960	$54,290
N Bailey Avenue at Emerson Drive & Amsterdam Avenue	$0	$2,818,750
Total	***$11,035,810***	***$23,084,660***

3.2 Utilities

3.2.1 Existing Conditions

Water

Water for the Study Area is provided by the Erie County Water Authority (ECWA) through a lease-manage arrangement. The ECWA is responsible for customer service, billing, meter reading, and routine maintenance, but the Town is responsible for capital improvements. There are a few small areas on the southern edge of the Study Area that are in direct-service water supply areas, that are owned and operated by ECWA.

The ECWA utilizes two water treatment plants, the Van De Water Treatment Plant and the Sturgeon Point Water Treatment Plant. Water for the Study Area is provided from the former, via a 48-inch precast concrete cylindrical pipe (PCCP) that conveys water to the Ball Pump Station, located just north of I-290 on Sweet Home Road. The nearest elevated storage tank is located near the intersection of I-90 and I-290, approximately 2.1 miles south of the Study Area. According to ECWA, the zone of influence for this tank does not extend far enough north to affect pressures within the Study Area.

The Ball Pump Station distributes water to the northern service areas of the ECWA, including Amherst and the entirety of the Study Area. The station has four pumps and a combined capacity of 71 million gallons per day (MGD). The historical average day and peak hourly flow for the Ball Pump Station is 17.0 MGD and 41.75 MGD, respectively. This results in a calculated peak factor of 2.46.

The Study Area is serviced by water mains ranging in size from 6 inches to 16 inches in diameter. The area between Maple Road and Sheridan Drive is predominantly served by cast iron water mains. Most of these mains were installed in the 1950's and 1960's, although a few segments date back to the 1930's. Ductile iron pipe is present generally among the single-family residential areas near Sweet Home Road, as well as along Niagara Falls Boulevard north of Maple Road. A PVC water main is present in the Study Area north of Maple Road. There are also a few records of asbestos concrete (ACP) water main in the Study Area.

The Town provided billing records for the water meters within the Study Area. Where billing records were not available, usage was estimated based on the *New York State Design Standards for Intermediate Sized Wastewater Treatment Systems,* assuming 110 gpd per bedroom (3BR) for single family homes, and 0.1 gpd/sf for commercial properties. The current Study Area average

day water usage is approximately 0.97 MGD. Using the peak factor from the Ball Pump Station, the current peak water usage is approximately 2.39 MGD.

Sewer

The Town of Amherst owns and operates a publicly owned treatment works (POTW) under State Pollutant Discharge Elimination System (SPDES) Permit # NY-0025950. The POTW consists of a separate sanitary sewer system and an Advanced Water Pollution Control Facility (AWPCF). The AWPCF is located on Tonawanda Creek Road and is permitted for 48 MGD with a discharge to Tonawanda Creek.

The existing sanitary sewer collection system includes 550 miles of sewer mains, ranging in size from 6 to 96 inches in diameter. Pipe materials vary, with the majority being constructed of clay tile, concrete (RCP and ACP), and PVC.

The sanitary sewer system in the Town is of varied age and physical condition. A significant percentage of the system was constructed from 1920 to 1960; the majority of pipe laid during those years was clay tile pipe. Significant work has occurred over the past 25 years to document the condition, clean, and stabilize structurally failing pipe.

In 2006, the Town of Amherst was given an Order on Consent, which required mitigation of its sanitary sewer overflow (SSO) points. As a condition of that Order, the Town submitted an Engineer's Report detailing work that would be necessary to mitigate the four remaining SSOs. To date, all of the projects within that report have been completed, and two of the four SSOs have been eliminated.

The two remaining SSOs are at the intersections of North Drive & Eggert Road, and at the intersection of Capen Drive & Oxford Road. In addition, a third, infrequently used SSO location was reported to the NYSDEC in 2018. That SSO location is at North Ivyhurst Road & Sheridan Drive. The volumes of SSOs reported to the NYSDEC are shown in Table 3.2-1 below.

Table 3.2-1: Historical SSO Volumes

Year	North Dr & Eggert Road (gal)	Capen Dr & Oxford Rd (gal)	N. Ivyhurst Rd & Sheridan Dr (gal)
2018	593,350	709,650	412,500
2019	240,096	231,418	0
2020	31,701	33,000	0
2021	144,562	167,026	243,750
2022	502,200	277,776	0
2023	0	0	0
2024	98,992	175,510	281,250

As a condition of the Town's most recent SPDES permit, the Town has authored a NYSDEC approved Capacity Management Operations and Maintenance (CMOM) document which formally details the maintenance procedures, reporting, recordkeeping and monitoring requirements for the sanitary sewer network. As part of the CMOM plan, the Town was required to prepare and execute a town-wide mini-system study plan (Sanitary Sewer Evaluation Study – SSES). The mini-system study plan requires an annual sewershed analysis with recommendations for following year improvements, focusing on the removal of inflow and infiltration (I&I) sources in the respective sewershed. The goal of the CMOM plan is to work through all of the Town's system, on a sewershed basis. The mini-system study consists of fieldwork to document average & peak flows and to determine I&I sources (through smoke testing, CCTV work and manhole inspections), with the goal of reducing wet weather flows and eliminating remaining SSOs and improving services.

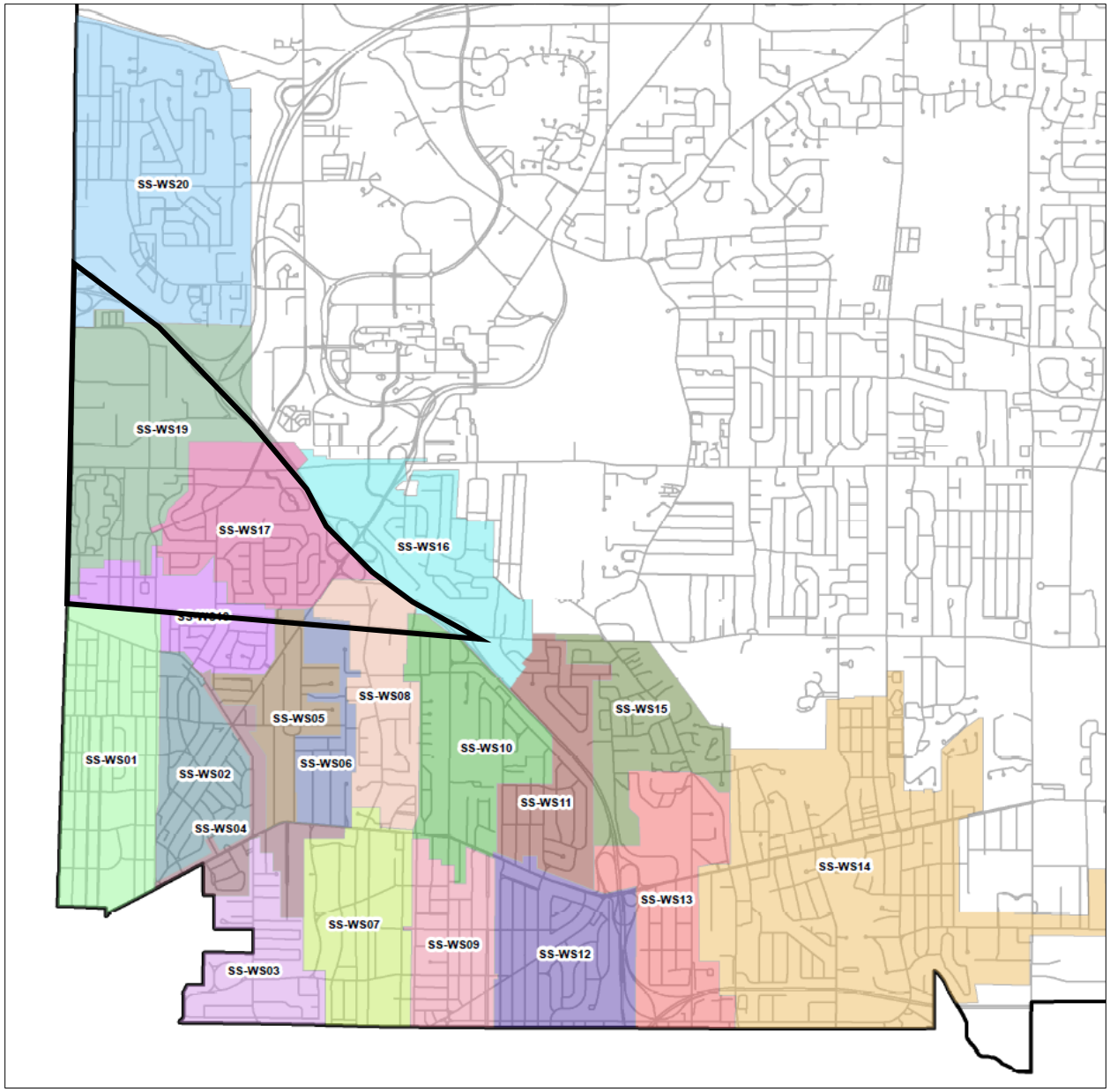
The Town's AWPCF was constructed in the mid to late 1970s. The construction of the AWPCF supplanted the Town's original treatment plant, on North Forest Road. Flows at the AWPCF vary from an average of 26 to 28 MGD, to peak wet weather flows in excess of 120 MGD.

The Town's AWPCF was also operating under an Order on Consent. In 2012, the AWPCF violated its effluent permit limits for ultimate oxygen demand. A byproduct of that Order led to a study that prioritized $35 million in capital improvement projects. The last of these projects have recently been completed. In addition, considering the age of the facility and continually tightening regulations and codes, there is an ongoing backlog of capital projects that must be undertaken over the next decade to improve the reliability and effectiveness of the AWPCF.

There are multiple sewersheds that convey sewage from the Opportunity Zone to the AWPCF via the West Side Interceptor (Figure 3.2-1). The sewersheds that are tributary to the West Side Interceptor include approximately 220 miles of sewer main, ranging in size from 8 to 60 inches in diameter.

In general, the West Side Interceptor collects sewage from the oldest areas of the Town (including the Village of Williamsville) and conveys it along the I-290 ROW to an easement running north-south from Chestnut Ridge Road to the Peanut Line Interceptor.

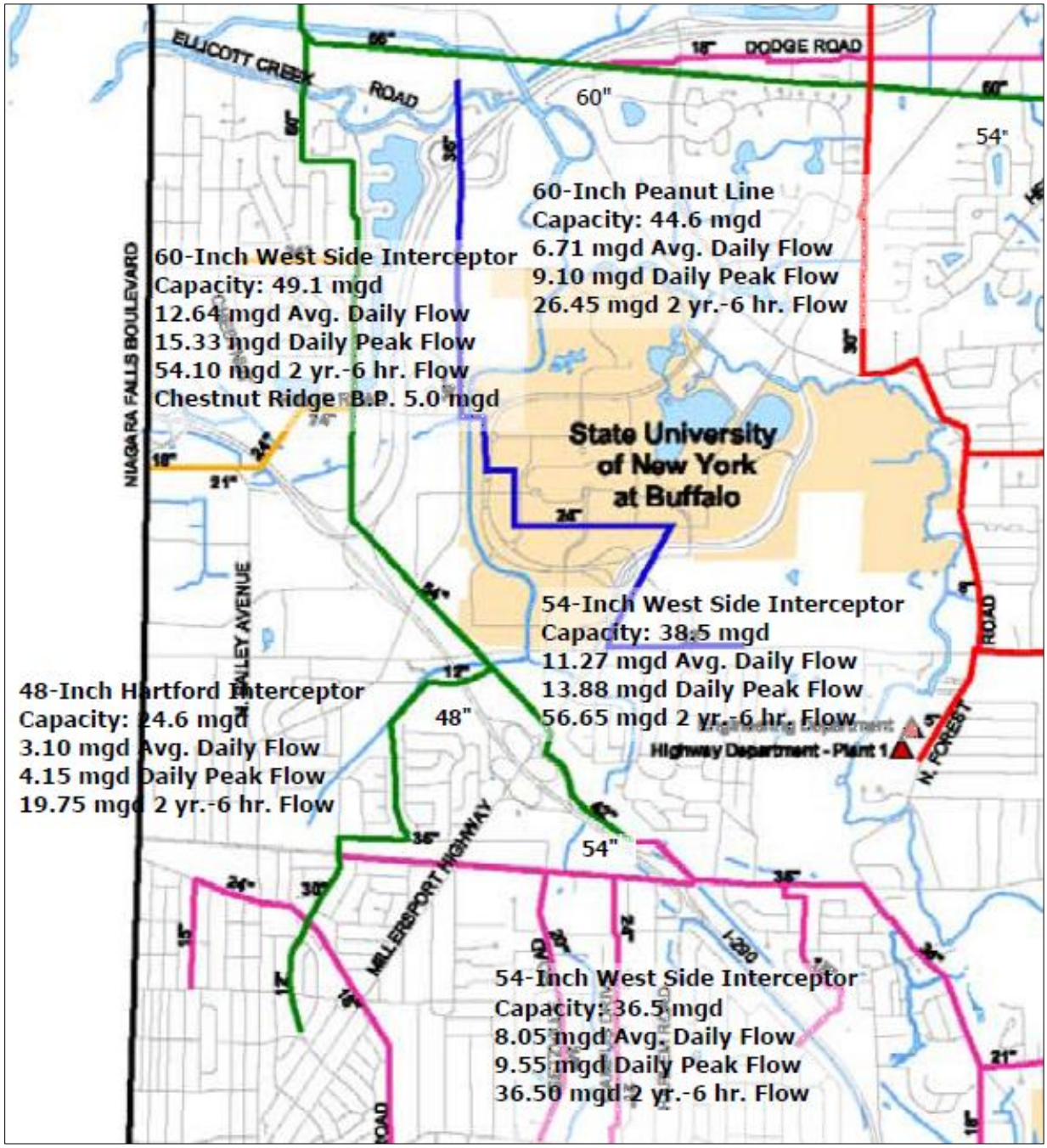
FIGURE 3.2-1: West Side Interceptor Sewersheds



The West Side Interceptor is located in the vicinity of the Opportunity Zone and is a 54- to 66-inch reinforced concrete pipe. The segment of the West Side Interceptor extends from the Hartford Relief Sewer at Maple Road to Chestnut Ridge Road is frequently over capacity during rain events due to I&I. The capacity of the interceptor at this location is approximately 38.5 MGD. Although the average flow is 11.3 MGD and the peak daily flow is 13.9 MGD, the wet weather flow (corresponding to a 2-year, 6-hour storm event) is approximately 56.7 MGD, which exceeds the capacity.

Due to these capacity limitations, the West Side Interceptor surcharges at levels above 10 feet near Sheridan Drive, adjacent to the I-290. This surcharge creates a backwater effect throughout the system and is a primary cause of the SSO at North Ivyhurst and Sheridan Drive. The capacities and flows at various segments along the West Side Interceptor and other primary mains nearby are shown in Figure 3.2-2.

FIGURE 3.2-2: Flows and Capacities of Primary Interceptors



Prior Initiatives

In 2014, the Town of Amherst constructed a flow diversion point from the existing connection chamber/manhole of the West Side Interceptor/Chestnut Ridge sanitary sewer. The flow diversion consists of a 21-inch pipe with the invert matching the crown of the 60-inch West Side Interceptor at the connection point. The diversion is piped to the existing dead end 24-inch sewer running east along Chestnut Ridge Road to the Sweet Home Road Interceptor. The diversion flow rate varies based on the surcharge elevation and the position of the end of pipe gate control valve. Past metering results have shown a peak flow of 5 MGD diverted from the West Side Interceptor to the Sweet Home Road Interceptor with the flow control gate 100% open.

Current Initiatives

The Town, in its continual effort to plan for future developments and to improve its sanitary sewer system, has developed a sewer interceptor model (using the EPA modeling engine SWMM), and has completed a mini-system analysis of the sewershed that contains the Boulevard Mall. One of the goals of the modeling effort was to determine if construction of a wet weather relief pump station, to transfer flow from the bottle-necked portion of the West Side Interceptor to the Peanut Line Interceptor, would be a feasible method to manage the surcharge conditions. This concept will be explored further in the Impacts and Mitigation section.

The Town continues to evaluate the sewesheds that service the Boulevard Central District. In 2019, the Town embarked on a review of capacities and existing wastewater flows in the BCD via performance of a mini-system study. The first task associated with the performance of a mini-system study was the mapping of the mini-system, followed by the siting and deployment of temporary flow meters, as shown in Figure 3.2-3. For this particular mini-system, temporary flow meters were deployed from March 5 to June 30, 2019. A summary of the results of the flow metering are found in Table 3.2-2.

Table 3.2-2: Measurements at Sewer Meter Locations

Segment	Size & Material; Pipe Capacity	Avg Flow	Peak Flow	Maximum Water Surface Elevation
Meter #1 Maple Rd @ Mall	10 inch VTP; 0.73 MGD	0.23 MGD	0.80 MGD	45 inches
Meter 2 Niagara Falls Blvd & Maple Rd	12 inch ACP; 1.10 MGD	0.26 MGD	1.36 MGD	27 inches
Meter 3 Niagara Falls Blvd & Consumer Sq	12 inch ACP; 1.10 MGD	0.59 MGD	1.43 MGD	--
Meter 4 Chestnut Ridge Rd	24 inch RCP; 3.85 MGD	0.65 MGD	1.60 MGD	18 inches

FIGURE 3.2-3: Mini-System Analysis Overview



Based on Table 3.2-2, the existing sewers in the Boulevard Mall area (Meters 1, 2, & 3) are over capacity during peak flow conditions. These segments are over 50 years old. Furthermore, the existing sewer mains are constructed with fragile materials (VTP, ACP) and are installed within heavily trafficked corridors. Therefore, it was anticipated that a significant portion of the network identified in the mini-system map would have to be reconstructed and rehabilitated during the normal course of Town capital planning.

In addition, it is important to note that approximately 60% of the estimated peak flow from the Opportunity Zone will be generated by the redevelopment within this mini-system, which connects just downstream of the most capacity constrained section of the West Side Interceptor

(the segment from Maple Road to Chestnut Ridge Road). Other than the capacity issues described above and the backwater effect of the West Side Interceptor, there are no other known capacity deficiencies in the Opportunity Zone sewershed.

Stormwater

The Town of Amherst is currently a member of the Western New York Stormwater Coalition as well as a regulated Municipal Separate Storm Sewer Systems (MS4) community in Erie County.

The Town has developed a Stormwater Management Plan (March 2018) in compliance with the New York State Pollutant Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from MS4s (GP-0-24-001). The goal of the plan is to provide stormwater runoff control and prevent pollutants discharging from storm sewers to the waterbodies of the United States to meet the requirements of the Phase II regulations of the federal Clean Water Act. The objective of this plan is to reduce the amount of pollutants in stormwater runoff to the "maximum extent practicable" with six program elements and Minimum Control Measures:

- Public Education and Outreach
- Public Involvement and Participation
- Illicit Discharge Detention and Elimination
- Construction Site Runoff Control
- Post Construction Stormwater Management
- Pollution Prevention and Good Housekeeping for Municipal Operations

For each Minimum Control Measure and Best Management Practice (BMP) described in the plan, the Town's responsibilities are clearly defined. Some components of the required work are provided through the collective efforts of the Western New York Stormwater Coalition, while the remaining work is provided by the Town of Amherst and has been adopted into the Local Law in August 2007, as amended.

The Town has one stormwater drainage management district. Stormwater in the Town is managed through a series of open ditches, closed pipes, detention ponds and creeks. Stormwater management is a concern to many residences, with particular focus on localized flooding resulting from rain events and water quality impacts of stormwater runoff. There are also concerns about the receiving waters from this area (Ellicott Creek) and the tributaries to the creek. The existing closed storm conveyance systems were originally designed to convey up to the 10-year storm event.

Localized flooding is an issue within the Study Area. The Town keeps records of flooding and sewer back-up complaints, many of which are noted within the residential areas of the Study

Area. A well-known location for periodic flooding during storm events is the Maple Road and Niagara Falls Boulevard intersection.

Energy & Communications Services

Electric service is provided to the Study Area by National Grid. National Fuel provides gas service. Communication services, including television and internet, are provided by Verizon (multiple carriers for wireless service) and Spectrum.

3.2.2 Potential Impacts & Mitigation

Water

Future water demand for the Study Area under the 2025 Projected Growth Redevelopment Scenario was calculated by applying the unit flow rates from *Design Standards* to the number of projected residential units and commercial building area. Specifically, the following parameters were used to calculate flow for the Redevelopment Scenario:

- 2/3rd of the dwelling units assumed to be 2 bedroom at 110 gpd/bedroom
- 1/3rd of the dwelling units assumed to be 1 bedroom, at 110 gpd/bedroom
- Retail and office are estimated at 0.1 gpd/SF
- A 20% reduction in flow was applied to all values for water saving fixtures
- Peak water flow was calculated by applying the Ball Pump Station peak factor (2.46)

The growth under the 2025 Projected Growth Redevelopment Scenario would add approximately 0.93 million gallons per day (MGD) under average conditions and 2.29 MGD under peak demand conditions (calculated by applying the peak factor of 2.46 from the Ball Pump Station). When combined with the existing demand of the Study Area, the future average day water demand is 1.90 MGD, and the future peak water demand is 4.69 MGD.

In order to evaluate the impacts to the water system, a skeletonized hydraulic model was constructed of the Study Area. The model was built using water main data provided by ECWA and water meter billing records provided by the Town. The water meter records were spatially linked to parcel data, which was then imported into the model to provide an accurate distribution of flow. Future demand multipliers were applied according to the growth projected for a given Transportation Analysis Zone (TAZ).

The Study Area model was calibrated using hydrant flow test records provided by ECWA by adjusting the internal pipe roughness factors (C-factor) until simulated conditions matched measured conditions. In the calibrated model, cast iron water mains have C-factors ranging from

70-85. Cast iron water mains tend to become tuberculated with age, resulting in rougher internal surfaces, reduced diameter, and higher friction losses. Ductile iron pipe can also become rougher with age; therefore, DIP older than 20 years were assigned a C-factor of 110, and newer than 20 years had a C-factor of 120. Plastic pipe, such as PVC, tends not to deteriorate internal roughness, so these mains were assigned a C-factor of 140.

Model scenarios were created to compare simulated pressures under the following conditions:

- Current Average Demand
- Current Peak Demand
- Future Average Demand
- Future Peak Demand

Table 3.2-3 provides a summary of the simulated pressures in the Study Area under each scenario.

Table 3.2-3: Simulated Water Pressures in Study Area

Scenario	Min (psi)	Max (psi)	Mean (psi)
Current Average	88	101	93
Current Peak	87	98	91
Future Average	87	99	92
Future Peak	73	94	83
Future Peak w/Mitigation	77	94	85

Available fire flow was also used as a metric to establish the overall capacity of the distribution system in the Study Area. Hydraulic models can be used to iteratively ramp up demand at a specific junction, while monitoring pressure system-wide to ensure no other junctions drop below 20 psi (the minimum recommended operating pressure). This process is repeated for every junction in a given area. The available fire flow simulations were performed using peak demand conditions for conservative comparisons. NFPA 291, *Recommended Practice for Fire Flow Testing and Marking of Hydrants,* categorizes hydrants based on available fire flow:

- Class AA: 1500+ gpm
- Class A: 1000 – 1500 gpm
- Class B: 500 – 1000 gpm
- Class C: < 500 gpm

The results of the simulated available fire flow in the Study Area are provided in Table 3.2-4.

Table 3.2-4: Simulated Available Fire Flows in Study Area			
Scenario	**Min (gpm)**	**Max (gpm)**	**Mean (gpm)**
Current Peak	1,100	5,000+	3,400
Future Peak	920	5,000+	2,900
Future Peak w/Mitigation	1,300	5,000+	3,400

Although the Ball Pump Station has sufficient excess capacity, the increased water demand associated with the Projected Growth Redevelopment Scenario will strain the capacity of the existing distribution system in the Study Area, especially during peak periods. The future simulated water pressure drops by 8 psi during peak periods; the minimum pressure in the Study Area drops by 14 psi. The mean available fire flow drops by about 500 gpm under the future peak scenario.

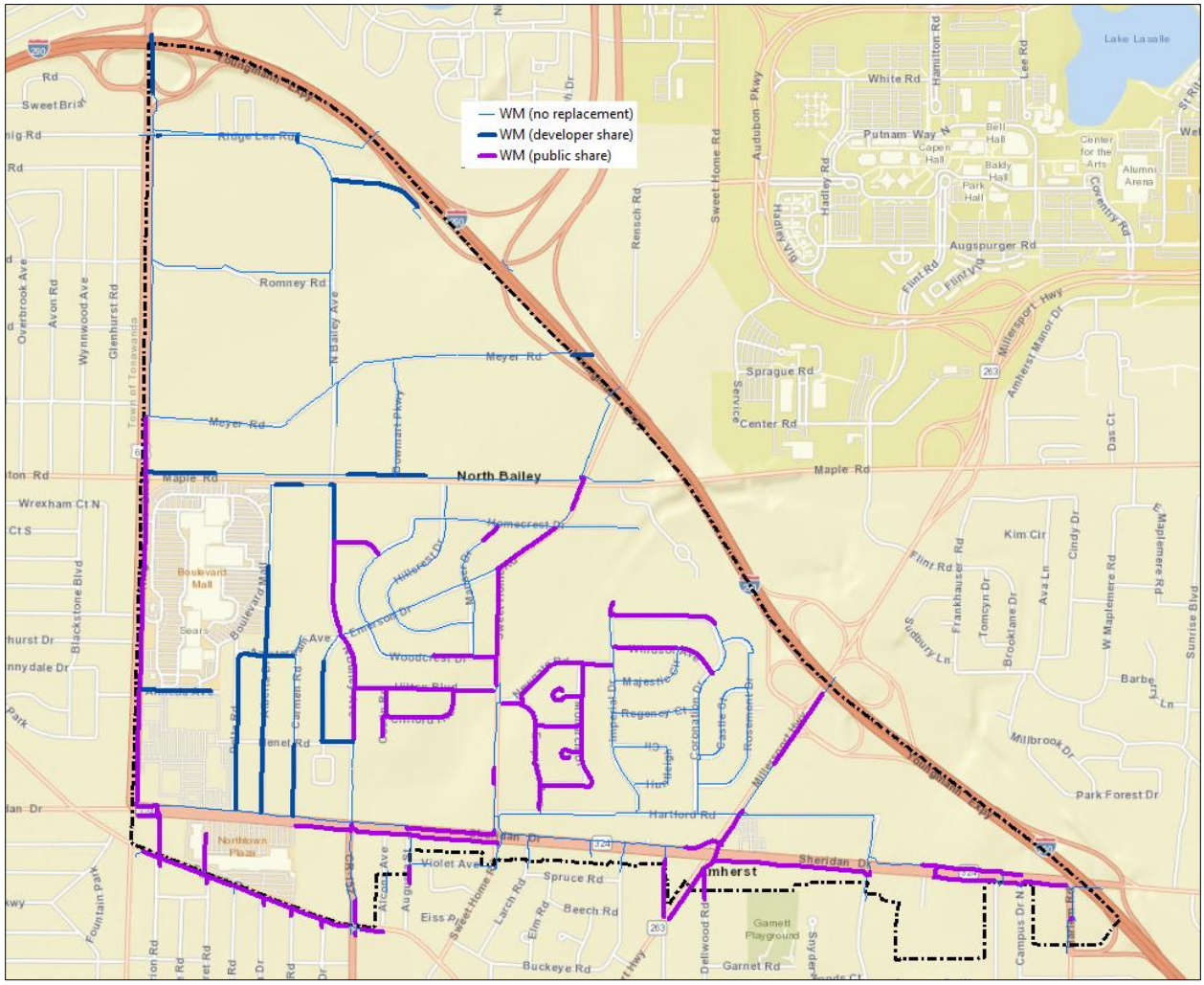
In order to maintain the quality of water service as it exists today and to mitigate the impacts of the 2025 Projected Growth Redevelopment Scenario, the aging cast iron water mains should be replaced in the Study Area. With the cast iron mains replaced, the simulated water pressure rises to 85 psi under peak conditions and average available fire flow in the Study Area would be equal to current.

The recommended mitigation action would involve the replacement of approximately 52,000 linear feet of water main, ranging in size from 6 inches to 16 inches in diameter. Approximately 12,500 feet of the cast iron pipe is located in areas that would be directly redeveloped in the Study Area and would need to be replaced regardless of size or condition; replacement of these mains will be categorized as the private share of the mitigation.

The remainder of the pipes are located either in entirely residential neighborhoods, which are not expected to have significant growth under the Projected Growth Redevelopment Scenario, (nor are they located along major thoroughfares). These mains provide water service to areas both inside and outside the Study Area. Replacement of these mains would be necessary for smooth water system operation under the redevelopment scenario, but the surrounding areas would also benefit from these pipes being replaced. Therefore, these mains will be categorized as the public share of the mitigation. These mains are displayed in Figure 3.2-4.

The breakdown of pipe lengths and cost sharing is provided in Table 3.2-5. The costs for water main replacement are estimated based on historical bid pricing for the area. The costs are inclusive of associated work required, such as traffic control, excavation, backfill, restoration, materials, hydrants, and service reconnections.

FIGURE 3.2-4: Location of Cast Iron Mains to be Replaced for Mitigation



The water mitigation costs have been updated using the Engineering News-Record Construction Cost Index (ENRCCI) methodology as presented in the Traffic Mitigation section of this chapter. As such, the estimated costs from 2019 have been adjusted to 2025 costs using the ENRCCI Index. Future adjustments of mitigation costs will be set upon a predetermined schedule (e.g., every three years or similar) to allow for the capture of incremental mitigation costs due to price volatility into the future.

The Water Mitigation Costs are shown in Table 3.2-5. The developer share of the Water Mitigation Costs are summarized using a cost per flow (gallon-per-day) basis. The Mitigation Costs are calculated using the average gallon per day flow, which are calculated according to the per-unit hydraulic loading rates provided in Table B-3 of the *New York State Design Standards for*

Intermediate Sized Wastewater Treatment Systems (2014). In this case, the growth under the Projected Growth Redevelopment Scenario would add an average of 930,000 gpd (0.93 MGD).

Table 3.2-5: Mitigation Costs					
		Developer Share		Public Share	
Item	2024 Unit Cost	Length (ft)	2024 Cost	Length (ft)	2024 Cost
8" DIP	$271	12,500	$ 3,383,400	30,100	$ 8,147,300
12" DIP	$331	-	-	6,800	$ 2,249,600
16" DIP	$361	-	-	2,500	$ 902,300
Total		12,500	$ 3,383,400	39,400	$ 11,299,200
Mitigation Cost per Average Flow GPD		**$ 3.64 / GPD**			

Sewer

Future sewer flows for the Study Area under the Projected Growth Redevelopment Scenario were calculated in the same manner as water, by applying the unit flow rates from *Design Standards* to the number of projected residential units and commercial building area. However, it is noted that the peak flow for sewer uses is a population-based method, stipulated in *Recommended Standards for Wastewater Facilities* ("Ten States Standards").

Specifically, the following parameters were used to calculate flow for the Redevelopment Scenario:

- 2/3rd of the dwelling units assumed to be 2 bedroom at 110 gpd/bedroom
- 1/3rd of the dwelling units assumed to be 1 bedroom, at 110 gpd/bedroom
- Retail and office are estimated at 0.1 gpd/SF
- A 20% reduction in flow was applied to all values for water saving fixtures
- Peak sewer flow estimates are derived from the formula used in the Ten States Standards (per TAZ):
    - $Peak\ Factor = \frac{18+\sqrt{P}}{4+\sqrt{P}}$, where *P* is population in thousands
    - Population (per TAZ) is calculated by taking the total average sewer flow estimate (including residential & retail/office), divided by 100 gpd/capita

The growth under the 2025 Projected Growth Redevelopment Scenario would add approximately 0.93 MGD of sewer flow under average conditions, and 3.46 MGD under peak demand conditions. The calculated average peaking factor is approximately 3.33.

As presented in the previous section, sewage flows from the Opportunity Zone ultimately discharge to the West Side Interceptor. The majority of the flow (60%) will be transmitted to the interceptor via a new spine sewer along North Bailey Road, and to a lesser extent, to the Niagara Falls Boulevard collector sewers. Smaller volumes of flow will be transmitted via the Hartford Relief sewer and the Sheridan Drive sewers. A breakdown of wastewater flows by tributary area is provided in Appendix D.

The capacities of the segments are shown in the following Table 3.2-6, along with modeled hydraulic conditions under the current and future 2025 Projected Growth Redevelopment Scenario:

Table 3.2-6: Selected Sewer Segment Capacities

Segment	Size & Material; Pipe Capacity	Current Peak Flow	Future Peak Flow (Redevelopment)	Excess Capacity
Ridge Lea Road	24 inch RCP; 3.85 MGD	1.60 MGD	3.30 MGD	0.15 MGD
Hartford Relief Sewer at West Side Interceptor	48 inch RCP; 24.5 MGD	19.90 MGD	20.8MGD	3.30 MGD
West Side Interceptor at I-290	54 inch RCP; 36.5 MGD	36.8 MGD	37.31 MGD	- 0.81 MGD
West Side Interceptor at Hartford Relief Sewer	54 inch RCP; 38.5 MGD	56.7 MGD	60.2 MGD	-21.70 MGD

As shown above, there is generally sufficient capacity in the interceptor sewer systems to transmit existing and proposed flow (with the exception of the West Side Interceptor). Because the existing West Side Interceptor is significantly over capacity between Maple Road and Chestnut Ridge Road (at the Hartford Relief sewer) during wet weather events, one of the following alternative mitigation measures must be undertaken to minimize surcharge conditions and guard against future SSOs:

- Alternative #1 - Additional I&I work to reduce wet weather flows;
- Alternative #2 - Construction of a replacement parallel West Side Interceptor to remove the West Side Interceptor bottleneck; or
- Alternative #3 - Construction of a pump station to divert flows from the West Side Interceptor to another interceptor with spare capacity.

The alternatives listed above were identified to mitigate the increased sanitary sewage flow from the 2025 Projected Growth Redevelopment Scenario. It is important to note that the Town is committed to reducing wet weather flows throughout the system and that I&I mitigation work will continue for many years beyond the scope of this project and GEIS. These alternatives were studied by the Town in 2021 and are summarized later in this section.

In addition, the following baseline alternatives must be undertaken to create local sewer capacity for the redevelopment of the Boulevard Mall corridor:

- Stabilize and reline the Niagara Falls Boulevard sanitary sewer system:
    - Over the past three years, the Town has completed the rehabilitation (CIPP) of the Niagara Falls Boulevard sewers, north of Maple Road (Maple Road to 1641 Niagara Falls Boulevard and Ridge Lea Road to Willowridge Drive). Most of the rehabilitation included cured in place pipe (CIPP) lining and limited replacement of some of the sewer mains.
    - During the winter of 2022-2023, a portion of the system, from 1641 Niagara Falls Boulevard to Ridge Lea Road, collapsed and had to be replaced. Reconstruction of this segment was challenging and illustrated the difficulties that the Town would encounter if a full-scale pipe replacement project on Niagara Falls Boulevard were to proceed. In light of the challenges, the Town is instead constructing a "parallel" 21-inch sanitary sewer on North Bailey Avenue, from Maple Road to Ridge Lea Road.
    - The project costs for lining were $118,580, and the replacement 15-inch sewer cost was $404,000.
    - In addition, the sewer on Niagara Falls Boulevard from Ridge Lea to Willowridge Drive was relined (as this sewer serves as an overflow for this mini-system), for a cost of $168,860.

- Reline the 24-inch RCP from Ridge Lea Road to Chestnut Ridge Road (under the I-290):
    - This work was completed in 2024 at a project cost of $54,820.

- Replace 310 linear feet of 24-inch sewer with 30-inch sewer on Chestnut Ridge Road, from the West Side interceptor to the collector manhole.
    - This receives flow from the Willowridge neighborhood and the Boulevard Mall corridor (under the I290).
    - The estimated project cost is $950,000.

- Reline the sewer on Willowridge Drive to the Willowridge pump station, reline the remaining Ridge Lea Sewer south of the I-290, reline the sewer on Chestnut Ridge Road

from the I-290 to the collector manhole, and also rehabilitate the remining manholes in the mini-system.
    - The estimated project cost is $557,260.

- Construct an 18-inch "spine" sanitary sewer on North Bailey Avenue, to collect sewage from the BCD to the east of North Bailey Ave.
    - The Town completed this project, which will provide surcharge relief of the Niagara Falls Boulevard sewer, as well as provide additional capacity for redevelopment in the Boulevard Mall corridor.
    - The project cost was $3,331,000.

- Construction of wet weather flow capacity improvements at the AWPCF.
    - This project would include clarifier capacity enhancements, consisting of circumferential baffles and energy dissipation inlet structures.
    - The estimated project cost is $5,000,000.

The above baseline measures are necessary to increase and preserve capacity in the Boulevard Mall corridor. The preservation of capacity (via CIPP lining and rehabilitation projects) will also help stabilize fragile and aging pipe materials like ACP and RCP.

Sanitary Sewer Mitigation

Baseline Mitigation

The Town has an existing local law, which states the Town of Amherst is required (and obligated per NYSDEC) to reduce the infiltration and inflow (I&I) of water into the sewage system on a 4:1 ratio (i.e. 4 gpd of I&I to every 1 gpd of peak sewage flow) ratio for each new sewer connection above 2,500 gallons/day into the Town's AWPCF. I&I removal is calculated on a gallons-per-minute (gpm) basis and charged at four times the peak flow, at a rate of $250 per gpm. This program will be required for all projects in the BCD.

The baseline mitigation will also consist of contributions to the incremental sewer improvements on Niagara Falls Boulevard, the spine sewer construction on North Bailey Road, and improvements to handle excess wet weather flows at the advanced water pollution control facility. The projects and work are necessary to stabilize the sanitary sewers and create capacity in the Boulevard Mall development corridor as well as help to mitigate additional peak flow capacity issues at the treatment plant.

The baseline mitigation projects, along with developer share percentages, are as follows:

- I&I Removal
  - Requirement of new developments
  - Calculated at four times the peak flow, at a rate of $250 per gpm

- Niagara Falls Boulevard Sewer Rehab
  - Niagara Falls Blvd (Maple Road to 1641 Niagara Falls Boulevard), I-290 crossing, and Niagara Falls Blvd (Ridge Lea Road to Willowridge Drive), completed 2022-2024.
  - Approximately 2.1 MGD new peak flow in BCD sewersheds tributary to Chestnut Ridge Rd, with 4 MGD capacity
  - Private Share = $\frac{2.1\ MGD}{4\ MGD} = 53\%$

- Niagara Falls Boulevard Sewer Replacement
  - Replacement of 15" SS from 1641 Niagara Falls Boulevard to Ridge Lea Stub, completed 2023
  - Provides approximately 1 MGD capacity for BCD projects; pipe capacity is 2 MGD.
  - Private Share = $\frac{1\ MGD}{2\ MGD} = 50\%$

- Overflow (Relief Sewer) Rehab
  - Willowridge Drive (Niagara Falls Blvd to pump station), Chestnut Ridge Road (I-290 crossing to Chest Ridge replacement), and manhole rehabilitation
  - Approximately 2.1 MGD new peak flow in BCD sewersheds tributary to Chestnut Ridge Rd, with 4 MGD capacity
  - Private Share = $\frac{2.1\ MGD}{4\ MGD} = 53\%$

- Chestnut Ridge Sewer Replacement
  - Replacement of 310 linear feet of 24-inch with 30-inch sanitary sewer
  - Approximately 2.1 MGD new peak flow in BCD sewersheds tributary to Chestnut Ridge Rd, with 4 MGD capacity
  - Private Share = $\frac{2.1\ MGD}{4\ MGD} = 53\%$

- North Bailey 18-inch Spine Sewer
  - New 18-inch sewer from Boulevard Mall parcel to Ridge Lea Road, completed 2025.
  - Only required for redevelopment of Boulevard Mall district
  - Private Share = 100%

- AWPCF Improvements
  - Hydraulic Improvements to Clarifiers

- Approximately 3.5 MGD new peak flow in all BCD sewersheds, with 15 MGD capacity
- Private Share = $\frac{3.46\ MGD}{15\ MGD} = 23\%$

In addition to the baseline mitigation projects, one of the three alternatives will also need to be implemented, as presented below.

Alternative #1: Additional I&I Work to Reduce Wet Weather Flows

Under this alternative, the Town would collect sufficient mitigation funds to implement enough I&I improvements, in the form of rehabilitation of existing assets, to offset the 3.5 MGD of additional flow associated with the Projected Growth Redevelopment Scenario. Due to the unpredictable nature of I&I without detailed study, it is difficult to determine exactly how much rehabilitation work would be necessary to achieve this offset.

The Town's sanitary sewer consultant (GHD Engineering) evaluated the feasibility of this option and estimated a cost of approximately $49 million for lining, spot repairs, and bypass pumping on the publicly owned sewer system. In addition, additional rehabilitation work on the private side laterals would also be required, for an additional cost of up to $70 million. Therefore, this alternative was determined to be infeasible.

Alternative #2: Construction of a Replacement Parallel West Side Interceptor to Remove the West Side Interceptor Bottleneck

Under this alternative, the Town would construct a parallel West Side Interceptor from the Hartford Relief Sewer to Chestnut Ridge Road. GHD Engineering estimated that this alternative would cost $82 million. Although this alternative is likely to require less operations and maintenance when compared to a diversion pump station, the capital cost is unreasonable. Furthermore, the construction would be extremely complex due to the physical barriers (Maple Road, I-290) separating the upstream and downstream terminus points of the interceptor. Therefore, this alternative was determined to be infeasible.

Alternative #3: Construction of a pump station to divert flows from the West Side Interceptor to Another Interceptor with Spare Capacity

Under this alternative, the Town would construct a diversion pump station and forcemain to bypass the bottleneck in the West Side Interceptor. The forcemain would discharge to the underutilized Peanut Line Interceptor. The conceptual size of the pump station is estimated at 15 MGD, which would require a 24-inch diameter forcemain. The pump station would be used to actively manage the flows in the West Side Interceptor with the goal of minimizing the surcharge for wet weather events (anything larger than a 2-year, 6-hour storm). The preconstruction

estimate of this project is $36 million. This alternative was determined to be the most cost effective and feasible option.

Since the Projected Growth Redevelopment Scenario would add approximately 3.46 MGD of peak flow within a 15 MGD capacity pump station, the developer share cost of this alternative is 23%.

The Town was successful in obtaining a $31 million grant from the NYS Empire State Development. The remaining project cost is approximately $5 million; therefore, the private funded portion of the project is estimated to be $1.15 million.

Mitigation Costs Summary

The Sewer Mitigation Costs are shown in Table 3.2-7. The developer share of the Sewer Mitigation Costs are summarized using a cost per flow (gallon-per-day) basis. The growth under the Projected Growth Redevelopment Scenario would add approximately 0.93 MGD of sewer flow under average conditions, and 3.46 MGD under peak demand conditions (the calculated average peaking factor across all TAZ blocks is approximately 3.33).

The Mitigation Costs are calculated using the peak gallon per day flow, which is calculated according to the per-unit hydraulic loading rates provided in Table B-3 of the *New York State Design Standards for Intermediate Sized Wastewater Treatment Systems* (2014). The peaking factor is calculated from population in accordance with the Ten States Standards. It is noted that the I&I Removal is assessed by the Town at $250/gpm (at 4 times the peak flow); the Private Share cost for this item is determined from that rate in Table 3.2-7, which is used to determine the equivalent Mitigation Fee that is shown (of $0.69/gpd). The remainder of the Private Share costs are similarly determined by applying the Flow Proportional Share to the Capital Cost, and the mitigation fees are calculated by dividing the Private Share cost by the peak flow in gallons per day.

Table 3.2-7: Baseline Sewer Mitigation Costs					
Mitigation	**Capital Cost**	**Flow Proportional Share**	**Mitigation Fee**	**Developer Share**	**Public Share**
I&I Removal	N/A	100%	$0.69/gpd	$ 2,402,778	N/A
NFB Sewer Rehab	$ 342,260	53%	$0.05/gpd	$ 181,398	$ 160,862
NFB Sewer Replacement	$ 404,000	50%	$0.06/gpd	$ 202,000	$ 202,000
Overflow (Relief Sewer) Rehab	$ 557,260	53%	$0.09/gpd	$ 295,348	$ 261,912
Chestnut Ridge Sewer Replacement	$ 950,000	100%	$0.27/gpd	$ 950,000	N/A
North Bailey 18" Spine Sewer	$3,331,000	100%	$0.96/gpd	$ 3,331,000	N/A
AWPCF Improvements	$5,000,000	23%	$0.33/gpd	$ 1,150,000	$ 3,850,000
West Side Interceptor Diversion PS and FM	$ 5,000,000	23%	$0.33/gpd	$ 1,150,000	$ 3,850,000
Total	**$16,185,214**	**-**	**$2.78/gpd**	**$ 7,860,440**	**$ 8,327,774**

Stormwater

The design of stormwater facilities for the proposed project must meet the requirements of the New York State DEC State Pollution Discharge Elimination System (SPDES), General Permit for Stormwater Discharges from Construction Activity (GP-0-24-001), and guidelines listed in the New York State Stormwater Management Design Manual (July 2024) or the General Permit manual in effect at the time of a proposed project. In accordance with the New York State DEC regulatory guidelines, new development and/or redevelopment projects with land disturbance of 1-acre or more shall not cause an increase in stormwater peak flows greater than the existing condition peak flows for the 1-, 10-, and 100-year 24-hour storm events. In addition, the proposed projects will be required to provide treatment water quality volume, minimum runoff reduction volume, and adequate stormwater drainage system to convey runoff to prevent flooding problems.

The Town of Amherst Stormwater Management Plan (March 2018) section 2.3 has identified Ellicott Creek and its tributaries as 303(d) impaired waterbodies for phosphorus and silt and sediment. The plan should include a requirement for new and/or redevelopment projects to

design post construction stormwater management practices to provide water quality volume calculated based on the 1-year, 24-hour storm (not the 90% rainfall) according to Chapter 10 of the NYS Stormwater Management Design Manual. This requires applicants to provide more water quality volume treatment for their proposed projects within the Study Area.

Furthermore, in order to help relieve the localized flooding problems, the Town of Amherst should also add more stringent requirements for new and/or re-development projects to achieve additional storage volume for post construction stormwater management. The Town should require applicants to meet one or more of the following requirements in the Town Stormwater Management Plan.

The following options will help increase the additional storage volume and help mitigate the existing localized flooding issues:

- Mitigate the proposed conditions peak flows to match the existing conditions peak flows with 10% escalation factor to account for climate change (according to Section 3.2.3.1 of the NYSDOT Bridge Manual (2017)).
- Use a median curve number (CN) value when computing the existing conditions runoff rates (i.e. use 50% runoff rate from existing land cover and 50% runoff rate from prior to any development such as woods or meadow).
- Mitigate all proposed stormwater runoff peak rates to match the existing 10-year storm peak including the proposed 100-year storm peak.

In accordance with the New York State DEC regulatory guidelines, new development and/or redevelopment projects will also be required to provide treatment for minumim runoff reduction volume (RRv) and evaluate the potential use of green infrastructure techniques and practices on site. Applicants must provide infiltration tests in accordance with Appendix D of the New York State Stormwater Management Design Manual. Soils test results will be reviewed and evaluated to idenitifly potential green infrastructure techniques such as those listed below. These stormwater management practices will also help reduce the amount of runoff needed for storage and help mitigate the existing drainage issues within the Study Area.

- Underground storage systems (with or without infiltration)
- Bioretention basins
- Rain gardens
- Dry or vegetated swales
- Green roofs (extensive or intensive)
- Porous pavement (or pavers)

The required green infrastructure techniques and practices will be determined by the Town of Amherst when it reviews specific development proposals. These techniques shall be incorporated in the Stormwater Pollution Prevention Plan (SWPPP) and any final design site plans.

Energy & Communications Services

The results of this section have not changed since the original GEIS. It remains reasonable to conclude that given the developed conditions of the area, sufficient energy and communications services are available. Additionally, since these are private, for-profit providers, although regulated, future demand will likely warrant infrastructure and capacity improvements as necessary.

3.3 Unavoidable Adverse Impacts

In the process of evaluating the environmental impacts of projects, the extent to which the impacts can be mitigated through project design considerations or other specific actions may be limited or in some cases unavailable. This results in unavoidable impacts. Since beneficial impacts would typically not need to be mitigated, the focus of this section is on unavoidable adverse impacts. The primary mitigation for the cumulative impacts of growth is planning and coordination to ensure that the required services are in place and that specific studies are complete to address specific concerns. As a result, some unavoidable, site-specific adverse impacts will not be discovered until specific projects are evaluated. These impacts will be evaluated against the thresholds identified in the GEIS and Findings Statement to determine significance and whether or not additional evaluation through SEQR is warranted.

3.3.1 Transportation

The build condition for the 2025 Projected Growth Redevelopment Scenario will result in diminished conditions and the failure of various intersections and road segments. Mitigation measures have been identified that would improve intersection function and widen some road segments in order to return traffic movements to an acceptable level of service. These mitigation measures would occur over time as specific projects are proposed. In general, increased development leads to increased traffic that can cause delays and create a less desirable pedestrian environment. Significant efforts have been made to identify how the Study Area will grow and where, which led to a number of mitigation measures that when implemented should allow the road system to function well. The Town will continue to monitor growth/redevelopment to determine where resources should be used to prevent unavoidable adverse impacts. The potential future extension of the light rail system from Buffalo to UB could also create both concerns and opportunities and the progression of planning for this system will also be carefully monitored.

3.3.2 Utilities

The water and sewer demand for the 2025 Projected Growth Redevelopment Scenario has been identified along with the required improvements to the infrastructure that serves as the mitigation to provide adequate service. The 2025 Projected Growth Redevelopment Scenario will not be limited by the utilities. The unavoidable impact of the infrastructure improvements is the cost that must be borne by both the public and the development community. By distributing

these costs over all future development identified in this GEIS, the costs to individuals (taxpayers and developers) is fairly distributed and mitigated.

SECTION 4.0

ALTERNATIVES

Environmental Impact Statements (EIS) require the evaluation of a range of potential alternatives including an evaluation of a No Action alternative. The action addressed in this Supplemental SEQR process includes the modification/amendment of the Projected Growth Redevelopment Scenario to address some new realities and preferences in the commercial market in Amherst and particularly within the BCD. The primary alternatives evaluated in this section consider the different densities of development that can occur under the current mixed-use zoning.

The extension of the light rail system from Buffalo to the UB North Campus remains a potential future development scenario that may have some significant transportation implications. Since this proposal is still in the early planning stages, it was determined that it would not be included as a factor in the impact evaluation for the 2020 GEIS or this Supplemental GEIS. When/if this project moves forward, the environmental impacts related to the transit expansion project will need to be fully addressed during the SEQRA/NEPA review of that action.

4.1 Alternative 1: Maximum Build-Out Scenario

The Maximum Build-Out Scenario represents the maximum development potential of the Study Area under the Town's current commercial and mixed-use zoning. This is achieved by maximizing the number of blocks and the number of floors in each zone. Although there have been some revisions within the extent of the mixed-use zoning in the BCD since the 2020 GEIS, overall the buildout projections will be similar, at approximately 11 million gross square feet of commercial (retail and office) and nearly 38,000 residential units. This is a very significant amount of development that would take several decades to achieve and does not take into consideration development constraints that might be present within each block, including parking needs for the type of development.

It is difficult to predict what impacts this development scenario might impose upon the community and infrastructure. Certainly, without any improvements or planning for infrastructure there would be significant impacts on traffic, stormwater and localized flooding, sewer and water service, and a number of community services. What is unknown is if there are any constraints to the systems that would preclude this level of development. Another factor to consider is that technology, changes in transportation, availability of resources, and changing

land use patterns, as well as public opinion, could completely modify such development potential over this build-out period. To put this in perspective, comprehensive plans are typically reviewed on a 5-10-year basis and completely overhauled by year 20. This level of growth would be expected to exceed the 20-year planning horizon.

4.2 Alternative 2: High Growth 20-Year Redevelopment Scenario

Assuming the combination of incentives, attractiveness of the proposed land use, and demand for student housing spur a high rate of growth within the Study Area, approximately 5 million gross square feet of commercial space and 11,700 new residential units might be realized within 20 years. Based on current development trends and the pace of redevelopment within the BCD, this scenario is too aggressive and unlikely. When considering the traffic impacts and magnitude of mitigation for the 2024 Projected Growth Redevelopment Scenario, it is clear that a high growth scenario will not be an acceptable situation, at least as it can be envisioned today.

4.3 Alternative 3: 2020 Projected Growth Redevelopment Scenario

This alternative was chosen as the preferred redevelopment scenario for the Study Area in the 2020 BCD GEIS. It was found to be consistent with the growth projections identified by the Delta Economic Report (2016), resulting in 3 million gross square feet (gsf) of commercial and 5,000 new residential units over a 20-year planning period. The primary difference between this redevelopment growth scenario and the one presented in this SDGEIS is the percentage of office and commercial space, as detailed in SDGEIS Section 2.0 and as summarized in Section 4.4 below.

4.4 Alternative 4: 2025 Projected Growth Redevelopment Scenario

As discussed in SDGEIS Section 2.0, the cumulative effects of COVID, current development trends and developer preferences, and considerable planning efforts in the BCD since the adoption of the 2020 GEIS, have led to the re-evaluation of the BCD redevelopment potential both in terms of quantity (sf, units) of development and the type of development. The result was a significant reduction in anticipated office growth with a significant increase in retail development, but overall the commercial growth projection only changed by about 400,000 gsf for the next 20 years, dropping from approximately 3 million gsf to approximately 2.6 million gsf. Nevertheless, the shift from commercial to retail prompted the need to re-evaluate the potential cumulative impacts.

4.5 No-Action Alternative

The No-Action alternative differs significantly from that evaluated in the 2020 GEIS because at that time the Town elected to move forward with mixed-use zoning and implemented the GEIS. Therefore, the No-Action alternative would involve keeping the current zoning and land use

decisions as they are today. This alternative has been rejected by the Town for two important reasons. First, in some areas of the BCD the rezoned lands are inconsistent with the proposed redevelopment projects, requiring applicants to undergo rezoning for their projects to be approved. Rejecting these projects to remain consistent with the new zoning could delay redevelopment of these areas. The redevelopment plan evaluated in this SDGEIS is consistent with current development trends and will facilitate redevelopment of the BCD. Second, the development projections for office and retail under the 2020 GEIS appear to be significantly inconsistent with current trends and the result could be unintended increases in impacts to infrastructure not presently accounted for in the GEIS.

SECTION 5.0

IRREVERSIBLE & IRRETRIEVABLE COMMITMENT OF RESOURCES

Development of the 2025 Projected Growth Redevelopment Scenario would result in the irreversible and irretrievable commitment of a variety of resources.

Construction of structures, related site improvements and infrastructure would require the consumption of building materials, equipment, energy, and human resources. These resources would be consumed during construction and operation. Based on previous and on-going development within the vicinity of the Study Area, it is assumed that sufficient construction materials, equipment and labor force is available to satisfy the demands of the 2025 Projected Growth Redevelopment Scenario, especially over the 20-year planning period. The availability of utilities (such as sewer, water, electricity, and natural gas) also appears to be sufficient to support the development potential with some capital improvements. Municipal services, such as solid waste disposal, police, and emergency services would also be required and can be more sensitive to significant changes over a short period of time. However, it is anticipated that the projected timeframe for development will be sufficient to adequately plan for these services.

This project will have a significant beneficial impact on land and environmental/ecological resources by focusing development and reinvestment within previously developed and underutilized land within the Town of Amherst. In any given year, only a certain amount of growth will occur town-wide. By encouraging and facilitating this growth within areas designated for redevelopment, there will be increased support of the Town tax base by increasing the value of these properties, more opportunities for jobs and economic growth, additional housing opportunities, and less pressure on undeveloped areas of the Town.

SECTION 6.0

USE AND CONSERVATION OF ENERGY

Any construction related to redevelopment within the Study Area will be required to conform to the New York State (NYS) Building Construction Code and applicable sections of the NYS Energy Conservation Construction Code. As specific projects move forward, specific methods to reduce and conserve energy consumption will be evaluated in more detail. Green building design, construction, operations, and maintenance measures will be considered and implemented as practicable in each redevelopment plan.

During construction and installation activities, Best Management Practices will be required such as:

- Limiting the idling of equipment and vehicles.
- Use of more energy-efficient equipment during construction and maintenance
- Continued regular inspection and maintenance of construction equipment.
- Construction scheduling to allow for efficient installation of project components and reduced down time between tasks or phases.

Internal circulation, including roadways and sidewalks, will be designed to provide efficient connections between the various site elements and promote a highly walkable area.

As required under the mixed-use zoning, the installation of electric vehicle charging stations will encourage the use of energy efficient electric cars. The number and location will be based on the specific projects proposed including site and parking demand, as well as any available information regarding numbers of electric vehicles in use in Western NY. Nearby public transportation, including NFTA buses and the potential future light rail extension from Buffalo, can all work together to reduce the use of fossil fuels.

The use of rooftop solar arrays would reduce the consumption of non-renewable energy for heating, cooling and electricity.

The use of landscaping to shade parking areas and sidewalks will reduce the “heat island effect” that results from large, paved areas.

The NYS Energy Conservation code addresses elements such as heating and cooling systems, hot water systems, electrical systems, construction material, equipment specifications and building sealing and insulation. Energy Star and New York Energy Smart programs encourage the use of energy conserving appliances, materials, technologies and building techniques and would reduce the overall long- term energy consumption of projects within the Study Area.

In general, by focusing and facilitating redevelopment of the BCD there will be significant energy savings for the Town by concentrating development in a previously developed area that is served by public transportation, is a hub for retail development, supports an existing residential community and offers opportunities for highly desired higher density multi-family development within a mixed-use area. This approach will result in new construction providing modern, energy efficient buildings, located near a major university with the potential for future transit linkages between destinations within the BCD and to other areas of the Town.

SECTION 7.0

FUTURE SEQR ACTIONS

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

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

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

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

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

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

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

SECTION 8.0

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APPENDIX A

SEQR DOCUMENTATION

LEAD AGENCY RESOLUTION

Amherst Town Board
5583 Main Street
Williamsville, NY 14221
www.amherst.ny.us

Francina J. Spoth
Town Clerk

Meeting: 05/11/26 03:00 PM
Department: Planning
Initiated by: **Dan Howard**
Co-Sponsored by:

DOC ID: 31844 **RESOLUTION 2026-417** **ADOPTED**

Boulevard Central District Supplemental Generic Environmental Impact Statement (Bcd Sgeis)

Purpose: Re-establishment of SEQR Lead Agency and Preparation of a Supplemental Generic Environmental Impact Statement (SGEIS)

WHEREAS, the Town Board previously assumed Lead Agency status pursuant to the State Environmental Quality Review Act (SEQRA) for the preparation of a Generic Environmental Impact Statement (GEIS) for the Boulevard Central District (BCD), and following public review, adopted a Statement of Findings pursuant to 6 NYCRR Part 617.11 of SEQR on January 6, 2020; and

WHEREAS, subsequent to the adoption of the GEIS, the Town Board determined that changes in development conditions, new information, and/or proposed modifications to the original action warrant the preparation of a Supplemental Generic Environmental Impact Statement (SGEIS) in accordance with 6 NYCRR §617.9(a)(7); and

WHEREAS, the Town Board desires to re-establish itself as Lead Agency for the environmental review of the proposed supplemental action to ensure a coordinated and comprehensive review under SEQRA; and

WHEREAS, the Town Board has identified all involved and interested agencies and has provided notice of its intent to serve again as Lead Agency; and

WHEREAS, no other involved agency has objected to the Town Board serving again as Lead Agency;

NOW, THEREFORE, BE IT RESOLVED, that the Town Board hereby re-establishes itself as Lead Agency for the purposes of conducting a coordinated environmental review of the preparation of a SGEIS pursuant to SEQRA; and

BE IT FURTHER RESOLVED, that the Town Board directs that the SGEIS be prepared by the Planning Department in accordance with the requirements of 6 NYCRR Part 617, including but not limited to public review and consideration of environmental impacts, alternatives, and mitigation measures.

5/11/2026
A motion to approve was made by Supervisor Lavin, seconded by Councilmember Davis and unanimously approved 5-0.

FINANCIAL IMPACT:

None

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Shawn Lavin, Supervisor
SECONDER:	John B. Davis, Councilmember
AYES:	Lavin, Marinucci, Szukala, Davis, Kavanaugh

Amherst

Town of Amherst Planning Department *Erie County, New York*

Shawn A. Lavin
Supervisor

Daniel C. Howard, A
Planning Directo

Daniel J. Ulatowski, A
Assistant Planning Dir

MEMORANDUM

TO: Honorable Town Board

FROM: Daniel C. Howard, AICP, Planning Director DCH

DATE: May 6, 2026

SUBJECT: Boulevard Central District Supplemental Generic Environmental Impact Statement (BCD SGEIS)

Honorable Members:

The Town's current Boulevard Central District (BCD) Generic Environmental Impact Statement (GEIS) was prepared in late 2019 and adopted in January 2020, over five years ago. The intent of the BCD GEIS was to reimagine and redevelop the Town's larger commercial area in a comprehensive manner by encouraging mixed-use development and increased density, maximizing economic investment and tax revenue, improving vehicular and pedestrian mobility and safety, investing in aged infrastructure systems, and protecting and enhancing surrounding residential neighborhoods.

The GEIS was an environmental analysis prepared under the State Environmental Quality Review (SEQR) process that identified broad environmental impacts and mitigation measures associated with plans, programs or multiple actions in a geographic area. It is an effective tool to plan for future growth as it addresses impacts on both the natural and built environment, providing the opportunity to mitigate these impacts through good planning, capital improvement plans, and more equitable distribution of costs.

The BCD GEIS Study Area is bounded generally by Niagara Falls Boulevard on the west, the Interstate 290 (I-290) on the north and east, and Sheridan Drive properties immediately south of Sheridan Drive to the south. It includes a mix of commercial, retail, office and residential uses. There are few undeveloped properties and while the residential component consists of established and stable neighborhoods, many of the non-residential properties could benefit from reinvestment and redevelopment.

The GEIS may be supplemented or updated pursuant to 6 NYCRR Part 617.10(d) of SEQR which states *"Generic EISs and their findings should set forth specific conditions of criteria under which future actions will be undertaken or approved, including requirements for any subsequent SEQR compliance. This may include thresholds and criteria for supplemental EISs to reflect specific significant impacts, such as site-specific impacts, that were not adequately addressed or analyzed in the generic EIS."*

Attachment: TB Memo - SGEIS (RES-2026-417 : Bcd Sgeis)

A variety of changes have occurred over the past several years that signal a need to reevaluate the GEIS and the initial assumptions made to better inform land use and zoning projections of future development, its associated impacts, and corresponding mitigation costs. The Town has reviewed the original methodology, factors and assumptions and determined that these have changed to a degree that warrants a Supplemental GEIS (SGEIS) with new demographic projections and land use growth assumptions. Changes in impacts to utility and transportation systems along with their related mitigation projects are also being examined.

The Town Board acted as Lead Agency under SEQR for the original GEIS, and should appropriately act again as Lead Agency for the SGEIS. The Planning Department has identified all involved and interested agencies and has provided notice of its intent to serve again as Lead Agency. A coordinated review process resulted in no objections from other agencies in this regard. The attached resolution re-establishes the Town as Lead Agency and directs the Planning Department to prepare the SGEIS in accordance with the requirements of 6 NYCRR Part 617 of SEQR.

Please contact me with any questions or concerns.

Attachment: TB Memo - SGEIS (RES-2026-417 : Bcd Sgeis)

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APPENDIX B

LAND USE AND ZONING

MIXED-USE SITE PLAN PRECEDENTS.....AB-2
TOWN LAND USE ANALYSIS NOTES.....AB-31
GROWTH PROJECTIONS SUMMARY TABLE BY TAZ.....AB-39
DEMOGRAPHIC PROJECTIONS CHART.....AB-47
MAP B1 – PERCENTAGE OF NEW RESIDENTIAL.....AB-48
MAP B2 – PERCENTAGE OF NEW RETAIL.....AB-49
MAP B3 – PERCENTAGE OF NEW OFFICE.....AB-50

APPENDIX B

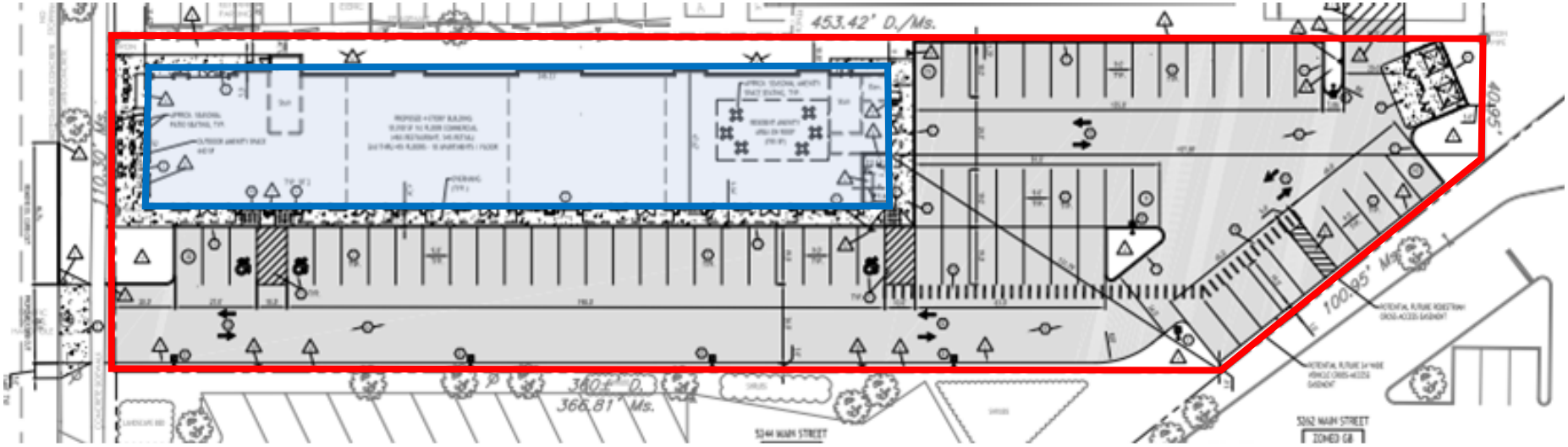
MIXED-USE SITE PLAN PRECEDENTS

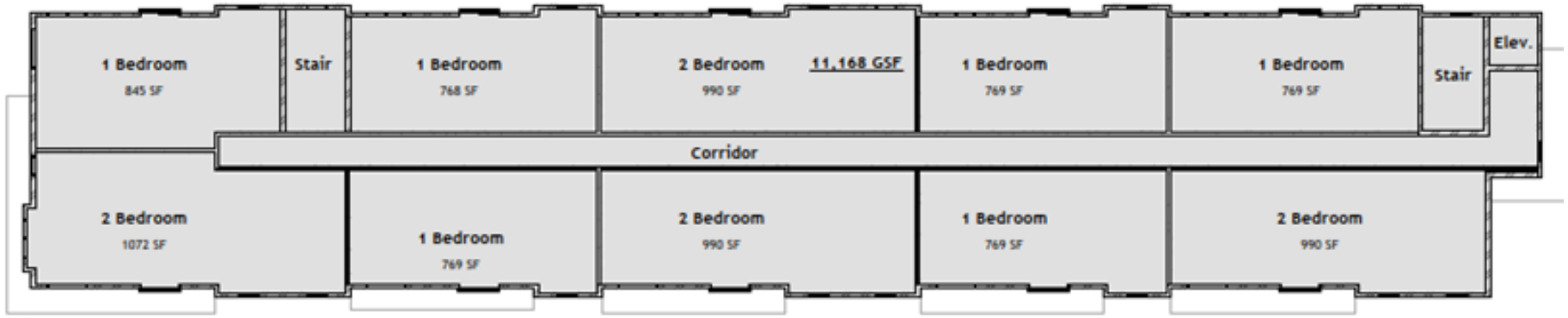
Mixed-Use Site Plan Precedents

ADDRESS	ZONING	ACREAGE	BUILDING COVERAGE	USES & PERCENTAGES
5226 & 5228 Main Street (proposed)	TI-4	1.1 acres 47,916 sq. ft.	10,930 sq. ft. 0.25 acres 22.8%	10,930 sq. ft. or 24.6% commercial 33,504 sq. ft. or 75.4% residential
1720, 1740 & 1760 Maple Road (to be constructed)	DC-5	5.18 acres 225,640.8 sq. ft.	51,889.2 sq. ft. 1.19 acres 23%	9,715 sq. ft. or 17.7% commercial 45,145 sq. ft. or 82.3% residential
6812, 6814 & 6832 Main Street and 29 & 37 Tennyson Ter (proposed)	GB & MFR-5	2.23 acres 97,138.8 sq. ft.	17,772 sq. ft. 0.41 acres 18.3%	13,500 sq. ft. or 21% commercial 49,379 sq. ft. or 79% residential
6770-6790 Main Street	GB, R-3 & MFR-5	2.6 acres 113,256 sq. ft.	22,370 sq. ft. 0.51 acres 19.8%	18,770 sq. ft. or 37.2% office 31,640 sq. ft. or 62.8% residential
6842 & 6846 Main Street (in construction)	DC-5	2.58 acres 112,384.8 sq. ft.	31,301.8 sq. ft. 0.72 acres 27.9%	6,876 sq. ft. or 8.4% commercial (4.2% office) 75,124 sq. ft. or 91.6% residential
5949 & 5951 Main Street and 21 Richfield Rd	GB & R-3 (MU Village)	1.68 acres 73,180.8 sq. ft	20,640 sq. ft. 0.47 acres 28.2%	18,600 sq. ft. or 33.3% commercial 37,200 sq. ft. or 66.6% residential
5877 Main Street (Village) (in construction)	MU (Village)	1.63 acres 71,002.8 sq. ft.	15,000 sq. ft. 0.34 acres 21.1%	15,000 sq. ft. or 25% commercial 45,000 sq. ft. or 75% residential
4548-4564 Main Street & 17 Fruehauf Ave & 22 Chateau Terrace (in construction)	TI-2.5	0.93 acres 40,510.8 sq. ft.	12,000 sq. ft. 0.28 acres 29.6%	6,657 sq. ft. or 10.6% commercial 56,204 sq. ft. or 89.4% residential
315 Campbell Blvd	NB	2.25 acres 98,010 sq. ft.	19,120.4 sq. ft. 0.44 acres 19.5%	2,200 sq. ft. or 5.8% commercial 35,821 sq. ft. or 94.2% residential
1185 Sweet Home Road	GB, MFR-6 and NCD-LC	12.9 acres 561,924 sq. ft.	46,500 sq. ft. 1.1 acres 8.2% *just MU buildings	10,454 sq. ft. or 4.4% commercial 226,906 sq. ft. or 95.6% residential

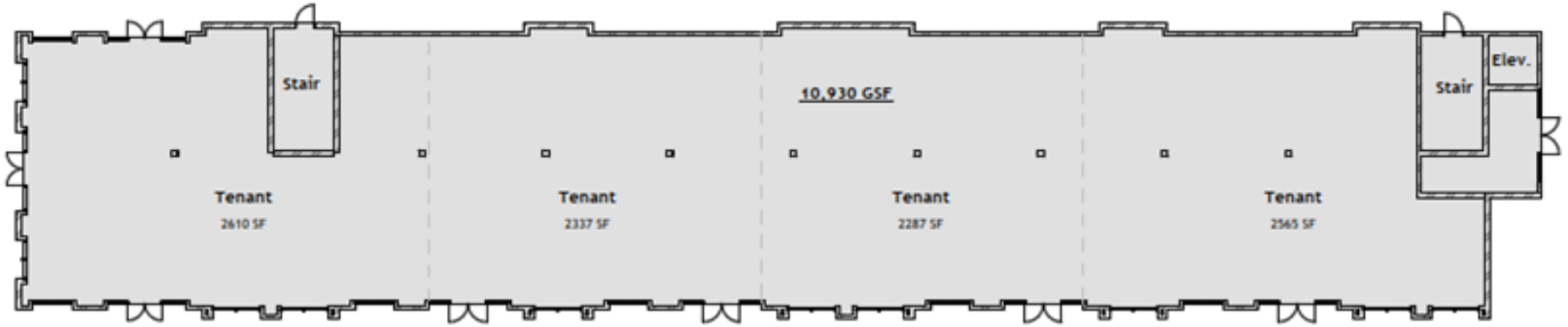
5226 & 5228 Main Street (SP-2023-14) (proposed)

- Zoned TI-4
- 1.1 acres = 47,916 sq. ft.
  - **Building coverage on site = 10,930 sq. ft. or 0.25 acres or 22.8%**
- 1 building, 4 stories
  - 1st floor commercial – 10,930 sq. ft. (50% restaurant, 50% retail)
  - 2nd – 4th floors of residential
    - 10 apartments per floor (3 floors) = 30 apartments
    - 11,168 sq. ft. per floor (3 floors) = 33,504 sq. ft.
- **TOTAL SQUARE FOOTAGE: 44,434 sq. ft.**
  - **10,930 sq. ft. or 24.6% commercial**
  - **33,504 sq. ft. or 75.4% residential**





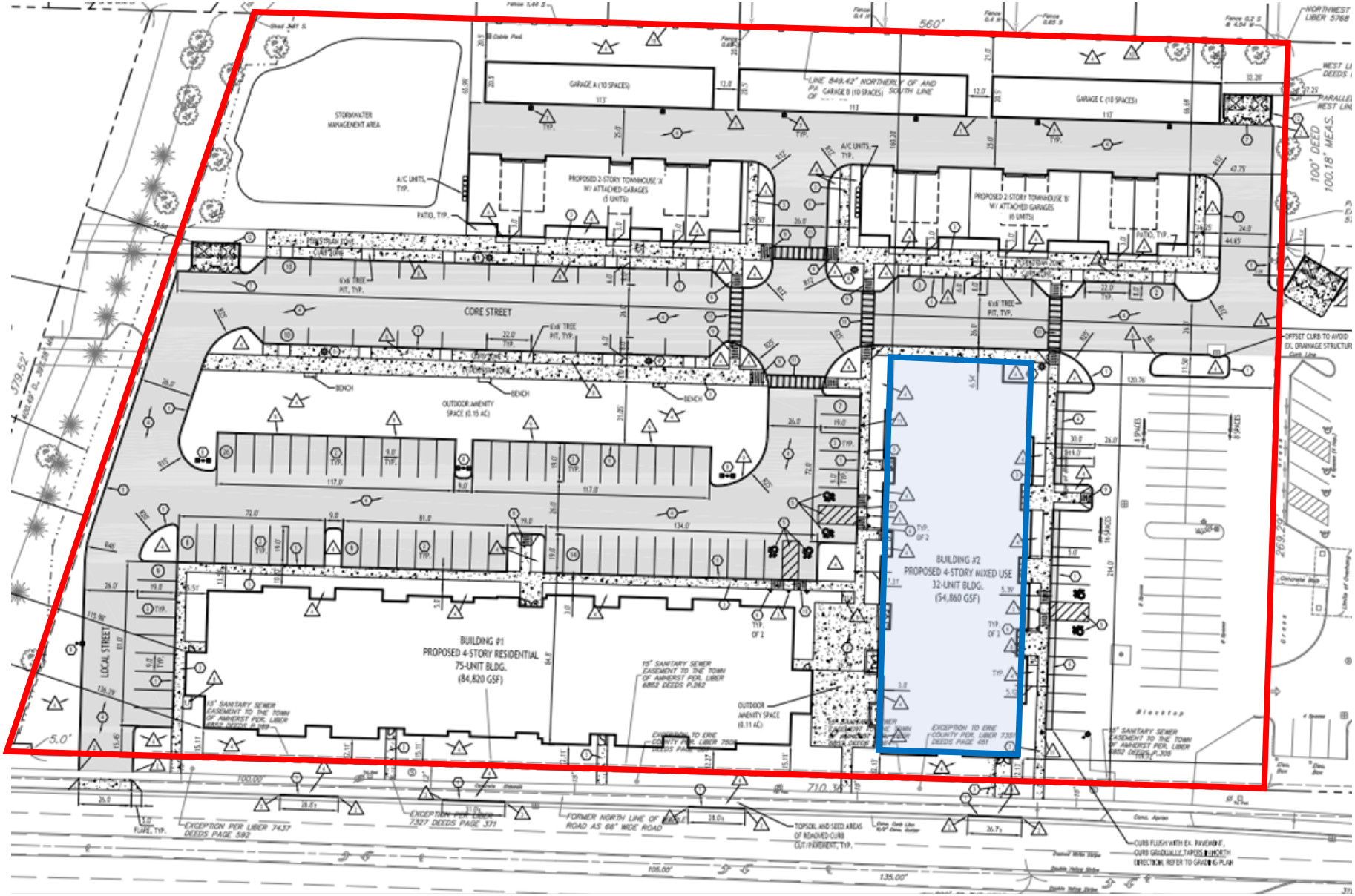
2nd - 4th Floors



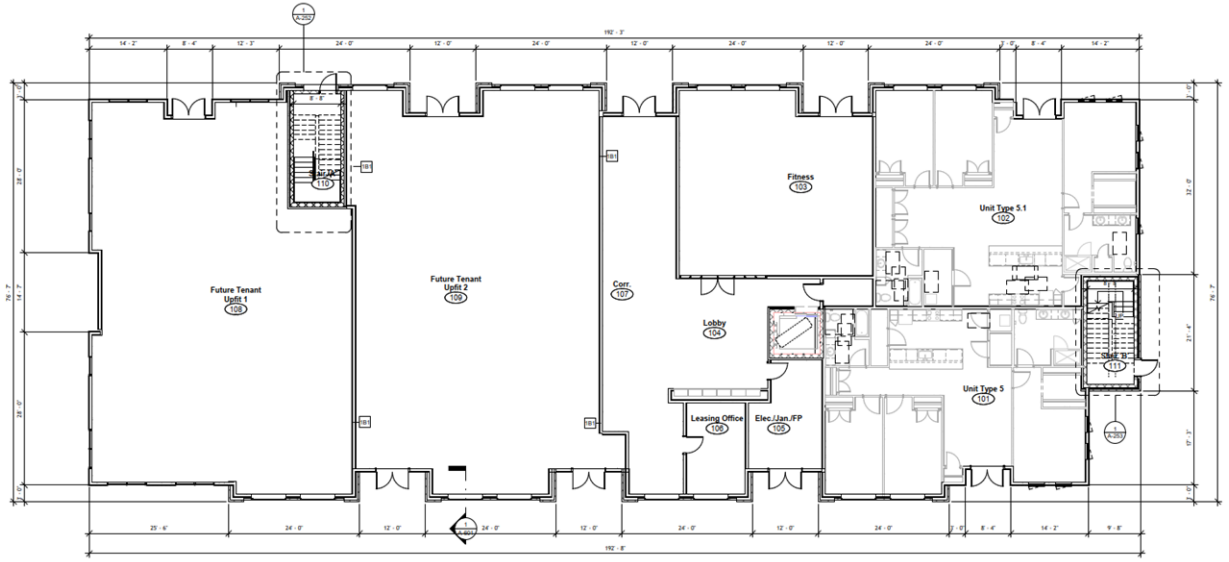
1st Floor

1720, 1740 & 1760 Maple Road (SP-2023-06) (to be constructed)

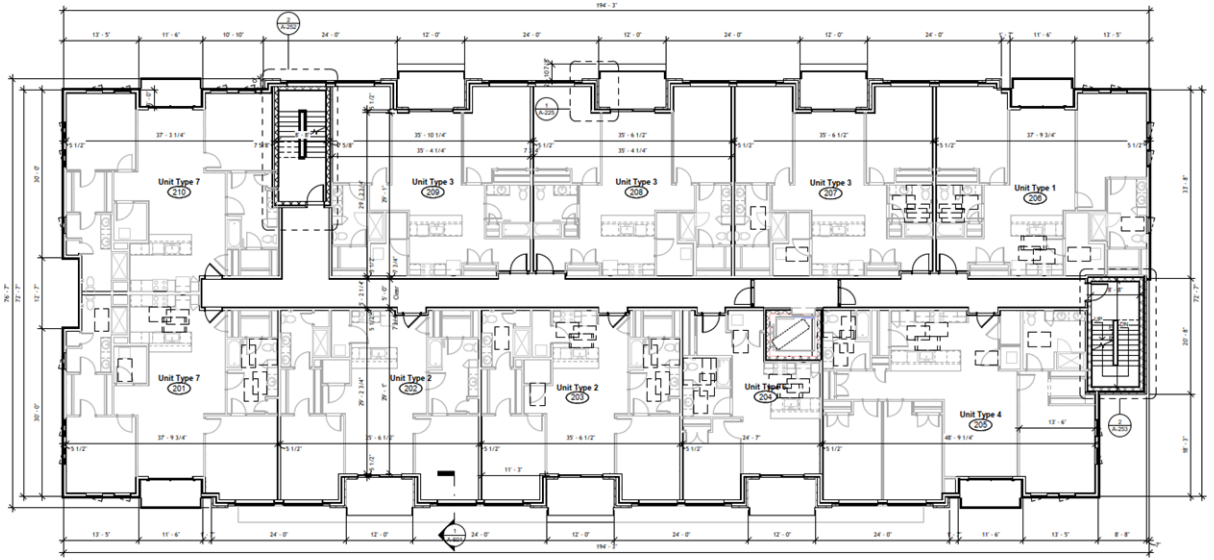
- Zoned DC-5
- 5.18 acres (1720 (0.92 acres), 1740 (0.16 acres) & 1760 (4.1 acres)) = 225,640.8 sq. ft.
    - **Building coverage on site (all buildings) = 21,205 + 13,715 + 6,609.6 + 6,609.6 + 4,830 = 51,889.2 sq. ft. or 1.19 acres or 23%**
- 6 buildings
    - Building #1 – 4 story residential
        - 75 units, 84,820 sq. ft.
    - **Building #2 – 4 story mixed-use**
        - **1st floor commercial**
        - **32 units, 54,860 sq. ft.**
    - Building #3 – 2 story townhomes with attached garages
        - 5 units
    - Building #4 – 2 story townhomes with attached garages
        - 6 units, approximately 12,139.2 sq. ft.
    - Buildings #5 & #6 – Garages A & B
        - 20 total spaces (10 spaces each), 4,830 sq. ft. (2,415 sq. ft. each)
- **TOTAL SQUARE FOOTAGE OF BUILDING #2 (Mixed-Use): 54,860 sq. ft.**
    - **9,715 sq. ft. or 17.7% commercial**
    - **45,145 sq. ft. or 82.3% residential**


STORMWATER MANAGEMENT AREA
GARAGE A (10 SPACES)
GARAGE B (10 SPACES)
GARAGE C (10 SPACES)
PROPOSED 2-STORY TOWNHOUSE 'A' W/ ATTACHED GARAGES (5 UNITS)
PROPOSED 2-STORY TOWNHOUSE 'B' W/ ATTACHED GARAGES (6 UNITS)
CORE STREET
OUTDOOR AMENITY SPACE (0.15 AC)
BUILDING #1
PROPOSED 4-STORY RESIDENTIAL
75-UNIT BLDG.
(84,820 GSF)
BUILDING #2
PROPOSED 4-STORY MIXED USE
32-UNIT BLDG.
(54,860 GSF)
LOCAL STREET
OUTDOOR AMENITY SPACE (0.11 AC)
15' SANITARY SEWER EASEMENT TO THE TOWN OF AMHERST PER LIBER 6852 DEEDS P.262
EXCEPTION TO ERIE COUNTY PER LIBER 7351 DEEDS PAGE 451
EXCEPTION PER LIBER 7437 DEEDS PAGE 592
EXCEPTION PER LIBER 7327 DEEDS PAGE 371
FORMER NORTH LINE OF ERIE ROAD AS 66' WIDE ROAD
TOPSOIL AND SEED AREAS OF REMOVED CURB CUT/PAVEMENT, TYP.
CURB FLUSH WITH EX. PAVEMENT, CURB GRADUALLY TAPERS IN NORTH DIRECTION, REFER TO GRADING PLAN
OFFSET CURB TO AVOID EX. DRAINAGE STRUCTURE
100' DEED
100.18' MEAS.
560'
710.36'
269.29'
379.52'
5.0'
100.00'
105.00'
135.00'

BUILDING #2 FLOOR PLANS



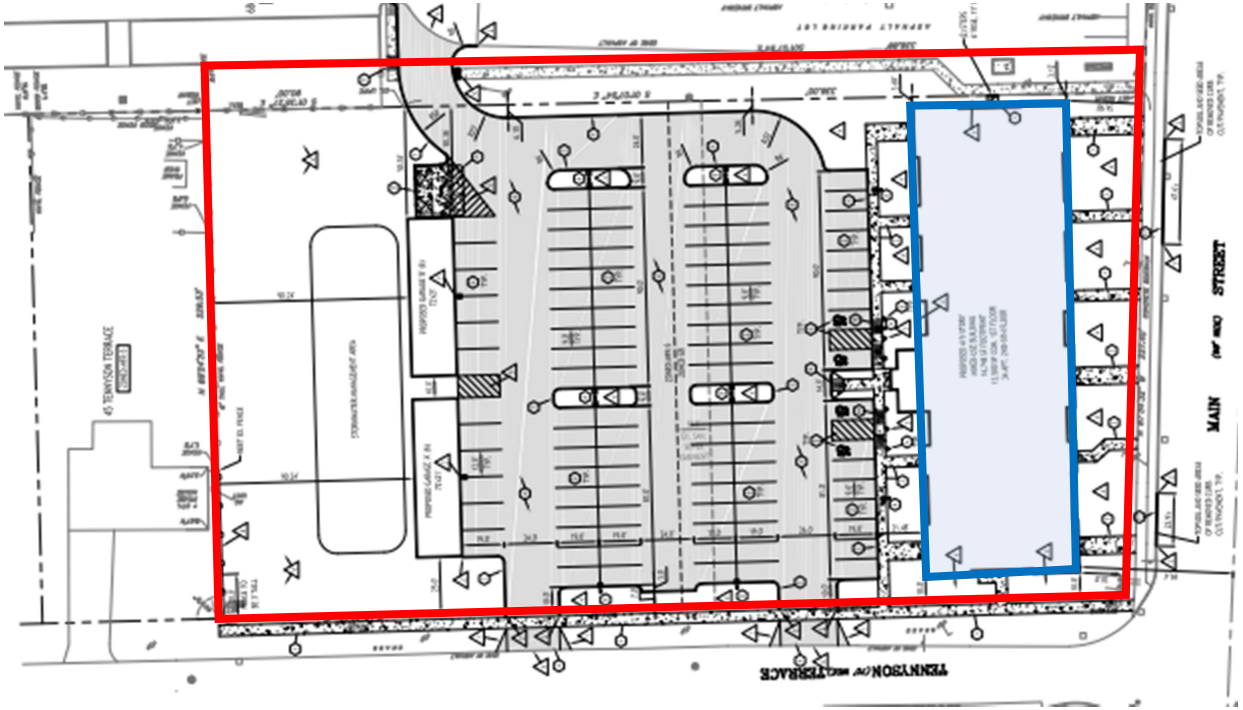
1 A-101 Level 1 - Floor Plan
1/8" = 1'-0"

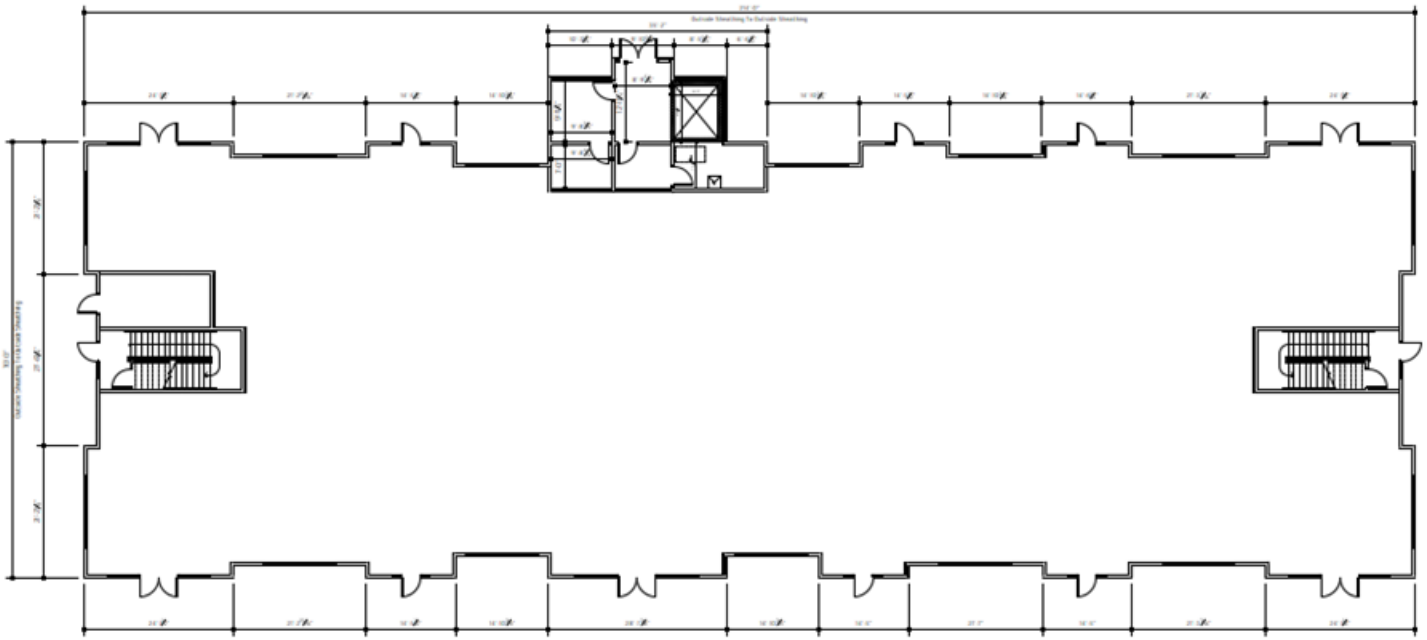


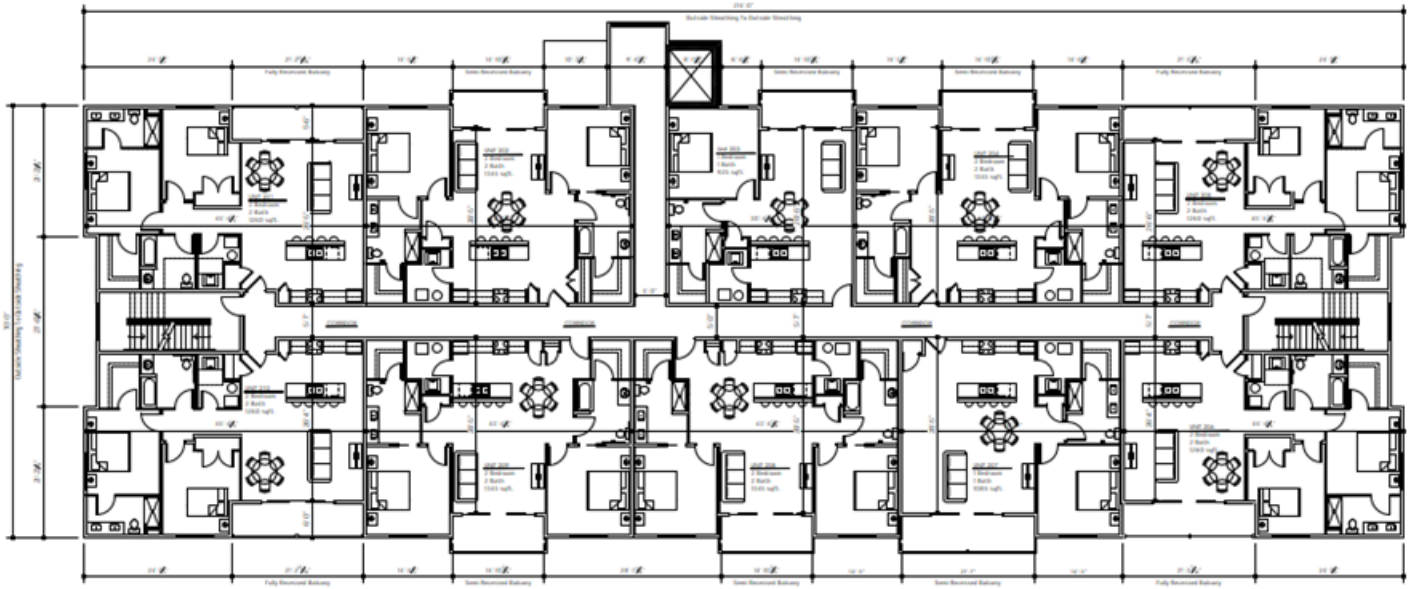
1 A-102 Second Floor Plan
1/8" = 1'-0"

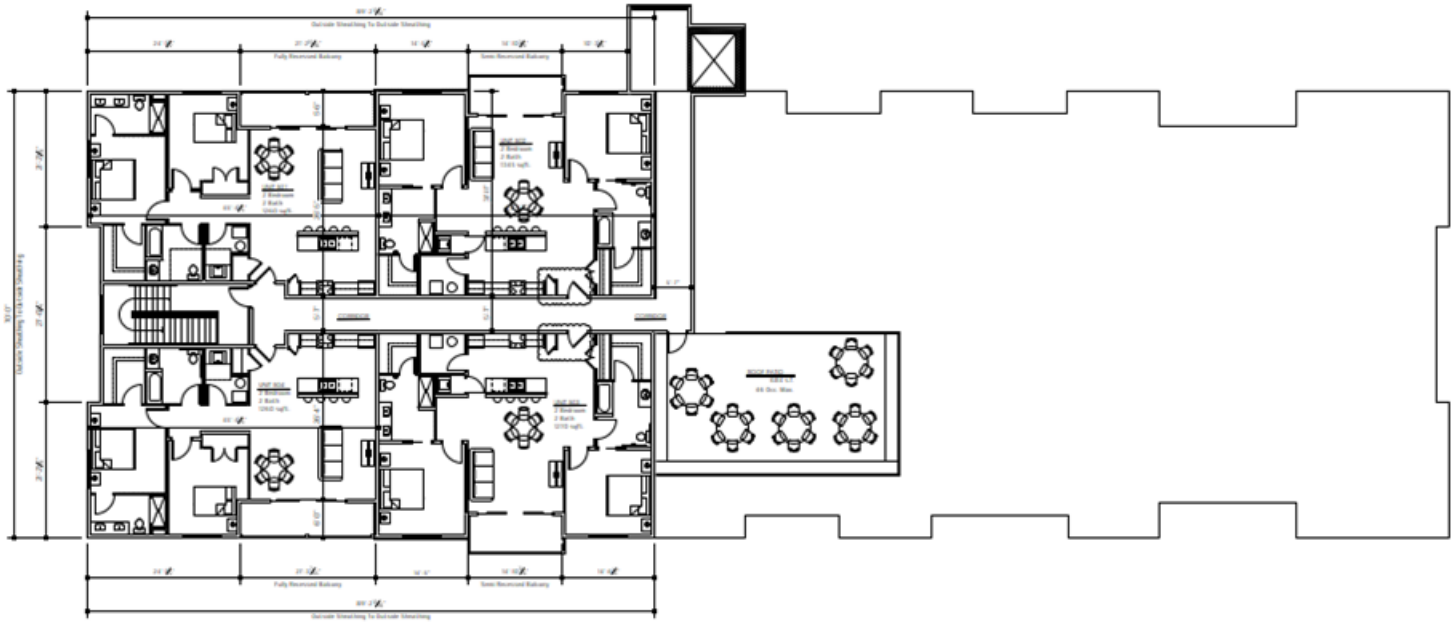
6812, 6814 & 6832 Main Street and 29 & 37 Tennyson Ter (SP-2024-03) (proposed)

- Zoned GB & MFR-5
- 2.23 acres (6812 (0.28 acres), 6814 (0.44 acres), 6832 (0.41 acres), 29 (0.63 acres) 37 (0.47 acres) = 97,138.8 sq. ft.
  - **Building coverage on site = 17,772 sq. ft. or 0.41 acres or 18.3%**
- 3 buildings (total 67,151 sq. ft.)
  - **Building #1 - 4/5 story mixed-use**
    - **14,748 sq. ft. footprint**
    - **1st floor - 13,500 sq. ft. commercial (29% office, 37% retail, 33% restaurant)**
    - **2nd – 5th floors – 49,379 sq. ft. residential (34 units)**
  - Buildings #2 & #3 – Garages A & B
    - 12 total spaces (6 spaces each), 3,024 sq. ft. (1,512 sq. ft. each)
- **TOTAL SQUARE FOOTAGE OF BUILDING #1 (Mixed-Use): 64,127 sq. ft.**
  - **13,500 sq. ft. or 21% commercial**
  - **49,379 sq. ft. or 79% residential**



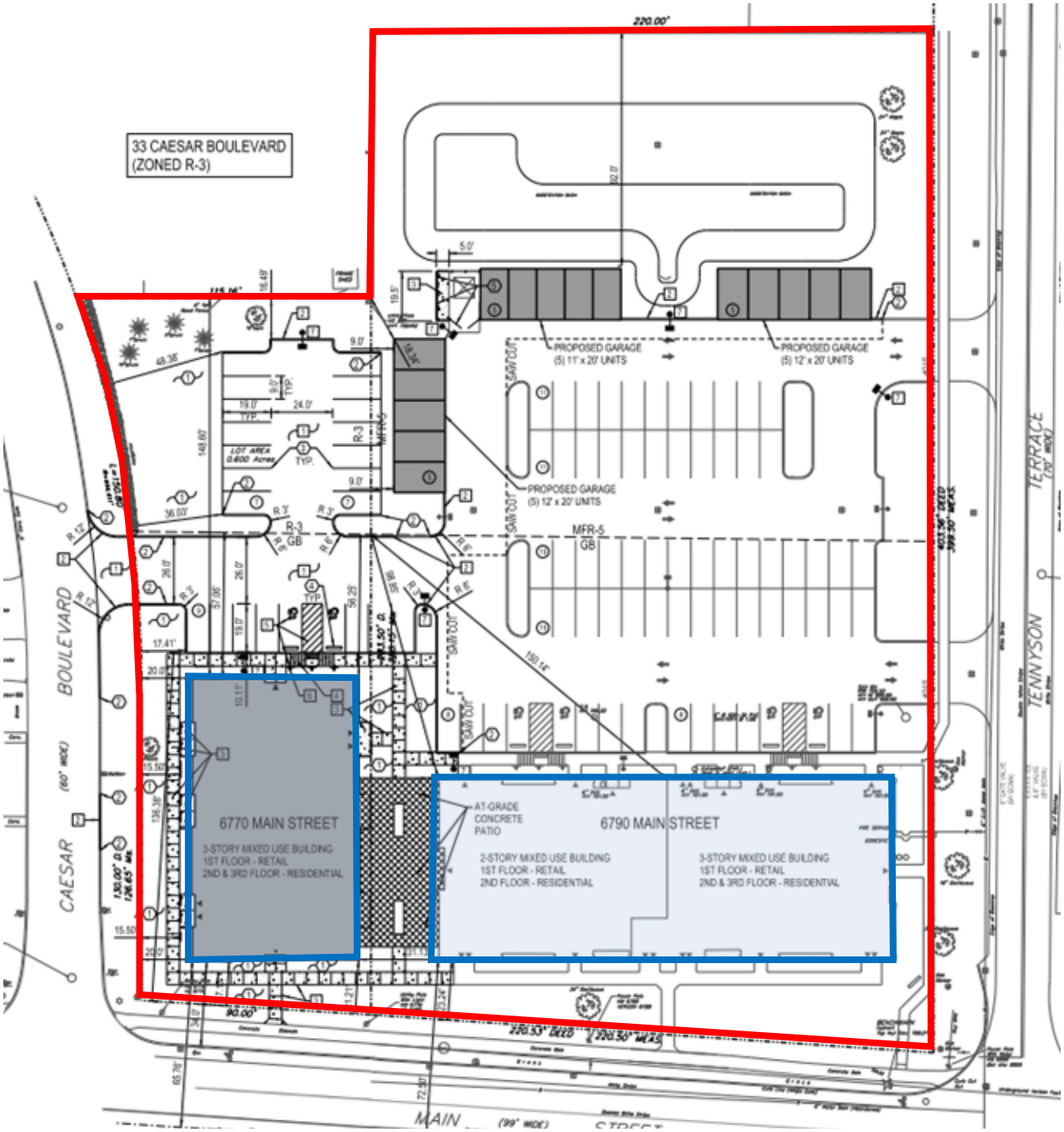






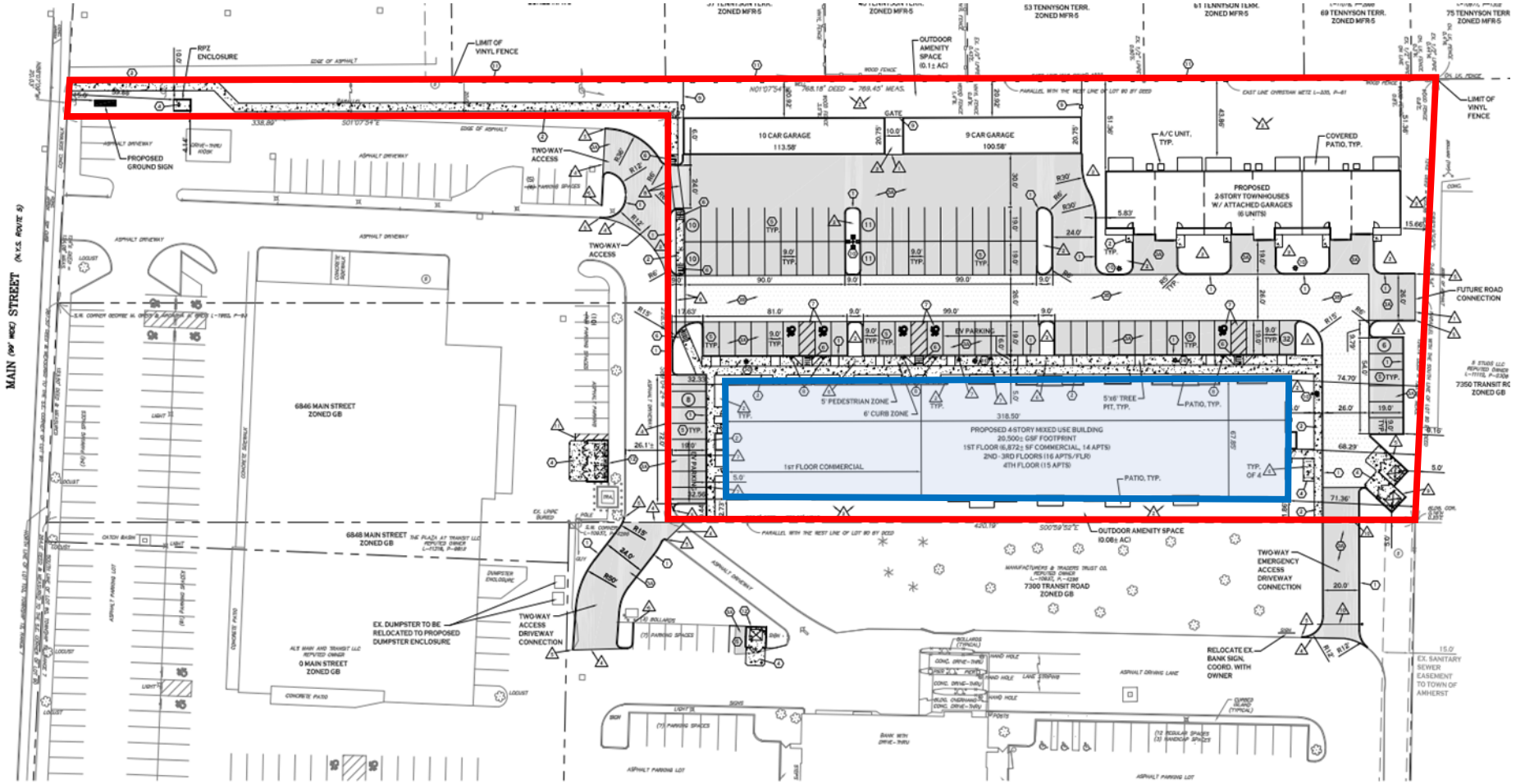
6770-6790 Main Street (SP-2017-18B)

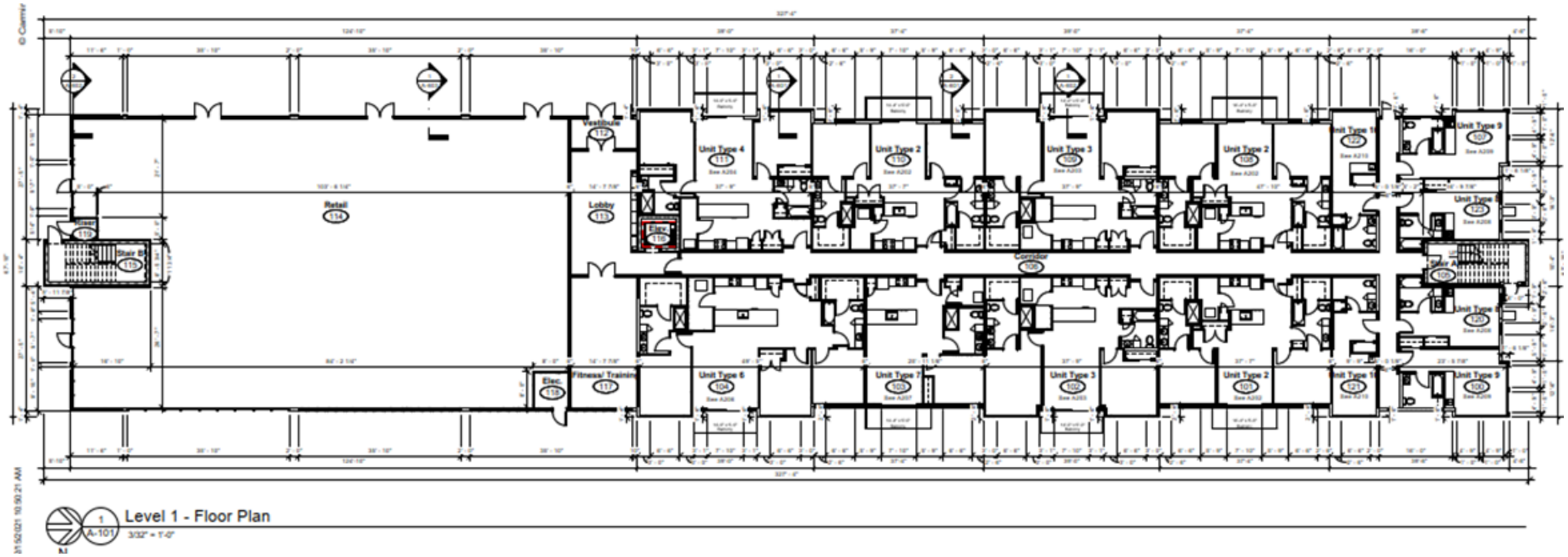
- Zoned GB, R-3 and MFR-5
- 2.6 acres (6770 (0.6 acres), 6790 (2 acres)) = 113,256 sq. ft.
    - **Building coverage on site = 22,370 sq. ft. or 0.51 acres or 19.8%**
- 5 buildings
    - **Building #1 (6790 Main) – 2/3 story mixed-use (29,665 sq. ft.)**
        - **1st floor – 11,855 sq. ft. office**
        - **2nd floor – 11,712 sq. ft. residential (8 units)**
        - **3rd floor – 6,098 sq. ft. residential (4 units)**
    - **Building #2 (6770 Main) – 3 story mixed-use (20,745 sq. ft.)**
        - **1st floor – 6,915 sq. ft. office**
        - **2nd floor – 6,915 sq. ft. residential (6 units)**
        - **3rd floor – 6,915 sq. ft. residential (6 units)**
    - Buildings #3, #4 & #5 – Garages
        - 15 total spaces (5 spaces in 3 buildings), 3,600 sq. ft. (1,200 sq. ft. each)
- **TOTAL SQUARE FOOTAGE OF BUILDINGS #1 & #2 (Mixed-Use): 50,410 sq. ft.**
    - **18,770 sq. ft. or 37.2% office**
    - **31,640 sq. ft. or 62.8% residential**

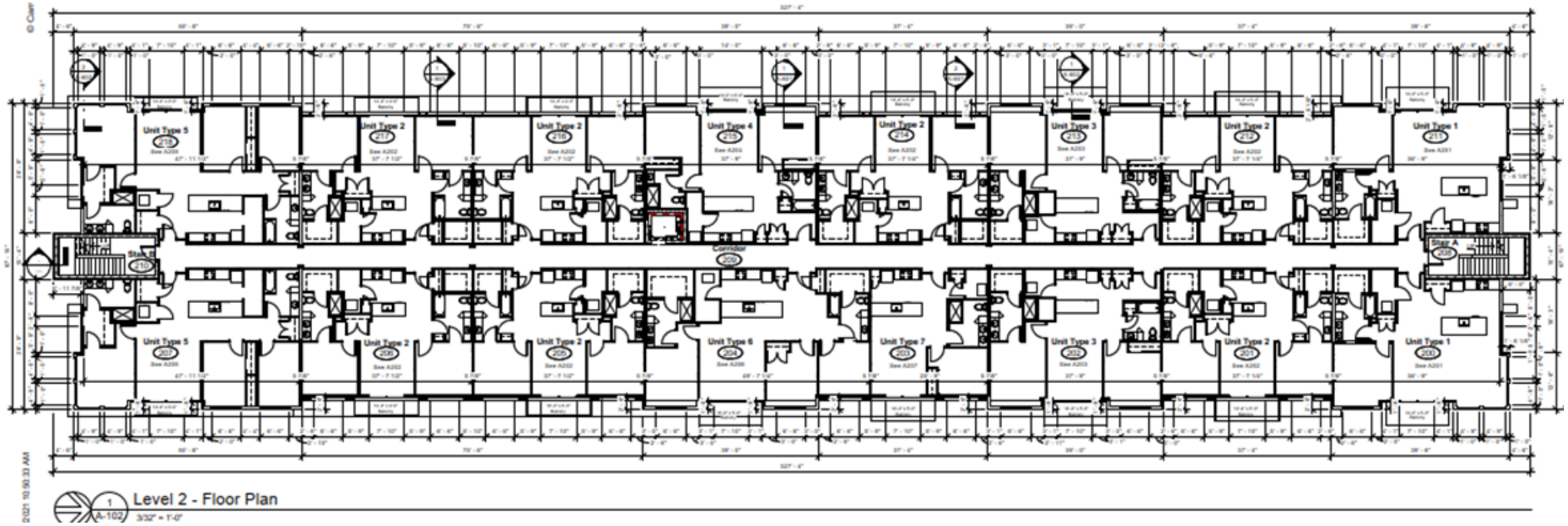

33 CAESAR BOULEVARD
(ZONED R-3)
220.00'
PROPOSED GARAGE
(5) 11' x 20' UNITS
PROPOSED GARAGE
(5) 12' x 20' UNITS
PROPOSED GARAGE
(5) 12' x 20' UNITS
MFR-5
GB
R-3
GB
CAESAR BOULEVARD
(60' WIDE)
TENNYSON TERRACE
(50' WIDE)
6770 MAIN STREET
3-STORY MIXED USE BUILDING
1ST FLOOR - RETAIL
2ND & 3RD FLOOR - RESIDENTIAL
AT-GRADE
CONCRETE
PATIO
6790 MAIN STREET
2-STORY MIXED USE BUILDING
1ST FLOOR - RETAIL
2ND FLOOR - RESIDENTIAL
3-STORY MIXED USE BUILDING
1ST FLOOR - RETAIL
2ND & 3RD FLOOR - RESIDENTIAL
MAIN STREET
(99' WIDE)

6842 & 6846 Main Street (SP-2021-27) (in construction)

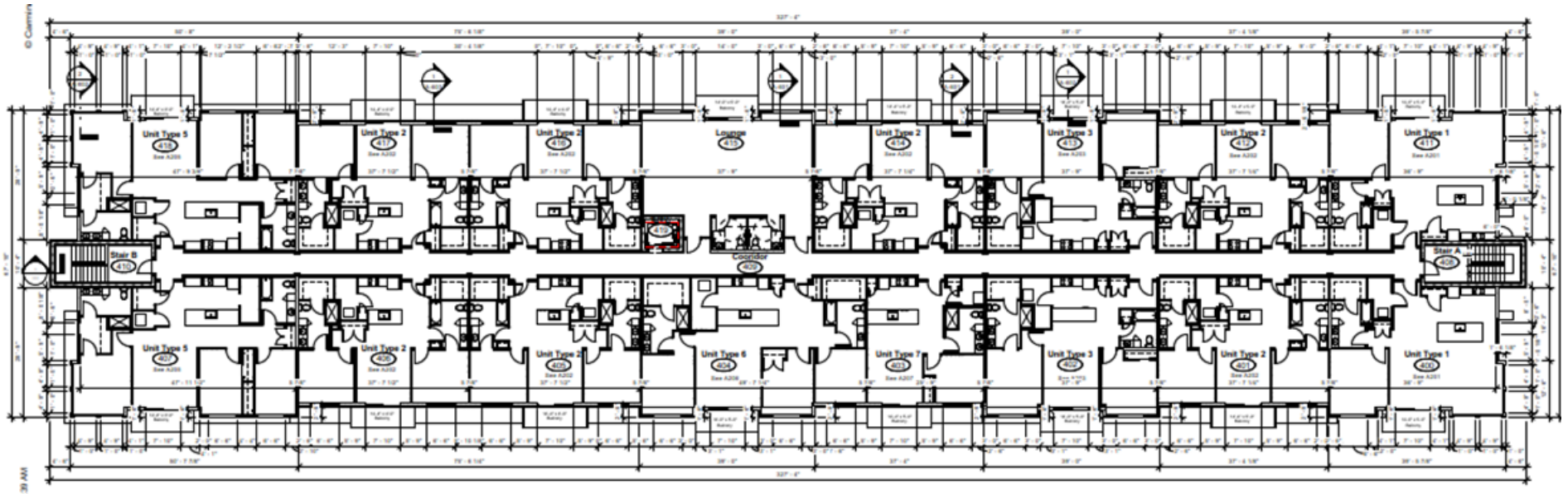
- Zoned DC-5
- 2.58 acres = 112,384.8 sq. ft.
    - **Building coverage on site = 31,301.8 sq. ft. or 0.72 acres or 27.9%**
- 4 buildings
    - **Building #1 - 4 story mixed-use**
        - **20,500 sq. ft. footprint**
        - **1st floor – 6,876 sq. ft. commercial (3,436 sq. ft. retail, 3,436 office), 14 units (13,624 sq. ft.)**
        - **2nd – 3th floors – 41,000 sq. ft. residential (32 units, 16 per floor, 20,500 sq. ft. per floor)**
        - **4th floor – 15 units, 20,500 sq. ft.**
    - Building #2 – 2 story townhomes with attached garages
        - 6 units, 12,716 sq. ft. (6,358 sq. ft. each floor)
    - Building #3 & #4 – Garages
        - 19 total spaces (10 spaces in one (2,356.8 sq. ft.), 9 spaces in other (2,087 sq. ft.)), 4,443.8 sq. ft. total
- **TOTAL SQUARE FOOTAGE OF BUILDING #1 (Mixed-Use): 82,000 sq. ft.**
    - **6,876 sq. ft. or 8.4% commercial (4.2% office)**
    - **75,124 sq. ft. or 91.6% residential**


MAIN (90' WIDE) STREET (N.Y.S. ROUTE 5)
RPZ ENCLOSURE
LIMIT OF VINYL FENCE
PROPOSED GROUND SIGN
TWO-WAY ACCESS
TWO-WAY ACCESS
OUTDOOR AMENITY SPACE (0.1± AC)
GATE
10 CAR GARAGE 113.58'
9 CAR GARAGE 100.58'
A/C UNIT, TYP.
COVERED PATIO, TYP.
PROPOSED 2-STORY TOWNHOUSES W/ ATTACHED GARAGES (6 UNITS)
LIMIT OF VINYL FENCE
FUTURE ROAD CONNECTION
EV PARKING
5' PEDESTRIAN ZONE
6' CURB ZONE
5'x6' TREE PIT, TYP.
PATIO, TYP.
PROPOSED 4-STORY MIXED USE BUILDING
20,500± GSF FOOTPRINT
1ST FLOOR (6,872± SF COMMERCIAL, 14 APTS)
2ND - 3RD FLOORS (16 APTS/FLR)
4TH FLOOR (15 APTS)
1ST FLOOR COMMERCIAL
PATIO, TYP.
6846 MAIN STREET ZONED GB
6848 MAIN STREET ZONED GB
0 MAIN STREET ZONED GB
7300 TRANSIT ROAD ZONED GB
7350 TRANSIT RD ZONED GB
EX. DUMPSTER TO BE RELOCATED TO PROPOSED DUMPSTER ENCLOSURE
TWO-WAY ACCESS DRIVEWAY CONNECTION
OUTDOOR AMENITY SPACE (0.08± AC)
TWO-WAY EMERGENCY ACCESS DRIVEWAY CONNECTION
RELOCATE EX. BANK SIGN, COORD. WITH OWNER
EX. SANITARY SEWER EASEMENT TO TOWN OF AMHERST

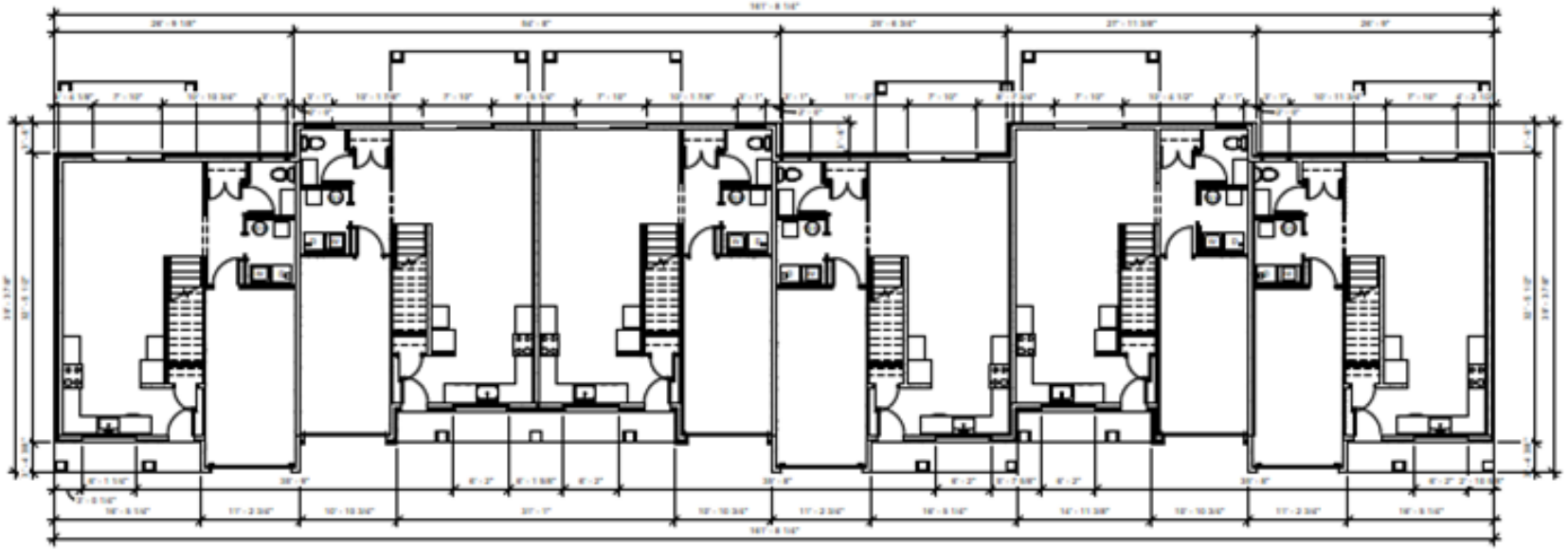

Retail
114
Lobby
113
Vestibule
112
Elec.
116
Stair B
115
Unit Type 4
111
Unit Type 2
110
Unit Type 3
109
Unit Type 2
108
Unit Type 9
107
Unit Type 6
104
Unit Type 7
103
Unit Type 3
102
Unit Type 2
101
Unit Type 9
100
Corridor
106
Level 1 - Floor Plan
1
A-101
3/32" = 1'-0"



Level 2 - Floor Plan



1 A-104 Level 4 - Floor Plan
3/32" = 1'-0"

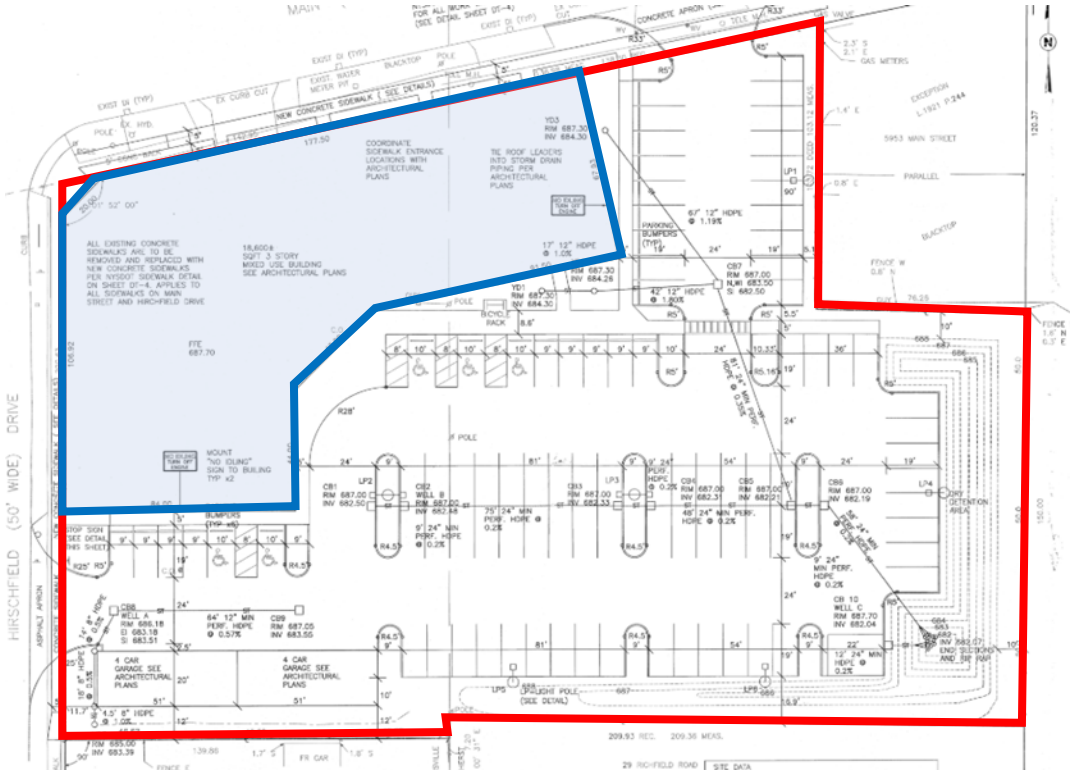


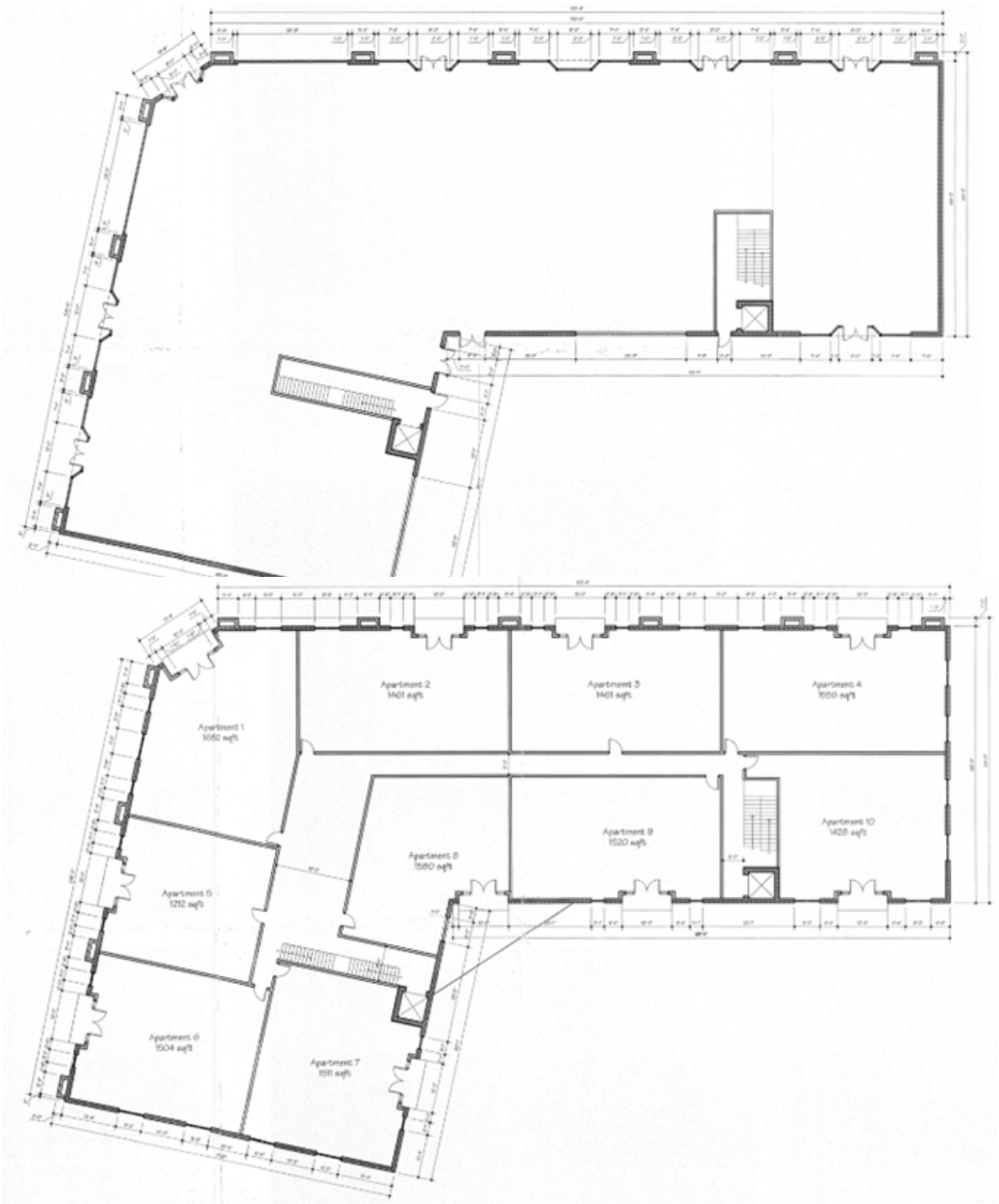
1 A-101 T Level 1
1/8" = 1'-0"

N

5949 & 5951 Main Street and 21 Richfield Rd (SP-2014-15)

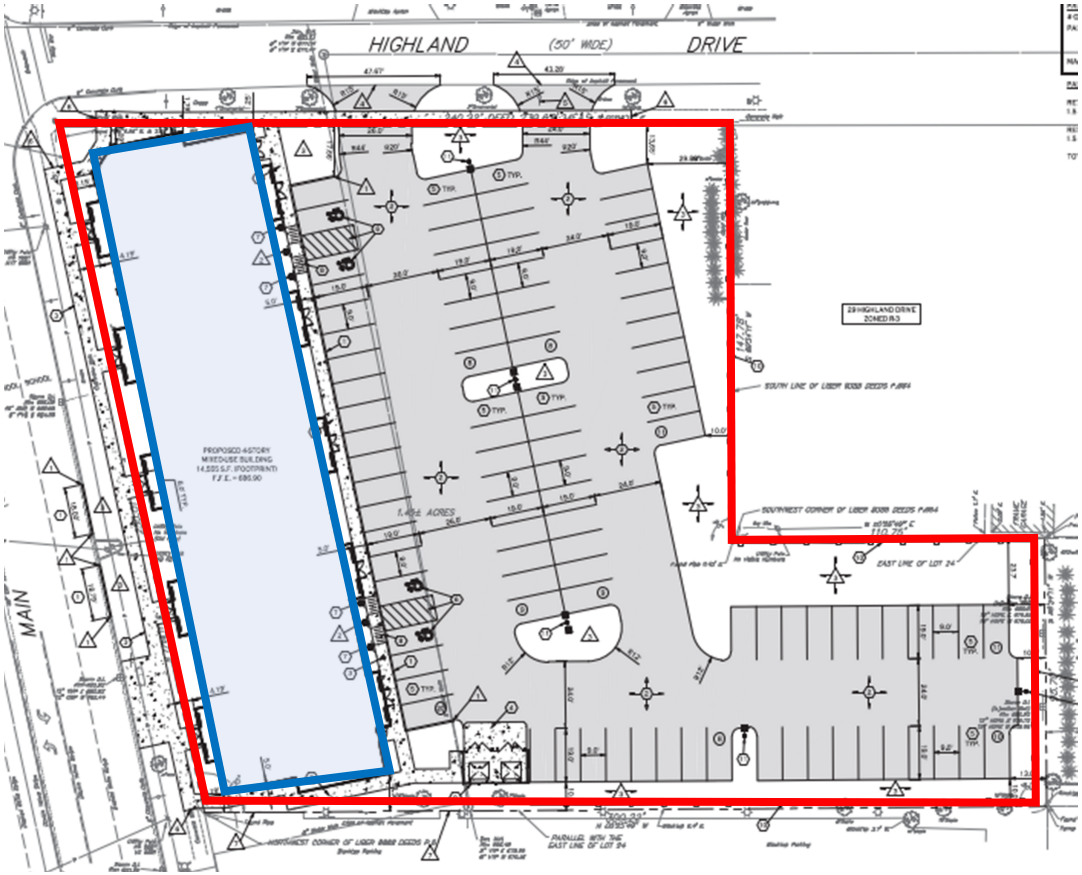
- Zoned GB & R-3 (and MU Village zoning)
- 1.68 acres = 73,180.8 sq. ft.
    - **Building coverage on site = 20,640 sq. ft. or 0.47 acres or 28.2%**
- 2 buildings
    - **Building #1 - 3 story mixed-use**
        - **1st floor – 18,600 sq. ft. commercial**
        - **2nd & 3rd floors – 37,200 sq. ft. residential (20 units)**
    - Building #2 – Garages
        - 8 spaces, 2,040 sq. ft.
- **TOTAL SQUARE FOOTAGE OF BUILDING #1 (Mixed-Use): 55,800 sq. ft.**
    - **18,600 sq. ft. or 33.3% commercial**
    - **37,200 sq. ft. or 66.6% residential**




Apartment 1
1052 sqft
Apartment 2
1401 sqft
Apartment 3
1401 sqft
Apartment 4
1550 sqft
Apartment 5
1212 sqft
Apartment 6
1580 sqft
Apartment 7
1511 sqft
Apartment 8
1504 sqft
Apartment 9
1530 sqft
Apartment 10
1428 sqft

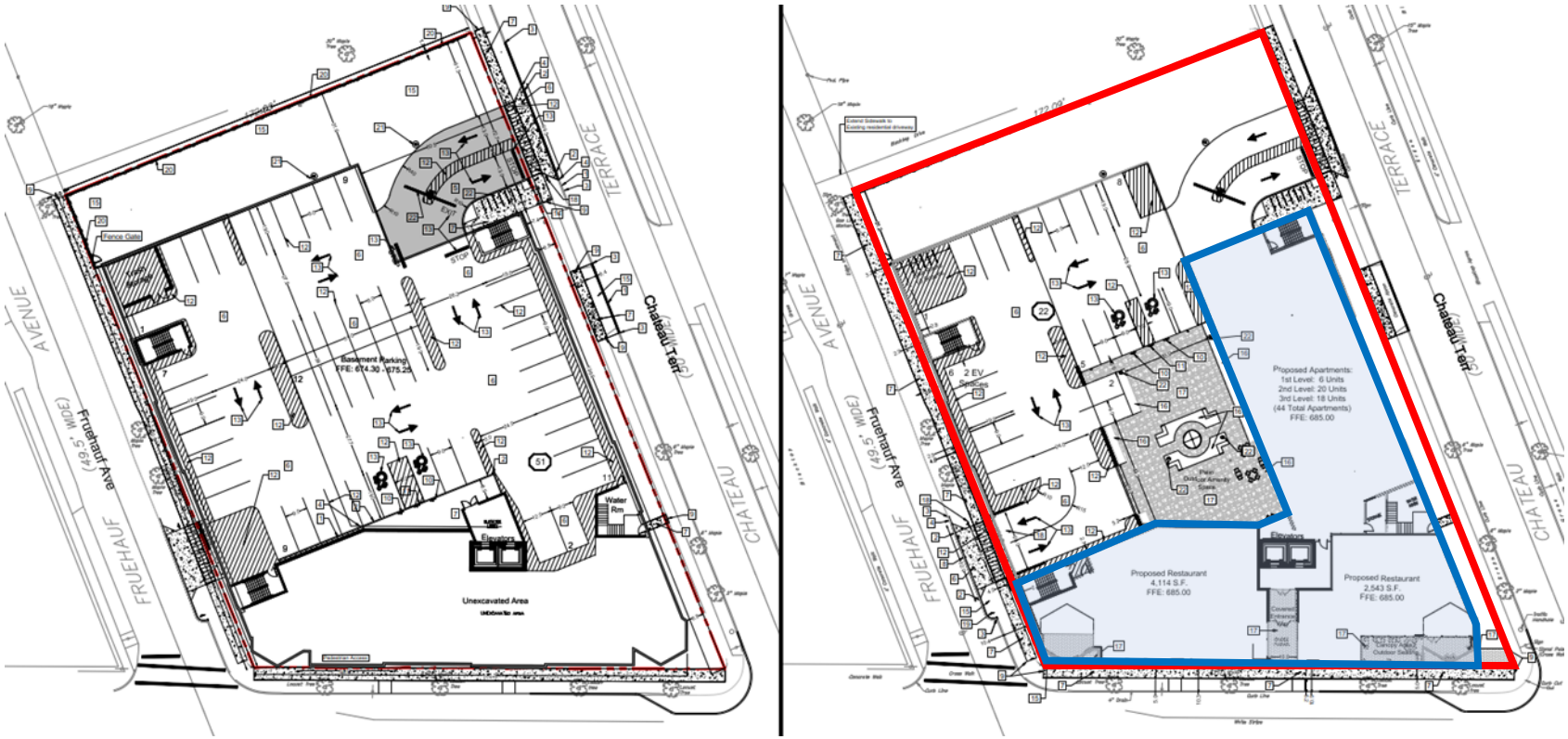
5877 Main Street (Village) (in construction)

- Zoned MU (Village zoning)
- 1.63 acres = 71,002.8 sq. ft.
    - **Building coverage on site = 15,000 sq. ft. or 0.34 acres or 21.1%**
- 4 story mixed-use
    - **1st floor – 15,000 sq. ft. commercial (50% spa)**
    - **2nd - 4th floors – 45,000 sq. ft. residential (28 units)**
- **TOTAL SQUARE FOOTAGE OF BUILDING: 60,000 sq. ft.**
    - **15,000 sq. ft. or 25% commercial**
    - **45,000 sq. ft. or 75% residential**



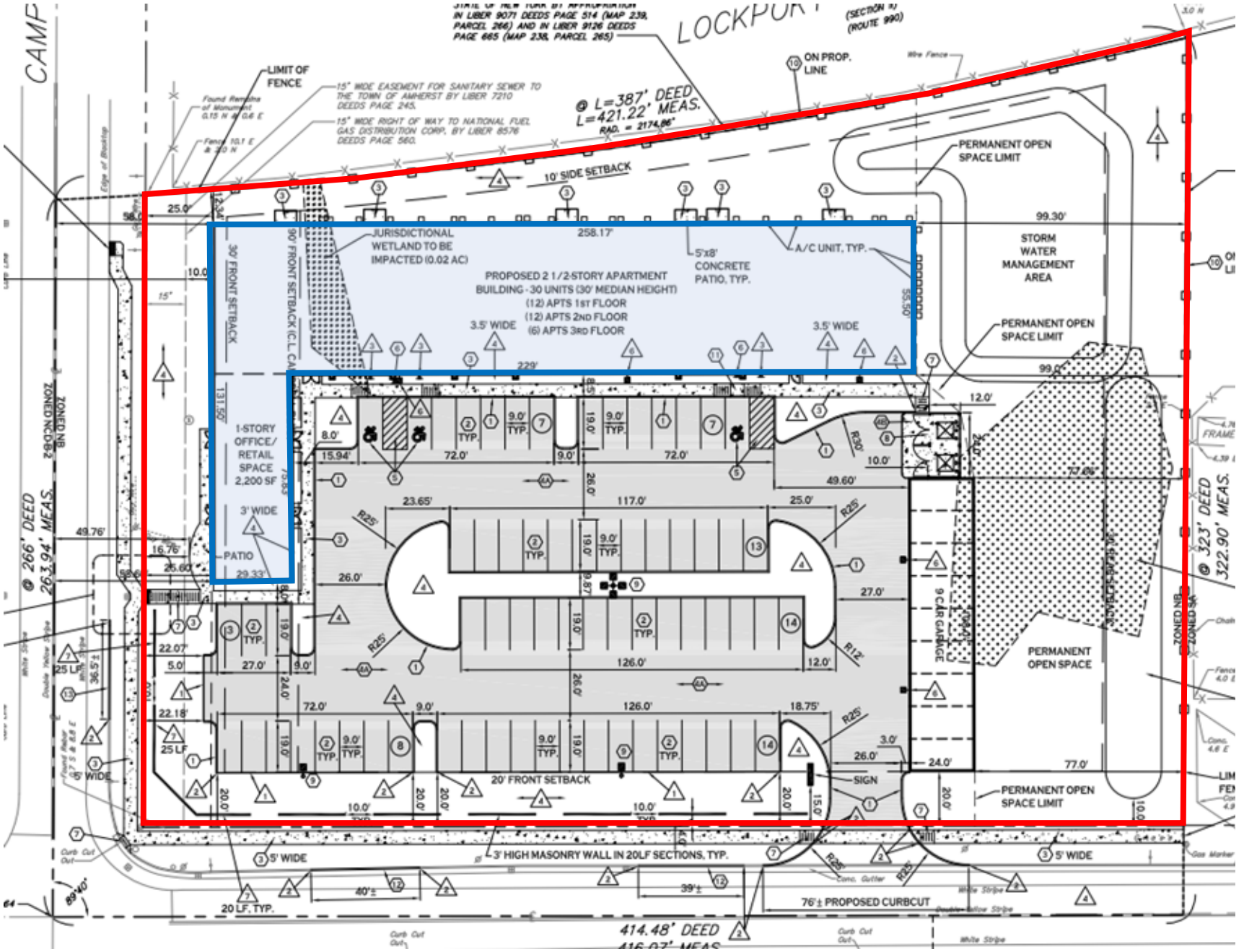
4548-4564 Main Street & 17 Fruehauf Ave & 22 Chateau Terrace (SP-2022-11) (in construction)

- Zoned TI-2.5
- 0.93 acres = 40,510.8 sq. ft.
    - **Building coverage on site = approximately 12,000 sq. ft. or 0.28 acres or 29.6%**
- **2.5 story mixed-use (3.5 with grade change)**
    - **56,204 sq. ft. of residential throughout**
    - **1st floor – 6,657 sq. ft. commercial (2 restaurants) and 6 units**
    - **2nd floor – 20 units**
    - **3rd floor – 18 units**
- **TOTAL SQUARE FOOTAGE OF BUILDING: 62,861 sq. ft.**
    - **6,657 sq. ft. or 10.6% commercial**
    - **56,204 sq. ft. or 89.4% residential**



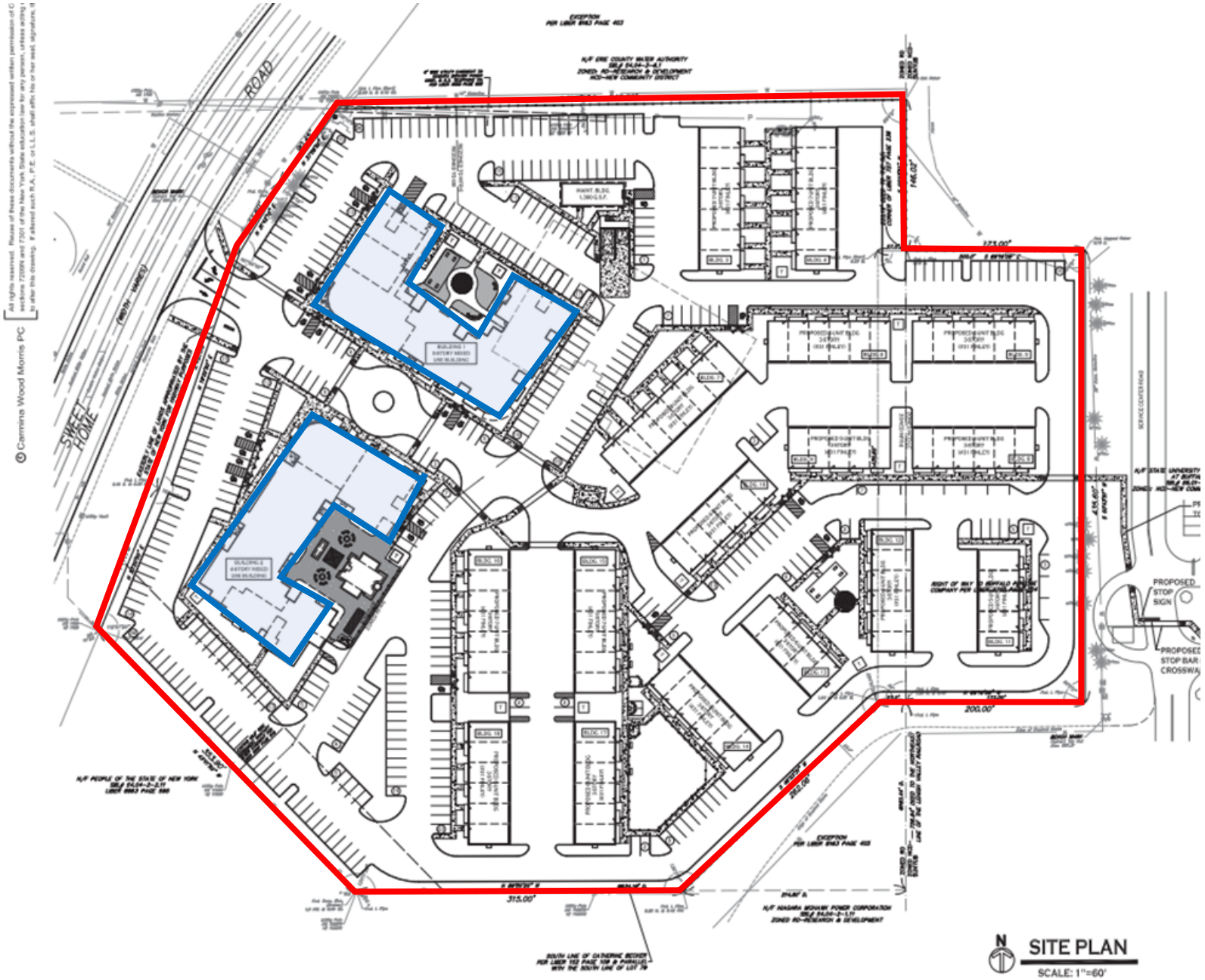
315 Campbell Blvd (SP-2019-01A)

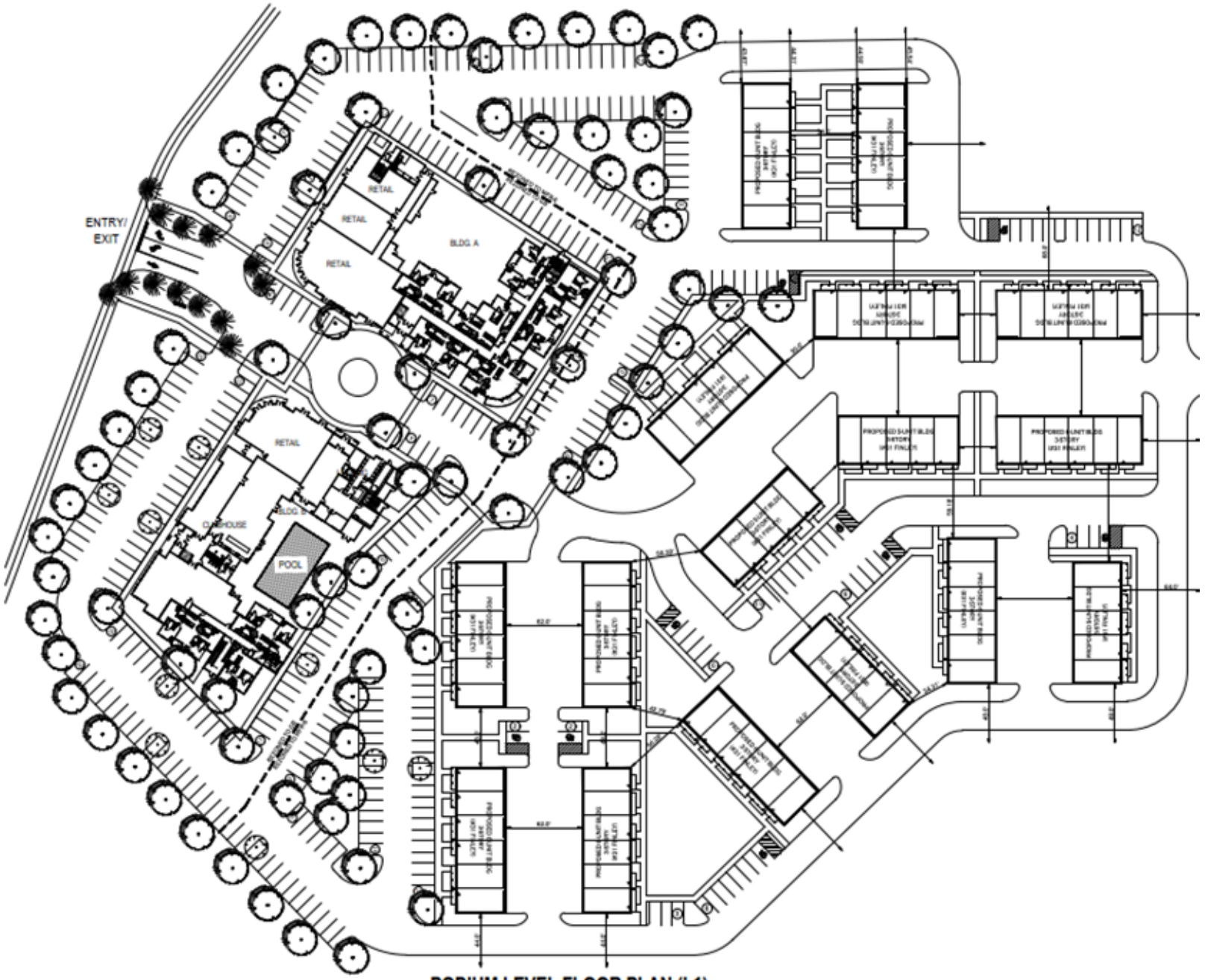
- Zoned NB
- 2.25 acres = 98,010 sq. ft.
    - **Building coverage on site = 19,120.4 sq. ft. or 0.44 acres or 19.5%**
- 2 buildings
    - **Building #1 - 2.5 story mixed-use**
        - **1st floor – 2,200 sq. ft. office/retail and 12 units (14,328.4 sq. ft.) = 16,528.4 sq. ft.**
        - **2nd floor – 14,328.4 sq. ft. residential (12 units)**
        - **3rd floor – 7,164.2 sq. ft. residential (6 units)**
    - Building #2 – Garage
        - 9 spaces, 2,592 sq. ft.
- **TOTAL SQUARE FOOTAGE OF BUILDING: 38,021 sq. ft.**
    - **2,200 sq. ft. or 5.8% commercial**
    - **35,821 sq. ft. or 94.2% residential**


LIMIT OF FENCE
JURISDICTIONAL WETLAND TO BE IMPACTED (0.02 AC)
PROPOSED 2 1/2-STORY APARTMENT BUILDING - 30 UNITS (30' MEDIAN HEIGHT)
(12) APTS 1ST FLOOR
(12) APTS 2ND FLOOR
(6) APTS 3RD FLOOR
1-STORY OFFICE/ RETAIL SPACE 2,200 SF
PATIO
5'x8' CONCRETE PATIO, TYP.
A/C UNIT, TYP.
PERMANENT OPEN SPACE LIMIT
STORM WATER MANAGEMENT AREA
PERMANENT OPEN SPACE
9 CAR GARAGE
SIGN
10' SIDE SETBACK
30' FRONT SETBACK
20' FRONT SETBACK
3' HIGH MASONRY WALL IN 20LF SECTIONS, TYP.
76'± PROPOSED CURBCUT
@ L=387' DEED L=421.22' MEAS.
@ 266' DEED 263.94' MEAS.
@ 323' DEED 322.90' MEAS.
414.48' DEED
ZONED NB
ZONED NCD-2

1185 Sweet Home (SP-2018-19)

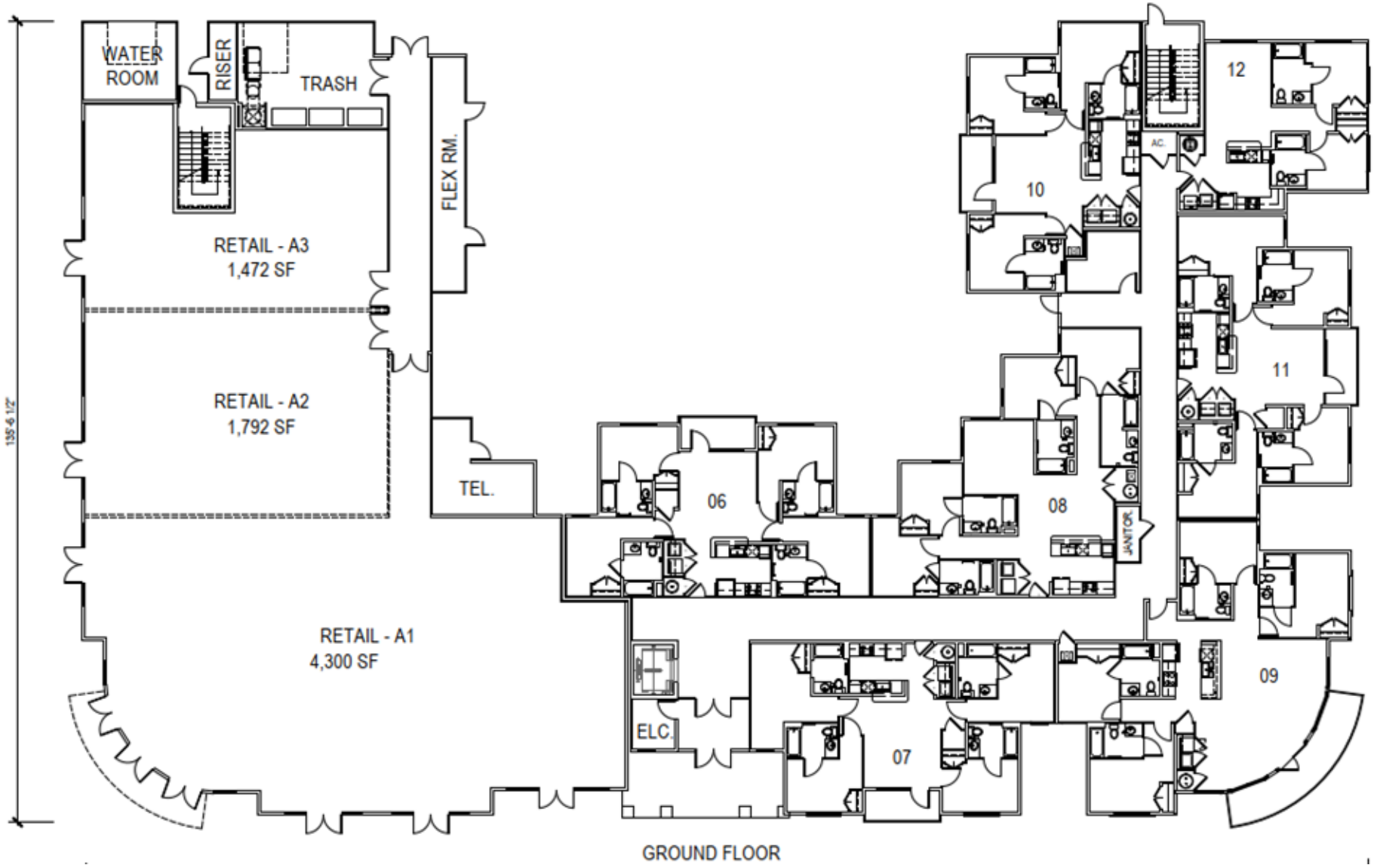
- Zoned GB, MFR-6 and NCD-LC
- 12.9 acres = 561,924 sq. ft.
    - **Building coverage (of mixed-use buildings) = approximately 46,500 sq. ft. or 1.1 acres or 8.2%**
- 19 buildings (196 total residential units, 97 units in mixed-use buildings #1 & #2)
    - **Building #1 – 5 story mixed-use (approximately 120,264 gross sq. ft.)**
        - **1st floor – 7,564 sq. ft. commercial, 7 units (total approximately 23,100 sq. ft.)**
        - **2nd – 5th floors – approximately 97,164 sq. ft. residential (24,291 sq. ft. per floor), 48 units (12 units each floor)**
    - **Building #2 – 4 story mixed-use (approximately 117,096 gross sq. ft.)**
        - **1st floor – 2,890 sq. ft. commercial, 3 units (total approximately 23,400 sq. ft.)**
        - **2nd - 4th floors – approximately 93,696 sq. ft. residential (23,400 sq. ft. per floor), 39 units (13 units each floor)**
    - Buildings #3 - #18 – 3 story residential buildings (99 4-bedroom units)
        - #3, #4, #15, #16 – 7 units each
        - #5, #6, #8, #10, #12, #14, #17, #18 – 6 units each
        - #7 – 8 units
        - #9, #11, #13 – 5 units
    - Maintenance Building
        - 1,300 sq. ft.
- **TOTAL SQUARE FOOTAGE OF BUILDINGS #1 & #2: 237,360 sq. ft.**
    - **10,454 sq. ft. or 4.4% commercial**
    - **226,906 sq. ft. or 95.6% residential**


SITE PLAN
SCALE: 1"=60'
ROAD
SWEET HOME
PROPOSED STOP SIGN
200.00'
315.00'
173.00'
146.02'
262.00'

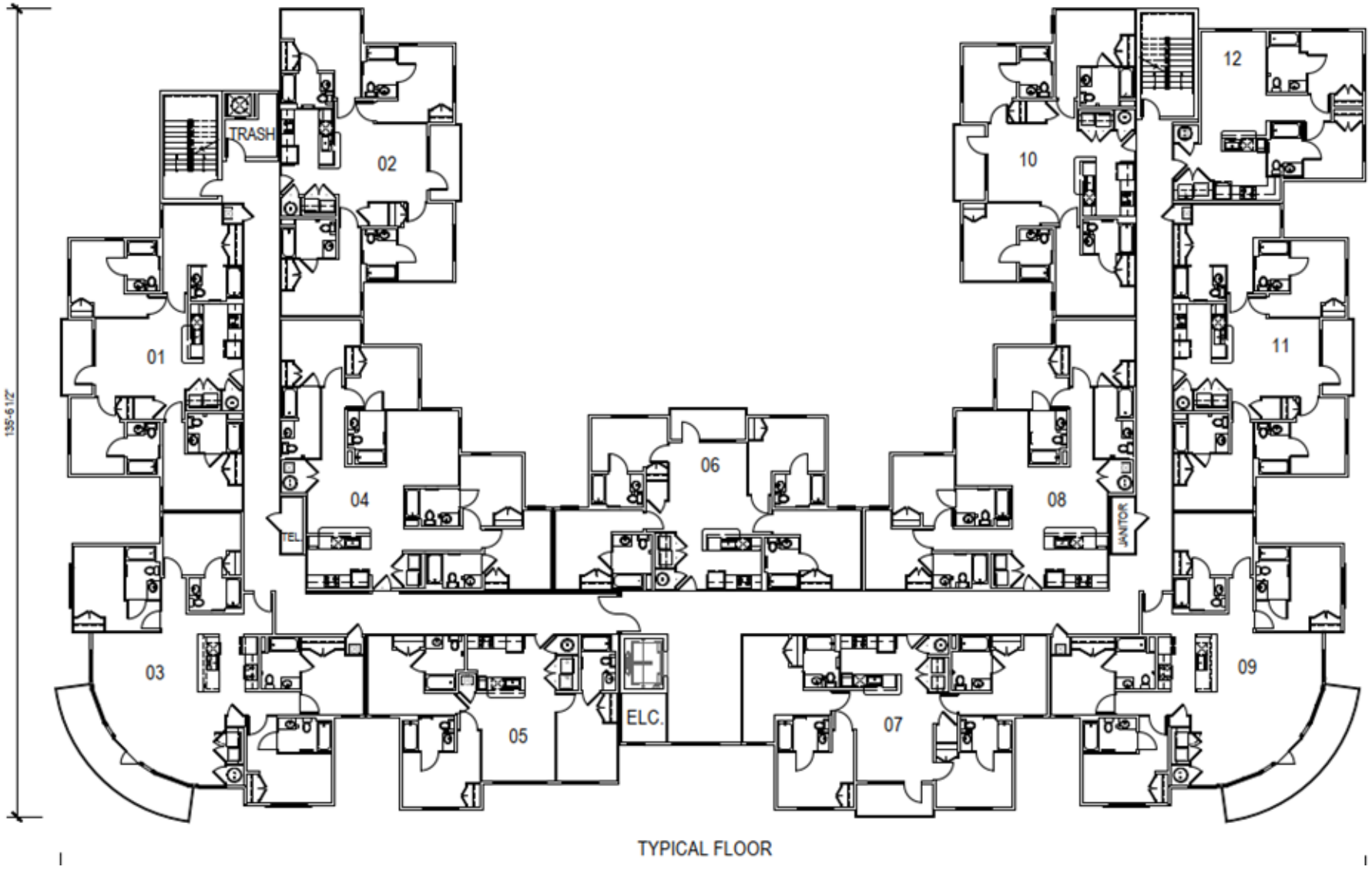


PODIUM LEVEL FLOOR PLAN (L1)

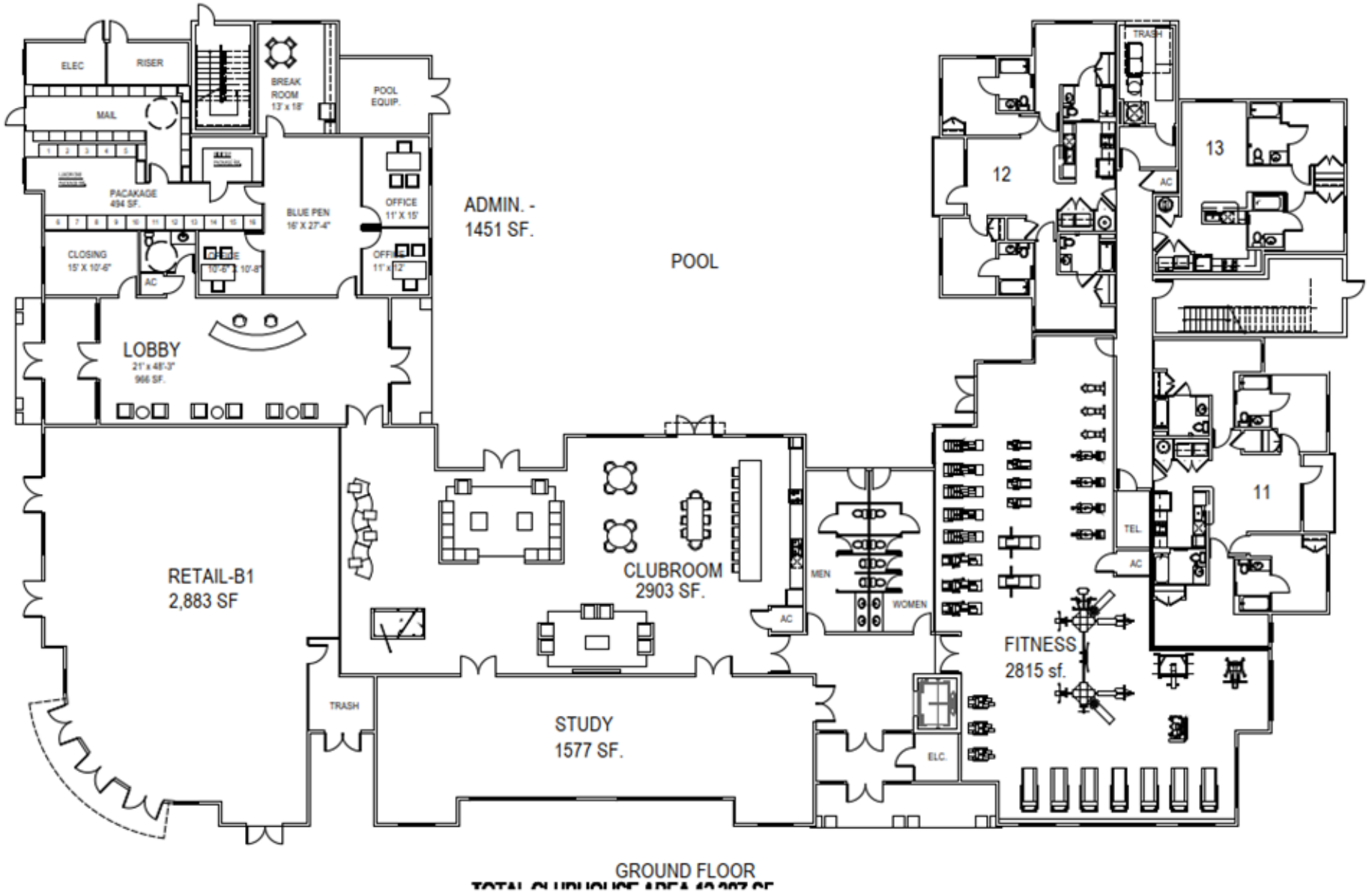
BUILDING #1 GROUND FLOOR PLAN



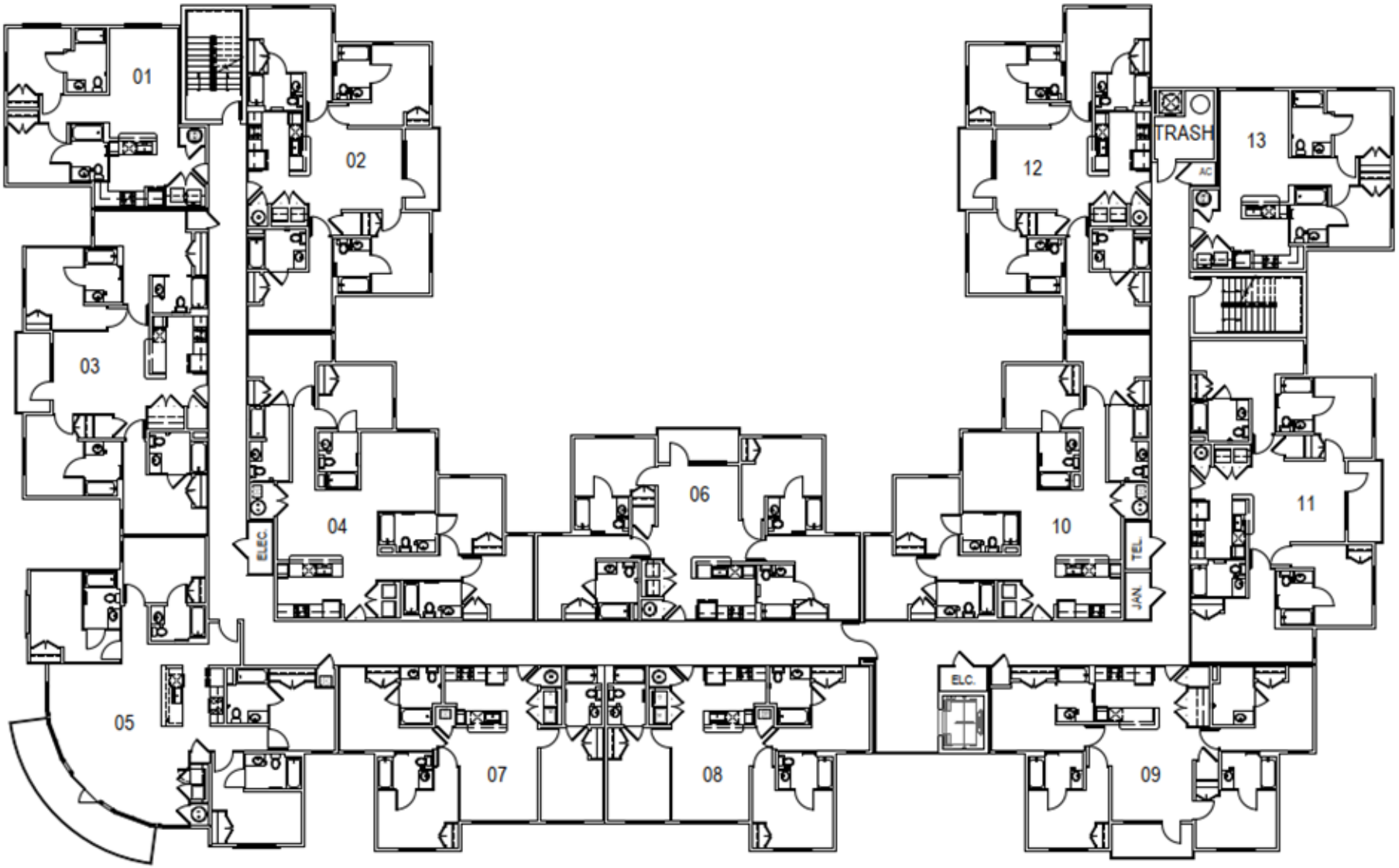
BUILDING #1 UPPER FLOOR PLAN



BUILDING #2 GROUND FLOOR PLAN



BUILDING #2 UPPER FLOOR PLAN



TYPICAL FLOOR

APPENDIX B

TOWN LAND USE ANALYSIS NOTES

Town Land Use Analysis Notes

TAZ 668

- 2019 Units: 0
- 2024 Units: 0
- 2019 Commercial – Retail SF: 0
- 2019 Commercial – Office SF: 0
- 2024 Commercial - Retail SF: 0
- 2024 Commercial – Office SF: 0
- TAZ to remain unchanged – only a very small portion of the TAZ is within the BCD GEIS boundary and that portion contains no developable land as it is part of the I-290 right-of-way

TAZ 676

- 2019 Units: 200
- 2024 Units: 78
- 2019 Commercial – Retail SF: 440,000
- 2019 Commercial – Office SF: 290,000
- 2024 Commercial – Retail SF: 82,062
- 2024 Commercial – Office SF : 0
- The shopping center known as Consumer Square/The Boulevard is likely to remain largely unchanged over the 20 year growth period, with the exception of some infill of the parking area with liner buildings similar in size and location to existing buildings along the central drive aisle. These would likely be 1-story buildings with smaller retail and/or restaurant space
- The residential area to the north of Ridge Lea Road is assumed to be suitable for redevelopment into a mix of uses due to its proximity to the shopping center to the south and the I-290 to the north, and its location away from single-family residential uses

TAZ 677

- 2019 Units: 500
- 2024 Units: 494
- 2019 Commercial – Retail SF: 200,000
- 2019 Commercial – Office SF: 100,000
- 2024 Commercial – Retail SF: 109,678
- 2024 Commercial – Office SF: 0

- The area north of the Boulevard Towers Apartments has the potential to add additional housing units in a larger underutilized open area/green space
- The area just east of the Meyer Pointe Senior Apartments has the potential to redevelop, with commercial along the Niagara Falls Boulevard frontage and more residential, possibly similar in use with either senior or market rate apartments, adjacent to the existing senior apartments.
- The area east of Premier Wine & Spirits and west of Tops Friendly Markets, between Meyer Road and Maple Road, has the potential to redevelop with commercial uses along Maple Road and residential along Meyer Road to mirror the Boulevard Towers Apartments to the north
- Some of the only remaining single-family homes and smaller vacant lands along Meyer Road closer to North Bailey Avenue have the potential to be developed as a mix of uses

TAZ 678

- 2019 Units: 1,140
- 2024 Units: 1,140
- 2019 Commercial – Retail SF: 100,000
- 2019 Commercial – Office SF: 35,000
- 2024 Commercial - Retail SF: 299,265
- 2024 Commercial – Office SF: 99,755
- There is a large potential for larger scale mixed-use in the majority of this TAZ
- The area between Maple Road, Sweet Home Road and the I-290 is isolated from single-family residential and contains an older office building and Motel6 that could either be converted to more housing or entirely demolished to become mixed-use buildings
- The Maple Ridge Plaza is largely underutilized with large parking areas and high turnover or vacancy rates within the existing plaza. There is interest from the property owners to infill outparcels or entirely redesign the plaza using the mixed-use zoning districts.
- The corner of North Bailey Avenue and Maple Road, extending east to the Sweet Home Middle School property, is another location with high turnover in tenants (especially in the larger buildings towards Meyer Road) and is a large area that has the potential to transform into a mixed-use center utilizing the mixed-use districts.

TAZ 679

- 2019 Units: 180
- 2024 Units: 0
- 2019 Commercial – Retail SF: 310,000
- 2019 Commercial – Office SF: 10,000
- 2024 Commercial - Retail SF: 310,159

- 2024 Commercial – Office SF: 0
- This area was rezoned using the mixed-use zoning districts back in 2020 but has recently been reverted back to Shopping Center (SC) zoning
- A redevelopment project was recently approved for this site, containing a large footprint Costco with related fueling station, a 2-story Dick's Sporting Goods store, and a warehouse for operations related to Delta Sonic. The KeyBank building is slated to remain but adding approximately 600 employees relocated from a different KeyBank facility, which necessitated a recent parking expansion project.
- The warehouse portion of the approved project may change in the near future, with either more commercial or entertainment uses; as such, the Town identified the southern portion of this TAZ to have potential for redevelopment with different commercial uses in the future

TAZ 680

- 2019 Units: 180
- 2024 Units: 43
- 2019 Commercial – Retail SF: 30,000
- 2019 Commercial – Office SF: 20,000
- 2024 Commercial – Retail SF: 28,622
- 2024 Commercial – Office SF: 0
- This TAZ consists mainly of residential uses, except for uses along Sheridan Drive
- There is slight mixed-use redevelopment potential (either housing or retail/commercial) at the corner of Sheridan Drive and Alberta Drive as the area contains older office buildings

TAZ 681

- 2019 Units: 50
- 2024 Units: 50
- 2019 Commercial – Retail SF: 40,000
- 2019 Commercial – Office SF: 25,000
- 2024 Commercial - Retail SF: 65,350
- 2024 Commercial – Office SF: 0
- It is assumed that the Wegmans building and related parking area to the south will remain within the 20 year growth period.
- The current Ashley Furniture store at the southern end of the TAZ has the potential for mixed-use redevelopment, either with commercial mirroring redevelopment in the Boulevard Mall TAZ to the west or along the drive aisle in the center of the parcel, with either upper story housing or town homes for transitions to the adjacent residential neighborhoods.

TAZ 682

- 2019 Units: 1,700
- 2024 Units: 1,551
- 2019 Commercial – Retail SF: 190,000
- 2019 Commercial – Office SF: 127,000
- 2024 Commercial - Retail SF: 831,015
- 2024 Commercial – Office SF: 158,013
- This TAZ contains the Boulevard Mall and large retail shopping plazas to the south which contain the most redevelopment potential within the BCD.
- The Boulevard Central District Urban Renewal Plan, adopted in 2022, outlines community goals and objectives that direct the outcomes the Town is seeking in the redevelopment of the Mall site and larger Urban Renewal Area. The proposed future land uses outlined in Figure 3 reflect these goals and objectives and balance the various interests on site, and include:
- Higher-density mixed-uses applied to a larger portion of the TAZ than currently zoned in order to meet housing and economic development goals.
- Frontages along the major roadways (Niagara Falls Boulevard, Maple Road and Sheridan Drive) are assumed to remain a majority of commercial uses at about 1-2 stories in height.
- Focus on more vertical mixed-uses further east into the Boulevard Mall and shopping plaza sites, as the eastern roads that perimeter the TAZ are less intensive than Maple Road and Niagara Falls Boulevard, and more favorable to residential environments.
- The shopping plaza to the south of the Mall site is large and currently contains vacant big box stores, giving the potential for mixed-use center redevelopment, continuing the Mall vision further south.
- The TAZ estimates reflect anticipated full build-out within the 20 year timeframe, as the Town is actively driving redevelopment of the site.

TAZ 683

- 2019 Units: 150
- 2024 Units: 269
- 2019 Commercial – Retail SF: 125,000
- 2019 Commercial – Office SF: 85,000
- 2024 Commercial - Retail SF: 51,799
- 2024 Commercial – Office SF: 0
- It is assumed that the majority of this TAZ will remain unchanged and continue to operate one of the region's largest car dealerships (Northtown Automotive) within the 20-year growth period.
- A small area north of Hartford Road containing a few single-family homes and two-unit/duplex buildings, adjacent to the Shaarey Zedek Apartments, could redevelop to

include more housing units in a larger multi-family building/complex or could be utilized by Northtown as well.

TAZ 684

- 2019 Units: 50
- 2024 Units: 50
- 2019 Commercial – Retail SF: 100,000
- 2019 Commercial – Office SF: 70,000
- 2024 Commercial - Retail SF: 13,875
- 2024 Commercial – Office SF: 0
- The majority of this TAZ contains a single-family neighborhood except for the frontage along Sheridan Drive between North Bailey Avenue and Sweet Home Road
- Walmart is likely to remain, although could change over to more warehousing/distribution if in-store shopping continues to decline in favor of online shopping, reducing the need for some of the parking
- The plaza at the corner of Sheridan and Sweet Home that extends along the Sheridan frontage has the potential to redevelop into a mix of uses.

TAZ 686

- 2019 Units: 115
- 2024 Units: 115
- 2019 Commercial – Retail SF: 24,000
- 2019 Commercial – Office SF: 20,000
- 2024 Commercial - Retail SF: 69,845
- 2024 Commercial – Office SF: 0
- The majority of this TAZ contains a single-family home neighborhood except for frontages along Sheridan Drive and Millersport Highway which have some limited potential for additional commercial/mixed-use redevelopment, specifically with the older office and motor service uses on Sheridan Drive, the larger City Mattress building at the corner of Sheridan and Millersport, and the Homewood Suites by Hilton on Millersport near the I-290 ramp.

TAZ 687

- 2019 Units: 205
- 2024 Units: 385
- 2019 Commercial – Retail SF: 30,000
- 2019 Commercial – Office SF: 92,000
- 2024 Commercial - Retail SF: 0

- 2024 Commercial – Office SF: 0
- Although currently not zoned mixed-use, portions of the University Corporate Centre Office Park, accessed off of Maple Road and adjacent to the I-290, could host infill residential or office.
- It is assumed that St. Leo's Church and School and the Town's Eggertsville Community Park will remain over the 20-year growth period. If it were to redevelop, it would include more civic or community space and would not contribute more units of commercial square footage.

TAZ 688

- 2019 Units: 75
- 2024 Units: 118
- 2019 Commercial – Retail SF: 47,000
- 2019 Commercial – Office SF: 40,000
- 2024 Commercial - Retail SF: 147,657
- 2024 Commercial – Office SF: 0
- The majority of this TAZ contains a single-family neighborhood except for frontage along Maple Road
- It is assumed that the area at the corner of Maple Road and North Bailey Avenue will continue to have a majority of commercial land uses, with potential for some of the office buildings to convert to commercial uses.
- The frontage on Maple Road east of Hillcrest Drive has older buildings that have seen some turnover and vacancy in recent years and could redevelop to include smaller multi-family residential buildings to buffer single-family homes to the south.

TAZ 699

- 2019 Units: 20
- 2024 Units: 20
- 2019 Commercial – Retail SF: 70,000
- 2019 Commercial – Office SF: 60,000
- 2024 Commercial - Retail SF: 7,000
- 2024 Commercial – Office SF: 0
- The BCD GEIS contains only a smaller portion of this TAZ at the corner of Harlem Road and Sheridan Drive at the I-290
- It is assumed that the existing office buildings could be redeveloped into a mix of uses on this site, with retail on the bottom and residential above.

TAZ 701

- 2019 Units: 0
- 2024 Units: 0
- 2019 Commercial – Retail SF: 20,000
- 2019 Commercial – Office SF: 18,000
- 2024 Commercial - Retail SF: 0
- 2024 Commercial – Office SF: 0
- The only areas in this TAZ contained in the BCD GEIS boundary are the shallow parcels along Sheridan Drive and at the corner of Millersport Highway
- The Town is assuming that because of the shallowness of these parcels, the buildings will be reused or repurposed in their current states for similar commercial or office uses, causing no change in residential units or commercial/office square footage within this TAZ.

TAZ 702

- 2019 Units: 75
- 2024 Units: 200
- 2019 Commercial – Retail SF: 4,000
- 2019 Commercial – Office SF: 2,000
- 2024 Commercial - Retail SF: 52,500
- 2024 Commercial – Office SF: 17,500
- The corner of Bailey Avenue and Sheridan Drive has the potential to redevelop with a mix of uses – the Rite Aid store is closing and there are some smaller commercial buildings that could be redeveloped
- It is proposed that there could be additional commercial square footage in this area of the TAZ than what was projected in 2019 (up to 10,000 SF)

TAZ 705

- 2019 Units: 300
- 2024 Units: 320
- 2019 Commercial – Retail SF: 100,000
- 2019 Commercial – Office SF: 75,000
- 2024 Commercial - Retail SF: 84,000
- 2024 Commercial – Office SF: 28,000
- This TAZ has potential for redevelopment with a mix of uses, particularly the area at Eggert Road, Bailey Avenue and Sheridan Drive where marginal, older buildings exist. Although an At Home retail store recently utilized an existing building in this area, it is likely it could vacate this site within the 20-year growth period. This area could host a majority of housing with retail on the first floor.

TAZ 708

- 2019 Units: 35
- 2024 Units: 90
- 2019 Commercial – Retail SF: 42,000
- 2019 Commercial – Office SF: 29,000
- 2024 Commercial – Retail SF: 31,394
- 2024 Commercial – Office SF: 0
- The only site the Town sees as having potential to redevelop in this TAZ is the area along Sheridan Drive that contains the current Ethan Allen store and Sheridan Family Restaurant, which could contain a mix of uses, likely office space, to compliment neighboring medical uses with some upper floor residential as well.

TAZ 709

- 2019 Units: 25
- 2024 Units: 0
- 2019 Commercial – Retail SF: 6,000
- 2019 Commercial – Office SF: 6,000
- 2024 Commercial - Retail SF: 74,456
- 2024 Commercial – Office SF: 0
- The BCD GEIS contains only a smaller portion of this TAZ along Sheridan Drive
- The Town assumes that because of the shallow parcels, there will be little redevelopment potential except for reutilization and repurposing of existing buildings with similar uses. An exception is the small area near Millersport Highway that includes Public Storage, which the Town anticipates expanding with second story storage space.

APPENDIX B

GROWTH PROJECTIONS SUMMARY TABLE BY TAZ

Growth Assumptions Summary Table by TAZ

OVERALL SUMMARY: VARIABLES & ASSUMPTIONS

TAZ	19		Traffic Analysis Zone (Smaller Geographic Areas in Study Area)		
BCD Study Area Boundary	55,059,840	SF	(Horizontal)	1264	AC
Conceptual Land Use Area	29,117,208	SF	(Horizontal)	668	AC
Potential Redevelopment Area	11,552,849	SF	(Horizontal)	265	AC
Building Coverage Area	2,757,261	SF	(Horizontal)	63.3	AC
Total Building SF	9,437,669	SF	(includes exterior wall for entire building)		
Building Coverage (1st floor)	15-30%		(%) varies based on Land Use		
Vertical Height	varies		(# of stories - MU, SC, OB, CS, GB, MS, RD, CF)		
Per Unit	1400		SF per Dwelling Unit		
Commercial Ratio					
Office Ratio	0-5%				
Retail Ratio	95-100%				
Mixed Use Ratio					
Residential Ratio	80%				
Retail Ratio	15-20%				
Office Ratio	0-5%				

The data, variables and factors used to derive the growth assumptions is organized by TAZ. The Potential Redevelopment Areas are broken down into sub areas numbered #1-31 and correspond to the polygons in the Town exhibits/maps.

TAZ 668				
	Variable	Assumption	Value	Unit of Measure
	Sub Area (N/A)		0	
	Building Coverage (1st Floor)		0	
	Zoning Applied		CF	
	Total Building SF		0	(n/a)

TAZ 676 Potential Redevelopment Area						
	Variable	Assumption		Value	Unit of Measure	
	Sub Area 1			182,710	SF	
COMMERCIAL	Building Coverage (1st Floor)	30%	0.3	54,813	SF	Consumer's Square
	Zoning Applied (Height)		1	SC	# of Stories	
	Total Building SF			54,813	SF	
		0%	1	54,813	Total Bldg SF (used for modeling)	
	Office	0%	0	0	SF	
	Retail	100%	1	54,813	SF	

	Variable	Assumption		Value	Unit of Measure	
	Sub Area 2			113,536	SF	
MIXED-USE/RESIDENTIAL	Building Coverage (1st Floor)	15%	0.15	17,030	SF	Consumer's Square
	Zoning Applied (Height)		8	CTR-8	# of Stories	
	Total Building SF			136,243	SF	
		0%	1	136,243	Total Bldg SF (used for modeling)	
	Residential	80%	0.8	108,995	SF	
	Retail	20%	0.2	27,249	SF	
	Total Units			78	Dwelling Units	

TAZ 677 Potential Redevelopment Areas						
	Variable	Assumption		Value	Unit of Measure	
	Sub Area 3a & b			269,270	SF	
COMMERCIAL	Building Coverage (1st Floor)	30%	0.3	80,781	SF	Burlington Plaza/Tops
	Zoning Applied (Height)		1	SC, RD, MS	# of Stories	
	Total Building SF			80,781	SF	
		0%	1	80,781	Total Bldg SF (used for modeling)	
	Office	0%	0	0	SF	
	Retail	100%	1	80,781	SF	

RESIDENTIAL	Variable	Assumption		Value	Unit of Measure	Burlington Plaza/Tops
	Sub Area 4a, b & c			460,473	SF	
	Building Coverage (1st Floor)	25%	0.25	115,118	SF	
	Zoning Applied		5	MFR-5	# of Stories	
	Total Building SF			575,591	SF	
		0%	1	575,591	Total Bldg SF (used for modeling)	
	Units			411	Dwelling Units	

MIXED-USE/RESIDENTIAL	Variable	Assumption		Value	Unit of Measure	Burlington Plaza/Tops
	Sub Area 5a & b			144,487	SF	
	Building Coverage (1st Floor)	20%	0.2	28,897	SF	
	Zoning Applied (Height)		5	CTR-5	# of Stories	
	Total Building SF			144,487	SF	
		0%	1	144,487	Total Bldg SF (used for modeling)	
	Residential	80%	0.8	115,590	SF	
	Retail	20%	0.2	28,897	SF	
	Total Units			83	Dwelling Units	

TAZ 678 Potential Redevelopment Areas						
COMMERCIAL					Unit of Measure	School / AMC Plaza
	Sub Area (N/A)			0	SF	
	Building Coverage (1st Floor)	30%	0.3	0	SF	
	Zoning Applied (Height)		1	CS, GB, MS, SC	# of Stories	
	Total Building SF			0	SF	
		0%	1	0	Total Bldg SF (used for modeling)	
	Office	5%	0.05	0	SF	
	Retail	95%	0.95	0	SF	

MIXED-USERESIDENTIAL	Variable	Assumption		Value	Unit of Measure	School / AMC Plaza
	Sub Area 6a, b & c			1,995,100	SF	
	Building Coverage (1st Floor)	20%	0.2	399,020	SF	
	Zoning Applied (Height)		5	CTR-5	# of Stories	
	Total Building SF			1,995,100	SF	
		0%	1	1,995,100	Total Bldg SF (used for modeling)	
	Residential	80%	0.8	1,596,080	SF	
	Retail	15%	0.15	299,265	SF	
	Office	5%	0.05	99,755	SF	
	Units			1,140	Dwelling Units	

TAZ 679 Potential Redevelopment Areas						
COMMERCIAL	Variable	Assumption		Value	Unit of Measure	Ridge Lea / Costco
	Sub Area 7			1,033,863	SF	
	Building Coverage (1st Floor)	30%	0.3	310,159	SF	
	Zoning Applied (Height)		1	SC, GI, RD	# of Stories	
	Total Building SF			310,159	SF	
		0%	1	310,159	Total Bldg SF (used for modeling)	
	Office	0%	0	0	SF	
	Retail	100%	1	310,159	SF	

RESIDENTIAL	Variable	Assumption		Value	Unit of Measure	Ridge Lea / Costco
	Sub Area (N/A)			0	SF	
	Building Coverage (1st Floor)	25%	0.25	0	SF	
	Zoning Applied (Height)		5	MFR-5	# of Stories	
	Total Building SF			0	SF	
		0%	1	0	Total Bldg SF (used for modeling)	
	Units			0	Dwelling Units	

TAZ 680 Potential Redevelopment Areas						
COMMERCIAL	Variable	Assumption		Value	Unit of Measure	Emerson Apartments
	Sub Area 8			45,334	SF	
	Building Coverage (1st Floor)	30%	0.3	13,600	SF	
	Zoning Applied (Height)		1	MIXED-USE	# of Stories	
	Total Building SF			13,600	SF	
		0%	1	13,600	Total Bldg SF (used for modeling)	
	Office	0%	0	0	SF	
	Retail	100%	1	13,600	SF	

	Variable	Assumption		Value	Unit of Measure	
MIXED-USE/RESIDENTIAL	**Sub Area 9**			75,108	SF	Emerson Apartments
	Building Coverage (1st Floor)	20%	0.2	15,022	SF	
	Zoning Applied (Height)		5	CTR-5	# of Stories	
	Total Building SF			75,108	SF	
		0%	1	75,108	Total Bldg SF (used for modeling)	
	Residential	80%	0.8	60,086	SF	
	Retail	20%	0.2	15,022	SF	
	Units			43	Dwelling Units	

TAZ 681 Potential Redevelopment Areas						
	Variable	Assumption		Value	Unit of Measure	
COMMERCIAL	**Sub Area 10**			159,166	SF	Wegmans
	Building Coverage (1st Floor)	30%	0.3	47,750	SF	
	Zoning Applied (Height)		1	MIXED-USE	# of Stories	
	Total Building SF			47,750	SF	
		0%	1	47,750	Total Bldg SF (used for modeling)	
	Office	0%	0	0	SF	
	Retail	100%	1	47,750	SF	

	Variable	Assumption		Value	Unit of Measure	
MIXED-USE/RESIDENTIAL	**Sub Area 11**			88,000	SF	Wegmans
	Building Coverage (1st Floor)	20%	0.2	17,600	SF	
	Zoning Applied (Height)		5	CTR-5	# of Stories	
	Total Building SF			88,000	SF	
		0%	1	88,000	Total Bldg SF (used for modeling)	
	Residential	80%	0.8	70,400	SF	
	Retail	20%	0.2	17,600	SF	
	Units			50	Dwelling Units	

TAZ 682 Potential Redevelopment Areas						
	Variable	Assumption		Value	Unit of Measure	
COMMERCIAL	**Sub Area 12a & b**			1,487,399	SF	Boulevard Mall
	Building Coverage (1st Floor)	30%	0.3	446,220	SF	
	Zoning Applied (Height)		1	GB/SC/MS	# of Stories	
	Total Building SF			446,220	SF	
		0%	1	446,220	Total Bldg SF (used for modeling)	
	Office	5%	0.05	22,311	SF	
	Retail	95%	0.95	423,909	SF	

	Variable	Assumption		Value	Unit of Measure	
MIXED-USE/RESIDENTIAL	**Sub Area 13**			643,027	SF	Boulevard Mall
	Building Coverage (1st Floor)	20%	0.2	128,605	SF	
	Zoning Applied (Height)		5	CTR-5	# of Stories	
	Total Building SF			643,027	SF	
		0%	1	643,027	Total Bldg SF (used for modeling)	
	Residential	80%	0.8	514,422	SF	
	Retail	15%	0.15	96,454	SF	
	Office	5%	0.05	32,151	SF	
	Units			367	Dwelling Units	

	Variable	Assumption		Value	Unit of Measure	
MIXED-USE/RESIDENTIAL	**Sub Area 14**			710,166	SF	Boulevard Mall
	Building Coverage (1st Floor)	15%	0.15	106,525	SF	
	Zoning Applied (Height)		8	CTR-8	# of Stories	
	Total Building SF			852,199	SF	
		0%	1	852,199	Total Bldg SF (used for modeling)	
	Residential	80%	0.8	681,759	SF	
	Retail	15%	0.15	127,830	SF	
	Office	5%	0.05	42,610	SF	
	Units			487	Dwelling Units	

	Variable	Assumption		Value	Unit of Measure	
MIXED-USE/RESIDENTIAL	**Sub Area 15a & b**			708,528	SF	Boulevard Mall
	Building Coverage (1st Floor)	20%	0.2	141,706	SF	
	Zoning Applied (Height)		5	CTR-5	# of Stories	
	Total Building SF			708,528	SF	
		0%	1	708,528	Total Bldg SF (used for modeling)	
	Residential	80%	0.8	566,822	SF	
	Retail	15%	0.15	106,279	SF	
	Office	5%	0.05	35,426	SF	
	Units			405	Dwelling Units	

	Variable	Assumption		Value	Unit of Measure	
MIXED-USE/RESIDENTIAL	**Sub Area 16**			425,239	SF	Boulevard Mall
	Building Coverage (1st Floor)	15%	0.15	63,786	SF	
	Zoning Applied (Height)		8	CTR-8	# of Stories	
	Total Building SF			510,287	SF	
		0%	1	510,287	Total Bldg SF (used for modeling)	
	Residential	80%	0.8	408,229	SF	
	Retail	15%	0.15	76,543	SF	
	Office	5%	0.05	25,514	SF	
	Units			292	Dwelling Units	

TAZ 683 Potential Redevelopment Areas

	Variable	Assumption		Value	Unit of Measure	
COMMERCIAL	**Sub Area (N/A)**			0	SF	Northtown Dealer
	Building Coverage (1st Floor)	30%	0.3	0	SF	
	Zoning Applied (Height)		1	MS	# of Stories	
	Total Building SF			0	SF	
		0%	1	0	Total Bldg SF (used for modeling)	
	Office	0%	0	0	SF	
	Retail	100%	1	0	SF	

	Variable	Assumption		Value	Unit of Measure	
RESIDENTIAL	**Sub Area 17**			225,076	SF	Northtown Dealer
	Building Coverage (1st Floor)	25%	0.25	56,269	SF	
	Zoning Applied (Height)		3	MFR-5	# of Stories	
	Total Building SF			168,807	SF	
		0%	1	168,807	Total Bldg SF (used for modeling)	
	Units			121	Dwelling Units	

	Variable	Assumption		Value	Unit of Measure	
MIXED-USE/RESIDENTIAL	**Sub Area 18**			215,828	SF	Northtown Dealer
	Building Coverage (1st Floor)	15%	0.15	32,374	SF	
	Zoning Applied (Height)		8	CTR-8	# of Stories	
	Total Building SF			258,994	SF	
		0%	1	258,994	Total Bldg SF (used for modeling)	
	Residential	80%	0.8	207,195	SF	
	Retail	20%	0.2	51,799	SF	
	Units			148	Dwelling Units	

TAZ 684 Potential Redevelopment Areas

	Variable	Assumption		Value	Unit of Measure	
COMMERCIAL	**Sub Area (N/A)**			0	SF	Walmart / Residential
	Building Coverage (1st Floor)	30%	0.3	0	SF	
	Zoning Applied (Height)		1	MS, GB	# of Stories	
	Total Building SF			0	SF	
		0%	1	0	Total Bldg SF (used for modeling)	
	Office	0%	0	0	SF	
	Retail	100%	1	0	SF	

	Variable	Assumption		Value	Unit of Measure	
MIXED-USE/RESIDENTIAL	**Sub Area 19**			55,500	SF	Walmart / Residential
	Building Coverage (1st Floor)	25%	0.25	13,875	SF	
	Zoning Applied (Height)		5	CTR-5	# of Stories	
	Total Building SF			69,375	SF	
		0%	1	69,375	Total Bldg SF (used for modeling)	
	Residential	80%	0.8	55,500	SF	
	Retail	20%	0.2	13,875	SF	
	Units			50	Dwelling Units	

TAZ 686 Potential Redevelopment Areas						
	Variable	Assumption		Value	Unit of Measure	
COMMERCIAL	**Sub Area 20**			170,734	SF	Sheridan Dr / Neighborhood
	Building Coverage (1st Floor)	30%	0.3	51,220	SF	
	Zoning Applied (Height)		1	GB, MS, CF	# of Stories	
	Total Building SF			51,220	SF	
		0%	1	51,220	Total Bldg SF (used for modeling)	
	Office	0%	0	0	SF	
	Retail	100%	1	51,220	SF	

	Variable	Assumption		Value	Unit of Measure	
RESIDENTIAL	**Sub Area 21**			115,312	SF	Sheridan Dr / Neigh.
	Building Coverage (1st Floor)	25%	0.25	28,828	SF	
	Zoning Applied (Height)		3	MFR-5	# of Stories	
	Total Building SF			86,484	SF	
		0%	1	86,484	Total Bldg SF (used for modeling)	
	Units			62	Dwelling Units	

	Variable	Assumption		Value	Unit of Measure	
MIXED-USE/RESIDENTIAL	**Sub Area 22**			74,500	SF	Sheridan Dr / Neigh.
	Building Coverage (1st Floor)	25%	0.25	18,625	SF	
	Zoning Applied (Height)		5	CTR-5	# of Stories	
	Total Building SF			93,125	SF	
		0%	1	93,125	Total Bldg SF (used for modeling)	
	Residential	80%	0.8	74,500	SF	
	Retail	20%	0.2	18,625	SF	
	Units			53	Dwelling Units	

TAZ 687 Potential Redevelopment Areas						
	Variable	Assumption		Value	Unit of Measure	
COMMERCIAL	**Sub Area (N/A)**			0	SF	St. Leo's / Uniland
	Building Coverage (1st Floor)	30%	0.3	0	SF	
	Zoning Applied (Height)		1	OB, MS, CF	# of Stories	
	Total Building SF			0	SF	
		0%	1	0	Total Bldg SF (used for modeling)	
	Office	0%	0	0	SF	
	Retail	100%	1	0	SF	

	Variable	Assumption		Value	Unit of Measure	
RESIDENTIAL	**Sub Area 23**			14,384	SF	St. Leo's / Uniland
	Building Coverage (1st Floor)	25%	0.25	3,596	SF	
	Zoning Applied (Height)		3	MFR-5	# of Stories	
	Total Building SF			10,788	SF	
		0%	1	10,788	Total Bldg SF (used for modeling)	
	Units			8	Dwelling Units	

	Variable	Assumption		Value	Unit of Measure	
RESIDENTIAL	**Sub Area 24a, b & c**			422,427	SF	St. Leo's / Uniland
	Building Coverage (1st Floor)	25%	0.25	105,607	SF	
	Zoning Applied (Height)		5	MFR-5	# of Stories	
	Total Building SF			528,034	SF	
		0%	1	528,034	Total Bldg SF (used for modeling)	
	Units			377	Dwelling Units	

TAZ 688 Potential Redevelopment Areas						
	Variable	Assumption		Value	Unit of Measure	
COMMERCIAL	**Sub Area 25**			492,189	SF	Maple Rd / Office
	Building Coverage (1st Floor)	30%	0.3	147,657	SF	
	Zoning Applied (Height)		1	OB, MS	# of Stories	
	Total Building SF			147,657	SF	
		0%	1	147,657	Total Bldg SF (used for modeling)	
	Office	0%	0	0	SF	
	Retail	100%	1	147,657	SF	

	Variable	Assumption		Value	Unit of Measure	
RESIDENTIAL	**Sub Area 26**			219,824	SF	Maple Rd / Office
	Building Coverage (1st Floor)	25%	0.25	54,956	SF	
	Zoning Applied (Height)		3	MFR-5	# of Stories	
	Total Building SF			164,868	SF	
		0%	1	164,868	Total Bldg SF (used for modeling)	
	Units			118	Dwelling Units	

TAZ 699 Potential Redevelopment Areas						
	Variable	Assumption		Value	Unit of Measure	
COMMERCIAL	**Sub Area (N/A)**			0	SF	former UB MD
	Building Coverage (1st Floor)	30%	0.3	0	SF	
	Zoning Applied (Height)		1	MIXED-USE	# of Stories	
	Total Building SF			0	SF	
		0%	1	0	Total Bldg SF (used for modeling)	
	Office	0%	0	0	SF	
	Retail	100%	1	0	SF	

	Variable	Assumption		Value	Unit of Measure	
MIXED-USE/RESIDENTIAL	**Sub Area 27**			28,000	SF	former UB MD
	Building Coverage (1st Floor)	25%	0.25	7,000	SF	
	Zoning Applied (Height)		5	CTR-5	# of Stories	
	Total Building SF			35,000	SF	
		0%	1	35,000	Total Bldg SF (used for modeling)	
	Residential	80%	0.8	28,000	SF	
	Retail	20%	0.2	7,000	SF	
	Units			20	Dwelling Units	

TAZ 701 Potential Redevelopment Areas						
	Variable	Assumption		Value	Unit of Measure	
COMMERCIAL	**Sub Area (N/A)**			0	SF	Sheridan Dr. / Walgreens
	Building Coverage (1st Floor)	30%	0.3	0	SF	
	Zoning Applied (Height)		1	MS, CF	# of Stories	
	Total Building SF			0	SF	
		0%	1	0	Total Bldg SF (used for modeling)	
	Office	0%	0	0	SF	
	Retail	100%	1	0	SF	

	Variable	Assumption		Value	Unit of Measure	
RESIDENTIAL	**Sub Area (N/A)**			0	SF	Sheridan Dr. / Walgreens
	Building Coverage (1st Floor)	25%	0.25	0	SF	
	Zoning Applied (Height)		5	CTR-5	# of Stories	
	Total Building SF			0	SF	
		0%	1	0	Total Bldg SF (used for modeling)	
	Units			0	Dwelling Units	

TAZ 702 Potential Redevelopment Areas						
	Variable	Assumption		Value	Unit of Measure	
COMMERCIAL	**Sub Area (N/A)**			0	SF	Sheridan Dr. / Pure Hockey
	Building Coverage (1st Floor)	30%	0.3	0	SF	
	Zoning Applied (Height)		5	CTR-5	# of Stories	
	Total Building SF			0	SF	
		0%	1	0	Total Bldg SF (used for modeling)	
	Office	5%	0.05	0	SF	
	Retail	95%	0.95	0	SF	

MIXED-USE/RESIDENTIAL	Variable	Assumption		Value	Unit of Measure	Sheridan Dr. / Pure Hockey
	Sub Area 28			280,000	SF	
	Building Coverage (1st Floor)	25%	0.25	70,000	SF	
	Zoning Applied (Height)		5	CTR-5	# of Stories	
	Total Building SF			350,000	SF	
		0%	1	350,000	Total Bldg SF (used for modeling)	
	Residential	80%	0.8	280,000	SF	
	Retail	15%	0.15	52,500	SF	
	Office	5%	0.05	17,500	SF	
	Units			200	Dwelling Units	

TAZ 705 Potential Redevelopment Areas						
COMMERCIAL	Variable	Assumption		Value	Unit of Measure	Sheridan Dr. / Wholefoods
	Sub Area (N/A)			0	SF	
	Building Coverage (1st Floor)	30%	0.3	0	SF	
	Zoning Applied (Height)		1	MS, GB	# of Stories	
	Total Building SF			0	SF	
		0%	1	0	Total Bldg SF (used for modeling)	
	Office	5%	0.05	0	SF	
	Retail	95%	0.95	0	SF	

MIXED-USE/RESIDENTIAL	Variable	Assumption		Value	Unit of Measure	Sheridan Dr. / Wholefoods
	Sub Area 29			448,000	SF	
	Building Coverage (1st Floor)	25%	0.25	112,000	SF	
	Zoning Applied (Height)		5	CTR-5	# of Stories	
	Total Building SF			560,000	SF	
		0%	1	560,000	Total Bldg SF (used for modeling)	
	Residential	80%	0.8	448,000	SF	
	Retail	15%	0.15	84,000	SF	
	Office	5%	0.05	28,000	SF	
	Units			320	Dwelling Units	

TAZ 708 Potential Redevelopment Areas						
COMMERCIAL	Variable	Assumption		Value	Unit of Measure	Sheridan Dr. / Harlem Rd.
	Sub Area (N/A)			0	SF	
	Building Coverage (1st Floor)	30%	0.3	0	SF	
	Zoning Applied (Height)		1	OB, GB	# of Stories	
	Total Building SF			0	SF	
		0%	1	0	Total Bldg SF (used for modeling)	
	Office	0%	0	0	SF	
	Retail	100%	1	0	SF	

MIXED-USE/RESIDENTIAL	Variable	Assumption		Value	Unit of Measure	Sheridan Dr. / Harlem Rd.
	Sub Area 30			125,575	SF	
	Building Coverage (1st Floor)	25%	0.25	31,394	SF	
	Zoning Applied (Height)		5	CTR-5	# of Stories	
	Total Building SF			156,969	SF	
		0%	1	156,969	Total Bldg SF (used for modeling)	
	Residential	80%	0.8	125,575	SF	
	Retail	20%	0.2	31,394	SF	
	Units			90	Dwelling Units	

TAZ 709 Potential Redevelopment Areas						
COMMERCIAL	Variable	Assumption		Value	Unit of Measure	Sheridan Dr. / Duff's
	Sub Area 31			124,094	SF	
	Building Coverage (1st Floor)	30%	0.3	37,228	SF	
	Zoning Applied (Height)		2	MS, CS	# of Stories	
	Total Building SF			74,456	SF	
		0%	1	74,456	Total Bldg SF (used for modeling)	
	Office	0%	0	0	SF	
	Retail	100%	1	74,456	SF	

RESIDENTIAL	Variable	Assumption		Value	Unit of Measure	Sheridan Dr. / Duff's
	Sub Area (N/A)			0	SF	
	Building Coverage (1st Floor)	25%	0.25	0	SF	
	Zoning Applied (Height)		5	CTR-5	# of Stories	
	Total Building SF			0	SF	
		0%	1	0	Total Bldg SF (used for modeling)	
	Units			0	Dwelling Units	

APPENDIX B

DEMOGRAPHIC PROJECTIONS CHART

Demographic Projections Chart

TAZ	GBNRTC 2020 Base (Data)				Town BCD Growth Assumptions (2025)			BCD Growth Assumptions to Pop & Emp			GBNRTC 2020 TAZ with BCD Projections		
	Population	*Avg HH Size*	*Retail Emp*	*Office Emp*	*Total Units*	*Retail SF*	*Office SF*	*Population*	*Retail Emp**	*Office Emp**	*Population*	*Retail Emp*	*Office Emp*
668	1	4.00	92	261	0	0	0	0	0	0	1	92	261
676	262	1.39	653	347	78	82,062	0	108	234	0	370	887	347
677	765	1.53	745	395	494	109,678	0	756	313	0	1,521	1,058	395
678	21	2.10	470	333	1,140	299,265	99,755	2,394	855	570	2,415	1,325	903
679	18	2.12	442	235	0	310,159	0	0	886	0	18	1,328	235
680	519	1.71	257	49	43	28,622	0	74	82	0	593	339	49
681	0	2.29	189	101	50	65,350	0	115	187	0	115	376	101
682	287	1.54	1,473	280	1,551	831,015	158,013	2,389	2,374	903	2,676	3,847	1,183
683	240	1.57	261	726	269	51,799	0	422	148	0	662	409	726
684	633	2.50	105	83	50	13,875	0	125	40	0	758	145	83
686	875	2.30	108	294	115	69,845	0	265	200	0	1,140	308	294
687	172	2.35	77	139	385	0	0	905	0	0	1,077	77	139
688	480	2.40	138	73	118	147,657	0	283	422	0	763	560	73
699	684	2.26	27	161	20	7,000	0	45	20	0	729	47	161
701	976	2.21	128	55	0	0	0	0	0	0	976	128	55
702	359	1.92	172	76	200	52,500	17,500	384	150	100	743	322	176
705	53	1.88	198	536	320	84,000	28,000	602	240	160	655	438	696
708	174	2.10	55	108	90	31,394	0	189	90	0	363	145	108
709	837	2.28	108	51	0	74,456	0	0	213	0	837	321	51

GBNRTC 2020 Base Numbers by TAZ (Baseline Data/Unit of Measurement)	Town Land Use Growth Assumptions (redevelopment)	Conversion of Town Growth Assumption to GBNRTC Units of Measure	Final Result & Output Data Used for Traffic Model

Notes:

** Town of Amherst Economic Study (2016)*

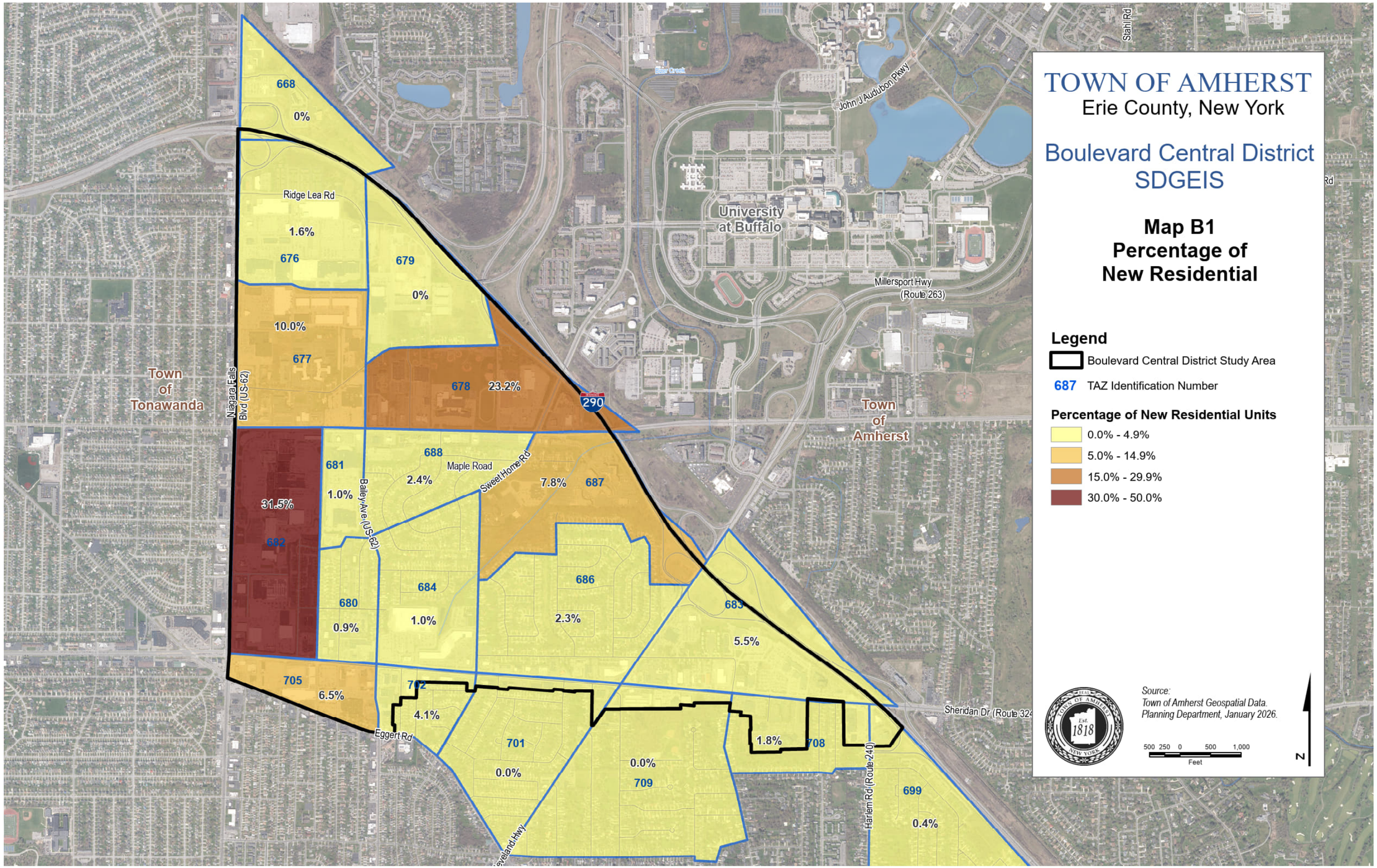
350 sq ft per retail employee

175 sq ft per office employee

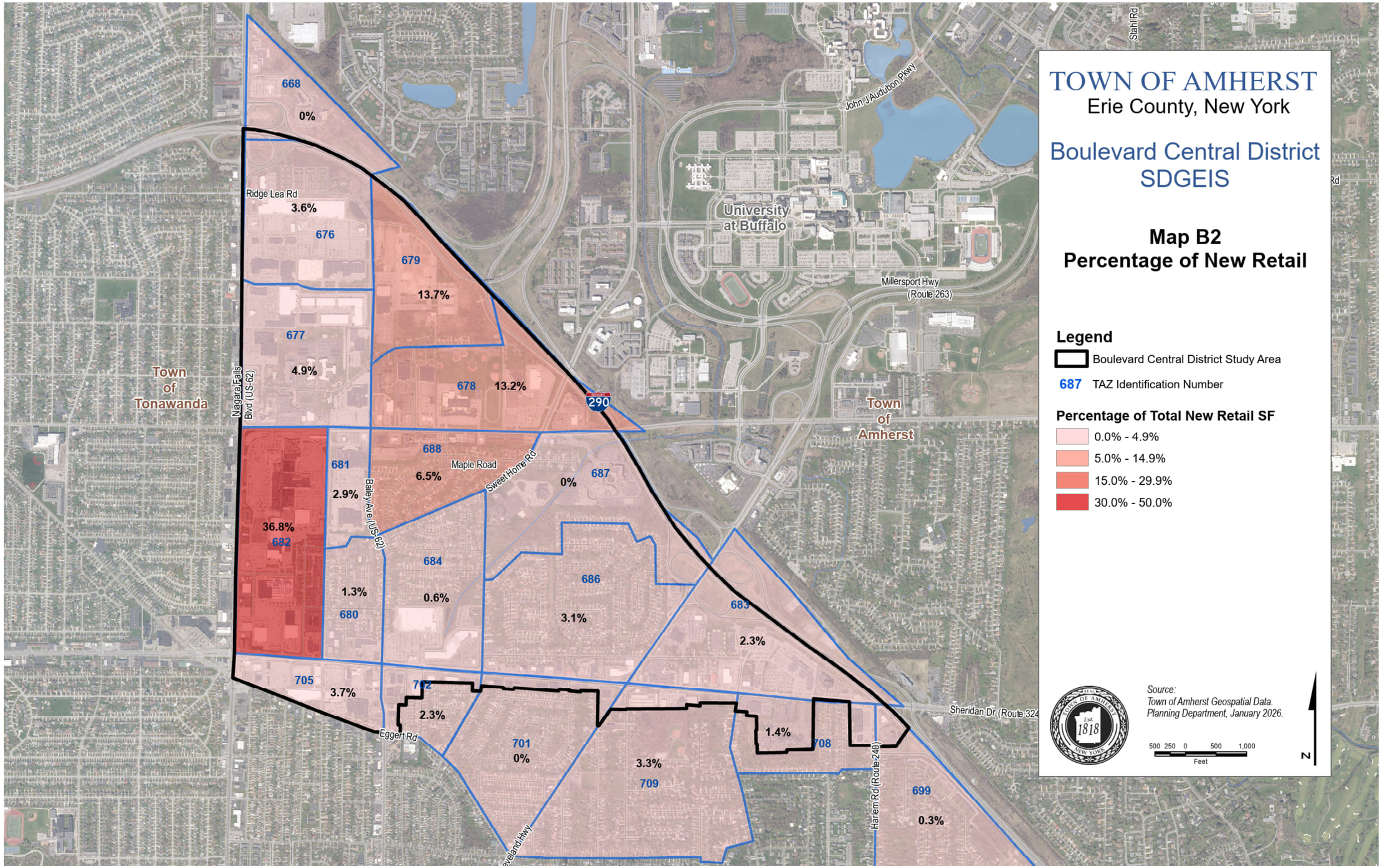
APPENDIX B

MAPS

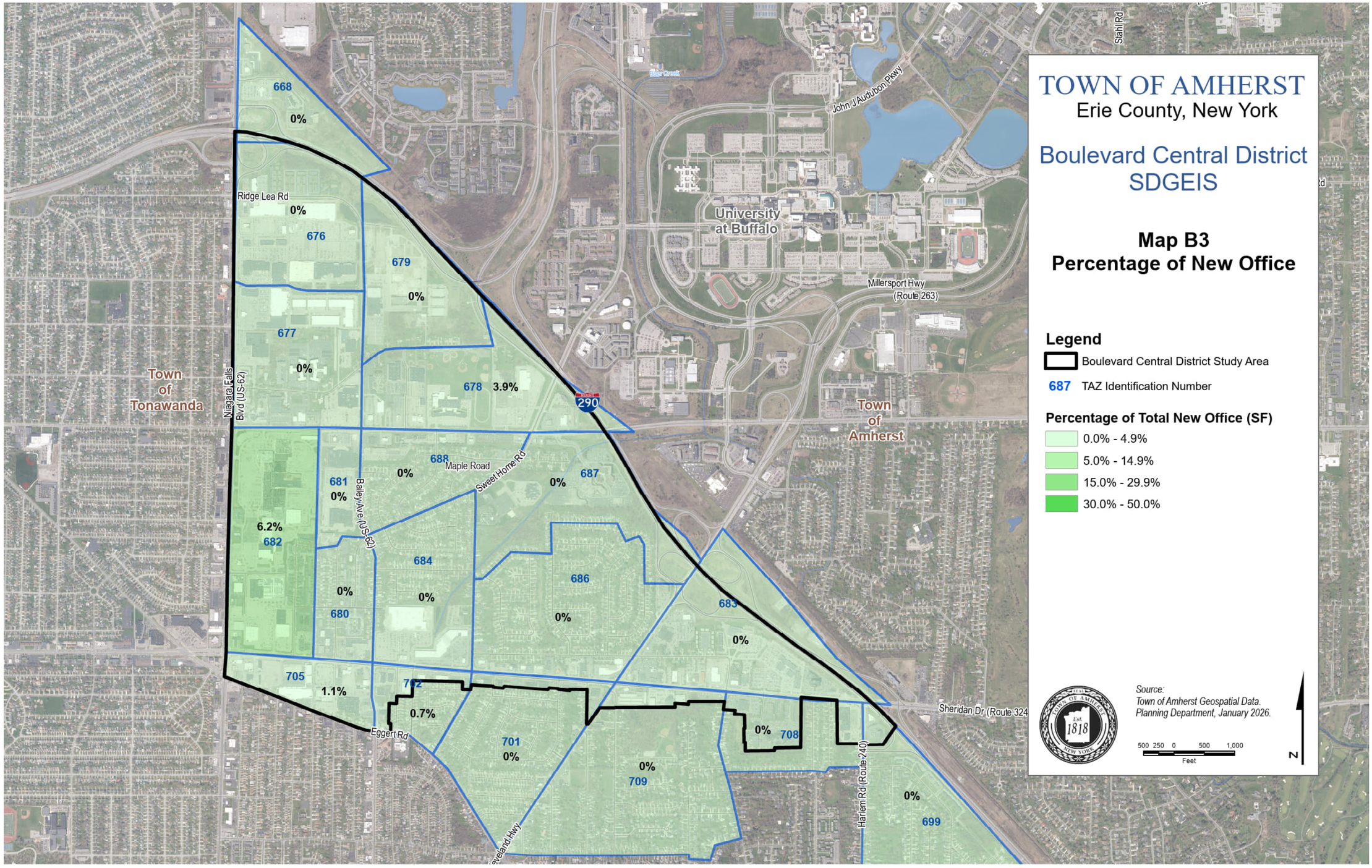
Map B1 – Percentage of New Residential



Map B2 – Percentage of New Retail



Map B3 – Percentage of New Office



APPENDIX C

TRAFFIC DATA

ADDITIONAL TRANSPORTATION DATA

TECHNICAL MEMO 1 – INVENTORY OF EXISTING CONDITIONS

TECHNICAL MEMO 2 – SUMMARY OF PLANNED CONDITIONS

MITIGATION OBJECTIVES

CONCEPTUAL LAYOUTS OF MITIGATION MEASURES

APPENDIX C

ADDITIONAL TRANSPORTATION DATA

Additional Transportation Data

Intersections

Intersections Studied		
Corridor	**Intersecting Street**	**Intersection Control**
Niagara Falls Boulevard	• WB I-290 Ramps	Signal
	• EB I-290 Ramps	Signal
	• Ridge Lea Road	Signal
	• The Boulevard Plaza	Signal
	• Romney Road	Signal
	• Meyer Road	Stop Sign
	• Maple Road/Brighton Road	Signal
	• Boulevard Mall Access	Signal
	• Treadwell Road	Signal
	• Sheridan Drive	Signal
	• Eggert Road	Signal
Sheridan Drive	• Eggert Road	Signal
	• Alberta Drive	Signal
	• Bailey Avenue/North Bailey Avenue	Signal
	• Sweet Home Road	Signal
	• Millersport Highway	Signal
Eggert Road	• Alberta Drive	Signal
	• Bailey Avenue	Signal
Maple Road	• Alberta Drive	Signal
	• North Bailey Avenue	Signal
	• Bowmart Parkway	Signal
	• Hillcrest Drive	Signal
	• Sweet Home Road	Signal
	• Millersport Highway SB Ramps	Signal
	• Millersport Highway NB Ramps	Signal
North Bailey Avenue	• Romney Road	Stop Sign (To be Signal)
	• Southern Shopping (Best Buy Entrance)	Stop Sign (To be Signal)
	• Emerson Drive/Amsterdam Avenue	All-Way Stop Signs
	• Meyer Road	Signal
Meyer Road	• Bowmart Parkway	Stop Sign

Transit

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

Traffic Volumes

Traffic volume data was compiled from several sources, including the New York State Department of Transportation (NYSDOT) Traffic Data Viewer, Greater Buffalo Niagara Regional Transportation Council (GBNRTC) Transportation Data Management System, New York State Department of Transportation (NYSDOT), and the Town of Amherst Engineering Department (see table on the following page). Turning movement data was collected at the study area intersections through a combination of hired contractors, Town of Amherst Miovision cameras, and NYSDOT Miovision cameras. The weekday PM data was collected on Thursday February 2, 2023, October 26, 2023, and November 16, 2023 from 3:00 PM to 6:00 PM. The Saturday midday count data was collected on Saturday February 4, 2023, October, 28, 2023, and November 18, 2023 from 12:00 PM to 3:00 PM. Turning movement counts were collected during similar months when school and the University at Buffalo were in session.

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

2024 AADT Volumes		
Road	**Segment**	**AADT[1]**
Niagara Falls Boulevard	I-290 Interchange to Maple Road	30,297
	Maple Road to Sheridan Drive	26,011
Sheridan Drive	Niagara Falls Boulevard to Bailey Avenue	19,915
	Bailey Avenue to Sweet Home Road	25,400
	Sweet Home Road to Millersport Highway	25,651
Millersport Highway	Sheridan Drive to I-290 Interchange	22,779
	I-290 Interchange to Flint Road	34,329
	Flint Road to Maple Road	29,099
Maple Road	Niagara Falls Boulevard to Bailey Avenue	17,009
	Bailey Avenue to Sweet Home Road	23,079
	Sweet Home Road to Millersport Highway	20,985
Bailey Avenue	Eggert Road to Sheridan Drive	11,640
North Bailey Avenue	Sheridan Drive to Emerson Drive	10,407
	Emerson Drive to Maple Road	11,508
	Maple Road to Ridge Lea Road	14,954
Eggert Road	Sheridan Drive to North Bailey Avenue	9,173
	North Bailey Avenue to Millersport Highway	8,788
Sweet Home Road	Sheridan Drive to Maple Road	12,540*
	Maple Road to Rensch Road	16,501
Ridge Lea Road	Niagara Falls Boulevard to Lowe's Store west driveway	13,662
	Lowe's Store west driveway to North Bailey Avenue	8,529
Alberta Drive	Sheridan Drive to Maple Road	7,100*
I-290 Interchange 3	NB to EB On Ramp	6,034
	SB to EB On Ramp	7,949
	EB to NB Off Ramp	3,887
	EB to SB Off Ramp	4,804
	NB to WB On Ramp	4,507
	SB to WB On Ramp	4,624
	WB Off Ramp	13,227

[1] AADT = Annual Average Daily Traffic (vehicles per day)

*estimated from peak hour data

Annual Average Daily Traffic (AADT) volumes were gathered from the NYS Traffic Data Viewer. The most recent available AADT volumes on the NYS Traffic Data Viewer are estimated counts for the most recent year of 2024. These (2024) AADT volumes on the study roadways are shown in Table 3.1-4.

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

to traffic and growth. The following are descriptions for each of the models used and considered to determine forecasted traffic volumes in the Study Area:

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

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

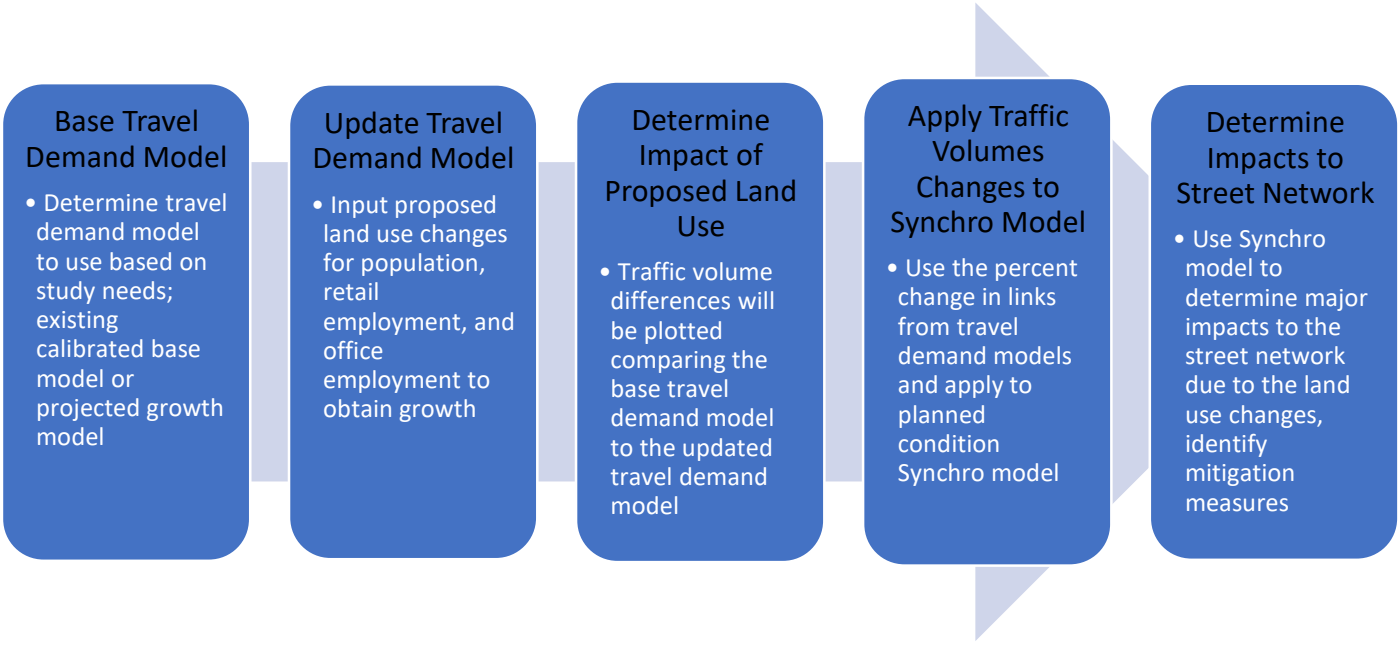
- GBNRTC Projected Growth Development Model: This model was created by GBNRTC using the GBNRTC base travel demand model and adjusting existing land use and zoning to incorporate future land use changes for new population, retail employment, and office employment.

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

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

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

Traffic Volume Generation Process



Process to Determine Public and Private Shares for Mitigation Projects

1. **Determine Benefited Area:** The benefited areas are delineated by the boundaries established for the Study Area. The parcels internal to this boundary area have been identified as the primary beneficiaries of the construction of the identified mitigation improvements. The general public at large and external parcels will be considered secondary beneficiaries to the mitigation improvement projects. These external parcels are considered background traffic generators and are therefore the responsibility of the public share.

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

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

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

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

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

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

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

Justification for Each Cost Share of Improvements

Niagara Falls Boulevard from Ridge Lea Road to Sheridan Drive

This street segment is expected to operate under planned development at an arterial LOSE for northbound during the PM and Saturday peaks, the existing level of service for northbound is an E. Urban street LOS is based on travel speed as a percentage of base free-flow speed. There are many variables which impact the capacity and LOS of an urban street including signal timings and spacing, exclusive turn lanes and phasing at intersections, the peak hour factor, facility length, access points, etc. In addition, determining the capacity of an adaptive signal-controlled network is difficult in the planning process, it is better measured in the field once implemented. Therefore, it can be reasonably assumed that the adaptive signal control would be able to accommodate the increase in traffic volumes but reserve capacity for public benefit would be difficult to determine. The private share of these improvements is based on the number of planned trips expected to use Niagara Falls Boulevard and there would be no additional reserve capacity for public benefit.

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

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

Bowmart Parkway from Maple Road to Meyer Road

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

Sheridan Drive from Niagara Falls Boulevard to Millersport Highway

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

APPENDIX C

TECHNICAL MEMO 1 – INVENTORY OF EXISTING CONDITIONS

Technical Memo 1 – Inventory of Existing Conditions

Traffic Impact Study: Town of Amherst Boulevard Central District

Background

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

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

Study Area

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

Roadway Network

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

Table 1: Primary Study Roadways

Roadway	Segment	Jurisdiction	Functional Classification	AADT*
I-290	Interchange 3 Eastbound Interchange 3 Westbound	NYSDOT Region 5	Principal Arterial Interstate	109,548
Millersport Highway (NYS Route 263)	Maple Rd to Sheridan Dr	NYSDOT Region 5	Principal Arterial	25,099

Table 1 Continued: Primary Study Roadways

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

*Counts estimated in 2024

Interstate-290 is a southeast/northwest road that acts as the border to north and east within the study area. The I-290 with interchanges connects to the Boulevard Central District study area at Niagara Falls Boulevard and Millersport Highway. The I-290 is classified as a principal arterial interstate. It is a six-lane divided freeway and has multiple exit and entrance ramps within the study area. The posted speed limit is 55 mph.

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

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

Sheridan Drive (NYS Route 324) is an east/west road that is a main access and acts as the southern border to the study area. It is classified as a principal arterial highway. Sheridan Drive is a six-lane road with three lanes

in each direction and auxiliary turn lanes at the major intersections. The road has center medians with greenery. The posted speed limit is 40 mph.

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

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

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

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

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

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

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

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

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

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

Table 2: Study Intersections

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

Pedestrian Conditions

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

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

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

Bicycle Conditions

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

Transit Conditions

There are 5 NFTA transit routes within the study area and 68 transit route stops. Three of the five NFTA transit routes operate every day of the week, the other two routes operate only on weekdays. The University at Buffalo also provides students, staff, and faculty with transportation through a bus/shuttle to off-campus destinations that are nearby shopping locations. Based on the Spring 2025 Semester schedule, the university bus, the stampede, has stops for different locations depending on the day of the week. Stops include Tops, Wegmans, Walmart, Target, and the Boulevard Mall from the campus. See Figure 2 for the Transit Map.

Access Management

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

Figure 1: Pedestrian and Bicycle Infrastructure Map

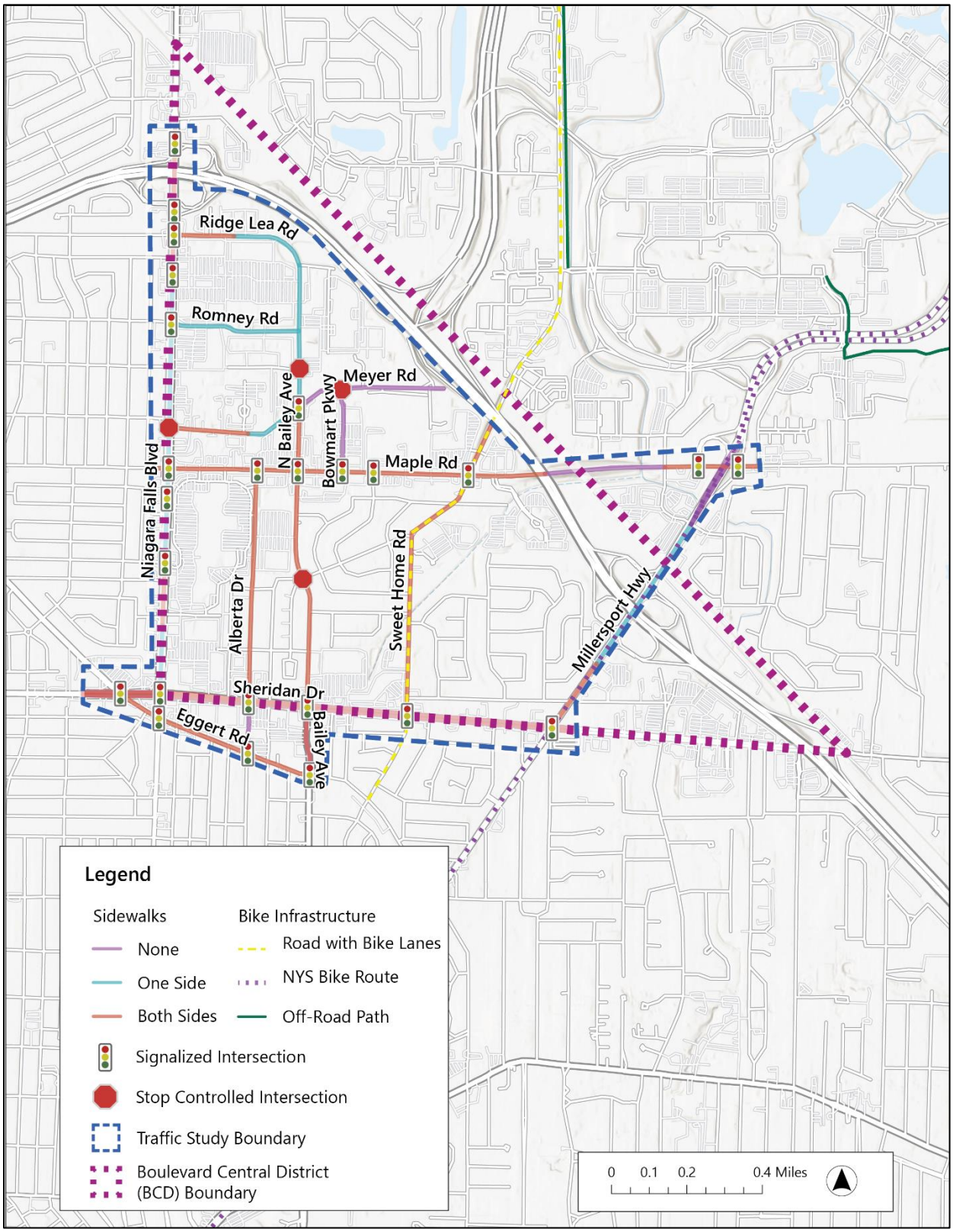


Figure 2: Transit Map



Capacity Analysis Methodology

Intersections

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

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

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

Table 3: Intersection Level of Service Criteria

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

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

Intersection Analysis

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

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

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

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

Table 4: Intersection LOS Analysis of Existing Conditions

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

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

Table 4 Continued: Intersection LOS Analysis of Existing Conditions

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

Table 4 Continued: Intersection LOS Analysis of Existing Conditions

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

Table 4 Continued: Intersection LOS Analysis of Existing Conditions

Approach		Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Niagara Falls Boulevard at Boulevard Mall Driveway (Signalized)							
Eastbound	*Left/Thru/Right*	B (16.7)	0.05	14	B (17.8)	0.12	24
Westbound	*Left*	C (21.7)	0.09	26	C (25.8)	0.15	34
	Thru/Right	B (12.4)	0.12	22	B (13.2)	0.17	28
Northbound	*Left*	C (22.9)	0.04	14	C (26.4)	0.04	13
	Thru/Right	A (7.7)	0.31	126	B (10.4)	0.40	154
Southbound	*Left*	C (22.1)	0.15	34	C (25.6)	0.24	51
	Thru/Right	A (5.5)	0.31	129	A (5.8)	0.31	121
	Intersection	A (7.2)	-	-	A (9.1)	-	-
Niagara Falls Boulevard at Treadwell Road (Signalized)							
Eastbound	*Left/Thru/Right*	C (20.1)	0.19	49	B (19.1)	0.19	48
Westbound	*Left*	C (26.3)	0.17	48	C (23.5)	0.13	38
	Thru/Right	B (15.0)	0.10	28	B (12.4)	0.14	33
Northbound	*Left*	D (37.1)	0.21	62	C (33.1)	0.24	71
	Thru/Right	B (10.7)	0.31	246	B (11.8)	0.38	242
Southbound	*Left*	D (35.4)	0.11	37	C (34.8)	0.14	44
	Thru/Right	B (13.8)	0.40	269	B (14.4)	0.41	248
	Intersection	B (13.5)	-	-	B (14.0)	-	-
Niagara Falls Boulevard at Sheridan Drive (Signalized)							
Eastbound	*Left*	**F (96.7)**	**0.81**	**268**	**F (90.3)**	**0.76**	**274**
	Thru/Right	**E (73.0)**	**0.67**	**330**	**E (67.0)**	**0.54**	**280**
Westbound	*Left*	**F (97.6)**	**0.79**	**238**	**F (98.6)**	**0.75**	**200**
	Thru	**E (78.1)**	**0.76**	**359**	**E (79.2)**	**0.75**	**339**
	Right	A (0.5)	0.10	0	A (0.8)	0.14	0
Northbound	*Thru/Right*	B (19.6)	0.27	62	C (22.5)	0.29	122
Southbound	*Left*	**F (99.4)**	**0.71**	**171**	**F (98.6)**	**0.76**	**208**
	Thru	C (23.2)	0.33	315	C (22.2)	0.26	242
	Right	A (2.9)	0.34	56	A (2.9)	0.36	57
	Intersection	**E (55.3)**	-	-	D (54.1)	-	-

Table 4 Continued: Intersection LOS Analysis of Existing Conditions

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

Table 4 Continued: Intersection LOS Analysis of Existing Conditions

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

Table 4 Continued: Intersection LOS Analysis of Existing Conditions

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

Table 4 Continued: Intersection LOS Analysis of Existing Conditions

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

Table 4 Continued: Intersection LOS Analysis of Existing Conditions

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

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

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

Movements:

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

Crash Analysis

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

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

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

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

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

Figure 6: Crash Heat Map

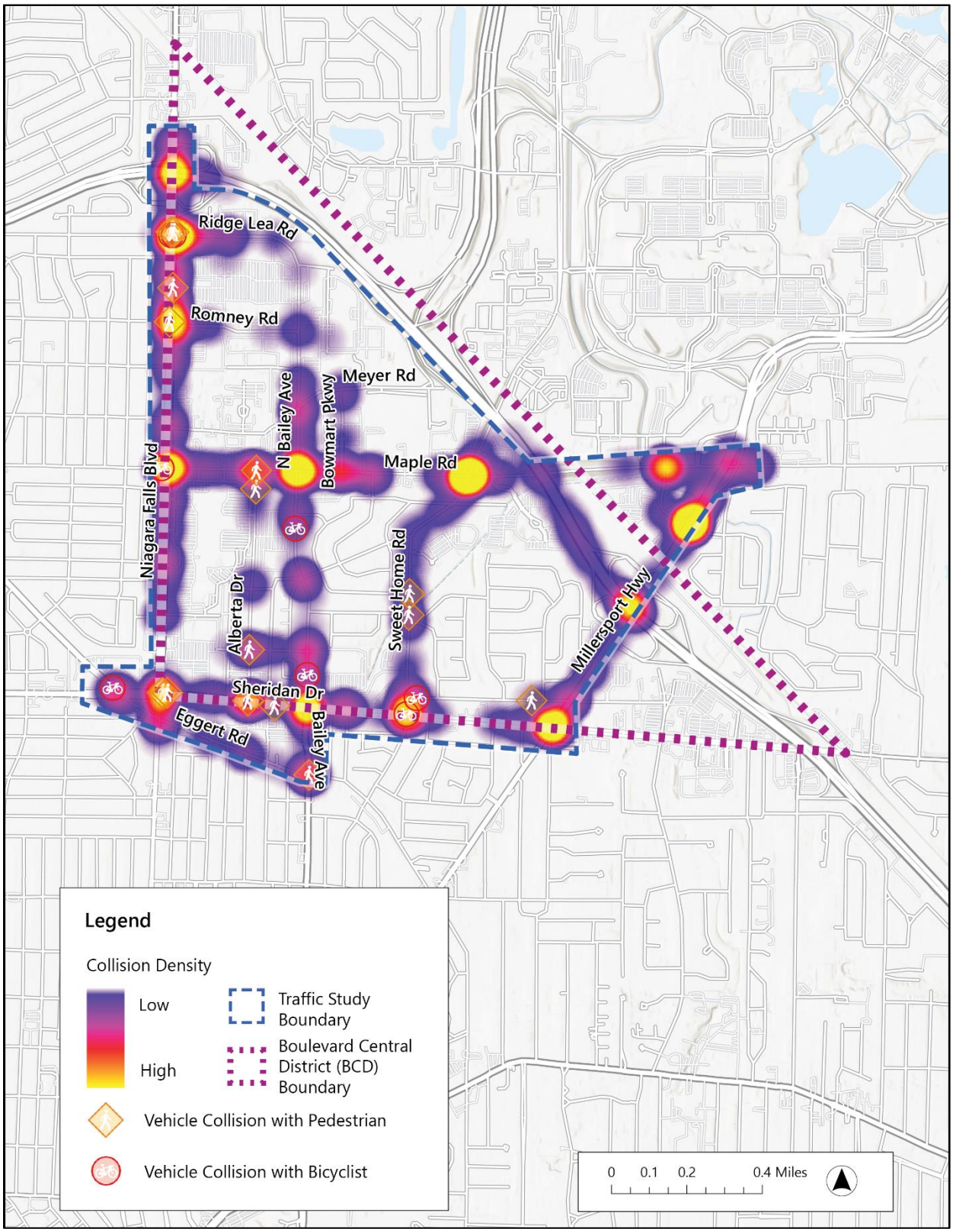


Table 5: Intersection Crash Types

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

Table 6: Intersection Crash Severity

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

APPENDIX C

TECHNICAL MEMO 2 – SUMMARY OF PLANNED CONDITIONS

Technical Memo 2 – Summary of Planned Conditions

Traffic Impact Study: Town of Amherst Boulevard Central District

Background

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

Planned Land Use and Growth

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

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

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

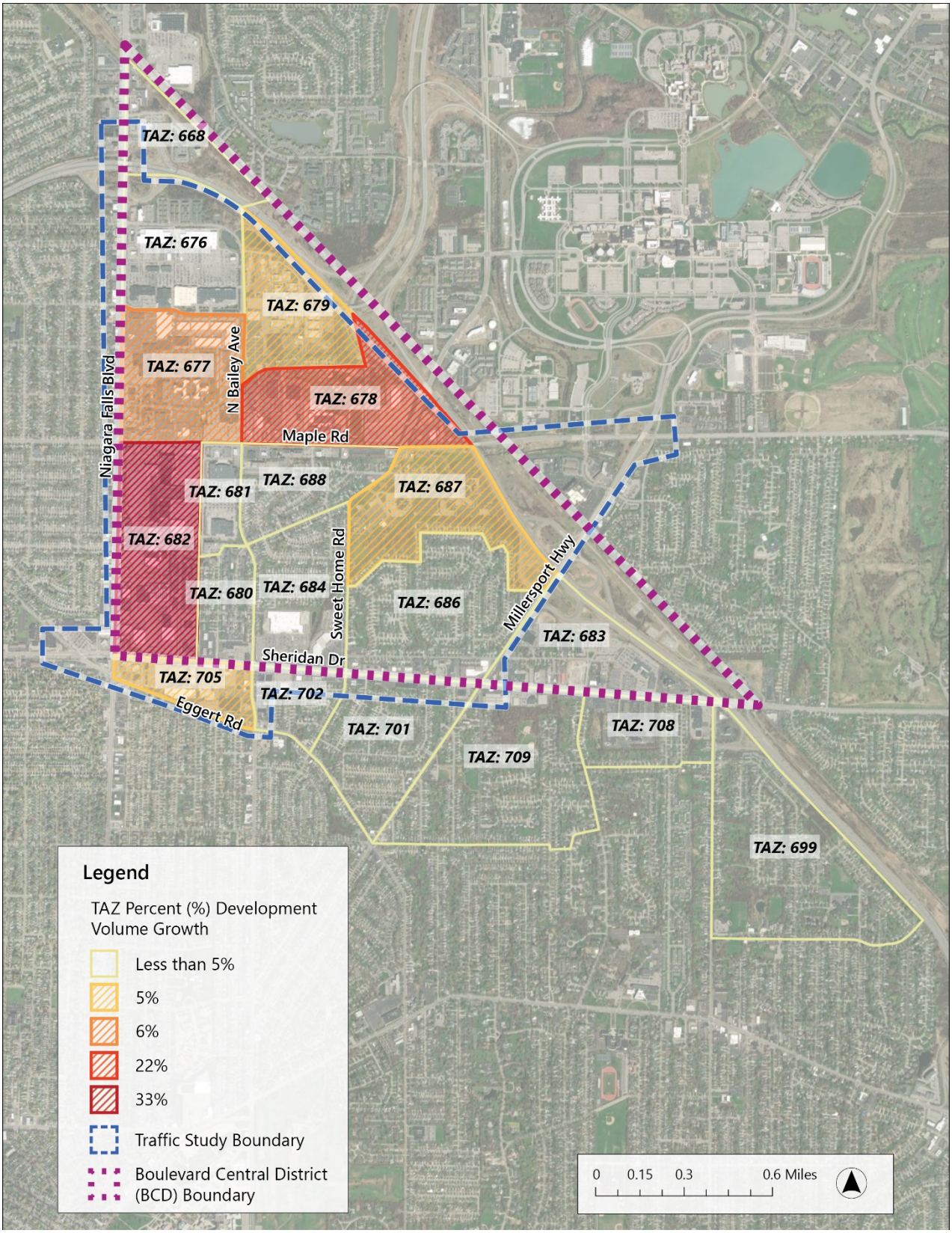
movement changes for the planned condition, a percentage of growth in each TAZ was calculated and compared to the expected overall growth of the Amherst Boulevard Central District. A summary of the projections and growth percentages are given in Table 1, any TAZ with 5% or greater of the total area growth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

Table 1: Amherst Boulevard Central District TAZ Growth Projections

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

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

Figure 2: TAZ Growth Changes



Trip Distribution

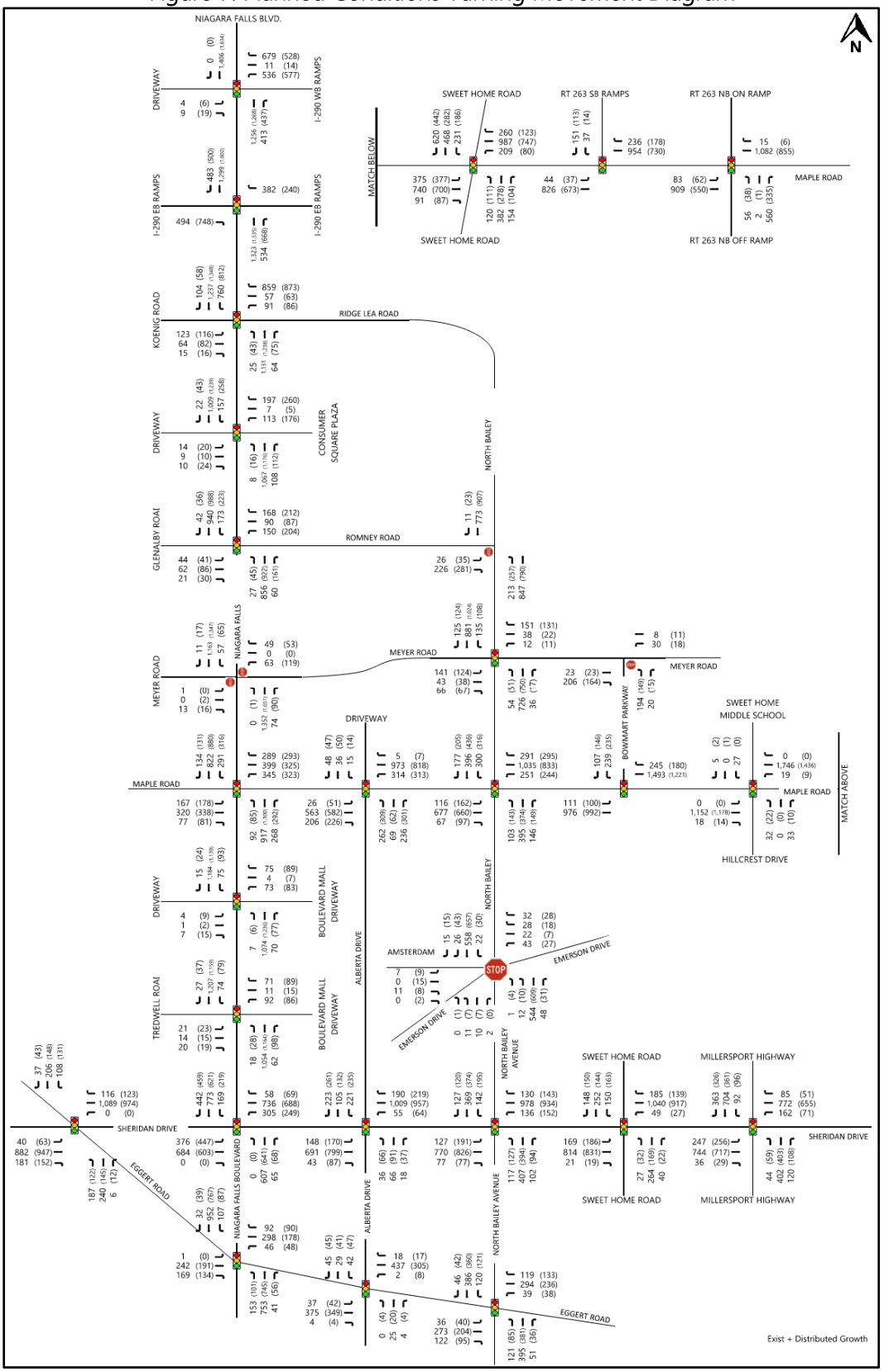
Trip distribution assumptions were based on the TAZ growth and the roadway segment percent changes provided by the regional model. Road segment changes were applied to the planned condition Synchro model based on the changes from the regional model. Turning movement ratios were also applied to the planned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

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

From these major access points into and out of the study area, traffic was distributed based on level of segment increases in traffic that were reported from the regional model, as well as the increases in each TAZ based on growth from new development. Projected turning movement volumes were not balanced between intersections because driveway locations for developments will not be determined until site plan review for each impending development. Therefore, turning movement volumes distributed to a street segment may have been dissolved or generated within a segment based on the assumption they entered or exited to an existing or future driveway within that street segment.

Appendix A Figure 3 shows the existing turning movement volumes collected in 2023. Figure 4 in Appendix A displays the segment growth calculated from existing volumes and the growth rates provided by GBNRTC. In Appendix A Figure 5 shows the turning movement distribution percentages at each intersection and Figure 6 shows the turning movement distribution volumes. Figure 7 shows the overall planned conditions for the intersection analysis.

Figure 7: Planned Conditions Turning Movement Diagram



Capacity Analysis Methodology

Intersections

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

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

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

Table 2: Intersection Level of Service Criteria

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

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

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

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

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

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

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

a: level-of-service

b: delay is measured in seconds

c: volume to capacity ratio

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

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

footnote on queue indicated that the volume modeled exceeds capacity

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

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

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

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

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

Approach		Existing Condition						Planned Condition					
		Weekday PM			Saturday Midday			Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue	LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Niagara Falls Boulevard at Maple Road and Brighton Road (Signalized)													
Eastbound	*Left*	**E (55.8)**	**0.55**	**186**	D (54.4)	0.54	197	D (53.1)	0.59	209	D (51.0)	0.56	222
	Thru/Right	**F (89.2)**	**0.79**	**245**	**F (88.8)**	**0.80**	**260**	**F (86.6)**	**0.83**	**296**	**F (86.3)**	**0.83**	**314**
Westbound	*Left*	**F (79.3)**	**0.88**	**#384**	**E (75.3)**	**0.86**	**#357**	**F (119.2)**	**1.08**	**#593**	**F (107.6)**	**1.03**	**#545**
	Thru	**E (74.1)**	**0.63**	**287**	**E (70.8)**	**0.52**	**236**	**E (70.0)**	**0.59**	**295**	**E (66.7)**	**0.48**	**241**
	Right	B (10.5)	0.52	86	B (10.6)	0.54	88	B (10.5)	0.55	99	B (13.0)	0.57	122
Northbound	*Left*	**F (102.0)**	**0.61**	**146**	**F (101.4)**	**0.58**	**130**	**F (97.0)**	**0.66**	**195**	**F (98.0)**	**0.66**	**189**
	Thru	C (31.3)	0.35	298	C (34.5)	0.44	385	D (37.3)	0.43	361	D (41.6)	0.53	468
	Right	A (4.1)	0.26	57	A (4.2)	0.29	60	A (4.6)	0.33	64	A (6.8)	0.36	98
Southbound	*Left*	**F (101.9)**	**0.74**	**208**	**F (93.9)**	**0.76**	**198**	**F (105.4)**	**0.77**	**243**	**F (97.4)**	**0.79**	**227**
	Thru/Right	B (17.5)	0.34	167	C (21.7)	0.37	224	C (20.7)	0.43	185	C (27.0)	0.46	256
	Intersection	D (45.5)	-	-	D (45.8)	-	-	D (51.2)	-	-	D (50.8)	-	-
Niagara Falls Boulevard at Boulevard Mall Driveway													
Eastbound	*Left/Thru/Right*	B (16.7)	0.05	14	B (17.8)	0.12	24	B (19.8)	0.05	16	C (20.4)	0.11	28
Westbound	*Left*	C (21.7)	0.09	26	C (25.8)	0.15	34	C (32.0)	0.38	75	D (37.0)	0.42	90
	Thru/Right	B (12.4)	0.12	22	B (13.2)	0.17	28	B (10.6)	0.27	39	B (11.6)	0.31	46
Northbound	*Left*	C (22.9)	0.04	14	C (26.4)	0.04	13	C (32.5)	0.06	18	D (37.4)	0.05	17
	Thru/Right	A (7.7)	0.31	126	B (10.4)	0.40	154	B (14.7)	0.54	198	B (16.9)	0.61	247
Southbound	*Left*	C (22.1)	0.15	34	C (25.6)	0.24	51	C (31.2)	0.37	86	D (35.7)	0.43	109
	Thru/Right	A (5.5)	0.31	129	A (5.8)	0.31	121	A (7.5)	0.41	175	A (6.9)	0.36	168
	Intersection	A (7.2)	-	-	A (9.1)	-	-	B (12.4)	-	-	B (14.0)	-	-

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

Approach		Existing Condition						Planned Condition					
		Weekday PM			Saturday Midday			Weekday PM			Saturday Midday		
		LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue	LOS[a] (Delay)[b]	V/C[c]	Queue[d]	LOS (Delay)	V/C	Queue
Niagara Falls Boulevard at Treadwell Road (Signalized)													
Eastbound	*Left/Thru/Right*	C (20.1)	0.19	49	B (19.1)	0.19	48	C (21.9)	0.18	53	C (24.6)	0.20	58
Westbound	*Left*	C (26.3)	0.17	48	C (23.5)	0.13	38	C (32.4)	0.37	99	C (34.3)	0.35	98
	Thru/Right	B (15.0)	0.10	28	B (12.4)	0.14	33	B (10.7)	0.23	44	B (11.2)	0.28	51
Northbound	*Left*	D (37.1)	0.21	62	C (33.1)	0.24	71	D (42.5)	0.25	65	D (43.4)	0.30	82
	Thru/Right	B (10.7)	0.31	246	B (11.8)	0.38	242	B (17.9)	0.52	287	B (17.0)	0.54	313
Southbound	*Left*	D (35.4)	0.11	37	C (34.8)	0.14	44	D (41.0)	0.36	103	D (42.6)	0.38	109
	Thru/Right	B (13.8)	0.40	269	B (14.4)	0.41	248	B (15.2)	0.50	307	B (15.6)	0.49	282
	Intersection	B (13.5)	-	-	B (14.0)	-	-	B (18.0)	-	-	B (18.2)	-	-
Niagara Falls Boulevard at Sheridan Drive (Signalized)													
Eastbound	*Left*	**F (96.7)**	**0.81**	**268**	**F (90.3)**	**0.76**	**274**	**F (95.7)**	**0.83**	**301**	**F (86.5)**	**0.79**	**344**
	Thru/Right	**E (73.0)**	**0.67**	**330**	**E (67.0)**	**0.54**	**280**	**E (70.2)**	**0.64**	**329**	**E (61.0)**	**0.47**	**272**
Westbound	*Left*	**F (97.6)**	**0.79**	**238**	**F (98.6)**	**0.75**	**200**	**F (97.2)**	**0.80**	**253**	**F (98.4)**	**0.76**	**214**
	Thru	**E (78.1)**	**0.76**	**359**	**E (79.2)**	**0.75**	**339**	**E (77.2)**	**0.76**	**367**	**E (78.6)**	**0.75**	**347**
	Right	A (0.5)	0.10	0	A (0.8)	0.14	0	A (0.8)	0.15	0	A (1.0)	0.18	0
Northbound	*Thru/Right*	B (19.6)	0.27	62	C (22.5)	0.29	122	C (20.9)	0.32	76	C (27.7)	0.37	330
Southbound	*Left*	**F (99.4)**	**0.71**	**171**	**F (98.6)**	**0.76**	**208**	**F (99.2)**	**0.73**	**179**	**F (98.4)**	**0.76**	**216**
	Thru	C (23.2)	0.33	315	C (22.2)	0.26	242	C (26.7)	0.40	406	C (27.5)	0.33	329
	Right	A (2.9)	0.34	56	A (2.9)	0.36	57	A (3.2)	0.42	63	A (4.4)	0.44	98
	Intersection	**E (55.3)**	-	-	D (54.1)	-	-	D (53.4)	-	-	D (53.3)	-	-

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Degradation in LOS

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

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

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

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

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

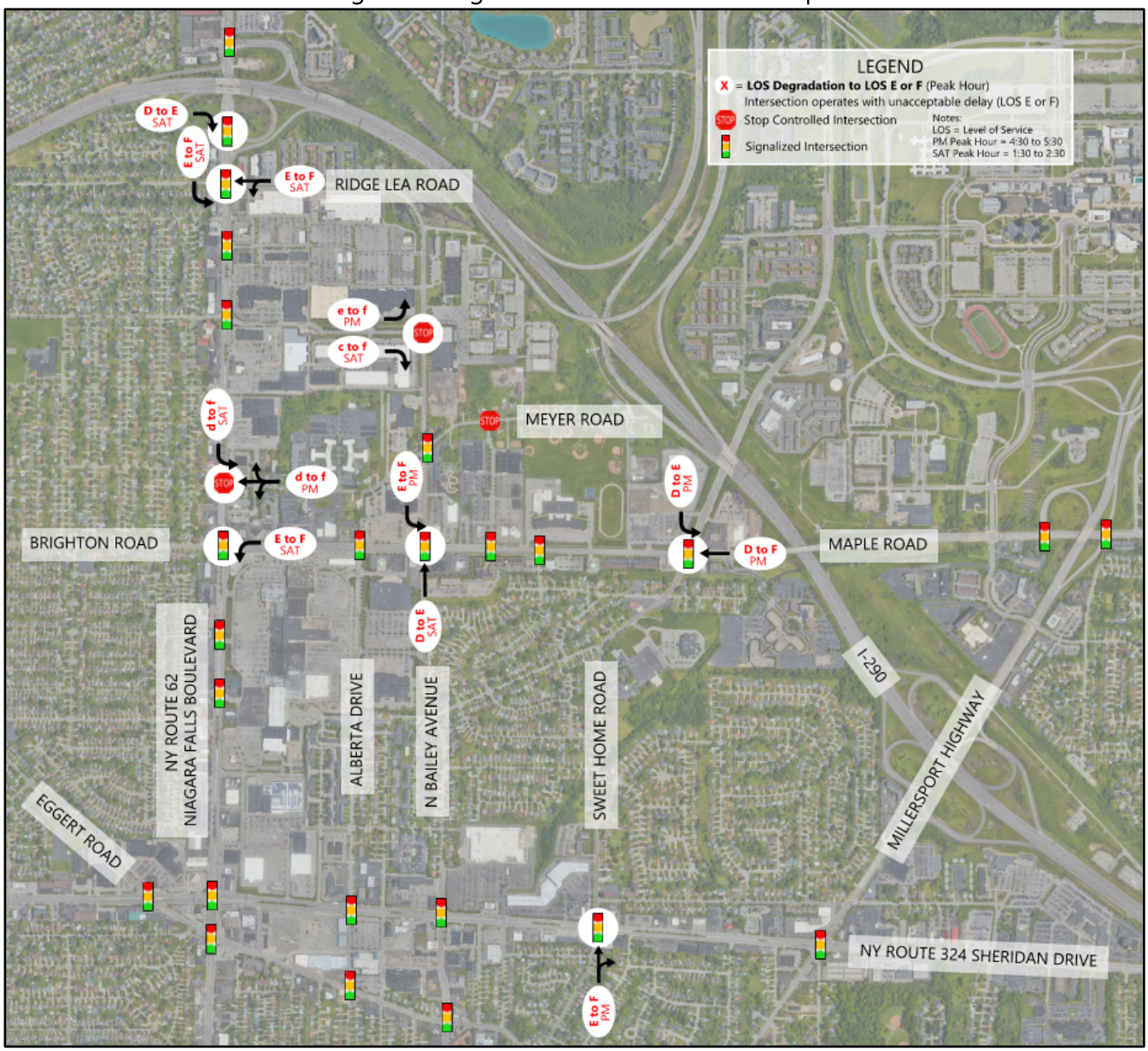
Maple Road at N Bailey Avenue
- Northbound through in the Saturday Midday Peak from LOS D to LOS E
- Southbound left in the Weekday PM Peak from LOS E to LOS F
- Overall Intersection level of service in the PM and Saturday Midday Peaks from LOS C to LOS D

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

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

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

Figure 10: Degradation in Level of Service Map



Improvement in LOS

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

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

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

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

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

Mitigation

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

Street Segments

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

Intersections

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

Street Segments

Niagara Falls Boulevard from Ridge Lea Road to Sheridan Drive

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

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

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

Bowmart Parkway from Maple Road to Meyer Road

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

Sheridan Drive from Niagara Falls Boulevard to Millersport Highway

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

Intersections

Maple Road at Sweet Home Road

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

Sheridan Drive at Sweet Home Road

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

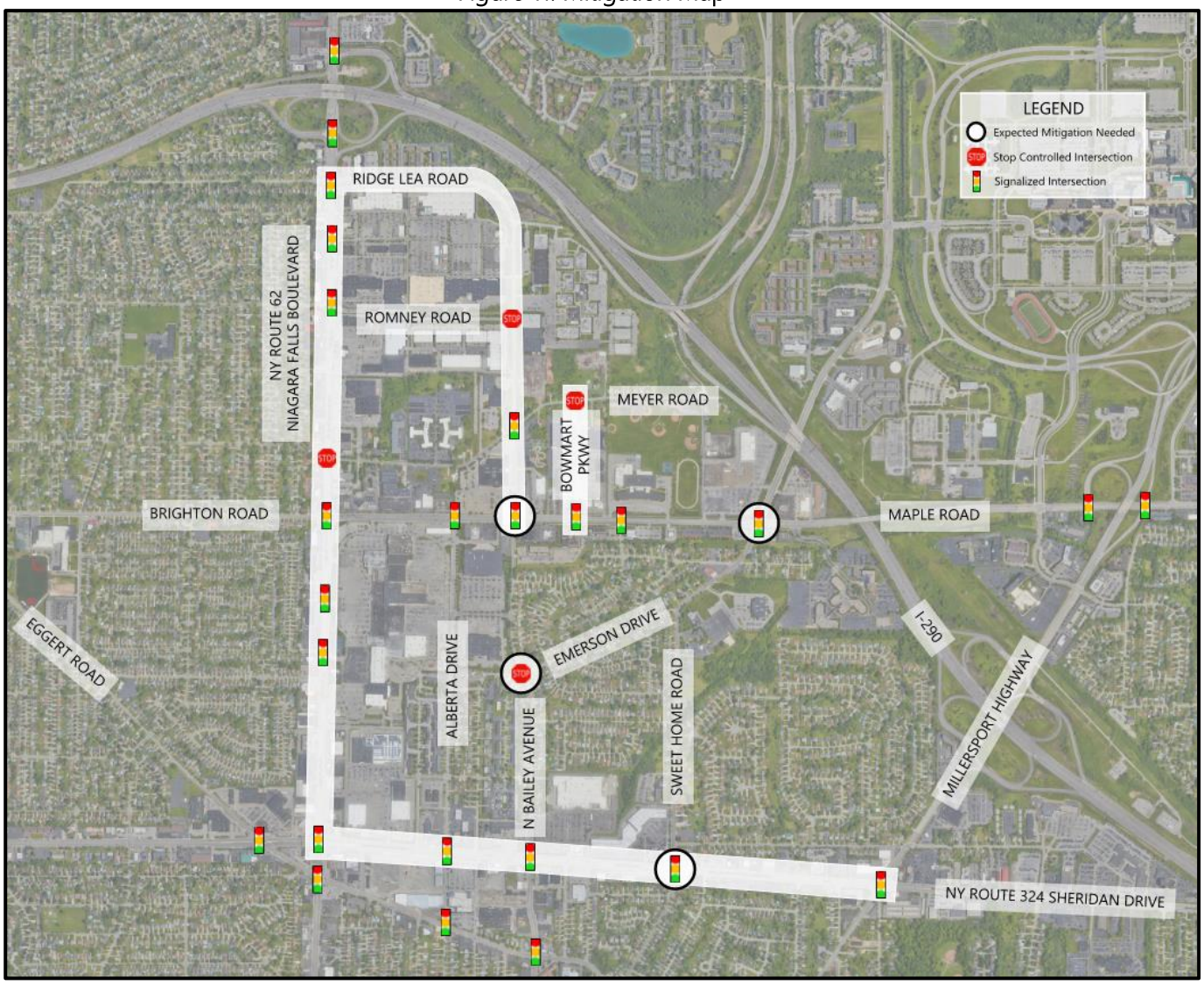
Emerson Drive at North Bailey Avenue

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

Maple Road at North Bailey Avenue

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

Figure 11: Mitigation Map



APPENDIX C

MITIGATION OBJECTIVES

Mitigation Objectives

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

Capacity

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

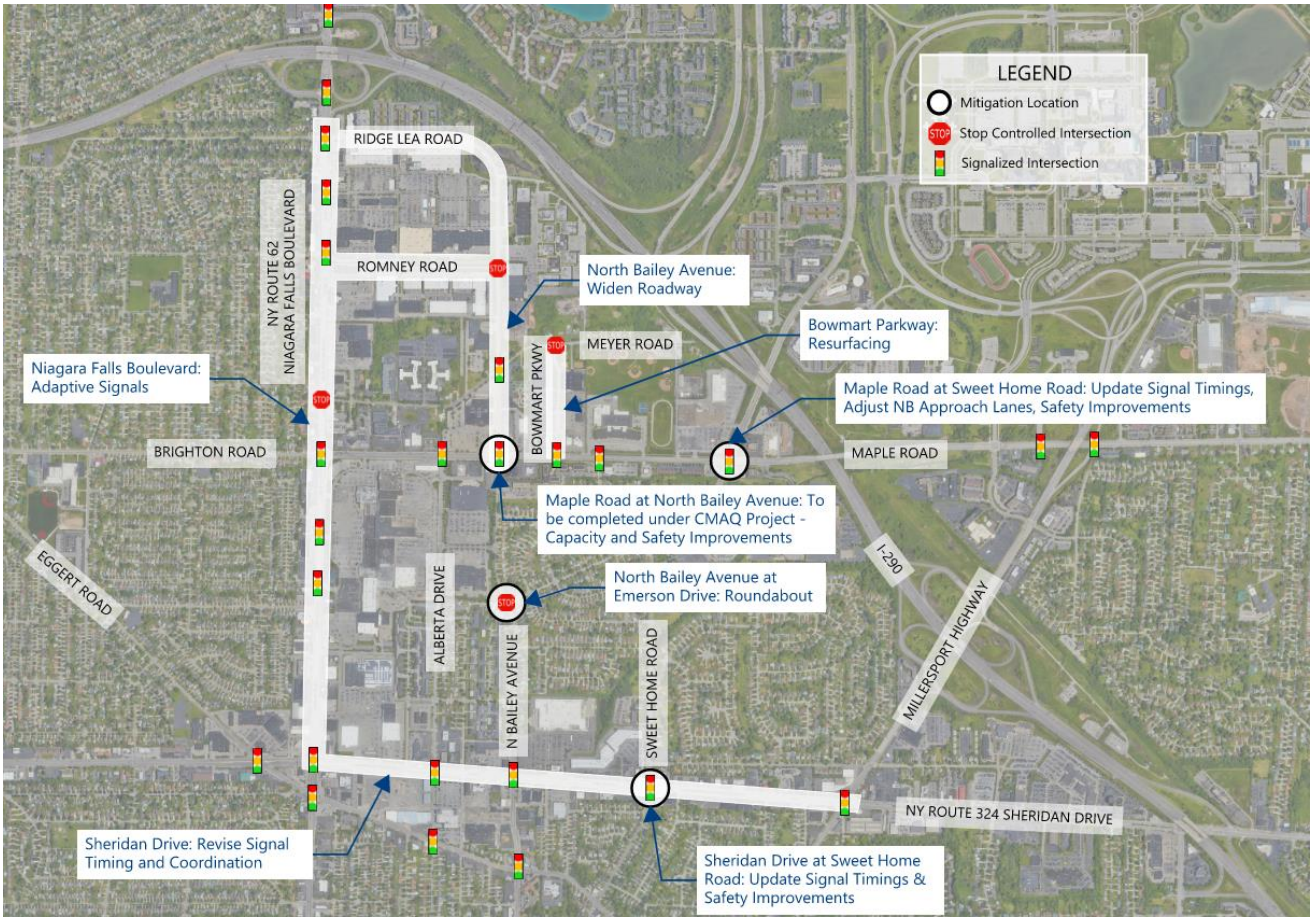
Efficiency

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

Safety

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

Figure 1: Mitigation Map



Proposed Mitigation Projects

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

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

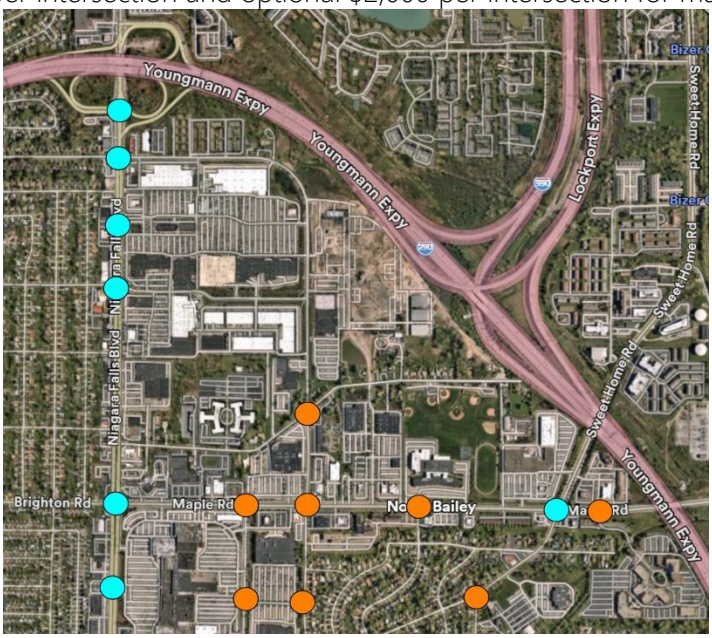
Boulevard Central District Mitigation Concepts					
Location		Existing and/or Future Build Needs to Address	Jurisdiction	Recommended Improvements	Improvement Results
Intersections	Maple Road at Sweet Home Road	• Capacty and Efficiency: Multiple movements under the existing conditions have a LOS E including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

Adaptive Signal Control Technology

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

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

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



Mitigation

Mitigation Measures

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

Street Segments

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

Intersections

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

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

Table 1: Estimated Mitigation Improvement and Associated Costs

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

Table 1 Continued: Estimated Mitigation Improvement and Associated Costs

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

Mitigation Cost Program

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Table 2: Threshold Analysis for Improvements

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

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

Niagara Falls Boulevard from Ridge Lea Road to Sheridan Drive

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

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

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

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

Bowmart Parkway from Maple Road to Meyer Road

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

Sheridan Drive from Niagara Falls Boulevard to Millersport Highway

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

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

Trip Generation

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

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

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

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

Table 3: TAZ Trip Generation

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

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

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

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

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

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

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

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

Table 6: Private Share versus Public Share Costs

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

Costs Contribution Determination for New Developments

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

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

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

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

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

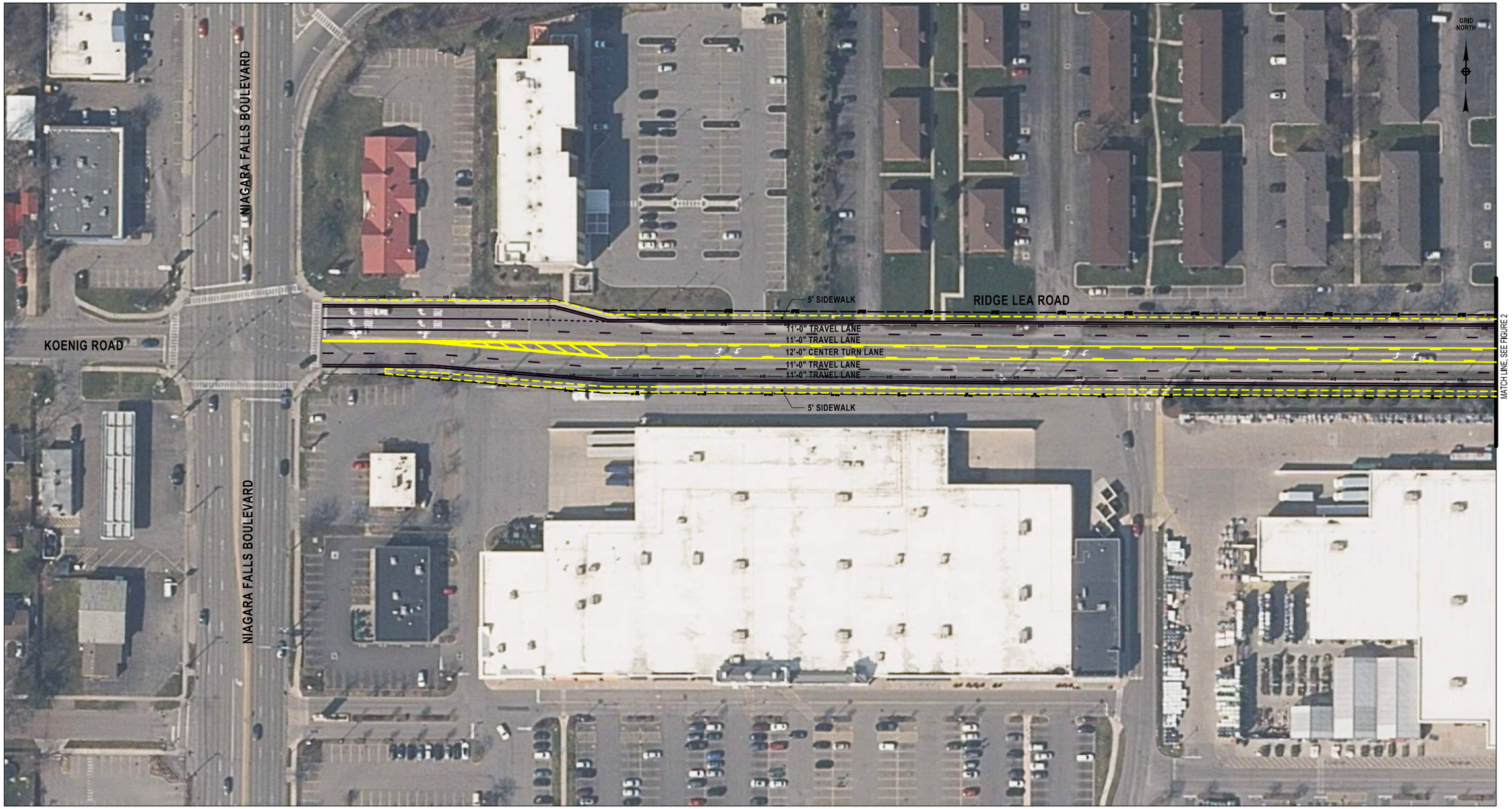
    b) Distribute Trips: Trips generated from the development will be distributed to the adjacent roadway to determine if access improvements may be required.

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

APPENDIX C

CONCEPTUAL LAYOUTS OF MITIGATION MEASURES

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



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1" = 100'

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TRANSPORTATION IMPROVEMENT CONCEPT LAYOUT

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

FIGURE 1

DATE: AUGUST 2025

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



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TRANSPORTATION IMPROVEMENT CONCEPT LAYOUT

BOULEVARD CENTRAL DISTRICT
GENERIC ENVIRONMENTAL IMPACT STATEMENT SUPPLEMENTAL
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FIGURE 2

DATE: AUGUST 2025

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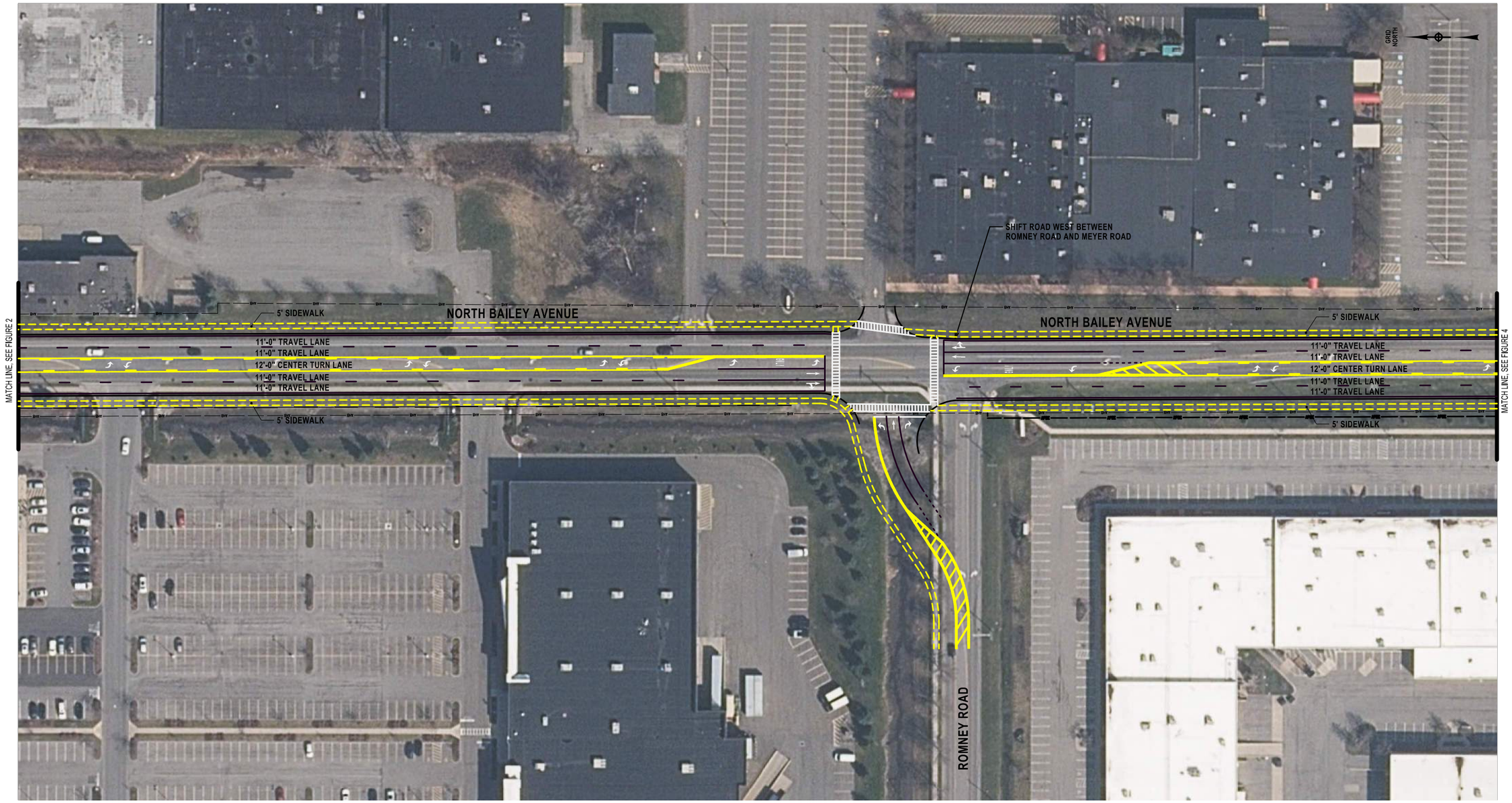
RIDGE LEA ROAD/NORTH BAILEY AVENUE NIAGARA FALLS BOULEVARD TO MAPLE ROAD



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TRANSPORTATION IMPROVEMENT CONCEPT LAYOUT

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

FIGURE 3

DATE: AUGUST 2025

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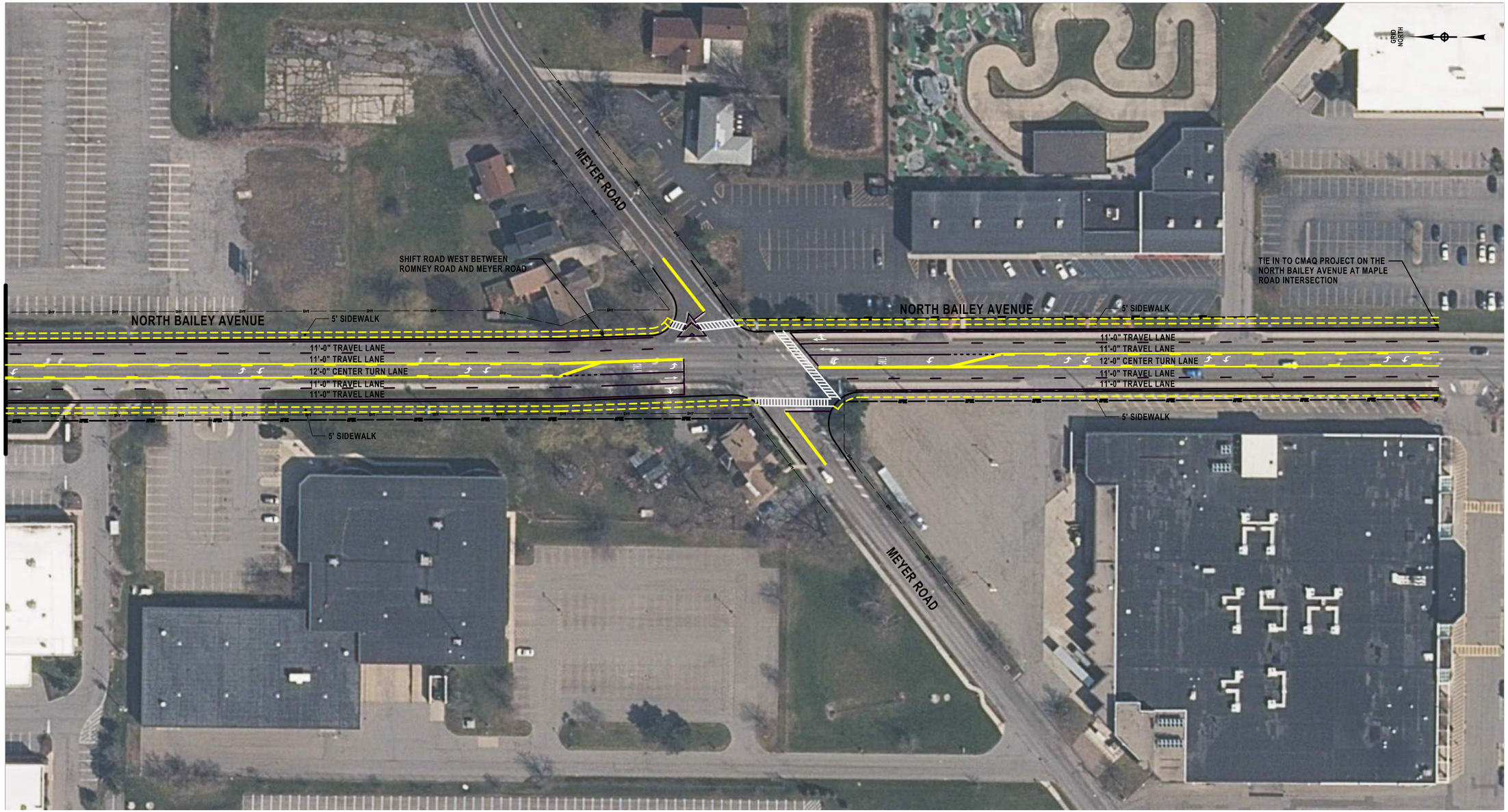
RIDGE LEA ROAD/NORTH BAILEY AVENUE NIAGARA FALLS BOULEVARD TO MAPLE ROAD



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TRANSPORTATION IMPROVEMENT CONCEPT LAYOUT

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

FIGURE 4

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MAPLE ROAD AT SWEET HOME ROAD



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TRANSPORTATION IMPROVEMENT CONCEPT LAYOUT

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

FIGURE 5

DATE: AUGUST 2025

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SHERIDAN DRIVE AT SWEET HOME ROAD



50 0 50 100 150 200'

1" = 100'

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TRANSPORTATION IMPROVEMENT CONCEPT LAYOUT

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

FIGURE 6

DATE: AUGUST 2025

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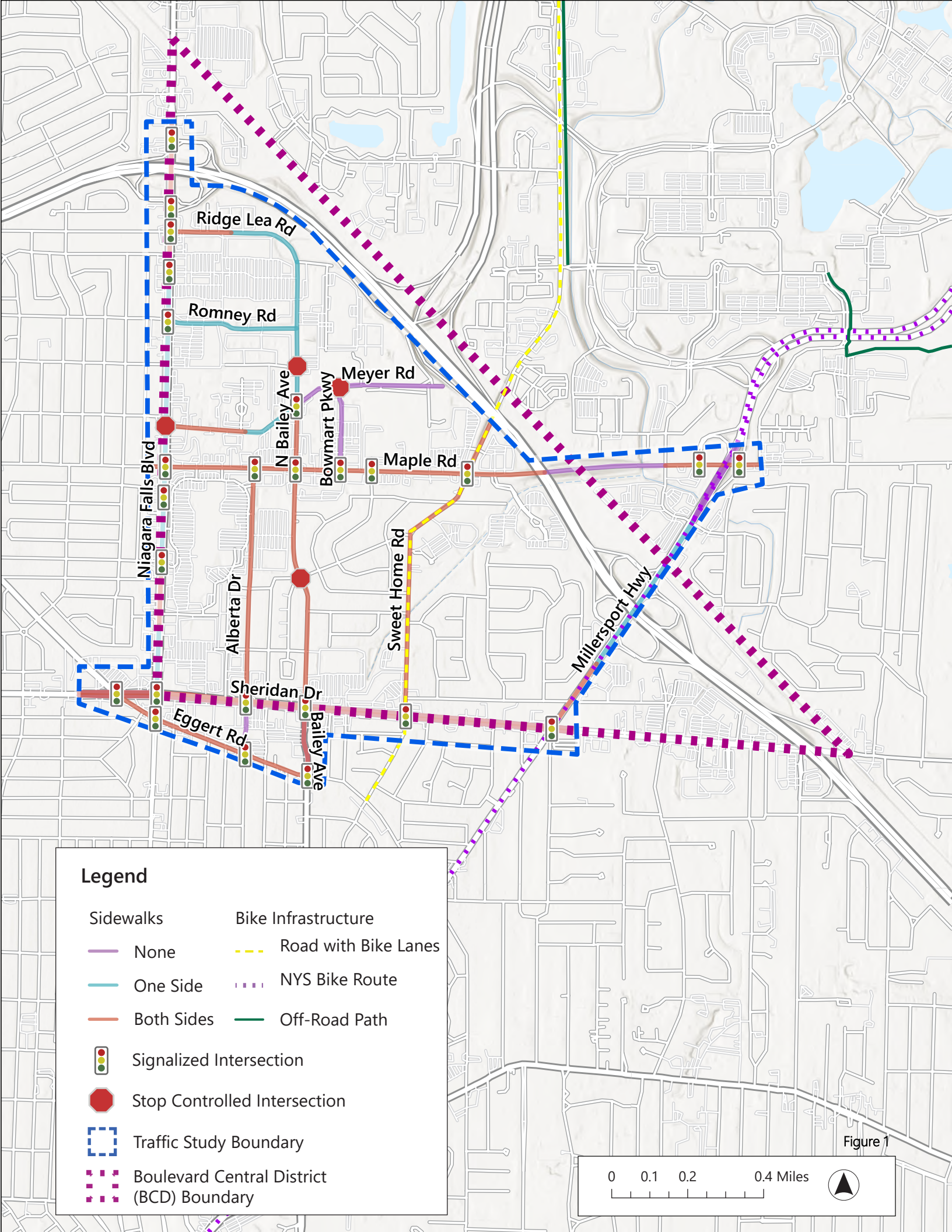
Existing Conditions Memo
Appendix A – Figures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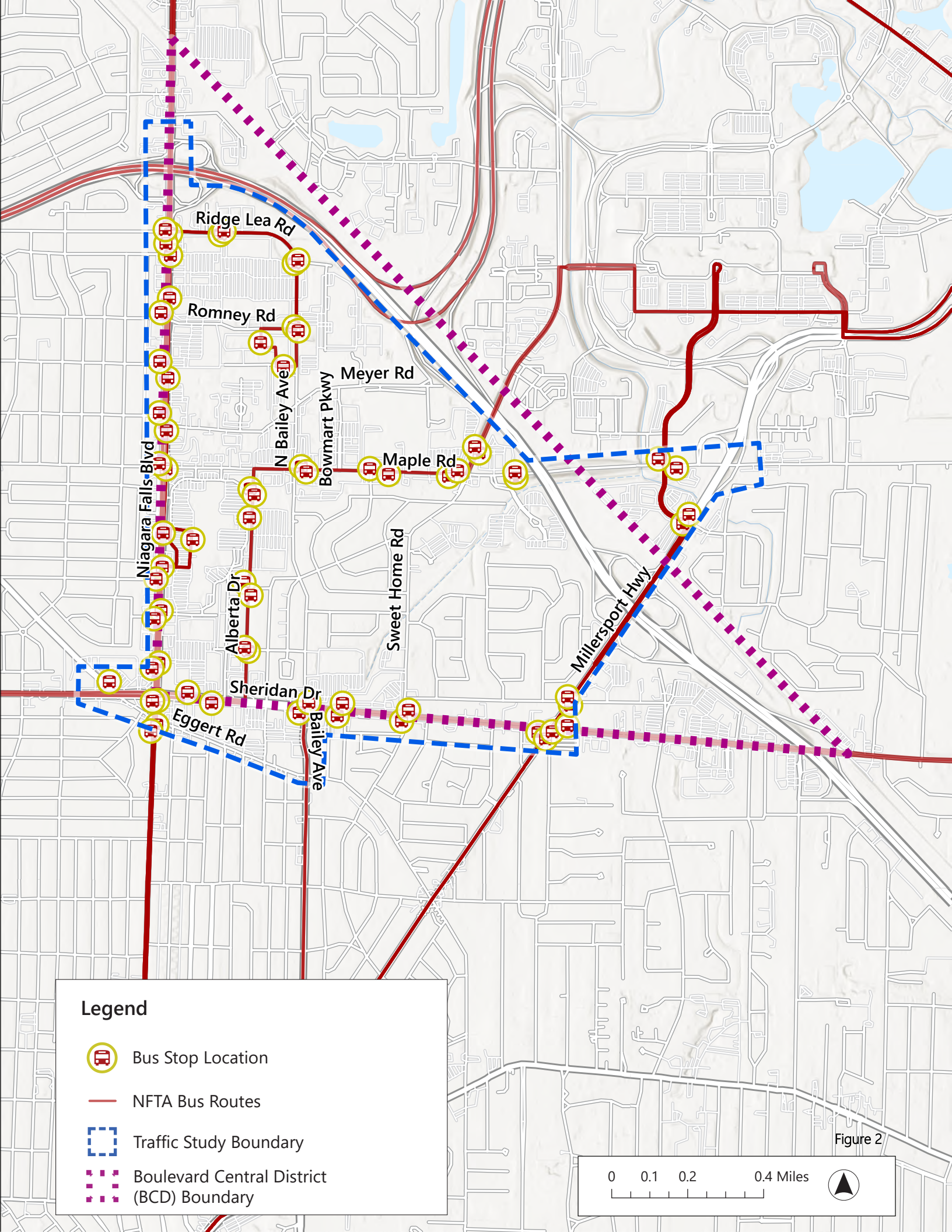
Meyer Rd
Maple Rd
Niagara Falls Blvd
N Bailey Ave
Bowmart Pkwy
Alberta Dr
Sweet Home Rd
Millersport Hwy
Sheridan Dr
Eggert Rd
Bailey Ave
Legend
Sidewalks
None
One Side
Both Sides
Bike Infrastructure
Road with Bike Lanes
NYS Bike Route
Off-Road Path
Signalized Intersection
Stop Controlled Intersection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

Figure 1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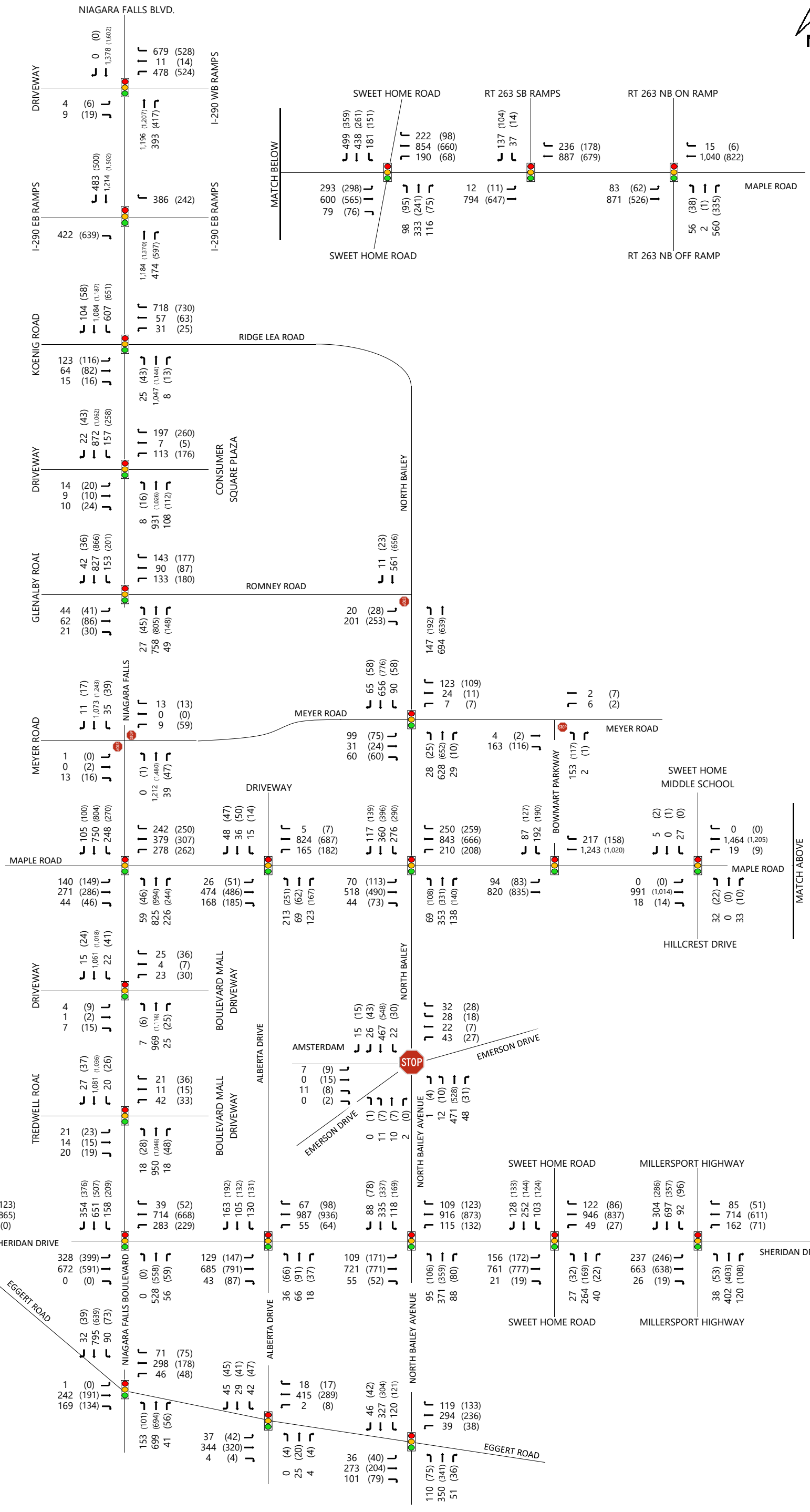
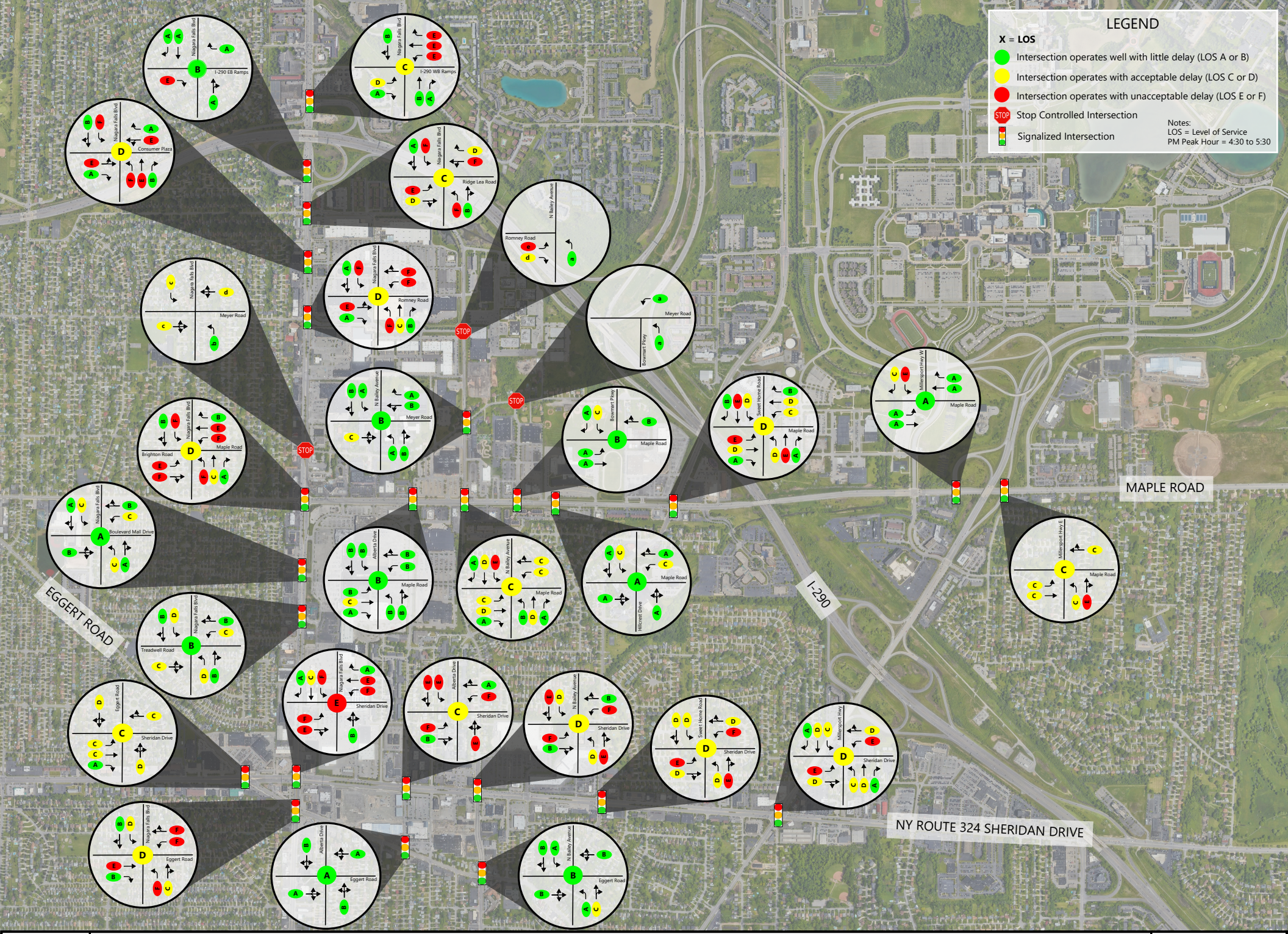
Meyer Rd
Maple Rd
N Bailey Ave
Bowmart Pkwy
Niagara Falls Blvd
Alberta Dr
Sweet Home Rd
Millersport Hwy
Sheridan Dr
Eggert Rd
Bailey Ave
Legend
Bus Stop Location
NFTA Bus Routes
Traffic Study Boundary
Boulevard Central District (BCD) Boundary
0 0.1 0.2 0.4 Miles

Figure 2



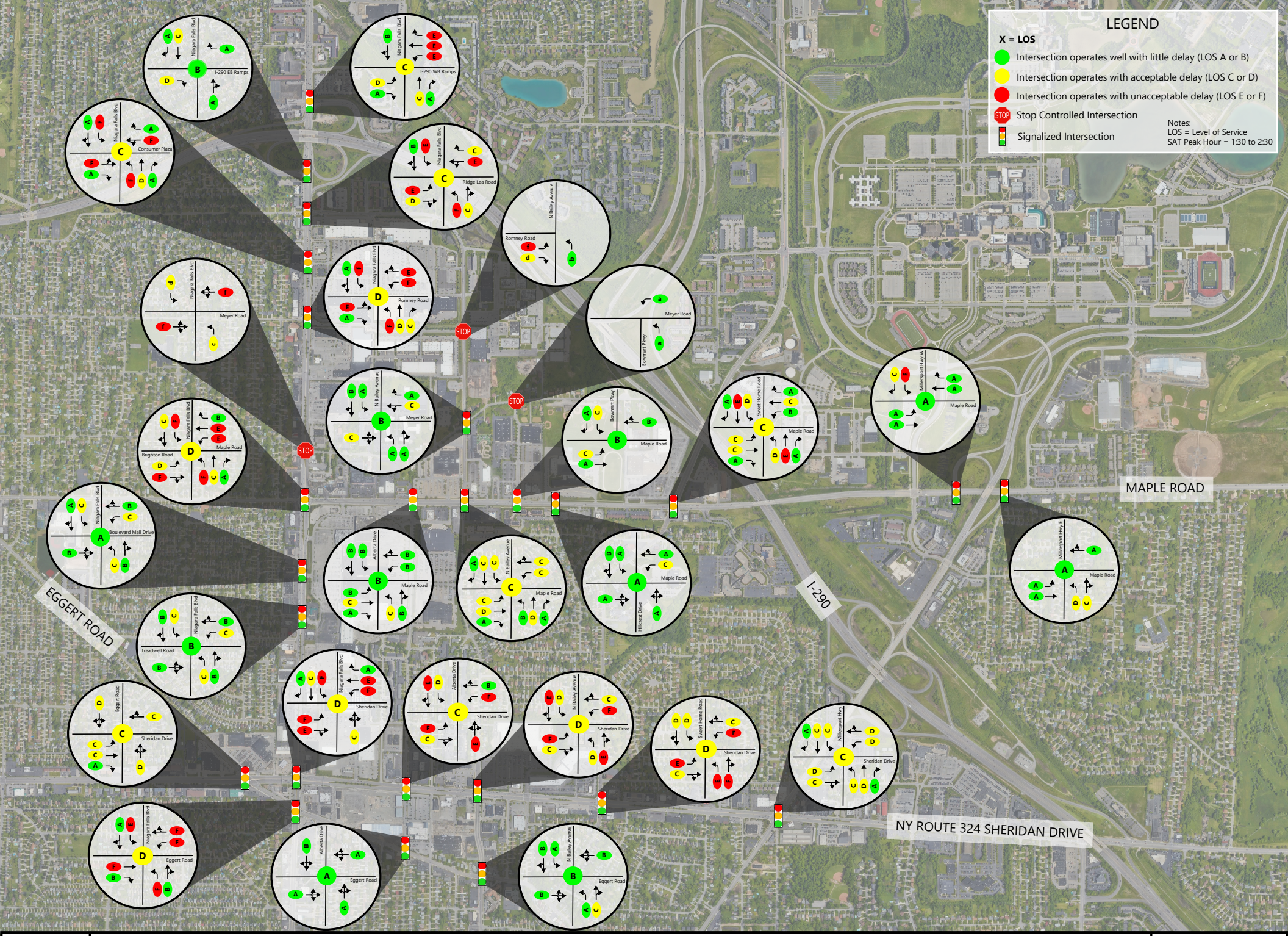
C&S COMPANIES®	Boulevard Central Distict - GEIS Update TOWN OF AMHERST, ERIE COUNTY, NEW YORK Project No. H22.007.005 Date: Apr-25	**Legend** AM Peak Hour: N/A PM Peak Hour: 4:30 - 5:30 PM SAT Peak Hour: (1:30 - 2:30 PM) Signalized: Stop Controlled: Roundabout: Thru Movement: Right Turn Movement: Left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



Level of Service Map: Existing Conditions PM Peak

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

Figure 4

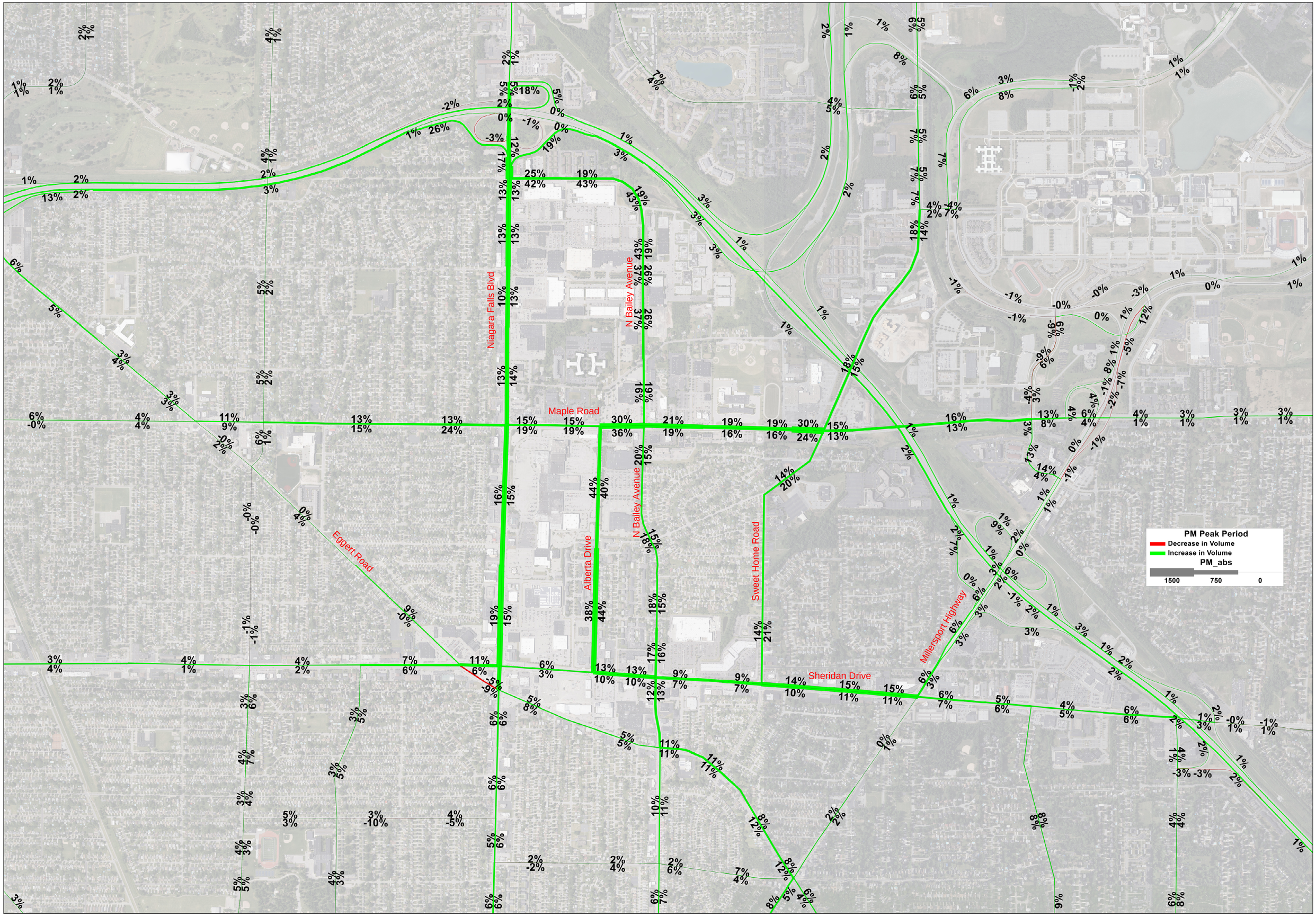


Level of Service Map: Existing Conditions SAT Peak

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

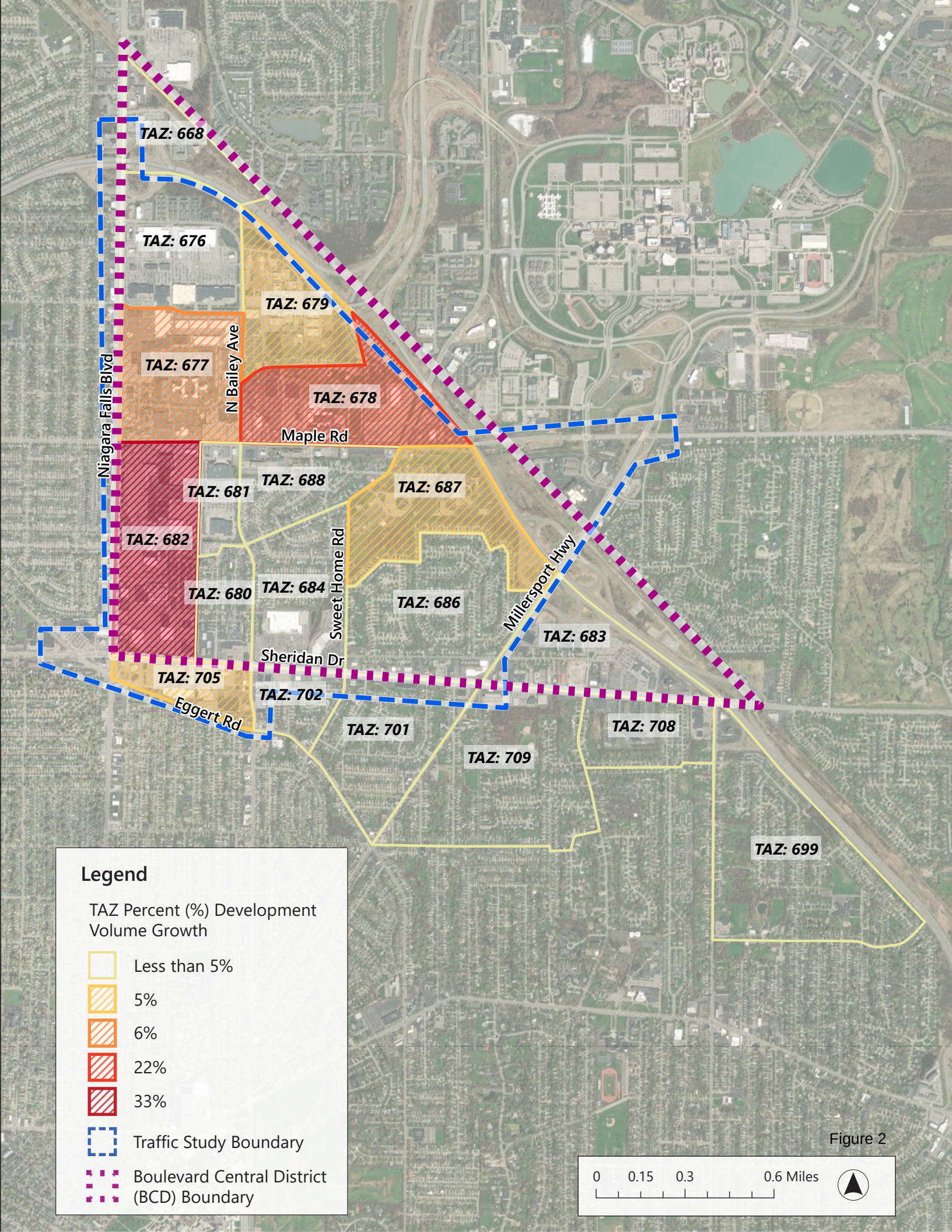
Figure 5

Planned Conditions Memo
Appendix A – Figures



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

Figure 1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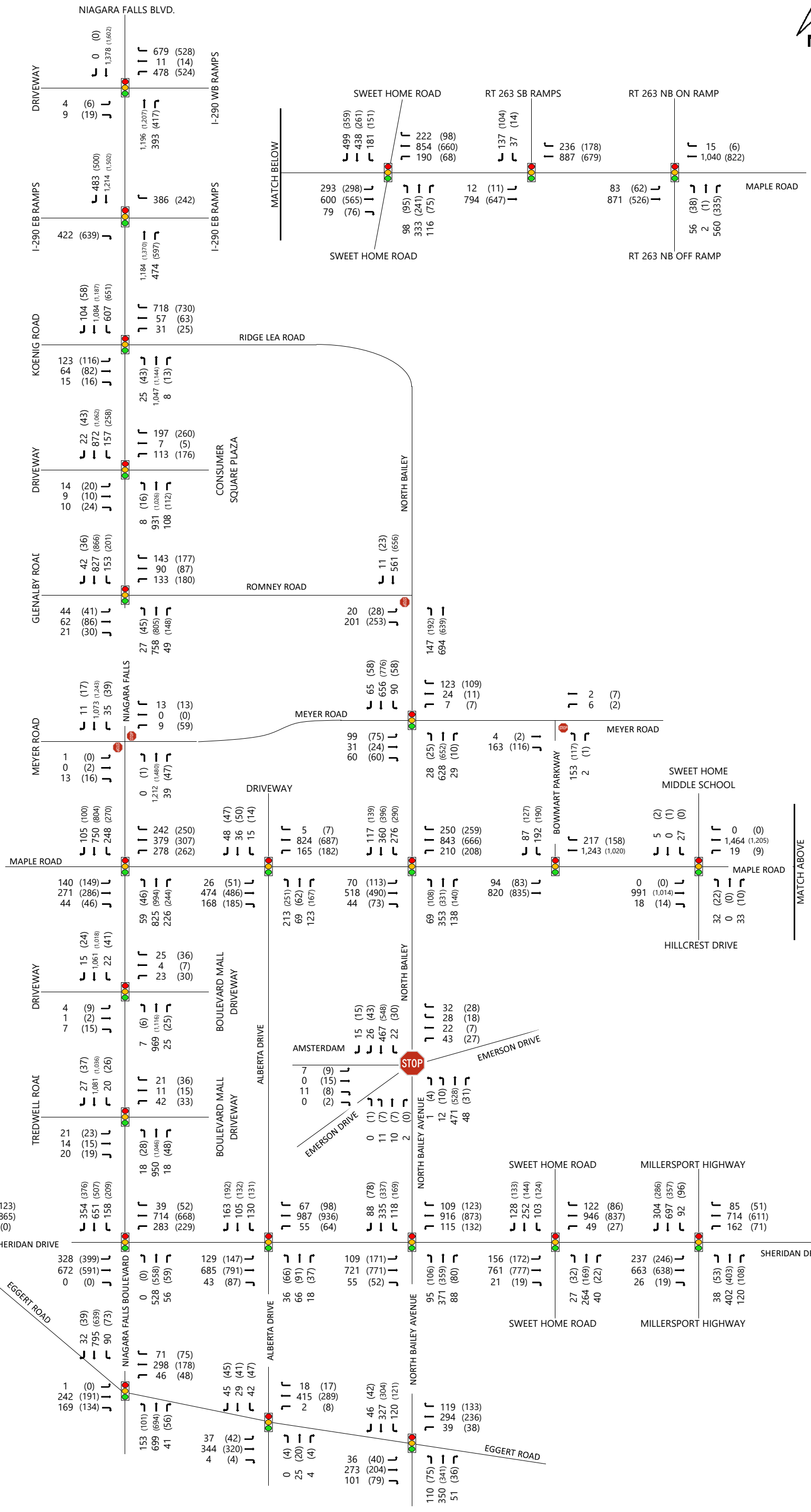
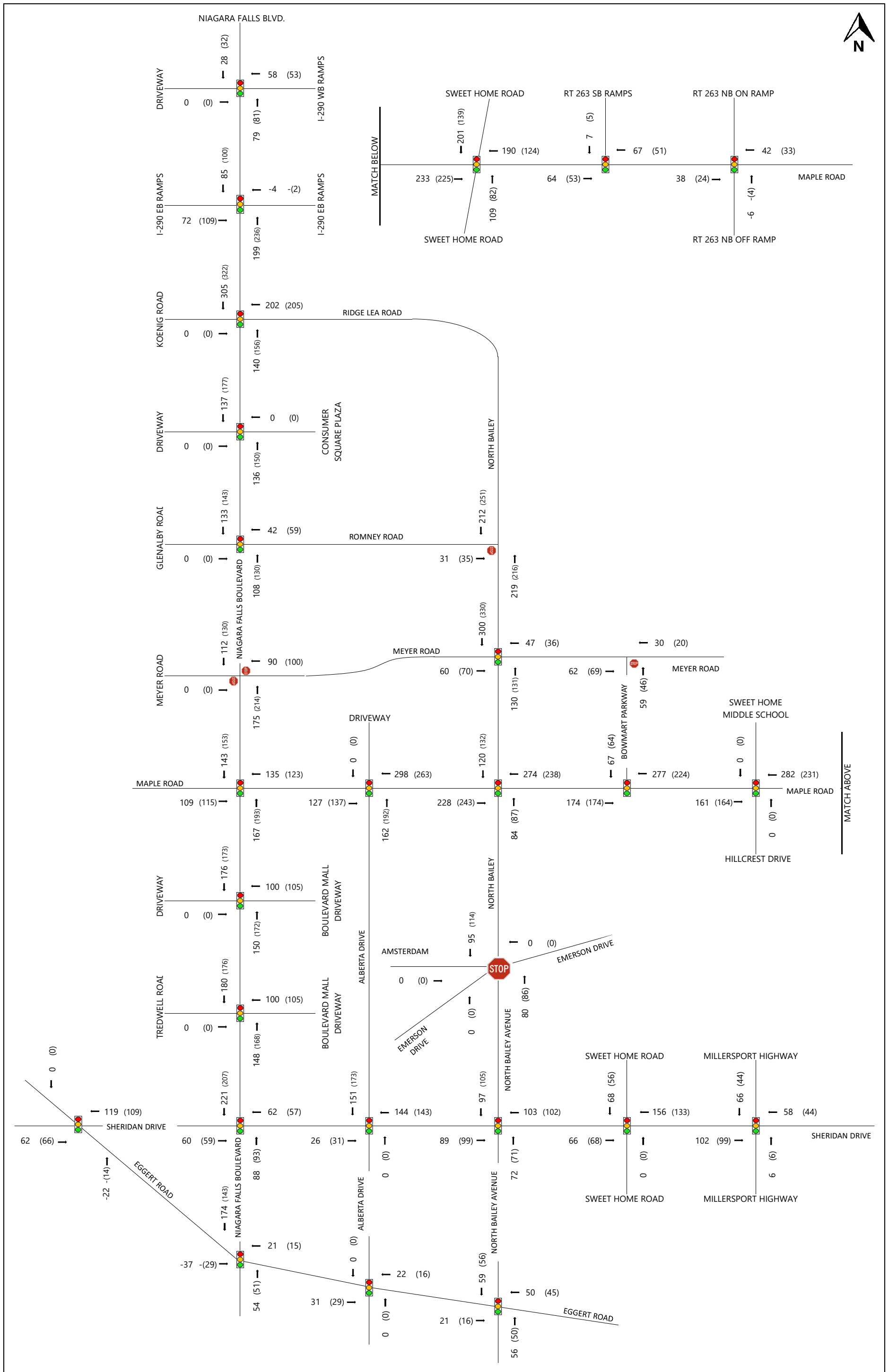
Sweet Home Rd
Millersport Hwy
TAZ: 683
Sheridan Dr
TAZ: 705
TAZ: 702
Eggert Rd
TAZ: 701
TAZ: 708
TAZ: 709
TAZ: 699
Legend
TAZ Percent (%) Development Volume Growth
Less than 5%
5%
6%
22%
33%
Traffic Study Boundary
Boulevard Central District (BCD) Boundary
0
0.15
0.3
0.6 Miles

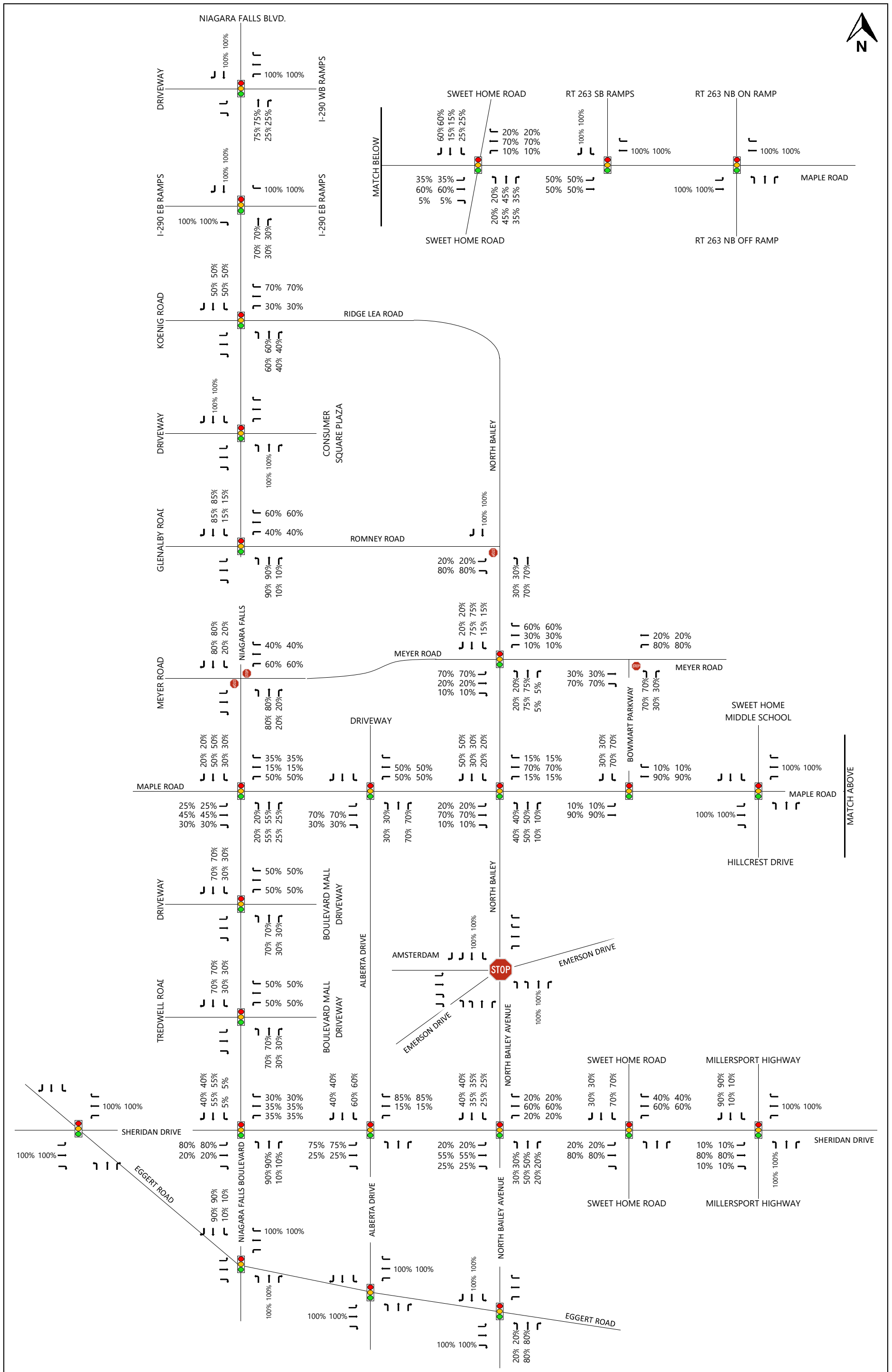
Figure 2



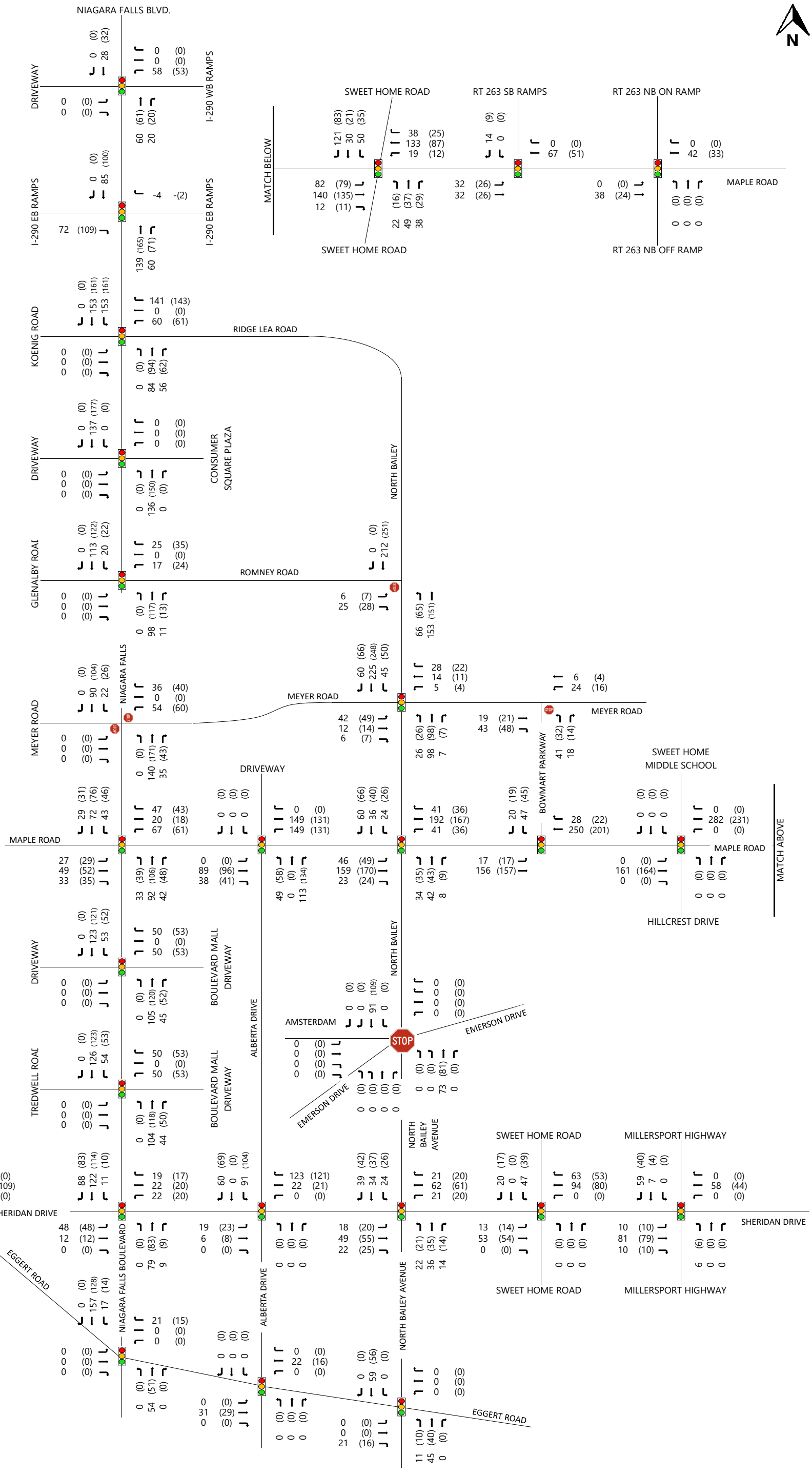
C&S COMPANIES®	Boulevard Central Distict - GEIS Update TOWN OF AMHERST, ERIE COUNTY, NEW YORK Project No. H22.007.005 Date: Apr-25	**Legend** AM Peak Hour: N/A PM Peak Hour: 4:30 - 5:30 PM SAT Peak Hour: (1:30 - 2:30 PM) Signalized: Stop Controlled: Roundabout: Thru Movement: Right Turn Movement: Left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



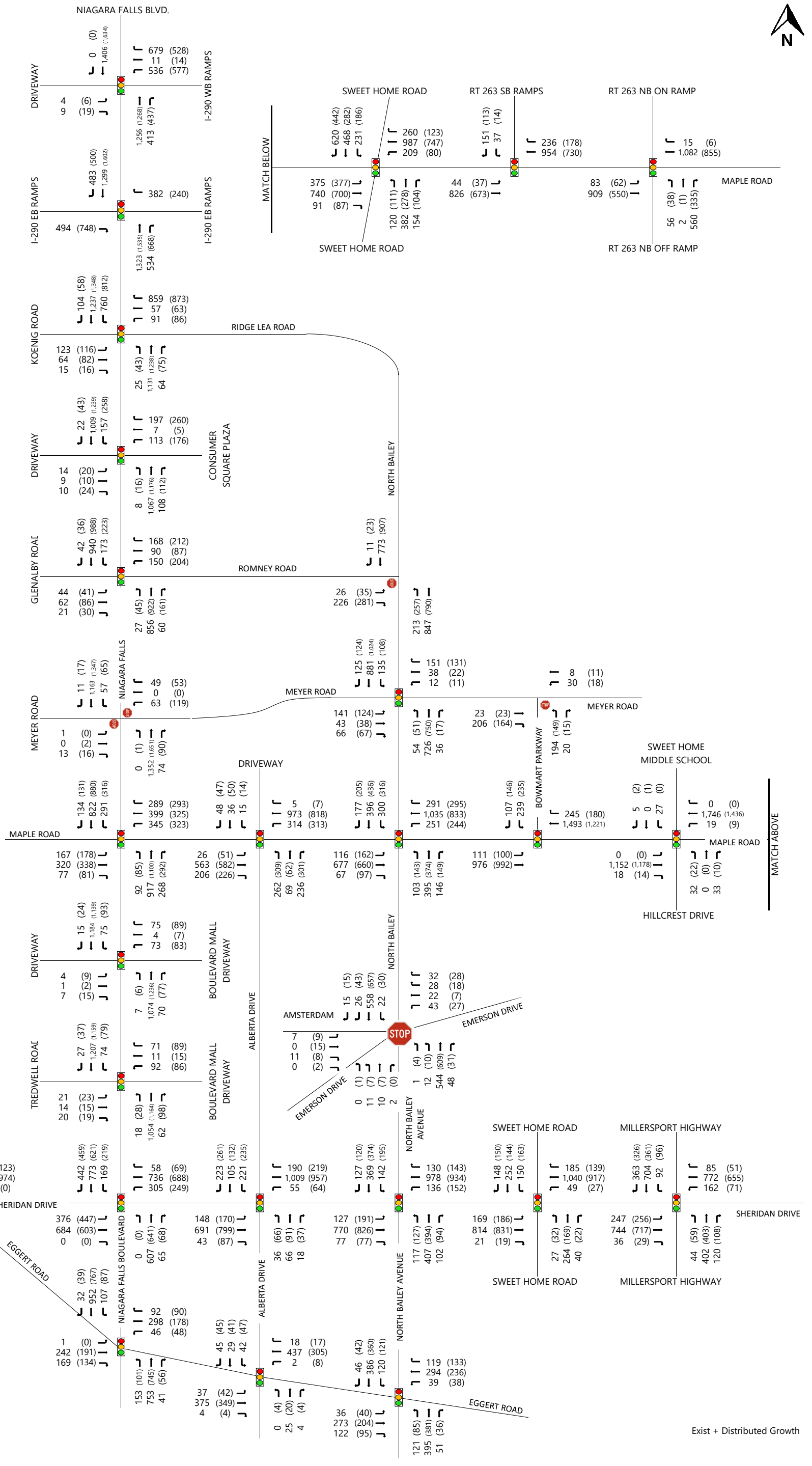
C&S COMPANIES®	Boulevard Central Distict - GEIS Update TOWN OF AMHERST, ERIE COUNTY, NEW YORK Project No. H22.007.005 Date: Apr-25	**Legend** AM Peak Hour: N/A PM Peak Hour: 4:30 - 5:30 PM SAT Peak Hour: (1:30 - 2:30 PM) Signalized: Stop Controlled: Roundabout: Thru Movement: Right Turn Movement: Left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



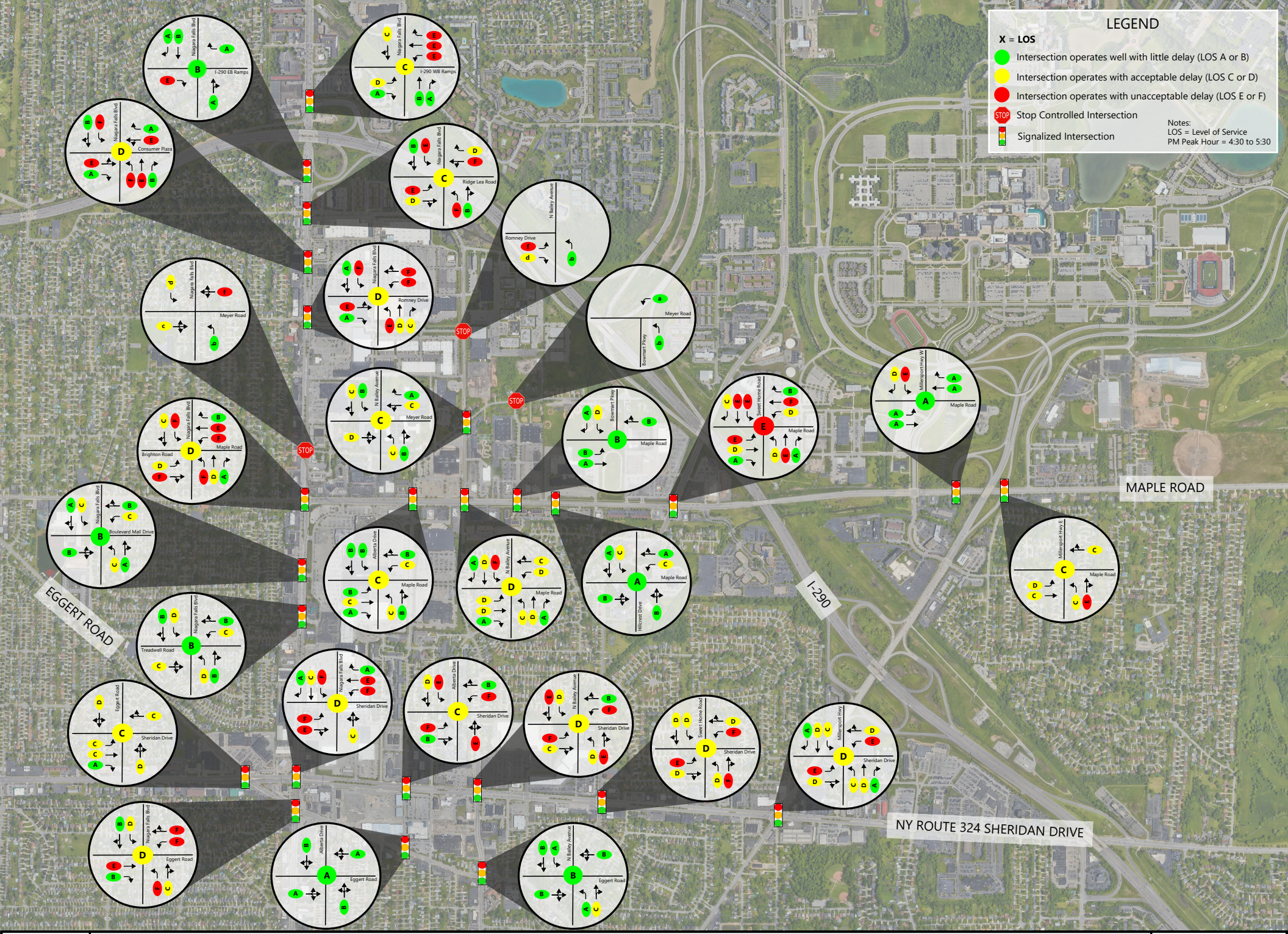
C&S COMPANIES®	Boulevard Central Distict - GEIS Update TOWN OF AMHERST, ERIE COUNTY, NEW YORK Project No. H22.007.005 Date: Apr-25	**Legend** AM Peak Hour: N/A PM Peak Hour: 4:30 - 5:30 PM SAT Peak Hour: (1:30 - 2:30 PM) Signalized: Stop Controlled: Roundabout: Thru Movement: Right Turn Movement: Left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



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



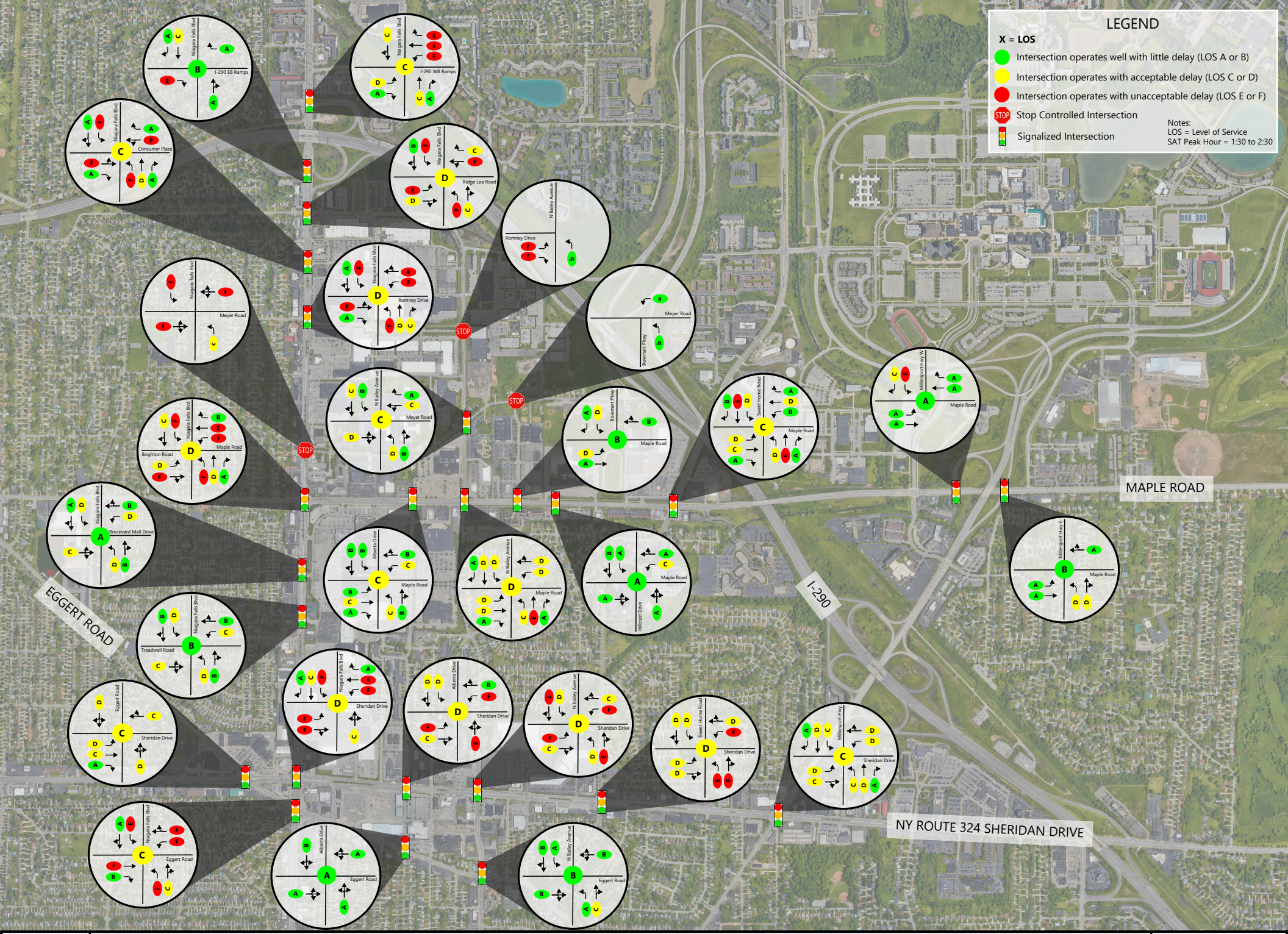
C&S COMPANIES®	Boulevard Central Distict - GEIS Update TOWN OF AMHERST, ERIE COUNTY, NEW YORK Project No. H22.007.005 Date: Apr-25	**Legend** AM Peak Hour: N/A PM Peak Hour: 4:30 - 5:30 PM SAT Peak Hour: (1:30 - 2:30 PM) Signalized: Stop Controlled: Roundabout: Thru Movement: Right Turn Movement: Left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



Level of Service Map: Planned Conditions PM Peak

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

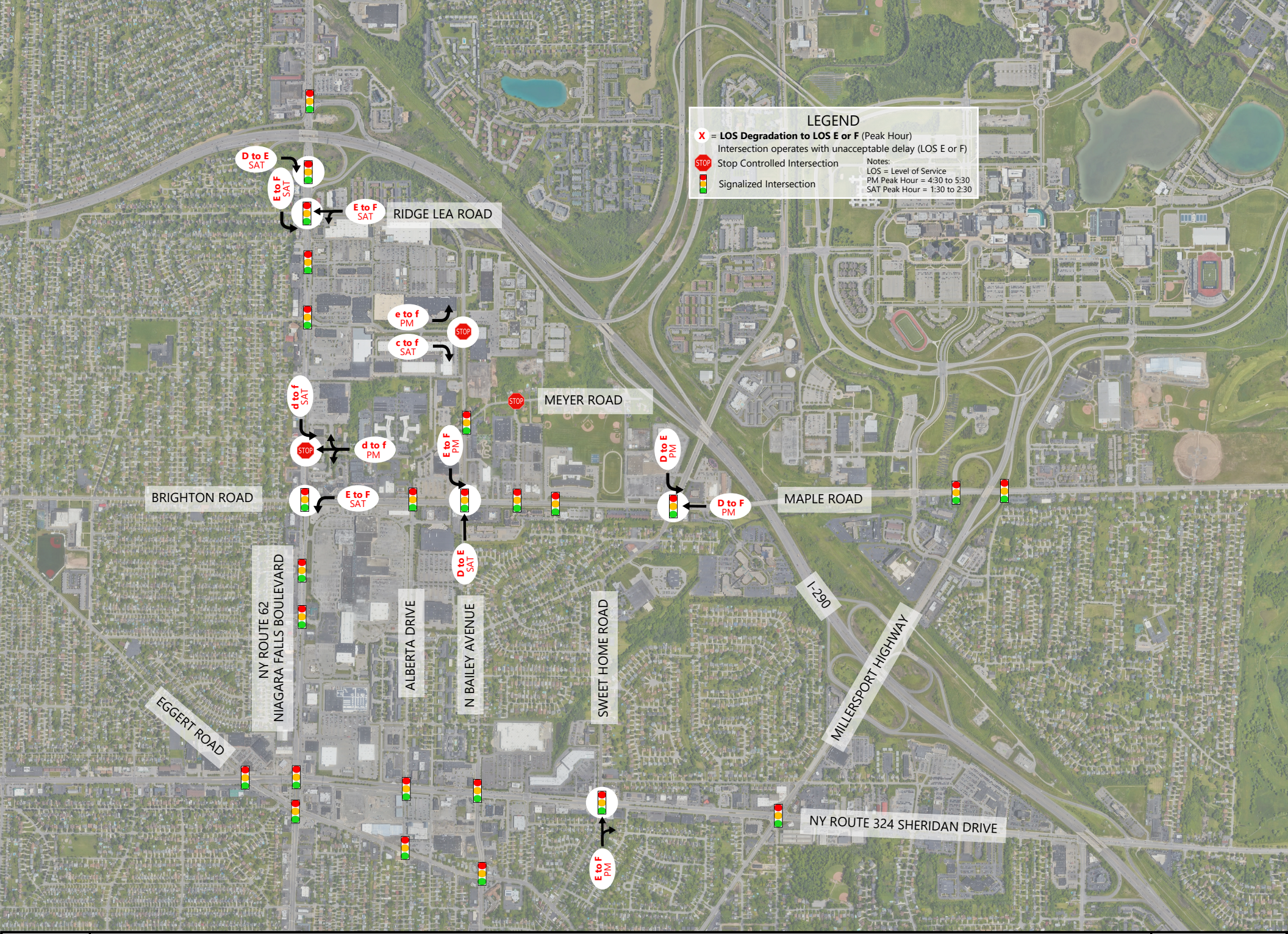
Figure 8



Level of Service Map: Planned Conditions SAT Peak

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

Figure 9



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

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

Figure 10



Mitigation Map

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

Figure 11

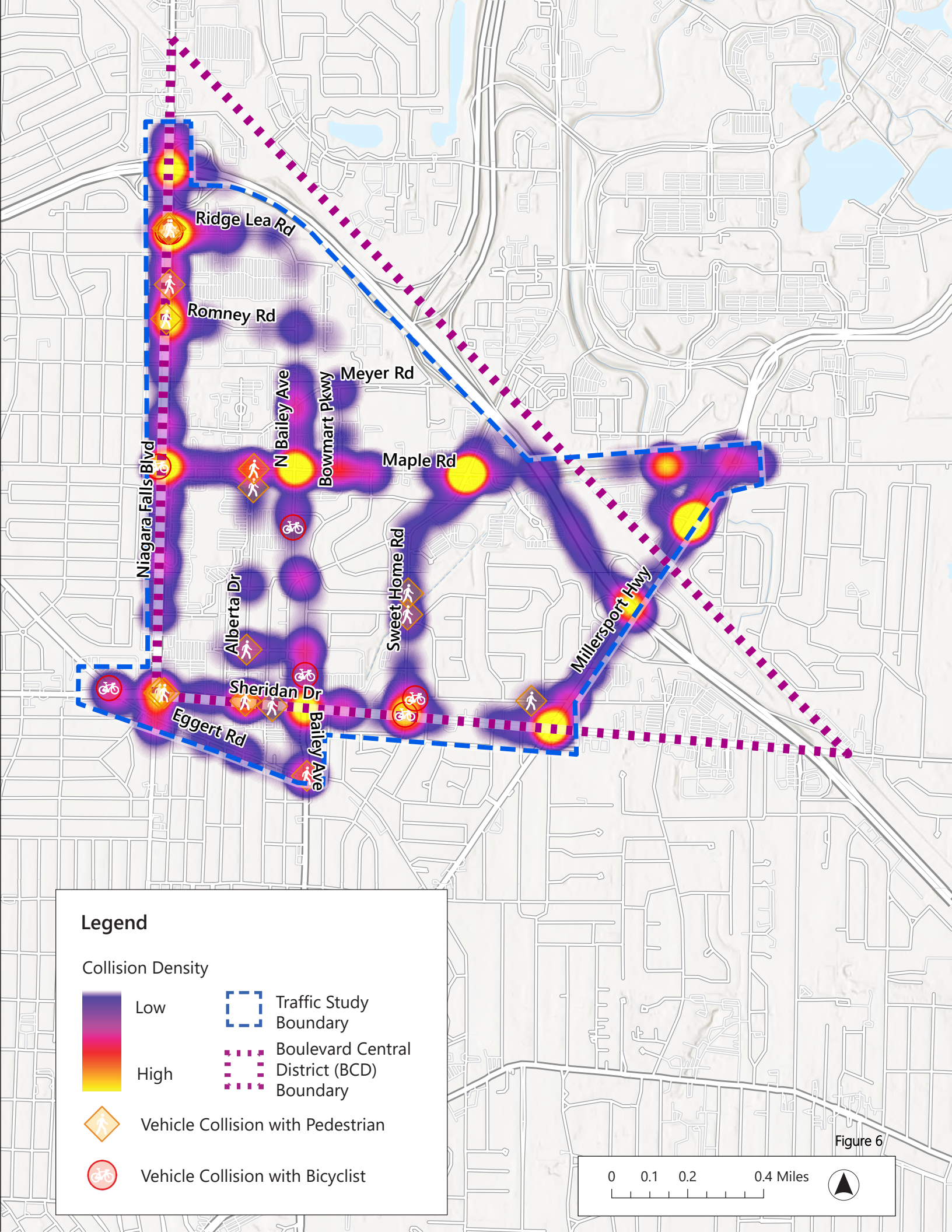

Ridge Lea Rd
Romney Rd
Meyer Rd
N Bailey Ave
Bowmart Pkwy
Maple Rd
Niagara Falls Blvd
Alberta Dr
Sweet Home Rd
Millersport Hwy
Sheridan Dr
Eggert Rd
Bailey Ave
Legend
Collision Density
Low
High
Traffic Study Boundary
Boulevard Central District (BCD) Boundary
Vehicle Collision with Pedestrian
Vehicle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

Figure 6

Appendix B – Collision Data

Crash Level Details

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

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

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

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

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

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

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

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

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

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

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

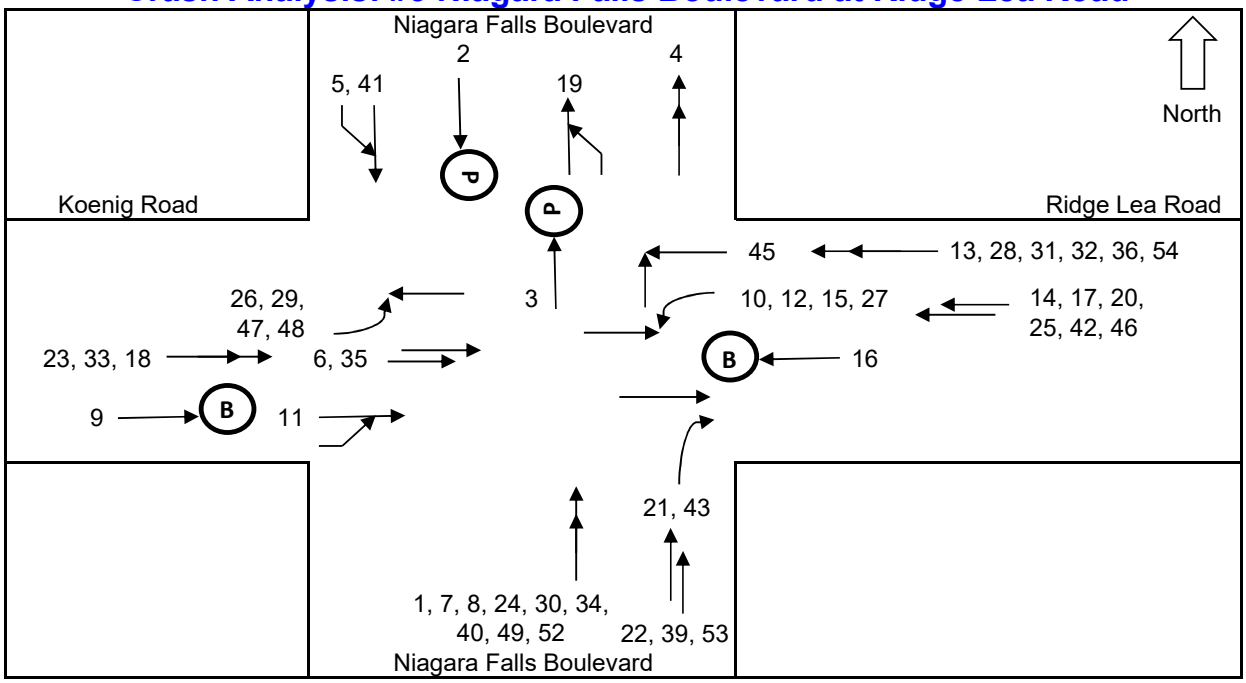
40130343	189008.956	4766833.297	12/21/2023	4:18 PM	2023	LEFT TURN	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE	NOT ENTERED	CLEAR	U - UNKNOWN	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40130352	188809.94	4766874.62	12/21/2023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

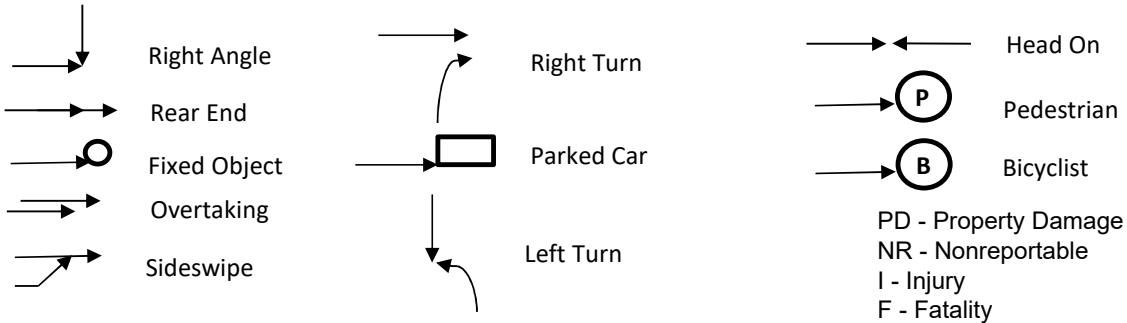
40242314	190104.3079	4765545.696	3/11/2024	7:29 AM	2024	RIGHT ANGLE	INJURY	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL	NOT ENTERED	CLEAR	B - INJURY	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
40244942	188370.4438	4766807.914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

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

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

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

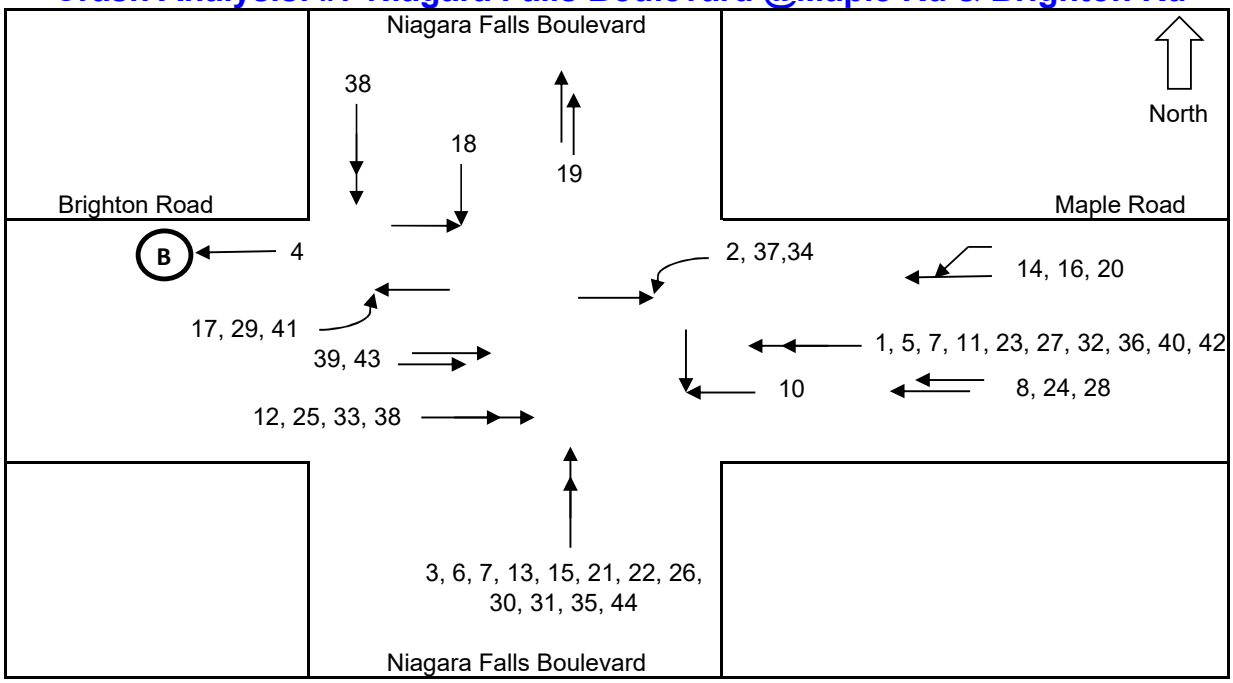


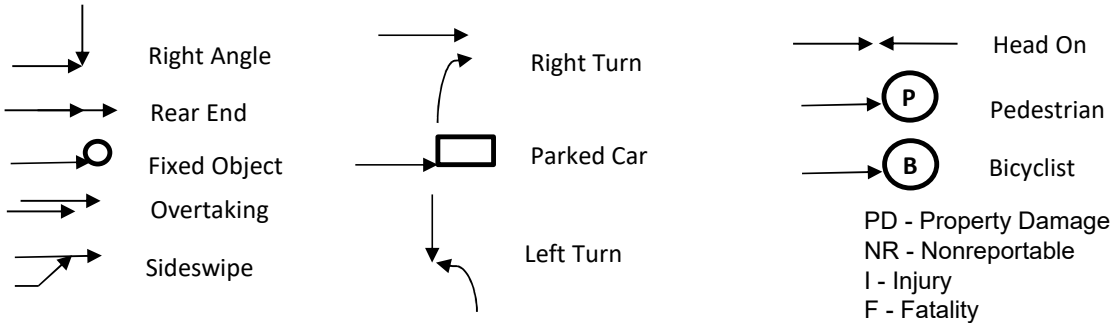


No.	Date	Time	Collision Type	Weather	Severity	Comment
1	5/31/2021	1:33 PM	Rear End	Clear	PD	
2	6/7/2021	12:04 AM	Pedestrian	Clear	I	
3	6/7/2021	12:04 AM	Pedestrian	Clear	I	
4	6/17/2021	3:36 PM	Rear End	Clear	I	
5	7/19/2021	12:03 PM	Sideswipe	Clear	PD	
6	9/7/2021	12:27 PM	Overtaking	Clear	PD	
7	9/23/2021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

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

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



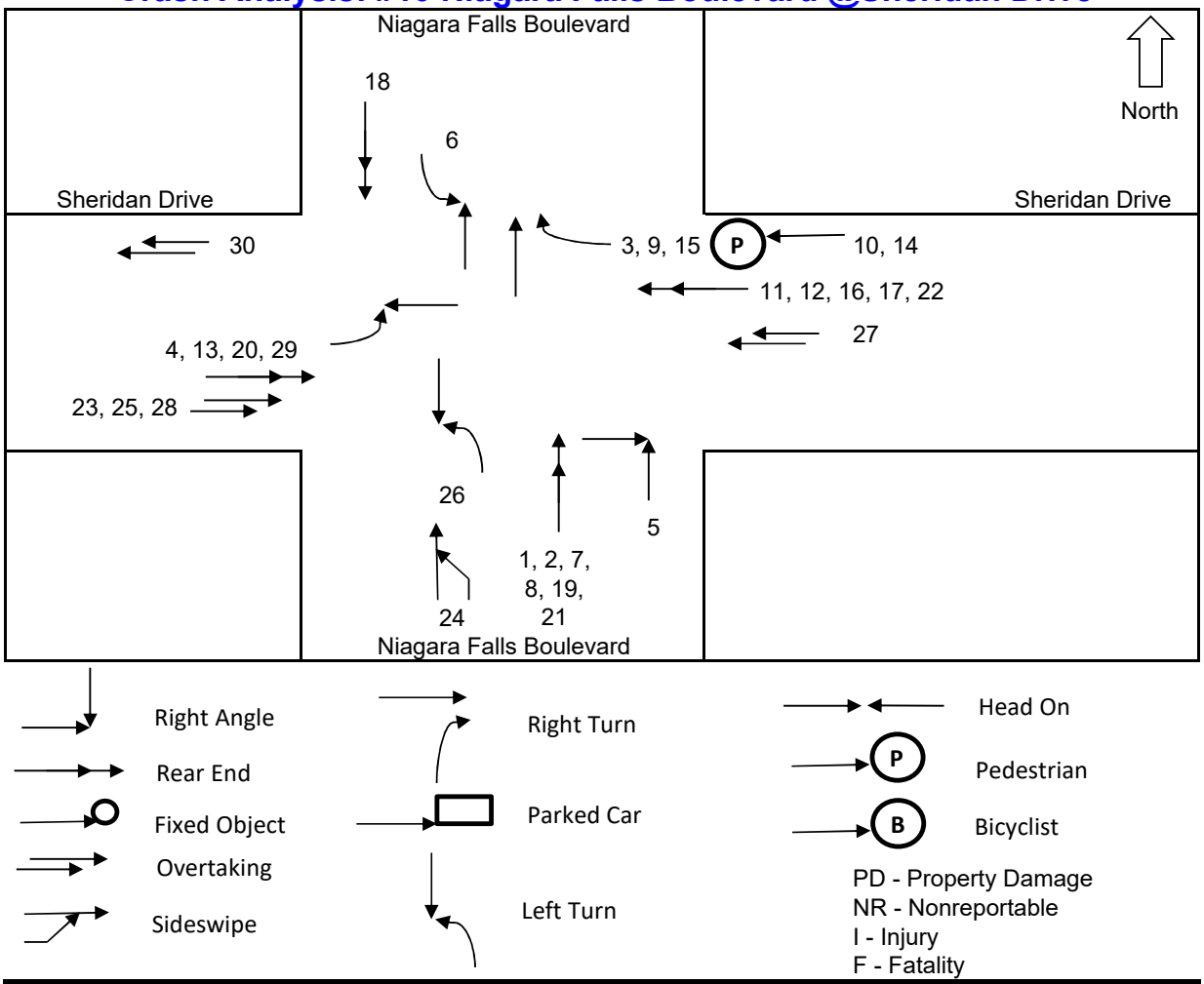


No.	Date	Time	Collision Type	Weather	Severity	Comment
1	6/15/2021	6:15 PM	Rear End	Clear	I	
2	8/3/2021	1:13 PM	Left Turn	Clear	PD	
3	8/7/2021	4:23 PM	Rear End	Cloudy	I	
4	8/13/2021	9:40 PM	Bicyclist	Clear	I	
5	8/31/2021	9:47 PM	Rear End	Clear	I	
6	9/8/2021	7:55 AM	Rear End	Rain	PD	
7	9/21/2021	9:05 AM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

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

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

Crash Analysis: #10 Niagara Falls Boulevard @Sheridan Drive

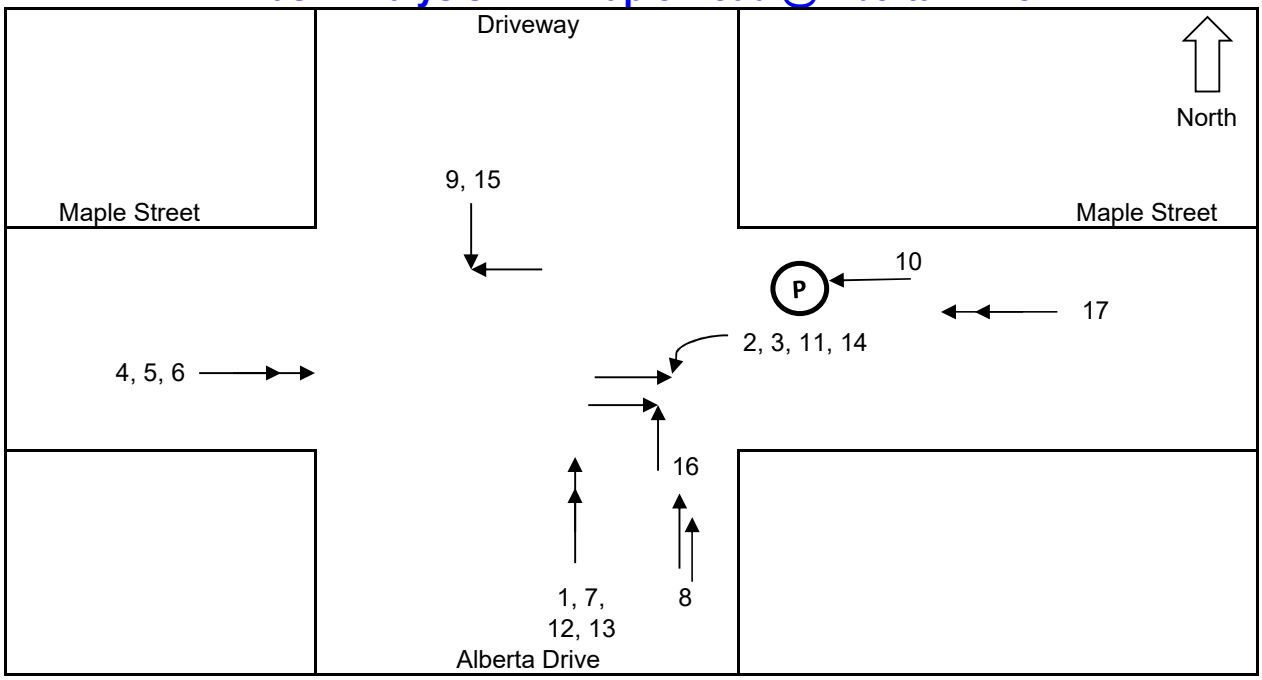


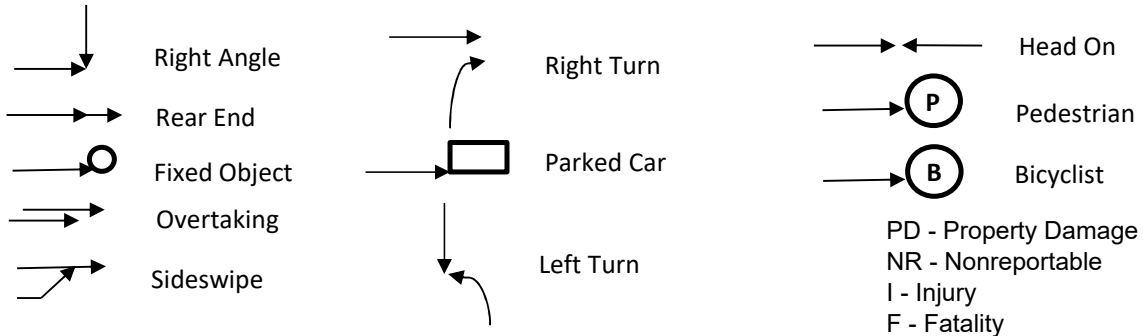
No.	Date	Time	Collision Type	Weather	Severity	Comment
1	8/24/2021	3:45 PM	Rear End	Clear	I	
2	9/18/2021	3:22 AM	Rear End	Clear	I	
3	10/2/2021	10:55 AM	Right Turn	Clear	PD	
4	1/3/2022	7:50 PM	Left Turn	Clear	PD	
5	4/8/2022	7:31 AM	Right Angle	Clear	PD	
6	6/15/2022	6:15 AM	Left Turn	Clear	I	
7	8/14/2022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

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

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

Crash Analysis: #12 Maple Road @Alberta Drive



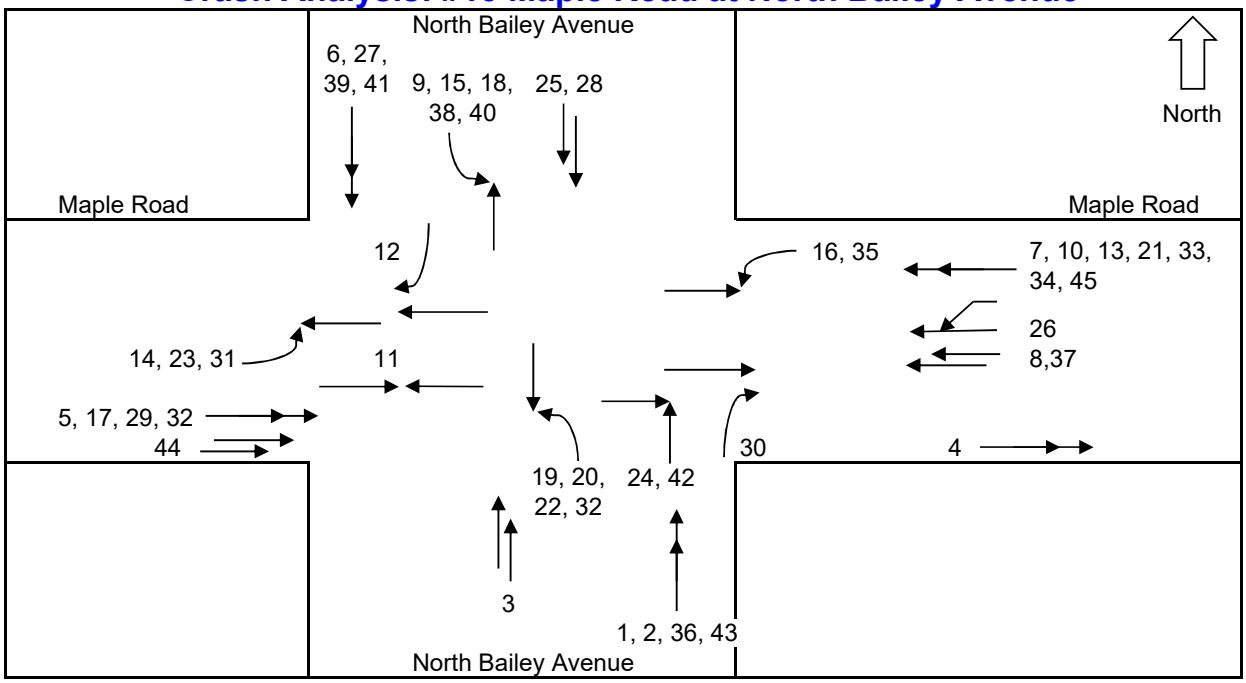


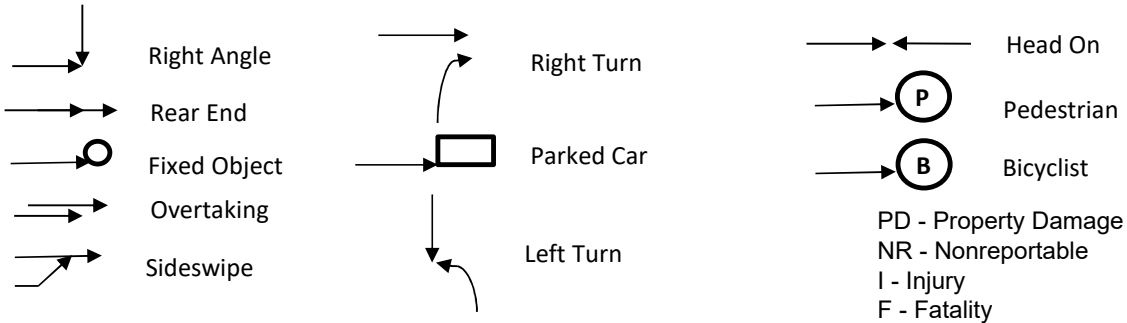
PD - Property Damage
NR - Nonreportable
I - Injury
F - Fatality

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

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

Crash Analysis: #13 Maple Road at North Bailey Avenue



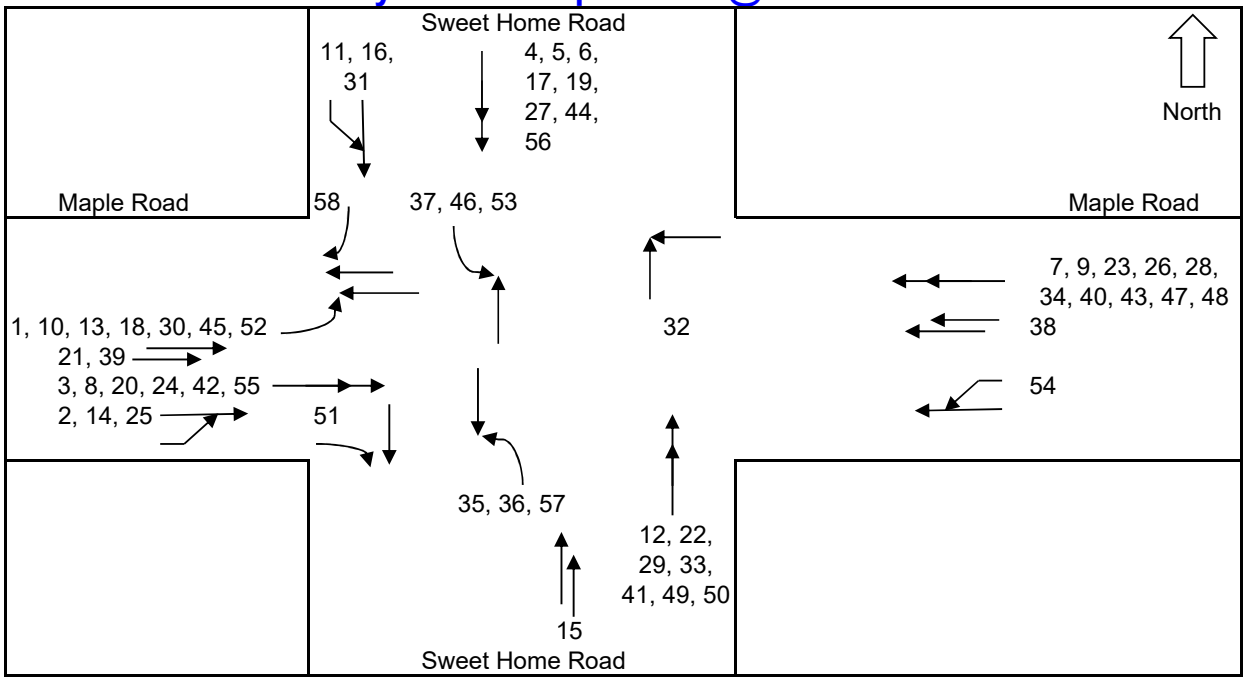


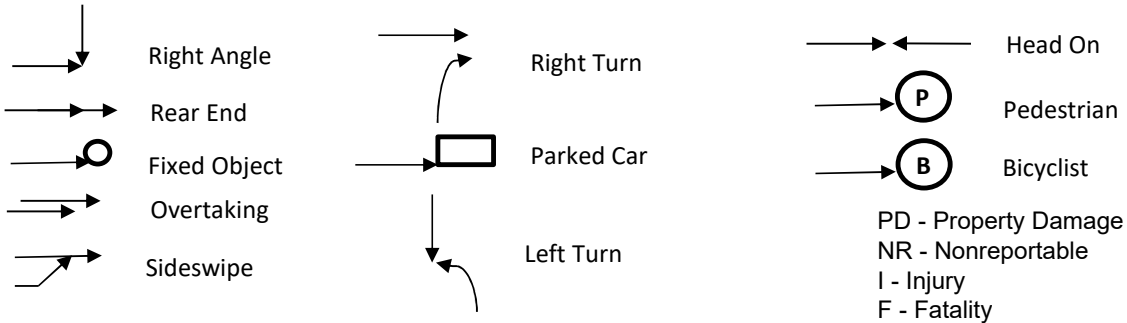
No.	Date	Time	Collision Type	Weather	Severity	Comment
1	5/31/2021	10:25 AM	Rear End	Clear	PD	
2	9/4/2021	12:25 PM	Rear End	Clear	PD	
3	9/6/2021	8:23 PM	Sideswipe	Clear	PD	
4	9/19/2021	10:34 AM	Rear End	Clear	PD	
5	10/7/2021	3:55 PM	Rear End	Clear	PD	
6	10/8/2021	12:11 PM	Rear End	Cloudy	PD	
7	10/16/2021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

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

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

Crash Analysis: #16 Maple Road @Sweet Home Road





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

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

Appendix C – Traffic Data

TSTData.com

Summary

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

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

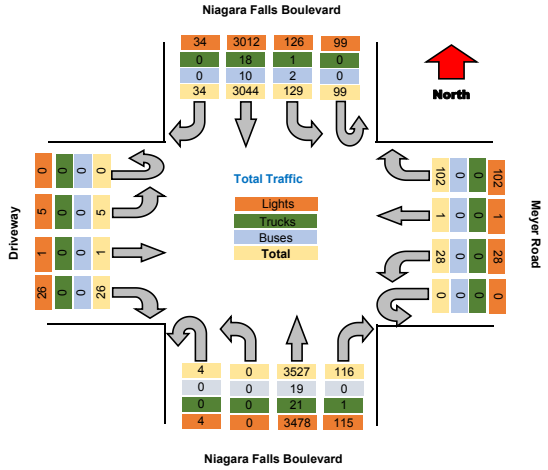
Turning Movement Data

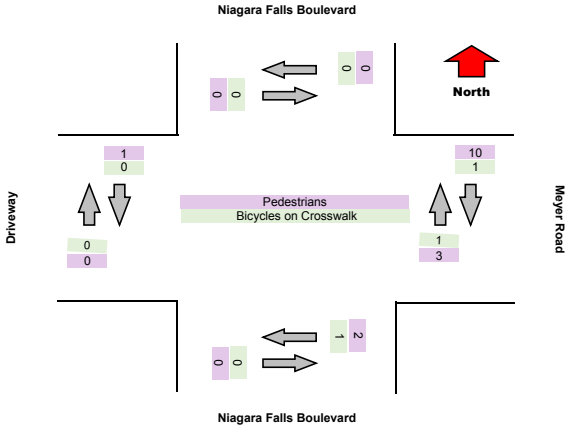
Leg	Niagara Falls Boulevard							Meyer Road							Niagara Falls Boulevard							Driveway							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left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

TSTData.com

Summary

Turning Movement Data Plot





TRI-STATE TRAFFIC DATA

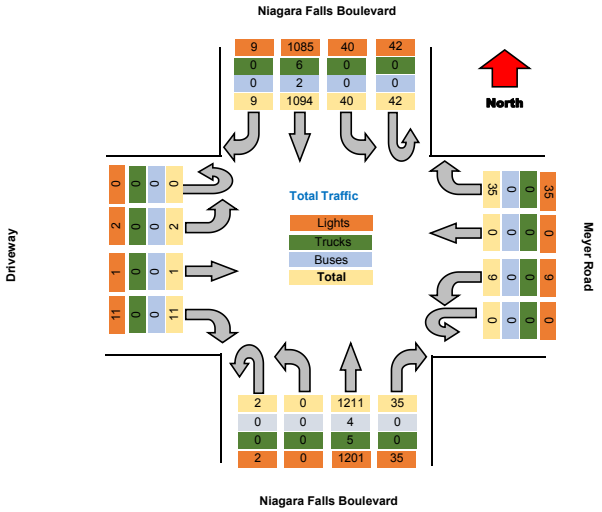
TSTData.com

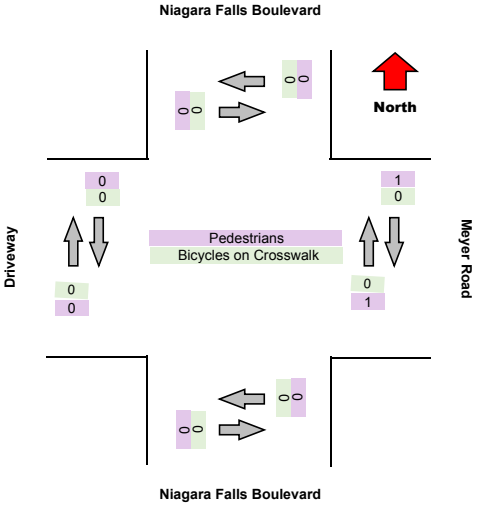
Summary

Turning Movement Peak Hour Data (PM)

4:45:00 PM

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



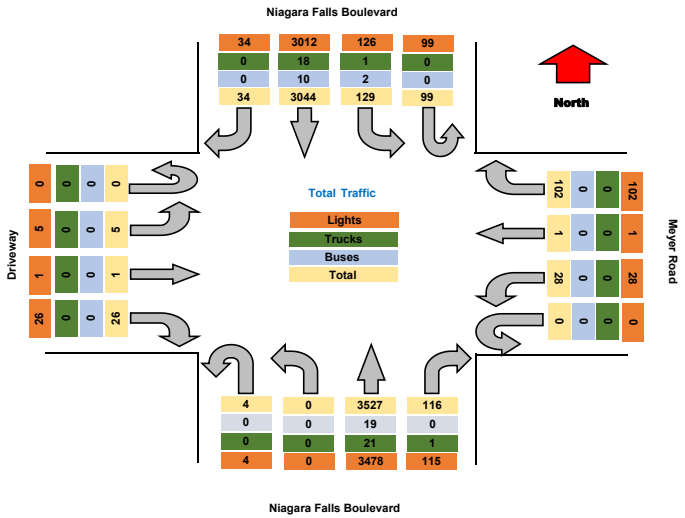


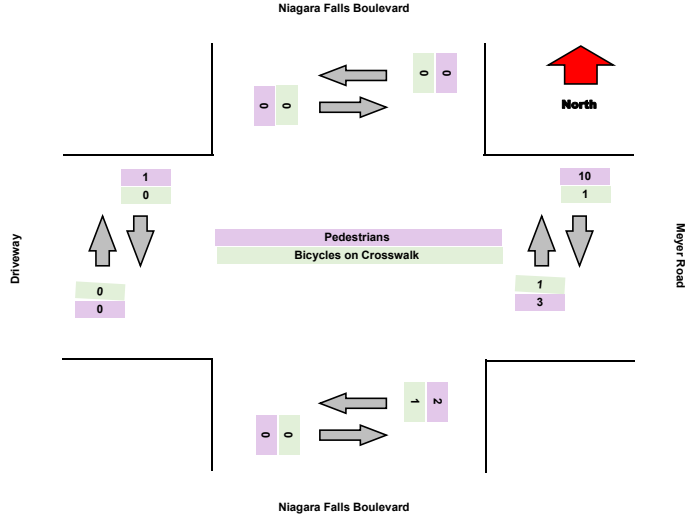


Turning Movement Data

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

Turning Movement Data Plot

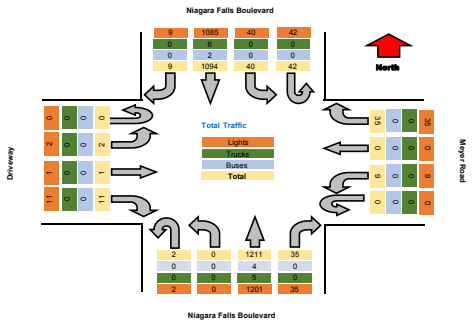


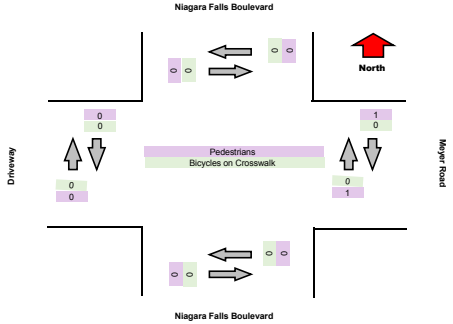


Turning Movement Peak Hour Data (PM)

4:45:00 PM

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





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Summary

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

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

Turning Movement Data

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

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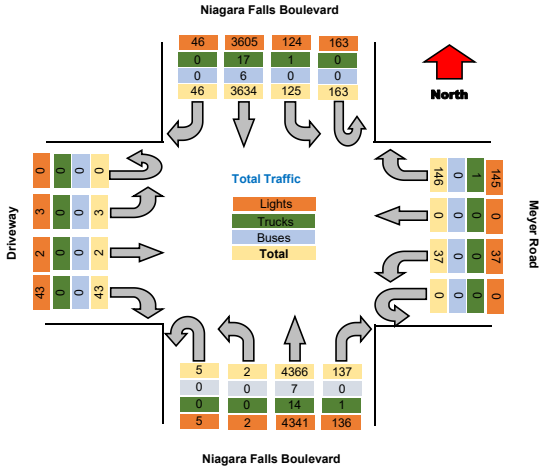
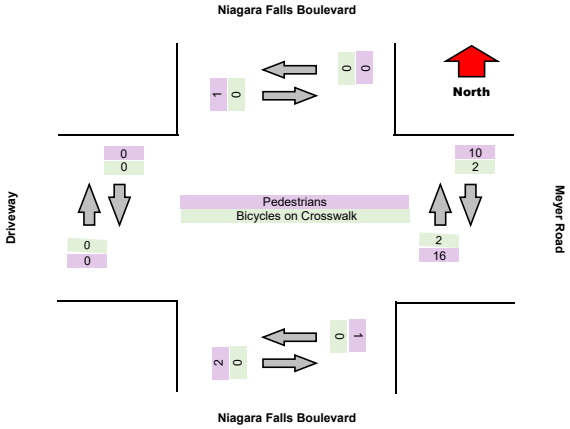
Summary

Turning Movement Data Plot





TRI-STATE TRAFFIC DATA

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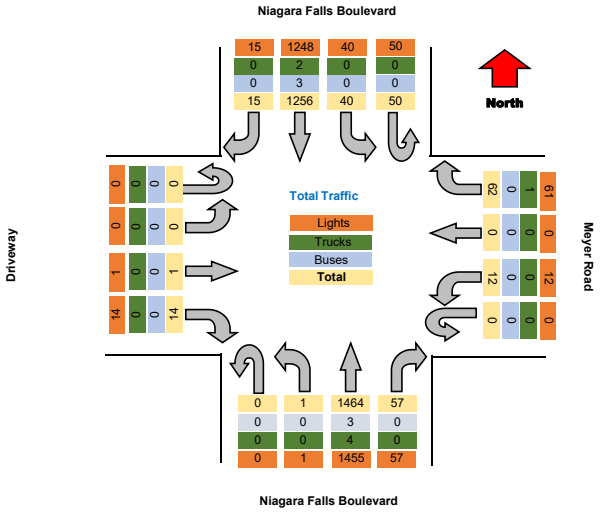
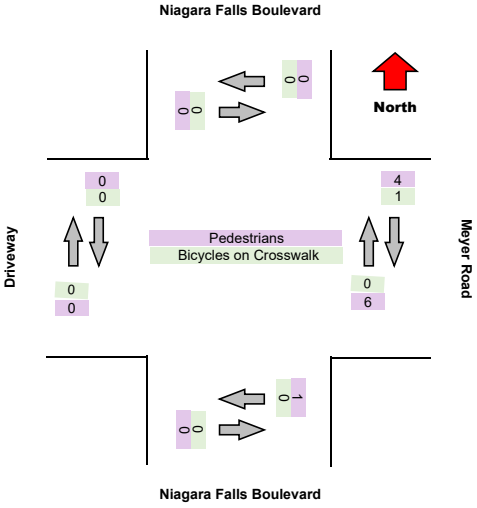
Summary

Turning Movement Peak Hour Data (PM)

13:45:00

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



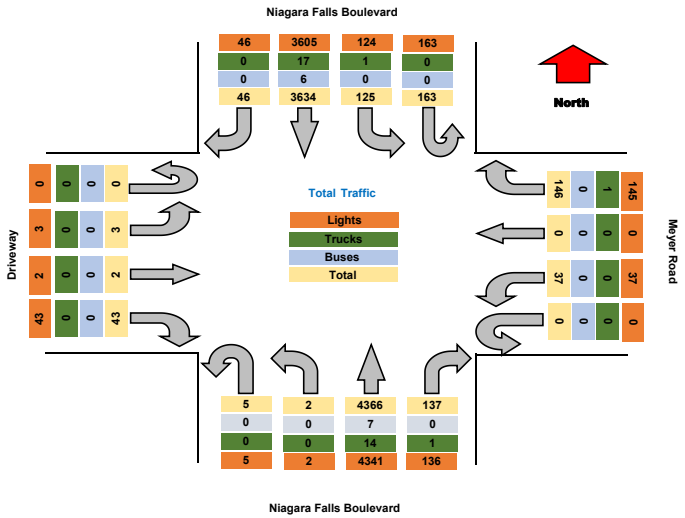


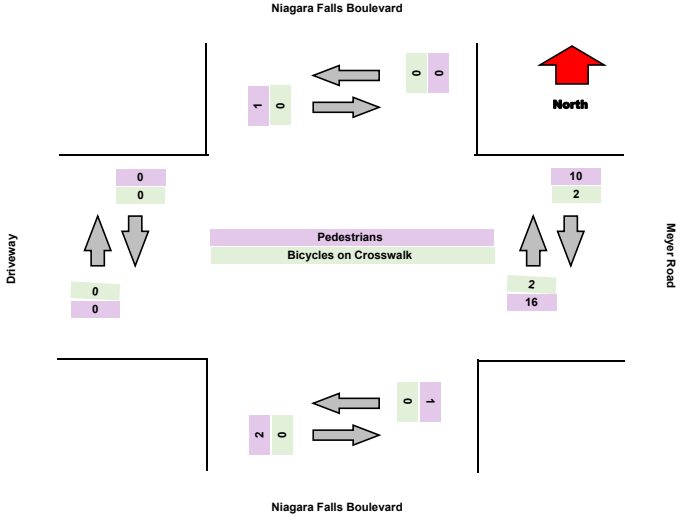


Turning Movement Data

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

Turning Movement Data Plot

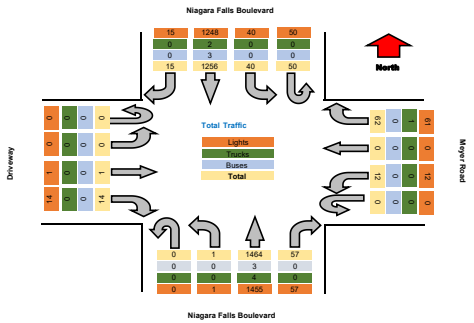


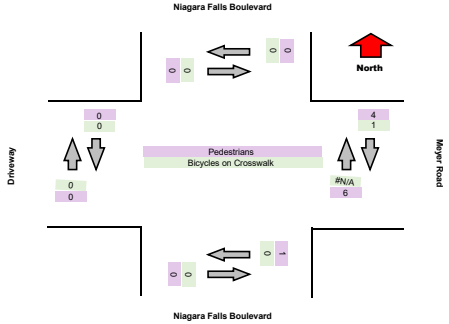


Turning Movement Peak Hour Data (PM)

13:45:00

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





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Summary

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

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

Turning Movement Data

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

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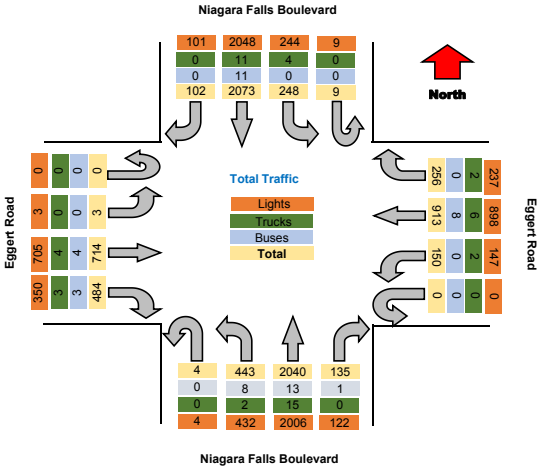
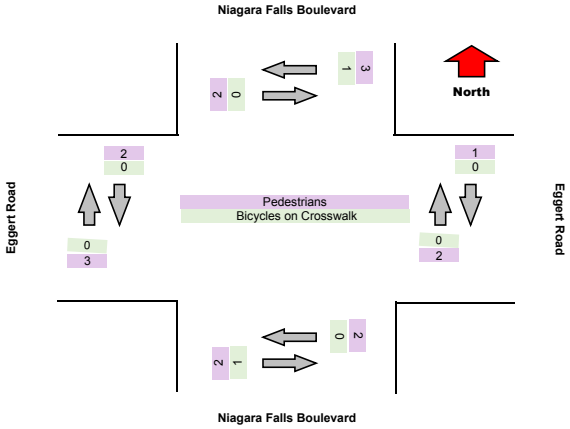
Summary

Turning Movement Data Plot





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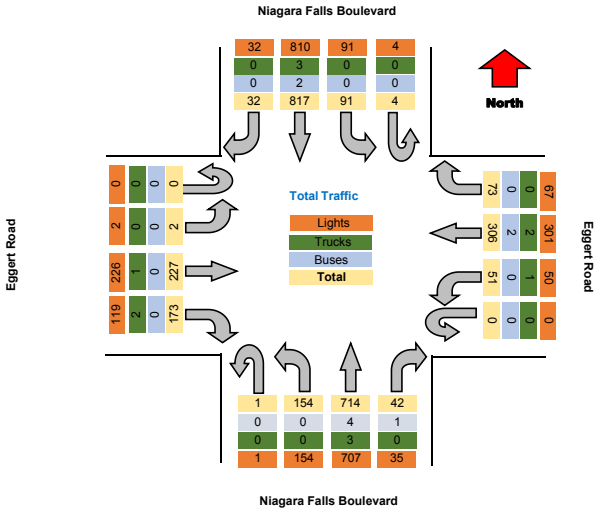
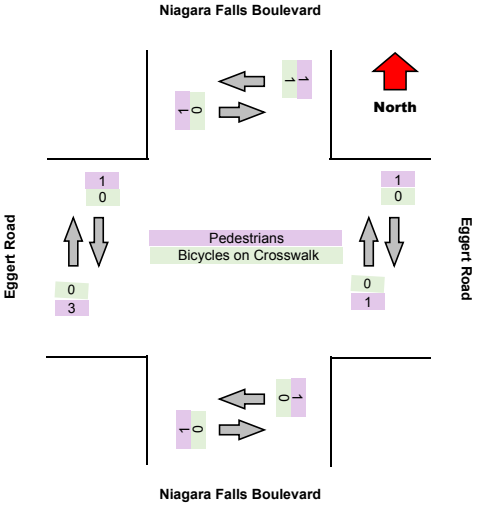
Summary

Turning Movement Peak Hour Data (PM)

4:45:00 PM

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



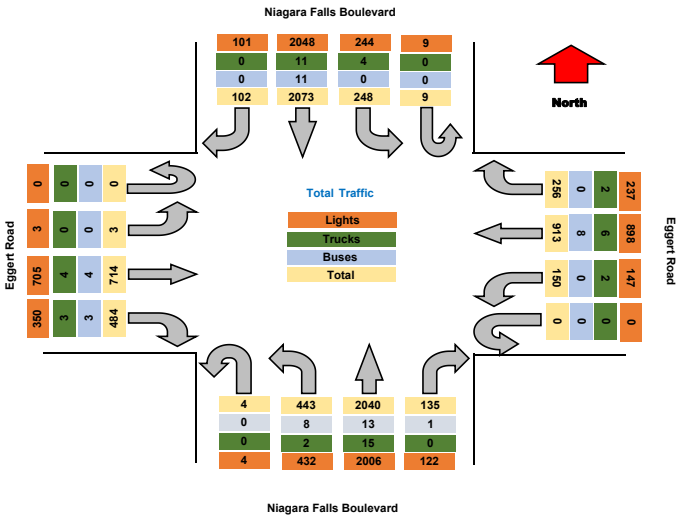


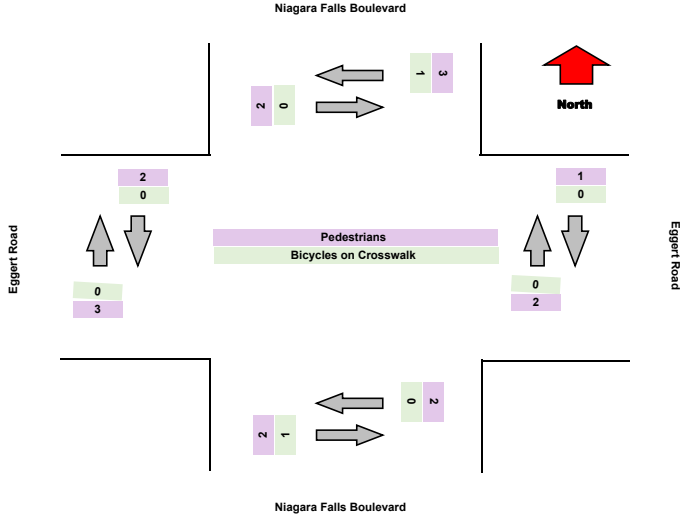


Turning Movement Data

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

Turning Movement Data Plot

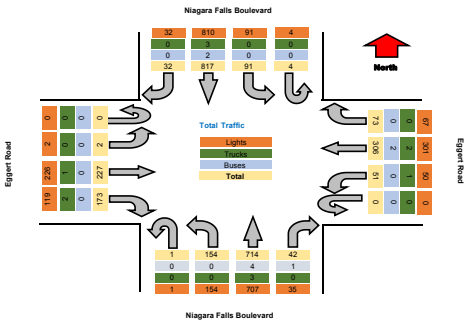


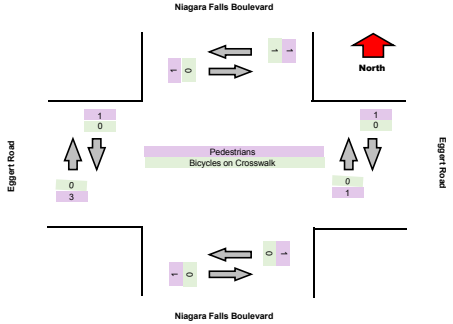


Turning Movement Peak Hour Data (PM)

4:45:00 PM

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





TSTData.com

Summary

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

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

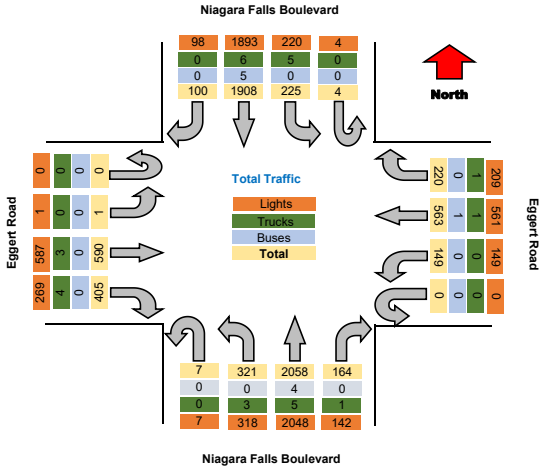
Turning Movement Data

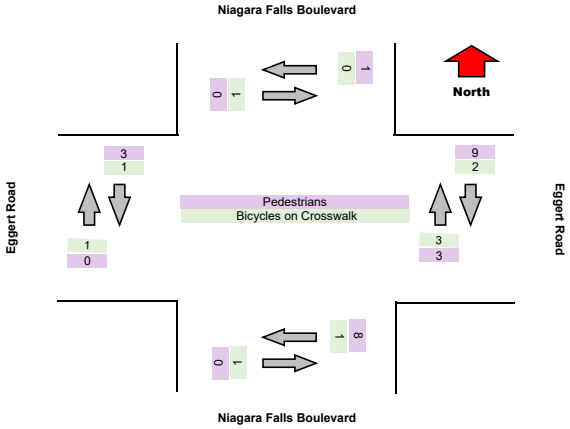
Leg	Niagara Falls Boulevard							Eggert Road							Niagara Falls Boulevard							Eggert Road							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left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

TSTData.com

Summary

Turning Movement Data Plot





TRI-STATE TRAFFIC DATA

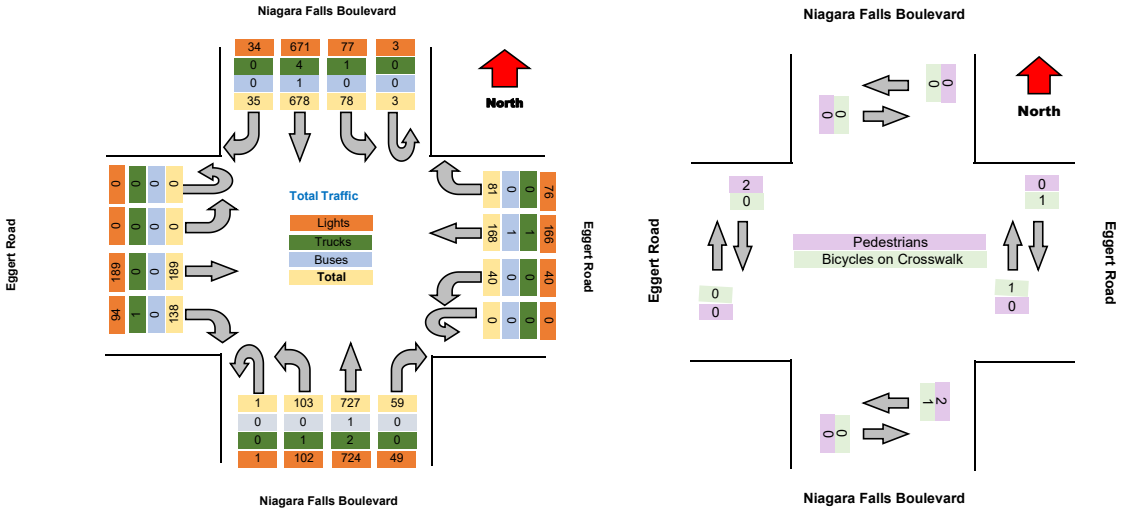
TSTData.com

Summary

Turning Movement Peak Hour Data (PM)

14:00:00

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

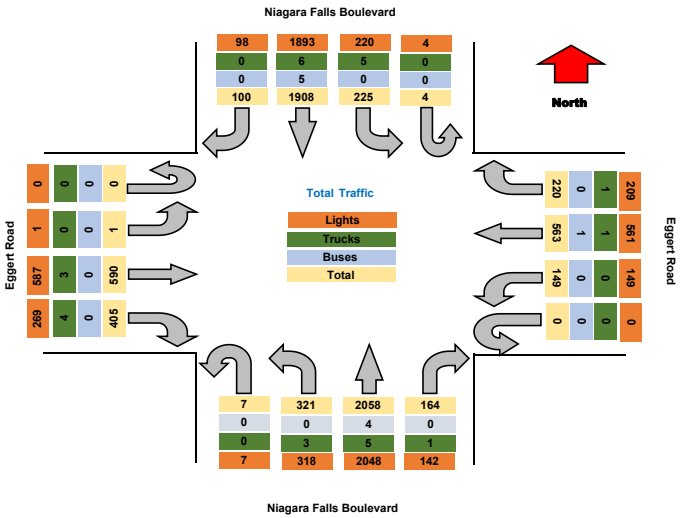


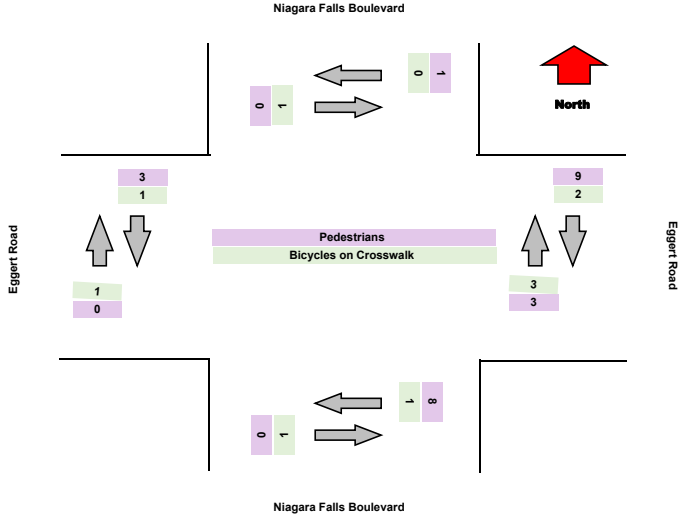


Turning Movement Data

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

Turning Movement Data Plot

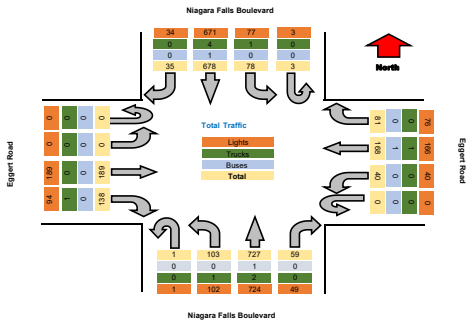


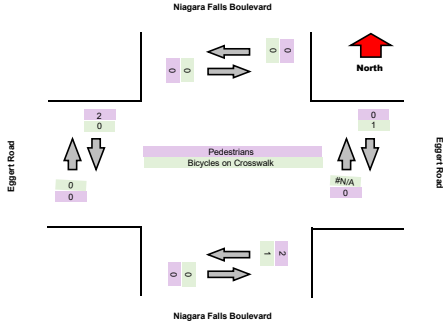


Turning Movement Peak Hour Data (PM)

14:00:00

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





TRI-STATE TRAFFIC DATA

TSTData.com

Summary

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

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

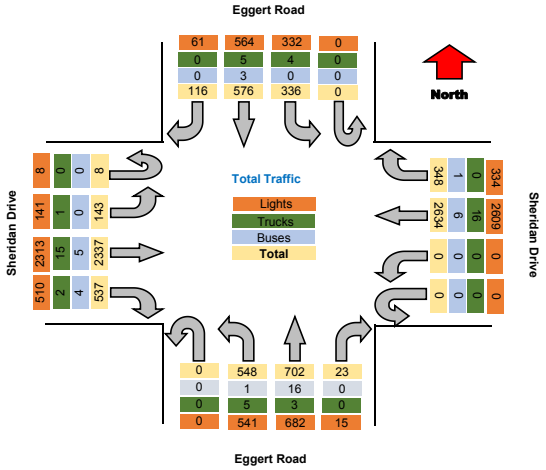
Turning Movement Data

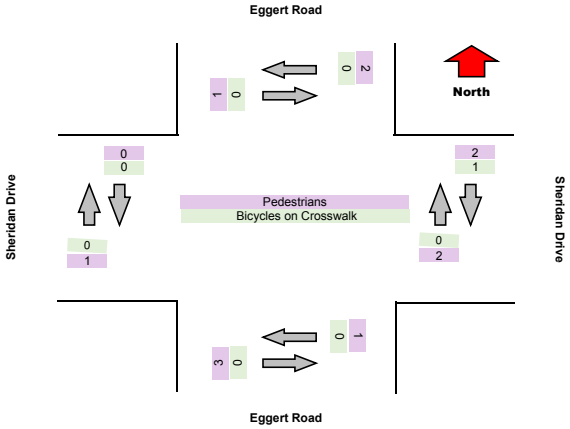
Leg	Eggert Road							Sheridan Drive							Eggert Road							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total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

TSTData.com

Summary

Turning Movement Data Plot





TRI-STATE TRAFFIC DATA

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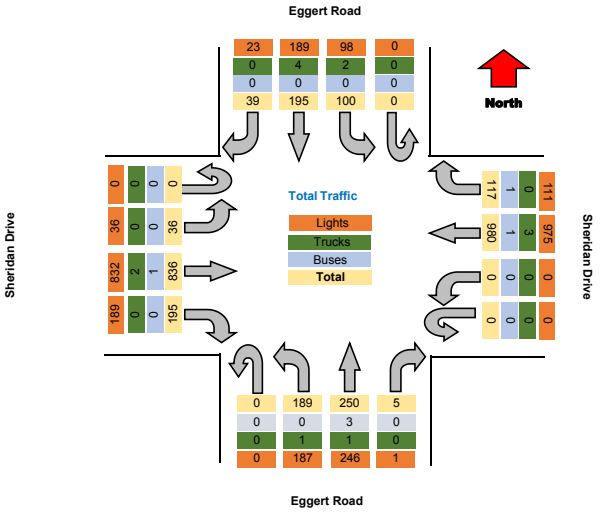
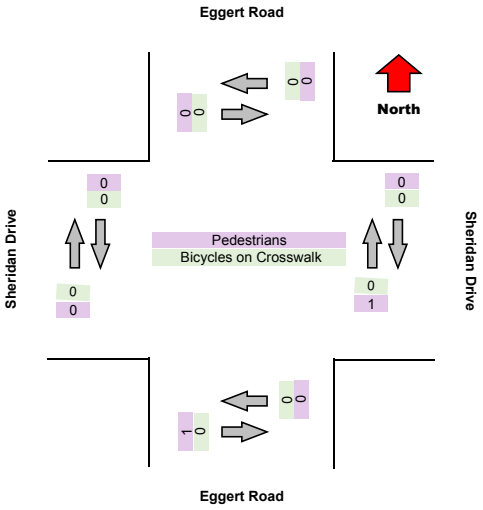
Summary

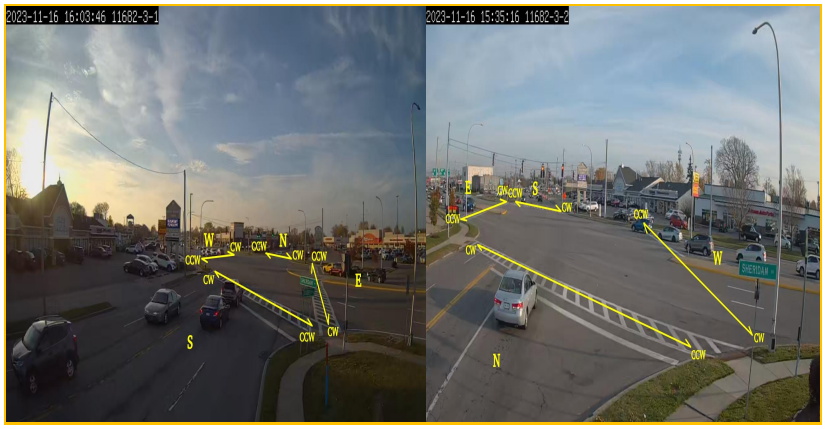
Turning Movement Peak Hour Data (PM)

4:15:00 PM

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



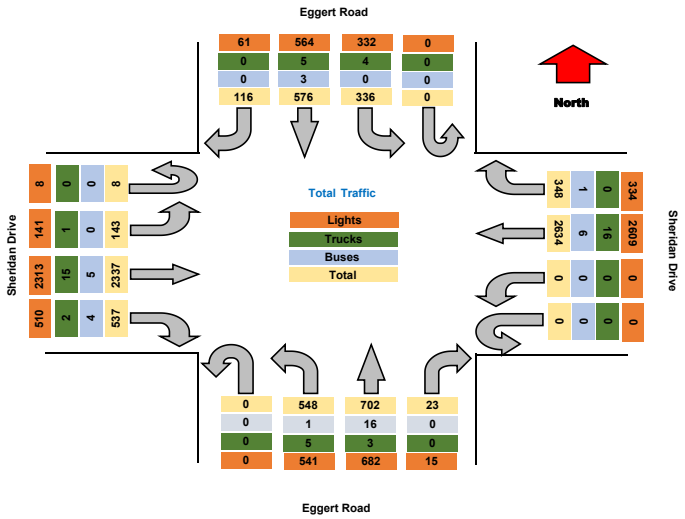


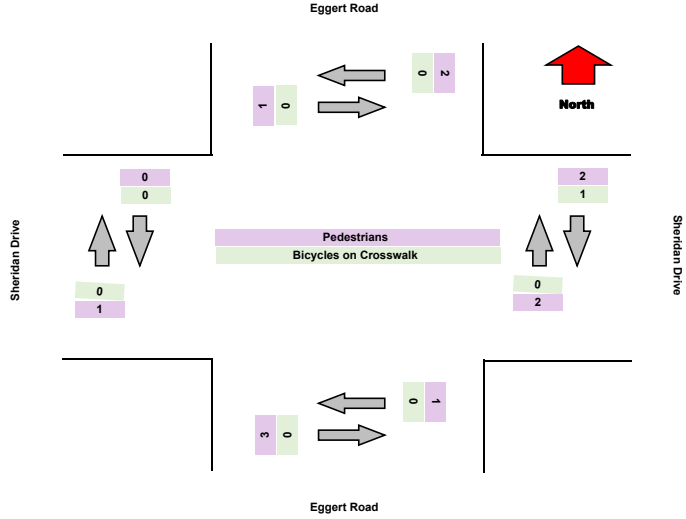


Turning Movement Data

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

Turning Movement Data Plot

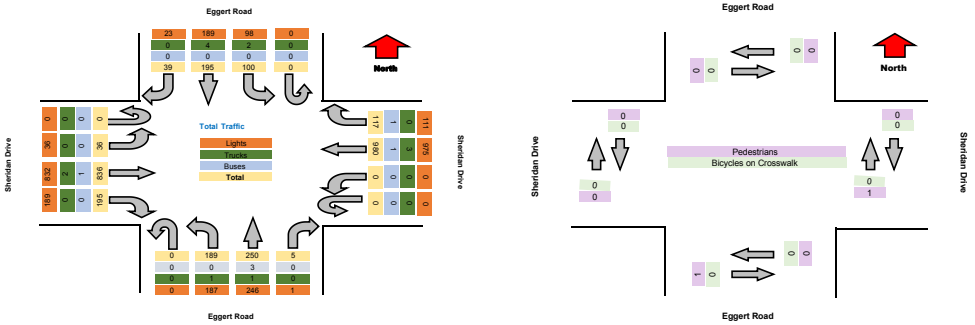




Turning Movement Peak Hour Data (PM)

4:15:00 PM

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



TSTData.com

Summary

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

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

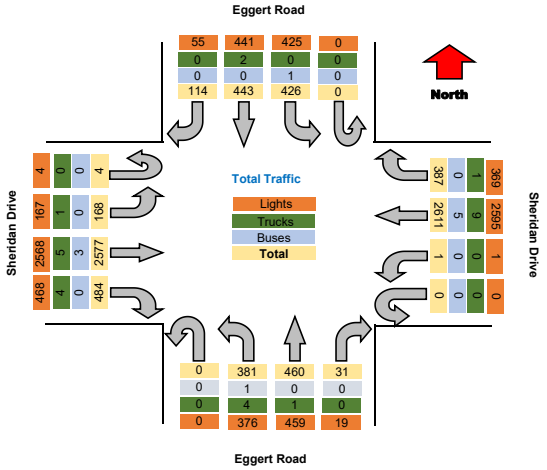
Turning Movement Data

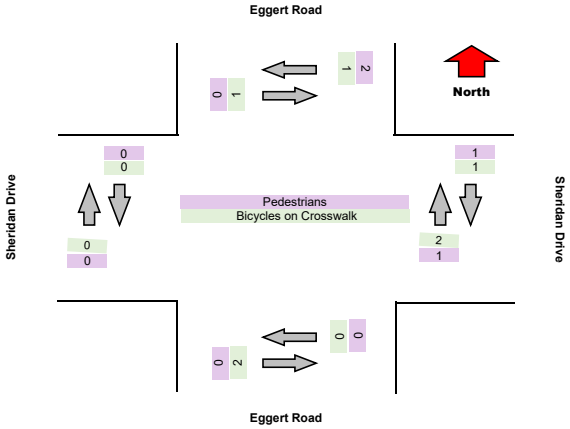
Leg	Eggert Road							Sheridan Drive							Eggert Road							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total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

TSTData.com

Summary

Turning Movement Data Plot





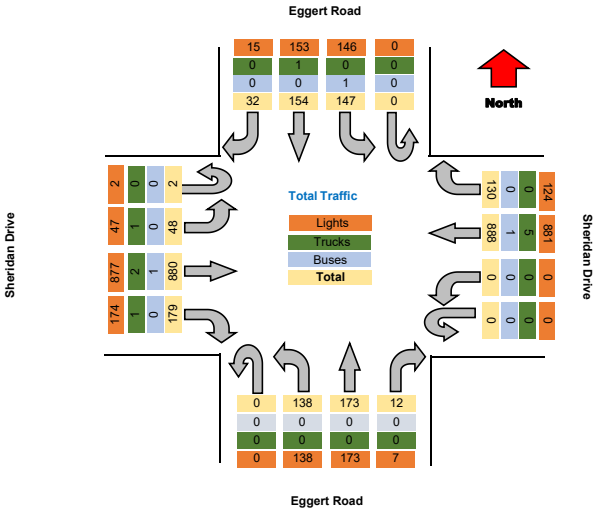
TSTData.com

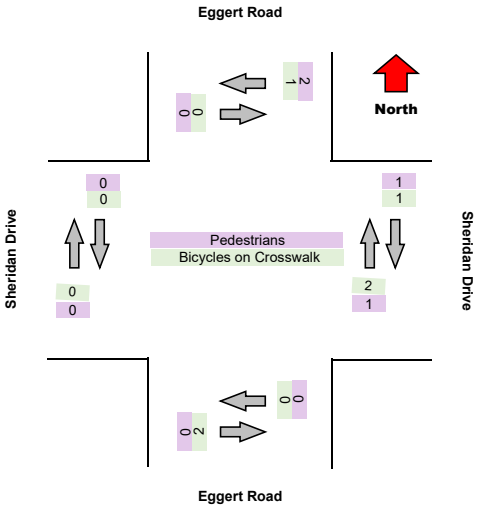
Summary

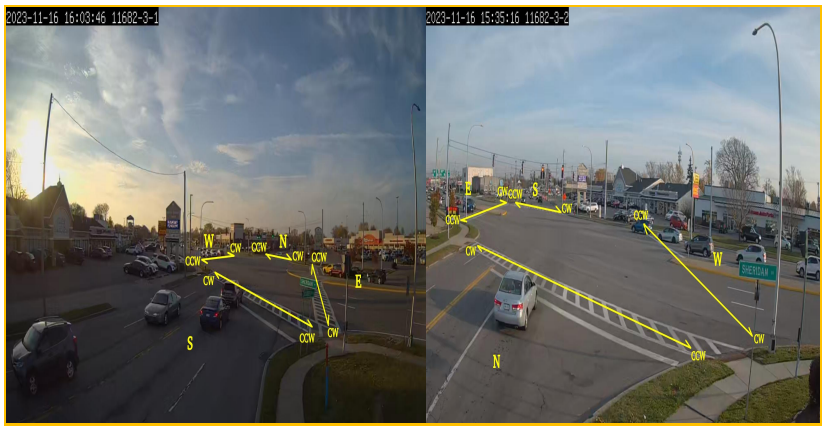
Turning Movement Peak Hour Data (PM)

12:00:00

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



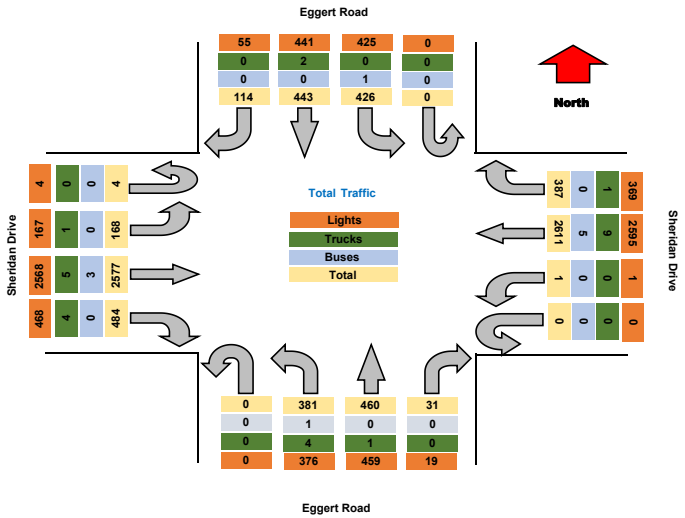


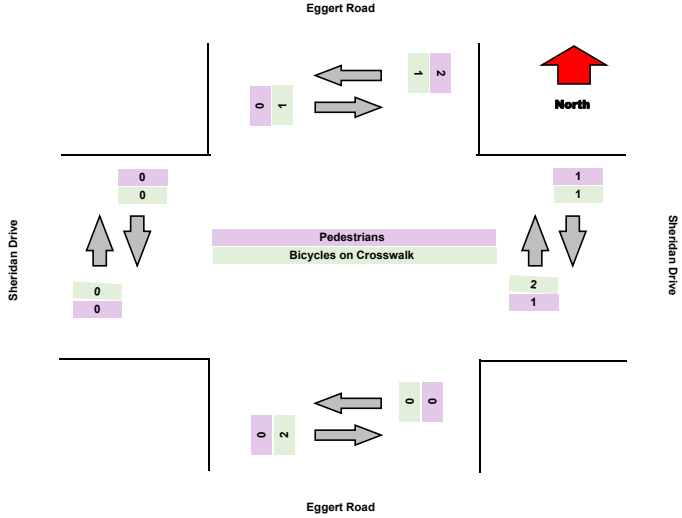


Turning Movement Data

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

Turning Movement Data Plot

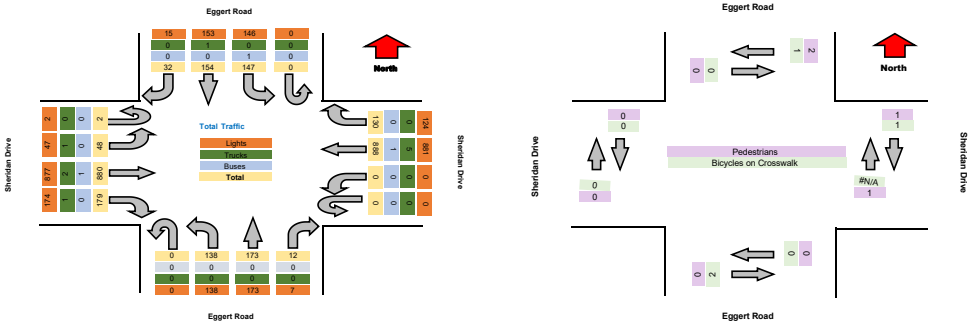




Turning Movement Peak Hour Data (PM)

12:00:00

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



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Summary

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

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

Turning Movement Data

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

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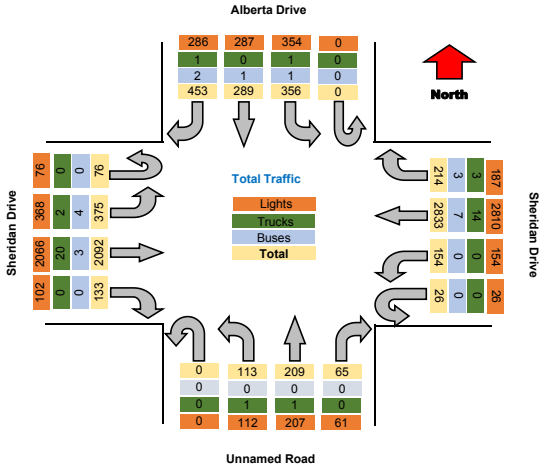
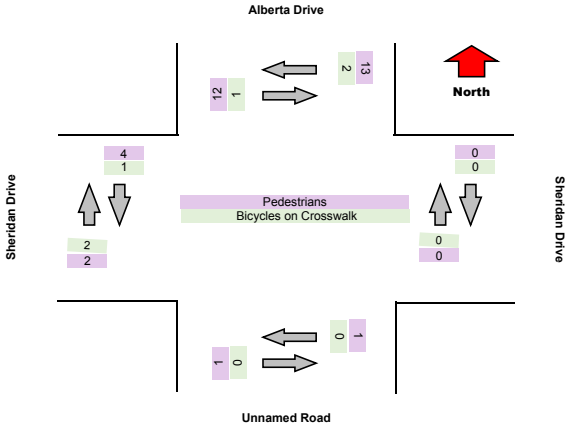
Summary

Turning Movement Data Plot





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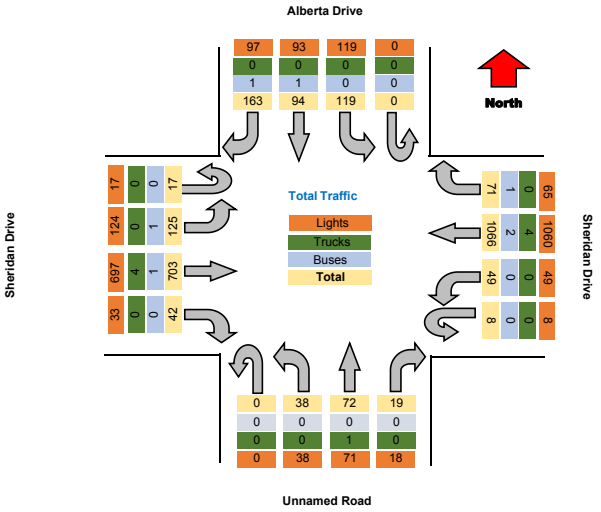
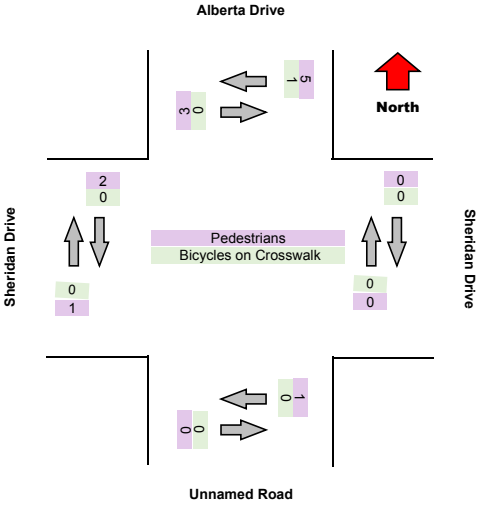
Summary

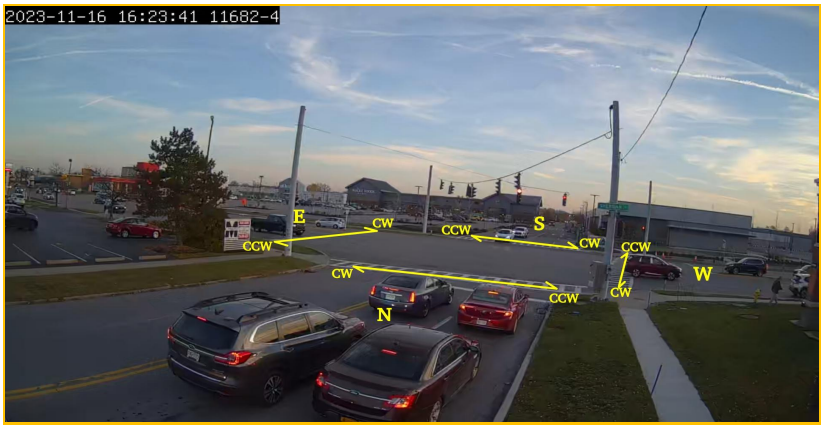
Turning Movement Peak Hour Data (PM)

4:15:00 PM

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



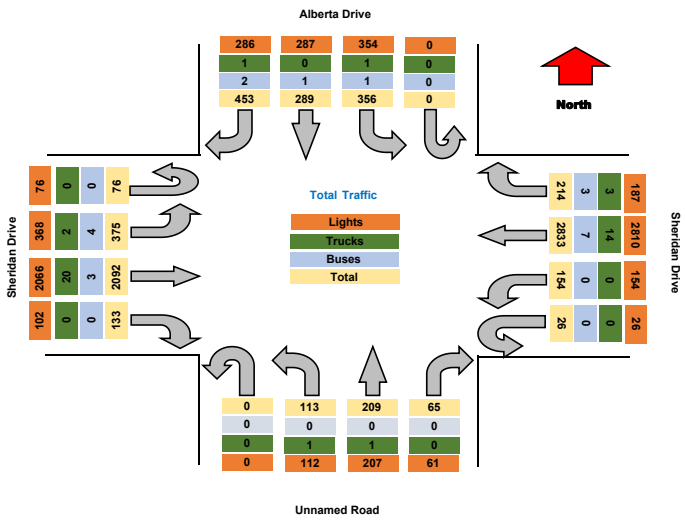


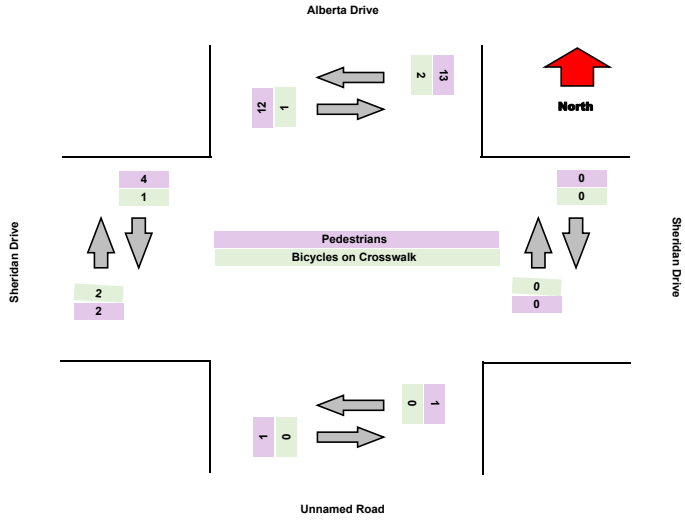


Turning Movement Data

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

Turning Movement Data Plot

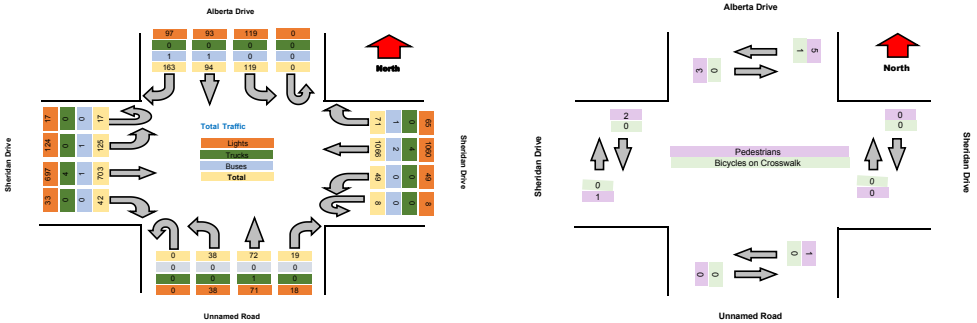




Turning Movement Peak Hour Data (PM)

4:15:00 PM

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



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Summary

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

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

Turning Movement Data

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

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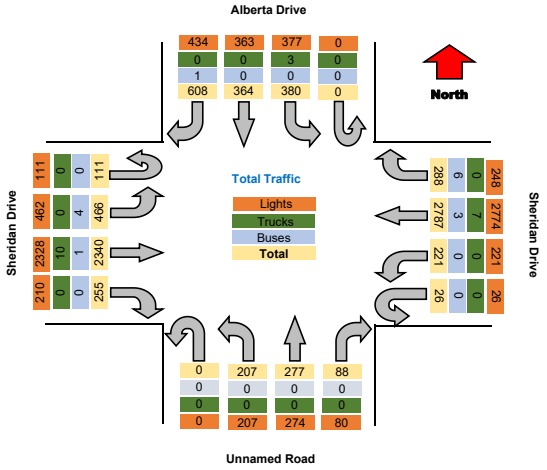
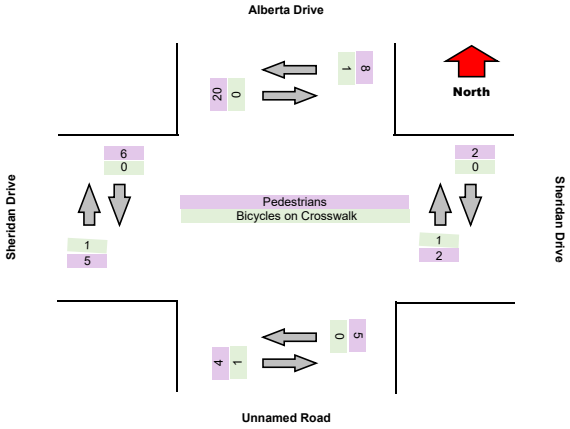
Summary

Turning Movement Data Plot





TRI-STATE TRAFFIC DATA

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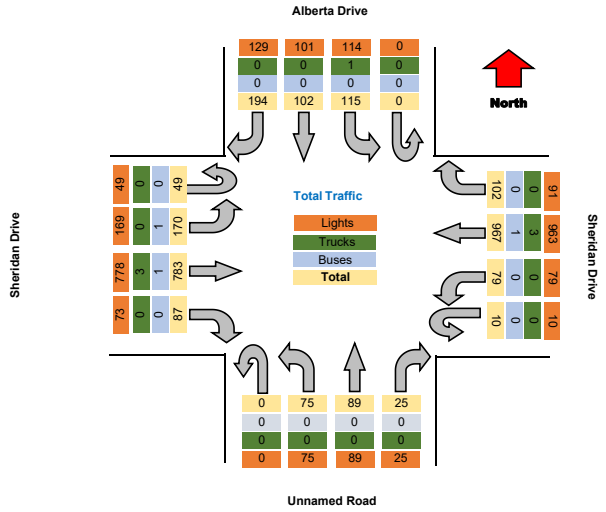
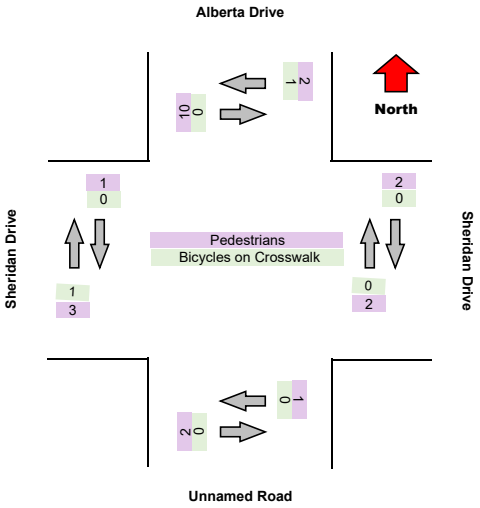
Summary

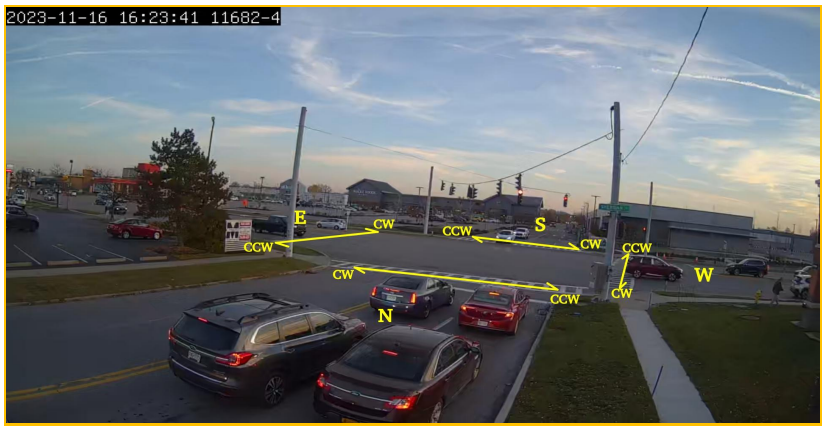
Turning Movement Peak Hour Data (PM)

12:15:00

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



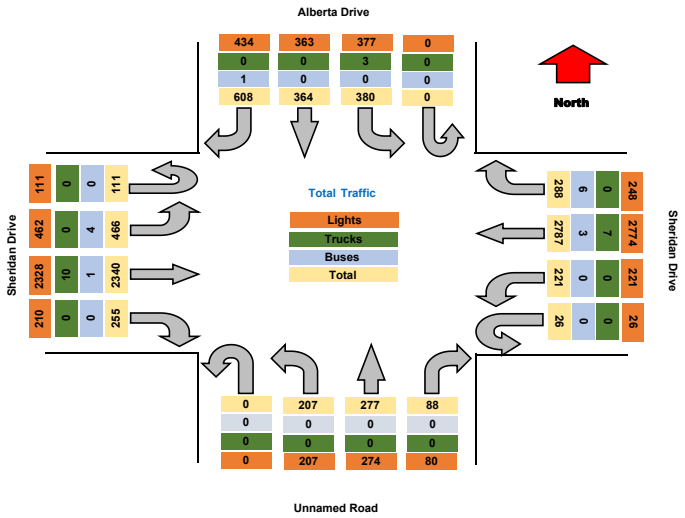


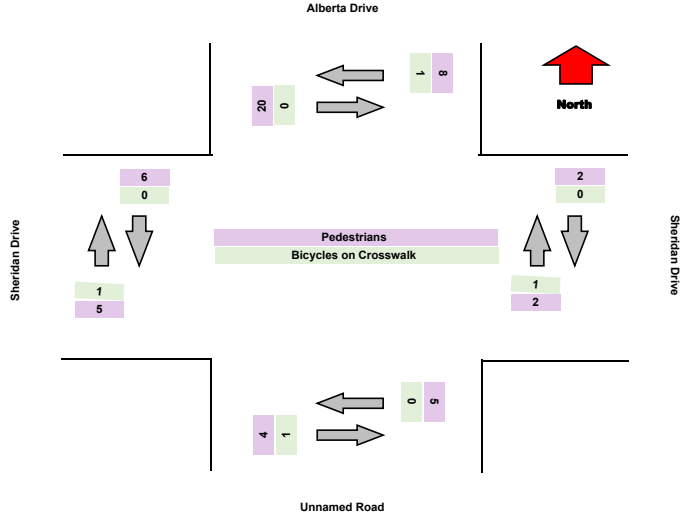


Turning Movement Data

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

Turning Movement Data Plot

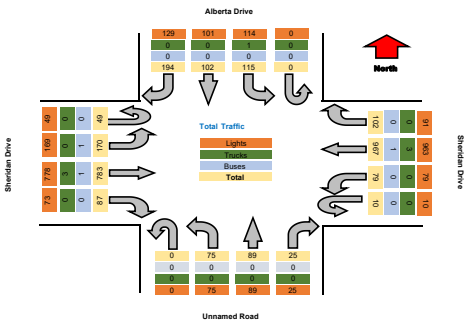


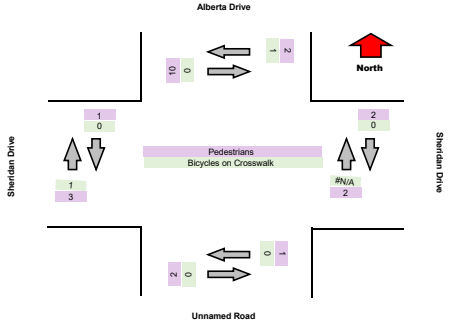


Turning Movement Peak Hour Data (PM)

12:15:00

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





TSTData.com

Summary

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

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

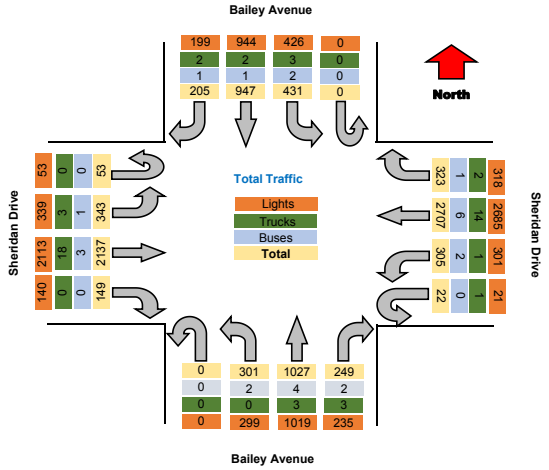
Turning Movement Data

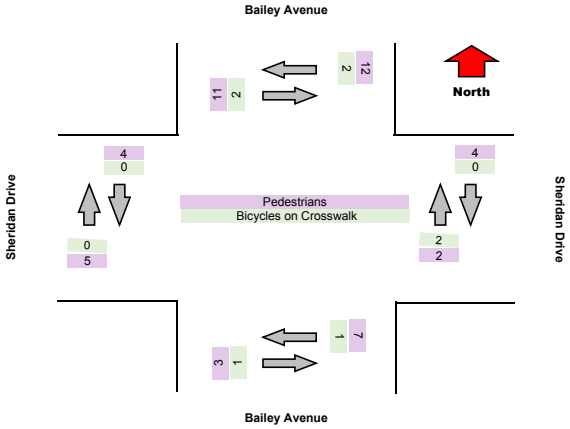
Leg	Bailey Avenue							Sheridan Drive							Bailey Avenue							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App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

TSTData.com

Summary

Turning Movement Data Plot





TRI-STATE TRAFFIC DATA

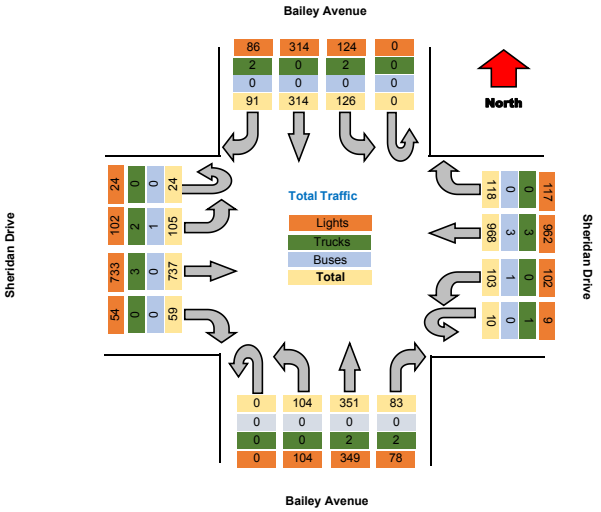
TSTData.com

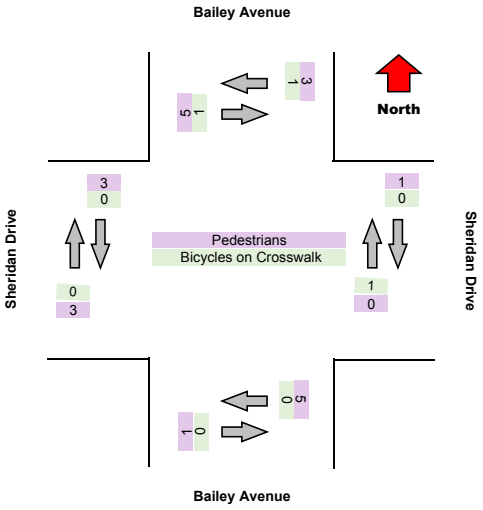
Summary

Turning Movement Peak Hour Data (PM)

4:15:00 PM

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



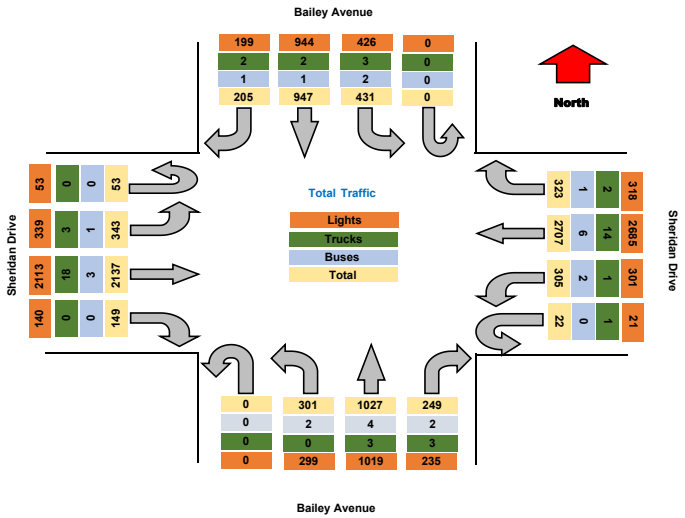


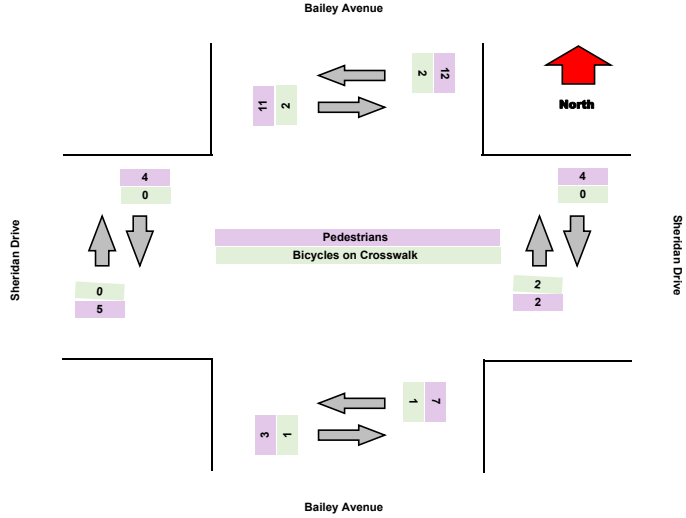


Turning Movement Data

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

Turning Movement Data Plot

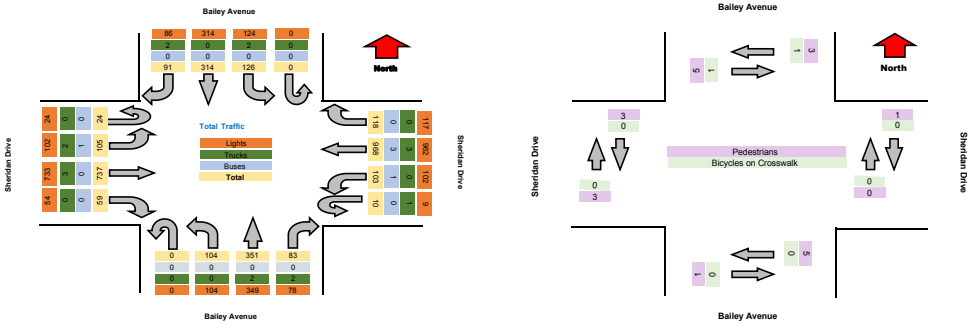




Turning Movement Peak Hour Data (PM)

4:15:00 PM

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



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Summary

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

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

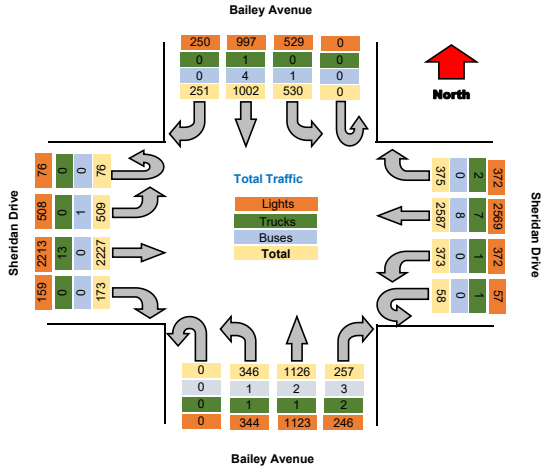
Turning Movement Data

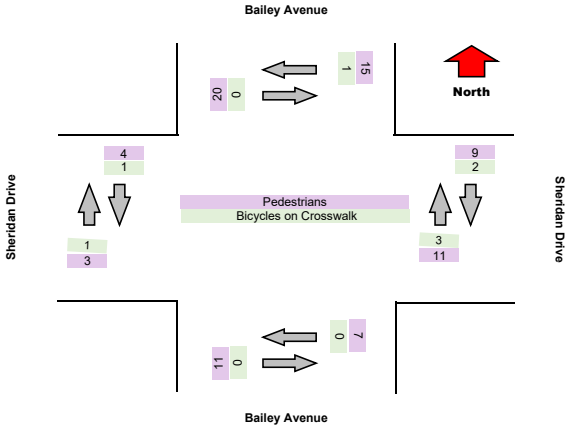
Leg	Bailey Avenue							Sheridan Drive							Bailey Avenue							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App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

TSTData.com

Summary

Turning Movement Data Plot





TRI-STATE TRAFFIC DATA

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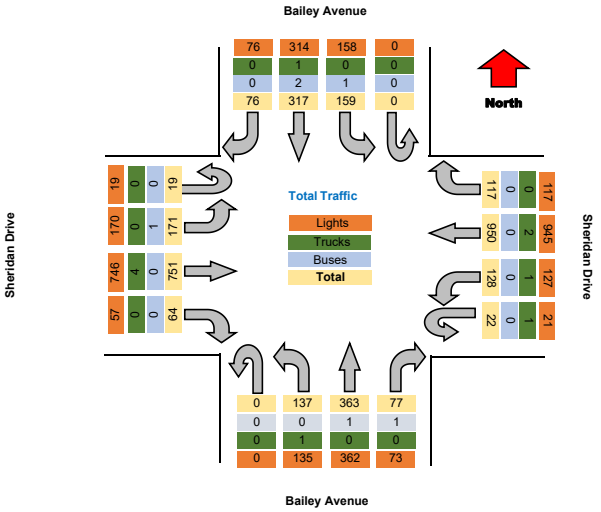
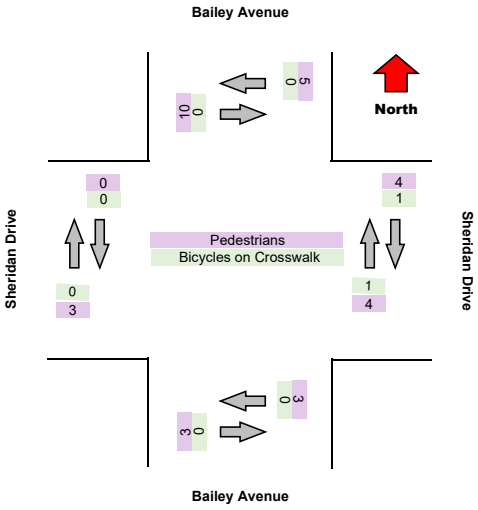
Summary

Turning Movement Peak Hour Data (PM)

12:45:00

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



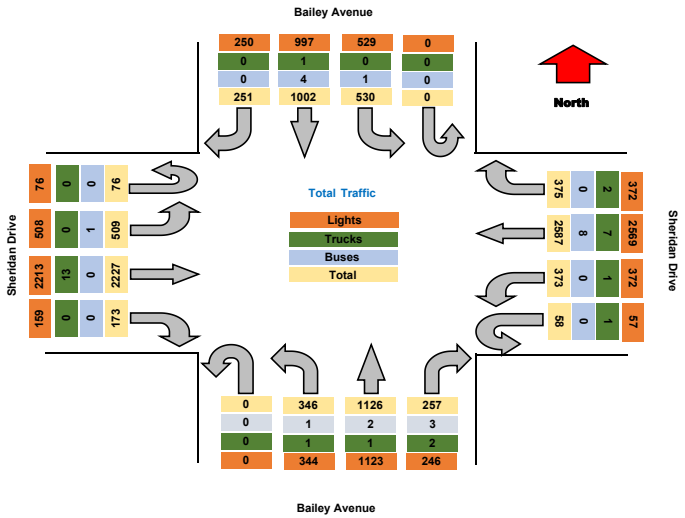


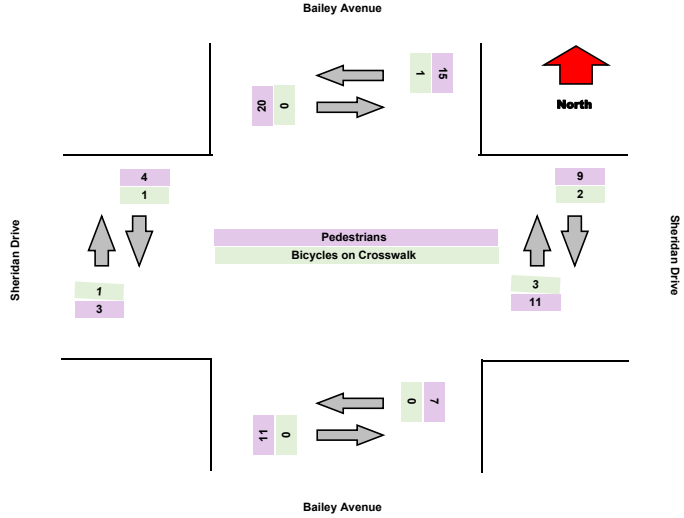


Turning Movement Data

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

Turning Movement Data Plot

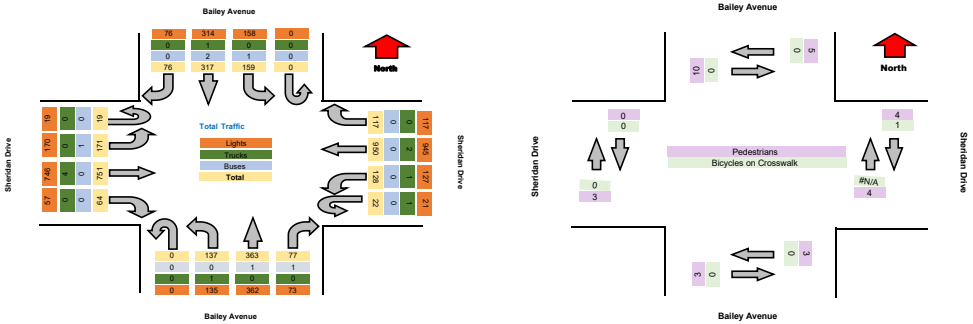




Turning Movement Peak Hour Data (PM)

12:45:00

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



TSTData.com

Summary

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

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

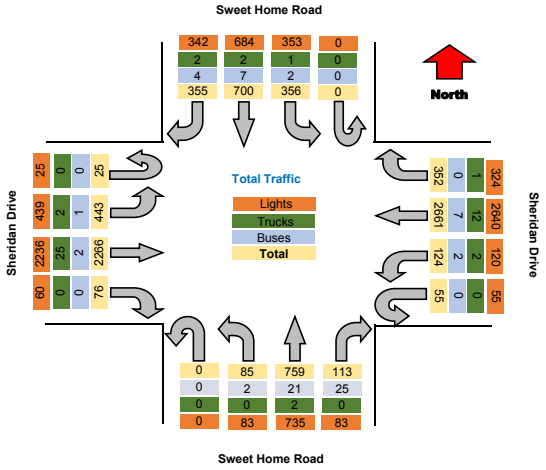
Turning Movement Data

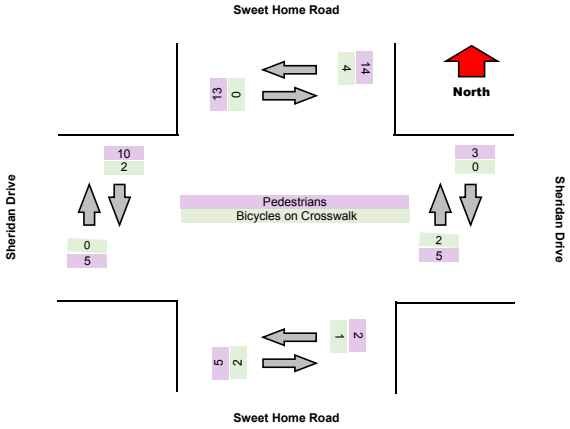
Leg	Sweet Home Road							Sheridan Drive							Sweet Home Road							Sheridan Drive							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn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

TSTData.com

Summary

Turning Movement Data Plot





TRI-STATE TRAFFIC DATA

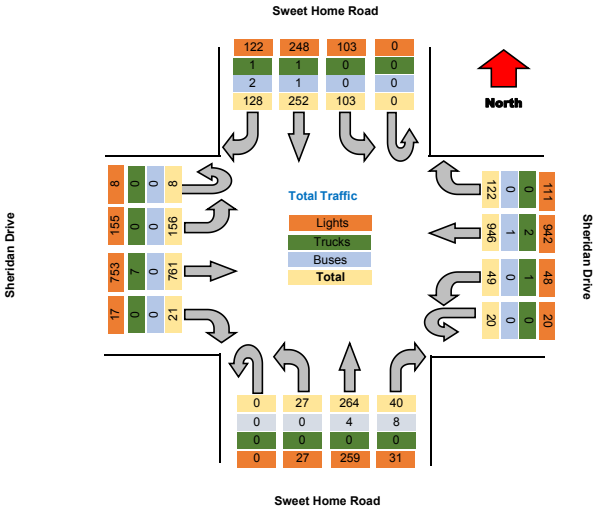
TSTData.com

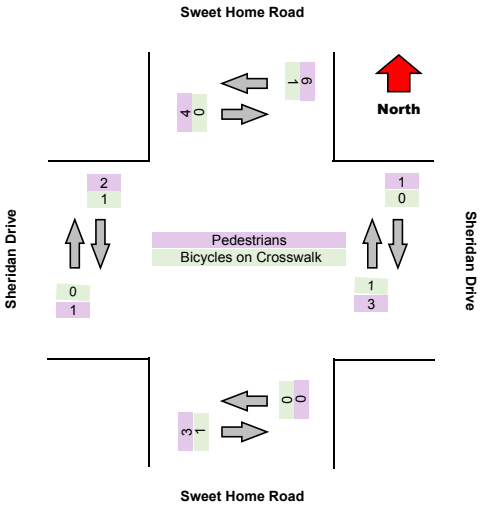
Summary

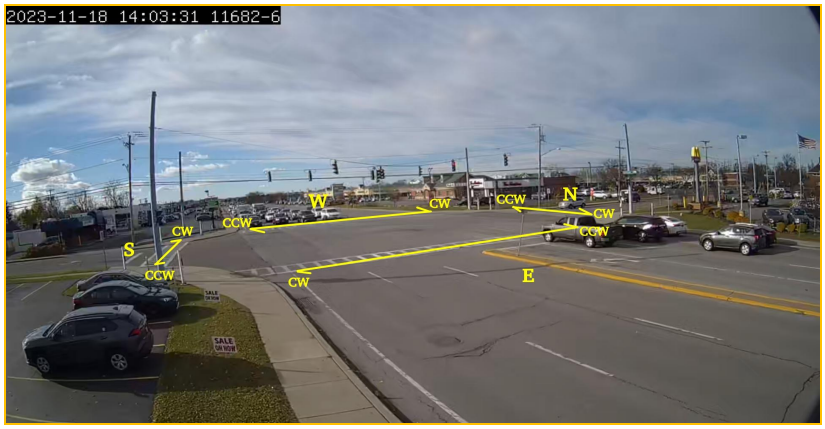
Turning Movement Peak Hour Data (PM)

4:30:00 PM

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



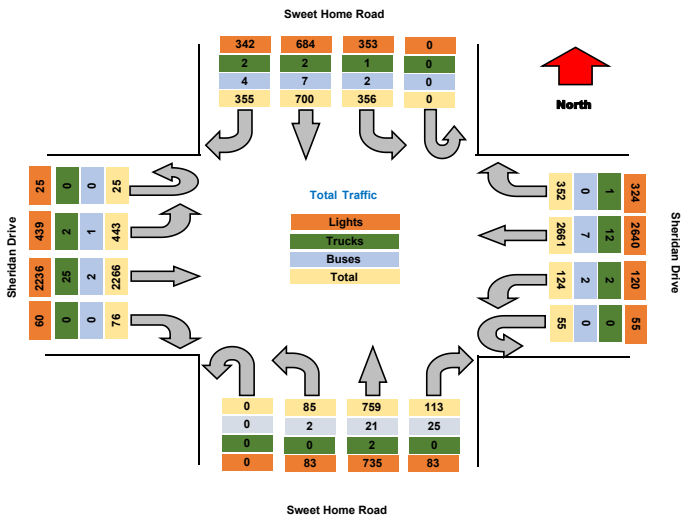


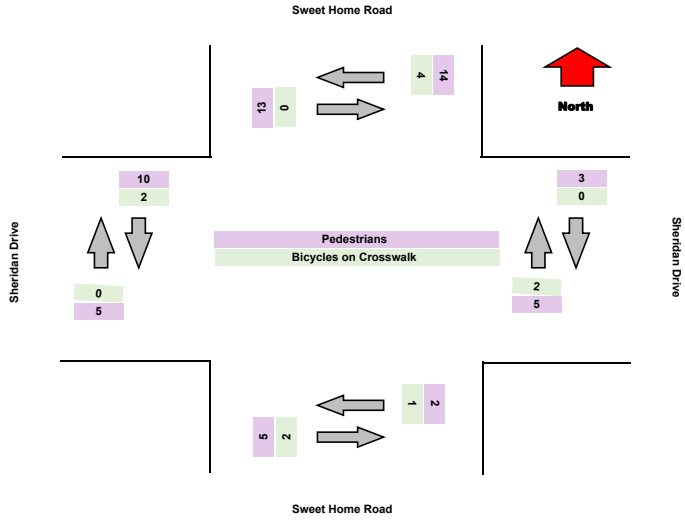


Turning Movement Data

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

Turning Movement Data Plot

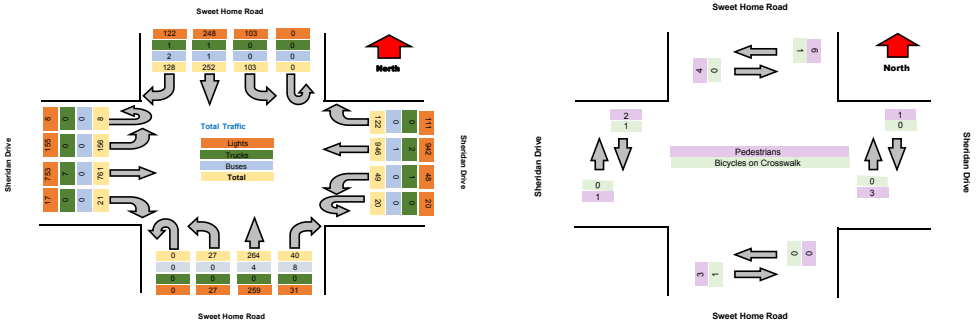




Turning Movement Peak Hour Data (PM)

4:30:00 PM

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



TRI-STATE TRAFFIC DATA

TSTData.com

Summary

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

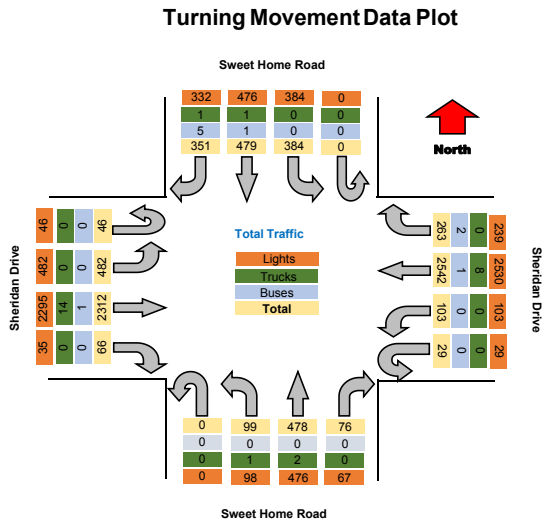
	Start	End	PHF
PM Peak	2023-11-18 12:30:00	2023-11-18 13:30:00	0.978

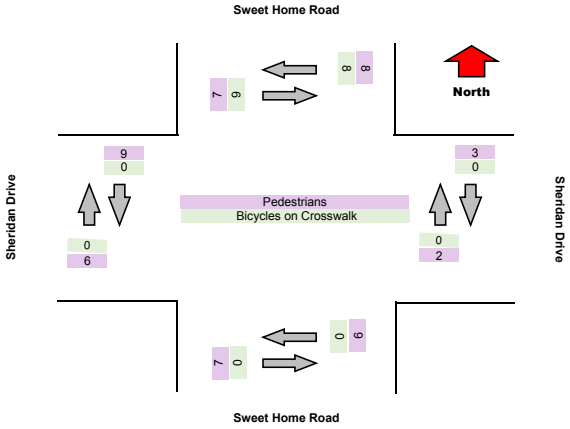
Turning Movement Data

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

TSTData.com

Summary





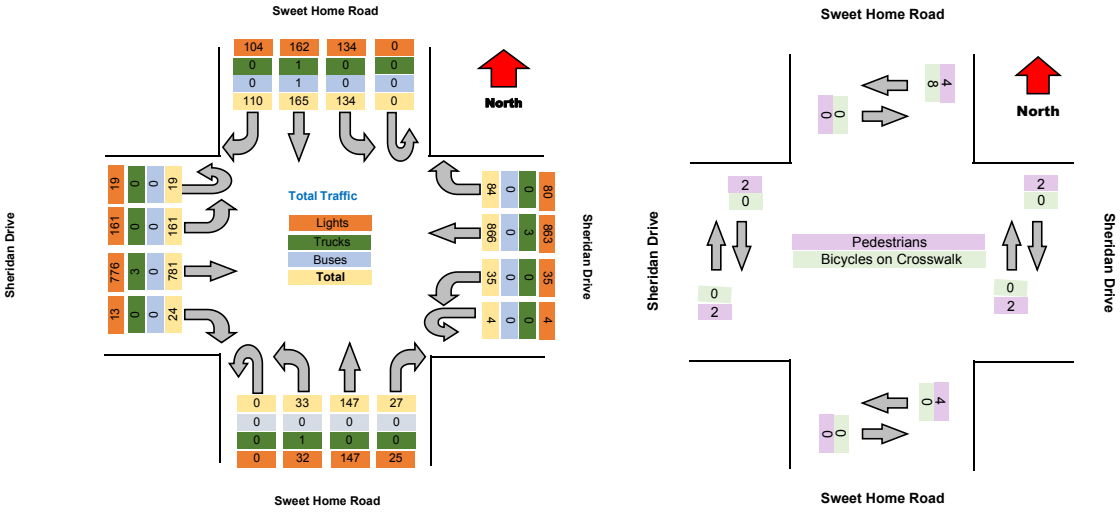
TSTData.com

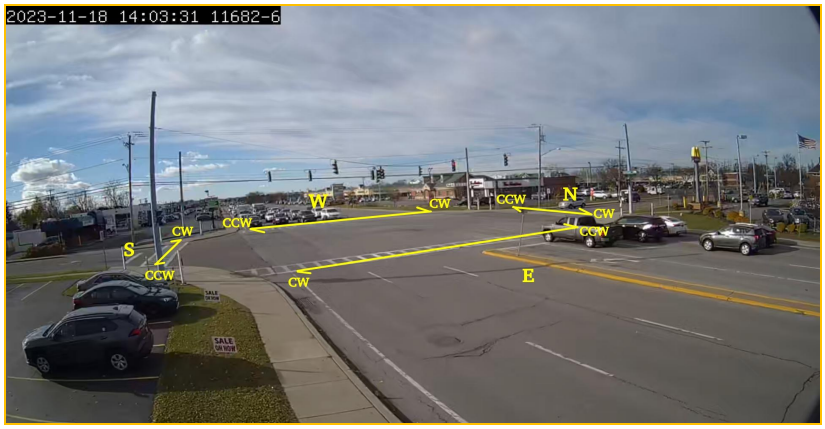
Summary

Turning Movement Peak Hour Data (PM)

12:30:00 PM

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

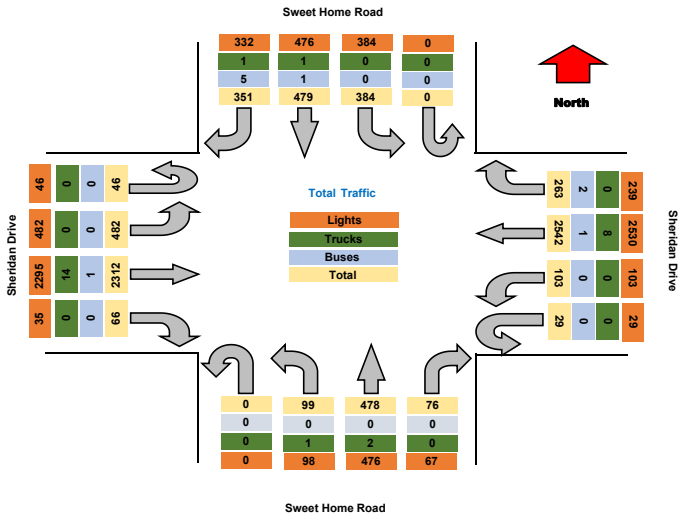


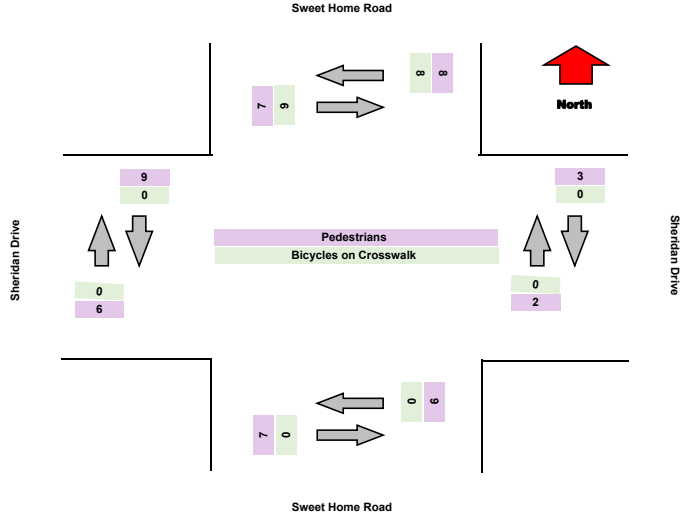


Turning Movement Data

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

Turning Movement Data Plot

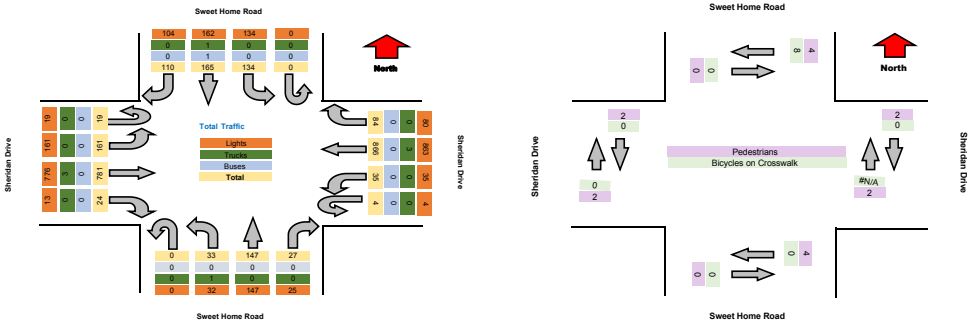




Turning Movement Peak Hour Data (PM)

12:30:00 PM

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



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Summary

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

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

Turning Movement Data

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

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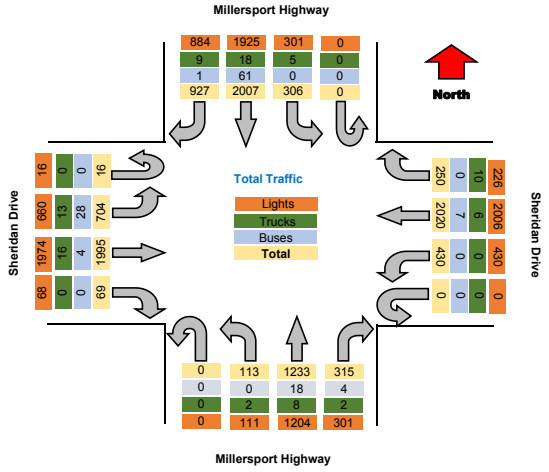
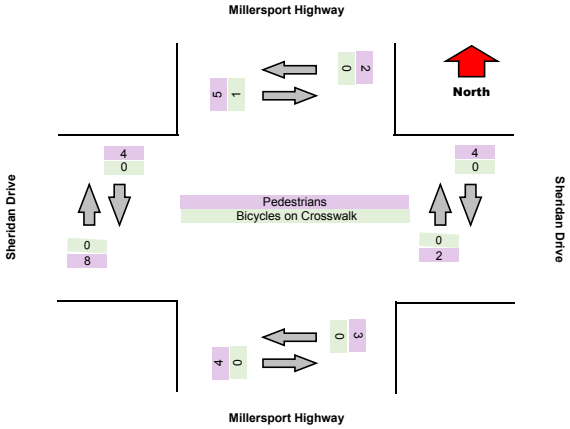
Summary

Turning Movement Data Plot





TRI-STATE TRAFFIC DATA

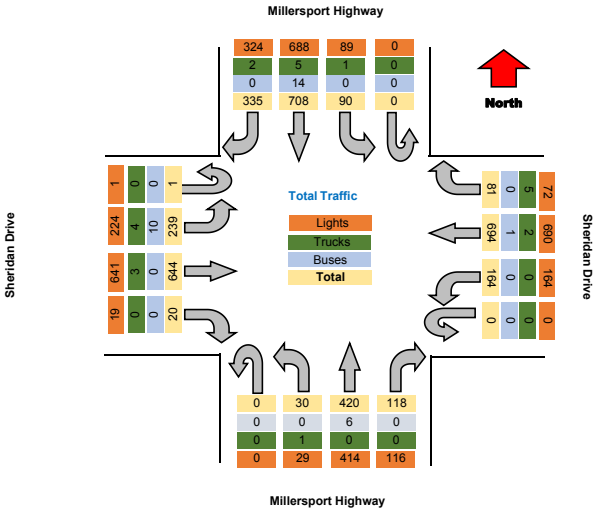
TSTData.com

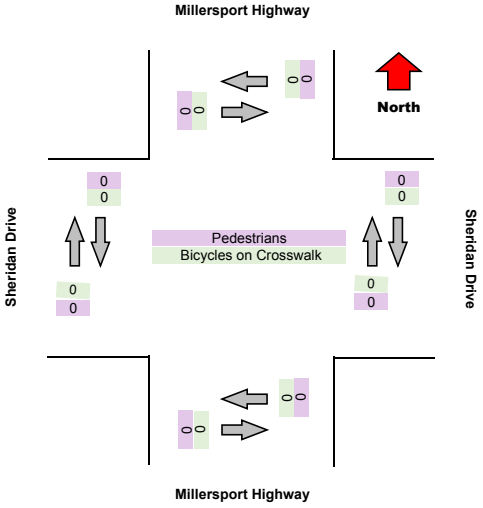
Summary

Turning Movement Peak Hour Data (PM)

4:45:00 PM

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



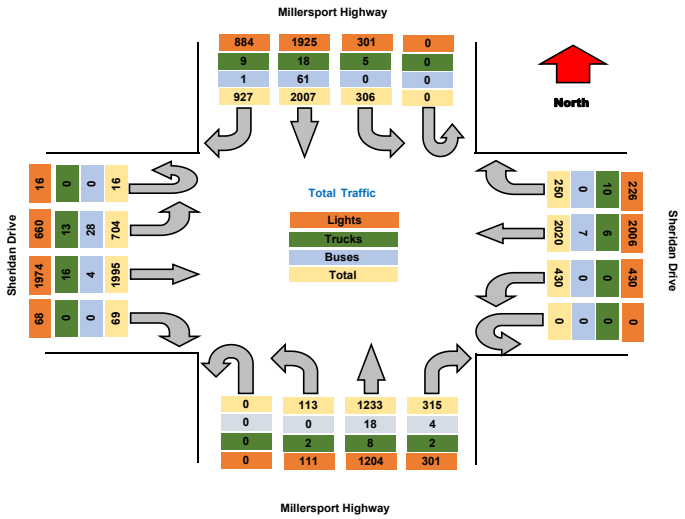


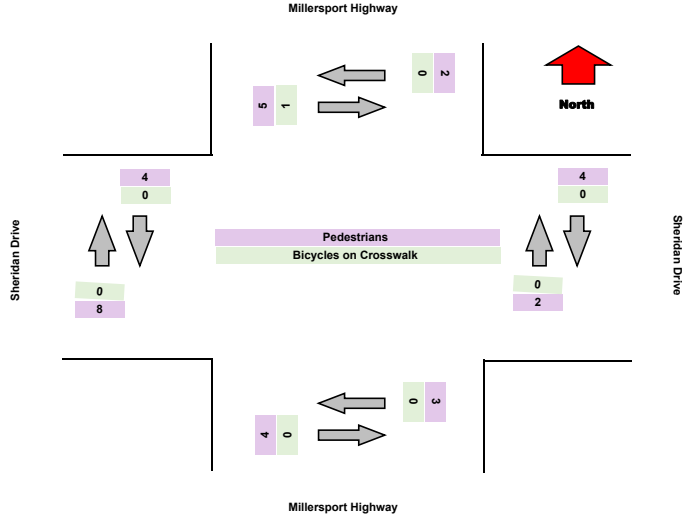


Turning Movement Data

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

Turning Movement Data Plot

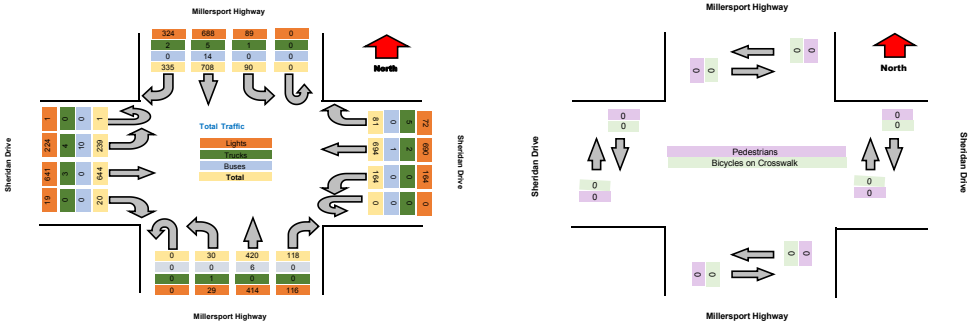




Turning Movement Peak Hour Data (PM)

4:45:00 PM

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



TRI-STATE TRAFFIC DATA

TSTData.com

Summary

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

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

Turning Movement Data

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

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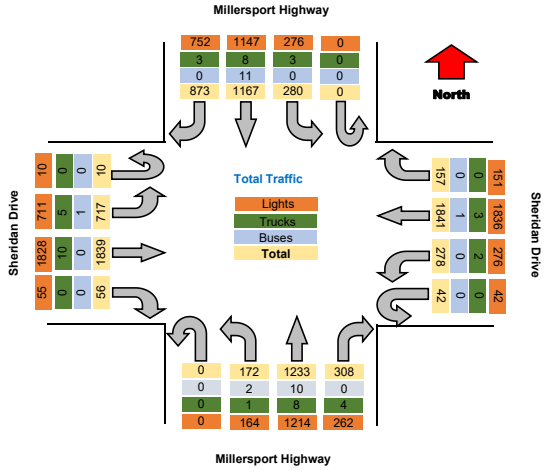
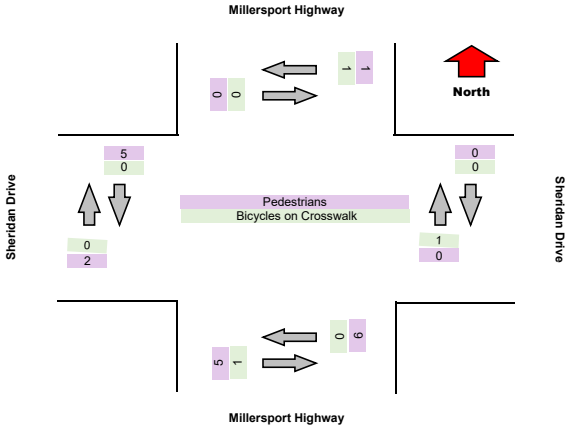
Summary

Turning Movement Data Plot





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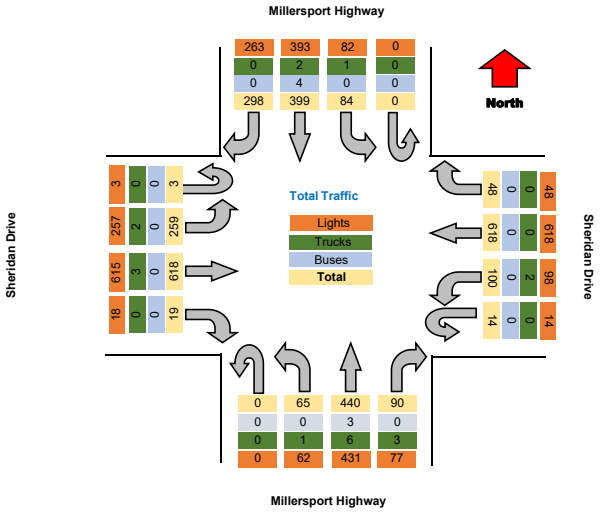
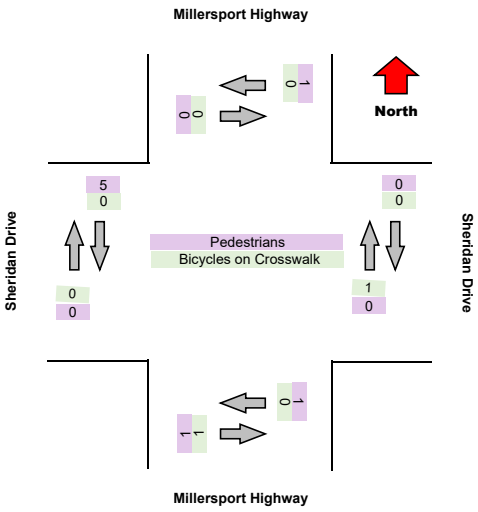
Summary

Turning Movement Peak Hour Data (PM)

12:00:00

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



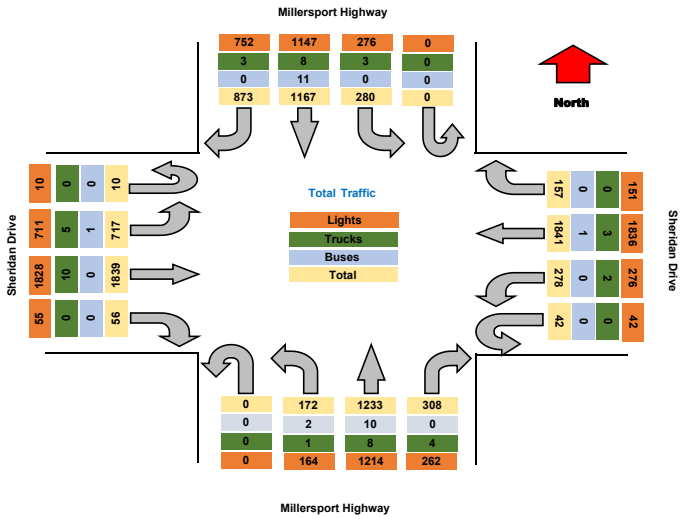


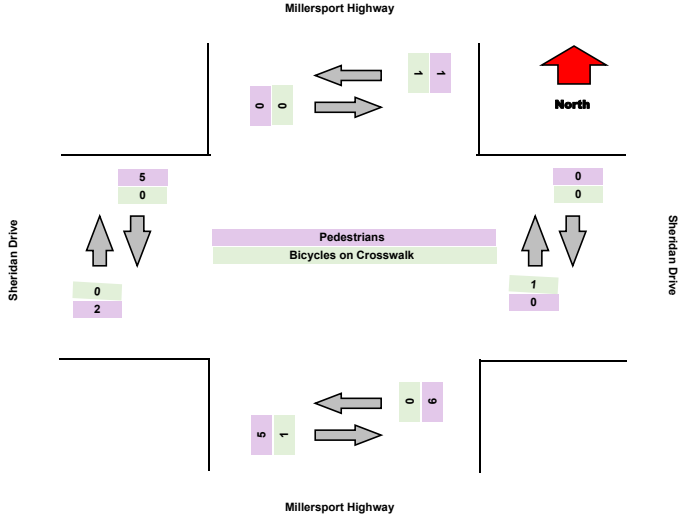


Turning Movement Data

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

Turning Movement Data Plot

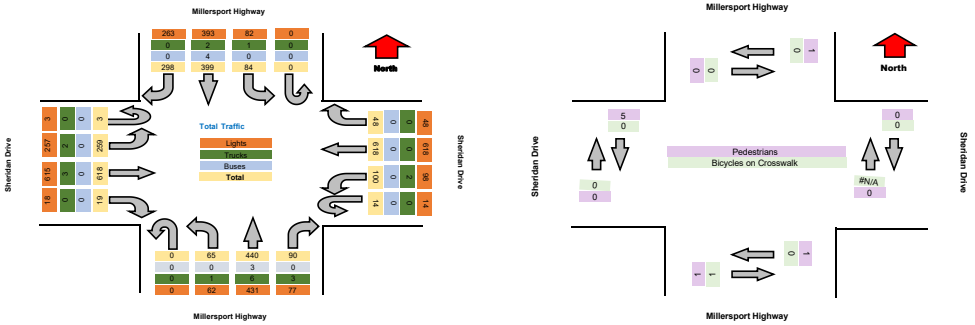




Turning Movement Peak Hour Data (PM)

12:00:00

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



TRI-STATE TRAFFIC DATA

TSTData.com

Summary

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

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

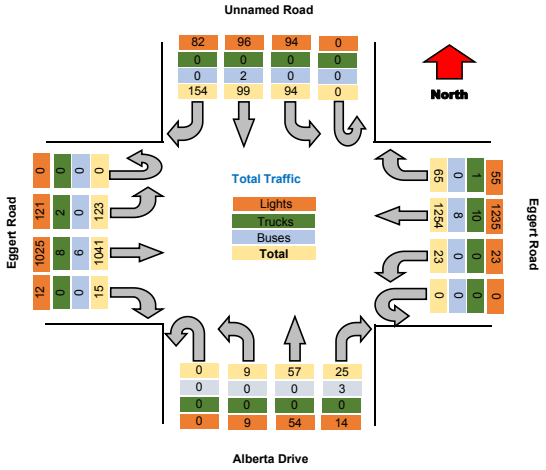
Turning Movement Data

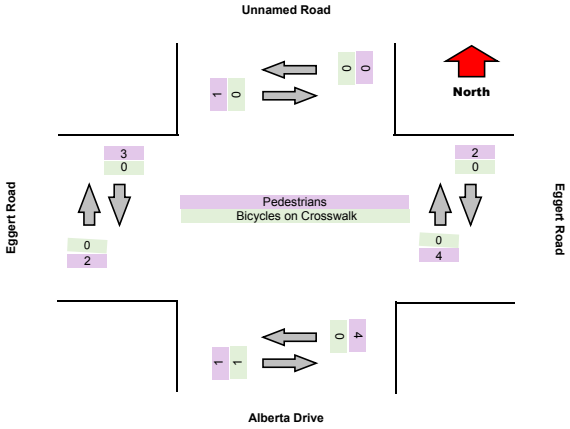
Leg	Unnamed Road							Eggert Road							Alberta Drive							Eggert Road							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total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

TSTData.com

Summary

Turning Movement Data Plot





TRI-STATE TRAFFIC DATA

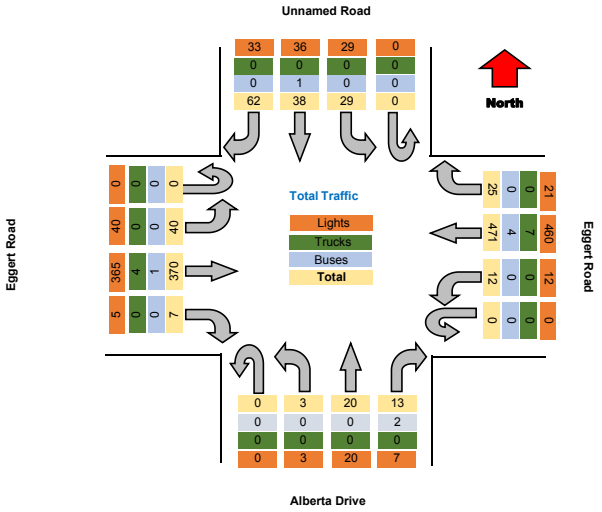
TSTData.com

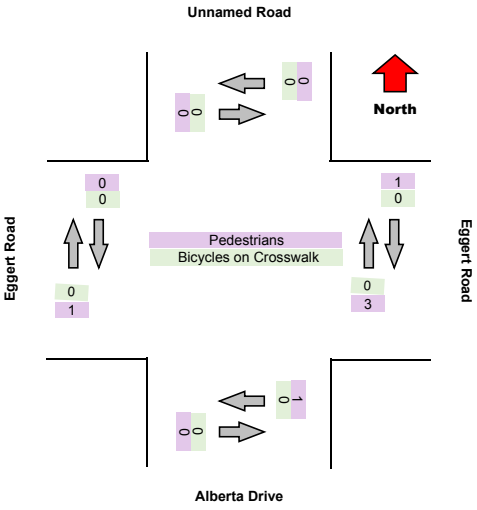
Summary

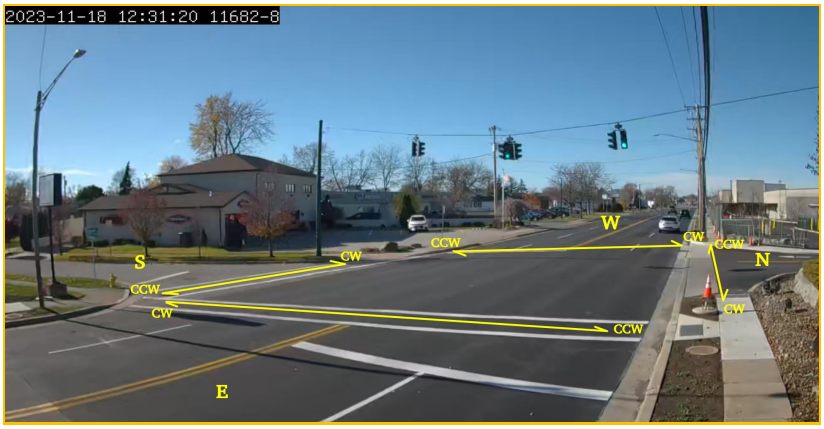
Turning Movement Peak Hour Data (PM)

3:30:00 PM

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



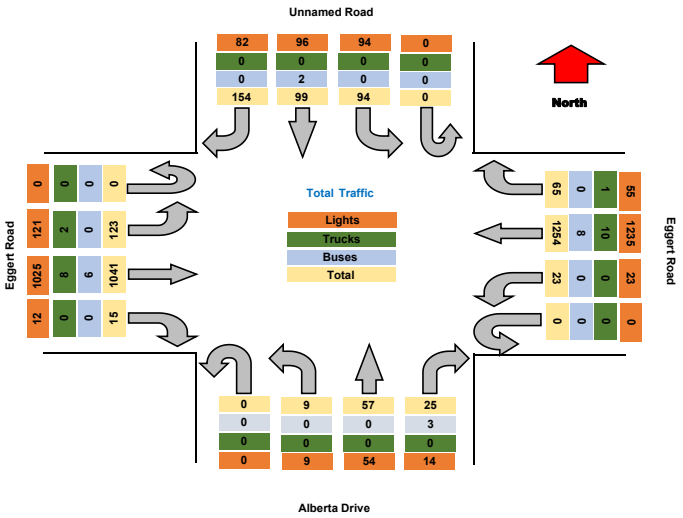


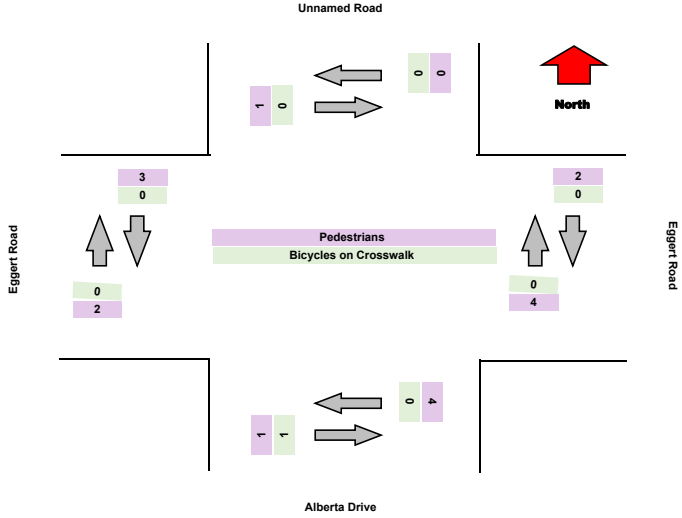


Turning Movement Data

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

Turning Movement Data Plot

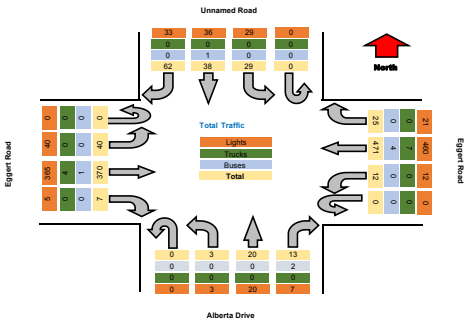


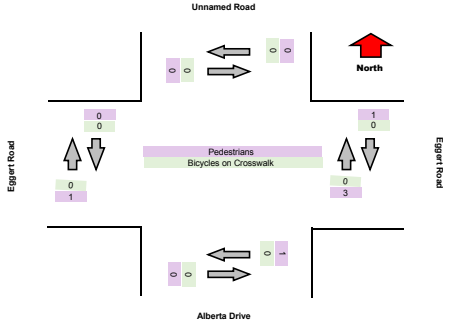


Turning Movement Peak Hour Data (PM)

3:30:00 PM

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





TSTData.com

Summary

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

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

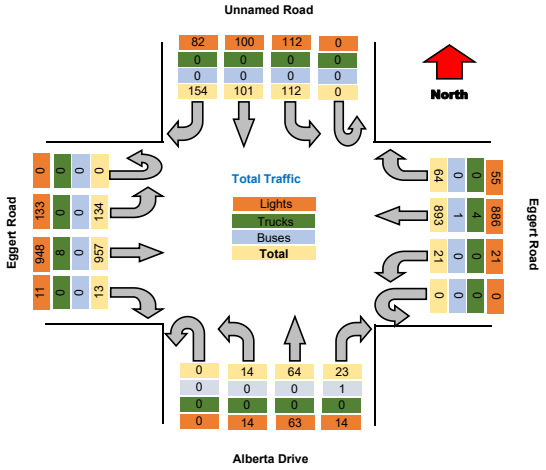
Turning Movement Data

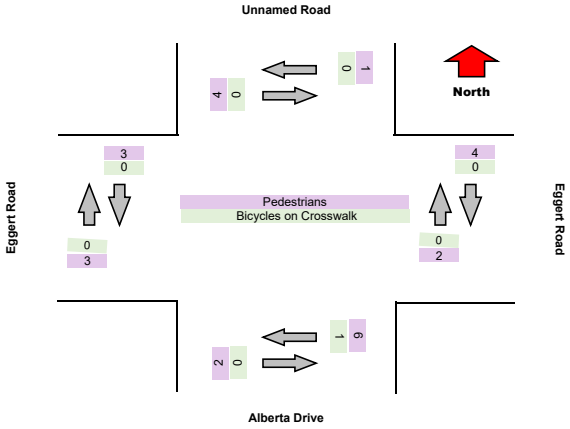
Leg	Unnamed Road							Eggert Road							Alberta Drive							Eggert Road							
Direction	Southbound							Westbound							Northbound							Eastbound							
Start Time	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App Total**	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	**App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

TSTData.com

Summary

Turning Movement Data Plot





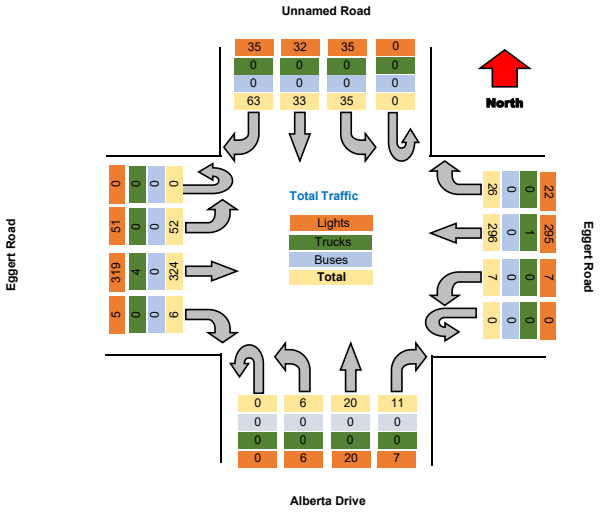
TSTData.com

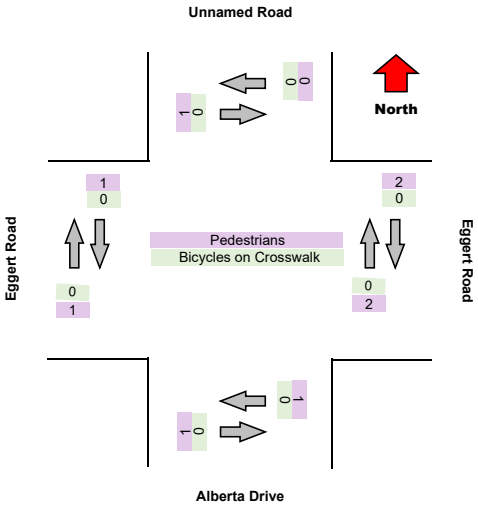
Summary

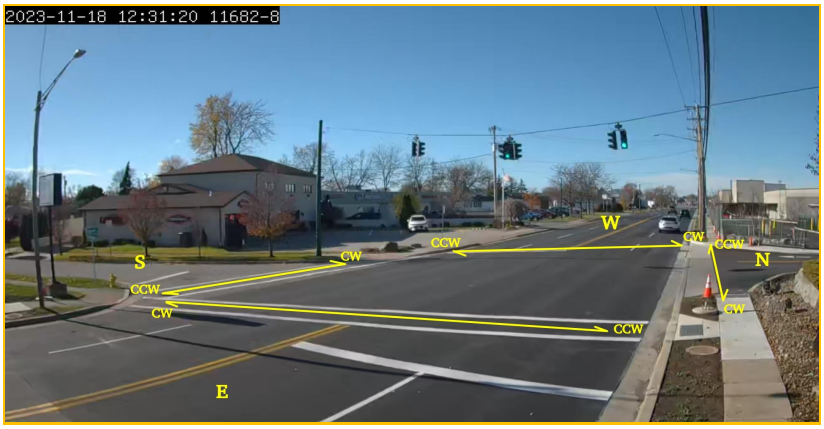
Turning Movement Peak Hour Data (PM)

12:15:00

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



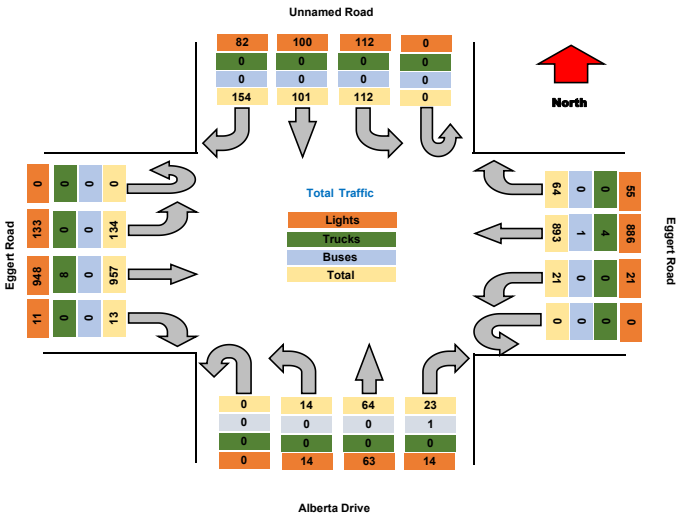


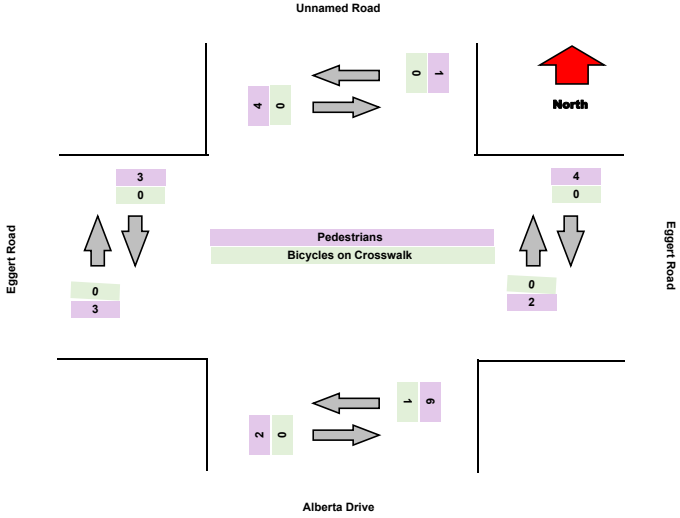


Turning Movement Data

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

Turning Movement Data Plot

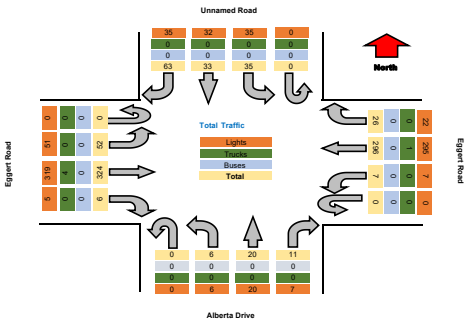


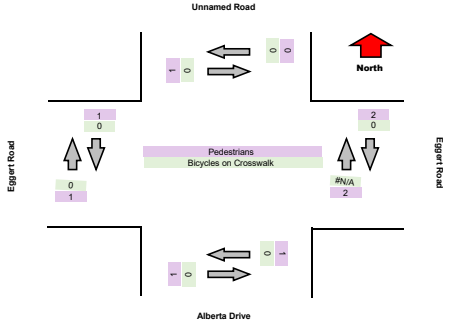


Turning Movement Peak Hour Data (PM)

12:15:00

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





TRI-STATE TRAFFIC DATA

TSTData.com

Summary

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

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

Turning Movement Data

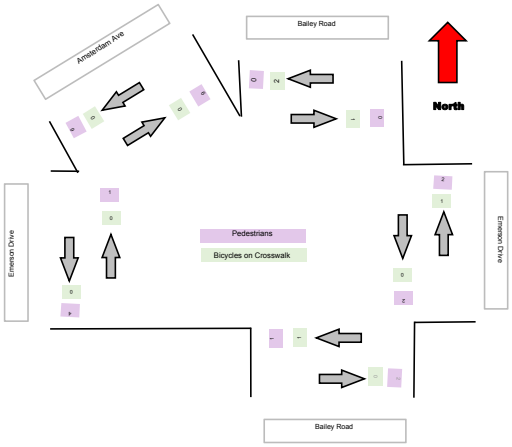
Leg	Bailey Road								Emerson Drive								Bailey Road								Emerson Drive								Amsterdam Ave								
Direction	Southbound								Westbound								Northbound								Eastbound								Southwestbound								
Start Time	Hard Right	Right	Thru	Left	U-Turn	App. Total	Peds	Bicycles	Hard Right	Soft Right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

TSTData.com

Summary

Turning Movement Data Plot





Summary

TRI-STATE TRAFFIC DATA

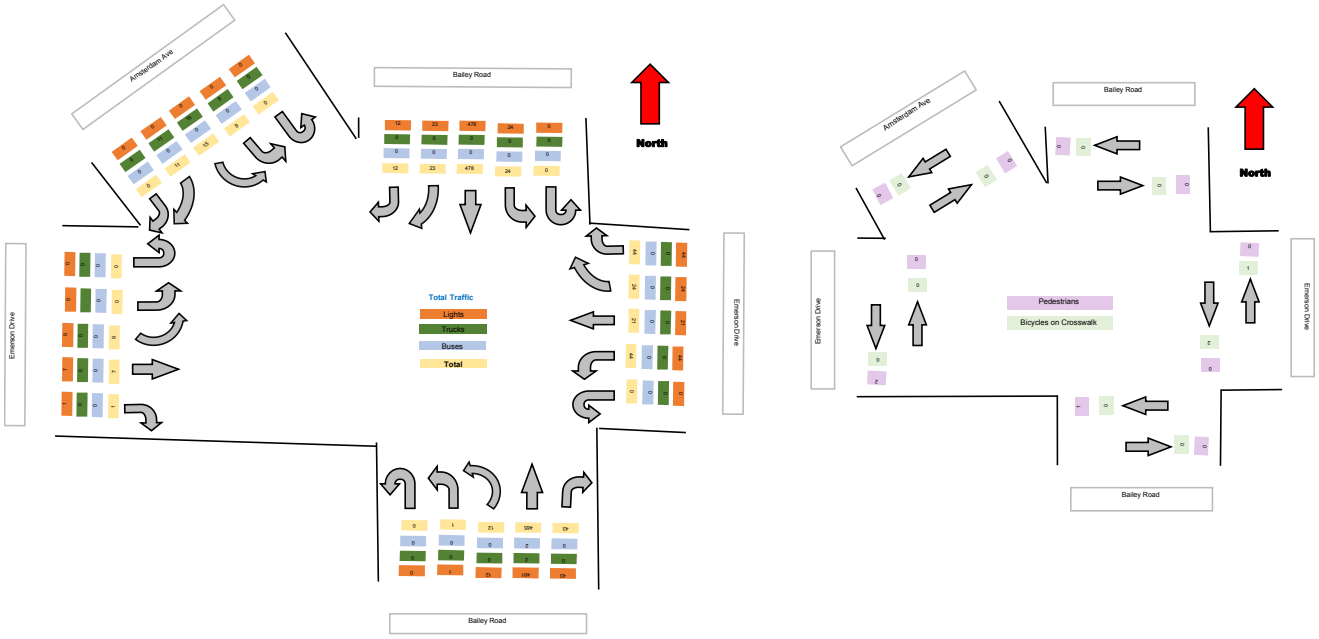
TSTData.com

Summary

Turning Movement Peak Hour Data (PM)

4:45:00 PM

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

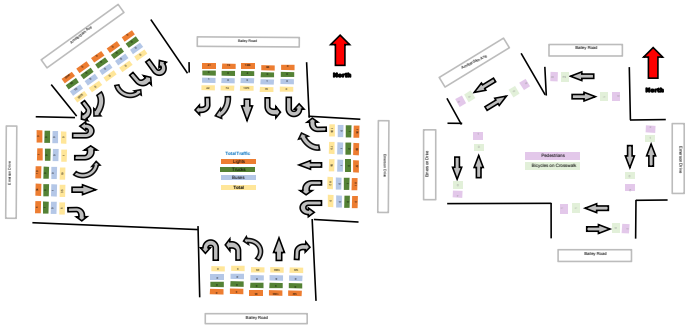




TurningMovementData

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

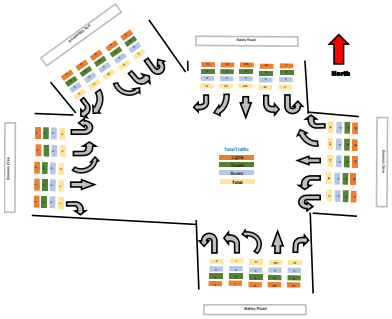
TurningMovementDataPlot

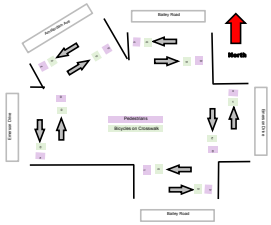


TurningMovementPeakHourData (PM)

4:45:00PM

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





TRI-STATE TRAFFIC DATA

TSTData.com

Summary

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

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

Turning Movement Data

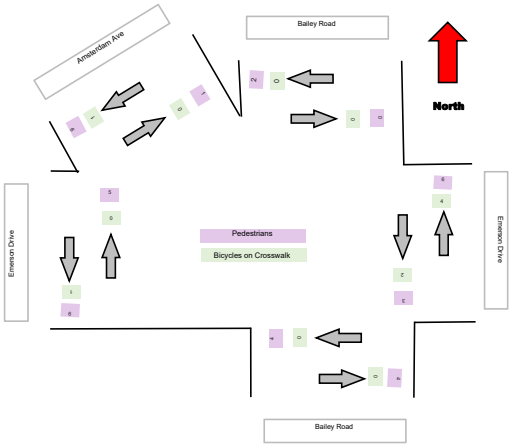
Leg	Bailey Road								Emerson Drive								Bailey Road								Emerson Drive								Amsterdam Ave								
Direction	Southbound								Westbound								Northbound								Eastbound								Southwestbound								
Start Time	Hard Right	Right	Thru	Left	U-Turn	App. Total	Peds	Bike	Hard Right	Soft Right	Thru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

TSTData.com

Summary

Turning Movement Data Plot





Summary

TRI-STATE TRAFFIC DATA

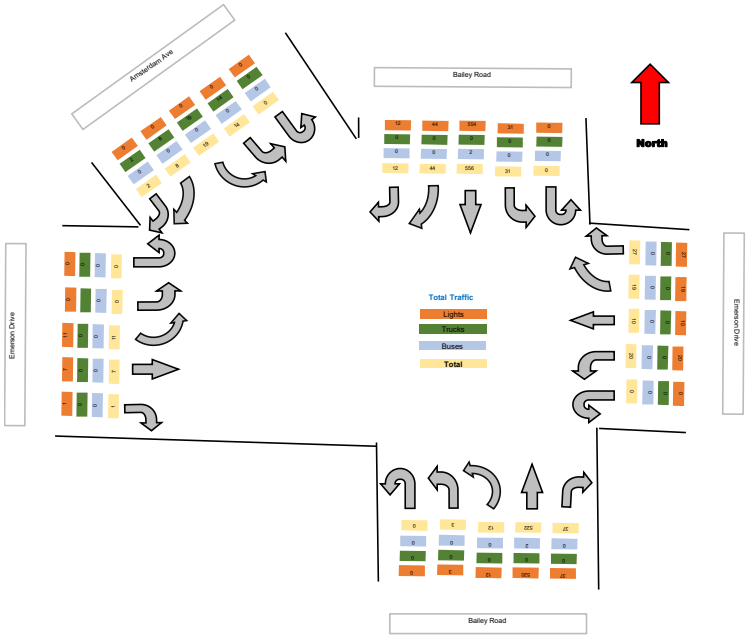
TSTData.com

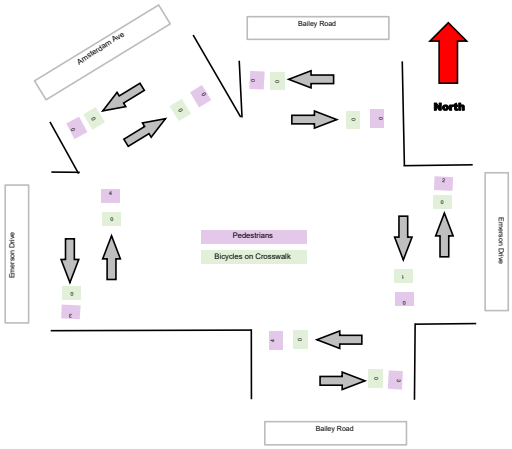
Summary

Turning Movement Peak Hour Data (PM)

13:15:00

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



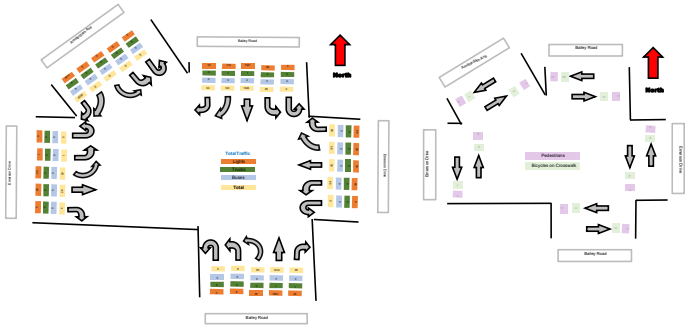




TurningMovementData

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

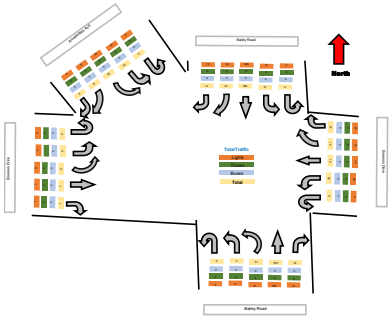
TurningMovementDataPlot

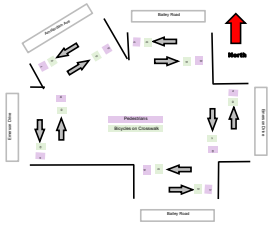


TurningMovementPeakHourData (PM)

13:15:00

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





Amherst, NY
January 23 & 25, 2025

Location: 43.002693, -78.822384

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

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

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

Turning Movement Data

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

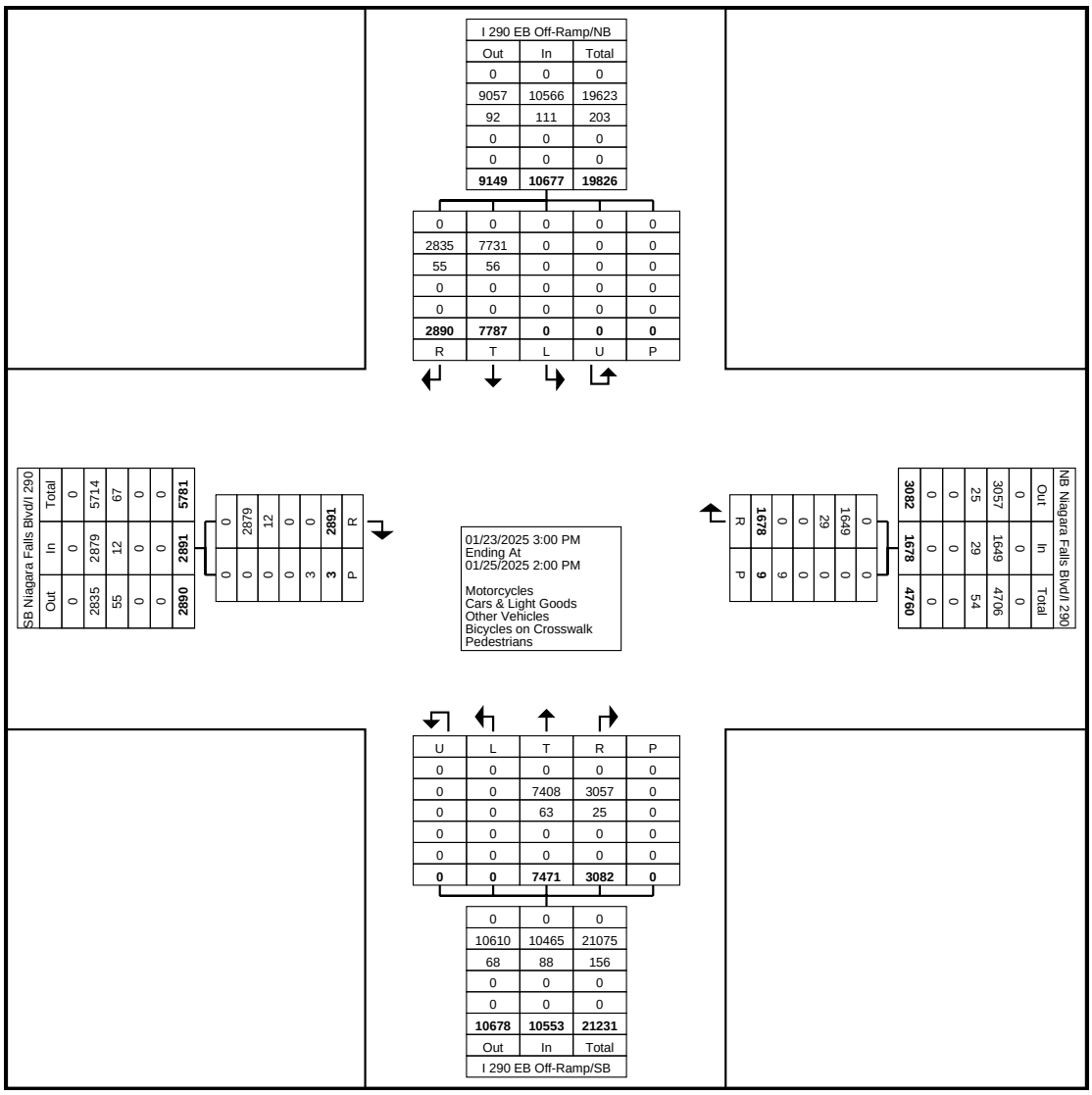
Amherst, NY
January 23 & 25, 2025

Location: 43.002693, -78.822384

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

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

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



Turning Movement Data Plot

Amherst, NY
January 23 & 25, 2025

Location: 43.002693, -78.822384

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

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

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

Turning Movement Peak Hour Data (4:15 PM)

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

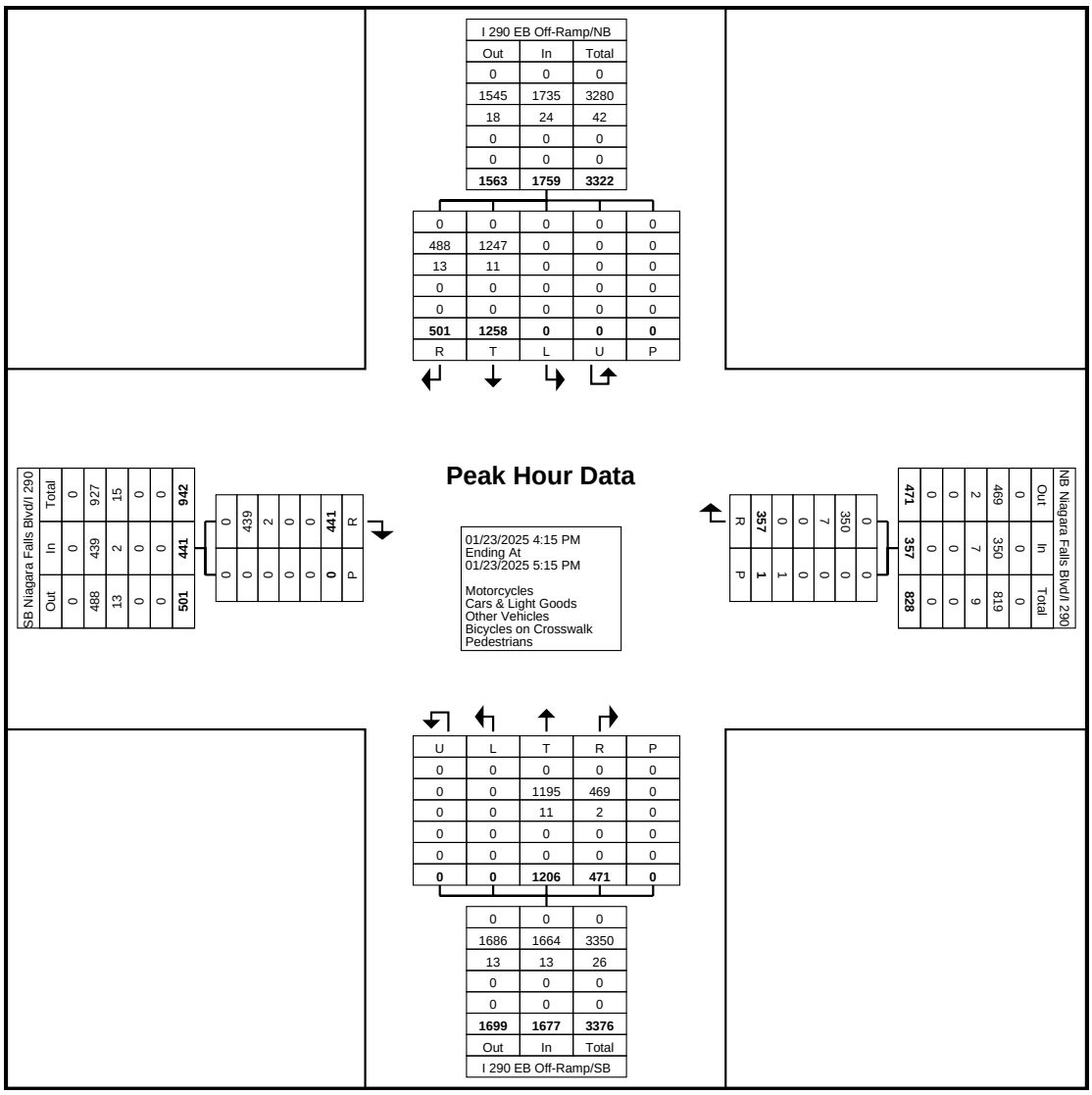
Amherst, NY
January 23 & 25, 2025

Location: 43.002693, -78.822384

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

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

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



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

Amherst, NY
January 23 & 25, 2025

Location: 43.002693, -78.822384

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

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

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

Turning Movement Peak Hour Data (12:15 PM)

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

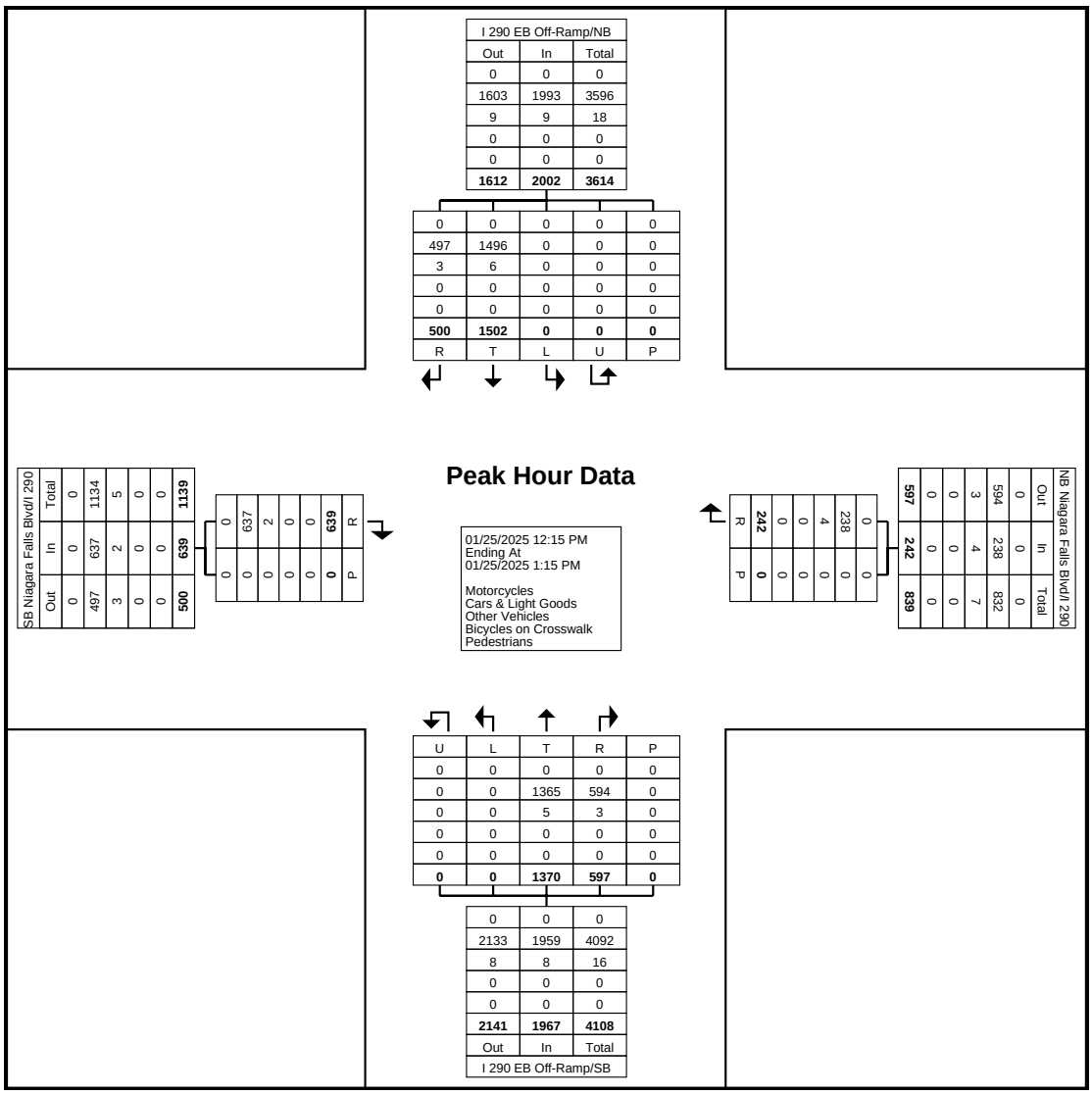
Amherst, NY
January 23 & 25, 2025

Location: 43.002693, -78.822384

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

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

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



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

Amherst, NY
January 23 & 25, 2025

Location: 43.005303, -78.822316

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

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

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

Turning Movement Data

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

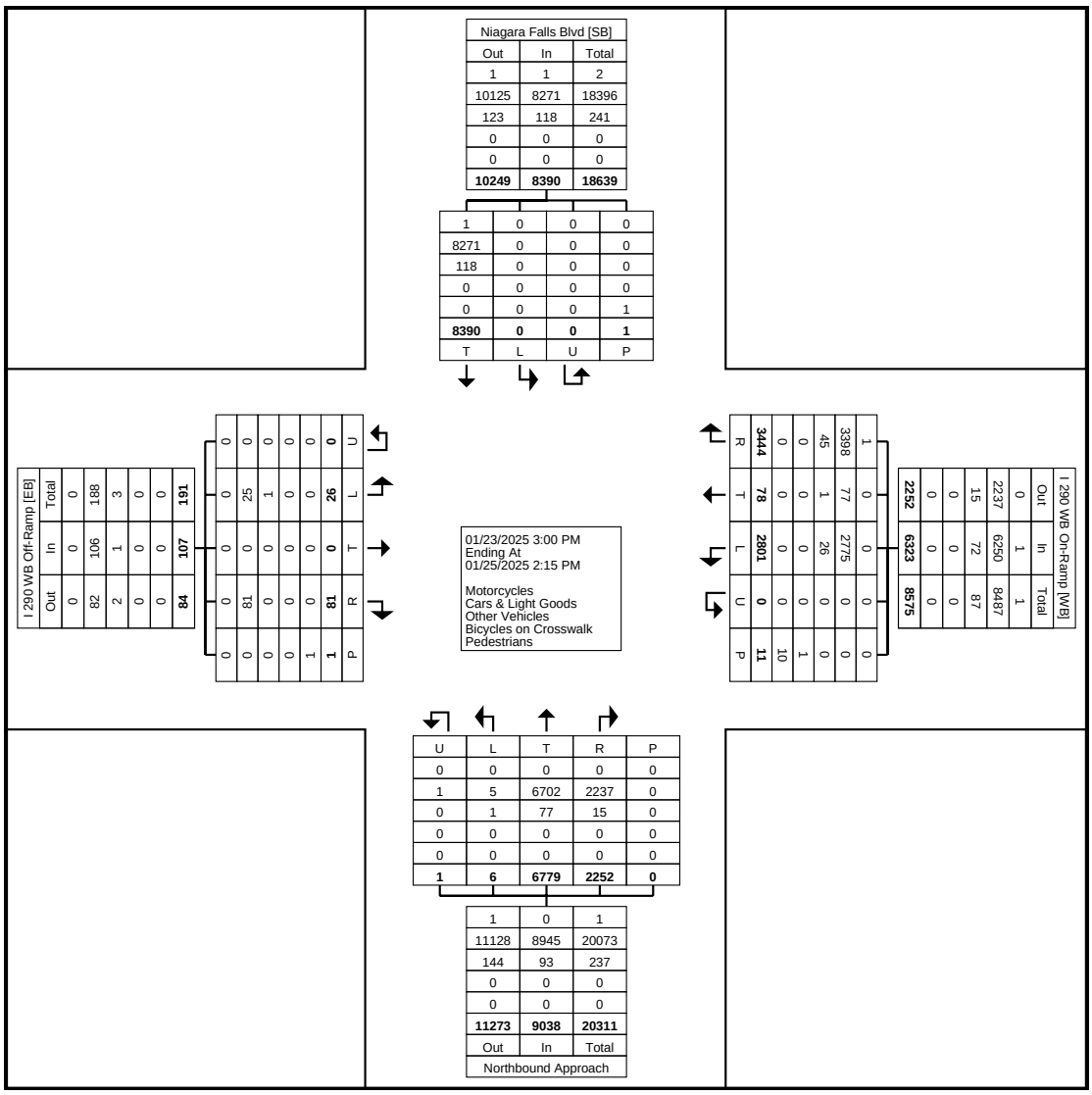
Amherst, NY
January 23 & 25, 2025

Location: 43.005303, -78.822316

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

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

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



Turning Movement Data Plot

Amherst, NY
January 23 & 25, 2025

Location: 43.005303, -78.822316

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

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

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

Turning Movement Peak Hour Data (4:15 PM)

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

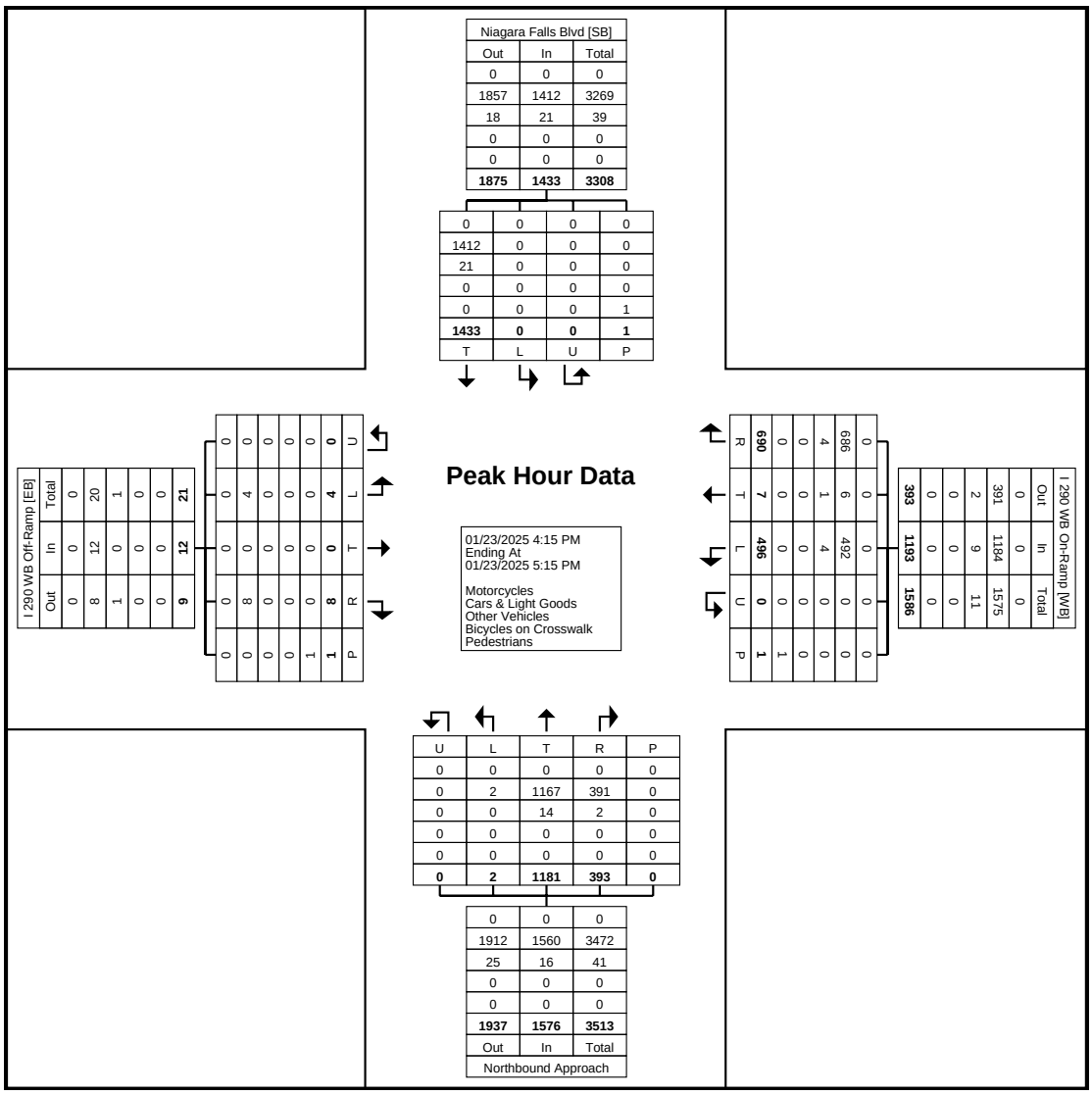
Amherst, NY
January 23 & 25, 2025

Location: 43.005303, -78.822316

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

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

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



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

Amherst, NY
January 23 & 25, 2025

Location: 43.005303, -78.822316

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

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

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

Turning Movement Peak Hour Data (12:15 PM)

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

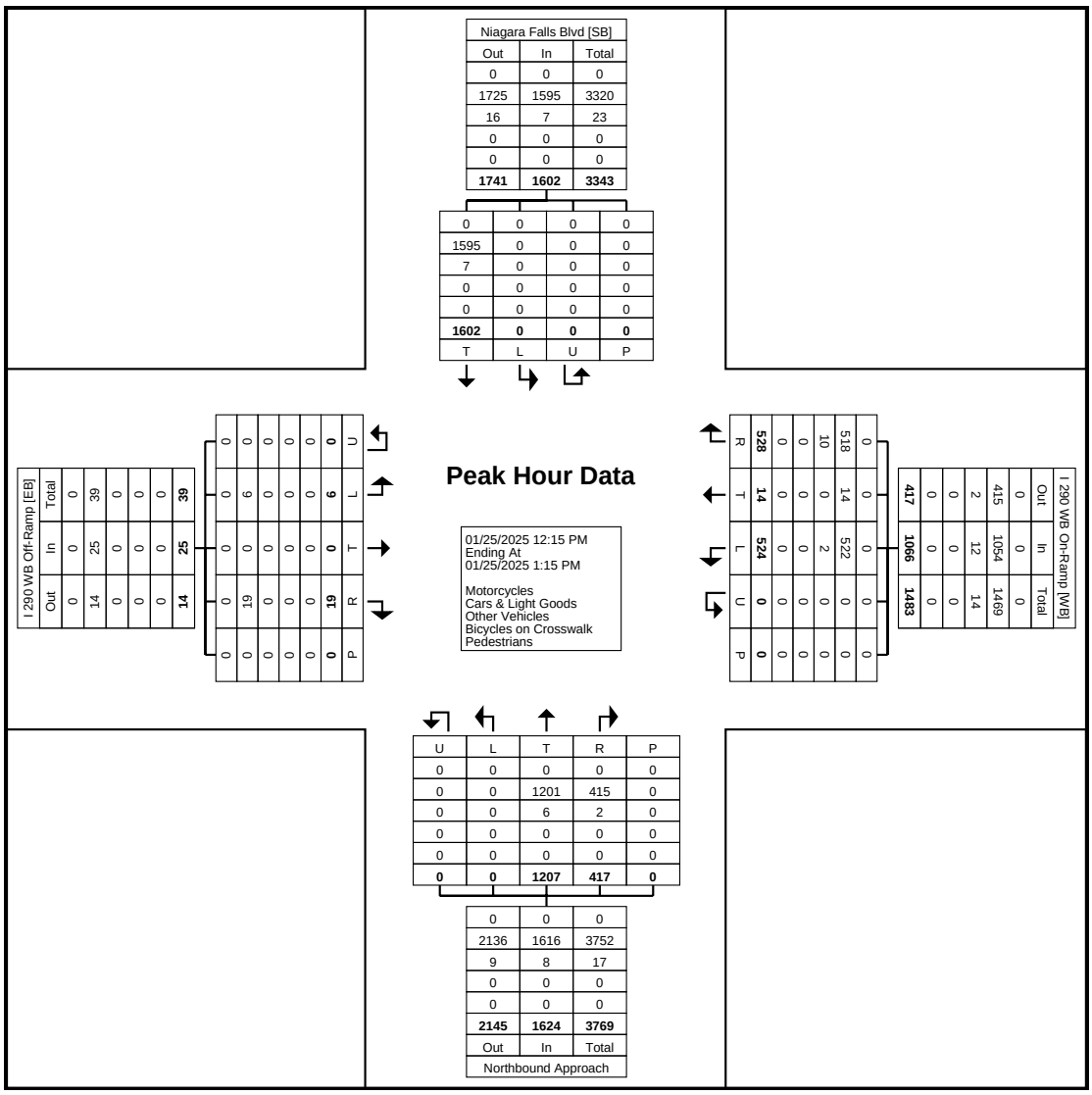
Amherst, NY
January 23 & 25, 2025

Location: 43.005303, -78.822316

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

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

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



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

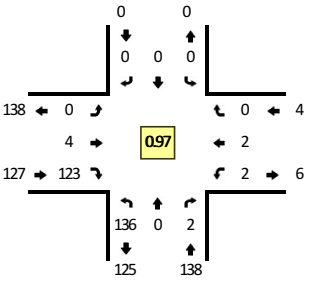
Type of peak hour being reported: Intersection Peak

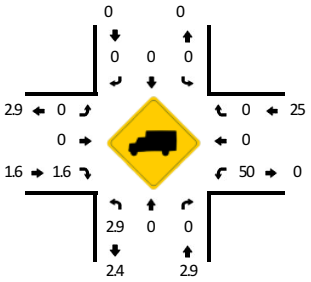
Method for determining peak hour: Total Entering Volume

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

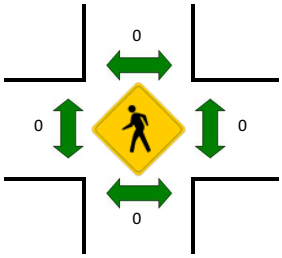
QC JOB #: 16077706
DATE: Sat, Feb 4 2023

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

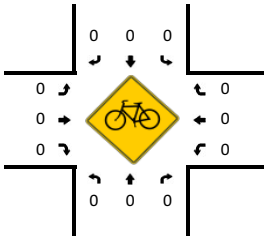


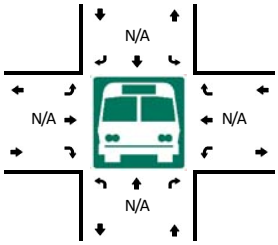


Quality Counts
DATA THAT DRIVES COMMUNITIES

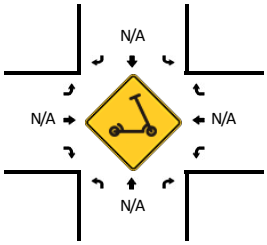












15-Min Count Period Beginning At	Bowmart Pkwy (Northbound)				Bowmart Pkwy (Southbound)				Meyer Rd (Eastbound)				Meyer Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
12:00 PM	33	0	0	0	0	0	0	0	0	0	29	0	1	1	0	0	64	
12:15 PM	33	0	1	0	0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

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	132	0	4	0	0	0	0	0	0	0	132	0	4	4	0	0	276
Heavy Trucks	4	0	0		0	0	0		0	0	4		0	0	0		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

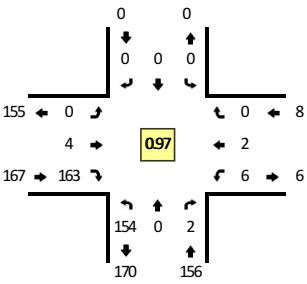
Report generated on 2/10/2023 10:53 AM

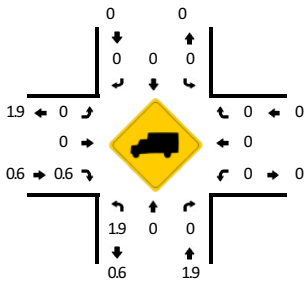
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

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

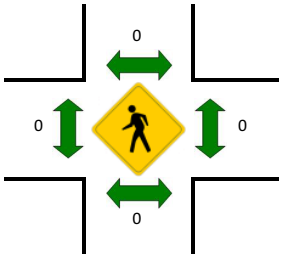
LOCATION: Bowmart Pkwy -- Meyer Rd | **QC JOB #:** 16077705
CITY/STATE: Amherst, NY | **DATE:** Thu, Feb 2 2023

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

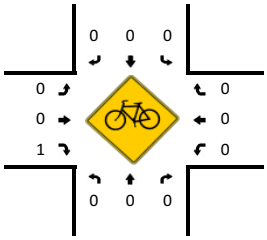


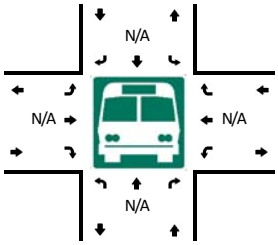


Quality Counts
DATA THAT DRIVES COMMUNITIES

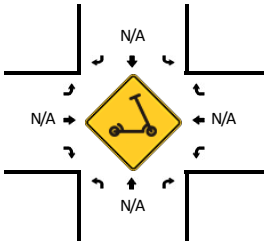












15-Min Count Period Beginning At	Bowmart Pkwy (Northbound)				Bowmart Pkwy (Southbound)				Meyer Rd (Eastbound)				Meyer Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	21	0	0	0	0	0	0	0	0	0	26	0	0	1	0	0	48	
3:15 PM	27	0	3	0	0	0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

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	156	0	4	4	0	0	0	0	0	4	160	0	8	4	0	0	340
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	4		0	0	0		4
Scooters																	

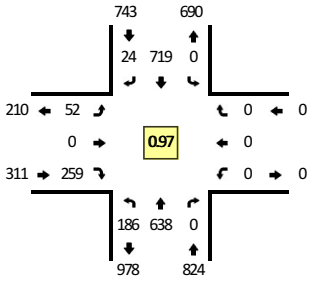
Comments:

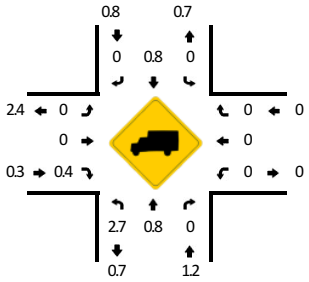
Report generated on 2/10/2023 10:53 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

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

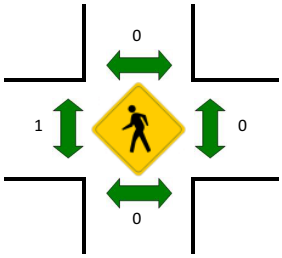
LOCATION: N Bailey Ave -- Romney Dr | **QC JOB #:** 16077704
CITY/STATE: Amherst, NY | **DATE:** Sat, Feb 4 2023

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

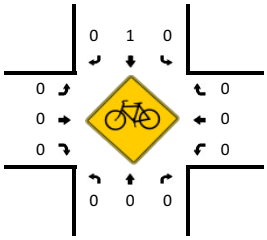


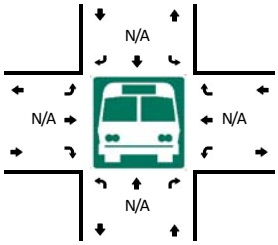


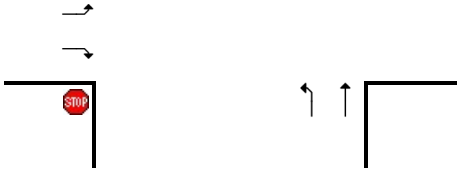
Quality Counts
DATA THAT DRIVES COMMUNITIES

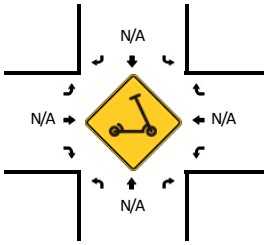












15-Min Count Period Beginning At	N Bailey Ave (Northbound)				N Bailey Ave (Southbound)				Romney Dr (Eastbound)				Romney Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
12:00 PM	44	142	0	0	0	155	3	0	2	0	58	0	0	0	0	0	404	
12:15 PM	49	142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

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	196	644	0	0	0	712	20	0	72	0	300	0	0	0	0	0	1944
Heavy Trucks	4	4	0		0	12	0		0	0	0		0	0	0		20
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

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

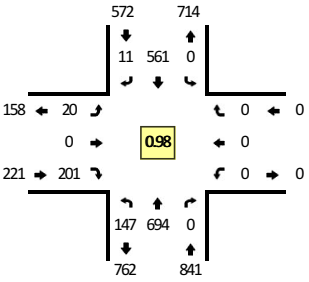
Type of peak hour being reported: Intersection Peak

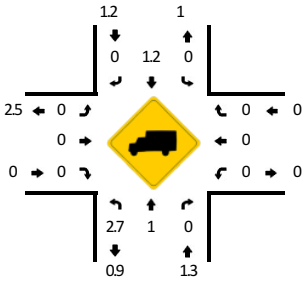
Method for determining peak hour: Total Entering Volume

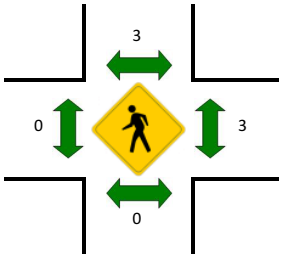
LOCATION: N Bailey Ave -- Romney Dr
CITY/STATE: Amherst, NY

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

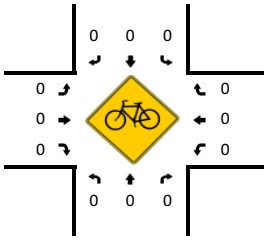
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

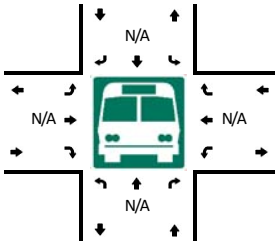




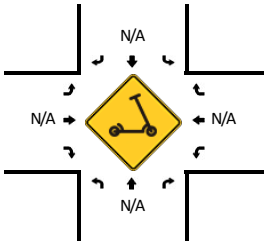












15-Min Count Period Beginning At	N Bailey Ave (Northbound)				N Bailey Ave (Southbound)				Romney Dr (Eastbound)				Romney Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	22	127	0	0	0	123	2	0	3	0	54	0	0	0	0	0	331	
3:15 PM	25	129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

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	136	732	0	0	0	560	12	0	20	0	204	0	0	0	0	0	1664
Heavy Trucks	4	8	0		0	0	0		0	0	0		0	0	0		12
Buses																	
Pedestrians		0				12				0				12			24
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

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

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

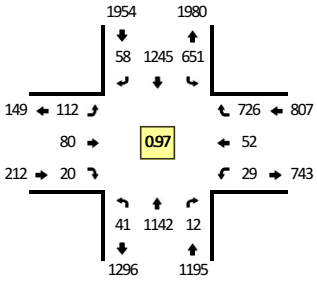
Type of peak hour being reported: Intersection Peak

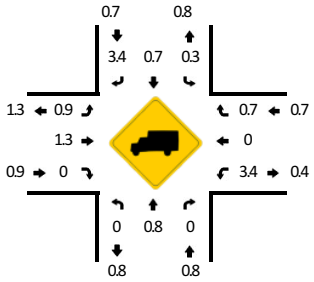
Method for determining peak hour: Total Entering Volume

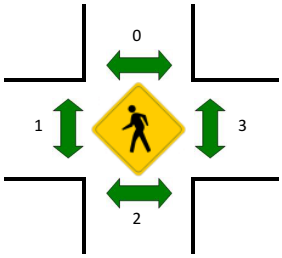
LOCATION: Niagara Falls Blvd -- Koenig Rd/Ridge Lea Rd
CITY/STATE: Amherst, NY

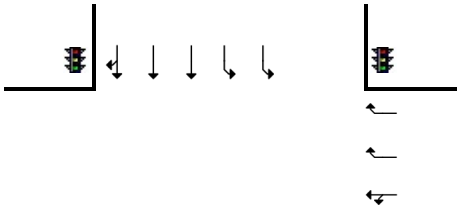
QC JOB #: 16077702
DATE: Sat, Feb 4 2023

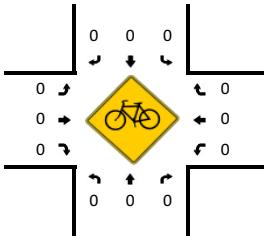
Peak-Hour: 1:15 PM -- 2:15 PM
Peak 15-Min: 2:00 PM -- 2:15 PM

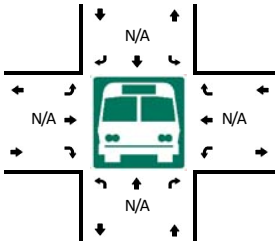


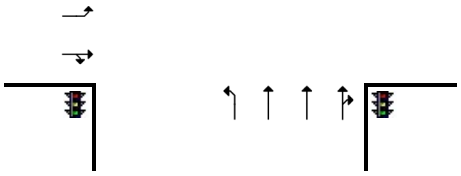


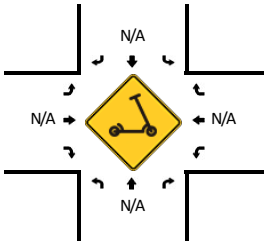












15-Min Count Period Beginning At	Niagara Falls Blvd (Northbound)				Niagara Falls Blvd (Southbound)				Koenig Rd/Ridge Lea Rd (Eastbound)				Koenig Rd/Ridge Lea Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
12:00 PM	7	220	6	2	162	295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

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	60	1204	16	0	660	1292	56	0	116	76	12	0	28	52	744	0	4316
Heavy Trucks	0	8	0		0	8	0		4	0	0		0	0	0		20
Buses																	
Pedestrians		0				0				0				4			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

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

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

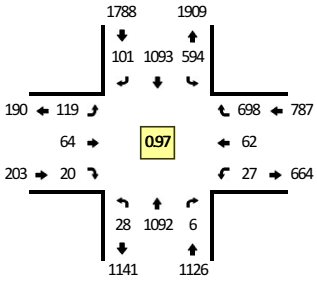
Type of peak hour being reported: Intersection Peak

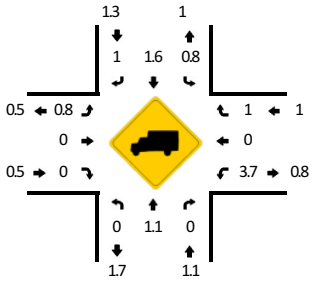
Method for determining peak hour: Total Entering Volume

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

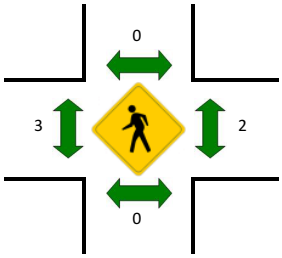
QC JOB #: 16077701
DATE: Thu, Feb 2 2023

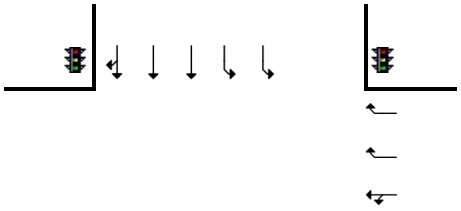
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

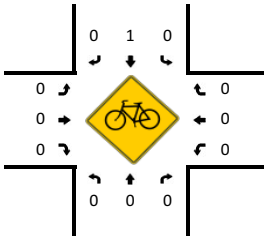


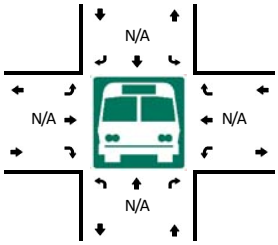


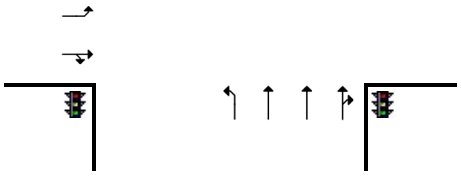
Quality Counts
DATA THAT DRIVES COMMUNITIES

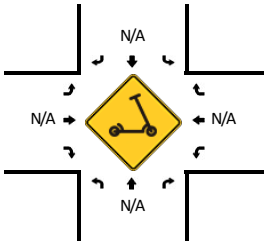












15-Min Count Period Beginning At	Niagara Falls Blvd (Northbound)				Niagara Falls Blvd (Southbound)				Koenig Rd/Ridge Lea Rd (Eastbound)				Koenig Rd/Ridge Lea Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	6	249	3	1	102	220	22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

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	36	1152	8	0	604	1116	76	0	140	52	24	0	20	68	716	0	4012
Heavy Trucks	0	8	0		12	8	0		0	0	0		0	0	4		32
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	4	0		0	0	0		0	0	0		4
Scooters																	

Comments:

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

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

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

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

Lights	913	2
HV	944	4
	926	3
	894	2

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

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

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

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

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

Lights	HV
576	1
607	5
584	0

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

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

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

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

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

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

Lights	577	3
HV	559	1
	518	4
	512	4

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

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

Lights	721	3
HV	751	3
	745	4

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

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

Lights		HV	
	966		4
	928		6
	1010		5
	979		5

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

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

Lights	HV	
432	4	
388	0	
397	1	
407	4	

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

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

	Lights	HV	
	543	6	
	517	9	
	504	5	
	515	6	

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

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

	Lights	HV
	477	1
	412	1
	443	3
	452	1

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

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

Lights	HV
692	5
651	11
634	6
626	2

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

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

Lights	771	2
	723	2
	733	4
	784	2

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

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

Summary

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

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

Summary

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

Summary

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

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

Summary

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

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

All Vehicles

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

Lights

Summary

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

All Vehicles

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

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

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

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

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

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

All Vehicles

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

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

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

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

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

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

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

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

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

Summary

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

All Vehicles

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

Summary

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

All Vehicles

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

Summary

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

All Vehicles

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

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

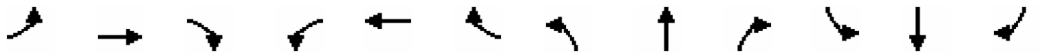
All Vehicles

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

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

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

Appendix D – Synchro Reports

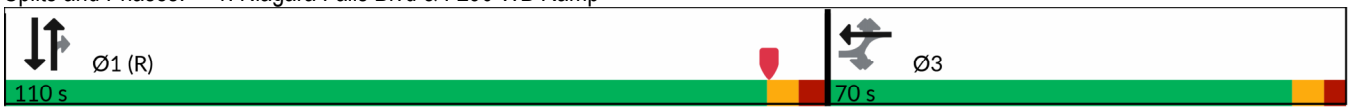


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	0	9	478	11	679	0	1196	393	0	1378	0
Future Volume (vph)	4	0	9	478	11	679	0	1196	393	0	1378	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		250	0		0
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.91	0.95	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850		0.884	0.850			0.850			
Flt Protected	0.950			0.950	0.990							
Satd. Flow (prot)	1787	0	1599	1698	1498	1519	0	5136	1599	0	5136	0
Flt Permitted	0.189			0.950	0.990							
Satd. Flow (perm)	356	0	1599	1698	1498	1519	0	5136	1599	0	5136	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			28		58	58			409			
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		894			646			950			1161	
Travel Time (s)		20.3			14.7			16.2			19.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	4	0	9	498	11	707	0	1246	409	0	1435	0
Shared Lane Traffic (%)				16%		44%						
Lane Group Flow (vph)	4	0	9	418	402	396	0	1246	409	0	1435	0
Turn Type	D.Pm		Perm	Perm	NA	Perm		NA	Perm		NA	
Protected Phases					3			1			1	
Permitted Phases	3		3	3		3			1			
Detector Phase	3		3	3	3	3		1	1		1	
Switch Phase												
Minimum Initial (s)	6.0		6.0	6.0	6.0	6.0		20.0	20.0		20.0	
Minimum Split (s)	13.3		13.3	13.3	13.3	13.3		34.6	34.6		34.6	
Total Split (s)	70.0		70.0	70.0	70.0	70.0		110.0	110.0		110.0	
Total Split (%)	38.9%		38.9%	38.9%	38.9%	38.9%		61.1%	61.1%		61.1%	
Maximum Green (s)	62.7		62.7	62.7	62.7	62.7		102.4	102.4		102.4	
Yellow Time (s)	4.3		4.3	4.3	4.3	4.3		4.3	4.3		4.3	
All-Red Time (s)	3.0		3.0	3.0	3.0	3.0		3.3	3.3		3.3	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	7.3		7.3	7.3	7.3	7.3		7.6	7.6		7.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0		3.0	3.0		3.0	
Recall Mode	None		None	None	None	None		C-Max	C-Max		C-Max	
Walk Time (s)								7.0	7.0		7.0	
Flash Don't Walk (s)								20.0	20.0		20.0	
Pedestrian Calls (#/hr)								0	0		0	
Act Effct Green (s)	53.8		53.8	53.8	53.8	53.8		111.3	111.3		111.3	
Actuated g/C Ratio	0.30		0.30	0.30	0.30	0.30		0.62	0.62		0.62	
v/c Ratio	0.04		0.02	0.82	0.82	0.80		0.39	0.36		0.45	
Control Delay (s/veh)	41.3		0.1	72.1	63.7	61.4		17.5	3.0		19.6	
Queue Delay	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0	

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

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

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

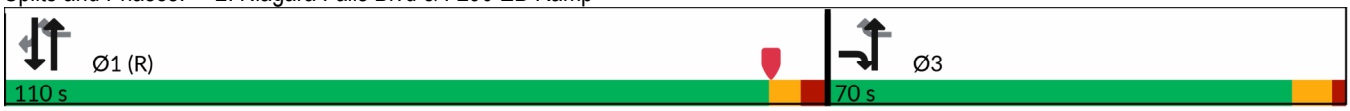


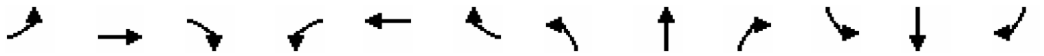
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	422	0	0	386	0	1184	0	0	1214	483
Future Volume (vph)	0	0	422	0	0	386	0	1184	0	0	1214	483
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)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

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

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

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



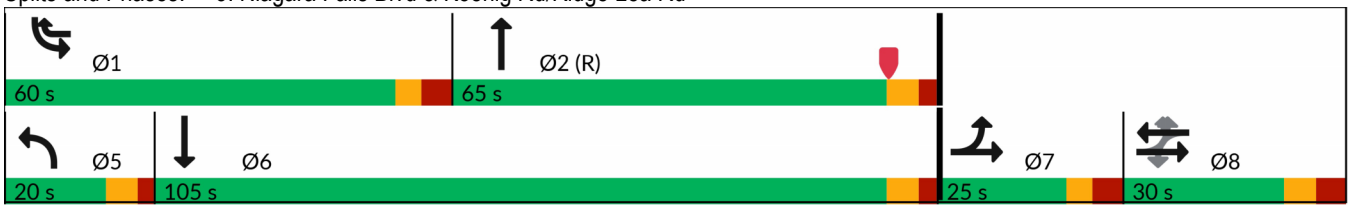


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	64	15	31	57	718	25	1047	8	607	1084	104
Future Volume (vph)	123	64	15	31	57	718	25	1047	8	607	1084	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage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

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

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

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



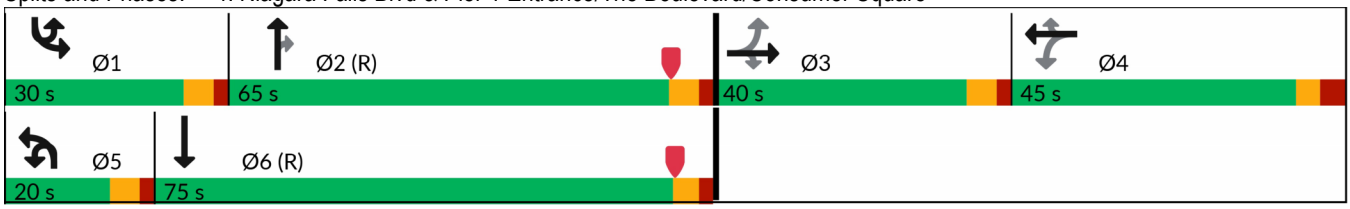
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	14	9	10	113	7	197	5	8	931	108	1	157
Future Volume (vph)	14	9	10	113	7	197	5	8	931	108	1	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)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

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

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

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

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





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

Intersection Summary



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

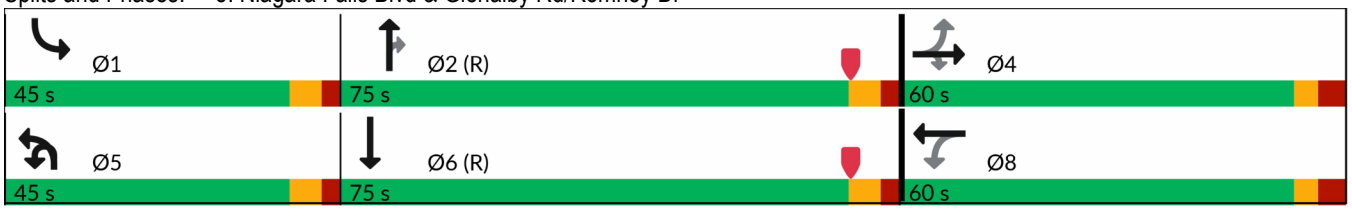


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	42
Future Volume (vph)	42
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.91
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)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

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

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

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





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

Intersection Summary

Intersection	
Int Delay, s/veh	1.2

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

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

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

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



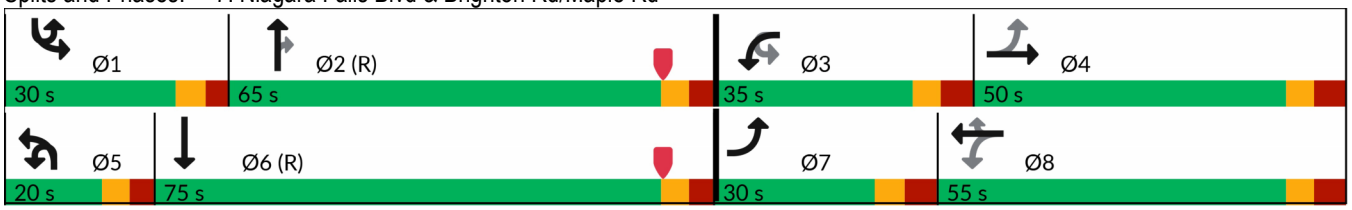
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	140	271	44	278	379	242	14	59	825	226	1	248
Future Volume (vph)	140	271	44	278	379	242	14	59	825	226	1	248
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage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

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

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

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

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





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

Intersection Summary

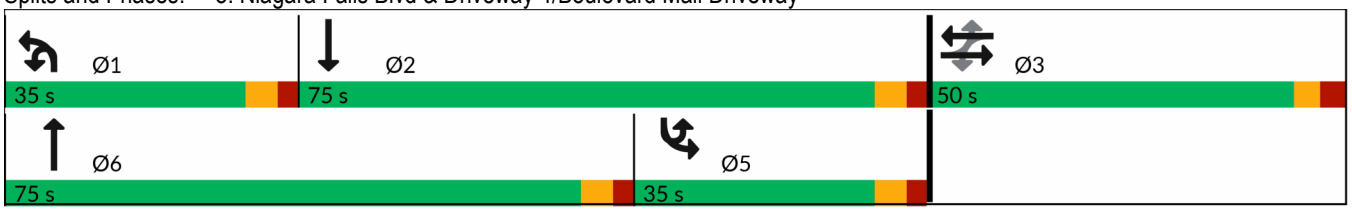
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	4	1	7	23	4	25	2	7	969	25	13	22
Future Volume (vph)	4	1	7	23	4	25	2	7	969	25	13	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		125		0		330
Storage Lanes	0		0	1		0		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	0.91	0.91	1.00
Frt		0.921			0.869				0.996			
Flt Protected		0.984		0.950				0.950				0.950
Satd. Flow (prot)	0	1705	0	1787	1635	0	0	1787	5115	0	0	1787
Flt Permitted		0.877						0.950				0.950
Satd. Flow (perm)	0	1519	0	1881	1635	0	0	1787	5115	0	0	1787
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		7			27				3			
Link Speed (mph)		25			25				40			
Link Distance (ft)		642			490				588			
Travel Time (s)		17.5			13.4				10.0			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	4	1	7	24	4	27	2	7	1031	27	14	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	24	31	0	0	9	1058	0	0	37
Turn Type	Perm	NA		Perm	NA		Prot	Prot	NA		Prot	Prot
Protected Phases		3			3		1	1	6		5	5
Permitted Phases	3			3								
Detector Phase	3	3		3	3		1	1	6		5	5
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		3.0	3.0	10.0		3.0	3.0
Minimum Split (s)	39.2	39.2		39.2	39.2		9.3	9.3	31.3		9.3	9.3
Total Split (s)	50.0	50.0		50.0	50.0		35.0	35.0	75.0		35.0	35.0
Total Split (%)	31.3%	31.3%		31.3%	31.3%		21.9%	21.9%	46.9%		21.9%	21.9%
Maximum Green (s)	43.8	43.8		43.8	43.8		28.7	28.7	68.7		28.7	28.7
Yellow Time (s)	3.2	3.2		3.2	3.2		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		2.3	2.3	2.3		2.3	2.3
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)		6.2		6.2	6.2			6.3	6.3			6.3
Lead/Lag							Lead	Lead	Lead		Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	3.0		2.0	2.0
Recall Mode	None	None		None	None		None	None	Min		None	None
Walk Time (s)	7.0	7.0		7.0	7.0				7.0			
Flash Don't Walk (s)	26.0	26.0		26.0	26.0				18.0			
Pedestrian Calls (#/hr)	0	0		0	0				0			
Act Effct Green (s)		6.5		6.5	6.5			5.1	29.7			6.0
Actuated g/C Ratio		0.15		0.15	0.15			0.12	0.67			0.14
v/c Ratio		0.05		0.09	0.12			0.04	0.31			0.15
Control Delay (s/veh)		16.7		21.7	12.4			22.9	7.7			22.1
Queue Delay		0.0		0.0	0.0			0.0	0.0			0.0

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1061	15
Future Volume (vph)	1061	15
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Frt	0.998	
Flt Protected		
Satd. Flow (prot)	5125	0
Flt Permitted		
Satd. Flow (perm)	5125	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	2	
Link Speed (mph)	40	
Link Distance (ft)	956	
Travel Time (s)	16.3	
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	1129	16
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1145	0
Turn Type	NA	
Protected Phases	2	
Permitted Phases		
Detector Phase	2	
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	33.3	
Total Split (s)	75.0	
Total Split (%)	46.9%	
Maximum Green (s)	68.7	
Yellow Time (s)	4.0	
All-Red Time (s)	2.3	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.3	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	Min	
Walk Time (s)	7.0	
Flash Don't Walk (s)	20.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	32.1	
Actuated g/C Ratio	0.73	
v/c Ratio	0.31	
Control Delay (s/veh)	5.5	
Queue Delay	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Total Delay (s/veh)		16.7		21.7	12.4			22.9	7.7			22.1
LOS		B		C	B			C	A			C
Approach Delay (s/veh)		16.7			16.5				7.8			
Approach LOS		B			B				A			
Queue Length 50th (ft)		1		5	1			2	42			7
Queue Length 95th (ft)		14		26	22			14	126			34
Internal Link Dist (ft)		562			410				508			
Turn Bay Length (ft)								125				330
Base Capacity (vph)		1392		1723	1500			1220	5115			1220
Starvation Cap Reductn		0		0	0			0	0			0
Spillback Cap Reductn		0		0	0			0	0			0
Storage Cap Reductn		0		0	0			0	0			0
Reduced v/c Ratio		0.01		0.01	0.02			0.01	0.21			0.03

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 44.1			
Natural Cycle: 85			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.31			
Intersection Signal Delay (s/veh): 7.2		Intersection LOS: A	
Intersection Capacity Utilization 44.5%		ICU Level of Service A	
Analysis Period (min) 15			

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





Lane Group	SBT	SBR
Total Delay (s/veh)	5.5	
LOS	A	
Approach Delay (s/veh)	6.1	
Approach LOS	A	
Queue Length 50th (ft)	46	
Queue Length 95th (ft)	129	
Internal Link Dist (ft)	876	
Turn Bay Length (ft)		
Base Capacity (vph)	5125	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.22	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	21	14	20	42	11	21	21	18	950	18	20	1081
Future Volume (vph)	21	14	20	42	11	21	21	18	950	18	20	1081
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		150		0	250	
Storage Lanes	0		0	1		0		1		0	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	0.91	1.00	0.91
Frt		0.951			0.903				0.997			0.996
Flt Protected		0.981		0.950				0.950			0.950	
Satd. Flow (prot)	0	1755	0	1787	1699	0	0	1787	5120	0	1787	5115
Flt Permitted		0.861		0.719				0.950			0.950	
Satd. Flow (perm)	0	1540	0	1353	1699	0	0	1787	5120	0	1787	5115
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		18			22				2			3
Link Speed (mph)		30			25				40			40
Link Distance (ft)		538			562				2182			588
Travel Time (s)		12.2			15.3				37.2			10.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	22	15	21	44	12	22	22	19	1000	19	21	1138
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	58	0	44	34	0	0	41	1019	0	21	1166
Turn Type	Perm	NA		Perm	NA		Prot	Prot	NA		Prot	NA
Protected Phases		3			3		5	5	2		1	6
Permitted Phases	3			3								
Detector Phase	3	3		3	3		5	5	2		1	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		3.0	3.0	10.0		3.0	10.0
Minimum Split (s)	41.6	41.6		41.6	41.6		16.3	16.3	32.6		16.3	32.6
Total Split (s)	50.0	50.0		50.0	50.0		35.0	35.0	75.0		35.0	75.0
Total Split (%)	31.3%	31.3%		31.3%	31.3%		21.9%	21.9%	46.9%		21.9%	46.9%
Maximum Green (s)	43.4	43.4		43.4	43.4		28.4	28.4	68.4		28.4	68.4
Yellow Time (s)	3.2	3.2		3.2	3.2		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	3.4	3.4		3.4	3.4		2.6	2.6	2.6		2.6	2.6
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		6.6		6.6	6.6			6.6	6.6		6.6	6.6
Lead/Lag							Lead	Lead	Lead		Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.5	3.5		3.5	3.5		2.0	2.0	4.0		2.0	4.0
Recall Mode	None	None		None	None		None	None	Min		None	Min
Walk Time (s)	7.0	7.0		7.0	7.0				7.0			7.0
Flash Don't Walk (s)	28.0	28.0		28.0	28.0				19.0			19.0
Pedestrian Calls (#/hr)	5	5		5	5				5			5
Act Effct Green (s)		11.8		11.8	11.8			6.9	40.5		6.8	35.7
Actuated g/C Ratio		0.19		0.19	0.19			0.11	0.64		0.11	0.57
v/c Ratio		0.19		0.17	0.10			0.21	0.31		0.11	0.40
Control Delay (s/veh)		20.1		26.3	15.0			37.1	10.7		35.4	13.8
Queue Delay		0.0		0.0	0.0			0.0	0.0		0.0	0.0

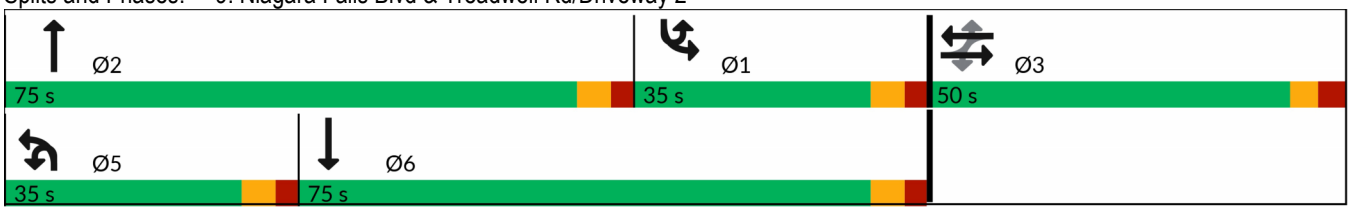


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	27
Future Volume (vph)	27
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.91
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.95
Heavy Vehicles (%)	1%
Adj. Flow (vph)	28
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Don't Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Total Delay (s/veh)		20.1		26.3	15.0			37.1	10.7		35.4	13.8
LOS		C		C	B			D	B		D	B
Approach Delay (s/veh)		20.1			21.4				11.8			14.2
Approach LOS		C			C				B			B
Queue Length 50th (ft)		13		15	4			14	50		7	108
Queue Length 95th (ft)		49		48	28			62	246		37	269
Internal Link Dist (ft)		458			482				2102			508
Turn Bay Length (ft)								150			250	
Base Capacity (vph)		1154		1010	1274			925	4746		925	4741
Starvation Cap Reductn		0		0	0			0	0		0	13
Spillback Cap Reductn		0		0	0			0	0		0	0
Storage Cap Reductn		0		0	0			0	0		0	0
Reduced v/c Ratio		0.05		0.04	0.03			0.04	0.21		0.02	0.25

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 63			
Natural Cycle: 95			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay (s/veh): 13.5		Intersection LOS: B	
Intersection Capacity Utilization 51.1%		ICU Level of Service A	
Analysis Period (min) 15			

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





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

Intersection Summary



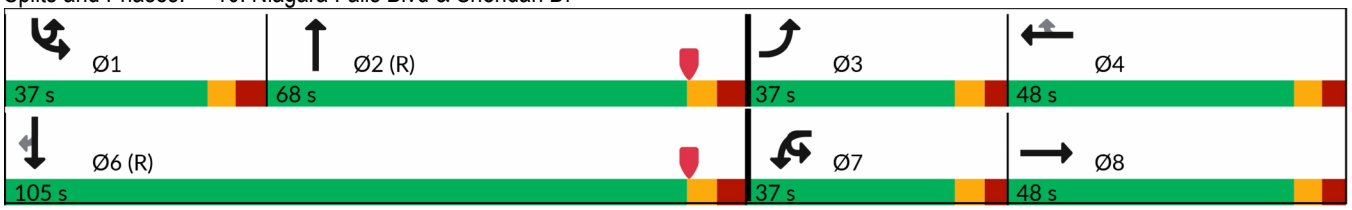
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	328	672	0	2	283	714	39	0	528	56	34	158
Future Volume (vph)	328	672	0	2	283	714	39	0	528	56	34	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length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

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

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

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

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





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

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	1	242	169	46	298	71	2	153	699	41	3	90
Future Volume (vph)	1	242	169	46	298	71	2	153	699	41	3	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	200		0		250		0		0
Storage Lanes	0		1	1		0		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	0.91	1.00	0.91	0.91	0.95	1.00
Frt			0.850		0.971				0.992			
Flt Protected				0.950				0.950				0.950
Satd. Flow (prot)	0	3574	1599	1787	3471	0	0	1787	5095	0	0	1787
Flt Permitted		0.953		0.468				0.950				0.950
Satd. Flow (perm)	0	3406	1599	880	3471	0	0	1787	5095	0	0	1787
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			165		14				5			
Link Speed (mph)		30			35				35			
Link Distance (ft)		718			1535				1665			
Travel Time (s)		16.3			29.9				32.4			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	247	172	47	304	72	2	156	713	42	3	92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	248	172	47	376	0	0	158	755	0	0	95
Turn Type	Perm	NA	Perm	Perm	NA		Prot	Prot	NA		Prot	Prot
Protected Phases		4			4		1	1	2		1 3	1 3
Permitted Phases	4		4	4								
Detector Phase	4	4	4	4	4		1	1	2		1 3	1 3
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		3.0	3.0	5.0			
Minimum Split (s)	43.1	43.1	43.1	43.1	43.1		9.8	9.8	22.5			
Total Split (s)	54.0	54.0	54.0	54.0	54.0		35.0	35.0	68.0			
Total Split (%)	28.4%	28.4%	28.4%	28.4%	28.4%		18.4%	18.4%	35.8%			
Maximum Green (s)	46.9	46.9	46.9	46.9	46.9		28.2	28.2	63.5			
Yellow Time (s)	3.2	3.2	3.2	3.2	3.2		3.9	3.9	3.5			
All-Red Time (s)	3.9	3.9	3.9	3.9	3.9		2.9	2.9	1.0			
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0			
Total Lost Time (s)		7.1	7.1	7.1	7.1			6.8	4.5			
Lead/Lag	Lag	Lag	Lag	Lag	Lag		Lead	Lead	Lag			
Lead-Lag Optimize?									Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	3.0			
Recall Mode	None	None	None	None	None		None	None	C-Max			
Walk Time (s)	7.0	7.0	7.0	7.0	7.0				7.0			
Flash Don't Walk (s)	29.0	29.0	29.0	29.0	29.0				11.0			
Pedestrian Calls (#/hr)	0	0	0	0	0				0			
Act Effct Green (s)		26.2	26.2	26.2	26.2			21.1	104.7			33.9
Actuated g/C Ratio		0.14	0.14	0.14	0.14			0.11	0.55			0.18
v/c Ratio		0.53	0.48	0.39	0.77			0.80	0.27			0.30
Control Delay (s/veh)		79.6	14.3	82.4	86.4			109.1	24.3			36.5
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0			0.0

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

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

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

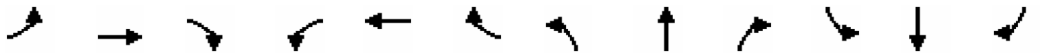
Splits and Phases: 11: Niagara Falls Blvd & Eggert Rd





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

Intersection Summary

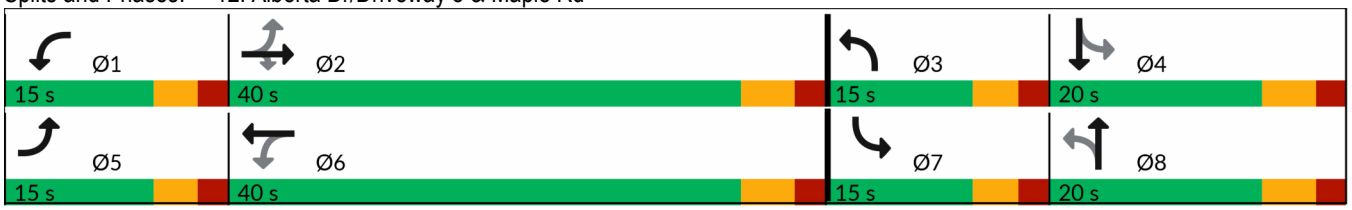


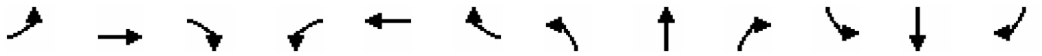
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	474	168	165	824	5	213	69	123	15	36	48
Future Volume (vph)	26	474	168	165	824	5	213	69	123	15	36	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage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

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

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

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





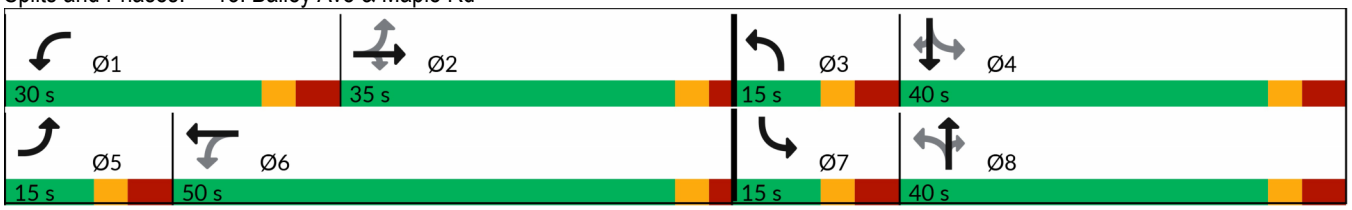
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	518	44	210	843	250	69	353	138	276	360	117
Future Volume (vph)	70	518	44	210	843	250	69	353	138	276	360	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900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

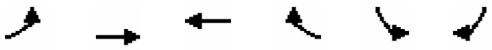
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.34	0.67	0.08	0.59	0.68		0.22	0.75	0.25	0.92	0.65	0.19
Control Delay (s/veh)	23.2	38.4	0.3	25.2	29.2		20.0	43.5	1.9	61.0	37.5	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.2	38.4	0.3	25.2	29.2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

Intersection Summary

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

Splits and Phases: 13: Bailey Ave & Maple Rd



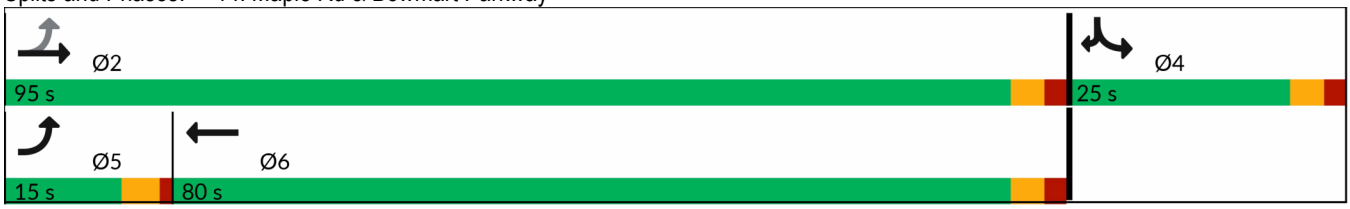


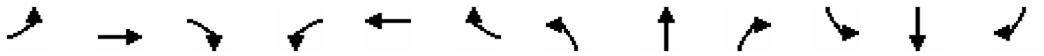
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	94	820	1243	217	192	87
Future Volume (vph)	94	820	1243	217	192	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250			100	100	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor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

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

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

Splits and Phases: 14: Maple Rd & Bowmart Parkway





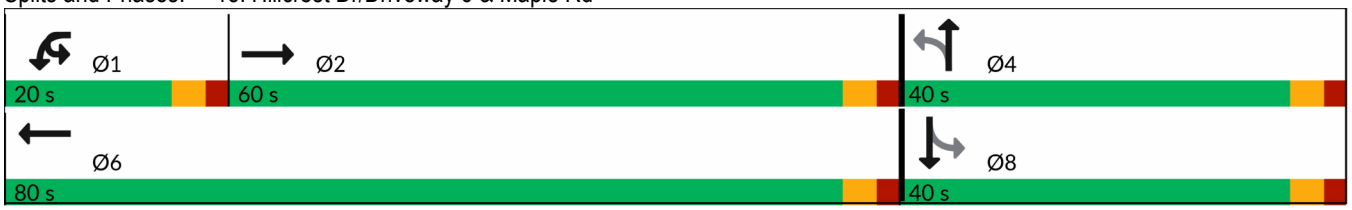
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	991	18	19	1464	0	32	0	33	27	0	5
Future Volume (vph)	0	991	18	19	1464	0	32	0	33	27	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150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

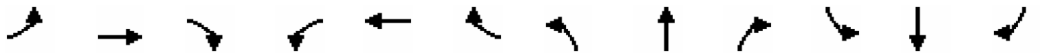
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.45		0.06	0.62			0.22		0.11	0.01	
Control Delay (s/veh)		8.0		20.9	7.0			9.5		21.7	0.0	
Queue Delay		0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay (s/veh)		8.0		20.9	7.0			9.5		21.7	0.0	
LOS		A		C	A			A		C	A	
Approach Delay (s/veh)		8.0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

Intersection Summary

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

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



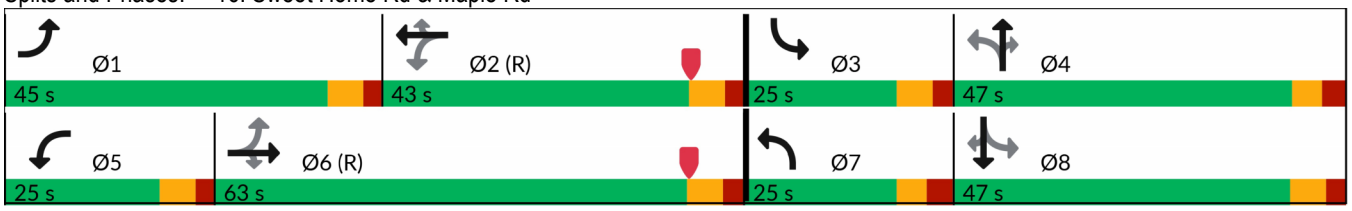


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	293	600	79	190	854	222	98	333	116	181	438	499
Future Volume (vph)	293	600	79	190	854	222	98	333	116	181	438	499
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	100		0	150		150	200		0
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.97	1.00								0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1787	3574	1599	1787	1881	1599	1787	1881	1599
Flt Permitted	0.107			0.394			0.164			0.232		
Satd. Flow (perm)	201	3574	1556	739	3574	1599	309	1881	1599	436	1881	1575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			113			158			157			378
Link Speed (mph)		45			45			35			45	
Link Distance (ft)		1563			492			510			929	
Travel Time (s)		23.7			7.5			9.9			14.1	
Confl. Peds. (#/hr)			3	3			2					2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	305	625	82	198	890	231	102	347	121	189	456	520
Shared Lane Traffic (%)												
Lane Group Flow (vph)	305	625	82	198	890	231	102	347	121	189	456	520
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0	10.0	3.0	6.0	6.0	3.0	6.0	6.0
Minimum Split (s)	10.2	39.5	39.5	9.8	38.8	38.8	10.2	45.3	45.3	9.6	45.3	45.3
Total Split (s)	45.0	63.0	63.0	25.0	43.0	43.0	25.0	47.0	47.0	25.0	47.0	47.0
Total Split (%)	28.1%	39.4%	39.4%	15.6%	26.9%	26.9%	15.6%	29.4%	29.4%	15.6%	29.4%	29.4%
Maximum Green (s)	38.5	56.5	56.5	18.6	36.6	36.6	18.5	40.5	40.5	18.4	40.4	40.4
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	3.6	3.6	3.6	4.3	4.3	4.3
All-Red Time (s)	2.2	2.2	2.2	2.1	2.1	2.1	2.9	2.9	2.9	2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.4	6.4	6.4	6.5	6.5	6.5	6.6	6.6	6.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	4.0	2.0	4.0	4.0	2.0	4.0	4.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		26.0	26.0		25.0	25.0		26.0	26.0		26.0	26.0
Pedestrian Calls (#/hr)		0	0		3	3		2	2		2	2
Act Effct Green (s)	84.0	63.5	63.5	65.3	51.2	51.2	51.9	41.1	41.1	60.9	45.6	45.6
Actuated g/C Ratio	0.53	0.40	0.40	0.41	0.32	0.32	0.32	0.26	0.26	0.38	0.29	0.29
v/c Ratio	0.83	0.44	0.12	0.50	0.78	0.37	0.51	0.72	0.23	0.64	0.85	0.72

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

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

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



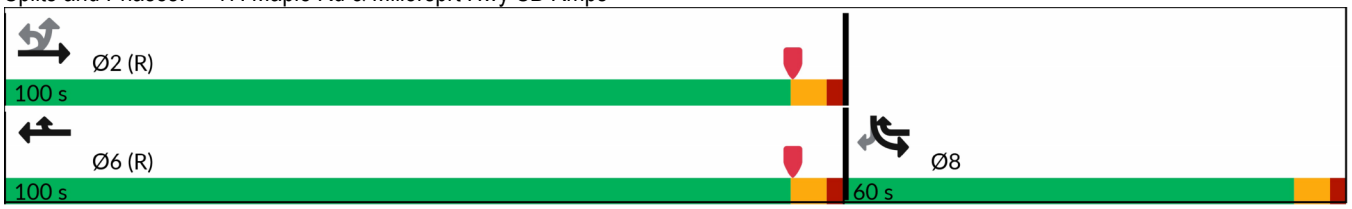


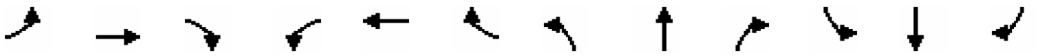
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	2	12	794	887	236	37	137
Future Volume (vph)	2	12	794	887	236	37	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100			115	0	0
Storage Lanes		1			1	1	1
Taper Length (ft)		25				25	
Lane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

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

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

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



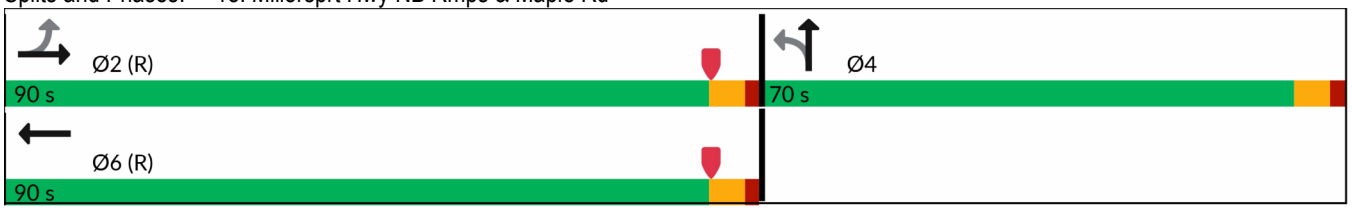


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	871	0	0	1040	15	56	2	560	0	0	0
Future Volume (vph)	83	871	0	0	1040	15	56	2	560	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150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

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

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

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

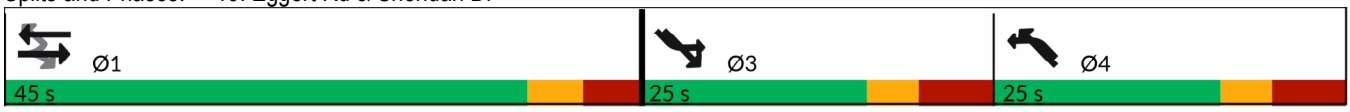


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	40	820	181	0	970	116	187	240	6	108	206	37
Future Volume (vph)	40	820	181	0	970	116	187	240	6	108	206	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage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

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

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

Splits and Phases: 19: Eggert Rd & Sheridan Dr



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	25	129	685	43	8	55	987	67	36	66	18	130
Future Volume (vph)	25	129	685	43	8	55	987	67	36	66	18	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		235		0		240		0	0		100	0
Storage Lanes		1		0		1		0	0		1	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	0.95	0.95	0.95	1.00
Frt			0.991				0.990			0.977		
Flt Protected		0.950				0.950				0.985		0.950
Satd. Flow (prot)	0	1787	5089	0	0	1787	5084	0	0	3440	0	1787
Flt Permitted		0.950				0.950				0.780		0.451
Satd. Flow (perm)	0	1787	5089	0	0	1787	5084	0	0	2724	0	848
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			9				8			11		
Link Speed (mph)			40				40			30		
Link Distance (ft)			1468				969			165		
Travel Time (s)			25.0				16.5			3.8		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	26	134	714	45	8	57	1028	70	38	69	19	135
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	160	759	0	0	65	1098	0	0	126	0	135
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA		pm+pt
Protected Phases	5	5	2		1	1	6			8		7
Permitted Phases									8			4
Detector Phase	5	5	2		1	1	6		8	8		7
Switch Phase												
Minimum Initial (s)	3.0	3.0	10.0		3.0	3.0	10.0		6.0	6.0		3.0
Minimum Split (s)	10.0	10.0	29.2		10.0	10.0	43.2		22.5	22.5		11.0
Total Split (s)	39.0	39.0	87.0		20.0	20.0	68.0		33.0	33.0		20.0
Total Split (%)	24.4%	24.4%	54.4%		12.5%	12.5%	42.5%		20.6%	20.6%		12.5%
Maximum Green (s)	32.8	32.8	80.8		13.8	13.8	61.8		26.1	26.1		14.0
Yellow Time (s)	3.6	3.6	3.6		3.6	3.6	3.6		3.6	3.6		3.2
All-Red Time (s)	2.6	2.6	2.6		2.6	2.6	2.6		3.3	3.3		2.8
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0		0.0
Total Lost Time (s)		6.2	6.2			6.2	6.2			6.9		6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	Min	Min	C-Min		None	None	C-Min		None	None		None
Walk Time (s)			7.0				7.0					
Flash Don't Walk (s)			16.0				15.0					
Pedestrian Calls (#/hr)			0				0					
Act Effct Green (s)		19.6	97.7			11.2	86.7			12.2		35.3
Actuated g/C Ratio		0.12	0.61			0.07	0.54			0.08		0.22
v/c Ratio		0.73	0.24			0.52	0.40			0.58		0.48
Control Delay (s/veh)		86.3	16.0			102.4	9.4			75.2		56.9
Queue Delay		0.0	0.0			0.0	0.0			0.0		0.0

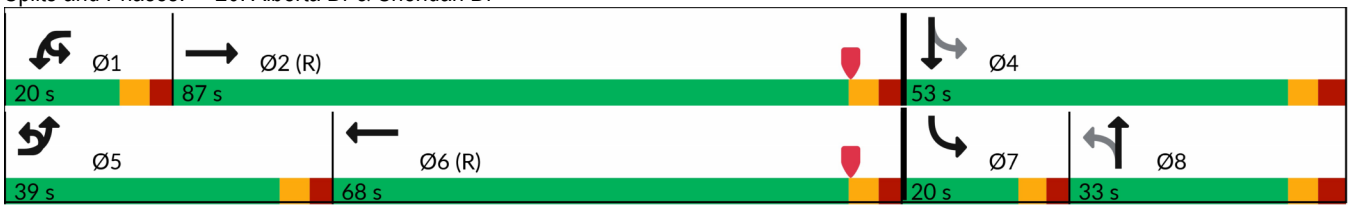


Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	105	163
Future Volume (vph)	105	163
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.909	
Flt Protected		
Satd. Flow (prot)	1710	0
Flt Permitted		
Satd. Flow (perm)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

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

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

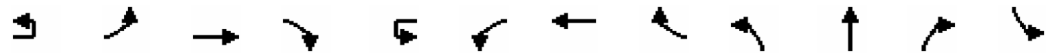
Splits and Phases: 20: Alberta Dr & Sheridan Dr





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

Intersection Summary



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	20	109	721	55	9	115	916	109	95	371	88	118
Future Volume (vph)	20	109	721	55	9	115	916	109	95	371	88	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		230		0		270		0	190		0	240
Storage Lanes		1		0		1		0	1		0	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00
Frt			0.989				0.984			0.971		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1787	5079	0	0	1787	5053	0	1787	3471	0	1787
Flt Permitted		0.950				0.950			0.310			0.205
Satd. Flow (perm)	0	1787	5079	0	0	1787	5053	0	583	3471	0	386
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			8				14			16		
Link Speed (mph)			40				40			30		
Link Distance (ft)			969				1628			537		
Travel Time (s)			16.5				27.8			12.2		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	20	111	736	56	9	117	935	111	97	379	90	120
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	131	792	0	0	126	1046	0	97	469	0	120
Turn Type	Prot	Prot	NA		Prot	Prot	NA		pm+pt	NA		pm+pt
Protected Phases	5	5	2		1	1	6		3	8		7
Permitted Phases									8			4
Detector Phase	5	5	2		1	1	6		3	8		7
Switch Phase												
Minimum Initial (s)	3.0	3.0	10.0		3.0	3.0	10.0		3.0	6.0		3.0
Minimum Split (s)	10.0	10.0	43.5		10.0	10.0	43.5		10.0	41.0		10.0
Total Split (s)	30.0	30.0	52.0		38.0	38.0	60.0		29.0	41.0		29.0
Total Split (%)	18.8%	18.8%	32.5%		23.8%	23.8%	37.5%		18.1%	25.6%		18.1%
Maximum Green (s)	23.6	23.6	45.5		31.6	31.6	53.5		22.3	34.3		22.3
Yellow Time (s)	3.6	3.6	3.9		3.6	3.6	3.9		3.6	3.6		3.6
All-Red Time (s)	2.8	2.8	2.6		2.8	2.8	2.6		3.1	3.1		3.1
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		6.4	6.5			6.4	6.5		6.7	6.7		6.7
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead
Lead-Lag Optimize?			Yes		Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	C-Min		None	None	C-Min		None	None		None
Walk Time (s)			7.0				7.0			7.0		
Flash Don't Walk (s)			21.0				21.0			24.4		
Pedestrian Calls (#/hr)			0				0			0		
Act Effct Green (s)		17.0	76.6			16.6	76.2		38.4	26.7		42.6
Actuated g/C Ratio		0.11	0.48			0.10	0.48		0.24	0.17		0.27
v/c Ratio		0.69	0.33			0.68	0.43		0.43	0.79		0.54
Control Delay (s/veh)		105.8	20.0			123.3	10.3		46.3	71.7		50.1
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		0.0

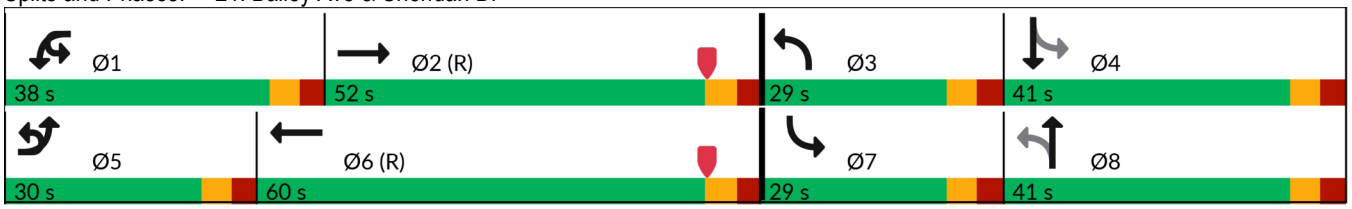


Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	335	88
Future Volume (vph)	335	88
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		280
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Frt	0.969	
Flt Protected		
Satd. Flow (prot)	3463	0
Flt Permitted		
Satd. Flow (perm)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

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

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

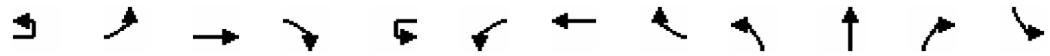
Splits and Phases: 21: Bailey Ave & Sheridan Dr





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

Intersection Summary



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	8	156	761	21	20	49	946	122	27	264	40	103
Future Volume (vph)	8	156	761	21	20	49	946	122	27	264	40	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0		190		0	85		0	305
Storage Lanes		1		0		1		0	1		0	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt			0.996				0.983			0.980		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1787	5115	0	0	1787	5048	0	1787	1844	0	1787
Flt Permitted		0.950				0.950			0.494			0.182
Satd. Flow (perm)	0	1787	5115	0	0	1787	5048	0	929	1844	0	342
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			3				17			4		
Link Speed (mph)			40				40			30		
Link Distance (ft)			1628				2376			1485		
Travel Time (s)			27.8				40.5			33.8		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	8	159	777	21	20	50	965	124	28	269	41	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	167	798	0	0	70	1089	0	28	310	0	105
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA		pm+pt
Protected Phases	5	5	2		1	1	6			8		7
Permitted Phases									8			4
Detector Phase	5	5	2		1	1	6		8	8		7
Switch Phase												
Minimum Initial (s)	3.0	3.0	10.0		3.0	3.0	10.0		6.0	6.0		3.0
Minimum Split (s)	12.2	12.2	43.2		12.2	12.2	43.2		42.0	42.0		12.1
Total Split (s)	21.0	21.0	60.0		31.0	31.0	70.0		42.0	42.0		27.0
Total Split (%)	13.1%	13.1%	37.5%		19.4%	19.4%	43.8%		26.3%	26.3%		16.9%
Maximum Green (s)	14.8	14.8	53.8		24.8	24.8	63.8		34.9	34.9		19.9
Yellow Time (s)	3.9	3.9	3.9		3.9	3.9	3.9		3.2	3.2		3.2
All-Red Time (s)	2.3	2.3	2.3		2.3	2.3	2.3		3.9	3.9		3.9
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		6.2	6.2			6.2	6.2		7.1	7.1		7.1
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	C-Min		None	None	C-Min		None	None		None
Walk Time (s)			7.0				7.0		7.0	7.0		
Flash Don't Walk (s)			17.0				18.0		27.0	27.0		
Pedestrian Calls (#/hr)			0				0		0	0		
Act Effct Green (s)		23.3	76.7			11.6	65.1		31.9	31.9		52.2
Actuated g/C Ratio		0.15	0.48			0.07	0.41		0.20	0.20		0.33
v/c Ratio		0.64	0.33			0.54	0.53		0.15	0.84		0.46
Control Delay (s/veh)		76.6	43.3			86.2	38.1		51.9	79.5		42.9
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		0.0

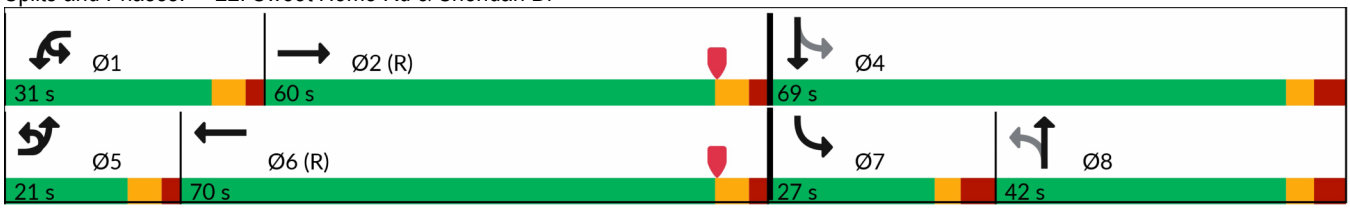


Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	252	128
Future Volume (vph)	252	128
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.949	
Flt Protected		
Satd. Flow (prot)	1785	0
Flt Permitted		
Satd. Flow (perm)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

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

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

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





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

Intersection Summary

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

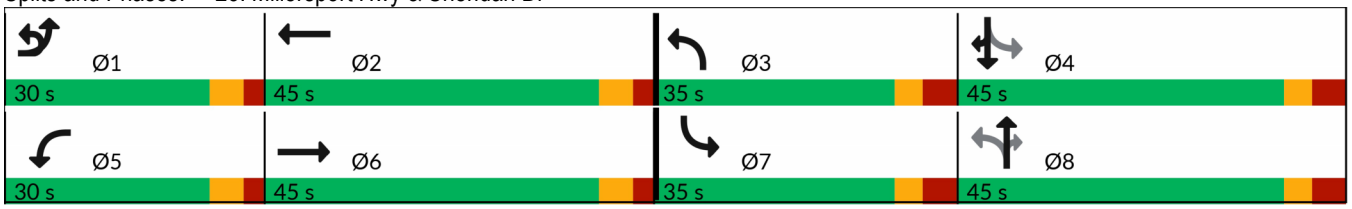


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	304
Future Volume (vph)	304
Ideal Flow (vphpl)	1900
Storage Length (ft)	285
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1599
Flt Permitted	
Satd. Flow (perm)	1599
Right Turn on Red	Yes
Satd.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

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

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

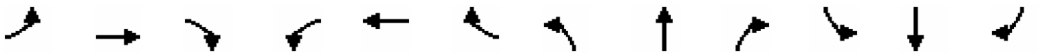
Splits and Phases: 23: Millersport Hwy & Sheridan Dr





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

Intersection Summary

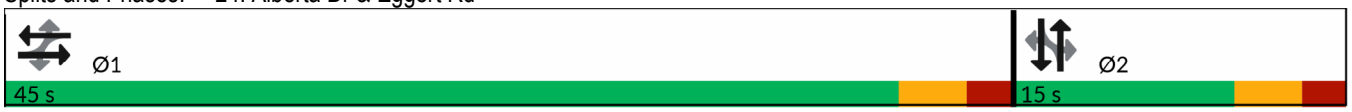


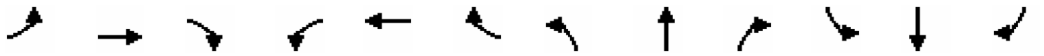
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	344	4	2	415	18	0	25	4	42	29	45
Future Volume (vph)	37	344	4	2	415	18	0	25	4	42	29	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.994			0.982			0.948	
Flt Protected		0.995									0.982	
Satd. Flow (prot)	0	3553	0	0	3553	0	0	1847	0	0	1751	0
Flt Permitted		0.892			0.954						0.867	
Satd. Flow (perm)	0	3185	0	0	3389	0	0	1847	0	0	1546	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			16			4			46	
Link Speed (mph)		35			35			30			25	
Link Distance (ft)		1535			1128			417			659	
Travel Time (s)		29.9			22.0			9.5			18.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	39	358	4	2	432	19	0	26	4	44	30	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	401	0	0	453	0	0	30	0	0	121	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		1			1			2			2	
Permitted Phases	1			1			2			2		
Detector Phase	1	1		1	1		2	2		2	2	
Switch Phase												
Minimum Initial (s)	25.0	25.0		25.0	25.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		23.0	23.0		23.0	23.0	
Total Split (s)	45.0	45.0		45.0	45.0		15.0	15.0		15.0	15.0	
Total Split (%)	75.0%	75.0%		75.0%	75.0%		25.0%	25.0%		25.0%	25.0%	
Maximum Green (s)	40.0	40.0		40.0	40.0		10.0	10.0		10.0	10.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)							7.0	7.0		7.0	7.0	
Flash Don't Walk (s)							11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)							0	0		0	0	
Act Effct Green (s)		29.0			29.0			10.0			10.0	
Actuated g/C Ratio		0.64			0.64			0.22			0.22	
v/c Ratio		0.20			0.21			0.07			0.32	
Control Delay (s/veh)		5.0			4.8			13.2			12.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		5.0			4.8			13.2			12.8	
LOS		A			A			B			B	
Approach Delay (s/veh)		5.0			4.8			13.2			12.8	

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

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

Splits and Phases: 24: Alberta Dr & Eggert Rd



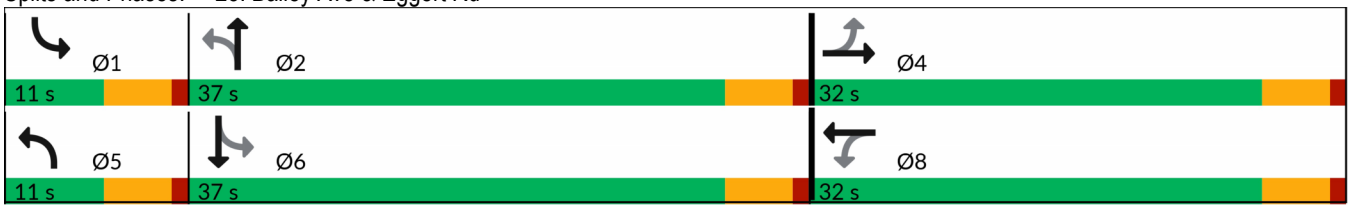


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	273	101	39	294	119	110	350	51	120	327	46
Future Volume (vph)	36	273	101	39	294	119	110	350	51	120	327	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	110		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.963			0.961			0.981			0.981	
Flt Protected		0.996			0.996		0.950			0.950		
Satd. Flow (prot)	0	3428	0	0	3421	0	1787	1845	0	1787	3506	0
Flt Permitted		0.877			0.882		0.522			0.363		
Satd. Flow (perm)	0	3019	0	0	3030	0	982	1845	0	683	3506	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		59			68			11			23	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1128			580			922			349	
Travel Time (s)		25.6			13.2			21.0			7.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	38	284	105	41	306	124	115	365	53	125	341	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	427	0	0	471	0	115	418	0	125	389	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	32.0	32.0		32.0	32.0		10.0	37.0		10.0	37.0	
Total Split (s)	32.0	32.0		32.0	32.0		11.0	37.0		11.0	37.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		13.8%	46.3%		13.8%	46.3%	
Maximum Green (s)	27.0	27.0		27.0	27.0		6.0	32.0		6.0	32.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Don't Walk (s)	20.0	20.0		20.0	20.0			25.0			25.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		14.1			14.1		21.8	17.3		21.8	17.3	
Actuated g/C Ratio		0.28			0.28		0.43	0.34		0.43	0.34	
v/c Ratio		0.48			0.53		0.22	0.65		0.29	0.32	
Control Delay (s/veh)		16.6			17.0		7.8	20.1		8.6	13.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

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

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

Splits and Phases: 25: Bailey Ave & Eggert Rd



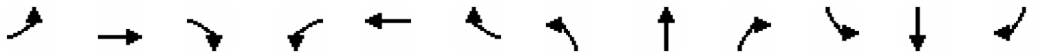
Intersection	
Int Delay, s/veh	3.5

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

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

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

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

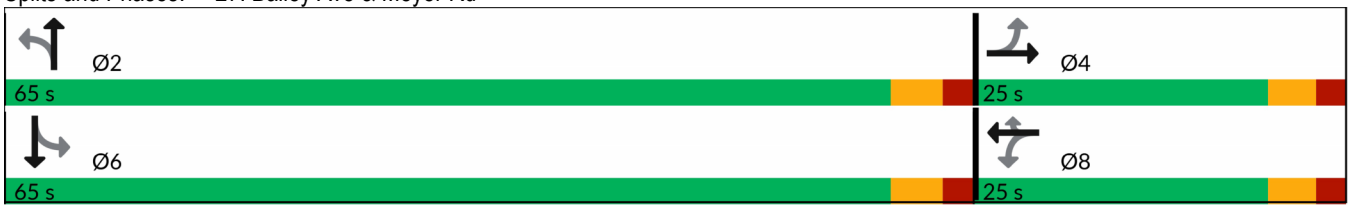


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	31	60	7	24	123	28	628	29	90	656	65
Future Volume (vph)	99	31	60	7	24	123	28	628	29	90	656	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length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

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

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

Splits and Phases: 27: Bailey Ave & Meyer Rd



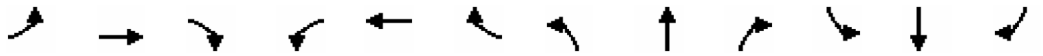
Intersection	
Int Delay, s/veh	4.8

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

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

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

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

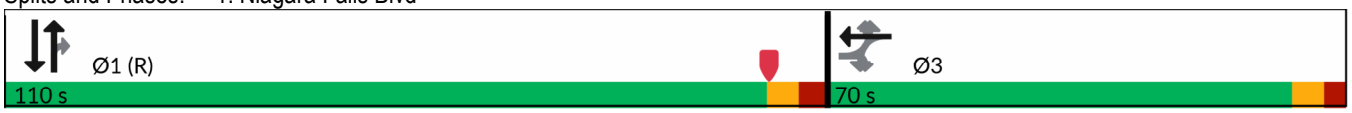


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	0	19	524	14	528	0	1207	417	0	1602	0
Future Volume (vph)	6	0	19	524	14	528	0	1207	417	0	1602	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length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

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

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

Splits and Phases: 1: Niagara Falls Blvd

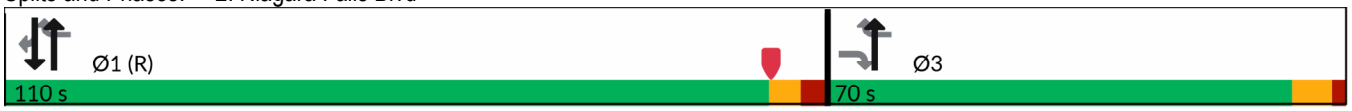


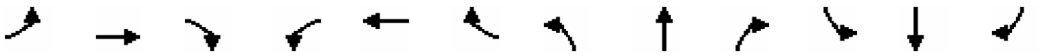
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	639	0	0	242	0	1370	597	0	1502	500
Future Volume (vph)	0	0	639	0	0	242	0	1370	597	0	1502	500
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length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

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

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

Splits and Phases: 2: Niagara Falls Blvd



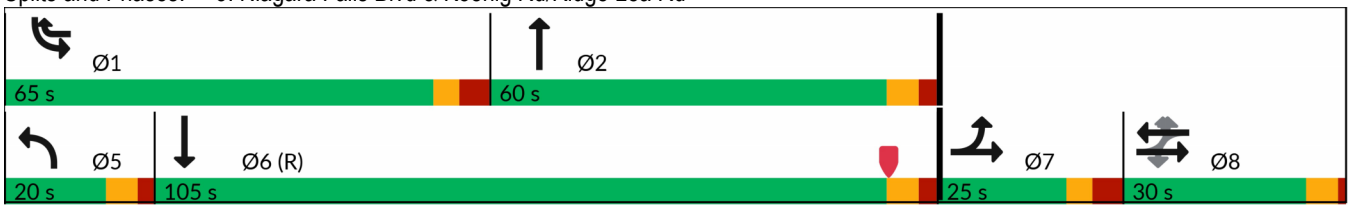


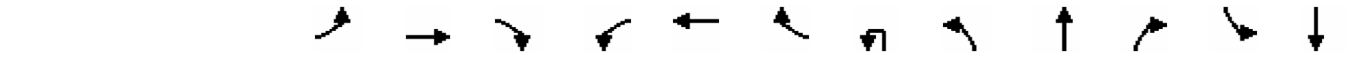
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	82	16	25	63	730	43	1144	13	651	1187	58
Future Volume (vph)	116	82	16	25	63	730	43	1144	13	651	1187	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage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

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

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

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





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	20	10	24	176	5	260	9	16	1026	112	258	1062
Future Volume (vph)	20	10	24	176	5	260	9	16	1026	112	258	1062
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	0		160		110		170	300	
Storage Lanes	0		1	0		1		1		1	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	1.00	0.91
Ped Bike Factor										0.99		
Frt			0.850			0.850				0.850		0.994
Flt Protected		0.967			0.954			0.950			0.950	
Satd. Flow (prot)	0	1819	1599	0	1795	1599	0	1787	5136	1599	1787	5105
Flt Permitted		0.182			0.709			0.950			0.950	
Satd. Flow (perm)	0	342	1599	0	1334	1599	0	1787	5136	1575	1787	5105
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			92			271				92		4
Link Speed (mph)		30			30				40			40
Link Distance (ft)		800			1099				758			672
Travel Time (s)		18.2			25.0				12.9			11.5
Confl. Peds. (#/hr)										1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	21	10	25	183	5	271	9	17	1069	117	269	1106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	31	25	0	188	271	0	26	1069	117	269	1151
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	Prot	NA	Perm	Prot	NA
Protected Phases		3			4		5	5	2		1	6
Permitted Phases	3		3	4		4				2		
Detector Phase	3	3	3	4	4	4	5	5	2	2	1	6
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	6.0	6.0	6.0	3.0	3.0	10.0	10.0	3.0	10.0
Minimum Split (s)	23.8	23.8	23.8	24.6	24.6	24.6	10.8	10.8	23.8	23.8	10.8	23.8
Total Split (s)	30.0	30.0	30.0	55.0	55.0	55.0	25.0	25.0	65.0	65.0	30.0	70.0
Total Split (%)	16.7%	16.7%	16.7%	30.6%	30.6%	30.6%	13.9%	13.9%	36.1%	36.1%	16.7%	38.9%
Maximum Green (s)	24.2	24.2	24.2	48.4	48.4	48.4	19.2	19.2	59.2	59.2	24.2	64.2
Yellow Time (s)	3.9	3.9	3.9	3.2	3.2	3.2	3.9	3.9	3.9	3.9	3.9	3.9
All-Red Time (s)	1.9	1.9	1.9	3.4	3.4	3.4	1.9	1.9	1.9	1.9	1.9	1.9
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.8	5.8		6.6	6.6		5.8	5.8	5.8	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0			7.0	7.0		7.0
Flash Don't Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0			11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0			0	0		0
Act Effct Green (s)		20.2	20.2		31.1	31.1		8.1	70.1	70.1	37.6	104.4
Actuated g/C Ratio		0.11	0.11		0.17	0.17		0.05	0.39	0.39	0.21	0.58
v/c Ratio		0.82	0.10		0.82	0.54		0.33	0.53	0.17	0.72	0.39

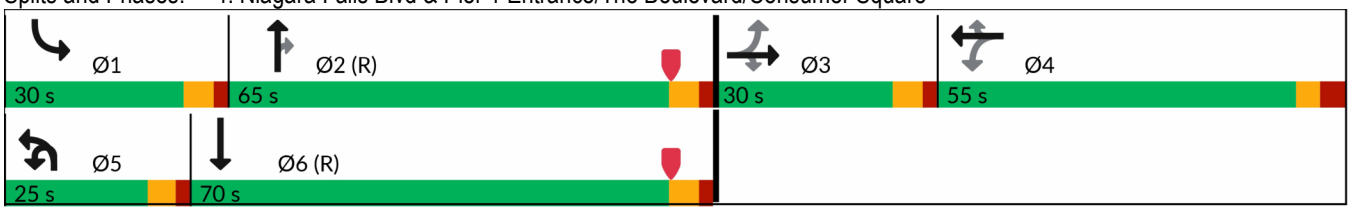


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	43
Future Volume (vph)	43
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.91
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes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

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

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

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





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

Intersection Summary

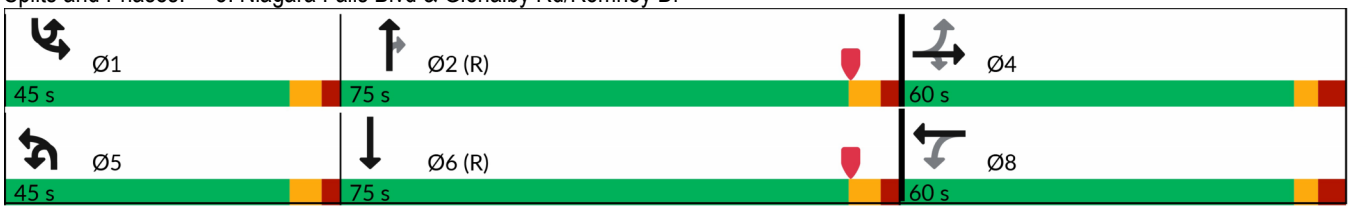
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	41	86	30	180	87	177	6	45	805	148	1	201
Future Volume (vph)	41	86	30	180	87	177	6	45	805	148	1	201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length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

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	866	36
Future Volume (vph)	866	36
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Frt	0.994	
Flt Protected		
Satd. Flow (prot)	5105	0
Flt Permitted		
Satd. Flow (perm)	5105	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	4	
Link Speed (mph)	40	
Link Distance (ft)	758	
Travel Time (s)	12.9	
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	912	38
Shared Lane Traffic (%)		
Lane Group Flow (vph)	950	0
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	31.7	
Total Split (s)	75.0	
Total Split (%)	41.7%	
Maximum Green (s)	68.3	
Yellow Time (s)	4.3	
All-Red Time (s)	2.4	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.7	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	2.4	
Recall Mode	C-Max	
Walk Time (s)	7.0	
Flash Don't Walk (s)	18.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	118.4	
Actuated g/C Ratio	0.66	
v/c Ratio	0.28	
Control Delay (s/veh)	6.8	
Queue Delay	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Total Delay (s/veh)		158.2	0.8	117.4	65.5			84.2	39.5	23.3		108.2
LOS		F	A	F	E			F	D	C		F
Approach Delay (s/veh)		127.9			86.5				39.3			
Approach LOS		F			F				D			
Queue Length 50th (ft)		~170	0	222	249			62	249	45		248
Queue Length 95th (ft)		#265	4	304	333			115	394	150		352
Internal Link Dist (ft)		788			198				1679			
Turn Bay Length (ft)			25	100				120		165		315
Base Capacity (vph)		204	516	318	539			380	2849	941		380
Starvation Cap Reductn		0	0	0	0			0	0	0		0
Spillback Cap Reductn		0	0	0	0			0	0	0		0
Storage Cap Reductn		0	0	0	0			0	0	0		0
Reduced v/c Ratio		0.66	0.06	0.59	0.52			0.14	0.30	0.17		0.56

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 150 (83%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay (s/veh): 46.5		Intersection LOS: D	
Intersection Capacity Utilization 71.7%		ICU Level of Service C	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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





Lane Group	SBT	SBR
Total Delay (s/veh)	6.8	
LOS	A	
Approach Delay (s/veh)	25.4	
Approach LOS	C	
Queue Length 50th (ft)	60	
Queue Length 95th (ft)	124	
Internal Link Dist (ft)	678	
Turn Bay Length (ft)		
Base Capacity (vph)	3359	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.28	

Intersection Summary

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	0	2	16	13	0	59	1	1	1480	47	50	39	1243	17
Future Vol, veh/h	0	2	16	13	0	59	1	1	1480	47	50	39	1243	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	105	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	1	1	1	1	1	1	2	1	1	1	1	1	1	1
Mvmt Flow	0	2	16	13	0	60	1	1	1510	48	51	40	1268	17

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	2067	3021	643	2228	3006	779	939	1286	0	0	1137	1558	0	0
Stage 1	1459	1459	-	1538	1538	-	-	-	-	-	-	-	-	-
Stage 2	608	1562	-	690	1467	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	7.12	6.42	6.52	7.12	5.64	5.32	-	-	5.62	5.32	-	-
Critical Hdwy Stg 1	7.32	5.52	-	7.32	5.52	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.72	5.52	-	6.72	5.52	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.81	4.01	3.91	3.81	4.01	3.91	2.32	3.11	-	-	2.31	3.11	-	-
Pot Cap-1 Maneuver	58	13	359	46	13	292	475	287	-	-	372	211	-	-
Stage 1	96	194	-	84	177	-	-	-	-	-	-	-	-	-
Stage 2	412	173	-	367	192	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	29	8	359	23	9	292	351	351	-	-	251	251	-	-
Mov Cap-2 Maneuver	29	8	-	23	9	-	-	-	-	-	-	-	-	-
Stage 1	61	124	-	83	176	-	-	-	-	-	-	-	-	-
Stage 2	324	171	-	220	123	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	83.74	118.97	0.26	1.8
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	7	-	-	63	94	251	-	-
HCM Lane V/C Ratio	0.003	-	-	0.29	0.778	0.362	-	-
HCM Control Delay (s/veh)	15.3	0.2	-	83.7	119	27.2	-	-
HCM Lane LOS	C	A	-	F	F	D	-	-
HCM 95th %tile Q(veh)	0	-	-	1	4.1	1.6	-	-

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	1	149	286	46	1	262	307	250	15	46	994	244
Future Volume (vph)	1	149	286	46	1	262	307	250	15	46	994	244
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		50		50		400		0		300		300
Storage Lanes		1		1		1		1		1		1
Taper Length (ft)		25				25				25		
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	1.00	0.91	1.00	0.91	1.00
Ped Bike Factor		1.00	1.00			1.00		0.98				
Frt			0.979					0.850				0.850
Flt Protected		0.950				0.950				0.950		
Satd. Flow (prot)	0	1787	3491	0	0	1787	3574	1599	0	1787	5136	1599
Flt Permitted		0.558				0.221				0.950		
Satd. Flow (perm)	0	1047	3491	0	0	415	3574	1573	0	1787	5136	1599
Right Turn on Red				Yes				Yes				Yes
Satd. Flow (RTOR)			9					260				254
Link Speed (mph)			30				45				40	
Link Distance (ft)			1574				1441				956	
Travel Time (s)			35.8				21.8				16.3	
Confl. Peds. (#/hr)		3		4		4		3				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	155	298	48	1	273	320	260	16	48	1035	254
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	156	346	0	0	274	320	260	0	64	1035	254
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	Perm	Prot	Prot	NA	Perm
Protected Phases	7	7	4		3	3	8		5	5	2	
Permitted Phases	4	4			8	8		8				2
Detector Phase	7	7	4		3	3	8	8	5	5	2	2
Switch Phase												
Minimum Initial (s)	3.0	3.0	6.0		3.0	3.0	6.0	6.0	3.0	3.0	10.0	10.0
Minimum Split (s)	13.8	13.8	48.1		13.8	13.8	47.8	47.8	12.1	12.1	39.1	39.1
Total Split (s)	30.0	30.0	50.0		35.0	35.0	55.0	55.0	20.0	20.0	65.0	65.0
Total Split (%)	16.7%	16.7%	27.8%		19.4%	19.4%	30.6%	30.6%	11.1%	11.1%	36.1%	36.1%
Maximum Green (s)	21.9	21.9	41.9		26.9	26.9	46.9	46.9	13.1	13.1	58.1	58.1
Yellow Time (s)	3.8	3.8	3.8		3.8	3.8	3.8	3.8	3.9	3.9	3.9	3.9
All-Red Time (s)	4.3	4.3	4.3		4.3	4.3	4.3	4.3	3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		8.1	8.1			8.1	8.1	8.1		6.9	6.9	6.9
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.5	2.5	2.5	2.5	2.4	2.4	2.4	2.4
Recall Mode	None	None	None		None	None	None	None	None	None	C-Max	C-Max
Walk Time (s)			7.0				7.0	7.0			7.0	7.0
Flash Don't Walk (s)			33.0				31.0	31.0			24.0	24.0
Pedestrian Calls (#/hr)			0				0	0			0	0
Act Effct Green (s)		38.2	21.9			54.8	30.9	30.9		11.2	83.3	83.3
Actuated g/C Ratio		0.21	0.12			0.30	0.17	0.17		0.06	0.46	0.46
v/c Ratio		0.54	0.80			0.86	0.52	0.54		0.58	0.44	0.29

Lane Group	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	3	270	804	100
Future Volume (vph)	3	270	804	100
Ideal Flow (vphpl)	1900	1900	1900	1900
Storage Length (ft)		350		0
Storage Lanes		2		0
Taper Length (ft)		25		
Lane Util. Factor	0.91	0.97	0.91	0.91
Ped Bike Factor				
Frt			0.983	
Flt Protected		0.950		
Satd. Flow (prot)	0	3467	5048	0
Flt Permitted		0.950		
Satd. Flow (perm)	0	3467	5048	0
Right Turn on Red				Yes
Satd. Flow (RTOR)			14	
Link Speed (mph)			40	
Link Distance (ft)			608	
Travel Time (s)			10.4	
Confl. Peds. (#/hr)				
Peak Hour Factor	0.94	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%
Adj. Flow (vph)	3	281	838	104
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	284	942	0
Turn Type	Prot	Prot	NA	
Protected Phases	1	1	6	
Permitted Phases				
Detector Phase	1	1	6	
Switch Phase				
Minimum Initial (s)	3.0	3.0	10.0	
Minimum Split (s)	12.1	12.1	32.1	
Total Split (s)	30.0	30.0	75.0	
Total Split (%)	16.7%	16.7%	41.7%	
Maximum Green (s)	23.1	23.1	68.1	
Yellow Time (s)	3.9	3.9	3.9	
All-Red Time (s)	3.0	3.0	3.0	
Lost Time Adjust (s)		0.0	0.0	
Total Lost Time (s)		6.9	6.9	
Lead/Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	
Vehicle Extension (s)	2.4	2.4	2.4	
Recall Mode	None	None	C-Max	
Walk Time (s)			7.0	
Flash Don't Walk (s)			17.0	
Pedestrian Calls (#/hr)			0	
Act Effct Green (s)		19.4	91.6	
Actuated g/C Ratio		0.11	0.51	
v/c Ratio		0.76	0.37	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Control Delay (s/veh)		54.4	88.8			75.3	70.8	10.6		101.4	34.5	4.2
Queue Delay		0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		54.4	88.8			75.3	70.8	10.6		101.4	34.5	4.2
LOS		D	F			E	E	B		F	C	A
Approach Delay (s/veh)			78.1				53.9				32.0	
Approach LOS			E				D				C	
Queue Length 50th (ft)		139	207			263	181	0		75	304	0
Queue Length 95th (ft)		197	260			#357	236	88		130	385	60
Internal Link Dist (ft)			1494				1361				876	
Turn Bay Length (ft)		50				400				300		300
Base Capacity (vph)		344	819			331	931	602		135	2378	877
Starvation Cap Reductn		0	0			0	0	0		0	0	0
Spillback Cap Reductn		0	0			0	0	0		0	0	0
Storage Cap Reductn		0	0			0	0	0		0	0	0
Reduced v/c Ratio		0.45	0.42			0.83	0.34	0.43		0.47	0.44	0.29

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay (s/veh): 44.6		Intersection LOS: D	
Intersection Capacity Utilization 79.0%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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





Lane Group	SBU	SBL	SBT	SBR
Control Delay (s/veh)		93.9	21.7	
Queue Delay		0.0	0.0	
Total Delay (s/veh)		93.9	21.7	
LOS		F	C	
Approach Delay (s/veh)			38.5	
Approach LOS			D	
Queue Length 50th (ft)		175	184	
Queue Length 95th (ft)		198	224	
Internal Link Dist (ft)			528	
Turn Bay Length (ft)		350		
Base Capacity (vph)		449	2575	
Starvation Cap Reductn		0	0	
Spillback Cap Reductn		0	0	
Storage Cap Reductn		0	0	
Reduced v/c Ratio		0.63	0.37	

Intersection Summary



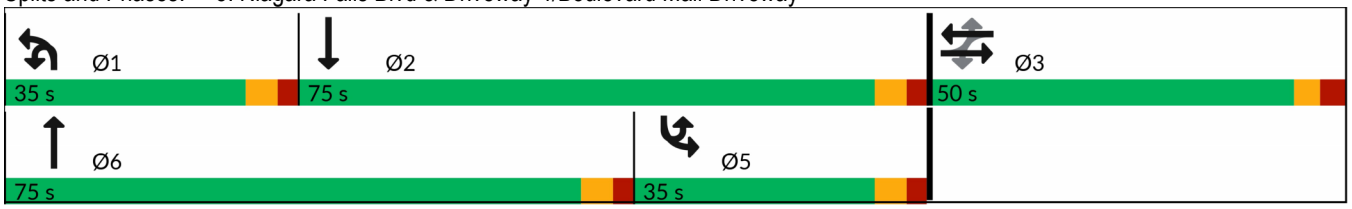
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	9	2	15	30	7	36	1	6	1116	25	16	41
Future Volume (vph)	9	2	15	30	7	36	1	6	1116	25	16	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		125		0		330
Storage Lanes	0		0	1		0		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	0.91	0.91	1.00
Ped Bike Factor		0.99		1.00								
Frt		0.922			0.874				0.997			
Flt Protected		0.983		0.950				0.950				0.950
Satd. Flow (prot)	0	1692	0	1787	1644	0	0	1787	5120	0	0	1787
Flt Permitted		0.867		0.800				0.950				0.950
Satd. Flow (perm)	0	1492	0	1503	1644	0	0	1787	5120	0	0	1787
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		15			37				3			
Link Speed (mph)		25			25				40			
Link Distance (ft)		642			490				588			
Travel Time (s)		17.5			13.4				10.0			
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	9	2	15	31	7	37	1	6	1151	26	16	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	31	44	0	0	7	1177	0	0	58
Turn Type	Perm	NA		Perm	NA		Prot	Prot	NA		Prot	Prot
Protected Phases		3			3		1	1	6		5	5
Permitted Phases	3			3								
Detector Phase	3	3		3	3		1	1	6		5	5
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		3.0	3.0	10.0		3.0	3.0
Minimum Split (s)	39.2	39.2		39.2	39.2		9.3	9.3	33.3		9.3	9.3
Total Split (s)	50.0	50.0		50.0	50.0		35.0	35.0	75.0		35.0	35.0
Total Split (%)	31.3%	31.3%		31.3%	31.3%		21.9%	21.9%	46.9%		21.9%	21.9%
Maximum Green (s)	43.8	43.8		43.8	43.8		28.7	28.7	68.7		28.7	28.7
Yellow Time (s)	3.2	3.2		3.2	3.2		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		2.3	2.3	2.3		2.3	2.3
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)		6.2		6.2	6.2			6.3	6.3			6.3
Lead/Lag							Lead	Lead	Lead		Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	3.0		2.0	2.0
Recall Mode	None	None		None	None		None	None	Min		None	None
Walk Time (s)	7.0	7.0		7.0	7.0				7.0			
Flash Don't Walk (s)	26.0	26.0		26.0	26.0				20.0			
Pedestrian Calls (#/hr)	0	0		0	0				0			
Act Effct Green (s)		6.9		6.9	6.9			5.1	28.6			6.9
Actuated g/C Ratio		0.14		0.14	0.14			0.10	0.57			0.14
v/c Ratio		0.12		0.15	0.17			0.04	0.40			0.24

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1018	24
Future Volume (vph)	1018	24
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Ped Bike Factor		
Frt	0.997	
Flt Protected		
Satd. Flow (prot)	5120	0
Flt Permitted		
Satd. Flow (perm)	5120	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	3	
Link Speed (mph)	40	
Link Distance (ft)	956	
Travel Time (s)	16.3	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	1049	25
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1074	0
Turn Type	NA	
Protected Phases	2	
Permitted Phases		
Detector Phase	2	
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	33.3	
Total Split (s)	75.0	
Total Split (%)	46.9%	
Maximum Green (s)	68.7	
Yellow Time (s)	4.0	
All-Red Time (s)	2.3	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.3	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	Min	
Walk Time (s)	7.0	
Flash Don't Walk (s)	20.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	34.1	
Actuated g/C Ratio	0.68	
v/c Ratio	0.31	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Control Delay (s/veh)		17.8		25.8	13.2			26.4	10.4			25.6
Queue Delay		0.0		0.0	0.0			0.0	0.0			0.0
Total Delay (s/veh)		17.8		25.8	13.2			26.4	10.4			25.6
LOS		B		C	B			C	B			C
Approach Delay (s/veh)		17.8			18.4				10.5			
Approach LOS		B			B				B			
Queue Length 50th (ft)		3		9	2			2	98			17
Queue Length 95th (ft)		24		34	28			13	154			51
Internal Link Dist (ft)		562			410				508			
Turn Bay Length (ft)								125				330
Base Capacity (vph)		1270		1277	1403			1084	5120			1084
Starvation Cap Reductn		0		0	0			0	0			0
Spillback Cap Reductn		0		0	0			0	0			0
Storage Cap Reductn		0		0	0			0	0			0
Reduced v/c Ratio		0.02		0.02	0.03			0.01	0.23			0.05

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 50.3			
Natural Cycle: 85			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay (s/veh): 9.1		Intersection LOS: A	
Intersection Capacity Utilization 50.0%		ICU Level of Service A	
Analysis Period (min) 15			

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





Lane Group	SBT	SBR
Control Delay (s/veh)	5.8	
Queue Delay	0.0	
Total Delay (s/veh)	5.8	
LOS	A	
Approach Delay (s/veh)	6.8	
Approach LOS	A	
Queue Length 50th (ft)	43	
Queue Length 95th (ft)	121	
Internal Link Dist (ft)	876	
Turn Bay Length (ft)		
Base Capacity (vph)	5120	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.21	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	23	15	19	33	15	36	25	28	1046	48	26	1036
Future Volume (vph)	23	15	19	33	15	36	25	28	1046	48	26	1036
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		150		0	250	
Storage Lanes	0		0	1		0		1		0	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	0.91	1.00	0.91
Ped Bike Factor		0.99		0.99				1.00				1.00
Frt		0.954			0.893				0.993			0.995
Flt Protected		0.980		0.950				0.950			0.950	
Satd. Flow (prot)	0	1747	0	1787	1680	0	0	1787	5100	0	1787	5104
Flt Permitted		0.844		0.719				0.950			0.950	
Satd. Flow (perm)	0	1504	0	1342	1680	0	0	1781	5100	0	1787	5104
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		16			37				5			4
Link Speed (mph)		30			25				40			40
Link Distance (ft)		538			562				2182			588
Travel Time (s)		12.2			15.3				37.2			10.0
Confl. Peds. (#/hr)			6	6				5				
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	24	15	20	34	15	37	26	29	1078	49	27	1068
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	59	0	34	52	0	0	55	1127	0	27	1106
Turn Type	Perm	NA		Perm	NA		Prot	Prot	NA		Prot	NA
Protected Phases		3			3		5	5	2		1	6
Permitted Phases	3			3								
Detector Phase	3	3		3	3		5	5	2		1	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		3.0	3.0	10.0		3.0	10.0
Minimum Split (s)	41.6	41.6		41.6	41.6		16.3	16.3	31.3		16.3	33.3
Total Split (s)	50.0	50.0		50.0	50.0		35.0	35.0	75.0		35.0	75.0
Total Split (%)	31.3%	31.3%		31.3%	31.3%		21.9%	21.9%	46.9%		21.9%	46.9%
Maximum Green (s)	43.4	43.4		43.4	43.4		28.7	28.7	68.7		28.7	68.7
Yellow Time (s)	3.2	3.2		3.2	3.2		4.3	4.3	4.3		4.3	4.3
All-Red Time (s)	3.4	3.4		3.4	3.4		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		6.6		6.6	6.6			6.3	6.3		6.3	6.3
Lead/Lag							Lead	Lead	Lead		Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.5	3.5		3.5	3.5		2.0	2.0	4.0		2.0	2.0
Recall Mode	None	None		None	None		None	None	Min		None	Min
Walk Time (s)	7.0	7.0		7.0	7.0							7.0
Flash Don't Walk (s)	26.0	26.0		26.0	26.0							20.0
Pedestrian Calls (#/hr)	5	5		5	5							0
Act Effct Green (s)		11.3		11.3	11.3			7.4	33.4		6.3	30.0
Actuated g/C Ratio		0.20		0.20	0.20			0.13	0.58		0.11	0.52
v/c Ratio		0.19		0.13	0.14			0.24	0.38		0.14	0.41

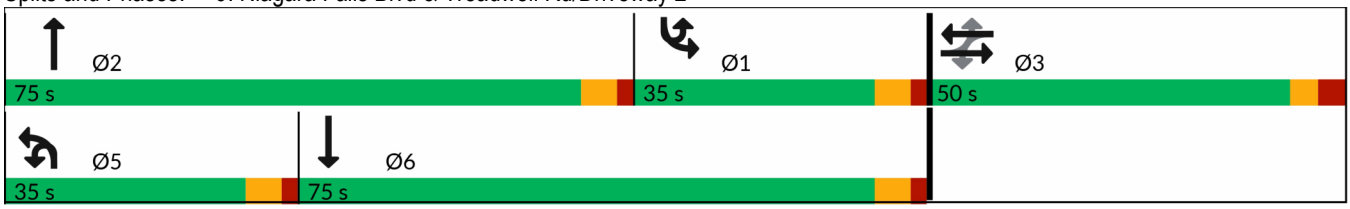


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	37
Future Volume (vph)	37
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.91
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	5
Peak Hour Factor	0.97
Heavy Vehicles (%)	1%
Adj. Flow (vph)	38
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Don't Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Control Delay (s/veh)		19.1		23.5	12.4			33.1	11.8		34.8	14.4
Queue Delay		0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay (s/veh)		19.1		23.5	12.4			33.1	11.8		34.8	14.4
LOS		B		C	B			C	B		C	B
Approach Delay (s/veh)		19.1			16.8				12.8			14.9
Approach LOS		B			B				B			B
Queue Length 50th (ft)		11		9	4			15	54		8	99
Queue Length 95th (ft)		48		38	33			71	242		44	248
Internal Link Dist (ft)		458			482				2102			508
Turn Bay Length (ft)								150			250	
Base Capacity (vph)		1200		1068	1344			1037	4780		1037	4784
Starvation Cap Reductn		0		0	0			0	0		0	0
Spillback Cap Reductn		0		0	0			0	0		0	0
Storage Cap Reductn		0		0	0			0	0		0	0
Reduced v/c Ratio		0.05		0.03	0.04			0.05	0.24		0.03	0.23

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 57.2			
Natural Cycle: 95			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay (s/veh): 14.0		Intersection LOS: B	
Intersection Capacity Utilization 53.9%		ICU Level of Service A	
Analysis Period (min) 15			

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





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

Intersection Summary



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	2	339	591	0	3	229	668	52	0	558	59	35
Future Volume (vph)	2	339	591	0	3	229	668	52	0	558	59	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		370		0		300		300	0		0	
Storage Lanes		2		0		2		1	0		0	
Taper Length (ft)		25				25			25			
Lane Util. Factor	0.91	0.97	0.91	0.91	0.91	0.97	0.91	1.00	1.00	0.91	0.91	0.95
Ped Bike Factor		1.00				1.00		0.98				
Frt								0.850		0.986		
Flt Protected		0.950				0.950						
Satd. Flow (prot)	0	3467	5136	0	0	3467	5136	1599	0	5064	0	0
Flt Permitted		0.950				0.950						
Satd. Flow (perm)	0	3463	5136	0	0	3465	5136	1575	0	5064	0	0
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)								119		10		
Link Speed (mph)			40				40			40		
Link Distance (ft)			623				1468			379		
Travel Time (s)			10.6				25.0			6.5		
Confl. Peds. (#/hr)		2		1		1		2				
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	2	349	609	0	3	236	689	54	0	575	61	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	351	609	0	0	239	689	54	0	636	0	0
Turn Type	Prot	Prot	NA		Prot	Prot	NA	Perm		NA		Prot
Protected Phases	3	3	8		7	7	4			2		1
Permitted Phases								4				
Detector Phase	3	3	8		7	7	4	4		2		1
Switch Phase												
Minimum Initial (s)	3.0	3.0	6.0		3.0	3.0	6.0	6.0		10.0		3.0
Minimum Split (s)	10.3	10.3	48.0		10.3	10.3	48.0	48.0		58.2		12.3
Total Split (s)	37.0	37.0	48.0		37.0	37.0	48.0	48.0		68.0		37.0
Total Split (%)	19.5%	19.5%	25.3%		19.5%	19.5%	25.3%	25.3%		35.8%		19.5%
Maximum Green (s)	29.7	29.7	40.7		29.7	29.7	40.7	40.7		59.8		28.8
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0		4.0		4.0
All-Red Time (s)	3.3	3.3	3.3		3.3	3.3	3.3	3.3		4.2		4.2
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0		0.0		
Total Lost Time (s)		7.3	7.3			7.3	7.3	7.3		8.2		
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag	Lag		Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes		Yes		Yes
Vehicle Extension (s)	4.0	4.0	4.0		2.0	2.0	4.0	4.0		4.0		2.0
Recall Mode	None	None	None		None	None	None	None		C-Min		None
Walk Time (s)			7.0				7.0	7.0		7.0		
Flash Don't Walk (s)			30.0				30.0	30.0		39.0		
Pedestrian Calls (#/hr)			1				2	2		0		
Act Effct Green (s)		25.3	41.8			17.5	34.0	34.0		81.6		
Actuated g/C Ratio		0.13	0.22			0.09	0.18	0.18		0.43		
v/c Ratio		0.76	0.54			0.75	0.75	0.14		0.29		

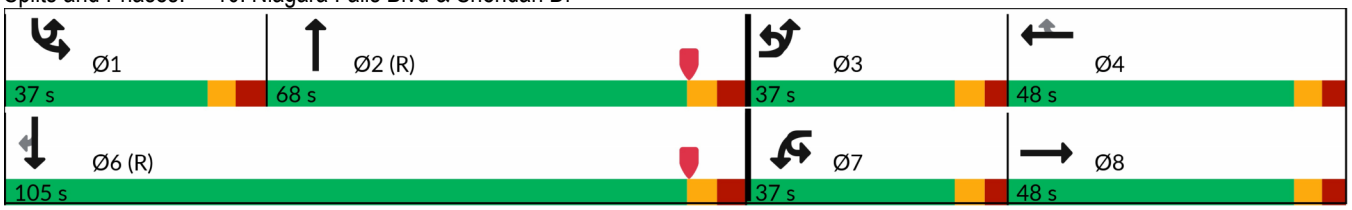


Lane Group	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	209	507	376
Future Volume (vph)	209	507	376
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	450		0
Storage Lanes	2		1
Taper Length (ft)	25		
Lane Util. Factor	0.97	0.95	1.00
Ped Bike Factor			
Frt			0.850
Flt Protected	0.950		
Satd. Flow (prot)	3467	3574	1599
Flt Permitted	0.950		
Satd. Flow (perm)	3467	3574	1599
Right Turn on Red			Yes
Satd. Flow (RTOR)			388
Link Speed (mph)		40	
Link Distance (ft)		2182	
Travel Time (s)		37.2	
Confl. Peds. (#/hr)			
Peak Hour Factor	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%
Adj. Flow (vph)	215	523	388
Shared Lane Traffic (%)			
Lane Group Flow (vph)	251	523	388
Turn Type	Prot	NA	Perm
Protected Phases	1	6	
Permitted Phases			6
Detector Phase	1	6	6
Switch Phase			
Minimum Initial (s)	3.0	10.0	10.0
Minimum Split (s)	12.3	58.2	58.2
Total Split (s)	37.0	105.0	105.0
Total Split (%)	19.5%	55.3%	55.3%
Maximum Green (s)	28.8	96.8	96.8
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	4.2	4.2	4.2
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	8.2	8.2	8.2
Lead/Lag	Lead		
Lead-Lag Optimize?	Yes		
Vehicle Extension (s)	2.0	4.0	4.0
Recall Mode	None	C-Min	C-Min
Walk Time (s)		7.0	7.0
Flash Don't Walk (s)		39.0	39.0
Pedestrian Calls (#/hr)		2	2
Act Effct Green (s)	18.1	107.9	107.9
Actuated g/C Ratio	0.10	0.57	0.57
v/c Ratio	0.76	0.26	0.36

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Control Delay (s/veh)		90.3	67.0			98.6	79.2	0.8		22.3		
Queue Delay		0.0	0.0			0.0	0.0	0.0		0.3		
Total Delay (s/veh)		90.3	67.0			98.6	79.2	0.8		22.5		
LOS		F	E			F	E	A		C		
Approach Delay (s/veh)			75.5				79.6			22.5		
Approach LOS			E				E			C		
Queue Length 50th (ft)		221	249			153	303	0		198		
Queue Length 95th (ft)		274	280			200	339	0		122		
Internal Link Dist (ft)			543				1388			299		
Turn Bay Length (ft)		370				300		300				
Base Capacity (vph)		545	1175			541	1101	430		2181		
Starvation Cap Reductn		0	0			0	0	0		844		
Spillback Cap Reductn		0	0			0	0	0		0		
Storage Cap Reductn		0	0			0	0	0		0		
Reduced v/c Ratio		0.64	0.52			0.44	0.63	0.13		0.48		

Intersection Summary			
Area Type:	Other		
Cycle Length: 190			
Actuated Cycle Length: 190			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 54.1		Intersection LOS: D	
Intersection Capacity Utilization 68.7%		ICU Level of Service C	
Analysis Period (min) 15			

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





Lane Group	SBL	SBT	SBR
Control Delay (s/veh)	98.6	22.2	2.9
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	98.6	22.2	2.9
LOS	F	C	A
Approach Delay (s/veh)		32.3	
Approach LOS		C	
Queue Length 50th (ft)	160	171	0
Queue Length 95th (ft)	208	242	57
Internal Link Dist (ft)		2102	
Turn Bay Length (ft)	450		
Base Capacity (vph)	525	2035	1077
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	16	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.48	0.26	0.36

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	191	134	48	178	75	2	101	694	56	73	639
Future Volume (vph)	0	191	134	48	178	75	2	101	694	56	73	639
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	200		0		250		0	0	
Storage Lanes	0		1	1		0		1		0	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.91	1.00	0.91	0.91	1.00	0.95
Ped Bike Factor					1.00							
Frt			0.850		0.955				0.989			0.991
Flt Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	3505	1568	1752	3334	0	0	1752	4981	0	1752	3473
Flt Permitted				0.498				0.950			0.950	
Satd. Flow (perm)	0	3505	1568	919	3334	0	0	1752	4981	0	1752	3473
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			144		33				7			5
Link Speed (mph)		30			35				35			40
Link Distance (ft)		718			1535				1665			379
Travel Time (s)		16.3			29.9				32.4			6.5
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	205	144	52	191	81	2	109	746	60	78	687
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	205	144	52	272	0	0	111	806	0	78	729
Turn Type		NA	Perm	Perm	NA		Prot	Prot	NA		Prot	NA
Protected Phases		4			4		1	1	2		1 3	2 3
Permitted Phases			4	4								
Detector Phase		4	4	4	4		1	1	2		1 3	2 3
Switch Phase												
Minimum Initial (s)		6.0	6.0	6.0	6.0		3.0	3.0	10.0			
Minimum Split (s)		43.1	43.1	43.1	43.1		9.8	9.8	35.8			
Total Split (s)		54.0	54.0	54.0	54.0		35.0	35.0	68.0			
Total Split (%)		28.4%	28.4%	28.4%	28.4%		18.4%	18.4%	35.8%			
Maximum Green (s)		46.9	46.9	46.9	46.9		28.2	28.2	61.2			
Yellow Time (s)		3.2	3.2	3.2	3.2		3.9	3.9	3.9			
All-Red Time (s)		3.9	3.9	3.9	3.9		2.9	2.9	2.9			
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0			
Total Lost Time (s)		7.1	7.1	7.1	7.1			6.8	6.8			
Lead/Lag		Lag	Lag	Lag	Lag		Lead	Lead	Lag			
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0	2.0	2.0	2.0		2.0	2.0	4.0			
Recall Mode		None	None	None	None		None	None	C-Min			
Walk Time (s)		7.0	7.0	7.0	7.0				7.0			
Flash Don't Walk (s)		29.0	29.0	29.0	29.0				22.0			
Pedestrian Calls (#/hr)		0	0	0	0				0			
Act Effct Green (s)		19.0	19.0	19.0	19.0			16.4	115.4		28.1	133.9
Actuated g/C Ratio		0.10	0.10	0.10	0.10			0.09	0.61		0.15	0.70
v/c Ratio		0.59	0.50	0.57	0.75			0.74	0.27		0.30	0.30



Lane Group	SBR	Ø3
Lane Configurations		
Traffic Volume (vph)	39	
Future Volume (vph)	39	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red	Yes	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Peak Hour Factor	0.93	
Heavy Vehicles (%)	3%	
Adj. Flow (vph)	42	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Turn Type		
Protected Phases		3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)		3.0
Minimum Split (s)		9.8
Total Split (s)		33.0
Total Split (%)		17%
Maximum Green (s)		26.2
Yellow Time (s)		3.9
All-Red Time (s)		2.9
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead
Lead-Lag Optimize?		
Vehicle Extension (s)		2.0
Recall Mode		None
Walk Time (s)		
Flash Don't Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Control Delay (s/veh)		88.0	16.1	104.1	85.7			110.8	18.8		61.2	3.7
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0		0.0	0.2
Total Delay (s/veh)		88.0	16.1	104.1	85.7			110.8	18.8		61.2	3.9
LOS		F	B	F	F			F	B		E	A
Approach Delay (s/veh)		58.3			88.7				29.9			9.4
Approach LOS		E			F				C			A
Queue Length 50th (ft)		131	0	63	155			138	165		97	6
Queue Length 95th (ft)		174	73	115	205			207	239		130	264
Internal Link Dist (ft)		638			1455				1585			299
Turn Bay Length (ft)			100	200				250				
Base Capacity (vph)		865	495	226	847			260	3028		501	2713
Starvation Cap Reductn		0	0	0	0			0	0		0	971
Spillback Cap Reductn		0	0	0	0			0	0		0	0
Storage Cap Reductn		0	0	0	0			0	0		0	0
Reduced v/c Ratio		0.24	0.29	0.23	0.32			0.43	0.27		0.16	0.42

Intersection Summary			
Area Type:	Other		
Cycle Length: 190			
Actuated Cycle Length: 190			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay (s/veh): 35.1		Intersection LOS: D	
Intersection Capacity Utilization 61.1%		ICU Level of Service B	
Analysis Period (min) 15			

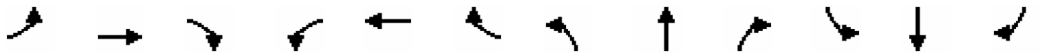
Splits and Phases: 11: Niagara Falls Blvd & Eggert Rd





Lane Group	SBR	Ø3
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

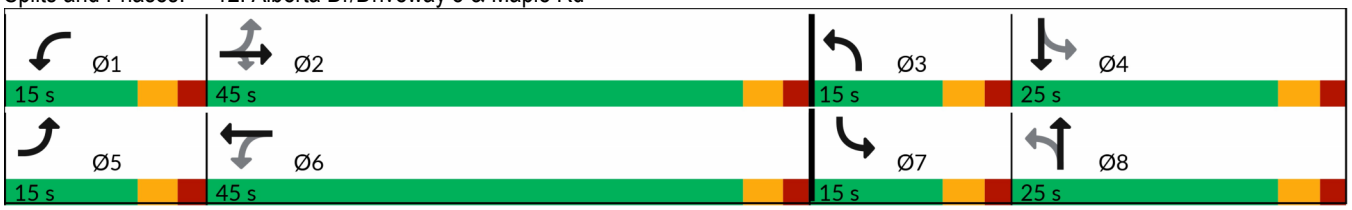


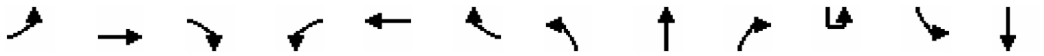
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	486	185	182	687	7	251	62	167	14	50	47
Future Volume (vph)	51	486	185	182	687	7	251	62	167	14	50	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	400		0	0		0	0		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.98	1.00	1.00		1.00	0.99		1.00	0.99	
Frt			0.850		0.999			0.891			0.927	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1787	5129	0	1787	1658	0	1787	1731	0
Flt Permitted	0.371			0.290			0.482			0.613		
Satd. Flow (perm)	697	3574	1571	544	5129	0	905	1658	0	1151	1731	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			189		2			121			42	
Link Speed (mph)		45			45			35			25	
Link Distance (ft)		1441			678			472			208	
Travel Time (s)		21.8			10.3			9.2			5.7	
Confl. Peds. (#/hr)	2		4	4		2	2		2	2		2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	52	496	189	186	701	7	256	63	170	14	51	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	496	189	186	708	0	256	233	0	14	99	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2	2	2	6			8			4		
Detector Phase	5	2	2	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0		5.0	10.0		5.0	5.0	
Minimum Split (s)	10.0	27.6	27.6	10.0	27.6		10.0	27.6		10.0	27.6	
Total Split (s)	15.0	45.0	45.0	15.0	45.0		15.0	25.0		15.0	25.0	
Total Split (%)	15.0%	45.0%	45.0%	15.0%	45.0%		15.0%	25.0%		15.0%	25.0%	
Maximum Green (s)	10.0	40.0	40.0	10.0	40.0		10.0	20.0		10.0	20.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Gap (s)	0.2	0.2	0.2	0.2	0.2		0.2	0.2		0.2	0.2	
Time Before Reduce (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	7.0	
Time To Reduce (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5		0.5	0.5	
Recall Mode	None	Min	Min	None	Min		None	None		None	None	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Don't Walk (s)		15.0	15.0		15.0			15.0			15.0	
Pedestrian Calls (#/hr)		4	4		2			4			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	23.1	15.2	15.2	28.3	22.9		22.3	20.8		15.6	10.4	
Actuated g/C Ratio	0.37	0.24	0.24	0.45	0.36		0.35	0.33		0.25	0.16	
v/c Ratio	0.13	0.58	0.36	0.43	0.38		0.55	0.37		0.04	0.31	
Control Delay (s/veh)	12.4	25.5	6.3	15.1	19.1		20.3	11.3		13.9	18.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	12.4	25.5	6.3	15.1	19.1		20.3	11.3		13.9	18.7	
LOS	B	C	A	B	B		C	B		B	B	
Approach Delay (s/veh)		19.6			18.2			16.0			18.1	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	10	89	0	40	83		70	28		3	20	
Queue Length 95th (ft)	36	166	48	103	152		140	106		14	61	
Internal Link Dist (ft)		1361			598			392			128	
Turn Bay Length (ft)	200		200	400								
Base Capacity (vph)	464	2374	1107	449	3407		465	698		450	610	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.11	0.21	0.17	0.41	0.21		0.55	0.33		0.03	0.16	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 63.2			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay (s/veh): 18.2		Intersection LOS: B	
Intersection Capacity Utilization 57.2%		ICU Level of Service B	
Analysis Period (min) 15			

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





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	113	490	73	208	666	259	108	331	140	1	290	396
Future Volume (vph)	113	490	73	208	666	259	108	331	140	1	290	396
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		430	350		0	150		150		500	
Storage Lanes	1		1	1		0	1		1		1	
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98	1.00			1.00					
Frt			0.850		0.958				0.850			
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1787	3574	1599	1787	4920	0	1787	1881	1599	0	1787	1881
Flt Permitted	0.204			0.236			0.476				0.250	
Satd. Flow (perm)	384	3574	1564	444	4920	0	895	1881	1599	0	470	1881
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			218		86				218			
Link Speed (mph)		45			45			35				35
Link Distance (ft)		678			748			1795				1039
Travel Time (s)		10.3			11.3			35.0				20.2
Confl. Peds. (#/hr)			1	1			1					
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	115	500	74	212	680	264	110	338	143	1	296	404
Shared Lane Traffic (%)												
Lane Group Flow (vph)	115	500	74	212	944	0	110	338	143	0	297	404
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	pm+pt	NA
Protected Phases	5	2		1	6		3	8		7	7	4
Permitted Phases	2		2	6			8		8	4	4	
Detector Phase	5	2	2	1	6		3	8	8	7	7	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	10.0	10.0	5.0	5.0	10.0
Minimum Split (s)	10.0	38.0	38.0	10.0	38.0		10.0	38.0	38.0	10.0	10.0	38.0
Total Split (s)	15.0	30.0	30.0	25.0	40.0		15.0	35.0	35.0	25.0	25.0	45.0
Total Split (%)	13.0%	26.1%	26.1%	21.7%	34.8%		13.0%	30.4%	30.4%	21.7%	21.7%	39.1%
Maximum Green (s)	10.0	24.0	24.0	20.0	34.0		10.0	29.0	29.0	20.0	20.0	39.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0	4.0	3.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0		5.0	6.0	6.0		5.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Gap (s)	0.2	0.2	0.2	0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2
Time Before Reduce (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Time To Reduce (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Recall Mode	None	None	None	None	None		None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0	7.0			7.0
Flash Don't Walk (s)		25.0	25.0		25.0			25.0	25.0			25.0
Pedestrian Calls (#/hr)		0	0		1			0	0			1



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	139
Future Volume (vph)	139
Ideal Flow (vphpl)	1900
Storage Length (ft)	150
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.99
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1599
Flt Permitted	
Satd. Flow (perm)	1578
Right Turn on Red	Yes
Satd. Flow (RTOR)	171
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Peak Hour Factor	0.98
Heavy Vehicles (%)	1%
Adj. Flow (vph)	142
Shared Lane Traffic (%)	
Lane Group Flow (vph)	142
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	38.0
Total Split (s)	45.0
Total Split (%)	39.1%
Maximum Green (s)	39.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	
Vehicle Extension (s)	4.0
Minimum Gap (s)	0.2
Time Before Reduce (s)	7.0
Time To Reduce (s)	0.5
Recall Mode	None
Walk Time (s)	7.0
Flash Don't Walk (s)	25.0
Pedestrian Calls (#/hr)	1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Act Effct Green (s)	30.1	19.6	19.6	38.6	24.5		32.8	22.6	22.6		46.1	34.0
Actuated g/C Ratio	0.31	0.20	0.20	0.40	0.25		0.34	0.23	0.23		0.48	0.35
v/c Ratio	0.45	0.69	0.15	0.56	0.72		0.28	0.77	0.26		0.64	0.61
Control Delay (s/veh)	25.9	42.7	0.7	26.0	33.6		18.2	48.4	1.7		23.6	32.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	25.9	42.7	0.7	26.0	33.6		18.2	48.4	1.7		23.6	32.9
LOS	C	D	A	C	C		B	D	A		C	C
Approach Delay (s/veh)		35.4			32.2			31.5				24.6
Approach LOS		D			C			C				C
Queue Length 50th (ft)	44	153	0	87	182		36	197	0		110	214
Queue Length 95th (ft)	89	240	0	154	249		78	335	6		200	359
Internal Link Dist (ft)		598			668			1715				959
Turn Bay Length (ft)	250		430	350			150		150		500	
Base Capacity (vph)	272	915	562	471	1840		409	582	645		505	783
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	0
Reduced v/c Ratio	0.42	0.55	0.13	0.45	0.51		0.27	0.58	0.22		0.59	0.52

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 96.5			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 30.8		Intersection LOS: C	
Intersection Capacity Utilization 77.4%		ICU Level of Service D	
Analysis Period (min) 15			

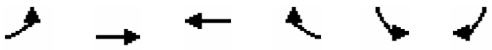
Splits and Phases: 13: Bailey Ave & Maple Rd





Lane Group	SBR
Act Effct Green (s)	34.0
Actuated g/C Ratio	0.35
v/c Ratio	0.21
Control Delay (s/veh)	3.1
Queue Delay	0.0
Total Delay (s/veh)	3.1
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	28
Internal Link Dist (ft)	
Turn Bay Length (ft)	150
Base Capacity (vph)	756
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.19

Intersection Summary

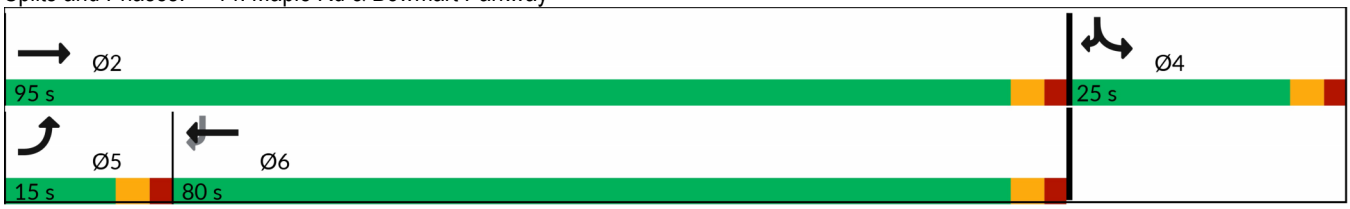


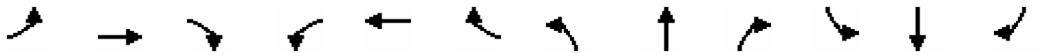
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	83	835	1020	158	190	127
Future Volume (vph)	83	835	1020	158	190	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250			100	100	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.91	0.91	1.00	1.00
Frt			0.980			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1787	3574	5033	0	1787	1599
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1787	3574	5033	0	1787	1599
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			46			138
Link Speed (mph)		35	45		30	
Link Distance (ft)		748	466		1444	
Travel Time (s)		14.6	7.1		32.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	90	908	1109	172	207	138
Shared Lane Traffic (%)						
Lane Group Flow (vph)	90	908	1281	0	207	138
Turn Type	Prot	NA	NA		Prot	custom
Protected Phases	5	2	6		4	4
Permitted Phases						6
Detector Phase	5	2	6		4	4
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	9.0	27.0	27.0		27.0	27.0
Total Split (s)	15.0	95.0	80.0		25.0	25.0
Total Split (%)	12.5%	79.2%	66.7%		20.8%	20.8%
Maximum Green (s)	10.0	90.0	75.0		20.0	20.0
Yellow Time (s)	3.0	3.0	3.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	Min	Min	Min		None	None
Walk Time (s)		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)	8.6	39.1	25.4		12.8	43.3
Actuated g/C Ratio	0.14	0.63	0.41		0.21	0.70
v/c Ratio	0.37	0.40	0.62		0.56	0.12
Control Delay (s/veh)	31.9	6.6	15.6		30.2	0.9
Queue Delay	0.0	0.0	0.0		0.0	0.0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Delay (s/veh)	31.9	6.6	15.6		30.2	0.9
LOS	C	A	B		C	A
Approach Delay (s/veh)		8.8	15.6		18.4	
Approach LOS		A	B		B	
Queue Length 50th (ft)	31	74	128		71	0
Queue Length 95th (ft)	83	133	198		149	11
Internal Link Dist (ft)		668	386		1364	
Turn Bay Length (ft)	250				100	
Base Capacity (vph)	295	3574	5010		591	1338
Starvation Cap Reductn	0	0	21		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.31	0.25	0.26		0.35	0.10

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 62.2			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay (s/veh): 13.4		Intersection LOS: B	
Intersection Capacity Utilization 50.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 14: Maple Rd & Bowmart Parkway



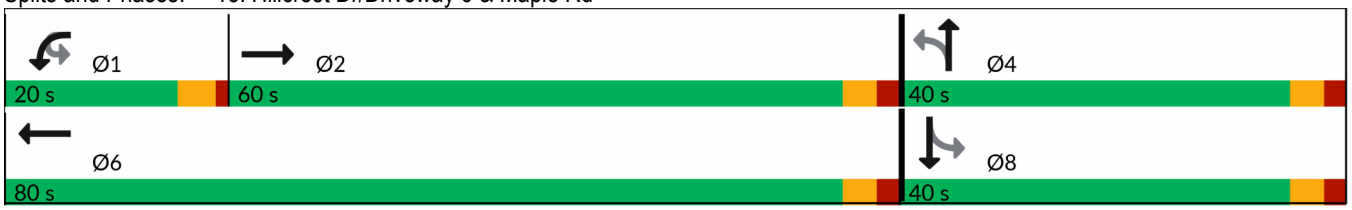


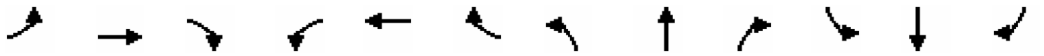
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1014	14	9	1205	0	22	0	10	0	1	2
Future Volume (vph)	0	1014	14	9	1205	0	22	0	10	0	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998						0.956			0.900	
Flt Protected				0.950				0.967				
Satd. Flow (prot)	0	3567	0	1787	3574	0	0	1739	0	1881	1693	0
Flt Permitted				0.950								
Satd. Flow (perm)	0	3567	0	1787	3574	0	0	1798	0	1881	1693	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)								59			2	
Link Speed (mph)		35			35			30			10	
Link Distance (ft)		466			1563			418			259	
Travel Time (s)		9.1			30.4			9.5			17.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	1067	15	9	1268	0	23	0	11	0	1	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1082	0	9	1268	0	0	34	0	0	3	0
Turn Type		NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases							4			8		
Detector Phase		2		1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)		27.0		9.5	27.0		27.0	27.0		42.0	42.0	
Total Split (s)		60.0		20.0	80.0		40.0	40.0		40.0	40.0	
Total Split (%)		50.0%		16.7%	66.7%		33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)		55.0		15.5	75.0		35.0	35.0		35.0	35.0	
Yellow Time (s)		3.0		3.5	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)		2.0		1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0		4.5	5.0			5.0		5.0	5.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)		4.0		3.0	4.0		4.0	4.0		4.0	4.0	
Minimum Gap (s)		0.2		3.0	0.2		0.2	0.2		0.2	0.2	
Time Before Reduce (s)		7.0		0.0	7.0		7.0	7.0		7.0	7.0	
Time To Reduce (s)		0.5		0.0	0.5		0.5	0.5		0.5	0.5	
Recall Mode		Min		None	Min		None	None		None	None	
Walk Time (s)					7.0					7.0	7.0	
Flash Don't Walk (s)					30.0					30.0	30.0	
Pedestrian Calls (#/hr)					0					0	0	
Act Effct Green (s)		35.7		6.1	37.5			6.9			6.9	
Actuated g/C Ratio		0.83		0.14	0.87			0.16			0.16	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.37		0.04	0.41			0.10			0.01	
Control Delay (s/veh)		4.6		20.2	2.7			4.6			16.7	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)		4.6		20.2	2.7			4.6			16.7	
LOS		A		C	A			A			B	
Approach Delay (s/veh)		4.6			2.9			4.6			16.7	
Approach LOS		A			A			A			B	
Queue Length 50th (ft)		0		2	0			0			0	
Queue Length 95th (ft)		182		13	115			12			6	
Internal Link Dist (ft)		386			1483			338			179	
Turn Bay Length (ft)				150								
Base Capacity (vph)		3567		666	3574			1523			1426	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.30		0.01	0.35			0.02			0.00	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 43			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay (s/veh): 3.7		Intersection LOS: A	
Intersection Capacity Utilization 50.1%		ICU Level of Service A	
Analysis Period (min) 15			

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



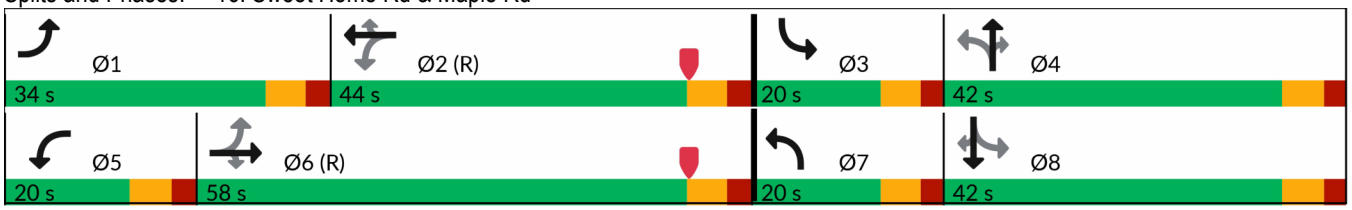


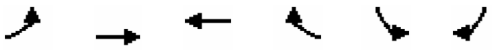
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	298	565	76	68	660	98	95	241	75	151	261	359
Future Volume (vph)	298	565	76	68	660	98	95	241	75	151	261	359
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	100		0	150		150	200		0
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.97	1.00			1.00					0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1787	3574	1599	1787	1881	1599	1787	1881	1599
Flt Permitted	0.268			0.435			0.350			0.302		
Satd. Flow (perm)	504	3574	1557	816	3574	1599	657	1881	1599	568	1881	1576
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			132			185			187			366
Link Speed (mph)		45			45			35			45	
Link Distance (ft)		1563			492			510			929	
Travel Time (s)		23.7			7.5			9.9			14.1	
Confl. Peds. (#/hr)			3	3			2					2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	304	577	78	69	673	100	97	246	77	154	266	366
Shared Lane Traffic (%)												
Lane Group Flow (vph)	304	577	78	69	673	100	97	246	77	154	266	366
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0	10.0	3.0	6.0	6.0	3.0	6.0	6.0
Minimum Split (s)	9.8	39.8	39.8	9.8	38.8	38.8	9.6	40.6	40.6	9.6	40.6	40.6
Total Split (s)	34.0	58.0	58.0	20.0	44.0	44.0	20.0	42.0	42.0	20.0	42.0	42.0
Total Split (%)	24.3%	41.4%	41.4%	14.3%	31.4%	31.4%	14.3%	30.0%	30.0%	14.3%	30.0%	30.0%
Maximum Green (s)	27.2	51.2	51.2	13.2	37.2	37.2	13.4	35.4	35.4	13.4	35.4	35.4
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.3	2.3	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.6	6.6	6.6	6.6	6.6	6.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	4.0	2.0	4.0	4.0	2.0	4.0	4.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		26.0	26.0		25.0	25.0		27.0	27.0		27.0	27.0
Pedestrian Calls (#/hr)		0	0		3	3		0	0		0	0
Act Effct Green (s)	82.4	70.9	70.9	63.6	56.6	56.6	35.3	25.4	25.4	40.0	27.7	27.7
Actuated g/C Ratio	0.59	0.51	0.51	0.45	0.40	0.40	0.25	0.18	0.18	0.29	0.20	0.20
v/c Ratio	0.65	0.32	0.09	0.17	0.47	0.13	0.40	0.72	0.17	0.57	0.72	0.60

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	22.7	23.2	0.4	14.1	31.9	3.6	37.7	65.5	0.9	43.1	62.9	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.7	23.2	0.4	14.1	31.9	3.6	37.7	65.5	0.9	43.1	62.9	8.6
LOS	C	C	A	B	C	A	D	E	A	D	E	A
Approach Delay (s/veh)		21.2			27.1			47.2			33.7	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	132	164	0	18	241	6	64	215	0	105	228	0
Queue Length 95th (ft)	228	251	3	34	370	27	97	283	0	146	306	83
Internal Link Dist (ft)		1483			412			430			849	
Turn Bay Length (ft)	200		200	100			150		150	200		
Base Capacity (vph)	546	1811	854	498	1444	756	290	475	544	283	476	671
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.32	0.09	0.14	0.47	0.13	0.33	0.52	0.14	0.54	0.56	0.55

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 84 (60%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay (s/veh): 29.8		Intersection LOS: C	
Intersection Capacity Utilization 78.1%		ICU Level of Service D	
Analysis Period (min) 15			

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





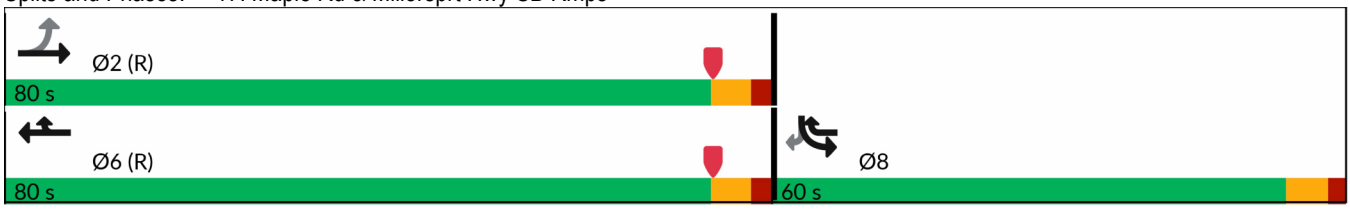
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	11	647	679	178	14	104
Future Volume (vph)	11	647	679	178	14	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			115	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3539	3539	1583	1770	1583
Flt Permitted	0.377				0.950	
Satd. Flow (perm)	702	3539	3539	1583	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						111
Link Speed (mph)		45	45		45	
Link Distance (ft)		3286	644		265	
Travel Time (s)		49.8	9.8		4.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	12	688	722	189	15	111
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	688	722	189	15	111
Turn Type	Perm	NA	NA	custom	Prot	Perm
Protected Phases		2	6	8 6	8	
Permitted Phases	2			6		8
Detector Phase	2	2	6	8 6	8	8
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0		6.0	6.0
Minimum Split (s)	35.3	35.3	35.3		13.2	13.2
Total Split (s)	80.0	80.0	80.0		60.0	60.0
Total Split (%)	57.1%	57.1%	57.1%		42.9%	42.9%
Maximum Green (s)	73.7	73.7	73.7		53.8	53.8
Yellow Time (s)	4.3	4.3	4.3		4.3	4.3
All-Red Time (s)	2.0	2.0	2.0		1.9	1.9
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3		6.2	6.2
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	C-Max	C-Max	C-Max		None	None
Walk Time (s)	7.0	7.0	7.0			
Flash Don't Walk (s)	22.0	22.0	22.0			
Pedestrian Calls (#/hr)	0	0	0			
Act Effct Green (s)	119.8	119.8	119.8	140.0	7.7	7.7
Actuated g/C Ratio	0.86	0.86	0.86	1.00	0.06	0.06
v/c Ratio	0.02	0.23	0.24	0.12	0.15	0.58
Control Delay (s/veh)	0.4	1.1	1.2	0.2	65.1	22.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	0.4	1.1	1.2	0.2	65.1	22.8

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS	A	A	A	A	E	C
Approach Delay (s/veh)		1.1	1.0		27.8	
Approach LOS		A	A		C	
Queue Length 50th (ft)	0	3	15	0	13	0
Queue Length 95th (ft)	m1	10	17	0	37	60
Internal Link Dist (ft)		3206	564		185	
Turn Bay Length (ft)	100			115		
Base Capacity (vph)	600	3027	3027	1583	680	676
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.23	0.24	0.12	0.02	0.16

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 59 (42%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay (s/veh): 3.0		Intersection LOS: A	
Intersection Capacity Utilization 35.6%		ICU Level of Service A	
Analysis Period (min) 15			

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

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	526	0	0	822	6	38	1	335	0	0	0
Future Volume (vph)	62	526	0	0	822	6	38	1	335	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.999			0.850				
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1787	3574	0	0	3571	0	1787	1599	0	0	0	0
Flt Permitted	0.313						0.950					
Satd. Flow (perm)	589	3574	0	0	3571	0	1787	1599	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					1			275				
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		644			547			161			257	
Travel Time (s)		9.8			8.3			2.4			3.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	66	560	0	0	874	6	40	1	356	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	560	0	0	880	0	40	357	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		2			6			4				
Permitted Phases	2						4					
Detector Phase	2	2			6		4	4				
Switch Phase												
Minimum Initial (s)	20.0	20.0			20.0		6.0	6.0				
Minimum Split (s)	29.0	29.0			29.0		23.0	23.0				
Total Split (s)	80.0	80.0			80.0		60.0	60.0				
Total Split (%)	57.1%	57.1%			57.1%		42.9%	42.9%				
Maximum Green (s)	74.0	74.0			74.0		53.8	53.8				
Yellow Time (s)	4.3	4.3			4.3		4.3	4.3				
All-Red Time (s)	1.7	1.7			1.7		1.9	1.9				
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0				
Total Lost Time (s)	6.0	6.0			6.0		6.2	6.2				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	C-Max	C-Max			C-Max		None	None				
Walk Time (s)	7.0	7.0			7.0							
Flash Don't Walk (s)	16.0	16.0			16.0							
Pedestrian Calls (#/hr)	0	0			0							
Act Effct Green (s)	112.4	112.4			112.4		15.4	15.4				
Actuated g/C Ratio	0.80	0.80			0.80		0.11	0.11				
v/c Ratio	0.14	0.20			0.31		0.21	0.85				
Control Delay (s/veh)	1.8	1.1			4.6		54.9	33.2				
Queue Delay	0.0	0.0			0.0		0.0	0.0				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	1.8	1.1			4.6		54.9	33.2				
LOS	A	A			A		D	C				
Approach Delay (s/veh)		1.2			4.6			35.4				
Approach LOS		A			A			D				
Queue Length 50th (ft)	3	12			86		34	73				
Queue Length 95th (ft)	9	26			178		65	179				
Internal Link Dist (ft)		564			467			81			177	
Turn Bay Length (ft)	150											
Base Capacity (vph)	473	2870			2868		686	783				
Starvation Cap Reductn	0	0			0		0	0				
Spillback Cap Reductn	0	0			0		0	0				
Storage Cap Reductn	0	0			0		0	0				
Reduced v/c Ratio	0.14	0.20			0.31		0.06	0.46				

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 43 (31%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay (s/veh): 9.9		Intersection LOS: A	
Intersection Capacity Utilization 75.5%		ICU Level of Service D	
Analysis Period (min) 15			

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



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT
Lane Configurations												
Traffic Volume (vph)	1	63	881	152	0	865	123	122	145	12	131	148
Future Volume (vph)	1	63	881	152	0	865	123	122	145	12	131	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		450	0		0	0		0	0	
Storage Lanes		1		1	0		0	0		0	0	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.91	1.00	0.91	1.00	1.00	0.91	0.91	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00		0.99		1.00			1.00			1.00
Frt				0.850		0.981			0.993			0.980
Flt Protected		0.950							0.979			0.980
Satd. Flow (prot)	0	1770	5085	1583	0	4980	0	0	3438	0	0	3393
Flt Permitted		0.218							0.979			0.980
Satd. Flow (perm)	0	406	5085	1562	0	4980	0	0	3437	0	0	3392
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				170		32			4			15
Link Speed (mph)			40			40			30			30
Link Distance (ft)			1892			623			1712			718
Travel Time (s)			32.3			10.6			38.9			16.3
Confl. Peds. (#/hr)		2		2	2		2	3		2	2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1	66	927	160	0	911	129	128	153	13	138	156
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	927	160	0	1040	0	0	294	0	0	339
Turn Type	Perm	Perm	NA	Perm		NA		Split	NA		Split	NA
Protected Phases			1			1		3	3		4	4
Permitted Phases	1	1		1								
Detector Phase	1	1	1	1		1		3	3		4	4
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0		15.0		6.0	6.0		6.0	6.0
Minimum Split (s)	50.0	50.0	50.0	50.0		50.0		70.9	70.9		70.9	70.9
Total Split (s)	45.0	45.0	45.0	45.0		45.0		25.0	25.0		25.0	25.0
Total Split (%)	47.4%	47.4%	47.4%	47.4%		47.4%		26.3%	26.3%		26.3%	26.3%
Maximum Green (s)	37.0	37.0	37.0	37.0		37.0		16.1	16.1		16.1	16.1
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0		3.6	3.6		3.6	3.6
All-Red Time (s)	4.0	4.0	4.0	4.0		4.0		5.3	5.3		5.3	5.3
Lost Time Adjust (s)		0.0	0.0	0.0		0.0			0.0			0.0
Total Lost Time (s)		8.0	8.0	8.0		8.0			8.9			8.9
Lead/Lag								Lead	Lead		Lag	Lag
Lead-Lag Optimize?								Yes	Yes		Yes	Yes
Vehicle Extension (s)	4.0	4.0	4.0	4.0		4.0		3.5	3.5		3.5	3.5
Recall Mode	Min	Min	Min	Min		Min		None	None		None	None
Walk Time (s)	7.0	7.0	7.0	7.0		7.0					7.0	7.0
Flash Don't Walk (s)	35.0	35.0	35.0	35.0		35.0					55.0	55.0
Pedestrian Calls (#/hr)	0	0	0	0		0					0	0
Act Effct Green (s)		35.9	35.9	35.9		35.9			13.0			13.7
Actuated g/C Ratio		0.41	0.41	0.41		0.41			0.15			0.15
v/c Ratio		0.41	0.45	0.22		0.51			0.58			0.63
Control Delay (s/veh)		29.8	20.5	3.5		20.6			40.2			39.7

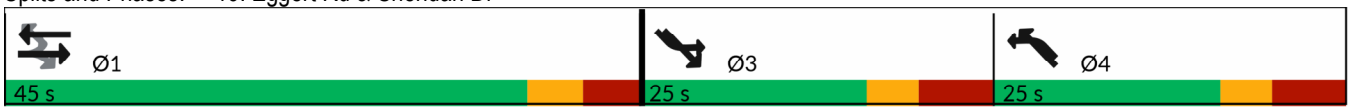


Lane Group	NWR
Lane Configurations	
Traffic Volume (vph)	43
Future Volume (vph)	43
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	3
Peak Hour Factor	0.95
Adj. Flow (vph)	45
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Don't Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT
Queue Delay		0.0	0.0	0.0		0.0			0.0			0.0
Total Delay (s/veh)		29.8	20.5	3.5		20.6			40.2			39.7
LOS		C	C	A		C			D			D
Approach Delay (s/veh)			18.7			20.6			40.2			39.7
Approach LOS			B			C			D			D
Queue Length 50th (ft)		26	136	0		153			82			91
Queue Length 95th (ft)		73	188	34		210			126			141
Internal Link Dist (ft)			1812			543			1632			638
Turn Bay Length (ft)		200		450								
Base Capacity (vph)		170	2138	755		2113			632			633
Starvation Cap Reductn		0	0	0		0			0			0
Spillback Cap Reductn		0	0	0		0			0			0
Storage Cap Reductn		0	0	0		0			0			0
Reduced v/c Ratio		0.39	0.43	0.21		0.49			0.47			0.54

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 88.5			
Natural Cycle: 195			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 24.1		Intersection LOS: C	
Intersection Capacity Utilization 82.4%		ICU Level of Service E	
Analysis Period (min) 15			

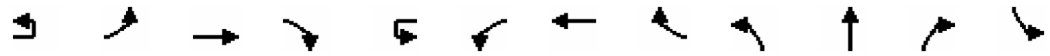
Splits and Phases: 19: Eggert Rd & Sheridan Dr





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

Intersection Summary



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	33	147	791	87	9	64	936	98	66	91	37	131
Future Volume (vph)	33	147	791	87	9	64	936	98	66	91	37	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		235		0		240		0	0		100	0
Storage Lanes		1		0		1		0	0		1	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	0.95	0.95	0.95	1.00
Frt			0.985				0.986			0.971		
Flt Protected		0.950				0.950				0.983		0.950
Satd. Flow (prot)	0	1752	4960	0	0	1752	4965	0	0	3345	0	1752
Flt Permitted		0.950				0.950				0.740		0.408
Satd. Flow (perm)	0	1752	4960	0	0	1752	4965	0	0	2518	0	753
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			17				13			15		
Link Speed (mph)			40				40			30		
Link Distance (ft)			1468				969			165		
Travel Time (s)			25.0				16.5			3.8		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	34	153	824	91	9	67	975	102	69	95	39	136
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	187	915	0	0	76	1077	0	0	203	0	136
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA		pm+pt
Protected Phases	5	5	2		1	1	6			8		7
Permitted Phases									8			4
Detector Phase	5	5	2		1	1	6		8	8		7
Switch Phase												
Minimum Initial (s)	3.0	3.0	10.0		3.0	3.0	10.0		6.0	6.0		3.0
Minimum Split (s)	11.2	11.2	22.5		11.2	11.2	43.2		22.5	22.5		11.0
Total Split (s)	39.0	39.0	87.0		20.0	20.0	68.0		33.0	33.0		20.0
Total Split (%)	24.4%	24.4%	54.4%		12.5%	12.5%	42.5%		20.6%	20.6%		12.5%
Maximum Green (s)	32.8	32.8	80.8		13.8	13.8	61.8		26.1	26.1		14.0
Yellow Time (s)	3.6	3.6	3.6		3.6	3.6	3.6		3.6	3.6		3.2
All-Red Time (s)	2.6	2.6	2.6		2.6	2.6	2.6		3.3	3.3		2.8
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0		0.0
Total Lost Time (s)		6.2	6.2			6.2	6.2			6.9		6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lead
Lead-Lag Optimize?									Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	C-Min		None	None	C-Min		None	None		None
Walk Time (s)							7.0					
Flash Don't Walk (s)							30.0					
Pedestrian Calls (#/hr)							0					
Act Effct Green (s)		22.3	89.1			12.3	79.0			17.4		40.3
Actuated g/C Ratio		0.14	0.56			0.08	0.49			0.11		0.25
v/c Ratio		0.77	0.33			0.57	0.44			0.71		0.47
Control Delay (s/veh)		85.7	20.6			103.4	11.4			76.7		52.4
Queue Delay		0.0	0.0			0.0	0.0			0.0		0.0

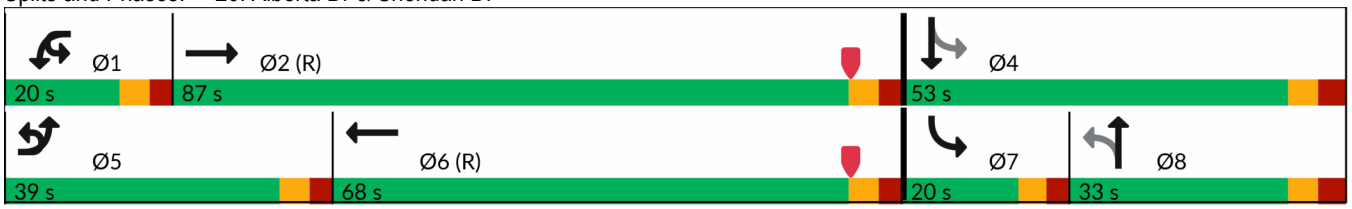


Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	132	192
Future Volume (vph)	132	192
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.911	
Flt Protected		
Satd. Flow (prot)	1680	0
Flt Permitted		
Satd. Flow (perm)	1680	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	46	
Link Speed (mph)	35	
Link Distance (ft)	3326	
Travel Time (s)	64.8	
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	3%	3%
Adj. Flow (vph)	138	200
Shared Lane Traffic (%)		
Lane Group Flow (vph)	338	0
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	6.0	
Minimum Split (s)	24.9	
Total Split (s)	53.0	
Total Split (%)	33.1%	
Maximum Green (s)	46.1	
Yellow Time (s)	3.6	
All-Red Time (s)	3.3	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.9	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Don't Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	39.4	
Actuated g/C Ratio	0.25	
v/c Ratio	0.75	
Control Delay (s/veh)	58.2	
Queue Delay	0.0	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Total Delay (s/veh)		85.7	20.6			103.4	11.4			76.7		52.4
LOS		F	C			F	B			E		D
Approach Delay (s/veh)			31.7				17.5			76.7		
Approach LOS			C				B			E		
Queue Length 50th (ft)		191	182			83	91			101		116
Queue Length 95th (ft)		269	262			m142	102			144		165
Internal Link Dist (ft)			1388				889			85		
Turn Bay Length (ft)		235				240						
Base Capacity (vph)		359	2811			159	2462			423		293
Starvation Cap Reductn		0	0			0	0			0		0
Spillback Cap Reductn		0	0			0	0			0		0
Storage Cap Reductn		0	0			0	0			0		0
Reduced v/c Ratio		0.52	0.33			0.48	0.44			0.48		0.46

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 28 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 33.2		Intersection LOS: C	
Intersection Capacity Utilization 76.4%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

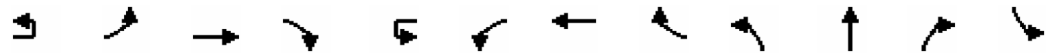
Splits and Phases: 20: Alberta Dr & Sheridan Dr





Lane Group	SBT	SBR
Total Delay (s/veh)	58.2	
LOS	E	
Approach Delay (s/veh)	56.6	
Approach LOS	E	
Queue Length 50th (ft)	288	
Queue Length 95th (ft)	374	
Internal Link Dist (ft)	3246	
Turn Bay Length (ft)		
Base Capacity (vph)	524	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.65	

Intersection Summary



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	31	171	771	52	19	132	873	123	106	359	80	169
Future Volume (vph)	31	171	771	52	19	132	873	123	106	359	80	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		230		0		270		0	190		0	240
Storage Lanes		1		0		1		0	1		0	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00
Frt			0.990				0.981			0.973		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1787	5084	0	0	1787	5038	0	1787	3478	0	1787
Flt Permitted		0.950				0.950			0.383			0.189
Satd. Flow (perm)	0	1787	5084	0	0	1787	5038	0	720	3478	0	356
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			7				18			15		
Link Speed (mph)			40				40			30		
Link Distance (ft)			969				1628			537		
Travel Time (s)			16.5				27.8			12.2		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	32	176	795	54	20	136	900	127	109	370	82	174
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	208	849	0	0	156	1027	0	109	452	0	174
Turn Type	Prot	Prot	NA		Prot	Prot	NA		pm+pt	NA		pm+pt
Protected Phases	5	5	2		1	1	6		3	8		7
Permitted Phases									8			4
Detector Phase	5	5	2		1	1	6		3	8		7
Switch Phase												
Minimum Initial (s)	3.0	3.0	10.0		3.0	3.0	10.0		3.0	6.0		3.0
Minimum Split (s)	10.0	10.0	43.5		10.0	10.0	43.5		10.0	41.0		10.0
Total Split (s)	30.0	30.0	54.0		38.0	38.0	62.0		27.0	41.0		27.0
Total Split (%)	18.8%	18.8%	33.8%		23.8%	23.8%	38.8%		16.9%	25.6%		16.9%
Maximum Green (s)	23.3	23.3	47.5		31.6	31.6	55.5		20.3	34.3		20.3
Yellow Time (s)	3.9	3.9	3.9		3.6	3.6	3.9		3.6	3.6		3.6
All-Red Time (s)	2.8	2.8	2.6		2.8	2.8	2.6		3.1	3.1		3.1
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		6.7	6.5			6.4	6.5		6.7	6.7		6.7
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	C-Min		None	None	C-Min		None	None		None
Walk Time (s)			7.0				7.0			7.0		
Flash Don't Walk (s)			21.0				21.0			24.4		
Pedestrian Calls (#/hr)			0				0			0		
Act Effct Green (s)		24.3	70.7			19.3	65.4		38.3	25.8		49.1
Actuated g/C Ratio		0.15	0.44			0.12	0.41		0.24	0.16		0.31
v/c Ratio		0.77	0.38			0.73	0.50		0.43	0.79		0.64
Control Delay (s/veh)		104.9	21.9			108.1	25.6		43.9	72.5		51.5
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		0.0

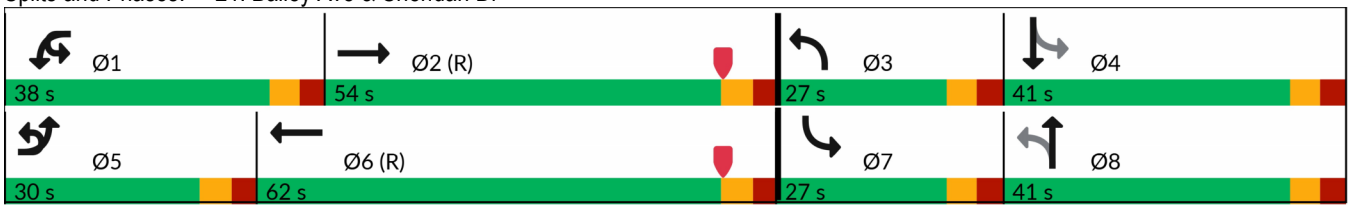


Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	337	78
Future Volume (vph)	337	78
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		280
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Frt	0.972	
Flt Protected		
Satd. Flow (prot)	3474	0
Flt Permitted		
Satd. Flow (perm)	3474	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	16	
Link Speed (mph)	30	
Link Distance (ft)	495	
Travel Time (s)	11.3	
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	347	80
Shared Lane Traffic (%)		
Lane Group Flow (vph)	427	0
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	6.0	
Minimum Split (s)	41.0	
Total Split (s)	41.0	
Total Split (%)	25.6%	
Maximum Green (s)	34.3	
Yellow Time (s)	3.6	
All-Red Time (s)	3.1	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.7	
Lead/Lag	Lag	
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Don't Walk (s)	23.6	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	31.2	
Actuated g/C Ratio	0.20	
v/c Ratio	0.62	
Control Delay (s/veh)	60.1	
Queue Delay	0.0	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Total Delay (s/veh)		104.9	21.9			108.1	25.6		43.9	72.5		51.5
LOS		F	C			F	C		D	E		D
Approach Delay (s/veh)			38.2				36.5			66.9		
Approach LOS			D				D			E		
Queue Length 50th (ft)		230	123			166	320		84	235		139
Queue Length 95th (ft)		320	144			172	434		121	286		185
Internal Link Dist (ft)			889				1548			457		
Turn Bay Length (ft)		230				270			190			240
Base Capacity (vph)		290	2250			352	2122		341	757		298
Starvation Cap Reductn		0	0			0	0		0	0		0
Spillback Cap Reductn		0	0			0	0		0	0		0
Storage Cap Reductn		0	0			0	0		0	0		0
Reduced v/c Ratio		0.72	0.38			0.44	0.48		0.32	0.60		0.58

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 4 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 45.8		Intersection LOS: D	
Intersection Capacity Utilization 74.8%		ICU Level of Service D	
Analysis Period (min) 15			

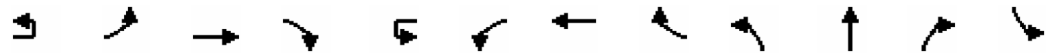
Splits and Phases: 21: Bailey Ave & Sheridan Dr





Lane Group	SBT	SBR
Total Delay (s/veh)	60.1	
LOS	E	
Approach Delay (s/veh)	57.6	
Approach LOS	E	
Queue Length 50th (ft)	210	
Queue Length 95th (ft)	254	
Internal Link Dist (ft)	415	
Turn Bay Length (ft)		
Base Capacity (vph)	779	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.55	

Intersection Summary



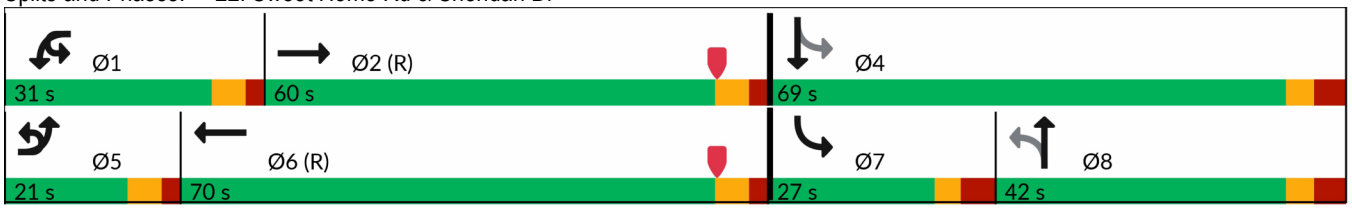
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	10	172	777	19	18	27	837	86	32	169	22	124
Future Volume (vph)	10	172	777	19	18	27	837	86	32	169	22	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0		190		0	85		0	305
Storage Lanes		1		0		1		0	1		0	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt			0.996				0.986			0.983		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1787	5115	0	0	1787	5064	0	1787	1849	0	1787
Flt Permitted		0.950				0.950			0.586			0.268
Satd. Flow (perm)	0	1787	5115	0	0	1787	5064	0	1102	1849	0	504
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			2				13			4		
Link Speed (mph)			40				40			30		
Link Distance (ft)			1628				2376			1485		
Travel Time (s)			27.8				40.5			33.8		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	10	176	793	19	18	28	854	88	33	172	22	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	186	812	0	0	46	942	0	33	194	0	127
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA		pm+pt
Protected Phases	5	5	2		1	1	6			8		7
Permitted Phases									8			4
Detector Phase	5	5	2		1	1	6		8	8		7
Switch Phase												
Minimum Initial (s)	6.0	6.0	25.0		6.0	6.0	25.0		12.0	12.0		5.0
Minimum Split (s)	12.2	12.2	43.2		12.2	12.2	43.2		42.0	42.0		12.1
Total Split (s)	21.0	21.0	60.0		31.0	31.0	70.0		42.0	42.0		27.0
Total Split (%)	13.1%	13.1%	37.5%		19.4%	19.4%	43.8%		26.3%	26.3%		16.9%
Maximum Green (s)	14.8	14.8	53.8		24.8	24.8	63.8		34.9	34.9		19.9
Yellow Time (s)	3.9	3.9	3.9		3.9	3.9	3.9		3.2	3.2		3.2
All-Red Time (s)	2.3	2.3	2.3		2.3	2.3	2.3		3.9	3.9		3.9
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		6.2	6.2			6.2	6.2		7.1	7.1		7.1
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	C-Min		None	None	C-Min		None	None		None
Walk Time (s)			7.0				7.0		7.0	7.0		
Flash Don't Walk (s)			17.0				18.0		27.0	27.0		
Pedestrian Calls (#/hr)			0				0		0	0		
Act Effct Green (s)		27.6	88.9			9.5	68.4		21.8	21.8		44.5
Actuated g/C Ratio		0.17	0.56			0.06	0.43		0.14	0.14		0.28
v/c Ratio		0.60	0.29			0.43	0.43		0.22	0.76		0.48
Control Delay (s/veh)		58.1	34.5			84.3	33.8		62.8	83.6		49.0
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		0.0

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	144	133
Future Volume (vph)	144	133
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.928	
Flt Protected		
Satd. Flow (prot)	1746	0
Flt Permitted		
Satd. Flow (perm)	1746	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	34	
Link Speed (mph)	30	
Link Distance (ft)	1504	
Travel Time (s)	34.2	
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	147	136
Shared Lane Traffic (%)		
Lane Group Flow (vph)	283	0
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	12.0	
Minimum Split (s)	44.1	
Total Split (s)	69.0	
Total Split (%)	43.1%	
Maximum Green (s)	61.9	
Yellow Time (s)	3.2	
All-Red Time (s)	3.9	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	7.1	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Don't Walk (s)	30.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	44.5	
Actuated g/C Ratio	0.28	
v/c Ratio	0.55	
Control Delay (s/veh)	46.0	
Queue Delay	0.0	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Total Delay (s/veh)		58.1	34.5			84.3	33.8		62.8	83.6		49.0
LOS		E	C			F	C		E	F		D
Approach Delay (s/veh)			38.9				36.1			80.6		
Approach LOS			D				D			F		
Queue Length 50th (ft)		180	230			47	245		31	195		104
Queue Length 95th (ft)		268	332			92	334		65	274		147
Internal Link Dist (ft)			1548				2296			1405		
Turn Bay Length (ft)		200				190			85			305
Base Capacity (vph)		308	2843			276	2228		240	406		301
Starvation Cap Reductn		0	0			0	0		0	0		0
Spillback Cap Reductn		0	0			0	0		0	0		0
Storage Cap Reductn		0	0			0	0		0	0		0
Reduced v/c Ratio		0.60	0.29			0.17	0.42		0.14	0.48		0.42

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 133 (83%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 42.7		Intersection LOS: D	
Intersection Capacity Utilization 78.8%		ICU Level of Service D	
Analysis Period (min) 15			

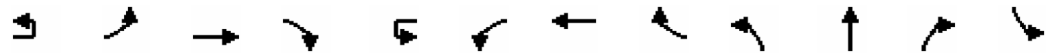
Splits and Phases: 22: Sweet Home Rd & Sheridan Dr





Lane Group	SBT	SBR
Total Delay (s/veh)	46.0	
LOS	D	
Approach Delay (s/veh)	47.0	
Approach LOS	D	
Queue Length 50th (ft)	224	
Queue Length 95th (ft)	289	
Internal Link Dist (ft)	1424	
Turn Bay Length (ft)		
Base Capacity (vph)	696	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.41	

Intersection Summary



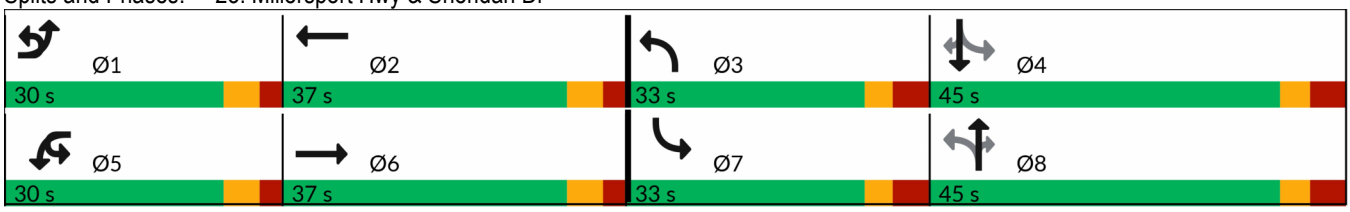
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	246	638	19	21	71	611	51	53	403	108	96
Future Volume (vph)	2	246	638	19	21	71	611	51	53	403	108	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		315		0		330		0	110		155	105
Storage Lanes		1		0		1		0	1		1	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	0.95	1.00	1.00
Frt			0.996				0.988				0.850	
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1752	5016	0	0	1752	4975	0	1752	3505	1568	1752
Flt Permitted		0.950				0.950			0.538			0.360
Satd. Flow (perm)	0	1752	5016	0	0	1752	4975	0	992	3505	1568	664
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			3				8				124	
Link Speed (mph)			40				40			30		
Link Distance (ft)			2376				4032			1401		
Travel Time (s)			40.5				68.7			31.8		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	2	246	638	19	21	71	611	51	53	403	108	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	248	657	0	0	92	662	0	53	403	108	96
Turn Type	Prot	Prot	NA		Prot	Prot	NA		pm+pt	NA	Perm	pm+pt
Protected Phases	1	1	6		5	5	2		3	8		7
Permitted Phases									8		8	4
Detector Phase	1	1	6		5	5	2		3	8	8	7
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0		10.0	10.0	10.0		3.0	10.0	10.0	3.0
Minimum Split (s)	16.2	16.2	43.2		16.2	16.2	43.2		10.1	44.1	44.1	10.1
Total Split (s)	30.0	30.0	37.0		30.0	30.0	37.0		33.0	45.0	45.0	33.0
Total Split (%)	20.7%	20.7%	25.5%		20.7%	20.7%	25.5%		22.8%	31.0%	31.0%	22.8%
Maximum Green (s)	23.8	23.8	30.8		23.8	23.8	30.8		25.9	37.9	37.9	25.9
Yellow Time (s)	3.9	3.9	3.9		3.9	3.9	3.9		3.2	3.2	3.2	3.2
All-Red Time (s)	2.3	2.3	2.3		2.3	2.3	2.3		3.9	3.9	3.9	3.9
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.2	6.2			6.2	6.2		7.1	7.1	7.1	7.1
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0
Recall Mode	None	None	Min		None	None	Min		None	None	None	None
Walk Time (s)			7.0				7.0			7.0	7.0	
Flash Don't Walk (s)			18.0				17.0			28.0	28.0	
Pedestrian Calls (#/hr)			0				0			0	0	
Act Effct Green (s)		19.9	31.5			11.8	19.2		24.9	17.5	17.5	31.2
Actuated g/C Ratio		0.21	0.34			0.13	0.20		0.27	0.19	0.19	0.33
v/c Ratio		0.66	0.39			0.42	0.65		0.16	0.62	0.27	0.29
Control Delay (s/veh)		45.4	26.7			47.9	37.9		22.6	40.7	7.0	23.6
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	357	286
Future Volume (vph)	357	286
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		285
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3505	1568
Flt Permitted		
Satd. Flow (perm)	3505	1568
Right Turn on Red		Yes
Satd. Flow (RTOR)		286
Link Speed (mph)	30	
Link Distance (ft)	981	
Travel Time (s)	22.3	
Peak Hour Factor	1.00	1.00
Heavy Vehicles (%)	3%	3%
Adj. Flow (vph)	357	286
Shared Lane Traffic (%)		
Lane Group Flow (vph)	357	286
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	10.0	10.0
Minimum Split (s)	44.1	44.1
Total Split (s)	45.0	45.0
Total Split (%)	31.0%	31.0%
Maximum Green (s)	37.9	37.9
Yellow Time (s)	3.2	3.2
All-Red Time (s)	3.9	3.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.1	7.1
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Don't Walk (s)	30.0	30.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	23.2	23.2
Actuated g/C Ratio	0.25	0.25
v/c Ratio	0.41	0.47
Control Delay (s/veh)	33.8	7.0
Queue Delay	0.0	0.0

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Total Delay (s/veh)		45.4	26.7			47.9	37.9		22.6	40.7	7.0	23.6
LOS		D	C			D	D		C	D	A	C
Approach Delay (s/veh)			31.8				39.1			32.5		
Approach LOS			C				D			C		
Queue Length 50th (ft)		134	112			52	132		20	117	0	38
Queue Length 95th (ft)		260	180			116	200		50	190	36	81
Internal Link Dist (ft)			2296				3952			1321		
Turn Bay Length (ft)		315				330			110		155	105
Base Capacity (vph)		456	1775			456	1684		582	1455	723	554
Starvation Cap Reductn		0	0			0	0		0	0	0	0
Spillback Cap Reductn		0	0			0	0		0	0	0	0
Storage Cap Reductn		0	0			0	0		0	0	0	0
Reduced v/c Ratio		0.54	0.37			0.20	0.39		0.09	0.28	0.15	0.17

Intersection Summary			
Area Type:	Other		
Cycle Length: 145			
Actuated Cycle Length: 93.7			
Natural Cycle: 115			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay (s/veh): 31.4		Intersection LOS: C	
Intersection Capacity Utilization 69.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 23: Millersport Hwy & Sheridan Dr





Lane Group	SBT	SBR
Total Delay (s/veh)	33.8	7.0
LOS	C	A
Approach Delay (s/veh)	22.1	
Approach LOS	C	
Queue Length 50th (ft)	98	0
Queue Length 95th (ft)	161	67
Internal Link Dist (ft)	901	
Turn Bay Length (ft)		285
Base Capacity (vph)	1455	818
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.25	0.35

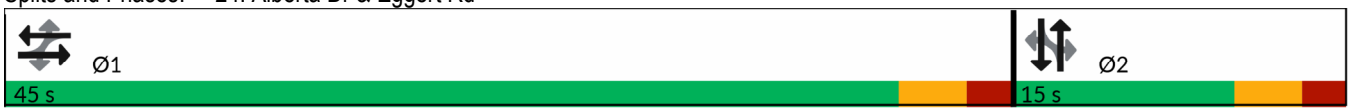
Intersection Summary

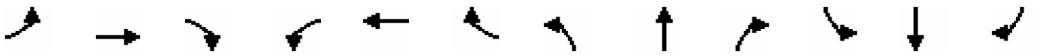
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	320	4	8	289	17	4	20	4	47	41	45
Future Volume (vph)	42	320	4	8	289	17	4	20	4	47	41	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00			1.00	
Frt		0.998			0.992			0.981			0.954	
Flt Protected		0.994			0.999			0.993			0.983	
Satd. Flow (prot)	0	3443	0	0	3440	0	0	1776	0	0	1713	0
Flt Permitted		0.890			0.944			0.943			0.871	
Satd. Flow (perm)	0	3083	0	0	3251	0	0	1686	0	0	1516	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			18			4			37	
Link Speed (mph)		35			35			30			25	
Link Distance (ft)		1535			1128			417			659	
Travel Time (s)		29.9			22.0			9.5			18.0	
Confl. Peds. (#/hr)									5	5		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	44	337	4	8	304	18	4	21	4	49	43	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	385	0	0	330	0	0	29	0	0	139	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1			1			2			2	
Permitted Phases	1			1			2			2		
Detector Phase	1	1		1	1		2	2		2	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		27.0	27.0		27.0	27.0	
Total Split (s)	45.0	45.0		45.0	45.0		15.0	15.0		15.0	15.0	
Total Split (%)	75.0%	75.0%		75.0%	75.0%		25.0%	25.0%		25.0%	25.0%	
Maximum Green (s)	40.0	40.0		40.0	40.0		10.0	10.0		10.0	10.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Walk Time (s)							7.0	7.0		7.0	7.0	
Flash Don't Walk (s)							15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)							0	0		0	0	
Act Effct Green (s)		15.1			15.1			7.5			7.5	
Actuated g/C Ratio		0.46			0.46			0.23			0.23	
v/c Ratio		0.27			0.22			0.07			0.37	
Control Delay (s/veh)		6.3			5.8			9.3			11.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		6.3			5.8			9.3			11.1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		A			A			A			B	
Approach Delay (s/veh)		6.3			5.8			9.3			11.1	
Approach LOS		A			A			A			B	
Queue Length 50th (ft)		18			14			3			14	
Queue Length 95th (ft)		39			32			14			42	
Internal Link Dist (ft)		1455			1048			337			579	
Turn Bay Length (ft)												
Base Capacity (vph)		3083			3251			519			490	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.12			0.10			0.06			0.28	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 32.7			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.37			
Intersection Signal Delay (s/veh): 7.0		Intersection LOS: A	
Intersection Capacity Utilization 51.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 24: Alberta Dr & Eggert Rd



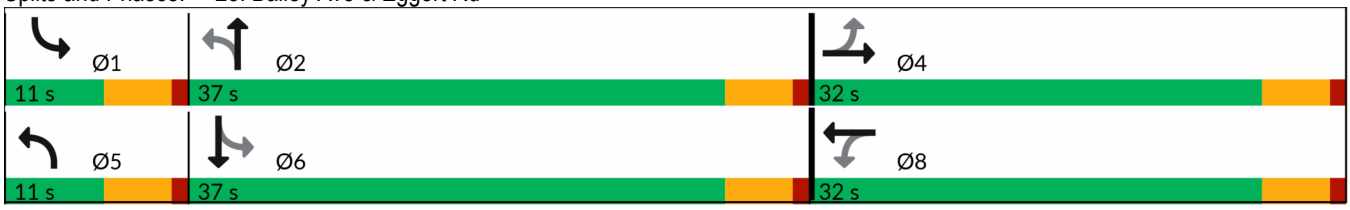


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	204	79	38	236	133	75	341	36	121	304	42
Future Volume (vph)	40	204	79	38	236	133	75	341	36	121	304	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	110		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.963			0.951			0.986			0.982	
Flt Protected		0.994			0.995		0.950			0.950		
Satd. Flow (prot)	0	3421	0	0	3382	0	1787	1855	0	1787	3510	0
Flt Permitted		0.843			0.881		0.515			0.330		
Satd. Flow (perm)	0	2902	0	0	2995	0	969	1855	0	621	3510	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		59			112			8			23	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1128			580			922			349	
Travel Time (s)		25.6			13.2			21.0			7.9	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	47	237	92	44	274	155	87	397	42	141	353	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	376	0	0	473	0	87	439	0	141	402	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	32.0	32.0		32.0	32.0		10.0	37.0		10.0	37.0	
Total Split (s)	32.0	32.0		32.0	32.0		11.0	37.0		11.0	37.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		13.8%	46.3%		13.8%	46.3%	
Maximum Green (s)	27.0	27.0		27.0	27.0		6.0	32.0		6.0	32.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Don't Walk (s)	20.0	20.0		20.0	20.0			25.0			25.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		13.8			13.8		22.4	17.9		23.6	20.4	
Actuated g/C Ratio		0.27			0.27		0.44	0.35		0.47	0.40	
v/c Ratio		0.45			0.53		0.16	0.66		0.32	0.28	
Control Delay (s/veh)		16.5			15.7		7.1	20.1		8.6	11.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)		16.5			15.7		7.1	20.1		8.6	11.5	
LOS		B			B		A	C		A	B	
Approach Delay (s/veh)		16.5			15.7			18.0			10.8	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		41			47		11	109		18	43	
Queue Length 95th (ft)		87			100		32	209		48	80	
Internal Link Dist (ft)		1048			500			842			269	
Turn Bay Length (ft)							150			110		
Base Capacity (vph)		1691			1767		532	1249		437	2365	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.22			0.27		0.16	0.35		0.32	0.17	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 50.7			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay (s/veh): 15.1		Intersection LOS: B	
Intersection Capacity Utilization 64.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 25: Bailey Ave & Eggert Rd



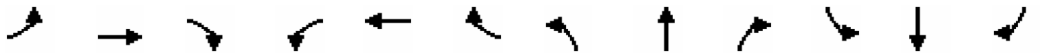
Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	253	192	639	656	23
Future Vol, veh/h	28	253	192	639	656	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	165	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	29	264	200	666	683	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1761	695	707	0	-	0
Stage 1	695	-	-	-	-	-
Stage 2	1066	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	93	444	896	-	-	-
Stage 1	497	-	-	-	-	-
Stage 2	333	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	73	444	896	-	-	-
Mov Cap-2 Maneuver	73	-	-	-	-	-
Stage 1	386	-	-	-	-	-
Stage 2	333	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	30.31	2.35	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	896	-	73	444	-	-
HCM Lane V/C Ratio	0.223	-	0.402	0.594	-	-
HCM Control Delay (s/veh)	10.2	-	84.7	24.3	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.9	-	1.6	3.8	-	-

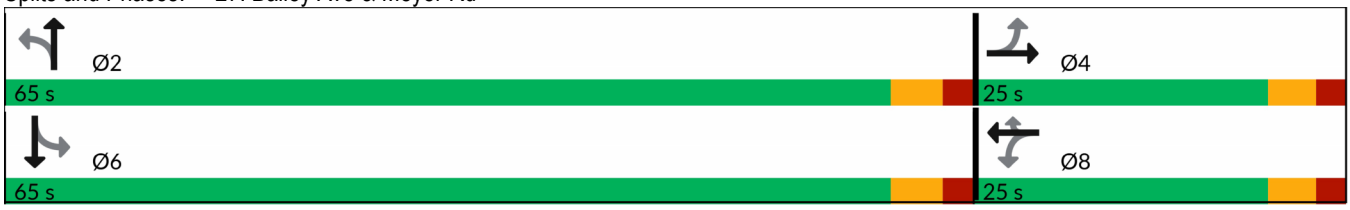


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	24	60	7	11	109	25	652	10	58	776	58
Future Volume (vph)	75	24	60	7	11	109	25	652	10	58	776	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		70	170		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.949				0.850		0.998			0.990	
Flt Protected		0.977			0.981		0.950			0.950		
Satd. Flow (prot)	0	1744	0	0	1845	1599	1787	1877	0	1787	1862	0
Flt Permitted		0.841			0.869		0.203			0.316		
Satd. Flow (perm)	0	1501	0	0	1635	1599	382	1877	0	594	1862	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31				112		2			9	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		710			507			1039			1225	
Travel Time (s)		16.1			11.5			20.2			23.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	77	25	62	7	11	112	26	672	10	60	800	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	164	0	0	18	112	26	682	0	60	860	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	33.0	33.0		23.0	23.0	23.0	23.0	23.0		32.0	32.0	
Total Split (s)	25.0	25.0		25.0	25.0	25.0	65.0	65.0		65.0	65.0	
Total Split (%)	27.8%	27.8%		27.8%	27.8%	27.8%	72.2%	72.2%		72.2%	72.2%	
Maximum Green (s)	19.8	19.8		19.8	19.8	19.8	59.4	59.4		59.4	59.4	
Yellow Time (s)	3.2	3.2		3.2	3.2	3.2	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.2			5.2	5.2	5.6	5.6		5.6	5.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	Min	Min		Min	Min	
Walk Time (s)	7.0	7.0								7.0	7.0	
Flash Don't Walk (s)	15.0	15.0								15.0	15.0	
Pedestrian Calls (#/hr)	0	0								0	0	
Act Effct Green (s)		11.2			11.2	11.2	35.5	35.5		35.5	35.5	
Actuated g/C Ratio		0.19			0.19	0.19	0.61	0.61		0.61	0.61	
v/c Ratio		0.52			0.06	0.28	0.11	0.60		0.17	0.76	
Control Delay (s/veh)		26.0			23.8	8.1	6.5	9.7		6.6	13.5	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)		26.0			23.8	8.1	6.5	9.7		6.6	13.5	
LOS		C			C	A	A	A		A	B	
Approach Delay (s/veh)		26.0			10.3			9.6			13.1	
Approach LOS		C			B			A			B	
Queue Length 50th (ft)		36			5	0	3	113		7	167	
Queue Length 95th (ft)		125			26	41	15	265		27	399	
Internal Link Dist (ft)		630			427			959			1145	
Turn Bay Length (ft)						70	170			150		
Base Capacity (vph)		565			594	653	352	1731		548	1718	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.29			0.03	0.17	0.07	0.39		0.11	0.50	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 58.3			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 12.7		Intersection LOS: B	
Intersection Capacity Utilization 73.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 27: Bailey Ave & Meyer Rd



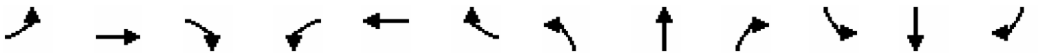
Intersection	
Int Delay, s/veh	4.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2	116	2	7	117	1
Future Vol, veh/h	2	116	2	7	117	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	2	141	2	9	143	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	144	0	87	73
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1432	-	912	986
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	1007	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1432	-	910	986
Mov Cap-2 Maneuver	-	-	-	-	910	-
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	1005	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.67	9.69
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	911	-	-	400	-
HCM Lane V/C Ratio	0.158	-	-	0.002	-
HCM Control Delay (s/veh)	9.7	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0	-

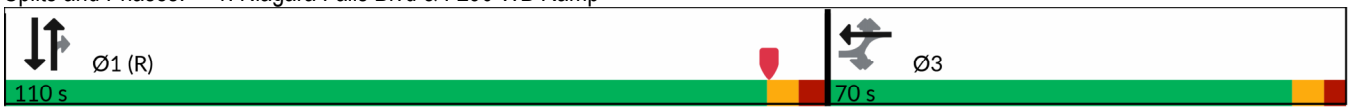


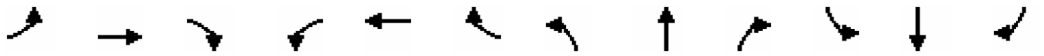
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	0	9	536	1	679	0	1256	413	0	1406	0
Future Volume (vph)	4	0	9	536	1	679	0	1256	413	0	1406	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		250	0		0
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.91	0.95	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850		0.894	0.850			0.850			
Flt Protected	0.950			0.950	0.986							
Satd. Flow (prot)	1787	0	1599	1698	1509	1519	0	5136	1599	0	5136	0
Flt Permitted	0.176			0.950	0.986							
Satd. Flow (perm)	331	0	1599	1698	1509	1519	0	5136	1599	0	5136	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			28		50	50			430			
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		894			646			950			1161	
Travel Time (s)		20.3			14.7			16.2			19.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	4	0	9	558	1	707	0	1308	430	0	1465	0
Shared Lane Traffic (%)				22%		42%						
Lane Group Flow (vph)	4	0	9	435	421	410	0	1308	430	0	1465	0
Turn Type	D.Pm		Perm	Perm	NA	Perm		NA	Perm		NA	
Protected Phases					3			1			1	
Permitted Phases	3		3	3		3			1			
Detector Phase	3		3	3	3	3		1	1		1	
Switch Phase												
Minimum Initial (s)	6.0		6.0	6.0	6.0	6.0		20.0	20.0		20.0	
Minimum Split (s)	13.3		13.3	13.3	13.3	13.3		34.6	34.6		34.6	
Total Split (s)	70.0		70.0	70.0	70.0	70.0		110.0	110.0		110.0	
Total Split (%)	38.9%		38.9%	38.9%	38.9%	38.9%		61.1%	61.1%		61.1%	
Maximum Green (s)	62.7		62.7	62.7	62.7	62.7		102.4	102.4		102.4	
Yellow Time (s)	4.3		4.3	4.3	4.3	4.3		4.3	4.3		4.3	
All-Red Time (s)	3.0		3.0	3.0	3.0	3.0		3.3	3.3		3.3	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	7.3		7.3	7.3	7.3	7.3		7.6	7.6		7.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0		3.0	3.0		3.0	
Recall Mode	None		None	None	None	None		C-Max	C-Max		C-Max	
Walk Time (s)								7.0	7.0		7.0	
Flash Don't Walk (s)								20.0	20.0		20.0	
Pedestrian Calls (#/hr)								0	0		0	
Act Effct Green (s)	55.4		55.4	55.4	55.4	55.4		109.7	109.7		109.7	
Actuated g/C Ratio	0.31		0.31	0.31	0.31	0.31		0.61	0.61		0.61	
v/c Ratio	0.04		0.02	0.83	0.84	0.82		0.42	0.38		0.47	
Control Delay (s/veh)	40.8		0.1	71.9	66.5	63.5		19.3	3.3		20.6	
Queue Delay	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	40.8		0.1	71.9	66.5	63.5		19.3	3.3		20.6	
LOS	D		A	E	E	E		B	A		C	
Approach Delay (s/veh)		12.6			67.3			15.3			20.6	
Approach LOS		B			E			B			C	
Queue Length 50th (ft)	3		0	497	453	416		298	18		346	
Queue Length 95th (ft)	14		0	625	595	547		354	59		412	
Internal Link Dist (ft)		814			566			870			1081	
Turn Bay Length (ft)									250			
Base Capacity (vph)	115		575	591	558	561		3130	1142		3130	
Starvation Cap Reductn	0		0	0	0	0		0	0		0	
Spillback Cap Reductn	0		0	0	0	0		0	0		0	
Storage Cap Reductn	0		0	0	0	0		0	0		0	
Reduced v/c Ratio	0.03		0.02	0.74	0.75	0.73		0.42	0.38		0.47	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 153 (85%), Referenced to phase 1:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay (s/veh): 31.7		Intersection LOS: C	
Intersection Capacity Utilization 72.5%		ICU Level of Service C	
Analysis Period (min) 15			

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



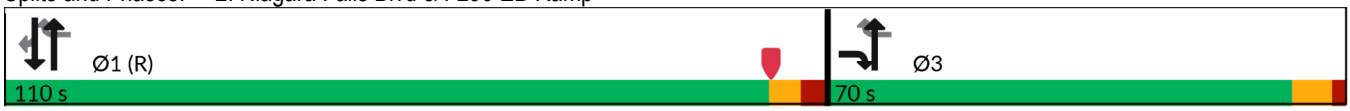


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	494	0	0	382	0	1184	0	0	1299	483
Future Volume (vph)	0	0	494	0	0	382	0	1184	0	0	1299	483
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		200
Storage Lanes	0		2	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Frt			0.850			0.865						0.850
Flt Protected												
Satd. Flow (prot)	0	0	2814	0	0	1611	0	5136	0	0	5136	1599
Flt Permitted												
Satd. Flow (perm)	0	0	2814	0	0	1611	0	5136	0	0	5136	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			73									425
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		932			703			600			950	
Travel Time (s)		21.2			16.0			10.2			16.2	
Peak Hour Factor	0.94	0.92	0.94	0.92	0.92	0.92	0.94	0.94	0.92	0.92	0.94	0.94
Heavy Vehicles (%)	1%	2%	1%	2%	2%	2%	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	0	0	526	0	0	415	0	1260	0	0	1382	514
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	526	0	0	415	0	1260	0	0	1382	514
Turn Type			Prot			Perm		NA			NA	Perm
Protected Phases			3					1 3			1	
Permitted Phases						1 3						1
Detector Phase			3			1 3					1	1
Switch Phase												
Minimum Initial (s)			15.0								10.0	10.0
Minimum Split (s)			22.1								26.5	26.5
Total Split (s)			70.0								110.0	110.0
Total Split (%)			38.9%								61.1%	61.1%
Maximum Green (s)			62.9								102.5	102.5
Yellow Time (s)			5.1								4.3	4.3
All-Red Time (s)			2.0								3.2	3.2
Lost Time Adjust (s)			0.0								0.0	0.0
Total Lost Time (s)			7.1								7.5	7.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)			3.0								3.0	3.0
Recall Mode			None								C-Max	C-Max
Walk Time (s)											7.0	7.0
Flash Don't Walk (s)											12.0	12.0
Pedestrian Calls (#/hr)											0	0
Act Effct Green (s)			37.7			180.0		180.0			127.7	127.7
Actuated g/C Ratio			0.21			1.00		1.00			0.71	0.71
v/c Ratio			0.81			0.26		0.25			0.38	0.41
Control Delay (s/veh)			68.2			0.4		0.1			10.3	2.3
Queue Delay			0.0			0.0		0.0			0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)			68.2			0.4		0.1			10.3	2.3
LOS			E			A		A			B	A
Approach Delay (s/veh)		68.2			0.4			0.1			8.1	
Approach LOS		E			A			A			A	
Queue Length 50th (ft)			298			0		0			160	30
Queue Length 95th (ft)			352			0		0			243	29
Internal Link Dist (ft)		852			623			520			870	
Turn Bay Length (ft)												200
Base Capacity (vph)			1030			1611		5136			3644	1258
Starvation Cap Reductn			0			0		0			0	0
Spillback Cap Reductn			5			0		0			10	0
Storage Cap Reductn			0			0		0			0	0
Reduced v/c Ratio			0.51			0.26		0.25			0.38	0.41

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 1:NBSB, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 12.6		Intersection LOS: B	
Intersection Capacity Utilization 59.0%		ICU Level of Service B	
Analysis Period (min) 15			

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

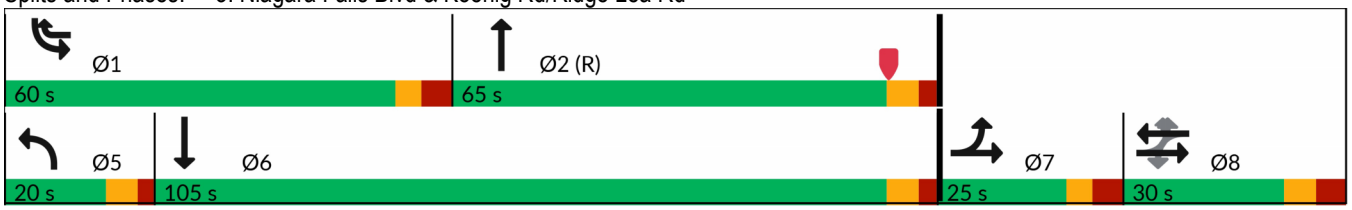


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	64	15	91	57	859	25	1131	64	760	1237	104
Future Volume (vph)	123	64	15	91	57	859	25	1131	64	760	1237	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		225	130		0	435		0
Storage Lanes	1		0	0		2	1		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.91	0.91	0.97	0.91	0.91
Frt		0.972				0.850		0.992			0.988	
Flt Protected	0.950				0.970		0.950			0.950		
Satd. Flow (prot)	1787	1829	0	0	1825	2814	1787	5095	0	3467	5074	0
Flt Permitted	0.461				0.765		0.950			0.950		
Satd. Flow (perm)	867	1829	0	0	1439	2814	1787	5095	0	3467	5074	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				167		5			12	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		853			2284			672			600	
Travel Time (s)		19.4			51.9			11.5			10.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	127	66	15	94	59	886	26	1166	66	784	1275	107
Shared Lane Traffic (%)												
Lane Group Flow (vph)	127	81	0	0	153	886	26	1232	0	784	1382	0
Turn Type	D.P+P	NA		Perm	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	7	7 8			8	1	5	2		1	6	
Permitted Phases	8			8		8						
Detector Phase	7	7 8		8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0			4.1	4.1	5.0	5.0	20.0		5.0	20.0	
Minimum Split (s)	12.7			12.3	12.3	12.5	11.6	32.6		12.5	32.6	
Total Split (s)	25.0			30.0	30.0	60.0	20.0	65.0		60.0	105.0	
Total Split (%)	13.9%			16.7%	16.7%	33.3%	11.1%	36.1%		33.3%	58.3%	
Maximum Green (s)	17.5			21.8	21.8	52.5	13.7	58.5		52.5	98.5	
Yellow Time (s)	3.6			4.3	4.3	3.6	4.3	4.3		3.6	4.3	
All-Red Time (s)	3.9			3.9	3.9	3.9	2.0	2.2		3.9	2.2	
Lost Time Adjust (s)	0.0				0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.5				8.2	7.5	6.3	6.5		7.5	6.5	
Lead/Lag	Lead			Lag	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0			2.0	2.0	2.4	2.4	2.4		2.4	2.4	
Recall Mode	None			None	None	None	None	C-Max		None	Max	
Walk Time (s)								7.0			7.0	
Flash Don't Walk (s)								19.0			19.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	36.6	44.1			21.6	76.9	7.5	67.3		47.1	112.9	
Actuated g/C Ratio	0.20	0.25			0.12	0.43	0.04	0.37		0.26	0.63	
v/c Ratio	0.51	0.18			0.89	0.68	0.35	0.65		0.86	0.43	
Control Delay (s/veh)	62.0	49.4			120.2	35.5	99.4	12.8		70.9	11.4	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		1.2	0.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	62.0	49.4			120.2	35.5	99.4	12.8		72.0	11.6	
LOS	E	D			F	D	F	B		E	B	
Approach Delay (s/veh)		57.1			48.0			14.6			33.5	
Approach LOS		E			D			B			C	
Queue Length 50th (ft)	120	69			178	380	32	72		364	228	
Queue Length 95th (ft)	186	119			#325	456	m53	88		468	247	
Internal Link Dist (ft)		773			2204			592			520	
Turn Bay Length (ft)	100					225	130			435		
Base Capacity (vph)	281	433			180	1377	136	1908		1011	3185	
Starvation Cap Reductn	0	0			0	0	0	21		80	784	
Spillback Cap Reductn	0	0			0	0	0	0		0	0	
Storage Cap Reductn	0	0			0	0	0	0		0	0	
Reduced v/c Ratio	0.45	0.19			0.85	0.64	0.19	0.65		0.84	0.58	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 153 (85%), Referenced to phase 2:NBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay (s/veh): 32.7		Intersection LOS: C	
Intersection Capacity Utilization 78.2%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

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



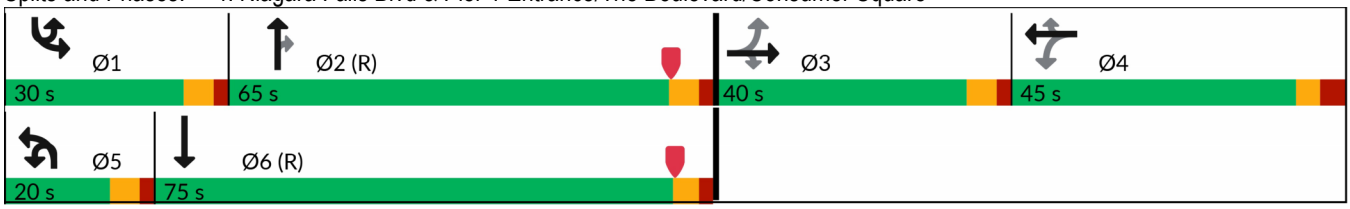
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	14	9	10	113	7	197	5	8	1067	108	1	157
Future Volume (vph)	14	9	10	113	7	197	5	8	1067	108	1	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	0		160		110		170		300
Storage Lanes	0		1	0		1		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91	1.00
Frt			0.850			0.850				0.850		
Flt Protected		0.971			0.955			0.950				0.950
Satd. Flow (prot)	0	1827	1599	0	1797	1599	0	1787	5136	1599	0	1787
Flt Permitted		0.318			0.720			0.950				0.950
Satd. Flow (perm)	0	598	1599	0	1354	1599	0	1787	5136	1599	0	1787
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			127			210				127		
Link Speed (mph)		30			30				40			
Link Distance (ft)		671			580				758			
Travel Time (s)		15.3			13.2				12.9			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	15	10	11	120	7	210	5	9	1135	115	1	167
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	25	11	0	127	210	0	14	1135	115	0	168
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot
Protected Phases		3			4		5	5	2		1	1
Permitted Phases	3		3	4		4				2		
Detector Phase	3	3	3	4	4	4	5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	6.0	6.0	6.0	3.0	3.0	10.0	10.0	3.0	3.0
Minimum Split (s)	23.8	23.8	23.8	24.6	24.6	24.6	10.8	10.8	23.8	23.8	10.8	10.8
Total Split (s)	40.0	40.0	40.0	45.0	45.0	45.0	20.0	20.0	65.0	65.0	30.0	30.0
Total Split (%)	22.2%	22.2%	22.2%	25.0%	25.0%	25.0%	11.1%	11.1%	36.1%	36.1%	16.7%	16.7%
Maximum Green (s)	34.2	34.2	34.2	38.4	38.4	38.4	14.2	14.2	59.2	59.2	24.2	24.2
Yellow Time (s)	3.9	3.9	3.9	3.2	3.2	3.2	3.9	3.9	3.9	3.9	3.9	3.9
All-Red Time (s)	1.9	1.9	1.9	3.4	3.4	3.4	1.9	1.9	1.9	1.9	1.9	1.9
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)		5.8	5.8		6.6	6.6		5.8	5.8	5.8		5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	Max	Max	Max	Max	None	None	C-Max	C-Max	Min	Min
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0			7.0	7.0		
Flash Don't Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0			11.0	11.0		
Pedestrian Calls (#/hr)	0	0	0	0	0	0			0	0		
Act Effct Green (s)		34.2	34.2		38.4	38.4		7.0	62.5	62.5		20.9
Actuated g/C Ratio		0.19	0.19		0.21	0.21		0.04	0.35	0.35		0.12
v/c Ratio		0.22	0.03		0.44	0.42		0.20	0.64	0.18		0.81
Control Delay (s/veh)		67.7	0.1		67.1	9.0		111.4	55.9	9.1		95.8
Queue Delay		0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1009	22
Future Volume (vph)	1009	22
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Frt	0.997	
Flt Protected		
Satd. Flow (prot)	5120	0
Flt Permitted		
Satd. Flow (perm)	5120	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	2	
Link Speed (mph)	40	
Link Distance (ft)	672	
Travel Time (s)	11.5	
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	1073	23
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1096	0
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	23.4	
Total Split (s)	75.0	
Total Split (%)	41.7%	
Maximum Green (s)	69.6	
Yellow Time (s)	3.5	
All-Red Time (s)	1.9	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	5.4	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	C-Max	
Walk Time (s)	7.0	
Flash Don't Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	84.0	
Actuated g/C Ratio	0.47	
v/c Ratio	0.46	
Control Delay (s/veh)	16.7	
Queue Delay	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Total Delay (s/veh)		67.7	0.1		67.1	9.0		111.4	55.9	9.1		95.8
LOS		E	A		E	A		F	E	A		F
Approach Delay (s/veh)		47.1			30.9				52.3			
Approach LOS		D			C				D			
Queue Length 50th (ft)		25	0		132	0		13	490	50		145
Queue Length 95th (ft)		60	0		207	75		m0	547	m76		m253
Internal Link Dist (ft)		591			500				678			
Turn Bay Length (ft)			25			160		110		170		300
Base Capacity (vph)		113	406		288	506		140	1782	638		240
Starvation Cap Reductn		0	0		0	0		0	0	0		0
Spillback Cap Reductn		0	0		0	0		0	0	0		0
Storage Cap Reductn		0	0		0	0		0	0	0		0
Reduced v/c Ratio		0.22	0.03		0.44	0.42		0.10	0.64	0.18		0.70

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 153 (85%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 38.8		Intersection LOS: D	
Intersection Capacity Utilization 64.9%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

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





Lane Group	SBT	SBR
Total Delay (s/veh)	16.7	
LOS	B	
Approach Delay (s/veh)	27.2	
Approach LOS	C	
Queue Length 50th (ft)	148	
Queue Length 95th (ft)	350	
Internal Link Dist (ft)	592	
Turn Bay Length (ft)		
Base Capacity (vph)	2389	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.46	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	44	62	21	150	90	168	2	27	856	60	173	940
Future Volume (vph)	44	62	21	150	90	168	2	27	856	60	173	940
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	100		0		120		165	315	
Storage Lanes	0		1	1		0		1		1	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	1.00	0.91
Frt			0.850		0.902					0.850		0.994
Flt Protected		0.980		0.950				0.950			0.950	
Satd. Flow (prot)	0	1844	1599	1787	1697	0	0	1787	5136	1599	1787	5105
Flt Permitted		0.233		0.616				0.950			0.950	
Satd. Flow (perm)	0	438	1599	1159	1697	0	0	1787	5136	1599	1787	5105
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			63		53					64		4
Link Speed (mph)		30			30				40			40
Link Distance (ft)		713			278				1759			758
Travel Time (s)		16.2			6.3				30.0			12.9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	45	64	22	155	93	173	2	28	882	62	178	969
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	109	22	155	266	0	0	30	882	62	178	1012
Turn Type	Perm	NA	Perm	Perm	NA		Prot	Prot	NA	Perm	Prot	NA
Protected Phases		4			8		5	5	2		1	6
Permitted Phases	4		4	8						2		
Detector Phase	4	4	4	8	8		5	5	2	2	1	6
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		3.0	3.0	10.0	10.0	3.0	10.0
Minimum Split (s)	48.9	48.9	48.9	48.9	48.9		11.7	11.7	40.0	40.0	11.7	31.7
Total Split (s)	60.0	60.0	60.0	60.0	60.0		45.0	45.0	75.0	75.0	45.0	75.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%		25.0%	25.0%	41.7%	41.7%	25.0%	41.7%
Maximum Green (s)	53.1	53.1	53.1	53.1	53.1		38.3	38.3	68.3	68.3	38.3	68.3
Yellow Time (s)	3.2	3.2	3.2	3.2	3.2		4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	3.7	3.7	3.7	3.7	3.7		2.4	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.9	6.9	6.9	6.9			6.7	6.7	6.7	6.7	6.7
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.4	2.4	2.4	2.4	2.4	2.4
Recall Mode	None	None	None	None	None		None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0				7.0	7.0		7.0
Flash Don't Walk (s)	35.0	35.0	35.0	30.0	30.0				24.0	24.0		18.0
Pedestrian Calls (#/hr)	0	0	0	0	0				0	0		0
Act Effct Green (s)		28.2	28.2	28.2	28.2			7.9	108.8	108.8	22.7	125.9
Actuated g/C Ratio		0.16	0.16	0.16	0.16			0.04	0.60	0.60	0.13	0.70
v/c Ratio		1.60	0.07	0.86	0.86			0.38	0.28	0.06	0.79	0.28
Control Delay (s/veh)		372.5	0.5	109.5	82.3			78.1	36.1	21.1	117.6	2.6
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0

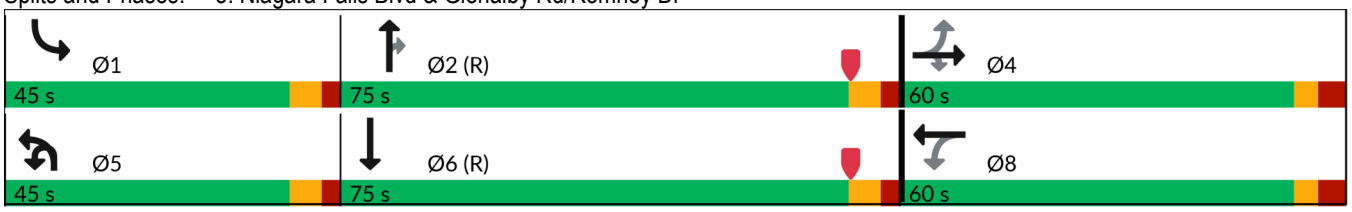


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	42
Future Volume (vph)	42
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.91
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Total Delay (s/veh)		372.5	0.5	109.5	82.3			78.1	36.1	21.1	117.6	2.6
LOS		F	A	F	F			E	D	C	F	A
Approach Delay (s/veh)		310.0			92.3				36.5			19.8
Approach LOS		F			F				D			B
Queue Length 50th (ft)		~183	0	181	251			36	265	12	218	22
Queue Length 95th (ft)		#291	0	m254	m340			m73	394	67	294	36
Internal Link Dist (ft)		633			198				1679			678
Turn Bay Length (ft)			25	100				120		165	315	
Base Capacity (vph)		129	516	341	537			380	3103	991	380	3573
Starvation Cap Reductn		0	0	0	0			0	0	0	0	0
Spillback Cap Reductn		0	0	0	0			0	0	0	0	0
Storage Cap Reductn		0	0	0	0			0	0	0	0	0
Reduced v/c Ratio		0.84	0.04	0.45	0.50			0.08	0.28	0.06	0.47	0.28

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 150 (83%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.60			
Intersection Signal Delay (s/veh): 51.0		Intersection LOS: D	
Intersection Capacity Utilization 69.5%		ICU Level of Service C	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

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





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

Intersection Summary

Intersection	
Int Delay, s/veh	25.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	1	0	13	63	0	49	2	0	1352	74	36	57	1163	11
Future Vol, veh/h	1	0	13	63	0	49	2	0	1352	74	36	57	1163	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	105	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	1	1	1	1	1	1	2	1	1	1	1	1	1	1
Mvmt Flow	1	0	13	64	0	50	2	0	1380	76	37	58	1187	11

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	1938	2841	599	2086	2809	728	875	1198	0	0	1062	1455	0	0
Stage 1	1382	1382	-	1421	1421	-	-	-	-	-	-	-	-	-
Stage 2	556	1459	-	664	1388	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	7.12	6.42	6.52	7.12	5.64	5.32	-	-	5.62	5.32	-	-
Critical Hdwy Stg 1	7.32	5.52	-	7.32	5.52	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.72	5.52	-	6.72	5.52	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.81	4.01	3.91	3.81	4.01	3.91	2.32	3.11	-	-	2.31	3.11	-	-
Pot Cap-1 Maneuver	70	17	383	~ 57	18	316	516	316	-	-	409	237	-	-
Stage 1	108	211	-	102	202	-	-	-	-	-	-	-	-	-
Stage 2	443	194	-	381	210	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	38	11	383	~ 35	12	316	498	498	-	-	269	269	-	-
Mov Cap-2 Maneuver	38	11	-	~ 35	12	-	-	-	-	-	-	-	-	-
Stage 1	70	137	-	101	201	-	-	-	-	-	-	-	-	-
Stage 2	371	193	-	238	136	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	21.5	$ 609.79	0.15	1.87
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	7	-	-	232	58	269	-	-
HCM Lane V/C Ratio	-	-	-	0.061	1.978	0.352	-	-
HCM Control Delay (s/veh)	12.3	0.1	-	21.5	$ 609.8	25.5	-	-
HCM Lane LOS	B	A	-	C	F	D	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	11	1.5	-	-

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

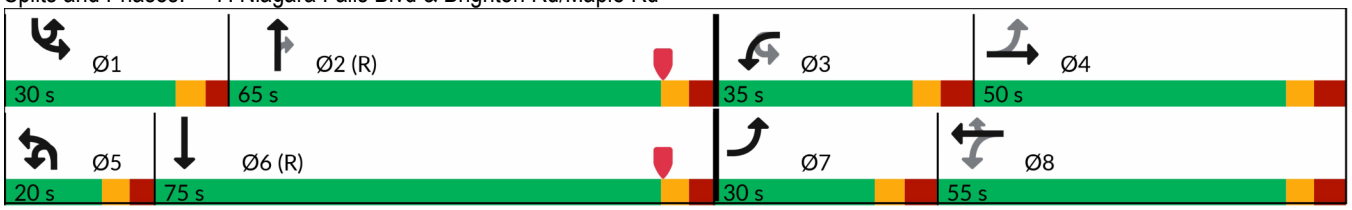
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	167	320	77	345	399	289	14	92	917	268	1	291
Future Volume (vph)	167	320	77	345	399	289	14	92	917	268	1	291
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		50	400		0		300		300		350
Storage Lanes	1		1	1		1		1		1		2
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	0.91	1.00	0.91	1.00	0.91	0.97
Frt		0.971				0.850				0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1787	3471	0	1787	3574	1599	0	1787	5136	1599	0	3467
Flt Permitted	0.474			0.186				0.950				0.950
Satd. Flow (perm)	892	3471	0	350	3574	1599	0	1787	5136	1599	0	3467
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		15				292				276		
Link Speed (mph)		30			45				40			
Link Distance (ft)		1574			1441				956			
Travel Time (s)		35.8			21.8				16.3			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	172	330	79	356	411	298	14	95	945	276	1	300
Shared Lane Traffic (%)												
Lane Group Flow (vph)	172	409	0	356	411	298	0	109	945	276	0	301
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot
Protected Phases	7	4		3	8		5	5	2		1	1
Permitted Phases	4			8		8				2		
Detector Phase	7	4		3	8	8	5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	3.0	6.0		3.0	6.0	6.0	3.0	3.0	10.0	10.0	3.0	3.0
Minimum Split (s)	17.5	48.8		13.8	47.8	47.8	12.1	12.1	39.1	39.1	12.1	12.1
Total Split (s)	30.0	50.0		35.0	55.0	55.0	20.0	20.0	65.0	65.0	30.0	30.0
Total Split (%)	16.7%	27.8%		19.4%	30.6%	30.6%	11.1%	11.1%	36.1%	36.1%	16.7%	16.7%
Maximum Green (s)	21.9	41.9		26.9	46.9	46.9	13.1	13.1	58.1	58.1	23.1	23.1
Yellow Time (s)	3.8	3.8		3.8	3.8	3.8	3.9	3.9	3.9	3.9	3.9	3.9
All-Red Time (s)	4.3	4.3		4.3	4.3	4.3	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)	8.1	8.1		8.1	8.1	8.1		6.9	6.9	6.9		6.9
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.5	2.5	2.5	2.4	2.4	2.4	2.4	2.4	2.4
Recall Mode	None	None		None	None	None	None	None	C-Max	C-Max	None	None
Walk Time (s)		7.0			7.0	7.0			7.0	7.0		
Flash Don't Walk (s)		33.0			31.0	31.0			24.0	24.0		
Pedestrian Calls (#/hr)		0			0	0			0	0		
Act Effct Green (s)	42.1	25.0		59.3	34.9	34.9		16.7	77.8	77.8		20.3
Actuated g/C Ratio	0.23	0.14		0.33	0.19	0.19		0.09	0.43	0.43		0.11
v/c Ratio	0.59	0.83		1.08	0.59	0.55		0.66	0.43	0.33		0.77
Control Delay (s/veh)	53.1	86.6		119.2	70.0	10.5		97.0	37.3	4.6		105.4
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	822	134
Future Volume (vph)	822	134
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Frt	0.979	
Flt Protected		
Satd. Flow (prot)	5028	0
Flt Permitted		
Satd. Flow (perm)	5028	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	20	
Link Speed (mph)	40	
Link Distance (ft)	608	
Travel Time (s)	10.4	
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	847	138
Shared Lane Traffic (%)		
Lane Group Flow (vph)	985	0
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	32.1	
Total Split (s)	75.0	
Total Split (%)	41.7%	
Maximum Green (s)	68.1	
Yellow Time (s)	3.9	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.9	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	2.4	
Recall Mode	C-Max	
Walk Time (s)	7.0	
Flash Don't Walk (s)	17.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	81.3	
Actuated g/C Ratio	0.45	
v/c Ratio	0.43	
Control Delay (s/veh)	20.7	
Queue Delay	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Total Delay (s/veh)	53.1	86.6		119.2	70.0	10.5		97.0	37.3	4.6		105.4
LOS	D	F		F	E	B		F	D	A		F
Approach Delay (s/veh)		76.7			69.8				35.4			
Approach LOS		E			E				D			
Queue Length 50th (ft)	151	242		~386	236	6		126	283	0		189
Queue Length 95th (ft)	209	296		#593	295	99		195	361	64		243
Internal Link Dist (ft)		1494			1361				876			
Turn Bay Length (ft)	50			400				300		300		350
Base Capacity (vph)	341	819		329	931	632		169	2219	847		453
Starvation Cap Reductn	0	0		0	0	0		0	0	0		0
Spillback Cap Reductn	0	0		0	0	0		0	0	0		0
Storage Cap Reductn	0	0		0	0	0		0	0	0		0
Reduced v/c Ratio	0.50	0.50		1.08	0.44	0.47		0.64	0.43	0.33		0.66

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay (s/veh): 51.2		Intersection LOS: D	
Intersection Capacity Utilization 81.5%		ICU Level of Service D	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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





Lane Group	SBT	SBR
Total Delay (s/veh)	20.7	
LOS	C	
Approach Delay (s/veh)	40.5	
Approach LOS	D	
Queue Length 50th (ft)	159	
Queue Length 95th (ft)	185	
Internal Link Dist (ft)	528	
Turn Bay Length (ft)		
Base Capacity (vph)	2282	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.43	

Intersection Summary

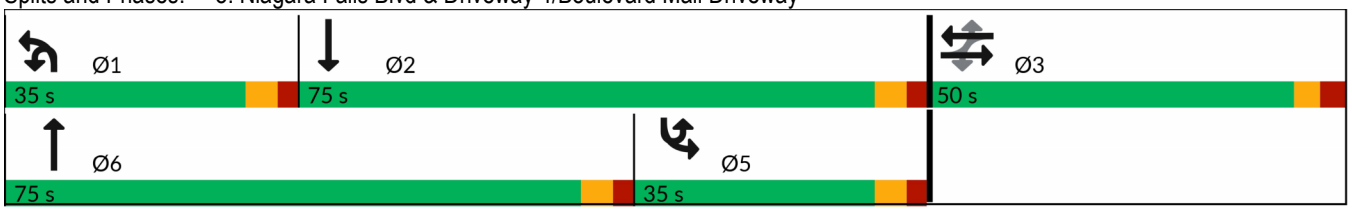
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	4	1	7	73	4	75	2	7	1074	70	13	75
Future Volume (vph)	4	1	7	73	4	75	2	7	1074	70	13	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		125		0		330
Storage Lanes	0		0	1		0		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	0.91	0.91	1.00
Frt		0.921			0.857				0.991			
Flt Protected		0.984		0.950				0.950				0.950
Satd. Flow (prot)	0	1705	0	1787	1612	0	0	1787	5089	0	0	1787
Flt Permitted		0.879		0.750				0.950				0.950
Satd. Flow (perm)	0	1523	0	1411	1612	0	0	1787	5089	0	0	1787
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		7			80				8			
Link Speed (mph)		25			25				40			
Link Distance (ft)		642			490				588			
Travel Time (s)		17.5			13.4				10.0			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	4	1	7	78	4	80	2	7	1143	74	14	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	78	84	0	0	9	1217	0	0	94
Turn Type	Perm	NA		Perm	NA		Prot	Prot	NA		Prot	Prot
Protected Phases		3			3		1	1	6		5	5
Permitted Phases	3			3								
Detector Phase	3	3		3	3		1	1	6		5	5
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		3.0	3.0	10.0		3.0	3.0
Minimum Split (s)	39.2	39.2		39.2	39.2		9.3	9.3	31.3		9.3	9.3
Total Split (s)	50.0	50.0		50.0	50.0		35.0	35.0	75.0		35.0	35.0
Total Split (%)	31.3%	31.3%		31.3%	31.3%		21.9%	21.9%	46.9%		21.9%	21.9%
Maximum Green (s)	43.8	43.8		43.8	43.8		28.7	28.7	68.7		28.7	28.7
Yellow Time (s)	3.2	3.2		3.2	3.2		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		2.3	2.3	2.3		2.3	2.3
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)		6.2		6.2	6.2			6.3	6.3			6.3
Lead/Lag							Lead	Lead	Lead		Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	3.0		2.0	2.0
Recall Mode	None	None		None	None		None	None	Min		None	None
Walk Time (s)	7.0	7.0		7.0	7.0				7.0			
Flash Don't Walk (s)	26.0	26.0		26.0	26.0				18.0			
Pedestrian Calls (#/hr)	0	0		0	0				0			
Act Effct Green (s)		9.0		9.0	9.0			5.1	27.2			8.7
Actuated g/C Ratio		0.15		0.15	0.15			0.08	0.44			0.14
v/c Ratio		0.05		0.38	0.27			0.06	0.54			0.37
Control Delay (s/veh)		19.8		32.0	10.6			32.5	14.7			31.2
Queue Delay		0.0		0.0	0.0			0.0	0.0			0.0

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1184	15
Future Volume (vph)	1184	15
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Frt	0.998	
Flt Protected		
Satd. Flow (prot)	5125	0
Flt Permitted		
Satd. Flow (perm)	5125	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	1	
Link Speed (mph)	40	
Link Distance (ft)	956	
Travel Time (s)	16.3	
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	1260	16
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1276	0
Turn Type	NA	
Protected Phases	2	
Permitted Phases		
Detector Phase	2	
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	33.3	
Total Split (s)	75.0	
Total Split (%)	46.9%	
Maximum Green (s)	68.7	
Yellow Time (s)	4.0	
All-Red Time (s)	2.3	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.3	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	Min	
Walk Time (s)	7.0	
Flash Don't Walk (s)	20.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	37.3	
Actuated g/C Ratio	0.61	
v/c Ratio	0.41	
Control Delay (s/veh)	7.5	
Queue Delay	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Total Delay (s/veh)		19.8		32.0	10.6			32.5	14.7			31.2
LOS		B		C	B			C	B			C
Approach Delay (s/veh)		19.8			20.9				14.9			
Approach LOS		B			C				B			
Queue Length 50th (ft)		2		26	1			3	121			32
Queue Length 95th (ft)		16		75	39			18	198			86
Internal Link Dist (ft)		562			410				508			
Turn Bay Length (ft)								125				330
Base Capacity (vph)		1135		1049	1219			871	4946			871
Starvation Cap Reductn		0		0	0			0	0			0
Spillback Cap Reductn		0		0	0			0	0			0
Storage Cap Reductn		0		0	0			0	0			0
Reduced v/c Ratio		0.01		0.07	0.07			0.01	0.25			0.11

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 61.2			
Natural Cycle: 85			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay (s/veh): 12.4		Intersection LOS: B	
Intersection Capacity Utilization 53.0%		ICU Level of Service A	
Analysis Period (min) 15			

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





Lane Group	SBT	SBR
Total Delay (s/veh)	7.5	
LOS	A	
Approach Delay (s/veh)	9.1	
Approach LOS	A	
Queue Length 50th (ft)	65	
Queue Length 95th (ft)	175	
Internal Link Dist (ft)	876	
Turn Bay Length (ft)		
Base Capacity (vph)	4981	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.26	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	21	14	20	92	11	71	21	18	1054	62	74	1207
Future Volume (vph)	21	14	20	92	11	71	21	18	1054	62	74	1207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		150		0	250	
Storage Lanes	0		0	1		0		1		0	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	0.91	1.00	0.91
Frt		0.951			0.871				0.992			0.997
Flt Protected		0.981		0.950				0.950			0.950	
Satd. Flow (prot)	0	1755	0	1787	1639	0	0	1787	5095	0	1787	5120
Flt Permitted		0.860		0.719				0.950			0.950	
Satd. Flow (perm)	0	1539	0	1353	1639	0	0	1787	5095	0	1787	5120
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		18			75				7			2
Link Speed (mph)		30			25				40			40
Link Distance (ft)		538			562				2182			588
Travel Time (s)		12.2			15.3				37.2			10.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	22	15	21	97	12	75	22	19	1109	65	78	1271
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	58	0	97	87	0	0	41	1174	0	78	1299
Turn Type	Perm	NA		Perm	NA		Prot	Prot	NA		Prot	NA
Protected Phases		3			3		5	5	2		1	6
Permitted Phases	3			3								
Detector Phase	3	3		3	3		5	5	2		1	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		3.0	3.0	10.0		3.0	10.0
Minimum Split (s)	41.6	41.6		41.6	41.6		16.3	16.3	32.6		16.3	32.6
Total Split (s)	50.0	50.0		50.0	50.0		35.0	35.0	75.0		35.0	75.0
Total Split (%)	31.3%	31.3%		31.3%	31.3%		21.9%	21.9%	46.9%		21.9%	46.9%
Maximum Green (s)	43.4	43.4		43.4	43.4		28.4	28.4	68.4		28.4	68.4
Yellow Time (s)	3.2	3.2		3.2	3.2		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	3.4	3.4		3.4	3.4		2.6	2.6	2.6		2.6	2.6
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		6.6		6.6	6.6			6.6	6.6		6.6	6.6
Lead/Lag							Lead	Lead	Lead		Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.5	3.5		3.5	3.5		2.0	2.0	4.0		2.0	4.0
Recall Mode	None	None		None	None		None	None	Min		None	Min
Walk Time (s)	7.0	7.0		7.0	7.0				7.0			7.0
Flash Don't Walk (s)	28.0	28.0		28.0	28.0				19.0			19.0
Pedestrian Calls (#/hr)	5	5		5	5				5			5
Act Effct Green (s)		14.5		14.5	14.5			6.9	32.7		8.9	37.3
Actuated g/C Ratio		0.20		0.20	0.20			0.09	0.44		0.12	0.50
v/c Ratio		0.18		0.37	0.23			0.25	0.52		0.36	0.50
Control Delay (s/veh)		21.9		32.4	10.7			42.5	17.9		41.0	15.2
Queue Delay		0.0		0.0	0.0			0.0	0.0		0.0	0.0

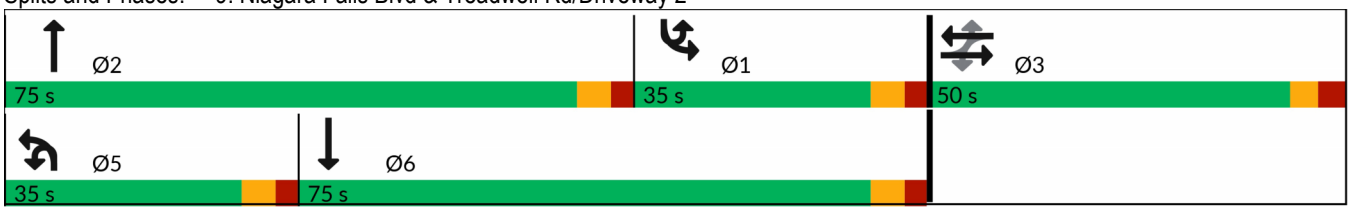


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	27
Future Volume (vph)	27
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.91
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.95
Heavy Vehicles (%)	1%
Adj. Flow (vph)	28
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Don't Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Total Delay (s/veh)		21.9		32.4	10.7			42.5	17.9		41.0	15.2
LOS		C		C	B			D	B		D	B
Approach Delay (s/veh)		21.9			22.1				18.7			16.7
Approach LOS		C			C				B			B
Queue Length 50th (ft)		15		38	4			17	131		31	141
Queue Length 95th (ft)		53		99	44			65	287		103	307
Internal Link Dist (ft)		458			482				2102			508
Turn Bay Length (ft)								150			250	
Base Capacity (vph)		996		870	1081			752	4542		752	4564
Starvation Cap Reductn		0		0	0			0	0		0	81
Spillback Cap Reductn		0		0	0			0	0		0	0
Storage Cap Reductn		0		0	0			0	0		0	0
Reduced v/c Ratio		0.06		0.11	0.08			0.05	0.26		0.10	0.29

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 73.9			
Natural Cycle: 95			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay (s/veh): 18.0		Intersection LOS: B	
Intersection Capacity Utilization 55.1%		ICU Level of Service B	
Analysis Period (min) 15			

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





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

Intersection Summary



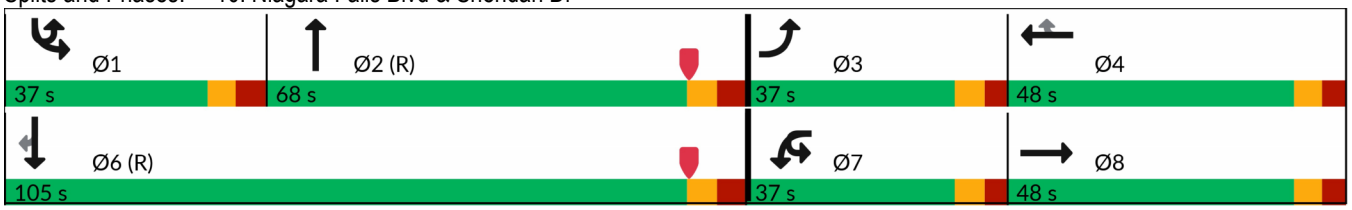
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	376	684	0	2	305	736	58	0	607	65	34	169
Future Volume (vph)	376	684	0	2	305	736	58	0	607	65	34	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	370		0		300		300	0		0		450
Storage Lanes	2		0		2		1	0		0		2
Taper Length (ft)	25				25			25				25
Lane Util. Factor	0.97	0.91	0.91	0.91	0.97	0.91	1.00	1.00	0.91	0.91	0.95	0.97
Ped Bike Factor	1.00				1.00		0.98					
Frt							0.850		0.985			
Flt Protected	0.950				0.950							0.950
Satd. Flow (prot)	3467	5136	0	0	3467	5136	1599	0	5059	0	0	3467
Flt Permitted	0.950				0.950							0.950
Satd. Flow (perm)	3463	5136	0	0	3465	5136	1575	0	5059	0	0	3467
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)							119		10			
Link Speed (mph)		40				40			40			
Link Distance (ft)		623				1468			379			
Travel Time (s)		10.6				25.0			6.5			
Confl. Peds. (#/hr)	2		1		1		2					
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	388	705	0	2	314	759	60	0	626	67	35	174
Shared Lane Traffic (%)												
Lane Group Flow (vph)	388	705	0	0	316	759	60	0	693	0	0	209
Turn Type	Prot	NA		Prot	Prot	NA	Perm		NA		Prot	Prot
Protected Phases	3	8		7	7	4			2		1	1
Permitted Phases							4					
Detector Phase	3	8		7	7	4	4		2		1	1
Switch Phase												
Minimum Initial (s)	3.0	6.0		3.0	3.0	6.0	6.0		10.0		3.0	3.0
Minimum Split (s)	10.3	48.0		10.3	10.3	48.0	48.0		58.2		12.3	12.3
Total Split (s)	37.0	48.0		37.0	37.0	48.0	48.0		68.0		37.0	37.0
Total Split (%)	19.5%	25.3%		19.5%	19.5%	25.3%	25.3%		35.8%		19.5%	19.5%
Maximum Green (s)	29.7	40.7		29.7	29.7	40.7	40.7		59.8		28.8	28.8
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0		4.0		4.0	4.0
All-Red Time (s)	3.3	3.3		3.3	3.3	3.3	3.3		4.2		4.2	4.2
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0		0.0			0.0
Total Lost Time (s)	7.3	7.3			7.3	7.3	7.3		8.2			8.2
Lead/Lag	Lead	Lag		Lead	Lead	Lag	Lag		Lag		Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	4.0		2.0	2.0	4.0	4.0		4.0		2.0	2.0
Recall Mode	None	None		None	None	None	None		C-Min		None	None
Walk Time (s)		7.0				7.0	7.0		7.0			
Flash Don't Walk (s)		30.0				30.0	30.0		39.0			
Pedestrian Calls (#/hr)		0				2	2		1			
Act Effct Green (s)	25.5	40.9			21.7	37.0	37.0		80.6			15.8
Actuated g/C Ratio	0.13	0.22			0.11	0.19	0.19		0.42			0.08
v/c Ratio	0.83	0.64			0.80	0.76	0.15		0.32			0.73

Lane Group	SBT	SBR
Lane Configurations	↑↑	↱
Traffic Volume (vph)	773	442
Future Volume (vph)	773	442
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3574	1599
Flt Permitted		
Satd. Flow (perm)	3574	1599
Right Turn on Red		Yes
Satd. Flow (RTOR)		456
Link Speed (mph)	40	
Link Distance (ft)	2182	
Travel Time (s)	37.2	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	797	456
Shared Lane Traffic (%)		
Lane Group Flow (vph)	797	456
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	10.0	10.0
Minimum Split (s)	58.2	58.2
Total Split (s)	105.0	105.0
Total Split (%)	55.3%	55.3%
Maximum Green (s)	96.8	96.8
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.2	4.2
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.2	8.2
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	4.0	4.0
Recall Mode	C-Min	C-Min
Walk Time (s)	7.0	7.0
Flash Don't Walk (s)	39.0	39.0
Pedestrian Calls (#/hr)	2	2
Act Effct Green (s)	104.6	104.6
Actuated g/C Ratio	0.55	0.55
v/c Ratio	0.40	0.42

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Control Delay (s/veh)	95.7	70.2			97.2	77.2	0.8		20.7			99.2
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.2			0.0
Total Delay (s/veh)	95.7	70.2			97.2	77.2	0.8		20.9			99.2
LOS	F	E			F	E	A		C			F
Approach Delay (s/veh)		79.2				78.8			20.9			
Approach LOS		E				E			C			
Queue Length 50th (ft)	247	298			202	334	0		98			134
Queue Length 95th (ft)	301	329			253	367	0		76			179
Internal Link Dist (ft)		543				1388			299			
Turn Bay Length (ft)	370				300		300					450
Base Capacity (vph)	547	1159			541	1119	436		2152			525
Starvation Cap Reductn	0	0			0	0	0		709			0
Spillback Cap Reductn	0	0			0	0	0		0			0
Storage Cap Reductn	0	0			0	0	0		0			0
Reduced v/c Ratio	0.71	0.61			0.58	0.68	0.14		0.48			0.40

Intersection Summary			
Area Type:	Other		
Cycle Length: 190			
Actuated Cycle Length: 190			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 53.4		Intersection LOS: D	
Intersection Capacity Utilization 70.8%		ICU Level of Service C	
Analysis Period (min) 15			

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





Lane Group	SBT	SBR
Control Delay (s/veh)	26.6	3.2
Queue Delay	0.1	0.0
Total Delay (s/veh)	26.7	3.2
LOS	C	A
Approach Delay (s/veh)	29.7	
Approach LOS	C	
Queue Length 50th (ft)	296	0
Queue Length 95th (ft)	406	63
Internal Link Dist (ft)	2102	
Turn Bay Length (ft)		
Base Capacity (vph)	1987	1091
Starvation Cap Reductn	0	0
Spillback Cap Reductn	287	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.47	0.42

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	1	242	169	46	298	92	2	153	753	41	3	107
Future Volume (vph)	1	242	169	46	298	92	2	153	753	41	3	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	200		0		250		0		0
Storage Lanes	0		1	1		0		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	0.91	1.00	0.91	0.91	0.95	1.00
Frt			0.850		0.965				0.992			
Flt Protected				0.950				0.950				0.950
Satd. Flow (prot)	0	3574	1599	1787	3449	0	0	1787	5095	0	0	1787
Flt Permitted		0.953		0.474				0.950				0.950
Satd. Flow (perm)	0	3406	1599	892	3449	0	0	1787	5095	0	0	1787
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			165		21				5			
Link Speed (mph)		30			35				35			
Link Distance (ft)		718			1535				1665			
Travel Time (s)		16.3			29.9				32.4			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	247	172	47	304	94	2	156	768	42	3	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	248	172	47	398	0	0	158	810	0	0	112
Turn Type	Perm	NA	Perm	Perm	NA		Prot	Prot	NA		Prot	Prot
Protected Phases		4			4		1	1	2		1 3	1 3
Permitted Phases	4		4	4								
Detector Phase	4	4	4	4	4		1	1	2		1 3	1 3
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		3.0	3.0	5.0			
Minimum Split (s)	43.1	43.1	43.1	43.1	43.1		9.8	9.8	22.5			
Total Split (s)	54.0	54.0	54.0	54.0	54.0		35.0	35.0	68.0			
Total Split (%)	28.4%	28.4%	28.4%	28.4%	28.4%		18.4%	18.4%	35.8%			
Maximum Green (s)	46.9	46.9	46.9	46.9	46.9		28.2	28.2	63.5			
Yellow Time (s)	3.2	3.2	3.2	3.2	3.2		3.9	3.9	3.5			
All-Red Time (s)	3.9	3.9	3.9	3.9	3.9		2.9	2.9	1.0			
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0			
Total Lost Time (s)		7.1	7.1	7.1	7.1			6.8	4.5			
Lead/Lag	Lag	Lag	Lag	Lag	Lag		Lead	Lead	Lag			
Lead-Lag Optimize?									Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	3.0			
Recall Mode	None	None	None	None	None		None	None	C-Max			
Walk Time (s)	7.0	7.0	7.0	7.0	7.0				7.0			
Flash Don't Walk (s)	29.0	29.0	29.0	29.0	29.0				11.0			
Pedestrian Calls (#/hr)	0	0	0	0	0				0			
Act Effct Green (s)		27.2	27.2	27.2	27.2			21.1	102.0			35.7
Actuated g/C Ratio		0.14	0.14	0.14	0.14			0.11	0.54			0.19
v/c Ratio		0.51	0.47	0.37	0.78			0.80	0.30			0.33
Control Delay (s/veh)		78.2	13.9	80.3	84.8			109.1	26.2			38.4
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0			0.0

Lane Group	SBT	SBR	Ø3
Lane Configurations			
Traffic Volume (vph)	952	32	
Future Volume (vph)	952	32	
Ideal Flow (vphpl)	1900	1900	
Storage Length (ft)		0	
Storage Lanes		0	
Taper Length (ft)			
Lane Util. Factor	0.95	0.95	
Frt	0.995		
Flt Protected			
Satd. Flow (prot)	3556	0	
Flt Permitted			
Satd. Flow (perm)	3556	0	
Right Turn on Red		Yes	
Satd. Flow (RTOR)	3		
Link Speed (mph)	40		
Link Distance (ft)	379		
Travel Time (s)	6.5		
Peak Hour Factor	0.98	0.98	
Heavy Vehicles (%)	1%	1%	
Adj. Flow (vph)	971	33	
Shared Lane Traffic (%)			
Lane Group Flow (vph)	1004	0	
Turn Type	NA		
Protected Phases	2 3		3
Permitted Phases			
Detector Phase	2 3		
Switch Phase			
Minimum Initial (s)			3.0
Minimum Split (s)			9.8
Total Split (s)			33.0
Total Split (%)			17%
Maximum Green (s)			26.2
Yellow Time (s)			3.9
All-Red Time (s)			2.9
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag			Lead
Lead-Lag Optimize?			
Vehicle Extension (s)			2.0
Recall Mode			None
Walk Time (s)			
Flash Don't Walk (s)			
Pedestrian Calls (#/hr)			
Act Effct Green (s)	123.3		
Actuated g/C Ratio	0.65		
v/c Ratio	0.43		
Control Delay (s/veh)	12.7		
Queue Delay	0.2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Total Delay (s/veh)		78.2	13.9	80.3	84.8			109.1	26.2			38.4
LOS		E	B	F	F			F	C			D
Approach Delay (s/veh)		51.9			84.3				39.7			
Approach LOS		D			F				D			
Queue Length 50th (ft)		153	8	54	243			196	199			88
Queue Length 95th (ft)		195	82	99	294			275	285			161
Internal Link Dist (ft)		638			1455				1585			
Turn Bay Length (ft)			100	200				250				
Base Capacity (vph)		840	518	220	867			265	2737			511
Starvation Cap Reductn		0	0	0	0			0	0			0
Spillback Cap Reductn		0	0	0	0			0	5			0
Storage Cap Reductn		0	0	0	0			0	0			0
Reduced v/c Ratio		0.30	0.33	0.21	0.46			0.60	0.30			0.22

Intersection Summary			
Area Type:	Other		
Cycle Length: 190			
Actuated Cycle Length: 190			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay (s/veh): 39.0		Intersection LOS: D	
Intersection Capacity Utilization 78.8%		ICU Level of Service D	
Analysis Period (min) 15			

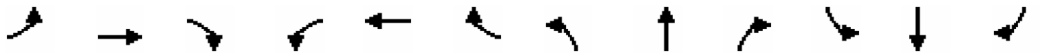
Splits and Phases: 11: Niagara Falls Blvd & Eggert Rd





Lane Group	SBT	SBR	Ø3
Total Delay (s/veh)	13.0		
LOS	B		
Approach Delay (s/veh)	15.5		
Approach LOS	B		
Queue Length 50th (ft)	361		
Queue Length 95th (ft)	410		
Internal Link Dist (ft)	299		
Turn Bay Length (ft)			
Base Capacity (vph)	2527		
Starvation Cap Reductn	693		
Spillback Cap Reductn	0		
Storage Cap Reductn	0		
Reduced v/c Ratio	0.55		

Intersection Summary



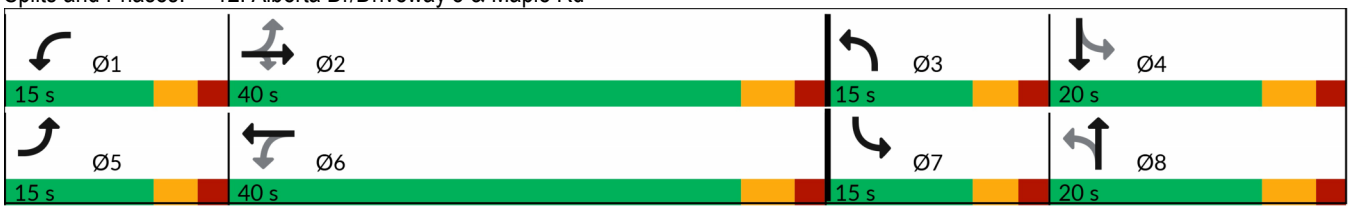
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	563	206	314	973	5	262	69	236	15	36	48
Future Volume (vph)	26	563	206	314	973	5	262	69	236	15	36	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	400		0	0		0	0		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.999			0.884			0.914	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1787	5131	0	1787	1663	0	1787	1719	0
Flt Permitted	0.266			0.251			0.495			0.566		
Satd. Flow (perm)	500	3574	1599	472	5131	0	931	1663	0	1065	1719	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			217		1			162			51	
Link Speed (mph)		45			45			35			25	
Link Distance (ft)		1441			678			472			347	
Travel Time (s)		21.8			10.3			9.2			9.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	27	593	217	331	1024	5	276	73	248	16	38	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	593	217	331	1029	0	276	321	0	16	89	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2	2	2	6			8			4		
Detector Phase	5	2	2	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	10.0	27.6	27.6	10.0	27.6		10.0	27.6		10.0	27.6	
Total Split (s)	15.0	40.0	40.0	15.0	40.0		15.0	20.0		15.0	20.0	
Total Split (%)	16.7%	44.4%	44.4%	16.7%	44.4%		16.7%	22.2%		16.7%	22.2%	
Maximum Green (s)	10.0	34.4	34.4	10.0	34.4		10.0	14.4		10.0	14.4	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.6		3.0	3.6		3.0	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.6	5.6	5.0	5.6		5.0	5.6		5.0	5.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		3.0	4.0	
Minimum Gap (s)	3.0	0.2	0.2	3.0	0.2		3.0	0.2		3.0	0.2	
Time Before Reduce (s)	0.0	7.0	7.0	0.0	7.0		0.0	7.0		0.0	7.0	
Time To Reduce (s)	0.0	0.5	0.5	0.0	0.5		0.0	0.5		0.0	0.5	
Recall Mode	None	Min	Min	None	Min		None	None		None	None	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Don't Walk (s)		15.0	15.0		15.0			15.0			15.0	
Pedestrian Calls (#/hr)		4	4		2			4			2	
Act Effct Green (s)	24.4	17.4	17.4	32.5	28.4		23.9	21.7		15.9	12.3	
Actuated g/C Ratio	0.36	0.26	0.26	0.48	0.42		0.35	0.32		0.23	0.18	

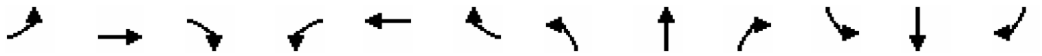
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.09	0.65	0.38	0.79	0.48		0.60	0.50		0.05	0.25	
Control Delay (s/veh)	12.3	27.2	5.8	30.4	17.9		22.9	13.2		15.3	15.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	12.3	27.2	5.8	30.4	17.9		22.9	13.2		15.3	15.7	
LOS	B	C	A	C	B		C	B		B	B	
Approach Delay (s/veh)		21.2			21.0			17.7			15.6	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	6	117	0	84	98		83	46		4	14	
Queue Length 95th (ft)	22	203	51	#248	223		163	153		17	53	
Internal Link Dist (ft)		1361			598			392			267	
Turn Bay Length (ft)	200		200	400								
Base Capacity (vph)	408	1897	950	429	2724		462	672		429	450	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.07	0.31	0.23	0.77	0.38		0.60	0.48		0.04	0.20	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 67.8
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay (s/veh): 20.2 Intersection LOS: C
Intersection Capacity Utilization 67.6% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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





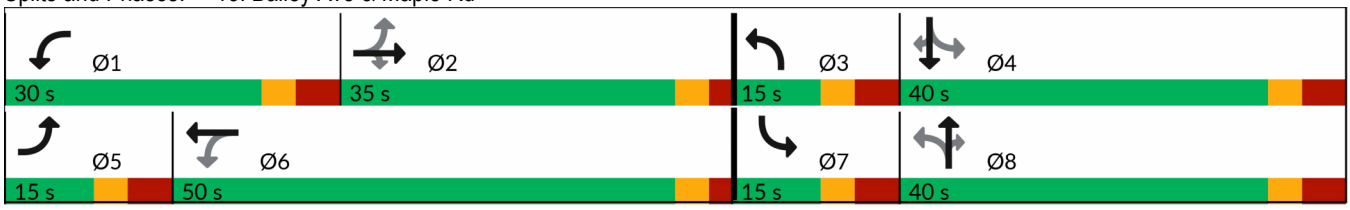
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	677	67	251	1035	291	103	395	146	300	396	177
Future Volume (vph)	116	677	67	251	1035	291	103	395	146	300	396	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		430	350		0	150		150	500		150
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.967				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1787	4966	0	1787	1881	1599	1787	1881	1599
Flt Permitted	0.150			0.134			0.237			0.226		
Satd. Flow (perm)	282	3574	1599	252	4966	0	446	1881	1599	425	1881	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			227		68				209			209
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		678			748			1712			1039	
Travel Time (s)		10.3			11.3			33.4			20.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	120	698	69	259	1067	300	106	407	151	309	408	182
Shared Lane Traffic (%)												
Lane Group Flow (vph)	120	698	69	259	1367	0	106	407	151	309	408	182
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2	2	2	6			8		8	4		4
Detector Phase	5	2	2	1	6		3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.0	29.0	29.0	12.0	29.0		12.0	29.0	29.0	12.0	29.0	29.0
Total Split (s)	15.0	35.0	35.0	30.0	50.0		15.0	40.0	40.0	15.0	40.0	40.0
Total Split (%)	12.5%	29.2%	29.2%	25.0%	41.7%		12.5%	33.3%	33.3%	12.5%	33.3%	33.3%
Maximum Green (s)	8.0	30.0	30.0	23.0	45.0		8.0	33.0	33.0	8.0	33.0	33.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	4.0	2.0	2.0	4.0	2.0		4.0	4.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	5.0	5.0	7.0	5.0		7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
Minimum Gap (s)	3.0	0.2	0.2	3.0	0.2		3.0	0.2	0.2	3.0	0.2	0.2
Time Before Reduce (s)	0.0	7.0	7.0	0.0	7.0		0.0	7.0	7.0	0.0	7.0	7.0
Time To Reduce (s)	0.0	0.5	0.5	0.0	0.5		0.0	0.5	0.5	0.0	0.5	0.5
Recall Mode	None	Min	Min	None	Min		None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	7.0
Flash Don't Walk (s)		15.0	15.0		15.0			15.0	15.0		15.0	15.0
Pedestrian Calls (#/hr)		1	1		0			1	1		0	0
Act Effct Green (s)	32.5	26.6	26.6	46.4	34.8		35.3	27.5	27.5	36.1	27.9	27.9
Actuated g/C Ratio	0.31	0.25	0.25	0.44	0.33		0.34	0.26	0.26	0.34	0.27	0.27

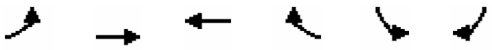
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.60	0.77	0.12	0.74	0.81		0.43	0.83	0.26	1.23	0.82	0.31
Control Delay (s/veh)	35.1	44.1	0.4	36.2	34.6		26.8	52.4	2.3	160.1	51.3	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.1	44.1	0.4	36.2	34.6		26.8	52.4	2.3	160.1	51.3	4.4
LOS	D	D	A	D	C		C	D	A	F	D	A
Approach Delay (s/veh)		39.5			34.8			36.9			79.2	
Approach LOS		D			C			D			E	
Queue Length 50th (ft)	47	235	0	113	298		44	258	0	~175	259	0
Queue Length 95th (ft)	#113	338	0	212	369		91	#437	15	#386	#439	38
Internal Link Dist (ft)		598			668			1632			959	
Turn Bay Length (ft)	250		430	350			150		150	500		150
Base Capacity (vph)	204	1039	626	457	2205		255	601	654	251	601	654
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.67	0.11	0.57	0.62		0.42	0.68	0.23	1.23	0.68	0.28

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 104.9
Natural Cycle: 85
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.23
Intersection Signal Delay (s/veh): 46.0 Intersection LOS: D
Intersection Capacity Utilization 92.0% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 13: Bailey Ave & Maple Rd



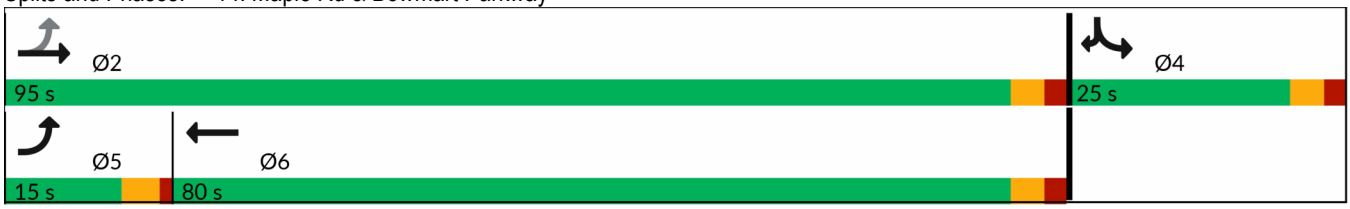


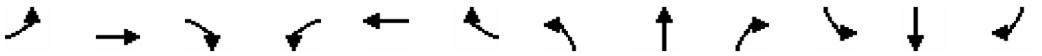
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	111	976	1493	245	239	107
Future Volume (vph)	111	976	1493	245	239	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250			100	100	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.91	0.91	1.00	1.00
Frt			0.979			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1787	3574	5028	0	1787	1599
Flt Permitted	0.085				0.950	
Satd. Flow (perm)	160	3574	5028	0	1787	1599
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			50			111
Link Speed (mph)		35	45		30	
Link Distance (ft)		748	466		1444	
Travel Time (s)		14.6	7.1		32.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	116	1017	1555	255	249	111
Shared Lane Traffic (%)						
Lane Group Flow (vph)	116	1017	1810	0	249	111
Turn Type	pm+pt	NA	NA		Prot	Prot
Protected Phases	5	2	6		4	4
Permitted Phases	2					
Detector Phase	5	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	4.0	4.0		4.0	4.0
Minimum Split (s)	9.5	27.0	27.0		27.0	27.0
Total Split (s)	15.0	95.0	80.0		25.0	25.0
Total Split (%)	12.5%	79.2%	66.7%		20.8%	20.8%
Maximum Green (s)	10.5	90.0	75.0		20.0	20.0
Yellow Time (s)	3.5	3.0	3.0		3.0	3.0
All-Red Time (s)	1.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	5.0	5.0		5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	Min	Min		None	None
Walk Time (s)		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)	56.8	56.3	42.4		16.8	16.8
Actuated g/C Ratio	0.68	0.68	0.51		0.20	0.20
v/c Ratio	0.40	0.42	0.70		0.69	0.27
Control Delay (s/veh)	11.7	6.8	16.8		44.2	8.9
Queue Delay	0.0	0.0	0.0		0.0	0.0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Delay (s/veh)	11.7	6.8	16.9		44.2	8.9
LOS	B	A	B		D	A
Approach Delay (s/veh)		7.3	16.9		33.3	
Approach LOS		A	B		C	
Queue Length 50th (ft)	19	114	253		121	0
Queue Length 95th (ft)	56	157	320		#259	46
Internal Link Dist (ft)		668	386		1364	
Turn Bay Length (ft)	250				100	
Base Capacity (vph)	320	3461	4457		441	478
Starvation Cap Reductn	0	0	487		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.36	0.29	0.46		0.56	0.23

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 83.4			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay (s/veh): 15.4		Intersection LOS: B	
Intersection Capacity Utilization 65.8%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 14: Maple Rd & Bowmart Parkway



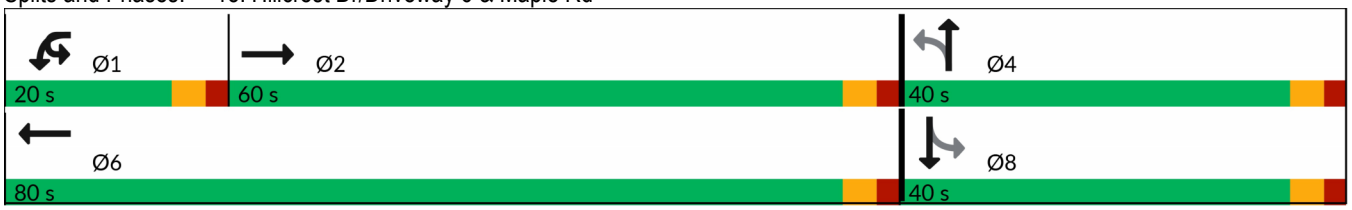


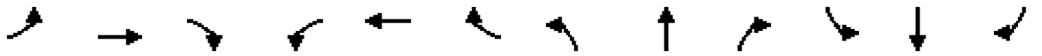
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1152	18	19	1746	0	32	0	33	27	0	5
Future Volume (vph)	0	1152	18	19	1746	0	32	0	33	27	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998						0.932			0.850	
Flt Protected				0.950				0.976		0.950		
Satd. Flow (prot)	0	3567	0	1787	3574	0	0	1711	0	1787	1599	0
Flt Permitted				0.950				0.841		0.903		
Satd. Flow (perm)	0	3567	0	1787	3574	0	0	1474	0	1699	1599	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)								64			64	
Link Speed (mph)		35			35			30			10	
Link Distance (ft)		466			1563			418			259	
Travel Time (s)		9.1			30.4			9.5			17.7	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	1239	19	20	1877	0	34	0	35	29	0	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1258	0	20	1877	0	0	69	0	29	5	0
Turn Type		NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases							4			8		
Detector Phase		2		1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)		5.0		10.0	5.0		5.0	5.0		10.0	10.0	
Minimum Split (s)		27.0		27.0	27.0		27.0	27.0		27.0	27.0	
Total Split (s)		60.0		20.0	80.0		40.0	40.0		40.0	40.0	
Total Split (%)		50.0%		16.7%	66.7%		33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)		55.0		15.0	75.0		35.0	35.0		35.0	35.0	
Yellow Time (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)		2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Gap (s)		0.2		0.2	0.2		0.2	0.2		0.2	0.2	
Time Before Reduce (s)		7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Time To Reduce (s)		0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Recall Mode		Min		None	Min		None	None		None	None	
Walk Time (s)					7.0							
Flash Don't Walk (s)					30.0							
Pedestrian Calls (#/hr)					0							
Act Effct Green (s)		40.0		10.6	45.3			9.6		10.8	10.8	
Actuated g/C Ratio		0.67		0.18	0.76			0.16		0.18	0.18	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.53		0.06	0.70			0.24		0.10	0.01	
Control Delay (s/veh)		10.3		25.7	7.6			11.0		25.7	0.0	
Queue Delay		0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay (s/veh)		10.3		25.7	7.6			11.0		25.7	0.0	
LOS		B		C	A			B		C	A	
Approach Delay (s/veh)		10.3			7.8			11.0			22.0	
Approach LOS		B			A			B			C	
Queue Length 50th (ft)		99		6	203			2		10	0	
Queue Length 95th (ft)		285		26	292			34		33	0	
Internal Link Dist (ft)		386			1483			338			179	
Turn Bay Length (ft)				150								
Base Capacity (vph)		3093		474	3574			938		1053	1015	
Starvation Cap Reductn		344		0	0			0		0	0	
Spillback Cap Reductn		0		0	0			0		0	0	
Storage Cap Reductn		0		0	0			0		0	0	
Reduced v/c Ratio		0.46		0.04	0.53			0.07		0.03	0.00	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 60			
Natural Cycle: 85			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay (s/veh): 9.0		Intersection LOS: A	
Intersection Capacity Utilization 67.1%		ICU Level of Service C	
Analysis Period (min) 15			

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



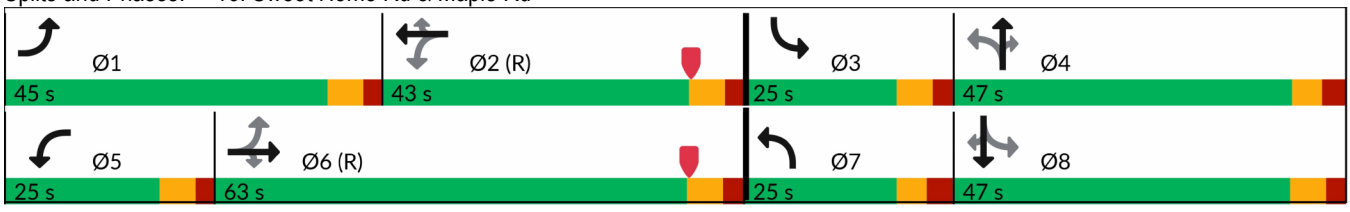


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	375	740	91	209	987	260	120	382	154	231	468	620
Future Volume (vph)	375	740	91	209	987	260	120	382	154	231	468	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	100		0	150		150	200		0
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.97	1.00								0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1787	3574	1599	1787	1881	1599	1787	1881	1599
Flt Permitted	0.083			0.324			0.132			0.160		
Satd. Flow (perm)	156	3574	1556	608	3574	1599	248	1881	1599	301	1881	1575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			113			161			157			438
Link Speed (mph)		45			45			35			45	
Link Distance (ft)		1563			492			510			929	
Travel Time (s)		23.7			7.5			9.9			14.1	
Confl. Peds. (#/hr)			3	3			2					2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	391	771	95	218	1028	271	125	398	160	241	488	646
Shared Lane Traffic (%)												
Lane Group Flow (vph)	391	771	95	218	1028	271	125	398	160	241	488	646
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0	10.0	3.0	6.0	6.0	3.0	6.0	6.0
Minimum Split (s)	10.2	39.5	39.5	9.8	38.8	38.8	10.2	45.3	45.3	9.6	45.3	45.3
Total Split (s)	45.0	63.0	63.0	25.0	43.0	43.0	25.0	47.0	47.0	25.0	47.0	47.0
Total Split (%)	28.1%	39.4%	39.4%	15.6%	26.9%	26.9%	15.6%	29.4%	29.4%	15.6%	29.4%	29.4%
Maximum Green (s)	38.5	56.5	56.5	18.6	36.6	36.6	18.5	40.5	40.5	18.4	40.4	40.4
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	3.6	3.6	3.6	4.3	4.3	4.3
All-Red Time (s)	2.2	2.2	2.2	2.1	2.1	2.1	2.9	2.9	2.9	2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.4	6.4	6.4	6.5	6.5	6.5	6.6	6.6	6.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	4.0	2.0	4.0	4.0	2.0	4.0	4.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		26.0	26.0		25.0	25.0		26.0	26.0		26.0	26.0
Pedestrian Calls (#/hr)		0	0		3	3		2	2		2	2
Act Effct Green (s)	81.5	60.1	60.1	56.9	41.8	41.8	53.6	41.4	41.4	63.9	46.7	46.7
Actuated g/C Ratio	0.51	0.38	0.38	0.36	0.26	0.26	0.34	0.26	0.26	0.40	0.29	0.29
v/c Ratio	0.94	0.57	0.15	0.67	1.10	0.51	0.63	0.82	0.30	0.85	0.89	0.84

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	77.7	42.4	3.9	42.8	108.2	16.5	45.3	70.6	8.3	60.8	73.2	27.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	77.7	42.4	3.9	42.8	108.2	16.5	45.3	70.6	8.3	60.8	73.2	27.6
LOS	E	D	A	D	F	B	D	E	A	E	E	C
Approach Delay (s/veh)		50.4			82.4			51.4			49.6	
Approach LOS		D			F			D			D	
Queue Length 50th (ft)	349	338	0	87	~669	64	83	398	2	171	488	231
Queue Length 95th (ft)	#507	421	29	170	#862	145	132	#566	63	#313	#757	#493
Internal Link Dist (ft)		1483			412			430			849	
Turn Bay Length (ft)	200		200	100			150		150	200		
Base Capacity (vph)	471	1341	654	366	934	536	270	486	530	290	549	769
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.57	0.15	0.60	1.10	0.51	0.46	0.82	0.30	0.83	0.89	0.84

Intersection Summary	
Area Type:	Other
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 117 (73%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 135	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay (s/veh): 60.4	Intersection LOS: E
Intersection Capacity Utilization 102.6%	ICU Level of Service G
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

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



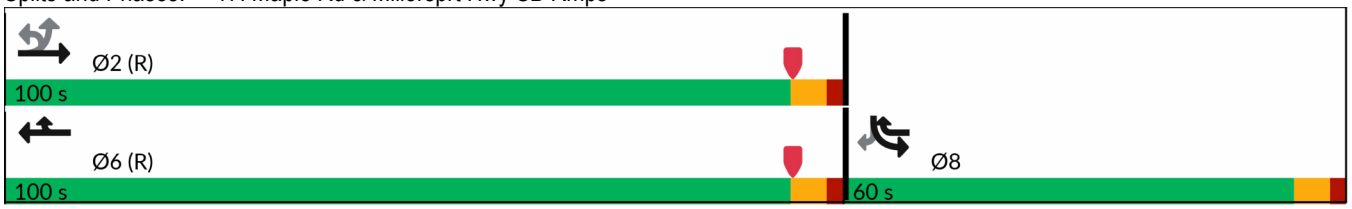


Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	2	44	826	954	236	37	151
Future Volume (vph)	2	44	826	954	236	37	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100			115	0	0
Storage Lanes		1			1	1	1
Taper Length (ft)		25				25	
Lane Util. Factor	0.95	1.00	0.95	0.95	1.00	1.00	1.00
Frt					0.850		0.850
Flt Protected		0.950				0.950	
Satd. Flow (prot)	0	1787	3574	3574	1599	1787	1599
Flt Permitted		0.281				0.950	
Satd. Flow (perm)	0	529	3574	3574	1599	1787	1599
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)							115
Link Speed (mph)			45	45		45	
Link Distance (ft)			3286	644		265	
Travel Time (s)			49.8	9.8		4.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	2	46	860	994	246	39	157
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	48	860	994	246	39	157
Turn Type	Perm	Perm	NA	NA	custom	Prot	Perm
Protected Phases			2	6	8 6	8	
Permitted Phases	2	2			8		8
Detector Phase	2	2	2	6	8 6	8	8
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0		6.0	6.0
Minimum Split (s)	35.3	35.3	35.3	35.3		13.9	13.9
Total Split (s)	100.0	100.0	100.0	100.0		60.0	60.0
Total Split (%)	62.5%	62.5%	62.5%	62.5%		37.5%	37.5%
Maximum Green (s)	93.7	93.7	93.7	93.7		53.8	53.8
Yellow Time (s)	4.3	4.3	4.3	4.3		4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0		1.9	1.9
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		6.3	6.3	6.3		6.2	6.2
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0	3.0
Recall Mode	C-Min	C-Min	C-Min	C-Min		None	None
Walk Time (s)	7.0	7.0	7.0	7.0			
Flash Don't Walk (s)	22.0	22.0	22.0	22.0			
Pedestrian Calls (#/hr)	0	0	0	0			
Act Effct Green (s)		136.1	136.1	136.1	160.0	11.4	11.4
Actuated g/C Ratio		0.85	0.85	0.85	1.00	0.07	0.07
v/c Ratio		0.11	0.28	0.33	0.15	0.31	0.71
Control Delay (s/veh)		1.4	1.1	2.7	0.2	74.9	39.7
Queue Delay		0.0	0.0	0.2	0.0	0.0	0.0

Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Total Delay (s/veh)		1.4	1.1	3.0	0.2	74.9	39.7
LOS		A	A	A	A	E	D
Approach Delay (s/veh)			1.1	2.4		46.7	
Approach LOS			A	A		D	
Queue Length 50th (ft)		2	20	79	0	40	43
Queue Length 95th (ft)		m6	37	133	0	78	121
Internal Link Dist (ft)			3206	564		185	
Turn Bay Length (ft)		100			115		
Base Capacity (vph)		450	3040	3040	1599	600	613
Starvation Cap Reductn		0	0	1135	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0
Reduced v/c Ratio		0.11	0.28	0.52	0.15	0.07	0.26

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 121 (76%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay (s/veh): 5.6		Intersection LOS: A	
Intersection Capacity Utilization 58.0%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

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

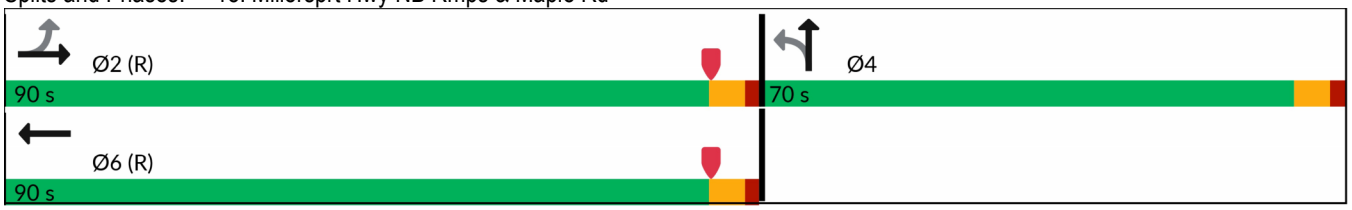


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	909	0	0	1082	15	56	2	560	0	0	0
Future Volume (vph)	83	909	0	0	1082	15	56	2	560	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.998			0.851				
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1787	3574	0	0	3567	0	1787	1601	0	0	0	0
Flt Permitted	0.161						0.950					
Satd. Flow (perm)	303	3574	0	0	3567	0	1787	1601	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					1			95				
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		644			547			1142			667	
Travel Time (s)		9.8			8.3			17.3			10.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	88	967	0	0	1151	16	60	2	596	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	88	967	0	0	1167	0	60	598	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		2			6			4				
Permitted Phases	2						4					
Detector Phase	2	2			6		4	4				
Switch Phase												
Minimum Initial (s)	20.0	20.0			20.0		6.0	6.0				
Minimum Split (s)	29.0	29.0			29.0		23.0	23.0				
Total Split (s)	90.0	90.0			90.0		70.0	70.0				
Total Split (%)	56.3%	56.3%			56.3%		43.8%	43.8%				
Maximum Green (s)	84.0	84.0			84.0		63.8	63.8				
Yellow Time (s)	4.3	4.3			4.3		4.3	4.3				
All-Red Time (s)	1.7	1.7			1.7		1.9	1.9				
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0				
Total Lost Time (s)	6.0	6.0			6.0		6.2	6.2				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	C-Max	C-Max			C-Max		None	None				
Walk Time (s)	7.0	7.0			7.0							
Flash Don't Walk (s)	16.0	16.0			16.0							
Pedestrian Calls (#/hr)	0	0			0							
Act Effct Green (s)	89.9	89.9			89.9		57.9	57.9				
Actuated g/C Ratio	0.56	0.56			0.56		0.36	0.36				
v/c Ratio	0.52	0.48			0.58		0.09	0.93				
Control Delay (s/veh)	36.1	20.8			25.2		32.1	63.4				
Queue Delay	0.0	0.5			0.0		0.0	0.0				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	36.1	21.3			25.2		32.1	63.4				
LOS	D	C			C		C	E				
Approach Delay (s/veh)		22.6			25.2			60.5				
Approach LOS		C			C			E				
Queue Length 50th (ft)	71	401			425		40	512				
Queue Length 95th (ft)	120	467			517		72	#722				
Internal Link Dist (ft)		564			467			1062			587	
Turn Bay Length (ft)	150											
Base Capacity (vph)	170	2008			2004		712	695				
Starvation Cap Reductn	0	583			0		0	0				
Spillback Cap Reductn	0	0			0		0	0				
Storage Cap Reductn	0	0			0		0	0				
Reduced v/c Ratio	0.52	0.68			0.58		0.08	0.86				

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 80 (50%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay (s/veh): 32.3		Intersection LOS: C	
Intersection Capacity Utilization 97.0%		ICU Level of Service F	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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

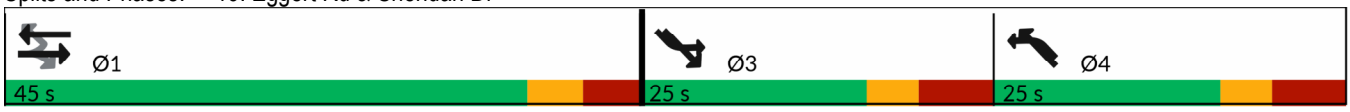


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	40	882	181	0	1089	116	108	206	37	187	240	6
Future Volume (vph)	40	882	181	0	1089	116	108	206	37	187	240	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		450	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.95	0.95	0.95	0.95	0.95	0.95
Frt			0.850		0.986			0.984			0.998	
Flt Protected	0.950							0.985			0.979	
Satd. Flow (prot)	1787	5136	1599	0	5064	0	0	3464	0	0	3492	0
Flt Permitted	0.151							0.985			0.979	
Satd. Flow (perm)	284	5136	1599	0	5064	0	0	3464	0	0	3492	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			187		22			11			1	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1892			623			1712			718	
Travel Time (s)		32.3			10.6			38.9			16.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	41	909	187	0	1123	120	111	212	38	193	247	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	909	187	0	1243	0	0	361	0	0	446	0
Turn Type	Perm	NA	Perm		NA		Split	NA		Split	NA	
Protected Phases		1			1		3	3		4	4	
Permitted Phases	1		1									
Detector Phase	1	1	1		1		3	3		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0		15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	50.0	50.0	50.0		50.0		70.9	70.9		70.9	70.9	
Total Split (s)	45.0	45.0	45.0		45.0		25.0	25.0		25.0	25.0	
Total Split (%)	47.4%	47.4%	47.4%		47.4%		26.3%	26.3%		26.3%	26.3%	
Maximum Green (s)	37.0	37.0	37.0		37.0		16.1	16.1		16.1	16.1	
Yellow Time (s)	4.0	4.0	4.0		4.0		3.6	3.6		3.6	3.6	
All-Red Time (s)	4.0	4.0	4.0		4.0		5.3	5.3		5.3	5.3	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0			0.0	
Total Lost Time (s)	8.0	8.0	8.0		8.0			8.9			8.9	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	4.0	4.0		4.0		3.5	3.5		3.5	3.5	
Recall Mode	Min	Min	Min		Min		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0		7.0					7.0	7.0	
Flash Don't Walk (s)	35.0	35.0	35.0		35.0					55.0	55.0	
Pedestrian Calls (#/hr)	0	0	0		0					0	0	
Act Effct Green (s)	37.0	37.0	37.0		37.0			14.2			15.3	
Actuated g/C Ratio	0.40	0.40	0.40		0.40			0.15			0.17	
v/c Ratio	0.36	0.44	0.25		0.61			0.66			0.77	
Control Delay (s/veh)	32.0	21.4	3.9		23.4			42.2			47.1	
Queue Delay	0.0	0.0	0.0		0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Total Delay (s/veh)	32.0	21.4	3.9		23.4			42.2			47.1	
LOS	C	C	A		C			D			D	
Approach Delay (s/veh)		18.9			23.4			42.2			47.1	
Approach LOS		B			C			D			D	
Queue Length 50th (ft)	17	143	0		209			103			134	
Queue Length 95th (ft)	52	183	41		261			151			#191	
Internal Link Dist (ft)		1812			543			1632			638	
Turn Bay Length (ft)	200		450									
Base Capacity (vph)	113	2058	752		2043			613			609	
Starvation Cap Reductn	0	0	0		0			0			0	
Spillback Cap Reductn	0	0	0		0			0			0	
Storage Cap Reductn	0	0	0		0			0			0	
Reduced v/c Ratio	0.36	0.44	0.25		0.61			0.59			0.73	

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 92.4			
Natural Cycle: 195			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 27.2		Intersection LOS: C	
Intersection Capacity Utilization 77.0%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 19: Eggert Rd & Sheridan Dr



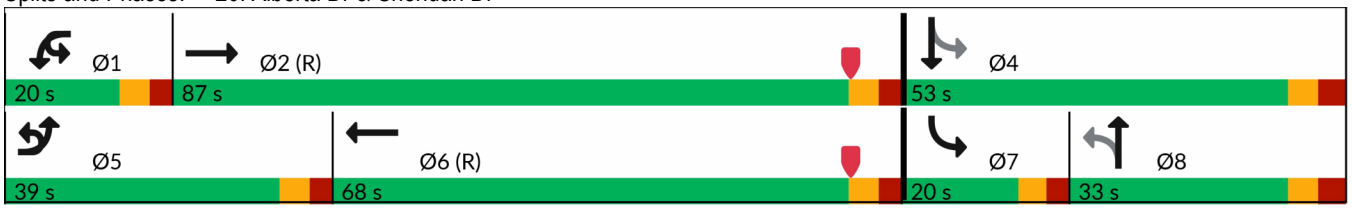
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	25	148	691	43	8	55	1009	190	36	66	18	221
Future Volume (vph)	25	148	691	43	8	55	1009	190	36	66	18	221
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		235		0		240		0	0		100	0
Storage Lanes		1		0		1		0	0		1	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	0.95	0.95	0.95	1.00
Frt			0.991				0.976			0.977		
Flt Protected		0.950				0.950				0.985		0.950
Satd. Flow (prot)	0	1787	5089	0	0	1787	5012	0	0	3440	0	1787
Flt Permitted		0.950				0.950				0.762		0.453
Satd. Flow (perm)	0	1787	5089	0	0	1787	5012	0	0	2661	0	852
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			9				28			11		
Link Speed (mph)			40				40			30		
Link Distance (ft)			1468				969			165		
Travel Time (s)			25.0				16.5			3.8		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	26	154	720	45	8	57	1051	198	38	69	19	230
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	180	765	0	0	65	1249	0	0	126	0	230
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA		pm+pt
Protected Phases	5	5	2		1	1	6			8		7
Permitted Phases									8			4
Detector Phase	5	5	2		1	1	6		8	8		7
Switch Phase												
Minimum Initial (s)	3.0	3.0	10.0		3.0	3.0	10.0		6.0	6.0		3.0
Minimum Split (s)	10.0	10.0	29.2		10.0	10.0	43.2		22.5	22.5		11.0
Total Split (s)	39.0	39.0	87.0		20.0	20.0	68.0		33.0	33.0		20.0
Total Split (%)	24.4%	24.4%	54.4%		12.5%	12.5%	42.5%		20.6%	20.6%		12.5%
Maximum Green (s)	32.8	32.8	80.8		13.8	13.8	61.8		26.1	26.1		14.0
Yellow Time (s)	3.6	3.6	3.6		3.6	3.6	3.6		3.6	3.6		3.2
All-Red Time (s)	2.6	2.6	2.6		2.6	2.6	2.6		3.3	3.3		2.8
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0		0.0
Total Lost Time (s)		6.2	6.2			6.2	6.2			6.9		6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	Min	Min	C-Min		None	None	C-Min		None	None		None
Walk Time (s)			7.0				7.0					
Flash Don't Walk (s)			16.0				15.0					
Pedestrian Calls (#/hr)			0				0					
Act Effct Green (s)		21.4	90.8			11.2	77.9			12.4		42.3
Actuated g/C Ratio		0.13	0.57			0.07	0.49			0.08		0.26
v/c Ratio		0.76	0.26			0.52	0.51			0.58		0.64
Control Delay (s/veh)		85.7	19.4			101.7	13.1			75.4		57.4
Queue Delay		0.0	0.0			0.0	0.0			0.0		0.0

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	105	223
Future Volume (vph)	105	223
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.898	
Flt Protected		
Satd. Flow (prot)	1689	0
Flt Permitted		
Satd. Flow (perm)	1689	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	67	
Link Speed (mph)	35	
Link Distance (ft)	3326	
Travel Time (s)	64.8	
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	109	232
Shared Lane Traffic (%)		
Lane Group Flow (vph)	341	0
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	6.0	
Minimum Split (s)	43.9	
Total Split (s)	53.0	
Total Split (%)	33.1%	
Maximum Green (s)	46.1	
Yellow Time (s)	3.6	
All-Red Time (s)	3.3	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.9	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Don't Walk (s)	27.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	41.4	
Actuated g/C Ratio	0.26	
v/c Ratio	0.70	
Control Delay (s/veh)	50.2	
Queue Delay	0.0	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Total Delay (s/veh)		85.7	19.4			101.7	13.1			75.4		57.4
LOS		F	B			F	B			E		E
Approach Delay (s/veh)			32.0				17.5			75.4		
Approach LOS			C				B			E		
Queue Length 50th (ft)		184	152			71	109			62		202
Queue Length 95th (ft)		261	204			m124	123			98		279
Internal Link Dist (ft)			1388				889			85		
Turn Bay Length (ft)		235				240						
Base Capacity (vph)		366	2911			158	2455			443		359
Starvation Cap Reductn		0	0			0	0			0		0
Spillback Cap Reductn		0	0			0	0			0		0
Storage Cap Reductn		0	0			0	0			0		0
Reduced v/c Ratio		0.49	0.26			0.41	0.51			0.28		0.64

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 28 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 31.5		Intersection LOS: C	
Intersection Capacity Utilization 79.4%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 20: Alberta Dr & Sheridan Dr





Lane Group	SBT	SBR
Total Delay (s/veh)	50.2	
LOS	D	
Approach Delay (s/veh)	53.1	
Approach LOS	D	
Queue Length 50th (ft)	262	
Queue Length 95th (ft)	366	
Internal Link Dist (ft)	3246	
Turn Bay Length (ft)		
Base Capacity (vph)	539	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.63	

Intersection Summary

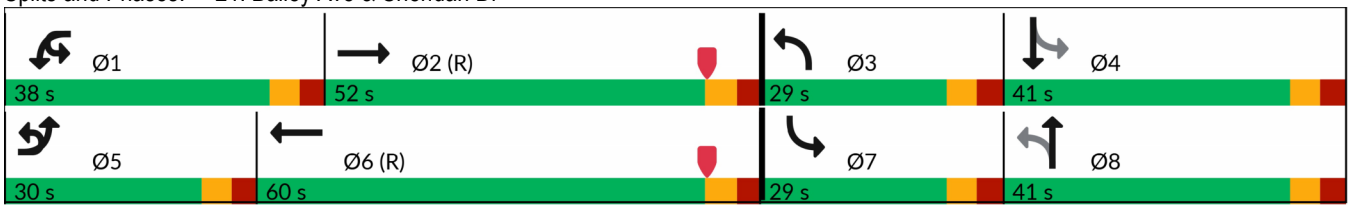
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	20	127	770	77	9	136	978	130	117	407	102	142
Future Volume (vph)	20	127	770	77	9	136	978	130	117	407	102	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		230		0		270		0	190		0	240
Storage Lanes		1		0		1		0	1		0	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00
Frt			0.986				0.982			0.970		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1787	5064	0	0	1787	5043	0	1787	3467	0	1787
Flt Permitted		0.950				0.950			0.250			0.182
Satd. Flow (perm)	0	1787	5064	0	0	1787	5043	0	470	3467	0	342
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			10				16			18		
Link Speed (mph)			40				40			30		
Link Distance (ft)			969				1628			537		
Travel Time (s)			16.5				27.8			12.2		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	20	130	786	79	9	139	998	133	119	415	104	145
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	150	865	0	0	148	1131	0	119	519	0	145
Turn Type	Prot	Prot	NA		Prot	Prot	NA		pm+pt	NA		pm+pt
Protected Phases	5	5	2		1	1	6		3	8		7
Permitted Phases									8			4
Detector Phase	5	5	2		1	1	6		3	8		7
Switch Phase												
Minimum Initial (s)	3.0	3.0	10.0		3.0	3.0	10.0		3.0	6.0		3.0
Minimum Split (s)	10.0	10.0	43.5		10.0	10.0	43.5		10.0	41.0		10.0
Total Split (s)	30.0	30.0	52.0		38.0	38.0	60.0		29.0	41.0		29.0
Total Split (%)	18.8%	18.8%	32.5%		23.8%	23.8%	37.5%		18.1%	25.6%		18.1%
Maximum Green (s)	23.6	23.6	45.5		31.6	31.6	53.5		22.3	34.3		22.3
Yellow Time (s)	3.6	3.6	3.9		3.6	3.6	3.9		3.6	3.6		3.6
All-Red Time (s)	2.8	2.8	2.6		2.8	2.8	2.6		3.1	3.1		3.1
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		6.4	6.5			6.4	6.5		6.7	6.7		6.7
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead
Lead-Lag Optimize?			Yes		Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	C-Min		None	None	C-Min		None	None		None
Walk Time (s)			7.0				7.0			7.0		
Flash Don't Walk (s)			21.0				21.0			24.4		
Pedestrian Calls (#/hr)			0				0			0		
Act Effct Green (s)		18.7	70.9			18.6	70.8		42.0	29.0		46.6
Actuated g/C Ratio		0.12	0.44			0.12	0.44		0.26	0.18		0.29
v/c Ratio		0.72	0.38			0.71	0.51		0.52	0.81		0.61
Control Delay (s/veh)		98.1	24.7			117.2	13.6		46.6	70.5		50.3
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		0.0

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	369	127
Future Volume (vph)	369	127
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		280
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Frt	0.962	
Flt Protected		
Satd. Flow (prot)	3438	0
Flt Permitted		
Satd. Flow (perm)	3438	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	27	
Link Speed (mph)	30	
Link Distance (ft)	495	
Travel Time (s)	11.3	
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	377	130
Shared Lane Traffic (%)		
Lane Group Flow (vph)	507	0
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	6.0	
Minimum Split (s)	41.0	
Total Split (s)	41.0	
Total Split (%)	25.6%	
Maximum Green (s)	34.3	
Yellow Time (s)	3.6	
All-Red Time (s)	3.1	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.7	
Lead/Lag	Lag	
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Don't Walk (s)	23.6	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	31.3	
Actuated g/C Ratio	0.20	
v/c Ratio	0.73	
Control Delay (s/veh)	63.1	
Queue Delay	0.0	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Total Delay (s/veh)		98.1	24.7			117.2	13.6		46.6	70.5		50.3
LOS		F	C			F	B		D	E		D
Approach Delay (s/veh)			35.6				25.6			66.0		
Approach LOS			D				C			E		
Queue Length 50th (ft)		161	148			165	72		91	267		113
Queue Length 95th (ft)		245	173			219	459		131	320		156
Internal Link Dist (ft)			889				1548			457		
Turn Bay Length (ft)		230				270			190			240
Base Capacity (vph)		266	2248			352	2242		330	765		309
Starvation Cap Reductn		0	0			0	0		0	0		0
Spillback Cap Reductn		0	0			0	0		0	0		0
Storage Cap Reductn		0	0			0	0		0	0		0
Reduced v/c Ratio		0.56	0.38			0.42	0.50		0.36	0.68		0.47

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 4 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 41.9		Intersection LOS: D	
Intersection Capacity Utilization 74.2%		ICU Level of Service D	
Analysis Period (min) 15			

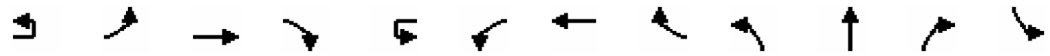
Splits and Phases: 21: Bailey Ave & Sheridan Dr





Lane Group	SBT	SBR
Total Delay (s/veh)	63.1	
LOS	E	
Approach Delay (s/veh)	60.3	
Approach LOS	E	
Queue Length 50th (ft)	251	
Queue Length 95th (ft)	300	
Internal Link Dist (ft)	415	
Turn Bay Length (ft)		
Base Capacity (vph)	778	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.65	

Intersection Summary



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	8	169	814	21	20	49	1040	185	27	264	40	150
Future Volume (vph)	8	169	814	21	20	49	1040	185	27	264	40	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0		190		0	85		0	305
Storage Lanes		1		0		1		0	1		0	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt			0.996				0.977			0.980		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1787	5115	0	0	1787	5018	0	1787	1844	0	1787
Flt Permitted		0.950				0.950			0.523			0.176
Satd. Flow (perm)	0	1787	5115	0	0	1787	5018	0	984	1844	0	331
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			2				26			4		
Link Speed (mph)			40				40			30		
Link Distance (ft)			1628				2376			1485		
Travel Time (s)			27.8				40.5			33.8		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	8	172	831	21	20	50	1061	189	28	269	41	153
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	180	852	0	0	70	1250	0	28	310	0	153
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA		pm+pt
Protected Phases	5	5	2		1	1	6			8		7
Permitted Phases									8			4
Detector Phase	5	5	2		1	1	6		8	8		7
Switch Phase												
Minimum Initial (s)	3.0	3.0	10.0		3.0	3.0	10.0		6.0	6.0		3.0
Minimum Split (s)	12.2	12.2	43.2		12.2	12.2	43.2		42.0	42.0		12.1
Total Split (s)	21.0	21.0	60.0		31.0	31.0	70.0		42.0	42.0		27.0
Total Split (%)	13.1%	13.1%	37.5%		19.4%	19.4%	43.8%		26.3%	26.3%		16.9%
Maximum Green (s)	14.8	14.8	53.8		24.8	24.8	63.8		34.9	34.9		19.9
Yellow Time (s)	3.9	3.9	3.9		3.9	3.9	3.9		3.2	3.2		3.2
All-Red Time (s)	2.3	2.3	2.3		2.3	2.3	2.3		3.9	3.9		3.9
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		6.2	6.2			6.2	6.2		7.1	7.1		7.1
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	C-Min		None	None	C-Min		None	None		None
Walk Time (s)			7.0				7.0		7.0	7.0		
Flash Don't Walk (s)			17.0				18.0		27.0	27.0		
Pedestrian Calls (#/hr)			0				0		0	0		
Act Effct Green (s)		23.7	73.3			11.6	61.3		31.5	31.5		55.5
Actuated g/C Ratio		0.15	0.46			0.07	0.38		0.20	0.20		0.35
v/c Ratio		0.68	0.36			0.54	0.65		0.15	0.85		0.57
Control Delay (s/veh)		75.7	46.1			86.2	42.3		52.3	81.4		44.1
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		0.0



Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	252	148
Future Volume (vph)	252	148
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.944	
Flt Protected		
Satd. Flow (prot)	1776	0
Flt Permitted		
Satd. Flow (perm)	1776	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	22	
Link Speed (mph)	30	
Link Distance (ft)	1504	
Travel Time (s)	34.2	
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	257	151
Shared Lane Traffic (%)		
Lane Group Flow (vph)	408	0
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	6.0	
Minimum Split (s)	44.1	
Total Split (s)	69.0	
Total Split (%)	43.1%	
Maximum Green (s)	61.9	
Yellow Time (s)	3.2	
All-Red Time (s)	3.9	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	7.1	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Don't Walk (s)	30.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	55.5	
Actuated g/C Ratio	0.35	
v/c Ratio	0.65	
Control Delay (s/veh)	45.4	
Queue Delay	0.0	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Total Delay (s/veh)		75.7	46.1			86.2	42.3		52.3	81.4		44.1
LOS		E	D			F	D		D	F		D
Approach Delay (s/veh)			51.3				44.7			79.0		
Approach LOS			D				D			E		
Queue Length 50th (ft)		193	215			72	393		24	312		114
Queue Length 95th (ft)		#386	391			125	454		53	407		154
Internal Link Dist (ft)			1548				2296			1405		
Turn Bay Length (ft)		200				190			85			305
Base Capacity (vph)		264	2345			276	2077		220	415		300
Starvation Cap Reductn		0	0			0	0		0	0		0
Spillback Cap Reductn		0	0			0	0		0	0		0
Storage Cap Reductn		0	0			0	0		0	0		0
Reduced v/c Ratio		0.68	0.36			0.25	0.60		0.13	0.75		0.51

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 133 (83%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay (s/veh): 50.4		Intersection LOS: D	
Intersection Capacity Utilization 83.5%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

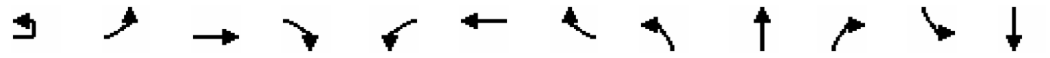
Splits and Phases: 22: Sweet Home Rd & Sheridan Dr





Lane Group	SBT	SBR
Total Delay (s/veh)	45.4	
LOS	D	
Approach Delay (s/veh)	45.1	
Approach LOS	D	
Queue Length 50th (ft)	340	
Queue Length 95th (ft)	406	
Internal Link Dist (ft)	1424	
Turn Bay Length (ft)		
Base Capacity (vph)	714	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.57	

Intersection Summary



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	3	247	774	36	162	772	85	44	402	120	92	704
Future Volume (vph)	3	247	774	36	162	772	85	44	402	120	92	704
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		315		0	330		0	110		155	105	
Storage Lanes		1		0	1		0	1		1	1	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95
Frt			0.993			0.985				0.850		
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1787	5100	0	1787	5059	0	1787	3574	1599	1787	3574
Flt Permitted		0.950			0.950			0.235			0.372	
Satd. Flow (perm)	0	1787	5100	0	1787	5059	0	442	3574	1599	700	3574
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)			4			12				124		
Link Speed (mph)			40			40			30			30
Link Distance (ft)			2376			4032			1401			981
Travel Time (s)			40.5			68.7			31.8			22.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	3	255	798	37	167	796	88	45	414	124	95	726
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	258	835	0	167	884	0	45	414	124	95	726
Turn Type	Prot	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	1	6		5	2		3	8		7	4
Permitted Phases								8		8	4	
Detector Phase	1	1	6		5	2		3	8	8	7	4
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0		10.0	10.0		3.0	10.0	10.0	3.0	10.0
Minimum Split (s)	16.2	16.2	43.2		16.2	44.2		10.1	45.0	45.0	10.1	45.0
Total Split (s)	30.0	30.0	45.0		30.0	45.0		35.0	45.0	45.0	35.0	45.0
Total Split (%)	19.4%	19.4%	29.0%		19.4%	29.0%		22.6%	29.0%	29.0%	22.6%	29.0%
Maximum Green (s)	23.8	23.8	38.8		23.8	38.8		27.9	37.9	37.9	27.9	37.9
Yellow Time (s)	3.9	3.9	3.9		3.9	3.9		3.2	3.2	3.2	3.2	3.2
All-Red Time (s)	2.3	2.3	2.3		2.3	2.3		3.9	3.9	3.9	3.9	3.9
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.2	6.2		6.2	6.2		7.1	7.1	7.1	7.1	7.1
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Min		None	Min		None	None	None	None	None
Walk Time (s)			7.0			7.0			7.0	7.0		7.0
Flash Don't Walk (s)			30.0			31.0			30.0	30.0		30.0
Pedestrian Calls (#/hr)			0			0			0	0		0
Act Effct Green (s)		22.7	33.9		16.7	27.8		35.1	27.7	27.7	41.8	33.8
Actuated g/C Ratio		0.20	0.29		0.14	0.24		0.30	0.24	0.24	0.36	0.29
v/c Ratio		0.74	0.56		0.65	0.72		0.20	0.48	0.26	0.27	0.69
Control Delay (s/veh)		59.9	37.7		61.5	44.4		25.8	40.3	7.9	25.7	42.1
Queue Delay		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0

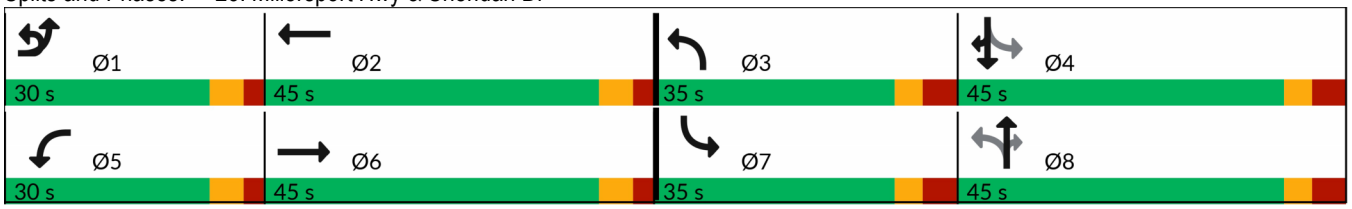


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	363
Future Volume (vph)	363
Ideal Flow (vphpl)	1900
Storage Length (ft)	285
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1599
Flt Permitted	
Satd. Flow (perm)	1599
Right Turn on Red	Yes
Satd. Flow (RTOR)	373
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	1%
Adj. Flow (vph)	374
Shared Lane Traffic (%)	
Lane Group Flow (vph)	374
Turn Type	Prot
Protected Phases	4
Permitted Phases	
Detector Phase	4
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	45.0
Total Split (s)	45.0
Total Split (%)	29.0%
Maximum Green (s)	37.9
Yellow Time (s)	3.2
All-Red Time (s)	3.9
Lost Time Adjust (s)	0.0
Total Lost Time (s)	7.1
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Don't Walk (s)	30.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	33.8
Actuated g/C Ratio	0.29
v/c Ratio	0.51
Control Delay (s/veh)	6.3
Queue Delay	0.0

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Total Delay (s/veh)		59.9	37.7		61.5	44.4		25.8	40.3	7.9	25.7	42.1
LOS		E	D		E	D		C	D	A	C	D
Approach Delay (s/veh)			43.0			47.1			32.3			29.6
Approach LOS			D			D			C			C
Queue Length 50th (ft)		194	203		127	234		21	142	0	46	268
Queue Length 95th (ft)		#355	279		209	296		49	212	50	89	372
Internal Link Dist (ft)			2296			3952			1321			901
Turn Bay Length (ft)		315			330			110		155	105	
Base Capacity (vph)		379	1765		379	1756		507	1206	622	544	1206
Starvation Cap Reductn		0	0		0	0		0	0	0	0	0
Spillback Cap Reductn		0	0		0	0		0	0	0	0	0
Storage Cap Reductn		0	0		0	0		0	0	0	0	0
Reduced v/c Ratio		0.68	0.47		0.44	0.50		0.09	0.34	0.20	0.17	0.60

Intersection Summary			
Area Type:	Other		
Cycle Length: 155			
Actuated Cycle Length: 115.6			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay (s/veh): 38.4		Intersection LOS: D	
Intersection Capacity Utilization 78.6%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

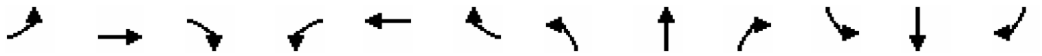
Splits and Phases: 23: Millersport Hwy & Sheridan Dr





Lane Group	SBR
Total Delay (s/veh)	6.3
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	1
Queue Length 95th (ft)	78
Internal Link Dist (ft)	
Turn Bay Length (ft)	285
Base Capacity (vph)	787
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.48

Intersection Summary

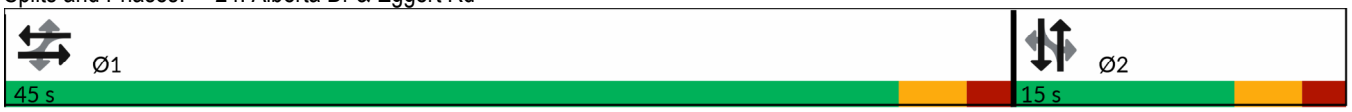


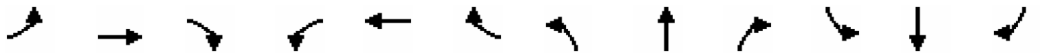
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	375	4	2	437	18	0	25	4	42	29	45
Future Volume (vph)	37	375	4	2	437	18	0	25	4	42	29	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.994			0.982			0.948	
Flt Protected		0.996									0.982	
Satd. Flow (prot)	0	3556	0	0	3553	0	0	1847	0	0	1751	0
Flt Permitted		0.894			0.954						0.867	
Satd. Flow (perm)	0	3192	0	0	3389	0	0	1847	0	0	1546	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			15			4			46	
Link Speed (mph)		35			35			30			25	
Link Distance (ft)		1535			1128			417			659	
Travel Time (s)		29.9			22.0			9.5			18.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	39	391	4	2	455	19	0	26	4	44	30	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	434	0	0	476	0	0	30	0	0	121	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		1			1			2			2	
Permitted Phases	1			1			2			2		
Detector Phase	1	1		1	1		2	2		2	2	
Switch Phase												
Minimum Initial (s)	25.0	25.0		25.0	25.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		23.0	23.0		23.0	23.0	
Total Split (s)	45.0	45.0		45.0	45.0		15.0	15.0		15.0	15.0	
Total Split (%)	75.0%	75.0%		75.0%	75.0%		25.0%	25.0%		25.0%	25.0%	
Maximum Green (s)	40.0	40.0		40.0	40.0		10.0	10.0		10.0	10.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)							7.0	7.0		7.0	7.0	
Flash Don't Walk (s)							11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)							0	0		0	0	
Act Effct Green (s)		29.0			29.0			10.0			10.0	
Actuated g/C Ratio		0.64			0.64			0.22			0.22	
v/c Ratio		0.21			0.22			0.07			0.32	
Control Delay (s/veh)		5.0			4.9			13.2			12.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		5.0			4.9			13.2			12.8	
LOS		A			A			B			B	
Approach Delay (s/veh)		5.0			4.9			13.2			12.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		25			27			5			16	
Queue Length 95th (ft)		42			45			20			49	
Internal Link Dist (ft)		1455			1048			337			579	
Turn Bay Length (ft)												
Base Capacity (vph)		3192			3389			413			379	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.14			0.14			0.07			0.32	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 45			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.32			
Intersection Signal Delay (s/veh): 6.1		Intersection LOS: A	
Intersection Capacity Utilization 60.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 24: Alberta Dr & Eggert Rd



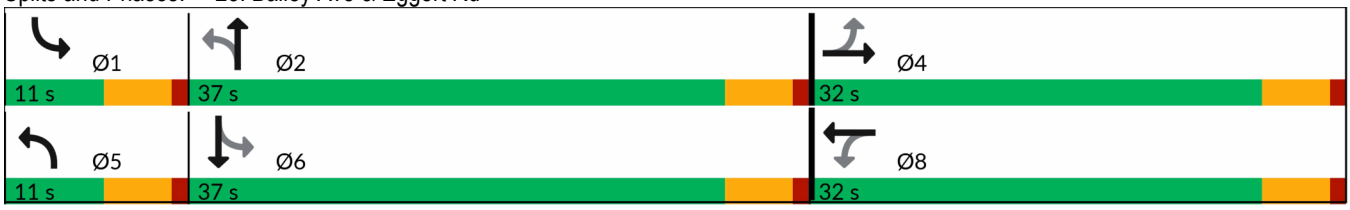


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	273	122	39	294	119	121	395	51	120	386	46
Future Volume (vph)	36	273	122	39	294	119	121	395	51	120	386	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	110		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.958			0.961			0.983			0.984	
Flt Protected		0.996			0.996		0.950			0.950		
Satd. Flow (prot)	0	3410	0	0	3421	0	1787	1849	0	1787	3517	0
Flt Permitted		0.880			0.879		0.488			0.318		
Satd. Flow (perm)	0	3013	0	0	3019	0	918	1849	0	598	3517	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		79			68			10			19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1128			580			922			349	
Travel Time (s)		25.6			13.2			21.0			7.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	38	284	127	41	306	124	126	411	53	125	402	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	449	0	0	471	0	126	464	0	125	450	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	32.0	32.0		32.0	32.0		10.0	37.0		10.0	37.0	
Total Split (s)	32.0	32.0		32.0	32.0		11.0	37.0		11.0	37.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		13.8%	46.3%		13.8%	46.3%	
Maximum Green (s)	27.0	27.0		27.0	27.0		6.0	32.0		6.0	32.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Don't Walk (s)	20.0	20.0		20.0	20.0			25.0			25.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		14.5			14.5		23.4	18.9		23.4	18.9	
Actuated g/C Ratio		0.28			0.28		0.44	0.36		0.44	0.36	
v/c Ratio		0.51			0.53		0.24	0.69		0.30	0.35	
Control Delay (s/veh)		17.1			18.0		7.9	20.9		8.7	13.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)		17.1			18.0		7.9	20.9		8.7	13.2	
LOS		B			B		A	C		A	B	
Approach Delay (s/veh)		17.1			18.0			18.1			12.2	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		51			56		17	120		16	51	
Queue Length 95th (ft)		114			123		46	243		46	97	
Internal Link Dist (ft)		1048			500			842			269	
Turn Bay Length (ft)							150			110		
Base Capacity (vph)		1728			1726		516	1210		414	2302	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.26			0.27		0.24	0.38		0.30	0.20	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 52.6			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay (s/veh): 16.2		Intersection LOS: B	
Intersection Capacity Utilization 72.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 25: Bailey Ave & Eggert Rd



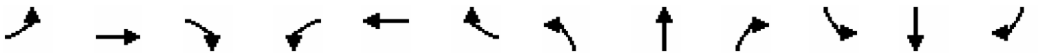
Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	226	213	847	773	11
Future Vol, veh/h	26	226	213	847	773	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	165	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	27	231	217	864	789	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2093	794	800	0	-	0
Stage 1	794	-	-	-	-	-
Stage 2	1299	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	58	389	827	-	-	-
Stage 1	447	-	-	-	-	-
Stage 2	257	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	43	389	827	-	-	-
Mov Cap-2 Maneuver	43	-	-	-	-	-
Stage 1	329	-	-	-	-	-
Stage 2	257	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	42.6	2.19	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	827	-	43	389	-	-
HCM Lane V/C Ratio	0.263	-	0.622	0.592	-	-
HCM Control Delay (s/veh)	10.9	-	179.9	26.8	-	-
HCM Lane LOS	B	-	F	D	-	-
HCM 95th %tile Q(veh)	1.1	-	2.3	3.7	-	-

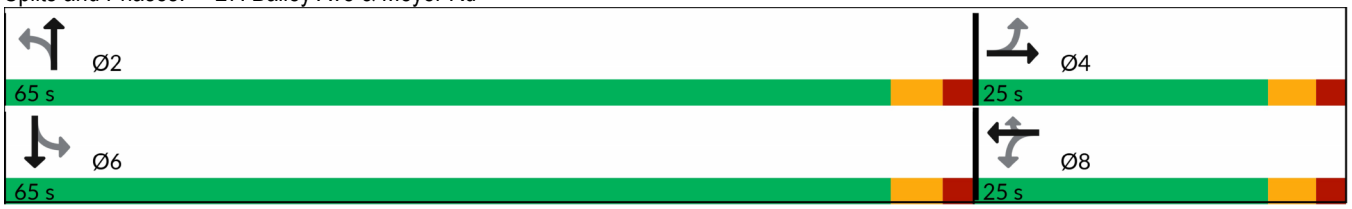


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	43	66	12	38	151	54	726	36	135	881	125
Future Volume (vph)	141	43	66	12	38	151	54	726	36	135	881	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		70	170		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.964				0.850		0.993			0.981	
Flt Protected		0.973			0.988		0.950			0.950		
Satd. Flow (prot)	0	1765	0	0	1859	1599	1787	1868	0	1787	1845	0
Flt Permitted		0.797			0.922		0.100			0.249		
Satd. Flow (perm)	0	1445	0	0	1734	1599	188	1868	0	468	1845	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18				156		6			17	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		710			507			1039			1225	
Travel Time (s)		16.1			11.5			20.2			23.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	145	44	68	12	39	156	56	748	37	139	908	129
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	257	0	0	51	156	56	785	0	139	1037	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	30.0	30.0		30.0	30.0	
Minimum Split (s)	27.2	27.2		23.0	23.0	23.0	35.6	35.6		35.6	35.6	
Total Split (s)	25.0	25.0		25.0	25.0	25.0	65.0	65.0		65.0	65.0	
Total Split (%)	27.8%	27.8%		27.8%	27.8%	27.8%	72.2%	72.2%		72.2%	72.2%	
Maximum Green (s)	19.8	19.8		19.8	19.8	19.8	59.4	59.4		59.4	59.4	
Yellow Time (s)	3.2	3.2		3.2	3.2	3.2	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.2			5.2	5.2	5.6	5.6		5.6	5.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	Min	Min		Min	Min	
Walk Time (s)	7.0	7.0								7.0	7.0	
Flash Don't Walk (s)	15.0	15.0								15.0	15.0	
Pedestrian Calls (#/hr)	0	0								0	0	
Act Effct Green (s)		16.8			16.8	16.8	48.6	48.6		48.6	48.6	
Actuated g/C Ratio		0.22			0.22	0.22	0.63	0.63		0.63	0.63	
v/c Ratio		0.78			0.13	0.33	0.47	0.66		0.47	0.88	
Control Delay (s/veh)		46.3			28.3	7.5	23.3	12.1		13.9	22.4	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)		46.3			28.3	7.5	23.3	12.1		13.9	22.4	
LOS		D			C	A	C	B		B	C	
Approach Delay (s/veh)		46.3			12.6			12.9			21.4	
Approach LOS		D			B			B			C	
Queue Length 50th (ft)		118			22	0	14	230		34	397	
Queue Length 95th (ft)		#251			54	48	58	341		82	#651	
Internal Link Dist (ft)		630			427			959			1145	
Turn Bay Length (ft)						70	170			150		
Base Capacity (vph)		404			469	546	146	1456		364	1441	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.64			0.11	0.29	0.38	0.54		0.38	0.72	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 76.7			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay (s/veh): 20.4		Intersection LOS: C	
Intersection Capacity Utilization 113.4%		ICU Level of Service H	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 27: Bailey Ave & Meyer Rd



Intersection	
Int Delay, s/veh	5.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	23	206	30	8	194	20
Future Vol, veh/h	23	206	30	8	194	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	24	212	31	8	200	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	236	0	200	130
Stage 1	-	-	-	-	130	-
Stage 2	-	-	-	-	70	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1343	-	793	925
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	958	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1343	-	775	925
Mov Cap-2 Maneuver	-	-	-	-	775	-
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	936	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	6.11	11.35
HCM LOS			B

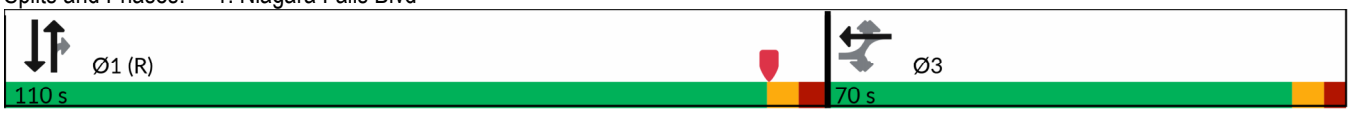
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	787	-	-	1337	-
HCM Lane V/C Ratio	0.28	-	-	0.023	-
HCM Control Delay (s/veh)	11.3	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.2	-	-	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	0	19	577	14	528	0	1266	437	0	1634	0
Future Volume (vph)	6	0	19	577	14	528	0	1266	437	0	1634	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		250	0		0
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.91	0.95	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850		0.931	0.850			0.850			
Flt Protected	0.950			0.950	0.975							
Satd. Flow (prot)	1787	0	1599	1698	1554	1519	0	5136	1599	0	5136	0
Flt Permitted	0.189			0.950	0.975							
Satd. Flow (perm)	356	0	1599	1698	1554	1519	0	5136	1599	0	5136	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			28		26	47			460			
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		240			646			950			468	
Travel Time (s)		5.5			14.7			16.2			8.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	6	0	20	607	15	556	0	1333	460	0	1720	0
Shared Lane Traffic (%)				33%		33%						
Lane Group Flow (vph)	6	0	20	407	398	373	0	1333	460	0	1720	0
Turn Type	D.Pm		Perm	Perm	NA	Perm		NA	Perm		NA	
Protected Phases					3			1			1	
Permitted Phases	3		3	3		3			1			
Detector Phase	3		3	3	3	3		1	1		1	
Switch Phase												
Minimum Initial (s)	6.0		6.0	6.0	6.0	6.0		20.0	20.0		20.0	
Minimum Split (s)	13.3		13.3	13.3	13.3	13.3		34.6	34.6		34.6	
Total Split (s)	70.0		70.0	70.0	70.0	70.0		110.0	110.0		110.0	
Total Split (%)	38.9%		38.9%	38.9%	38.9%	38.9%		61.1%	61.1%		61.1%	
Maximum Green (s)	62.7		62.7	62.7	62.7	62.7		102.4	102.4		102.4	
Yellow Time (s)	4.3		4.3	4.3	4.3	4.3		4.3	4.3		4.3	
All-Red Time (s)	3.0		3.0	3.0	3.0	3.0		3.3	3.3		3.3	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	7.3		7.3	7.3	7.3	7.3		7.6	7.6		7.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0		3.0	3.0		3.0	
Recall Mode	None		None	None	None	None		C-Max	C-Max		C-Max	
Walk Time (s)								7.0	7.0		7.0	
Flash Don't Walk (s)								20.0	20.0		20.0	
Pedestrian Calls (#/hr)								0	0		0	
Act Effct Green (s)	53.2		53.2	53.2	53.2	53.2		111.9	111.9		111.9	
Actuated g/C Ratio	0.30		0.30	0.30	0.30	0.30		0.62	0.62		0.62	
v/c Ratio	0.06		0.04	0.81	0.83	0.78		0.42	0.39		0.54	
Control Delay (s/veh)	42.2		7.5	71.4	70.2	61.0		23.0	5.5		21.1	
Queue Delay	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	42.2		7.5	71.4	70.2	61.0		23.0	5.5		21.1	
LOS	D		A	E	E	E		C	A		C	
Approach Delay (s/veh)		15.5			67.7			18.5			21.1	
Approach LOS		B			E			B			C	
Queue Length 50th (ft)	5		0	466	452	373		331	60		419	
Queue Length 95th (ft)	18		16	576	575	485		389	102		514	
Internal Link Dist (ft)		160			566			870			388	
Turn Bay Length (ft)									250			
Base Capacity (vph)	124		575	591	558	559		3194	1168		3194	
Starvation Cap Reductn	0		0	0	0	0		0	0		0	
Spillback Cap Reductn	0		0	0	0	0		0	0		0	
Storage Cap Reductn	0		0	0	0	0		0	0		0	
Reduced v/c Ratio	0.05		0.03	0.69	0.71	0.67		0.42	0.39		0.54	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 153 (85%), Referenced to phase 1:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 31.7		Intersection LOS: C	
Intersection Capacity Utilization 76.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Niagara Falls Blvd

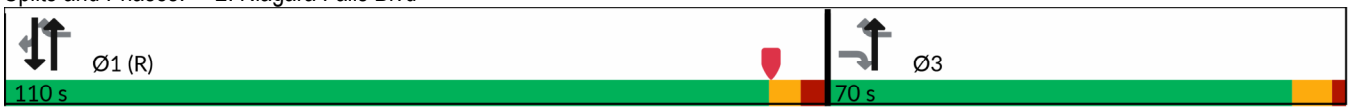


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	748	0	0	240	0	1535	668	0	1602	500
Future Volume (vph)	0	0	748	0	0	240	0	1535	668	0	1602	500
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		200
Storage Lanes	0		2	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Frt			0.850			0.865		0.954				0.850
Flt Protected												
Satd. Flow (prot)	0	0	2814	0	0	1627	0	4899	0	0	5136	1599
Flt Permitted												
Satd. Flow (perm)	0	0	2814	0	0	1627	0	4899	0	0	5136	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37									356
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		374			614			600			950	
Travel Time (s)		8.5			14.0			10.2			16.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	0	771	0	0	247	0	1582	689	0	1652	515
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	771	0	0	247	0	2271	0	0	1652	515
Turn Type			Perm			Perm		NA			NA	Perm
Protected Phases								1 3			1	
Permitted Phases			3			1 3						1
Detector Phase			3			1 3		1 3			1	1
Switch Phase												
Minimum Initial (s)			15.0								10.0	10.0
Minimum Split (s)			25.1								26.5	26.5
Total Split (s)			70.0								110.0	110.0
Total Split (%)			38.9%								61.1%	61.1%
Maximum Green (s)			62.9								102.5	102.5
Yellow Time (s)			5.1								4.3	4.3
All-Red Time (s)			2.0								3.2	3.2
Lost Time Adjust (s)			0.0								0.0	0.0
Total Lost Time (s)			7.1								7.5	7.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)			3.0								3.0	3.0
Recall Mode			None								C-Max	C-Max
Walk Time (s)											7.0	7.0
Flash Don't Walk (s)											12.0	12.0
Pedestrian Calls (#/hr)											0	0
Act Effct Green (s)			62.9			180.0		180.0			102.5	102.5
Actuated g/C Ratio			0.35			1.00		1.00			0.57	0.57
v/c Ratio			0.77			0.15		0.46			0.56	0.48
Control Delay (s/veh)			55.4			0.2		0.3			28.9	7.8
Queue Delay			1.6			0.0		0.0			0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)			56.9			0.2		0.3			28.9	7.8
LOS			E			A		A			C	A
Approach Delay (s/veh)		56.9			0.2			0.3			23.9	
Approach LOS		E			A			A			C	
Queue Length 50th (ft)			442			0		0			572	213
Queue Length 95th (ft)			534			0		0			627	137
Internal Link Dist (ft)		294			534			520			870	
Turn Bay Length (ft)												200
Base Capacity (vph)			1007			1627		4899			2924	1063
Starvation Cap Reductn			0			0		0			0	0
Spillback Cap Reductn			103			0		0			0	0
Storage Cap Reductn			0			0		0			0	0
Reduced v/c Ratio			0.85			0.15		0.46			0.56	0.48

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 1:NBSB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 17.7		Intersection LOS: B	
Intersection Capacity Utilization 72.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: Niagara Falls Blvd

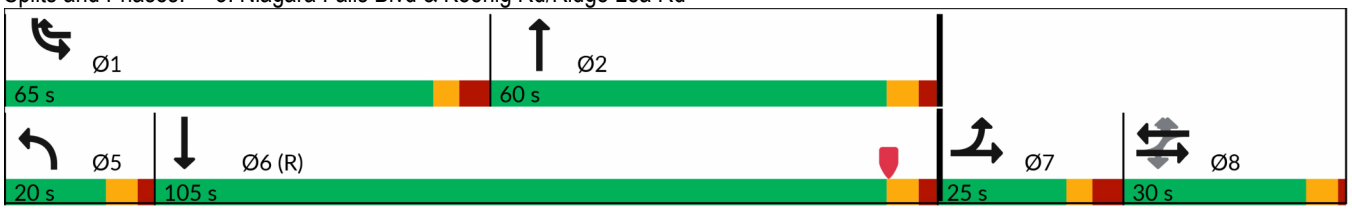


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	82	16	86	63	873	43	1238	75	812	1348	58
Future Volume (vph)	116	82	16	86	63	873	43	1238	75	812	1348	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		225	130		0	435		0
Storage Lanes	1		0	0		2	1		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.91	0.91	0.97	0.91	0.91
Frt		0.975				0.850		0.991			0.994	
Flt Protected	0.950				0.972		0.950			0.950		
Satd. Flow (prot)	1787	1834	0	0	1829	2814	1787	5089	0	3467	5105	0
Flt Permitted	0.448				0.765		0.950			0.950		
Satd. Flow (perm)	843	1834	0	0	1439	2814	1787	5089	0	3467	5105	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				177		5			6	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		853			2284			672			600	
Travel Time (s)		19.4			51.9			11.5			10.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.97	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	121	85	17	90	66	909	45	1290	78	837	1404	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	121	102	0	0	156	909	45	1368	0	837	1464	0
Turn Type	D.P+P	NA		Perm	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	7	7 8			8	1	5	2		1	6	
Permitted Phases	8			8		8						
Detector Phase	7	7 8		8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0			5.0	5.0	5.0	5.0	20.0		5.0	20.0	
Minimum Split (s)	12.7			24.3	24.3	12.5	11.6	32.6		12.5	34.3	
Total Split (s)	25.0			30.0	30.0	65.0	20.0	60.0		65.0	105.0	
Total Split (%)	13.9%			16.7%	16.7%	36.1%	11.1%	33.3%		36.1%	58.3%	
Maximum Green (s)	17.5			24.7	24.7	57.5	13.7	53.5		57.5	98.5	
Yellow Time (s)	3.6			4.3	4.3	3.6	4.3	4.3		3.6	4.3	
All-Red Time (s)	3.9			1.0	1.0	3.9	2.0	2.2		3.9	2.2	
Lost Time Adjust (s)	0.0				0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.5				5.3	7.5	6.3	6.5		7.5	6.5	
Lead/Lag	Lead			Lag	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0			3.0	3.0	2.4	2.4	2.4		2.4	2.4	
Recall Mode	None			Max	Max	Max	None	Max		Max	C-Max	
Walk Time (s)				7.0	7.0			7.0			7.0	
Flash Don't Walk (s)				11.0	11.0			19.0			19.0	
Pedestrian Calls (#/hr)				0	0			0			0	
Act Effct Green (s)	40.0	47.5			28.5	91.3	9.3	53.5		57.5	105.3	
Actuated g/C Ratio	0.22	0.26			0.16	0.51	0.05	0.30		0.32	0.59	
v/c Ratio	0.47	0.21			0.69	0.60	0.49	0.90		0.76	0.49	
Control Delay (s/veh)	58.9	50.4			87.9	26.9	104.0	30.5		79.2	11.8	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.1		8.8	0.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	58.9	50.4			87.9	26.9	104.0	30.6		87.9	12.0	
LOS	E	D			F	C	F	C		F	B	
Approach Delay (s/veh)		55.0			35.8			32.9			39.6	
Approach LOS		E			D			C			D	
Queue Length 50th (ft)	114	90			177	348	56	97		500	246	
Queue Length 95th (ft)	178	147			#304	443	m93	128		575	253	
Internal Link Dist (ft)		773			2204			592			520	
Turn Bay Length (ft)	100					225	130			435		
Base Capacity (vph)	295	462			227	1513	136	1516		1107	2987	
Starvation Cap Reductn	0	0			0	0	0	6		239	650	
Spillback Cap Reductn	0	0			0	0	0	0		0	0	
Storage Cap Reductn	0	0			0	0	0	0		0	0	
Reduced v/c Ratio	0.41	0.22			0.69	0.60	0.33	0.91		0.96	0.63	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 153 (85%), Referenced to phase 6:SBT, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay (s/veh): 37.6		Intersection LOS: D	
Intersection Capacity Utilization 80.5%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

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



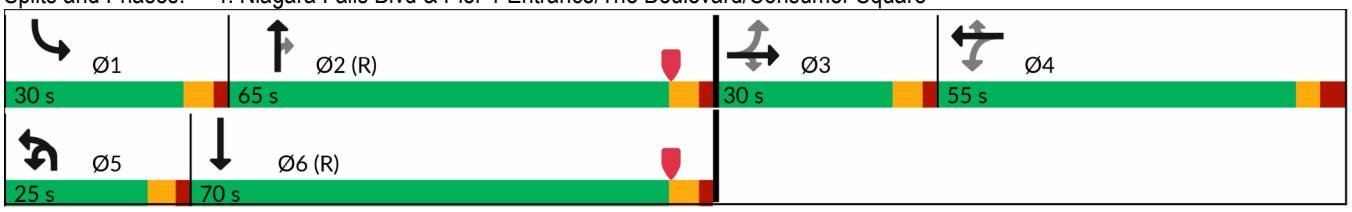
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	20	10	24	176	5	260	9	16	1176	112	258	1239
Future Volume (vph)	20	10	24	176	5	260	9	16	1176	112	258	1239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	0		160		110		170	300	
Storage Lanes	0		1	0		1		1		1	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	1.00	0.91
Ped Bike Factor										0.99		
Frt			0.850			0.850				0.850		0.995
Flt Protected		0.967			0.954			0.950			0.950	
Satd. Flow (prot)	0	1819	1599	0	1795	1599	0	1787	5136	1599	1787	5110
Flt Permitted		0.182			0.709			0.950			0.950	
Satd. Flow (perm)	0	342	1599	0	1334	1599	0	1787	5136	1575	1787	5110
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			92			271				92		3
Link Speed (mph)		30			30				40			40
Link Distance (ft)		800			1099				758			672
Travel Time (s)		18.2			25.0				12.9			11.5
Confl. Peds. (#/hr)										1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	21	10	25	183	5	271	9	17	1225	117	269	1291
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	31	25	0	188	271	0	26	1225	117	269	1336
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	Prot	NA	Perm	Prot	NA
Protected Phases		3			4		5	5	2		1	6
Permitted Phases	3		3	4		4				2		
Detector Phase	3	3	3	4	4	4	5	5	2	2	1	6
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	6.0	6.0	6.0	3.0	3.0	10.0	10.0	3.0	10.0
Minimum Split (s)	23.8	23.8	23.8	24.6	24.6	24.6	10.8	10.8	23.8	23.8	10.8	23.8
Total Split (s)	30.0	30.0	30.0	55.0	55.0	55.0	25.0	25.0	65.0	65.0	30.0	70.0
Total Split (%)	16.7%	16.7%	16.7%	30.6%	30.6%	30.6%	13.9%	13.9%	36.1%	36.1%	16.7%	38.9%
Maximum Green (s)	24.2	24.2	24.2	48.4	48.4	48.4	19.2	19.2	59.2	59.2	24.2	64.2
Yellow Time (s)	3.9	3.9	3.9	3.2	3.2	3.2	3.9	3.9	3.9	3.9	3.9	3.9
All-Red Time (s)	1.9	1.9	1.9	3.4	3.4	3.4	1.9	1.9	1.9	1.9	1.9	1.9
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.8	5.8		6.6	6.6		5.8	5.8	5.8	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0			7.0	7.0		7.0
Flash Don't Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0			11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0			0	0		0
Act Effct Green (s)		20.2	20.2		31.1	31.1		8.1	70.1	70.1	37.6	104.4
Actuated g/C Ratio		0.11	0.11		0.17	0.17		0.05	0.39	0.39	0.21	0.58
v/c Ratio		0.82	0.10		0.82	0.54		0.33	0.61	0.17	0.72	0.45

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Control Delay (s/veh)		174.1	0.8		96.9	9.8		122.4	41.0	5.2	80.8	8.3
Queue Delay		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		174.1	0.8		96.9	9.8		122.4	41.0	5.2	80.8	8.3
LOS		F	A		F	A		F	D	A	F	A
Approach Delay (s/veh)		96.7			45.5				39.5			20.5
Approach LOS		F			D				D			C
Queue Length 50th (ft)		35	0		217	0		32	531	49	221	76
Queue Length 95th (ft)		#103	0		296	82		m68	590	m13	#477	324
Internal Link Dist (ft)		720			1019				678			592
Turn Bay Length (ft)			25			160		110		170	300	
Base Capacity (vph)		45	294		358	628		190	2000	669	373	2964
Starvation Cap Reductn		0	0		0	0		0	0	0	0	208
Spillback Cap Reductn		0	0		0	1		0	25	0	0	0
Storage Cap Reductn		0	0		0	0		0	0	0	0	0
Reduced v/c Ratio		0.69	0.09		0.53	0.43		0.14	0.62	0.17	0.72	0.48

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 153 (85%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 32.5		Intersection LOS: C	
Intersection Capacity Utilization 68.9%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

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





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

Intersection Summary

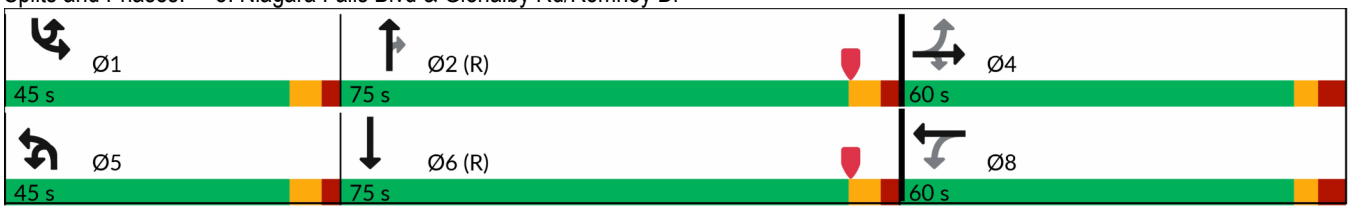
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	41	86	30	204	87	212	6	45	922	161	1	223
Future Volume (vph)	41	86	30	204	87	212	6	45	922	161	1	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		25	100		0		120		165		315
Storage Lanes	0		1	1		0		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91	1.00
Frt			0.850		0.894					0.850		
Flt Protected		0.984		0.950				0.950				0.950
Satd. Flow (prot)	0	1851	1599	1787	1682	0	0	1787	5136	1599	0	1787
Flt Permitted		0.361		0.590				0.950				0.950
Satd. Flow (perm)	0	679	1599	1110	1682	0	0	1787	5136	1599	0	1787
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			63		69					116		
Link Speed (mph)		30			30				40			
Link Distance (ft)		868			278				1759			
Travel Time (s)		19.7			6.3				30.0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	43	91	32	215	92	223	6	47	971	169	1	235
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	134	32	215	315	0	0	53	971	169	0	236
Turn Type	Perm	NA	Perm	Perm	NA		Prot	Prot	NA	Perm	Prot	Prot
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4		4	8						2		
Detector Phase	4	4	4	8	8		5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		3.0	3.0	10.0	10.0	3.0	3.0
Minimum Split (s)	48.9	48.9	48.9	48.9	48.9		11.7	11.7	40.0	40.0	11.7	11.7
Total Split (s)	60.0	60.0	60.0	60.0	60.0		45.0	45.0	75.0	75.0	45.0	45.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%		25.0%	25.0%	41.7%	41.7%	25.0%	25.0%
Maximum Green (s)	53.1	53.1	53.1	53.1	53.1		38.3	38.3	68.3	68.3	38.3	38.3
Yellow Time (s)	3.2	3.2	3.2	3.2	3.2		4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	3.7	3.7	3.7	3.7	3.7		2.4	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)		6.9	6.9	6.9	6.9			6.7	6.7	6.7		6.7
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.4	2.4	2.4	2.4	2.4	2.4
Recall Mode	None	None	None	None	None		None	None	C-Max	C-Max	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0				7.0	7.0		
Flash Don't Walk (s)	35.0	35.0	35.0	30.0	30.0				24.0	24.0		
Pedestrian Calls (#/hr)	0	0	0	0	0				0	0		
Act Effct Green (s)		37.7	37.7	37.7	37.7			10.1	93.5	93.5		28.5
Actuated g/C Ratio		0.21	0.21	0.21	0.21			0.06	0.52	0.52		0.16
v/c Ratio		0.94	0.08	0.93	0.78			0.53	0.36	0.19		0.84
Control Delay (s/veh)		130.7	0.7	109.4	62.3			81.3	51.2	31.8		112.8
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	988	36
Future Volume (vph)	988	36
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Frt	0.995	
Flt Protected		
Satd. Flow (prot)	5110	0
Flt Permitted		
Satd. Flow (perm)	5110	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	3	
Link Speed (mph)	40	
Link Distance (ft)	758	
Travel Time (s)	12.9	
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	1040	38
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1078	0
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	31.7	
Total Split (s)	75.0	
Total Split (%)	41.7%	
Maximum Green (s)	68.3	
Yellow Time (s)	4.3	
All-Red Time (s)	2.4	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.7	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	2.4	
Recall Mode	C-Max	
Walk Time (s)	7.0	
Flash Don't Walk (s)	18.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	114.4	
Actuated g/C Ratio	0.64	
v/c Ratio	0.33	
Control Delay (s/veh)	8.6	
Queue Delay	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Total Delay (s/veh)		130.7	0.7	109.4	62.3			81.3	51.2	31.8		112.8
LOS		F	A	F	E			F	D	C		F
Approach Delay (s/veh)		105.7			81.4				49.8			
Approach LOS		F			F				D			
Queue Length 50th (ft)		158	0	251	277			63	352	86		282
Queue Length 95th (ft)		#249	3	m336	363			116	462	172		391
Internal Link Dist (ft)		788			198				1679			
Turn Bay Length (ft)			25	100				120		165		315
Base Capacity (vph)		200	516	327	544			380	2667	886		380
Starvation Cap Reductn		0	0	0	0			0	0	0		0
Spillback Cap Reductn		0	0	0	0			0	0	0		0
Storage Cap Reductn		0	0	0	0			0	0	0		0
Reduced v/c Ratio		0.67	0.06	0.66	0.58			0.14	0.36	0.19		0.62

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 150 (83%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay (s/veh): 48.7		Intersection LOS: D	
Intersection Capacity Utilization 77.3%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

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





Lane Group	SBT	SBR
Total Delay (s/veh)	8.6	
LOS	A	
Approach Delay (s/veh)	27.3	
Approach LOS	C	
Queue Length 50th (ft)	90	
Queue Length 95th (ft)	140	
Internal Link Dist (ft)	678	
Turn Bay Length (ft)		
Base Capacity (vph)	3247	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.33	

Intersection Summary

Intersection	
Int Delay, s/veh	552.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	0	2	16	119	0	53	1	1	1651	90	50	65	1347	17
Future Vol, veh/h	0	2	16	119	0	53	1	1	1651	90	50	65	1347	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	105	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	1	1	1	1	1	1	2	1	1	1	1	1	1	1
Mvmt Flow	0	2	16	121	0	54	1	1	1685	92	51	66	1374	17

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	2296	3398	696	2520	3361	888	1016	1392	0	0	1297	1777	0	0
Stage 1	1618	1618	-	1735	1735	-	-	-	-	-	-	-	-	-
Stage 2	678	1781	-	786	1627	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	7.12	6.42	6.52	7.12	5.64	5.32	-	-	5.62	5.32	-	-
Critical Hdwy Stg 1	7.32	5.52	-	7.32	5.52	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.72	5.52	-	6.72	5.52	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.81	4.01	3.91	3.81	4.01	3.91	2.32	3.11	-	-	2.31	3.11	-	-
Pot Cap-1 Maneuver	42	7	331	~ 30	8	248	430	254	-	-	303	164	-	-
Stage 1	74	162	-	~ 61	142	-	-	-	-	-	-	-	-	-
Stage 2	374	135	-	321	161	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	12	3	331	~ 5	3	248	314	314	-	-	189	189	-	-
Mov Cap-2 Maneuver	12	3	-	~ 5	3	-	-	-	-	-	-	-	-	-
Stage 1	28	62	-	~ 60	141	-	-	-	-	-	-	-	-	-
Stage 2	289	133	-	~ 112	61	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $/3	$ 347.54	$ 10889.82	0.32	3.95
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	5	-	-	23	8	189	-	-
HCM Lane V/C Ratio	0.003	-	-	0.783	23.086	0.62	-	-
HCM Control Delay (s/veh)	16.5	0.3	-	$ 347.5	$ 10889.8	50.8	-	-
HCM Lane LOS	C	A	-	F	F	F	-	-
HCM 95th %tile Q(veh)	0	-	-	2.3	23.8	3.5	-	-

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

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	1	178	338	81	1	323	325	293	15	85	1100	292
Future Volume (vph)	1	178	338	81	1	323	325	293	15	85	1100	292
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		50		50		400		0		300		300
Storage Lanes		1		1		1		1		1		1
Taper Length (ft)		25				25				25		
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	1.00	0.91	1.00	0.91	1.00
Ped Bike Factor		1.00	1.00			1.00		0.98				
Frt			0.971					0.850				0.850
Flt Protected		0.950				0.950				0.950		
Satd. Flow (prot)	0	1787	3459	0	0	1787	3574	1599	0	1787	5136	1599
Flt Permitted		0.548				0.175				0.950		
Satd. Flow (perm)	0	1028	3459	0	0	328	3574	1573	0	1787	5136	1599
Right Turn on Red				Yes				Yes				Yes
Satd. Flow (RTOR)			15					281				278
Link Speed (mph)			30				45				40	
Link Distance (ft)			1574				1441				956	
Travel Time (s)			35.8				21.8				16.3	
Confl. Peds. (#/hr)		3		4		4		3				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	185	352	84	1	336	339	305	16	89	1146	304
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	186	436	0	0	337	339	305	0	105	1146	304
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	Perm	Prot	Prot	NA	Perm
Protected Phases	7	7	4		3	3	8		5	5	2	
Permitted Phases	4	4			8	8		8				2
Detector Phase	7	7	4		3	3	8	8	5	5	2	2
Switch Phase												
Minimum Initial (s)	3.0	3.0	6.0		3.0	3.0	6.0	6.0	3.0	3.0	10.0	10.0
Minimum Split (s)	13.8	13.8	48.1		13.8	13.8	47.8	47.8	12.1	12.1	39.1	39.1
Total Split (s)	30.0	30.0	50.0		35.0	35.0	55.0	55.0	20.0	20.0	65.0	65.0
Total Split (%)	16.7%	16.7%	27.8%		19.4%	19.4%	30.6%	30.6%	11.1%	11.1%	36.1%	36.1%
Maximum Green (s)	21.9	21.9	41.9		26.9	26.9	46.9	46.9	13.1	13.1	58.1	58.1
Yellow Time (s)	3.8	3.8	3.8		3.8	3.8	3.8	3.8	3.9	3.9	3.9	3.9
All-Red Time (s)	4.3	4.3	4.3		4.3	4.3	4.3	4.3	3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		8.1	8.1			8.1	8.1	8.1		6.9	6.9	6.9
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.5	2.5	2.5	2.5	2.4	2.4	2.4	2.4
Recall Mode	None	None	None		None	None	None	None	None	None	C-Max	C-Max
Walk Time (s)			7.0				7.0	7.0			7.0	7.0
Flash Don't Walk (s)			33.0				31.0	31.0			24.0	24.0
Pedestrian Calls (#/hr)			0				0	0			0	0
Act Effct Green (s)		44.3	26.5			60.2	35.2	35.2		16.1	75.1	75.1
Actuated g/C Ratio		0.25	0.15			0.33	0.20	0.20		0.09	0.42	0.42
v/c Ratio		0.57	0.84			1.04	0.48	0.57		0.66	0.54	0.37

Lane Group	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	3	316	880	131
Future Volume (vph)	3	316	880	131
Ideal Flow (vphpl)	1900	1900	1900	1900
Storage Length (ft)		350		0
Storage Lanes		2		0
Taper Length (ft)		25		
Lane Util. Factor	0.91	0.97	0.91	0.91
Ped Bike Factor				
Frt			0.981	
Flt Protected		0.950		
Satd. Flow (prot)	0	3467	5038	0
Flt Permitted		0.950		
Satd. Flow (perm)	0	3467	5038	0
Right Turn on Red				Yes
Satd. Flow (RTOR)			18	
Link Speed (mph)			40	
Link Distance (ft)			608	
Travel Time (s)			10.4	
Confl. Peds. (#/hr)				
Peak Hour Factor	0.94	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%
Adj. Flow (vph)	3	329	917	136
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	332	1053	0
Turn Type	Prot	Prot	NA	
Protected Phases	1	1	6	
Permitted Phases				
Detector Phase	1	1	6	
Switch Phase				
Minimum Initial (s)	3.0	3.0	10.0	
Minimum Split (s)	12.1	12.1	32.1	
Total Split (s)	30.0	30.0	75.0	
Total Split (%)	16.7%	16.7%	41.7%	
Maximum Green (s)	23.1	23.1	68.1	
Yellow Time (s)	3.9	3.9	3.9	
All-Red Time (s)	3.0	3.0	3.0	
Lost Time Adjust (s)		0.0	0.0	
Total Lost Time (s)		6.9	6.9	
Lead/Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	
Vehicle Extension (s)	2.4	2.4	2.4	
Recall Mode	None	None	C-Max	
Walk Time (s)			7.0	
Flash Don't Walk (s)			17.0	
Pedestrian Calls (#/hr)			0	
Act Effct Green (s)		21.9	80.8	
Actuated g/C Ratio		0.12	0.45	
v/c Ratio		0.79	0.46	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Control Delay (s/veh)		51.0	86.3			107.7	66.7	13.0		98.1	41.7	6.8
Queue Delay		0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		51.0	86.3			107.7	66.7	13.0		98.1	41.7	6.8
LOS		D	F			F	E	B		F	D	A
Approach Delay (s/veh)			75.8				64.1				38.7	
Approach LOS			E				E				D	
Queue Length 50th (ft)		162	259			~342	190	24		122	372	18
Queue Length 95th (ft)		222	314			#545	241	122		189	468	98
Internal Link Dist (ft)			1494				1361				876	
Turn Bay Length (ft)		50				400				300		300
Base Capacity (vph)		368	816			327	931	617		164	2141	828
Starvation Cap Reductn		0	0			0	0	0		0	0	0
Spillback Cap Reductn		0	0			0	0	0		0	0	0
Storage Cap Reductn		0	0			0	0	0		0	0	0
Reduced v/c Ratio		0.51	0.53			1.03	0.36	0.49		0.64	0.54	0.37

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay (s/veh): 50.8		Intersection LOS: D	
Intersection Capacity Utilization 88.0%		ICU Level of Service E	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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





Lane Group	SBU	SBL	SBT	SBR
Control Delay (s/veh)		97.4	27.0	
Queue Delay		0.0	0.0	
Total Delay (s/veh)		97.4	27.0	
LOS		F	C	
Approach Delay (s/veh)			43.9	
Approach LOS			D	
Queue Length 50th (ft)		210	213	
Queue Length 95th (ft)		227	256	
Internal Link Dist (ft)			528	
Turn Bay Length (ft)		350		
Base Capacity (vph)		463	2271	
Starvation Cap Reductn		0	0	
Spillback Cap Reductn		0	0	
Storage Cap Reductn		0	0	
Reduced v/c Ratio		0.72	0.46	

Intersection Summary

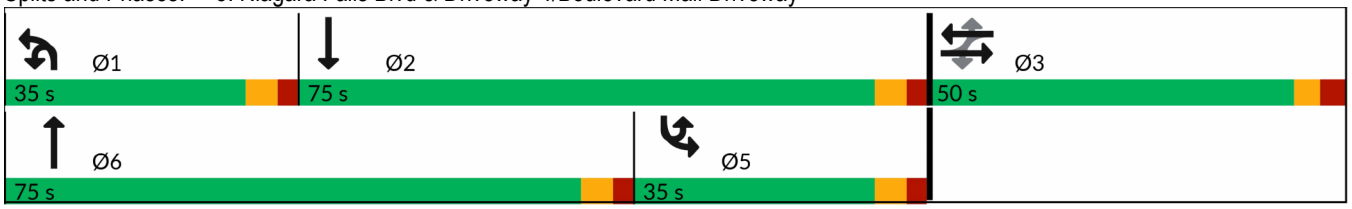
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	9	2	15	83	7	89	1	6	1236	77	16	93
Future Volume (vph)	9	2	15	83	7	89	1	6	1236	77	16	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		125		0		330
Storage Lanes	0		0	1		0		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	0.91	0.91	1.00
Ped Bike Factor		0.99		1.00								
Frt		0.922			0.861				0.991			
Flt Protected		0.983		0.950				0.950				0.950
Satd. Flow (prot)	0	1692	0	1787	1620	0	0	1787	5089	0	0	1787
Flt Permitted		0.864		0.740				0.950				0.950
Satd. Flow (perm)	0	1487	0	1390	1620	0	0	1787	5089	0	0	1787
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		15			92				7			
Link Speed (mph)		25			25				40			
Link Distance (ft)		642			490				588			
Travel Time (s)		17.5			13.4				10.0			
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	9	2	15	86	7	92	1	6	1274	79	16	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	86	99	0	0	7	1353	0	0	112
Turn Type	Perm	NA		Perm	NA		Prot	Prot	NA		Prot	Prot
Protected Phases		3			3		1	1	6		5	5
Permitted Phases	3			3								
Detector Phase	3	3		3	3		1	1	6		5	5
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		3.0	3.0	10.0		3.0	3.0
Minimum Split (s)	39.2	39.2		39.2	39.2		9.3	9.3	33.3		9.3	9.3
Total Split (s)	50.0	50.0		50.0	50.0		35.0	35.0	75.0		35.0	35.0
Total Split (%)	31.3%	31.3%		31.3%	31.3%		21.9%	21.9%	46.9%		21.9%	21.9%
Maximum Green (s)	43.8	43.8		43.8	43.8		28.7	28.7	68.7		28.7	28.7
Yellow Time (s)	3.2	3.2		3.2	3.2		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		2.3	2.3	2.3		2.3	2.3
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)		6.2		6.2	6.2			6.3	6.3			6.3
Lead/Lag							Lead	Lead	Lead		Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	3.0		2.0	2.0
Recall Mode	None	None		None	None		None	None	Min		None	None
Walk Time (s)	7.0	7.0		7.0	7.0				7.0			
Flash Don't Walk (s)	26.0	26.0		26.0	26.0				20.0			
Pedestrian Calls (#/hr)	0	0		0	0				0			
Act Effct Green (s)		10.0		10.0	10.0			5.1	29.7			10.0
Actuated g/C Ratio		0.14		0.14	0.14			0.07	0.43			0.14
v/c Ratio		0.11		0.43	0.32			0.05	0.62			0.44

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1139	24
Future Volume (vph)	1139	24
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Ped Bike Factor		
Frt	0.997	
Flt Protected		
Satd. Flow (prot)	5120	0
Flt Permitted		
Satd. Flow (perm)	5120	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	2	
Link Speed (mph)	40	
Link Distance (ft)	956	
Travel Time (s)	16.3	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	1174	25
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1199	0
Turn Type	NA	
Protected Phases	2	
Permitted Phases		
Detector Phase	2	
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	33.3	
Total Split (s)	75.0	
Total Split (%)	46.9%	
Maximum Green (s)	68.7	
Yellow Time (s)	4.0	
All-Red Time (s)	2.3	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.3	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	Min	
Walk Time (s)	7.0	
Flash Don't Walk (s)	20.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	44.3	
Actuated g/C Ratio	0.64	
v/c Ratio	0.37	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Control Delay (s/veh)		20.4		37.0	11.7			37.4	17.0			35.7
Queue Delay		0.0		0.0	0.0			0.0	0.0			0.0
Total Delay (s/veh)		20.4		37.0	11.7			37.4	17.0			35.7
LOS		C		D	B			D	B			D
Approach Delay (s/veh)		20.4			23.5				17.1			
Approach LOS		C			C				B			
Queue Length 50th (ft)		4		33	3			3	150			43
Queue Length 95th (ft)		28		90	46			17	247			109
Internal Link Dist (ft)		562			410				508			
Turn Bay Length (ft)								125				330
Base Capacity (vph)		983		914	1097			770	4740			770
Starvation Cap Reductn		0		0	0			0	0			0
Spillback Cap Reductn		0		0	0			0	0			0
Storage Cap Reductn		0		0	0			0	0			0
Reduced v/c Ratio		0.03		0.09	0.09			0.01	0.29			0.15

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 69.2			
Natural Cycle: 85			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay (s/veh): 14.0		Intersection LOS: B	
Intersection Capacity Utilization 58.4%		ICU Level of Service B	
Analysis Period (min) 15			

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





Lane Group	SBT	SBR
Control Delay (s/veh)	7.0	
Queue Delay	0.0	
Total Delay (s/veh)	7.0	
LOS	A	
Approach Delay (s/veh)	9.4	
Approach LOS	A	
Queue Length 50th (ft)	64	
Queue Length 95th (ft)	168	
Internal Link Dist (ft)	876	
Turn Bay Length (ft)		
Base Capacity (vph)	4768	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.25	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	23	15	19	86	15	89	25	28	1164	98	79	1159
Future Volume (vph)	23	15	19	86	15	89	25	28	1164	98	79	1159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		150		0	250	
Storage Lanes	0		0	1		0		1		0	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	0.91	1.00	0.91
Ped Bike Factor		0.99		0.99				1.00				1.00
Frt		0.954			0.871				0.988			0.995
Flt Protected		0.980		0.950				0.950			0.950	
Satd. Flow (prot)	0	1747	0	1787	1639	0	0	1787	5074	0	1787	5105
Flt Permitted		0.838		0.719				0.950			0.950	
Satd. Flow (perm)	0	1493	0	1342	1639	0	0	1782	5074	0	1787	5105
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		16			92				11			4
Link Speed (mph)		30			25				40			40
Link Distance (ft)		538			562				2182			588
Travel Time (s)		12.2			15.3				37.2			10.0
Confl. Peds. (#/hr)			6	6				5				
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	24	15	20	89	15	92	26	29	1200	101	81	1195
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	59	0	89	107	0	0	55	1301	0	81	1233
Turn Type	Perm	NA		Perm	NA		Prot	Prot	NA		Prot	NA
Protected Phases		3			3		5	5	2		1	6
Permitted Phases	3			3								
Detector Phase	3	3		3	3		5	5	2		1	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		3.0	3.0	10.0		3.0	10.0
Minimum Split (s)	41.6	41.6		41.6	41.6		16.3	16.3	31.3		16.3	33.3
Total Split (s)	50.0	50.0		50.0	50.0		35.0	35.0	75.0		35.0	75.0
Total Split (%)	31.3%	31.3%		31.3%	31.3%		21.9%	21.9%	46.9%		21.9%	46.9%
Maximum Green (s)	43.4	43.4		43.4	43.4		28.7	28.7	68.7		28.7	68.7
Yellow Time (s)	3.2	3.2		3.2	3.2		4.3	4.3	4.3		4.3	4.3
All-Red Time (s)	3.4	3.4		3.4	3.4		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		6.6		6.6	6.6			6.3	6.3		6.3	6.3
Lead/Lag							Lead	Lead	Lead		Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.5	3.5		3.5	3.5		2.0	2.0	4.0		2.0	2.0
Recall Mode	None	None		None	None		None	None	Min		None	Min
Walk Time (s)	7.0	7.0		7.0	7.0							7.0
Flash Don't Walk (s)	26.0	26.0		26.0	26.0							20.0
Pedestrian Calls (#/hr)	5	5		5	5							0
Act Effct Green (s)		14.1		14.1	14.1			7.7	35.5		9.0	36.6
Actuated g/C Ratio		0.19		0.19	0.19			0.10	0.47		0.12	0.48
v/c Ratio		0.20		0.36	0.28			0.31	0.55		0.38	0.50

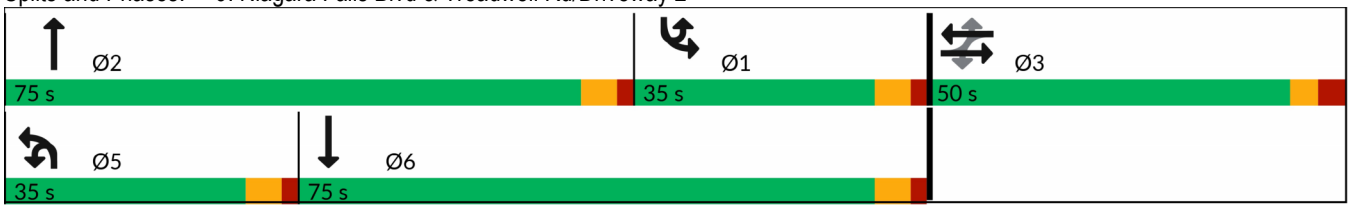


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	37
Future Volume (vph)	37
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.91
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	5
Peak Hour Factor	0.97
Heavy Vehicles (%)	1%
Adj. Flow (vph)	38
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Don't Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Control Delay (s/veh)		24.6		34.4	11.3			43.5	17.1		42.7	15.6
Queue Delay		0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay (s/veh)		24.6		34.4	11.3			43.5	17.1		42.7	15.6
LOS		C		C	B			D	B		D	B
Approach Delay (s/veh)		24.6			21.8				18.2			17.3
Approach LOS		C			C				B			B
Queue Length 50th (ft)		17		36	6			23	146		34	131
Queue Length 95th (ft)		58		98	51			82	313		109	282
Internal Link Dist (ft)		458			482				2102			508
Turn Bay Length (ft)								150			250	
Base Capacity (vph)		949		847	1069			746	4465		746	4491
Starvation Cap Reductn		0		0	0			0	0		0	118
Spillback Cap Reductn		0		0	0			0	0		0	0
Storage Cap Reductn		0		0	0			0	0		0	0
Reduced v/c Ratio		0.06		0.11	0.10			0.07	0.29		0.11	0.28

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 75.8			
Natural Cycle: 95			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay (s/veh): 18.2		Intersection LOS: B	
Intersection Capacity Utilization 58.3%		ICU Level of Service B	
Analysis Period (min) 15			

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





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

Intersection Summary



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	2	447	603	0	3	249	688	69	0	641	68	35
Future Volume (vph)	2	447	603	0	3	249	688	69	0	641	68	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		370		0		300		300	0		0	
Storage Lanes		2		0		2		1	0		0	
Taper Length (ft)		25				25			25			
Lane Util. Factor	0.91	0.97	0.91	0.91	0.91	0.97	0.91	1.00	1.00	0.91	0.91	0.95
Ped Bike Factor		1.00				1.00		0.98				
Frt								0.850		0.986		
Flt Protected		0.950				0.950						
Satd. Flow (prot)	0	3467	5136	0	0	3467	5136	1599	0	5064	0	0
Flt Permitted		0.950				0.950						
Satd. Flow (perm)	0	3463	5136	0	0	3465	5136	1575	0	5064	0	0
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)								119		10		
Link Speed (mph)			40				40			40		
Link Distance (ft)			623				1468			379		
Travel Time (s)			10.6				25.0			6.5		
Confl. Peds. (#/hr)		2		1		1		2				
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	2	461	622	0	3	257	709	71	0	661	70	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	463	622	0	0	260	709	71	0	731	0	0
Turn Type	Prot	Prot	NA		Prot	Prot	NA	Perm		NA		Prot
Protected Phases	3	3	8		7	7	4			2		1
Permitted Phases								4				
Detector Phase	3	3	8		7	7	4	4		2		1
Switch Phase												
Minimum Initial (s)	3.0	3.0	6.0		3.0	3.0	6.0	6.0		10.0		3.0
Minimum Split (s)	10.3	10.3	48.0		10.3	10.3	48.0	48.0		58.2		12.3
Total Split (s)	37.0	37.0	48.0		37.0	37.0	48.0	48.0		68.0		37.0
Total Split (%)	19.5%	19.5%	25.3%		19.5%	19.5%	25.3%	25.3%		35.8%		19.5%
Maximum Green (s)	29.7	29.7	40.7		29.7	29.7	40.7	40.7		59.8		28.8
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0		4.0		4.0
All-Red Time (s)	3.3	3.3	3.3		3.3	3.3	3.3	3.3		4.2		4.2
Lost Time Adjust (s)		0.0	0.0			0.0	0.0	0.0		0.0		
Total Lost Time (s)		7.3	7.3			7.3	7.3	7.3		8.2		
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag	Lag		Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes		Yes		Yes
Vehicle Extension (s)	4.0	4.0	4.0		2.0	2.0	4.0	4.0		4.0		2.0
Recall Mode	None	None	None		None	None	None	None		C-Min		None
Walk Time (s)			7.0				7.0	7.0		7.0		
Flash Don't Walk (s)			30.0				30.0	30.0		39.0		
Pedestrian Calls (#/hr)			1				2	2		0		
Act Effct Green (s)		31.8	48.0			18.6	34.8	34.8		73.7		
Actuated g/C Ratio		0.17	0.25			0.10	0.18	0.18		0.39		
v/c Ratio		0.80	0.48			0.77	0.75	0.18		0.37		

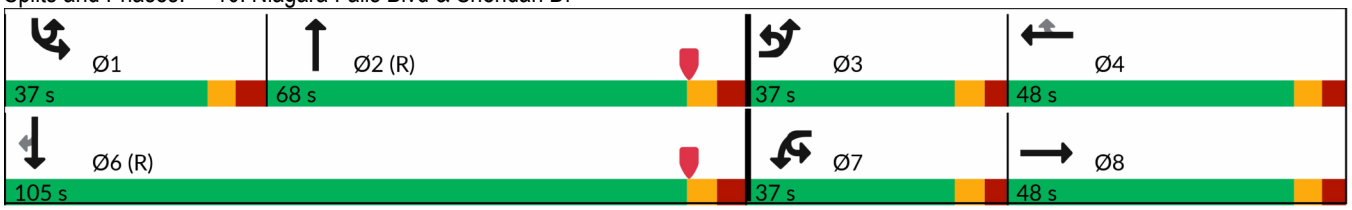


Lane Group	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	219	621	459
Future Volume (vph)	219	621	459
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	450		0
Storage Lanes	2		1
Taper Length (ft)	25		
Lane Util. Factor	0.97	0.95	1.00
Ped Bike Factor			
Frt			0.850
Flt Protected	0.950		
Satd. Flow (prot)	3467	3574	1599
Flt Permitted	0.950		
Satd. Flow (perm)	3467	3574	1599
Right Turn on Red			Yes
Satd. Flow (RTOR)			445
Link Speed (mph)		40	
Link Distance (ft)		2182	
Travel Time (s)		37.2	
Confl. Peds. (#/hr)			
Peak Hour Factor	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%
Adj. Flow (vph)	226	640	473
Shared Lane Traffic (%)			
Lane Group Flow (vph)	262	640	473
Turn Type	Prot	NA	Perm
Protected Phases	1	6	
Permitted Phases			6
Detector Phase	1	6	6
Switch Phase			
Minimum Initial (s)	3.0	10.0	10.0
Minimum Split (s)	12.3	58.2	58.2
Total Split (s)	37.0	105.0	105.0
Total Split (%)	19.5%	55.3%	55.3%
Maximum Green (s)	28.8	96.8	96.8
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	4.2	4.2	4.2
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	8.2	8.2	8.2
Lead/Lag	Lead		
Lead-Lag Optimize?	Yes		
Vehicle Extension (s)	2.0	4.0	4.0
Recall Mode	None	C-Min	C-Min
Walk Time (s)		7.0	7.0
Flash Don't Walk (s)		39.0	39.0
Pedestrian Calls (#/hr)		2	2
Act Effct Green (s)	18.7	100.6	100.6
Actuated g/C Ratio	0.10	0.53	0.53
v/c Ratio	0.77	0.34	0.45

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Control Delay (s/veh)		86.5	61.1			98.5	78.7	1.1		27.7		
Queue Delay		0.0	0.0			0.0	0.0	0.0		0.3		
Total Delay (s/veh)		86.5	61.1			98.5	78.7	1.1		28.0		
LOS		F	E			F	E	A		C		
Approach Delay (s/veh)			71.9				78.3			28.0		
Approach LOS			E				E			C		
Queue Length 50th (ft)		291	244			166	312	0		248		
Queue Length 95th (ft)		344	272			214	347	0		330		
Internal Link Dist (ft)			543				1388			299		
Turn Bay Length (ft)		370				300		300				
Base Capacity (vph)		597	1304			541	1105	432		1992		
Starvation Cap Reductn		0	0			0	0	0		636		
Spillback Cap Reductn		0	0			0	0	0		0		
Storage Cap Reductn		0	0			0	0	0		0		
Reduced v/c Ratio		0.78	0.48			0.48	0.64	0.16		0.54		

Intersection Summary			
Area Type:	Other		
Cycle Length: 190			
Actuated Cycle Length: 190			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay (s/veh): 53.3		Intersection LOS: D	
Intersection Capacity Utilization 74.7%		ICU Level of Service D	
Analysis Period (min) 15			

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





Lane Group	SBL	SBT	SBR
Control Delay (s/veh)	98.5	27.5	4.5
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	98.5	27.5	4.5
LOS	F	C	A
Approach Delay (s/veh)		33.1	
Approach LOS		C	
Queue Length 50th (ft)	167	237	17
Queue Length 95th (ft)	216	329	98
Internal Link Dist (ft)		2102	
Turn Bay Length (ft)	450		
Base Capacity (vph)	525	1933	1069
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	24	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.50	0.34	0.44

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	191	134	48	178	90	2	101	745	56	87	767
Future Volume (vph)	0	191	134	48	178	90	2	101	745	56	87	767
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	200		0		250		0	0	
Storage Lanes	0		1	1		0		1		0	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.91	1.00	0.91	0.91	1.00	0.95
Ped Bike Factor					1.00							
Frt			0.850		0.949				0.990			0.993
Flt Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	3505	1568	1752	3311	0	0	1752	4986	0	1752	3480
Flt Permitted				0.505				0.950			0.950	
Satd. Flow (perm)	0	3505	1568	932	3311	0	0	1752	4986	0	1752	3480
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			144		44				7			4
Link Speed (mph)		30			35				35			40
Link Distance (ft)		718			1535				1665			379
Travel Time (s)		16.3			29.9				32.4			6.5
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	205	144	52	191	97	2	109	801	60	94	825
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	205	144	52	288	0	0	111	861	0	94	867
Turn Type		NA	Perm	Perm	NA		Prot	Prot	NA		Prot	NA
Protected Phases		4			4		1	1	2		1 3	2 3
Permitted Phases			4	4								
Detector Phase		4	4	4	4		1	1	2		1 3	2 3
Switch Phase												
Minimum Initial (s)		6.0	6.0	6.0	6.0		3.0	3.0	10.0			
Minimum Split (s)		43.1	43.1	43.1	43.1		9.8	9.8	35.8			
Total Split (s)		54.0	54.0	54.0	54.0		35.0	35.0	68.0			
Total Split (%)		28.4%	28.4%	28.4%	28.4%		18.4%	18.4%	35.8%			
Maximum Green (s)		46.9	46.9	46.9	46.9		28.2	28.2	61.2			
Yellow Time (s)		3.2	3.2	3.2	3.2		3.9	3.9	3.9			
All-Red Time (s)		3.9	3.9	3.9	3.9		2.9	2.9	2.9			
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0			
Total Lost Time (s)		7.1	7.1	7.1	7.1			6.8	6.8			
Lead/Lag		Lag	Lag	Lag	Lag		Lead	Lead	Lag			
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0	2.0	2.0	2.0		2.0	2.0	4.0			
Recall Mode		None	None	None	None		None	None	C-Min			
Walk Time (s)		7.0	7.0	7.0	7.0				7.0			
Flash Don't Walk (s)		29.0	29.0	29.0	29.0				22.0			
Pedestrian Calls (#/hr)		0	0	0	0				0			
Act Effct Green (s)		19.8	19.8	19.8	19.8			16.4	112.9		29.8	133.1
Actuated g/C Ratio		0.10	0.10	0.10	0.10			0.09	0.59		0.16	0.70
v/c Ratio		0.56	0.49	0.54	0.75			0.74	0.29		0.34	0.36

Lane Group	SBR	Ø3
Lane Configurations		
Traffic Volume (vph)	39	
Future Volume (vph)	39	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red	Yes	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Peak Hour Factor	0.93	
Heavy Vehicles (%)	3%	
Adj. Flow (vph)	42	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Turn Type		
Protected Phases		3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)		3.0
Minimum Split (s)		9.8
Total Split (s)		33.0
Total Split (%)		17%
Maximum Green (s)		26.2
Yellow Time (s)		3.9
All-Red Time (s)		2.9
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead
Lead-Lag Optimize?		
Vehicle Extension (s)		2.0
Recall Mode		None
Walk Time (s)		
Flash Don't Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Control Delay (s/veh)		86.3	15.5	99.6	81.9			110.8	20.5		70.9	3.3
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0		0.0	0.2
Total Delay (s/veh)		86.3	15.5	99.6	81.9			110.8	20.5		70.9	3.4
LOS		F	B	F	F			F	C		E	A
Approach Delay (s/veh)		57.1			84.6				30.8			10.0
Approach LOS		E			F				C			B
Queue Length 50th (ft)		130	0	63	159			138	186		122	244
Queue Length 95th (ft)		172	72	114	208			207	269		189	156
Internal Link Dist (ft)		638			1455				1585			299
Turn Bay Length (ft)			100	200				250				
Base Capacity (vph)		865	495	230	850			260	2966		501	2674
Starvation Cap Reductn		0	0	0	0			0	0		0	797
Spillback Cap Reductn		0	0	0	0			0	127		0	0
Storage Cap Reductn		0	0	0	0			0	0		0	0
Reduced v/c Ratio		0.24	0.29	0.23	0.34			0.43	0.30		0.19	0.46

Intersection Summary			
Area Type:	Other		
Cycle Length: 190			
Actuated Cycle Length: 190			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay (s/veh): 33.7		Intersection LOS: C	
Intersection Capacity Utilization 64.6%		ICU Level of Service C	
Analysis Period (min) 15			

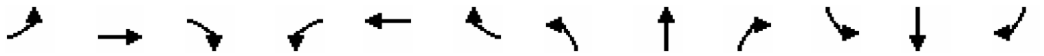
Splits and Phases: 11: Niagara Falls Blvd & Eggert Rd





Lane Group	SBR	Ø3
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

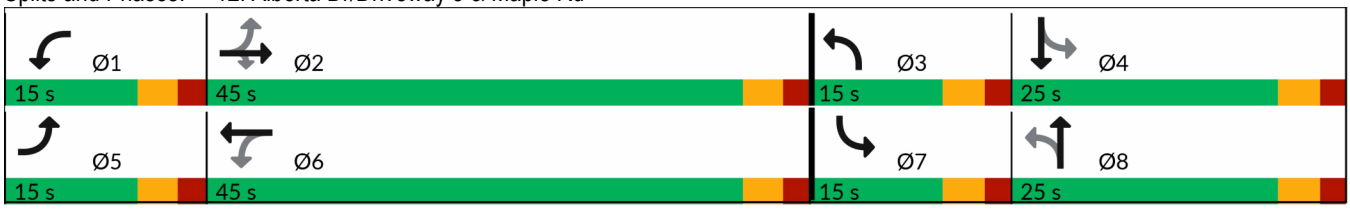


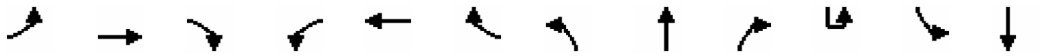
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	582	226	313	818	7	309	62	301	14	50	47
Future Volume (vph)	51	582	226	313	818	7	309	62	301	14	50	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	400		0	0		0	0		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.98	1.00	1.00		1.00	0.99		1.00	0.99	
Frt			0.850		0.999			0.876			0.927	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1787	5129	0	1787	1628	0	1787	1731	0
Flt Permitted	0.323			0.237			0.484			0.541		
Satd. Flow (perm)	607	3574	1571	445	5129	0	908	1628	0	1017	1731	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			231		1			219			42	
Link Speed (mph)		45			45			35			25	
Link Distance (ft)		1441			678			472			208	
Travel Time (s)		21.8			10.3			9.2			5.7	
Confl. Peds. (#/hr)	2		4	4		2	2		2	2		2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	52	594	231	319	835	7	315	63	307	14	51	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	594	231	319	842	0	315	370	0	14	99	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2	2	2	6			8			4		
Detector Phase	5	2	2	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0		5.0	10.0		5.0	5.0	
Minimum Split (s)	10.0	27.6	27.6	10.0	27.6		10.0	27.6		10.0	27.6	
Total Split (s)	15.0	45.0	45.0	15.0	45.0		15.0	25.0		15.0	25.0	
Total Split (%)	15.0%	45.0%	45.0%	15.0%	45.0%		15.0%	25.0%		15.0%	25.0%	
Maximum Green (s)	10.0	40.0	40.0	10.0	40.0		10.0	20.0		10.0	20.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Gap (s)	0.2	0.2	0.2	0.2	0.2		0.2	0.2		0.2	0.2	
Time Before Reduce (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	7.0	
Time To Reduce (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5		0.5	0.5	
Recall Mode	None	Min	Min	None	Min		None	None		None	None	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Don't Walk (s)		15.0	15.0		15.0			15.0			15.0	
Pedestrian Calls (#/hr)		4	4		2			4			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	24.9	17.1	17.1	30.7	25.3		22.3	20.8		15.7	10.4	
Actuated g/C Ratio	0.38	0.26	0.26	0.47	0.39		0.34	0.32		0.24	0.16	
v/c Ratio	0.14	0.64	0.40	0.77	0.43		0.70	0.56		0.04	0.32	
Control Delay (s/veh)	12.1	26.1	5.8	28.8	19.0		27.0	12.2		14.9	19.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	12.1	26.1	5.8	28.8	19.0		27.0	12.2		14.9	19.6	
LOS	B	C	A	C	B		C	B		B	B	
Approach Delay (s/veh)		19.9			21.7			19.0			19.0	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	10	111	0	75	102		95	42		4	21	
Queue Length 95th (ft)	35	200	51	#258	182		184	157		15	63	
Internal Link Dist (ft)		1361			598			392			128	
Turn Bay Length (ft)	200		200	400								
Base Capacity (vph)	442	2273	1083	421	3263		448	727		416	587	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.12	0.26	0.21	0.76	0.26		0.70	0.51		0.03	0.17	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 65.6			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 20.4		Intersection LOS: C	
Intersection Capacity Utilization 70.0%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	162	660	97	244	833	295	143	374	149	1	316	436
Future Volume (vph)	162	660	97	244	833	295	143	374	149	1	316	436
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		430	350		0	150		150		500	
Storage Lanes	1		1	1		0	1		1		1	
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98	1.00			1.00					
Frt			0.850		0.961				0.850			
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1787	3574	1599	1787	4935	0	1787	1881	1599	0	1787	1881
Flt Permitted	0.172			0.142			0.338				0.177	
Satd. Flow (perm)	324	3574	1564	267	4935	0	636	1881	1599	0	333	1881
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			218		79				218			
Link Speed (mph)		45			45			35				35
Link Distance (ft)		678			748			1795				1039
Travel Time (s)		10.3			11.3			35.0				20.2
Confl. Peds. (#/hr)			1	1			1					
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	165	673	99	249	850	301	146	382	152	1	322	445
Shared Lane Traffic (%)												
Lane Group Flow (vph)	165	673	99	249	1151	0	146	382	152	0	323	445
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	pm+pt	NA
Protected Phases	5	2		1	6		3	8		7	7	4
Permitted Phases	2		2	6			8		8	4	4	
Detector Phase	5	2	2	1	6		3	8	8	7	7	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	10.0	10.0	5.0	5.0	10.0
Minimum Split (s)	10.0	38.0	38.0	10.0	38.0		10.0	38.0	38.0	10.0	10.0	38.0
Total Split (s)	15.0	30.0	30.0	25.0	40.0		15.0	35.0	35.0	25.0	25.0	45.0
Total Split (%)	13.0%	26.1%	26.1%	21.7%	34.8%		13.0%	30.4%	30.4%	21.7%	21.7%	39.1%
Maximum Green (s)	10.0	24.0	24.0	20.0	34.0		10.0	29.0	29.0	20.0	20.0	39.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0	4.0	3.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0		5.0	6.0	6.0		5.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Gap (s)	0.2	0.2	0.2	0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2
Time Before Reduce (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Time To Reduce (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Recall Mode	None	None	None	None	None		None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0	7.0			7.0
Flash Don't Walk (s)		25.0	25.0		25.0			25.0	25.0			25.0
Pedestrian Calls (#/hr)		0	0		1			0	0			1



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	205
Future Volume (vph)	205
Ideal Flow (vphpl)	1900
Storage Length (ft)	150
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.99
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1599
Flt Permitted	
Satd. Flow (perm)	1578
Right Turn on Red	Yes
Satd. Flow (RTOR)	171
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Peak Hour Factor	0.98
Heavy Vehicles (%)	1%
Adj. Flow (vph)	209
Shared Lane Traffic (%)	
Lane Group Flow (vph)	209
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	38.0
Total Split (s)	45.0
Total Split (%)	39.1%
Maximum Green (s)	39.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	
Vehicle Extension (s)	4.0
Minimum Gap (s)	0.2
Time Before Reduce (s)	7.0
Time To Reduce (s)	0.5
Recall Mode	None
Walk Time (s)	7.0
Flash Don't Walk (s)	25.0
Pedestrian Calls (#/hr)	1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Act Effct Green (s)	34.2	23.2	23.2	44.1	29.2		36.3	25.6	25.6		50.1	34.4
Actuated g/C Ratio	0.32	0.22	0.22	0.42	0.28		0.34	0.24	0.24		0.47	0.33
v/c Ratio	0.68	0.86	0.19	0.73	0.81		0.45	0.84	0.27		0.79	0.73
Control Delay (s/veh)	38.4	53.2	0.8	36.3	38.5		22.4	56.0	2.2		35.6	39.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	38.4	53.2	0.8	36.3	38.5		22.4	56.0	2.2		35.6	39.8
LOS	D	D	A	D	D		C	E	A		D	D
Approach Delay (s/veh)		45.0			38.1			36.8				31.7
Approach LOS		D			D			D				C
Queue Length 50th (ft)	75	247	0	119	265		56	256	0		139	271
Queue Length 95th (ft)	#162	#363	0	204	320		100	#415	12		#279	403
Internal Link Dist (ft)		598			668			1715				959
Turn Bay Length (ft)	250		430	350			150		150		500	
Base Capacity (vph)	245	823	528	406	1665		332	524	602		437	704
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	0
Reduced v/c Ratio	0.67	0.82	0.19	0.61	0.69		0.44	0.73	0.25		0.74	0.63

Intersection Summary

Area Type: Other
Cycle Length: 115
Actuated Cycle Length: 105.6
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay (s/veh): 37.9 Intersection LOS: D
Intersection Capacity Utilization 87.6% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

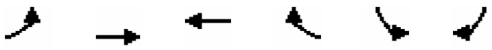
Splits and Phases: 13: Bailey Ave & Maple Rd





Lane Group	SBR
Act Effct Green (s)	34.4
Actuated g/C Ratio	0.33
v/c Ratio	0.33
Control Delay (s/veh)	8.3
Queue Delay	0.0
Total Delay (s/veh)	8.3
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	18
Queue Length 95th (ft)	74
Internal Link Dist (ft)	
Turn Bay Length (ft)	150
Base Capacity (vph)	698
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.30

Intersection Summary

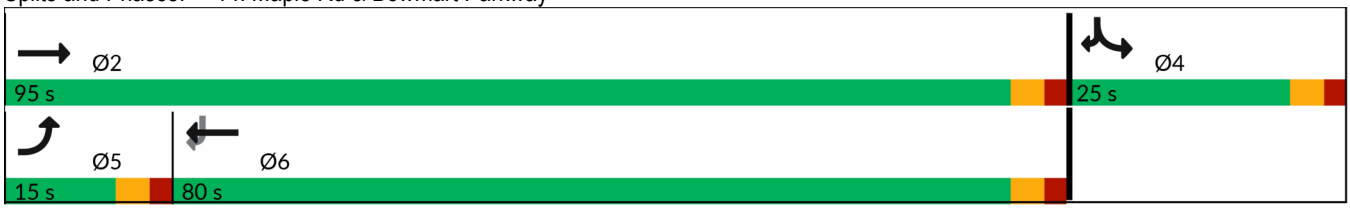


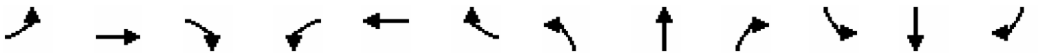
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	100	992	1221	180	235	146
Future Volume (vph)	100	992	1221	180	235	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250			100	100	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.91	0.91	1.00	1.00
Frt			0.981			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1787	3574	5038	0	1787	1599
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1787	3574	5038	0	1787	1599
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			43			159
Link Speed (mph)		35	45		30	
Link Distance (ft)		748	466		1444	
Travel Time (s)		14.6	7.1		32.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	109	1078	1327	196	255	159
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	1078	1523	0	255	159
Turn Type	Prot	NA	NA		Prot	custom
Protected Phases	5	2	6		4	4
Permitted Phases						6
Detector Phase	5	2	6		4	4
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	9.0	27.0	27.0		27.0	27.0
Total Split (s)	15.0	95.0	80.0		25.0	25.0
Total Split (%)	12.5%	79.2%	66.7%		20.8%	20.8%
Maximum Green (s)	10.0	90.0	75.0		20.0	20.0
Yellow Time (s)	3.0	3.0	3.0		3.0	3.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	Min	Min	Min		None	None
Walk Time (s)		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)	9.4	47.9	33.5		16.7	55.3
Actuated g/C Ratio	0.13	0.64	0.45		0.22	0.74
v/c Ratio	0.49	0.47	0.67		0.64	0.13
Control Delay (s/veh)	41.8	7.9	17.6		35.9	0.7
Queue Delay	0.0	0.0	0.0		0.0	0.0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Delay (s/veh)	41.8	7.9	17.6		35.9	0.7
LOS	D	A	B		D	A
Approach Delay (s/veh)		11.0	17.6		22.4	
Approach LOS		B	B		C	
Queue Length 50th (ft)	48	121	195		108	0
Queue Length 95th (ft)	111	175	256		209	11
Internal Link Dist (ft)		668	386		1364	
Turn Bay Length (ft)	250				100	
Base Capacity (vph)	244	3574	4782		488	1294
Starvation Cap Reductn	0	0	173		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.45	0.30	0.33		0.52	0.12

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 74.9			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay (s/veh): 15.7		Intersection LOS: B	
Intersection Capacity Utilization 58.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 14: Maple Rd & Bowmart Parkway



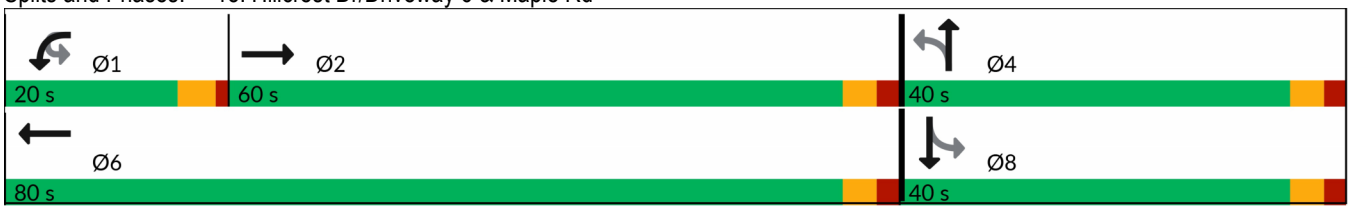


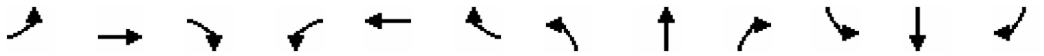
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1178	14	9	1436	0	22	0	10	0	1	2
Future Volume (vph)	0	1178	14	9	1436	0	22	0	10	0	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998						0.956			0.900	
Flt Protected				0.950				0.967				
Satd. Flow (prot)	0	3567	0	1787	3574	0	0	1739	0	1881	1693	0
Flt Permitted				0.950								
Satd. Flow (perm)	0	3567	0	1787	3574	0	0	1798	0	1881	1693	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)								59			2	
Link Speed (mph)		35			35			30			10	
Link Distance (ft)		466			1563			418			259	
Travel Time (s)		9.1			30.4			9.5			17.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	1240	15	9	1512	0	23	0	11	0	1	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1255	0	9	1512	0	0	34	0	0	3	0
Turn Type		NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases							4			8		
Detector Phase		2		1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)		27.0		9.5	27.0		27.0	27.0		42.0	42.0	
Total Split (s)		60.0		20.0	80.0		40.0	40.0		40.0	40.0	
Total Split (%)		50.0%		16.7%	66.7%		33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)		55.0		15.5	75.0		35.0	35.0		35.0	35.0	
Yellow Time (s)		3.0		3.5	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)		2.0		1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0		4.5	5.0			5.0		5.0	5.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)		4.0		3.0	4.0		4.0	4.0		4.0	4.0	
Minimum Gap (s)		0.2		3.0	0.2		0.2	0.2		0.2	0.2	
Time Before Reduce (s)		7.0		0.0	7.0		7.0	7.0		7.0	7.0	
Time To Reduce (s)		0.5		0.0	0.5		0.5	0.5		0.5	0.5	
Recall Mode		Min		None	Min		None	None		None	None	
Walk Time (s)					7.0					7.0	7.0	
Flash Don't Walk (s)					30.0					30.0	30.0	
Pedestrian Calls (#/hr)					0					0	0	
Act Effct Green (s)		38.3		6.1	40.0			7.0			7.0	
Actuated g/C Ratio		0.84		0.13	0.88			0.15			0.15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.42		0.04	0.48			0.10			0.01	
Control Delay (s/veh)		4.7		22.3	3.0			4.7			18.3	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)		4.7		22.3	3.0			4.7			18.3	
LOS		A		C	A			A			B	
Approach Delay (s/veh)		4.7			3.1			4.7			18.3	
Approach LOS		A			A			A			B	
Queue Length 50th (ft)		0		2	0			0			0	
Queue Length 95th (ft)		223		14	151			13			7	
Internal Link Dist (ft)		386			1483			338			179	
Turn Bay Length (ft)				150								
Base Capacity (vph)		3514		638	3574			1462			1366	
Starvation Cap Reductn		3		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.36		0.01	0.42			0.02			0.00	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 45.4			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay (s/veh): 3.8		Intersection LOS: A	
Intersection Capacity Utilization 56.5%		ICU Level of Service B	
Analysis Period (min) 15			

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



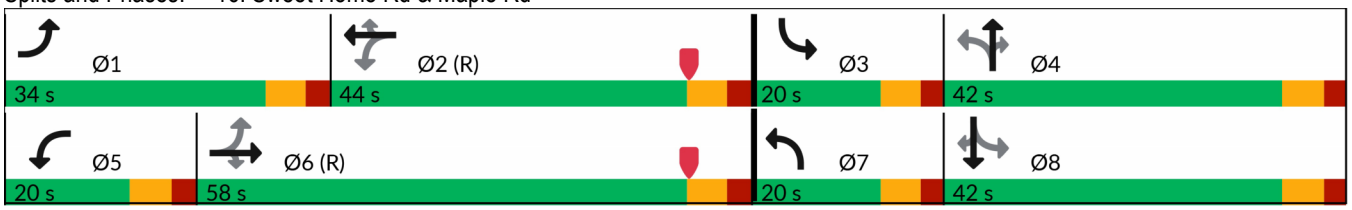


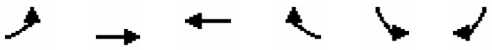
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	377	700	87	80	747	123	111	278	104	186	282	442
Future Volume (vph)	377	700	87	80	747	123	111	278	104	186	282	442
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	100		0	150		150	200		0
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.97	1.00			1.00					0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1787	3574	1599	1787	1881	1599	1787	1881	1599
Flt Permitted	0.175			0.380			0.329			0.255		
Satd. Flow (perm)	329	3574	1557	713	3574	1599	618	1881	1599	480	1881	1576
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			132			185			187			418
Link Speed (mph)		45			45			35			45	
Link Distance (ft)		1563			492			510			929	
Travel Time (s)		23.7			7.5			9.9			14.1	
Confl. Peds. (#/hr)			3	3			2					2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	385	714	89	82	762	126	113	284	106	190	288	451
Shared Lane Traffic (%)												
Lane Group Flow (vph)	385	714	89	82	762	126	113	284	106	190	288	451
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0	10.0	3.0	6.0	6.0	3.0	6.0	6.0
Minimum Split (s)	9.8	39.8	39.8	9.8	38.8	38.8	9.6	40.6	40.6	9.6	40.6	40.6
Total Split (s)	34.0	58.0	58.0	20.0	44.0	44.0	20.0	42.0	42.0	20.0	42.0	42.0
Total Split (%)	24.3%	41.4%	41.4%	14.3%	31.4%	31.4%	14.3%	30.0%	30.0%	14.3%	30.0%	30.0%
Maximum Green (s)	27.2	51.2	51.2	13.2	37.2	37.2	13.4	35.4	35.4	13.4	35.4	35.4
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.3	2.3	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.6	6.6	6.6	6.6	6.6	6.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	4.0	2.0	4.0	4.0	2.0	4.0	4.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		26.0	26.0		25.0	25.0		27.0	27.0		27.0	27.0
Pedestrian Calls (#/hr)		0	0		3	3		0	0		0	0
Act Effct Green (s)	79.6	65.2	65.2	53.0	45.4	45.4	38.0	27.5	27.5	42.8	29.9	29.9
Actuated g/C Ratio	0.57	0.47	0.47	0.38	0.32	0.32	0.27	0.20	0.20	0.31	0.21	0.21
v/c Ratio	0.82	0.43	0.11	0.25	0.66	0.20	0.44	0.77	0.23	0.71	0.72	0.68

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	38.9	27.4	1.4	17.3	42.7	4.7	37.3	66.7	1.1	49.3	61.2	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.9	27.4	1.4	17.3	42.7	4.7	37.3	66.7	1.1	49.3	61.2	11.4
LOS	D	C	A	B	D	A	D	E	A	D	E	B
Approach Delay (s/veh)		29.2			35.6			46.3			34.6	
Approach LOS		C			D			D			C	
Queue Length 50th (ft)	211	224	0	25	328	7	73	248	0	128	246	24
Queue Length 95th (ft)	#408	322	11	42	424	37	111	329	0	178	334	130
Internal Link Dist (ft)		1483			412			430			849	
Turn Bay Length (ft)	200		200	100			150		150	200		
Base Capacity (vph)	484	1664	795	399	1159	643	292	475	544	273	475	710
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.43	0.11	0.21	0.66	0.20	0.39	0.60	0.19	0.70	0.61	0.64

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 84 (60%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 34.7		Intersection LOS: C	
Intersection Capacity Utilization 88.8%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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





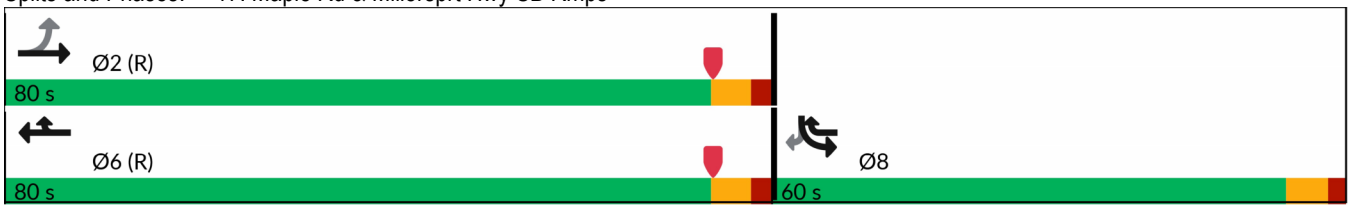
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	37	673	730	178	14	113
Future Volume (vph)	37	673	730	178	14	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			115	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3539	3539	1583	1770	1583
Flt Permitted	0.357				0.950	
Satd. Flow (perm)	665	3539	3539	1583	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						120
Link Speed (mph)		45	45		45	
Link Distance (ft)		3286	644		265	
Travel Time (s)		49.8	9.8		4.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	39	716	777	189	15	120
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	716	777	189	15	120
Turn Type	Perm	NA	NA	custom	Prot	Perm
Protected Phases		2	6	8 6	8	
Permitted Phases	2			6		8
Detector Phase	2	2	6	8 6	8	8
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0		6.0	6.0
Minimum Split (s)	35.3	35.3	35.3		13.2	13.2
Total Split (s)	80.0	80.0	80.0		60.0	60.0
Total Split (%)	57.1%	57.1%	57.1%		42.9%	42.9%
Maximum Green (s)	73.7	73.7	73.7		53.8	53.8
Yellow Time (s)	4.3	4.3	4.3		4.3	4.3
All-Red Time (s)	2.0	2.0	2.0		1.9	1.9
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3		6.2	6.2
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	C-Max	C-Max	C-Max		None	None
Walk Time (s)	7.0	7.0	7.0			
Flash Don't Walk (s)	22.0	22.0	22.0			
Pedestrian Calls (#/hr)	0	0	0			
Act Effct Green (s)	119.7	119.7	119.7	140.0	7.8	7.8
Actuated g/C Ratio	0.86	0.86	0.86	1.00	0.06	0.06
v/c Ratio	0.07	0.24	0.26	0.12	0.15	0.60
Control Delay (s/veh)	0.5	1.0	1.1	0.2	64.9	22.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	0.5	1.0	1.1	0.2	64.9	22.7

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS	A	A	A	A	E	C
Approach Delay (s/veh)		1.0	0.9		27.4	
Approach LOS		A	A		C	
Queue Length 50th (ft)	0	3	16	0	13	0
Queue Length 95th (ft)	m2	11	18	0	36	62
Internal Link Dist (ft)		3206	564		185	
Turn Bay Length (ft)	100			115		
Base Capacity (vph)	568	3025	3025	1583	680	682
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.24	0.26	0.12	0.02	0.18

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 59 (42%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay (s/veh): 2.9		Intersection LOS: A	
Intersection Capacity Utilization 46.2%		ICU Level of Service A	
Analysis Period (min) 15			

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

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	550	0	0	855	6	38	1	335	0	0	0
Future Volume (vph)	62	550	0	0	855	6	38	1	335	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.999			0.850				
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1787	3574	0	0	3571	0	1787	1599	0	0	0	0
Flt Permitted	0.299						0.950					
Satd. Flow (perm)	562	3574	0	0	3571	0	1787	1599	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					1			258				
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		644			547			161			257	
Travel Time (s)		9.8			8.3			2.4			3.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	66	585	0	0	910	6	40	1	356	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	585	0	0	916	0	40	357	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		2			6			4				
Permitted Phases	2						4					
Detector Phase	2	2			6		4	4				
Switch Phase												
Minimum Initial (s)	20.0	20.0			20.0		6.0	6.0				
Minimum Split (s)	29.0	29.0			29.0		23.0	23.0				
Total Split (s)	80.0	80.0			80.0		60.0	60.0				
Total Split (%)	57.1%	57.1%			57.1%		42.9%	42.9%				
Maximum Green (s)	74.0	74.0			74.0		53.8	53.8				
Yellow Time (s)	4.3	4.3			4.3		4.3	4.3				
All-Red Time (s)	1.7	1.7			1.7		1.9	1.9				
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0				
Total Lost Time (s)	6.0	6.0			6.0		6.2	6.2				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	C-Max	C-Max			C-Max		None	None				
Walk Time (s)	7.0	7.0			7.0							
Flash Don't Walk (s)	16.0	16.0			16.0							
Pedestrian Calls (#/hr)	0	0			0							
Act Effct Green (s)	111.1	111.1			111.1		16.7	16.7				
Actuated g/C Ratio	0.79	0.79			0.79		0.12	0.12				
v/c Ratio	0.15	0.21			0.32		0.19	0.85				
Control Delay (s/veh)	2.2	1.4			5.2		53.1	35.7				
Queue Delay	0.0	0.0			0.0		0.0	0.0				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	2.2	1.4			5.2		53.1	35.7				
LOS	A	A			A		D	D				
Approach Delay (s/veh)		1.5			5.2			37.5				
Approach LOS		A			A			D				
Queue Length 50th (ft)	3	14			98		34	91				
Queue Length 95th (ft)	11	35			196		64	195				
Internal Link Dist (ft)		564			467			81			177	
Turn Bay Length (ft)	150											
Base Capacity (vph)	445	2836			2834		686	773				
Starvation Cap Reductn	0	0			0		0	0				
Spillback Cap Reductn	0	0			0		0	0				
Storage Cap Reductn	0	0			0		0	0				
Reduced v/c Ratio	0.15	0.21			0.32		0.06	0.46				

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 43 (31%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay (s/veh): 10.5		Intersection LOS: B	
Intersection Capacity Utilization 76.5%		ICU Level of Service D	
Analysis Period (min) 15			

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



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT
Lane Configurations												
Traffic Volume (vph)	1	63	947	152	0	974	123	131	148	43	122	145
Future Volume (vph)	1	63	947	152	0	974	123	131	148	43	122	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		450	0		0	0		0	0	
Storage Lanes		1		1	0		0	0		0	0	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.91	1.00	0.91	1.00	1.00	0.91	0.91	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00		0.99		1.00			1.00			1.00
Frt				0.850		0.983			0.980			0.993
Flt Protected		0.950							0.980			0.979
Satd. Flow (prot)	0	1770	5085	1583	0	4991	0	0	3392	0	0	3439
Flt Permitted		0.182							0.980			0.979
Satd. Flow (perm)	0	339	5085	1562	0	4991	0	0	3391	0	0	3438
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				170		27			15			4
Link Speed (mph)			40			40			30			30
Link Distance (ft)			1892			623			1712			718
Travel Time (s)			32.3			10.6			38.9			16.3
Confl. Peds. (#/hr)		2		2	2		2	3		2	2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1	66	997	160	0	1025	129	138	156	45	128	153
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	997	160	0	1154	0	0	339	0	0	294
Turn Type	Perm	Perm	NA	Perm		NA		Split	NA		Split	NA
Protected Phases			1			1		3	3		4	4
Permitted Phases	1	1		1								
Detector Phase	1	1	1	1		1		3	3		4	4
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0		15.0		6.0	6.0		6.0	6.0
Minimum Split (s)	50.0	50.0	50.0	50.0		50.0		70.9	70.9		70.9	70.9
Total Split (s)	45.0	45.0	45.0	45.0		45.0		25.0	25.0		25.0	25.0
Total Split (%)	47.4%	47.4%	47.4%	47.4%		47.4%		26.3%	26.3%		26.3%	26.3%
Maximum Green (s)	37.0	37.0	37.0	37.0		37.0		16.1	16.1		16.1	16.1
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0		3.6	3.6		3.6	3.6
All-Red Time (s)	4.0	4.0	4.0	4.0		4.0		5.3	5.3		5.3	5.3
Lost Time Adjust (s)		0.0	0.0	0.0		0.0			0.0			0.0
Total Lost Time (s)		8.0	8.0	8.0		8.0			8.9			8.9
Lead/Lag								Lead	Lead		Lag	Lag
Lead-Lag Optimize?								Yes	Yes		Yes	Yes
Vehicle Extension (s)	4.0	4.0	4.0	4.0		4.0		3.5	3.5		3.5	3.5
Recall Mode	Min	Min	Min	Min		Min		None	None		None	None
Walk Time (s)	7.0	7.0	7.0	7.0		7.0					7.0	7.0
Flash Don't Walk (s)	35.0	35.0	35.0	35.0		35.0					55.0	55.0
Pedestrian Calls (#/hr)	0	0	0	0		0					0	0
Act Effct Green (s)		37.1	37.1	37.1		37.1			13.8			13.0
Actuated g/C Ratio		0.41	0.41	0.41		0.41			0.15			0.14
v/c Ratio		0.48	0.47	0.21		0.56			0.64			0.59
Control Delay (s/veh)		35.4	20.7	3.5		21.4			40.2			40.6



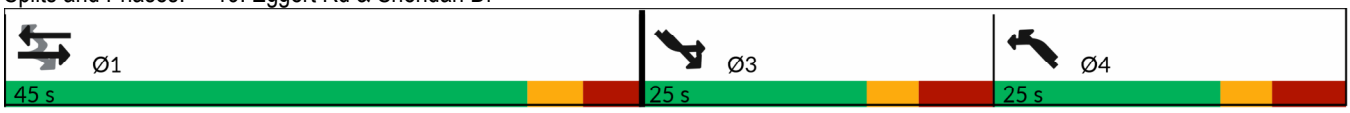
Lane Group	NWR
Lane Configurations	
Traffic Volume (vph)	12
Future Volume (vph)	12
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	3
Peak Hour Factor	0.95
Adj. Flow (vph)	13
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Don't Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT
Queue Delay		0.0	0.0	0.0		0.0			0.0			0.0
Total Delay (s/veh)		35.4	20.7	3.5		21.4			40.2			40.6
LOS		D	C	A		C			D			D
Approach Delay (s/veh)			19.3			21.4			40.2			40.6
Approach LOS			B			C			D			D
Queue Length 50th (ft)		28	149	0		176			91			82
Queue Length 95th (ft)		#84	204	34		238			141			126
Internal Link Dist (ft)			1812			543			1632			638
Turn Bay Length (ft)		200		450								
Base Capacity (vph)		140	2101	745		2078			622			621
Starvation Cap Reductn		0	0	0		0			0			0
Spillback Cap Reductn		0	0	0		0			0			0
Storage Cap Reductn		0	0	0		0			0			0
Reduced v/c Ratio		0.48	0.47	0.21		0.56			0.55			0.47

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 89.8			
Natural Cycle: 195			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay (s/veh): 24.5		Intersection LOS: C	
Intersection Capacity Utilization 84.5%		ICU Level of Service E	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 19: Eggert Rd & Sheridan Dr





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

Intersection Summary



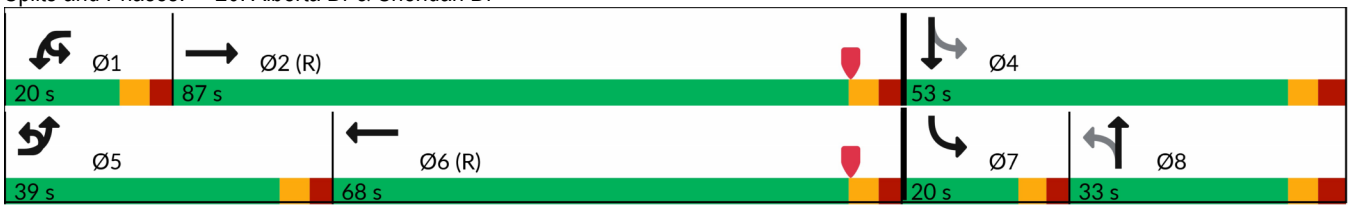
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	33	170	799	87	9	64	957	219	66	91	37	235
Future Volume (vph)	33	170	799	87	9	64	957	219	66	91	37	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		235		0		240		0	0		100	0
Storage Lanes		1		0		1		0	0		1	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	0.95	0.95	0.95	1.00
Frt			0.985				0.972			0.971		
Flt Protected		0.950				0.950				0.983		0.950
Satd. Flow (prot)	0	1752	4960	0	0	1752	4895	0	0	3345	0	1752
Flt Permitted		0.950				0.950				0.732		0.415
Satd. Flow (perm)	0	1752	4960	0	0	1752	4895	0	0	2491	0	766
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			17				38			15		
Link Speed (mph)			40				40			30		
Link Distance (ft)			1468				969			165		
Travel Time (s)			25.0				16.5			3.8		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	34	177	832	91	9	67	997	228	69	95	39	245
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	211	923	0	0	76	1225	0	0	203	0	245
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA		pm+pt
Protected Phases	5	5	2		1	1	6			8		7
Permitted Phases									8			4
Detector Phase	5	5	2		1	1	6		8	8		7
Switch Phase												
Minimum Initial (s)	3.0	3.0	10.0		3.0	3.0	10.0		6.0	6.0		3.0
Minimum Split (s)	11.2	11.2	22.5		11.2	11.2	43.2		22.5	22.5		11.0
Total Split (s)	39.0	39.0	87.0		20.0	20.0	68.0		33.0	33.0		20.0
Total Split (%)	24.4%	24.4%	54.4%		12.5%	12.5%	42.5%		20.6%	20.6%		12.5%
Maximum Green (s)	32.8	32.8	80.8		13.8	13.8	61.8		26.1	26.1		14.0
Yellow Time (s)	3.6	3.6	3.6		3.6	3.6	3.6		3.6	3.6		3.2
All-Red Time (s)	2.6	2.6	2.6		2.6	2.6	2.6		3.3	3.3		2.8
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0		0.0
Total Lost Time (s)		6.2	6.2			6.2	6.2			6.9		6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lead
Lead-Lag Optimize?									Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	C-Min		None	None	C-Min		None	None		None
Walk Time (s)							7.0					
Flash Don't Walk (s)							30.0					
Pedestrian Calls (#/hr)							0					
Act Effct Green (s)		24.5	81.4			12.1	69.0			18.0		48.1
Actuated g/C Ratio		0.15	0.51			0.08	0.43			0.11		0.30
v/c Ratio		0.79	0.36			0.58	0.57			0.70		0.66
Control Delay (s/veh)		85.1	24.8			107.5	17.9			75.4		54.1
Queue Delay		0.0	0.0			0.0	0.0			0.0		0.0

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	132	216
Future Volume (vph)	132	216
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.907	
Flt Protected		
Satd. Flow (prot)	1673	0
Flt Permitted		
Satd. Flow (perm)	1673	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	52	
Link Speed (mph)	35	
Link Distance (ft)	3326	
Travel Time (s)	64.8	
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	3%	3%
Adj. Flow (vph)	138	225
Shared Lane Traffic (%)		
Lane Group Flow (vph)	363	0
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	6.0	
Minimum Split (s)	24.9	
Total Split (s)	53.0	
Total Split (%)	33.1%	
Maximum Green (s)	46.1	
Yellow Time (s)	3.6	
All-Red Time (s)	3.3	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.9	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Don't Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	47.2	
Actuated g/C Ratio	0.30	
v/c Ratio	0.69	
Control Delay (s/veh)	49.0	
Queue Delay	0.0	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Total Delay (s/veh)		85.1	24.8			107.5	17.9			75.4		54.1
LOS		F	C			F	B			E		D
Approach Delay (s/veh)			36.0				23.2			75.4		
Approach LOS			D				C			E		
Queue Length 50th (ft)		216	213			83	116			101		204
Queue Length 95th (ft)		296	261			m139	256			143		292
Internal Link Dist (ft)			1388				889			85		
Turn Bay Length (ft)		235				240						
Base Capacity (vph)		359	2643			157	2177			418		373
Starvation Cap Reductn		0	0			0	0			0		0
Spillback Cap Reductn		0	0			0	0			0		0
Storage Cap Reductn		0	0			0	0			0		0
Reduced v/c Ratio		0.59	0.35			0.48	0.56			0.49		0.66

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 28 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 36.1		Intersection LOS: D	
Intersection Capacity Utilization 82.3%		ICU Level of Service E	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

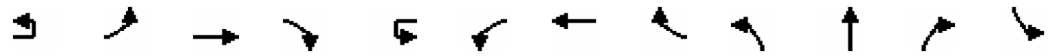
Splits and Phases: 20: Alberta Dr & Sheridan Dr





Lane Group	SBT	SBR
Total Delay (s/veh)	49.0	
LOS	D	
Approach Delay (s/veh)	51.0	
Approach LOS	D	
Queue Length 50th (ft)	284	
Queue Length 95th (ft)	406	
Internal Link Dist (ft)	3246	
Turn Bay Length (ft)		
Base Capacity (vph)	553	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.66	

Intersection Summary



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	31	191	826	77	19	152	934	143	127	394	94	195
Future Volume (vph)	31	191	826	77	19	152	934	143	127	394	94	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		230		0		270		0	190		0	240
Storage Lanes		1		0		1		0	1		0	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00
Frt			0.987				0.980			0.971		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1787	5069	0	0	1787	5033	0	1787	3471	0	1787
Flt Permitted		0.950				0.950			0.306			0.167
Satd. Flow (perm)	0	1787	5069	0	0	1787	5033	0	576	3471	0	314
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			10				19			17		
Link Speed (mph)			40				40			30		
Link Distance (ft)			969				1628			537		
Travel Time (s)			16.5				27.8			12.2		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	32	197	852	79	20	157	963	147	131	406	97	201
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	229	931	0	0	177	1110	0	131	503	0	201
Turn Type	Prot	Prot	NA		Prot	Prot	NA		pm+pt	NA		pm+pt
Protected Phases	5	5	2		1	1	6		3	8		7
Permitted Phases									8			4
Detector Phase	5	5	2		1	1	6		3	8		7
Switch Phase												
Minimum Initial (s)	3.0	3.0	10.0		3.0	3.0	10.0		3.0	6.0		3.0
Minimum Split (s)	10.0	10.0	43.5		10.0	10.0	43.5		10.0	41.0		10.0
Total Split (s)	30.0	30.0	54.0		38.0	38.0	62.0		27.0	41.0		27.0
Total Split (%)	18.8%	18.8%	33.8%		23.8%	23.8%	38.8%		16.9%	25.6%		16.9%
Maximum Green (s)	23.3	23.3	47.5		31.6	31.6	55.5		20.3	34.3		20.3
Yellow Time (s)	3.9	3.9	3.9		3.6	3.6	3.9		3.6	3.6		3.6
All-Red Time (s)	2.8	2.8	2.6		2.8	2.8	2.6		3.1	3.1		3.1
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		6.7	6.5			6.4	6.5		6.7	6.7		6.7
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	C-Min		None	None	C-Min		None	None		None
Walk Time (s)			7.0				7.0			7.0		
Flash Don't Walk (s)			21.0				21.0			24.4		
Pedestrian Calls (#/hr)			0				0			0		
Act Effct Green (s)		24.9	64.9			21.1	60.8		41.9	28.2		53.4
Actuated g/C Ratio		0.16	0.41			0.13	0.38		0.26	0.18		0.33
v/c Ratio		0.82	0.45			0.75	0.58		0.52	0.80		0.71
Control Delay (s/veh)		98.4	26.7			108.7	26.3		43.9	71.2		51.8
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		0.0

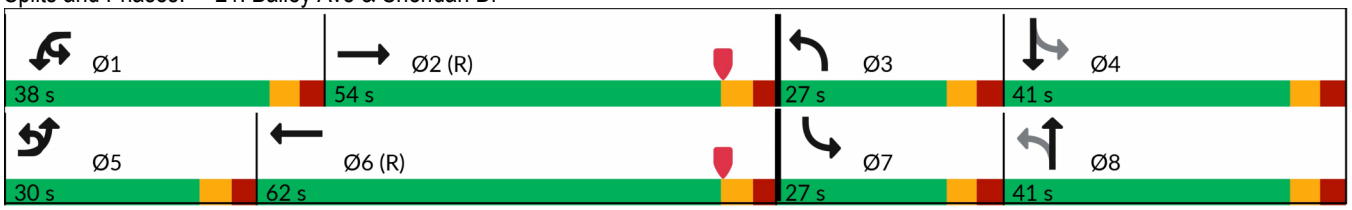


Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	374	120
Future Volume (vph)	374	120
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		280
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Frt	0.964	
Flt Protected		
Satd. Flow (prot)	3446	0
Flt Permitted		
Satd. Flow (perm)	3446	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	25	
Link Speed (mph)	30	
Link Distance (ft)	495	
Travel Time (s)	11.3	
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	386	124
Shared Lane Traffic (%)		
Lane Group Flow (vph)	510	0
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	6.0	
Minimum Split (s)	41.0	
Total Split (s)	41.0	
Total Split (%)	25.6%	
Maximum Green (s)	34.3	
Yellow Time (s)	3.6	
All-Red Time (s)	3.1	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.7	
Lead/Lag	Lag	
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Don't Walk (s)	23.6	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	34.0	
Actuated g/C Ratio	0.21	
v/c Ratio	0.68	
Control Delay (s/veh)	59.3	
Queue Delay	0.0	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Total Delay (s/veh)		98.4	26.7			108.7	26.3		43.9	71.2		51.8
LOS		F	C			F	C		D	E		D
Approach Delay (s/veh)			40.9				37.6			65.6		
Approach LOS			D				D			E		
Queue Length 50th (ft)		248	162			165	376		97	260		156
Queue Length 95th (ft)		#406	192			220	460		136	313		204
Internal Link Dist (ft)			889				1548			457		
Turn Bay Length (ft)		230				270			190			240
Base Capacity (vph)		287	2071			352	1985		328	758		304
Starvation Cap Reductn		0	0			0	0		0	0		0
Spillback Cap Reductn		0	0			0	0		0	0		0
Storage Cap Reductn		0	0			0	0		0	0		0
Reduced v/c Ratio		0.80	0.45			0.50	0.56		0.40	0.66		0.66

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 4 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 47.0		Intersection LOS: D	
Intersection Capacity Utilization 80.4%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 21: Bailey Ave & Sheridan Dr





Lane Group	SBT	SBR
Total Delay (s/veh)	59.3	
LOS	E	
Approach Delay (s/veh)	57.2	
Approach LOS	E	
Queue Length 50th (ft)	248	
Queue Length 95th (ft)	295	
Internal Link Dist (ft)	415	
Turn Bay Length (ft)		
Base Capacity (vph)	803	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.64	

Intersection Summary



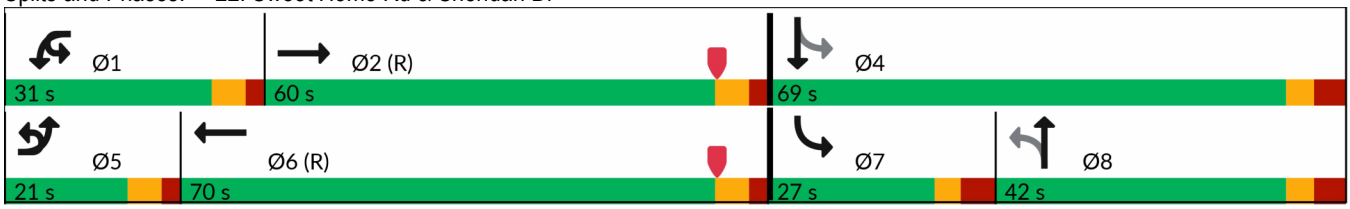
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	10	186	831	19	18	27	917	139	32	169	22	163
Future Volume (vph)	10	186	831	19	18	27	917	139	32	169	22	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0		190		0	85		0	305
Storage Lanes		1		0		1		0	1		0	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt			0.997				0.980			0.983		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1787	5120	0	0	1787	5033	0	1787	1849	0	1787
Flt Permitted		0.950				0.950			0.577			0.268
Satd. Flow (perm)	0	1787	5120	0	0	1787	5033	0	1085	1849	0	504
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			2				21			4		
Link Speed (mph)			40				40			30		
Link Distance (ft)			1628				2376			1485		
Travel Time (s)			27.8				40.5			33.8		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	10	190	848	19	18	28	936	142	33	172	22	166
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	200	867	0	0	46	1078	0	33	194	0	166
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA		pm+pt
Protected Phases	5	5	2		1	1	6			8		7
Permitted Phases									8			4
Detector Phase	5	5	2		1	1	6		8	8		7
Switch Phase												
Minimum Initial (s)	6.0	6.0	25.0		6.0	6.0	25.0		12.0	12.0		5.0
Minimum Split (s)	12.2	12.2	43.2		12.2	12.2	43.2		42.0	42.0		12.1
Total Split (s)	21.0	21.0	60.0		31.0	31.0	70.0		42.0	42.0		27.0
Total Split (%)	13.1%	13.1%	37.5%		19.4%	19.4%	43.8%		26.3%	26.3%		16.9%
Maximum Green (s)	14.8	14.8	53.8		24.8	24.8	63.8		34.9	34.9		19.9
Yellow Time (s)	3.9	3.9	3.9		3.9	3.9	3.9		3.2	3.2		3.2
All-Red Time (s)	2.3	2.3	2.3		2.3	2.3	2.3		3.9	3.9		3.9
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		6.2	6.2			6.2	6.2		7.1	7.1		7.1
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None	C-Min		None	None	C-Min		None	None		None
Walk Time (s)			7.0				7.0		7.0	7.0		
Flash Don't Walk (s)			17.0				18.0		27.0	27.0		
Pedestrian Calls (#/hr)			0				0		0	0		
Act Effct Green (s)		30.5	85.6			9.5	62.1		21.8	21.8		47.9
Actuated g/C Ratio		0.19	0.54			0.06	0.39		0.14	0.14		0.30
v/c Ratio		0.59	0.32			0.43	0.55		0.22	0.76		0.55
Control Delay (s/veh)		54.7	37.8			84.3	39.7		63.0	83.6		48.6
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		0.0

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	144	150
Future Volume (vph)	144	150
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.923	
Flt Protected		
Satd. Flow (prot)	1736	0
Flt Permitted		
Satd. Flow (perm)	1736	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	38	
Link Speed (mph)	30	
Link Distance (ft)	1504	
Travel Time (s)	34.2	
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	147	153
Shared Lane Traffic (%)		
Lane Group Flow (vph)	300	0
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	12.0	
Minimum Split (s)	44.1	
Total Split (s)	69.0	
Total Split (%)	43.1%	
Maximum Green (s)	61.9	
Yellow Time (s)	3.2	
All-Red Time (s)	3.9	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	7.1	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Don't Walk (s)	30.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	47.9	
Actuated g/C Ratio	0.30	
v/c Ratio	0.55	
Control Delay (s/veh)	43.3	
Queue Delay	0.0	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Total Delay (s/veh)		54.7	37.8			84.3	39.7		63.0	83.6		48.6
LOS		D	D			F	D		E	F		D
Approach Delay (s/veh)			41.0				41.5			80.6		
Approach LOS			D				D			F		
Queue Length 50th (ft)		195	302			47	307		31	195		135
Queue Length 95th (ft)		304	362			92	412		65	274		179
Internal Link Dist (ft)			1548				2296			1405		
Turn Bay Length (ft)		200				190			85			305
Base Capacity (vph)		340	2739			276	2090		236	406		321
Starvation Cap Reductn		0	0			0	0		0	0		0
Spillback Cap Reductn		0	0			0	0		0	0		0
Storage Cap Reductn		0	0			0	0		0	0		0
Reduced v/c Ratio		0.59	0.32			0.17	0.52		0.14	0.48		0.52

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 133 (83%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 45.0		Intersection LOS: D	
Intersection Capacity Utilization 80.6%		ICU Level of Service D	
Analysis Period (min) 15			

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





Lane Group	SBT	SBR
Total Delay (s/veh)	43.3	
LOS	D	
Approach Delay (s/veh)	45.2	
Approach LOS	D	
Queue Length 50th (ft)	232	
Queue Length 95th (ft)	293	
Internal Link Dist (ft)	1424	
Turn Bay Length (ft)		
Base Capacity (vph)	694	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.43	

Intersection Summary

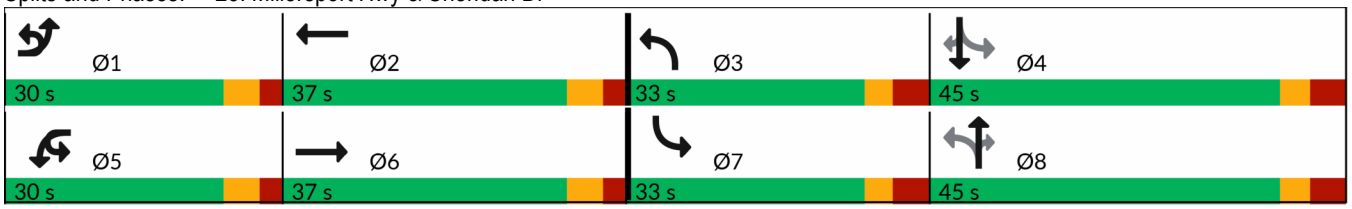
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	256	717	29	21	71	655	51	59	403	108	96
Future Volume (vph)	2	256	717	29	21	71	655	51	59	403	108	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		315		0		330		0	110		155	105
Storage Lanes		1		0		1		0	1		1	1
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	0.91	1.00	0.95	1.00	1.00
Frt			0.994				0.989				0.850	
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1752	5006	0	0	1752	4981	0	1752	3505	1568	1752
Flt Permitted		0.950				0.950			0.536			0.357
Satd. Flow (perm)	0	1752	5006	0	0	1752	4981	0	989	3505	1568	659
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			4				8				124	
Link Speed (mph)			40				40			30		
Link Distance (ft)			2376				4032			1401		
Travel Time (s)			40.5				68.7			31.8		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	2	256	717	29	21	71	655	51	59	403	108	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	258	746	0	0	92	706	0	59	403	108	96
Turn Type	Prot	Prot	NA		Prot	Prot	NA		pm+pt	NA	Perm	pm+pt
Protected Phases	1	1	6		5	5	2		3	8		7
Permitted Phases									8		8	4
Detector Phase	1	1	6		5	5	2		3	8	8	7
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0		10.0	10.0	10.0		3.0	10.0	10.0	3.0
Minimum Split (s)	16.2	16.2	43.2		16.2	16.2	43.2		10.1	44.1	44.1	10.1
Total Split (s)	30.0	30.0	37.0		30.0	30.0	37.0		33.0	45.0	45.0	33.0
Total Split (%)	20.7%	20.7%	25.5%		20.7%	20.7%	25.5%		22.8%	31.0%	31.0%	22.8%
Maximum Green (s)	23.8	23.8	30.8		23.8	23.8	30.8		25.9	37.9	37.9	25.9
Yellow Time (s)	3.9	3.9	3.9		3.9	3.9	3.9		3.2	3.2	3.2	3.2
All-Red Time (s)	2.3	2.3	2.3		2.3	2.3	2.3		3.9	3.9	3.9	3.9
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.2	6.2			6.2	6.2		7.1	7.1	7.1	7.1
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0
Recall Mode	None	None	Min		None	None	Min		None	None	None	None
Walk Time (s)			7.0				7.0			7.0	7.0	
Flash Don't Walk (s)			18.0				17.0			28.0	28.0	
Pedestrian Calls (#/hr)			0				0			0	0	
Act Effct Green (s)		20.9	33.6			11.8	20.4		25.3	17.7	17.7	31.1
Actuated g/C Ratio		0.22	0.35			0.12	0.21		0.26	0.18	0.18	0.32
v/c Ratio		0.68	0.42			0.43	0.66		0.18	0.63	0.28	0.30
Control Delay (s/veh)		46.4	26.8			49.2	38.4		23.5	41.8	7.0	24.5
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	361	326
Future Volume (vph)	361	326
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		285
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3505	1568
Flt Permitted		
Satd. Flow (perm)	3505	1568
Right Turn on Red		Yes
Satd. Flow (RTOR)		326
Link Speed (mph)	30	
Link Distance (ft)	981	
Travel Time (s)	22.3	
Peak Hour Factor	1.00	1.00
Heavy Vehicles (%)	3%	3%
Adj. Flow (vph)	361	326
Shared Lane Traffic (%)		
Lane Group Flow (vph)	361	326
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	10.0	10.0
Minimum Split (s)	44.1	44.1
Total Split (s)	45.0	45.0
Total Split (%)	31.0%	31.0%
Maximum Green (s)	37.9	37.9
Yellow Time (s)	3.2	3.2
All-Red Time (s)	3.9	3.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.1	7.1
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Don't Walk (s)	30.0	30.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	23.1	23.1
Actuated g/C Ratio	0.24	0.24
v/c Ratio	0.43	0.52
Control Delay (s/veh)	35.2	7.3
Queue Delay	0.0	0.0

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Total Delay (s/veh)		46.4	26.8			49.2	38.4		23.5	41.8	7.0	24.5
LOS		D	C			D	D		C	D	A	C
Approach Delay (s/veh)			31.8				39.7			33.3		
Approach LOS			C				D			C		
Queue Length 50th (ft)		143	130			54	146		24	121	0	40
Queue Length 95th (ft)		#279	205			116	214		56	192	36	83
Internal Link Dist (ft)			2296				3952			1321		
Turn Bay Length (ft)		315				330			110		155	105
Base Capacity (vph)		444	1799			444	1639		568	1415	706	540
Starvation Cap Reductn		0	0			0	0		0	0	0	0
Spillback Cap Reductn		0	0			0	0		0	0	0	0
Storage Cap Reductn		0	0			0	0		0	0	0	0
Reduced v/c Ratio		0.58	0.41			0.21	0.43		0.10	0.28	0.15	0.18

Intersection Summary			
Area Type:	Other		
Cycle Length: 145			
Actuated Cycle Length: 96			
Natural Cycle: 115			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay (s/veh): 31.7		Intersection LOS: C	
Intersection Capacity Utilization 73.8%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

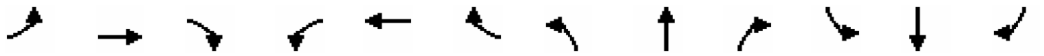
Splits and Phases: 23: Millersport Hwy & Sheridan Dr





Lane Group	SBT	SBR
Total Delay (s/veh)	35.2	7.3
LOS	D	A
Approach Delay (s/veh)	22.3	
Approach LOS	C	
Queue Length 50th (ft)	104	0
Queue Length 95th (ft)	166	74
Internal Link Dist (ft)	901	
Turn Bay Length (ft)		285
Base Capacity (vph)	1415	827
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.26	0.39

Intersection Summary

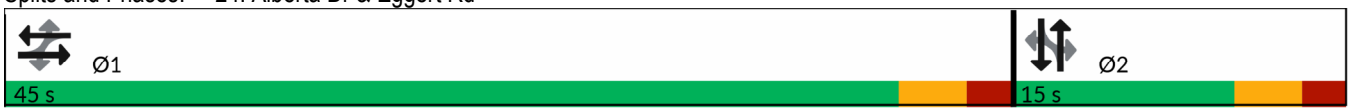


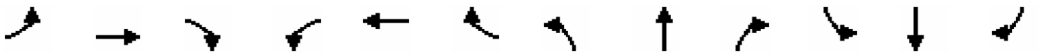
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	349	4	8	305	17	4	20	4	47	41	45
Future Volume (vph)	42	349	4	8	305	17	4	20	4	47	41	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00			1.00	
Frt		0.999			0.992			0.981			0.954	
Flt Protected		0.995			0.999			0.993			0.983	
Satd. Flow (prot)	0	3450	0	0	3440	0	0	1776	0	0	1713	0
Flt Permitted		0.892			0.944			0.943			0.871	
Satd. Flow (perm)	0	3093	0	0	3251	0	0	1686	0	0	1516	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			18			4			37	
Link Speed (mph)		35			35			30			25	
Link Distance (ft)		1535			1128			417			659	
Travel Time (s)		29.9			22.0			9.5			18.0	
Confl. Peds. (#/hr)									5	5		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	44	367	4	8	321	18	4	21	4	49	43	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	415	0	0	347	0	0	29	0	0	139	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1			1			2			2	
Permitted Phases	1			1			2			2		
Detector Phase	1	1		1	1		2	2		2	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		27.0	27.0		27.0	27.0	
Total Split (s)	45.0	45.0		45.0	45.0		15.0	15.0		15.0	15.0	
Total Split (%)	75.0%	75.0%		75.0%	75.0%		25.0%	25.0%		25.0%	25.0%	
Maximum Green (s)	40.0	40.0		40.0	40.0		10.0	10.0		10.0	10.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Walk Time (s)							7.0	7.0		7.0	7.0	
Flash Don't Walk (s)							15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)							0	0		0	0	
Act Effct Green (s)		15.2			15.2			7.6			7.6	
Actuated g/C Ratio		0.46			0.46			0.23			0.23	
v/c Ratio		0.29			0.23			0.07			0.37	
Control Delay (s/veh)		6.4			5.8			9.4			11.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		6.4			5.8			9.4			11.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		A			A			A			B	
Approach Delay (s/veh)		6.4			5.8			9.4			11.2	
Approach LOS		A			A			A			B	
Queue Length 50th (ft)		20			15			3			14	
Queue Length 95th (ft)		42			34			15			42	
Internal Link Dist (ft)		1455			1048			337			579	
Turn Bay Length (ft)												
Base Capacity (vph)		3093			3251			518			489	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.13			0.11			0.06			0.28	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 32.8			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.37			
Intersection Signal Delay (s/veh): 7.0		Intersection LOS: A	
Intersection Capacity Utilization 51.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 24: Alberta Dr & Eggert Rd



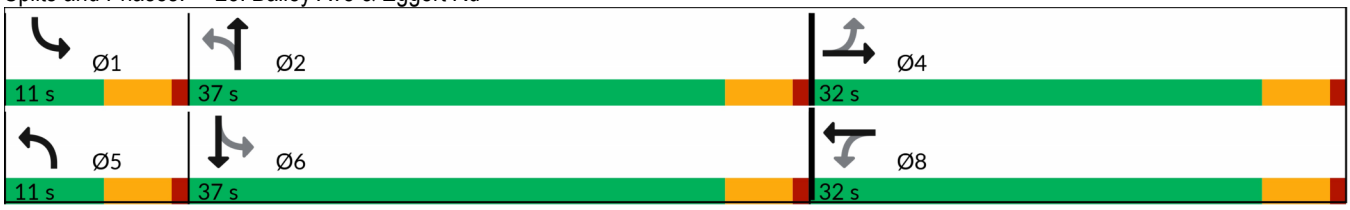


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	204	95	38	236	133	85	381	36	121	360	42
Future Volume (vph)	40	204	95	38	236	133	85	381	36	121	360	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	110		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.958			0.951			0.987			0.984	
Flt Protected		0.994			0.995		0.950			0.950		
Satd. Flow (prot)	0	3404	0	0	3382	0	1787	1857	0	1787	3517	0
Flt Permitted		0.846			0.879		0.476			0.309		
Satd. Flow (perm)	0	2897	0	0	2988	0	895	1857	0	581	3517	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		77			112			7			19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1128			580			922			349	
Travel Time (s)		25.6			13.2			21.0			7.9	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	47	237	110	44	274	155	99	443	42	141	419	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	394	0	0	473	0	99	485	0	141	468	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	32.0	32.0		32.0	32.0		10.0	37.0		10.0	37.0	
Total Split (s)	32.0	32.0		32.0	32.0		11.0	37.0		11.0	37.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		13.8%	46.3%		13.8%	46.3%	
Maximum Green (s)	27.0	27.0		27.0	27.0		6.0	32.0		6.0	32.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Don't Walk (s)	20.0	20.0		20.0	20.0			25.0			25.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		14.0			14.0		24.5	20.1		24.5	20.1	
Actuated g/C Ratio		0.26			0.26		0.46	0.38		0.46	0.38	
v/c Ratio		0.48			0.54		0.19	0.69		0.34	0.35	
Control Delay (s/veh)		17.1			16.9		7.1	20.4		8.8	12.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)		17.1			16.9		7.1	20.4		8.8	12.7	
LOS		B			B		A	C		A	B	
Approach Delay (s/veh)		17.1			16.9			18.1			11.8	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		45			52		13	127		18	53	
Queue Length 95th (ft)		94			107		35	235		47	93	
Internal Link Dist (ft)		1048			500			842			269	
Turn Bay Length (ft)							150			110		
Base Capacity (vph)		1629			1694		522	1210		415	2294	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.24			0.28		0.19	0.40		0.34	0.20	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 53.1			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay (s/veh): 15.8		Intersection LOS: B	
Intersection Capacity Utilization 67.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 25: Bailey Ave & Eggert Rd



Intersection	
Int Delay, s/veh	18.5

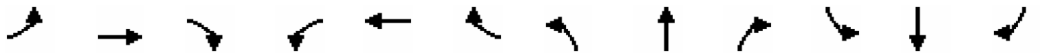
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	281	257	790	907	23
Future Vol, veh/h	35	281	257	790	907	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	180	0	165	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	36	293	268	823	945	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2315	957	969	0	-	0
Stage 1	957	-	-	-	-	-
Stage 2	1358	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	42	314	715	-	-	-
Stage 1	375	-	-	-	-	-
Stage 2	240	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 26	314	715	-	-	-
Mov Cap-2 Maneuver	~ 26	-	-	-	-	-
Stage 1	234	-	-	-	-	-
Stage 2	240	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/veh	$23.59	3.19	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	715	-	26	314	-	-
HCM Lane V/C Ratio	0.374	-	1.39	0.932	-	-
HCM Control Delay (s/veh)	13	-	$ 535.9	72.2	-	-
HCM Lane LOS	B	-	F	F	-	-
HCM 95th %tile Q(veh)	1.7	-	4.4	9.2	-	-

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

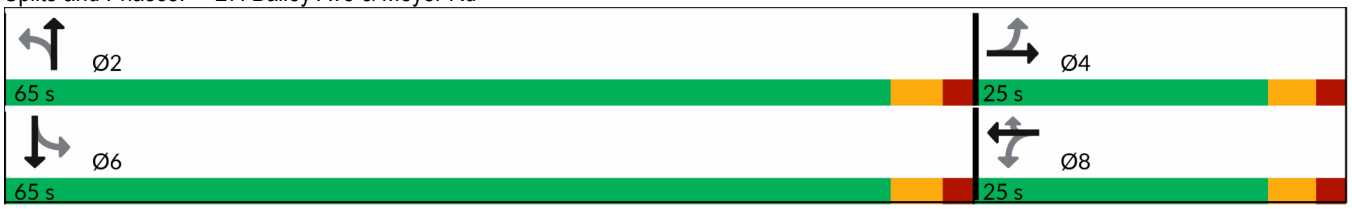


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	124	38	67	11	22	131	51	750	17	124	1024	108
Future Volume (vph)	124	38	67	11	22	131	51	750	17	124	1024	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		70	170		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.961				0.850		0.997			0.986	
Flt Protected		0.974			0.984		0.950			0.950		
Satd. Flow (prot)	0	1761	0	0	1851	1599	1787	1876	0	1787	1855	0
Flt Permitted		0.812			0.900		0.072			0.262		
Satd. Flow (perm)	0	1468	0	0	1693	1599	135	1876	0	493	1855	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21				135		3			12	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		710			507			1039			1225	
Travel Time (s)		16.1			11.5			20.2			23.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	128	39	69	11	23	135	53	773	18	128	1056	111
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	236	0	0	34	135	53	791	0	128	1167	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	33.0	33.0		23.0	23.0	23.0	23.0	23.0		32.0	32.0	
Total Split (s)	25.0	25.0		25.0	25.0	25.0	65.0	65.0		65.0	65.0	
Total Split (%)	27.8%	27.8%		27.8%	27.8%	27.8%	72.2%	72.2%		72.2%	72.2%	
Maximum Green (s)	19.8	19.8		19.8	19.8	19.8	59.4	59.4		59.4	59.4	
Yellow Time (s)	3.2	3.2		3.2	3.2	3.2	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.2			5.2	5.2	5.6	5.6		5.6	5.6	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	Min	Min		Min	Min	
Walk Time (s)	7.0	7.0								7.0	7.0	
Flash Don't Walk (s)	15.0	15.0								15.0	15.0	
Pedestrian Calls (#/hr)	0	0								0	0	
Act Effct Green (s)		16.4			16.4	16.4	55.4	55.4		55.4	55.4	
Actuated g/C Ratio		0.20			0.20	0.20	0.67	0.67		0.67	0.67	
v/c Ratio		0.77			0.10	0.32	0.59	0.63		0.39	0.94	
Control Delay (s/veh)		47.2			29.2	7.9	41.1	11.0		11.0	28.8	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)		47.2			29.2	7.9	41.1	11.0		11.0	28.8	
LOS		D			C	A	D	B		B	C	
Approach Delay (s/veh)		47.2			12.1			12.9			27.1	
Approach LOS		D			B			B			C	
Queue Length 50th (ft)		113			16	0	14	221		28	504	
Queue Length 95th (ft)		#213			40	45	#85	347		69	#905	
Internal Link Dist (ft)		630			427			959			1145	
Turn Bay Length (ft)						70	170			150		
Base Capacity (vph)		375			414	493	99	1378		362	1365	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.63			0.08	0.27	0.54	0.57		0.35	0.85	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 82.8			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay (s/veh): 23.2		Intersection LOS: C	
Intersection Capacity Utilization 102.1%		ICU Level of Service G	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 27: Bailey Ave & Meyer Rd



Intersection	
Int Delay, s/veh	5.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	23	164	18	11	149	15
Future Vol, veh/h	23	164	18	11	149	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	28	200	22	13	182	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	228	0	185	128
Stage 1	-	-	-	-	128	-
Stage 2	-	-	-	-	57	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1334	-	802	919
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	963	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1334	-	788	919
Mov Cap-2 Maneuver	-	-	-	-	788	-
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	947	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	4.81	11.01
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	799	-	-	1117	-
HCM Lane V/C Ratio	0.25	-	-	0.016	-
HCM Control Delay (s/veh)	11	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0.1	-

Mitigation Cost Backup

SCOPING COST ESTIMATE

Project: Niagara Falls Boulevard from Ridge Lea Road to Sheridan Road - Adaptive Signal Control
2030 Construction

Item No.	Description	Units	Unit Cost	Qty	Amount
680	Adaptive Signal Control	EA	$ 26,850.00	5	$ 134,250.00
	Maintenance & Support	EA	$ 2,100.00	5	$ 10,500.00
				Subtotal	**$ 145,000**
	Inflation (3% compounded 5 years)	15.9%		+	$ 30,000
				Construction Cost	**$ 175,000**

SCOPING COST ESTIMATE

Project: N Bailey / Ridge Lea Widening: From north end of CMAQ project to Niagara Falls Blvd
2030 Construction

Item No.	Description	Units	Unit Cost	Qty	Amount
203	Excavation - Roadway Widening	CY	$ 60.00	12,500	$ 750,000.00
203	Fill - Roadway Widening	CY	$ 60.00	7,550	$ 453,000.00
209	Erosion and Sediment Control (assume 2%)	LS	2.0%	-	$ 262,410.00
304	Subbase - Roadway Widening	CY	$ 100.00	5,100	$ 510,000.00
404	WMA Top - Road Overlay	TON	$ 150.00	2,700	$ 405,000.00
404	WMA Base and Binder - Roadway Widening	TON	$ 160.00	8,480	$ 1,356,800.00
407	Tack Coat	GAL	$ 10.00	4,600	$ 46,000.00
490	Production Milling	SY	$ 5.00	33,470	$ 167,350.00
554	Retaining Walls	SF	$ 100.00	29,080	$ 2,908,000.00
555	Box Culvert Extension	LS	$ 225,000.00	1	$ 225,000.00
568	Pedestrian Railing	LF	$ 150.00	3,635	$ 545,250.00
603	Storm Pipe	LF	$ 190.00	10,920	$ 2,074,800.00
604	Drainage Structures	EA	$ 8,600.00	52	$ 447,200.00
605	Underdrain	LF	$ 13.50	10,400	$ 140,400.00
608	Asphalt Driveways	SF	$ 22.00	27,600	$ 607,200.00
608	Concrete Sidewalks	SF	$ 20.00	48,780	$ 975,600.00
609	Concrete Curb	LF	$ 90.00	10,400	$ 936,000.00
610	Turf Establishment	SY	$ 17.50	13,870	$ 242,725.00
611	Tree Plantings	EA	$ 1,000.00	50	$ 50,000.00
614	Tree Removals	EA	$ 1,000.00	50	$ 50,000.00
619	Work Zone Traffic Control (assume 7%)	LS	7.0%	-	$ 918,440.00
625	Survey (assume 2%)	LS	2.0%	-	$ 262,410.00
633	Asphalt Spot Repairs	SY	$ 75.00	670	$ 50,250.00
645	Signage and Delineators (assume 1%)	LS	1.0%	-	$ 131,210.00
663	Hydrants	EA	$ 20,000.00	9	$ 180,000.00
685	Striping (assume 2%)	LS	1.0%	-	$ 131,210.00
				Subtotal	**$ 14,827,000**
	Field Change	5%		+	$ 742,000
	Contingencies	30%		+	$ 4,671,000
	Mobilization	4%		+	$ 810,000
				Subtotal	**$ 21,050,000**
	Inflation (3% compounded 5 years)	15.9%		+	$ 3,350,000
				Construction Cost	**$ 24,400,000**

SCOPING COST ESTIMATE

Project: Bowmart Parkway from Maple Road to Meyer Road - Resurfacsing
2030 Construction

Item No.	Description	Units	Unit Cost	Qty	Amount
209	Erosion and Sediment Control (assume 2%)	LS	2.0%	-	$ 2,690.00
404	WMA Top - Road Overlay	TON	$ 125.00	560	$ 70,000.00
407	Diluted Tack Coat	Gallon	$ 10.00	690	$ 6,900.00
490	Production Milling	SY	$ 5.00	6,810	$ 34,050.00
619	Work Zone Traffic Control (assume 6%)	LS	6.0%	-	$ 8,080.00
625	Survey (assume 2%)	LS	2.0%	-	$ 2,690.00
633	Asphalt Spot Repairs	SY	$ 75.00	140	$ 10,500.00
645	Signage and Delineators (assume 1%)	LS	1.0%	-	$ 1,350.00
685	Striping	LF	$ 2.00	6600	$ 13,200.00
				Subtotal	**$ 150,000**
	Field Change	5%		+	$ 8,000
	Contingencies	30%		+	$ 48,000
	Mobilization	4%		+	$ 9,000
				Subtotal	**$ 215,000**
	Inflation (3% compounded 5 years)	15.9%		+	$ 40,000
				Construction Cost	**$ 255,000**

SCOPING COST ESTIMATE

Project: Sheridan Drive from Niagara Falls Blvd to Millersport Highway - Revised Signal Timings and Coordination
2030 Construction

Item No.	Description	Units	Unit Cost	Qty	Amount
680	Traffic Signal Modification	EA	$ 2,000.00	4	$ 8,000.00
				Subtotal	**$ 8,000**
	Inflation (3% compounded 5 years)	15.9%		+	$ 10,000
				Construction Cost	**$ 18,000**

SCOPING COST ESTIMATE

Project: Maple Road at Sweethome - Updated Signal Timings, Striping and Signage
2030 Construction

Item No.	Description	Units	Unit Cost	Qty	Amount
619	Work Zone Traffic Control (assume 6%)	LS	6.0%	-	$ 3,130.00
645	No Turn on Red (Blank-Out overhead)	EA	$ 7,500.00	4	$ 30,000.00
680	Traffic Signal Modification	LS	$ 7,000.00	1	$ 7,000.00
685	Striping -Lines	LF	$ 2.00	6800	$ 13,600.00
685	Striping - Symbols	EA	$ 250.00	6	$ 1,500.00
				Subtotal	**$ 56,000**
	Field Change	5%		+	$ 3,000
	Contingencies	30%		+	$ 18,000
	Mobilization	4%		+	$ 4,000
				Subtotal	**$ 81,000**
	Inflation (3% compounded 5 years)	15.9%		+	$ 20,000
				Construction Cost	**$ 101,000**

SCOPING COST ESTIMATE

Project: Sherdan Drive at Sweethome - Updated Signal Timings, Striping and Signage
2030 Construction

Item No.	Description	Units	Unit Cost	Qty	Amount
601	Bike Boxes	SF	$ 15.65	300	$ 4,695.00
619	Work Zone Traffic Control (assume 6%)	LS	6.0%	-	$ 3,120.00
645	No Turn on Red (Blank-Out overhead)	EA	$ 7,500.00	4	$ 30,000.00
680	Traffic Signal Modification	LS	$ 7,000.00	1	$ 7,000.00
685	Striping	LF	$ 2.00	5190	$ 10,380.00
				Subtotal	**$ 56,000**
	Field Change	5%		+	$ 3,000
	Contingencies	30%		+	$ 18,000
	Mobilization	4%		+	$ 4,000
				Subtotal	**$ 81,000**
	Inflation (3% compounded 5 years)	15.9%		+	$ 20,000
				Construction Cost	**$ 101,000**

SCOPING COST ESTIMATE

Project: Emerson Drive and N Bailey Avenue Roundabout
2030 Construction

Item No.	Description	Units	Unit Cost	Qty	Amount
203	Excavation - Roadway	CY	$ 60.00	2,340	$ 140,400.00
209	Erosion and Sediment Control (assume 2%)	LS	2.0%	-	$ 24,440.00
304	Subbase - Roadway	CY	$ 100.00	1,200	$ 120,000.00
404	WMA Top - Road Overlay	TON	$ 125.00	300	$ 37,500.00
404	WMA Base and Binder - Roadway Widening	TON	$ 160.00	1,980	$ 316,800.00
603	Storm Pipe	LF	$ 185.00	1,060	$ 196,100.00
604	Drainage Structures	EA	$ 8,600.00	8	$ 68,800.00
605	Underdrain	LF	$ 14.00	1,060	$ 14,840.00
608	Concrete Sidewalks	SF	$ 28.00	5,100	$ 142,800.00
609	Concrete Curb	LF	$ 90.00	1,900	$ 171,000.00
610	Turf Establishment	SY	$ 15.00	800	$ 12,000.00
611	Tree Plantings	EA	$ 1,000.00	1	$ 1,000.00
614	Tree Removals	EA	$ 1,000.00	1	$ 1,000.00
619	Work Zone Traffic Control (assume 6%)	LS	6.0%	-	$ 73,330.00
625	Survey (assume 2%)	LS	2.0%	-	$ 24,440.00
645	Signage and Delineators (assume 1%)	LS	1.0%	-	$ 12,220.00
685	Striping (assume 2%)	LS	1.0%	-	$ 12,220.00
				Subtotal	**$ 1,369,000**
	Field Change	5%		+	$ 69,000
	Contingencies	30%		+	$ 432,000
	Mobilization	4%		+	$ 75,000
				Subtotal	**$ 1,945,000**
	Inflation (3% compounded 5 years)	15.9%		+	$ 310,000
				Construction Cost	**$ 2,255,000**

APPENDIX D

WATER & SEWER DATA

GROWTH PROJECTIONS – NEW SANITARY DEMAND TABLE

WATER SYSTEM DEMAND FIGURES

APPENDIX D

GROWTH PROJECTIONS – NEW SANITARY DEMAND TABLE

Growth Projections ("Full Build-Out") - New Sanitary Demand

PREPARED FOR THE "BOULEVARD CENTRAL DISTRICT SDGEIS

June 19, 2019 (DGEIS)

June 6, 2024 (SDGEIS)

		TRAFFIC ANALYSIS ZONE (TAZ) BOUNDARIES IN BCD STUDY AREA																			
Date	**Proposed Land Use**	**668**	**676**	**677**	**678**	**679**	**680**	**681**	**682**	**683**	**684**	**686**	**687**	**688**	**699**	**701**	**702**	**705**	**708**	**709**	Totals
2024	Total Dwelling Units (SDGEIS)	0	78	494	1,140	0	43	50	1,551	269	50	115	385	118	20	0	200	320	90	0	**4,921**
2024	Total Retail (SF)	0	82,062	109,678	299,265	310,159	28,622	65,350	831,015	51,799	13,875	69,845	0	147,657	7,000	0	52,500	84,000	31,394	74,456	2,258,676
2024	Total Office (SF)	0	0	0	99,755	0	0	0	158,013	0	0	0	0	0	0	0	17,500	28,000	0	0	303,268
																				TOTAL SF (2024 SDGEIS)	**2,561,944**
	2024 SDGEIS Average Sewer Flow GPD	-	17,983	81,184	199,130	24,813	8,585	12,603	306,585	43,535	8,378	22,453	56,448	29,084	3,493	-	34,933	55,893	15,667	5,957	**926,723**
	2024 SDGEIS Peak Sewer Flow GPD	-	74,892	313,089	714,331	102,040	36,580	53,119	1,052,928	174,331	35,722	92,714	222,775	118,786	15,174	-	141,460	220,714	65,564	25,605	**3,459,822**
	2019 GEIS Average Flow GPD	0	81,900	98,000	185,010	50,120	31,220	12,250	283,990	37,800	19,600	20,790	40,110	17,640	12,180	2,660	11,970	58,450	10,360	4,690	978,740
	Net Change	-	(63,917)	(16,816)	14,120	(25,307)	(22,635)	353	22,595	5,735	(11,222)	1,663	16,338	11,444	(8,687)	(2,660)	22,963	(2,557)	5,307	1,267	**(52,017)**
	2019 GEIS Peak Flow GPD	0	242,748	290,467	548,361	148,553	36,308	36,308	841,733	112,037	58,093	61,621	118,884	52,284	36,101	7,884	35,479	173,243	30,707	13,901	2,844,712
	Net Change	-	(167,856)	22,622	165,970	(46,513)	272	16,811	211,195	62,294	(22,371)	31,093	103,891	66,502	(20,927)	(7,884)	105,981	47,471	34,857	11,704	**615,110**
	Sewer Shed (RL-Ridge Lea, SH-Sheridan, H - Hartford)	RL	RL	RL	.5 RL; .5 H	RL	SH	RL	RL	H	H	H	H	RL	SH	SH	SH	SH	SH	SH	SH

	Ridge Lea	Hartford	Sheridan	ck
Ave Sewershed flow GPD	571,817	230,378	124,528	926,723
Peak Sewershed flow GPD	2,072,019	882,706	505,097	3,459,822
Ave Sewershed flow change GPD	(64,588)	19,573	(7,002)	(52,017)
Peak Sewershed flow change GPD	185,745	257,890	171,474	615,110

APPENDIX D

WATER SYSTEM DEMAND FIGURES

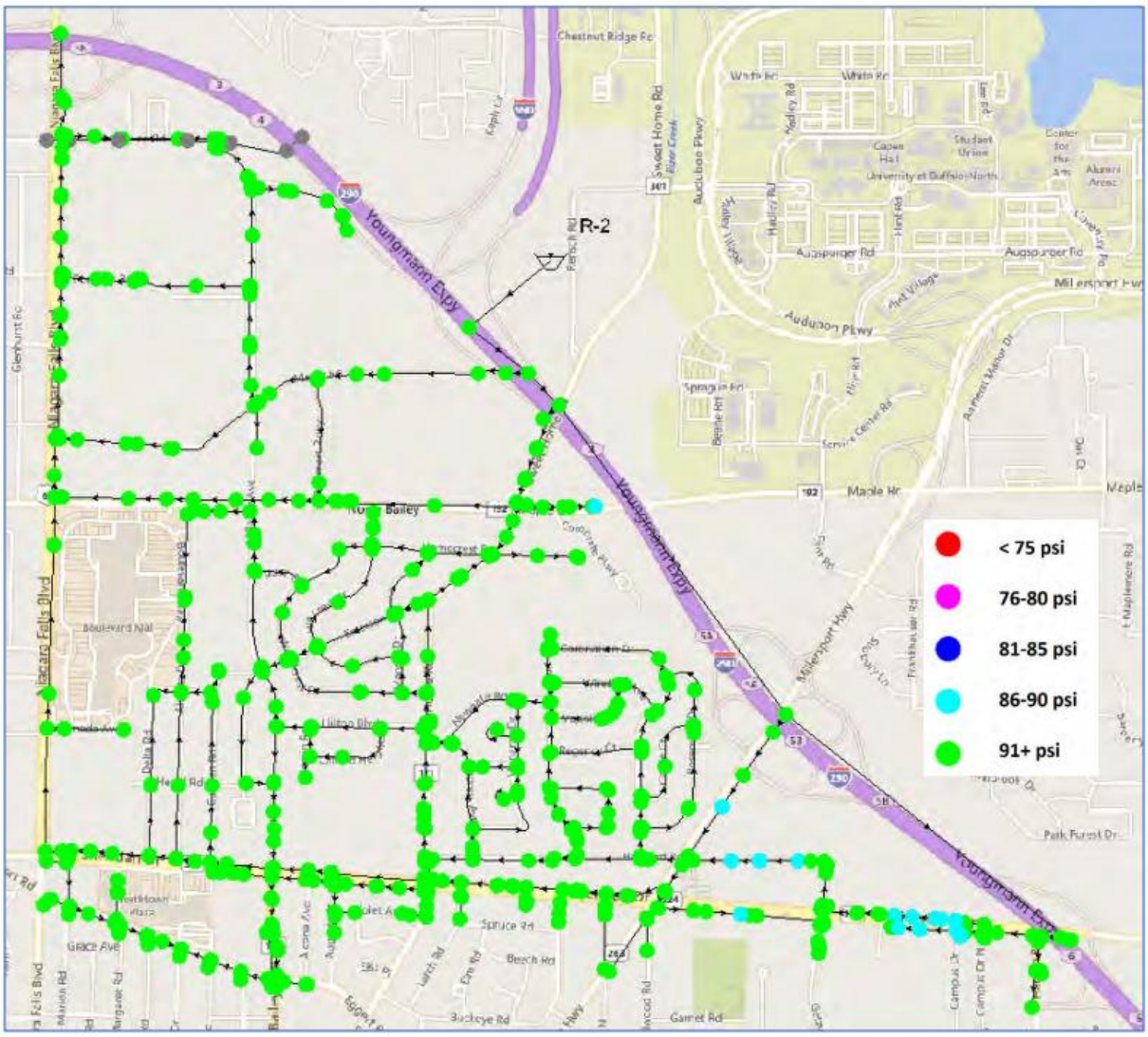


Figure 1 – Pressure, Current Average Demand

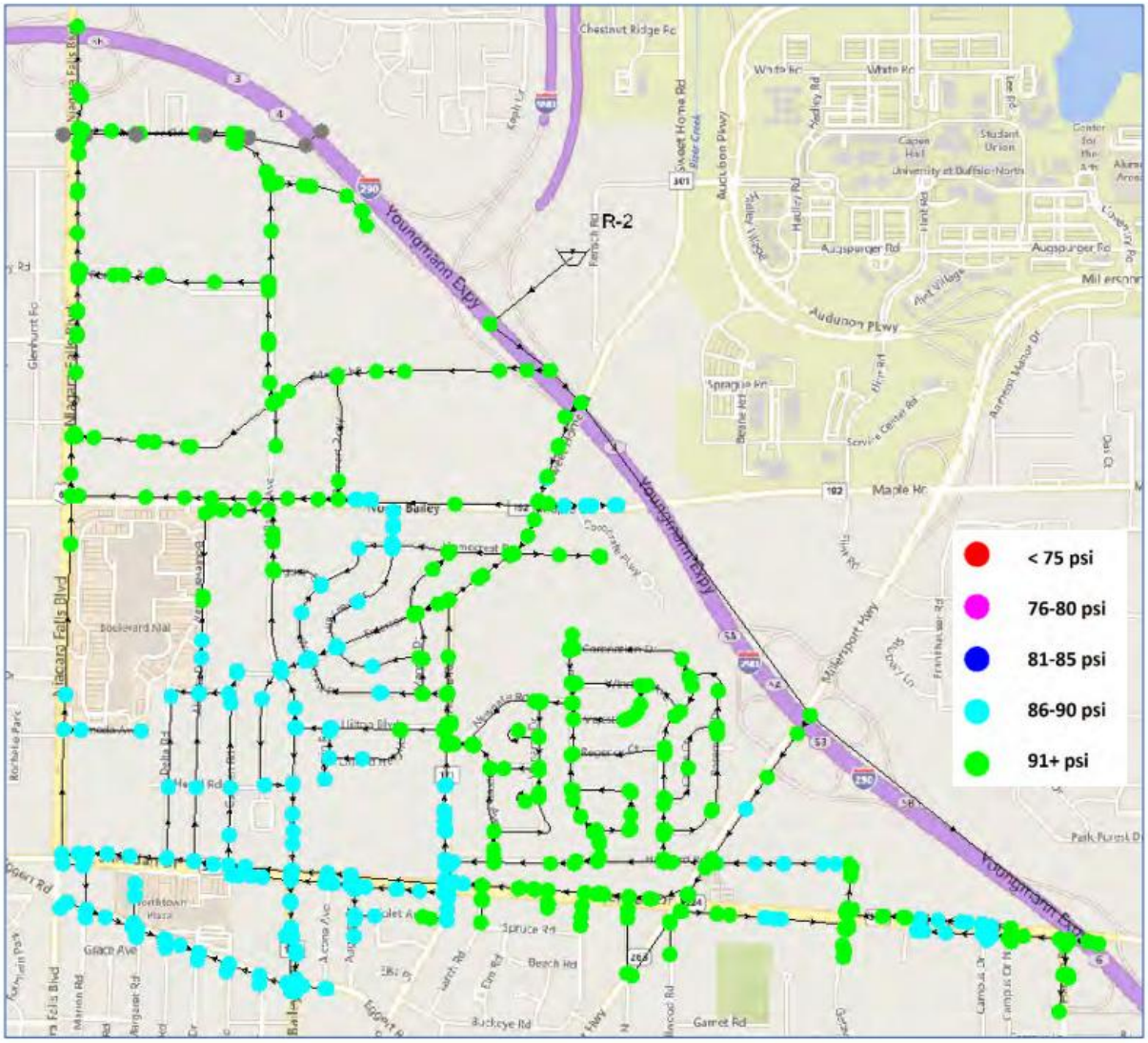


Figure 2 – Pressure, Current Peak Demand

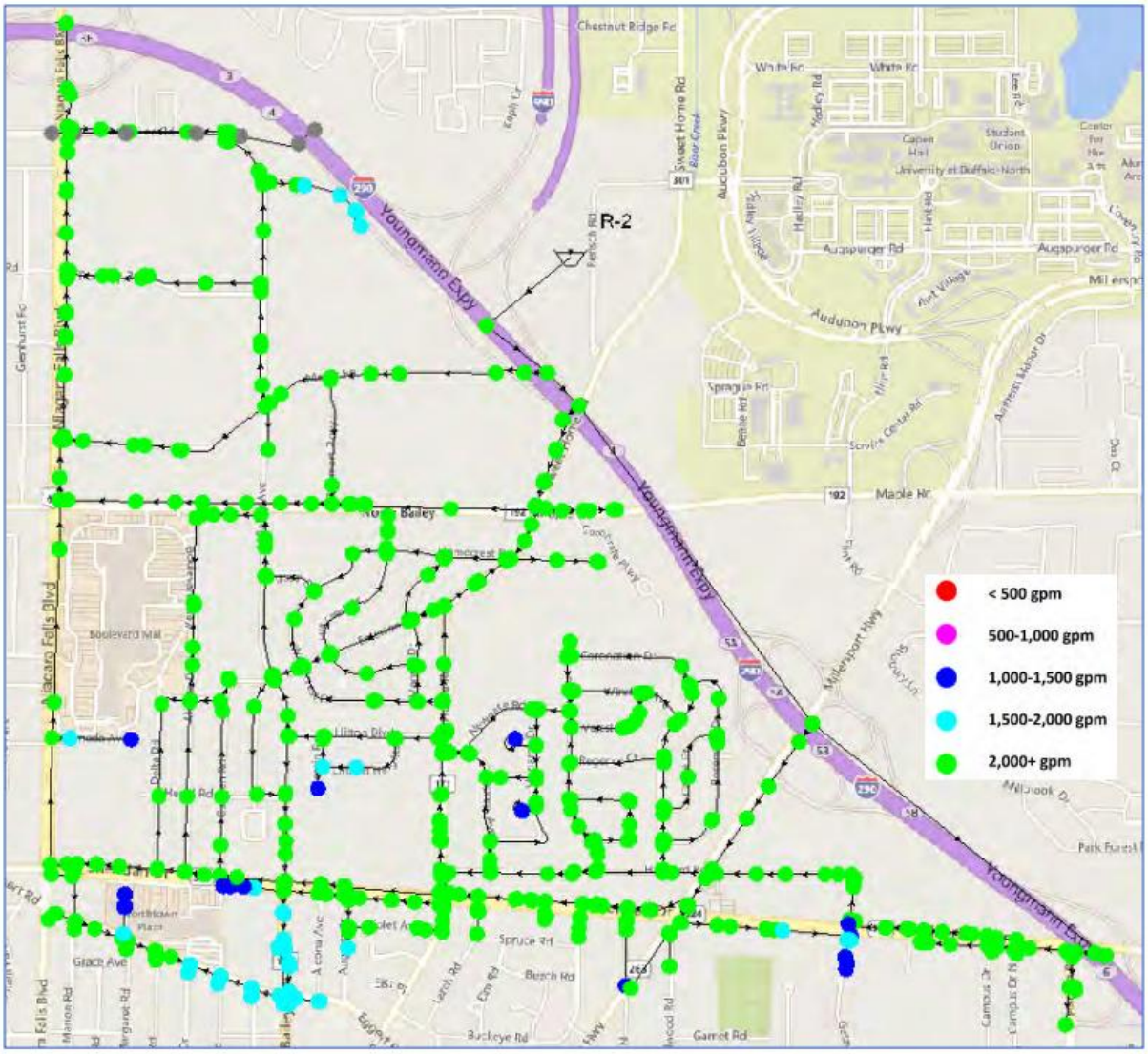


Figure 3 – Available Fire Flow, Current Peak Demand

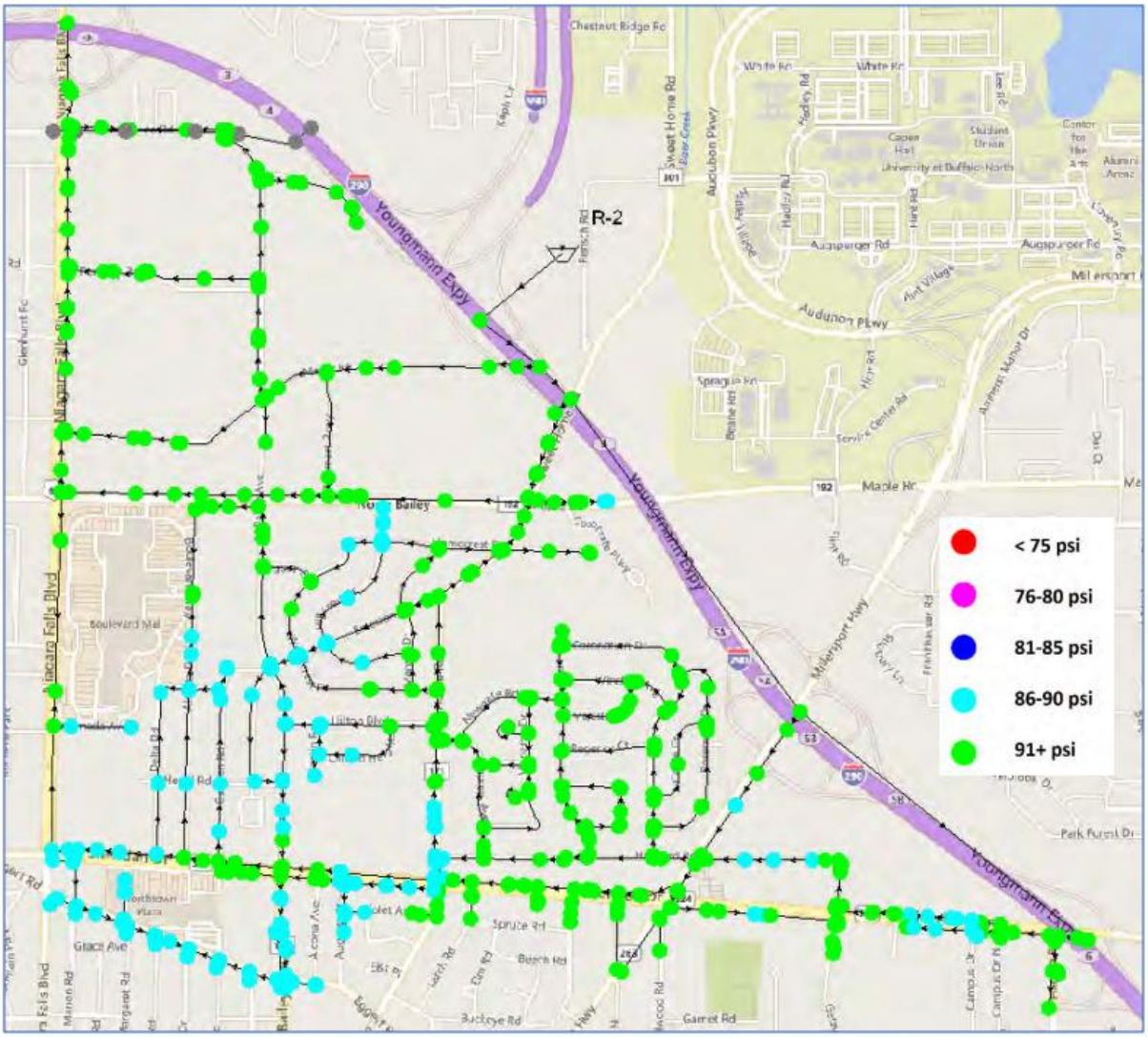


Figure 4 – Pressure, Future Average Demand

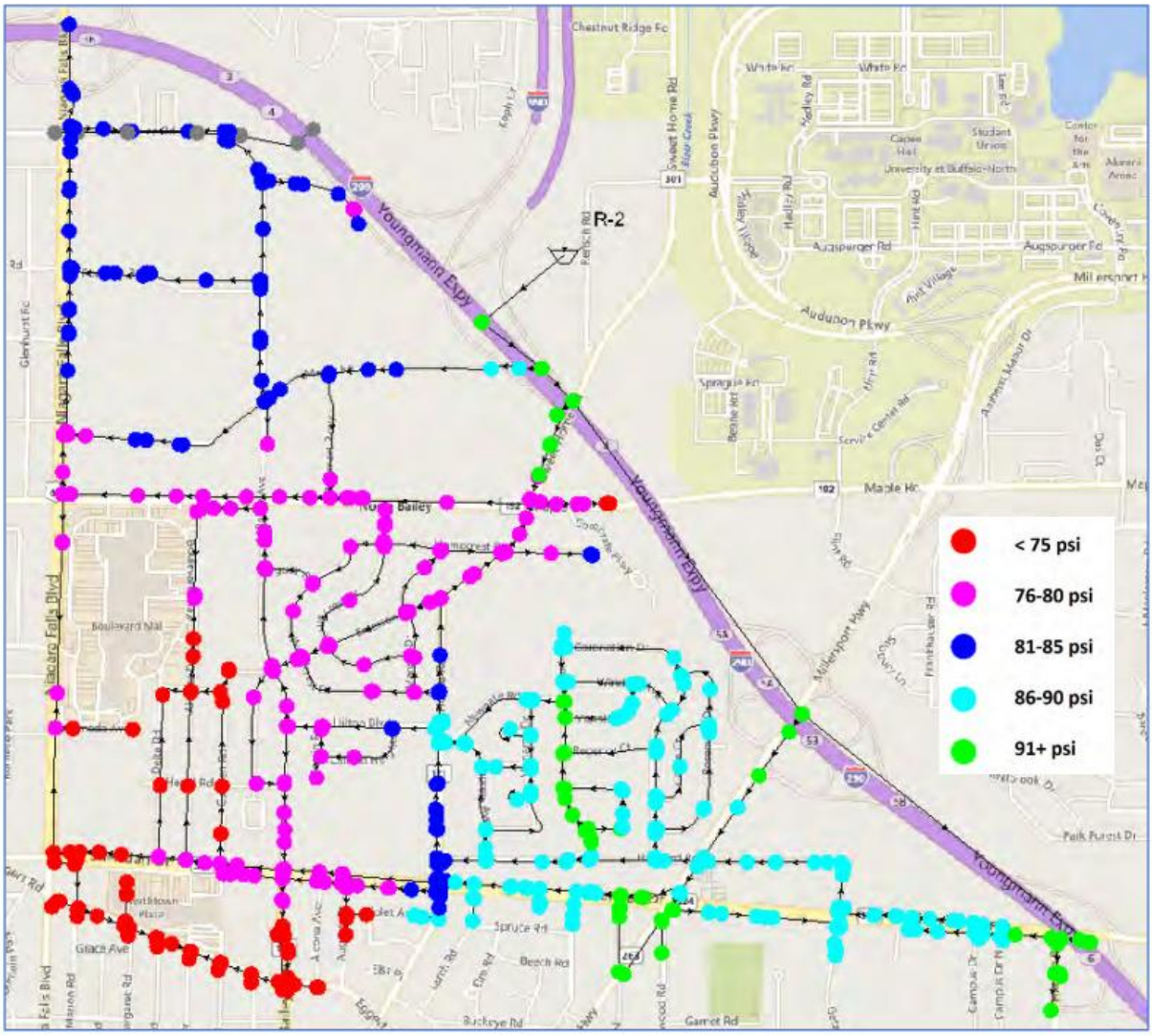


Figure 5 – Pressure, Future Peak Demand

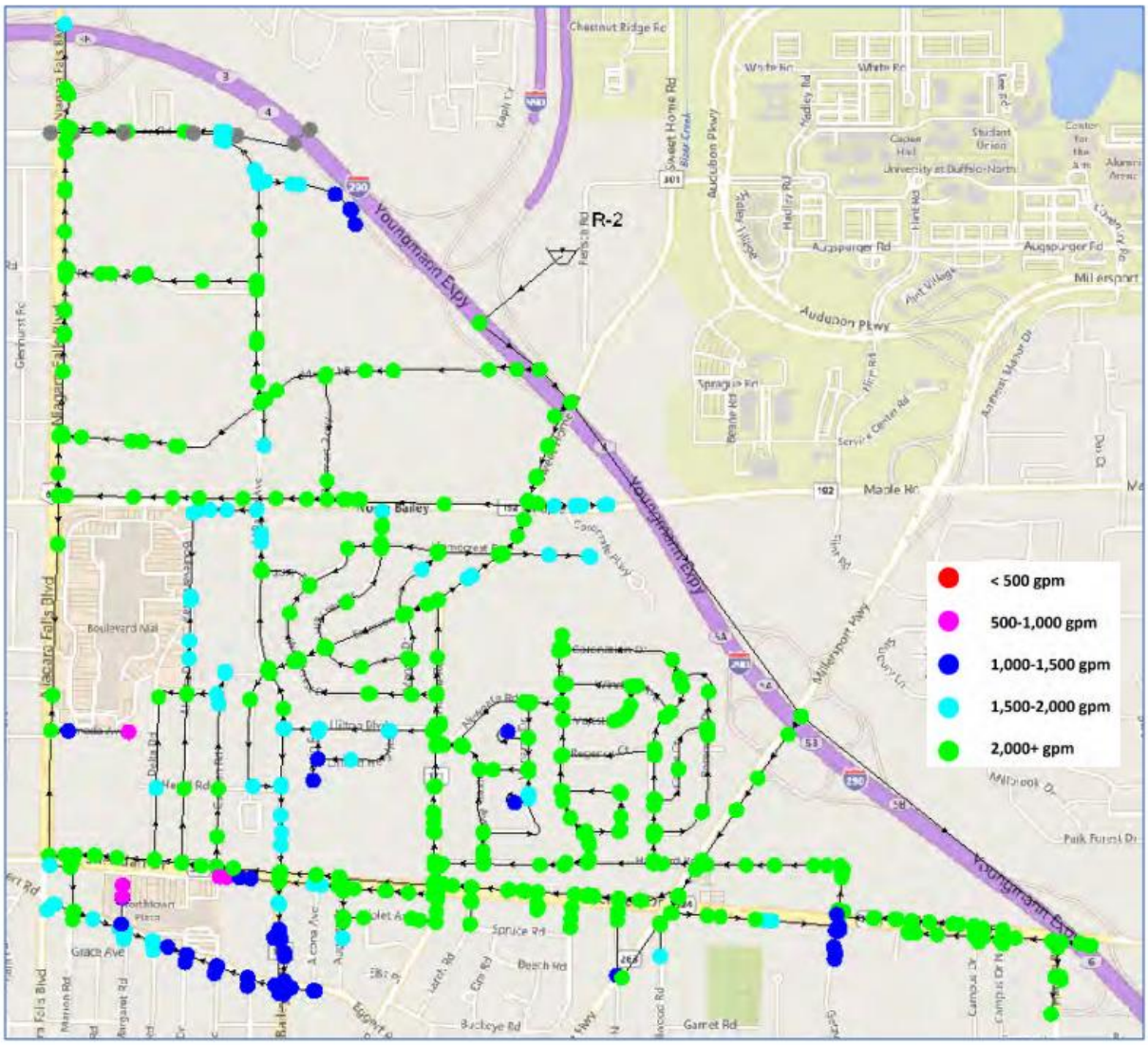


Figure 6 – Available Fire Flow, Future Peak Demand

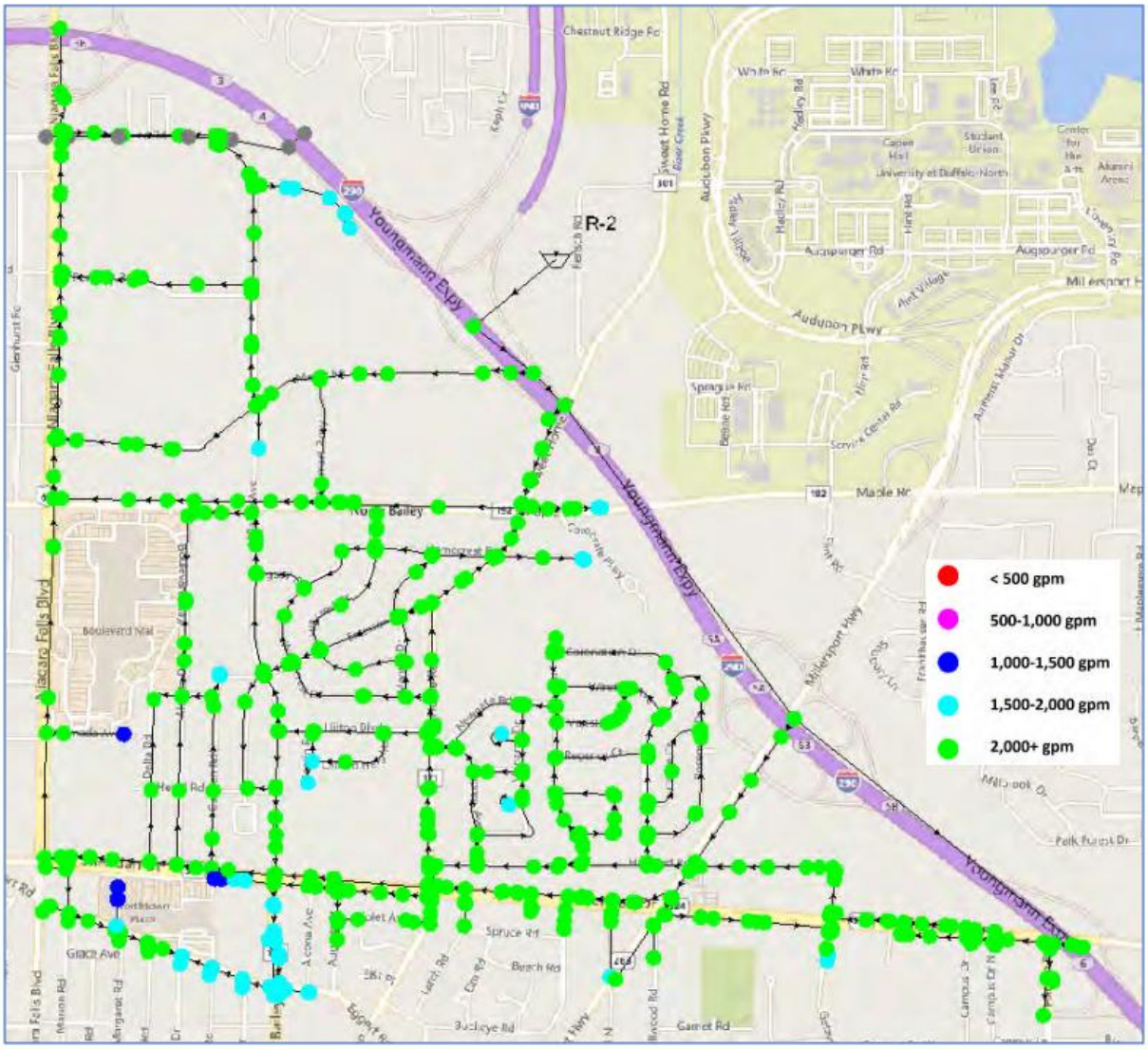


Figure 7 – Available Fire Flow, Future Peak Demand with Mitigation