



## Traffic Impact Study



Mohawk Valley Health System

Utica, New York

Integrated Health Campus  
Traffic Impact Study

Prepared by:  
C&S Companies

October 2018

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## Executive Summary

This traffic impact study (TIS) evaluates the potential transportation impacts to the highway system from the Integrated Health Campus (IHC) Project, a hospital and medical office building development, proposed by the Mohawk Valley Health System (MVHS) in the City of Utica, New York anticipated to be completed in 2022. This project is expected to include a 688,000 square foot (SF) hospital building with 373 beds and 2,400 employees, an 80,000 SF medical office building, a central utility plant, heliport, a 1,550 space parking garage, and numerous surface parking facilities.

The MVHS IHC will be bound by New York State (NYS) Route 5S (Oriskany Street) to the north, Broadway to the east, NYS Route 5/8/12 to the West, and Columbia Street/City Hall/Kennedy Apartments to the south. For the purposes of the TIS, the study area incorporates all the intersections to be analyzed and defines the limits of any additional evaluations such as on-street parking impacts or accident analyses. Study area limits were defined based on discussions with the New York State Department of Transportation (NYSDOT) Region 2 and includes the following intersections:

1. NYS Route 5/8/12 NB off-ramp at Court Street
2. State Street & NYS Routes 5/8/12 off/on-ramp
3. State Street & Lafayette Street
4. State Street & Columbia Street
5. State Street & Court Street
6. Cornelia Street & Oriskany Street
7. Cornelia Street & Lafayette Street
8. Cornelia Street & Columbia Street
9. Cornelia Street & Court Street
10. Broadway & Oriskany/Liberty Street
11. Broadway & Lafayette Street
12. Broadway & Columbia Street
13. Broadway & Court Street
14. Washington Street & Liberty Street
15. Washington Street & Oriskany Street
16. Washington Street & Lafayette Street
17. Seneca Street & Liberty Street
18. Seneca Street & Oriskany Street
19. Seneca Street & Lafayette Street
20. Genesee Street & Liberty Street
21. Genesee Street & Oriskany Street
22. Genesee Street & Lafayette/Bleecker Street
23. Genesee Street & Columbia/Elizabeth Street
24. Genesee Street SB off-ramp & Whitesboro Street
25. Genesee Street & Blandina Street
26. Genesee Street & Bank Place
27. Genesee Street & Court Street

Intersection turning movement counts were collected during typical AM (7am – 9 am) and PM (4pm – 6pm) peak hours at the study intersections on July 18<sup>th</sup> and 19<sup>th</sup>, 2018. While peak hours for individual intersections varied, the overall study peak hours were determined to be from 7:45am – 8:45am and 4pm – 5pm.

A capacity analysis was performed using SYNCHRO 10 for the study area using the existing condition traffic volumes with existing roadway and intersection geometry information. Each of the study intersections operate at a LOS C or better during the peak hours. There are a few movements at some intersections that operate at a LOS E or F as noted below:

- 6 – Cornelia Street & Oriskany Street (PM)
  - Northbound LT/THRU/RT = LOS F (96.2 sec)
- 17 – Seneca Street & Liberty Street (AM)
  - Northbound LT/THRU/RT = LOS E (38.2 sec)

The future no-build condition includes the proposed geometric, traffic control, and traffic distribution changes for NYS Route 5S that are currently being constructed as well as a growth of existing traffic to account for other unknown development in the area through 2022. Provided by the NYSDOT, a 1% growth rate is used to estimate no-build condition volumes for 2022. Information regarding the proposed expansion of the AUD including the NEXUS Center is not available at this time and cannot be included in the analysis for this study.

Each of the study intersections operate at a LOS C or better during the peak hours for the future no-build condition except for intersection 4 – State Street & Lafayette Street during the PM peak hour which changed from an average intersection LOS C (30.1 sec) to a LOS D (43.8 sec). There are a few movements at some intersections that were noted at a LOS E or F for the future no-build condition as noted below:

- 3 – State Street & Lafayette Street (PM)
  - Northbound THRU/RT = LOS F (84.1 sec) previously LOS D (52.2 sec)
- 6 – Cornelia Street & Oriskany Street (AM)
  - Northeastbound (from off-ramp) THRU/RT = LOS E (55.0) previously LOS D (42.4 sec)
- 6 – Cornelia Street & Oriskany Street (PM)
  - Northeastbound (from off-ramp) THRU/RT = LOS E (63.0) previously LOS D (44.4 sec)
- 10 – Broadway & Oriskany/Liberty Street (PM)
  - Southbound LT = LOS E (58.5 sec) previously did not exist as a dedicated movement
- 20/21 – Oriskany Street & Genesee Street (AM)
  - Northbound L = LOS E (56.6 sec) previously did not exist as a dedicated movement

The future build condition includes the additional traffic anticipated to be generated due to the proposed development and any changes in traffic patterns associated with building access, roadway closures, or access to proposed parking facilities:

- On-site parking totals 1,830 spaces in the following facilities:
  - Parking garage on the property bound by State Street, Lafayette Street, Cornelia Street, and NYS Route 5S – contains 1,550 total spaces, 500 of which will be dedicated to City use. Access will be on Cornelia Street and State Street. It is assumed all public patients and visitors to the hospital will park here along with some employees.
  - Two employee surface parking lots: 219 space facility just west of State Street and north of Lafayette Street with access on State Street and a 107 space facility just west of State Street between Lafayette Street and Columbia Street with access on Columbia Street
  - Surface parking lot with 375 spaces adjacent to the medical office building with access on State Street and Cornelia Street
  - Emergency Department surface parking between the main hospital building and State Street with a total of 79 spaces with access on Columbia Street and State Street as well as direct access to the garage
- A pedestrian walkway and access to the emergency department entrance will replace Lafayette Street between Cornelia Street and State Street.
- Lafayette Street from Broadway to Cornelia Street will become the main entrance to the IHC
- Cornelia Street from Columbia Street to Oriskany will be abandoned by the City
- Cornelia Street from Lafayette Street to Oriskany Street will lead to the main entrance to the hospital and provide an access to a new public parking garage
- Carton Avenue, Sayre Alley, and Pine Street will be abandoned by the City

Using the Institute of Engineers (ITE), Parking Generation Manual, 3<sup>rd</sup> Edition, the anticipated parking demand associated with the proposed MVHS IHC was estimated for comparison to the proposed parking supply. Land use codes 610 – Hospital and 720 – Medical-Dental Office were used to estimate the anticipated peak (weekday) parking demand. Based on this evaluation, the proposed development plan provides adequate parking for its patients, staff, and visitors.

	Proposed Supply	Anticipated Peak Demand	Estimated Surplus
Hospital	1,455	1,440	15
Medical Office Building	375	283	92
Total	1,830	1,723	107

The 10<sup>th</sup> Edition of ITE’s Trip Generation Manual was used to estimate the traffic that will be generated by the proposed development during the typical weekday AM and PM peak hours. Using the same land use codes and variables (hospital employees and SF of medical office building), the trip generation for the proposed project is shown below:

	AM Peak Hour			PM Peak Hour		
	Entering	Exiting	Total	Entering	Exiting	Total
Hospital	476	176	652	185	500	685
Medical Office Building	143	40	183	76	197	273
Total	619	216	835	261	697	958

As part of the analysis included for the NYS Route 5S project, an initial trip generation and distribution for the proposed MVHS IHC project was developed to be incorporated in their future conditions modeling. A letter memo was developed by GTS Consulting in March 2016 that used initial development assumptions and data provided by the MVHS regarding employee and patient zip code information to determine peak hour regional distributions. While the project information has changed since that memo was developed that significantly changes trip generation estimates, the employee and patient information and routing assumptions are still valid. Therefore, the regional distribution from that memo was used for this analysis.

The local distribution of project-generated trips within the study area is based on the most logical routing to/from the larger/busier highways and roadways to/from each individual parking facility access. The number of trips allocated to/from each parking location is based on the size of the facility and on the following assumptions:

- All hospital related trips are routed to/from the garage, employee parking lots, and the emergency department parking based on the regional distribution, proportion of number of spaces available at each facility (i.e., the garage would see the most trips, then the larger employee lot, the smaller employee lot, and the emergency department parking would have the least number of trips assigned to it), and the most direct route to/from each access point
- The trips generated by the medical office building are directed to/from the parking lot adjacent to the building

When compared to the future no-build scenario analysis results, all of the study intersections operate at LOS C or better in the future build condition except for intersection 3 – State Street & Lafayette



Street/ Emergency Department Access (average intersection LOS F (85.6 sec) previously LOS D (43.8 sec)) and 6 – Cornelia Street & Oriskany Street (average intersection LOS D (42.4 sec) previously LOS C (21.8 sec)), both during the PM peak hour. The following movements are expected to operate at a LOS E or F:

- 3 – State Street & Lafayette Street/ED Access (PM)
  - Northbound THRU/RT = LOS F (101.4 sec) previously LOS F (84.1 sec) when Lafayette Street continued eastbound through State Street
  - Southbound THRU/RT = LOS F (91.9 sec) previously LOS B (19.5 sec)
- 5 – State Street & Court Street (PM)
  - Northbound LT = LOS E (63.9 sec) previously LOS C (22.1 sec)
- 6 – Cornelia Street & Oriskany Street (AM)
  - Northbound LT/THRU/RT = LOS E (72.2) previously LOS D (53.4 sec)
- 6 – Cornelia Street & Oriskany Street (PM)
  - Northbound LT/THRU/RT = LOS F (176.3) previously LOS E (63.9 sec)
- 10 – Broadway & Oriskany/Liberty Street (AM)
  - Southbound LT = LOS E (55.9 sec) previously D (52.7 sec)
- 20/21 – Oriskany Street & Genesee Street (PM)
  - Northbound THRU = LOS E (74.1 sec) previously D (52.8 sec)

There is expected to be some delay during the PM peak hour for vehicles exiting the new parking garage onto State Street (LOS F (79.2 sec)). It is not anticipated that this delay, internal to the garage, will impact operations of the adjacent roadways.

Additional modeling scenarios were developed to determine what mitigation measures would be required to improve operations to future no-build scenario operations or better. There will be no recommended changes to mitigate the LOS F with 79.2 seconds of delay expected for traffic exiting the garage during the PM peak hour. It is assumed that these delays (only noted during the PM peak hour) will not warrant a signal at the intersection of State Street and the garage/proposed employee parking lot. The delays during the PM peak hour at intersection 6 – Cornelia Street and Oriskany Street cannot be completely mitigated with signal timing changes, but the delays are lessened. The installation of a left turn lane was considered, but did not provide a significant improvement to the LOS compared to the anticipated costs and impacts to the soon to be reconstructed Oriskany Street (NYS Route 5S). The intersection is expected to operate overall at a LOS C during the AM peak hour and at a LOS D during the PM peak hour.

Based on these analyses, it was determined that the proposed development will not have a significant adverse impact on the adjacent transportation network with the following mitigation measures implemented beyond what is expected as part of the development plan for the project:

- Ensure adequate pedestrian facilities are available from each proposed parking area to the access points of the main hospital building
- Optimize signal timings at the following intersections:
  - 3 – State Street & Lafayette Street/Emergency Department Access (PM)
  - 5 – State Street & Court Street (PM)
  - 6 – Cornelia Street & Oriskany Street (AM & PM)
  - 10 – Broadway & Oriskany/Liberty Street (AM)
  - 20/21 – Oriskany Street & Genesee Street (PM)

## Section 1—Introduction

### 1.1 Project Description

This traffic impact study (TIS) evaluates the potential transportation impacts to the highway system from the Integrated Health Campus (IHC) Project, a hospital and medical office building development, proposed by the Mohawk Valley Health System (MVHS) in the City of Utica, New York. This project is expected to include a 688,000 square foot (SF) hospital building with 373 beds and 2,400 employees, an 80,000 SF medical office building, a central utility plant, heliport, a 1,550 space parking garage, and numerous surface parking facilities.

The MVHS IHC will be bound by New York State (NYS) Route 5S (Oriskany Street) to the north, Broadway to the east, NYS Route 8 to the West, and Columbia Street/City Hall/Kennedy Apartments to the south. The proposed site is approximately 25 acres just south of the Utica Memorial Auditorium near the City’s urban core, the proposed “U” District, Brewer District, Bagg’s Square, and Utica Harbor Point. A location map of the site is included as **Figure 1.1**.

### 1.2 Study Area

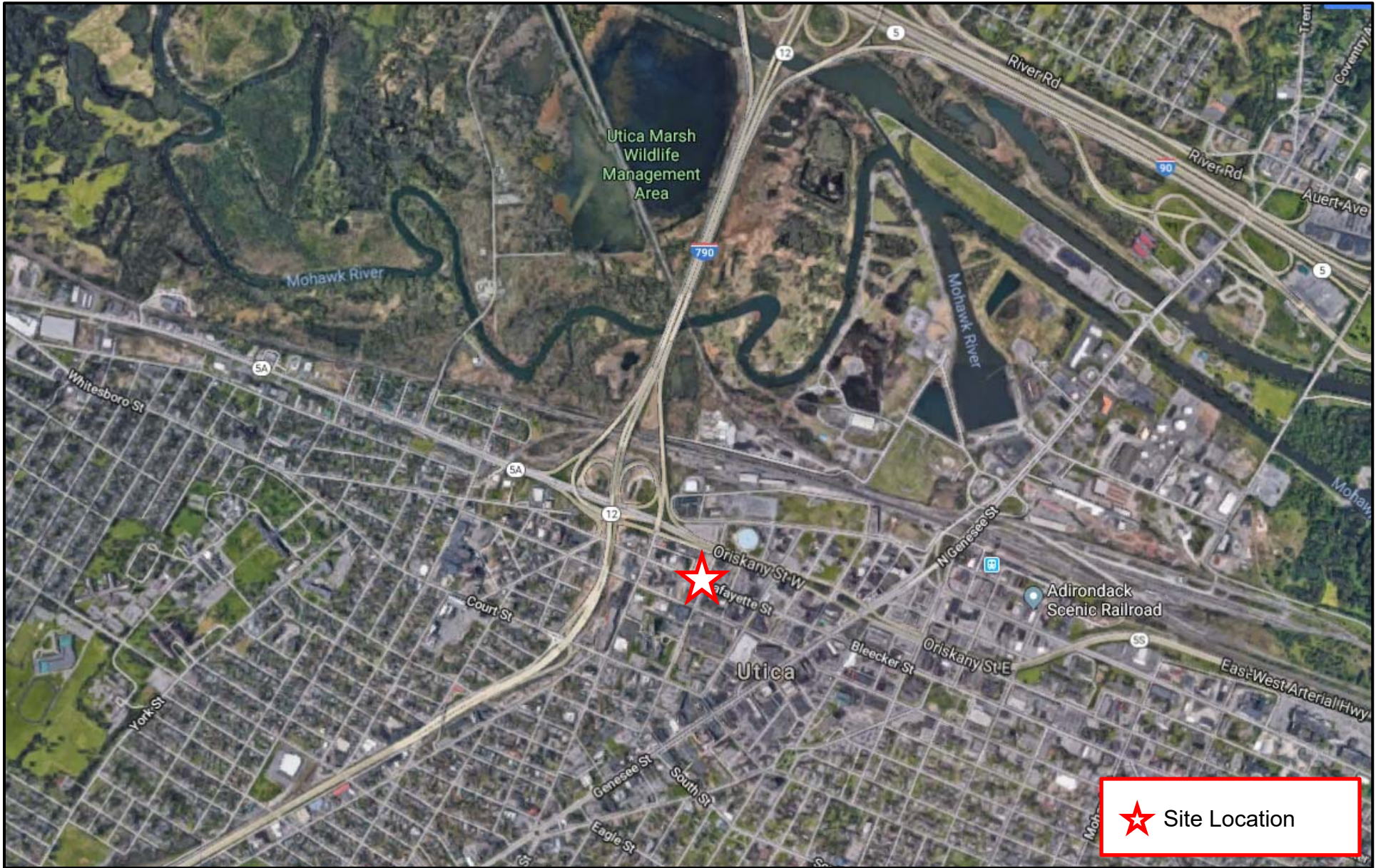
For the purposes of the TIS, the study area incorporates all the intersections to be analyzed and defines the limits of any additional evaluations such as on-street parking impacts or accident analyses. Study area limits were defined based on discussions with the New York State Department of Transportation (NYSDOT) Region 2 and includes the following intersections (see **Figure 1.2**):

1. NYS Route 5/8/12 NB off-ramp at Court Street
2. State Street & NYS Routes 5/8/12 off/on-ramp
3. State Street & Lafayette Street
4. State Street & Columbia Street
5. State Street & Court Street
6. Cornelia Street & Oriskany Street
7. Cornelia Street & Lafayette Street
8. Cornelia Street & Columbia Street
9. Cornelia Street & Court Street
10. Broadway & Oriskany/Liberty Street
11. Broadway & Lafayette Street
12. Broadway & Columbia Street
13. Broadway & Court Street
14. Washington Street & Liberty Street
15. Washington Street & Oriskany Street
16. Washington Street & Lafayette Street
17. Seneca Street & Liberty Street
18. Seneca Street & Oriskany Street
19. Seneca Street & Lafayette Street
20. Genesee Street & Liberty Street
21. Genesee Street & Oriskany Street
22. Genesee Street & Lafayette/Bleecker Street
23. Genesee Street & Columbia/Elizabeth Street
24. Genesee Street SB off-ramp & Whitesboro Street
25. Genesee Street & Blandina Street
26. Genesee Street & Bank Place
27. Genesee Street & Court Street

See Section 2.1 for more detailed roadway network information.

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**MOHAWK VALLEY  
HEALTH SYSTEM  
TRAFFIC IMPACT STUDY**

**PROJECT LOCATION MAP**  
(AERIAL FROM GOOGLE MAPS 2018)



FIGURE  
**1.1**





**MOHAWK VALLEY  
HEALTH SYSTEM  
TRAFFIC IMPACT STUDY**

**STUDY AREA INTERSECTIONS**

(AERIAL FROM GOOGLE EARTH, IMAGERY DATE 10/2/17)



NOT TO SCALE

FIGURE

1.2



### 1.3 Methodology

The methodology used to determine the impacts of the traffic generated by the proposed development was discussed and approved with the NYSDOT, Region 2. Several traffic conditions or scenarios were established and considered for the study intersections. The traffic conditions considered in this report are as follows:

- Existing (2018) traffic conditions during the typical AM and PM peak commuter periods
- Future (2022) no-build traffic conditions during the typical AM and PM peak commuter periods
- Future (2022) build traffic conditions during the typical AM and PM peak commuter periods
- Future (2022) mitigated traffic conditions during the typical AM and PM peak commuter periods, if necessary

The no-build condition includes the proposed geometric and traffic control changes for NYS Route 5S that are currently being constructed as well as a growth of existing traffic to account for other unknown development in the area through 2022. Provided by the NYSDOT, a 1% growth rate is used to estimate no-build condition volumes for 2022.

The future build condition includes the additional traffic anticipated to be generated due to the proposed development and any changes in traffic patterns associated with building access, roadway closures, or access to proposed parking facilities. Based on the results of the analysis of traffic operations for the future build condition, the mitigated condition contains any changes to lane configurations, signal timing and phasing, or any other changes to the roadway network or proposed development plan necessary to mitigate impacts to traffic operations.

Adjacent to the proposed site to the north, the Utica Memorial Auditorium (the AUD) is a multi-purpose arena and home to the Utica Comets of the American Hockey League. A planned expansion to the AUD including the proposed NEXUS Center will include additional game fields, lockers rooms, office space, classroom space, retail, food and beverage services, and other training space. The NEXUS Center is expected to be developed to the east of the AUD up to Broadway. Based on conversations with the NYSDOT and the Upper Mohawk Valley Memorial Auditorium Authority (August 2018), current events at the AUD typically do not impact commuter peak periods and there is not enough detailed information available regarding the AUD expansion and NEXUS Center to include potential impacts in this TIS. Therefore, traffic generated during AUD events or potential traffic generated by the AUD expansion and NEXUS Center are not included in this study.



The effect of the IHC Project on the adjacent roadway network was measured by comparing the operations of the study intersections to operations that are typically considered acceptable. The study intersections were analyzed using SYNCHRO 10<sup>1</sup>, a computer program that implements the methods presented in the Highway Capacity Manual. SYNCHRO determines the level of service (LOS), which is defined in terms of delay, as well as anticipated queue lengths.

The LOS for both signalized and unsignalized intersections are defined in terms of control delay. Control delay is a measure of the total travel time lost and includes slowing delay, stopped delay, queue move-up time, and start-up lost time. LOS thresholds are defined as average delay in seconds per vehicles over a fifteen-minute analysis period and range from LOS A to F for both signalized and unsignalized intersections. An overall intersection LOS D or better is generally considered acceptable at a signalized intersection. An overall intersection LOS E or better is generally considered acceptable at an unsignalized intersection. The following table provides a summary of the LOS thresholds as defined in the HCM 2010.

**Table 1.1—Intersection Level of Service Criteria**

Level of Service (LOS)	Signalized Intersections	Unsignalized Intersections
	Delay (sec)	Delay (sec)
A	0-10	0-10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	over 80	over 50

Source: HCM 2010, Chapters 18/19

The TIS also includes an accident history for the study area and a parking supply and demand analysis associated with the proposed development.

<sup>1</sup> SYNCHRO 10, Traffic Signal Coordination Software, Version 10.1, Trafficware LLC, Albany, California, 1993-2017.

## Section 2—Existing Conditions

### 2.1 Roadway Network

#### Intersections

The study area includes the following 27 intersections, as shown in Figure 1.2:

#### NYS Route 5/8/12 NB off-ramp with:

- Court Street

#### State Street with:

- Court Street
- Columbia Street
- Lafayette Street
- NYS Routes 5/8/12 off/on-ramp

#### Cornelia Street with:

- Court Street
- Columbia Street
- Lafayette Street
- Oriskany Street

#### Broadway with:

- Court Street
- Columbia Street
- Lafayette Street
- Oriskany/Liberty Streets

#### Washington Street with:

- Lafayette Street
- Oriskany/Liberty Streets

#### Seneca Street with:

- Lafayette Street
- Oriskany/Liberty Streets

#### Genesee Street with:

- Court Street/Hopper Street
- Bank Place
- Washington Lane/Blandina Street
- Columbia Street/Elizabeth Street
- Lafayette Street/Bleecker Street
- Oriskany/Liberty Streets
- Whitesboro Street (Genesee St SB off-ramp)

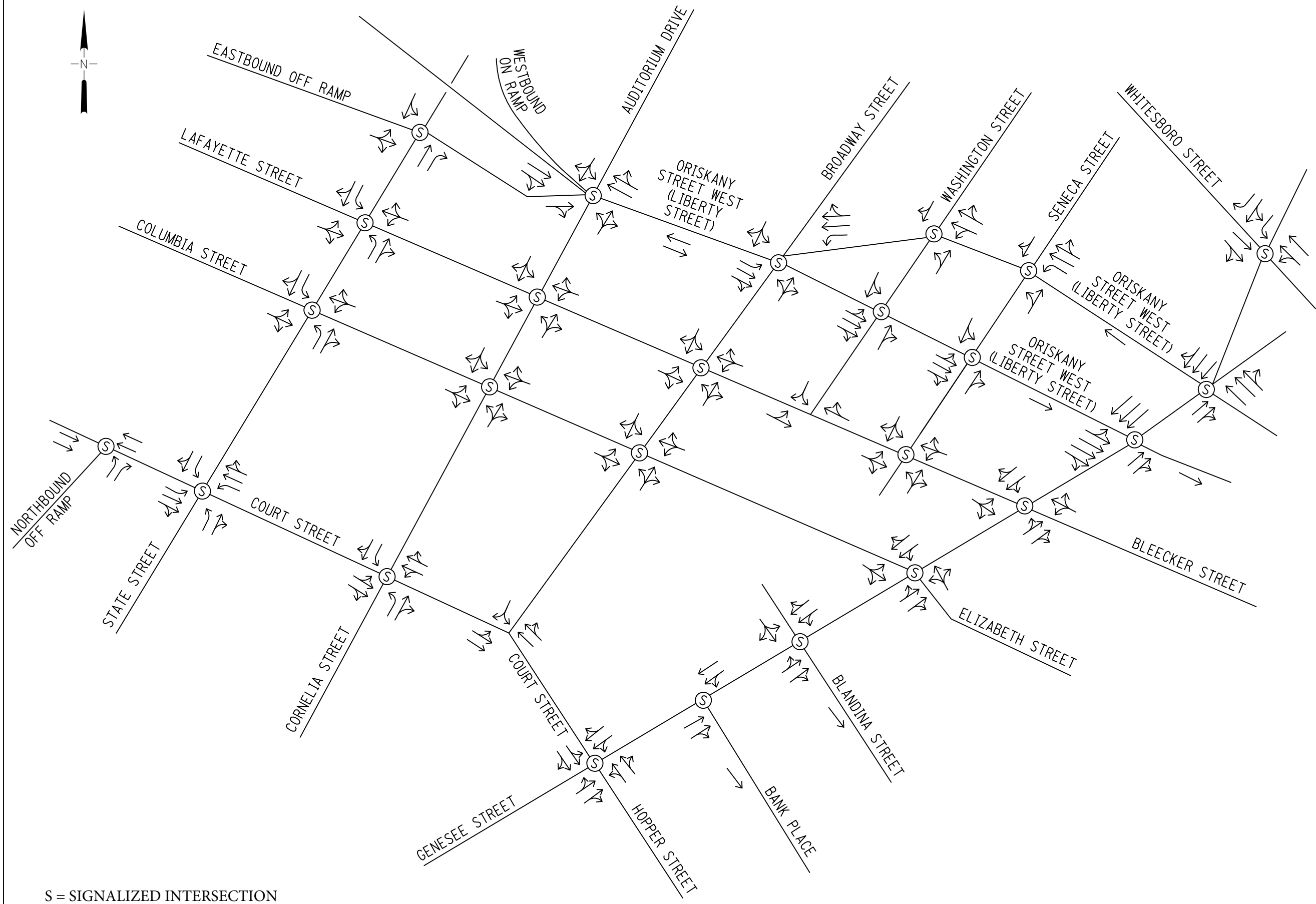
**Figure 2.1** shows the existing lane configurations and traffic control for each of the study intersections.

#### Roadways:

Information for the following roadway and intersection characteristics was provided by C&S Engineers, Inc. via a field visit, desktop analysis in Google Maps, and the New York State Department of Transportation (NYSDOT) Functional Class Viewer. Centro bus routes that operate along any study area roadways are also noted.

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S = SIGNALIZED INTERSECTION

MOHAWK VALLEY  
HEALTH SYSTEM  
TRAFFIC IMPACT STUDY

EXISTING (2018)  
LANE CONFIGURATIONS/TRAFFIC CONTROL



FIGURE  
2.1



Although there are no designated bike lanes anywhere throughout the study area, the majority of roadways do have sidewalks. Within the study area, sidewalks are missing from the following road segments:

- West side of State Street between Oriskany St. and Lafayette Street
- East side of Cornelia Street between the entrance to the Kennedy Parking Garage and the Utica City Hall building
- West side of Broadway between Oriskany Street and Lafayette Street

Roadways within the study area are summarized as follows:

**Bank Place** is an urban local street situated at the eastern edge of the study area. It is a one-way road running southeast from Genesee Street to outside of the study area onto Union Street. Curb cut buffered parking is provided on the southern side of Bank Place.

**Blandina Street** is an urban local street situated on the eastern edge of the study area that becomes Washington Lane at its intersection with Genesee Street. This one-lane road runs southeast from Genesee Street towards Charlotte Street (located outside of the study area). Street parking is available on both sides of the street.

**Bleecker Street** is an urban major collector. This two-way roadway has one travel lane in each direction and runs east/west. This roadway becomes Lafayette Street west of Genesee Street and eventually becomes County Road 241 to the east when outside of city limits. On-street parking is available on both sides of the street within the study area and this street contains bus stops for the Centro UT 12 and UT 14 bus lines outside of the study area.

**Broadway** is a two-way urban local street. It has one travel lane in each direction and runs northeast/southwest, terminating at Court Street and Whitesboro Street (outside of the study area). Broadway provides direct access to NYS Route 5S, an urban arterial.

**Columbia Street** is an urban major collector. It runs southeast/northwest from Whitesboro Street and Genesee Street (both outside of the study area). It is a two-way roadway with one travel lane in either direction. On-street parking is available on both sides of the street and has bus stops for the Centro UT 20, UT 11, and UT 111 bus lines.

**Cornelia Street** is a two-way urban street that cuts through the center of the study area. It runs southwest/northeast and terminates at Oriskany Street and Mandeville Street (both outside of the study area). On-street parking is available on portions of the street.

**Court Street** is an urban minor arterial. Within the study area, it is a two-way street with two travel lanes in each direction. This street terminates at Whitesboro Street (outside of the study area) and Genesee Street, east of which it becomes Hopper Street. Within the study area, there are no bus lines on this street or on-street parking.

**Elizabeth Street** is an urban major collector that becomes Columbia Street west of Genesee Street. Elizabeth Street runs southeast/northwest, terminating at Genesee Street

and Nichols Street (outside of the study area). It is a two-way road with a travel lane in both directions. There is on-street parking available on both sides of the street and the street is serviced by the Centro UT 12 bus line outside of the study area.

**Genesee Street** is an urban principal arterial. It has two travel lanes that run northeast through the study area and feeds into Oriskany Street (an urban arterial) after which it becomes North Genesee Street and feeds into I-790/I-90 (principal arterial-interstates) north of the study area. It also has two travel lanes that run southwest through the study area towards NYS Route 8 (a principal arterial expressway) and eventually terminates at NYS Route 12/Seneca Turnpike (a principal arterial) and Highway 5 (a principal arterial expressway) outside of the study area. There is on-street parking on both sides of the street throughout the study area. Centro bus lines that service this street include UT 15, UT 22, UT 24, UT 40, and UT 31.

**Hopper Street** is an urban minor arterial. It has two travel lanes in either direction and runs northwest/southeast, connecting Steuben Park (outside of the study area) to Genesee Street. West of Genesee Street, Hopper Street becomes Court Street. On-street parking is available on both sides of Hopper Street and it is serviced by the Centro bus line UT 22 outside of the study area.

**Lafayette Street** is an urban major collector. It becomes Bleecker Street east of Genesee Street and also terminates at Whitesboro Street (west of the study area). It is a two-way street with one travel lane in each direction. There is on-street parking available on both sides of the street. Centro bus stops on this street are for the following routes: UT 11, UT 20, and UT 111 lines.

**NYS Route 5S** is also known as Oriskany Street West, Oriskany Street East, and Liberty Street. Oriskany Street West begins in Yorkville and ends at the Genesee Street Intersection. Oriskany Street East begins at the Genesee Street Intersection and ends at the Broad Street Intersection. Liberty Street begins adjacent to the northern portion of Genesee Street and extends to Broadway along the one-way westbound portion of NYS Route 5S (Oriskany Street West). Although this street is not located in the study area, it is located directly to its north and runs east/west, so many of the streets running north/south in the study area do feed into it. It is an urban principal arterial and contains two travel lanes in each direction with a dividing barrier.

**NYS Routes 5/8/12** (also known as the North-South Arterial) is located on an elevated roadway west of the study area. It is an urban principal arterial other running north/south that connects to Oriskany Street/NYS Route 5S and eventually I-790 and I-90 (all north of the study area). This road has two travel lanes in both directions with a dividing barrier.

**Sayer Alley** is a one-way local alley that connects Lafayette Street with Columbia Street. It has a bi-directional single travel lane.

**Seneca Street** is a two-way urban local street that dead-ends mid-block south of Lafayette Street to provide on-street parking to local businesses. North of Lafayette Street, Seneca Street is a two-way urban street with on-street parking available on both sides. This portion of the street provides access to Oriskany Street outside of the study area before becoming Water Street. It has one travel lane in each direction.

**State Street** is an urban minor arterial. It runs along the western edge of the study area and terminates outside of the study area on Genesee Street to the south and Oriskany Street to the north where it provides the only direct access to I-790 and I-90 via NYS Routes 5/8/12 since the northbound access at Court Street was eliminated. Within the study area, it has two travel lines in each direction. On-street parking is only available on the 700-block of the street.

**Washington Street** is an urban local street located in the northern portion of the study area. This two-way street has one travel lane in each direction to provide access from Lafayette Street to Oriskany Street. It terminates to the north of the study area on Whitesboro Street. Within the study area, parking is available on the western side of the street.

**Washington Lane** is a two-way, one-block urban local street. East of Genesee Street, Washington Lane becomes Blandina Street. At its termination to the west, it becomes Washington Street. Washington Lane mainly provides access to the Washington Street Parking Garage and does not have on-street parking available.

## 2.2 Traffic Volumes

Intersection turning movement counts were collected during typical AM (7am – 9 am) and PM (4pm – 6pm) peak commuter travel periods at the study intersections on July 18<sup>th</sup> and 19<sup>th</sup>, 2018. While peak hours for individual intersections varied, the overall study peak hours were determined to be from 7:45am – 8:45am and 4pm – 5pm. Typically, traffic volume data is collected when local schools are in session. Since these counts were conducted in July, the data was compared to counts collected for the NYS Route 5S project to determine if they should be adjusted. Based on the comparisons and what is known of the recent traffic volume trends, it was determined that an adjustment to the July volumes was not necessary. The existing AM and PM peak hour volumes for the study area intersections are shown on **Figure 2.2**.

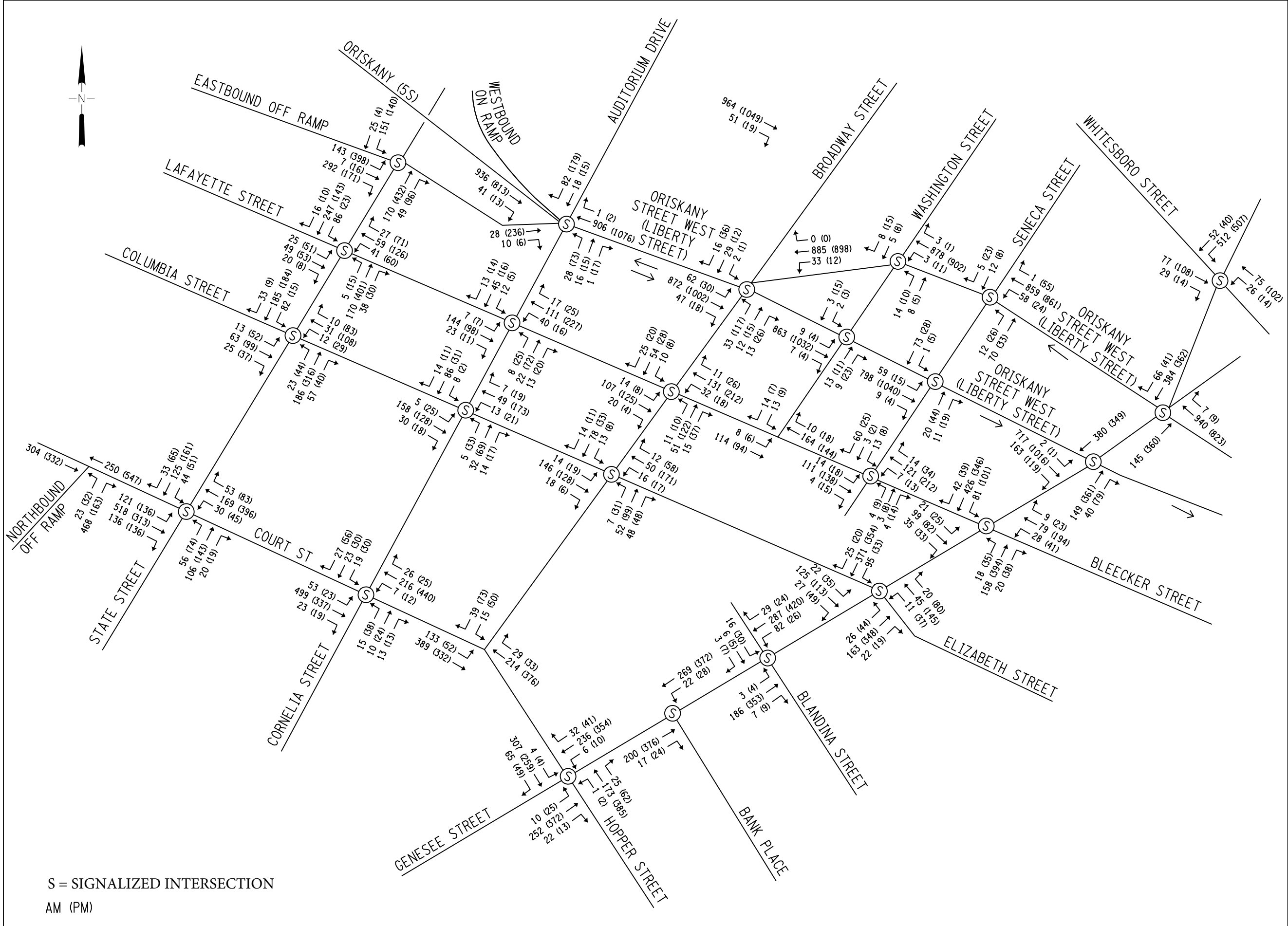
The highest pedestrian volumes were noted along the Genesee Street intersections as well as Columbia Street at Cornelia Street and State Street. There were very few bicyclists observed during the peak hours. The existing AM and PM peak hour pedestrian volumes for the study area intersections are shown on **Figure 2.3**. The crossing volumes that are circled indicate the lack of pedestrian accommodations at that crossing location.

The existing turning movement count data sheets are included in **Appendix A**.



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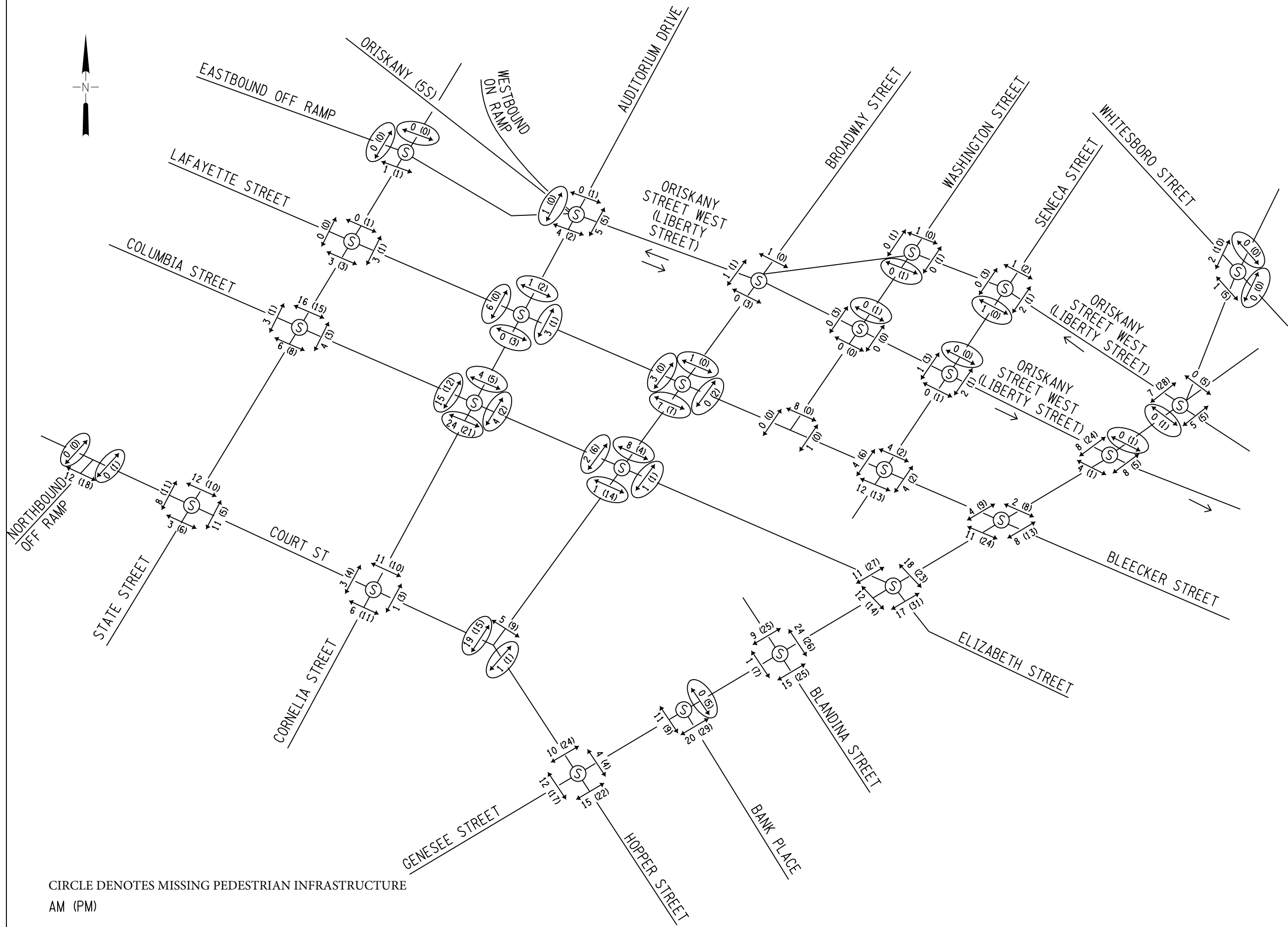
**FIGURE 2.2**



**MOHAWK VALLEY HEALTH SYSTEM TRAFFIC IMPACT STUDY**

**EXISTING (2018) PEAK HOUR VOLUMES**





MOHAWK VALLEY  
HEALTH SYSTEM  
TRAFFIC IMPACT STUDY

EXISTING (2018)  
PEAK HOUR PEDESTRIAN VOLUMES



NOT TO SCALE

FIGURE  
2.3



## 2.3 Level of Service Analysis

A capacity analysis was performed for the study area using the existing condition traffic volumes with existing roadway and intersection geometry information. Starting on page 2-15, **Table 2.1** shows the existing condition level of service (LOS), delay in seconds, volume to capacity ratio, and 95<sup>th</sup> percentile queues<sup>2</sup> for each lane group of each study intersection.

Each of the study intersections operate at a LOS C or better during the peak hours. There are a few movements at some intersections that operate at a LOS E or F as noted below:

- 6 – Cornelia Street & Oriskany Street (PM)
  - Northbound LT/THRU/RT = LOS F (96.2 sec)
- 17 – Seneca Street & Liberty Street (AM)
  - Northbound LT/THRU/RT = LOS E (38.2 sec)

The existing condition model reports are included in **Appendix B**.

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<sup>2</sup> “The **95th-percentile queue** is defined to be the queue length that has only a 5% probability of being exceeded during the analysis time period. It is a useful parameter for determining the appropriate length of turn pockets, but it is not typical of what an average driver would experience.”

[https://www.hcmguide.com/Case1/popup\\_terms/95\\_percentile\\_queue.htm](https://www.hcmguide.com/Case1/popup_terms/95_percentile_queue.htm)

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**Table 2.1—Existing Capacity Analysis Results**

		AM Peak Hour			PM Peak Hour		
		LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)
<b>1 - NB Off-Ramp &amp; Court Street</b>							
Eastbound	THRU	A (7.6)	0.17	57	A (5.4)	0.16	44
Westbound	THRU	A (8.7)	0.27	104	A (5.4)	0.19	47
Northbound	LT	B (15.0)	0.03	10	C (22.9)	0.05	17
	RT	C (24.2)	0.68	139	C (25.8)	0.32	67
<i>Average Intersection LOS (delay in sec)</i>			<i>B (15.4)</i>		<i>A (9.0)</i>		
<b>2 - State Street &amp; On/Off-Ramp</b>							
Eastbound	LT/THRU/RT	A (8.2)	0.61	88	C (30.5)	0.89	#281
Northbound	THRU	A (6.4)	0.27	33	B (11.2)	0.65	m115
	RT	A (1.3)	0.09	0	A (2.4)	0.15	m1
Southbound	LT/THRU	B (13.6)	0.47	71	C (27.7)	0.64	#98
<i>Average Intersection LOS (delay in sec)</i>			<i>A (8.6)</i>		<i>C (21.4)</i>		
<b>3 - State Street &amp; Lafayette Street</b>							
Eastbound	LT/THRU/RT	A (6.9)	0.11	38	A (8.4)	0.15	51
Westbound	LT/THRU/RT	A (7.2)	0.15	50	A (9.0)	0.31	103
Northbound	LT	B (19.2)	0.02	9	B (19.4)	0.05	19
	THRU/RT	C (22.3)	0.40	142	D (52.2)	0.81	#369
Southbound	LT	C (23.5)	0.29	m61	C (24.7)	0.23	m10
	THRU/RT	C (27.4)	0.47	207	C (20.9)	0.29	m63
<i>Average Intersection LOS (delay in sec)</i>			<i>B (19.8)</i>		<i>C (30.1)</i>		
<b>4 - State Street &amp; Columbia Street</b>							
Eastbound	LT/THRU/RT	B (15.3)	0.39	46	B (17.0)	0.57	77
Westbound	LT/THRU/RT	B (13.7)	0.23	29	B (14.4)	0.58	76
Northbound	LT	A (4.7)	0.03	10	A (8.1)	0.09	24
	THRU/RT	A (4.8)	0.23	57	B (10.0)	0.45	142
Southbound	LT	A (5.2)	0.12	26	A (8.0)	0.04	12
	THRU/RT	A (4.8)	0.20	53	A (8.2)	0.24	75
<i>Average Intersection LOS (delay in sec)</i>			<i>A (7.0)</i>		<i>B (11.8)</i>		
<b>5 - State Street &amp; Court Street</b>							
Eastbound	LT	B (10.8)	0.23	62	B (11.9)	0.33	68
	THRU/RT	B (17.6)	0.46	195	B (13.8)	0.32	117
Westbound	LT	B (10.2)	0.10	21	B (10.0)	0.10	28
	THRU/RT	B (14.2)	0.19	61	B (19.3)	0.40	145
Northbound	LT	C (20.1)	0.15	51	C (21.7)	0.23	65
	THRU/RT	B (18.7)	0.22	88	C (20.1)	0.28	114
Southbound	LT	B (19.5)	0.11	41	B (20.0)	0.14	47
	THRU/RT	B (19.2)	0.28	107	C (20.5)	0.38	151
<i>Average Intersection LOS (delay in sec)</i>			<i>B (16.8)</i>		<i>B (17.3)</i>		
<b>6 - Cornelia Street &amp; Oriskany Street</b>							
Eastbound	THRU/RT	A (7.7)	0.45	220	C (21.6)	0.59	300
Westbound	THRU/RT	A (4.7)	0.37	149	B (10.7)	0.47	336
Northbound	LT/THRU/RT	D (48.1)	0.45	57	<b>F (96.2)</b>	0.91	#156
Southbound	LT/THRU/RT	B (18.9)	0.51	51	C (22.7)	0.6	116
Northeast bound	THRU/RT	D (42.4)	0.33	50	D (44.4)	0.76	197
<i>Average Intersection LOS (delay in sec)</i>			<i>A (8.4)</i>		<i>C (22.3)</i>		
<b>7 - Cornelia Street &amp; Lafayette Street</b>							
Eastbound	LT/THRU/RT	A (9.2)	0.23	65	A (8.6)	0.15	44
Westbound	LT/THRU/RT	A (9.7)	0.25	66	B (10.7)	0.35	99
Northbound	LT/THRU/RT	A (9.3)	0.08	24	B (11.2)	0.20	52
Southbound	LT/THRU/RT	B (10.7)	0.14	36	A (8.7)	0.06	19
<i>Average Intersection LOS (delay in sec)</i>			<i>A (9.6)</i>		<i>B (10.2)</i>		
<b>8 - Cornelia Street &amp; Columbia Street</b>							
Eastbound	LT/THRU/RT	B (11.7)	0.30	82	B (12.3)	0.31	74
Westbound	LT/THRU/RT	B (10.3)	0.12	34	B (13.3)	0.38	92
Northbound	LT/THRU/RT	A (8.5)	0.09	25	B (10.7)	0.21	51
Southbound	LT/THRU/RT	B (10.1)	0.17	48	A (8.8)	0.08	22
<i>Average Intersection LOS (delay in sec)</i>			<i>B (10.7)</i>		<i>B (12.1)</i>		
<b>9 - Cornelia Street &amp; Court Street</b>							
Eastbound	LT/THRU/RT	B (19.2)	0.54	157	B (16.8)	0.37	99
Westbound	LT/THRU/RT	B (14.6)	0.23	64	B (17.7)	0.45	124
Northbound	LT	A (8.8)	0.02	12	A (9.2)	0.07	23
	THRU/RT	A (5.9)	0.03	13	A (6.6)	0.05	18
Southbound	LT	A (8.9)	0.03	14	A (9.1)	0.05	19
	THRU/RT	A (5.5)	0.07	21	A (4.5)	0.11	26
<i>Average Intersection LOS (delay in sec)</i>			<i>B (16.5)</i>		<i>B (15.3)</i>		



**Table 2.1—Existing Capacity Analysis Results cont.**

		AM Peak Hour			PM Peak Hour		
		LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)
10 - Broadway & Oriskany/Liberty Street							
Eastbound	LT	A (1.7)	0.14	2	A (1.6)	0.08	m4
	THRU/RT	A (6.5)	0.46	289	A (5.6)	0.57	90
Westbound	LT	A (4.4)	0.03	m19	A (7.0)	0.01	m11
	THRU/RT	A (8.7)	0.38	266	A (9.5)	0.42	263
Northbound	LT/THRU/RT	A (7.9)	0.30	21	C (32.0)	0.69	103
Southbound	LT/THRU/RT	C (31.0)	0.30	49	B (15.9)	0.22	36
<i>Average Intersection LOS (delay in sec)</i>			<i>A (7.9)</i>		<i>A (9.3)</i>		
11 - Broadway & Lafayette Street							
Eastbound	LT/THRU/RT	A (7.9)	0.19	52	A (9.1)	0.22	53
Westbound	LT/THRU/RT	A (9.3)	0.25	68	B (10.9)	0.40	97
Northbound	LT/THRU/RT	B (12.9)	0.16	43	B (16.1)	0.39	86
Southbound	LT/THRU/RT	B (12.2)	0.19	46	B (10.9)	0.14	30
<i>Average Intersection LOS (delay in sec)</i>			<i>A (10.0)</i>		<i>B (11.9)</i>		
12 - Broadway & Columbia Street							
Eastbound	LT/THRU/RT	A (6.4)	0.22	51	A (6.7)	0.21	45
Westbound	LT/THRU/RT	A (7.8)	0.10	45	A (6.8)	0.33	63
Northbound	LT/THRU/RT	B (11.0)	0.24	44	B (17.0)	0.46	83
Southbound	LT/THRU/RT	B (15.0)	0.26	57	B (13.0)	0.14	30
<i>Average Intersection LOS (delay in sec)</i>			<i>A (9.6)</i>		<i>B (10.2)</i>		
13 - Broadway & Court Street							
Eastbound	LT/THRU	a (8.2)	0.119	20	a (8.6)	0.058	20
Westbound	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Southbound	LT/RT	b (12.7)	0.117	20	c (16.3)	0.32	40
<i>Average Intersection LOS (delay in sec)</i>			<i>n/a</i>		<i>n/a</i>		
14 - Washington Street & Liberty Street							
Westbound	LT/THRU/RT	C (25.6)	0.55	333	C (25.9)	0.50	338
Northbound	LT/THRU	A (7.1)	0.06	m5	A (6.5)	0.03	m4
Southbound	THRU/RT	B (12.8)	0.04	12	B (10.3)	0.05	18
<i>Average Intersection LOS (delay in sec)</i>			<i>C (25.0)</i>		<i>C (25.2)</i>		
15 - Washington Street & Oriskany Street							
Eastbound	LT/THRU/RT	C (30.5)	0.65	87	D (35.5)	0.66	160
Northbound	THRU/RT	B (14.2)	0.05	21	A (9.5)	0.07	21
Southbound	LT/THRU	B (17.6)	0.01	m6	C (22.4)	0.03	m18
<i>Average Intersection LOS (delay in sec)</i>			<i>C (30.0)</i>		<i>C (34.4)</i>		
16 - Washington Street & Lafayette Street							
Eastbound	LT/THRU	a (7.7)	0.006	0	a (7.7)	0.006	0
Westbound	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Southbound	LT/RT	a (9.9)	0.038	20	b (10.3)	0.029	20
<i>Average Intersection LOS (delay in sec)</i>			<i>n/a</i>		<i>n/a</i>		
17 - Seneca Street & Liberty Street							
Westbound	LT	n/a	n/a	n/a	n/a	n/a	n/a
	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Northbound	LT/THRU	<b>e (38.2)</b>	0.484	60	c (21.6)	0.229	20
Southbound	THRU/RT	c (22.8)	0.092	20	b (14.8)	0.084	20
<i>Average Intersection LOS (delay in sec)</i>			<i>n/a</i>		<i>n/a</i>		
18 - Seneca Street & Oriskany Street							
Eastbound	LT/THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Northbound	THRU/RT	c (19.1)	0.119	20	d (25.7)	0.279	40
Southbound	LT/THRU	d (28.2)	0.348	40	d (25.6)	0.167	20
<i>Average Intersection LOS (delay in sec)</i>			<i>n/a</i>		<i>n/a</i>		
19 - Seneca Street & Lafayette Street							
Eastbound	LT/THRU/RT	a (7.5)	0.01	0	a (7.8)	0.015	0
Westbound	LT/THRU/RT	a (7.4)	0.005	0	a (7.6)	0.01	0
Northbound	LT/THRU/RT	b (10.4)	0.017	20	b (11.4)	0.057	20
Southbound	LT/THRU/RT	a (9.8)	0.095	20	b (10.8)	0.058	20
<i>Average Intersection LOS (delay in sec)</i>			<i>n/a</i>		<i>n/a</i>		
20 - Genesee Street & Liberty Street							
Westbound	THRU/RT	B (12.2)	0.40	172	B (10.3)	0.32	129
Northbound	THRU	A (6.5)	0.15	8	B (12.8)	0.45	35
Southbound	THRU/RT	B (14.3)	0.48	39	A (3.8)	0.36	8
Southwest bound	THRU/RT	C (34.4)	0.60	133	C (34.1)	0.54	124
<i>Average Intersection LOS (delay in sec)</i>			<i>B (16.9)</i>		<i>B (13.8)</i>		

**Table 2.1—Existing Capacity Analysis Results cont.**

		AM Peak Hour			PM Peak Hour		
		LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)
21 - Genesee Street & Oriskany Street							
Eastbound	THRU/RT	C (24.3)	0.29	158	C (20.0)	0.37	179
Northbound	THRU	B (14.7)	0.20	44	C (23.3)	0.48	124
Southbound	THRU	A (6.2)	0.42	12	A (6.6)	0.41	12
<i>Average Intersection LOS (delay in sec)</i>			<i>B (18.3)</i>		<i>B (18.3)</i>		
22 - Genesee Street & Lafayette/Bleecker Street							
Eastbound	LT/THRU/RT	D (37.3)	0.46	161	B (19.7)	0.34	95
Westbound	LT/THRU/RT	D (36.9)	0.36	127	C (28.6)	0.62	188
Northbound	LT/THRU/RT	B (14.4)	0.11	65	A (3.3)	0.32	35
Southbound	LT/THRU/RT	B (10.5)	0.33	124	B (10.0)	0.40	97
<i>Average Intersection LOS (delay in sec)</i>			<i>B (18.4)</i>		<i>B (12.3)</i>		
23 - Genesee Street & Columbia/Elizabeth Street							
Eastbound	LT/THRU/RT	D (37.3)	0.48	185	B (15.9)	0.34	110
Westbound	LT/THRU/RT	C (28.1)	0.23	77	B (16.9)	0.44	145
Northbound	LT/THRU/RT	B (10.3)	0.16	62	B (17.7)	0.39	147
Southbound	LT/THRU/RT	B (10.2)	0.36	103	B (10.5)	0.36	53
<i>Average Intersection LOS (delay in sec)</i>			<i>B (16.6)</i>		<i>B (15.0)</i>		
24 - Genesee Street SB Off-Ramp & Whitesboro Street							
Southeast bound	THRU/RT	B (10.2)	0.12	26	A (9.9)	0.12	27
Northwest bound	LT	B (13.8)	0.06	22	B (11.6)	0.03	13
	THRU	B (13.9)	0.17	48	B (11.8)	0.18	52
Southwest bound	LT	A (7.9)	0.53	225	A (7.8)	0.48	216
	THRU/RT	A (4.8)	0.06	23	A (5.5)	0.04	20
<i>Average Intersection LOS (delay in sec)</i>			<i>A (8.8)</i>		<i>A (8.6)</i>		
25 - Genesee Street & Blandina Street							
Southbound	LT/THRU/RT	D (49.2)	0.24	45	C (30.5)	0.27	46
Northeast bound	LT/THRU/RT	A (1.3)	0.08	16	A (7.3)	0.15	102
Southwest bound	LT/THRU/RT	A (4.4)	0.18	97	A (1.0)	0.19	17
<i>Average Intersection LOS (delay in sec)</i>			<i>A (5.2)</i>		<i>A (5.0)</i>		
26 - Genesee Street & Bank Place							
Northeast bound	LT/THRU/RT	A (0.0)	0.07	0	A (0.1)	0.13	0
Southwest bound	LT/THRU/RT	A (0.1)	0.10	0	A (0.1)	0.13	0
<i>Average Intersection LOS (delay in sec)</i>			<i>A (0.1)</i>		<i>A (0.1)</i>		
27 - Genesee Street & Court Street							
Southeast bound	LT/THRU/RT	C (33.9)	0.46	165	B (12.3)	0.23	71
Northwest bound	LT/THRU/RT	C (30.6)	0.24	90	B (13.8)	0.33	105
Northeast bound	LT/THRU/RT	A (8.7)	0.16	62	B (15.5)	0.35	106
Southwest bound	LT/THRU/RT	A (8.2)	0.16	77	A (7.7)	0.34	50
<i>Average Intersection LOS (delay in sec)</i>			<i>C (20.8)</i>		<i>B (12.4)</i>		

X - signalized intersection LOS

x- unsignalized intersection LOS

n/a - no conflicting movement, therefore no delays

m - volume for 95th % queue is metered by upstream signal

# - 95th % volume exceeds capacity, queue may be longer

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## 2.4 Accident Analysis

According to data extracted from the NYSDOT Accident Location Information System (ALIS) for Oneida County, New York for the period between March 1, 2015 and February 28, 2018, there have been 75 vehicular accidents reported within the study area, not including NYS Route 5S since that was analyzed separately by the NYSDOT. Accident occurrence by street location during this period are summarized in **Table 2.2**.

**Table 2.2—Accident Occurrence**

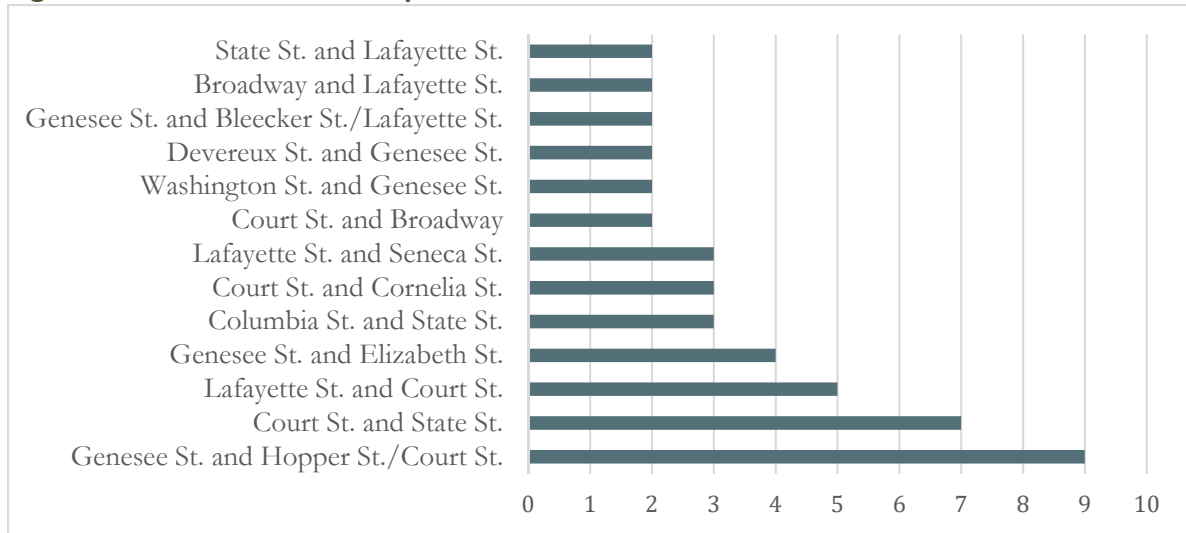
Street	# of Accidents	% of Total
Bleecker St.	2	2.67%
Broadway	2	2.67%
Columbia St.	4	5.33%
Cornelia St.	4	5.33%
Court St.	12	16.00%
Devereux St.	3	4.00%
Elizabeth St.	3	4.00%
Genesee St.	17	22.67%
Hopper St.	4	5.33%
Kennedy Plz.	2	2.67%
Lafayette St.	6	8.00%
Seneca St.	3	4.00%
NYS Route 5S	1	1.33%
State St.	9	12.00%
Washington St.	3	4.00%
<b>Total</b>	<b>75</b>	<b>100.00%</b>

Source: NYSDOT ALIS, Oneida County for 3/1/15-2/28/18.  
Compiled by C&S Engineers, Inc.

Of the accidents presented, approximately 23% occurred during inclement weather conditions (rain, snow, sleet, hail, or freezing rain) and approximately 17% occurred during non-daylight conditions (dusk or dark road/lighted conditions). In addition, 76% of these accidents occurred on roads that were straight and level, as opposed to those that occurred on curved or graded roads. Overall, this is indicative that the majority of accidents that occurred within the study area were under weather and visibility conditions not conducive to vehicular accidents.

As indicated by the NYSDOT ALIS data, 69% of the accidents reported in the study area occurred at intersections. Of the accidents that occurred at intersections, 64% occurred in the same exact geographic location as another reported accident. Intersection “hot spots” where accidents have occurred more than once are indicated in **Figure 2.4**.

**Figure 2.4—Intersection Hot Spots**

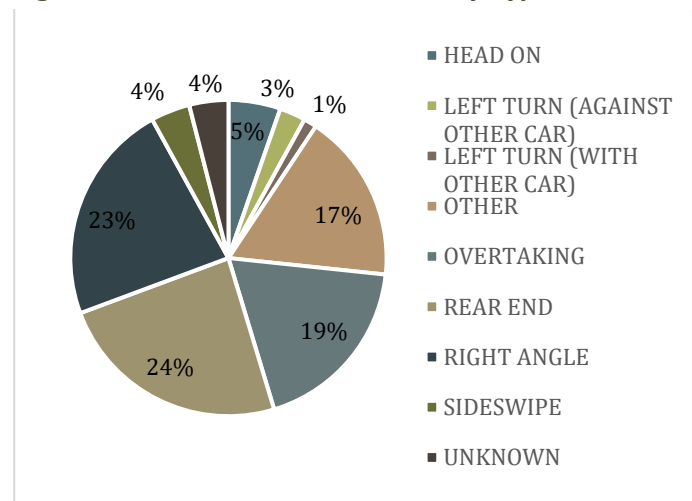


Source: NYSDOT ALIS, Oneida County for 3/1/15-2/28/18. Compiled by C&S Engineers, Inc.

Accident data was also analyzed by collision type. As indicated by **Figure 2.5**, approximately 24% of recorded accidents were rear ends, 23% were collisions from right angles, and 19% were collisions from overtaking. The cause of 17% of collisions were from other causes.

Traffic control types were associated by collision type. For rear end collisions, 50% occurred in association to traffic lights and 39% occurred when there was no traffic control type present. The remaining rear end collisions occurred at stop signs and flashing lights. Right angle collisions followed similar trends, with 53% occurring at traffic lights, 35% under no traffic control type, and the remaining from stop signs and flashing lights.

**Figure 2.5—Percent of Accidents by Type**



Source: NYSDOT ALIS, Oneida County for 3/1/15-2/28/18. Compiled by C&S Engineers, Inc.

Accident type information was also associated with the NYSDOT ALIS data. A majority (88%) of accidents documented were from collisions with other vehicles. Three (4%) of accidents were collisions with pedestrians and occurred under traffic signal control conditions. Six accidents (8%) occurred from collisions with fixed objects, fire hydrants, and guide rails. No accidents were reported with bicyclists.

Overall, this data also indicates that vehicle accidents are less likely to occur on the weekend than on a weekday. In addition, 89% of accidents within the study area have resulted in zero

injuries (18 resulted in an injury). No accidents within the study area for this set of data have resulted in fatalities.

A Highway Design Final Design Report for NYS Route 5S completed in 2017 for the NYSDOT includes a review of accident data for the segment of NYS Route 5S within the study area. This report indicated that locations within the City of Utica such as Broad Street, Genesee Street, and John Street have historically appeared on the NYSDOT's High Accident Location (HAL) listing for the years 2008, 2009, and 2010. This indicates that these streets have exhibited statistically higher accident rates than expected for roads with similar characteristics. Since the main objectives of the NYS Route 5S project are to 'reduce the potential for vehicle conflicts and reduce the overall accidents within the project limits' and to 'improve pedestrian and bicyclist safety, access, and mobility using complete streets strategies', it is assumed that the proposed design of that corridor will address the potential for future accidents at these locations.

See **Appendix C** for the ALIS data summarized in this section.

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## Section 3—Future No-Build Condition

### 3.1 NYS Route 5S Project

The NYSDOT is currently reconstructing NYS Route 5S from just west of Broadway to 1<sup>st</sup> Street with pavement overlays to Broad Street. As part of this project, the outside travel lane in both the eastbound and westbound directions will be eliminated. A cycle track will be added between Broadway and John Street, in the vicinity of this development's study area. The wide median on NYS Route 5S will be eliminated and the westbound lanes will be realigned to the south to be closer to the eastbound lanes. Liberty Street will be separated from the mainline and terminated at Seneca Street and a roundabout will be constructed at the intersection of John Street and Broad Street, outside of the study area. See **Appendix D** for a copy of the proposed reconstruction plans for NYS Route 5S from the Final Design Report dated June 2017.

Since this project is expected to be complete in October of 2019 and the MVHS IHC is expected to be complete in 2022, the changes to NYS Route 5S and the study area intersections due to this project are incorporated into the future no-build condition for the purposes of this study.

### 3.2 Future No-Build Volumes

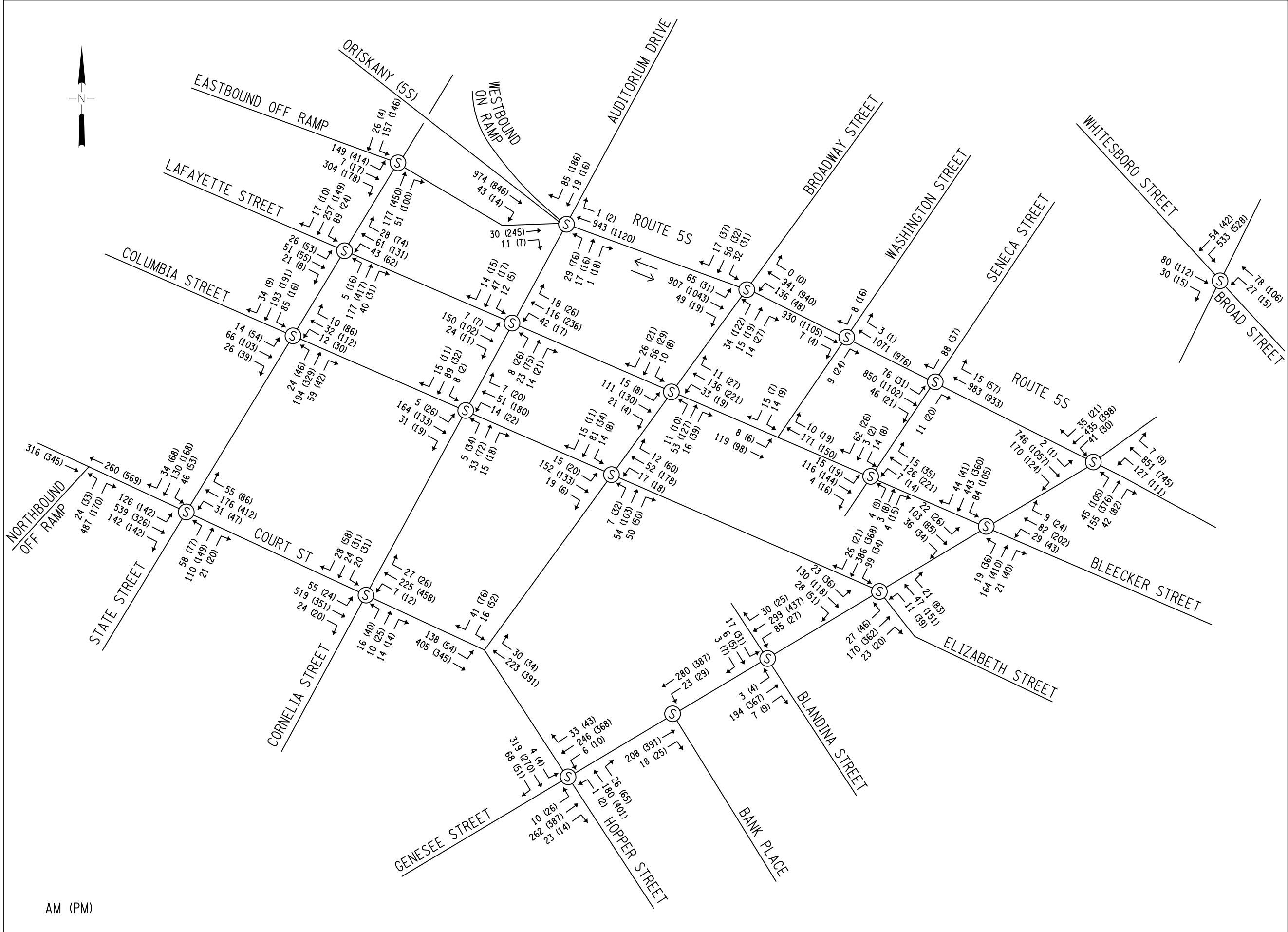
The MVHS IHC is expected to be complete in 2022. Based on guidance from the NYSDOT, a compound growth rate of 1% was applied to the existing 2018 volumes for four years to derive the 2022 future no-build condition volumes that account for any unknown development that may occur in the area.

When the NYS Route 5S project was being evaluated, much higher traffic volumes were assumed to be associated with the MVHS IHC project to be conservative in the analysis since more detailed information was not available at that time. Therefore, the volumes as noted in the NYS Route 5S Final Design Report were not used as part of this analysis, but the rerouting/redistribution of traffic along NYS Route 5S due to geometric/traffic control changes was considered as the future no-build condition volumes were developed. As stated previously, information regarding the proposed expansion of the AUD including the NEXUS Center is not available at this time and therefore was not included in the analysis for this study.

The future no-build AM and PM peak hour volumes for the study area intersections are shown on **Figure 3.1**.



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MOHAWK VALLEY  
HEALTH SYSTEM  
TRAFFIC IMPACT STUDY

FUTURE NO BUILD (2022)  
PEAK HOUR VOLUMES



NOT TO SCALE

FIGURE  
3.1



### 3.3 Future No-Build Analysis

A capacity analysis was performed for the study area using the future no-build condition traffic volumes with the proposed NYS Route 5S roadway changes and existing roadway and intersection geometry information for the remainder of the study area. Starting on page 3-7, **Table 3.1** shows the AM and PM peak hour future no-build condition level of service (LOS), delay in seconds, volume to capacity ratio, and 95<sup>th</sup> percentile queues<sup>3</sup> for each lane group of each study intersection.

Each of the study intersections operate at a LOS C or better during the peak hours except for intersection 4 – State Street & Lafayette Street during the PM peak hour which changed from an average intersection LOS C (30.1 sec) to a LOS D (43.8 sec). There are a few movements at some intersections that were noted at a LOS E or F for the future no-build condition as noted below:

- 3 – State Street & Lafayette Street (PM)
  - Northbound THRU/RT = LOS F (84.1 sec) previously LOS D (52.2 sec)
- 6 – Cornelia Street & Oriskany Street (AM)
  - Northeastbound (from off-ramp) THRU/RT = LOS E (55.0) previously LOS D (42.4 sec)
- 6 – Cornelia Street & Oriskany Street (PM)
  - Northeastbound (from off-ramp) THRU/RT = LOS E (63.0) previously LOS D (44.4 sec)
- 10 – Broadway & Oriskany/Liberty Street (PM)
  - Southbound LT = LOS E (58.5 sec) previously did not exist as a dedicated movement
- 20/21 – Oriskany Street & Genesee Street (AM)
  - Northbound L = LOS E (56.6 sec) previously did not exist as a dedicated movement

The operations for a number of movements improved compared to the existing condition scenario due to the changes associated with the NYS Route 5S project. For example, the northbound movement at intersection 6 – Cornelia Street & Oriskany Street improved during the PM peak hour to a LOS E.

The future no-build condition model reports are included in **Appendix B**.

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<sup>3</sup> “The **95th-percentile queue** is defined to be the queue length that has only a 5% probability of being exceeded during the analysis time period. It is a useful parameter for determining the appropriate length of turn pockets, but it is not typical of what an average driver would experience.”

[https://www.hcmguide.com/Case1/popup\\_terms/95\\_percentile\\_queue.htm](https://www.hcmguide.com/Case1/popup_terms/95_percentile_queue.htm)

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**Table 3.1—Future No-Build Capacity Analysis Results**

		AM Peak Hour			PM Peak Hour		
		LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)
1 - NB Off-Ramp & Court Street							
Eastbound	THRU	A (3.9)	0.15	35	A (7.6)	0.20	54
Westbound	THRU	A (4.6)	0.23	66	B (13.4)	0.61	237
Northbound	LT	B (18.3)	0.05	11	B (16.2)	0.04	14
	RT	A (6.0)	0.63	35	A (3.8)	0.20	21
<i>Average Intersection LOS (delay in sec)</i>			<i>A (5.3)</i>		<i>B (10.2)</i>		
2 - State Street & On/Off-Ramp							
Eastbound	LT/THRU/RT	A (8.1)	0.61	92	D (35.5)	0.93	#297
Northbound	THRU	A (6.2)	0.27	33	B (11.4)	0.67	m134
	RT	A (1.3)	0.09	0	A (3.0)	0.16	m5
Southbound	LT/THRU	B (12.9)	0.44	71	D (37.6)	0.74	#108
<i>Average Intersection LOS (delay in sec)</i>			<i>A (8.3)</i>		<i>C (25.0)</i>		
3 - State Street & Lafayette Street							
Eastbound	LT/THRU/RT	A (6.8)	0.11	39	A (8.5)	0.16	53
Westbound	LT/THRU/RT	A (7.3)	0.15	52	A (9.2)	0.32	108
Northbound	LT	B (19.2)	0.02	9	B (19.5)	0.05	21
	THRU/RT	C (22.4)	0.40	146	<b>F (84.1)</b>	0.84	#391
Southbound	LT	C (24.2)	0.31	m67	C (24.4)	0.27	m9
	THRU/RT	C (28.5)	0.5	216	B (19.5)	0.30	m56
<i>Average Intersection LOS (delay in sec)</i>			<i>C (20.3)</i>		<i>D (43.8)</i>		
4 - State Street & Columbia Street							
Eastbound	LT/THRU/RT	A (7.0)	0.14	36	B (16.9)	0.57	80
Westbound	LT/THRU/RT	A (7.1)	0.08	23	B (14.3)	0.58	79
Northbound	LT	B (11.2)	0.07	17	A (8.5)	0.10	25
	THRU/RT	B (12.7)	0.41	100	B (10.7)	0.48	153
Southbound	LT	B (13.5)	0.25	46	A (8.4)	0.04	12
	THRU/RT	B (12.8)	0.37	93	A (8.7)	0.25	79
<i>Average Intersection LOS (delay in sec)</i>			<i>B (11.6)</i>		<i>B (12.1)</i>		
5 - State Street & Court Street							
Eastbound	LT	A (8.3)	0.26	41	B (12.2)	0.35	71
	THRU/RT	B (14.8)	0.62	124	B (14.0)	0.33	123
Westbound	LT	A (7.2)	0.11	14	B (10.1)	0.11	28
	THRU/RT	A (9.2)	0.21	39	B (19.6)	0.41	152
Northbound	LT	B (12.6)	0.16	33	C (22.1)	0.25	69
	THRU/RT	B (11.1)	0.23	55	C (20.3)	0.29	119
Southbound	LT	B (12.1)	0.12	28	C (20.1)	0.15	49
	THRU/RT	B (11.3)	0.29	65	C (20.7)	0.40	158
<i>Average Intersection LOS (delay in sec)</i>			<i>B (12.3)</i>		<i>B (17.5)</i>		
6 - Cornelia Street & Oriskany Street							
Eastbound	THRU/RT	A (8.2)	0.45	269	C (26.7)	0.61	361
<i>Average Intersection LOS (delay in sec)</i>			<i>A (3.3)</i>		<i>A (4.4)</i>		
Northbound	LT/THRU/RT	D (53.4)	0.42	69	E (63.9)	0.72	#185
Southbound	LT/THRU/RT	B (19.1)	0.47	63	C (23.3)	0.53	149
Northeast bound	THRU/RT	<b>E (55.0)</b>	0.38	65	<b>E (63.0)</b>	0.84	272
<i>Average Intersection LOS (delay in sec)</i>			<i>A (8.4)</i>		<i>C (21.8)</i>		
7 - Cornelia Street & Lafayette Street							
Eastbound	LT/THRU/RT	A (9.2)	0.24	67	A (8.6)	0.15	46
Westbound	LT/THRU/RT	A (9.7)	0.25	67	B (10.9)	0.36	104
Northbound	LT/THRU/RT	A (9.3)	0.08	24	B (11.3)	0.20	54
Southbound	LT/THRU/RT	B (10.5)	0.12	36	A (8.0)	0.07	m13
<i>Average Intersection LOS (delay in sec)</i>			<i>A (9.6)</i>		<i>B (10.3)</i>		
8 - Cornelia Street & Columbia Street							
Eastbound	LT/THRU/RT	B (11.4)	0.28	85	B (12.5)	0.33	77
	THRU/RT	-	-	-	-	-	-
Westbound	LT/THRU/RT	B (10.1)	0.11	36	B (13.6)	0.40	96
	LT/THRU	-	-	-	-	-	-
Northbound	LT/THRU/RT	A (8.4)	0.08	26	B (10.7)	0.22	53
	LT/RT	-	-	-	-	-	-
Southbound	LT/THRU/RT	A (10.0)	0.16	50	A (8.8)	0.08	22
<i>Average Intersection LOS (delay in sec)</i>			<i>B (10.4)</i>		<i>B (12.2)</i>		

**Table 3.1—Future No-Build Capacity Analysis Results cont.**

		AM Peak Hour			PM Peak Hour		
		LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)
9 - Cornelia Street & Court Street							
Eastbound	LT/THRU/RT	B (19.4)	0.55	161	B (17.0)	0.39	103
Westbound	LT/THRU/RT	B (14.6)	0.23	65	B (17.9)	0.46	130
Northbound	LT	A (8.8)	0.03	12	A (9.2)	0.07	24
	THRU/RT	A (5.8)	0.03	13	A (6.6)	0.05	19
Southbound	LT	A (8.9)	0.03	14	A (9.1)	0.05	20
	THRU/RT	A (5.4)	0.06	21	A (4.4)	0.11	27
<i>Average Intersection LOS (delay in sec)</i>			B (16.7)		B (15.5)		
10 - Broadway & Oriskany/Liberty Street							
Eastbound	LT	A (4.0)	0.19	10	A (1.4)	0.10	m4
	THRU/RT	A (5.3)	0.46	270	A (4.0)	0.54	104
Westbound	LT	B (12.6)	0.37	89	B (17.2)	0.18	40
	THRU/RT	B (14.9)	0.42	367	C (23.7)	0.47	442
Northbound	LT	D (37.0)	0.21	47	D (41.9)	0.51	127
	THRU/RT	B (18.1)	0.08	23	B (17.0)	0.14	40
Southbound	LT	D (52.7)	0.33	55	<b>E (58.5)</b>	0.36	55
	THRU/RT	D (48.5)	0.49	84	D (36.9)	0.49	72
<i>Average Intersection LOS (delay in sec)</i>			B (12.3)		B (16.1)		
11 - Broadway & Lafayette Street							
Eastbound	LT/THRU/RT	A (7.6)	0.18	52	A (9.2)	0.22	55
Westbound	LT/THRU/RT	A (8.7)	0.22	66	B (11.1)	0.42	102
Northbound	LT/THRU/RT	B (12.3)	0.14	43	B (16.4)	0.41	89
Southbound	LT/THRU/RT	B (11.4)	0.16	46	B (10.9)	0.14	30
<i>Average Intersection LOS (delay in sec)</i>			A (9.4)		B (12.1)		
12 - Broadway & Columbia Street							
Eastbound	LT/THRU/RT	A (6.2)	0.20	53	A (6.8)	0.22	47
Westbound	LT/THRU/RT	A (5.4)	0.09	26	A (7.0)	0.35	66
Northbound	LT/THRU/RT	B (10.4)	0.22	48	B (17.4)	0.48	87
Southbound	LT/THRU/RT	B (14.6)	0.23	59	B (13.0)	0.15	30
<i>Average Intersection LOS (delay in sec)</i>			A (8.9)		B (10.4)		
13 - Broadway & Court Street							
Eastbound	LT/THRU	a (8.2)	0.117	20	a (8.2)	0.117	20
Westbound	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Southbound	LT/RT	b (12.3)	0.112	20	a (8.2)	0.117	20
<i>Average Intersection LOS (delay in sec)</i>			n/a		n/a		
14 / 15 - Oriskany Street & Washington Street							
Eastbound	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Westbound	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Northbound	RT	a (9.2)	0.01	1	a (9.3)	0.03	2
Southbound	RT	b (10.4)	0.01	1	b (10.3)	0.03	2
<i>Average Intersection LOS (delay in sec)</i>			n/a		n/a		
16 - Washington Street - Lafayette Street							
Eastbound	LT/THRU	a (7.6)	0.006	0	A (0.5)	0.01	0
Westbound	THRU/RT	n/a	n/a	n/a	A (0.0)	0.11	0
Southbound	LT/RT	b (10.1)	0.043	20	A (9.8)	0.02	2
<i>Average Intersection LOS (delay in sec)</i>			n/a		n/a		
17 / 18 - Oriskany Street & Seneca Street							
Eastbound	LT	b (11.5)	0.14	12	b (10.3)	0.05	4
	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Westbound	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Northbound	RT	a (9.6)	0.02	1	b (10.7)	0.03	3
Southbound	RT	b (10.7)	0.14	12	b (10.1)	0.05	4
<i>Average Intersection LOS (delay in sec)</i>			n/a		n/a		
19 - Seneca Street & Lafayette Street							
Eastbound	LT/THRU/RT	a (7.5)	0.011	0	a (7.5)	0.011	0
Westbound	LT/THRU/RT	a (7.5)	0.005	20	a (7.5)	0.005	0
Northbound	LT/THRU/RT	b (10.6)	0.018	20	b (10.6)	0.018	20
Southbound	LT/THRU/RT	a (9.9)	0.105	20	a (9.9)	0.11	20
<i>Average Intersection LOS (delay in sec)</i>			n/a		n/a		

**Table 3.1—Future No-Build Capacity Analysis Results cont.**

		AM Peak Hour			PM Peak Hour		
		LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)
20 / 21 - Oriskany Street & Genesee Street							
Eastbound	LT	A (3.0)	0.01	m1	A (5.0)	0.00	m1
	THRU/RT	A (9.8)	0.57	340	B (15.5)	0.77	227
Westbound	LT	B (17.8)	0.42	62	D (37.7)	0.53	#89
	THRU/RT	B (11.6)	0.44	296	B (17.1)	0.40	303
Northbound	LT	<b>E (56.6)</b>	0.54	66	D (37.2)	0.47	110
	THRU	D (43.2)	0.64	188	D (52.8)	0.87	409
Southbound	LT	D (37.3)	0.28	55	D (38.8)	0.34	45
	THRU/RT	D (44.4)	0.75	209	C (31.0)	0.41	160
<i>Average Intersection LOS (delay in sec)</i>			<i>C (20.6)</i>		<i>C (25.3)</i>		
22 - Genesee Street & Lafayette/Bleecker Street							
Eastbound	LT/THRU/RT	C (35.0)	0.46	152	B (15.1)	0.31	80
Westbound	LT/THRU/RT	C (34.9)	0.37	122	C (21.9)	0.57	163
Northbound	LT/THRU/RT	A (10.0)	0.13	48	A (9.6)	0.33	87
Southbound	LT/THRU/RT	A (7.1)	0.31	96	B (11.2)	0.42	101
<i>Average Intersection LOS (delay in sec)</i>			<i>B (15.1)</i>		<i>B (13.2)</i>		
23 - Genesee Street & Columbia/Elizabeth Street							
Eastbound	LT/THRU/RT	D (35.3)	0.49	168	B (16.1)	0.36	116
Westbound	LT/THRU/RT	C (25.6)	0.21	74	B (17.3)	0.46	152
Northbound	LT/THRU/RT	A (7.5)	0.16	56	B (17.1)	0.40	152
Southbound	LT/THRU/RT	A (9.0)	0.33	105	B (16.1)	0.38	111
<i>Average Intersection LOS (delay in sec)</i>			<i>B (14.8)</i>		<i>B (16.7)</i>		
24 - Genesee Street SB Off-Ramp & Whitesboro Street							
Southeast bound	THRU/RT	A (7.7)	0.12	20	A (9.3)	0.18	24
Northwest bound	LT	B (10.2)	0.08	17	B (10.9)	0.04	12
	THRU	B (10.4)	0.16	37	B (13.2)	0.28	#57
Southwest bound	LT	A (9.9)	0.45	132	A (4.1)	0.31	32
	LT/THRU	A (9.9)	0.45	132	A (3.0)	0.18	15
<i>Average Intersection LOS (delay in sec)</i>			<i>A (9.6)</i>		<i>A (5.8)</i>		
25 - Genesee Street & Blandina Street							
Southbound	LT/THRU/RT	C (32.1)	0.07	39	C (30.5)	0.27	46
Northeast bound	LT/THRU/RT	A (6.2)	0.1	38	A (7.4)	0.15	106
Southwest bound	LT/THRU/RT	A (7.1)	0.23	77	A (1.1)	0.20	19
<i>Average Intersection LOS (delay in sec)</i>			<i>A (7.8)</i>		<i>A (5.1)</i>		
26 - Genesee Street & Bank Place							
Northeast bound	LT/THRU/RT	A (0.2)	0.08	0	A (0.1)	0.13	0
Southwest bound	LT/THRU/RT	A (0.3)	0.12	0	A (0.1)	0.14	0
<i>Average Intersection LOS (delay in sec)</i>			<i>A (0.2)</i>		<i>A (0.1)</i>		
27 - Genesee Street & Court Street							
Southeast bound	LT/THRU/RT	D (35.4)	0.51	176	B (12.4)	0.24	74
Northwest bound	LT/THRU/RT	C (31.5)	0.27	95	B (14.0)	0.35	110
Northeast bound	LT/THRU/RT	A (7.6)	0.15	58	B (15.7)	0.36	111
Southwest bound	LT/THRU/RT	A (7.3)	0.15	55	A (8.4)	0.35	55
<i>Average Intersection LOS (delay in sec)</i>			<i>C (20.9)</i>		<i>B (12.7)</i>		

X - signalized intersection LOS

x- unsignalized intersection LOS

n/a - no conflicting movement, therefore no delays

m - volume for 95th % queue is metered by upstream signal

# - 95th % volume exceeds capacity, queue may be longer



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## Section 4—Future Build Condition

### 4.1 Proposed Development

The MVHS IHC project is expected to include a 688,000 square foot (SF) hospital building with 373 beds and 2,400 employees, an 80,000 SF medical office building, a central utility plant, heliport, a 1,550 space parking garage, and numerous surface parking facilities.

- The main hospital building will be constructed on parcels located west of Broadway and will extend through Cornelia Street onto parcels located east of State Street. The hospital building consists of a 2-story podium and 7-story bed tower.
- The central energy plant building will be located along the south side of Columbia Street between Cornelia Street and Broadway
- The medical office building is located at the southwest corner of the intersection of Columbia Street and Cornelia Street
- On-site parking totals 1,830 spaces in the following facilities (see **Figure 4.1**):
  - Parking garage on the property bound by State Street, Lafayette Street, Cornelia Street, and NYS Route 5S – contains 1,550 total spaces, 500 of which will be dedicated to City use. Access will be on Cornelia Street and State Street. It is assumed all public patients and visitors to the hospital will park here along with some employees.
  - Two employee surface parking lots: 219 space facility just west of State Street and north of Lafayette Street with access on State Street and a 107 space facility just west of State Street between Lafayette Street and Columbia Street with access on Columbia Street
  - Surface parking lot with 375 spaces adjacent to the medical office building with access on State Street and Cornelia Street
  - Emergency Department surface parking between the main hospital building and State Street with a total of 79 spaces with access on Columbia Street and State Street as well as direct access to the garage
- A pedestrian walkway and access to the emergency department entrance will replace Lafayette Street between Cornelia Street and State Street.
- The heliport will be located west of the hospital building, adjacent to the emergency department ambulance entrance and north of Columbia Street.

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**MOHAWK VALLEY  
HEALTH SYSTEM  
TRAFFIC IMPACT STUDY**

**PROPOSED PARKING FACILITIES**

(AERIAL FROM GOOGLE MAPS 2018)



NOT TO SCALE

FIGURE

4.1



To accommodate the proposed development, the project will involve the acquisition of properties and modifications to existing public and private utility infrastructure. The following roadways will be closed as part of the proposed project:

- Lafayette Street from State Street to Broadway will be abandoned by the City
- Lafayette Street from Broadway to Cornelia Street will become the main entrance to the IHC
- Cornelia Street from Columbia Street to Oriskany will be abandoned by the City
- Cornelia Street from Lafayette Street to Oriskany Street will lead to the main entrance to the hospital and provide an access to a new public parking garage
- Carton Avenue, Sayre Alley, and Pine Street will be abandoned by the City

## 4.2 Parking Generation

Using the Institute of Engineers (ITE), Parking Generation Manual, 3<sup>rd</sup> Edition, the anticipated parking supply and demand associated with the proposed MVHS IHC was estimated. Land use codes 610 – Hospital and 720 – Medical-Dental Office were used to estimate the parking supply needed and anticipated peak (weekday) parking demand. Based on the anticipated number of employees for the hospital and size of the medical office building, the parking supply and demand is estimated as shown in the table below:

**Table 4.1—Parking Supply and Demand**

ITE Land Use Code	Description	Unit	Urban Supply/Unit	Urban Peak Demand/Unit	MVHS Unit	Urban Supply	Urban Peak Demand
610	Hospital	Employees	0.72	0.6	2,400	1,728	1,440
720	Medical-Dental Office	GFA (kSF) <sup>1</sup>	3.9	3.53	80	312	283
					Totals	2,040	1,723

1: GFA – gross floor area, kSF – thousands of square feet

While the calculation for the hospital is based on the total number of employees, it takes into account all parking demand associated with the land use such as patients, visitors, as well as staff in an urban setting. This analysis indicates that hospitals with 2,400 employees along with an 80,000 SF medical office building typically provide approximately 2,000 parking spaces to accommodate their demand. The peak demand for the development is estimated at just over 1,700 spaces for a typical weekday.

The proposed development includes a total of 1,830 spaces. While it is less than ITE indicates is typically provided at similar facilities, it is more than is anticipated to be needed for their peak demand. **Table 4.2** shows how the proposed parking supply and estimated

demand compare for the MVHS IHC development. Based on this analysis, the hospital could consider allocating some hospital employees to the parking lot adjacent to the medical office building to more equally distribute demand amongst the MVHS IHC facilities.

**Table 4.2—Parking Summary**

	Proposed Supply	Anticipated Peak Demand	Estimated Surplus
Hospital	1,455	1,440	15
Medical Office Building	375	283	92
Total	1,830	1,723	107

Parking generation information is included in **Appendix E**.

### 4.3 Trip Generation

The 10<sup>th</sup> Edition of ITE’s Trip Generation Manual was used to estimate the traffic that will be generated by the proposed development during the typical weekday AM and PM peak hours. Using the same land use codes and variables (hospital employees and SF of medical office building), the trip generation for the proposed project is shown below:

**Table 4.3—Trip Generation**

ITE Land Use Code	Description	Unit	AM Peak Hour			PM Peak Hour		
			Entering	Exiting	Total	Entering	Exiting	Total
610	Hospital	Employees	476	176	652	185	500	685
720	Medical-Dental Office	GFA (kSF) <sup>1</sup>	143	40	183	76	197	273
Totals			619	216	835	261	697	958

1: GFA – gross floor area, kSF – thousands of square feet

The proposed project includes the acquisition of a number of parcels within the study area. These properties currently, or have in the recent past, generate traffic in the study area that will be removed when the properties are acquired. To be conservative, and since detailed information regarding all of the uses is not available, the current traffic associated with these properties is not credited in this analysis.

Trip generation information is included in **Appendix E**.

## 4.4 Trip Distribution

As part of the analysis included for the NYS Route 5S project, an initial trip generation and distribution for the proposed MVHS IHC project was developed to be incorporated in their future conditions modeling. A letter memo was developed by GTS Consulting in March 2016 that used initial development assumptions and data provided by the MVHS regarding employee and patient zip code information to determine peak hour regional distributions (see **Appendix E**). While the project information has changed since that memo was developed that significantly changes trip generation estimates, the employee and patient information and routing assumptions are still valid. Therefore, the regional distribution from that memo was used for this analysis. **Figure 4.2** shows the regional trip distribution to the study area.

The local distribution of project-generated trips within the study area is based on the most logical routing to/from the larger/busier highways and roadways to/from each individual parking facility access. The number of trips allocated to/from each parking location is based on the size of the facility and on the following assumptions:

- All hospital related trips are routed to/from the garage, employee parking lots, and the emergency department parking based on the regional distribution, proportion of number of spaces available at each facility (i.e., the garage would see the most trips, then the larger employee lot, the smaller employee lot, and the emergency department parking would have the least number of trips assigned to it), and the most direct route to/from each access point
- The trips generated by the medical office building are directed to/from the parking lot adjacent to the building

The future AM and PM peak hour trips associated with the proposed development are shown in **Figures 4.3 and 4.4**, respectively.

## 4.5 Future Build Volumes

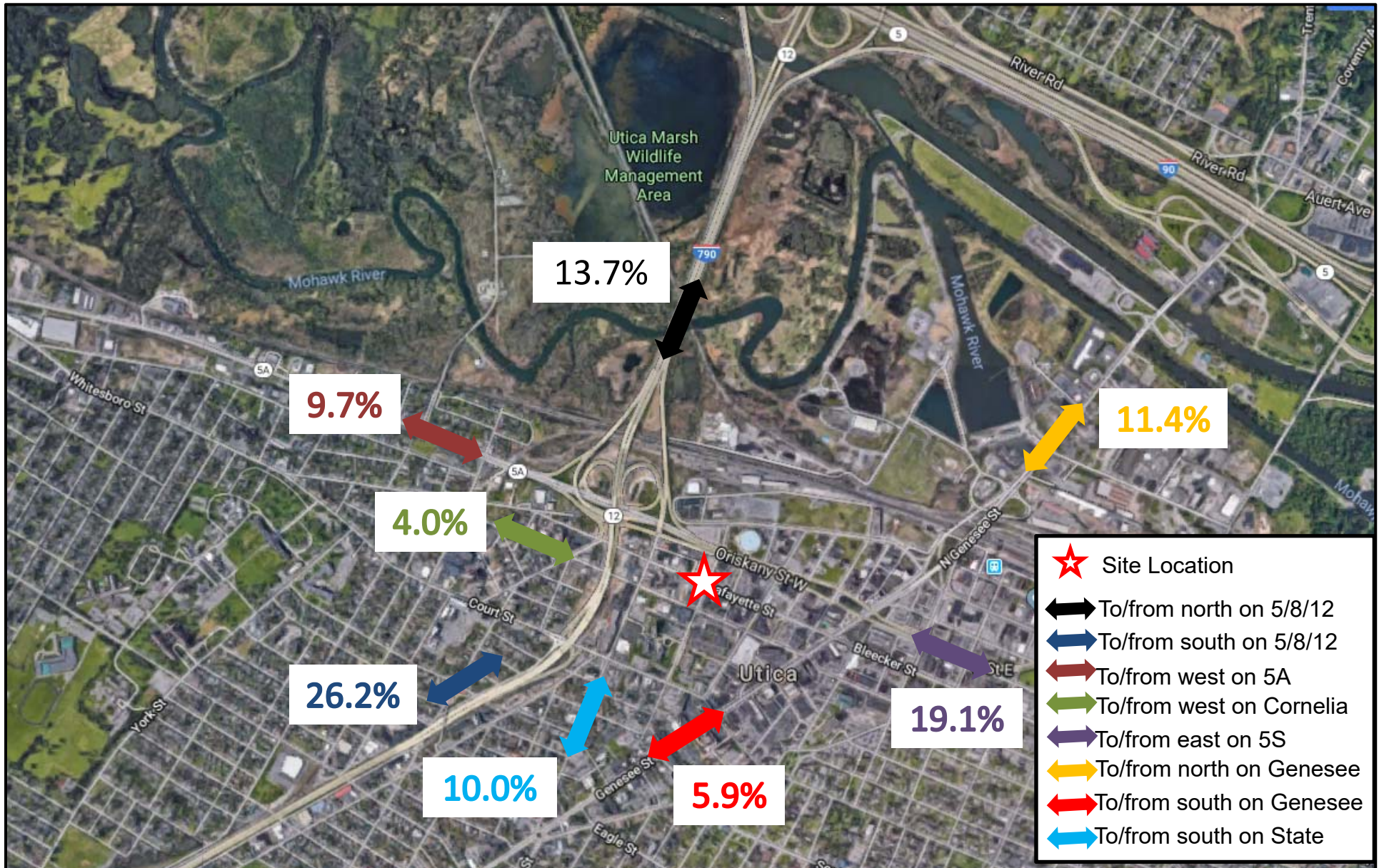
The estimated AM and PM trips generated by the proposed project were added to the future no-build volumes (see Figure 3.1) to create the future build conditions volumes. The future build condition volumes also incorporate any traffic rerouting/redistribution based on anticipated road closures associated with the proposed development. This rerouting/redistribution throughout the study area intersections was based on assumed traffic patterns.

The future build condition volumes for the AM and PM peak hours are shown in **Figure 4.5**.



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**MOHAWK VALLEY  
HEALTH SYSTEM  
TRAFFIC IMPACT STUDY**

**REGIONAL TRIP DISTRIBUTION**

(AERIAL FROM GOOGLE MAPS 2018)

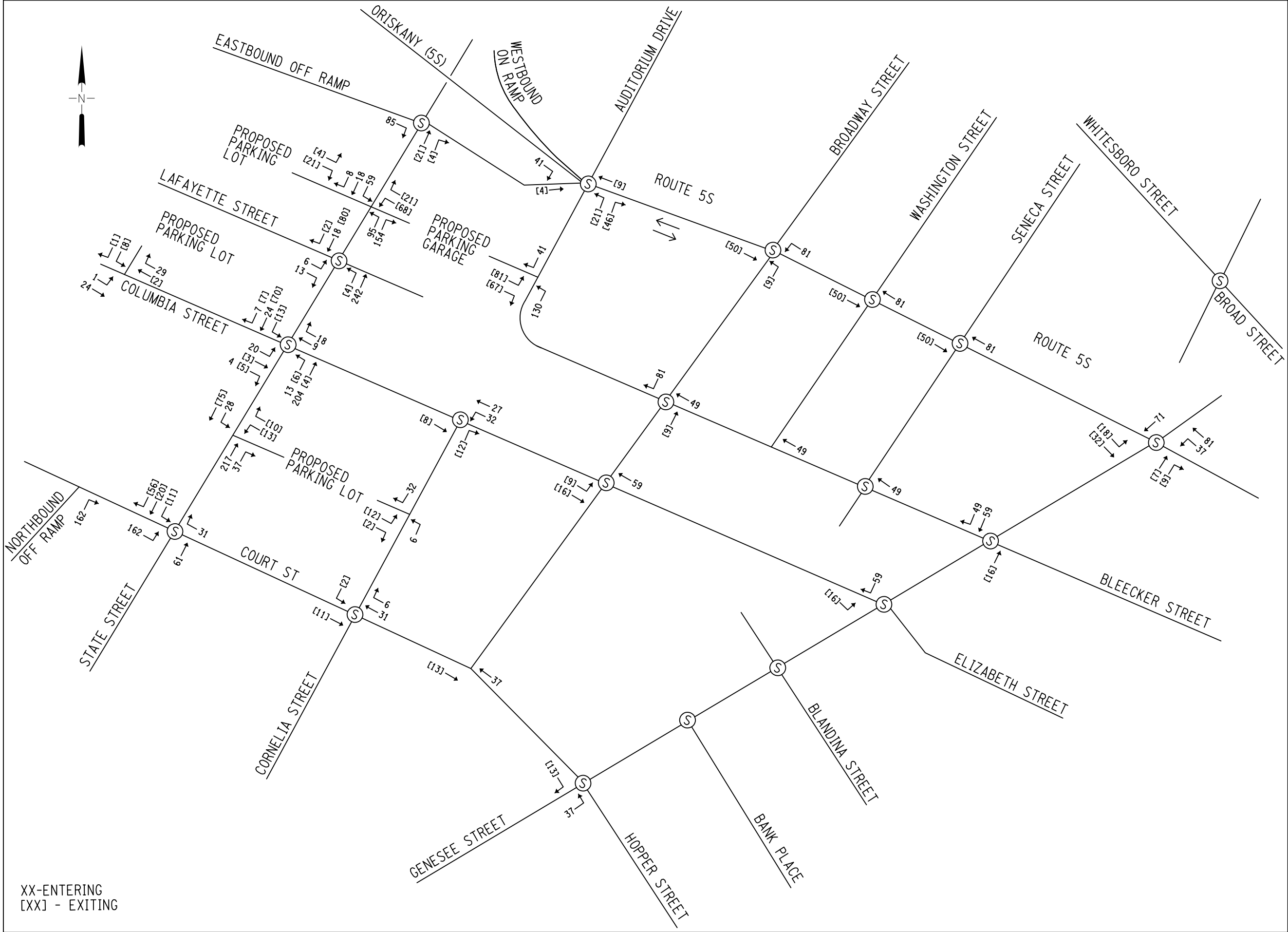


NOT TO SCALE

FIGURE

**4.2**





MOHAWK VALLEY  
HEALTH SYSTEM  
TRAFFIC IMPACT STUDY

TRIP DISTRIBUTION AM PEAK HOUR VOLUMES

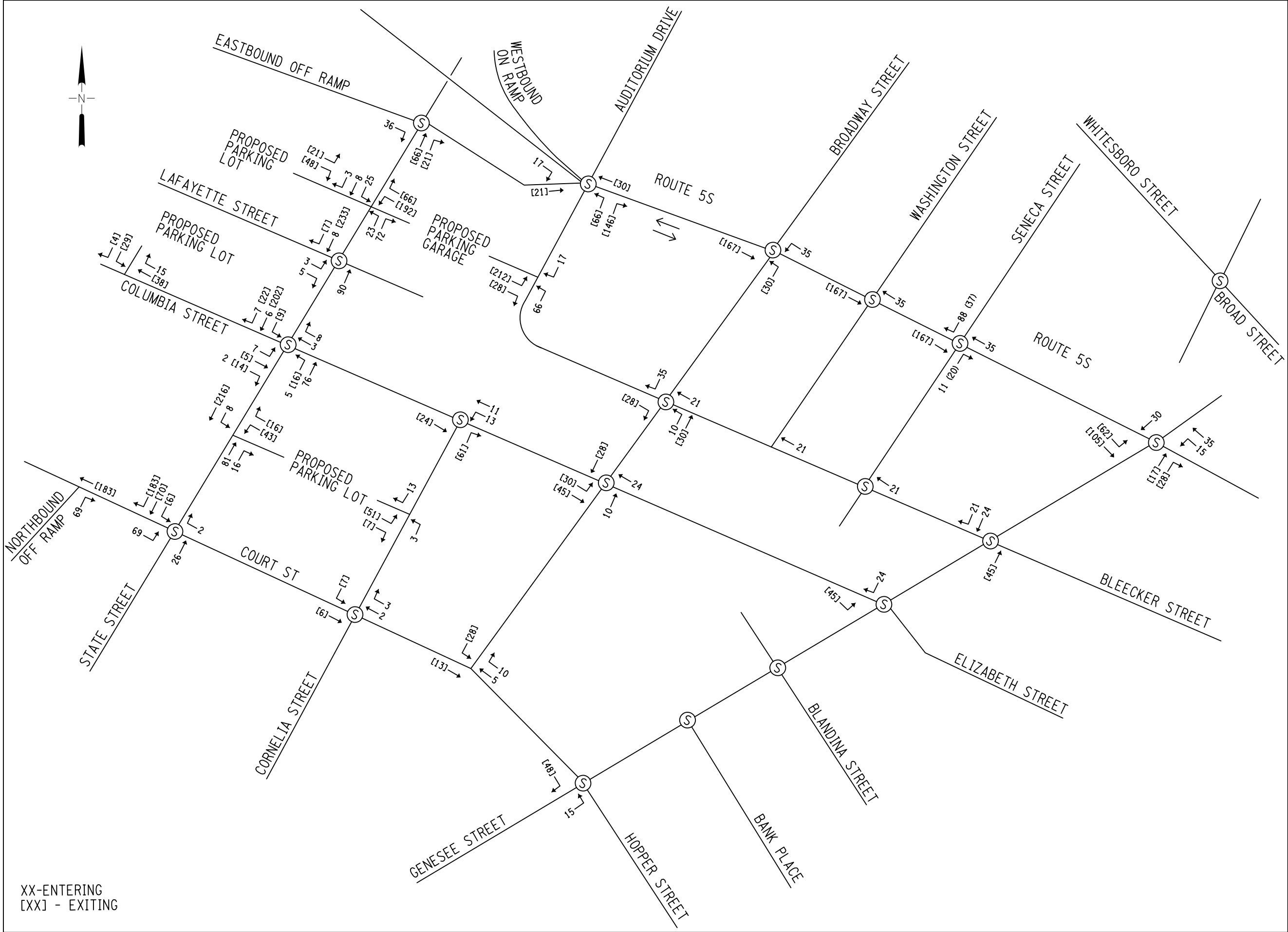


NOT TO SCALE

FIGURE

4.3





MOHAWK VALLEY  
HEALTH SYSTEM  
TRAFFIC IMPACT STUDY

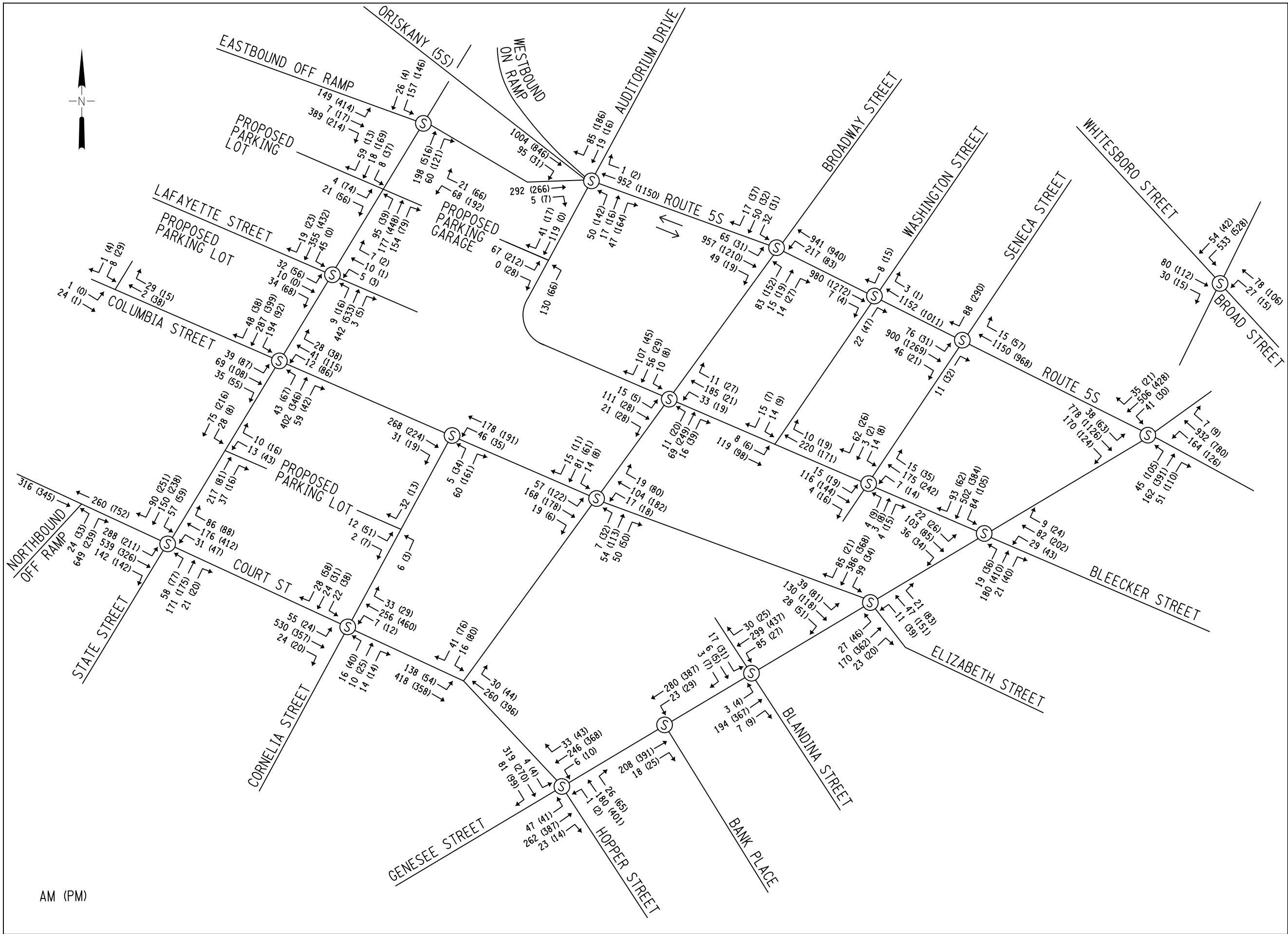
TRIP DISTRIBUTION PM PEAK HOUR VOLUMES



NOT TO SCALE

FIGURE  
4.4





AM (PM)

**FIGURE 4.5**



**FUTURE BUILD (2022) PEAK HOUR VOLUMES**

**MOHAWK VALLEY HEALTH SYSTEM TRAFFIC IMPACT STUDY**





## 4.6 Future Build Analysis

A capacity analysis was performed for the study area using the future build condition traffic volumes. Starting on page 4-19, **Tables 4.4 and 4.5** shows the AM and PM peak hour future condition level of service (LOS), delay in seconds, volume to capacity ratio, and 95<sup>th</sup> percentile queues<sup>4</sup> for each lane group of each study intersection.

When compared to the future no-build scenario analysis results, all of the study intersections operate at LOS C or better except for intersection 3 – State Street & Lafayette Street/Emergency Department Access (average intersection LOS F (85.6 sec) previously LOS D (43.8 sec)) and 6 – Cornelia Street & Oriskany Street (average intersection LOS D (42.4 sec) previously LOS C (21.8 sec)), both during the PM peak hour.

The following movements are expected to operate at a LOS E or F:

- 3 – State Street & Lafayette Street/ED Access (PM)
  - Northbound THRU/RT = LOS F (101.4 sec) previously LOS F (84.1 sec) when Lafayette Street continued eastbound through State Street
  - Southbound THRU/RT = LOS F (91.9 sec) previously LOS B (19.5 sec)
- 5 – State Street & Court Street (PM)
  - Northbound LT = LOS E (63.9 sec) previously LOS C (22.1 sec)
- 6 – Cornelia Street & Oriskany Street (AM)
  - Northbound LT/THRU/RT = LOS E (72.2) previously LOS D (53.4 sec)
- 6 – Cornelia Street & Oriskany Street (PM)
  - Northbound LT/THRU/RT = LOS F (176.3) previously LOS E (63.9 sec)
- 10 – Broadway & Oriskany/Liberty Street (AM)
  - Southbound LT = LOS E (55.9 sec) previously D (52.7 sec)
- 20/21 – Oriskany Street & Genesee Street (PM)
  - Northbound THRU = LOS E (74.1 sec) previously D (52.8 sec)

There is expected to be some delay during the PM peak hour for vehicles exiting the new parking garage onto State Street (LOS F (79.2 sec)). It is not anticipated that this delay, internal to the garage, will impact operations of the adjacent roadways.

The future build condition model reports are included in **Appendix B**.

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<sup>4</sup> “The **95th-percentile queue** is defined to be the queue length that has only a 5% probability of being exceeded during the analysis time period. It is a useful parameter for determining the appropriate length of turn pockets, but it is not typical of what an average driver would experience.”

[https://www.hcmguide.com/Case1/popup\\_terms/95\\_percentile\\_queue.htm](https://www.hcmguide.com/Case1/popup_terms/95_percentile_queue.htm)

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**Table 4.4—Future Build Capacity Analysis Results: AM Peak Hour**

		No-Build			Future Build		
		LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)
1 - NB Off-Ramp & Court Street							
Eastbound	THRU	A (3.9)	0.15	35	A (8.6)	0.24	44
Westbound	THRU	A (4.6)	0.23	66	B (10.4)	0.38	83
Northbound	LT	B (18.3)	0.05	11	A (7.3)	0.02	6
	RT	A (6.0)	0.63	35	A (2.7)	0.47	30
<i>Average Intersection LOS (delay in sec)</i>		<i>A (5.3)</i>			<i>A (5.9)</i>		
2 - State Street & On/Off-Ramp							
Eastbound	LT/THRU/RT	A (8.1)	0.61	92	A (9.0)	0.68	#112
Northbound	THRU	A (6.2)	0.27	33	A (9.9)	0.30	65
	RT	A (1.3)	0.09	0	A (3.4)	0.10	15
Southbound	LT/THRU	B (12.9)	0.44	71	B (13.1)	0.45	72
<i>Average Intersection LOS (delay in sec)</i>		<i>A (8.3)</i>			<i>A (9.6)</i>		
101 - State Street @ Proposed Parking Lot/Garage Access							
Eastbound	LT/THRU/RT	Intersection is not applicable under 'No-Build' scenario			a (9.2)	0.031	20
Westbound	LT/THRU/RT				b (14.9)	0.21	20
Northbound	LT/THRU/RT				a (7.6)	0.068	20
Southbound	LT/THRU/RT				a (8.0)	0.007	0
<i>Average Intersection LOS (delay in sec)</i>					<i>n/a</i>		
3 - State Street & Lafayette Street/ED Access							
<i>Average Intersection LOS (delay in sec)</i>		A (6.8)	0.11	39	A (8.8)	0.16	33
Westbound	LT/THRU/RT	A (7.3)	0.15	52	A (10.0)	0.04	15
Northbound	LT	B (19.2)	0.02	9	A (4.2)	0.02	m2
	THRU/RT	C (22.4)	0.40	146	A (6.4)	0.51	66
Southbound	LT	C (24.2)	0.31	m67	A (7.6)	0.51	21
	THRU/RT	C (28.5)	0.5	216	B (10.1)	0.51	118
<i>Average Intersection LOS (delay in sec)</i>		<i>C (20.3)</i>			<i>A (8.1)</i>		
4 - State Street & Columbia Street							
Eastbound	LT/THRU/RT	A (7.0)	0.14	36	B (12.7)	0.30	63
Westbound	LT/THRU/RT	A (7.1)	0.08	23	B (15.7)	0.17	58
Northbound	LT	B (11.2)	0.07	17	A (7.0)	0.10	19
	THRU/RT	B (12.7)	0.41	100	B (10.4)	0.53	151
Southbound	LT	B (13.5)	0.25	46	B (11.5)	0.57	#41
	THRU/RT	B (12.8)	0.37	93	A (5.4)	0.39	50
<i>Average Intersection LOS (delay in sec)</i>		<i>B (11.6)</i>			<i>A (9.7)</i>		
102 - Columbia Street & Proposed Parking Lot							
Eastbound	LT/THRU	Intersection is not applicable under 'No-Build' scenario			a (7.3)	0.001	0
Westbound	THRU/RT				n/a	n/a	n/a
Southbound	LT/RT				a (8.7)	0.01	0
<i>Average Intersection LOS (delay in sec)</i>					<i>n/a</i>		
103 - State Street & Proposed Parking Lot							
Westbound	LT/RT	Intersection is not applicable under 'No-Build' scenario			b (10.5)	0.037	20
Northbound	THRU/RT				n/a	n/a	n/a
Southbound	THRU/LT				a (7.9)	0.024	20
<i>Average Intersection LOS (delay in sec)</i>					<i>n/a</i>		
5 - State Street & Court Street							
Eastbound	LT	A (8.3)	0.26	41	B (15.1)	0.62	#91
	THRU/RT	B (14.8)	0.62	124	B (14.8)	0.62	124
Westbound	LT	A (7.2)	0.11	14	A (7.2)	0.11	14
	THRU/RT	A (9.2)	0.21	39	A (8.3)	0.24	40
Northbound	LT	B (12.6)	0.16	33	B (13.2)	0.19	34
	THRU/RT	B (11.1)	0.23	55	B (13.1)	0.34	81
Southbound	LT	B (12.1)	0.12	28	B (12.7)	0.16	33
	THRU/RT	B (11.3)	0.29	65	B (11.4)	0.41	86
<i>Average Intersection LOS (delay in sec)</i>		<i>B (12.3)</i>			<i>B (13.0)</i>		
6 - Cornelia Street & Oriskany Street							
Eastbound	THRU/RT	A (8.2)	0.45	269	C (25.9)	0.72	483
Westbound	THRU/RT	A (3.3)	0.37	122	A (5.1)	0.39	236
Northbound	LT/THRU/RT	D (53.4)	0.42	69	<b>E (72.2)</b>	0.77	142
Southbound	LT/THRU/RT	B (19.1)	0.47	63	B (16.2)	0.41	61
Northeast bound	THRU/RT	E (55.0)	0.38	65	E (60.3)	0.87	#329
<i>Average Intersection LOS (delay in sec)</i>		<i>A (8.4)</i>			<i>C (23.8)</i>		

**Table 4.4—Future Build Capacity Analysis Results: AM Peak Hour cont.**

		No-Build			Future Build		
		LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)
104 - Cornelia Street & Proposed Parking Lot							
Eastbound	LT/RT	Intersection is not applicable under 'No-Build' scenario			b (13.0)	0.14	20
Northbound	LT/THRU				a (7.9)	0.101	20
Southbound	THRU/RT				n/a	n/a	n/a
<i>Average Intersection LOS (delay in sec)</i>					<i>n/a</i>		
7 - Cornelia Street & Lafayette Street							
Eastbound	LT/THRU/RT	A (9.2)	0.24	67	Intersection is not applicable under 'Future Build' scenario		
Westbound	LT/THRU/RT	A (9.7)	0.25	67			
Northbound	LT/THRU/RT	A (9.3)	0.08	24			
Southbound	LT/THRU/RT	B (10.5)	0.12	36			
<i>Average Intersection LOS (delay in sec)</i>			<i>A (9.6)</i>				
8 - Cornelia Street & Columbia Street							
Eastbound	LT/THRU/RT	B (11.4)	0.28	85	-	-	-
	THRU/RT	-	-	-	B (13.9)	0.34	141
Westbound	LT/THRU/RT	B (10.1)	0.11	36	-	-	-
	LT/THRU	-	-	-	A (8.2)	0.29	71
Northbound	LT/THRU/RT	A (8.4)	0.08	26	-	-	-
	LT/RT	-	-	-	A (5.1)	0.12	21
Southbound	LT/THRU/RT	A (10.0)	0.16	50	-	-	-
<i>Average Intersection LOS (delay in sec)</i>			<i>B (10.4)</i>		<i>B (10.8)</i>		
105 - Cornelia Street & Proposed Parking Lot							
Eastbound	LT/RT	Intersection is not applicable under 'No-Build' scenario			a (8.7)	0.015	0
Northbound	LT/THRU				a (7.3)	0.004	0
Southbound	THRU/RT				n/a	n/a	n/a
<i>Average Intersection LOS (delay in sec)</i>					<i>n/a</i>		
9 - Cornelia Street & Court Street							
Eastbound	LT/THRU/RT	B (19.4)	0.55	161	B (19.6)	0.57	165
Westbound	LT/THRU/RT	B (14.6)	0.23	65	B (14.9)	0.26	74
Northbound	LT	A (8.8)	0.03	12	A (8.8)	0.03	12
	THRU/RT	A (5.8)	0.03	13	A (5.8)	0.03	13
Southbound	LT	A (8.9)	0.03	14	A (8.9)	0.03	16
	THRU/RT	A (5.4)	0.06	21	A (5.4)	0.06	21
<i>Average Intersection LOS (delay in sec)</i>			<i>B (16.7)</i>		<i>B (16.8)</i>		
10 - Broadway & Oriskany/Liberty Street							
Eastbound	LT	A (4.0)	0.19	10	A (3.3)	0.18	m12
	THRU/RT	A (5.3)	0.46	270	A (7.0)	0.53	124
Westbound	LT	B (12.6)	0.37	89	C (20.2)	0.63	53
	THRU/RT	B (14.9)	0.42	367	C (23.8)	0.46	350
Northbound	LT	D (37.0)	0.21	47	D (41.2)	0.42	99
	THRU/RT	B (18.1)	0.08	23	C (21.8)	0.10	35
Southbound	LT	D (52.7)	0.33	55	<b>E (55.9)</b>	0.36	57
	THRU/RT	D (48.5)	0.49	84	D (52.0)	0.52	87
<i>Average Intersection LOS (delay in sec)</i>			<i>B (12.3)</i>		<i>B (17.8)</i>		
11 - Broadway & Lafayette Street							
Eastbound	LT/THRU/RT	A (7.6)	0.18	52	A (7.6)	0.18	52
Westbound	LT/THRU/RT	A (8.7)	0.22	66	A (9.3)	0.28	84
Northbound	LT/THRU/RT	B (12.3)	0.14	43	B (12.8)	0.17	51
Southbound	LT/THRU/RT	B (11.4)	0.16	46	A (7.6)	0.29	56
<i>Average Intersection LOS (delay in sec)</i>			<i>A (9.4)</i>		<i>A (9.0)</i>		
12 - Broadway & Columbia Street							
Eastbound	LT/THRU/RT	A (6.2)	0.20	53	A (7.1)	0.28	73
Westbound	LT/THRU/RT	A (5.4)	0.09	26	A (5.6)	0.16	40
Northbound	LT/THRU/RT	B (10.4)	0.22	48	B (10.4)	0.22	48
Southbound	LT/THRU/RT	B (14.6)	0.23	59	B (14.6)	0.23	59
<i>Average Intersection LOS (delay in sec)</i>			<i>A (8.9)</i>		<i>A (8.8)</i>		
13 - Broadway & Court Street							
Eastbound	LT/THRU	a (8.2)	0.117	20	a (8.3)	0.121	20
Westbound	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Southbound	LT/RT	b (12.3)	0.112	20	b (12.8)	0.119	20
<i>Average Intersection LOS (delay in sec)</i>			<i>n/a</i>		<i>n/a</i>		

**Table 4.4—Future Build Capacity Analysis Results: AM Peak Hour cont.**

		No-Build			Future Build		
		LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)
14 / 15 - Oriskany Street & Washington Street							
Eastbound	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Westbound	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Northbound	RT	a (9.2)	0.01	1	a (9.3)	0.03	2
Southbound	RT	b (10.4)	0.01	1	b (10.0)	0.01	1
<i>Average Intersection LOS (delay in sec)</i>			<i>n/a</i>		<i>n/a</i>		
16 - Washington Street - Lafayette Street							
Eastbound	LT/THRU	a (7.6)	0.006	0	a (7.8)	0.007	0
Westbound	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Southbound	LT/RT	b (10.1)	0.043	20	b (10.5)	0.046	20
<i>Average Intersection LOS (delay in sec)</i>			<i>n/a</i>		<i>n/a</i>		
17 / 18 - Oriskany Street & Seneca Street							
Eastbound	LT	b (11.5)	0.14	12	b (12.9)	0.17	15
	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Westbound	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Northbound	RT	a (9.6)	0.02	1	a (9.3)	0.02	1
Southbound	RT	b (10.7)	0.14	12	b (10.0)	0.14	12
<i>Average Intersection LOS (delay in sec)</i>			<i>n/a</i>		<i>n/a</i>		
19 - Seneca Street & Lafayette Street							
Eastbound	LT/THRU/RT	a (7.5)	0.011	0	a (7.7)	0.012	0
Westbound	LT/THRU/RT	a (7.5)	0.005	20	a (7.5)	0.005	0
Northbound	LT/THRU/RT	b (10.6)	0.018	20	b (11.0)	0.019	20
Southbound	LT/THRU/RT	a (9.9)	0.105	20	b (10.3)	0.113	20
<i>Average Intersection LOS (delay in sec)</i>			<i>n/a</i>		<i>n/a</i>		
20 / 21 - Oriskany Street & Genesee Street							
Eastbound	LT	A (3.0)	0.01	m1	A (3.9)	0.15	m5
	THRU/RT	A (9.8)	0.57	340	A (9.7)	0.63	107
Westbound	LT	B (17.8)	0.42	62	C (29.1)	0.58	#88
	THRU/RT	B (11.6)	0.44	296	B (18.0)	0.55	350
Northbound	LT	E (56.6)	0.54	66	E (56.1)	0.55	66
	THRU	D (43.2)	0.64	188	D (39.1)	0.61	191
Southbound	LT	D (37.3)	0.28	55	C (33.8)	0.24	53
	THRU/RT	D (44.4)	0.75	209	D (42.6)	0.76	232
<i>Average Intersection LOS (delay in sec)</i>			<i>C (20.6)</i>		<i>C (22.6)</i>		
22 - Genesee Street & Lafayette/Bleecker Street							
Eastbound	LT/THRU/RT	C (35.0)	0.46	152	C (35.0)	0.46	152
Westbound	LT/THRU/RT	C (34.9)	0.37	122	C (34.9)	0.37	122
Northbound	LT/THRU/RT	A (10.0)	0.13	48	B (10.3)	0.14	52
Southbound	LT/THRU/RT	A (7.1)	0.31	96	A (7.4)	0.37	115
<i>Average Intersection LOS (delay in sec)</i>			<i>B (15.1)</i>		<i>B (14.5)</i>		
23 - Genesee Street & Columbia/Elizabeth Street							
Eastbound	LT/THRU/RT	D (35.3)	0.49	168	D (37.5)	0.55	185
Westbound	LT/THRU/RT	C (25.6)	0.21	74	C (25.6)	0.21	74
Northbound	LT/THRU/RT	A (7.5)	0.16	56	A (7.5)	0.16	56
Southbound	LT/THRU/RT	A (9.0)	0.33	105	A (8.9)	0.37	114
<i>Average Intersection LOS (delay in sec)</i>			<i>B (14.8)</i>		<i>B (15.1)</i>		
24 - Genesee Street SB Off-Ramp & Whitesboro Street							
Southeast bound	THRU/RT	A (7.7)	0.12	20	A (7.7)	0.12	20
Northwest bound	LT	B (10.2)	0.08	17	B (10.2)	0.08	17
	THRU	B (10.4)	0.16	37	B (10.4)	0.16	37
Southwest bound	LT	A (9.9)	0.45	132	A (9.9)	0.45	132
	LT/THRU	A (9.9)	0.45	132	A (9.9)	0.45	132
<i>Average Intersection LOS (delay in sec)</i>			<i>A (9.6)</i>		<i>A (9.6)</i>		
25 - Genesee Street & Blandina Street							
Southbound	LT/THRU/RT	C (32.1)	0.07	39	C (32.1)	0.07	39
Northeast bound	LT/THRU/RT	A (6.2)	0.1	38	A (6.2)	0.1	38
Southwest bound	LT/THRU/RT	A (7.1)	0.23	77	A (7.1)	0.23	77
<i>Average Intersection LOS (delay in sec)</i>			<i>A (7.8)</i>		<i>A (7.8)</i>		
26 - Genesee Street & Bank Place							
Northeast bound	LT/THRU/RT	A (0.2)	0.08	0	A (0.2)	0.08	0
Southwest bound	LT/THRU/RT	A (0.3)	0.12	0	A (0.3)	0.12	0
<i>Average Intersection LOS (delay in sec)</i>			<i>A (0.2)</i>		<i>A (0.2)</i>		

**Table 4.4—Future Build Capacity Analysis Results: AM Peak Hour cont.**

	No-Build			Future Build			
	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	
27 - Genesee Street & Court Street							
Southeast bound	LT/THRU/RT	D (35.4)	0.51	176	D (35.3)	0.52	181
Northwest bound	LT/THRU/RT	C (31.5)	0.27	95	C (31.5)	0.27	95
Northeast bound	LT/THRU/RT	A (7.6)	0.15	58	A (7.9)	0.19	67
Southwest bound	LT/THRU/RT	A (7.3)	0.15	55	A (7.3)	0.15	55
<i>Average Intersection LOS (delay in sec)</i>		<i>C (20.9)</i>			<i>C (20.8)</i>		

X - signalized intersection LOS

x- unsignalized intersection LOS

n/a - no conflicting movement, therefore no delays

m - volume for 95th % queue is metered by upstream signal

# - 95th % volume exceeds capacity, queue may be longer

**Table 4.5—Future Build Capacity Analysis Results: PM Peak Hour**

		No-Build			Future Build		
		LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)
<b>1 - NB Off-Ramp &amp; Court Street</b>							
Eastbound	THRU	A (7.6)	0.20	54	A (3.3)	0.15	32
Westbound	THRU	B (13.4)	0.61	237	A (8.2)	0.64	230
Northbound	LT	B (16.2)	0.04	14	C (21.3)	0.09	17
	RT	A (3.8)	0.20	21	A (6.7)	0.47	30
<i>Average Intersection LOS (delay in sec)</i>			<i>B (10.2)</i>		<i>A (7.0)</i>		
<b>2 - State Street &amp; On/Off-Ramp</b>							
Eastbound	LT/THRU/RT	D (35.5)	0.93	#297	C (29.8)	0.88	#408
Northbound	THRU	B (11.4)	0.67	m134	C (23.2)	0.64	226
	RT	A (3.0)	0.16	m5	A (3.3)	0.18	26
Southbound	LT/THRU	D (37.6)	0.74	#108	D (37.0)	0.72	#139
<i>Average Intersection LOS (delay in sec)</i>			<i>C (25.0)</i>		<i>C (26.0)</i>		
<b>101 - State Street @ Proposed Parking Lot/Garage Access</b>							
Eastbound	LT/THRU/RT	Intersection is not applicable under 'No Build' scenario			c (16.6)	0.314	40
Westbound	LT/THRU/RT				<b>f (79.2)</b>	0.951	40
Northbound	LT/THRU/RT				a (7.7)	0.031	20
Southbound	LT/THRU/RT				a (8.8)	0.04	20
<i>Average Intersection LOS (delay in sec)</i>					<i>n/a</i>		
<b>3 - State Street &amp; Lafayette Street/ED Access</b>							
Eastbound	LT/THRU/RT	A (8.5)	0.16	53	A (4.6)	0.15	38
Westbound	LT/THRU/RT	A (9.2)	0.32	108	A (6.8)	0.01	6
Northbound	LT	B (19.5)	0.05	21	C (26.0)	0.19	24
	THRU/RT	F (84.1)	0.84	#391	<b>F (101.4)</b>	1.01	#511
Southbound	LT	C (24.4)	0.27	m9	A (0.0)	0.00	0
	THRU/RT	B (19.5)	0.30	m56	<b>F (91.9)</b>	-	#396
<i>Average Intersection LOS (delay in sec)</i>			<i>D (43.8)</i>		<i>F (85.6)</i>		
<b>4 - State Street &amp; Columbia Street</b>							
Eastbound	LT/THRU/RT	B (16.9)	0.57	80	C (20.7)	0.69	109
Westbound	LT/THRU/RT	B (14.3)	0.58	79	C (20.8)	0.68	106
Northbound	LT	A (8.5)	0.10	25	B (12.3)	0.25	41
	THRU/RT	B (10.7)	0.48	153	B (12.6)	0.53	169
Southbound	LT	A (8.4)	0.04	12	B (12.6)	0.30	52
	THRU/RT	A (8.7)	0.25	79	B (14.3)	0.58	196
<i>Average Intersection LOS (delay in sec)</i>			<i>B (12.1)</i>		<i>B (15.8)</i>		
<b>102 - Columbia Street &amp; Proposed Parking Lot</b>							
Eastbound	LT/THRU	Intersection is not applicable under 'No Build' scenario			a (0.0)	0.00	0
Westbound	THRU/RT				n/a	n/a	n/a
Southbound	LT/RT				a (8.9)	0.037	20
<i>Average Intersection LOS (delay in sec)</i>					<i>n/a</i>		
<b>103 - State Street &amp; Proposed Parking Lot</b>							
Westbound	LT/RT	Intersection is not applicable under 'No Build' scenario			b (10.7)	0.091	20
Northbound	THRU/RT				n/a	n/a	n/a
Southbound	THRU/LT				a (7.4)	0.006	0
<i>Average Intersection LOS (delay in sec)</i>					<i>n/a</i>		
<b>5 - State Street &amp; Court Street</b>							
Eastbound	LT	B (12.2)	0.35	71	B (14.7)	0.52	103
	THRU/RT	B (14.0)	0.33	123	B (14.0)	0.33	123
Westbound	LT	B (10.1)	0.11	28	B (10.1)	0.11	28
	THRU/RT	B (19.6)	0.41	152	C (20.1)	0.42	152
Northbound	LT	C (22.1)	0.25	69	<b>E (63.9)</b>	0.74	#123
	THRU/RT	C (20.3)	0.29	119	C (21.2)	0.33	137
Southbound	LT	C (20.1)	0.15	49	C (20.6)	0.18	54
	THRU/RT	C (20.7)	0.40	158	C (34.1)	0.82	#406
<i>Average Intersection LOS (delay in sec)</i>			<i>B (17.5)</i>		<i>C (23.0)</i>		
<b>6 - Cornelia Street &amp; Oriskany Street</b>							
Eastbound	THRU/RT	C (26.7)	0.61	361	C (34.8)	0.76	366
Westbound	THRU/RT	A (4.4)	0.50	108	A (9.2)	0.57	221
Northbound	LT/THRU/RT	E (63.9)	0.72	#185	<b>F (176.3)</b>	1.25	#561
Southbound	LT/THRU/RT	C (23.3)	0.53	149	C (21.9)	0.43	156
Northeast bound	THRU/RT	E (63.0)	0.84	272	E (63.8)	0.86	#300
<i>Average Intersection LOS (delay in sec)</i>			<i>C (21.8)</i>		<i>D (42.4)</i>		



**4.5—Future Build Capacity Analysis Results: PM Peak Hour cont.**

		No-Build			Future Build		
		LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)
104 - Cornelia Street & Proposed Parking Lot							
Eastbound	LT/RT	Intersection is not applicable under 'No Build' scenario			b (11.4)	0.045	20
Northbound	LT/THRU				a (7.4)	0.316	20
Southbound	THRU/RT				n/a	n/a	n/a
<i>Average Intersection LOS (delay in sec)</i>					<i>n/a</i>		
7 - Cornelia Street & Lafayette Street							
Eastbound	LT/THRU/RT	A (8.6)	0.15	46	Intersection is not applicable under 'Future Build' scenario		
Westbound	LT/THRU/RT	B (10.9)	0.36	104			
Northbound	LT/THRU/RT	B (11.3)	0.20	54			
Southbound	LT/THRU/RT	A (8.0)	0.07	m13			
<i>Average Intersection LOS (delay in sec)</i>		<i>B (10.3)</i>					
8 - Cornelia Street & Columbia Street							
Eastbound	LT/THRU/RT	B (12.5)	0.33	77	-	-	-
	THRU/RT	-	-	-	A (8.3)	0.34	71
Westbound	LT/THRU/RT	B (13.6)	0.40	96	-	-	-
	LT/THRU	-	-	-	A (8.8)	0.35	70
Northbound	LT/THRU/RT	B (10.7)	0.22	53	-	-	-
	LT/RT	-	-	-	A (5.9)	0.38	33
Southbound	LT/THRU/RT	A (8.8)	0.08	22	-	-	-
<i>Average Intersection LOS (delay in sec)</i>		<i>B (12.2)</i>			<i>A (7.8)</i>		
105 - Cornelia Street & Proposed Parking Lot							
Eastbound	LT/RT	Intersection is not applicable under 'No Build' scenario			a (8.8)	0.062	20
Northbound	LT/THRU				a (7.2)	0.002	0
Southbound	THRU/RT				n/a	n/a	n/a
<i>Average Intersection LOS (delay in sec)</i>					<i>n/a</i>		
9 - Cornelia Street & Court Street							
Eastbound	LT/THRU/RT	B (17.0)	0.39	103	B (17.1)	0.39	105
Westbound	LT/THRU/RT	B (17.9)	0.46	130	B (18.0)	0.47	131
Northbound	LT	A (9.2)	0.07	24	A (9.2)	0.07	24
	THRU/RT	A (6.6)	0.05	19	A (6.6)	0.05	19
Southbound	LT	A (9.1)	0.05	20	A (9.2)	0.06	23
	THRU/RT	A (4.4)	0.11	27	A (4.4)	0.11	27
<i>Average Intersection LOS (delay in sec)</i>		<i>B (15.5)</i>			<i>B (15.6)</i>		
10 - Broadway & Oriskany/Liberty Street							
Eastbound	LT	A (1.4)	0.10	m4	A (4.2)	0.09	m6
	THRU/RT	A (4.0)	0.54	104	A (7.7)	0.63	m186
Westbound	LT	B (17.2)	0.18	40	C (20.2)	0.39	31
	THRU/RT	C (23.7)	0.47	442	C (26.9)	0.49	369
Northbound	LT	D (41.9)	0.51	127	D (47.2)	0.62	167
	THRU/RT	B (17.0)	0.14	40	B (17.9)	0.14	43
Southbound	LT	E (58.5)	0.36	55	E (62.0)	0.39	57
	THRU/RT	D (36.9)	0.49	72	D (39.7)	0.52	74
<i>Average Intersection LOS (delay in sec)</i>		<i>B (16.1)</i>			<i>B (19.1)</i>		
11 - Broadway & Lafayette Street							
Eastbound	LT/THRU/RT	A (9.2)	0.22	55	A (5.4)	0.10	21
Westbound	LT/THRU/RT	B (11.1)	0.42	102	A (5.9)	0.12	23
Northbound	LT/THRU/RT	B (16.4)	0.41	89	C (26.2)	0.71	171
Southbound	LT/THRU/RT	B (10.9)	0.14	30	A (9.0)	0.20	34
<i>Average Intersection LOS (delay in sec)</i>		<i>B (12.1)</i>			<i>B (18.4)</i>		
12 - Broadway & Columbia Street							
Eastbound	LT/THRU/RT	A (6.8)	0.22	47	B (11.5)	0.55	105
Westbound	LT/THRU/RT	A (7.0)	0.35	66	A (7.1)	0.38	70
Northbound	LT/THRU/RT	B (17.4)	0.48	87	B (18.3)	0.51	93
Southbound	LT/THRU/RT	B (13.0)	0.15	30	B (14.4)	0.21	43
<i>Average Intersection LOS (delay in sec)</i>		<i>B (10.4)</i>			<i>B (11.9)</i>		
13 - Broadway & Court Street							
Eastbound	LT/THRU	a (8.2)	0.117	20	a (8.7)	0.063	20
Westbound	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Southbound	LT/RT	a (8.2)	0.117	20	c (22.0)	0.475	60
<i>Average Intersection LOS (delay in sec)</i>		<i>n/a</i>			<i>n/a</i>		

**Table 4.5—Future Build Capacity Analysis Results: PM Peak Hour cont.**

		No-Build			Future Build		
		LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)
14 / 15 - Oriskany Street & Washington Street							
Eastbound	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Westbound	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Northbound	RT	a (9.3)	0.03	2	a (9.8)	0.07	5
Southbound	RT	b (10.3)	0.03	2	b (10.2)	0.02	2
<i>Average Intersection LOS (delay in sec)</i>			<i>n/a</i>		<i>n/a</i>		
16 - Washington Street - Lafayette Street							
Eastbound	LT/THRU	A (0.5)	0.01	0	a (7.7)	0.005	0
Westbound	THRU/RT	A (0.0)	0.11	0	n/a	n/a	n/a
Southbound	LT/RT	A (9.8)	0.02	2	b (10.0)	0.024	20
<i>Average Intersection LOS (delay in sec)</i>			<i>n/a</i>		<i>n/a</i>		
17 / 18 - Oriskany Street & Seneca Street							
Eastbound	LT	b (10.3)	0.05	4	b (10.3)	0.05	4
	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Westbound	THRU/RT	n/a	n/a	n/a	n/a	n/a	n/a
Northbound	RT	b (10.7)	0.03	3	b (11.2)	0.06	5
Southbound	RT	b (10.1)	0.05	4	b (11.5)	0.36	42
<i>Average Intersection LOS (delay in sec)</i>			<i>n/a</i>		<i>n/a</i>		
19 - Seneca Street & Lafayette Street							
Eastbound	LT/THRU/RT	a (7.5)	0.011	0	a (7.9)	0.016	20
Westbound	LT/THRU/RT	a (7.5)	0.005	0	a (7.6)	0.011	0
Northbound	LT/THRU/RT	b (10.6)	0.018	20	b (11.8)	0.061	20
Southbound	LT/THRU/RT	a (9.9)	0.11	20	b (11.1)	0.062	20
<i>Average Intersection LOS (delay in sec)</i>			<i>n/a</i>		<i>n/a</i>		
20 / 21 - Oriskany Street & Genesee Street							
Eastbound	LT	A (5.0)	0.00	m1	A (5.3)	0.16	m7
	THRU/RT	B (15.5)	0.77	227	C (20.5)	0.88	#605
Westbound	LT	D (37.7)	0.53	#89	D (50.6)	0.66	#125
	THRU/RT	B (17.1)	0.40	303	C (30.1)	0.59	313
Northbound	LT	D (37.2)	0.47	110	D (35.6)	0.46	112
	THRU	D (52.8)	0.87	409	<b>E (74.1)</b>	0.90	#493
Southbound	LT	D (38.8)	0.34	45	D (41.7)	0.37	47
	THRU/RT	C (31.0)	0.41	160	C (29.7)	0.41	172
<i>Average Intersection LOS (delay in sec)</i>			<i>C (25.3)</i>		<i>C (33.5)</i>		
22 - Genesee Street & Lafayette/Bleecker Street							
Eastbound	LT/THRU/RT	B (15.1)	0.31	80	B (15.1)	0.31	80
Westbound	LT/THRU/RT	C (21.9)	0.57	163	C (21.9)	0.57	163
Northbound	LT/THRU/RT	A (9.6)	0.33	87	A (9.6)	0.33	87
Southbound	LT/THRU/RT	B (11.2)	0.42	101	B (11.4)	0.45	110
<i>Average Intersection LOS (delay in sec)</i>			<i>B (13.2)</i>		<i>B (13.2)</i>		
23 - Genesee Street & Columbia/Elizabeth Street							
Eastbound	LT/THRU/RT	B (16.1)	0.36	116	B (19.5)	0.50	153
Westbound	LT/THRU/RT	B (17.3)	0.46	152	B (17.4)	0.47	153
Northbound	LT/THRU/RT	B (17.1)	0.40	152	B (16.3)	0.40	152
Southbound	LT/THRU	B (16.1)	0.38	111	B (16.1)	0.38	111
<i>Average Intersection LOS (delay in sec)</i>			<i>B (16.7)</i>		<i>B (17.0)</i>		
24 - Genesee Street SB Off-Ramp & Whitesboro Street							
Southeast bound	THRU/RT	A (9.3)	0.18	24	A (9.3)	0.18	24
Northwest bound	LT	B (10.9)	0.04	12	B (10.9)	0.04	12
	THRU	B (13.2)	0.28	#57	B (13.2)	0.28	#57
Southwest bound	LT	A (4.1)	0.31	32	A (4.1)	0.31	32
	LT/THRU	A (3.0)	0.18	15	A (3.0)	0.18	15
<i>Average Intersection LOS (delay in sec)</i>			<i>A (5.8)</i>		<i>A (5.8)</i>		
25 - Genesee Street & Blandina Street							
Southbound	LT/THRU/RT	C (30.5)	0.27	46	C (30.5)	0.27	46
Northeast bound	LT/THRU/RT	A (7.4)	0.15	106	A (7.3)	0.15	107
Southwest bound	LT/THRU/RT	A (1.1)	0.20	19	A (1.1)	0.20	17
<i>Average Intersection LOS (delay in sec)</i>			<i>A (5.1)</i>		<i>A (5.1)</i>		

**Table 4.5—Future Build Capacity Analysis Results: PM Peak Hour cont.**

		No-Build			Future Build		
		LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)
26 - Genesee Street & Bank Place							
Northeast bound	LT/THRU/RT	A (0.1)	0.13	0	A (0.1)	0.13	0
Southwest bound	LT/THRU/RT	A (0.1)	0.14	0	A (0.1)	0.14	0
<i>Average Intersection LOS (delay in sec)</i>		<i>A (0.1)</i>			<i>A (0.1)</i>		
27 - Genesee Street & Court Street							
Southeast bound	LT/THRU/RT	B (12.4)	0.24	74	B (11.1)	0.28	76
Northwest bound	LT/THRU/RT	B (14.0)	0.35	110	B (14.0)	0.35	110
Northeast bound	LT/THRU/RT	B (15.7)	0.36	111	B (16.1)	0.39	116
Southwest bound	LT/THRU/RT	A (8.4)	0.35	55	A (8.5)	0.35	56
<i>Average Intersection LOS (delay in sec)</i>		<i>B (12.7)</i>			<i>B (12.5)</i>		

X - signalized intersection LOS

x- unsignalized intersection LOS

n/a - no conflicting movement, therefore no delays

m - volume for 95th % queue is metered by upstream signal

# - 95th % volume exceeds capacity, queue may be longer

## 4.7 Mitigation

Additional modeling scenarios were developed to determine what mitigation measures would be required to improve operations to future no-build scenario operations or better. The focus of this analysis was on the intersections that are expected to operate at an average intersection LOS D or worse and those intersections that have a movement at a LOS E or F.

There will be no recommended changes to mitigate the LOS F with 79.2 seconds of delay expected for traffic exiting the garage during the PM peak hour. It is assumed that these delays (only noted during the PM peak hour) will not warrant a signal at the intersection of State Street and the garage/proposed employee parking lot. As stated previously, it is not anticipated that this delay, internal to the garage, will impact operations of the adjacent roadways.

For the other intersections/movements, signal timing changes improve the individual movements from a LOS E or F to an acceptable LOS. **Table 4.6 and 4.7** show the future no-build, build, and mitigation scenario analysis results for the AM and PM peak hours of the intersections noted with decreased LOS in Section 4.6.

The delays during the PM peak hour at intersection 6 – Cornelia Street and Oriskany Street cannot be completely mitigated with signal timing changes, but the delays of the most impacted movements are lessened. The installation of a left turn lane was considered, but did not provide a significant improvement to the LOS compared to the anticipated costs and impacts to the soon to be reconstructed Oriskany Street (NYS Route 5S). The intersection is expected to operate overall at a LOS C during the AM peak hour and at a LOS D during the PM peak hour. Since the proposed development reconfigures the portion of Cornelia Street between Lafayette Street and Oriskany Street mainly as a hospital access roadway, it is not anticipated that the general public will use this roadway as a route to Oriskany Street or NYS 5/8/12. Therefore, similar to the delays noted at the garage exit onto State Street, the delays for the northbound movement of Cornelia Street at Oriskany Street are not expected to impact operations of the adjacent roadway network.

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**Table 4.6—Mitigation Analysis Results: AM Peak Hour**

	No-Build			Future Build			Future Mitigation			
	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	
6 - Cornelia Street & Oriskany Street										
Eastbound	THRU/RT	A (8.2)	0.45	269	C (25.9)	0.72	483	C (25.1)	0.84	#354
Westbound	THRU/RT	A (3.3)	0.37	122	A (5.1)	0.39	236	A (9.1)	0.40	190
Northbound	LT/THRU/RT	D (53.4)	0.42	69	<b>E (72.2)</b>	0.77	142	D (47.6)	0.7	#115
Southbound	LT/THRU/RT	B (19.1)	0.47	63	B (16.2)	0.41	61	A (8.6)	0.37	34
Northeast bound	THRU/RT	E (55.0)	0.38	65	E (60.3)	0.87	#329	D (47.1)	0.87	#238
<i>Average Intersection LOS (delay in sec)</i>		<i>A (8.4)</i>			<i>C (23.8)</i>			<i>C (22.1)</i>		
10 - Broadway & Oriskany/Liberty Street										
Eastbound	LT	A (4.0)	0.19	10	A (3.3)	0.18	m12	A (8.0)	0.22	m10
	THRU/RT	A (5.3)	0.46	270	A (7.0)	0.53	124	C (24.4)	0.74	m#258
Westbound	LT	B (12.6)	0.37	89	C (20.2)	0.63	53	C (34.1)	0.73	#147
	THRU/RT	B (14.9)	0.42	367	C (23.8)	0.46	350	B (15.7)	0.56	#248
Northbound	LT	D (37.0)	0.21	47	D (41.2)	0.42	99	C (21.9)	0.32	64
	THRU/RT	B (18.1)	0.08	23	C (21.8)	0.10	35	B (13.7)	0.07	25
Southbound	LT	D (52.7)	0.33	55	<b>E (55.9)</b>	0.36	57	C (28.9)	0.23	36
	THRU/RT	D (48.5)	0.49	84	D (52.0)	0.52	87	C (26.3)	0.38	54
<i>Average Intersection LOS (delay in sec)</i>		<i>B (12.3)</i>			<i>B (17.8)</i>			<i>C (21.4)</i>		

**Table 4.7—Mitigation Analysis Results: PM Peak Hour**

		No-Build			Future Build			Future Mitigation		
		LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)	LOS (delay in sec)	v/c Ratio	95th % Queue (ft)
3 - State Street & Lafayette Street/ED Access										
Eastbound	LT/THRU/RT	A (8.5)	0.16	53	A (4.6)	0.15	38	B (12.1)	0.27	65
Westbound	LT/THRU/RT	A (9.2)	0.32	108	A (6.8)	0.01	6	B (17.3)	0.01	10
Northbound	LT	B (19.5)	0.05	21	C (26.0)	0.19	24	A (7.6)	0.04	12
	THRU/RT	F (84.1)	0.84	#391	<b>F (101.4)</b>	1.01	#511	C (20.6)	0.55	254
Southbound	LT	C (24.4)	0.27	m9	A (0.0)	0.00	0	A (0.0)	0.00	0
	THRU/RT	B (19.5)	0.30	m56	<b>F (91.9)</b>	-	#396	B (16.4)	0.47	199
<i>Average Intersection LOS (delay in sec)</i>		<i>D (43.8)</i>			<i>F (85.6)</i>			<i>B (17.8)</i>		
5 - State Street & Court Street										
Eastbound	LT	B (12.2)	0.35	71	B (14.7)	0.52	103	B (18.0)	0.61	94
	THRU/RT	B (14.0)	0.33	123	B (14.0)	0.33	123	B (12.7)	0.38	101
Westbound	LT	B (10.1)	0.11	28	B (10.1)	0.11	28	B (10.5)	0.14	26
	THRU/RT	B (19.6)	0.41	152	C (20.1)	0.42	152	C (20.1)	0.53	133
Northbound	LT	C (22.1)	0.25	69	<b>E (63.9)</b>	0.74	#123	C (27.9)	0.5	#80
	THRU/RT	C (20.3)	0.29	119	C (21.2)	0.33	137	B (14.7)	0.3	101
Southbound	LT	C (20.1)	0.15	49	C (20.6)	0.18	54	B (14.3)	0.15	41
	THRU/RT	C (20.7)	0.40	158	C (34.1)	0.82	#406	C (21.9)	0.74	#274
<i>Average Intersection LOS (delay in sec)</i>		<i>B (17.5)</i>			<i>C (23.0)</i>			<i>B (18.0)</i>		
6 - Cornelia Street & Oriskany Street										
Eastbound	THRU/RT	C (26.7)	0.61	361	C (34.8)	0.76	366	D (40.9)	0.94	#356
Westbound	THRU/RT	A (4.4)	0.50	108	A (9.2)	0.57	221	B (13.4)	0.64	269
Northbound	LT/THRU/RT	E (63.9)	0.72	#185	<b>F (176.3)</b>	1.25	#561	<b>F (116.9)</b>	1	#365
Southbound	LT/THRU/RT	C (23.3)	0.53	149	C (21.9)	0.43	156	B (15.0)	0.4	109
Northeast bound	THRU/RT	E (63.0)	0.84	272	E (63.8)	0.86	#300	E (75.0)	0.96	#303
<i>Average Intersection LOS (delay in sec)</i>		<i>C (21.8)</i>			<i>D (42.4)</i>			<i>D (39.8)</i>		
20 / 21 - Oriskany Street & Genesee Street										
Eastbound	LT	A (5.0)	0.00	m1	A (5.3)	0.16	m7	B (16.5)	0.17	45
	THRU/RT	B (15.5)	0.77	227	C (20.5)	0.88	#605	D (40.3)	0.91	#651
Westbound	LT	D (37.7)	0.53	#89	D (50.6)	0.66	#125	D (47.0)	0.64	#114
	THRU/RT	B (17.1)	0.40	303	C (30.1)	0.59	313	C (28.7)	0.58	301
Northbound	LT	D (37.2)	0.47	110	D (35.6)	0.46	112	C (32.3)	0.44	103
	THRU	D (52.8)	0.87	409	<b>E (74.1)</b>	0.90	#493	D (53.8)	0.87	424
Southbound	LT	D (38.8)	0.34	45	D (41.7)	0.37	47	C (34.8)	0.33	43
	THRU/RT	C (31.0)	0.41	160	C (29.7)	0.41	172	C (27.4)	0.4	157
<i>Average Intersection LOS (delay in sec)</i>		<i>C (25.3)</i>			<i>C (33.5)</i>			<i>D (37.4)</i>		

## Section 5—Recommendations and Conclusions

This traffic impact study evaluates the potential transportation impacts to the adjacent transportation system from the proposed MVHS IHC development. The analysis included an evaluation of existing conditions, future no-build conditions, future build conditions, and the development of recommendations to mitigate adverse impacts to study area intersection operations. Based on these analyses, it was determined that the proposed development will not have a significant adverse impact on the adjacent transportation network with the following mitigation measures implemented beyond what is expected as part of the development plan for the project:

- Ensure adequate pedestrian facilities are available from each proposed parking area to the access points of the main hospital building
- Optimize signal timings at the following intersections:
  - 3 – State Street & Lafayette Street/Emergency Department Access (PM)
  - 5 – State Street & Court Street (PM)
  - 6 – Cornelia Street & Oriskany Street (AM & PM)
  - 10 – Broadway & Oriskany/Liberty Street (AM)
  - 20/21 – Oriskany Street & Genesee Street (PM)

The study also evaluated the proposed parking included in the development plan and compared it to anticipated peak period demands. Based on this evaluation, the proposed development plan provides adequate parking for its patients, staff, and visitors.



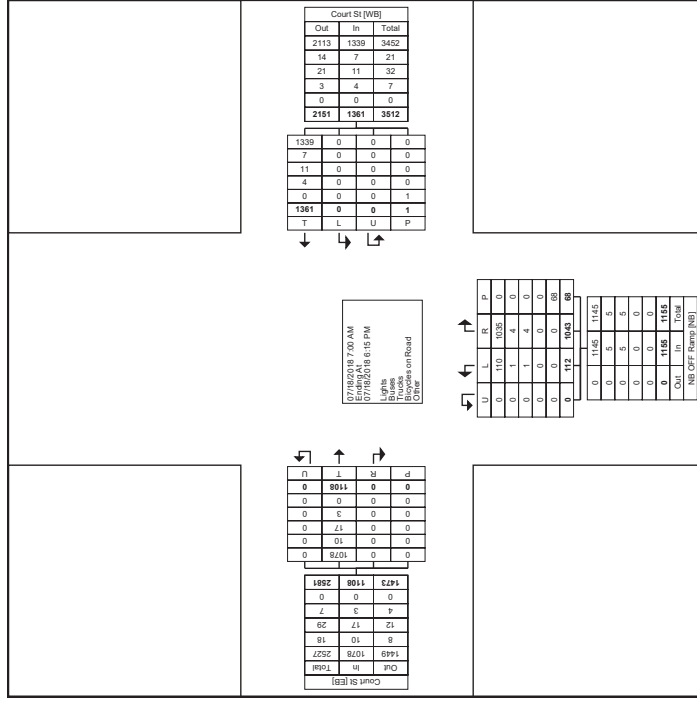
# Appendix A

## Traffic Data

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**Turning Movement Data**

Start Time	Court St Westbound				NB Off Ramp Northbound				Court St Eastbound				Int. Total	
	Thru	Left	U-Turn	Peds	Right on Red	Left	U-Turn	Peds	App. Total	Right on Red	Thru	U-Turn		Peds
7:00 AM	30	0	0	0	43	0	5	2	48	0	0	30	0	30
7:15 AM	39	0	0	0	63	0	4	0	67	0	0	40	0	40
7:30 AM	42	0	0	0	65	0	4	0	69	0	0	45	0	45
7:45 AM	61	0	0	0	131	0	7	0	138	0	0	87	0	87
Hourly Total	172	0	0	0	302	0	20	0	322	0	0	202	0	202
8:00 AM	71	0	0	0	105	0	6	0	111	0	0	67	0	67
8:15 AM	68	0	0	0	134	1	5	0	140	0	0	84	0	84
8:30 AM	60	0	0	0	97	0	5	0	102	0	0	66	0	66
8:45 AM	73	0	0	0	73	84	2	9	160	0	0	71	0	71
Hourly Total	268	0	0	0	403	86	25	0	488	0	0	268	0	268
9:00 AM	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
Grand Total	157	0	0	0	376	86	25	0	462	0	0	306	0	306
Approach %	100.0	0.0	0.0	0.0	88.9	1.4	9.7	0.0	100.0	0.0	0.0	100.0	0.0	100.0
Total %	37.6	0.0	0.0	0.0	37.6	26.3	0.4	3.1	0.0	0.0	30.6	0.0	0.0	30.6
Lights	1339	0	0	0	1339	1019	16	110	1145	0	0	1078	0	1078
% Lights	88.4	0	0	0	88.4	99.2	100.0	89.2	99.1	0	0	97.3	0	97.3
% Buses	7	0	0	0	4	0	1	0	5	0	0	10	0	10
% Buses	0.5	0	0	0	0.4	0.0	0.9	0.0	0.4	0	0	0.9	0	0.9
% Trucks	11	0	0	0	4	0	1	0	5	0	0	17	0	17
% Trucks	0.8	0	0	0	0.4	0.0	0.9	0.0	0.4	0	0	1.5	0	1.5
% Bicycles on Road	4	0	0	0	0	0	0	0	0	0	0	3	0	3
% Bicycles on Road	0.3	0	0	0	0.0	0.0	0.0	0.0	0.0	0	0	0.3	0	0.3
% Bicycles on Crosswalk	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
% Pedestrians	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
% Pedestrians	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



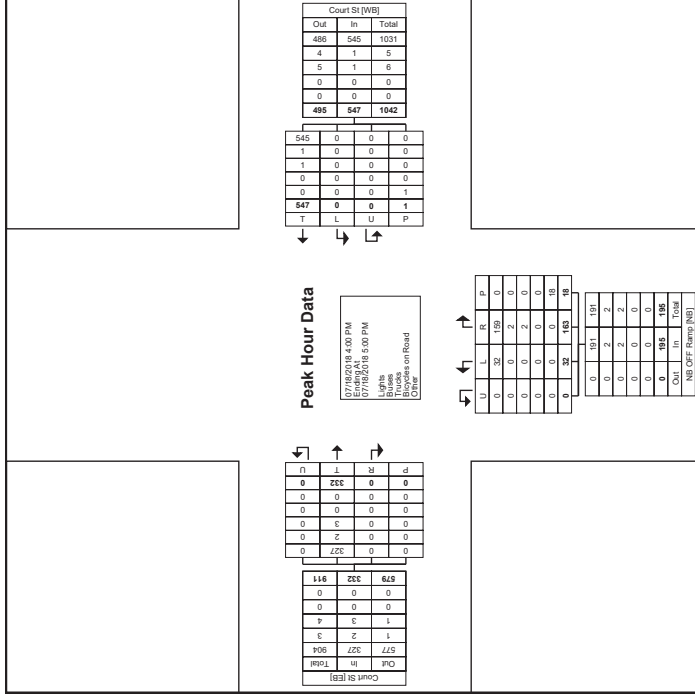
Turning Movement Data Plot





### Turning Movement Peak Hour Data (4:00 PM)

Start Time	Court St Westbound				Court St Eastbound				App. Total	Peds	App. Total	Peds	Int. Total	
	Thru	Left	U-Turn	Right on Red	Thru	Left	U-Turn	Right on Red						
4:00 PM	157	0	0	37	3	10	0	0	0	0	0	0	0	288
4:15 PM	113	0	0	44	1	7	0	0	0	0	0	0	0	256
4:30 PM	152	0	0	40	2	10	0	2	52	0	0	0	84	288
4:45 PM	125	0	0	1	123	31	5	0	7	41	0	0	65	232
Total	547	0	0	152	11	32	0	0	332	0	0	0	332	1074
Approach %	100.0	0.0	0.0	27.7	0.0	5.8	0.0	0.0	60.5	0.0	0.0	0.0	0.0	100.0
Total %	50.9	0.0	0.0	27.7	1.4	3.0	0.0	0.0	60.5	0.0	0.0	0.0	0.0	100.0
PHF	0.871	0.000	0.000	0.871	0.854	0.550	0.000	0.000	0.938	0.000	0.000	0.000	0.912	0.901
Lights	545	0	0	148	11	32	0	0	191	0	0	0	327	1063
% Lights	98.6	-	-	98.6	97.4	100.0	100.0	-	97.9	-	-	-	98.5	98.0
Buses	1	0	0	2	0	0	0	0	2	0	0	0	2	5
% Buses	0.2	-	-	1.3	0.0	0.0	-	-	1.0	-	-	-	0.6	0.5
Trucks	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
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	-	-	0.0	0.0	0.0	-	-	0.0	-	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (4:00 PM)



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Site Code: Utica, New York  
Start Date: 07/18/2018  
Location: 43, 101475, -  
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Count Name: 1. NB Off Ramp &  
Court St  
Site Code: Utica, New York  
Start Date: 07/18/2018  
Location: 43, 101475, -  
Serving Transportation Professionals Since 1995

Utica, NY  
State S/EB Off Ramp  
Wednesday, July 18, 2018  
Location: 43, 105088, -  
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Coatesville, Pennsylvania, United States, 19320  
Site Code: Utica, NY  
Start Date: 07/18/2018  
Location: 43, 105088, -  
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Count Name: 2. State St. and  
EB off-ramp  
Site Code: Utica, NY  
Start Date: 07/18/2018  
Location: 43, 105088, -  
Serving Transportation Professionals Since 1995

### Turning Movement Data

Start Time	State St Southbound					State St Northbound					EB on ramp Westbound					EB off-ramp Eastbound					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	35	0	0	0	0	0	0	0	5	26	0	0	31	29	1	27	0	57	123
7:15 AM	1	2	43	0	0	46	0	0	0	0	11	28	0	0	39	45	5	25	0	75	160
7:30 AM	0	8	48	0	0	56	0	0	0	0	6	32	0	0	38	53	5	33	0	91	185
7:45 AM	0	3	49	0	0	52	0	0	0	0	17	42	0	0	59	90	6	30	0	126	237
Hourly Total	1	13	175	0	0	189	0	0	0	0	39	128	0	0	167	217	17	115	0	349	705
8:00 AM	0	2	32	0	0	34	0	0	0	0	14	52	0	0	66	79	0	38	0	117	217
8:15 AM	0	8	35	0	0	43	0	0	0	0	8	35	0	0	43	70	1	33	0	104	190
8:30 AM	0	12	35	0	0	47	0	0	0	0	10	41	0	0	51	53	0	42	0	95	193
8:45 AM	0	4	28	0	0	32	0	0	0	0	12	47	0	0	59	66	1	42	0	109	200
Hourly Total	0	26	130	0	0	156	0	0	0	0	44	175	0	0	219	269	2	155	0	425	800
Break**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	1	40	0	0	41	0	0	0	0	21	65	0	0	86	36	1	35	0	132	316
4:15 PM	0	0	35	0	0	35	0	0	0	0	26	79	0	0	105	37	7	105	0	148	286
4:30 PM	0	2	37	0	0	39	0	0	0	0	18	135	0	0	153	49	6	95	0	150	342
4:45 PM	0	1	28	0	0	29	0	0	0	0	31	93	0	0	124	49	2	103	0	154	307
Hourly Total	0	4	140	0	0	144	0	0	0	0	96	452	0	0	528	171	16	398	0	656	1257
5:00 PM	0	1	31	0	0	32	0	0	0	0	20	120	0	0	140	30	4	107	0	147	313
5:15 PM	0	0	42	0	0	42	0	0	0	0	15	89	0	0	104	35	5	107	0	147	293
5:30 PM	0	1	40	0	0	41	0	0	0	0	10	64	0	0	74	40	2	82	0	124	239
5:45 PM	0	3	14	0	0	17	0	0	0	0	10	51	0	0	61	38	3	82	0	123	201
Hourly Total	0	5	127	0	0	132	0	0	0	0	55	324	0	0	379	143	14	378	0	535	1046
Grand Total	1	48	572	0	0	621	0	0	0	0	234	1059	0	0	1293	799	49	1046	0	1884	3808
Approach%	0.2	7.7	92.1	0.0	-	-	0.0	0.0	0.0	0.0	16.1	81.9	0.0	0.0	-	42.2	2.6	56.2	0.0	-	-
Total%	0.0	1.3	15.0	0.0	-	-	0.0	0.0	0.0	0.0	6.1	27.8	0.0	0.0	-	34.0	21.0	1.3	27.5	0.0	-
Lights	1	47	537	0	-	-	585	0	-	-	225	1040	0	-	-	1265	792	47	1014	0	-
Buses	0	0	4	0	-	-	4	0	-	-	3	2	0	-	-	5	2	0	0	-	-
% Buses	0.0	0.0	0.7	-	-	-	0.6	-	-	-	1.3	0.2	-	-	-	0.4	0.3	0.0	0.0	-	-
Trucks	0	0	31	0	-	-	32	0	-	-	8	17	0	-	-	23	5	11	31	0	-
% Trucks	0.0	2.1	3.4	-	-	-	5.2	-	-	-	2.8	1.8	-	-	-	1.8	0.8	2.0	3.0	-	-
Bicycles on Road	0	0	0	0	-	-	0	0	0	0	0	0	0	0	-	0	1	1	0	-	-
% Bicycles on Road	0.0	0.0	0.0	-	-	-	0.0	0.0	-	-	0.0	0.0	-	-	-	0.0	0.0	2.0	0.1	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	1	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20.0	-	-	-	-	-
Crosswalk Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



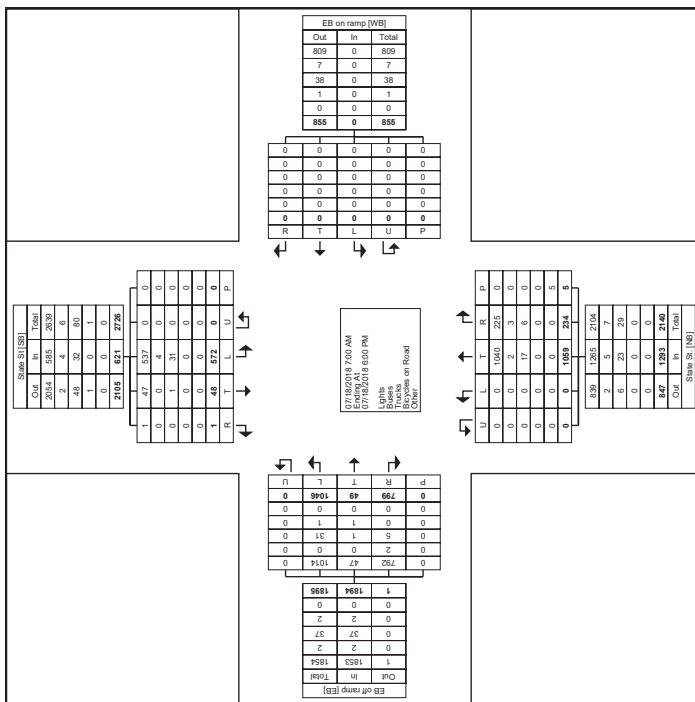
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184 Baker Rd  
Ulica, NY  
State St/EB Off Ramp  
Wednesday, July 18, 2018  
Location: 43.105088, -73.237234

Count Name: 2: State St. and  
EB off-ramp  
Site Code: Ulica,NY  
Start Date: 07/18/2018  
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Location: 43.105088, -73.237234

Count Name: 2: State St. and  
EB off-ramp  
Site Code: Ulica,NY  
Start Date: 07/18/2018  
Page No: 3



Turning Movement Data Plot

Turning Movement Peak Hour Data (7:45 AM)

Start Time	State St Southbound				EB on ramp Westbound				State St Northbound				EB off-ramp Eastbound				Int. Total								
	Right		Left		Right		Left		Right		Left		Right		Left										
	Thru	Turn	U-	Turn	Thru	Left	U-	Turn	Thru	Left	U-	Turn	Thru	Left	U-	Turn									
7:45 AM	0	3	49	0	0	0	0	0	0	0	0	17	42	0	0	59	90	6	30	0	0	128	237		
8:00 AM	0	2	32	0	0	0	0	0	0	0	0	14	52	0	0	66	79	0	38	0	0	117	217		
8:15 AM	0	8	35	0	0	0	0	0	0	0	0	8	35	0	0	43	70	1	33	0	0	104	190		
8:30 AM	0	12	35	0	0	0	0	0	0	0	0	10	41	0	0	51	53	0	42	0	0	95	193		
7:45 AM	0	25	151	0	0	176	0	0	0	0	0	49	170	0	0	219	292	7	143	0	0	442	837		
Approach %	0.0	3.0	18.0	0.0	0.0	14.2	85.8	0.0	0.0	0.0	0.0	22.4	77.6	0.0	0.0	66.1	1.6	32.4	0.0	0.0	0.0	0.0	52.8	--	
Total %	0.00	0.00	0.521	0.00	0.00	0.848	0.000	0.000	0.000	0.000	0.000	0.000	0.721	0.817	0.000	0.000	0.830	0.811	0.292	0.851	0.000	0.000	0.877	0.883	
PHF	0	0.25	0.137	0	0	0	0	0	0	0	0	0	0.45	0.163	0	0	0.208	0.290	0.7	0.136	0	0	0.433	0.803	
% Lights	0	0	0	0	0	0	0	0	0	0	0	0	2	31	0	0	3	1	0	0	0	0	0	1	5
% Buses	0	0.0	0.7	0	0	0	0	0	0	0	0	4.1	0.6	0	0	0	1.4	0.3	0.0	0.0	0	0	0	0.2	0.6
% 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
% Trucks on Road	0	0	0	0	0	0	0	0	0	0	0	4.1	35	0	0	0	3.7	0.3	0.0	4.9	0	0	0	1.8	3.3
% Bicycles on Road	0	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
% Bicycles on Pedestrian	0	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
% Pedestrians on Road	0	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 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
% Pedestrians on Pedestrian	0	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 on Road	0	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 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
% Pedestrians on Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

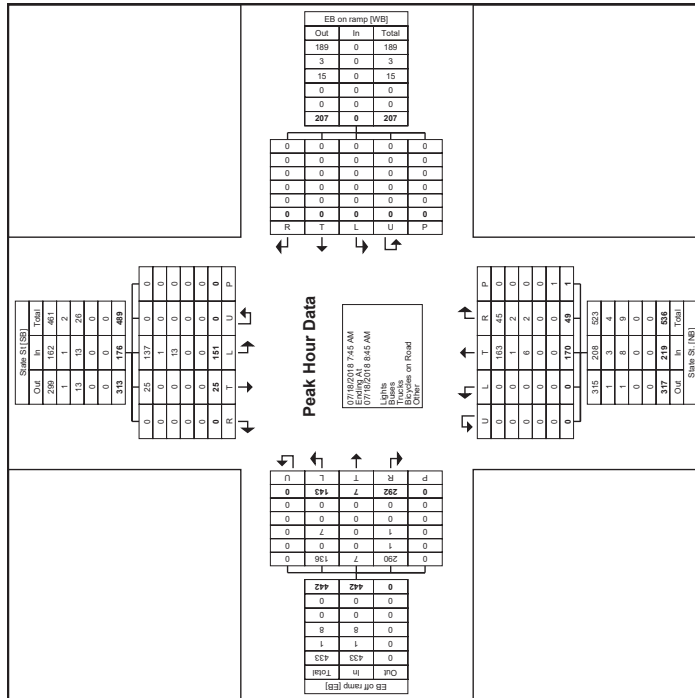


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Utica, NY  
State S/EB Off Ramp  
Wednesday, July 18, 2018  
Location: 43.105086, -75.237234

Count Name: 2, State St. and EB off-ramp  
Site Code: Utica, NY  
Start Date: 07/18/2018  
Page No: 4

Count Name: 2, State St. and EB off-ramp  
Site Code: Utica, NY  
Start Date: 07/18/2018  
Page No: 4



Turning Movement Peak Hour Data Plot (7:45 AM)



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Utica, NY  
State S/EB Off Ramp  
Wednesday, July 18, 2018  
Location: 43.105086, -75.237234

Count Name: 2, State St. and EB off-ramp  
Site Code: Utica, NY  
Start Date: 07/18/2018  
Page No: 4

### Turning Movement Peak Hour Data (4:00 PM)

Start Time	State St. Southbound			EB on ramp Westbound			State St. Northbound			EB off ramp Eastbound			Int. Total				
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left					
4:00 PM	0	1	40	0	0	0	0	0	0	0	146	36	1	95	0	132	318
4:15 PM	0	0	35	0	0	0	0	0	0	0	105	37	7	105	0	148	289
4:30 PM	0	2	37	0	0	0	0	0	0	0	153	49	6	95	0	150	342
4:45 PM	0	1	28	0	0	0	0	0	0	0	124	49	2	103	0	154	307
Total	0	4	140	0	0	0	0	0	0	0	528	171	16	388	0	695	1257
Approach %	0.0	0.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.0	13.6	1.3	31.7	0.0	46.5	--
Total %	0.000	0.500	0.875	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.663	0.872	0.574	0.848	0.000	0.950	0.919
PHF	0.000	0.500	0.875	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.663	0.872	0.574	0.848	0.000	0.950	0.919
% Lights	0	4	133	0	0	0	0	0	0	0	522	171	16	390	0	577	1236
% Buses	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0
% Bikes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crosswalk	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
% Pedestrians	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
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0





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Coatesville, Pennsylvania, United States 19320  
Tel: 610-466-1469  
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Count Name: 2, State St. and  
EB off-ramp  
Site Code: Utica, NY  
Start Date: 07/18/2018  
Location: 43.105088, -  
73.237234

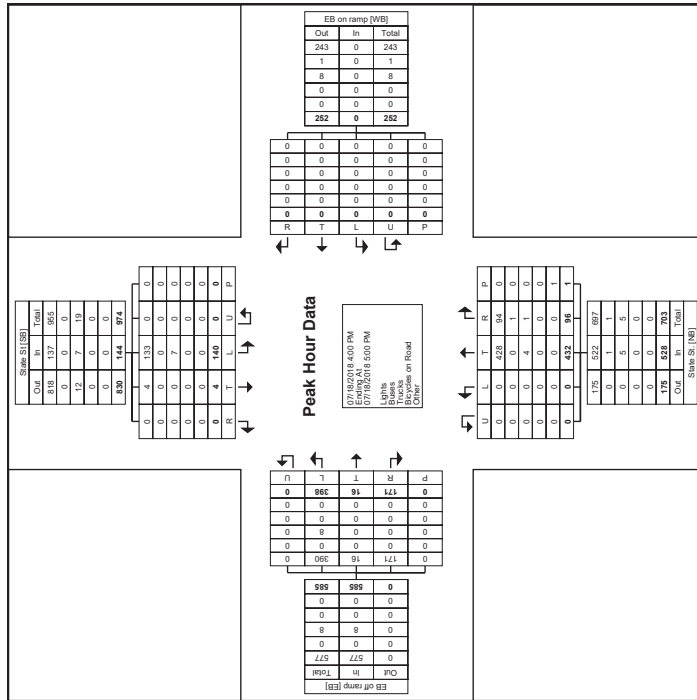
Count Name: 2, State St. and  
EB off-ramp  
Site Code: Utica, NY  
Start Date: 07/18/2018  
Location: 43.105088, -  
73.237234



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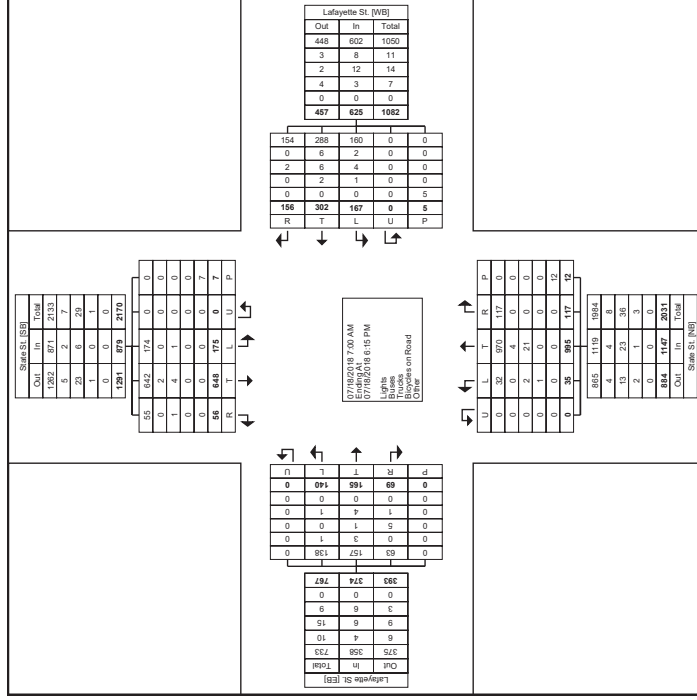
Count Name: 2, State St. and  
EB off-ramp  
Site Code: Utica, NY  
Start Date: 07/18/2018  
Location: 43.105088, -  
73.237234



Turning Movement Peak Hour Data Plot (4:00 PM)

**Turning Movement Data**

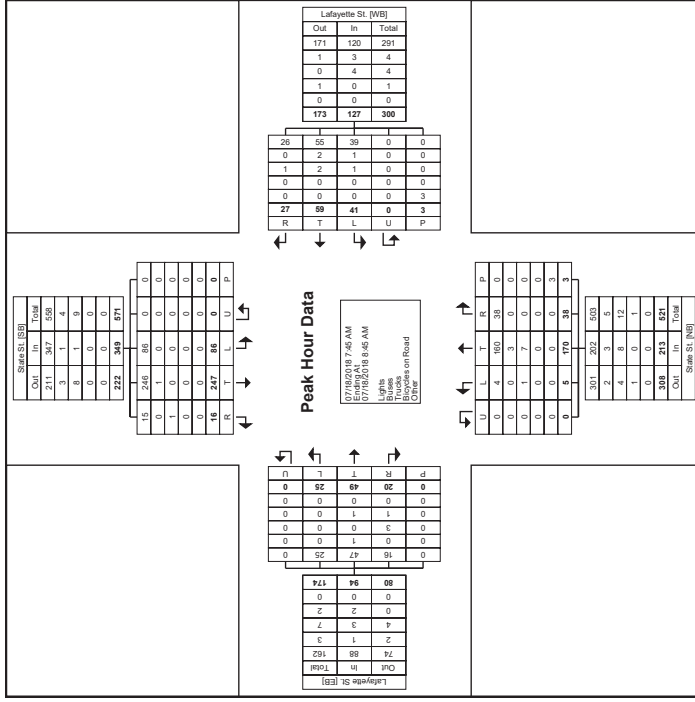
Start Time	State St. Southbound					Lafayette St. Westbound					State St. Northbound					Lafayette St. Eastbound														
	Rgh	Lon	Thru	Left	Totals	U.S.	App.	Rgh	Lon	Thru	Left	Totals	U.S.	App.	Rgh	Lon	Thru	Left	Totals	U.S.	App.	Rgh	Lon	Thru	Left	Totals				
7:00 AM	1	0	19	8	0	0	28	1	2	8	5	0	0	16	4	0	23	1	0	0	1	28	2	1	4	4	0	0	11	83
7:15 AM	1	0	32	5	0	0	42	1	2	22	6	0	0	30	6	1	33	1	0	0	41	4	0	3	4	0	0	11	124	
7:30 AM	3	1	41	16	0	1	61	2	9	10	0	0	22	7	0	43	0	0	0	41	4	2	9	6	0	0	0	19	143	
7:45 AM	3	0	70	23	0	0	96	7	2	19	13	0	0	41	12	0	43	0	0	2	56	4	2	9	0	0	0	20	212	
Hourly Total	8	1	162	56	0	1	227	10	7	58	34	0	0	109	29	1	131	4	0	3	165	12	5	25	19	0	0	61	562	
8:00 AM	1	1	67	18	0	0	87	7	1	16	10	0	0	34	5	1	51	1	0	1	58	5	2	11	10	0	0	28	207	
8:15 AM	9	1	54	26	0	0	90	2	5	10	7	0	0	24	10	1	34	0	0	0	45	1	4	12	3	0	0	20	179	
8:30 AM	1	0	95	19	0	0	114	2	14	11	0	0	28	9	0	42	4	0	0	55	2	0	17	7	0	0	26	185		
8:45 AM	8	1	43	17	0	0	69	5	3	14	14	0	1	36	6	5	49	3	0	0	63	5	6	10	4	0	0	25	193	
Hourly Total	19	3	220	80	0	0	322	15	11	54	42	0	4	122	30	7	176	8	0	1	221	13	12	50	24	0	0	99	764	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	47	9	648	175	0	7	879	112	44	302	167	0	5	625	104	13	995	35	0	12	1147	44	25	165	140	0	0	374	3025	
Approach	5.3	1.0	73.7	18.9	0.0	-	179.9	7.0	48.3	26.7	0.0	-	9.1	1.1	88.7	3.1	0.0	-	-	-	-	118.8	6.7	44.1	37.4	0.0	-	-	-	
Total %	1.6	0.3	21.4	5.8	0.0	-	20.1	3.7	1.5	10.0	5.5	0.0	-	20.7	3.4	0.4	32.9	1.2	0.0	-	37.9	1.5	0.8	5.5	4.6	0.0	-	12.4	-	
Lights	4.6	0.9	64.2	17.4	0.0	-	87.1	11.0	44	288	160	0	-	602	104	13	970	32	0	-	1119	40	23	157	138	0	-	358	2950	
% Lights	97.9	100.0	99.1	99.4	-	-	99.1	98.2	100.0	95.4	95.8	-	96.3	100.0	100.0	95.9	91.4	-	-	-	97.8	90.9	92.0	95.2	98.6	-	-	95.7	97.5	
Buses	0	0	2	0	0	0	2	0	0	6	2	0	0	8	0	0	4	0	0	0	4	0	0	0	3	1	0	4	18	
% Buses	0.0	0.0	0.3	0.0	0.0	-	0.2	0.0	0.0	2.0	1.2	0.0	-	1.3	0.0	0.0	0.4	0.0	-	-	0.3	0.0	0.0	1.8	0.7	0.0	-	1.1	0.6	
Trucks	1	0	4	1	0	0	6	2	0	6	4	0	0	12	0	0	21	2	0	0	23	4	1	1	0	0	0	6	47	
% Trucks	2.1	0.0	0.6	0.8	0.0	-	0.7	1.8	0.0	2.0	2.4	-	-	1.3	0.0	0.0	2.1	5.7	-	-	2.0	8.1	4.0	0.6	0.0	-	-	1.6	1.6	
Bicycles on Road	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	1	0	0	0	1	0	1	4	1	0	0	6	10	
% Bicycles on Road	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.7	0.6	-	-	0.5	0.0	0.0	0.0	0.0	0.0	-	0.1	0.0	4.0	2.4	0.7	-	-	1.6	0.3	
Bicycles on Sidewalk	0	0	0	0	0	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 Sidewalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	



Turning Movement Data Plot

**Turning Movement Peak Hour Data (7:45 AM)**

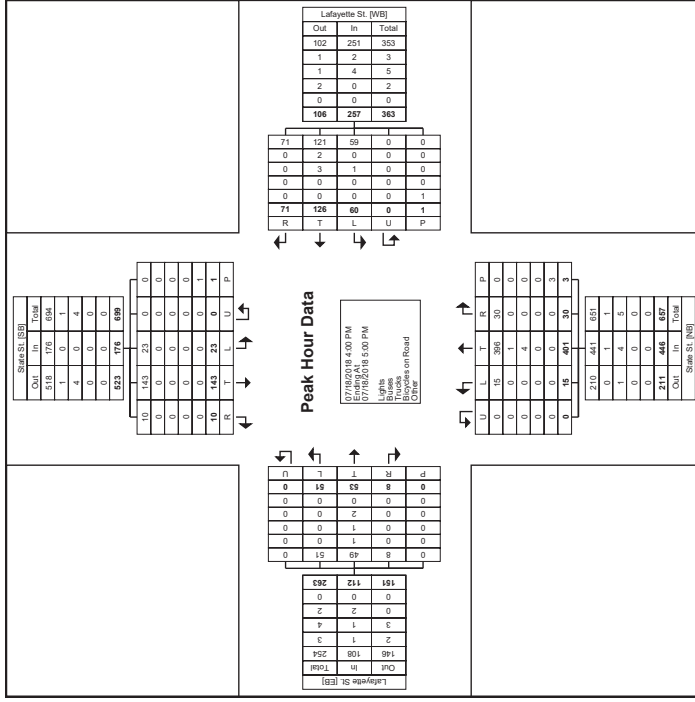
Start Time	State St. Southbound			Lafayette St. Westbound			State St. Northbound			Lafayette St. Eastbound			Int. Ped Tot															
	Rgh Lon	Thru	Left	Rgh Lon	Thru	Left	Rgh Lon	Thru	Left	Rgh Lon	Thru	Left																
7:45 AM	3	0	70	23	0	0	7	2	19	13	0	0	41	12	0	43	0	0	2	55	4	2	9	5	0	0	20	212
8:00 AM	1	1	67	18	0	0	7	1	16	10	0	0	34	5	1	51	1	0	1	38	5	2	11	10	0	0	28	207
8:15 AM	9	1	54	26	0	0	2	5	10	7	0	0	24	10	1	34	0	0	0	45	1	4	12	3	0	0	20	179
8:30 AM	1	0	56	19	0	0	1	2	14	11	0	0	28	9	0	42	4	0	0	55	2	0	17	7	0	0	26	185
<b>Total</b>	<b>14</b>	<b>2</b>	<b>247</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>10</b>	<b>59</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>127</b>	<b>36</b>	<b>2</b>	<b>170</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>213</b>	<b>12</b>	<b>6</b>	<b>49</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>793</b>
Approach	4.0	0.6	70.8	24.6	0.0	0.0	13.4	7.9	46.5	32.3	0.0	0.0	16.9	0.9	79.8	2.3	0.0	0.0	12.8	8.5	52.1	26.6	0.0	0.0	0.0	0.0	12.0	-
Totals	1.8	0.3	31.5	11.0	0.0	0.0	44.6	2.2	1.3	7.5	5.2	0.0	16.2	4.6	0.3	21.7	0.6	0.0	27.2	1.5	1.0	6.3	3.2	0.0	0.0	0.0	12.0	-
PHF	0.38	0.50	0.862	0.827	0.000	0.000	0.999	0.807	0.800	0.776	0.788	0.000	0.774	0.750	0.509	0.833	0.313	0.000	0.916	0.600	0.800	0.721	0.625	0.000	0.000	0.000	0.839	0.923
Lights	13	2	246	86	0	0	347	16	10	55	39	0	120	36	2	160	4	0	202	10	6	47	25	0	0	88	757	
% Lights	92.9	100.0	90.6	100.0	-	-	89.4	84.1	100.0	93.2	95.1	-	94.5	100.0	100.0	84.1	80.0	-	94.8	83.3	75.0	95.9	100.0	-	-	93.6	96.7	
% Buses	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	0.0	0.0	0.0	0.0	1.8
% Trucks	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	0.0	0.0	3.16
% Trucks on Road	7.1	0.0	0.0	0.0	-	-	0.3	5.9	0.0	3.4	2.4	-	3.1	0.0	0.0	4.1	20.0	-	3.8	16.7	12.5	0.0	0.0	-	-	3.2	2.0	
% Bicycles on Road	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2
% Bicycles on Road	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
% Pedestrian	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% Pedestrian	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (7:45 AM)

Turning Movement Peak Hour Data (4:00 PM)

Start Time	State St, Southbound			Lafayette St, Westbound			State St, Northbound			Lafayette St, Eastbound			Int. Ped Tot		
	Rgh	Thru	Left	Rgh	Thru	Left	Rgh	Thru	Left	Rgh	Thru	Left			
4:00 PM	2	0	32	5	0	0	37	13	4	28	17	0	0	31	252
4:15 PM	2	1	29	5	0	0	37	17	2	30	15	0	1	64	5
4:30 PM	1	1	42	6	0	0	50	17	5	36	19	0	0	77	5
4:45 PM	2	1	40	7	0	1	50	10	3	32	9	0	0	54	12
<b>Total</b>	<b>7</b>	<b>3</b>	<b>143</b>	<b>23</b>	<b>0</b>	<b>1</b>	<b>176</b>	<b>57</b>	<b>14</b>	<b>126</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>257</b>	<b>27</b>
Approach	4.0	1.7	81.3	13.1	0.0	0.0	22.2	5.4	49.0	23.3	0.0	0.0	0.0	61.0	47.3
Total %	0.7	0.3	14.4	2.3	0.0	0.0	17.8	5.8	1.4	12.7	6.1	0.0	0.0	25.9	11.3
PHF	0.97	0.750	0.851	0.821	0.000	0.000	0.860	0.838	0.700	0.875	0.789	0.000	0.000	0.684	0.750
Lights	7	3	143	23	0	0	176	57	14	121	59	0	0	251	27
% Lights	100	100	100	100	0	0	100	100	100	98.3	98.8	100	0	97.7	100
% Buses	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	0.0	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 Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% Bicycles on Road	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrian	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% Pedestrian	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (4:00 PM)



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184 Baker Rd  
Columbia, PA 17017  
Coatesville, Pennsylvania, United States, 19320  
Start Date: 07/18/2018  
Location: 43.104251, -75.237623  
Serving Transportation Professionals Since 1995

Count Name: 3. State St. and Lafayette St.  
Site Code: Ulita, New York  
Start Date: 07/18/2018  
Page No: 7

Ulita, NY  
State St/Columbia St  
Wednesday, July 18, 2018  
Location: 43.103556, -75.230103

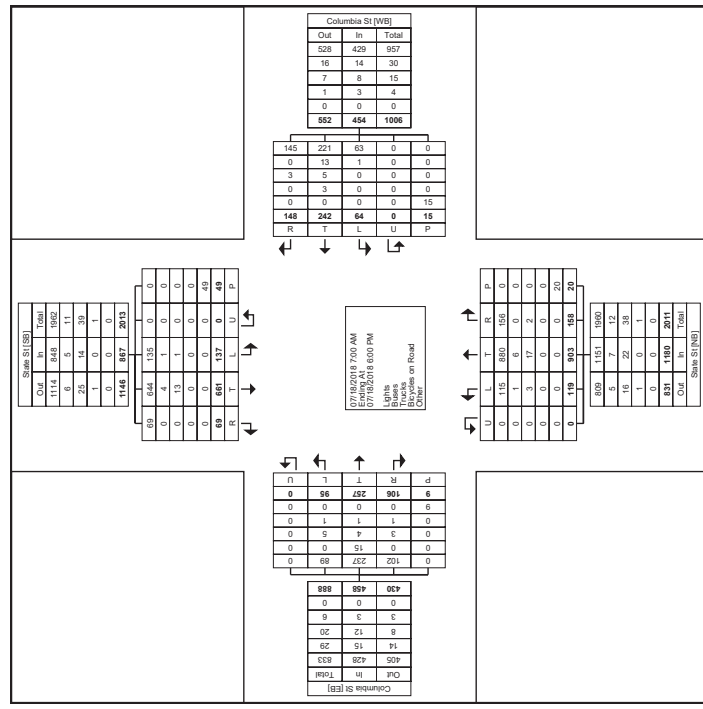


www.TSTData.com  
184 Baker Rd  
Columbia, PA 17017  
Coatesville, Pennsylvania, United States, 19320  
Start Date: 07/18/2018  
Location: 43.103556, -75.230103  
Serving Transportation Professionals Since 1995

Count Name: 4. State St and Columbia St  
Site Code: Ulita, New York  
Start Date: 07/18/2018  
Page No: 1

### Turning Movement Data

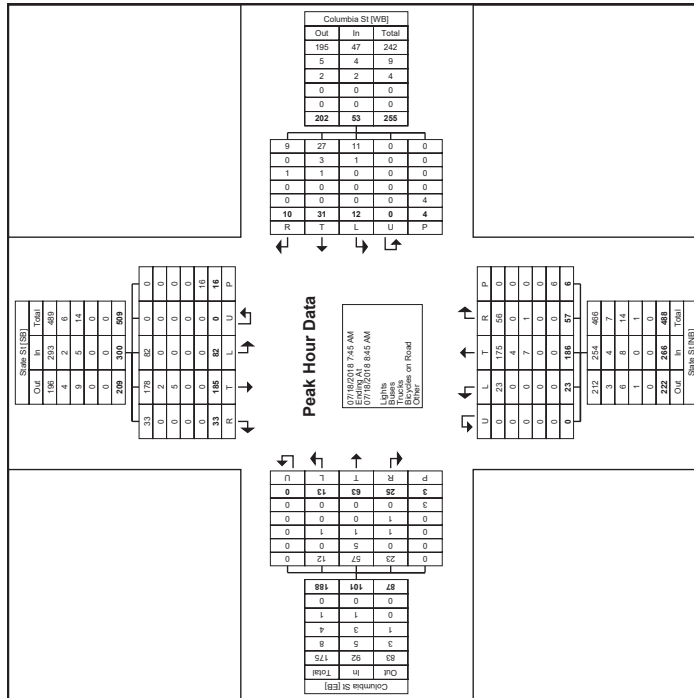
Start Time	Columbia St Eastbound			Columbia St Westbound			Northbound			Southbound			State St																	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right														
7:00 AM	1	6	2	0	0	1	9	0	6	1	3	0	0	10	4	24	4	0	0	0	32	2	25	1	0	0	2	28	79	
7:15 AM	1	9	3	0	0	1	13	1	5	2	2	0	2	10	3	35	6	2	0	0	46	7	36	1	1	0	0	45	114	
7:30 AM	1	11	3	0	0	1	16	0	7	2	3	0	0	12	2	32	5	3	0	0	42	8	34	3	1	0	3	46	116	
7:45 AM	0	13	3	0	0	0	19	7	8	1	3	0	1	19	9	51	5	4	0	0	69	20	59	12	2	0	2	93	200	
Hourly Total	3	39	11	4	0	3	57	8	26	6	11	0	3	51	16	142	20	9	0	1	189	37	154	17	4	0	7	212	500	
8:00 AM	6	18	8	2	0	1	34	0	10	2	3	0	0	15	7	46	11	1	0	1	65	25	38	5	3	0	1	71	185	
8:15 AM	3	20	7	0	0	1	30	3	6	0	0	0	0	9	3	43	23	3	0	1	72	23	43	4	1	0	5	71	182	
8:30 AM	4	12	1	0	0	1	18	2	7	1	0	0	3	10	4	46	8	2	0	3	60	14	45	6	1	0	8	65	153	
8:45 AM	4	14	2	1	0	1	21	3	13	4	0	0	20	9	53	5	0	0	3	67	7	52	6	1	0	3	66	174		
Hourly Total	17	64	18	4	0	4	103	8	36	7	3	0	3	54	23	188	47	6	0	8	264	69	178	21	5	0	17	273	684	
4:00 PM	22	24	16	1	0	0	63	6	36	13	4	0	1	59	14	84	6	0	0	1	104	4	50	3	0	0	5	57	283	
4:15 PM	5	20	5	0	0	0	30	9	20	7	6	0	1	42	8	75	16	0	0	3	99	3	37	1	0	0	3	41	212	
4:30 PM	13	36	7	2	0	1	57	10	32	26	11	0	0	79	16	77	10	1	0	4	104	2	55	5	0	0	2	62	302	
4:45 PM	12	20	2	4	0	0	38	4	20	11	5	0	1	40	6	80	7	0	0	0	93	6	42	0	0	0	5	48	219	
Hourly Total	52	98	30	7	0	1	188	39	108	57	26	0	3	220	44	316	39	1	0	8	400	15	184	9	0	0	15	208	1016	
5:00 PM	7	19	4	3	0	0	27	6	23	12	4	0	1	45	12	93	8	1	0	0	114	5	32	3	0	0	0	40	232	
5:15 PM	6	12	7	2	0	0	27	2	19	8	0	0	3	29	14	73	9	0	0	0	89	5	33	4	0	0	1	42	196	
5:30 PM	2	14	9	1	0	0	26	7	14	5	0	0	27	5	52	7	1	0	0	65	3	40	3	0	0	0	2	46	184	
5:45 PM	8	10	2	4	0	1	24	4	16	6	2	0	2	28	3	39	8	2	0	3	52	3	40	3	0	0	1	46	150	
Hourly Total	23	65	22	10	0	1	110	19	72	27	11	0	6	129	34	257	32	4	0	3	327	16	145	13	0	0	10	174	740	
Grand Total	95	257	81	25	0	9	458	64	242	97	51	0	15	454	119	903	138	20	0	20	1180	137	661	60	9	0	49	867	2869	
Approach %	20.7	56.1	17.7	5.5	0.0	0.0	0.0	14.1	53.3	21.4	11.2	0.0	0.0	10.1	76.5	11.7	1.7	0.0	0.0	0.0	15.8	76.2	6.9	1.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	3.2	8.7	2.7	0.8	0.0	0.0	0.0	15.5	2.2	8.2	3.3	1.7	0.0	0.0	15.3	4.0	30.5	4.7	0.7	0.0	39.8	4.6	22.3	2.0	0.3	0.0	0.0	0.0	29.3	0.0
Lights	89	237	78	24	0	0	429	63	221	94	51	0	0	429	115	880	336	20	0	0	1161	135	644	60	0	0	0	848	2866	
% Lights	93.7	92.2	98.3	96.0	0.0	0.0	93.4	98.4	91.3	96.9	100.0	0.0	0.0	94.5	96.6	97.5	98.6	100.0	0.0	97.5	96.5	97.4	90.0	100.0	0.0	0.0	0.0	87.8	99.5	
Bluses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bluses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	5	4	3	0	0	0	12	0	5	3	0	0	0	8	3	17	2	0	0	0	22	1	13	0	0	0	0	0	14	56
% Trucks	5.3	1.6	3.7	0.0	0.0	0.0	2.6	0.0	2.1	3.1	0.0	0.0	0.0	1.8	2.5	1.9	1.4	0.0	0.0	0.0	1.9	0.7	2.0	0.0	0.0	0.0	0.0	0.0	1.6	1.9
Bicycles on Road	1	1	0	1	0	0	3	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
% Bicycles on Road	1.1	0.4	0.0	4.0	0.0	0.0	0.7	0.0	1.2	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Bicycles Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrian s	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% Pedestrian s	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Turning Movement Data Plot

**Turning Movement Peak Hour Data (7:45 AM)**

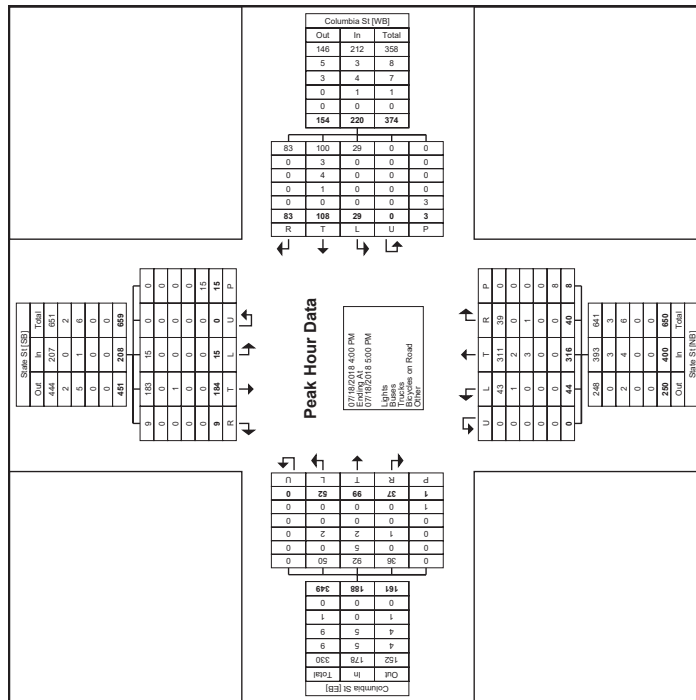
Start Time	Columbia St Eastbound				Columbia St Westbound				State St Northbound				State St Southbound			
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
7:45 AM	0	13	3	0	7	8	1	0	9	51	5	4	20	59	12	2
8:00 AM	6	18	8	2	0	10	2	3	7	46	11	1	25	38	5	3
8:15 AM	3	20	7	0	3	6	0	0	3	43	23	3	1	72	23	4
8:30 AM	4	12	1	0	2	7	1	0	4	48	8	2	14	45	6	0
<b>Total</b>	<b>13</b>	<b>63</b>	<b>19</b>	<b>0</b>	<b>12</b>	<b>31</b>	<b>4</b>	<b>0</b>	<b>53</b>	<b>231</b>	<b>47</b>	<b>10</b>	<b>62</b>	<b>185</b>	<b>27</b>	<b>6</b>
<b>Approach</b>	12.9 62.4 18.8 5.9 0.0				- 22.6 58.5 7.5 11.3 0.0				8.6 69.9 17.7 3.8 0.0				- 27.3 61.7 9.0 2.0 0.0			
<b>Total %</b>	1.8 8.8 2.6 0.8 0.0				14.0 17.4 4.3 0.6 0.8 0.0				7.4 3.2 25.8 8.5 1.4 0.0				38.9 11.4 25.7 3.8 0.8 0.0			
<b>PHF</b>	0.24 0.786 0.594 0.800 0.000				0.749 0.429 0.775 0.500 0.500 0.000				0.697 0.639 0.976 0.511 0.625 0.000				0.924 0.820 0.784 0.583 0.500 0.000			
<b>Lights</b>	12 57 18 5 0				11 27 3 6 0				47 23 175 46 10 0				254 82 178 27 6 0			
<b>% Lights</b>	92.3 90.5 94.7 83.3				91.3 91.7 87.1 75.0 100.0				88.7 90.0 94.1 97.9 100.0				95.9 100.0 96.2 90.0 100.0			
<b>% Buses</b>	0.0 7.9 0.0 0.0				5.0 8.3 9.7 0.0 0.0				7.5 0.0 2.2 0.0 0.0				1.5 0.0 1.1 0.0 0.0			
<b>% Trucks</b>	1.1 1.0 0.0				3.0 3.0 3.2 25.0 0.0				3.8 0.0 3.8 2.1 0.0				3.9 0.0 2.7 0.0 0.0			
<b>% Bicycles on Road</b>	0.0 0.0 0.0 0.0				0.0 0.0 0.0 0.0				0.0 0.0 0.0 0.0				0.0 0.0 0.0 0.0			
<b>% Bicycles on Crosswalk</b>	0.0 0.0 0.0 0.0				0.0 0.0 0.0 0.0				0.0 0.0 0.0 0.0				0.0 0.0 0.0 0.0			
<b>% Pedestrian</b>	0.0 0.0 0.0 0.0				0.0 0.0 0.0 0.0				0.0 0.0 0.0 0.0				0.0 0.0 0.0 0.0			



Turning Movement Peak Hour Data Plot (7:45 AM)

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Columbia St Eastbound				Columbia St Westbound				State St Northbound				State St Southbound			
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn
4:00 PM	22	24	16	1	6	36	13	4	0	1	50	14	84	6	0	0
4:15 PM	5	20	5	0	9	20	7	6	0	1	42	8	75	16	0	0
4:30 PM	13	35	7	2	10	32	26	11	0	0	79	16	77	10	1	0
4:45 PM	12	20	2	4	4	20	11	5	0	1	40	6	80	7	0	0
<b>Total</b>	<b>52</b>	<b>99</b>	<b>30</b>	<b>7</b>	<b>29</b>	<b>108</b>	<b>57</b>	<b>26</b>	<b>0</b>	<b>2</b>	<b>220</b>	<b>44</b>	<b>316</b>	<b>39</b>	<b>0</b>	<b>0</b>
Approach	27.7 52.7 16.0 3.7 0.0 - 13.2 49.1 25.9 11.8 0.0 - 11.0 79.0 9.8 0.3 0.0 - 7.2 88.5 4.3 0.0 0.0 -															
Total %	15.1 9.7 3.0 0.7 0.0 - 18.5 2.9 10.6 5.6 2.6 0.0 - 21.7 4.3 31.1 3.9 0.1 0.0 - 39.4 1.5 18.1 0.9 0.0 0.0 - 20.5 -															
PHF	0.59 0.70 0.48 0.49 0.00 - 0.74 0.75 0.70 0.54 0.59 0.00 - 0.69 0.68 0.50 0.69 0.20 0.00 - 0.92 0.85 0.36 0.60 0.00 0.00 - 0.69 0.84 1															
Lights	50 92 29 7 0 - 178 29 100 57 26 0 - 212 43 311 38 1 0 - 393 15 183 9 0 0 - 207 990															
% Buses	96.2 92.0 96.7 100.0 - 94.7 90.0 92.6 100.0 0.0 - 96.4 97.7 96.4 97.4 100.0 - 98.3 100.0 95.5 100.0 - 98.3 100.0 95.5 100.0 - 99.5 97.4															
% Buses	0.0 5.1 0.0 0.0 - 2.7 0.0 2.8 0.0 0.0 - 1.4 2.3 0.6 0.0 0.0 - 0.8 0.0 0.0 0.0 - 0.4 0.1 0.0 0.0 - 0.0 1.1															
% Trucks	2 2 1 0 0 - 5 0 4 0 0 - 4 0 3 1 0 0 - 4 0 1 0 0 - 0 1 14															
% Trucks	3.8 2.0 3.3 0.0 - 2.7 3.0 3.7 0.0 0.0 - 1.8 0.0 0.9 2.6 0.0 - 1.0 0.0 0.5 0.0 - 0.5 0.5 0.0 0.0 - 0.0 1.4															
% Bicycles on Road	0 0 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															
% Bicycles on Road	0.0 0.0 0.0 0.0 - 0.0 0.0 0.9 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 0.0 0.0 - 0.0 0.1															
Bicycles on Road	- - - - - 0 - - - - - 1 - - - - - 0 - - - - - 4 - - - - -															
% Bicycles on Crosswalk	- - - - - 0.0 - - - - - 33.3 - - - - - 0.0 - - - - - 26.7 - - - - -															
Pedestrian %	- - - - - 1 - - - - - 2 - - - - - 8 - - - - - 11 - - - - -															
Pedestrian %	- - - - - 100.0 - - - - - 66.7 - - - - - 100.0 - - - - - 73.3 - - - - -															



Turning Movement Peak Hour Data Plot (4:00 PM)





Ulita, NY  
 State St/Court S  
 Wednesday, July 18, 2018  
 Location: 43.101268, -  
 73.239344

www.TSTData.com  
 184 Baker Rd

Coatesville, Pennsylvania, United States, 19320  
 Site Code: Ulita, New York  
 Start Date: 07/18/2018  
 Serving Transportaiton Professionals Since 1995

Count Name: 5, State St, and  
 Court St

### Turning Movement Data

Start Time	State St, Southbound					Court St, Westbound					State St, Northbound					Court St, Eastbound													
	Rgh	Lon	Thru	Left	Totals	Rgh	Lon	Thru	Left	Totals	U.S.	App.	Rgh	Lon	Thru	Left	Totals	U.S.	App.	Rgh	Lon	Thru	Left	Totals					
7:00 AM	3	0	19	4	0	2	26	1	1	19	0	0	21	1	1	15	10	0	1	27	2	54	15	0	78	152			
7:15 AM	2	3	28	5	0	38	10	0	0	38	0	0	38	0	0	17	10	0	27	12	2	66	21	0	101	200			
7:30 AM	1	0	25	0	0	31	5	3	6	0	4	0	2	15	7	0	2	24	20	5	68	25	0	1	118	222			
7:45 AM	12	2	39	15	0	68	17	1	37	9	0	64	3	33	13	0	51	34	5	121	26	3	186	369	0				
Hourly Total	18	5	109	29	0	161	33	5	114	18	0	170	4	80	40	0	129	73	14	309	87	0	6	483	943				
8:00 AM	2	3	29	7	0	41	13	1	45	8	0	67	5	25	14	0	45	31	4	119	25	0	3	179	332				
8:15 AM	6	4	32	13	0	55	8	1	44	4	0	57	7	28	17	0	52	30	3	159	42	0	0	234	398				
8:30 AM	3	1	25	9	0	4	38	12	0	43	9	0	64	1	20	12	0	34	27	2	119	28	0	2	176	312			
8:45 AM	12	2	32	16	0	62	14	1	44	7	0	66	8	1	33	19	0	61	32	6	114	28	0	2	180	369			
Hourly Total	23	10	118	45	0	196	47	3	176	28	0	254	21	13	106	62	0	162	120	15	511	123	0	7	769	1411			
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
--- BREAK ---																													
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:00 PM	7	5	45	17	0	74	29	4	123	11	0	3	167	5	0	35	18	0	2	58	24	3	91	36	0	3	153	452	
4:15 PM	15	2	35	9	0	61	10	4	63	10	0	1	87	3	1	39	19	0	1	62	27	8	83	36	1	0	154	364	
4:30 PM	17	8	44	14	0	83	16	6	116	11	0	0	149	3	0	28	18	0	1	49	35	3	67	33	0	3	138	410	
4:45 PM	5	6	37	11	0	59	13	1	94	13	0	1	121	6	1	51	19	0	2	67	33	72	33	0	5	141	388		
Hourly Total	44	21	161	51	0	277	69	15	386	45	0	5	524	17	2	143	74	0	6	268	119	17	315	156	1	11	566	1682	
5:00 PM	7	3	32	5	0	47	21	0	99	14	0	134	3	3	58	17	0	5	81	25	1	67	27	0	0	129	382		
5:15 PM	11	0	30	6	0	47	18	3	74	3	0	4	98	4	1	39	23	0	4	67	42	2	85	30	0	0	159	371	
5:30 PM	8	3	33	7	0	51	14	2	51	4	0	5	71	3	0	26	10	0	1	39	33	0	45	31	0	0	109	270	
5:45 PM	7	3	44	7	0	61	9	4	51	3	0	3	67	0	2	20	15	0	1	37	24	1	62	22	0	1	109	274	
Hourly Total	33	9	139	25	0	206	62	9	275	24	0	12	370	10	6	143	65	0	11	224	124	4	259	110	0	1	497	1297	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	118	45	627	150	0	960	210	32	961	115	0	33	1318	52	16	472	241	0	28	781	438	50	1390	456	1	25	2398	5275	
Approach Total	14.0	5.4	62.7	17.9	0.0	-	-	15.9	2.4	72.9	8.7	0.0	-	-	6.7	2.0	69.4	30.9	0.0	-	18.7	2.1	59.6	19.5	0.0	-	-		
Total %	2.2	0.9	10.0	2.8	0.0	-	-	15.9	4.0	8.2	2.2	0.0	-	-	25.0	1.0	0.3	8.9	4.6	0.0	-	14.8	8.3	0.9	26.4	8.6	0.0	-	
Lefts %	1.6	44	51.2	94.6	0	-	-	816	209	32	944	110	0	-	-	1286	52	15	463	239	0	-	769	423	49	1376	443	1	-
% Lefts	98.3	97.8	97.2	97.3	-	-	-	97.4	98.5	100.0	98.2	95.7	-	-	-	98.3	100.0	93.8	98.1	99.2	-	-	98.5	97.0	98.0	98.9	97.1	100.0	-
Right %	0	0	3	1	0	-	-	4	0	0	7	0	-	-	0	0	0	0	0	0	-	-	3	6	0	8	3	0	-
% Right	0.0	0.0	0.6	0.7	-	-	-	0.6	0.0	0.0	0.7	2.6	-	-	0.8	0.0	0.0	0.6	0.0	-	-	0.4	1.4	0.0	0.6	0.7	0.0	-	
% Trucks	2	0	12	3	0	-	-	16	1	0	6	2	0	-	-	11	0	6	1	0	-	-	8	7	0	6	0	-	
% Trucks on Road	1.7	2.2	2.3	2.0	-	-	-	2.1	0.5	0.0	0.8	1.7	-	-	0.8	0.0	6.3	13.3	0.4	-	-	1.0	1.6	0.0	0.4	2.2	0.0	-	
% Bicycles on Road	0	0	0	0	0	-	-	0	0	0	0	0	-	-	0	0	0	0	0	-	-	1	0	1	0	0	-		
% Bicycles on Road	0.0	0.0	0.0	0.0	-	-	-	0.0	0.0	0.2	0.0	-	-	-	0.2	0.0	0.0	0.0	0.4	-	-	0.1	0.0	2.0	0.1	0.0	0.0	-	
Bicycles on Road	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
% Bicycles on Road	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		

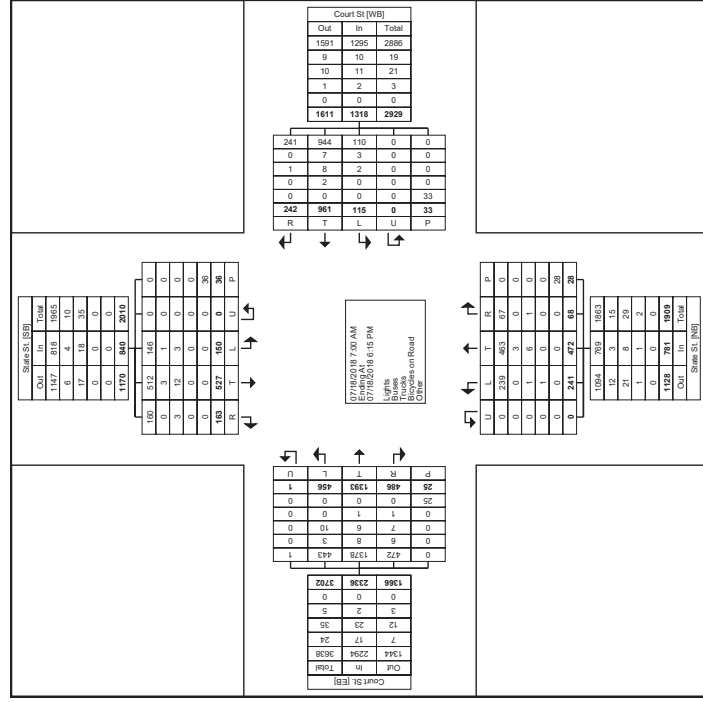


Ulita, NY  
 State St/Court S  
 Wednesday, July 18, 2018  
 Location: 43.101268, -  
 73.239344

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Count Name: 5, State St, and  
 Court St

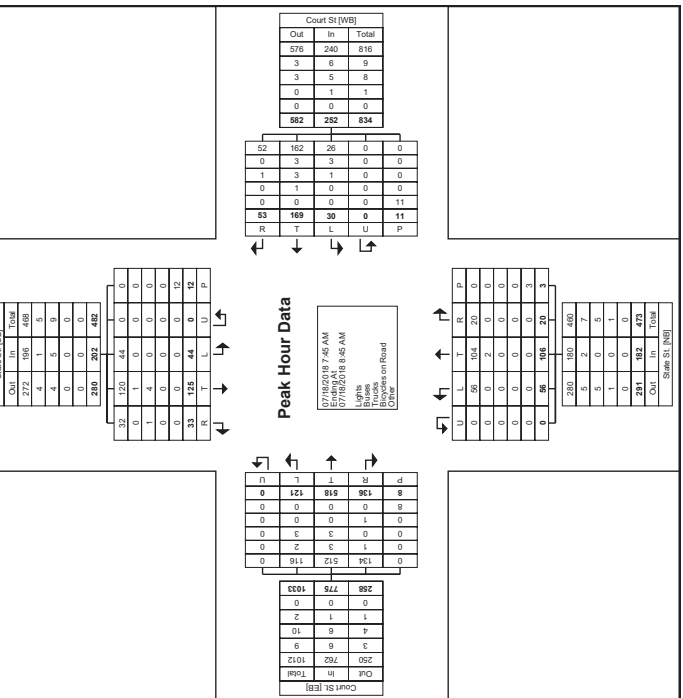


Turning Movement Data Plot

### Turning Movement Peak Hour Data (7:45 AM)

Start Time	State St. Southbound				Court St. Westbound				State St. Northbound				Court St. Eastbound																	
	Rgh	Ln	Thru	Left	Rgh	Ln	Thru	Left	Rgh	Ln	Thru	Left	Rgh	Ln	Thru	Left														
7:45 AM	12	2	39	15	0	4	66	17	1	37	9	0	0	64	3	2	33	13	0	0	51	34	0	121	26	0	3	186	360	
8:00 AM	2	3	29	7	0	1	41	13	1	45	8	0	0	67	5	1	23	14	0	1	45	31	4	119	23	0	3	179	332	
8:15 AM	6	4	32	13	0	3	55	8	1	44	4	0	5	57	7	0	28	17	0	2	52	30	3	159	42	0	0	234	399	
8:30 AM	3	1	25	9	0	4	38	12	0	43	9	0	0	64	1	1	20	12	0	0	34	27	2	119	28	0	2	176	312	
<b>Total</b>	<b>23</b>	<b>10</b>	<b>125</b>	<b>44</b>	<b>0</b>	<b>17</b>	<b>202</b>	<b>50</b>	<b>9</b>	<b>169</b>	<b>30</b>	<b>0</b>	<b>11</b>	<b>252</b>	<b>16</b>	<b>4</b>	<b>100</b>	<b>56</b>	<b>0</b>	<b>3</b>	<b>182</b>	<b>122</b>	<b>14</b>	<b>618</b>	<b>121</b>	<b>0</b>	<b>6</b>	<b>775</b>	<b>1411</b>	
<b>Approach</b>	11.4	5.0	61.9	21.8	0.0	-	19.8	1.2	67.1	11.9	0.0	-	8.8	2.2	98.2	30.8	0.0	-	15.7	1.8	66.8	15.6	0.0	-	-	-	-	-	-	
<b>Total%</b>	1.6	0.7	8.9	3.1	0.0	-	14.3	3.5	0.2	12.0	2.1	0.0	-	17.9	1.1	0.3	7.5	4.0	0.0	-	12.8	8.6	1.0	36.7	8.6	0.0	-	-	54.9	
<b>PHF</b>	0.97	0.65	0.80	0.733	0.000	-	0.743	0.735	0.750	0.939	0.833	0.000	-	0.640	0.571	0.909	0.880	0.824	0.000	-	0.875	0.897	0.700	0.814	0.720	0.000	-	-	0.828	0.886
<b>Lights</b>	23	9	120	44	0	-	196	49	3	162	26	0	-	240	16	4	104	56	0	-	180	121	13	512	116	0	-	-	762	1378
<b>% Lights</b>	100	90.0	96.0	100.0	-	-	97.0	98.0	100.0	95.9	66.7	-	-	95.2	100.0	100.0	88.1	100.0	-	-	98.9	98.2	92.9	98.8	95.9	-	-	-	98.3	97.7
<b>Buses</b>	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	2	0	0	0	2	1	0	3	2	0	0	0	6	15
<b>% Buses</b>	0.0	0.0	0.8	0.0	-	-	0.5	0.0	0.0	1.8	10.0	-	-	2.4	0.0	0.0	1.9	0.0	-	-	1.1	0.8	0.0	0.6	1.7	-	-	-	0.8	1.1
<b>Trucks</b>	0	1	4	0	0	0	5	1	0	3	1	0	0	5	0	0	0	0	0	0	0	0	0	0	3	0	0	0	6	16
<b>% Trucks</b>	0.0	10.0	3.2	0.0	-	-	2.5	2.0	0.0	1.8	3.3	-	-	2.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.6	2.5	-	-	-	0.8	1.1
<b>Bicycles on Road</b>	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
<b>% Bicycles on Road</b>	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.6	0.0	-	-	0.4	0.0	0.0	0.0	0.0	-	-	0.0	0.0	7.1	0.0	0.0	-	-	-	0.1	0.1
<b>Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Pedestrian %</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Pedestrian %</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

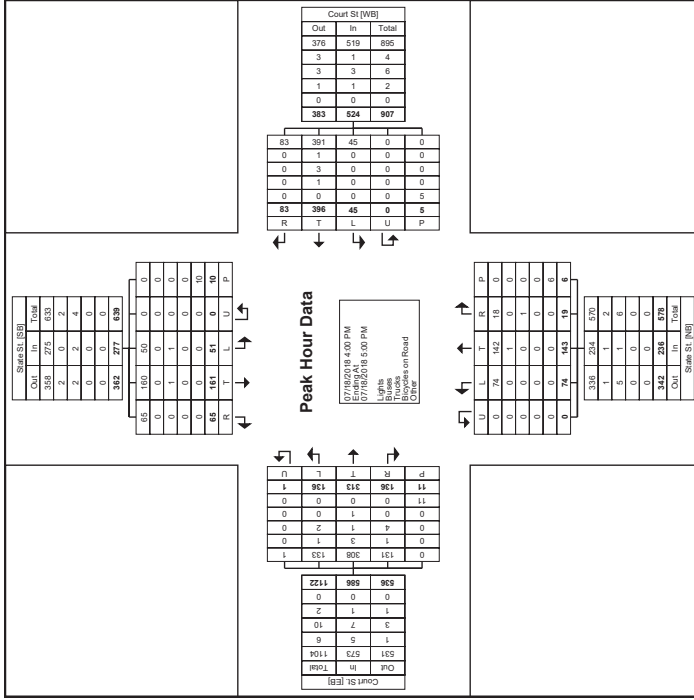
### Turning Movement Peak Hour Data Plot (7:45 AM)



Turning Movement Peak Hour Data Plot (7:45 AM)

**Turning Movement Peak Hour Data (4:00 PM)**

Start Time	State St. Southbound			Court St. Westbound			State St. Northbound			Court St. Eastbound			Int. Ped Totals																
	Rgh Lon	Thru	Left	Rgh Lon	Thru	Left	Rgh Lon	Thru	Left	Rgh Lon	Thru	Left																	
4:00 PM	7	5	45	17	0	3	74	29	4	123	11	0	3	167	5	0	35	18	0	2	59	24	3	91	35	0	3	153	1452
4:15 PM	15	2	35	9	0	1	61	10	4	63	10	0	1	87	3	1	39	19	0	1	62	27	8	83	35	1	0	154	3364
4:30 PM	17	8	44	14	0	4	63	16	6	116	11	0	0	143	3	0	28	18	0	1	49	35	3	67	33	0	3	138	4110
4:45 PM	5	6	37	11	0	2	59	13	1	94	13	0	1	121	6	1	41	19	0	2	67	33	3	72	33	0	5	141	3885
<b>Total</b>	<b>44</b>	<b>21</b>	<b>161</b>	<b>51</b>	<b>0</b>	<b>10</b>	<b>277</b>	<b>69</b>	<b>15</b>	<b>396</b>	<b>45</b>	<b>0</b>	<b>5</b>	<b>524</b>	<b>17</b>	<b>2</b>	<b>143</b>	<b>74</b>	<b>0</b>	<b>6</b>	<b>236</b>	<b>119</b>	<b>17</b>	<b>313</b>	<b>136</b>	<b>1</b>	<b>61</b>	<b>586</b>	<b>1692</b>
Approach	15.9	7.6	88.1	18.4	0.0	-	13.0	2.9	75.6	8.6	0.0	-	7.2	0.8	60.6	31.4	0.0	-	20.3	2.9	53.4	23.2	0.2	-	-	-	-	-	-
Total %	2.7	1.3	8.9	3.1	0.0	-	17.1	4.2	0.9	24.4	2.8	0.0	-	32.3	1.0	0.1	8.8	4.6	0.0	-	14.5	7.3	1.0	19.3	8.4	0.1	-	36.1	-
PHF	0.64	0.66	0.84	0.75	0.00	-	0.84	0.56	0.85	0.85	0.00	-	0.78	0.78	0.59	0.87	0.87	0.00	-	0.81	0.80	0.81	0.80	0.97	0.26	-	-	0.85	0.898
Lights	44	21	160	50	0	-	275	69	15	391	45	0	-	519	17	1	142	74	0	-	234	114	17	306	133	1	-	573	1601
% Lights	100	100	99.4	98.0	-	-	99.3	100	100	98.7	100	-	-	99.0	100	50.0	99.3	100.0	-	-	99.2	98.6	100.0	98.4	97.8	100.0	-	97.8	98.6
% Buses	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.3	0.0	-	-	0.2	0.0	0.0	0.7	0.0	-	-	0.4	0.8	0.0	1.0	0.7	0.0	-	0.9	0.4
% Trucks	0.0	0.0	1.1	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	1.4	0.0	1.2	0.0	-	-	7	13	
% Bicycles on Road	0.0	0.0	0.0	0.6	2.0	-	0.7	0.0	0.0	0.8	0.0	-	-	0.6	0.0	50.0	0.0	0.0	-	-	0.4	3.4	0.0	0.3	1.5	0.0	-	1.2	0.8
% Bicycles on Road	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.3	0.0	0.0	-	0.2	0.1
Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% Bicycles Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrian %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrian %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (4:00 PM)



www.TSTData.com  
184 Baker Rd

Utica, NY  
State St/Court S  
Wednesday, July 18, 2018  
Location: 43, 101268, -  
75.239544

Count Name: 5, State St. and  
Court St.  
Site Code: Utica, New York  
Start Date: 07/18/2018  
Page No: 7

6. **Cornellia and Oriskany - TMC**

and July 16, 2018  
Site Length: 2016  
All Counts: All Counts  
Crosswalks:  
All Movements  
ID: 549084, Location: 43,10452, -75,234856, Site Code: Utica, New York



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

Leg	Oriskany St. Westbound			Cornellia St. Northbound			Whiteboro St. Southbound			
	T	R	U	T	R	U	T	R	U	
2018-07-18 7:00AM	0	159	0	0	162	0	0	13	0	0
7:15AM	0	208	2	0	215	0	0	19	0	0
7:30AM	0	244	10	0	251	0	0	24	0	0
7:45AM	0	268	12	0	280	0	0	28	0	0
8:00AM	0	251	11	0	262	1	0	19	0	0
8:15AM	1	233	17	0	251	0	0	18	0	0
8:30AM	0	212	11	0	223	0	0	19	0	0
8:45AM	2	225	8	0	235	0	0	20	0	0
Hourly Total	3	921	47	0	971	1	0	830	7	29
Hourly Total	0	0	0	0	0	0	0	0	0	0
4:00PM	0	240	5	0	245	0	0	28	0	0
4:15PM	0	287	4	0	291	0	0	23	0	0
4:30PM	0	273	3	0	276	0	0	31	0	0
4:45PM	0	249	7	0	256	0	0	24	1	0
Hourly Total	0	1049	19	0	1068	0	0	1078	2	0
5:00PM	0	274	6	0	280	0	0	23	0	0
5:15PM	0	282	3	0	285	2	0	21	0	0
5:30PM	0	233	3	0	240	2	0	17	0	0
5:45PM	0	199	3	0	202	0	0	14	0	0
Hourly Total	0	915	15	0	932	2	0	778	2	0
6:00PM	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
Total	3	3838	113	0	3944	3	0	3268	7	0
% App. Trk	0.0%	97.3%	3.3%	0.0%	98.5%	0.3%	0.0%	96.7%	0.3%	0.0%
% Lights	0%	45.3%	1.4%	0%	47.6%	0%	0%	43.5%	2.9%	0%
% Lights	1	3685	111	0	3797	0	0	3453	0	237
% Lights	33.3%	95.3%	98.2%	0%	95.8%	100%	0%	95.8%	98.8%	100%
Articulated Trucks and Single-Unit Trucks	0	123	2	0	125	0	0	132	0	3
% Articulated Trucks and Single-Unit Trucks	0%	3.2%	1.8%	0%	3.2%	0%	0%	3.7%	1.3%	2.2%
Buses	0	20	0	0	20	0	0	20	0	0
% Buses	0%	0.5%	0%	0%	0.5%	0%	0%	0.6%	0%	0%
Bicycles on Road	2	0	0	0	2	0	0	0	0	0
% Bicycles on Road	66.7%	0%	0%	0%	0.1%	0%	0%	0%	0%	0%
Pedestrians	-	-	-	-	-	-	-	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-
Pedestrians and Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-
% Pedestrians and Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road, Coatesville, PA, 19320, US

6. Cornelia and Oriskany - TMC  
Wed Jul 18, 2018  
AM Peak (7:30AM - 8:30AM)  
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
All Movements  
ID: 549084, Location: 43.10452, -75.234856, Site Code: Utica, New York

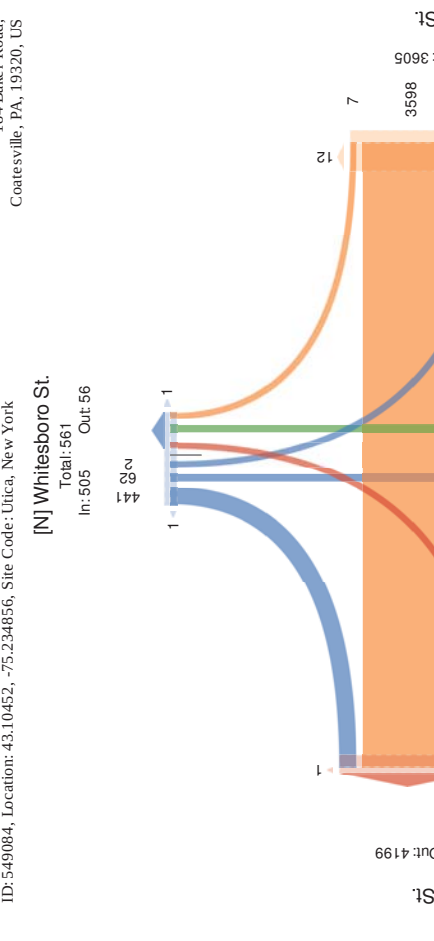
Table with columns: Leg Direction, Time, Oriskany St Eastbound, Oriskany St Westbound, Cornelia St Northbound, Cornelia St Southbound, Whitesboro St Northbound, Whitesboro St Southbound. Rows include vehicle counts for Trucks, Buses, Bicycles, Pedestrians, and total percentages.



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road, Coatesville, PA, 19320, US

6. Cornelia and Oriskany - TMC  
Wed Jul 18, 2018  
Full Length (7AM-9AM, 4PM-6PM)  
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
All Movements  
ID: 549084, Location: 43.10452, -75.234856, Site Code: Utica, New York



**6. Cornelia and Oriskany - TMC**

Wed Jul 18, 2018

AM Peak (7:30AM - 8:30AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 549084, Location: 43.10452, -75.234856, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,

Coatesville, PA, 19320, US

Whitesboro St.

Total: 111

In: 96 Out: 13

[N] Whitesboro St.

Total: 111

In: 96 Out: 13

[W] Oriskany St.

Total: 212

In: 104 Out: 108

[E] Oriskany St.

Total: 1956

In: 961 Out: 995

[S] Cornelia St.

Total: 109

In: 41 Out: 68

[U] Turn

Total: 109

In: 41 Out: 68

[L] Left

Total: 109

In: 41 Out: 68

[R] Right

Total: 109

In: 41 Out: 68

[U-T] U-Turn

Total: 109

In: 41 Out: 68

[L-T] Left-Turn

Total: 109

In: 41 Out: 68

[R-T] Right-Turn

Total: 109

In: 41 Out: 68

[U-L-T] U-Left-Turn

Total: 109

In: 41 Out: 68

[U-R-T] U-Right-Turn

Total: 109

In: 41 Out: 68

[L-L-T] Left-Left-Turn

Total: 109

In: 41 Out: 68

[L-R-T] Left-Right-Turn

Total: 109

In: 41 Out: 68

[R-L-T] Right-Left-Turn

Total: 109

In: 41 Out: 68

[R-R-T] Right-Right-Turn

Total: 109

In: 41 Out: 68

[U-L-T] U-Left-Turn

Total: 109

In: 41 Out: 68

[U-R-T] U-Right-Turn

Total: 109

In: 41 Out: 68

[L-L-T] Left-Left-Turn

Total: 109

In: 41 Out: 68

[L-R-T] Left-Right-Turn

Total: 109

[R-L-T] Right-Left-Turn

Total: 109

[R-R-T] Right-Right-Turn

Total: 109

In: 41 Out: 68

[U-L-T] U-Left-Turn

Total: 109

In: 41 Out: 68

[U-R-T] U-Right-Turn

Total: 109

In: 41 Out: 68

[L-L-T] Left-Left-Turn

Total: 109

[L-R-T] Left-Right-Turn

Total: 109

[R-L-T] Right-Left-Turn

Total: 109

[R-R-T] Right-Right-Turn

**6. Cornelia and Oriskany - TMC**

Wed Jul 18, 2018

AM Peak (7:45AM - 8:45AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 549084, Location: 43.10452, -75.234856, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,

Coatesville, PA, 19320, US

Whitesboro St.

Total: 111

In: 96 Out: 13

[N] Whitesboro St.

Total: 111

In: 96 Out: 13

[W] Oriskany St.

Total: 212

In: 104 Out: 108

[E] Oriskany St.

Total: 1956

In: 961 Out: 995

[S] Cornelia St.

Total: 109

In: 41 Out: 68

[U] Turn

Total: 109

In: 41 Out: 68

[L] Left

Total: 109

In: 41 Out: 68

[R] Right

Total: 109

[U-T] U-Turn

Total: 109

In: 41 Out: 68

[L-T] Left-Turn

Total: 109

In: 41 Out: 68

[R-T] Right-Turn

Total: 109

[U-L-T] U-Left-Turn

Total: 109

[U-R-T] U-Right-Turn

Total: 109

[L-L-T] Left-Left-Turn

Total: 109

[L-R-T] Left-Right-Turn

Total: 109

[R-L-T] Right-Left-Turn

Total: 109

[R-R-T] Right-Right-Turn

Total: 109

[U-L-T] U-Left-Turn

Total: 109

[U-R-T] U-Right-Turn

Total: 109

[L-L-T] Left-Left-Turn

Total: 109

[L-R-T] Left-Right-Turn

Total: 109

[R-L-T] Right-Left-Turn

Total: 109

[R-R-T] Right-Right-Turn

Total: 109

[U-L-T] U-Left-Turn

Total: 109

[U-R-T] U-Right-Turn

Total: 109

[L-L-T] Left-Left-Turn

Total: 109

[L-R-T] Left-Right-Turn

Total: 109

[R-L-T] Right-Left-Turn

Total: 109

[R-R-T] Right-Right-Turn

Total: 109

[U-L-T] U-Left-Turn

Total: 109

[U-R-T] U-Right-Turn

Total: 109

[L-L-T] Left-Left-Turn

Total: 109

[L-R-T] Left-Right-Turn

Total: 109

[R-L-T] Right-Left-Turn

Total: 109

[R-R-T] Right-Right-Turn

Total: 109

Leg Direction	Oriskany St. Eastbound				Oriskany St. Westbound				Cornelia St. Northbound				Whitesboro St. Southbound			
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U
Time	2018-07-18 7:45AM															
	0	268	12	0	0	283	0	0	7	8	0	0	0	6	30	0
8:00AM	0	251	11	0	0	198	0	0	6	1	0	0	0	6	24	0
8:15AM	1	233	17	0	0	228	1	0	11	2	1	0	0	4	11	0
8:30AM	0	212	11	0	0	197	0	0	4	5	0	0	0	2	17	0
<b>Total</b>	<b>1</b>	<b>664</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>606</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>62</b>	<b>0</b>
% Approvals	0%	84.0%	5.0%	0%	0%	89.9%	0.1%	0%	82.7%	35.6%	2.2%	0%	0%	18.0%	82.0%	0%
% Trucks	0%	46.6%	2.5%	0%	0%	43.8%	0%	0%	1.4%	0.8%	0%	0%	0%	0.9%	4.0%	0%
PIB	0.250	0.899	0.750	-	0.800	0.250	-	1.514	0.636	0.500	0.250	-	1.981	0.750	0.633	1.063
% Light	0%	90%	5%	0%	0%	85%	1%	0%	2%	1%	0%	0%	0%	17%	72%	0%
% Light	0%	94.0%	100%	0%	0%	94.8%	100%	0%	100%	93.8%	100%	0%	0%	94.4%	87.8%	0%
Articulated Trucks and Single-Unit Trucks	0	48	0	0	0	43	0	0	0	1	0	0	0	1	9	0
% Articulated Trucks and Single-Unit Trucks	0%	5.0%	0%	0%	0%	4.7%	0%	0%	0%	6.3%	0%	0%	0%	5.6%	11.0%	0%
Buses	0	10	0	0	0	4	0	0	0	0	0	0	0	0	1	0
% Buses	0%	1.0%	0%	0%	0%	0.4%	0%	0%	0%	0%	0%	0%	0%	0%	1.2%	0%
Bicycles on Road	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

6. Cornelia and Oriskany - TMC

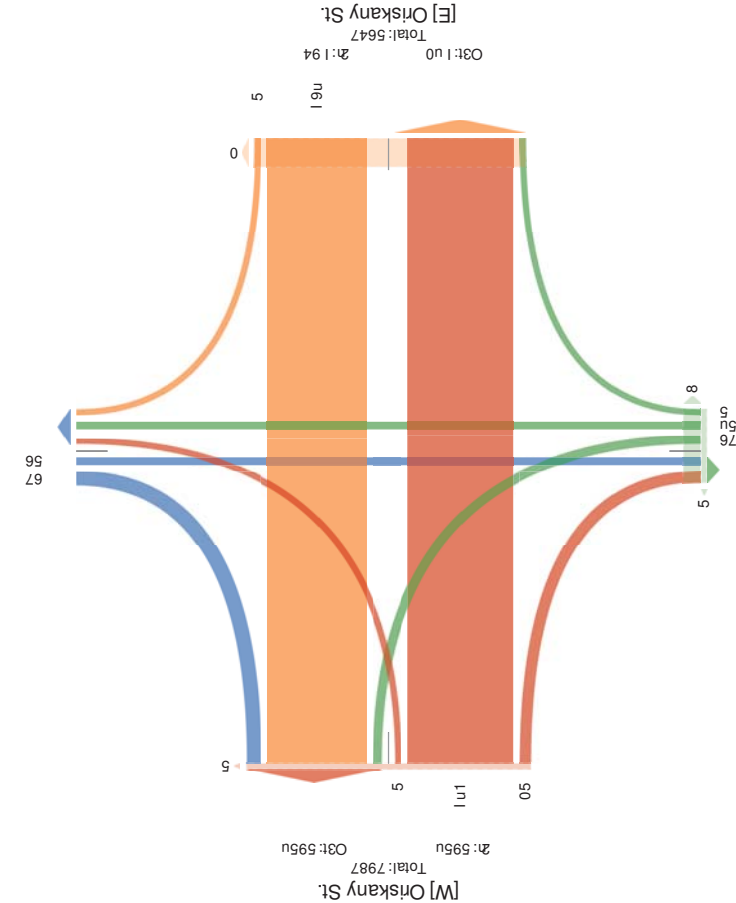
Wed Jul 18, 2018  
 Overall Peak Hour  
 All Classes (Light, Art, Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549084, Location: 43.10452, -75.234856, Site Code: Ulca, New York



184 Baker Road, Inc.  
 Coatesville, PA, 19320, US

[N] Whitesboro St.

Total: 556  
 2h: 599 03h: 56



03h: 56  
 Total: 551  
 [S] Cornelia St.

6. Cornelia and Oriskany - TMC

Wed Jul 18, 2018  
 Overall Peak Hour  
 All Classes (Light, Art, Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549084, Location: 43.10452, -75.234856, Site Code: Ulca, New York



184 Baker Road, Inc.  
 Coatesville, PA, 19320, US

Leg Direction	Oriskany St. Eastbound			Oriskany St. Westbound			Cornelia St. Northbound			Whitesboro St. Southbound															
	L	T	R	L	T	R	L	T	R	L	T	R													
2018-07-18 4:00PM	0	240	5	0	251	0	0	260	1	0	274	4	26	3	3	0	82	0	6	66	0	0	1	386	
4:15PM	0	287	4	0	294	0	0	236	0	0	283	0	14	4	5	0	28	1	0	2	36	0	0	177	
4:30PM	0	273	3	0	249	0	0	312	0	0	842	0	20	6	8	0	85	0	0	3	58	0	0	378	
4:45PM	0	249	7	0	213	0	0	248	1	0	259	1	13	2	1	0	43	1	0	4	19	0	0	155	
<b>Total</b>	<b>0</b>	<b>1049</b>	<b>19</b>	<b>0</b>	<b>867</b>	<b>0</b>	<b>0</b>	<b>1016</b>	<b>2</b>	<b>0</b>	<b>407</b>	<b>6</b>	<b>53</b>	<b>15</b>	<b>17</b>	<b>0</b>	<b>461</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>179</b>	<b>0</b>	<b>0</b>	<b>2511</b>	
% Art. Trucks	0%	0.12%	1.8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
% Single-Unit Trucks	0%	23.5%	0.8%	0%	26.0%	0%	0%	24.8%	0%	0%	24.2%	0%	14.3%	15.2%	0%	0%	10.2%	0%	0%	7.7%	9.2%	0%	0%	0.9%	
% Buses	0%	0.2%	0.0%	0%	0.2%	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%	
% Bicycles on Road	0%	0.0%	0.0%	0%	0.0%	0%	0%	0.0%	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%	
% 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%	
% Trucks 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%	
% Pedestrians and 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%	
% Pedestrians and Bicycles on Crosswalk: L: Left, R: Right, T: Thru, U: U-Turn	0%	0.0%	0.0%	0%	0.0%	0%	0%	0.0%	0%	0%	0.0%	0%	0.0%	0.0%	0%	0%	0.0%	0%	0%	0.0%	0.0%	0%	0%	0.0%	
% Art. Trucks and Single-Unit Trucks	0%	1.9%	5.3%	0%	2.6%	0%	0%	2.7%	0%	0%	2.0%	0%	2.7%	0%	0%	0%	4.9%	0%	0%	0%	0%	0%	0%	2.1%	
% Buses	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%	
% Bicycles on Road	0%	0.0%	0.0%	0%	0.0%	0%	0%	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%	
% 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%	
% Trucks 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%	
% Pedestrians and 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%	

**6. Cornelia and Oriskany - TMC**  
 Wed Jul 18, 2018  
 PM Peak (4PM - 5PM) - Overall Peak Hour  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549084, Location: 43.10452, -75.234856, Site Code: Utica, New York

**TRI-ST/TE**  
 TRAFFIC DATA  
 Provided by: Tri-State Traffic Data, Inc.  
 184 Baker Road,  
 Coatesville, PA, 19320, US

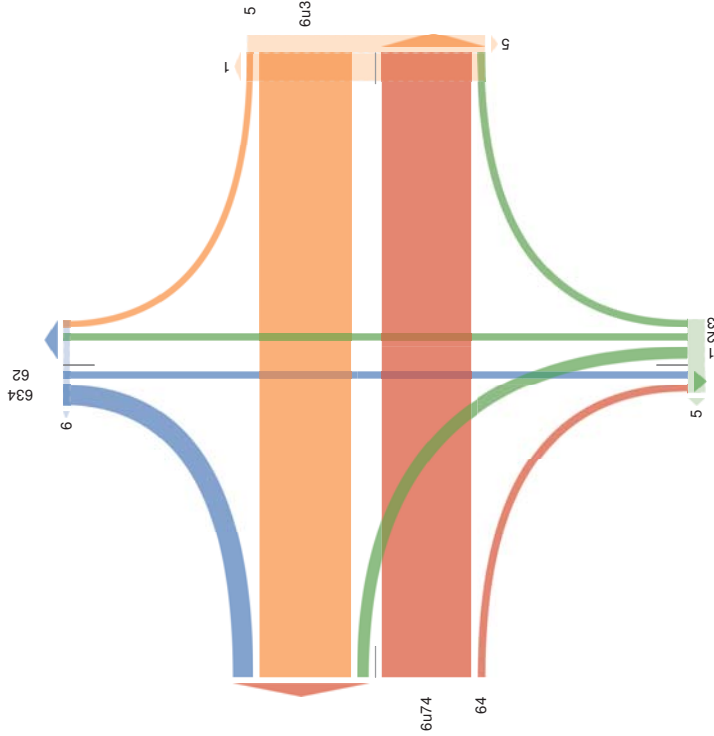
Utica, NY  
 Cornelia/Lafayette  
 Wednesday, July 18, 2018  
 Location: 43.103597, -75.23523

**TRI-ST/TE**  
 TRAFFIC DATA  
 www.TSTData.com  
 184 Baker Rd  
 Coatesville, Pennsylvania, United States, 19320  
 (610)466-1489/vel@tst.com  
 Serving Transportation Professionals Since 1995

Count Name: 7, Cornelia and Lafayette  
 Site Code: Utica, New York  
 Start Date: 07/18/2018  
 Page No: 1

**[N] Whitesboro St.**

Total: 566  
 0h: 647 08t: 63



08t: 17 0h: 612  
 Total: 614  
**[S] Cornelia St.**

**Turning Movement Data**

Start Time	Cornelia St. Southbound			Lafayette St. Westbound			Cornelia St. Northbound			Lafayette St. Eastbound																			
	Regn Thru	Lon Left	Turn S	Regn Thru	Lon Left	Turn S	Regn Thru	Lon Left	Turn S	Regn Thru	Lon Left	Turn S																	
7:00 AM	0	0	1	1	0	17	2	0	1	20	0	0	2	0	0	16	1	0	0	19	44								
7:15 AM	2	1	6	3	0	0	12	1	0	22	4	0	27	0	1	2	0	0	1	0	14	2	0	17	60				
7:30 AM	0	3	6	6	0	0	15	1	0	25	7	0	33	1	0	4	0	0	0	5	2	1	28	1	0	32	86		
7:45 AM	2	3	4	4	0	0	17	5	2	36	7	1	51	3	4	3	0	0	11	3	2	34	2	0	41	120			
Hourly Total	4	7	21	15	0	1	47	8	2	100	20	1	2	131	2	4	12	4	22	6	3	94	6	0	1	109	300		
8:00 AM	3	1	14	1	0	0	19	3	0	27	15	0	45	3	5	1	0	0	9	3	3	30	0	0	2	36	109		
8:15 AM	2	0	16	5	0	0	23	5	0	19	14	0	1	38	2	7	2	0	0	13	9	1	43	1	0	1	54	128	
8:30 AM	1	1	7	2	0	1	11	2	0	29	4	0	2	35	2	0	6	2	0	10	2	0	37	4	0	2	43	99	
8:45 AM	1	0	8	7	0	2	16	3	1	34	6	0	44	4	0	13	3	0	0	20	3	1	24	6	0	0	34	114	
Hourly Total	7	2	45	15	0	3	69	13	1	109	39	0	3	162	11	2	31	8	0	52	17	5	134	11	0	5	167	450	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
4:00 PM	1	1	8	2	0	0	12	10	2	60	3	0	1	75	4	1	12	6	0	1	23	1	2	19	2	0	0	24	134
4:15 PM	2	1	2	0	0	1	5	4	0	64	6	0	74	2	1	20	5	0	1	28	3	1	23	4	0	0	31	139	
4:30 PM	2	2	3	0	1	0	8	2	1	59	2	0	64	9	1	27	6	0	1	43	1	0	25	1	0	0	27	142	
4:45 PM	2	3	3	2	0	1	10	5	1	44	5	0	55	2	0	13	9	0	0	23	3	0	31	0	0	0	34	122	
Hourly Total	7	7	16	5	0	2	35	21	4	227	16	0	1	268	17	3	72	25	0	3	177	8	3	98	7	0	0	116	586
5:00 PM	3	0	6	1	0	0	10	8	0	38	9	0	55	4	0	11	4	0	0	19	1	0	16	3	0	1	20	106	
5:15 PM	0	0	8	1	0	0	9	1	0	29	4	0	34	3	1	8	2	0	0	14	1	1	17	1	0	2	20	77	
5:30 PM	2	0	2	2	0	0	6	2	0	32	3	0	37	1	0	6	0	0	0	7	2	0	19	2	0	0	23	73	
5:45 PM	3	0	1	0	0	0	4	1	0	16	1	0	18	0	2	6	1	0	0	9	5	1	12	1	0	1	19	50	
Hourly Total	8	0	17	4	0	0	29	12	0	115	17	0	144	8	3	31	7	0	0	49	9	2	64	7	0	4	82	304	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	26	16	99	39	0	6	180	54	7	551	92	1	7	705	38	12	146	44	0	3	240	40	13	360	31	0	10	474	1999
Approach %	14.4	8.9	55.0	21.7	0.0	-	-	7.7	1.0	78.2	13.0	0.1	-	15.8	5.0	60.8	18.3	0.0	-	-	8.4	2.7	82.3	6.5	0.0	-	-	-	
Total %	1.6	1.0	6.2	2.4	0.0	-	-	11.3	3.4	0.4	34.5	0.1	-	44.1	2.4	0.8	5.8	2.0	0.0	-	15.0	2.5	0.8	24.4	1.9	0.0	-	29.6	
Lights	25	16	97	38	0	-	176	53	7	532	88	1	-	681	36	12	145	43	0	-	236	30	13	381	31	0	-	464	1867
% Lights	96.2	100.0	98.0	97.4	-	-	97.8	98.1	100.0	96.6	95.7	100.0	-	96.6	94.7	100.0	98.3	97.7	-	-	98.3	97.5	100.0	97.7	100.0	-	-	97.9	97.4
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	1.3	1.1	0.0	-	1.1	0.0	0.0	0.0	2.3	-	-	0.4	2.5	0.0	0.5	0.0	-	-	0.6	0.8
Trucks	1	0	2	1	0	0	2	1	0	10	2	0	0	13	2	0	1	0	0	0	3	0	0	2	0	0	0	2	22
% Trucks	3.8	0.0	2.0	2.8	-	-	2.2	1.9	0.0	1.8	2.2	0.0	-	1.8	5.3	0.0	0.7	0.0	-	-	1.3	0.0	0.0	0.5	0.0	-	-	0.4	1.4
Bicycles on Road	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	8
% Bicycles on Road	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.4	1.1	0.0	-	0.4	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	1.3	0.0	-	-	1.1	0.5
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



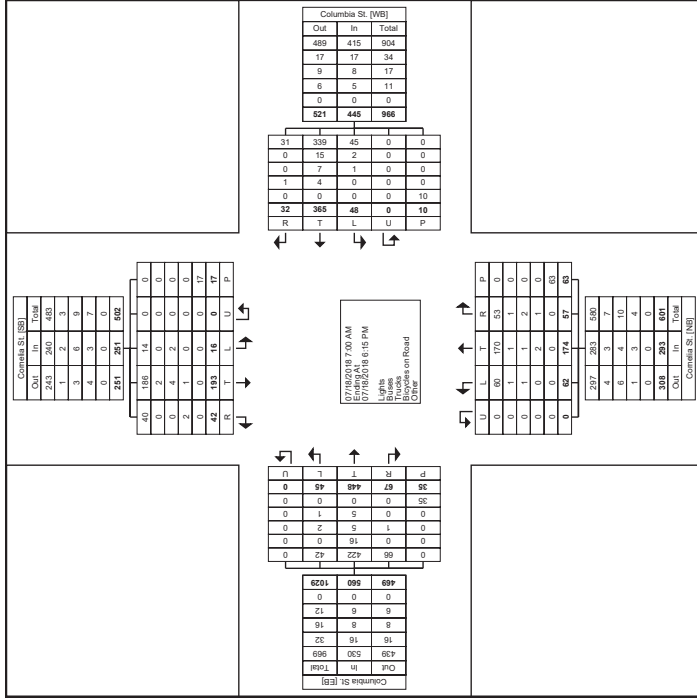






**Turning Movement Data**

Start Time	Cornelia St, Southbound					Columbia St, Westbound					Cornelia St, Northbound					Columbia St, Eastbound																
	Rgh	Lon	Left	U.S.	App.	Rgh	Lon	Left	U.S.	App.	Rgh	Lon	Left	U.S.	App.	Rgh	Lon	Left	U.S.	App.												
	Read			Turn	s	Read			Turn	s	Read			Turn	s	Read			Turn	s												
7:00 AM	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
7:15 AM	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
7:30 AM	0	0	0	0	2	12	1	0	1	3	2	15	0	0	3	0	0	0	0	0												
7:45 AM	2	1	18	1	0	1	22	1	0	9	3	0	0	13	2	5	33	1	0	1												
Hourly Total	4	2	41	4	0	4	51	2	1	48	6	0	0	21	0	19	7	0	5	28												
8:00 AM	3	0	24	1	0	1	28	0	1	12	8	0	0	2	1	5	2	0	3	11												
8:15 AM	6	1	28	4	0	1	39	1	1	10	3	0	0	12	0	6	0	0	15	11												
8:30 AM	1	0	16	2	0	1	39	1	1	9	0	0	2	1	5	6	0	0	15	12												
8:45 AM	2	1	12	1	0	1	16	2	1	14	1	0	1	18	1	0	15	0	5	16												
Hourly Total	12	2	80	8	0	4	102	4	4	45	12	0	4	65	12	38	2	0	29	54												
9:00 AM	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												
4:00 PM	2	0	8	1	0	0	3	11	4	1	49	8	0	0	2	62	2	1	20	9	0	0	0	0								
4:15 PM	1	1	9	0	0	0	11	3	2	33	3	0	0	4	5	1	13	6	0	5	25	2	2	36	3	0	1	43	120			
4:30 PM	3	0	9	1	0	0	2	13	3	1	59	7	0	0	0	70	2	2	25	14	0	9	43	5	1	37	12	0	6	55	181	
4:45 PM	3	1	5	0	0	0	9	2	3	32	3	0	0	0	46	3	1	11	4	0	3	19	1	3	30	2	0	5	36	104		
Hourly Total	9	2	31	2	0	0	44	12	7	173	21	0	0	2	713	12	5	69	33	0	21	109	11	7	128	25	0	12	171	547		
5:00 PM	1	15	0	0	2	16	1	1	37	5	0	0	44	10	1	25	8	0	0	44	2	1	31	2	0	1	31	2	0	36	142	
5:15 PM	2	2	11	1	0	2	16	0	0	23	1	0	23	8	1	9	5	0	2	23	1	0	21	4	0	0	19	4	0	2	26	86
5:30 PM	1	0	6	1	0	0	8	0	0	23	1	0	1	24	0	1	8	2	0	1	11	1	0	19	4	0	0	1	1	4	24	67
5:45 PM	2	1	9	0	0	0	12	0	0	18	1	0	0	19	2	1	6	5	0	5	14	2	1	16	2	0	2	2	21	66		
Hourly Total	7	4	41	2	0	0	4	54	1	1	99	9	0	1	110	20	4	48	20	0	8	92	7	2	87	11	0	6	107	363		
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	
Grand Total	32	10	193	16	0	17	251	19	13	365	48	0	10	445	46	11	174	62	0	63	293	48	19	448	45	0	35	560	1549			
Approach %	12.7	4.0	76.9	6.4	0.0	-	-	-	-	4.3	2.9	82.0	10.8	0.0	-	-	-	-	-	15.7	3.8	98.4	21.2	0.0	-	-	-	-	-	-	-	
Total %	3.1	0.6	12.5	1.0	0.0	-	-	-	-	16.2	1.2	0.8	23.6	3.1	0.0	-	-	-	-	28.7	3.0	0.7	11.2	4.0	0.0	-	-	-	-	-	-	
Lights	20	10	186	14	0	-	-	-	-	240	18	13	339	45	0	-	-	-	-	415	42	11	170	60	0	-	-	-	-	-	-	
% Lights	18.8	100.0	98.4	87.5	-	-	-	-	-	95.6	94.7	100.0	93.8	-	-	-	-	-	-	93.3	91.3	100.0	97.7	96.8	-	-	-	-	-	-	-	
Buses	0	0	2	0	0	-	-	-	-	0	0	15	2	0	-	-	-	-	-	17	1	0	1	1	0	-	-	-	-	-	-	
% Buses	0.0	0.0	1.0	0.0	-	-	-	-	-	0.8	0.0	4.1	4.2	-	-	-	-	-	-	3.8	2.2	0.0	0.6	1.6	-	-	-	-	-	-	-	
Trucks	0	0	4	2	0	-	-	-	-	6	0	7	0	0	-	-	-	-	-	8	2	0	1	1	0	-	-	-	-	-	-	
% Trucks	0.0	0.0	2.1	1.25	-	-	-	-	-	2.4	0.0	0.0	1.9	2.1	-	-	-	-	-	1.8	4.3	0.0	0.6	1.6	-	-	-	-	-	-	-	
Bicycles on Road	2	0	1	0	0	-	-	-	-	3	1	0	4	0	-	-	-	-	-	5	1	0	2	0	0	-	-	-	-	-	-	
% Bicycles on Road	6.3	0.0	0.5	0.0	-	-	-	-	-	1.2	5.3	0.0	1.1	0.0	-	-	-	-	-	1.1	2.2	0.0	1.1	0.0	-	-	-	-	-	-	-	
Bicycles on Sidewalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
% Bicycles on Sidewalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrian	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% Pedestrian	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Turning Movement Data Plot



www.TSTData.com  
184 Baker Rd  
Colesville, Pennsylvania, United States, 19320  
Site Code: Utica, New York  
Start Date: 07/18/2018  
Location: 43.102966, -73.230761

Count Name: 8, Cornelia and  
Columbia  
Site Code: Utica, New York  
Start Date: 07/18/2018  
Location: 43.102966, -73.230761

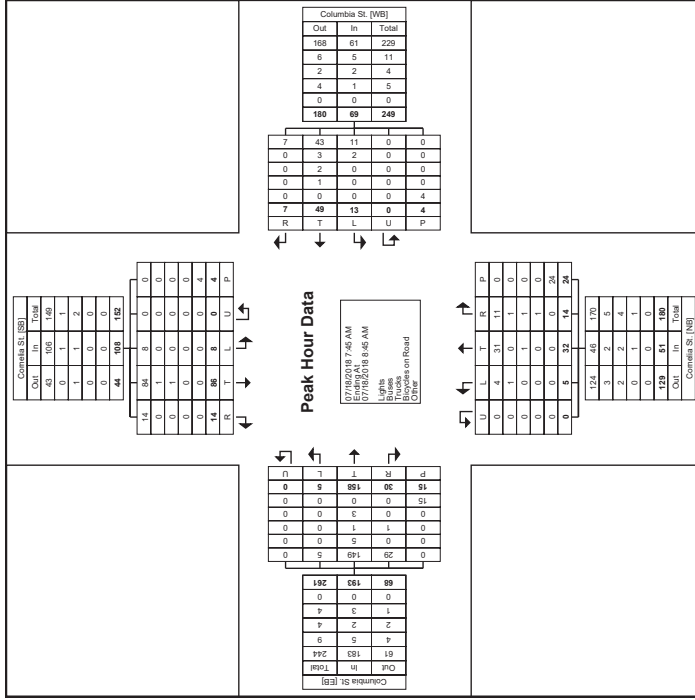
### Turning Movement Peak Hour Data (7:45 AM)

Start Time	Cornelia St. Southbound			Cornelia St. Westbound			Cornelia St. Northbound			Columbia St. Eastbound			Int. Ped. Totals												
	Rgh	Thru	Left	U.S.	App.	Rgh	Thru	Left	U.S.	App.	Rgh	Thru		Left	U.S.	App.	Int. Ped. Totals								
7:45 AM	2	1	18	1	0	1	22	1	0	9	3	0	0	13	2	0	33	1	0	1	41	98			
8:00 AM	3	0	28	1	0	1	12	8	0	21	3	1	5	2	0	3	11	6	1	46	1	0	56	116	
8:15 AM	6	1	28	4	0	1	10	3	0	1	16	3	0	15	11	1	45	1	45	1	0	58	127		
8:30 AM	1	0	16	2	0	1	9	0	0	2	11	5	1	6	0	0	15	12	3	1	32	2	4	38	80
<b>Approach</b>	<b>11</b>	<b>1</b>	<b>81</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>40</b>	<b>13</b>	<b>0</b>	<b>4</b>	<b>68</b>	<b>2</b>	<b>52</b>	<b>5</b>	<b>0</b>	<b>24</b>	<b>51</b>	<b>22</b>	<b>8</b>	<b>158</b>	<b>5</b>	<b>0</b>	<b>193</b>	<b>421</b>	
Totals	29	0.5	204	19	0.0	252	0.7	1.0	11.6	3.1	0.0	16.4	2.9	0.5	7.6	12	0.0	12.1	5.2	1.9	37.5	1.2	0.0	45.8	
PHF	0.50	0.50	0.50	0.50	0.00	0.50	0.50	0.50	0.00	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	
Lights	12	2	84	8	0	106	3	4	43	11	0	61	9	2	31	4	0	46	22	7	149	5	0	183	396
% Lights	100	100	97.7	100	0	98.1	100	100	87.8	84.6	0	88.4	75.0	100	88.9	80.0	0	90.2	100	87.5	94.3	100	0	94.8	94.1
% Buses	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	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 Road	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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
% Bicycles on Road	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



www.TSTData.com  
184 Baker Rd  
Colesville, Pennsylvania, United States, 19320  
Site Code: Utica, New York  
Start Date: 07/18/2018  
Location: 43.102966, -73.230761

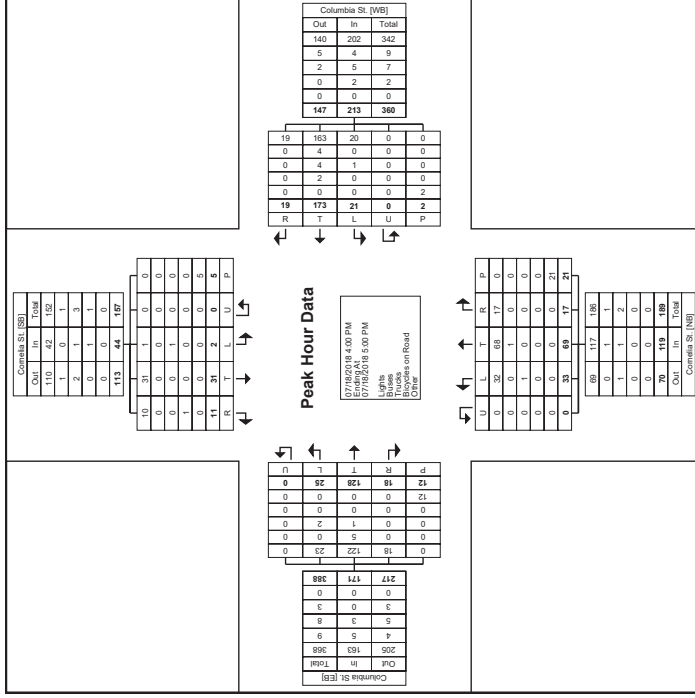
Count Name: 8, Cornelia and  
Columbia  
Site Code: Utica, New York  
Start Date: 07/18/2018  
Location: 43.102966, -73.230761



Turning Movement Peak Hour Data Plot (7:45 AM)

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Cornelia St. Southbound			Columbia St. Westbound			Columbia St. Northbound			Columbia St. Eastbound			Int. Ped. Totals																		
	Rgh	Lon	Thru	Rgh	Lon	Thru	Rgh	Lon	Thru	Rgh	Lon	Thru																			
4:00 PM	2	0	8	1	0	3	11	4	1	49	8	0	2	62	2	1	20	9	0	1	32	3	1	25	8	0	0	37	142		
4:15 PM	1	1	9	0	0	0	11	3	2	33	3	0	41	5	1	13	6	0	0	5	25	2	2	36	3	0	1	43	120		
4:30 PM	3	0	9	1	0	2	13	3	1	59	7	0	70	2	2	25	14	0	9	43	5	1	37	12	0	0	55	181			
4:45 PM	3	1	5	0	0	0	9	2	3	32	3	0	40	3	1	11	4	0	3	19	1	3	30	2	0	5	38	104			
<b>Total</b>	<b>9</b>	<b>2</b>	<b>31</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>44</b>	<b>12</b>	<b>7</b>	<b>175</b>	<b>21</b>	<b>0</b>	<b>233</b>	<b>12</b>	<b>5</b>	<b>69</b>	<b>33</b>	<b>0</b>	<b>21</b>	<b>119</b>	<b>41</b>	<b>7</b>	<b>128</b>	<b>25</b>	<b>0</b>	<b>12</b>	<b>171</b>	<b>547</b>			
Approach	20.5	4.5	70.5	4.5	0.0	0.0	0.0	5.6	3.3	81.2	9.9	0.0	0.0	10.1	4.2	58.0	27.7	0.0	0.0	6.4	4.1	74.9	14.6	0.0	0.0	0.0	0.0	0.0	0.0		
Totals %	1.6	0.4	5.7	0.4	0.0	0.0	0.0	2.2	1.3	31.6	3.8	0.0	3.8	2.2	0.9	12.6	6.0	0.0	0.0	21.8	2.0	1.3	23.4	4.6	0.0	0.0	0.0	0.0	0.0		
PHF	0.75	0.50	0.86	0.50	0.00	0.00	0.00	0.84	0.75	0.83	0.73	0.56	0.60	0.76	0.60	0.62	0.69	0.89	0.60	0.65	0.50	0.83	0.85	0.21	0.00	0.00	0.00	0.00	0.77	0.75	
Lights	8	2	31	1	0	0	42	12	7	163	20	0	202	12	5	68	32	0	117	11	7	122	23	0	0	163	524				
% Lights	88.9	100.0	100.0	50.0	0.0	0.0	95.5	100.0	100.0	94.2	95.2	0.0	94.8	100.0	100.0	96.6	97.0	0.0	98.3	100.0	100.0	95.3	92.0	0.0	0.0	95.3	95.6				
% 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	0.0	0.0	0.0	0.0	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	
% Trucks on Road	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	
% Bicycles on Road	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	
Bicycles on Road	0	0	0	0	0	0	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 Road	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
% Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrian on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Turning Movement Peak Hour Data Plot (4:00 PM)











**10. Broadway and Oriskany/Liberty - TMC**  
 Wed Jul 18, 2018  
 Full Length (7AM-9AM, 4PM-6PM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549091, Location: 43.104106, -75.231962, Site Code: Utica, New York  
 184 Baker Road, Coatesville, PA, 19320, US



Provided by: Tri-State Traffic Data, Inc.

Leg Direction	Oriskany/Liberty Eastbound											Oriskany/Liberty Westbound										
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	
Time	2018-07-18 7:00AM											2018-07-18 7:00AM										
	7	149	0	0	0	1	157	0	4	173	0	0	0	177	0	4	196	0	0	200	0	
	7:15AM	6	192	1	1	0	200	0	4	228	0	0	0	232	0	4	249	6	0	1	270	0
	7:30AM	13	220	7	0	0	240	0	4	228	0	0	0	232	0	9	249	6	0	1	270	0
	7:45AM	14	249	6	0	1	270	0	9	249	6	0	1	270	0	21	879	0	0	0	900	0
	Hourly Total	40	810	14	1	2	867	0	21	879	0	0	0	900	0	15	216	17	1	0	249	0
	8:00AM	15	216	17	1	0	249	0	10	205	0	0	0	215	0	18	201	11	0	3	233	0
	8:15AM	18	201	11	0	3	233	0	9	197	0	0	0	206	0	15	206	9	0	0	230	1
	8:30AM	15	206	9	0	0	230	1	5	201	0	0	0	206	0	14	193	11	0	1	219	0
	8:45AM	14	193	11	0	1	219	0	8	188	1	0	0	197	0	62	816	48	1	4	931	1
	Hourly Total	62	816	48	1	4	931	1	32	791	1	0	0	824	0	0	0	0	0	0	0	0
	9:00AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
	Hourly Total	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
	4:00PM	6	238	2	3	0	249	1	4	219	0	0	0	223	0	5	258	3	0	1	267	0
	4:15PM	5	258	3	0	1	267	0	4	210	0	0	0	214	0	12	263	7	1	0	283	0
	4:30PM	12	263	7	1	0	283	0	3	251	0	0	0	254	0	7	243	5	0	0	255	0
	4:45PM	7	243	5	0	0	255	0	1	218	0	0	0	219	0	30	1002	17	4	1	1054	1
	Hourly Total	30	1002	17	4	1	1054	1	12	898	0	0	0	910	0	4	266	6	1	0	277	1
	5:00PM	4	266	6	1	0	277	1	2	210	1	0	0	213	0	5	281	2	0	0	292	0
	5:15PM	9	281	2	0	0	292	0	1	189	1	0	0	191	0	5	231	1	0	1	238	0
	5:30PM	5	231	1	0	1	238	0	0	166	0	1	0	167	0	23	971	11	2	1	1006	1
	5:45PM	5	193	2	1	0	201	0	2	132	0	0	0	134	0	155	3599	90	8	8	3660	3
	Hourly Total	23	971	11	2	1	1006	1	5	697	2	1	0	705	0	4.0%	93.2%	2.3%	0.2%	0.2%	-	-
	Total	155	3599	90	8	8	3660	3	70	3266	3	1	0	3340	0	2.0%	46.7%	1.2%	0.1%	0.1%	50.1%	-
	% Approach	4.0%	93.2%	2.3%	0.2%	0.2%	-	-	2.1%	97.8%	0.1%	0%	0%	-	-	0.9%	42.4%	0%	0%	43.4%	-	-
	% Total	2.0%	46.7%	1.2%	0.1%	0.1%	50.1%	-	0.9%	42.4%	0%	0%	0%	43.4%	-	15.2	345.8	88	8	8	3714	-
	Lights	15.2	345.8	88	8	8	3714	-	65	3117	3	1	0	3186	-	90.1%	96.1%	97.8%	100%	100%	96.2%	-
	% Lights	90.1%	96.1%	97.8%	100%	100%	96.2%	-	92.9%	95.4%	100%	100%	0%	95.4%	-	2	122	2	0	0	126	-
	Articulated Trucks and Single-Unit Trucks	2	122	2	0	0	126	-	3	129	0	0	0	132	-	1.3%	3.4%	2.2%	0%	0%	3.3%	-
	% Articulated Trucks and Single-Unit Trucks	1.3%	3.4%	2.2%	0%	0%	3.3%	-	4.3%	3.9%	0%	0%	0%	4.0%	-	0.6%	0.5%	0%	0%	0.5%	-	-
	Buses	0.6%	0.5%	0%	0%	0%	0.5%	-	2	20	0	0	0	22	-	1	19	0	0	0	20	-
	% Buses	0.6%	0.5%	0%	0%	0%	0.5%	-	2.9%	0.6%	0%	0%	0%	0.7%	-	0	0	0	0	0	0	-
	Bicycles on Road	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0%	0%	0%	0%	0%	0%	-
	% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-
	Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

**10. Broadway and Oriskany/Liberty - TMC**  
 Wed Jul 18, 2018  
 Full Length (7AM-9AM, 4PM-6PM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549091, Location: 43.104106, -75.231962, Site Code: Utica, New York  
 184 Baker Road, Coatesville, PA, 19320, US



Provided by: Tri-State Traffic Data, Inc.

Leg Direction	Broadway Northbound											Broadway Southbound										
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*								
Time	2018-07-18 7:00AM											2018-07-18 7:00AM										
	3	3	0	0	1	1	1	0	3	0	0	1	6	0								
	7:15AM	6	2	0	0	3	55	0	6	3	0	1	54	1								
	7:30AM	7	4	3	0	1	58	0	2	2	0	1	9	0								
	7:45AM	23	10	3	0	7	62	2	0	12	9	0	3	06								
	Hourly Total	23	10	3	0	7	62	2	0	12	9	0	3	06								
	8:00AM	9	2	2	0	1	56	0	1	6	1	0	1	3								
	8:15AM	10	5	2	0	1	57	0	0	11	5	0	3	53								
	8:30AM	7	1	2	0	1	55	0	1	10	2	0	0	52								
	8:45AM	3	8	1	0	0	50	3	2	2	2	0	1	8								
	Hourly Total	29	16	7	0	3	88	3	2	29	10	0	5	69								
	9:00AM	0	0	0	0	0	4	0	0	0	0	0	0	4								
	Hourly Total	0	0	0	0	0	4	0	0	0	0	0	0	4								
	4:00PM	34	3	1	0	6	66	2	1	4	6	0	5	59								
	4:15PM	16	1	5	0	1	02	1	0	1	1	0	3	8								
	4:30PM	39	8	0	0	5	80	0	3	11	0	4	57	0								
	4:45PM	28	3	6	0	2	23	0	0	4	3	0	3	54								
	Hourly Total	117	15	12	0	14	587	3	1	12	21	0	15	63								
	5:00PM	24	4	3	0	7	27	2	0	5	3	0	3	55								
	5:15PM	17	4	2	0	1	06	0	0	4	4	0	4	50								
	5:30PM	9	0	0	0	3	50	2	0	2	3	0	4	3								
	5:45PM	6	5	2	0	1	56	0	0	1	1	0	2	6								
	Hourly Total	56	13	7	0	12	77	4	0	12	11	0	13	29								
	Total	225	54	29	0	36	266	12	3	65	51	0	36	588								
	% Approach	65.4%	15.7%	8.4%	0%	10.5%	-	-	1.9%	41.9%	32.9%	0%	23.2%	-								
	% Total	2.9%	0.7%	0.4%	0%	0.5%	6.8%	-	0%	0.8%	0.7%	0%	0.5%	0.4%								
	Lights	220	46	29	0	36	225	-	3	54	49	0	34	564								
	% Lights	97.8%	85.2%	100%	0%	100%	39.0%	-	100%	83.1%	96.1%	0%	94.4%	34.3%								
	Articulated Trucks and Single-Unit Trucks	5	1	0	0	0	9	-	0	4	2	0	2	7								
	% Articulated Trucks and Single-Unit Trucks	2.2%	1.9%	0%	0%	0%	5.1%	-	0%	6.2%	3.9%	0%	5.6%	8.0%								
	Buses	0	7	0	0	0	1	-	0	7	0	0	0	1								
	% Buses	0%	13.0%	0%	0%	0%	0.4%	-	0%	10.8%	0%	0%	0%	6.8%								
	Bicycles on Road	0	0	0	0	0	4	-	0	0	0	0	0	4								
	% Bicycles on Road	0%	0%	0%	0%	0%	4%	-	0%	0%	0%	0%	4%	0%								
	Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-								
	% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-								
	Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-								
	% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-								

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

**10. Broadway and Oriskany/Liberty - TMC**

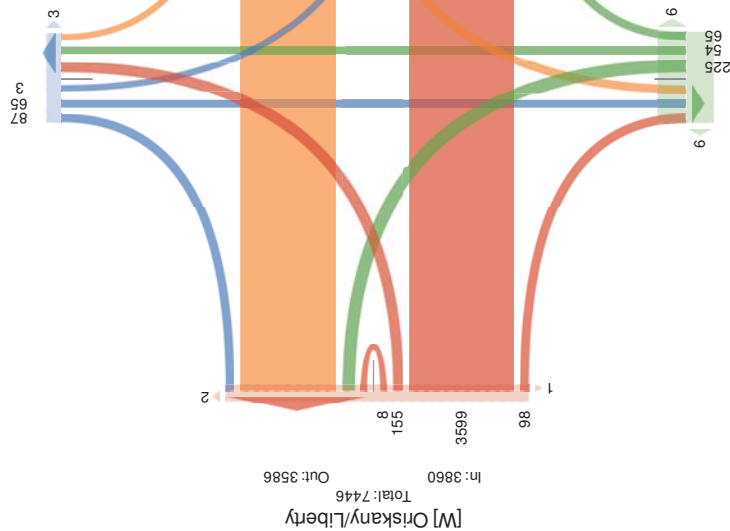
Wed Jul 18, 2018  
 Full Length (7AM-9AM, 4PM-6PM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549091, Location: 43.104106, -75.231962, Site Code: Utica, New York



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

**[N] Broadway**

Total: 367  
 In: 155 Out: 212



Out: 233 In: 344  
 Total: 577  
**[S] Broadway**

**10. Broadway and Oriskany/Liberty - TMC**

Wed Jul 18, 2018  
 AM Peak (7:30AM - 8:30AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549091, Location: 43.104106, -75.231962, Site Code: Utica, New York



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

Leg. Direction	Oriskany/Liberty Eastbound					Oriskany/Liberty Westbound								
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2018-07-18 7:30AM	13	220	7	0	0	240	0	4	228	0	0	0	232	0
7:45AM	14	249	6	0	1	270	0	9	282	0	0	0	291	0
8:00AM	15	216	17	1	0	249	0	10	205	0	0	0	215	0
8:15AM	18	201	11	0	3	233	0	9	197	0	0	0	206	0
<b>Total</b>	<b>60</b>	<b>886</b>	<b>41</b>	<b>1</b>	<b>4</b>	<b>992</b>	<b>0</b>	<b>32</b>	<b>912</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>944</b>	<b>0</b>
% Approach	6.0%	89.3%	4.1%	0.1%	0.4%	-	-	3.4%	96.6%	0%	0%	0%	-	-
% Total	2.9%	43.5%	2.0%	0%	0.2%	<b>48.7%</b>	-	1.6%	44.7%	0%	0%	0%	<b>46.3%</b>	-
PHF	0.833	0.890	0.603	0.250	0.333	<b>0.919</b>	-	0.800	0.809	-	-	-	<b>0.811</b>	-
Lights	58	838	40	1	4	<b>941</b>	-	31	857	0	0	0	<b>888</b>	-
% Lights	96.7%	94.6%	97.6%	100%	100%	<b>94.9%</b>	-	96.9%	94.0%	0%	0%	0%	<b>94.1%</b>	-
Articulated Trucks and Single-Unit Trucks	1	41	1	0	0	<b>43</b>	-	0	46	0	0	0	<b>46</b>	-
% Articulated Trucks and Single-Unit Trucks	1.7%	4.6%	2.4%	0%	0%	<b>4.3%</b>	-	0%	5.0%	0%	0%	0%	<b>4.9%</b>	-
Buses	1	7	0	0	0	<b>8</b>	-	1	9	0	0	0	<b>10</b>	-
% Buses	1.7%	0.8%	0%	0%	0%	<b>0.8%</b>	-	3.1%	1.0%	0%	0%	0%	<b>1.1%</b>	-
Bicycles on Road	0	0	0	0	0	<b>0</b>	-	0	0	0	0	0	<b>0</b>	-
% Bicycles on Road	0%	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	0%	<b>0%</b>	-
Pedestrians	-	-	-	-	-	<b>-</b>	-	-	-	-	-	-	<b>-</b>	-
% Pedestrians	-	-	-	-	-	<b>-</b>	-	-	-	-	-	-	<b>-</b>	-
Bicycles on Crosswalk	-	-	-	-	-	<b>-</b>	-	-	-	-	-	-	<b>-</b>	-
% Bicycles on Crosswalk	-	-	-	-	-	<b>-</b>	-	-	-	-	-	-	<b>-</b>	-

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

**10. Broadway and Oriskany/Liberty - TMC**

Wed Jul 18, 2018  
 AM Peak (7:30AM - 8:30AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549091, Location: 43.104106, -75.231962, Site Code: Utica, New York  
 184 Baker Road, Coatesville, PA, 19320, US



Provided by: Tri-State Traffic Data, Inc.

Leg Direction	Broadway Northbound						Broadway Southbound								
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2018/07/18 7:30AM	6	2	0	0	3	22	0	0	6	3	0	1	25	1	174
7:45AM	7	4	3	0	1	28	0	0	2	3	0	1	0	0	836
8:00AM	9	2	2	0	1	21	0	1	6	1	0	1	7	0	139
8:15AM	10	5	2	0	1	23	0	0	11	5	0	3	27	0	190
<b>Total</b>	<b>32</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>12</b>	<b>0</b>	<b>6</b>	<b>11</b>	<b>1</b>	<b>6543</b>
% Approach	55.2%	22.4%	12.1%	0%	10.3%	-	-	2.3%	56.8%	27.3%	0%	13.6%	-	-	-
% Total	1.6%	0.6%	0.3%	0%	0.3%	6.3%	-	0%	1.2%	0.6%	0%	0.3%	6.6%	-	-
PHF	0.800	0.650	0.583	-	0.500	5.350	-	0.250	0.568	0.600	-	0.500	5.897	-	0.875
Lights	30	11	7	0	6	81	-	1	20	11	0	4	40	-	1919
% Lights	93.8%	84.6%	100%	0%	100%	74.2%	-	100%	80.0%	91.7%	0%	66.7%	32.3%	-	94.2%
Articulated Trucks and Single-Unit Trucks	2	0	0	0	0	6	-	0	3	1	0	2	0	-	97
% Articulated Trucks and Single-Unit Trucks	6.3%	0%	0%	0%	0%	4.1%	-	0%	12.0%	8.3%	0%	33.3%	24.0%	-	4.8%
Buses	0	2	0	0	0	6	-	0	2	0	0	0	6	-	22
% Buses	0%	15.4%	0%	0%	0%	4.1%	-	0%	8.0%	0%	0%	0%	1.8%	-	1.1%
Bicycles on Road	0	0	0	0	0	5	-	0	0	0	0	0	5	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	5%	-	0%	0%	0%	0%	0%	5%	-	0%
Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%

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

**10. Broadway and Oriskany/Liberty - TMC**

Wed Jul 18, 2018  
 AM Peak (7:30AM - 8:30AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549091, Location: 43.104106, -75.231962, Site Code: Utica, New York  
 184 Baker Road, Coatesville, PA, 19320, US



Provided by: Tri-State Traffic Data, Inc.

Leg Direction	Total	9: 88	02t: 61
[N] Broadway	Total: 336	9t: 88	02t: 61
	02 = 0		
	03 = 0		
	3		



Leg Direction	Total	9t: 441	02t: 471
[W] Oriskany/Liberty	Total: 344	9t: 441	02t: 471
	3		
	75		
	007		
	8u		



Leg Direction	Total	9t: 455	02t: 488
[S] Broadway	Total: 375	9t: 455	02t: 488
	11		
	431		
	555		



Leg Direction	Total	9t: 455	02t: 488
[E] Oriskany/Liberty	Total: 3088	9t: 488	02t: 455



Provided by: Tri-State Traffic Data, Inc.

Leg Direction	Oriskany/Liberty Eastbound											
	L	T	R	U	RR	App	Ped*	B	RR	App	Ped*	
Time	14	249	6	0	1	240	0	9	282	0	0	237
8:00AM	15	216	17	1	0	293	0	10	205	0	0	271
8:15AM	18	201	11	0	3	255	0	9	197	0	0	206
8:30AM	15	206	9	0	0	250	1	5	201	0	0	206
<b>Total</b>	<b>62</b>	<b>672</b>	<b>43</b>	<b>1</b>	<b>4</b>	<b>692</b>	<b>1</b>	<b>33</b>	<b>865</b>	<b>0</b>	<b>0</b>	<b>376</b>
% Approach	6.3%	88.8%	4.4%	0.1%	0.4%	0	8	3.6%	96.4%	0%	0%	0%
% Total	3.1%	43.5%	2.1%	0%	0.2%	9.3	0	1.6%	44.1%	0%	0%	9.1%
PHF	0.861	0.876	0.632	0.250	0.333	0.303	0	0.825	0.785	-	-	0.498
Lights	60	821	43	1	4	323	0	30	838	0	0	96%
% Lights	96.8%	94.2%	100%	100%	100%	39.6	0	90.9%	94.7%	0%	0%	96%
Articulated Trucks and Single-Unit Trucks	1	42	0	0	0	95	-	1	44	0	0	91
% Articulated Trucks and Single-Unit Trucks	1.6%	4.8%	0%	0%	0%	9.9	-	3.0%	5.0%	0%	0%	9.3
Buses	1	9	0	0	0	70	-	2	3	0	0	1
% Buses	1.6%	1.0%	0%	0%	0%	7.0	-	6.1%	0.3%	0%	0%	0.1
Bicycles on Road	0	0	0	0	0	0	-	0	0	0	0	0
% Bicycles on Road	0%	0%	0%	0%	0%	0	-	0%	0%	0%	0%	0
Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-

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



Provided by: Tri-State Traffic Data, Inc.

Leg Direction	Broadway Northbound										Broadway Southbound									
	L	T	R	U	RR	App	Ped*	B	RR	App	Ped*	L	T	R	U	RR	App	Ped*	B	
Time	7	4	3	0	1	25	0	0	2	3	0	1	1	0	0	2	3	0	1	0
8:00AM	9	2	2	0	1	28	0	0	1	6	1	6	1	0	1	6	1	0	1	0
8:15AM	10	5	2	0	1	27	0	0	1	11	5	0	3	20	0	8	31	0	0	0
8:30AM	7	1	2	0	1	22	0	0	1	10	2	0	0	26	1	8	19	0	0	0
<b>Total</b>	<b>33</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>4</b>	<b>57</b>	<b>0</b>	<b>2</b>	<b>29</b>	<b>11</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>49</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>49</b>
% Approach	56.9%	20.7%	15.5%	0%	6.9%	-	-	4.3%	61.7%	23.4%	0%	10.6%	-	-	-	-	-	-	-	-
% Total	1.6%	0.6%	0.4%	0%	0.2%	4.0%	-	0.1%	1.4%	0.5%	0%	0.2%	4.6%	-	-	-	-	-	-	-
PHF	0.825	0.600	0.750	-	1.000	0.791	-	0.500	0.659	0.550	-	0.417	0.127	-	-	-	-	-	-	-
Lights	31	10	9	0	4	58	-	2	24	11	0	3	8	9	-	18	1	0	-	18
% Lights	93.9%	83.3%	100%	0%	100%	06.2%	-	100%	82.8%	100%	0%	60.0%	75.2%	94.3%	-	94.3%	0	0	-	94.3%
Articulated Trucks and Single-Unit Trucks	2	0	0	0	0	4	-	0	3	0	0	2	5	-	-	-	-	-	-	-
% Articulated Trucks and Single-Unit Trucks	6.1%	0%	0%	0%	0%	6.8%	-	0%	10.3%	0%	0%	40.0%	29.1%	-	-	-	-	-	-	-
Buses	0	2	0	0	0	4	-	0	2	0	0	4	-	-	-	-	-	-	-	-
% Buses	0%	16.7%	0%	0%	0%	6.8%	-	0%	6.9%	0%	0%	8.6%	-	-	-	-	-	-	-	-
Bicycles on Road	0	0	0	0	0	9	-	0	0	0	0	9	-	-	-	-	-	-	-	-
% Bicycles on Road	0%	0%	0%	0%	0%	9%	-	0%	0%	0%	0%	9%	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

**10. Broadway and Oriskany/Liberty - TMC**

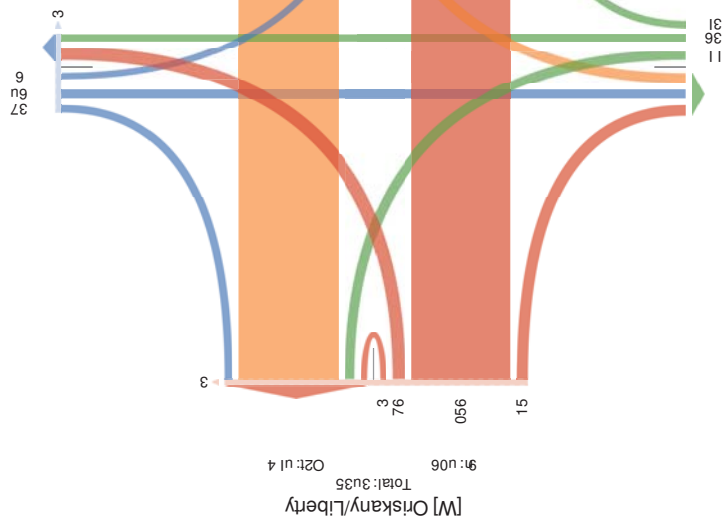
Wed Jul 18, 2018  
 411 P LvemeS  
 ID: 549091, Location: 43.104106, -75.231962, Site Code: Utica, New York



18-yh(en)Rhd,  
 CLHrEaville, t4, 1: 520, BU

**[N] Broadway**

Total: 363  
 9t: 15 O2t: 51



O2t: 38u 9t: 40  
 Total: 375  
**[S] Broadway**

**10. Broadway and Oriskany/Liberty - TMC**

Wed Jul 18, 2018  
 PM Peak (4:30PM - 5:30PM) - Overall Peak Hour  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements



184 Baker Road,  
 Coatesville, PA, 19320, US

Leg Direction	Oriskany/Liberty Eastbound						Oriskany/Liberty Westbound							
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2018-07-18 4:30PM	12	263	7	1	0	240	0	3	251	0	0	0	237	0
4:45PM	7	243	5	0	0	233	0	1	218	0	0	0	291	0
5:00PM	4	266	6	1	0	255	1	2	210	1	0	0	290	0
5:15PM	9	281	2	0	0	212	0	1	189	1	0	0	919	0
<b>6 Tot</b>	<b>32</b>	<b>1053</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>9915</b>	<b>1</b>	<b>7</b>	<b>868</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>455</b>	<b>0</b>
% Articul and 6 rucles	2.9%	95.1%	1.8%	0.2%	0%	-	-	0.8%	99.0%	0.2%	0%	0%	-	-
% Bicycles on Crosswalk	1.5%	48.1%	0.9%	0.1%	0%	31.8%	-	0.3%	39.7%	0.1%	0%	0%	71.89%	-
% Bicycles on Road	0.667	0.937	0.714	0.500	-	1.874	-	0.583	0.865	0.500	-	-	1.8	0
% Lights	32	1035	19	2	0	91.44	-	7	847	2	0	0	43	-
% Pedestrians	100%	98.3%	95.0%	100%	0%	14.8%	-	100%	97.5%	100%	0%	0%	15.8%	-
% Buses	0	16	1	0	0	95	-	0	20	0	0	0	21	-
% Buses on Crosswalk	0	1.5%	5.0%	0%	0%	98%	-	0%	2.3%	0%	0%	0%	2.0%	-
% Buses on Road	0	2	0	0	0	2	-	0	1	0	0	0	9	-
% Bicycles on RTD	0	0	0	0	0	1	-	0	0	0	0	0	1	-
% Bicycles on RTD	0%	0%	0%	0%	0%	1%	-	0%	0%	0%	0%	0%	1%	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% Pedestrians on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

**10. Broadway and Oriskany/Liberty - TMC**

Wed Jul 18, 2018  
 PM Peak (4:30PM - 5:30PM) - Overall Peak Hour  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549091, Location: 43.104106, -75.231962, Site Code: Utica, New York  
 184 Baker Road,  
 Coatesville, PA, 19320, US



Provided by: Tri-State Traffic Data, Inc.

Leg Direction	Broadway Northbound						Broadway Southbound								
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	In
Time	39	8	0	0	5	23	0	0	3	11	0	4	17	0	480
2018-07-18 4:30PM	28	3	6	0	2	36	0	0	4	3	0	3	18	0	233
4:45PM	24	4	3	0	7	37	2	0	5	3	0	3	11	0	236
5:00PM	17	4	2	0	1	59	0	0	4	4	0	4	15	0	216
5:15PM	108	19	11	0	15	123	2	0	16	21	0	14	21	0	5177
Total	108	19	11	0	15	123	2	0	16	21	0	14	21	0	5177
% Approach	70.6%	12.4%	7.2%	0%	9.8%	-	-	0%	31.4%	41.2%	0%	27.5%	-	-	-
% Total	4.9%	0.9%	0.5%	0%	0.7%	<b>0.8%</b>	-	0%	0.7%	1.0%	0%	0.6%	5.3%	-	-
PHF	0.692	0.594	0.458	-	0.536	<b>0.034</b>	-	-	0.800	0.477	-	0.875	<b>8.087</b>	-	0.901
Lights	108	17	11	0	15	<b>121</b>	-	0	14	20	0	14	<b>97</b>	-	2143
% Lights	100%	89.5%	100%	0%	100%	<b>67.0%</b>	-	0%	87.5%	95.2%	0%	100%	<b>69.1%</b>	-	97.9%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	<b>8</b>	-	0	0	1	0	0	<b>1</b>	-	38
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	<b>8%</b>	-	0%	0%	4.8%	0%	0%	<b>5.4%</b>	-	1.7%
Buses	0	2	0	0	0	<b>5</b>	-	0	2	0	0	0	<b>5</b>	-	7
% Buses	0%	10.5%	0%	0%	0%	<b>1.3%</b>	-	0%	12.5%	0%	0%	0%	<b>3.6%</b>	-	0.3%
Bicycles on Road	0	0	0	0	0	<b>8</b>	-	0	0	0	0	0	<b>8</b>	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	<b>8%</b>	-	0%	0%	0%	0%	0%	<b>8%</b>	-	0%
Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0

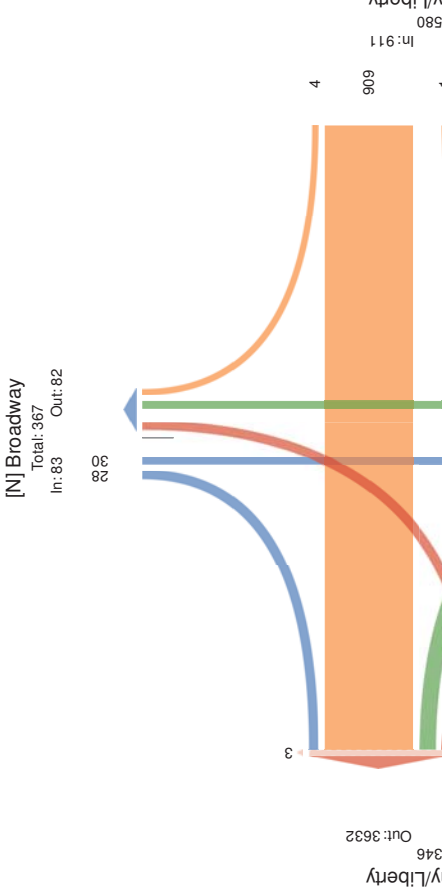
\* Pedestrians and Bicycles on Crosswalk: L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

**10. Broadway and Oriskany/Liberty - TMC**

Wed Jul 18, 2018  
 PM Peak (4:50PM - 5:00PM) - Overall Peak Hour  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549091, Location: 43.104106, -75.231962, Site Code: Utica, New York  
 184 Baker Road,  
 Coatesville, PA, 19320, US



Provided by: Tri-State Traffic Data, Inc.





**10. Broadway and Oriskany/Liberty - TMC**  
 Wed Jul 18, 2018  
 Full Length (7AM-9AM, 4PM-6PM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549091, Location: 43.104106, -75.231962, Site Code: Utica, New York  
 184 Baker Road, Coatesville, PA, 19320, US



Provided by: Tri-State Traffic Data, Inc.

Leg Direction	Oriskany/Liberty Eastbound											Oriskany/Liberty Westbound											
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*		
2018-07-18 7:00AM	7	149	0	0	1	157	0	4	173	0	0	0	0	177	0	0	0	0	0	0	0		
7:15AM	6	192	1	1	0	200	0	4	196	0	0	0	0	200	0	0	0	0	0	0	0		
7:30AM	13	220	7	0	0	240	0	4	228	0	0	0	0	232	0	0	0	0	0	0	0		
7:45AM	14	249	6	0	1	270	0	9	242	0	0	0	0	291	0	0	0	0	0	0	0		
Hourly Total	40	810	14	1	2	867	0	21	879	0	0	0	0	900	0	0	0	0	0	0	0		
8:00AM	15	216	17	1	0	249	0	10	205	0	0	0	0	215	0	0	0	0	0	0	0		
8:15AM	18	201	11	0	3	233	0	9	197	0	0	0	0	206	0	0	0	0	0	0	0		
8:30AM	15	206	9	0	0	230	1	5	201	0	0	0	0	206	0	0	0	0	0	0	0		
8:45AM	14	193	11	0	1	219	0	8	188	1	0	0	0	197	0	0	0	0	0	0	0		
Hourly Total	62	816	48	1	4	931	1	32	791	1	0	0	0	824	0	0	0	0	0	0	0		
9:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0		
4:00PM	6	238	2	3	0	249	1	4	219	0	0	0	0	223	0	0	0	0	0	0	0		
4:15PM	5	258	3	0	1	267	0	4	210	0	0	0	0	214	0	0	0	0	0	0	0		
4:30PM	12	263	7	1	0	283	0	3	251	0	0	0	0	254	0	0	0	0	0	0	0		
4:45PM	7	243	5	0	0	255	0	1	218	0	0	0	0	219	0	0	0	0	0	0	0		
Hourly Total	30	1002	17	4	1	1054	1	12	898	0	0	0	0	910	0	0	0	0	0	0	0		
5:00PM	4	266	6	1	0	277	1	2	210	1	0	0	0	213	0	0	0	0	0	0	0		
5:15PM	9	281	2	0	0	292	0	1	189	1	0	0	0	191	0	0	0	0	0	0	0		
5:30PM	5	231	1	0	1	238	0	0	166	0	1	0	0	167	0	0	0	0	0	0	0		
5:45PM	5	193	2	1	0	201	0	2	132	0	0	0	0	134	0	0	0	0	0	0	0		
Hourly Total	23	971	11	2	1	1008	1	5	697	2	1	0	0	705	0	0	0	0	0	0	0		
Total	155	3599	90	8	8	3860	3	70	3266	3	1	0	0	3340	0	0	0	0	0	0	0		
% Approach	4.0%	93.2%	2.3%	0.2%	0.2%	-	-	2.1%	97.8%	0.1%	0%	0%	-	-	-	-	-	-	-	-	-		
% Total	2.0%	46.7%	1.2%	0.1%	0.1%	50.1%	-	0.9%	42.4%	0%	0%	0%	43.4%	-	-	-	-	-	-	-	-	-	
Lights	152	3458	88	8	8	3714	-	65	3117	3	1	0	0	3186	-	-	-	-	-	-	-		
% Lights	98.1%	96.1%	97.8%	100%	100%	96.2%	-	92.9%	95.4%	100%	100%	0%	95.4%	-	-	-	-	-	-	-	-	-	
Articulated Trucks and Single-Unit Trucks	2	122	2	0	0	126	-	3	129	0	0	0	0	132	-	-	-	-	-	-	-		
% Articulated Trucks and Single-Unit Trucks	1.3%	3.4%	2.2%	0%	0%	3.3%	-	4.3%	3.9%	0%	0%	0%	4.0%	-	-	-	-	-	-	-	-	-	
Buses	1	19	0	0	0	20	-	2	20	0	0	0	0	22	-	-	-	-	-	-	-		
% Buses	0.6%	0.5%	0%	0%	0%	0.5%	-	2.9%	0.6%	0%	0%	0%	0.7%	-	-	-	-	-	-	-	-	-	
Bicycles on Road	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	-	-	-	-	-	-	-	-	
Pedestrians	-	-	-	-	-	-	3	-	-	-	-	-	-	3	-	-	-	-	-	-	-	-	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	

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

**10. Broadway and Oriskany/Liberty - TMC**  
 Wed Jul 18, 2018  
 Full Length (7AM-9AM, 4PM-6PM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549091, Location: 43.104106, -75.231962, Site Code: Utica, New York  
 184 Baker Road, Coatesville, PA, 19320, US



Provided by: Tri-State Traffic Data, Inc.

Leg Direction	Broadway Northbound											Broadway Southbound										
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*								
2018-07-18 7:00AM	3	3	0	0	1	1	1	0	3	0	0	1	6	0								
7:15AM	7	1	0	0	2	54	1	0	1	3	0	0	6	0								
7:30AM	6	2	0	0	3	55	0	0	6	3	0	1	54	1								
7:45AM	7	4	3	0	1	58	0	0	2	3	0	1	9	0								
Hourly Total	23	10	3	0	7	62	2	0	12	9	0	3	06	1								
8:00AM	9	2	2	0	1	56	0	1	6	1	0	1	3	0								
8:15AM	10	5	2	0	1	57	0	0	11	5	0	3	53	0								
8:30AM	7	1	2	0	1	55	0	1	10	2	0	0	52	1								
8:45AM	3	8	1	0	0	50	3	2	29	10	0	5	69	2								
Hourly Total	29	16	7	0	3	88	3	2	29	10	0	5	69	2								
9:00AM	0	0	0	0	0	4	0	0	0	0	0	0	4	0								
Hourly Total	0	0	0	0	0	4	0	0	0	0	0	0	4	0								
4:00PM	34	3	1	0	6	66	2	1	4	6	0	5	59	0								
4:15PM	16	1	5	0	1	02	1	0	1	1	0	3	8	0								
4:30PM	39	8	0	0	5	80	0	0	3	11	0	4	57	0								
4:45PM	28	3	6	0	2	23	0	0	4	3	0	3	54	0								
Hourly Total	117	15	12	0	14	587	3	1	12	21	0	15	63	0								
5:00PM	24	4	3	0	7	27	2	0	5	3	0	3	55	0								
5:15PM	17	4	2	0	1	06	0	0	4	4	0	4	50	0								
5:30PM	9	0	0	0	3	50	2	0	2	3	0	4	3	0								
5:45PM	6	5	2	0	1	56	0	0	1	1	0	2	6	0								
Hourly Total	56	13	7	0	12	77	4	0	12	11	0	13	29	0								
Total	225	54	29	0	36	266	12	3	65	51	0	36	588	3								
% Approach	65.4%	15.7%	8.4%	0%	10.5%	-	-	1.9%	41.9%	32.9%	0%	23.2%	-	-								
% Total	2.9%	0.7%	0.4%	0%	0.5%	6.8%	-	0%	0.8%	0.7%	0%	0.5%	0.4%	-								
Lights	220	46	29	0	36	225	-	3	54	49	0	34	564	-								
% Lights	97.8%	85.2%	100%	0%	100%	39.0%	-	100%	83.1%	96.1%	0%	94.4%	34.3%	-								
Articulated Trucks and Single-Unit Trucks	5	1	0	0	0	9	-	0	4	2	0	2	7	-								
% Articulated Trucks and Single-Unit Trucks	2.2%	1.9%	0%	0%	0%	5.1%	-	0%	6.2%	3.9%	0%	5.6%	8.0%	-								
Buses	0	7	0	0	0	1	-	0	7	0	0	0	1	-								
% Buses	0%	13.0%	0%	0%	0%	0.4%	-	0%	10.8%	0%	0%	0%	6.8%	-								
Bicycles on Road	0	0	0	0	0	4	-	0	0	0	0	0	4	-								
% Bicycles on Road	0%	0%	0%	0%	0%	4%	-	0%	0%	0%	0%	0%	4%	-								
Pedestrians	-	-	-	-	-	-	11	-	-	-	-	-	-	3								
% Pedestrians	-	-	-	-	-	-	91.7%	-	-	-	-	-	-	100%								
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	0								
% Bicycles on Crosswalk	-	-	-	-	-	-	8.3%	-	-	-	-	-	-	0%								

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

**10. Broadway and Oriskany/Liberty - TMC**

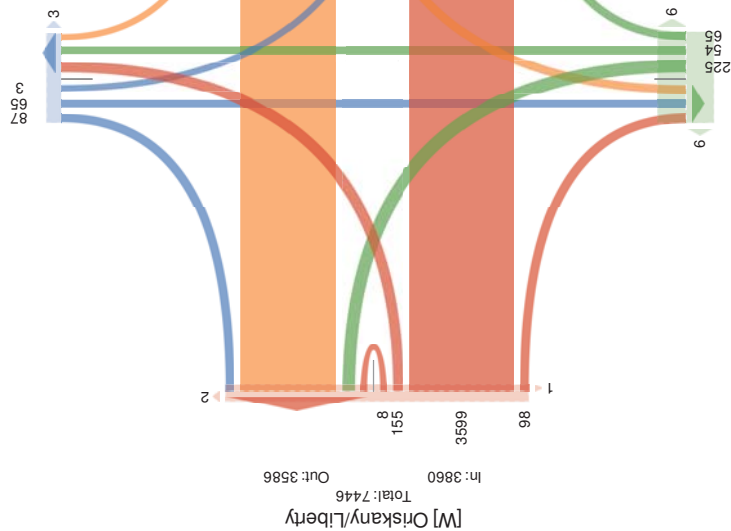
Wed Jul 18, 2018  
 Full Length (7AM-9AM, 4PM-6PM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549091, Location: 43.104106, -75.231962, Site Code: Utica, New York



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 184 Baker Road,  
 Coatesville, PA, 19320, US

**[N] Broadway**

Total: 367  
 In: 155 Out: 212



Out: 233 In: 344  
 Total: 577  
**[S] Broadway**

**10. Broadway and Oriskany/Liberty - TMC**

Wed Jul 18, 2018  
 AM Peak (7:30AM - 8:30AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549091, Location: 43.104106, -75.231962, Site Code: Utica, New York



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

Leg. Direction	Oriskany/Liberty Eastbound						Oriskany/Liberty Westbound							
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2018-07-18 7:30AM	13	220	7	0	0	240	0	4	228	0	0	0	232	0
7:45AM	14	249	6	0	1	270	0	9	262	0	0	0	291	0
8:00AM	15	216	17	1	0	249	0	10	205	0	0	0	215	0
8:15AM	18	201	11	0	3	233	0	9	197	0	0	0	206	0
<b>Total</b>	<b>60</b>	<b>886</b>	<b>41</b>	<b>1</b>	<b>4</b>	<b>992</b>	<b>0</b>	<b>32</b>	<b>912</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>944</b>	<b>0</b>
% Approach	6.0%	89.3%	4.1%	0.1%	0.4%	-	-	3.4%	96.6%	0%	0%	0%	-	-
% Total	2.9%	43.5%	2.0%	0%	0.2%	<b>48.7%</b>	-	1.6%	44.7%	0%	0%	0%	<b>46.3%</b>	-
PHF	0.833	0.890	0.603	0.250	0.333	<b>0.919</b>	-	0.800	0.809	-	-	-	<b>0.811</b>	-
Lights	58	838	40	1	4	<b>941</b>	-	31	857	0	0	0	<b>888</b>	-
% Lights	96.7%	94.6%	97.6%	100%	100%	<b>94.9%</b>	-	96.9%	94.0%	0%	0%	0%	<b>94.1%</b>	-
Articulated Trucks and Single-Unit Trucks	1	41	1	0	0	<b>43</b>	-	0	46	0	0	0	<b>46</b>	-
% Articulated Trucks and Single-Unit Trucks	1.7%	4.6%	2.4%	0%	0%	<b>4.3%</b>	-	0%	5.0%	0%	0%	0%	<b>4.9%</b>	-
Buses	1	7	0	0	0	<b>8</b>	-	1	9	0	0	0	<b>10</b>	-
% Buses	1.7%	0.8%	0%	0%	0%	<b>0.8%</b>	-	3.1%	1.0%	0%	0%	0%	<b>1.1%</b>	-
Bicycles on Road	0	0	0	0	0	<b>0</b>	-	0	0	0	0	0	<b>0</b>	-
% Bicycles on Road	0%	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	0%	<b>0%</b>	-
Pedestrians	-	-	-	-	-	<b>-</b>	-	-	-	-	-	-	<b>-</b>	-
% Pedestrians	-	-	-	-	-	<b>-</b>	-	-	-	-	-	-	<b>-</b>	-
Bicycles on Crosswalk	-	-	-	-	-	<b>-</b>	-	-	-	-	-	-	<b>-</b>	-
% Bicycles on Crosswalk	-	-	-	-	-	<b>-</b>	-	-	-	-	-	-	<b>-</b>	-

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



**10. Broadway and Oriskany/Liberty - TMC**

Wed Jul 18, 2018  
 Forced Peak (7P: 45P: A  
 MI - la) e) (G3j g) Mgsulagd h ruck) at T3 Lk4h (sh ruck), S0)e), Pede) gsrat ), Sct(Ucle)  
 ot Board, Sct(Ucle) ot - ro))y alk  
 MI: orkwetg  
 vml57DDI, Cocagot 17930710 , 465291D 2, Tsp - ode In gca, Ney York  
 - oag) Rde, PM 11D20, n T



ProRated bU h r sft ggg h r rfc  
 magp, m c3

Ge.L msrcgpt	Orskat UCshergJ W) g bout d	C	h	B	n	BB	App	Pred*	BB	App	Pred*
20180648 700P:	7 21D 0 0 0 0 223 0	7	21D	0	0	0	0	223	0	0	0
715P:	9 251 0 0 0 214 0	9	251	0	0	0	0	214	0	0	0
790P:	12 2.9 6 1 0 253 0	12	2.9	6	1	0	0	253	0	0	0
7175P:	6 2.79 5 0 0 266 0	6	2.79	5	0	0	0	266	0	0	0
<b>Total</b>	<b>90 8002 16 7 1 1464 0 12 819 0 0 0 015 0</b>	<b>90</b>	<b>8002</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>1464</b>	<b>0</b>	<b>12</b>	<b>819</b>	<b>0</b>
% Approach	2.8% 15.3% 13 % 0.3% 0.3% 8	13%	15.3%	13 %	0.3%	0.3%	8	0%	0%	0%	8
% Total	12% 7.2% 0.3% 0.3% 0% 45.6	12%	7.2%	0.3%	0.3%	0%	45.6	0%	0%	0%	41.0
PHF	0.3 25 0.352 0.3 06 0.399 0.250 %0.31	0.3	25	0.352	0.3	0.06	0.399	0.250	%0.31	4	4 %0.07
Lights	90 D68 1. 7 1 1%0	12	8.8	0	0	0	0	0	0	0	55%
% Lights	100% 16.3 % 17.3% 100% 100% 0.97	100%	16.3 %	17.3%	100%	100%	0.97	0%	0%	0%	07.9
Articulate dTr cubs and sngle Unit Trcks	0 ID 1 0 0 2%	0	90	0	0	0	0	3%	4	4	4
% Articulate dTr cubs and sngle Unit Trcks	0% 1.0% 5.0% 0% 0% 1.0	0%	1.0%	5.0%	0%	0%	1.0	0%	0%	0%	3.3
Buses	0 5 0 0 0 6	0	5	0	0	0	0	6	4	4	4
% Buses	0% 0.5% 0% 0% 0% %6	0%	0.5%	0%	0%	0%	%6	0%	0%	0%	%
Bicycles on Road	0 0 0 0 0 %	0	0	0	0	0	0	%	4	4	4
% Bicycles on Road	0% 0% 0% 0% 0% %	0%	0%	0%	0%	0%	%	0%	0%	0%	%
Pede) gsrat )	4 4 4 4 4 4 1	4	4	4	4	4	4	1	4	4	4
% Pede) gsrat )	4 4 4 4 4 4 4.100%	4	4	4	4	4	4	4.100%	4	4	4
Sct(Ucle) ot - ro))y alk	4 4 4 4 4 4 0	4	4	4	4	4	4	0	4	4	4
% Sct(Ucle) ot - ro))y alk	4 4 4 4 4 4 0%	4	4	4	4	4	4	0%	4	4	4

\* Pede) gsrat ) at d Sct(Ucle) ot - ro))y alk3Cf g B1BSJ g BB1BSJ got red, h1h1 ru, n1n4hurt

**10. Broadway and Oriskany/Liberty - TMC**

Wed Jul 18, 2018  
 Forced Peak (7P: 45P: A  
 MI - la) e) (G3j g) Mgsulagd h ruck) at T3 Lk4h (sh ruck), S0)e), Pede) gsrat ), Sct(Ucle)  
 ot Board, Sct(Ucle) ot - ro))y alk  
 MI: orkwetg  
 vml57DDI, Cocagot 17930710 , 465291D 2, Tsp - ode In gca, Ney York  
 - oag) Rde, PM 11D20, n T



ProRated bU h r sft ggg h r rfc  
 magp, m c3

Ge.L msrcgpt	Stoady aU Nor) g bout d	C	h	B	n	BB	App	Pred*	C	h	B	n	BB	App	Pred*	Int
20180648 700P:	97 9 1 0 1 84 1	97	9	1	0	1	84	1	1	7	0	5	51	0	748	
715P:	9D 8 0 0 5 78 0	9D	8	0	0	5	78	0	0	9	11	0	7	56	0	
790P:	28 9 0 2 43 0	28	9	0	2	43	0	0	0	7	9	0	9	50	0	
7175P:	28 9 0 2 43 0	28	9	0	2	43	0	0	0	7	9	0	9	50	0	
<b>Total</b>	<b>116 15 12 0 17 576 9 1 12 21 0 15 23 0 8595</b>	<b>116</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>17</b>	<b>576</b>	<b>9</b>	<b>1</b>	<b>12</b>	<b>21</b>	<b>0</b>	<b>15</b>	<b>23</b>	<b>0</b>	
% Approach	67.3% 15.3% 0% 0.3% 0.3% 8	67.3%	15.3%	0%	0.3%	0.3%	8	0%	0%	0%	0.3%	0.3%	8	0%	8.4%	
% Total	5.9% 0.6% 0.3% 0.3% 0% 9.4%	5.9%	0.6%	0.3%	0.3%	0%	9.4%	0%	0%	0.3%	0.3%	0%	9.4%	0%	8.4%	
PHF	0.350 0.37 D0.300 4.0389 0.910	0.350	0.37	D0.300	4.0389	0.910	4	0.350	0.350	0.3766	4	0.350	0.165	4	0.817	
Lights	11. 19 12 0 17 577	11	19	12	0	17	577	4	1	11	20	0	15	29	4	
% Lights	100% 8.35% 100% 0% 100% 36.5%	100%	8.35%	100%	0%	100%	36.5%	4	100%	DL3%	DL3%	DL3%	0%	100%	37.3%	
Articulate dTr cubs and sngle Unit Trcks	1 0 0 0 0 5	1	0	0	0	0	5	4	0	0	1	0	0	5	4	
% Articulate dTr cubs and sngle Unit Trcks	0.3% 0% 0% 0% 0% 0.1%	0.3%	0%	0%	0%	0%	0.1%	4	0%	0%	7.3%	0%	0%	8.0%	4	
Buses	0 2 0 0 0 8	0	2	0	0	0	8	4	0	1	0	0	0	5	4	
% Buses	0% 1.93% 0% 0% 0% 5.4%	0%	1.93%	0%	0%	0%	5.4%	4	0%	8.3%	0%	0%	0%	8.0%	4	
Bicycles on Road	0 0 0 0 0 0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	
% Bicycles on Road	0% 0% 0% 0% 0% 0%	0%	0%	0%	0%	0%	0%	4	0%	0%	0%	0%	0%	0%	4	
Pede) gsrat )	4 4 4 4 4 4 9	4	4	4	4	4	4	9	4	4	4	4	4	4	4	
% Pede) gsrat )	4 4 4 4 4 4 4.100%	4	4	4	4	4	4	4.100%	4	4	4	4	4	4	4	
Sct(Ucle) ot - ro))y alk	4 4 4 4 4 4 0	4	4	4	4	4	4	0	4	4	4	4	4	4	4	
% Sct(Ucle) ot - ro))y alk	4 4 4 4 4 4 0%	4	4	4	4	4	4	0%	4	4	4	4	4	4	4	

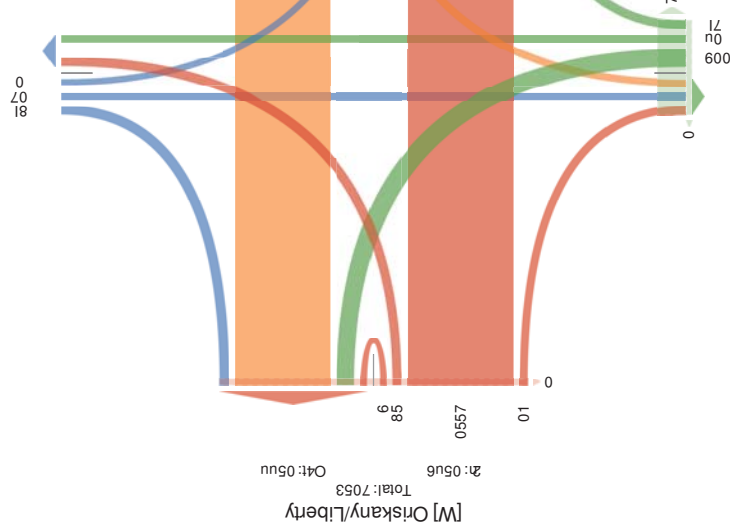
\* Pede) gsrat ) at d Sct(Ucle) ot - ro))y alk3Cf g B1BSJ g BB1BSJ got red, h1h1 ru, n1n4hurt

**10. Broadway and Oriskany/Liberty - TMC**

Wed Jul 18, 2018  
 FLnged t eh( 7A M - 9t M4  
 Pll(6lh) e) 7Cs i r) Pngulhed c mg() htd kafs le-S Tā c mg(), Ubye), ( ede) mātT), UgBgle)  
 LT y Lhd, UgBgle) LT(6nl)yo h(4  
 Pll Mde we D)  
 vnt 9A0DDI, C ghtnā.TA: 50A103, -, 95: 1D32, kae 6LdelSngn, Neo YLr  
 18AUh(eny Lhd,  
 mhh, VTg5  
 6 Lhne) Rale, t P, 1D, 20, Sk

**[N] Broadway**

Total: 36  
 2t: 63 O4t: 6u



O4t: 67 2t: 0u1  
 Total: 755  
 [S] Broadway

**10. Broadway and Oriskany/Liberty - TMC**

Wed Jul 18, 2018  
 PM Peak (4:30PM - 5:30PM) - Overall Peak Hour  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles  
 on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549091, Location: 43.104106, -75.231962, Site Code: Utica, New York

Leg Direction	Oriskany/Liberty Eastbound						Oriskany/Liberty Westbound					
	L	T	R	U	RR	App. Ped*	L	T	R	U	RR	App. Ped*
2018-07-18 4:30PM	12	263	7	1	0	240	3	251	0	0	0	237
4:45PM	7	243	5	0	0	233	1	218	0	0	0	291
5:00PM	4	266	6	1	0	255	2	210	1	0	0	290
5:15PM	9	281	2	0	0	212	1	189	1	0	0	919
<b>6 Tr 4</b>	<b>32</b>	<b>1053</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>9915</b>	<b>7</b>	<b>866</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>455</b>
% Articul and 6 rucles t and Single-Unit6 rucles	0	2.9%	95.1%	1.8%	0.2%	0%	-	0.8%	99.0%	0.2%	0%	0%
% Appr Tr ch	0	1.5%	48.1%	0.9%	0.1%	0%	0	0.3%	39.7%	0.1%	0%	71.8%
% 6 Tr 4	0.667	0.937	0.714	0.500	-	1.874	0.583	0.865	0.500	-	1.8	0
% Lighos	32	1035	19	2	0	91.44	7	847	2	0	0	43
% Lighos	100%	98.3%	95.0%	100%	0%	14.8%	100%	97.5%	100%	0%	0%	15.8%
% Articul and 6 rucles t and Single-Unit6 rucles	0	16	1	0	0	95	0	20	0	0	0	21
% Articul and 6 rucles t and Single-Unit6 rucles	0	1.5%	5.0%	0%	0%	98%	0	2.3%	0%	0%	0%	2.0%
% Buses	0	2	0	0	0	2	0	1	0	0	0	9
% Buses	0%	0.2%	0%	0%	0%	1.82%	0%	0.1%	0%	0%	0%	1.89%
% Bicycles on RTD	0	0	0	0	0	1	0	0	0	0	0	1
% Bicycles on RTD	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	1%
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-

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

**10. Broadway and Oriskany/Liberty - TMC**

Wed Jul 18, 2018  
 PM Peak (4:30PM - 5:30PM) - Overall Peak Hour  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549091, Location: 43.104106, -75.231962, Site Code: Utica, New York  
 184 Baker Road,  
 Coatesville, PA, 19320, US



Provided by: Tri-State Traffic Data, Inc.

Leg Direction	Broadway Northbound						Broadway Southbound								
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	In
2018-07-18 4:30PM	39	8	0	0	5	23	0	0	3	11	0	4	17	0	480
4:45PM	28	3	6	0	2	36	0	0	4	3	0	3	18	0	233
5:00PM	24	4	3	0	7	37	2	0	5	3	0	3	11	0	236
5:15PM	17	4	2	0	1	59	0	0	4	4	0	4	15	0	216
<b>Total</b>	108	19	11	0	15	123	2	0	16	21	0	14	21	0	5177
% Approach	70.6%	12.4%	7.2%	0%	9.8%	-	-	0%	31.4%	41.2%	0%	27.5%	-	-	-
% Total	4.9%	0.9%	0.5%	0%	0.7%	<b>0.8%</b>	-	0%	0.7%	1.0%	0%	0.6%	5.3%	-	-
PHF	0.692	0.594	0.458	-	0.536	<b>0.034</b>	-	-	0.800	0.477	-	0.875	<b>0.087</b>	-	0.901
Lights	108	17	11	0	15	<b>121</b>	-	0	14	20	0	14	<b>97</b>	-	2143
% Lights	100%	89.5%	100%	0%	100%	<b>67.0%</b>	-	0%	87.5%	95.2%	0%	100%	<b>69.1%</b>	-	97.9%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	<b>8</b>	-	0	0	1	0	0	<b>1</b>	-	38
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	<b>8%</b>	-	0%	0%	4.8%	0%	0%	<b>5.4%</b>	-	1.7%
Buses	0	2	0	0	0	<b>5</b>	-	0	2	0	0	0	<b>5</b>	-	7
% Buses	0%	10.5%	0%	0%	0%	<b>1.3%</b>	-	0%	12.5%	0%	0%	0%	<b>3.6%</b>	-	0.3%
Bicycles on Road	0	0	0	0	0	<b>8</b>	-	0	0	0	0	0	<b>8</b>	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	<b>8%</b>	-	0%	0%	0%	0%	0%	<b>8%</b>	-	0%
Pedestrians	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	0
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	0

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

**10. Broadway and Oriskany/Liberty - TMC**

Wed Jul 18, 2018  
 PM Peak (4:50PM - 5:00PM) - Overall Peak Hour  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549091, Location: 43.104106, -75.231962, Site Code: Utica, New York  
 184 Baker Road,  
 Coatesville, PA, 19320, US



Provided by: Tri-State Traffic Data, Inc.

Leg Direction	Broadway Northbound						Broadway Southbound								
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	In
2018-07-18 4:50PM	39	8	0	0	5	23	0	0	3	11	0	4	17	0	480
4:45PM	28	3	6	0	2	36	0	0	4	3	0	3	18	0	233
5:00PM	24	4	3	0	7	37	2	0	5	3	0	3	11	0	236
5:15PM	17	4	2	0	1	59	0	0	4	4	0	4	15	0	216
<b>Total</b>	108	19	11	0	15	123	2	0	16	21	0	14	21	0	5177
% Approach	70.6%	12.4%	7.2%	0%	9.8%	-	-	0%	31.4%	41.2%	0%	27.5%	-	-	-
% Total	4.9%	0.9%	0.5%	0%	0.7%	<b>0.8%</b>	-	0%	0.7%	1.0%	0%	0.6%	5.3%	-	-
PHF	0.692	0.594	0.458	-	0.536	<b>0.034</b>	-	-	0.800	0.477	-	0.875	<b>0.087</b>	-	0.901
Lights	108	17	11	0	15	<b>121</b>	-	0	14	20	0	14	<b>97</b>	-	2143
% Lights	100%	89.5%	100%	0%	100%	<b>67.0%</b>	-	0%	87.5%	95.2%	0%	100%	<b>69.1%</b>	-	97.9%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	<b>8</b>	-	0	0	1	0	0	<b>1</b>	-	38
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	<b>8%</b>	-	0%	0%	4.8%	0%	0%	<b>5.4%</b>	-	1.7%
Buses	0	2	0	0	0	<b>5</b>	-	0	2	0	0	0	<b>5</b>	-	7
% Buses	0%	10.5%	0%	0%	0%	<b>1.3%</b>	-	0%	12.5%	0%	0%	0%	<b>3.6%</b>	-	0.3%
Bicycles on Road	0	0	0	0	0	<b>8</b>	-	0	0	0	0	0	<b>8</b>	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	<b>8%</b>	-	0%	0%	0%	0%	0%	<b>8%</b>	-	0%
Pedestrians	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	0
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	0

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



**11. Broadway and Lafayette - TMC**  
 Wed Jul 18, 2018  
 Full Length (7AM-9AM, 4PM-6PM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 548864, Location: 43.10297, -75.232935, Site Code: Utica, New York  
 184 Baker Road, Coatesville, PA, 19320, US  
 Provided by: Tri-State Traffic Data, Inc.

Leg Direction	Lafayette St Eastbound										Lafayette St Westbound											
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	br
Time	2018-07-18 7:00AM																					
	3	14	0	0	0	0	15	0	1	14	2	0	0	0	15	0	0	0	0	0	15	0
	7:15AM																					
	0	13	2	0	0	17	2	8	28	2	0	0	0	20	0	0	0	0	0	0	20	0
	7:30AM																					
	1	16	2	0	1	43	0	6	26	2	0	0	0	29	0	0	0	0	0	0	29	0
	7:45AM																					
	2	23	3	0	0	40	1	8	41	2	0	0	0	71	0	0	0	0	0	0	71	0
	Hourly Total																					
	6	66	7	0	1	103	3	23	109	8	0	0	0	193	0	0	0	0	0	0	193	0
	8:00AM																					
	4	28	9	0	0	91	2	8	31	3	0	0	0	94	0	0	0	0	0	0	94	0
	8:15AM																					
	5	30	4	0	0	28	0	10	30	2	0	1	1	92	0	0	0	0	0	0	92	0
	8:30AM																					
	3	26	3	0	1	22	0	6	29	3	0	0	0	20	0	0	0	0	0	0	20	0
	8:45AM																					
	3	24	5	0	1	22	2	7	43	3	0	1	1	79	1	0	0	0	0	0	79	1
	Hourly Total																					
	15	108	21	0	2	196	4	31	133	11	0	2	155	1	0	0	0	0	0	0	155	1
	9:00AM																					
	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0
	Hourly Total																					
	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0
	4:00PM																					
	3	32	1	0	0	26	0	5	46	6	0	3	63	0	0	0	0	0	0	63	0	
	4:15PM																					
	1	29	0	0	0	23	0	3	63	4	0	0	53	2	0	0	0	0	0	53	2	
	4:30PM																					
	2	32	0	0	0	29	0	7	58	4	0	2	51	0	0	0	0	0	0	51	0	
	4:45PM																					
	2	32	3	0	0	25	0	3	45	6	0	1	77	0	0	0	0	0	0	77	0	
	Hourly Total																					
	8	125	4	0	0	125	0	18	212	20	0	6	476	2	0	0	0	0	0	476	2	
	5:00PM																					
	3	26	0	0	0	48	1	2	35	3	0	2	94	0	0	0	0	0	0	94	0	
	5:15PM																					
	0	15	1	1	1	10	0	6	37	3	0	0	96	0	0	0	0	0	0	96	0	
	5:30PM																					
	0	21	0	0	1	44	0	4	30	2	0	0	26	0	0	0	0	0	0	26	0	
	5:45PM																					
	1	13	0	0	0	19	0	3	21	0	0	2	46	0	0	0	0	0	0	46	0	
	Hourly Total																					
	4	75	1	1	2	102	1	15	123	8	0	4	173	0	0	0	0	0	0	173	0	
	6:00PM																					
	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	
	Hourly Total																					
	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	
	Total																					
	33	374	33	1	5	996	6	87	577	47	0	12	542	3	0	0	0	0	0	542	3	
	% Approach																					
	7.4%	83.9%	7.4%	0.2%	1.1%	-	12.0%	79.8%	6.5%	0%	1.7%	-	-	-	-	-	-	-	-	-	-	-
	% Total																					
	1.9%	21.0%	1.9%	0.1%	0.3%	47.1%	4.9%	32.5%	2.6%	0%	0.7%	93.5%	-	-	-	-	-	-	-	-	-	-
	Lights																					
	30	363	32	1	5	921	-	74	554	42	0	12	604	-	-	-	-	-	-	-	-	-
	% Lights																					
	90.9%	97.1%	97.0%	100%	100%	86.6%	85.1%	96.0%	89.4%	0%	100%	89.2%	-	-	-	-	-	-	-	-	-	-
	Articulated Trucks and Single-Unit Trucks																					
	3	4	0	0	0	5	-	1	12	1	0	0	19	-	-	-	-	-	-	-	-	-
	% Articulated Trucks and Single-Unit Trucks																					
	9.1%	1.1%	0%	0%	0%	1.6%	-	1.1%	2.1%	0%	0%	1.8%	-	-	-	-	-	-	-	-	-	-
	Buses																					
	0	2	1	0	0	2	-	12	7	3	0	0	44	-	-	-	-	-	-	-	-	-
	% Buses																					
	0%	0.5%	3.0%	0%	0%	3.5%	-	13.8%	1.2%	6.4%	0%	0%	2.3%	-	-	-	-	-	-	-	-	-
	Bicycles on Road																					
	0	5	0	0	0	7	-	0	4	1	0	0	7	-	-	-	-	-	-	-	-	-
	% Bicycles on Road																					
	0%	1.3%	0%	0%	0%	1.1%	-	0%	0.7%	2.1%	0%	0%	3.5%	-	-	-	-	-	-	-	-	-
	% Pedestrians																					
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Bicycles on Crosswalk																					
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	% Bicycles on Crosswalk																					
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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



**11. Broadway and Lafayette - TMC**  
 Wed Jul 18, 2018  
 Full Length (7AM-9AM, 4PM-6PM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 548864, Location: 43.10297, -75.232935, Site Code: Utica, New York  
 184 Baker Road, Coatesville, PA, 19320, US  
 Provided by: Tri-State Traffic Data, Inc.

Leg Direction	Broadway Northbound										Broadway Southbound											
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	br
Time	2018-07-18 7:00AM																					
	2	3	1	0	0	1	0	1	5	3	0	0	6	0	2	6	0	0	0	6	0	26
	7:15AM																					
	1	7	2	0	0	85	0	0	5	2	0	2	6	0	43	0	0	0	0	6	0	97
	7:30AM																					
	1	9	3	0	1	82	0	1	5	6	3	0	3	64	0	0	0	0	0	3	64	0
	7:45AM																					
	4	14	2	0	2	33	4	1	9	4	0	2	81	0	884	0	0	0	0	0	884	0
	Hourly Total																					
	8	33	8	0	3	73	5	7	25	12	0	7	78	0	030	0	0	0	0	0	030	0
	8:00AM																					
	3	13	3	0	1	35	0	5	16	5	0	2	39	1	808	0	0	0	0	0	808	0
	8:15AM																					
	3	12	3	0	1	89	1	2	18	6	0	1	34	0	834	0	0	0	0	0	834	0
	8:30AM																					
	1	12	3	0	1	84	2	2	11	5	0	0	89	0	851	0	0	0	0	0	851	0
	8:45AM																					
	2	13	2	0	0	84	0	3	6	0	0	5	82	0	889	0	0	0	0	0	889	0
	Hourly Total																					
	9	50	10	0	3	43	3	12	51	16	0	8	94	1	293	0	0	0	0	0	293	0
	9:00AM																					
	0	0	0	0	0	5	0	0	0	0	0	0	5	0	5	0	0	0	0	5	0	5
	Hourly Total																					
	0	0	0	0	0	5	0	0	0	0	0	0	5	0	5	0	0	0	0	5	0	5
	4:00PM																					
	2	35	4	0	1	23	2	1	8	6	0	1	81	0	872	0	0	0	0	0	872	0
	4:15PM																					
	1	19	3	0	3	31	2	3	8	3	0	0	82	0	825	0	0	0	0	0	825	0
	4:30PM																					
	5	47	16	0	1	16	2	4	7	5	0	2	89	0	863	0	0	0	0	0	863	0
	4:45PM																					
	2	21	7	0	2	03	1	0	5	2	0	1	9	0	803	0	0	0	0	0	803	0
	Hourly Total																					
	10	122	30	0	7	816	7	8	28	16	0	4	71	0	189	0	0	0	0	0	189	0
	5:00PM																					
	3	25	4	0	0	03	1	5	5	4	0	3	64	0	835	0	0	0	0	0	835	0
	5:15PM																					
	0	18	5	0	0	30	2	1	4	1	0	0	1	0	60	0	0	0	0	0	60	0
	5:30PM																					
	0	10	3	0	0	80	3	2	2	0	0	1	7	0	41	0	0	0	0	0	41	0
	5:45PM																					
	3	12	4	0	1	35	0	0	3	0	0	3	1	0	11	0	0	0	0	0	11	0
	Hourly Total																					
	6	65	16	0	1	99	6	8	14	5	0	7	02	0	077	0	0	0	0	0	077	0
	6:00PM																					
	0	0	0	0	0	5	0	0	0	0	0	0	5	0	5	0	0	0	0	5	0	5
	Hourly Total																					
	0	0	0	0	0	5	0	0	0	0	0	0	5	0	5	0	0	0	0	5	0	5
	Total																					
	33	270	64	0	14	098	21	35	118	49	0	26	339	1	849	0	0	0	0	0	849	0
	% Approach																					
	8.7%	70.9%	16.8%	0%	3.7%	-	15.4%	51.8%	21.5%	0%	11.4%	-	-	-	-	-	-	-	-	-	-	-
	% Total																					
	1.9%	15.2%	3.6%	0%	0.8%	38.2%	-															

**11. Broadway and Lafayette - TMC**

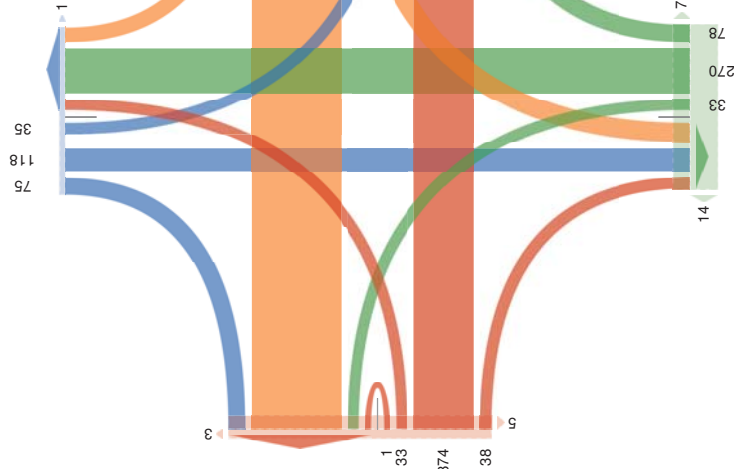
Wed Jul 18, 2018  
 Full Length (7AM-9AM, 4PM-6PM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 548864, Location: 43.10297, -75.232935, Site Code: Utica, New York



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

**[N] Broadway**

Total: 590  
 In: 228 Out: 362



Out: 243 In: 381  
 Total: 624  
**[S] Broadway**

**11. Broadway and Lafayette - TMC**

Wed Jul 18, 2018  
 Forced Peak (7:45AM - 8:45AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 548864, Location: 43.10297, -75.232935, Site Code: Utica, New York



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

Leg. Direction	Lafayette St Eastbound						Lafayette St Westbound					
	L	T	R	U	RR	App Ped*	L	T	R	U	RR	App Ped*
2018-07-18 7:45AM	2	23	3	0	0	24	1	8	41	2	0	0
8:00AM	4	28	9	0	0	73	2	8	31	3	0	0
8:15AM	5	30	4	0	0	91	0	10	30	2	0	1
8:30AM	3	26	3	0	1	99	0	6	29	3	0	0
<b>5:59A</b>	<b>14</b>	<b>107</b>	<b>19</b>	<b>0</b>	<b>1</b>	<b>973</b>	<b>3</b>	<b>62</b>	<b>131</b>	<b>10</b>	<b>0</b>	<b>667</b>
1 % App Ped*	9.9%	75.9%	13.5%	0%	0.7%	h	h	18.4%	75.3%	5.7%	0%	0.6%
1 % PH	2.9%	22.2%	4.0%	0%	0.2%	21-91	h	6.7%	27.2%	2.1%	0%	0.2%
1 % PH	0.700	0.892	0.528	-	0.250	F48F	h	0.800	0.799	0.833	-	0.250
1 % PH	14	104	18	0	1	39a	h	29	126	8	0	1
1 % PH	0	0	0	0	0	1a-21	h	0	0	0	0	0
A Truck Ped*	0%	0%	0%	0%	0%	F	h	0%	2.3%	0%	0%	0%
1 % Truck Ped*	0%	0%	0%	0%	0%	F	h	0%	2.3%	0%	0%	0%
1 % Buses	0%	0.9%	5.3%	0%	0%	3-71	h	9.4%	1.5%	10.0%	0%	0%
1 % Bicycles on Road	0%	2	0	0	0	2	h	0	0	1	0	0
1 % Bicycles on Road	0%	1.9%	0%	0%	0%	3-71	h	0%	0%	10.0%	0%	0%
% Pedestrians	-	-	-	-	-	-	h	-	-	-	-	-
% Pedestrians	-	-	-	-	-	-	h	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	h	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	h	-	-	-	-	-

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



**11. Broadway and Lafayette - TMC**

Wed Jul 18, 2018

Forced Peak (7:45AM - 8:45AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 548894, Location: 43.10267, -75.232635, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road, Coatesville, PA, 16320, US

Leg Direction	Broadway Northbound						Broadway Southbound									
	L	T	R	U	RR	App	Pred*	L	T	R	U	RR	App	Pred*	In	
Time	4	14	2	0	2	22	4	1	6	4	0	2	51	0	557	
8:00AM	3	13	3	0	1	24	0	5	19	5	0	2	28	1	505	
8:15AM	3	12	2	0	1	58	1	2	18	9	0	1	27	0	527	
8:30AM	1	12	3	0	1	57	2	2	11	5	0	0	58	0	541	
<b>3:00P</b>	<b>11</b>	<b>51</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>7</b>	<b>10</b>	<b>64</b>	<b>20</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>1</b>	<b>485</b>	
1 % App	69%	14.3%	99.2%	13.0%	0%	9.5%	h	11.2%	90.7%	22.5%	0%	5.9%	h	-	-	
1 % Ped	66%	2.3%	10.9%	2.1%	0%	1.0%	51-41	2.1%	11.2%	4.2%	0%	1.0%	56-1	-	-	
1 % Buses	98%	0.98%	0.61%	0.83%	-	0.925	4-87	-	0.500	0.750	0.833	-	0.925	4-76	-	0.618
1 % Trucks	100%	68.0%	80.0%	90.0%	0%	0%	0-1	60.0%	60.7%	65.0%	0%	80.0%	05-41	-	64.4%	
1 % Bicycles on Crosswalk	0%	0%	0%	0%	0%	0	4	0	0	3	0	0	1	a	7	
1 % Bicycles on Road	0	1	2	0	1	a	-	0%	5.9%	0%	20.0%	a-1	-	1.5%	-	
1 % Bicycles on Crosswalk	0%	2.0%	20.0%	0%	20.0%	-21	-	10.0%	3.7%	5.0%	0%	0%	a-1	-	3.3%	
1 % Pedestrians	0%	0%	0%	0%	0%	5-01	-	0%	0%	0%	0%	0%	41	-	0.8%	
% Pedestrians	-	-	-	-	-	-	9	-	-	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	85.7%	-	-	-	-	-	-	-	100%	
% Bicycles on Road	-	-	-	-	-	-	14.3%	-	-	-	-	-	-	-	0%	

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

**11. Broadway and Lafayette - TMC**

Wed Jul 18, 2018

Forced Peak (7:45AM - 8:45AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

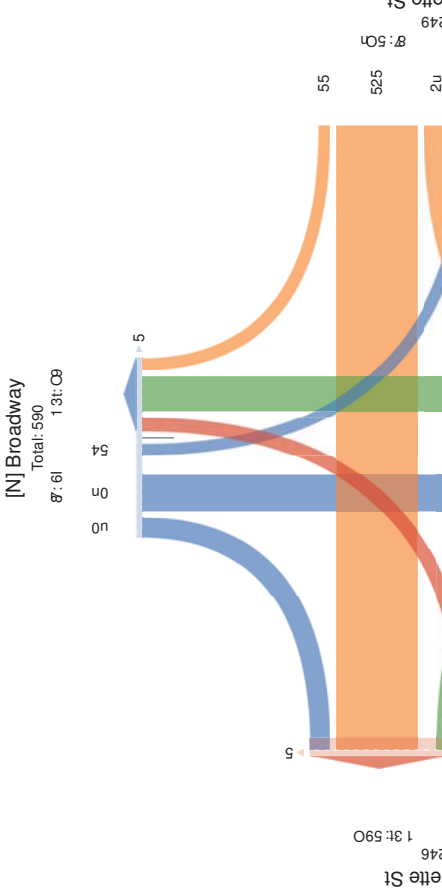
All Movements

ID: 548894, Location: 43.10267, -75.232635, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road, Coatesville, PA, 16320, US



**11. Broadway and Lafayette - TMC**

Wed Jul 18, 2018  
 AM Peak (8AM - 9AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 548864, Location: 43.10297, -75.232935, Site Code: Utica, New York  
 184 Baker Road, Coatesville, PA, 19320, US  
 Provided by: Tri-State Traffic Data, Inc.



Leg Direction	Lafayette St Eastbound	Lafayette St Westbound
Time	L T R U RR App Ped*	L T R U RR App Ped*
2018/07/18 8:00AM	4 28 9 0 0 24 2	8 31 3 0 0 20 0
8:15AM	5 30 4 0 0 37 0	10 30 2 0 1 23 0
8:30AM	3 26 3 0 1 33 0	6 29 3 0 0 39 0
8:45AM	3 24 5 0 1 33 2	7 43 3 0 1 12 1
5:6 PM	15 108 21 0 2 42 a 4	31 133 11 0 2 41 1
% Approach	10.3% 74.0% 14.4% 0% 1.4%	17.5% 75.1% 6.2% 0% 1.1%
% 5 PM	3.1% 22.4% 4.4% 0% 0.4%	6.4% 27.6% 2.3% 0% 0.4%
PHI	0.750 0.500 0.583 - 0.500	0.775 0.773 0.917 - 0.500
Light	15 105 20 0 2 42 0	27 127 9 0 2 41 1
% Light	100% 97.2% 95.2% 0% 100%	87.1% 95.5% 81.8% 0% 100%
Ar/Ratio Red 5 rucks ond Single-Unit Trucks	0 0 0 0 0 8	0 4 0 0 0 2
% Ar/Ratio Red 5 rucks ond Single-Unit Trucks	0% 0% 0% 0% 0%	0% 3.0% 0% 0% 0%
Buses	0 1 1 0 0 0	4 2 1 0 0 1
% Buses	0% 0.9% 4.8% 0% 0%	12.9% 1.5% 9.1% 0% 0%
Bicycles on Road	0 2 0 0 0 0	0 0 1 0 0 4
% Bicycles on Road	0% 1.9% 0% 0% 0%	0% 9.1% 0% 0% 8.4%
Pedestrians	- - - - - 4	- - - - - 1
% Pedestrians	- - - - - 100%	- - - - - 100%
Bicycles on Crosswalk	- - - - - 0	- - - - - 0
% Bicycles on Crosswalk	- - - - - 0%	- - - - - 0%

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

**11. Broadway and Lafayette - TMC**

Wed Jul 18, 2018  
 AM Peak (8AM - 7:AM)  
 All Classes (Caj, g, Algs ubagd r hru k) acd Txc Lcl h c sgr hru k, Su) e), Pede) jhac), Ss Utle)  
 Bc y Bad, Ss Utle) Bc - hb) jo alk  
 All Movements  
 vmlD58845, Ckragk: I 59.102: 6, 7D292: 9D, Tsgg - Bdel ngr a, Neo YBhk  
 185 Sakehy Bad, - Bagg) Bde, PA, 1: 920, n T



Leg Direction	S/Bad to aU N/Bgg bBucc	S/Bad to aU B/Bgg bBucc
Time	C r y n yy App Ped*	C r y n yy App Ped*
2018/07/18 8:00AM	9 19 9 0 1 25 0	7 14 0 0 2 21 1
8:15AM	9 12 2 0 1 71 1	2 18 4 0 1 28 0
8:30AM	1 12 9 0 1 78 2	2 11 0 0 0 71 0
8:45AM	2 19 2 0 0 78 0	9 4 0 0 0 73 0
5:9 PM	12 10 0 9 82 9	12 14 0 8 18 1
% Approach	12.1% 4.5% 19.2% 0% 5.2%	19.8% 18.4% 18.5% 0% 2.8%
% 5 PM	1.1% 10.5% 2.1% 0% 0.4%	2.2% 10.4% 9.9% 0% 1.6%
PHI	0.610 0.42 0.899 70.600 51.55	0.400 0.608 0.446 7 0.500
Light	12 10 0 9 82 9	11 56 10 0 6 15 7
% Light	100% 8.0% 80.0% 0% 100%	1.6% 2.2% 9.8% 0% 86.0%
Ar/Ratio Red 5 rucks ond Single-Unit Trucks	0 1 0 0 0 7	0 9 0 0 1 3
% Ar/Ratio Red 5 rucks ond Single-Unit Trucks	0% 2.0% 0% 0% 0%	0% 12.0% 3.0% 0% 1.1%
Buses	0 0 2 0 0 2	1 1 1 0 0 4
% Buses	0% 0% 20.0% 0% 0%	8.9% 2.0% 4.9% 0% 0%
Bicycles on Road	0 0 0 0 0 5	0 0 0 0 0 5
% Bicycles on Road	0% 0% 0% 0% 0%	0% 0% 0% 0% 0%
Pedestrians	7 7 7 7 7 7	7 7 7 7 7 7
% Pedestrians	7 7 7 7 7 100%	7 7 7 7 7 100%
Ss Utle) Bc - hb) jo alk	7 7 7 7 7 7	7 7 7 7 7 7
% Ss Utle) Bc - hb) jo alk	7 7 7 7 7 0%	7 7 7 7 7 0%

\* Pedestrians and Bicycles on Crosswalk: Bc - hb) jo alk, C: Caj, g y Iy s d j g y Iy s d j g Bc, hed, r I r i hu, n I n 7 ulc

**11. Broadway and Lafayette - TMC**

Wed Jul 18, 2018  
 AM Peak (8AM - 7:AM)  
 All-lane (Left, Through, Right, Left, Through, Right, Left, Through, Right)  
 All Movements  
 ID: 548894, Location: 43.10276, -65.232735, Site Code: Utica, New York



185 Sakelby Blvd,  
 - Bagley Rd, PA, 1: 920, n T



184 Baker Road,  
 Coatesville, PA, 17320, US

Leg Direction	Lafayette St Eastbound					Lafayette St Westbound								
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2018-06-18 4:00PM	3	32	1	0	0	36	0	5	49	9	0	3	60	0
4:15PM	1	27	0	0	0	30	0	3	93	4	0	0	70	2
4:30PM	2	32	0	0	0	34	0	6	58	4	0	2	71	0
4:45PM	2	32	3	0	0	37	0	3	45	9	0	1	55	0
<b>Total</b>	<b>8</b>	<b>125</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>137</b>	<b>0</b>	<b>18</b>	<b>212</b>	<b>20</b>	<b>0</b>	<b>9</b>	<b>256</b>	<b>2</b>
% Approach	5.8%	71.2%	2.7%	0%	0%	-	-	6.0%	82.8%	6.8%	0%	2.3%	-	-
% Total	1.3%	20.2%	0.9%	0%	0%	22.2%	-	2.7%	34.3%	3.2%	0%	1.0%	41.4%	-
PHF	0.996	0.766	0.333	-	-	0.926	-	0.943	0.841	0.833	-	0.500	0.901	-
Lights	9	120	4	0	0	130	-	15	209	17	0	9	246	-
% Lights	65.0%	79.0%	100%	0%	0%	94.9%	-	83.3%	76.2%	75.0%	0%	100%	96.1%	-
Articulated Trucks and Single-Unit Trucks	2	3	0	0	0	5	-	1	4	0	0	0	5	-
% Articulated Trucks and Single-Unit Trucks	25.0%	2.4%	0%	0%	0%	3.6%	-	5.9%	1.7%	0%	0%	0%	2.0%	-
Buses	0	0	0	0	0	0	-	2	1	0	0	0	4	-
% Buses	0%	0%	0%	0%	0%	0%	-	11.1%	0.5%	5.0%	0%	0%	1.6%	-
Bicycles on Road	0	2	0	0	0	2	-	0	1	0	0	0	1	-
% Bicycles on Road	0%	1.9%	0%	0%	0%	1.5%	-	0%	0.5%	0%	0%	0%	0.4%	-
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	2
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0%

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

**11. Broadway and Lafayette - TMC**

Wed Jul 18, 2018  
 AM Peak (8AM - 7:AM)  
 All-lane (Left, Through, Right, Left, Through, Right, Left, Through, Right)  
 All Movements  
 ID: 548894, Location: 43.10276, -65.232735, Site Code: Utica, New York



185 Sakelby Blvd,  
 - Bagley Rd, PA, 1: 920, n T



184 Baker Road,  
 Coatesville, PA, 17320, US

Leg Direction	Lafayette St Eastbound					Lafayette St Westbound								
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2018-06-18 4:00PM	3	32	1	0	0	36	0	5	49	9	0	3	60	0
4:15PM	1	27	0	0	0	30	0	3	93	4	0	0	70	2
4:30PM	2	32	0	0	0	34	0	6	58	4	0	2	71	0
4:45PM	2	32	3	0	0	37	0	3	45	9	0	1	55	0
<b>Total</b>	<b>8</b>	<b>125</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>137</b>	<b>0</b>	<b>18</b>	<b>212</b>	<b>20</b>	<b>0</b>	<b>9</b>	<b>256</b>	<b>2</b>
% Approach	5.8%	71.2%	2.7%	0%	0%	-	-	6.0%	82.8%	6.8%	0%	2.3%	-	-
% Total	1.3%	20.2%	0.9%	0%	0%	22.2%	-	2.7%	34.3%	3.2%	0%	1.0%	41.4%	-
PHF	0.996	0.766	0.333	-	-	0.926	-	0.943	0.841	0.833	-	0.500	0.901	-
Lights	9	120	4	0	0	130	-	15	209	17	0	9	246	-
% Lights	65.0%	79.0%	100%	0%	0%	94.9%	-	83.3%	76.2%	75.0%	0%	100%	96.1%	-
Articulated Trucks and Single-Unit Trucks	2	3	0	0	0	5	-	1	4	0	0	0	5	-
% Articulated Trucks and Single-Unit Trucks	25.0%	2.4%	0%	0%	0%	3.6%	-	5.9%	1.7%	0%	0%	0%	2.0%	-
Buses	0	0	0	0	0	0	-	2	1	0	0	0	4	-
% Buses	0%	0%	0%	0%	0%	0%	-	11.1%	0.5%	5.0%	0%	0%	1.6%	-
Bicycles on Road	0	2	0	0	0	2	-	0	1	0	0	0	1	-
% Bicycles on Road	0%	1.9%	0%	0%	0%	1.5%	-	0%	0.5%	0%	0%	0%	0.4%	-
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	2
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0%

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

**11. Broadway and Lafayette - TMC**

Wed Jul 18, 2018  
 AM Peak (8AM - 7:AM)  
 All-lane (Left, Through, Right, Left, Through, Right, Left, Through, Right)  
 All Movements  
 ID: 548894, Location: 43.10276, -65.232735, Site Code: Utica, New York



185 Sakelby Blvd,  
 - Bagley Rd, PA, 1: 920, n T



184 Baker Road,  
 Coatesville, PA, 17320, US

Leg Direction	Lafayette St Eastbound					Lafayette St Westbound								
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2018-06-18 4:00PM	3	32	1	0	0	36	0	5	49	9	0	3	60	0
4:15PM	1	27	0	0	0	30	0	3	93	4	0	0	70	2
4:30PM	2	32	0	0	0	34	0	6	58	4	0	2	71	0
4:45PM	2	32	3	0	0	37	0	3	45	9	0	1	55	0
<b>Total</b>	<b>8</b>	<b>125</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>137</b>	<b>0</b>	<b>18</b>	<b>212</b>	<b>20</b>	<b>0</b>	<b>9</b>	<b>256</b>	<b>2</b>
% Approach	5.8%	71.2%	2.7%	0%	0%	-	-	6.0%	82.8%	6.8%	0%	2.3%	-	-
% Total	1.3%	20.2%	0.9%	0%	0%	22.2%	-	2.7%	34.3%	3.2%	0%	1.0%	41.4%	-
PHF	0.996	0.766	0.333	-	-	0.926	-	0.943	0.841	0.833	-	0.500	0.901	-
Lights	9	120	4	0	0	130	-	15	209	17	0	9	246	-
% Lights	65.0%	79.0%	100%	0%	0%	94.9%	-	83.3%	76.2%	75.0%	0%	100%	96.1%	-
Articulated Trucks and Single-Unit Trucks	2	3	0	0	0	5	-	1	4	0	0	0	5	-
% Articulated Trucks and Single-Unit Trucks	25.0%	2.4%	0%	0%	0%	3.6%	-	5.9%	1.7%	0%	0%	0%	2.0%	-
Buses	0	0	0	0	0	0	-	2	1	0	0	0	4	-
% Buses	0%	0%	0%	0%	0%	0%	-	11.1%	0.5%	5.0%	0%	0%	1.6%	-
Bicycles on Road	0	2	0	0	0	2	-	0	1	0	0	0	1	-
% Bicycles on Road	0%	1.9%	0%	0%	0%	1.5%	-	0%	0.5%	0%	0%	0%	0.4%	-
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	2
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0%

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

**11. Broadway and Lafayette - TMC**

Wed Jul 18, 2018  
 AM Peak (8AM - 7:AM)  
 All-lane (Left, Through, Right, Left, Through, Right, Left, Through, Right)  
 All Movements  
 ID: 548894, Location: 43.10276, -65.232735, Site Code: Utica, New York



185 Sakelby Blvd,  
 - Bagley Rd, PA, 1: 920, n T



184 Baker Road,  
 Coatesville, PA, 17320, US

Leg Direction	Lafayette St Eastbound					Lafayette St Westbound								
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2018-06-18 4:00PM	3	32	1	0	0	36	0	5	49	9	0	3	60	0
4:15PM	1	27	0	0	0	30	0	3	93	4	0	0	70	2
4:30PM	2	32	0	0	0	34	0	6	58	4	0	2	71	0
4:45PM	2	32	3	0	0	37	0	3	45	9	0	1	55	0
<b>Total</b>	<b>8</b>	<b>125</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>137</b>	<b>0</b>	<b>18</b>	<b>212</b>	<b>20</b>	<b>0</b>	<b>9</b>	<b>256</b>	<b>2</b>
% Approach	5.8%	71.2%	2.7%	0%	0%	-	-	6.0%	82.8%	6.8%	0%	2.3%	-	-
% Total	1.3%	20.2%	0.9%	0%	0%	22.2%	-	2.7%	34.3%	3.2%	0%	1.0%	41.4%	-
PHF	0.996	0.766	0.333	-	-	0.926	-	0.943	0.841	0.833	-	0.500	0.901	-
Lights	9	120	4	0	0	130	-	15	209	17	0	9	246	-
% Lights	65.0%	79.0%	100%	0%	0%	94.9%	-	83.3%	76.2%	75.0%	0%	100%	96.1%	-
Articulated Trucks and Single-Unit Trucks	2	3	0	0	0	5	-	1	4	0	0	0	5	-
% Articulated Trucks and Single-Unit Trucks	25.0%	2.4%	0%	0%	0%	3.6%	-	5.9%	1.7%	0%	0%	0%	2.0%	-
Buses	0	0	0	0	0	0	-	2	1	0	0	0	4	-
% Buses	0%	0%	0%	0%	0%	0%	-	11.1%	0.5%	5.0%	0%	0%	1.6%	-
Bicycles on Road	0	2	0	0	0	2	-	0	1	0	0	0	1	-
% Bicycles on Road	0%	1.9%	0%	0%	0%	1.5%	-	0%	0.5%	0%	0%	0%	0.4%	-
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	2
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	0
% Bicycles														

11. Broadway and Lafayette - TMC

Wed Jul 18, 2018  
 PM Peak (4PM - 5PM) - Overall Peak Hour  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 548894, Location: 43.10276, -65.232735, Site Code: Utica, New York



184 Baker Road,  
 Coatesville, PA, 17320, US

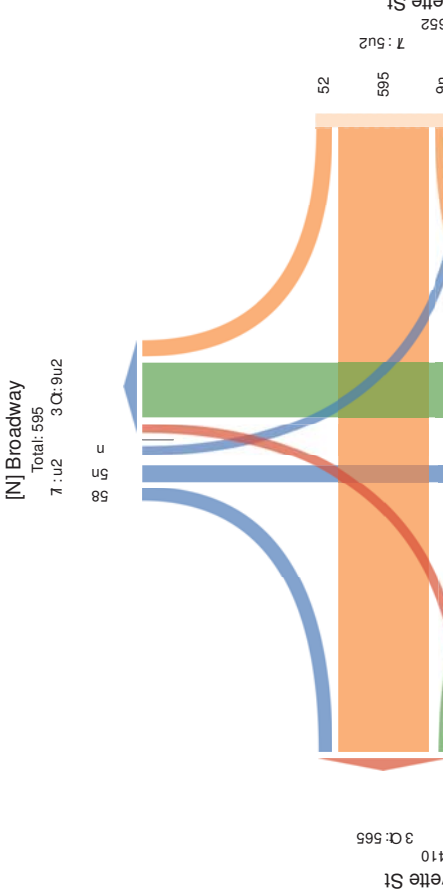
GeL	msChgr c	SO adyaU Nr Ql brued	SO adyaU Trug brued	C	B	n	BB	App	Ped*	Int
20180718-4100PM		2	93	4	0	1	25	2	1	17
413PM		1	16	9	0	9	57	2	9	12
430PM		3	47	10	1	70	2	4	7	13
443PM		2	21	7	0	2	65	1	0	3
<b>9:10a</b>		<b>10</b>	<b>122</b>	<b>30</b>	<b>0</b>	<b>7</b>	<b>170</b>	<b>6</b>	<b>8</b>	<b>47</b>
<b>1 %App Totc</b>		3.6%	72.2%	17.8%	0%	4.1%	h	14.9%	30.0%	28.1%
<b>1 %Totc</b>		1.0%	16.7%	4.6%	0%	1.1%	5-.61	1.9%	4.3%	2.0%
<b>PHF</b>		0.300	0.046	0.406		0.389	8.715	0.300	0.873	0.007
<b>1 %Lrgcts</b>		100%	68.4%	60.0%	0%	71.4%	0.401	100%	60.4%	87.3%
<b>1 %Buses</b>		0%	0.6%	0%	0%	0%	8.71	0%	0%	12.3%
<b>1 %Bicycl</b>		0%	0.8%	0%	0%	0%	6.81	0%	9.1%	0%
<b>1 %Pedest</b>		0%	0%	0%	0%	0%	8.71	0%	0%	0%
<b>1 %Artic</b>		0%	0%	0%	0%	0%	0	0%	0%	0%
<b>1 %Single</b>		0%	0%	0%	0%	0%	0	0%	0%	0%
<b>1 %Truck</b>		0%	0%	0%	0%	0%	0	0%	0%	0%
<b>1 %Misc</b>		0%	0%	0%	0%	0%	0	0%	0%	0%
<b>1 %Total</b>		100%	100%	100%	100%	100%	100%	100%	100%	100%

11. Broadway and Lafayette - TMC

Wed Jul 18, 2018  
 PM Peak (4PM - 5PM) - Overall Peak Hour  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 548894, Location: 43.10276, -65.232735, Site Code: Utica, New York

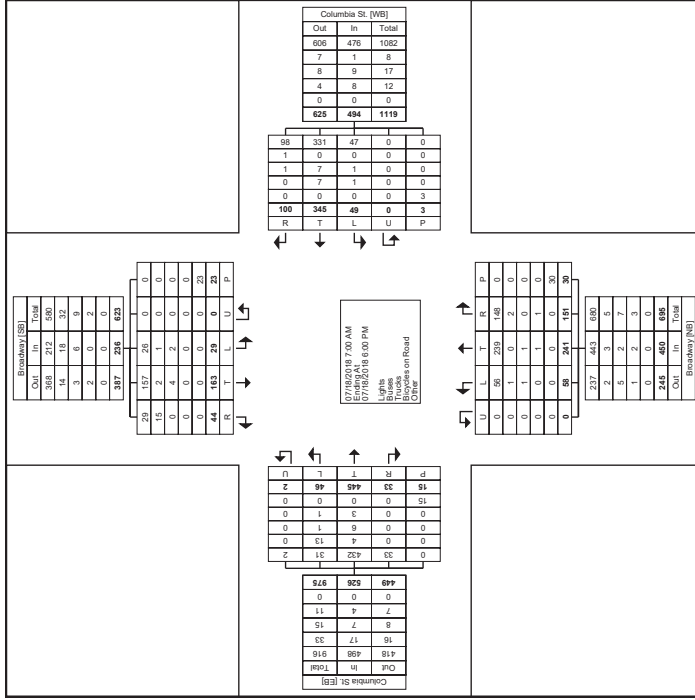


184 Baker Road,  
 Coatesville, PA, 17320, US



**Turning Movement Data**

Start Time	Broadway Southbound					Columbia St. Westbound					Broadway Northbound					Columbia St. Eastbound					
	Rgh	Lon	Thru	Left	Totals	Rgh	Lon	Thru	Left	Totals	Rgh	Lon	Thru	Left	Totals	Rgh	Lon	Thru	Left	Totals	
7:00 AM	2	0	3	2	0	7	1	0	8	1	0	0	10	7	0	0	0	0	0	0	0
7:15 AM	2	0	12	0	0	14	1	0	3	0	0	4	4	0	8	4	0	1	16	1	0
7:30 AM	3	0	10	0	1	14	3	0	1	0	15	5	0	2	0	0	16	1	19	2	0
7:45 AM	3	1	15	1	0	20	2	1	1	0	20	5	0	12	4	0	0	21	3	2	22
Hourly Total	10	1	40	3	0	55	7	2	37	3	0	49	21	0	33	10	0	64	5	3	71
8:00 AM	3	3	23	3	0	32	1	2	13	5	0	21	14	1	16	1	0	32	7	0	49
8:15 AM	2	0	24	6	0	32	3	0	14	5	0	22	9	5	13	0	0	27	2	1	41
8:30 AM	2	0	16	3	0	21	2	0	8	5	0	15	11	2	11	2	0	27	2	3	34
8:45 AM	3	0	14	1	0	18	3	1	14	4	0	22	6	4	12	2	0	24	3	1	21
Hourly Total	10	3	77	13	0	103	9	3	49	19	0	80	40	13	52	5	0	110	13	4	145
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--- BREAK ---																					
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	2	1	9	2	0	14	14	3	49	4	0	1	70	11	1	26	9	0	4	47	1
4:15 PM	1	1	7	0	0	9	1	33	6	0	0	46	4	3	12	8	0	7	27	2	
4:30 PM	2	0	9	3	0	14	15	2	58	3	0	78	16	3	49	7	0	2	75	1	
4:45 PM	3	1	8	3	0	15	10	4	31	4	0	46	8	2	12	7	0	1	29	0	
Hourly Total	8	3	33	6	0	50	48	10	171	17	0	246	39	9	89	31	0	14	178	4	
5:00 PM	2	0	3	0	0	5	3	5	7	0	0	30	6	2	21	6	0	0	35	0	
5:15 PM	3	0	3	3	0	9	4	0	17	3	0	24	10	0	17	1	0	1	28	1	
5:30 PM	1	1	6	0	0	8	2	3	20	0	0	25	2	1	7	3	0	3	13	0	
5:45 PM	0	2	1	1	0	4	3	1	16	0	0	20	3	5	12	2	0	1	22	0	
Hourly Total	6	3	13	4	0	26	12	9	88	10	0	119	21	8	57	12	0	5	96	1	
Grand Total	34	10	163	29	0	236	76	24	345	49	0	3	494	121	30	241	58	0	30	450	
Approach Total	14.4	4.2	89.1	12.3	0.0	-	15.4	4.9	69.8	9.9	0.0	-	26.9	6.7	53.6	12.9	0.0	-	44.1	1.9	
Total %	2.0	0.6	9.6	1.7	0.0	-	13.8	4.5	14.2	2.9	0.0	-	29.0	7.1	18.1	14.1	3.4	0.0	-	28.4	
Left %	22	7	157	26	0	-	24	24	331	47	0	-	476	118	30	239	56	0	-	443	
% Lights	84.7	70.0	96.3	89.7	-	-	89.6	97.4	100.0	95.9	-	-	96.4	97.5	100.0	99.2	96.6	-	-	98.4	
Buses	12	3	2	1	0	-	1	0	0	0	-	1	2	0	0	1	0	-	-	3	
% Buses	35.3	30.0	1.2	3.4	-	-	7.6	13	0.0	0.0	-	-	0.2	1.7	0.0	0.0	1.7	-	-	0.7	
Trucks	0	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0	0	-	-	2	
% Trucks	0.0	0.0	2.5	6.9	-	-	2.9	13	0.0	2.0	-	-	1.8	0.0	0.0	0.4	1.7	-	-	0.4	
% Bicycles on Road	0	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0	0	-	-	0	
% Bicycles on Road	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.8	0.0	0.4	0.0	-	-	-	0.4	
Bicycles Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Pedestrian	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
% Pedestrian	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	



Turning Movement Data Plot







www.TSTData.com  
184 Baker Rd  
Columbia, Pennsylvania, United States, 19320  
Start Date: 07/18/2018  
Page No: 7

Ulita, NY  
Broadway/Columbia  
Wednesday, July 18, 2018  
Location: 43.102139, -75.235586



www.TSTData.com  
184 Baker Rd  
Coatesville, Pennsylvania, United States, 19320  
Start Date: 07/18/2018  
Page No: 1

Ulita, NY  
Broadway/Court  
Wednesday, July 18, 2018  
Location: 43.10017, -75.235242

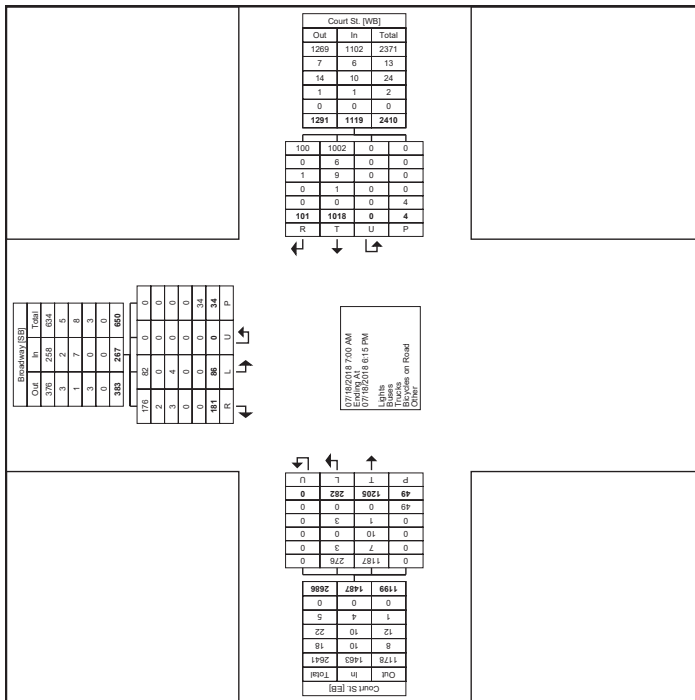
Count Name: 12. Broadway and  
Columbia  
Site Code: Ulita, New York  
Start Date: 07/18/2018  
Page No: 7

Count Name: 13. Broadway and  
Court St.  
Site Code: Ulita, New York  
Start Date: 07/18/2018  
Page No: 1

### Turning Movement Data

Start Time	Broadway Southbound						Court St. Westbound						Court St. Eastbound							
	Right		Left		U-Turn		Right on Red		Left		U-Turn		Thru		Left		U-Turn		Peeds	
	App. Total	%	App. Total	%	App. Total	%	App. Total	%	App. Total	%	App. Total	%	App. Total	%	App. Total	%	App. Total	%	App. Total	%
7:00 AM	0	0	1	2	0	3	3	2	0	25	0	0	27	39	13	0	1	52	82	
7:15 AM	2	8	4	0	0	14	2	1	36	0	0	39	47	14	0	1	61	114		
7:30 AM	2	3	1	0	0	1	6	3	0	53	0	0	56	53	14	0	3	67	129	
7:45 AM	3	7	3	0	0	13	3	0	55	0	0	58	94	34	0	5	128	199		
Hourly Total	7	19	10	0	0	4	36	10	1	169	0	0	180	233	75	0	10	308	524	
8:00 AM	3	6	5	0	0	14	6	3	50	0	0	59	76	26	0	5	102	175		
8:15 AM	2	5	6	0	0	5	13	8	0	44	0	0	52	123	48	0	5	171	236	
8:30 AM	2	11	1	0	0	14	9	0	65	0	1	74	96	25	0	4	121	209		
8:45 AM	4	8	3	0	0	5	15	7	0	51	0	1	58	68	16	0	2	104	177	
Hourly Total	11	30	15	0	0	10	56	30	3	210	0	2	243	383	115	0	16	498	797	
9:00 AM *** BREAK ***	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	
Hourly Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	
4:00 PM	10	11	11	0	2	32	11	0	129	0	0	140	87	17	0	2	104	276		
4:15 PM	6	10	18	0	4	34	6	0	69	0	0	75	79	8	0	2	87	196		
4:30 PM	17	7	15	0	0	39	10	0	100	0	0	110	89	15	0	4	103	252		
4:45 PM	6	6	6	0	3	18	6	0	78	0	1	84	78	12	0	7	90	192		
Hourly Total	39	34	50	0	9	123	33	0	376	0	1	409	332	52	0	15	384	916		
5:00 PM	2	15	5	0	2	22	11	0	87	0	0	98	77	13	0	3	90	210		
5:15 PM	1	10	2	0	0	6	13	3	0	67	0	0	70	11	15	0	0	86	169	
5:30 PM	7	1	1	0	0	9	6	0	57	0	1	63	51	3	0	4	54	126		
5:45 PM	2	3	3	0	3	8	2	0	52	0	0	54	58	9	0	1	67	129		
Hourly Total	12	29	11	0	11	52	22	0	283	0	1	285	257	40	0	8	297	634		
6:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1		
Grand Total	69	112	86	0	34	267	87	4	1018	0	4	1119	1205	282	0	46	1487	2973		
Approach %	25.8	41.9	32.2	0.0	-	-	8.7	0.4	91.0	0.0	-	81.0	19.0	0.0	-	-	-	-		
Total %	2.4	3.9	3.0	0.0	-	-	9.3	3.4	0.1	38.4	0.0	-	38.9	41.9	9.8	0.0	-	91.8		
Left %	68	108	82	0	-	-	288	96	4	1002	0	-	1102	1187	276	0	-	1463	2623	
% Lights	86.6	86.4	85.3	-	-	-	86.6	89.0	100.0	86.4	-	-	88.3	85.5	87.9	-	-	88.4	86.3	
% Buses	0	2	0	0	-	-	2	0	0	0	0	-	6	7	3	0	-	10	18	
% Buses on Road	0.0	1.8	0.0	-	-	-	0.7	0.0	0.0	0.6	-	-	0.5	0.6	1.1	-	-	0.7	0.6	
% Trucks	1	2	4	0	-	-	7	1	0	9	0	-	10	10	0	0	-	10	27	
% Trucks on Road	1.4	1.8	4.7	-	-	-	2.6	1.0	0.0	0.9	-	-	0.9	0.8	0.0	-	-	0.7	0.9	
% Bicycles on Road	0	0	0	0	-	-	0	0	0	1	0	-	1	1	3	0	-	4	5	
% Bicycles on Crosswalk	0.0	0.0	0.0	-	-	-	0.0	0.0	0.1	-	-	-	0.1	0.1	1.1	-	-	0.3	0.2	
% Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	0	-	
% Bicycles on Crosswalk	-	-	-	-	-	-	2.9	-	-	-	-	-	0.0	-	-	-	-	0.0	-	
% Pedestrians	-	-	-	-	-	-	33	-	-	-	-	-	4	-	-	-	-	49	-	
% Pedestrians	-	-	-	-	-	-	97.1	-	-	-	-	-	100.0	-	-	-	-	100.0	-	





**Turning Movement Peak Hour Data (7:45 AM)**

Start Time	Broadway Southbound			Court St Westbound			Court St Eastbound			Int. Total						
	Right on Red	Left	U-Turn	Right on Red	Thru	U-Turn	Left	U-Turn	Peds							
7:45 AM	3	7	3	3	0	13	3	0	58	84	34	0	5	128	199	
8:00 AM	3	6	5	6	3	14	6	3	59	76	26	0	5	102	175	
8:15 AM	2	5	6	8	0	13	8	0	52	123	48	0	5	171	236	
8:30 AM	2	11	1	9	0	14	9	0	74	96	25	0	4	121	209	
<b>Total</b>	<b>10</b>	<b>29</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>26</b>	<b>3</b>	<b>243</b>	<b>389</b>	<b>133</b>	<b>0</b>	<b>19</b>	<b>622</b>	<b>819</b>	
Approach %	18.5	53.7	27.8	0.0	-	6.6	3.2	0.4	28.1	0.0	-	74.5	25.5	0.0	-	
Total %	1.2	3.5	1.8	0.0	-	6.6	3.2	0.4	28.1	0.0	-	74.5	25.5	0.0	-	
PHF	0.833	0.659	0.625	0.000	-	0.984	0.722	0.250	0.823	0.000	-	0.821	0.791	0.893	0.000	-
% Lights	9	27	14	0	-	50	26	3	235	383	131	0	-	514	789	
% Buses	0	1	0	0	-	92.6	100.0	100.0	96.3	-	-	96.7	98.5	95.5	-	
% Trucks	0.0	3.4	0.0	0	-	1.9	0.0	0.0	1.4	-	-	1.2	0.5	1.5	-	
% Bicycles on Road	10.0	3.4	6.7	-	-	5.8	0.0	0.0	2.3	-	-	2.1	1.0	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	-	
% Pedestrians	-	-	-	-	-	0.0	-	-	0.0	-	-	0.0	-	0.0	-	

Turning Movement Data Plot





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184 Baker Rd

Coatesville, Pennsylvania, United States 19320  
Start Date: 07/18/2018  
Serving Transportation Professionals Since 1995

Count Name: 13. Broadway and  
Court St.  
Site Code: Utica, New York  
Start Date: 07/18/2018  
Page No: 6

Utica, NY  
Broadway/Court  
Wednesday, July 18, 2018  
Location: 43.10017, -75.235242

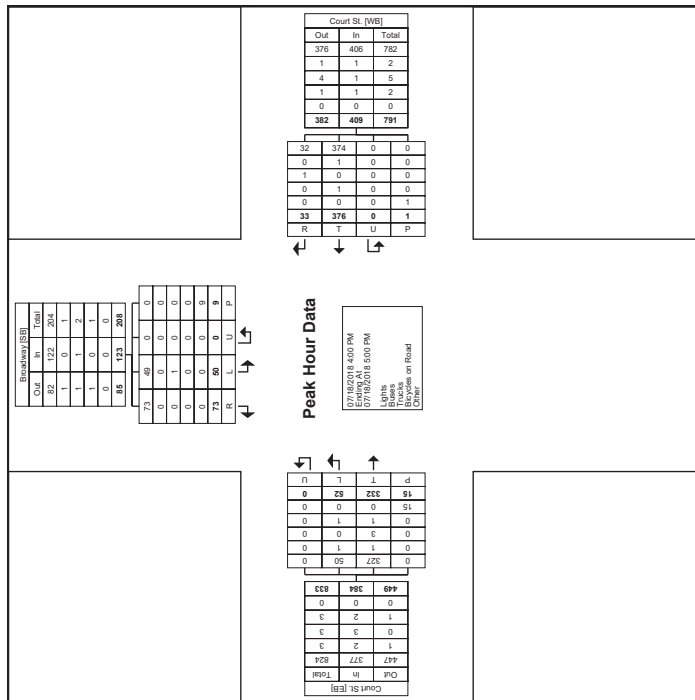


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Start Date: 07/18/2018  
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Count Name: 13. Broadway and  
Court St.  
Site Code: Utica, New York  
Start Date: 07/18/2018  
Page No: 7

Utica, NY  
Broadway/Court  
Wednesday, July 18, 2018  
Location: 43.10017, -75.235242



Turning Movement Peak Hour Data Plot (4:00 PM)

**14. Washington and Liberty - TMC**  
 Wed Jul 18, 2018  
 Full Length (7AM-9AM, 4PM-6PM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549102, Location: 43.103848, -75.23081, Site Code: Utica, New York



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

Leg Direction	Oriskany/Liberty St. Eastbound					Oriskany/Liberty St. Westbound								
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
Time	0	0	0	0	0	1	0	0	181	1	0	0	0	572
2018-07-18 7:00AM	0	0	0	0	0	1	0	0	190	2	0	0	0	502
7:15AM	0	0	0	0	0	1	0	0	245	0	0	0	0	243
7:30AM	0	0	0	0	0	1	0	3	283	0	0	1	0	279
7:45AM	0	0	0	0	0	1	0	3	899	3	0	1	0	0
Hourly Total	0	0	0	0	0	1	0	0	187	1	0	0	0	577
8:00AM	0	0	0	0	0	1	0	0	223	1	0	0	0	224
8:15AM	0	0	0	0	0	1	0	0	185	0	0	0	0	573
8:30AM	0	0	0	0	0	1	0	2	200	0	0	0	0	212
8:45AM	0	0	0	0	0	1	0	2	795	2	0	0	0	900
Hourly Total	0	0	0	0	0	1	0	0	0	0	0	0	0	1
9:00AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	1	0	2	239	0	0	0	0	245
4:00PM	0	0	0	0	0	1	0	2	204	0	0	0	0	218
4:15PM	0	0	0	0	0	1	0	5	241	0	0	0	0	248
4:30PM	0	0	0	0	0	1	0	2	218	1	0	0	0	225
4:45PM	0	0	0	0	0	1	0	11	902	1	0	0	0	054
Hourly Total	0	0	0	0	0	1	0	4	203	1	0	0	0	217
5:00PM	0	0	0	0	0	1	0	0	184	1	0	0	0	573
5:15PM	0	0	0	0	0	1	0	0	156	0	0	0	0	538
5:30PM	0	0	0	0	0	1	0	0	134	0	0	0	0	564
5:45PM	0	0	0	0	0	1	0	4	677	2	0	0	0	876
Hourly Total	0	0	0	0	0	1	0	0	0	0	0	0	0	1
6:00PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	1	20	3273	8	0	1	66	12
% Approach	0%	0%	0%	0%	0%	0%	0%	0.6%	99.1%	0.2%	0%	0%	0%	-
% Total	0%	0%	0%	0%	0%	1%	1%	0.6%	95.2%	0.2%	0%	0%	0%	08.5%
Lights	0	0	0	0	0	1	1	19	3126	6	0	1	6532	-
% Lights	0%	0%	0%	0%	0%	0%	0%	95.0%	95.5%	75.0%	0%	100%	03.3%	-
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	1	1	0	127	1	0	0	0	527
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	0%	0%	3.9%	12.5%	0%	0%	6.0%	-
Buses	0	0	0	0	0	1	1	0	20	0	0	0	0	21
% Buses	0%	0%	0%	0%	0%	0%	0%	0%	0.6%	0%	0%	0%	1.8%	-
Bicycles on Road	0	0	0	0	0	1	1	1	0	1	0	0	0	2
% Bicycles on Road	0%	0%	0%	0%	0%	0%	0%	5.0%	0%	12.5%	0%	0%	1.5%	-
Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0%

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

**14. Washington and Liberty - TMC**  
 Wed Jul 18, 2018  
 Full Length (7AM-9AM, 4PM-6PM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549102, Location: 43.103848, -75.23081, Site Code: Utica, New York



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

Leg Direction	Washington St. Northbound					Washington St. Southbound								
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
Time	1	4	0	0	0	1	0	0	0	0	1	0	1	6
2018-07-18 7:00AM	3	2	0	0	0	1	0	0	1	1	0	1	4	0
7:15AM	2	1	0	0	0	4	0	0	1	0	1	0	1	6
7:30AM	4	1	0	0	0	1	0	0	2	0	2	0	1	4
7:45AM	10	8	0	0	0	28	0	0	1	5	0	4	23	0
Hourly Total	3	5	0	0	0	8	0	0	2	2	0	0	9	0
8:00AM	4	1	0	0	0	1	0	0	2	0	0	0	6	0
8:15AM	3	1	0	0	0	9	0	0	1	1	0	2	9	1
8:30AM	2	1	0	0	0	4	0	0	3	2	0	2	7	0
8:45AM	12	8	0	0	0	63	0	0	8	5	0	4	27	1
Hourly Total	0	0	0	0	0	3	0	0	0	0	0	0	3	0
9:00AM	0	0	0	0	0	3	0	0	0	0	0	0	3	0
Hourly Total	6	2	0	0	0	8	0	0	1	0	0	1	6	0
4:00PM	2	2	0	0	0	9	1	0	4	4	0	0	8	0
4:15PM	2	1	0	0	0	4	0	0	4	0	0	4	8	0
4:30PM	0	0	0	0	0	3	0	0	3	1	0	1	1	0
4:45PM	10	5	0	0	0	21	1	0	8	9	0	6	64	0
Hourly Total	4	2	0	0	0	0	0	0	2	1	0	3	0	1
5:00PM	5	0	0	0	0	1	0	0	2	1	0	1	9	0
5:15PM	1	0	0	0	0	2	0	0	0	0	0	2	6	0
5:30PM	2	3	0	0	0	1	0	0	4	3	0	8	21	1
5:45PM	12	5	0	0	0	27	0	0	4	3	0	8	21	1
Hourly Total	0	0	0	0	0	3	0	0	0	0	0	0	3	0
6:00PM	0	0	0	0	0	3	0	0	0	0	0	0	3	0
Hourly Total	44	26	0	0	0	73	1	0	21	22	0	22	01	2
Total	62.9%	37.1%	0%	0%	0%	0%	0%	0%	32.3%	33.8%	0%	33.8%	0%	49.47
% Approach	1.3%	0.8%	0%	0%	0%	6.3%	0%	0%	0.6%	0.6%	0%	0.6%	2.5%	-
% Total	42	23	0	0	0	01	01	0	19	20	0	19	18	3275
Lights	95.5%	88.5%	0%	0%	0%	56.5%	0%	0%	90.5%	90.9%	0%	86.4%	85.6%	95.3%
% Lights	0	2	0	0	0	6	6	0	1	2	0	3	0	136
Articulated Trucks and Single-Unit Trucks	0%	7.7%	0%	0%	0%	6.5%	0%	0%	4.8%	9.1%	0%	13.6%	5.6%	4.0%
% Articulated Trucks and Single-Unit Trucks	2	0	0	0	0	6	6	0	0	0	0	0	3	22
Buses	4.5%	0%	0%	0%	0%	6.5%	0%	0%	0%	0%	0%	0%	3%	0.6%
% Buses	0	1	0	0	0	2	2	0	1	0	0	0	2	4
Bicycles on Road	0%	3.8%	0%	0%	0%	2.9%	0%	0%	4.8%	0%	0%	0%	2.1%	0.1%
% Bicycles on Road	-	-	-	-	-	-	-	-	-	-	-	-	-	2
Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0%

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

**14. Washington and Liberty - TMC**

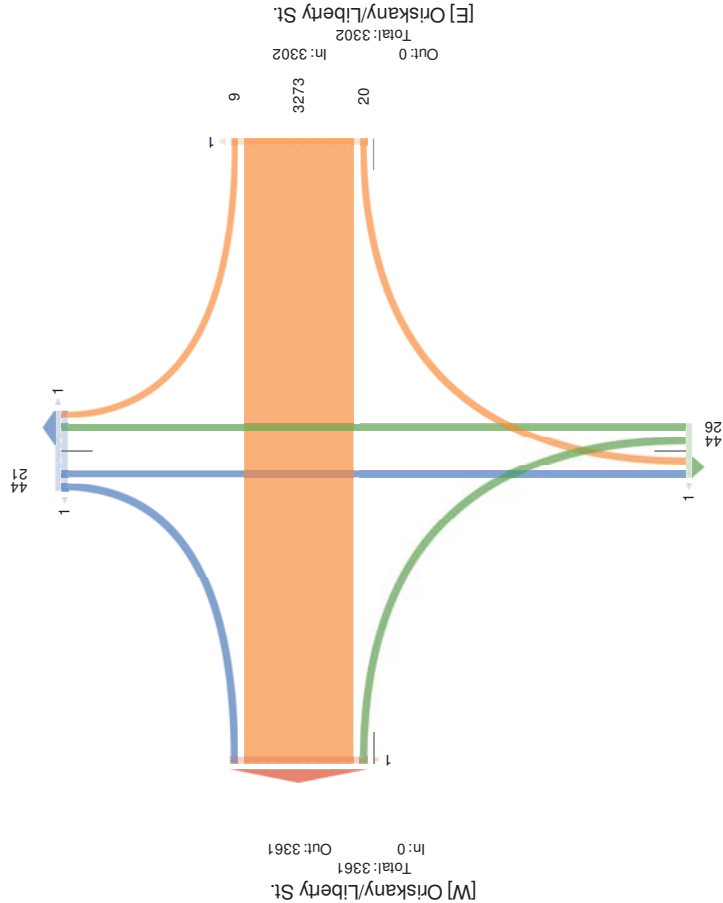
Wed Jul 18, 2018  
 Full Length (7AM-9AM, 4PM-6PM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549102, Location: 43.103848, -75.23081, Site Code: Utica, New York



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

**[N] Washington St.**

Total: 100  
 In: 65 Out: 35



Out: 41 In: 70  
 Total: 111

**[S] Washington St.**

**14. Washington and Liberty - TMC**

Wed Jul 18, 2018  
 PM Peak (4:30PM-5:30PM) 50verlaid(aek) Hour  
 PII AllCCeC4.1i.gC. PriHulkted c rut (CkT nITL eS Tbc rut (C UtCC; acdeChkTC, ULBleC  
 oTy old, ULBleCoT AroCRRI( )  
 PII Movewe Inc.  
 nI 3E9. 102, sotkhhT39- 0 0- 898, 5 DE- 081, nIle Aode3S Hk, 7eR Not(



189 Uk(er) yold,  
 AokhtG/llle, aP, 1. - 20, S n

sel	l frecthoT	ORCKTKTS DenBn6 /kcNoutd	s c y S yy App aedE	ORCKTKTS DenBn6 WeGnoutd
	20:18:38:3:0PM	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 29D 0 0 0 0 245 0
	8:30PM	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 28- 0 0 0 1 287 0
	8:30PM	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 18- 1 0 0 0 188 0
	8:30PM	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 22- 1 0 0 0 224 0
	<b>Total</b>	<b>0 0 0 0 0 0 0 0</b>	<b>0 0 0 0 0 0 0 0</b>	<b>0 - -8 2 0 0 1 944 0</b>
	% Approach	0* 0* 0* 0* 0* 0* 0* 0*	- - 06* . .69* .02* 0* .04* 0*	0 06* . .69* .02* 0* .04* 0*
	% Total	5 5 5 5 5 5 5 5	- 5 5 5 5 5 5 5 5	5 062D 082. 062D 0 822 5
	Lights	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 88% 2 0 0 1 892 5
	% Lights	0* 0* 0* 0* 0* 0* 0* 0*	- - 100* .96D* 100* 0* 100* 94.5% 5	0 92 0 0 0 0 42 5
	Articulated Trucks and Single-Unit Trucks	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0* 96D* 0* 0* 0* 4.4% 5
	% Articulated Trucks and Single-Unit Trucks	0* 0* 0* 0* 0* 0* 0* 0*	- - 0 0 10 0 0 0 10 5	0 0* 10* 0* 0* 0* 1.1% 5
	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 5
	% Buses	0* 0* 0* 0* 0* 0* 0* 0*	- - 0 0 0 0 0 0 0 0 5	0 0* 0* 0* 0* 0* 0% 5
	Bicycles on Road	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
	% Bicycles on Road	0* 0* 0* 0* 0* 0* 0* 0*	- - 0 0 0 0 0 0 0 0 5	0 0* 0* 0* 0* 0* 0% 5
	ULBleCoT AroCRRI(	5 5 5 5 5 5 5 5	5 5 5 5 5 5 5 5	5 5 5 5 5 5 5 5 5
	ULBleCoT AroCRRI(	5 5 5 5 5 5 5 5	5 5 5 5 5 5 5 5	5 5 5 5 5 5 5 5 5
	ULBleCoT AroCRRI(	5 5 5 5 5 5 5 5	5 5 5 5 5 5 5 5	5 5 5 5 5 5 5 5 5

UredeChkTCkTId ULBleCoT AroCRRI( 6s 3s eth, y 3y Il ght yy 3y Il ghoTred, c 3c gru, S3S5e urT

14. Washington and Liberty - TMC

Wed Jul 18, 2018  
 PM aek 4:30 PM 583 0 PM) 5 Overlkaek Hour  
 Pll AlkCCeC4k. eHC, P rHuklked c rui (CkT nTI leS Tbc rui (C UuGc, aeaeChkTc, ULBLEc  
 oT yokd, ULBLECoT AroCRRk(l)  
 Pll Movewe Hc  
 nI 3D9, 102, sot kltbT39- 0 0- 898, 5 D2- 081, n lre Aode3S Hk, 7 eR Not(



189 Uk(er y okd,  
 AokhtCy lke, aP, 1, - 20, S n

set l lre lloT	WkqLTI lbt nIb 7 orngYoutd	WkqLTI lbt nIb loulkYoutd	s	c	y	S	yy	App	aedf	lnt
2018B0:5E :3 0PM	2	1	0	0	0	2	0	0	0	0
:30PM	9	1	0	0	1	0	1	0	1	5
830PM	-	D	0	0	0	8	0	0	2	0
831PM	9	1	0	0	1	0	0	2	0	0
6 91C	1	8	0	0	0	53	0	0	9	D
% Apprct h	16%	-86%	0%	0%	0%	-	3	0%	-49%	91D%
% 6 91C	16%	06%	0%	0%	0%	5.5%	5	0%	06%	0%
PHE	081-	0800	5	5	7	11	5	5	0	0
Lights	1-	:	0	0	0	57	5	0	9	9
% Lights	100%	8:	0%	0%	0%	41.5%	3	0%	100%	800%
Articulfed 6 rucIs Tnd Sngue-Unit 6 rucIs	0%	1	0	0	0	3	3	0	0	1
% Articulfed 6 rucIs Tnd Sngue-Unit 6 rucIs	0%	120%	0%	0%	0%	0.8%	3	0%	0%	200%
Buses	0	0	0	0	0	7	5	0	0	0
% Buses	0%	0%	0%	0%	0%	7%	5	0%	0%	0%
Bicyes 9n R9Td	0	0	0	0	0	7	5	0	0	0
% Bicyes 9n R9Td	0%	0%	0%	0%	0%	7%	5	0%	0%	0%
aedeChkTc	5	5	5	5	5	5	5	5	5	5
ULBLECoT AroCRRk	5	5	5	5	5	5	5	5	5	5
% ULBLECoT AroCRRk	5	5	5	5	5	5	5	5	5	5

14. Washington and Liberty - TMC

Wed Jul 18, 2018  
 AM Peak (7:30AM - 8:30AM) - Overall Peak Hour  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles  
 on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549102, Location: 43.103848, -75.23081, Site Code: Utica, New York

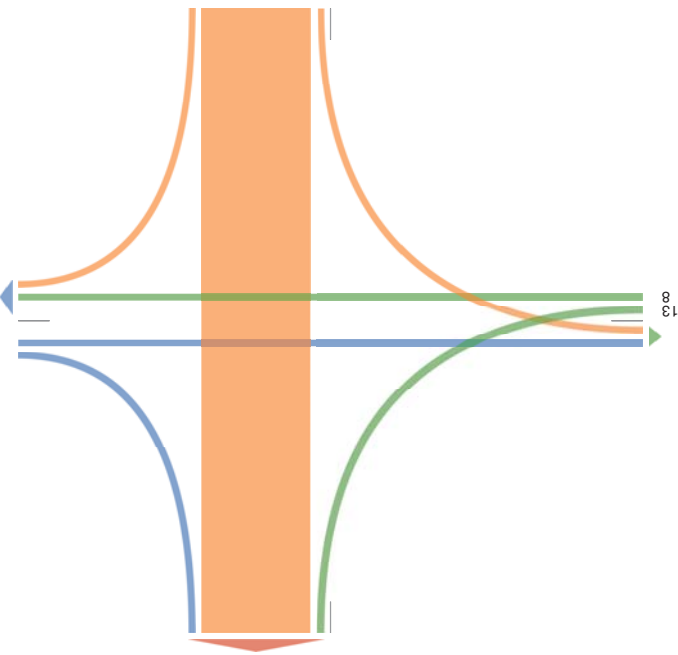


184 Baker Road,  
 Coatesville, PA, 19320, US

[N] Washington St.

Total: 22  
 In: 11 Out: 11

24



[W] Oriskany/Liberty St.  
 Total: 958  
 In: 0 Out: 958

[E] Oriskany/Liberty St.  
 Total: 944  
 In: 944 Out: 0

Out: 7 In: 21  
 Total: 28

[S] Washington St.



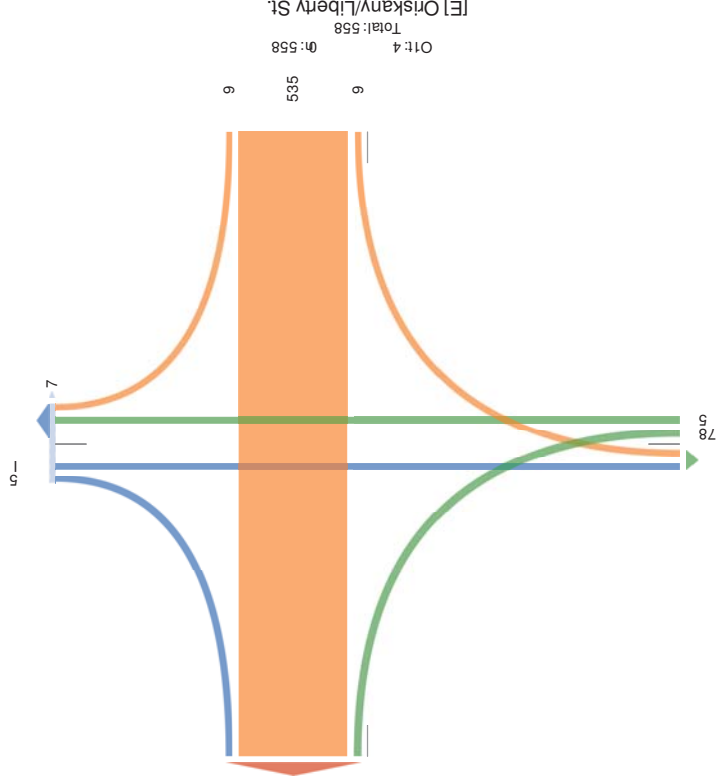
14. Washington and Liberty - TMC

Wed Jul 18, 2018  
 Forced Peak (7:45AM - 8:45AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549102, Location: 43.103848, -75.23081, Site Code: Utica, New York



[N] Washington St.

Total: 28  
 0t: 79 0t: 77



0t: 5 0t: 22  
 Total: 94

[S] Washington St.

14. Washington and Liberty - TMC

Wed Jul 18, 2018  
 AM Peak (7:45AM - 8:45AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 5102, Site Code: Utica, New York



[M] Washington St.

Total: 241  
 0t: 241 0t: 0

Category	PHF	Lights	Articulated Trucks and Single-Unit Trucks	Buses	Bicycles on Road	Total
Total	0	0	0	0	0	241
% Approach	0%	0%	0%	0%	0%	0%
% Total	0%	0%	0%	0%	0%	0%
% Lights	0%	0%	0%	0%	0%	0%
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	0%
% Buses	0%	0%	0%	0%	0%	0%
% Bicycles on Road	0%	0%	0%	0%	0%	0%



14. Washington and Liberty - TMC

Wed Jul 18, 2018  
 AM AEPa k AM7: AM3  
 - II) IPCCe Gks.li.gHC - I hkuLPed c turaCPTD n ITI le 7S Tbc turaC, LU(GC, AedeCh tPTC, Ue Bie le C  
 yTo yPd, Ue Bie le CyT) tYCRPB3  
 - II Mysev e HC  
 nD (5102, sYr PhY TT 491048(8, 7 : 9:4081, n ltr ) yde DB hP, 6eR Nyta  
 18( U Paet o yPl,  
 ) yPhCxdllle, A, 15420, Sn

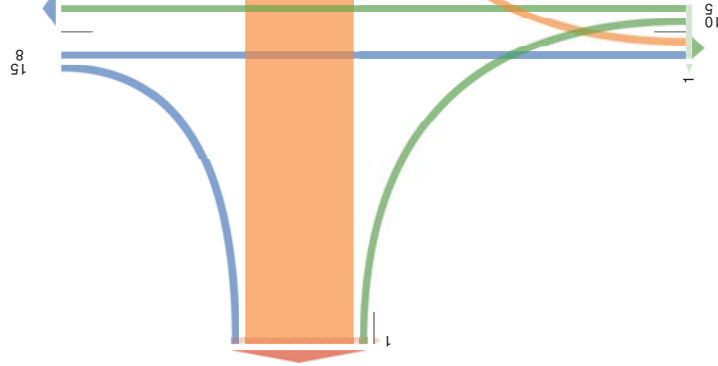


Provided by: TRI-STATE Traffic Data, Inc.  
 184 Baker Road,  
 Coatesville, PA, 19320, US

set	lberbyT	WPCqD hT ntb 6 ythg Yyutd	WPCqD hT ntb nyubg Yyutd	s	c	o	S	oo	App	Aedeff	s	c	o	S	oo	App	Aedeff	hnt	
201870	716 (BD)AM	2	2	0	0	0	0	0	2	0	0	1	0	0	0	1	5	0	517
(D: AM		2	2	0	0	0	0	0	4	1	0	0	0	0	0	2	0	572	
(B: AM		2	1	0	0	0	0	0	8	0	0	0	0	0	0	2	0	510	
(R: AM		0	0	0	0	0	0	0	3	0	4	1	0	1	0	1	0	556	
<b>9:16a</b>		<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>115</b>	
% Approch		100%	60%	0%	0%	0%	0%	0%	210%	0%	0%	0%	50%	0%	0%	50%	0%	115%	
% 9 Ttoa		198%	93%	0%	0%	0%	0%	7.6%	3.461	7	0.93%	0.05%	0.0%	0.0%	5.4%	0.0%	0.52*		
PHF		0.91	0.92	0.7	0.7	0.7	0.7	0.7	0.94	0.7	0.93	0.9	0.94	0.7	0.94	0.7	0.94		
Lights		10	10	0	0	0	0	0	74	0	8	8	0	0	0	0	0	515	
% Lights		100%	100%	0%	0%	0%	0%	18.8%	0.0%	100%	88.5%	0%	100%	11.0%	0.0%	0.0%	5.9%		
Articulated 9 rucks ond Singe-Unit 9 rucks		0	1	0	0	0	0	7	0	0	0	1	0	0	0	7	0	41	
% Articulated 9 rucks ond Singe-Unit 9 rucks		0%	209%	0%	0%	0%	0%	6.0%	0.0%	0%	113%	0%	0%	4.8%	0.0%	4.8%	49%		
Buses		0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	1	
% Buses		0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0.9%	
Bicycles In RTod		0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	1	
% Bicycles In RTod		0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0.9%	
Ue Bie le CyT) tYCRPB		7	7	7	7	7	7	7	100%	7	7	7	7	7	7	7	7	7	
% Ue Bie le CyT) tYCRPB		7	7	7	7	7	7	7	0%	7	7	7	7	7	7	7	7	7	

14. Washington and Liberty - TMC  
 Wed Jul 18, 2018  
 PM Peak (4PM - 5PM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549102, Location: 43.103848, -75.23081, Site Code: Utica, New York

[N] Washington St.  
 Total: 29  
 In: 23 Out: 6



[W] Orskany/Liberty St.  
 Total: 927  
 In: 0 Out: 927

[E] Orskany/Liberty St.  
 Total: 914  
 In: 914 Out: 0

Out: 19 In: 15  
 Total: 34  
 [S] Washington St.



**15. Washington and Oriskany - TMC**  
 Wed Jul 18, 2018  
 Full Length (7AM-9AM, 4PM-6PM)  
 PII Classes (Lights, Priculated Trucks and Single-Unit Trucks, Buses, Aedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 PII Movements  
 ID: 576103, Location: 73.103786, -45.231354, Site Code: Utica, New York  
 Coatesville, AP, 16320, US  
 187 Baker Road, Data, Inc.  
 Avoided by: Tri-State Traffic

Leg Direction	Oriskany St. Eastbound						Oriskany St. Westbound							
	L	T	R	U	RR	App	Acd*	L	T	R	U	RR	App	Acd*
Time	3	178	0	0	0	151	0	0	0	0	0	0	0	7
	2:018-04:18	4:00PM												
	4:15PM													
	4:30PM													
	4:45PM													
	4:75PM													
Hourly Total	9	810	1	0	0	319	0	0	0	0	0	0	0	7
	8:00PM													
	8:15PM													
	8:30PM													
Hourly Total	0	165	3	0	0	123	0	0	0	0	0	0	0	7
	7:00AM													
	7:15AM													
	7:30AM													
Hourly Total	7	1032	2	0	2	1747	3	0	0	0	0	0	0	7
	5:00AM													
	5:15AM													
	5:30AM													
Hourly Total	3	163	1	0	0	129	0	0	0	0	0	0	0	7
	9:00AM													
Hourly Total	0	0	0	0	0	7	0	0	0	0	0	0	0	7
Total	22	3931	16	0	3	8695	3	0	0	0	0	0	0	7
% Approach	0.9%	68.8%	0.5%	0%	0.1%	-	-	0%	0%	0%	0%	0%	-	-
% Total	0.9%	65.5%	0.5%	0%	0.1%	26.9%	-	0%	0%	0%	0%	0%	7%	-
Lights	16	3762	14	0	3	8581	-	0	0	0	0	0	7	-
% Lights	89.7%	69.2%	86.5%	0%	100%	26.1%	-	0%	0%	0%	0%	0%	-	-
Articulated Trucks and Single-Unit Trucks	2	120	1	0	0	108	-	0	0	0	0	0	7	-
% Articulated Trucks and Single-Unit Trucks	6.1%	3.3%	5.3%	0%	0%	8.8%	-	0%	0%	0%	0%	0%	-	-
Buses	0	18	1	0	0	12	-	0	0	0	0	0	7	-
% Buses	0%	0.5%	5.3%	0%	0%	7.5%	-	0%	0%	0%	0%	0%	-	-
Bicycles on Road	1	1	0	0	0	0	-	0	0	0	0	0	7	-
% Bicycles on Road	7.5%	0%	0%	0%	0%	7.1%	-	0%	0%	0%	0%	0%	-	-
Aedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% Aedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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



**15. Washington and Oriskany - TMC**  
 Wed Jul 18, 2018  
 Full Length (7AM-9AM, 4PM-6PM)  
 PII Classes (Lights, Priculated Trucks and Single-Unit Trucks, Buses, Aedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 PII Movements  
 ID: 576103, Location: 73.103786, -45.231354, Site Code: Utica, New York  
 Coatesville, AP, 16320, US  
 187 Baker Road, Data, Inc.  
 Avoided by: Tri-State Traffic

Leg Direction	Washington St. Northbound						Washington St. Southbound							
	L	T	R	U	RR	App	Acd*	L	T	R	U	RR	App	Acd*
Time	0	2	1	0	0	1	1	0	0	0	0	0	6	0
	20:18-04:18	4:00PM												
	4:15PM													
	4:30PM													
	4:45PM													
	4:75PM													
Hourly Total	0	12	4	0	1	36	2	0	2	0	0	0	3	0
	8:00PM													
	8:15PM													
	8:30PM													
Hourly Total	0	3	0	0	0	3	0	2	0	0	0	0	2	0
	7:00AM													
	7:15AM													
	7:30AM													
Hourly Total	0	3	0	0	0	3	29	0	2	8	0	0	26	0
	7:45AM													
	7:50AM													
	7:55AM													
Hourly Total	0	11	8	0	15	15	0	3	15	0	0	0	29	1
	5:00AM													
	5:15AM													
	5:30AM													
Hourly Total	0	1	1	0	0	3	0	0	0	0	0	0	6	0
	5:45AM													
	5:50AM													
Hourly Total	0	13	2	0	1	27	1	1	8	0	0	0	6	0
	9:00AM													
Hourly Total	0	0	0	0	0	6	0	0	0	0	0	0	6	0
Total	0	78	20	0	20	99	3	9	33	0	0	0	10	1
% Approach	0%	57.5%	22.4%	0%	22.4%	-	-	15.7%	87.9%	0%	0%	0%	-	-
% Total	0%	1.3%	0.5%	0%	0.5%	3.1%	-	0.2%	0.6%	0%	0%	0%	2.6%	-
Lights	0	79	18	0	20	95	-	9	31	0	0	0	14	-
% Lights	0%	65.8%	60.0%	0%	100%	08.8%	-	100%	63.5%	0%	0%	0%	05.0%	-
Articulated Trucks and Single-Unit Trucks	0	0	2	0	0	3	-	0	1	0	0	0	2	-
% Articulated Trucks and Single-Unit Trucks	0%	7.2%	0%	0%	0%	3.1%	-	0%	3.0%	0%	0%	0%	3.7%	-
Buses	0	2	0	0	0	3	-	0	0	0	0	0	6	-
% Buses	0%	7.2%	0%	0%	0%	3.1%	-	0%	0%	0%	0%	0%	6%	-
Bicycles on Road	0	0	0	0	0	6	-	0	1	0	0	0	2	-
% Bicycles on Road	0%	0%	0%	0%	0%	6%	-	0%	3.0%	0%	0%	0%	3.7%	-
Aedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% Aedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

**15. Washington and Oriskany - TMC**

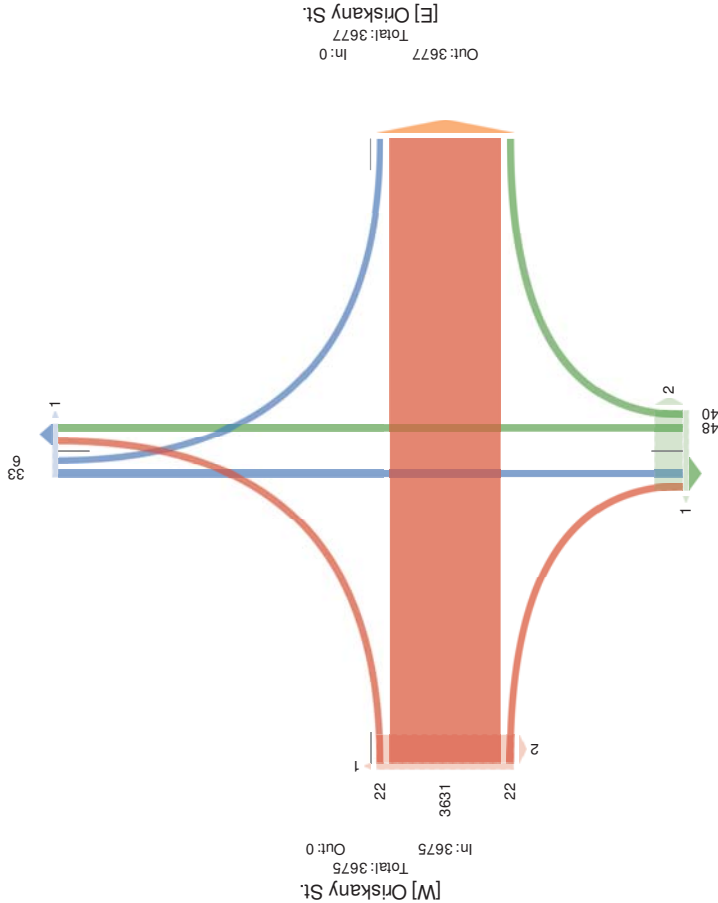
Wed Jul 18, 2018  
 Full Length (7AM-9AM, 4PM-6PM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 576103, Location: 73.103786, -45.231354, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.  
 187 Baker Road,  
 Coatesville, PA, 16320, US

**[N] Washington St.**

Total: 109  
 In: 39 Out: 70



Out: 55 In: 88  
 Total: 143

**[S] Washington St.**

**15. Washington and Oriskany - TMC**

Wed Jul 18, 2018  
 AM Peak (7:30AM - 8:30AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549103, Location: 43.103489, -75.231357, Site Code: Utica, 6 ew Nork



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

Leg. Direction Time	Oriskany St. Eastbound				Oriskany St. Westbound			
	L	T	R	U	L	T	R	U
2018-07-18 7:30AM	1	224	0	0	0	225	0	0
7:45AM	1	248	0	0	0	249	0	0
8:00AM	5	213	3	0	1	222	0	0
8:15AM	2	201	2	0	0	205	0	0
<b>Total</b>	<b>9</b>	<b>888*</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>901</b>	<b>0</b>	<b>0</b>
% Approach	1.0%	98.3%	0.1%	0.0%	0.1%	97.1%	0.0%	0.0%
% Total	0.450	0.893	0.010	0.000	0.0250	0.905	0.000	0.000
% Lights	8	841	5	0	1	855	0	0
% Articulated Trucks and Single-Unit Trucks	88.9%	94.9%	100%	0%	100%	94.9%	0%	0%
% Articulated Trucks and Single-Unit Trucks	1	36	0	0	0	39	0	0
% Buses	0	7	0	0	0	7	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0
% Bicycles on Road	0%	0%	0%	0%	0%	0%	0%	0%
% Pedestrians	0%	0%	0%	0%	0%	0%	0%	0%
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0%	0%	0%	0%	0%	0%	0%	0%

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

**15. Washington and Oriskany - TMC**

Wed Jul 18, 2018  
 AM Peak (7:30AM - 8:30AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549103, Location: 43.103489, -75.231357, Site Code: Utica, 6 ew Nork



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

Leg Direction	Washington St. Southbound				Washington St. Northbound											
	L	T	R	U	RR	App	Pedif	L	T	R	U	RR	App	Pedif	Intr	
2018-07-18 7:30AM	0	2	1	0	0	2	0	0	0	0	0	0	0	5	0	117
7:45AM	0	4	2	0	1	4	0	0	0	0	0	0	0	5	0	180
8:00AM	0	4	0	0	1	8	0	0	2	0	0	0	0	1	0	113
8:15AM	0	3	3	0	2	7	0	2	0	0	0	0	0	1	0	168
<b>9 Total</b>	<b>0</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>317</b>
<b>% Approach</b>	0%	5%	2%	0%	17.4%	-	-	50.0%	50.0%	0%	0%	0%	0%	-	-	-
<b>% Total</b>	0%	1.4%	0.4%	0%	0.4%	1.8%	-	0.2%	0.2%	0%	0%	0%	5.1%	-	-	0.90*
<b>PHE</b>	-	0.813	0.500	-	0.500	5.463	-	0.250	0.250	-	-	-	5.855	-	-	0.90*
<b>Lights</b>	0	13	5	0	4	11	-	2	2	0	0	0	1	-	-	881
<b>% Lights</b>	0%	100%	83.3%	0%	100%	38.4%	-	100%	100%	0%	0%	0%	65%	-	-	94.9%
<b>Articulated Trucks and Single-Unit Trucks</b>	0	0	1	0	0	6	-	0	0	0	0	0	5	-	-	40
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	0%	1.7%	0%	0%	1.2%	-	0%	0%	0%	0%	5%	-	-	-	4.3%
<b>Buses</b>	0	0	0	0	0	5	-	0	0	0	0	0	5	-	-	7
<b>% Buses</b>	0%	0%	0%	0%	0%	5%	-	0%	0%	0%	0%	0%	5%	-	-	0.8%
<b>Bicycles To Road</b>	0	0	0	0	0	5	-	0	0	0	0	0	5	-	-	0
<b>% Bicycles To Road</b>	0%	0%	0%	0%	0%	5%	-	0%	0%	0%	0%	0%	5%	-	-	0%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	-	-	-	-	0
<b>% Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	-	-	-	-	0
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	-	-	-	-	0
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	-	-	-	-	0

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

**15. Washington and Oriskany - TMC**

Wed Jul 18, 2018  
 PM Peak (4:30PM - 5:30PM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 593101, Location: 43.103489, -75.231357, Site Code: Utica, 6 ew Nork

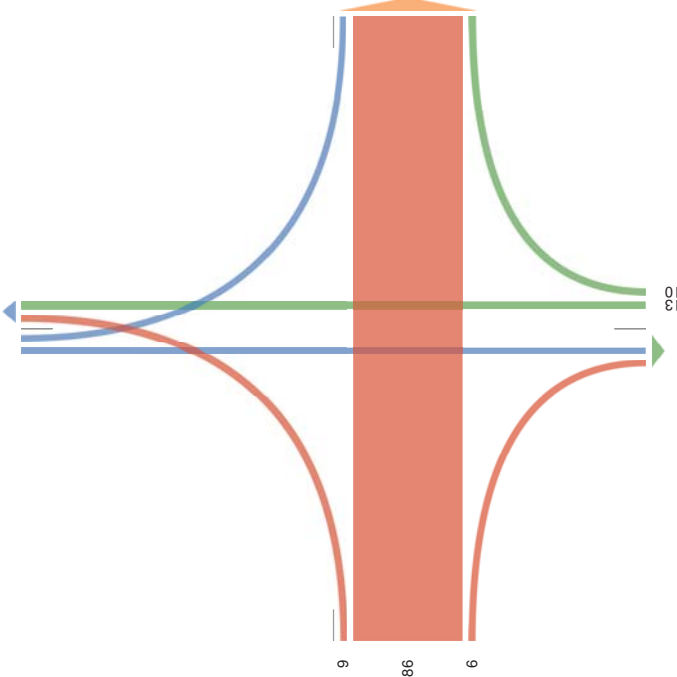


Provided By: Tri-State Traffic Data, Inc.  
 184 Baker Road,  
 Coatesville, PA, 19320, US

**[N] Washington St.**

Total: 26  
 In: 4 Out: 22

EVV



**[W] Oriskany St.**  
 Total: 901  
 In: 901 Out: 0

Out: 8 In: 23  
 Total: 31

**[S] Washington St.**

**[E] Oriskany St.**  
 Total: 898  
 In: 0 Out: 898



**15. Washington and Oriskany - TMC**  
 Wed Jul 18, 2018  
 Forced Peak(7:45AM - 8:45AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549103, Location: 43.103489, -75.231357, Site Code: Utica, 6 ew Nork  
 184 Baker Road,  
 Coatesville, PA, 19320, US

Leg Direction	Washington St. Southbound														
	L	T	R	U	RR	App	PedF	L	T	R	U	RR	App	PedF	Int
2018-07-18 7:45AM	1	248	0	0	0	250	0	0	0	0	0	0	4	0	
8:00AM	5	213	3	0	1	222	0	0	0	0	0	0	4	0	
8:15AM	2	201	2	0	0	249	0	0	0	0	0	0	4	0	
8:30AM	1	201	1	0	0	241	0	0	0	0	0	0	4	0	
<b>Total</b>	<b>9</b>	<b>663</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>970</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	
<b>% Approach</b>	1.0%	98.2%	0.7%	0%	0.1%	-	0%	0%	0%	0%	0%	0%	-	-	
<b>r cov d l</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>r cov d r</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>HFL</b>	0.450	0.870	0.500	-	0.250	<b>4P@4T</b>	-	-	-	-	-	-	-	-	-
<b>i g 7 d l</b>	8	812	*	0	1	<b>%</b>	-	-	-	-	-	-	-	-	-
<b>i g 7 d r</b>	8	812	*	0	1	<b>%</b>	-	-	-	-	-	-	-	-	-
<b>Align e l l r l k on le - nld Skd Lgts: M.3 Signa le - nld</b>	1	42	0	0	0	<b>5T</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>r cv h g e l l r l k on le - nld Skd Lgts: M.3 Signa le - nld</b>	1	42	0	0	0	<b>5T</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>Be 848</b>	0	9	0	0	0	<b>0</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>r d e 848</b>	0	9	0	0	0	<b>0</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>Big y - M d r S G t l k</b>	0	0	0	0	0	<b>4</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>r d g y - M d r S G t l k</b>	0	0	0	0	0	<b>4r</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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



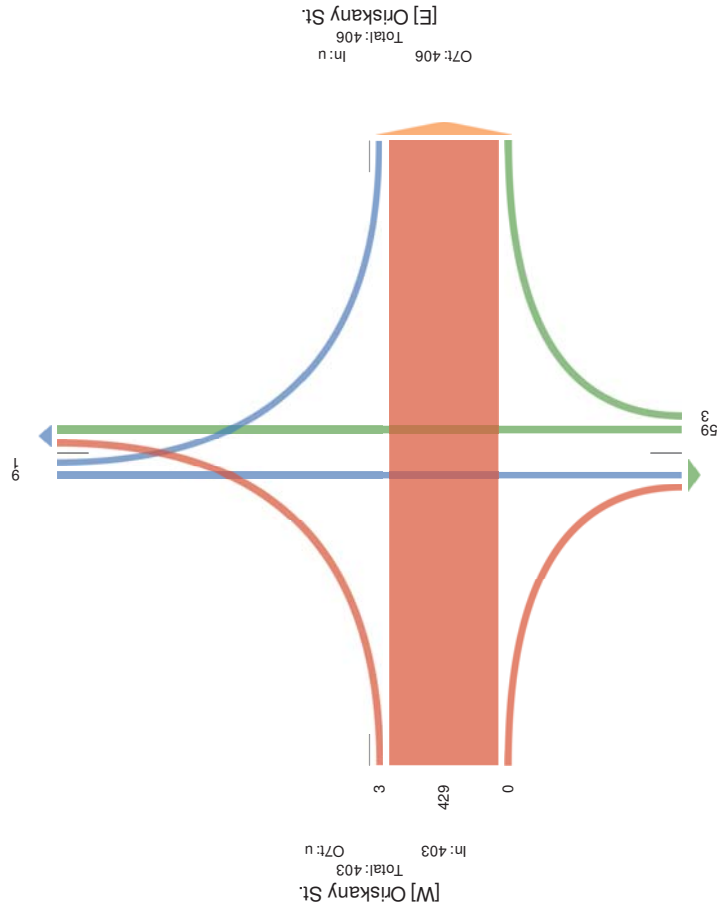
**15. Washington and Oriskany - TMC**  
 Wed Jul 18, 2018  
 Forced Peak(7:45AM - 8:45AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549103, Location: 43.103489, -75.231357, Site Code: Utica, 6 ew Nork  
 184 Baker Road,  
 Coatesville, PA, 19320, US

Leg Direction	Washington St. Northbound														
	L	T	R	U	RR	App	PedF	L	T	R	U	RR	App	PedF	Int
2018-07-18 7:45AM	0	4	2	0	1	7	0	0	0	0	0	0	0	0	256
8:00AM	0	4	0	0	1	5	0	0	2	0	0	0	2	0	229
8:15AM	0	3	3	0	2	8	0	2	0	0	0	0	2	0	215
8:30AM	0	2	0	0	0	2	0	0	1	0	0	0	1	0	206
<b>Total</b>	<b>0</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>22</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>906</b>
<b>% Approach</b>	59.1*	22.7*	0*	18.2*	-	-	40.0*	90.0*	0*	0*	0*	-	-	-	-
<b>% Pedestrians</b>	1.4*	0.0*	0*	0.4*	2.4*	-	0.2*	0.3*	0*	0*	0*	0.6*	-	-	0.885
<b>PHE</b>	0.813	0.417	-	0.500	<b>0.688</b>	-	0.250	0.375	-	-	-	-	0.625	-	0.885
<b>Lights</b>	0	13	4	0	4	<b>21</b>	2	2	0	0	0	4	-	-	852
<b>% Lights on Road</b>	100*	80.0*	0*	100*	95.5%	-	100*	77*	0*	0*	0*	80.0%	-	-	94.0*
<b>Articulated Trucks and Single-Unit Trucks</b>	0	0	1	0	0	<b>1</b>	0	0	1	0	0	0	<b>1</b>	-	45
<b>% Articulated Trucks and Single-Unit Trucks</b>	0*	20.0*	0*	0*	4.5%	-	0*	33.3*	0*	0*	0*	20.0%	-	-	5.0*
<b>Buses</b>	0	0	0	0	0	<b>0</b>	0	0	0	0	0	0	<b>0</b>	-	9
<b>% Buses on Road</b>	0*	0*	0*	0*	0%	-	0*	0*	0*	0*	0*	0%	-	-	1.0*
<b>Bicycles on Road</b>	0	0	0	0	0	<b>0</b>	0	0	0	0	0	0	<b>0</b>	-	0
<b>% Bicycles on Road</b>	0*	0*	0*	0*	0%	-	0*	0*	0*	0*	0*	0%	-	-	0*
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0

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

**15. Washington and Oriskany - TMC**  
Wed Jul 18, 2018  
Forced Peak (7:45AM - 8:45AM)  
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
All Movements  
ID: 549103, Location: 43.103489, -75.231357, Site Code: Utica, New York

**[N] Washington St.**  
Total: 10  
In: 8 O7t: 11



O7t: 5u In: 11  
Total: 91

**[S] Washington St.**

**15. Washington and Oriskany - TMC**  
Wed Jul 18, 2018  
PM Peak (4:50PM - 5:50PM) O50PMVjr Hecall Peak Aqto  
s il Llai ei (gh cF, s ofmub)ed S cunki aLl BLl le y UNs cunki, Rui ei, Pedei ThU, Rhwalei  
CUmCad, Rhwalei: CULlCII alk  
s il MCHDe Ul  
:9 -043105, gCharCU-45:105483, j7O251507, BIR L GLe-yTha, 6 eI NCok

get	9 hbenTCU	f o h kaWBT f ai TCuLd	g S	m y	mm	App	Pede	f o h kaWBT f ai TCuLd	g S	m y	mm	App	Pede
2018/07/18 4:50PM	1	270	1	0	0	020	0	0	0	0	0	0	4
4:40PM	0	2*0	0	0	2	050	1	0	0	0	0	0	4
0:00PM	1	2*7	2	0	0	024	0	0	0	0	0	0	4
0:10PM	0	2*7	4	0	0	087	0	0	0	0	0	0	4
1:10a	2	1084	7	0	2	7481	0	0	0	0	0	0	4
9 %App Trc	0.2%	33.0%	0.2%	0.0%	0.2%	h	0%	0%	0%	0%	0%	0%	h
9 %Tua	0.2%	34.3%	0.2%	0.0%	0.2%	81-89	0%	0%	0%	0%	0%	0%	49
6. P	0.000	0.344	0.458	0.200	4-8H7	h	0%	0%	0%	0%	0%	0%	h
9 %Rcog	2	10*8	*	0	2	742s	0	0	0	0	0	0	4
9 %Rcog	100%	38.0%	807%	0%	100%	8s-H9	0%	0%	0%	0%	0%	0%	h
A dnt ed% urkgand%bi ae Hnd% urkg	0	10	0	0	0	71	0%	0%	0%	0%	0%	0%	4
9 % dnt ed% urkgand%bi ae Hnd% urkg	0%	1.4%	0%	0%	0%	7-H9	0%	0%	0%	0%	0%	0%	h
9 %Bugeg	0	1	1	0	0	0	0%	0%	0%	0%	0%	0%	4
9 %Bugeg	0%	0.1%	14.5%	0%	0%	4-09	0%	0%	0%	0%	0%	0%	h
Ble yr ae g%nd%id	0	0	0	0	0	4	0%	0%	0%	0%	0%	0%	4
9 %Ble yr ae g%nd%id	0%	0%	0%	0%	0%	49	0%	0%	0%	0%	0%	0%	h
Pedei ThU	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	h
% Pedei ThU	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	h
Rhwalei: CULlCII alk	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	h
% Rhwalei: CULlCII alk	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	h

Pedei ThU aLl Rhwalei: CULlCII alk, g-geBf m-nit cT mm-mh cTCUoed, S-Scou, y-yJsuod



**15. Washington and Oriskany - TMC**  
 Wed Jul 18, 2018  
 AM Peak (7:00AM - 7:00AM) 30 Overpass  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549103, Location: 43.103489, -65.231356, Site Code: Utica, 7 ew Nork  
 184 Baker Road, Coatesville, PA, 19320, US



**15. Washington and Oriskany - TMC**  
 Wed Jul 18, 2018  
 PM Peak (4:30PM - 5:30PM) - Overall Peak Hour  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549103, Location: 43.103489, -65.231356, Site Code: Utica, 7 ew Nork  
 184 Baker Road, Coatesville, PA, 19320, US

Leg Direction	Time	Washingon St. Northbound	Washingon St. Southbound	L	T	R	U	RR	App	Pred	In	Out			
	2018-06-18 4:30PM	0	2	4	0	*	25	0	0	5	0	0	1	0	574
	4:45PM	0	0	2	0	3	1	0	3	1	0	0	0	0	502
	5:00PM	0	5	1	0	0	3	1	1	*	0	0	0	0	576
	5:15PM	0	5	0	0	1	3	0	0	2	0	0	0	5	544
	9 Total	0	12	6	0	10	54	3	4	14	0	0	0	27	2285
	1 % App Total	0%	41.4%	24.1%	0%	34.5%	h	22.2%	66.5%	0%	0%	0%	h	-	-
	1 % PH	0%	1.1%	0.4%	0%	0.9%	5-11	0.4%	1.2%	0%	0%	0%	2-31	-	-
	1 % Lights	0	11	*	0	10	50	0.333	0.583	-	-	-	F-386	-	0.955
	1 % Articulated Trucks	0%	91.6%	85.6%	0%	100%	46-21	4	13	0	0	0	20	-	1122
	1 % Articulated Trucks	0%	0	1	0	0	2	0	0	0	0	0	0	-	1.4%
	1 % Buses	0	1	0	0	0	2	0%	0%	0%	0%	0%	FI	-	1.4%
	1 % Bicycles on Road	0	0	0	0	0	0	0%	0%	0%	0%	0%	FI	-	0.3%
	1 % Bicycles on Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2	-	1
	% Pedestrians	-	-	-	-	-	-	0%	6.1%	0%	0%	0%	1-31	-	0.1%
	% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

**15. Washington and Oriskany - TMC**  
 Wed Jul 18, 2018  
 AM Peak (7:00AM - 7:00AM) 30 Overpass  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549103, Location: 43.103489, -65.231356, Site Code: Utica, 7 ew Nork  
 184 Baker Road, Coatesville, PA, 19320, US



**15. Washington and Oriskany - TMC**  
 Wed Jul 18, 2018  
 PM Peak (4:30PM - 5:30PM) - Overall Peak Hour  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549103, Location: 43.103489, -65.231356, Site Code: Utica, 7 ew Nork  
 184 Baker Road, Coatesville, PA, 19320, US

Leg Direction	Time	Washingon St. Northbound	Washingon St. Southbound	L	T	R	U	RR	App	Pred	In	Out			
	2018-06-18 4:30PM	0	2	4	0	*	25	0	0	5	0	0	1	0	574
	4:45PM	0	0	2	0	3	1	0	3	1	0	0	0	0	502
	5:00PM	0	5	1	0	0	3	1	1	*	0	0	0	0	576
	5:15PM	0	5	0	0	1	3	0	0	2	0	0	0	5	544
	9 Total	0	12	6	0	10	54	3	4	14	0	0	0	27	2285
	1 % App Total	0%	41.4%	24.1%	0%	34.5%	h	22.2%	66.5%	0%	0%	0%	h	-	-
	1 % PH	0%	1.1%	0.4%	0%	0.9%	5-11	0.4%	1.2%	0%	0%	0%	2-31	-	-
	1 % Lights	0	11	*	0	10	50	0.333	0.583	-	-	-	F-386	-	0.955
	1 % Articulated Trucks	0%	91.6%	85.6%	0%	100%	46-21	4	13	0	0	0	20	-	1122
	1 % Articulated Trucks	0%	0	1	0	0	2	0	0	0	0	0	0	-	1.4%
	1 % Buses	0	1	0	0	0	2	0%	0%	0%	0%	0%	FI	-	1.4%
	1 % Bicycles on Road	0	0	0	0	0	0	0%	0%	0%	0%	0%	FI	-	0.3%
	1 % Bicycles on Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2	-	1
	% Pedestrians	-	-	-	-	-	-	0%	6.1%	0%	0%	0%	1-31	-	0.1%
	% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

**15. Washington and Oriskany - TMC**  
 Wed Jul 18, 2018  
 AM Peak (7:00AM - 7:00AM) 30 Overpass  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549103, Location: 43.103489, -65.231356, Site Code: Utica, 7 ew Nork  
 184 Baker Road, Coatesville, PA, 19320, US



**15. Washington and Oriskany - TMC**  
 Wed Jul 18, 2018  
 PM Peak (4:30PM - 5:30PM) - Overall Peak Hour  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549103, Location: 43.103489, -65.231356, Site Code: Utica, 7 ew Nork  
 184 Baker Road, Coatesville, PA, 19320, US



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



**15. Washington and Oriskany - TMC**  
 Wed Jul 18, 2018  
 Full Length (7AM-9AM, 4PM-6PM)  
 PII Classes (Lights, Priculated Trucks and Single-Unit Trucks, Buses, Aedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 PII Movements  
 ID: 576103, Location: 73.103786, -45.231354, Site Code: Utica, New York  
 Coatesville, AP, 16320, US

Leg Direction	Oriskany St. Eastbound						Washington St. Southbound					
	L	T	R	U	RR	App	L	T	R	U	RR	App
Time	3	178	0	0	0	151	0	2	1	0	0	1
2:018-04:18 4:00PM												
4:15PM	1	160	1	0	0	120	0	2	3	0	0	4
4:30PM	1	227	0	0	0	005	0	2	1	0	0	0
4:45PM	1	278	0	0	0	042	0	7	4	0	1	4
4:75PM	1	278	0	0	0	042	0	7	4	0	1	4
Hourly Total	9	810	1	0	0	319	0	12	4	0	1	36
8:00PM	5	213	3	0	1	000	0	7	0	0	1	8
8:15PM	2	201	2	0	0	075	0	3	3	0	2	9
8:30PM	1	201	1	0	0	078	0	2	0	0	0	3
8:45PM	0	165	3	0	0	123	0	3	0	0	0	1
8:75PM	0	165	3	0	0	123	0	3	0	0	0	1
Hourly Total	8	810	6	0	1	303	0	9	2	0	3	29
7:00AM	2	278	0	0	0	057	0	9	2	0	3	22
7:15AM	1	257	1	0	0	056	0	3	0	0	3	7
7:30AM	1	240	1	0	0	090	0	2	7	0	9	23
7:45AM	0	290	0	0	2	060	0	2	7	0	9	23
7:75AM	0	290	0	0	2	060	0	2	7	0	9	23
Hourly Total	7	1032	2	0	2	1747	0	11	8	0	15	18
5:00AM	1	294	2	0	0	097	0	5	1	0	0	7
5:15AM	0	284	7	0	0	021	0	5	0	0	1	7
5:30AM	0	232	0	0	0	080	0	1	1	0	0	3
5:45AM	3	163	1	0	0	129	0	2	0	0	0	3
5:75AM	7	646	4	0	0	227	0	13	2	0	1	27
Hourly Total	0	0	0	0	0	7	0	0	0	0	0	6
9:00AM	0	0	0	0	0	7	0	0	0	0	0	6
Hourly Total	0	0	0	0	0	7	0	0	0	0	0	6
Total	22	3931	16	0	3	8695	0	78	20	0	20	99
% Approach	0.9%	68.8%	0.5%	0%	0.1%	-	0%	57.5%	22.4%	0%	2.4%	-
% Total	0.9%	65.5%	0.5%	0%	0.1%	26.9%	0%	1.3%	0.5%	0%	0.5%	3.1%
Lights	16	3762	14	0	3	8581	0	79	18	0	20	95
% Lights	89.7%	69.2%	86.5%	0%	100%	26.1%	0%	65.8%	60.0%	0%	100%	88.8%
Articulated Trucks and Single-Unit Trucks	2	120	1	0	0	108	0	0	2	0	0	3
% Articulated Trucks and Single-Unit Trucks	6.1%	3.3%	5.3%	0%	0%	8.8%	0%	7.2%	0%	0%	0%	3.1%
Buses	0	18	1	0	0	12	0	2	0	0	0	3
% Buses	0%	0.5%	5.3%	0%	0%	7.5%	0%	10.0%	0%	0%	0%	3.1%
Bicycles on Road	1	1	0	0	0	0	0	0	0	0	0	6
% Bicycles on Road	7.5%	0%	0%	0%	0%	7.1%	0%	0%	0%	0%	0%	6%
Aedestrians	-	-	-	-	-	-	-	-	-	-	-	-
% Aedestrians	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-

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



**15. Washington and Oriskany - TMC**  
 Wed Jul 18, 2018  
 Full Length (7AM-9AM, 4PM-6PM)  
 PII Classes (Lights, Priculated Trucks and Single-Unit Trucks, Buses, Aedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 PII Movements  
 ID: 576103, Location: 73.103786, -45.231354, Site Code: Utica, New York  
 Coatesville, AP, 16320, US

Leg Direction	Oriskany St. Westbound						Washington St. Southbound					
	L	T	R	U	RR	App	L	T	R	U	RR	App
Time	3	178	0	0	0	151	0	2	1	0	0	1
2:018-04:18 4:00PM												
4:15PM	1	160	1	0	0	120	0	2	3	0	0	4
4:30PM	1	227	0	0	0	005	0	2	1	0	0	0
4:45PM	1	278	0	0	0	042	0	7	4	0	1	4
4:75PM	1	278	0	0	0	042	0	7	4	0	1	4
Hourly Total	9	810	1	0	0	319	0	12	4	0	1	36
8:00PM	5	213	3	0	1	000	0	7	0	0	1	8
8:15PM	2	201	2	0	0	075	0	3	3	0	2	9
8:30PM	1	201	1	0	0	078	0	2	0	0	0	3
8:45PM	0	165	3	0	0	123	0	3	0	0	0	1
8:75PM	0	165	3	0	0	123	0	3	0	0	0	1
Hourly Total	8	810	6	0	1	303	0	9	2	0	3	29
7:00AM	2	278	0	0	0	057	0	9	2	0	3	22
7:15AM	1	257	1	0	0	056	0	3	0	0	3	7
7:30AM	1	240	1	0	0	090	0	2	7	0	9	23
7:45AM	0	290	0	0	2	060	0	2	7	0	9	23
7:75AM	0	290	0	0	2	060	0	2	7	0	9	23
Hourly Total	7	1032	2	0	2	1747	0	11	8	0	15	18
5:00AM	1	294	2	0	0	097	0	5	1	0	0	7
5:15AM	0	284	7	0	0	021	0	5	0	0	1	7
5:30AM	0	232	0	0	0	080	0	1	1	0	0	3
5:45AM	3	163	1	0	0	129	0	2	0	0	0	3
5:75AM	7	646	4	0	0	227	0	13	2	0	1	27
Hourly Total	0	0	0	0	0	7	0	0	0	0	0	6
9:00AM	0	0	0	0	0	7	0	0	0	0	0	6
Hourly Total	0	0	0	0	0	7	0	0	0	0	0	6
Total	22	3931	16	0	3	8695	0	78	20	0	20	99
% Approach	0.9%	68.8%	0.5%	0%	0.1%	-	0%	57.5%	22.4%	0%	2.4%	-
% Total	0.9%	65.5%	0.5%	0%	0.1%	26.9%	0%	1.3%	0.5%	0%	0.5%	3.1%
Lights	16	3762	14	0	3	8581	0	79	18	0	20	95
% Lights	89.7%	69.2%	86.5%	0%	100%	26.1%	0%	65.8%	60.0%	0%	100%	88.8%
Articulated Trucks and Single-Unit Trucks	2	120	1	0	0	108	0	0	2	0	0	3
% Articulated Trucks and Single-Unit Trucks	6.1%	3.3%	5.3%	0%	0%	8.8%	0%	7.2%	0%	0%	0%	3.1%
Buses	0	18	1	0	0	12	0	2	0	0	0	3
% Buses	0%	0.5%	5.3%	0%	0%	7.5%	0%	10.0%	0%	0%	0%	3.1%
Bicycles on Road	1	1	0	0	0	0	0	0	0	0	0	6
% Bicycles on Road	7.5%	0%	0%	0%	0%	7.1%	0%	0%	0%	0%	0%	6%
Aedestrians	-	-	-	-	-	-	-	-	-	-	-	-
% Aedestrians	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-

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



**15. Washington and Oriskany - TMC**

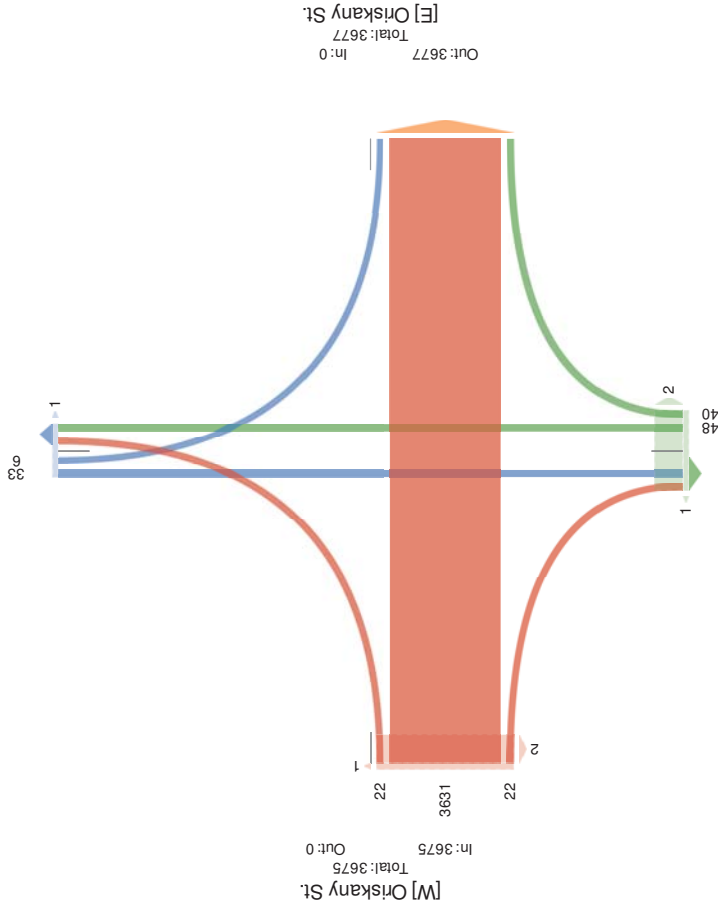
Wed Jul 18, 2018  
 Full Length (7AM-9AM, 4PM-6PM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 576103, Location: 73.103786, -45.231354, Site Code: Utica, New York



Provided by: Tri-State Traffic Data, Inc.  
 187 Baker Road,  
 Coatesville, PA, 16320, US

**[N] Washington St.**

Total: 109  
 In: 39 Out: 70



Out: 55 In: 88  
 Total: 143

**[S] Washington St.**

**15. Washington and Oriskany - TMC**

Wed Jul 18, 2018  
 AM Peak (7:30AM - 8:30AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549103, Location: 43.103489, -75.231357, Site Code: Utica, 6 ew Nork



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

**[W] Oriskany St.**

Total: 3675  
 In: 0 Out: 3675

Leg. Direction	friskany St. East/Yound	L	T	R	U	RR	App	PedE	L	T	R	U	RR	App	PedE
2018-07-18 7:30AM	1	224	0	0	0	0	225	0	0	0	0	0	0	0	0
7:45AM	1	248	0	0	0	0	249	0	0	0	0	0	0	0	0
8:00AM	5	213	3	0	1	222	0	0	0	0	0	0	0	0	0
8:15AM	2	201	2	0	0	205	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>9</b>	<b>888*</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>901</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
% Approach	1.0%	98.3%	0.6%	0%	0.1%	-	-	-	0%	0%	0%	0%	0%	0%	-
% Total	1.0%	95.5%	0.5%	0%	0.1%	97.1%	-	-	0%	0%	0%	0%	0%	0%	-
PHE	0.450	0.893	0.417	-	0.250	0.905	-	-	-	-	-	-	-	-	-
Lights	8	841	5	0	1	855	-	-	0	0	0	0	0	0	-
% Lights	88.9%	94.9%	100%	0%	100%	94.9%	-	-	0%	0%	0%	0%	0%	0%	-
Articulated Trucks and Single-Unit Trucks	1	36	0	0	0	39	-	-	0	0	0	0	0	0	-
% Articulated Trucks and Single-Unit Trucks	11.1%	4.3%	0%	0%	0%	4.3%	-	-	0%	0%	0%	0%	0%	0%	-
Buses	0	7	0	0	0	7	-	-	0	0	0	0	0	0	-
% Buses	0%	0.8%	0%	0%	0%	0.8%	-	-	0%	0%	0%	0%	0%	0%	-
Bicycles on Road	0	0	0	0	0	0	-	-	0	0	0	0	0	0	-
% Bicycles on Road	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	-
% Bicycles on Crosswalk	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	-
% Pedestrians	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	-
% Bicycles on Crosswalk	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	-

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

**15. Washington and Oriskany - TMC**

Wed Jul 18, 2018  
 AM Peak (7:30AM - 8:30AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549103, Location: 43.103489, -75.231357, Site Code: Utica, 6 ew Nork  
 184 Baker Road,  
 Coatesville, PA, 19320, US



Provided by: Tri-State Traffic Data, Inc.

Direction	Washington St. Southbound					Washington St. Northbound										
	L	T	R	U	RR	App	Pedif	L	T	R	U	RR	App	Pedif	Intr	
2018-07-18 7:30AM	0	2	1	0	0	2	0	0	0	0	0	0	0	5	0	117
7:45AM	0	4	2	0	1	4	0	0	0	0	0	0	0	5	0	180
8:00AM	0	4	0	0	1	8	0	0	2	0	0	0	1	0	113	
8:15AM	0	3	3	0	2	7	0	2	0	0	0	0	1	0	168	
<b>9 Total</b>	<b>0</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>317</b>	
<b>% Approach</b>	0%	5%	2%	0%	17.4%	-	-	50.0%	50.0%	0%	0%	0%	-	-	-	
<b>% Total</b>	0%	1.4%	0.7%	0%	0.4%	1.8%	-	0.2%	0.2%	0%	0%	0%	5.1%	-	0.90*	
<b>PHE</b>	-	0.813	0.500	-	0.500	5.463	-	0.250	0.250	-	-	-	5.855	-	0.90*	
<b>Lights</b>	0	13	5	0	4	11	-	2	2	0	0	0	1	-	881	
<b>% Lights</b>	0%	100%	83.3%	0%	100%	38.4%	-	100%	100%	0%	0%	0%	65%	-	94.9%	
<b>Articulated Trucks and Single-Unit Trucks</b>	0	0	1	0	0	6	-	0	0	0	0	0	5	-	40	
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	0%	17.7%	0%	0%	1.2%	-	0%	0%	0%	0%	5%	-	-	4.3%	
<b>Buses</b>	0	0	0	0	0	5	-	0	0	0	0	0	5	-	7	
<b>% Buses</b>	0%	0%	0%	0%	0%	5%	-	0%	0%	0%	0%	5%	-	-	0.8%	
<b>Bicycles on Road</b>	0	0	0	0	0	5	-	0	0	0	0	0	5	-	0	
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	5%	-	0%	0%	0%	0%	5%	-	-	0%	
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	-	-	-	0	
<b>% Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	-	-	-	0	
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	-	-	-	0	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	-	-	-	0	

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

**15. Washington and Oriskany - TMC**

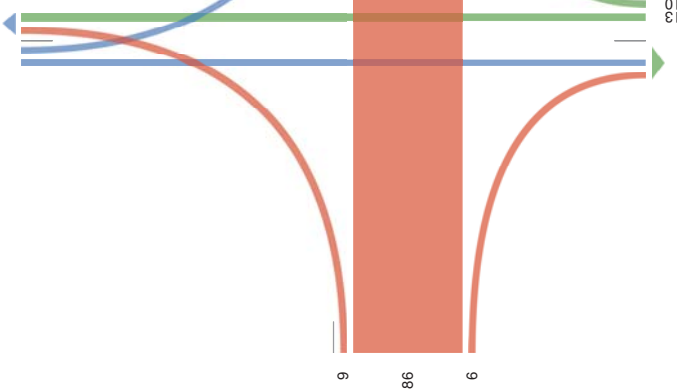
Wed Jul 18, 2018  
 PM Peak (4:30PM - 5:30PM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 593.10, Location: 43.103489, -75.231357, Site Code: Utica, 6 ew Nork  
 184 Baker Road,  
 Coatesville, PA, 19320, US



Provided by: Tri-State Traffic Data, Inc.

**[N] Washington St.**  
 Total: 26  
 In: 4 Out: 22

Out



**[W] Oriskany St.**  
 Total: 901  
 In: 901 Out: 0

**[S] Washington St.**  
 Total: 31  
 In: 23 Out: 8

**[E] Oriskany St.**  
 Total: 898  
 In: 0 Out: 898



**15. Washington and Oriskany - TMC**  
 Wed Jul 18, 2018  
 Forced Peak (7P: 45P: A  
 MI - la) e) (G3j g, Migsulagad h ruck) at d T3 L4e4h (sgh ruck), S0)e), PeDe) gsat ), Sct(Ucle) ot Board, Sct(Ucle) ot - ro))yalk

MI: orkewetg  
 vml57D109, Cocagot 17930978D, 4 5329195., Tsp - ode In gsa, 6 ey Nork  
 - oag) Rde, PM 11D20, n T

Ce.L msrecgot	f r s kat UTg Weg)out d				f r s kat UTg Weg)out d									
	C	h	B	n	BB	App	PeDe	C	h	B	n	BB	App	PeDe
201840-463 700P:	2	278	0	0	0	250	1	0	0	0	0	0	0	0
715P:	1	257	1	0	0	256	1	0	0	0	0	0	0	0
780P:	1	2	0	1	0	0	272	0	0	0	0	0	0	0
715P:	0	2*0	0	0	2	262	1	0	0	0	0	0	0	0
<b>Total</b>	<b>7</b>	<b>1092</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1040</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
% Approach	03%	133%	02%	0%	02%	95.2%	-	0%	0%	0%	0%	0%	-	-
% Total	03%	17.3%	02%	0%	02%	95.2%	4	0%	0%	0%	0%	0%	0%	4
PHF	0.350	0.35*	0.350	4	0.350	0.956	4	4	4	4	4	4	4	4
Lights	9	1008	2	0	2	1015	4	0	0	0	0	0	0	4
% Lights	.530%	D. 3.3%	100%	0%	100%	97.6%	4	0%	0%	0%	0%	0%	0%	4
Articulated Trucks and Single-Unit Trucks	1	1D	0	0	0	20	4	0	0	0	0	0	0	4
% Articulated Trucks and Single-Unit Trucks	2.53%	13%	0%	0%	0%	1.9%	4	0%	0%	0%	0%	0%	-	4
Buses	0	5	0	0	0	5	4	0	0	0	0	0	0	4
% Buses	0%	0.3%	0%	0%	0%	0.5%	4	0%	0%	0%	0%	0%	-	4
Bicycles on Road	0	0	0	0	0	0	4	0	0	0	0	0	0	4
% Bicycles on Road	0%	0%	0%	0%	0%	0%	4	0%	0%	0%	0%	0%	-	4
PeDe) gsat )	4	4	4	4	4	4	9	4	4	4	4	4	4	4
% PeDe) gsat )	4	4	4	4	4	4	100%	4	4	4	4	4	4	4
Sct(Ucle) ot - ro))yalk	4	4	4	4	4	4	4	4	4	4	4	4	4	4
% Sct(Ucle) ot - ro))yalk	4	4	4	4	4	4	4	4	4	4	4	4	4	4

PeDe) gsat ) at d Sct(Ucle) ot - ro))yalk3C)Cehg B)BSJ) g B)BSJ) got red, h)hi ru, n In4)urt

**15. Washington and Oriskany - TMC**

Wed Jul 18, 2018  
 Forced Peak (7P: 45P: A  
 MI - la) e) (G3j g, Migsulagad h ruck) at d T3 L4e4h (sgh ruck), S0)e), PeDe) gsat ), Sct(Ucle) ot Board, Sct(Ucle) ot - ro))yalk

MI: orkewetg  
 vml57D109, Cocagot 17930978D, 4 5329195., Tsp - ode In gsa, 6 ey Nork  
 - oag) Rde, PM 11D20, n T

Ce.L msrecgot	Waj)st Lqpt, TgB 6or)g Yout d				Waj)st Lqpt, TgB 6or)g Yout d									
	C	h	B	n	BB	App	PeDe	C	h	B	n	BB	App	PeDe
201840-463 700P:	0	*	2	0	9	22	0	0	7	0	0	0	5	1
715P:	0	9	0	0	9	7	0	0	5	0	0	0	4	0
780P:	0	2	7	0	*	21	0	0	5	0	0	0	4	0
715P:	0	0	2	0	9	4	0	9	1	0	0	0	5	0
<b>Total</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>0</b>	<b>9</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>
% Approach	0%	92.3%	0%	77.3%	-	4	1.3%	89.3%	0%	0%	0%	0%	-	4
% Total	0%	13%	0%	0%	13%	a.2%	4	0.3%	13%	0%	0%	0%	2.7%	4
PHF	4	0.3758	0.350	4	0.3725	1.810	4	0.350	0.350	4	4	4	4.131	4
Lights	0	11	0	0	15	aa	4	9	15	0	0	0	20	10*
% Lights	0%	100%	8.35%	0%	100%	38.2%	4	100%	100%	0%	0%	0%	21.1%	4
Articulated Trucks and Single-Unit Trucks	0	0	1	0	0	2	4	0	0	0	0	0	1	4
% Articulated Trucks and Single-Unit Trucks	0%	0%	12.8%	0%	0%	1.3%	4	0%	0%	0%	0%	0%	1%	13%
Buses	0	0	0	0	0	1	4	0	0	0	0	0	1	4
% Buses	0%	0%	0%	0%	0%	1%	4	0%	0%	0%	0%	0%	1%	4
Bicycles on Road	0	0	0	0	0	1	4	0	0	0	0	0	1	4
% Bicycles on Road	0%	0%	0%	0%	0%	1%	4	0%	0%	0%	0%	0%	1%	4
PeDe) gsat )	4	4	4	4	4	4	4	4	4	4	4	4	4	4
% PeDe) gsat )	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Sct(Ucle) ot - ro))yalk	4	4	4	4	4	4	4	4	4	4	4	4	4	4
% Sct(Ucle) ot - ro))yalk	4	4	4	4	4	4	4	4	4	4	4	4	4	4

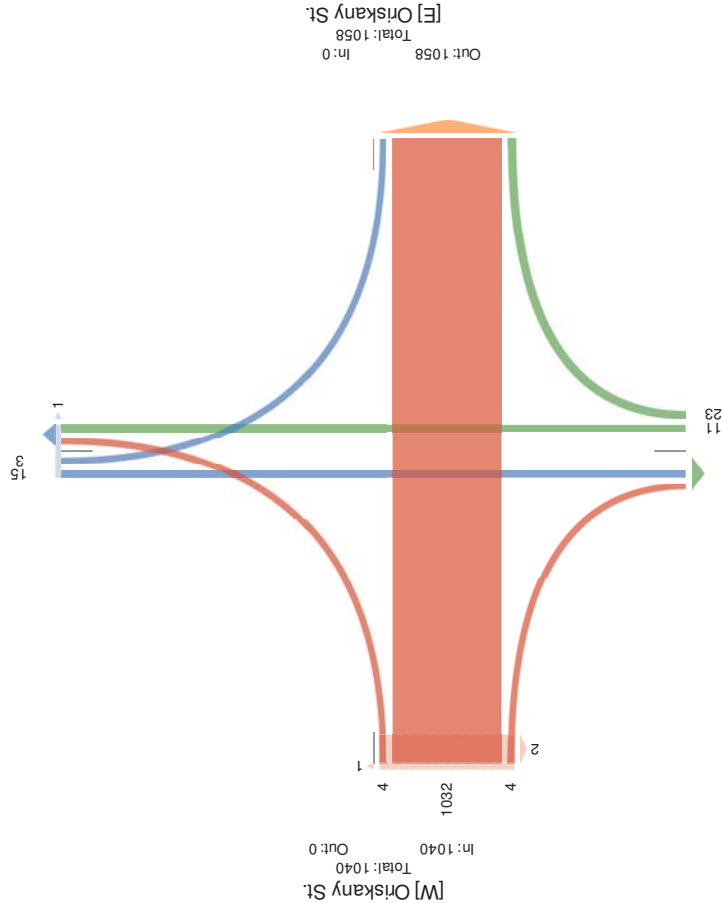
PeDe) gsat ) at d Sct(Ucle) ot - ro))yalk3C)Cehg B)BSJ) g B)BSJ) got red, h)hi ru, n In4)urt



**15. Washington and Oriskany - TMC**  
 Wed Jul 18, 2018  
 Forced Peak (7P: 45P: A  
 M-lal) (GdJ g. M gubag d h ruck) at d T s L i e h t s g h ruck), S u j e), P e d e j g s u t ), S e c t i e)  
 ot B o a d, S e c t i e) o t - r o j y a l k a  
 M l : o r k e w e t g  
 v m l 5 7 D i 0 9 , C o c a g o t 1 7 9 3 0 9 7 8 D , 4 5 3 2 9 1 9 5 . , T s p - o d e l n g a , N e y Y o r k  
 187 Saker Board,  
 - o a g e) R s l e , P M , 1 1 B 2 0 , n T

**15. Washington and Oriskany - TMC**  
 Wed Jul 18, 2018  
 PM Peak (4-50PM) O50PMVjr H e o a j l P e a k A Q i o  
 s i l l L a i e i ( g h c f , s o f m u h e d S a n k i a t d B L U l e j y U N S a n k i , R u i e i , P e d e i T h a U , R h w a l e i  
 C U m C a d , R h w a l e i C U L o C I I a l k  
 s i l M C h e D e U l  
 : 9 - O 4 3 1 0 5 , g C h a r T C U - 4 5 - 1 0 5 4 8 3 , j 7 O 2 5 1 5 C 7 , B i R e L G l e - y T h a , 6 e l N C o k  
 L G a E i H l e , P s , 1 3 5 2 0 , y B

[N] Washington St.  
 Total: 33  
 In: 18 Out: 15



Out: 19 In: 34  
 Total: 53  
 [S] Washington St.

get	9 h e n T C U	f o h k a l w B T f a i T C a U d	E	S	m	y	m m	A p p	P e d e i	P e d e i	E	S	m	y	m m	A p p	P e d e i	P e d e i	E	S	m	y	m m	A p p	P e d e i	P e d e i
2018/07/18 4:50PM	1	270	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40PM	0	2*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
0:00PM	1	2*7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:10PM	0	2*87	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 t t a d	2	1084	7	0	2	7481																				
9 % App Trc	0.2%	33.0%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%
9 % T u a	0.2%	34.3%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%
6. P	0.000	0.344	0.458																							
4-8H7																										
E L c o g	2	10*8	*	0	2	742s																				
9 % E L c o g	100%	38.0%	80.7%	0%	100%	8s+H9																				
A d e n a t e d % u r k g k a n d % b i a e H u n d e u r k g	0	1.0	0	0	0	71																				
9 % d e n a t e d % u r k g k a n d % b i a e H u n d e u r k g	0%	1.4%	0%	0%	0%	7*H9																				
B u g g e	0	1	1	0	0	0																				
9 % B u g g e	0%	0.1%	14.5%	0%	0%	4*09																				
B l e y r e g f o r m e t d	0	0	0	0	0	4																				
9 % B l e y r e g f o r m e t d	0%	0%	0%	0%	0%	4*9																				
P e d e i T h a U																										
% P e d e i T h a U																										
R h w a l e i C U L o C I I a l k																										
% R h w a l e i C U L o C I I a l k																										

P e d e i T h a U a t d R h w a l e i C U L o C I I a l k , g - g e o f m - m i t c T m m - m i t c T U o e d , S - S c o u , y - y S u o d



**15. Washington and Oriskany - TMC**  
 Wed Jul 18, 2018  
 AM Peak (7:00AM - 7:00AM) 30 Overpass  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549103, Location: 43.103489, -65.231356, Site Code: Utica, 7 ew Nork  
 184 Baker Road, Coatesville, PA, 19320, US



**15. Washington and Oriskany - TMC**  
 Wed Jul 18, 2018  
 PM Peak (4:30PM - 5:30PM) - Overall Peak Hour  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549103, Location: 43.103489, -65.231356, Site Code: Utica, 7 ew Nork  
 184 Baker Road, Coatesville, PA, 19320, US

Leg Direction	Time	Washingt Southbound	Washingt Northbound	L	T	R	U	RR	App	Pred	h	h	h		
	2018-06-18 4:30PM	0	2	4	0	*	25	0	0	5	0	0	1	0	574
	4:45PM	0	2	0	2	0	3	1	0	3	1	0	0	0	502
	5:00PM	0	5	1	0	0	3	1	1	*	0	0	0	0	576
	5:15PM	0	5	0	0	1	3	0	0	2	0	0	0	5	544
	9 Total	0	12	6	0	10	54	1	4	14	0	0	0	27	2285
	1 % App Total	0%	41.4%	24.1%	0%	34.5%	h	h	22.2%	66.5%	0%	0%	0%	h	-
	1 % Total	0%	1.1%	0.4%	0%	0.9%	5-11	h	0.4%	1.2%	0%	0%	0%	2-31	-
	1 % PH	0%	0.438	0.16	0%	0.333	F-3F8	-	0.333	0.583	-	-	-	F-386	0.955
	1 % Lights	0%	11	*	0	10	50	4	13	0	0	0	20	1122	-
	1 % Articulated Trucks	0%	91.6%	85.6%	0%	100%	46-21	100%	92.9%	0%	0%	0%	48-81	98.2%	-
	1 % Articulated Trucks	0%	0	1	0	0	2	0	0	0	0	0	0	F	1.4%
	1 % Buses	0%	14.3%	0%	0%	6-81	-	0%	0%	0%	0%	0%	FI	-	-
	1 % Buses	0%	8.3%	0%	0%	6-81	-	0%	0%	0%	0%	0%	FI	-	-
	1 % Bicycles on Road	0%	0	0	0	0	F	0	1	0	0	0	2	1	0.3%
	1 % Bicycles on Road	0%	0%	0%	0%	0%	FI	0%	6.1%	0%	0%	0%	1-31	0.1%	-
	% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	0
	% Pedestrians on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	100%
	% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0
	% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0

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



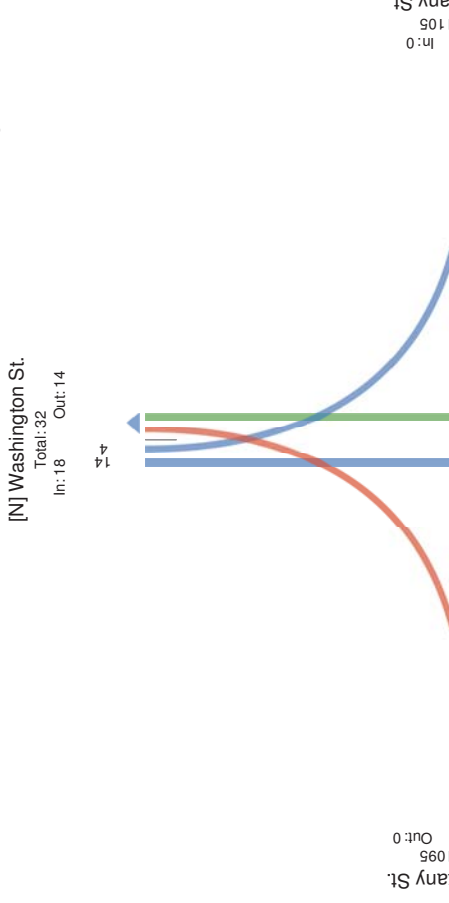
**15. Washington and Oriskany - TMC**  
 Wed Jul 18, 2018  
 AM Peak (7:00AM - 7:00AM) 30 Overpass  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549103, Location: 43.103489, -65.231356, Site Code: Utica, 7 ew Nork  
 184 Baker Road, Coatesville, PA, 19320, US

Leg Direction	Time	Washingt Southbound	Washingt Northbound	L	T	R	U	RR	App	Pred	h	h	h		
	2018-06-18 4:30PM	0	2	4	0	*	25	0	0	5	0	0	1	0	574
	4:45PM	0	2	0	2	0	3	1	0	3	1	0	0	0	502
	5:00PM	0	5	1	0	0	3	1	1	*	0	0	0	0	576
	5:15PM	0	5	0	0	1	3	0	0	2	0	0	0	5	544
	9 Total	0	12	6	0	10	54	1	4	14	0	0	0	27	2285
	1 % App Total	0%	41.4%	24.1%	0%	34.5%	h	h	22.2%	66.5%	0%	0%	0%	h	-
	1 % Total	0%	1.1%	0.4%	0%	0.9%	5-11	h	0.4%	1.2%	0%	0%	0%	2-31	-
	1 % PH	0%	0.438	0.16	0%	0.333	F-3F8	-	0.333	0.583	-	-	-	F-386	0.955
	1 % Lights	0%	11	*	0	10	50	4	13	0	0	0	20	1122	-
	1 % Articulated Trucks	0%	91.6%	85.6%	0%	100%	46-21	100%	92.9%	0%	0%	0%	48-81	98.2%	-
	1 % Articulated Trucks	0%	0	1	0	0	2	0	0	0	0	0	0	F	1.4%
	1 % Buses	0%	14.3%	0%	0%	6-81	-	0%	0%	0%	0%	0%	FI	-	-
	1 % Buses	0%	8.3%	0%	0%	6-81	-	0%	0%	0%	0%	0%	FI	-	-
	1 % Bicycles on Road	0%	0	0	0	0	F	0	1	0	0	0	2	1	0.3%
	1 % Bicycles on Road	0%	0%	0%	0%	0%	FI	0%	6.1%	0%	0%	0%	1-31	0.1%	-
	% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	0
	% Pedestrians on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	100%
	% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0
	% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0

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

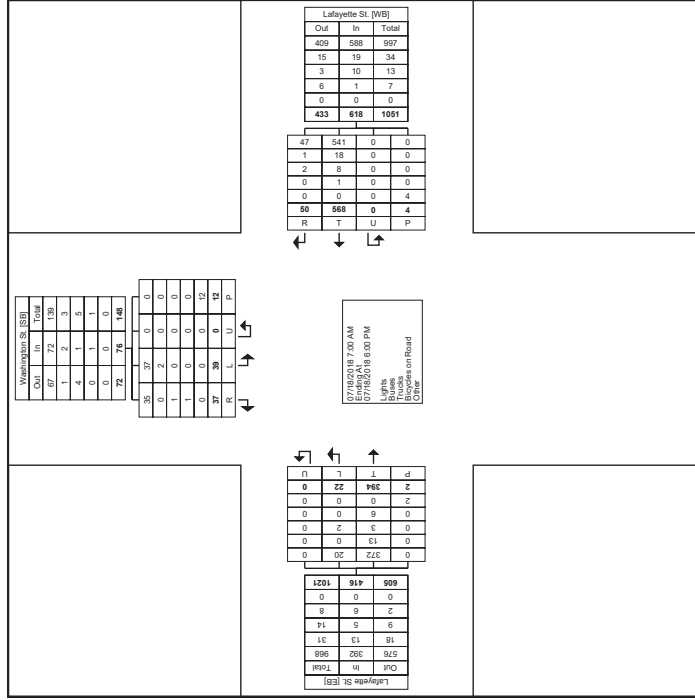


**15. Washington and Oriskany - TMC**  
 Wed Jul 18, 2018  
 AM Peak (7:00AM - 7:00AM) 30 Overpass  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549103, Location: 43.103489, -65.231356, Site Code: Utica, 7 ew Nork  
 184 Baker Road, Coatesville, PA, 19320, US



**Turning Movement Data**

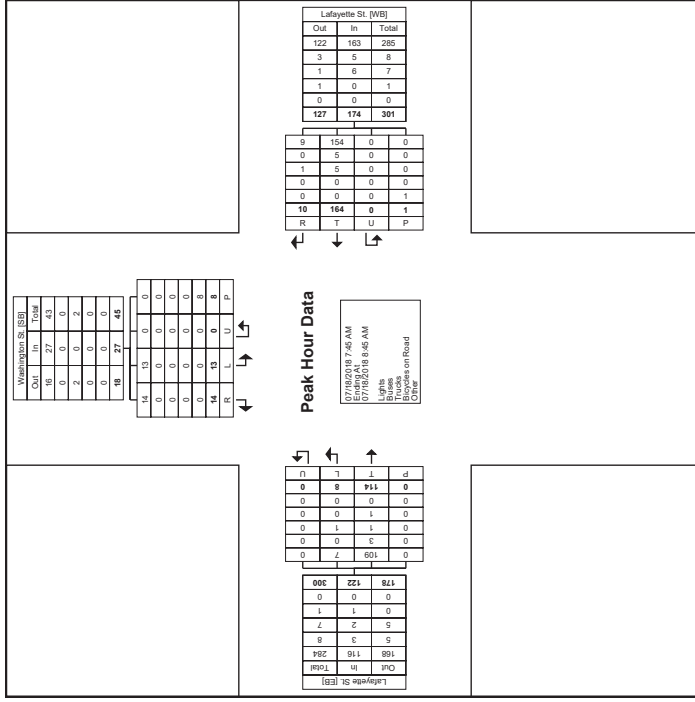
Start Time	Washington St. Southbound			Lafayette St. Westbound			Lafayette St. Eastbound			Int. Total							
	Right on Red	Left	U-Turn	Right on Red	Thru	U-Turn	Thru	Left	U-Turn		Peas						
7:00 AM	1	0	3	0	0	4	2	0	42	0	44	29	2	0	0	31	79
7:15 AM	0	3	1	0	1	4	3	0	42	0	45	30	0	0	1	30	79
7:30 AM	0	1	2	0	1	3	1	0	37	0	38	35	0	0	0	35	76
7:45 AM	3	1	3	0	1	7	1	0	51	0	52	24	2	0	0	26	85
Hourly Total	4	5	9	0	3	18	7	0	172	0	179	118	4	0	1	122	319
8:00 AM	1	3	3	0	1	7	2	1	32	0	35	29	3	0	0	32	74
8:15 AM	0	3	5	0	1	6	4	0	39	0	43	35	1	0	0	36	87
8:30 AM	1	2	2	0	5	5	2	0	42	0	44	26	2	0	0	28	77
8:45 AM	4	3	1	0	1	8	0	0	32	0	32	23	0	0	0	23	63
Hourly Total	6	11	11	0	8	28	8	1	145	0	154	113	6	0	0	119	301
8:00 AM - 8:59 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM - 9:59 AM	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
4:00 PM	2	1	2	0	0	5	10	0	38	0	48	35	1	0	0	36	89
4:15 PM	1	3	5	0	0	9	4	0	45	0	49	16	3	0	0	19	77
4:30 PM	0	0	0	0	0	0	2	0	33	0	35	26	1	0	0	27	62
4:45 PM	0	0	2	0	0	2	2	0	29	0	30	17	1	0	0	18	50
Hourly Total	3	4	9	0	0	16	16	0	144	0	160	94	6	0	0	100	278
5:00 PM	0	1	3	0	1	4	2	0	33	0	35	16	1	0	0	17	56
5:15 PM	0	2	4	0	0	6	4	0	34	0	38	17	2	0	0	19	63
5:30 PM	0	1	1	0	0	2	6	0	23	0	29	15	0	0	0	15	46
5:45 PM	0	0	2	0	0	2	4	0	17	0	21	21	3	0	1	24	47
Hourly Total	0	4	10	0	1	14	16	0	107	0	123	69	6	0	1	75	212
Grand Total	13	24	39	0	12	76	49	1	593	0	618	394	22	0	2	416	1110
Approach %	17.1	31.6	51.3	0.0	-	-	7.9	0.2	91.9	0.0	-	84.7	5.3	0.0	-	-	-
Total %	1.2	2.2	3.5	0.0	-	-	6.8	4.4	0.1	51.2	0.0	55.7	35.5	2.0	0.0	-	37.5
Lights	13	22	37	0	-	-	72	46	1	544	0	598	372	20	0	-	392
% Lights	100.0	91.7	94.9	-	-	-	94.7	93.9	100.0	95.2	-	95.1	94.4	90.9	-	-	94.2
% Buses	0	0	2	0	-	-	2	3	0	18	0	19	13	0	0	-	13
% Trucks	0	1	0	0	-	-	1	2	0	0	0	3	3	0	0	-	3
% Bicycles on Road	0	1	0	0	-	-	1	4	0	0	0	10	3	2	0	-	16
% Bicycles on Crosswalk	0	1	0	0	-	-	1	4	0	0	0	16	0	0	0	-	17
% Pedestrians	0	0	4	0	-	-	4	0	0	0	0	1	6	0	0	-	8
% Bicycles on Crosswalk	0	0	4	0	-	-	4	0	0	0	0	2	15	0	0	-	14
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Washington St. Southbound			Lafayette St. Westbound			Lafayette St. Eastbound			Int. Total
	Right on Road	Left	U-Turn	Right on Road	Thru	U-Turn	Left	U-Turn	Peas	
7:45 AM	3	1	3	1	0	51	2	0	0	85
8:00 AM	1	3	3	2	1	32	3	0	0	32
8:15 AM	0	3	5	0	1	30	0	0	0	38
8:30 AM	1	2	2	0	42	0	44	2	0	28
<b>Total</b>	<b>5</b>	<b>9</b>	<b>13</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>174</b>	<b>6</b>	<b>0</b>	<b>323</b>
Approach %	18.5	33.3	48.1	0.0	5.2	0.6	94.3	0.0	0.0	37.8
Total %	1.5	2.8	4.0	0.0	8.4	2.8	50.8	2.5	0.0	118
PHF	0.417	0.750	0.650	0.000	0.844	0.563	0.250	0.000	0.837	0.814
Lights	5	9	13	0	27	0	163	109	7	306
% Lights	100.0	100.0	100.0	0.0	100.0	93.9	88.9	100.0	87.5	95.1
Buses	0	0	0	0	0	0	0	0	0	3
% Buses	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	2.5
Trucks	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	1.6
Bicycles on Road	0	0	0	0	0	0	0	0	0	1
% Bicycles on Road	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Bicycles on Crosswalk	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
Pedestrians	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









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Ulica, NY  
Washington/Lafayette  
Wednesday, July 18, 2018  
Location: 43, 102719, -  
75.232027

**17. Seneca and Liberty - TMC**

Wed Jul 18, 2018

Full Length (7AM-9AM, 4PM-6PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 549108, Location: 43.103576, -75.229811, Site Code: Ulita, New York

184 Baker Road,  
Coatesville, PA, 19320, US



Provided by: TTI-State Traffic Data, Inc.

Leg Direction	Liberty St. Easbound					Liberty St. Wesbound								
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2018-07-18 7:00AM	0	0	0	0	0	1	0	9	181	0	16	1	517	1
7:15AM	0	0	0	0	0	1	0	9	187	0	25	0	552	1
7:30AM	0	0	0	0	0	1	0	14	242	0	31	0	507	0
7:45AM	0	0	0	0	0	1	0	16	273	0	30	0	423	1
Hourly Total	0	0	0	0	0	1	0	48	883	0	102	1	2149	3
8:00AM	0	0	0	0	0	1	0	11	191	0	29	0	542	0
8:15AM	0	0	0	0	0	1	0	20	214	1	24	0	583	0
8:30AM	0	0	0	0	0	1	0	11	181	0	30	0	555	1
8:45AM	0	0	0	0	0	1	0	13	206	0	20	0	543	0
Hourly Total	0	0	0	0	0	1	0	55	792	1	103	0	382	1
9:00AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0
Hourly Total	0	0	0	0	0	1	0	0	0	0	0	0	1	0
4:00PM	0	0	0	0	0	1	1	6	219	0	16	0	592	0
4:15PM	0	0	0	0	0	1	1	6	200	0	12	0	520	1
4:30PM	0	0	0	0	0	1	1	6	242	0	14	0	565	0
4:45PM	0	0	0	0	0	1	0	6	200	0	13	0	523	0
Hourly Total	0	0	0	0	0	1	3	24	861	0	55	0	391	1
5:00PM	0	0	0	0	0	1	1	3	196	0	14	0	524	0
5:15PM	0	0	0	0	0	1	1	4	185	0	17	0	516	0
5:30PM	0	0	0	0	0	1	0	1	139	0	3	0	294	0
5:45PM	0	0	0	0	0	1	0	6	130	0	14	0	281	0
Hourly Total	0	0	0	0	0	1	2	14	650	0	48	0	725	0
6:00PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0
Hourly Total	0	0	0	0	0	1	0	0	0	0	0	0	1	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>141</b>	<b>3186</b>	<b>1</b>	<b>308</b>	<b>1</b>	<b>4647</b>	<b>5</b>
<b>% Approach</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>-</b>	<b>3.9%</b>	<b>87.6%</b>	<b>0%</b>	<b>8.5%</b>	<b>0%</b>	<b>-</b>	<b>-</b>
<b>% Total</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>-</b>	<b>3.5%</b>	<b>80.0%</b>	<b>0%</b>	<b>7.7%</b>	<b>0%</b>	<b>32.4%</b>	<b>-</b>
<b>Lights</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>-</b>	<b>131</b>	<b>3040</b>	<b>1</b>	<b>298</b>	<b>1</b>	<b>4972</b>	<b>-</b>
<b>% Lights</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>-</b>	<b>92.9%</b>	<b>95.4%</b>	<b>100%</b>	<b>96.8%</b>	<b>100%</b>	<b>38.9%</b>	<b>-</b>
<b>Articulated Trucks and Single-Unit Trucks</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>-</b>	<b>6</b>	<b>129</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>291</b>	<b>-</b>
<b>% Articulated Trucks and Single-Unit Trucks</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>-</b>	<b>4.3%</b>	<b>4.0%</b>	<b>0%</b>	<b>1.6%</b>	<b>0%</b>	<b>4.0%</b>	<b>-</b>
<b>Buses</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>-</b>	<b>4</b>	<b>16</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>59</b>	<b>-</b>
<b>% Buses</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>-</b>	<b>2.8%</b>	<b>0.5%</b>	<b>0%</b>	<b>1.3%</b>	<b>0%</b>	<b>1.7%</b>	<b>-</b>
<b>Bicycles on Road</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>-</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>-</b>
<b>% Bicycles on Road</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>-</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0.3%</b>	<b>0%</b>	<b>1.2%</b>	<b>-</b>
<b>Pedestrians</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4</b>
<b>% Pedestrians</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>80.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>80.0%</b>
<b>Bicycles on Crosswalk</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1</b>
<b>% Bicycles on Crosswalk</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>20.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>20.0%</b>

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



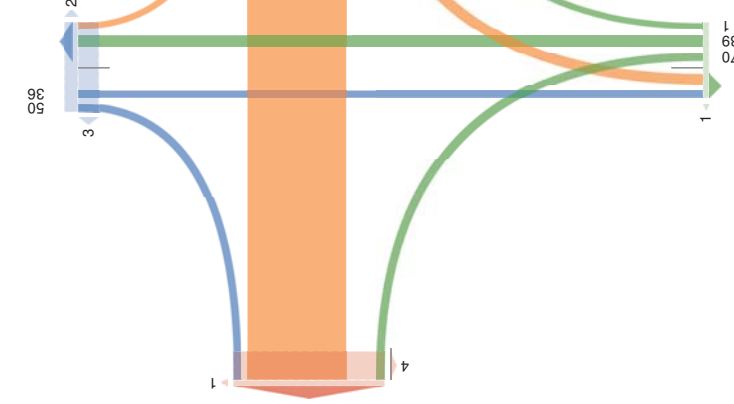
**17. Seneca and Liberty - TMC**  
 Wed Jul 18, 2018  
 Full Length (7AM-9AM, 4PM-6PM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549108, Location: 43.103576, -75.229811, Site Code: Utica, New York  
 184 Baker Road, Coatesville, PA, 19320, US

Leg Direction Time	Seneca St. Northbound						Seneca St. Southbound					
	L	T	R	RR	App	Ped*	L	T	R	RR	App	Ped*
2018-07-18 7:00AM	4	10	0	0	16	0	0	0	2	0	0	2
7:15AM	2	17	1	0	25	0	0	1	1	0	0	2
7:30AM	1	16	0	0	14	0	0	1	4	0	1	3
7:45AM	4	17	0	0	21	1	0	1	1	0	0	2
Hourly Total	11	60	1	0	42	1	0	3	8	0	1	12
8:00AM	2	14	0	0	13	0	0	3	0	0	0	8
8:15AM	3	26	0	0	20	0	0	3	1	0	0	6
8:30AM	3	13	0	0	13	0	0	5	2	0	1	9
8:45AM	4	17	0	0	21	0	0	1	0	0	0	1
Hourly Total	12	70	0	0	92	0	0	12	3	0	1	13
9:00AM	0	0	0	0	5	0	0	0	0	0	0	5
Hourly Total	0	0	0	0	5	0	0	0	0	0	0	5
4:00PM	9	12	0	0	21	0	0	3	7	0	2	12
4:15PM	1	8	0	0	0	0	0	0	1	0	0	1
4:30PM	6	5	0	0	11	0	0	1	3	0	3	4
4:45PM	10	8	0	0	19	0	0	4	5	0	2	11
Hourly Total	26	33	0	0	70	0	0	8	16	0	7	81
5:00PM	6	6	0	0	12	0	0	3	5	0	0	9
5:15PM	1	6	0	0	4	0	0	4	1	0	2	4
5:30PM	9	10	0	0	10	0	0	4	5	0	0	0
5:45PM	5	4	0	0	0	0	0	2	1	0	0	8
Hourly Total	21	26	0	0	64	0	0	13	12	0	2	24
6:00PM	0	0	0	0	5	0	0	0	0	0	0	5
Hourly Total	0	0	0	0	5	0	0	0	0	0	0	5
Total	70	189	1	0	235	1	0	36	39	0	11	93
% Approach	26.9%	72.7%	0.4%	0%	0%	-	-	0%	41.9%	45.3%	0%	12.8%
% Total	1.8%	4.7%	0%	0%	3.7%	-	-	0%	0.9%	1.0%	0%	2.2%
Lights	68	185	0	0	278	-	0	34	36	0	10	95
% Lights	97.1%	97.9%	0%	0%	0.4%	-	-	0%	94.4%	92.3%	0%	90.5%
% Articulated Trucks and Single-Unit Trucks	2	2	0	0	6	-	-	0%	0%	0%	0%	5%
% Buses	0	1	0	0	1	-	-	0%	0%	0%	0%	0%
% Buses on Road	0%	0.5%	0%	0%	5.6%	-	-	0%	2.8%	7.7%	0%	9.1%
Bicycles on Road	0	1	1	0	2	-	0	1	0	0	0	1
% Bicycles on Road	0%	0.5%	100%	0%	5.9%	-	-	0%	2.8%	0%	0%	1.2%
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians and Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-
% Pedestrians and Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-

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

**17. Seneca and Liberty - TMC**  
 Wed Jul 18, 2018  
 Full Length (7AM-9AM, 4PM-6PM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549108, Location: 43.103576, -75.229811, Site Code: Utica, New York  
 184 Baker Road, Coatesville, PA, 19320, US

[N] Seneca St.  
 Total: 277  
 In: 86 Out: 191



[M] Liberty St.  
 Total: 3946  
 In: 3637 Out: 309



**17. Seneca and Liberty - TMC**  
 Wed Jul 18, 2018  
 Full Length (7AM-9AM, 4PM-6PM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549108, Location: 43.103576, -75.229811, Site Code: Utica, New York  
 184 Baker Road, Coatesville, PA, 19320, US



**17. Seneca and Liberty - TMC**  
 Wed Jul 18, 2018  
 PM aek 4: 30 PM 09:00 MVG: Heoklaek ACio  
 Pils ikLeL4:ht d, P egluked n out(L)ksd UghleOB:Spn out(L, yuileL, ae de loqSL, y gRtleL  
 CS wCkL, y gRtleLCS s oLLmk(Lv  
 Pll MChE1 eSd.  
 D 593. 108, f Ctkg:553) 7(0) 9- 6, O 9722. 811., Uge s Gle:SBgfk, Nem YG(  
 183,yk(owCkd,  
 s CkLHLgLe, aP, 1., 20, BU

Inf e	i p eCRUC7 EklbCUsd	i n w B sw App aed*	i n w B sw App aed*
201808-08-30PM	0 0 0 0 0 2 0	13 232 0 11 0	403 0
- 593PM	0 0 0 0 0 2 0	16 2-1 0 10 0	791 1
830PM	0 0 0 0 0 2 0	11 1.1 0 2. 0	479 0
831PM	0 0 0 0 0 2 0	20 213 1 23 0	451 0
6 Trd	0 0 0 0 0 2 0	61 -20 1 113 0	9211 1
% AppRtch	0% 0% 0% 0% 0% 2%	97% 87% 07% 102% 0%	-
% PH	0 0 0 0 0 -	076% 0732 07290 071. 0	28051 C
% FHbg	0% 0% 0% 0% 0%	98 868 1 111 0	9282 C
% FHbg	0% 0% 0% 0% 0%	97% 39% 100% 71% 0%	188% C
Articulated 6 rucks and Single-Unit 6 rucks	0 0 0 0 0 2 0	2 2 39 0 0 0 0	s 3 C
% Articulated 6 rucks and Single-Unit 6 rucks	0% 0% 0% 0% 0%	17% 37% 0% 0% 0%	s 87% C
Buses	0 0 0 0 0 2 0	1 - 0 1 0 1 0	1 C
% Buses In RTD	0% 0% 0% 0% 0%	17% 08% 0% 07% 0%	20% C
Bicycles In RTD	0 0 0 0 0 2 0	0 0 0 0 0 0 0	2 C
% Bicycles In RTD	0% 0% 0% 0% 0%	0% 0% 0% 0% 0%	2% C
ae de LoqSL	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0
ae de LoqSL	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0
y gRtleLCS s oLLmk(L	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0
y gRtleLCS s oLLmk(L	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0

\* ae de LoqSL ksd y gRtleLCS s oLLmk(L) 5i efc, w5wght c, ww5wght cGS oed, n5mt au, B5B@uos

**17. Seneca and Liberty - TMC**

Wed Jul 18, 2018  
 PM aek 4: 30 PM 583 0P M) 50verkl aek Hour  
 Pll AKCCeC:4i. gk. P rHk ukked c ruc (CkTkd nIT) leSB Tbac ruc (C: UuCG: ae de ChkTC, UilBleC  
 oTy okd, UilBleCoT AroCRRk(L)  
 Pll Moveve ItC  
 nB 3ED. 108, sotk hBT39- 8 0- D. 7, 5 DE22. 811., n lile Aode:35Hrk, NeR Yor(  
 AokheGulle, aP, 1., 20, Sn

Inf e	i p eCRUC7 EklbCUsd	i n w B sw App aed*	i n w B sw App aed*
201808-30:30PM	1 17 0 0 0 25 0	0 1 9 0 1 1 0	724
:30PM	9 1: 0 0 0 82 1	0 1 1 0 0 8 0	708
830PM	2 19 0 0 0 21 0	0 0 0 0 0 7 0	834
831PM	- 27 0 0 0 86 0	- 1 0 0 0 0 0	868
9 Trd	10 -:- 0 0 0 17 3	0 8 7 0 1 23 0	2260
% AppRtch	120% 880% 0% 0% 0%	0% D:6% 900% 0% 76%	5
% 9 Trd	08% 78% 0% 0% 0%	5 0% 04% 00% 08%	5
% PH	062D 06 02 5 5 5 4.521	5 5 067: 06-D 5 06D0 4.183	08:-
% Lights	- :2 0 0 0 12 5	0 : 9 0 0 0 22 5	11-2
% Lights	100% 86% 0% 0% 0%	93% 8:83% 776% 0% 57.7%	988%
Articulated 9 rucks and Single-Unit 9 rucks	1 0 0 0 0 2 2	0 0 0 0 0 0 4	98
% Articulated 9 rucks and Single-Unit 9 rucks	100% 0% 0% 0% 0%	0% 0% 0% 0% 0%	900%
Buses	0 0 0 0 0 4 5	0 1 2 0 1 0 5	1-
% Buses In RTD	0% 0% 0% 0% 0%	5 0% 124% --6% 0% 100%	18%
Bicycles In RTD	0 1 0 0 0 2 2	0 0 0 0 0 0 4	5
% Bicycles In RTD	0% 100% 0% 0% 0%	0% 0% 0% 0% 0%	08%
ae de ChkTC	5 5 5 5 5 5 0	5 5 5 5 5 5 5	5 5 5 5 5 5 0
ae de ChkTC	5 5 5 5 5 5 0	5 5 5 5 5 5 5	5 5 5 5 5 5 0
UilBleCoT AroCRRk(L	5 5 5 5 5 5 5	5 5 5 5 5 5 5	5 5 5 5 5 5 0
UilBleCoT AroCRRk(L	5 5 5 5 5 5 5	5 5 5 5 5 5 5	5 5 5 5 5 5 0

\* ae de ChkTC ktd UilBleCoT AroCRRk(L) 6s 3s efc, y 3y il gth y 3y il gho Tred, c 3c gru, S3S5: urT



**17. Seneca and Liberty - TMC**

Wed Jul 18, 2018  
 PMaek 4:50 PM OBP MVQ: H-okl aek( ACuo  
 Pils lklLeL4:ht d, Poghuked nou(LiLsd UghleCBSgnα(TL, yuleL, aedeLagSL, ygRIleL  
 CS wCkL, ygRRIeLCS s oCLLmk(y  
 PII MCH I esd,  
 D 593, 108, i Ctkqf:553) 7(0)9-6, 0922-811, Uge s CdieSBgk, Nem YCα



Provided by: Tri-State Traffic Data, Inc.  
 184 Baker Road,  
 Coatesville, PA, 16320, US

**17. Seneca and Liberty - TMC**

Wed Jul 18, 2018  
 Forced Peak(7:45AM - 8:45AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles  
 on Road, Bicycles on Crosswalk)  
 All Movements



Provided by: Tri-State Traffic Data, Inc.  
 184 Baker Road,  
 Coatesville, PA, 16320, US

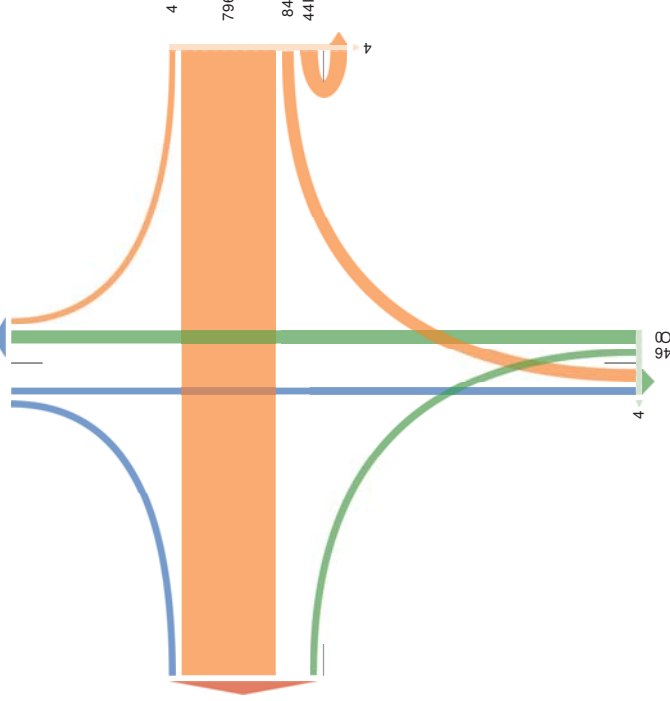
Leg. Direction Time	Liberty St. Eastbound					Liberty St. Westbound								
	L	T	R	U	RR	App	Pred*	L	T	R	U	RR	App	Pred*
2018-07-18 7:45AM	0	0	0	0	0	2	0	19	273	0	30	0	403	1
8:00AM	0	0	0	0	0	2	0	11	161	0	26	0	740	0
8:15AM	0	0	0	0	0	2	0	20	214	1	24	0	793	0
8:30AM	0	0	0	0	0	2	0	11	181	0	30	0	777	1
TOTAL	0	0	0	0	0	2	0	59	866	1	113	0	0240	2
Appl 57%	0%	0%	0%	0%	0%	0%	0%	5.9%	83.3%	0.1%	11.0%	0%	0%	0%
at 50%	0%	0%	0%	0%	0%	2t	-	5.1%	79.0%	0.1%	10.0%	0%	3.07t	-
h-8	-	-	-	-	-	-	-	0.725	0.787	0.250	0.642	-	2c.2.	-
PPE 6	0	0	0	0	0	2	-	59	811	1	110	0	31.	-
PPe 6	0	0	0	0	0	0	0%	69.9%	64.4%	100%	67.3%	0%	3g 6t	-
A l 4%	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%
t 24%	0	0	0	0	0	2	0%	2	43	0	2	0	0	g l
A l 4%	0	0	0	0	0	0	0%	3.4%	5.0%	0%	1.8%	0%	0	g l
Bs l 4%	0	0	0	0	0	2	-	0	5	0	1	0	0	U
t 8%	0	0	0	0	0	2	-	0	0	0	0	0	0	2
B l 4%	0	0	0	0	0	0	0%	0%	0.9%	0%	0.6%	0%	2.4k	-
t 24%	0	0	0	0	0	2	0%	0	0	0	0	0	0	2
A l 4%	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	2t
% Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	50.0%
% Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	50.0%

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

[N] Seneca St.

Total: 27  
 5: 43 u: 1t 4

ON



u: 1t 87 5: 20

Total: 439

[S] Seneca St.

[M] Liberty St.  
 Total: 700  
 5: 6 u: 1t 700

u: 1t 441  
 5: 4678 Total: 4946

[E] Liberty St.  
 Total: 4946

**17. Seneca and Liberty - TMC**

Wed Jul 18, 2018  
 Forced Peak (7:45AM - 8:45AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549108, Location: 43.103576, -75.229811, Site Code: Utica, New York



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

Leg Direction	Seneca St. Northbound					Seneca St. Southbound									
	L	T	R	U	RR	App	Pred*	hnt	RR	App	Pred*	hnt			
2018-07-18 7:45AM	4	17	0	0	0	25	1	0	1	1	0	0	2	0	172
8:00AM	2	14	0	0	0	54	0	0	3	0	0	0	1	0	280
8:15AM	3	26	0	0	0	23	0	0	3	1	0	0	7	0	232
8:30AM	3	13	0	0	0	54	0	0	5	2	0	1	6	1	274
<b>9:16a</b>	<b>12</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>0</b>	<b>5510</b>
% Approach	14.6%	85.4%	0%	0%	0%	-	-	0%	70.6%	23.5%	0%	5.9%	-	-	-
% 9 Toa	1.1%	6.2%	0%	0%	0%	1.1%	-	0%	1.1%	0.4%	0%	0.1%	5.8%	-	-
PHF	0.750	0.673	-	-	-	0.101	-	-	0.600	0.500	-	0.250	0.815	-	0.826
Lights	11	69	0	0	0	60	0	0	11	4	0	1	54	0	1074
% Lights	91.7%	98.6%	0%	0%	0%	31.4%	-	0%	91.7%	100%	0%	100%	37.5%	-	95.0%
Articulated 9 rucks and Singe-Unit 9 rucks	1	0	0	0	0	5	-	-	0	0	0	0	0	-	48
% Articulated 9 rucks and Singe-Unit 9 rucks	8.3%	0%	0%	0%	0%	5.2%	-	0%	0%	0%	0%	0%	0%	-	4.2%
Buses	0	0	0	0	0	0	-	-	0	1	0	0	0	5	7
% Buses	0%	0%	0%	0%	0%	0%	-	0%	8.3%	0%	0%	0%	8.3%	-	0.6%
Bicycles In RTod	0	1	0	0	0	5	-	-	0	0	0	0	0	0	1
% Bicycles In RTod	0%	1.4%	0%	0%	0%	5.2%	-	0%	0%	0%	0%	0%	0%	0%	0.1%
% Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	-	1
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	-	100%
% Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
Pedestrians and Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	-	0
% Pedestrians and Bicycles on Crosswalk	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	0%

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

**17. Seneca and Liberty - TMC**

Wed Jul 18, 2018  
 Forced Peak (7:45AM - 8:45AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549108, Location: 43.103576, -75.229811, Site Code: Utica, New York



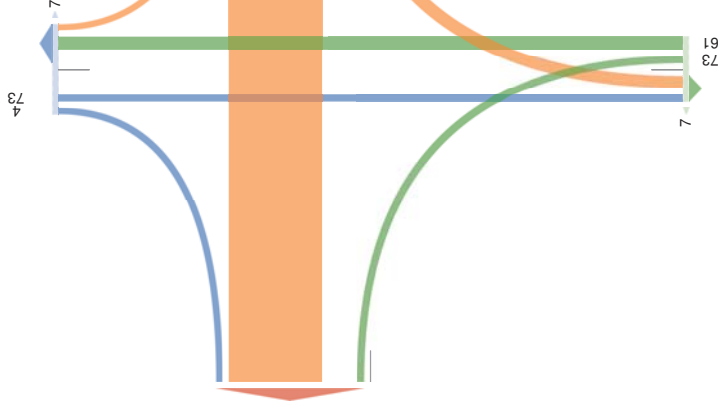
Provided by: Tri-State Traffic Data, Inc.  
 184 Baker Road,  
 Coatesville, PA, 19320, US

Leg Direction	Seneca St. Northbound					Seneca St. Southbound									
	L	T	R	U	RR	App	Pred*	hnt	RR	App	Pred*	hnt			
2018-07-18 7:45AM	4	17	0	0	0	25	1	0	1	1	0	0	2	0	172
8:00AM	2	14	0	0	0	54	0	0	3	0	0	0	1	0	280
8:15AM	3	26	0	0	0	23	0	0	3	1	0	0	7	0	232
8:30AM	3	13	0	0	0	54	0	0	5	2	0	1	6	1	274
<b>9:16a</b>	<b>12</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>0</b>	<b>5510</b>
% Approach	14.6%	85.4%	0%	0%	0%	-	-	0%	70.6%	23.5%	0%	5.9%	-	-	-
% 9 Toa	1.1%	6.2%	0%	0%	0%	1.1%	-	0%	1.1%	0.4%	0%	0.1%	5.8%	-	-
PHF	0.750	0.673	-	-	-	0.101	-	-	0.600	0.500	-	0.250	0.815	-	0.826
Lights	11	69	0	0	0	60	0	0	11	4	0	1	54	0	1074
% Lights	91.7%	98.6%	0%	0%	0%	31.4%	-	0%	91.7%	100%	0%	100%	37.5%	-	95.0%
Articulated 9 rucks and Singe-Unit 9 rucks	1	0	0	0	0	5	-	-	0	0	0	0	0	-	48
% Articulated 9 rucks and Singe-Unit 9 rucks	8.3%	0%	0%	0%	0%	5.2%	-	0%	0%	0%	0%	0%	0%	-	4.2%
Buses	0	0	0	0	0	0	-	-	0	1	0	0	0	5	7
% Buses	0%	0%	0%	0%	0%	0%	-	0%	8.3%	0%	0%	0%	8.3%	-	0.6%
Bicycles In RTod	0	1	0	0	0	5	-	-	0	0	0	0	0	0	1
% Bicycles In RTod	0%	1.4%	0%	0%	0%	5.2%	-	0%	0%	0%	0%	0%	0%	0%	0.1%
% Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	-	1
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	-	100%
% Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
Pedestrians and Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	-	0
% Pedestrians and Bicycles on Crosswalk	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	0%

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

**[N] Seneca St.**

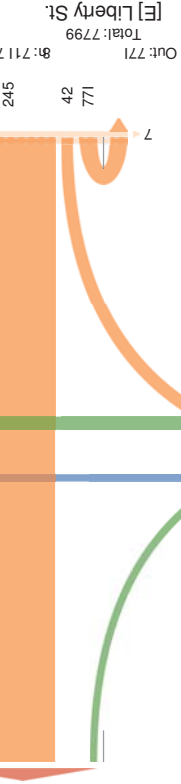
Total: 22  
 In: 76 Out: 67



Out: 61 In: 23  
 Total: 743  
 [S] Seneca St.

**[W] Liberty St.**

Total: 260  
 In: 1 Out: 260



Out: 71 In: 23  
 Total: 779  
 [E] Liberty St.

**17. Seneca and Liberty - TMC**

Wed Jul 18, 2018  
 AM Aepa k AM - 9AM)  
 Cils iPLLeLkiht rL CaghuPred n cutaL Psd Ughle-BSp n cutaL, yuileL, AedeLcgbSL, y gtoleL  
 IS wRd, y gtoleLRS s cRLLY Pba  
 CIL MReT eSL  
 D 59(4108, hRTngSS( 63069, 7, -, 93224811, Uge s RdeSBgRP, Nev YRca  
 18(y PaacwRR),  
 s RPreLngle, AC, 14620, BU



18(y PaacwRR),  
 s RPreLngle, AC, 14620, BU

Inf e	ghe cro L3 EPLbaRuSd	i n w	B ww	App	Acid*
2018-0-18 (30AM	0	0	0	0	0
(30AM	0	0	0	0	0
(30AM	0	0	0	0	0
(3 9AM	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
% Approach	0%	0%	0%	0%	0%
% Total	0%	0%	0%	0%	0%
PHF	1300	0.884	0.894	0.897	0.897
Lights	0	0	0	0	0
% Lights	0%	0%	0%	0%	0%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%
Buses	0	0	0	0	0
% Buses	0%	0%	0%	0%	0%
Bicycles on Road	0	0	0	0	0
% Bicycles on Road	0%	0%	0%	0%	0%
AdeleLcgbSL	-	-	-	-	-
y gtoleLRS s cRLLY Pba	-	-	-	-	-
% y gtoleLRS s cRLLY Pba	-	-	-	-	-

\* AdeleLcgbSL Psd y gtoleLRS s cRLLY Pba3i Si efr, w5wght r, ww5wght r, RS ced, n5mt ca, B5B-nucs

**17. Seneca and Liberty - TMC**

Wed Jul 18, 2018  
 AM Aepa k AM7: AM3  
 - II) IRCCeCkLi, gkC, - thilulPsd c turaCPTD n ITI, leTS Tbac turaC, UuCGc, AedeChIPTC, UleBleC  
 yToYRd, UleBleCYT) yCCRPa3  
 - II Mywev e tIC  
 nD (5108, sYrPhyTD(4904: 6, 7: 9225811, n lbe ) yde lS hRP, NeR Yyra



18(y PaacwRR),  
 s RPreLngle, AC, 14620, BU

Inf e	ghe cro L3 EPLbaRuSd	i n w	B ww	App	Acid*
2018-0-18 (00AM	5	12	0	0	25
(00AM	1	8	0	0	4
(00AM	6	0	0	0	55
(00AM	10	8	0	0	58
<b>Total</b>	<b>21</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>138</b>
% Approach	100%	100%	0%	0%	100%
% Total	29%	42%	0%	0%	100%
PHF	0.9588	0.888	0.888	0.888	0.888
Lights	26	42	0	0	0
% Lights	100%	5.90%	0%	0%	0%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%
Buses	0	1	0	0	0
% Buses	0%	43%	0%	0%	0%
Bicycles on Road	0	0	0	0	0
% Bicycles on Road	0%	0%	0%	0%	0%
AdeleChIPTC	7	7	7	7	7
y gtoleLRS s cRLLY Pba	7	7	7	7	7
% y gtoleLRS s cRLLY Pba	7	7	7	7	7

\* AdeleChIPTC Psd y gtoleLRS s cRLLY Pba3i Si efr, w5wght r, ww5wght r, RS ced, n5mt ca, B5B-nucs

17. Seneca and Liberty - TMC

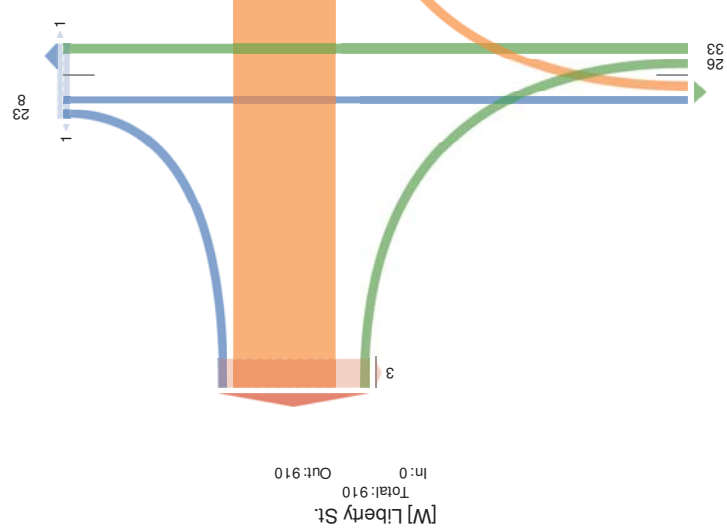
Wed Jul 18, 2018  
 AM: 6:00-6:59 AM, 7:00-7:59 AM  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549111, Location: 43.103023, -75.230079, Site Code: Utica, New York



181 Utica, New York  
 Provided by: TRI-State Traffic Data, Inc.  
 Coatesville, PA, 19320, US

[N] Seneca St.

Total: 64  
 In: 31 Out: 33



Out: 32 In: 59  
 Total: 91  
 [S] Seneca St.

18 Seneca and Oriskany - TMC

Wed Jul 18, 2018  
 Full Length (7AM-9AM, 4PM-6PM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549111, Location: 43.103023, -75.230079, Site Code: Utica, New York



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

Leg. Direction	Oriskany St. Eastbound						Oriskany St. Westbound					
	L	T	R	U	RR	App	L	T	R	U	RR	App
2018-07-18 7:00AM	9	140	0	0	0	157	0	0	0	14	0	15
7:15AM	16	186	1	0	0	204	2	1	0	0	27	0
7:30AM	14	212	1	0	0	229	0	0	0	31	0	41
7:45AM	15	225	4	0	1	258	1	0	0	31	0	41
Hourly Total	54	763	6	0	1	325	3	1	0	103	0	105
8:00AM	10	206	2	0	0	213	0	0	0	30	0	40
8:15AM	22	186	0	0	0	203	0	0	0	23	0	24
8:30AM	12	181	2	0	0	178	0	0	0	28	0	23
8:45AM	10	183	1	0	0	175	0	0	0	19	0	17
Hourly Total	54	756	5	0	0	318	0	0	0	100	0	100
9:00AM	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
4:00PM	7	240	1	0	0	253	1	0	0	14	0	15
4:15PM	3	272	2	0	0	299	1	0	0	14	0	15
4:30PM	3	278	0	0	0	231	1	1	0	14	0	18
4:45PM	2	250	1	0	0	284	0	0	0	12	0	12
Hourly Total	15	1040	4	0	0	1087	3	1	0	54	0	88
5:00PM	4	282	1	0	0	299	1	0	0	13	0	14
5:15PM	4	269	1	0	0	295	1	0	0	17	0	19
5:30PM	7	223	1	0	0	241	0	0	0	4	0	5
5:45PM	3	179	1	0	0	134	0	0	0	13	0	14
Hourly Total	18	953	4	0	0	798	2	0	0	47	0	59
6:00PM	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
6 Total	141	3512	19	0	1	4194	8	2	0	304	0	401
% Approach	3.8%	95.6%	0.5%	0%	0%	-	-	0.7%	0%	99.3%	0%	-
% of Total	3.3%	81.4%	0.4%	0%	0%	38.1%	-	0%	0%	7.0%	0%	9.1%
Lights	139	3377	18	0	1	4848	-	0	0	294	0	275
% Lights	98.6%	96.2%	94.7%	0%	100%	71.2%	-	0%	0%	96.7%	0%	71.1%
Articulated Trucks and Single-Unit Trucks	1	118	1	0	0	120	-	0	0	8	0	3
% Articulated Trucks and Single-Unit Trucks	0.7%	3.4%	5.3%	0%	4.4%	-	0%	0%	2.6%	0%	2.1%	
Buses	1	17	0	0	0	13	-	0	0	2	0	2
% Buses	0.7%	0.5%	0%	0%	0%	0.8%	-	0%	0%	0.7%	0%	0.9%
Bicycles on Road	0	0	0	0	0	0	-	2	0	0	0	2
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	100%	0%	0%	0%	0.9%
Pedestrians	-	-	-	-	-	-	6	-	-	-	-	5
% Pedestrians	-	-	-	-	-	-	75.0%	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	2	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	25.0%	-	-	-	-	0%

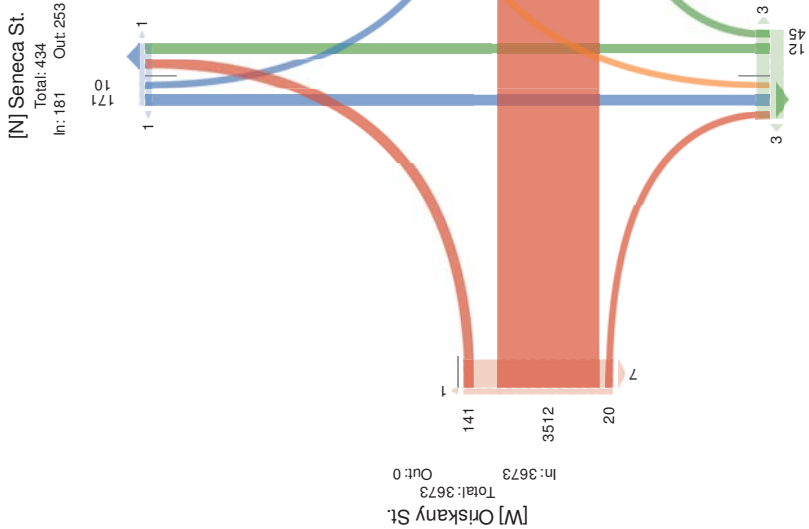
\* Pedestrians and Bicycles on Crosswalk: L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

**18 Seneca and Oriskany - TMC**  
Wed Jul 18, 2018  
Full Length (7AM-9AM, 4PM-6PM)  
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
All Movements  
ID: 549111, Location: 43.103023, -75.230079, Site Code: Utica, New York

**18 Seneca and Oriskany - TMC**  
Wed Jul 18, 2018  
Full Length (7AM-9AM, 4PM-6PM)  
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
All Movements  
ID: 549111, Location: 43.103023, -75.230079, Site Code: Utica, New York

Leg Direction Time	Seneca St. Northbound					Seneca St. Southbound									
	L	T	R	U	RR	App	Pred*	L	T	R	U	RR	App	Pred*	bt
2018-07-18 7:00AM	0	5	0	0	1	1	1	0	8	0	0	0	6	0	288
7:15AM	0	3	0	0	1	5	2	0	12	0	0	24	0	431	
7:30AM	0	2	0	0	1	5	0	0	13	0	0	25	0	483	
7:45AM	0	6	2	0	1	9	0	0	17	0	0	28	0	574	
Hourly Total	0	16	2	0	3	42	3	0	50	0	0	07	0	999	
8:00AM	0	5	2	0	3	27	0	0	17	0	0	28	0	480	
8:15AM	0	5	1	0	1	8	0	1	22	0	0	45	0	412	
8:30AM	0	4	0	0	1	8	0	0	17	0	0	28	0	430	
8:45AM	0	10	1	0	2	22	0	1	13	0	0	23	2	456	
Hourly Total	0	24	4	0	5	55	0	2	69	0	0	82	2	2729	
9:00AM	0	0	0	0	0	7	0	0	0	0	0	0	7	0	
Hourly Total	0	0	0	0	0	7	0	0	0	0	0	0	7	0	
4:00PM	0	14	1	0	4	29	0	2	7	0	0	9	0	497	
4:15PM	0	5	2	0	8	1	2	4	0	0	0	1	0	573	
4:30PM	0	8	6	0	4	26	0	1	7	0	0	6	0	544	
4:45PM	0	17	1	0	1	29	0	0	10	0	0	27	0	493	
Hourly Total	0	44	10	0	9	15	1	5	28	0	0	55	0	2427	
5:00PM	0	8	2	0	1	22	2	0	7	0	0	8	0	526	
5:15PM	0	4	0	0	3	8	0	1	6	0	0	8	0	570	
5:30PM	0	11	2	0	1	23	0	1	4	0	0	0	0	403	
5:45PM	0	5	2	0	1	6	0	1	7	0	0	6	0	424	
Hourly Total	0	28	6	0	6	37	2	3	24	0	0	48	0	2769	
6:00PM	0	0	0	0	0	7	0	0	0	0	0	7	0	7	
Hourly Total	0	0	0	0	0	7	0	0	0	0	0	7	0	7	
Total	0	112	22	0	23	208	6	10	171	0	0	262	2	3528	
% Approach	0%	71.3%	14.0%	0%	14.6%	-	-	5.5%	94.5%	0%	0%	0%	-	-	
% Total	0%	2.6%	0.5%	0%	0.5%	5.1%	-	0.2%	4.0%	0%	0%	3.4%	-	4.148	
Lights	0	107	21	0	22	207	-	9	160	0	0	219	-	96.1%	
% Lights	0%	95.5%	95.5%	0%	95.7%	90.0%	-	90.0%	93.6%	0%	0%	95.3%	-	3.2%	
% Articulated Trucks and Single-Unit Trucks	0	3	1	0	1	0	-	0	6	0	0	1	-	1.39	
% Articulated Trucks and Single-Unit Trucks	0%	2.7%	4.5%	0%	4.3%	5.4%	-	0%	3.5%	0%	0%	5.5%	-	3.2%	
Buses	0	0	0	0	0	7	-	1	4	0	0	0	-	25	
% Buses	0%	0%	0%	0%	0%	7%	-	10.0%	2.3%	0%	0%	4.6%	-	0.6%	
Bicycles on Road	0	2	0	0	0	4	-	0	1	0	0	2	-	5	
% Bicycles on Road	0%	1.8%	0%	0%	0%	2.5%	-	0%	0.6%	0%	0%	7.1%	-	0.1%	
Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	

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





**18 Seneca and Oriskany - TMC**  
 Wed Jul 18, 2018  
 AM Peak (7:30AM - 8:30AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549111, Location: 43.103023, -75.230079, Site Code: Utica, 6 e w Nork  
 Coatesville, PA, 19320, US



184 Baker Road,  
 Data, Inc.  
 Provided By: Tri-State Traffic

Leg Direction	f riskany St. West/Yound										f riskany St. West/Yound											
	L	T	R	U	RR	App	Ped	L	T	R	U	RR	App	Ped	L	T	R	U	RR	App	Ped	
2018-07-18 7:30AM	14	212	1	0	0	224	0	0	0	0	31	0	03	0	0	0	0	0	31	0	03	0
7:45AM	15	225	4	0	1	279	1	0	0	0	31	0	03	1	0	0	0	0	31	0	03	1
8:00AM	10	20*	2	0	0	231	0	0	0	0	30	0	05	0	0	0	0	0	30	0	05	0
8:15AM	22	18*	0	0	0	251	0	0	0	0	23	0	20	0	0	0	0	0	23	0	20	0
<b>6 Total</b>	<b>*1</b>	<b>829</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>111</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>115</b>	<b>0</b>	<b>339</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>115</b>	<b>0</b>	<b>339</b>	<b>1</b>	
% Approach	0%	92.3%	0.8%	0%	0.1%	-	-	0%	0%	0%	100%	0%	-	-	0%	0%	0%	100%	0%	-	-	
% Total	5.5%	74.4%	0.4%	0%	0.1%	15.0%	-	0%	0%	0%	10.3%	0%	35.0%	-	0%	0%	0%	10.3%	0%	35.0%	-	
% PH	0.93	0.921	0.438	-	0.250	5.8 3F	-	-	-	0.927	-	5.8 2.4	-	-	-	-	-	0.927	-	5.8 2.4	-	
Lights	*1	785	*0	0	1	190	-	0	0	0	115	0	339	-	0	0	0	115	0	339	-	
% Lights	100%	94.7%	85.7%	0%	100%	19.6%	-	0%	0%	0%	100%	0%	35.5%	-	0%	0%	0%	100%	0%	35.5%	-	
Articulated Trucks and Single-Unit Trucks	0	37	1	0	0	01	-	0	0	0	0	0	5	-	0	0	0	0	0	0	5	
% Articulated Trucks and Single-Unit Trucks	0%	4.5%	14.3%	0%	0%	7.8%	-	0%	0%	0%	0%	0%	5%	-	0%	0%	0%	0%	0%	0%	5%	
Buses	0	7	0	0	0	4	-	0	0	0	0	0	5	-	0	0	0	0	0	0	5	
% Buses	0%	0.8%	0%	0%	0%	5.8%	-	0%	0%	0%	0%	0%	5%	-	0%	0%	0%	0%	0%	0%	5%	
Bicycles on Road	0	0	0	0	0	5	-	0	0	0	0	0	5	-	0	0	0	0	0	0	5	
% Bicycles on Road	0%	0%	0%	0%	0%	5%	-	0%	0%	0%	0%	0%	5%	-	0%	0%	0%	0%	0%	0%	5%	
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	-	
% Pedestrians	-	-	-	-	-	-	0%	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	100%	-	-	-	-	-	0%	-	-	-	-	-	-	-	0%	

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

**18 Seneca and Oriskany - TMC**  
 Wed Jul 18, 2018  
 AM Peak (7:30AM - 8:30AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549111, Location: 43.103023, -75.230079, Site Code: Utica, 6 e w Nork  
 Coatesville, PA, 19320, US



184 Baker Road,  
 Data, Inc.  
 Provided By: Tri-State Traffic

Leg Direction	Seneca St. South/Yound										Seneca St. South/Yound											
	L	T	R	U	RR	App	Ped	L	T	R	U	RR	App	Ped	L	T	R	U	RR	App	Ped	
2018-07-18 7:30AM	0	2	0	0	0	1	3	0	0	13	0	0	13	0	274	0	0	13	0	0	13	0
7:45AM	0	*	2	0	1	9	0	0	17	0	0	17	0	302	0	0	17	0	0	17	0	
8:00AM	0	5	2	0	3	10	0	0	17	0	0	17	0	275	0	0	17	0	0	17	0	
8:15AM	0	5	1	0	1	7	0	1	22	0	0	23	0	261	0	1	22	0	0	23	0	
<b>Total</b>	<b>0</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>*</b>	<b>29</b>	<b>0</b>	<b>1</b>	<b>*9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>1112</b>	<b>0</b>	<b>1</b>	<b>*9</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>0</b>
% Approach	0%	2.1%	17.2%	0%	20.7%	-	-	1.4%	98.3%	0%	0%	0%	-	-	-	-	1.4%	98.3%	0%	0%	0%	-
% Total	0%	1.1%	0.4%	0%	0.5%	2.6%	-	0.1%	2.2%	0%	0%	0%	6.3%	-	-	-	0.1%	2.2%	0%	0%	0%	6.3%
% PH	-	0.750	0.25	-	0.500	0.725	-	-	0.250	0.784	-	-	0.761	-	-	-	-	0.250	0.784	-	-	0.761
Lights	0	1*	5	0	*	27	-	1	*5	0	0	0	66	-	10*1	-	1	*5	0	0	0	66
% Lights	0%	88.9%	100%	0%	100%	93.1%	-	100%	94.2%	0%	0%	0%	94.3%	-	95.4%	-	100%	94.2%	0%	0%	0%	94.3%
Articulated Trucks and Single-Unit Trucks	0	1	0	0	0	1	-	0	2	0	0	2	-	41	-	0	2	0	0	0	2	-
% Articulated Trucks and Single-Unit Trucks	0%	5.6%	0%	0%	0%	3.4%	-	0%	2.9%	0%	0%	2.9%	-	3.7%	-	0%	2.9%	0%	0%	0%	2.9%	-
Buses	0	0	0	0	0	0	-	0	2	0	0	2	-	9	-	0	2	0	0	0	2	-
% Buses	0%	0%	0%	0%	0%	0%	-	0%	2.9%	0%	0%	2.9%	-	0.8%	-	0%	2.9%	0%	0%	0%	2.9%	-
Bicycles on Road	0	1	0	0	0	1	-	0	0	0	0	0	-	1	-	0	0	0	0	0	1	-
% Bicycles on Road	0%	5.6%	0%	0%	0%	3.4%	-	0%	0%	0%	0%	0%	-	0.1%	-	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	0%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	0%

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

**18 Seneca and Oriskany - TMC**  
 Wed Jul 18, 2018  
 PMAeK 4-5 0PM A830P MC  
 Pils lklLeL4ht rI, P crghukred ncuT(L,ksd UghleBSg ncuT(L, yuleL, aedeLrghSL, ygbtLeL  
 IS wRkd, ygbtLeL,RS s crLx k(C  
 PllMfrreI esL  
 D 593. 111, iRlrg(S53) 7l(0)02, A9Z) 00-, Uge s RdeSBygk, Nev YRc

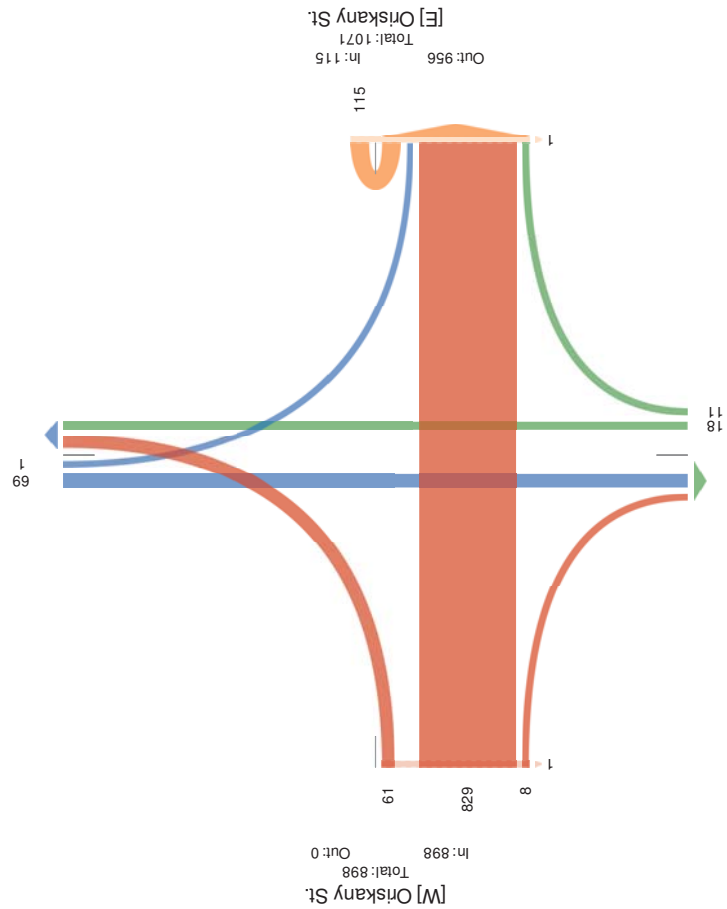


**18 Seneca and Oriskany - TMC**  
 Wed Jul 18, 2018  
 Forced Peak(7:45AM - 8:45AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles  
 on Road, Bicycles on Crosswalk)  
 All Movements  
 ID:549111, Location: 43.103023, -75.230079, Site Code: Utica, 6 ew Nork



184 Baker Road,  
 Coatesville, PA, 19320, US

**[N] Seneca St.**  
 Total: 149  
 In: 70 Out: 79



Out: 77 In: 29  
 Total: 106  
**[S] Seneca St.**

Leg. Direction	f Risky St. Westbound						f Risky St. Eastbound							
	L	T	R	U	RR	App	PredF	L	T	R	U	RR	App	PredF
2018-07-18 7:45AM	15	225	4	0	1	240	1	0	0	0	31	0	37	1
8:00AM	10	20*	2	0	0	279	0	0	0	0	30	0	31	0
8:15AM	22	18*	0	0	0	219	0	0	0	0	23	0	23	0
8:30AM	12	181	2	0	0	750	0	0	0	0	28	0	29	1
6 Trk	59	698	8	0	1	911	0	0	0	0	112	0	772	2
% ApprTrck	0%	92.1%	0.9%	0%	0.1%	-	-	0%	0%	0%	100%	0%	-	-
% 6 Trk	5.4%	73.7%	0.7%	0%	0.1%	918%	-	0%	0%	0%	10.3%	0%	71.8%	-
% PH	0.7%	0.887	0.500	-	0.250	1894	-	-	-	-	0.903	-	1813	-
% FH hg	59	745	8	0	1	973	-	0	0	0	109	0	715	-
% FH hg	100%	93.4%	100%	0%	100%	5385%	-	0%	0%	0%	97.3%	0%	588%	-
Articulated Truck and Single-Unit Truck	0	44	0	0	0	44	-	0	0	0	3	0	3	-
% Articulated Truck and Single-Unit Truck	0%	5.5%	0%	0%	0%	087%	-	0%	0%	0%	2.7%	0%	28%	-
Buge	0	9	0	0	0	5	-	0	0	0	0	0	1	-
% Buge	0%	1.1%	0%	0%	0%	78%	-	0%	0%	0%	0%	0%	1%	-
Bicycles on RTD	0	0	0	0	0	1	-	0	0	0	0	0	1	-
% Bicycles on RTD	0%	0%	0%	0%	0%	1%	-	0%	0%	0%	0%	0%	1%	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	2
% Pedestrians	-	-	-	-	-	-	0%	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	100%	-	-	-	-	-	-	0%

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

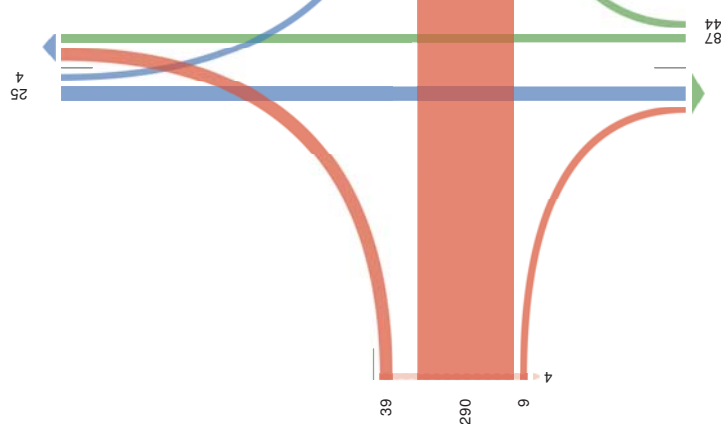
**18 Seneca and Oriskany - TMC**  
Wed Jul 18, 2018  
Forced Peak (7:45AM - 8:45AM)  
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
All Movements  
ID: 549111, Location: 43.103023, -75.230079, Site Code: Utica, 6 ew Nork

Leg	Direction	Seneca St. Southbound						Seneca St. Northbound									
		L	T	R	U	RR	App	Ped	Bike	L	T	R	U	RR	App	Ped	Bike
	2018-07-18 7:45AM	0	*	2	0	1	2	0	0	17	0	0	0	0	51	0	748
	8:00AM	0	5	2	0	3	54	0	0	17	0	0	0	51	0	810	
	8:15AM	0	5	1	0	1	1	0	1	22	0	0	0	87	0	835	
	8:30AM	0	4	0	0	1	0	0	0	17	0	0	0	51	0	860	
	<b>9 Trk</b>	<b>0</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>5417</b>	
	<b>% Approach</b>	0%	4.5%	1*	1%	0%	19.4%	-	1.4%	98.4%	0%	0%	0%	-	-	-	
	<b>% Total</b>	0%	1.8%	0.5%	0%	0.4%	8.2%	-	0.1%	7%	0%	0%	0%	3.1%	-	0.897	
	<b>PHE</b>	-	0.833	0*25	-	0.500	<b>4.110</b>	-	0.250	0.830	-	-	-	<b>4.146</b>	-	1021	
	<b>Lights</b>	0	18	5	0	*	<b>82</b>	-	1	*9	0	0	0	<b>14</b>	-	1021	
	<b>% Lights</b>	0%	90.0%	100%	0%	100%	<b>27.0%</b>	-	100%	94.5%	0%	0%	0%	<b>26.3%</b>	-	94.3%	
	<b>Articulated 9 rucks and Single-Unit 9 rucks</b>	0	1	0	0	0	<b>5</b>	-	0	3	0	0	0	<b>7</b>	-	51	
	<b>% Articulated 9 rucks and Single-Unit 9 rucks</b>	0%	5.0%	0%	0%	0%	<b>7.8%</b>	-	0%	4.1%	0%	0%	0%	<b>6.5%</b>	-	4.7%	
	<b>Buses</b>	0	0	0	0	0	<b>4</b>	-	0	1	0	0	0	<b>5</b>	-	10	
	<b>% Buses</b>	0%	0%	0%	0%	0%	<b>4%</b>	-	0%	1.4%	0%	0%	0%	<b>5.6%</b>	-	0.9%	
	<b>Bicycles To RTod</b>	0	1	0	0	0	<b>5</b>	-	0	0	0	0	0	<b>4</b>	-	1	
	<b>% Bicycles To RTod</b>	0%	5.0%	0%	0%	0%	<b>7.8%</b>	-	0%	0%	0%	0%	0%	<b>4%</b>	-	0.1%	
	<b>Pedestrians</b>	-	-	-	-	-	<b>0</b>	-	-	-	-	-	-	<b>0</b>	-	0	
	<b>% Pedestrians</b>	-	-	-	-	-	<b>0%</b>	-	-	-	-	-	-	<b>0%</b>	-	0%	
	<b>Bicycles on Crosswalk</b>	-	-	-	-	-	<b>0</b>	-	-	-	-	-	-	<b>0</b>	-	0	
	<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	<b>0%</b>	-	-	-	-	-	-	<b>0%</b>	-	0%	

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

**18 Seneca and Oriskany - TMC**  
Wed Jul 18, 2018  
Forced Peak (7:45AM - 8:45AM)  
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
All Movements  
ID: 549111, Location: 43.103023, -75.230079, Site Code: Utica, New York

**[N] Seneca St.**  
Total: 435  
In: 21 Out: 29



**[W] Oriskany St.**  
Total: 066  
In: 066 Out: 7

**[E] Oriskany St.**  
Total: 4751  
In: 448 Out: 988

**[S] Seneca St.**  
Total: 445  
In: 54 Out: 08

**18 Seneca and Oriskany - TMC**  
 Wed Jul 18, 2018  
 PM Peak (4:30PM - 5:30PM) Overall Peak Hour  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549111, Location: 43.103023, -65.230069, Site Code: Utica, 7 ew Nork  
 184 Baker Road, Coatesville, PA, 19320, US



Leg Direction	Seneca St. Southbound														
Time	L	T	R	U	RR	App	Ped	L	T	R	U	RR	App	Ped	Int
2018-06-18 4:30PM	0	8	*	0	4	25	0	1	6	0	0	0	5	0	177
4:45PM	0	16	1	0	1	24	0	0	10	0	0	0	28	0	740
5:00PM	0	8	2	0	1	22	2	0	6	0	0	0	3	0	125
5:15PM	0	4	0	0	3	3	0	1	*	0	0	0	3	0	186
<b>9 Total</b>	<b>0</b>	<b>36</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>2</b>	<b>2</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>2714</b>
<b>% Approach</b>	0%	6.3%	1.4%	0%	1.4%	100%	0%	0.3%	93.6%	0%	0%	0%	0%	0%	-
<b>% PHE</b>	0%	3.0%	0.6%	0%	0.6%	0.0%	0.0%	0.2%	2.4%	0%	0%	0%	7.1%	0%	-
<b>% Lights</b>	0%	3.0%	0.6%	0%	0.6%	0.0%	0.0%	0.2%	2.4%	0%	0%	0%	7.1%	0%	-
<b>% Light Trucks and Single-Unit Trucks</b>	0%	3.0%	0.6%	0%	0.6%	0.0%	0.0%	0.2%	2.4%	0%	0%	0%	7.1%	0%	-
<b>% Light Buses</b>	0%	3.0%	0.6%	0%	0.6%	0.0%	0.0%	0.2%	2.4%	0%	0%	0%	7.1%	0%	-
<b>% Light Bicycles on Road</b>	0%	3.0%	0.6%	0%	0.6%	0.0%	0.0%	0.2%	2.4%	0%	0%	0%	7.1%	0%	-
<b>% Light Bicycles on Crosswalk</b>	0%	3.0%	0.6%	0%	0.6%	0.0%	0.0%	0.2%	2.4%	0%	0%	0%	7.1%	0%	-
<b>% Pedestrians</b>	0%	3.0%	0.6%	0%	0.6%	0.0%	0.0%	0.2%	2.4%	0%	0%	0%	7.1%	0%	-
<b>% Bicycles on Crosswalk</b>	0%	3.0%	0.6%	0%	0.6%	0.0%	0.0%	0.2%	2.4%	0%	0%	0%	7.1%	0%	-

Leg Direction	Seneca St. Southbound														
Time	L	T	R	U	RR	App	Ped	L	T	R	U	RR	App	Ped	Int
2018-06-18 4:30PM	0	8	*	0	4	25	0	1	6	0	0	0	5	0	177
4:45PM	0	16	1	0	1	24	0	0	10	0	0	0	28	0	740
5:00PM	0	8	2	0	1	22	2	0	6	0	0	0	3	0	125
5:15PM	0	4	0	0	3	3	0	1	*	0	0	0	3	0	186
<b>9 Total</b>	<b>0</b>	<b>36</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>2</b>	<b>2</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>2714</b>
<b>% Approach</b>	0%	6.3%	1.4%	0%	1.4%	100%	0%	0.3%	93.6%	0%	0%	0%	0%	0%	-
<b>% PHE</b>	0%	3.0%	0.6%	0%	0.6%	0.0%	0.0%	0.2%	2.4%	0%	0%	0%	7.1%	0%	-
<b>% Lights</b>	0%	3.0%	0.6%	0%	0.6%	0.0%	0.0%	0.2%	2.4%	0%	0%	0%	7.1%	0%	-
<b>% Light Trucks and Single-Unit Trucks</b>	0%	3.0%	0.6%	0%	0.6%	0.0%	0.0%	0.2%	2.4%	0%	0%	0%	7.1%	0%	-
<b>% Light Buses</b>	0%	3.0%	0.6%	0%	0.6%	0.0%	0.0%	0.2%	2.4%	0%	0%	0%	7.1%	0%	-
<b>% Light Bicycles on Road</b>	0%	3.0%	0.6%	0%	0.6%	0.0%	0.0%	0.2%	2.4%	0%	0%	0%	7.1%	0%	-
<b>% Light Bicycles on Crosswalk</b>	0%	3.0%	0.6%	0%	0.6%	0.0%	0.0%	0.2%	2.4%	0%	0%	0%	7.1%	0%	-
<b>% Pedestrians</b>	0%	3.0%	0.6%	0%	0.6%	0.0%	0.0%	0.2%	2.4%	0%	0%	0%	7.1%	0%	-
<b>% Bicycles on Crosswalk</b>	0%	3.0%	0.6%	0%	0.6%	0.0%	0.0%	0.2%	2.4%	0%	0%	0%	7.1%	0%	-

Seneca St. Southbound

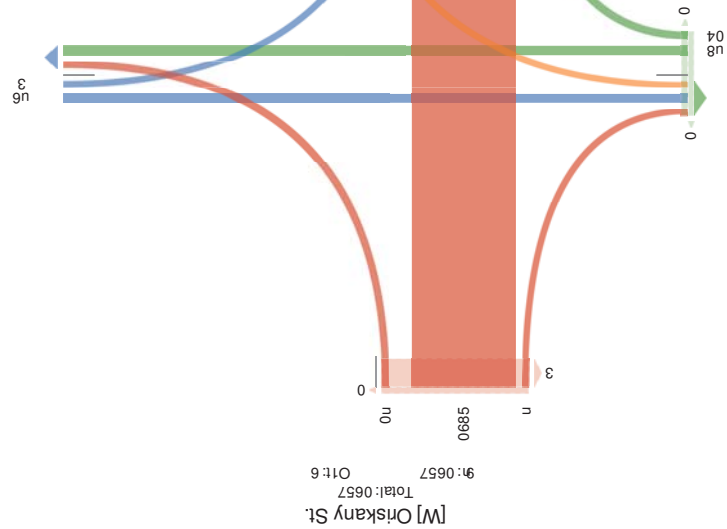
Seneca St. Southbound

**18 Seneca and Oriskany - TMC**  
 Wed Jul 18, 2018  
 AM A Pa k 7:0AM-3: 7:0AM) 3OverPl Ae Pa Hour  
 Cll s IPLE Light d, Crgulheed nruul Pfd UghleBSsgnruul, yule L, Ae deLangSL, ygRTleL  
 oS woPl, ygRTleLoSs roLumPa)  
 Cll Movef esd.  
 D 7-(4111, 1oTRgS7( : 90: 02: , 3 -9: 00: 4, Uge s ode7BgP, Nem Yora



**18 Seneca and Oriskany - TMC**  
 Wed Jul 18, 2018  
 Full Length (7AM-9AM, 4PM-6PM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles  
 on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549111, Location: 43.103023, -75.230079, Site Code: Utica, New York

**[N] Seneca St.**  
 Total: 43  
 9: u3 O1t: 76



O1t: u2 9: 77  
 Total: 45  
**[S] Seneca St.**

Leg. Direction	Oriskany St. Eastbound											Oriskany St. Westbound										
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*								
2018-07-18 7:00AM	9	140	0	0	0	157	0	0	0	0	0	14	0	15								
7:15AM	16	186	1	0	0	204	2	1	0	0	0	27	0	23								
7:30AM	14	212	1	0	0	229	0	0	0	0	0	31	0	41								
7:45AM	15	225	4	0	1	258	1	0	0	0	0	31	0	41								
Hourly Total	54	763	6	0	1	325	3	1	0	0	0	103	0	105								
8:00AM	10	206	2	0	0	213	0	0	0	0	0	30	0	40								
8:15AM	22	186	0	0	0	203	0	0	0	0	0	23	0	24								
8:30AM	12	181	2	0	0	178	0	0	0	0	0	28	0	23								
8:45AM	10	183	1	0	0	175	0	0	0	0	0	19	0	17								
Hourly Total	54	756	5	0	0	318	0	0	0	0	0	100	0	100								
9:00AM	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								
4:00PM	7	240	1	0	0	253	1	0	0	0	0	14	0	15								
4:15PM	3	272	2	0	0	299	1	0	0	0	0	14	0	15								
4:30PM	3	278	0	0	0	231	1	1	0	0	0	14	0	18								
4:45PM	2	250	1	0	0	284	0	0	0	0	0	12	0	12								
Hourly Total	15	1040	4	0	0	1087	3	1	0	0	0	54	0	88								
5:00PM	4	282	1	0	0	239	1	0	0	0	0	13	0	14								
5:15PM	4	269	1	0	0	295	1	0	0	0	0	17	0	19								
5:30PM	7	223	1	0	0	241	0	0	0	0	0	4	0	5								
5:45PM	3	179	1	0	0	134	0	0	0	0	0	13	0	14								
Hourly Total	18	953	4	0	0	798	2	0	0	0	0	47	0	59								
6:00PM	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								
6 Tot	141	3512	19	0	1	4194	8	2	0	0	0	304	0	401								
% Approach	3.8%	95.6%	0.5%	0%	0%	-	-	0.7%	0%	0%	99.3%	0%	-	-								
% 6 Tr	3.3%	81.4%	0.4%	0%	0%	38.1%	-	0%	0%	0%	7.0%	0%	9.1%	-								
Lights	139	3377	18	0	1	4848	-	0	0	0	0	294	0	275								
% Lights	98.6%	96.2%	94.7%	0%	100%	71.2%	-	0%	0%	0%	96.7%	0%	71.1%	-								
Articulated Trucks and Single-Unit Trucks	1	118	1	0	0	120	-	0	0	0	0	8	0	3								
% Articulated Trucks and Single-Unit Trucks	0.7%	3.4%	5.3%	0%	4.4%	-	-	0%	0%	0%	2.6%	0%	2.1%	-								
Buses	1	17	0	0	0	13	-	0	0	0	0	2	0	2								
% Buses	0.7%	0.5%	0%	0%	0%	0.8%	-	0%	0%	0%	0.7%	0%	0.9%	-								
Bicycles In RTD	0	0	0	0	0	0	-	2	0	0	0	0	0	2								
% Bicycles In RTD	0%	0%	0%	0%	0%	0%	-	100%	0%	0%	0%	0%	0%	0.9%								
Pedestrians	-	-	-	-	-	-	6	-	-	-	-	-	-	5								
% Pedestrians	-	-	-	-	-	-	75.0%	-	-	-	-	-	-	100%								
Bicycles on Crosswalk	-	-	-	-	-	-	2	-	-	-	-	-	-	0								
% Bicycles on Crosswalk	-	-	-	-	-	-	25.0%	-	-	-	-	-	-	0%								

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

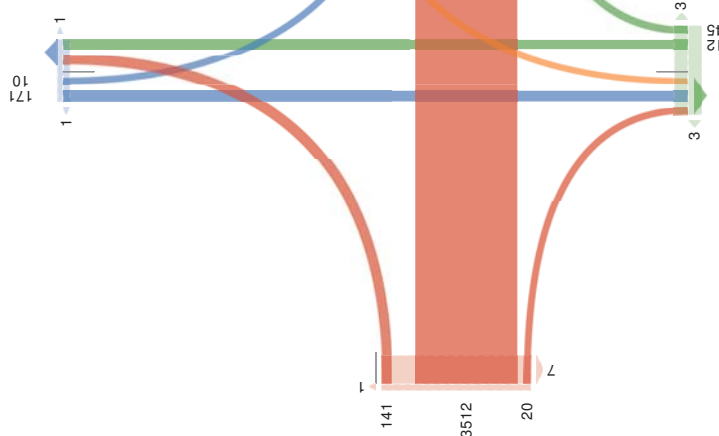
**18 Seneca and Oriskany - TMC**  
Wed Jul 18, 2018  
Full Length (7AM-9AM, 4PM-6PM)  
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
All Movements  
ID: 549111, Location: 43.103023, -75.230079, Site Code: Utica, New York

**18 Seneca and Oriskany - TMC**  
Wed Jul 18, 2018  
Full Length (7AM-9AM, 4PM-6PM)  
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
All Movements  
ID: 549111, Location: 43.103023, -75.230079, Site Code: Utica, New York

Leg Direction	Seneca St. Northbound						Seneca St. Southbound								
	L	T	R	U	RR	App	Pred*	L	T	R	U	RR	App	Pred*	bt
2018-07-18 7:00AM	0	5	0	0	1	1	1	0	8	0	0	0	6	0	288
7:15AM	0	3	0	0	1	5	2	0	12	0	0	24	0	431	
7:30AM	0	2	0	0	1	5	0	0	13	0	0	25	0	483	
7:45AM	0	6	2	0	1	9	0	0	17	0	0	28	0	574	
Hourly Total	0	16	2	0	3	42	3	0	50	0	0	07	0	999	
8:00AM	0	5	2	0	3	27	0	0	17	0	0	28	0	480	
8:15AM	0	5	1	0	1	8	0	1	22	0	0	45	0	412	
8:30AM	0	4	0	0	1	8	0	0	17	0	0	28	0	430	
8:45AM	0	10	1	0	22	0	1	13	0	0	23	2	456		
Hourly Total	0	24	4	0	5	55	0	2	69	0	0	82	2	2729	
9:00AM	0	0	0	0	0	7	0	0	0	0	0	7	0	7	
Hourly Total	0	0	0	0	0	7	0	0	0	0	0	7	0	7	
4:00PM	0	14	1	0	4	29	0	2	7	0	0	9	0	497	
4:15PM	0	5	2	0	8	1	2	4	0	0	1	0	573		
4:30PM	0	8	6	0	4	26	0	1	7	0	0	6	0	544	
4:45PM	0	17	1	0	1	29	0	0	10	0	0	27	0	493	
Hourly Total	0	44	10	0	9	15	1	5	28	0	0	55	0	2427	
5:00PM	0	8	2	0	1	22	2	0	7	0	0	8	0	526	
5:15PM	0	4	0	0	3	8	0	1	6	0	0	8	0	570	
5:30PM	0	11	2	0	1	23	0	1	4	0	0	0	0	403	
5:45PM	0	5	2	0	1	6	0	1	7	0	0	6	0	424	
Hourly Total	0	28	6	0	6	37	2	3	24	0	0	48	0	2769	
6:00PM	0	0	0	0	0	7	0	0	0	0	0	7	0	7	
Hourly Total	0	0	0	0	0	7	0	0	0	0	0	7	0	7	
Total	0	112	22	0	23	208	6	10	171	0	0	262	2	3528	
% Approach	0%	71.3%	14.0%	0%	14.6%	-	-	5.5%	94.5%	0%	0%	0%	-	-	
% Total	0%	2.6%	0.5%	0%	0.5%	5.1%	-	0.2%	4.0%	0%	0%	3.4%	-	4.148	
Lights	0	107	21	0	22	207	-	9	160	0	0	219	-	96.1%	
% Lights	0%	95.5%	95.5%	0%	95.7%	90.0%	-	90.0%	93.6%	0%	0%	95.3%	-	3.2%	
% Articulated Trucks and Single-Unit Trucks	0	3	1	0	1	0	-	0	6	0	0	1	-	1.39	
% Articulated Trucks and Single-Unit Trucks	0%	2.7%	4.5%	0%	4.3%	5.4%	-	0%	3.5%	0%	0%	5.5%	-	3.2%	
Buses	0	0	0	0	0	7	-	1	4	0	0	0	-	25	
% Buses	0%	0%	0%	0%	0%	7%	-	10.0%	2.3%	0%	0%	4.6%	-	0.6%	
Bicycles on Road	0	2	0	0	0	4	-	0	1	0	0	2	-	5	
% Bicycles on Road	0%	1.8%	0%	0%	0%	2.5%	-	0%	0.6%	0%	0%	7.1%	-	0.1%	
Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	

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

[N] Seneca St.  
Total: 434  
In: 181 Out: 253



[W] Oriskany St.  
Total: 3673  
In: 3673 Out: 0

[E] Oriskany St.  
Total: 4177  
In: 306 Out: 3871

Out: 193 In: 157  
Total: 350  
[S] Seneca St.

**18 Seneca and Oriskany - TMC**  
 Wed Jul 18, 2018  
 AM Peak (7:30AM - 8:30AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549111, Location: 43.103023, -75.230079, Site Code: Utica, 6 ew Nork  
 Coatesville, PA, 19320, US



184 Baker Road,  
 Data, Inc.  
 Provided By: Tri-State Traffic

Leg Direction	f riskany St. West/Young						Seneca St. South/Young								
	L	T	R	U	RR	App	Ped	L	T	R	U	RR	App	Ped	In
2018-07-18 7:30AM	14	212	1	0	0	224	0	0	0	0	31	0	03	0	0
7:45AM	15	225	4	0	1	279	1	0	0	0	31	0	03	1	0
8:00AM	10	20*	2	0	0	231	0	0	0	0	30	0	05	0	0
8:15AM	22	18*	0	0	0	251	0	0	0	0	23	0	20	0	0
<b>6 Total</b>	<b>*1</b>	<b>829</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>111</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>115</b>	<b>0</b>	<b>339</b>	<b>1</b>	<b>0</b>
% Approach	8%	92.3%	0.8%	0%	0.1%	-	-	0%	0%	0%	100%	0%	-	-	-
% Total	5.5%	74.4%	0.4%	0%	0.1%	15.0%	-	0%	0%	0%	10.3%	0%	35.0%	-	-
% PH	0.93	0.921	0.438	-	0.250	5.8 3F	-	-	-	0.927	-	5.8 2.4	-	-	-
Lights	*1	785	* 0	1	190	-	-	0	0	0	115	0	339	-	-
% Lights	100%	94.7%	85.7%	0%	100%	19.6%	-	0%	0%	0%	100%	0%	35.5%	-	-
Articulated Trucks and Single-Unit Trucks	0	37	1	0	0	01	-	0	0	0	0	0	5	-	-
% Articulated Trucks and Single-Unit Trucks	0%	4.5%	14.3%	0%	0%	7.8%	-	0%	0%	0%	0%	0%	5%	-	-
Buses	0	7	0	0	0	4	-	0	0	0	0	0	5	-	-
% Buses	0%	0.8%	0%	0%	0%	5.8%	-	0%	0%	0%	0%	0%	5%	-	-
Bicycles on Road	0	0	0	0	0	5	-	0	0	0	0	0	5	-	-
% Bicycles on Road	0%	0%	0%	0%	0%	5%	-	0%	0%	0%	0%	0%	5%	-	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	-	0%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	100%	-	-	-	-	-	-	0%	-

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

**18 Seneca and Oriskany - TMC**  
 Wed Jul 18, 2018  
 AM Peak (7:30AM - 8:30AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549111, Location: 43.103023, -75.230079, Site Code: Utica, 6 ew Nork  
 Coatesville, PA, 19320, US



184 Baker Road,  
 Data, Inc.  
 Provided By: Tri-State Traffic

Leg Direction	Seneca St. 6orth/Young						Seneca St. South/Young								
	L	T	R	U	RR	App	Ped	L	T	R	U	RR	App	Ped	In
2018-07-18 7:30AM	0	2	0	0	1	3	0	0	13	0	0	0	13	0	274
7:45AM	0	*	2	0	1	9	0	0	17	0	0	0	17	0	302
8:00AM	0	5	2	0	3	10	0	0	17	0	0	0	17	0	275
8:15AM	0	5	1	0	1	7	0	1	22	0	0	0	23	0	261
<b>Total</b>	<b>0</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>*</b>	<b>29</b>	<b>0</b>	<b>1</b>	<b>*9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>1112</b>
% Approach	0%	2.1%	17.2%	0%	20.7%	-	-	1.4%	98.3%	0%	0%	0%	-	-	-
% Total	0%	1.1%	0.4%	0%	0.5%	2.6%	-	0.1%	2.2%	0%	0%	0%	6.3%	-	-
% PH	-	0.750	0.25	-	0.500	0.725	-	-	0.250	0.784	-	-	0.761	-	0.921
Lights	0	1*	5	0	*	27	-	1	*5	0	0	0	66	-	10*1
% Lights	0%	88.9%	100%	0%	100%	93.1%	-	100%	94.2%	0%	0%	0%	94.3%	-	95.4%
Articulated Trucks and Single-Unit Trucks	0	1	0	0	0	1	-	0	2	0	0	0	2	-	41
% Articulated Trucks and Single-Unit Trucks	0%	5.6%	0%	0%	0%	3.4%	-	0%	2.9%	0%	0%	0%	2.9%	-	3.7%
Buses	0	0	0	0	0	0	-	0	2	0	0	0	2	-	9
% Buses	0%	0%	0%	0%	0%	0%	-	0%	2.9%	0%	0%	0%	2.9%	-	0.8%
Bicycles on Road	0	1	0	0	0	1	-	0	0	0	0	0	0	-	1
% Bicycles on Road	0%	5.6%	0%	0%	0%	3.4%	-	0%	0%	0%	0%	0%	0%	-	0.1%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-

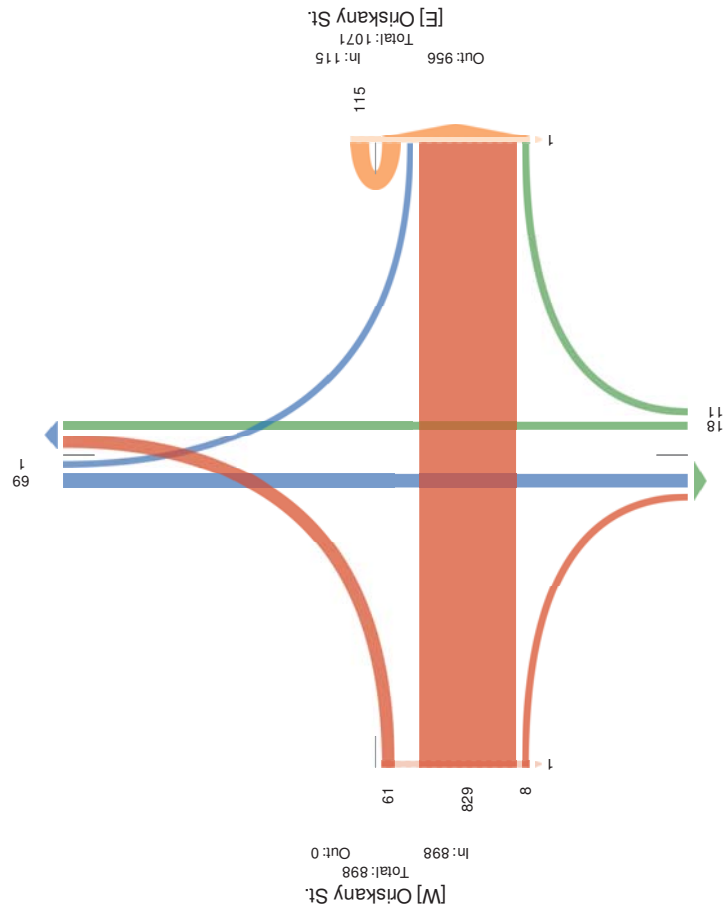
Pedestrians and Bicycles on Crosswalk: L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

**18 Seneca and Oriskany - TMC**  
 Wed Jul 18, 2018  
 PMAeK 4-5 0PMA830P MC  
 Pils lklLeL4ht rL, P crghukred ncu(L,LSd UghleBSg ncu(L, yuleL, aedeLrghSL, ygfoteL  
 IS wRkd, ygfoteL,LS s crLx k(C  
 PllMfrrf estL  
 D 593. 111, iRlrg853) 7l(0)02), A9Z)00-. , Uge s RdeSBygk, Nev YRc



**18 Seneca and Oriskany - TMC**  
 Wed Jul 18, 2018  
 Forced Peak(7P: 45P: A  
 MI-la) e) (Gd)g, Mgsuagdh ruck) at d Ta Lule4h(gh ruck), S(u)e), SctUcle)  
 ot Board, SctUcle) ot - ro))yalk  
 MI: orkwetg  
 vml57DI11, Cocagot l79309029, 4 532900. D. Tsp - ode lngca, 6 ey Nork

**[N] Seneca St.**  
 Total: 149  
 In: 70 Out: 79



**[W] Oriskany St.**  
 Total: 898  
 In: 898 Out: 0

**[E] Oriskany St.**  
 Total: 1071  
 In: 115 Out: 956

msrcgpot	C	h	B	n	BB	App	Pede	f rshkat UTgB Wegout d	C	h	B	n	BB	App	Pede
201840.487100P:	270	1	0	0	240	1	0	0	0	0	0	17	0	34	0
715P:	9	2.2	2	0	0	277	1	0	0	0	17	0	0	34	1
7190P:	9	2.8	0	0	203	1	1	0	0	17	0	17	0	39	0
7175P:	2	2.50	1	0	0	291	0	0	0	0	12	0	12	0	0
<b>5.934</b>	<b>15</b>	<b>1070</b>	<b>7</b>	<b>0</b>	<b>3691</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>59</b>	<b>1</b>	<b>-</b>
% Approach	13%	DB2*	0.3%	0*	0*	-	-	13%	0*	0*	DB2*	0*	-	-	-
% 5 EB1	13%	8%	0.3%	0*	0*	0.78%	-	0.3%	0*	0*	7.5%	0*	-	4.8%	-
. PH	0.59%	0.05%	0.05%	0	4	a842	-	0.35%	4	4	0.05%	4	4	a837	-
FLH	17	101%	7	0	0	3a14	-	0	0	0	52	0	52	0	92
% FLH	DB3*	D.3*	100%	0*	0*	1.78%	-	0*	0*	0*	DB3*	0*	1.48%	-	-
Arfctub Ed 5 rucg ond Sln le- UnfS rucg	0	20	0	0	0	2a	-	0	0	0	1	0	1	0	3
% Arfctub Ed 5 rucg ond Sln le- UnfS rucg	0*	13P*	0*	0*	0*	3H*	-	0*	0*	0*	13P*	0*	30%	-	-
Bugef	1	7	0	0	0	9	-	0	0	0	1	0	1	0	3
% Bugef	0.3%	0.3%	0*	0*	0*	a8%	-	0*	0*	0*	13P*	0*	30%	-	-
Bk ycteg 6n R6od	0	0	0	0	0	a	-	1	0	0	0	0	0	3	-
% Bk ycteg 6n R6od	0*	0*	0*	0*	0*	a%	-	100%	0*	0*	0*	0*	0*	30%	-
Pede)gsat)	4	4	4	4	4	4	-	4	4	4	4	4	4	4	1
* Pede)gsat)	4	4	4	4	4	4	%a*	4	4	4	4	4	4	4	100*
SctUcle) ot - ro))yalk	4	4	4	4	4	4	-	4	4	4	4	4	4	4	0
* SctUcle) ot - ro))yalk	4	4	4	4	4	4	993*	4	4	4	4	4	4	4	0*





**18 Seneca and Oriskany - TMC**  
 Wed Jul 18, 2018  
 PM Peak (4:30PM - 5:30PM) Overall Peak Hour  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549111, Location: 43.103023, -65.230069, Site Code: Utica, 7 ew Nork

**18 Seneca and Oriskany - TMC**  
 Wed Jul 18, 2018  
 PM Peak (4:30PM - 5:30PM) Overall Peak Hour  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549111, Location: 43.103023, -65.230069, Site Code: Utica, 7 ew Nork



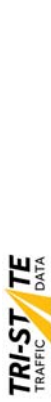
Provided By: Tri-State Traffic Data, Inc.  
 184 Baker Road,  
 Coatesville, PA, 19320, US

Leg Direction	Seneca St. Southbound														
Time	L	T	R	U	RR	App	Ped	L	T	R	U	RR	App	Ped	Int
2018-06-18 4:30PM	0	8	*	0	4	25	0	1	6	0	0	0	5	0	177
4:45PM	0	16	1	0	1	24	0	0	10	0	0	0	28	0	740
5:00PM	0	8	2	0	1	22	2	0	6	0	0	0	3	0	125
5:15PM	0	4	0	0	3	3	0	1	*	0	0	0	3	0	186
<b>9 Total</b>	<b>0</b>	<b>36</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>2</b>	<b>2</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>2714</b>
<b>% Approach</b>	1.2%	38.0%	0.5%	0%	0%	0%	-	1.8%	0%	0%	38.2%	0%	0%	-	-
<b>% 5-6 ft</b>	1.0%	87.1%	0.2%	0%	0%	0%	0%	0.1%	0%	0%	4.0%	0%	0%	0%	0%
<b>PHF</b>	0.815	0.307	0.700	)	)	0.831	)	0.200	)	)	0.824	)	0.874	)	)
<b>Lights</b>	15	10*2	5	0	0	0	0	0	0	0	0	0	0	0	31
<b>% Lights</b>	100%	38.4%	10.0%	0%	0%	1.4%	0%	0%	0%	0%	3.4%	0%	1.1%	0%	1.1%
<b>Articulated Trucks and Single-Unit Trucks</b>	0	1*	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	1.0%	0%	0%	0%	0%	0%	0%	0%	0%	1.8%	0%	0%	0%	0%
<b>Buses</b>	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% Buses</b>	0%	0.1%	0%	0%	0%	0%	0%	0%	0%	0%	1.8%	0%	0%	0%	0%
<b>Bicycles on Road</b>	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%
<b>Pedestrians</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% Pedestrians</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>Bicycles on Crosswalk</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% Bicycles on Crosswalk</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Leg Direction	Seneca St. Southbound														
Time	L	T	R	U	RR	App	Ped	L	T	R	U	RR	App	Ped	Int
2018-06-18 4:30PM	0	8	*	0	4	25	0	1	6	0	0	0	5	0	177
4:45PM	0	16	1	0	1	24	0	0	10	0	0	0	28	0	740
5:00PM	0	8	2	0	1	22	2	0	6	0	0	0	3	0	125
5:15PM	0	4	0	0	3	3	0	1	*	0	0	0	3	0	186
<b>9 Total</b>	<b>0</b>	<b>36</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>2</b>	<b>2</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>2714</b>
<b>% Approach</b>	1.2%	38.0%	0.5%	0%	0%	0%	-	1.8%	0%	0%	38.2%	0%	0%	-	-
<b>% 5-6 ft</b>	1.0%	87.1%	0.2%	0%	0%	0%	0%	0.1%	0%	0%	4.0%	0%	0%	0%	0%
<b>PHF</b>	0.815	0.307	0.700	)	)	0.831	)	0.200	)	)	0.824	)	0.874	)	)
<b>Lights</b>	15	10*2	5	0	0	0	0	0	0	0	0	0	0	0	31
<b>% Lights</b>	100%	38.4%	10.0%	0%	0%	1.4%	0%	0%	0%	0%	3.4%	0%	1.1%	0%	1.1%
<b>Articulated Trucks and Single-Unit Trucks</b>	0	1*	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	1.0%	0%	0%	0%	0%	0%	0%	0%	0%	1.8%	0%	0%	0%	0%
<b>Buses</b>	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% Buses</b>	0%	0.1%	0%	0%	0%	0%	0%	0%	0%	0%	1.8%	0%	0%	0%	0%
<b>Bicycles on Road</b>	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%
<b>Pedestrians</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% Pedestrians</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>Bicycles on Crosswalk</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% Bicycles on Crosswalk</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

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

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



Count Name: 19, Seneca and Lafayette  
 Site Code: Ulica, New York  
 Start Date: 07/18/2018  
 Page No: 1

Ulica, NY  
 Seneca/Lafayette  
 Wednesday, July 18, 2018  
 Location: 43,102188, -73.230743

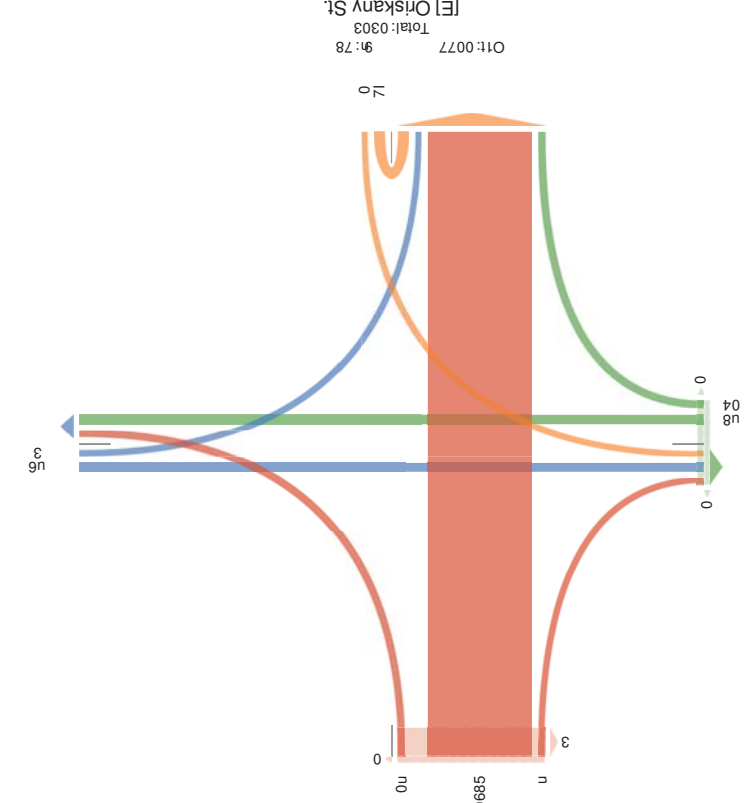
www.TSTData.com  
 184 Baker Rd  
 Coatesville, Pennsylvania, United States, 19320  
 (610)466-1489/vein@tst.com  
 Serving Transportation Professionals Since 1995

Turning Movement Data

Start Time	Seneca St. Southbound			Lafayette St. Westbound			Seneca St. Northbound			Lafayette St. Eastbound		
	Regn Lon	Thru	Left	Regn Lon	Thru	Left	Regn Lon	Thru	Left	Regn Lon	Thru	Left
7:00 AM	4	1	0	0	0	1	4	0	11	2	0	1
7:15 AM	9	4	0	2	0	0	1	0	22	2	0	0
7:30 AM	8	4	1	5	0	0	1	0	22	1	0	24
7:45 AM	13	2	1	5	0	0	21	5	36	2	0	4
Hourly Total	34	11	2	9	0	2	56	11	91	7	0	109
8:00 AM	4	7	2	4	0	2	17	3	0	27	4	4
8:15 AM	10	10	0	1	0	2	21	4	0	31	0	0
8:30 AM	5	9	0	3	0	0	17	2	0	27	1	0
8:45 AM	5	5	1	2	0	2	13	7	0	36	2	0
Hourly Total	24	31	3	10	0	6	68	16	0	121	7	0
9:00 AM	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
Grand Total	80	57	9	33	0	12	179	86	1	568	30	0
Approach	44.7	31.8	5.0	18.4	0.0	-	-	12.6	0.1	82.9	4.4	0.0
Total %	5.6	4.0	0.6	2.3	0.0	-	-	12.6	0.1	40.1	2.1	0.0
Lights	75	56	9	28	0	-	-	83	1	534	30	0
% Lights	93.8	98.5	100.0	84.8	-	-	-	93.3	96.5	100.0	100.0	-
% Buses	0.0	0.0	0.0	12.1	-	-	-	2.2	0.0	0.0	0.0	0.0
% Trucks	4.2	0	0	1	0	0	0	3	0	6	0	0
% Bicycles on Road	1	0	0	0	0	0	0	1	0	0	0	0
% Bicycles on Road	1.3	0.0	0.0	0.0	-	-	-	0.6	0.0	0.2	0.0	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrian	-	-	-	-	-	-	-	-	-	-	-	-
% Pedestrian	-	-	-	-	-	-	-	-	-	-	-	-

18(y Paer wo RI,  
 s oPe Lygle, AC, 14: 20, BU

[N] Seneca St.  
 Total: 43  
 9: u3 O1t: 76



O1t: u2 9: 77  
 Total: 45  
 [S] Seneca St.

[W] Oriskany St.  
 Total: 0657  
 O1t: 6

O1t: 0077 9: 78  
 Total: 0303 [E] Oriskany St.







**20. Genesee and Liberty - TMC**  
 Thu Jul 19, 2018  
 Full Length (7AM-9AM, 4PM-6PM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York  
 184 Baker Road, Coatesville, PA, 19320, US

**20. Genesee and Liberty - TMC**  
 Thu Jul 19, 2018  
 Full Length (7AM-9AM, 4PM-6PM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York  
 184 Baker Road, Coatesville, PA, 19320, US

Leg Direction	Genesee St. Southbound						Oriskany St. Westbound						
	R	T	L	U	RR	App	R	T	L	U	RR	App	
Time	12	275	0	0	35	155	1	924	3	0	2	712	
8:00AM	43	377	0	0	21	004	2	6	839	2	0	2	307
9:00AM	0	0	0	0	0	2	0	1	0	0	0	4	
4:00PM	41	362	0	0	15	043	5	8	823	1	0	1	311
5:00PM	34	311	0	0	19	190	4	10	743	0	0	0	861
6:00PM	0	0	0	0	0	2	0	0	0	0	0	0	2
<b>Total</b>	130	1325	0	0	90	4606	12	25	3330	6	0	5	1199
% Approach	8.4%	85.8%	0%	0%	5.8%	-	-	0.7%	98.9%	0.2%	0%	0.1%	-
% Total	2.2%	22.7%	0%	0%	1.5%	59.0%	-	0.4%	57.0%	0.1%	0%	0.1%	68.9%
Lights	123	1284	0	0	86	4071	24	3166	5	0	5	1522	
% Lights	94.5%	96.9%	0%	0%	95.6%	79.9%	-	96.0%	95.1%	83.3%	0%	100%	76.4%
Articulated Trucks and Single-Unit Trucks	4	32	0	0	1	18	1	144	0	0	0	406	
% Articulated Trucks and Single-Unit Trucks	3.1%	2.4%	0%	0%	1.1%	5.0%	-	4.0%	4.3%	0%	0%	0%	0.1%
Buses	3	8	0	0	3	40	0	20	1	0	0	54	
% Buses	2.3%	0.6%	0%	0%	3.3%	2.7%	-	0%	0.6%	16.7%	0%	0%	2.9%
Bicycles on Road	0	1	0	0	0	4	0	0	0	0	0	2	
% Bicycles on Road	0%	0.1%	0%	0%	0%	2.4%	-	0%	0%	0%	0%	0%	2%
Pedestrians	-	-	-	-	-	-	9	-	-	-	-	-	21
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	75.0%
Bicycles on Crosswalk	-	-	-	-	-	-	3	-	-	-	-	-	2
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	25.0%

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

Leg Direction	Genesee St. Northbound						Liberty St. Eastbound					
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*
Time	0	120	1	0	161	1	0	0	0	0	2	14
8:00AM	0	156	1	0	145	0	0	0	0	0	2	9
9:00AM	0	0	0	0	2	0	0	0	0	0	2	0
4:00PM	0	360	0	0	892	1	0	0	0	0	2	28
5:00PM	0	294	0	0	673	0	0	0	0	0	2	18
6:00PM	0	0	0	0	2	0	0	0	0	0	2	0
<b>Total</b>	0	930	2	0	786	2	0	0	0	0	2	69
% Approach	0%	99.8%	0.2%	0%	-	-	-	0%	0%	0%	0%	-
% Total	0%	15.9%	0%	0%	19.2%	-	-	0%	0%	0%	2%	-
Lights	0	896	2	0	171	0	0	0	0	0	2	5591
% Lights	0%	96.3%	100%	0%	79.3%	-	-	0%	0%	0%	0%	-
Articulated Trucks and Single-Unit Trucks	0	15	0	0	14	-	0	0	0	0	2	197
% Articulated Trucks and Single-Unit Trucks	0%	1.6%	0%	0%	1.9%	-	-	0%	0%	0%	0%	-
Buses	0	14	0	0	13	-	0	0	0	0	2	49
% Buses	0%	1.5%	0%	0%	1.4%	-	-	0%	0%	0%	0%	-
Bicycles on Road	0	5	0	0	4	-	0	0	0	0	2	6
% Bicycles on Road	0%	0.5%	0%	0%	2.4%	-	-	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	62
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	89.9%
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	7
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	10.1%

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

**20. Genesee and Liberty - TMC**

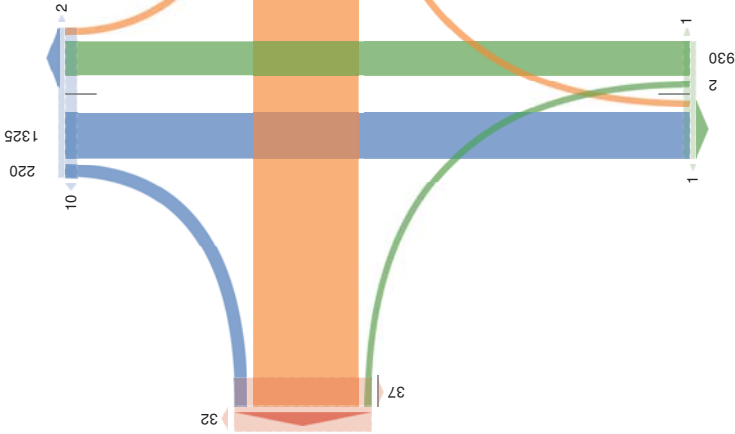
Thu Jul 19, 2018  
 Full Length (7AM-9AM, 4PM-6PM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York



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

**[N] Genesee St.**

Total: 2505  
 In: 1545 Out: 960



Out: 1831 In: 932  
 Total: 2263  
**[S] Genesee St.**

**20. Genesee and Liberty - TMC**

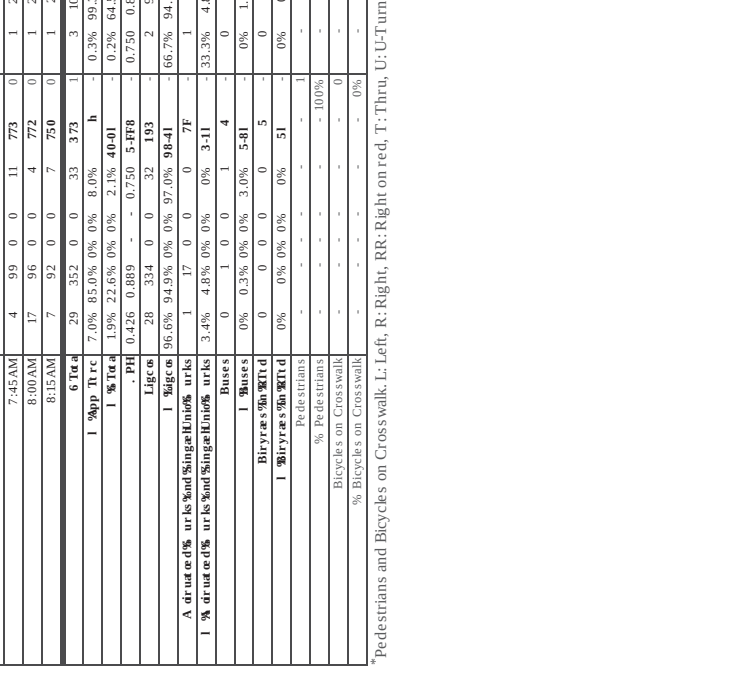
Thu Jul 19, 2018  
 AM Peak (7:30AM - 8:30AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York



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

**[E] Orskany St.**

Total: 3366  
 In: 3366 Out: 0



Out: 1831 In: 932  
 Total: 2263  
**[S] Genesee St.**

Leg. Direction	Genesee St. Southbound					Orskany St. Westbound							
	R	T	L	U	RR	R	T	L	U	RR	App	Ped*	
2018-07-19 7:30AM	1	65	0	0	11	22	1	0	263	0	0	1	403
7:45AM	4	99	0	0	11	773	0	1	289	2	0	0	494
8:00AM	17	96	0	0	4	772	0	1	242	0	0	0	431
8:15AM	7	92	0	0	7	750	0	1	212	1	0	0	473
<b>6 Total</b>	<b>29</b>	<b>352</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>373</b>	<b>1</b>	<b>3</b>	<b>1006</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>7571</b>
<b>1 %App Trc</b>	7.0%	85.0%	0.0%	0.0%	8.0%	h	-	0.3%	99.3%	0.3%	0%	0.1%	h
<b>1 %Tot</b>	1.9%	22.6%	0.0%	0.0%	2.1%	40.01	-	0.2%	64.5%	0.2%	0%	0.1%	08.51
<b>1 %PH</b>	0.426	0.889	-	-	0.750	5.478	-	0.750	0.870	0.375	-	0.250	5.478
<b>1 %Buses</b>	28	334	0	0	32	193	-	2	947	3	0	1	981
<b>1 %Bicycles</b>	96.6%	94.9%	0.0%	0.0%	97.0%	98.41	-	66.7%	94.1%	100%	0%	100%	93.71
<b>1 %Articulated Trucks</b>	1	17	0	0	0	7F	-	1	48	0	0	0	39
<b>1 %Articulated Trucks</b>	3.4%	4.8%	0.0%	0.0%	0%	3.11	-	33.3%	4.8%	0%	0%	0%	3.41
<b>1 %Buses</b>	0	1	0	0	1	4	-	0	11	0	0	0	77
<b>1 %Bicycles</b>	0%	0.3%	0%	0%	3.0%	5.81	-	0%	1.1%	0%	0%	0%	7.71
<b>1 %Articulated Trucks</b>	0	0	0	0	0	5	-	0	0	0	0	0	5
<b>1 %Pedestrians</b>	0%	0%	0%	0%	0%	51	-	0%	0%	0%	0%	0%	51
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-

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



**20. Genesee and Liberty - TMC**

Thu Jul 19, 2018  
 AM Peak (7:30AM - 8:30AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York  
 Coatesville, PA, 19320, US



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

Direction	Genesee St. Northbound					Liberty St. Eastbound						
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped* Int
2018-07-19 7:30AM	0	27	0	0	25	0	0	0	0	0	1	3
7:45AM	0	35	1	0	74	0	0	0	0	0	1	2
8:00AM	0	34	0	0	70	0	0	0	0	0	1	1
8:15AM	0	35	0	0	76	0	0	0	0	0	1	1
<b>9 Total</b>	<b>0</b>	<b>131</b>	<b>1</b>	<b>0</b>	<b>172</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>
% Approch	0%	99.2%	0.8%	0%	0%	0%	0%	0%	0%	0%	0%	0%
% Total	0%	8.4%	0.1%	0%	8.6%	0%	0%	0%	0%	0%	1%	0%
PHF	-	0.936	0.250	-	1.315	-	-	-	-	-	-	0.882
Lights	0	119	1	0	121	0	0	0	0	0	1	1467
% Lights	0%	90.8%	100%	0%	31.3%	0%	0%	0%	0%	0%	0%	94.1%
Articulated Trucks and Single-Unit Trucks	0	8	0	0	8	0	0	0	0	0	1	75
% Articulated Trucks and Single-Unit Trucks	0%	6.1%	0%	0%	4.1%	0%	0%	0%	0%	0%	1%	4.8%
Buses	0	3	0	0	7	0	0	0	0	0	1	16
% Buses	0%	2.3%	0%	0%	2.7%	0%	0%	0%	0%	0%	1%	1.0%
Bicycles To RTof	0	1	0	0	1	0	0	0	0	0	1	1
% Bicycles To RTof	0%	0.8%	0%	0%	1.8%	0%	0%	0%	0%	0%	0%	0.1%
Pedestrians	-	-	-	-	-	-	-	-	-	-	-	6
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	85.7%
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	1
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	14.3%

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

**20. Genesee and Liberty - TMC**

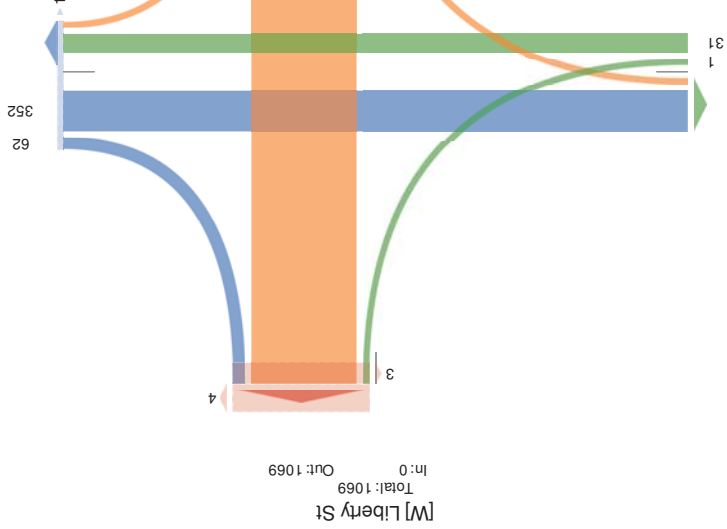
Thu Jul 19, 2018  
 AM Peak (7:30AM - 8:30AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York  
 Coatesville, PA, 19320, US



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

**[N] Genesee St.**

Total: 549  
 In: 414 Out: 135



Out: 355 In: 132  
 Total: 487

**[S] Genesee St.**



**20. Genesee and Liberty - TMC**  
 Thu Jul 19, 2018  
 FLengt (g/7AM4P6) C a84P6) C s  
 ) Li l7rgrg M&h5r ) s8hu7Sg TeunA 7U BkLkgay USTeunA, outgr. (gr grScTU, odhRlgr  
 LUwL7r, odhRlgr LUJ elrrv 7lA  
 ) Il C lmgI gU  
 D 46P9122, cLn7SLU4P5302855, a 63228108, B6q i Li g4y sH7. . gv NLeA  
 i L7Sgrndlg, ( ), 19520, yB

Id	W	T	C	Y	ww	App	(gr)	ww	App	(gr)	ww	App	(gr)
2018ab-a19 - #6) C	P 99	0	0	11	224	0	1	289	2	0	0	0	030
8400) C	1-	9*	0	0	227	0	1	272	0	0	0	0	049
846) C	-	92	0	0	215	0	1	212	1	0	0	0	024
8450) C	9	9*	0	0	229	0	5	19*	1	0	1	0	010
<b>6.104</b>	<b>5*</b>	<b>659</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>411</b>	<b>0</b>	<b>910</b>	<b>P</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>312</b>
% Appr Tch	8.2%	86.5%	0%	0%	*3%	-		0%	98.3%	0.3%	0%	0%	0.3%
% 6 Td	2.3%	2.23%	0%	0%	1.3%	0.32%		0.3%	*0.3%	0.5%	0%	0%	0.3%
% PH	0.3%	0.3%	0	0	1830	0	0.500	0.315	0.300	0	0.260	1824	
Lights	56	5*	5	0	28	405	6	88*	P	0	1	F37	
% Lights	98.3%	9.85%	0%	0%	9.3%	34.6%		85.5%	9.8%	100%	0%	100%	34.8%
Articulat d 6 rucks Ind Sngae-Unit 6 rucks	2	19	0	0	0	02	1	P8	0	0	0	0	43
% Articulat d 6 rucks Ind Sngae-Unit 6 rucks	6.3%	2.9%	0%	0%	0%	4.6%	1.3%	6.3%	0%	0%	0%	1.8%	
Buses	0	2	0	0	1	9	0	6	0	0	0	1	
% Buses	0%	0.35%	0%	0%	5.3%	1.8%	0%	0.5%	0%	0%	0%	1.8%	
Bicycles In Rtd	0	0	0	0	1	1	0	0	0	0	0	1	
% Bicycles In Rtd	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	1%	
(gr grScTU)	a	a	a	a	a	a	a	a	a	a	a	a	a
(gr grScTU)	a	a	a	a	a	a	a	a	a	a	a	a	a
o dhRlgr LUJ elrrv 7lA	a	a	a	a	a	a	a	a	a	a	a	a	100%
o dhRlgr LUJ elrrv 7lA	a	a	a	a	a	a	a	a	a	a	a	a	0
o dhRlgr LUJ elrrv 7lA	a	a	a	a	a	a	a	a	a	a	a	a	0%

( gr grScTU 7U odhRlgr LUJ elrrv 7lA 4c-gH5 w4wdkH5 ww4wdkH5 LUÜegr. T4Theu, y4yfueU



**20. Genesee and Liberty - TMC**  
 Thu Jul 19, 2018  
 FLengt (g/7AM4P6) C a84P6) C s  
 ) Li l7rgrg M&h5r ) s8hu7Sg TeunA 7U BkLkgay USTeunA, outgr. (gr grScTU, odhRlgr  
 LUwL7r, odhRlgr LUJ elrrv 7lA  
 ) Il C lmgI gU  
 D 46P9122, cLn7SLU4P5302855, a 63228108, B6q i Li g4y sH7. . gv NLeA  
 i L7Sgrndlg, ( ), 19520, yB

Id	W	T	C	Y	ww	App	(gr)	ww	App	(gr)	ww	App	(gr)
2018ab-a19 - #6) C	P 56	1	0	25	0	0	0	0	0	0	1	2	774
8400) C	0	5P	0	0	27	0	0	0	0	0	0	1	287
846) C	0	56	0	0	20	0	0	0	0	0	0	1	200
8450) C	0	P1	1	0	74	0	0	0	0	0	0	1	203
<b>6.104</b>	<b>0</b>	<b>186</b>	<b>2</b>	<b>0</b>	<b>873</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8071</b>
% Appr Tch	0*	9.3%	0*	0*	-	-		0*	0*	0*	0*	-	-
% 6 Td	0*	9.3%	0.3%	0*	8.0%			0*	0*	0*	0*	1%	
% PH	0	0.38P	0	0	a21	0	1	0	a21	0	0	0	0.3%
Lights	0	15%	2	0	a21			0	0	0	0	1	1P6
% Lights	0*	95.3%	100*	0*	82.8%			0*	0*	0*	0*	-	9P3*
Articulat d 6 rucks Ind Sngae-Unit 6 rucks	0	P	0	0	7			0	0	0	0	1	-P
% Articulat d 6 rucks Ind Sngae-Unit 6 rucks	0*	2.3%	0*	0*	4.3%			0*	0*	0*	0*	-	P3*
Buses	0	P	0	0	7			0	0	0	0	1	12
% Buses	0*	2.3%	0*	0*	4.3%			0*	0*	0*	0*	-	0.3*
Bicycles In Rtd	0	1	0	0	a			0	0	0	0	1	1
% Bicycles In Rtd	0*	0.3%	0*	0*	1.3%			0*	0*	0*	0*	-	0.3*
(gr grScTU)	a	a	a	a	a	a	a	a	a	a	a	a	a
(gr grScTU)	a	a	a	a	a	a	a	a	a	a	a	a	a
o dhRlgr LUJ elrrv 7lA	a	a	a	a	a	a	a	a	a	a	a	a	86.3*
o dhRlgr LUJ elrrv 7lA	a	a	a	a	a	a	a	a	a	a	a	a	1
o dhRlgr LUJ elrrv 7lA	a	a	a	a	a	a	a	a	a	a	a	a	1P5*

( gr grScTU 7U odhRlgr LUJ elrrv 7lA 4c-gH5 w4wdkH5 ww4wdkH5 LUÜegr. T4Theu, y4yfueU

**20. Genesee and Liberty - TMC**

Thu Jul 19, 2018  
 Forced Peak (7:45AM - 8:45AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements

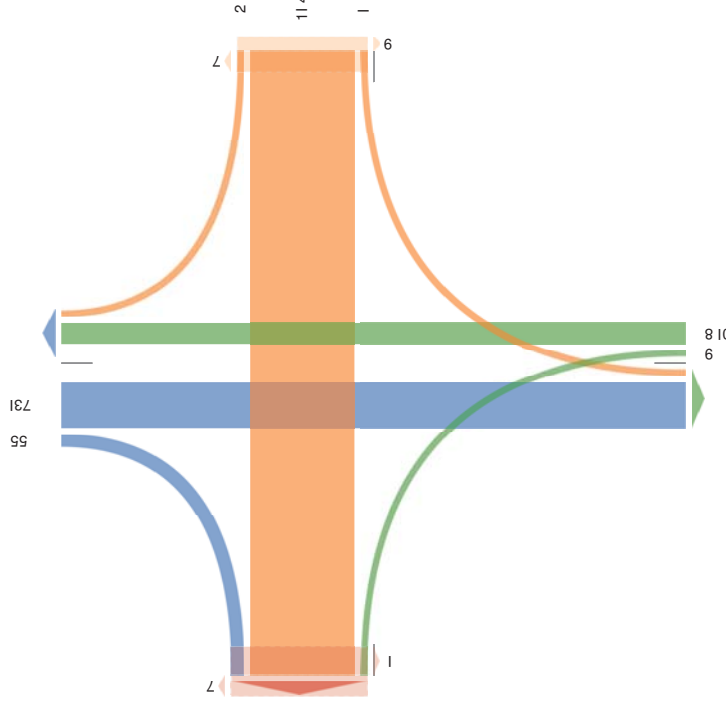
ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York



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

**[N] Genesee St.**

Total: 549  
 in: 184    Out: 089



**[M] Liberty St**  
 Total: 0443  
 in: 4    Out: 0443

O6t: 733    in: 012

Total: 878

**[S] Genesee St.**

**20. Genesee and Liberty - TMC**

Thu Jul 19, 2018  
 PM Peak (4:15PM - 5:15PM) - Overall Peak Hour  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements

ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York



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

Leg. Direction	Genesee St. Southbound						Oriskany St. Westbound							
	R	T	L	U	RR	App	Ped*	R	T	L	U	RR	App	Ped*
2018-07-19 4:15PM	8	101	0	0	4	224	2	1	189	0	0	0	203	1
4:30PM	15	76	0	0	5	07	0	2	216	0	0	0	921	1
4:45PM	5	88	0	0	1	05	2	1	189	0	0	0	203	2
5:00PM	11	99	0	0	5	226	1	5	217	0	0	0	999	0
<b>Total</b>	<b>39</b>	<b>364</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>521</b>	<b>5</b>	<b>9</b>	<b>811</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>193</b>	<b>4</b>
% Approach	9.3%	87.1%	0%	0%	3.6%	-	-	1.1%	98.9%	0%	0%	0%	0%	-
% Total	2.4%	22.6%	0%	0%	0.9%	<b>960</b> %	-	0.6%	50.3%	0%	0%	0%	<b>630</b> %	-
PH	0.650	0.901	-	-	0.750	<b>3030</b>	-	0.450	0.934	-	-	-	<b>3094</b>	-
FLI hg	37	359	0	0	15	522	-	9	783	0	0	0	809	-
% FLI hg	94.9%	98.6%	0%	0%	100%	<b>0184</b> %	-	100%	96.5%	0%	0%	0%	<b>0787</b> %	-
Articulated Truck and Single-Unit Truck	1	2	0	0	0	4	-	0	26	0	0	0	97	-
% Articulated Truck and Single-Unit Truck	2.6%	0.5%	0%	0%	0%	<b>38</b> %	-	0%	3.2%	0%	0%	0%	<b>489</b> %	-
Bugee	1	3	0	0	0	5	-	0	2	0	0	0	9	-
% Bugee	2.6%	0.8%	0%	0%	0%	<b>28</b> %	-	0%	0.2%	0%	0%	0%	<b>389</b> %	-
Bicyclng on Road	0	0	0	0	0	3	-	0	0	0	0	0	3	-
% Bicyclng on Road	0%	0%	0%	0%	0%	<b>3</b> %	-	0%	0%	0%	0%	0%	<b>3</b> %	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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



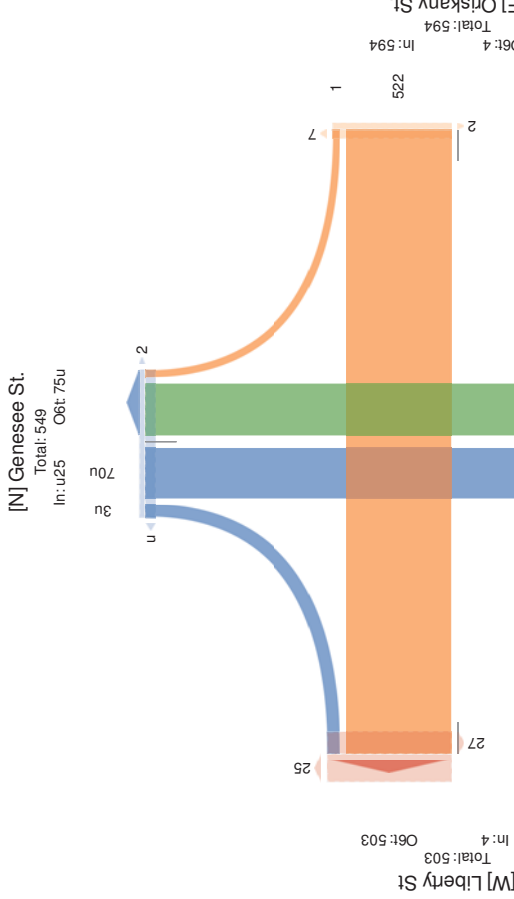
**20. Genesee and Liberty - TMC**  
 Thu Jul 19, 2018  
 PM Peak (4:15PM - 5:15PM) - Overall Peak Hour  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York  
 184 Baker Road,  
 Coatesville, PA, 19320, US

Leg	Genesee St. Northbound				Liberty St Eastbound								
	R	T	L	U	App	Ped*	Bicyc	Intr					
Time	0	87	0	0	25	0	0	0	0	0	1	8	741
2018-07-19 4:15PM	0	94	0	0	48	0	0	0	0	0	1	9	812
4:30PM	0	95	0	0	40	1	0	0	0	0	1	9	754
4:45PM	0	99	0	0	44	0	0	0	0	0	1	5	873
5:00PM	0	375	0	0	750	0	0	0	0	0	1	31	8387
6:00PM	0	100%	0%	0%	0%	h	0%	0%	0%	0%	h	-	-
1 % App	0%	23.2%	0%	0%	-7.1	-	0%	0%	0%	0%	11	-	-
1 % Ped*	0%	0.947	-	-	1.485	-	-	-	-	-	h	-	0.925
1 % Bicyc	0%	37.0	0%	0%	751	-	0%	0%	0%	0%	h	-	1573
1 % Intr	0%	98.7%	0%	0%	42.51	-	0%	0%	0%	0%	h	-	97.5%
A throug	0%	2	0	0	-	-	0%	0%	0%	0%	h	-	31
1 % throug	0%	0.5%	0%	0%	1.01	-	0%	0%	0%	0%	h	-	1.9%
1 % Buses	0%	2	0	0	-	-	0%	0%	0%	0%	h	-	8
1 % Bicyc	0%	0.5%	0%	0%	1.01	-	0%	0%	0%	0%	h	-	0.5%
1 % Pedestrians	0%	1	0	0	a	-	0%	0%	0%	0%	h	-	1
1 % Bicyc	0%	0.3%	0%	0%	1.71	-	0%	0%	0%	0%	h	-	0.1%
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	27
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	87.1%
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	12.9%

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



**20. Genesee and Liberty - TMC**  
 Thu Jul 19, 2018  
 PM Peak (4:15PM - 5:15PM) - Overall Peak Hour  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York  
 184 Baker Road,  
 Coatesville, PA, 19320, US





**20. Genesee and Liberty - TMC**  
 Wed Jul 18, 2018  
 Full Length (7AM-9AM, 4PM-6PM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York



Leg	Direction	Time	Genesee St. Northbound				Genesee St. Southbound									
			L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int	
		2:01B-07:19 7:00AM	0	29	0	0	16	1	0	40	5	0	8	28	0	155
		7:15AM	0	29	0	0	16	0	0	71	2	0	5	43	0	164
		7:30AM	0	27	0	0	14	0	0	65	1	0	11	44	0	853
		7:45AM	1	35	0	0	8	0	0	99	4	0	11	99	0	771
		Hourly Total	1	120	0	0	919	1	0	275	12	0	35	811	0	9848
		8:00AM	0	34	0	0	87	0	0	96	17	0	4	994	0	867
		8:15AM	0	35	0	0	82	0	0	92	7	0	7	905	0	822
		8:30AM	1	41	0	0	71	0	0	97	9	0	7	998	0	824
		8:45AM	0	46	0	0	75	0	0	92	10	0	3	902	0	879
		Hourly Total	1	156	0	0	924	0	0	377	43	0	21	779	0	9774
		9:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
		Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	9
		4:00PM	0	84	0	0	37	0	0	97	13	0	5	992	1	787
		4:15PM	0	87	0	0	34	0	0	101	8	0	4	998	2	860
		4:30PM	0	94	0	0	67	0	0	76	15	0	5	65	0	703
		4:45PM	0	95	0	0	62	1	0	88	5	0	1	67	2	846
		Hourly Total	0	360	0	0	850	1	0	362	41	0	15	793	5	9509
		5:00PM	0	99	0	0	66	0	0	99	11	0	5	992	1	785
		5:15PM	0	70	0	0	40	0	0	65	6	0	3	47	0	813
		5:30PM	0	61	0	0	59	0	0	79	9	0	6	67	3	893
		5:45PM	0	64	0	0	57	0	0	68	8	0	5	39	0	816
		Hourly Total	0	294	0	0	167	0	0	311	34	0	19	857	4	9799
		6:00PM	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
		Total	2	930	0	0	681	2	0	1325	130	0	90	927	12	2378
		% Approach	0.2%	99.8%	0%	0%	-	-	0%	85.8%	6.4%	0%	5.8%	-	-	-
		% Total	0%	15.9%	0%	0%	95.0%	-	0%	22.7%	2.2%	0%	1.5%	15.7%	-	-
		Lights	2	896	0	0	363	-	0	1284	123	0	86	9768	-	5591
		% Lights	100%	96.3%	0%	0%	65.7%	-	0%	96.9%	94.6%	0%	95.6%	65.5%	-	95.7%
		Articulated Trucks and Single-Unit Trucks	0	15	0	0	92	-	0	32	4	0	1	84	-	197
		% Articulated Trucks and Single-Unit Trucks	0%	1.6%	0%	0%	9.5%	-	0%	2.4%	3.1%	0%	1.1%	1.7%	-	3.4%
		Buses	0	14	0	0	97	-	0	8	3	0	3	97	-	49
		% Buses	0%	1.5%	0%	0%	9.2%	-	0%	0.6%	2.3%	0%	3.3%	0.6%	-	0.8%
		Bicycles on Road	0	5	0	0	2	-	0	1	0	0	0	9	-	6
		% Bicycles on Road	0%	0.5%	0%	0%	0.2%	-	0%	0.1%	0%	0%	0%	0.9%	-	0.1%
		Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	9
		% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	75.0%
		Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	3
		% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	25.0%

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

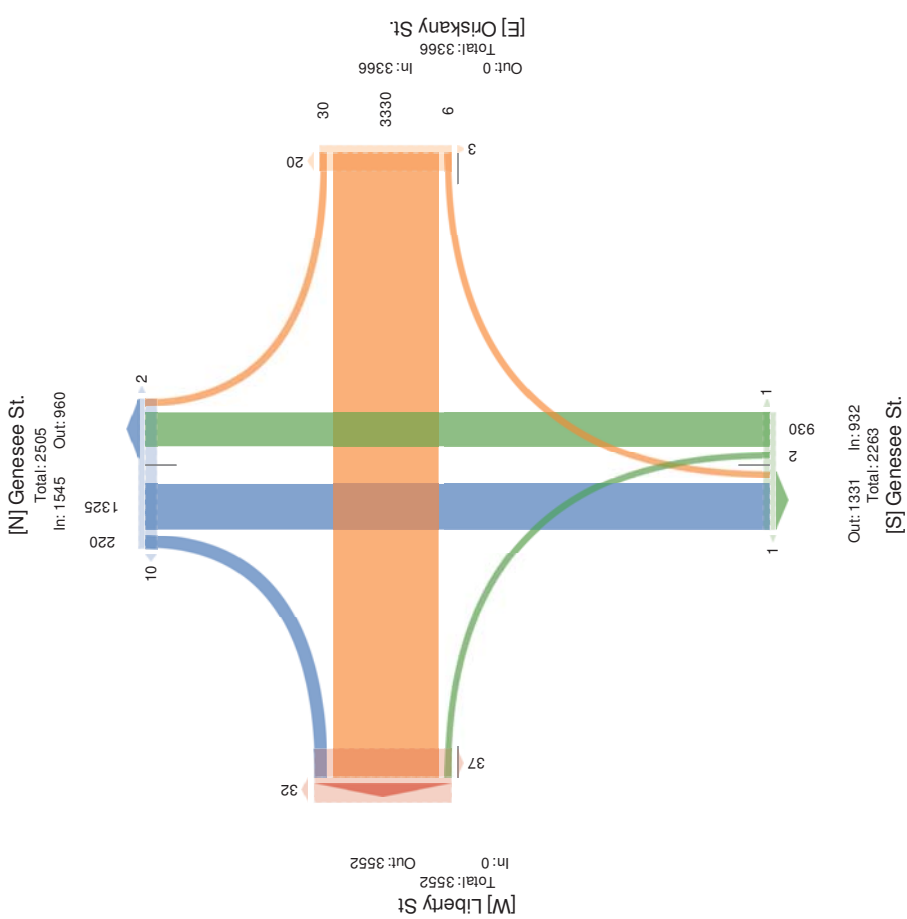


**20. Genesee and Liberty - TMC**  
 Thu Jul 19, 2018  
 Full Length (7AM-9AM, 4PM-6PM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York

**20. Genesee and Liberty - TMC**  
 Wed Jul 18, 2018  
 AM Peak (7:32AM) 03:2AMC  
 Aus idLaL7, getL8ArigdkkaTWddc(LkrtTsgnha)Ung Wddc(L8BdLaL8PaTaLrgrnL8BgycaL on RokTBgycaLon s rolLwkKc  
 AuhMovamamand.  
 ID35411, , 81ocktgn34- 9 2, 0--8) : 59 , 012085ga s oTa3Ujgk8, aw 6ort(

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

ProvgaT Ny3WgStka WKXgF  
 Dkt k8Inc9  
 s oktaLvgn8PA81 1-, 28US



**20. Genesee and Liberty - TMC**  
 Wed Jul 18, 2018  
 AM Peak (7:32AM) 03:2AMC  
 Aus idLaL7, getL8ArigdkkaTWddc(LkrtTsgnha)Ung Wddc(L8BdLaL8PaTaLrgrnL8BgycaL on RokTBgycaLon s rolLwkKc  
 AuhMovamamand.  
 ID35411, , 81ocktgn34- 9 2, 0--8) : 59 , 012085ga s oTa3Ujgk8, aw 6ort(

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

ProvgaT Ny3WgStka WKXgF  
 Dkt k8Inc9  
 s oktaLvgn8PA81 1-, 28US

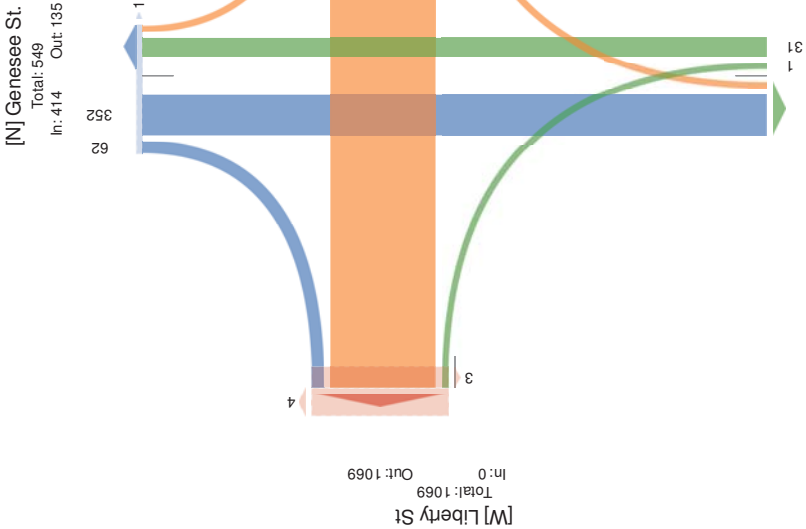
Direction	Mode	Count	Percentage
[N] Genesee St	Total	2505	
[N] Genesee St	In	1545	
[N] Genesee St	Out	960	
[W] Liberty St	Total	3552	
[W] Liberty St	In	2192	
[W] Liberty St	Out	352	
[E] Oriskany St	Total	3366	
[E] Oriskany St	In	3366	
[E] Oriskany St	Out	0	

**20. Genesee and Liberty - TMC**  
Thu Jul 19, 2018  
AM Peak (7:30AM - 8:30AM)  
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
All Movements  
ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York

Leg Direction	Genesee St. Northbound					Genesee St. Southbound								
	L	T	R	U	App	Ped*	L	T	R	U	RR	App	Ped*	Inrt
2018-07-19 7:30AM	0	27	0	0	25	0	0	65	1	0	11	55	1	174
7:45AM	1	35	0	0	17	0	0	99	4	0	11	880	0	002
8:00AM	0	34	0	0	10	0	0	96	17	0	4	885	0	130
8:15AM	0	35	0	0	16	0	0	92	7	0	7	897	0	166
<b>Total</b>	1	131	0	0	812	0	0	352	29	0	33	080	1	8663
<b>% Approach</b>	0.8%	99.2%	0%	0%	0%	-	0%	85.0%	7.0%	0%	8.0%	-	-	-
<b>% Total</b>	0.1%	8.4%	0%	0%	4.6%	-	0%	22.6%	1.9%	0%	2.1%	27.7%	-	-
<b>PHF</b>	0.250	0.936	-	-	9.385	-	-	0.889	0.426	-	0.750	9.446	-	0.882
<b>Lights</b>	1	119	0	0	829	-	0	334	28	0	32	130	-	1467
<b>% Lights</b>	100%	90.8%	0%	0%	39.3%	-	0%	94.9%	96.6%	0%	97.0%	36.2%	-	94.1%
<b>Articulated Trucks and Single-Unit Trucks</b>	0	8	0	0	4	-	0	17	1	0	0	84	-	75
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	6.1%	0%	0%	7.8%	-	0%	4.8%	3.4%	0%	0%	0.1%	-	4.8%
<b>Buses</b>	0	3	0	0	1	-	0	1	0	0	1	2	-	16
<b>% Buses</b>	0%	2.3%	0%	0%	2.1%	-	0%	0.3%	0%	0%	3.0%	9.6%	-	1.0%
<b>Bicycles on Road</b>	0	1	0	0	8	-	0	0	0	0	0	9	-	1
<b>% Bicycles on Road</b>	0%	0.8%	0%	0%	9.4%	-	0%	0%	0%	0%	0%	9%	-	0.1%
<b>Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	100%
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	0
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	0%

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

**20. Genesee and Liberty - TMC**  
Thu Jul 19, 2018  
AM Peak (7:30AM - 8:30AM)  
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
All Movements  
ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York



Out: 355 In: 132  
Total: 487  
[S] Genesee St.



**20. Genesee and Liberty - TMC**  
 Wed Jul 18, 2018  
 PM Peak (4:15PM - 5:15PM) - Overall Peak Hour  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York

Leg	Direction	Time	L	T	R	U	App	Ped*	L	T	R	U	RR	App	Ped*	Int
		20:18:07.19-4:15PM	0	87	0	0	25	0	0	101	8	0	4	117	2	748
		4:30PM	0	94	0	0	40	0	0	76	15	0	5	43	0	082
		4:45PM	0	95	0	0	46	1	0	88	5	0	1	40	2	754
		5:00PM	0	99	0	0	44	0	0	99	11	0	5	116	1	073
		<b>Total</b>	<b>0</b>	<b>375</b>	<b>0</b>	<b>0</b>	<b>756</b>	<b>1</b>	<b>0</b>	<b>364</b>	<b>39</b>	<b>0</b>	<b>15</b>	<b>012</b>	<b>5</b>	<b>1317</b>
		<b>% Approach</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>87.1%</b>	<b>9.3%</b>	<b>0%</b>	<b>3.6%</b>	<b>0%</b>	<b>0%</b>	<b>-</b>
		<b>% Total</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>23.2%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0.9%</b>
		<b>PHF</b>	<b>0</b>	<b>0.947</b>	<b>0</b>	<b>0</b>	<b>0.756</b>	<b>0.01</b>	<b>0</b>	<b>0.901</b>	<b>0.650</b>	<b>0</b>	<b>0.750</b>	<b>0.844</b>	<b>0</b>	<b>0.925</b>
		<b>Lights</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>359</b>	<b>37</b>	<b>0</b>	<b>15</b>	<b>011</b>	<b>0</b>	<b>1573</b>
		<b>% Lights</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>98.6%</b>	<b>94.9%</b>	<b>0%</b>	<b>100%</b>	<b>42.71</b>	<b>0</b>	<b>97.5%</b>
		<b>Articulated Trucks and Single-Unit Trucks</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>
		<b>% Articulated Trucks and Single-Unit Trucks</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0.5%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>8.51</b>	<b>0</b>	<b>1.9%</b>
		<b>Buses</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
		<b>% Buses</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0.8%</b>	<b>2.6%</b>	<b>0%</b>	<b>0%</b>	<b>1.81</b>	<b>0</b>	<b>0.5%</b>
		<b>Bicycles on Road</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
		<b>% Bicycles on Road</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0.1%</b>
		<b>Bicycles on Crosswalk</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>% Bicycles on Crosswalk</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>



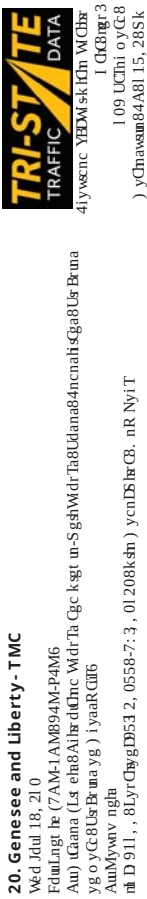
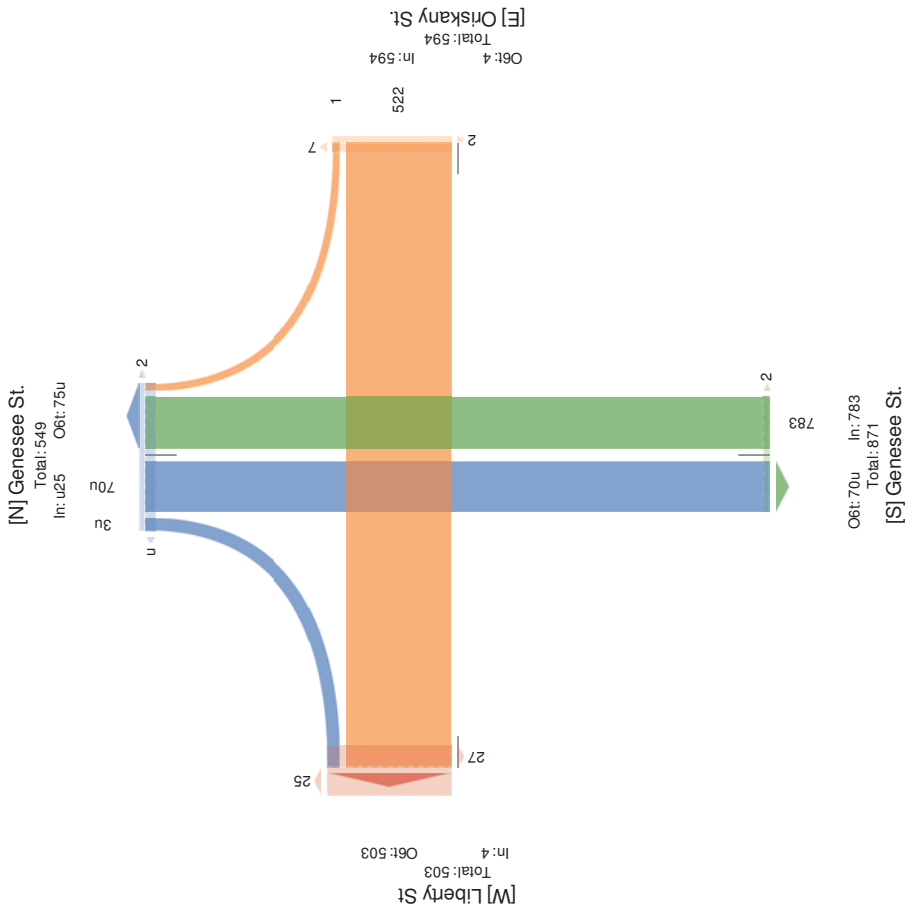
**20. Genesee and Liberty - TMC**  
 Thu Jul 19, 2018  
 PM Peak (4:15PM - 5:15PM) - Overall Peak Hour  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York

Leg	Direction	Time	L	T	R	U	App	Ped*	L	T	R	U	RR	App	Ped*	Int
		20:18:07.19-4:15PM	0	87	0	0	25	0	0	101	8	0	4	117	2	748
		4:30PM	0	94	0	0	40	0	0	76	15	0	5	43	0	082
		4:45PM	0	95	0	0	46	1	0	88	5	0	1	40	2	754
		5:00PM	0	99	0	0	44	0	0	99	11	0	5	116	1	073
		<b>Total</b>	<b>0</b>	<b>375</b>	<b>0</b>	<b>0</b>	<b>756</b>	<b>1</b>	<b>0</b>	<b>364</b>	<b>39</b>	<b>0</b>	<b>15</b>	<b>012</b>	<b>5</b>	<b>1317</b>
		<b>% Approach</b>	<b>0%</b>	<b>100%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>87.1%</b>	<b>9.3%</b>	<b>0%</b>	<b>3.6%</b>	<b>0%</b>	<b>0%</b>	<b>-</b>
		<b>% Total</b>	<b>0%</b>	<b>23.2%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>22.6%</b>	<b>2.4%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0.9%</b>
		<b>PHF</b>	<b>0</b>	<b>0.947</b>	<b>0</b>	<b>0</b>	<b>0.756</b>	<b>0.01</b>	<b>0</b>	<b>0.901</b>	<b>0.650</b>	<b>0</b>	<b>0.750</b>	<b>0.844</b>	<b>0</b>	<b>0.925</b>
		<b>Lights</b>	<b>0</b>	<b>370</b>	<b>0</b>	<b>0</b>	<b>756</b>	<b>0</b>	<b>0</b>	<b>359</b>	<b>37</b>	<b>0</b>	<b>15</b>	<b>011</b>	<b>0</b>	<b>1573</b>
		<b>% Lights</b>	<b>0%</b>	<b>98.7%</b>	<b>0%</b>	<b>0%</b>	<b>42.51</b>	<b>0%</b>	<b>0%</b>	<b>98.6%</b>	<b>94.9%</b>	<b>0%</b>	<b>100%</b>	<b>42.71</b>	<b>0</b>	<b>97.5%</b>
		<b>Articulated Trucks and Single-Unit Trucks</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
		<b>% Articulated Trucks and Single-Unit Trucks</b>	<b>0%</b>	<b>0.5%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0.5%</b>	<b>2.6%</b>	<b>0%</b>	<b>0%</b>	<b>8.51</b>	<b>0</b>	<b>1.9%</b>
		<b>Buses</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
		<b>% Buses</b>	<b>0%</b>	<b>0.5%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0.8%</b>	<b>2.6%</b>	<b>0%</b>	<b>0%</b>	<b>1.81</b>	<b>0</b>	<b>0.5%</b>
		<b>Bicycles on Road</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
		<b>% Bicycles on Road</b>	<b>0%</b>	<b>0.3%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0.1%</b>
		<b>Bicycles on Crosswalk</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>% Bicycles on Crosswalk</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>





**20. Genesee and Liberty - TMC**  
 Thu Jul 19, 2018  
 PM Peak (4:15PM - 5:15PM) - Overall Peak Hour  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York  
 Provided by: Tri-State Traffic Data, Inc.  
 184 Baker Road,  
 Coatesville, PA, 19320, US



**20. Genesee and Liberty - TMC**  
 Wed Jul 18, 2018  
 PM Peak (4:15PM - 5:15PM) - Overall Peak Hour  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York  
 Provided by: Tri-State Traffic Data, Inc.  
 184 Baker Road,  
 Coatesville, PA, 19320, US

Ln	Ln Description	Ln Type	Ln Count	Ln %	Ln Class	Ln Count	Ln %	Ln Class	Ln Count	Ln %	Ln Class
1	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
2	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
3	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
4	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
5	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
6	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
7	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
8	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
9	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
10	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
11	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
12	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
13	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
14	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
15	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
16	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
17	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
18	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
19	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
20	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
21	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
22	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
23	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
24	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
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30	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
31	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
32	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
33	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
34	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
35	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
36	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
37	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
38	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
39	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
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41	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
42	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
43	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
44	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
45	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
46	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
47	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
48	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
49	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
50	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
51	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
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54	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
55	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
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57	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
58	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
59	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
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73	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
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75	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
76	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
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83	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
84	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
85	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
86	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
87	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
88	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
89	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
90	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
91	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
92	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
93	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
94	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
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96	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
97	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
98	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1
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100	HydrtBWhCh	2	2	2	1	1	1	1	1	1	1



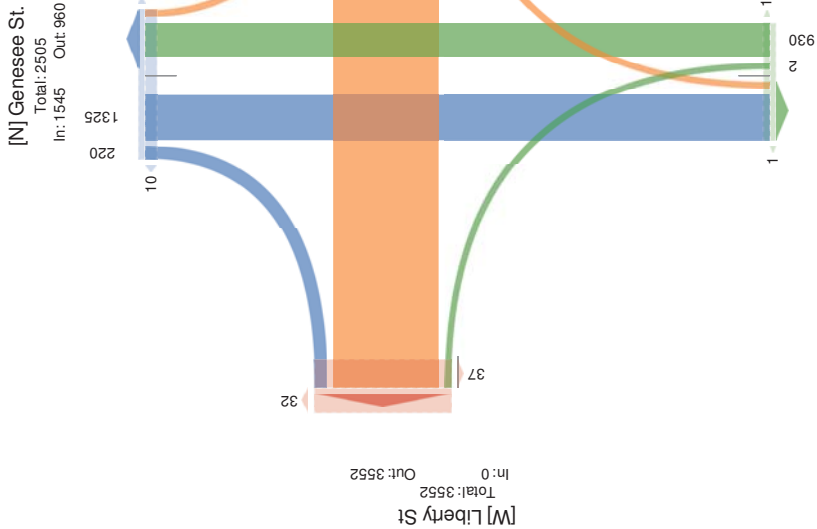
**20. Genesee and Liberty - TMC**  
 Thu Jul 19, 2018  
 Full Length (7AM-9AM, 4PM-6PM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York  
 184 Baker Road,  
 Coatesville, PA, 19320, US



**20. Genesee and Liberty - TMC**  
 Thu Jul 19, 2018  
 Full Length (7AM-9AM, 4PM-6PM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York  
 184 Baker Road,  
 Coatesville, PA, 19320, US

Leg Direction Time	Genesee St. Northbound					Genesee St. Southbound								
	L	T	R	U	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2018-07-19 7:00AM	0	29	0	0	16	1	0	40	5	0	8	28	0	155
7:15AM	0	29	0	0	16	0	0	71	2	0	5	43	0	164
7:30AM	0	27	0	0	14	0	0	65	1	0	11	44	1	853
7:45AM	1	35	0	0	85	0	0	99	4	0	11	997	0	771
Hourly Total	1	120	0	0	919	1	0	275	12	0	35	811	1	9848
8:00AM	0	34	0	0	87	0	0	96	17	0	4	994	0	867
8:15AM	0	35	0	0	82	0	0	92	7	0	7	995	0	822
8:30AM	1	41	0	0	71	0	0	97	9	0	7	998	0	824
8:45AM	0	46	0	0	75	0	0	92	10	0	3	902	2	879
Hourly Total	1	156	0	0	924	0	0	377	43	0	21	779	2	9774
9:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	9
4:00PM	0	84	0	0	37	0	0	97	13	0	5	992	1	787
4:15PM	0	87	0	0	34	0	0	101	8	0	4	998	2	860
4:30PM	0	94	0	0	67	0	0	76	15	0	5	65	0	703
4:45PM	0	95	0	0	62	1	0	88	5	0	1	67	2	846
Hourly Total	0	360	0	0	850	1	0	362	41	0	15	793	5	9599
5:00PM	0	99	0	0	66	0	0	99	11	0	5	992	1	785
5:15PM	0	70	0	0	40	0	0	65	6	0	3	47	0	813
5:30PM	0	61	0	0	59	0	0	79	9	0	6	67	3	893
5:45PM	0	64	0	0	57	0	0	68	8	0	5	39	0	816
Hourly Total	0	294	0	0	167	0	0	311	34	0	19	857	4	9799
6:00PM	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
Total	2	930	0	0	681	2	0	1325	130	0	90	9272	12	2378
% Approach	0.2%	99.8%	0%	0%	-	-	0%	85.8%	8.4%	0%	5.8%	-	-	
% Total	0%	15.9%	0%	0%	95.0%	-	0%	22.7%	2.2%	0%	1.5%	15.7%	-	
Lights	2	896	0	0	363	-	0	1284	123	0	86	9768	5591	
% Lights	100%	96.3%	0%	0%	65.7%	-	0%	96.9%	94.6%	0%	95.6%	65.5%	95.7%	
Articulate d Trucks and Single-Unit Trucks	0	15	0	0	92	-	0	32	4	0	1	84	197	
% Articulate d Trucks and Single-Unit Trucks	0%	1.6%	0%	0%	9.5%	-	0%	2.4%	3.1%	0%	1.1%	1.7%	3.4%	
Buses	0	14	0	0	97	-	0	8	3	0	3	97	49	
% Buses	0%	1.5%	0%	0%	9.2%	-	0%	0.6%	2.3%	0%	3.3%	0.8%	0.8%	
Bicycles on Road	0	5	0	0	2	-	0	1	0	0	0	9	6	
% Bicycles on Road	0%	0.5%	0%	0%	0.2%	-	0%	0.1%	0%	0%	0%	0.9%	0.1%	
Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	9	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	75.0%	
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	3	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	25.0%	

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



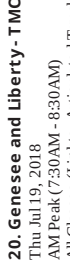
[W] Liberty St  
 In: 3552 Out: 37  
 Total: 3366  
 [N] Genesee St  
 In: 1545 Out: 960  
 Total: 2505  
 [S] Genesee St  
 In: 1331 Out: 2263  
 Total: 3366



**20. Genesee and Liberty - TMC**  
 Wed Jul 18, 2018  
 AM Peak (7:30AM - 8:30AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York

Leg	Direction	Genesee St. Northbound	Genesee St. Southbound
Time		L T R U App Ped*	L T R U App Ped*
7:45AM	2018-07-19 7:30AM	0 27 0 0 25 0	0 65 1 0 11 55
8:00AM	7:45AM	1 35 0 0 17 0	0 99 4 0 11 880
8:15AM	8:00AM	0 34 0 0 10 0	0 96 17 0 4 885
	8:15AM	0 35 0 0 16 0	0 92 7 0 7 887
	<b>Total</b>	<b>1 131 0 0 812 0</b>	<b>0 352 29 0 33 880</b>
	<b>% Approach</b>	<b>0.8% 99.2% 0% 0% -</b>	<b>0% 85.0% 7.0% 0% 8.0% -</b>
	<b>% Total</b>	<b>0.1% 8.4% 0% 0% 4.6%</b>	<b>0% 22.6% 1.9% 0% 2.1% 27.7%</b>
	<b>PHF</b>	<b>0.250 0.936 - - 9.385</b>	<b>- 0.889 0.426 - 0.750 9.446</b>
	<b>Lights</b>	<b>1 119 0 0 829</b>	<b>0 334 28 0 32 130</b>
	<b>% Lights</b>	<b>100% 90.8% 0% 0% 39.3%</b>	<b>0% 94.9% 96.6% 0% 97.0% 36.2%</b>
	<b>Articulated Trucks and Single-Unit Trucks</b>	<b>0 8 0 0 4</b>	<b>0 17 1 0 0 84</b>
	<b>% Articulated Trucks and Single-Unit Trucks</b>	<b>0% 6.1% 0% 0% 7.8%</b>	<b>0% 4.8% 3.4% 0% 0% 0.1%</b>
	<b>Buses</b>	<b>0 3 0 0 1</b>	<b>0 1 0 0 1 2</b>
	<b>% Buses</b>	<b>0% 2.3% 0% 0% 2.1%</b>	<b>0% 0.3% 0% 0% 3.0% 9.6%</b>
	<b>Bicycles on Road</b>	<b>0 1 0 0 8</b>	<b>0 0 0 0 0 9</b>
	<b>% Bicycles on Road</b>	<b>0% 0.8% 0% 0% 9.4%</b>	<b>0% 0% 0% 0% 0% 9%</b>
	<b>Pedestrians</b>	<b>- - - - - 0</b>	<b>- - - - - 0</b>
	<b>% Pedestrians</b>	<b>- - - - - 0%</b>	<b>- - - - - 100%</b>
	<b>Bicycles on Crosswalk</b>	<b>- - - - - 0</b>	<b>- - - - - 0</b>
	<b>% Bicycles on Crosswalk</b>	<b>- - - - - 0%</b>	<b>- - - - - 0%</b>

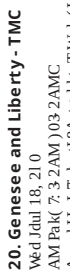
\* Pedestrians and Bicycles on Crosswalk: L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn



**20. Genesee and Liberty - TMC**  
 Thu Jul 19, 2018  
 AM Peak (7:30AM - 8:30AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York

Leg	Direction	Genesee St. Northbound	Genesee St. Southbound
Time		L T R U App Ped*	L T R U App Ped*
7:45AM	2018-07-19 7:30AM	0 27 0 0 25 0	0 65 1 0 11 55
8:00AM	7:45AM	1 35 0 0 17 0	0 99 4 0 11 880
8:15AM	8:00AM	0 34 0 0 10 0	0 96 17 0 4 885
	8:15AM	0 35 0 0 16 0	0 92 7 0 7 887
	<b>Total</b>	<b>1 131 0 0 812 0</b>	<b>0 352 29 0 33 880</b>
	<b>% Approach</b>	<b>0.8% 99.2% 0% 0% -</b>	<b>0% 85.0% 7.0% 0% 8.0% -</b>
	<b>% Total</b>	<b>0.1% 8.4% 0% 0% 4.6%</b>	<b>0% 22.6% 1.9% 0% 2.1% 27.7%</b>
	<b>PHF</b>	<b>0.250 0.936 - - 9.385</b>	<b>- 0.889 0.426 - 0.750 9.446</b>
	<b>Lights</b>	<b>1 119 0 0 829</b>	<b>0 334 28 0 32 130</b>
	<b>% Lights</b>	<b>100% 90.8% 0% 0% 39.3%</b>	<b>0% 94.9% 96.6% 0% 97.0% 36.2%</b>
	<b>Articulated Trucks and Single-Unit Trucks</b>	<b>0 8 0 0 4</b>	<b>0 17 1 0 0 84</b>
	<b>% Articulated Trucks and Single-Unit Trucks</b>	<b>0% 6.1% 0% 0% 7.8%</b>	<b>0% 4.8% 3.4% 0% 0% 0.1%</b>
	<b>Buses</b>	<b>0 3 0 0 1</b>	<b>0 1 0 0 1 2</b>
	<b>% Buses</b>	<b>0% 2.3% 0% 0% 2.1%</b>	<b>0% 0.3% 0% 0% 3.0% 9.6%</b>
	<b>Bicycles on Road</b>	<b>0 1 0 0 8</b>	<b>0 0 0 0 0 9</b>
	<b>% Bicycles on Road</b>	<b>0% 0.8% 0% 0% 9.4%</b>	<b>0% 0% 0% 0% 0% 9%</b>
	<b>Pedestrians</b>	<b>- - - - - 0</b>	<b>- - - - - 0</b>
	<b>% Pedestrians</b>	<b>- - - - - 0%</b>	<b>- - - - - 100%</b>
	<b>Bicycles on Crosswalk</b>	<b>- - - - - 0</b>	<b>- - - - - 0</b>
	<b>% Bicycles on Crosswalk</b>	<b>- - - - - 0%</b>	<b>- - - - - 0%</b>

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



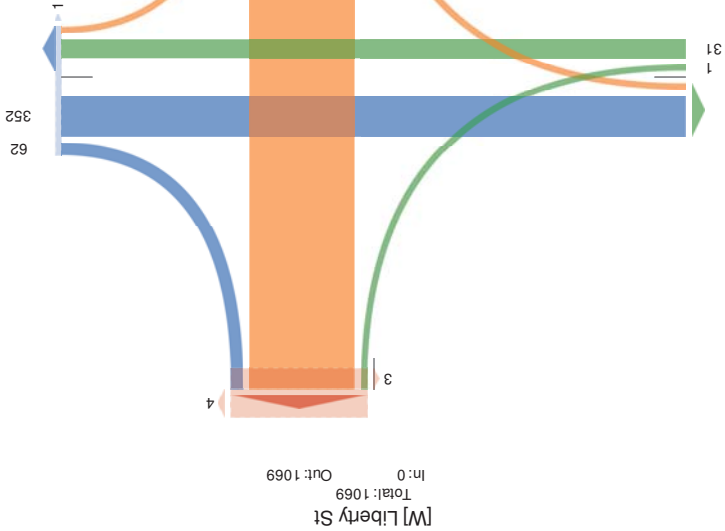
**20. Genesee and Liberty - TMC**  
 Wed Jul 18, 2018  
 AM Peak (7:30AM - 8:30AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York

Leg	Direction	Genesee St. Northbound	Genesee St. Southbound
Time		L T R U App Ped*	L T R U App Ped*
7:45AM	2018-07-19 7:30AM	0 27 0 0 25 0	0 65 1 0 11 55
8:00AM	7:45AM	1 35 0 0 17 0	0 99 4 0 11 880
8:15AM	8:00AM	0 34 0 0 10 0	0 96 17 0 4 885
	8:15AM	0 35 0 0 16 0	0 92 7 0 7 887
	<b>Total</b>	<b>1 131 0 0 812 0</b>	<b>0 352 29 0 33 880</b>
	<b>% Approach</b>	<b>0.8% 99.2% 0% 0% -</b>	<b>0% 85.0% 7.0% 0% 8.0% -</b>
	<b>% Total</b>	<b>0.1% 8.4% 0% 0% 4.6%</b>	<b>0% 22.6% 1.9% 0% 2.1% 27.7%</b>
	<b>PHF</b>	<b>0.250 0.936 - - 9.385</b>	<b>- 0.889 0.426 - 0.750 9.446</b>
	<b>Lights</b>	<b>1 119 0 0 829</b>	<b>0 334 28 0 32 130</b>
	<b>% Lights</b>	<b>100% 90.8% 0% 0% 39.3%</b>	<b>0% 94.9% 96.6% 0% 97.0% 36.2%</b>
	<b>Articulated Trucks and Single-Unit Trucks</b>	<b>0 8 0 0 4</b>	<b>0 17 1 0 0 84</b>
	<b>% Articulated Trucks and Single-Unit Trucks</b>	<b>0% 6.1% 0% 0% 7.8%</b>	<b>0% 4.8% 3.4% 0% 0% 0.1%</b>
	<b>Buses</b>	<b>0 3 0 0 1</b>	<b>0 1 0 0 1 2</b>
	<b>% Buses</b>	<b>0% 2.3% 0% 0% 2.1%</b>	<b>0% 0.3% 0% 0% 3.0% 9.6%</b>
	<b>Bicycles on Road</b>	<b>0 1 0 0 8</b>	<b>0 0 0 0 0 9</b>
	<b>% Bicycles on Road</b>	<b>0% 0.8% 0% 0% 9.4%</b>	<b>0% 0% 0% 0% 0% 9%</b>
	<b>Pedestrians</b>	<b>- - - - - 0</b>	<b>- - - - - 0</b>
	<b>% Pedestrians</b>	<b>- - - - - 0%</b>	<b>- - - - - 100%</b>
	<b>Bicycles on Crosswalk</b>	<b>- - - - - 0</b>	<b>- - - - - 0</b>
	<b>% Bicycles on Crosswalk</b>	<b>- - - - - 0%</b>	<b>- - - - - 0%</b>

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

**20. Genesee and Liberty - TMC**  
Thu Jul 19, 2018  
AM Peak (7:30AM - 8:30AM)  
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
All Movements  
ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York

**[N] Genesee St.**  
Total: 549  
In: 414 Out: 135



Out: 355 In: 132  
Total: 487

**[S] Genesee St.**

**20. Genesee and Liberty - TMC**

Wed Jul 18, 21  
ForePa kP7:4K5 AM5 -  
) uC(ssps: ;l;gels8) rictdMfPa Wdc7s (t a Th gPa t ihWdc7s8SdisPs6kPaPsht(t s8SicUcpS  
ot Bo(a8SicUcPs ot Crossy (P-  
) uis orPw PUb  
vmlM11, , 8Loc (hot I 4D 2, 0DD8A8M), 01208TtP CoaPln hC(8. Py 6or7

LPG mirPchot	LINPRLTH f(s)Modi a				b rts7(LUTB Ops)Modi a			
	L	W	B	n	L	W	B	n
.210.83A1 4E2K5	2	2	2	2	1	1	1	4
411M5	2	2	2	2	2	101	1	2
41D2K5	2	2	2	2	2	1*	2	2
44M5	2	2	2	2	2	101	1	2
<b>6 sba</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>
a lApp%o r	2%	2%	2%	2%	2%	109%	19%	2%
a l5 6D1	2%	2%	2%	2%	2%	M3%	2%	2%
B. P	A	A	A	A	2%	M3%	2%	2%
FU P	2	2	2	2	1	314	0	2
a lB r	2%	2%	2%	2%	2%	2910	2%	2%
a lB r	2%	2%	2%	2%	122%	1*5%	2%	2%
AVL uo EdIS % lgnodSint rcdMIS % l	2	2	2	2	2	.0	2	2
a lAVL uo EdIS % lgnodSint rcdMIS % l	2%	2%	2%	2%	2%	D8%	2%	2%
Buge g	2	2	2	2	2	1	2	2
a lBuge g	2%	2%	2%	2%	2%	2%	2%	2%
Bu y e glnRood	2	2	2	2	2	2	2	2
a lB u y e glnRood	2%	2%	2%	2%	2%	2%	2%	2%
RPaPsht(s	A	A	A	A	A	A	A	A
% kPaPsht(s	A	A	A	A	A	A	A	A
SicUcp ot Crossy (P	A	A	A	A	A	A	A	A
% SicUcp ot Crossy (P	A	A	A	A	A	A	A	A

kPaPsht(t s (t a SicUcPs ot Crossy (P9LLLPXBBI1BigeBBBB1Bigeht rPa8W Werd8n In.Adirt



**20. Genesee and Liberty - TMC**  
 Thu Jul 19, 2018  
 Forced Peak (4PM - 5PM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York

184 Baker Road,  
 Coatesville, PA, 19320, US

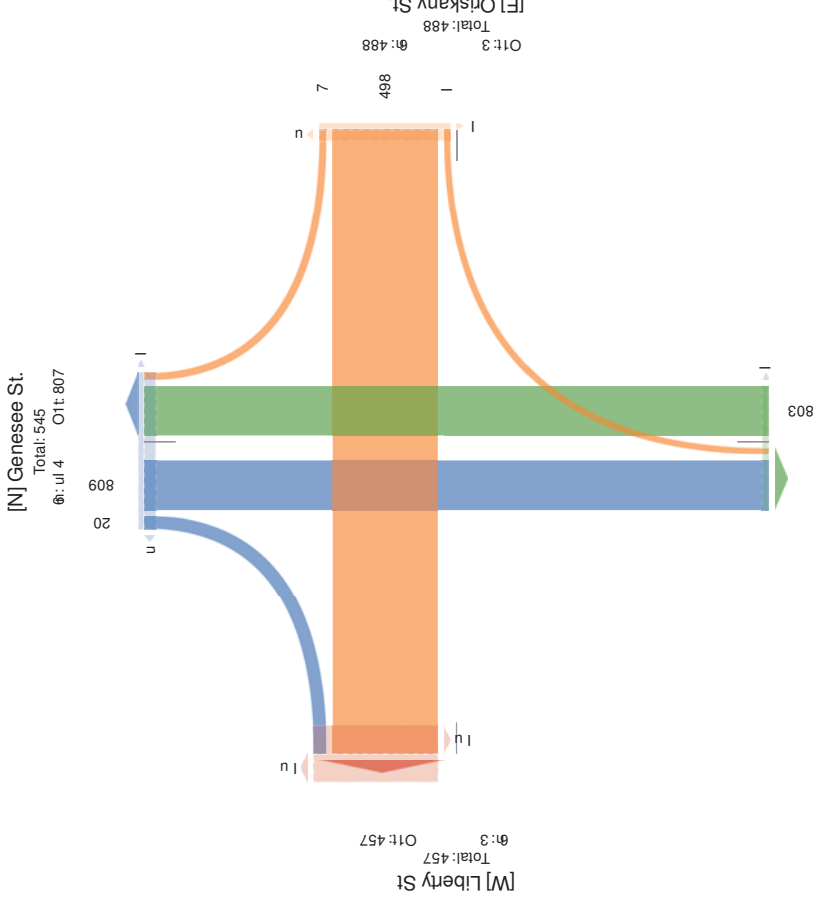
Leg Direction Time	Genesee St. Northbound					Genesee St. Southbound							
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Intr
2018-07-19 4:00PM	0	84	0	0	23	0	0	97	13	0	5	117	545
4:15PM	0	87	0	0	28	0	0	101	8	0	4	114	403
4:30PM	0	94	0	0	05	0	0	76	15	0	5	06	532
4:45PM	0	95	0	0	07	1	0	88	5	0	1	05	480
<b>9:16a</b>	<b>0</b>	<b>360</b>	<b>0</b>	<b>0</b>	<b>463</b>	<b>1</b>	<b>0</b>	<b>362</b>	<b>41</b>	<b>0</b>	<b>15</b>	<b>512</b>	<b>1611</b>
<b>1 % App</b>	0%	100%	0%	0%	h	-	0%	86.6%	9.8%	0%	3.6%	h	-
<b>1 % Tot</b>	0%	22.3%	0%	0%	--41	-	0%	22.5%	2.5%	0%	0.9%	-7.01	-
<b>PHF</b>	-	0.947	-	-	3.058	-	-	0.896	0.683	-	0.750	3.030	0.928
<b>1 % Trucks</b>	0%	35.3%	0%	0%	474	-	0%	35.6%	3.9%	0%	15	513	1567
<b>1 % Single-Unit Trucks</b>	0%	98.1%	0%	0%	02.11	-	0%	98.3%	95.1%	0%	100%	02.11	97.3%
<b>1 % Articulated Trucks</b>	0%	2	0	0	-	-	0%	3	1	0	0	5	34
<b>1 % Buses</b>	0%	2	0	0	3.61	-	0%	0.8%	2.4%	0%	0%	1.31	2.1%
<b>1 % Bicycles on Road</b>	0	3	0	0	4	-	0%	0.8%	2.4%	0%	0%	1.31	0.4%
<b>1 % Bicycles on Crosswalk</b>	0%	0.8%	0%	0%	3.21	-	0%	0%	0%	0%	0%	31	0.2%
<b>% Pedestrians</b>	-	-	-	-	-	1	-	-	-	-	-	-	3
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	100%	-	-	-	-	-	-	60.0%
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	2
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	40.0%

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



**20. Genesee and Liberty - TMC**  
 Thu Jul 19, 2018  
 Forced Peak (7P: 45P: A  
 MI - la) (e) (Gdhi) - Misculaied Truck) agd t (gLe4g Truck), (Suje), (Pede) (rsng), (Scttle)  
 og Board, (Scttle) og - ro) yalkA  
 MI: - oRekweg)  
 vml 579122, Coatsvg/17D028DD, 4 5.328108, t se - odeln ica, Ney York

187 Saker Road,  
 - oate) Rle, PM, 19D0, nt





**20. Genesee and Liberty - TMC**  
 Wed Jul 18, 2018  
 PM Peak (4:15PM - 5:15PM) - Overall Peak Hour  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York

Leg	Direction	Time	L	T	R	U	App	Ped*	L	T	R	U	RR	App	Ped*	Int
		20:18:07.19-4:15PM	0	87	0	0	25	0	0	101	8	0	4	117	2	748
		4:30PM	0	94	0	0	40	0	0	76	15	0	5	43	0	082
		4:45PM	0	95	0	0	46	1	0	88	5	0	1	40	2	754
		5:00PM	0	99	0	0	44	0	0	99	11	0	5	116	1	073
		<b>Total</b>	<b>0</b>	<b>375</b>	<b>0</b>	<b>0</b>	<b>756</b>	<b>1</b>	<b>0</b>	<b>364</b>	<b>39</b>	<b>0</b>	<b>15</b>	<b>012</b>	<b>5</b>	<b>1317</b>
		<b>% Approach</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>87.1%</b>	<b>9.3%</b>	<b>0%</b>	<b>3.6%</b>	<b>0%</b>	<b>0%</b>	<b>-</b>
		<b>% Total</b>	<b>2%</b>	<b>23.2%</b>	<b>0%</b>	<b>0%</b>	<b>-7.1%</b>	<b>-</b>	<b>0%</b>	<b>22.6%</b>	<b>2.4%</b>	<b>0%</b>	<b>0.9%</b>	<b>-6.4%</b>	<b>-</b>	<b>-</b>
		<b>Lights</b>	<b>0</b>	<b>370</b>	<b>0</b>	<b>0</b>	<b>758</b>	<b>-</b>	<b>0</b>	<b>359</b>	<b>37</b>	<b>0</b>	<b>15</b>	<b>011</b>	<b>-</b>	<b>1573</b>
		<b>% Lights</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>98.6%</b>	<b>94.9%</b>	<b>0%</b>	<b>100%</b>	<b>42.71</b>	<b>-</b>	<b>37.5%</b>
		<b>Articulated Trucks and Single-Unit Trucks</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>-</b>	<b>31</b>
		<b>% Articulated Trucks and Single-Unit Trucks</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>0.5%</b>	<b>0.5%</b>	<b>2.6%</b>	<b>0%</b>	<b>0%</b>	<b>8.51</b>	<b>-</b>	<b>1.9%</b>
		<b>Buses</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>8</b>
		<b>% Buses</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>0.5%</b>	<b>0.8%</b>	<b>2.6%</b>	<b>0%</b>	<b>0%</b>	<b>1.81</b>	<b>-</b>	<b>0.5%</b>
		<b>Bicycles on Road</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
		<b>% Bicycles on Road</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>0.3%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0.1%</b>
		<b>Bicycles on Crosswalk</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>
		<b>% Bicycles on Crosswalk</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>

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



**20. Genesee and Liberty - TMC**  
 Thu Jul 19, 2018  
 PM Peak (4:15PM - 5:15PM) - Overall Peak Hour  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York

Leg	Direction	Time	L	T	R	U	App	Ped*	L	T	R	U	RR	App	Ped*	Int
		20:18:07.19-4:15PM	0	87	0	0	25	0	0	101	8	0	4	117	2	748
		4:30PM	0	94	0	0	40	0	0	76	15	0	5	43	0	082
		4:45PM	0	95	0	0	46	1	0	88	5	0	1	40	2	754
		5:00PM	0	99	0	0	44	0	0	99	11	0	5	116	1	073
		<b>Total</b>	<b>0</b>	<b>375</b>	<b>0</b>	<b>0</b>	<b>756</b>	<b>1</b>	<b>0</b>	<b>364</b>	<b>39</b>	<b>0</b>	<b>15</b>	<b>012</b>	<b>5</b>	<b>1317</b>
		<b>% Approach</b>	<b>0%</b>	<b>100%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>87.1%</b>	<b>9.3%</b>	<b>0%</b>	<b>3.6%</b>	<b>0%</b>	<b>0%</b>	<b>-</b>
		<b>% Total</b>	<b>0%</b>	<b>23.2%</b>	<b>0%</b>	<b>0%</b>	<b>-7.1%</b>	<b>-</b>	<b>0%</b>	<b>22.6%</b>	<b>2.4%</b>	<b>0%</b>	<b>0.9%</b>	<b>-6.4%</b>	<b>-</b>	<b>-</b>
		<b>Lights</b>	<b>0</b>	<b>370</b>	<b>0</b>	<b>0</b>	<b>758</b>	<b>-</b>	<b>0</b>	<b>359</b>	<b>37</b>	<b>0</b>	<b>15</b>	<b>011</b>	<b>-</b>	<b>1573</b>
		<b>% Lights</b>	<b>0%</b>	<b>98.7%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>98.6%</b>	<b>94.9%</b>	<b>0%</b>	<b>100%</b>	<b>42.71</b>	<b>-</b>	<b>37.5%</b>
		<b>Articulated Trucks and Single-Unit Trucks</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>-</b>	<b>31</b>
		<b>% Articulated Trucks and Single-Unit Trucks</b>	<b>0%</b>	<b>0.5%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0.5%</b>	<b>0.5%</b>	<b>2.6%</b>	<b>0%</b>	<b>0%</b>	<b>8.51</b>	<b>-</b>	<b>1.9%</b>
		<b>Buses</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>8</b>
		<b>% Buses</b>	<b>0%</b>	<b>0.5%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0.8%</b>	<b>2.6%</b>	<b>0%</b>	<b>0%</b>	<b>1.81</b>	<b>-</b>	<b>0.5%</b>
		<b>Bicycles on Road</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
		<b>% Bicycles on Road</b>	<b>0%</b>	<b>0.3%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0.1%</b>
		<b>Bicycles on Crosswalk</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>
		<b>% Bicycles on Crosswalk</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>

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



**20. Genesee and Liberty - TMC**  
 Wed Jul 18, 2018  
 PM Peak (4:15PM - 5:15PM) - Overall Peak Hour  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549122, Location: 43.102833, -75.228108, Site Code: Utica, New York

Leg	Direction	Time	L	T	R	U	App	Ped*	L	T	R	U	RR	App	Ped*	Int
		20:18:07.19-4:15PM	0	87	0	0	25	0	0	101	8	0	4	117	2	748
		4:30PM	0	94	0	0	40	0	0	76	15	0	5	43	0	082
		4:45PM	0	95	0	0	46	1	0	88	5	0	1	40	2	754
		5:00PM	0	99	0	0	44	0	0	99	11	0	5	116	1	073
		<b>Total</b>	<b>0</b>	<b>375</b>	<b>0</b>	<b>0</b>	<b>756</b>	<b>1</b>	<b>0</b>	<b>364</b>	<b>39</b>	<b>0</b>	<b>15</b>	<b>012</b>	<b>5</b>	<b>1317</b>
		<b>% Approach</b>	<b>0%</b>	<b>100%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>87.1%</b>	<b>9.3%</b>	<b>0%</b>	<b>3.6%</b>	<b>0%</b>	<b>0%</b>	<b>-</b>
		<b>% Total</b>	<b>0%</b>	<b>23.2%</b>	<b>0%</b>	<b>0%</b>	<b>-7.1%</b>	<b>-</b>	<b>0%</b>	<b>22.6%</b>	<b>2.4%</b>	<b>0%</b>	<b>0.9%</b>	<b>-6.4%</b>	<b>-</b>	<b>-</b>
		<b>Lights</b>	<b>0</b>	<b>370</b>	<b>0</b>	<b>0</b>	<b>758</b>	<b>-</b>	<b>0</b>	<b>359</b>	<b>37</b>	<b>0</b>	<b>15</b>	<b>011</b>	<b>-</b>	<b>1573</b>
		<b>% Lights</b>	<b>0%</b>	<b>98.7%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>98.6%</b>	<b>94.9%</b>	<b>0%</b>	<b>100%</b>	<b>42.71</b>	<b>-</b>	<b>37.5%</b>
		<b>Articulated Trucks and Single-Unit Trucks</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>-</b>	<b>31</b>
		<b>% Articulated Trucks and Single-Unit Trucks</b>	<b>0%</b>	<b>0.5%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0.5%</b>	<b>0.5%</b>	<b>2.6%</b>	<b>0%</b>	<b>0%</b>	<b>8.51</b>	<b>-</b>	<b>1.9%</b>
		<b>Buses</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>8</b>
		<b>% Buses</b>	<b>0%</b>	<b>0.5%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0.8%</b>	<b>2.6%</b>	<b>0%</b>	<b>0%</b>	<b>1.81</b>	<b>-</b>	<b>0.5%</b>
		<b>Bicycles on Road</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
		<b>% Bicycles on Road</b>	<b>0%</b>	<b>0.3%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0.1%</b>
		<b>Bicycles on Crosswalk</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>
		<b>% Bicycles on Crosswalk</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>

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



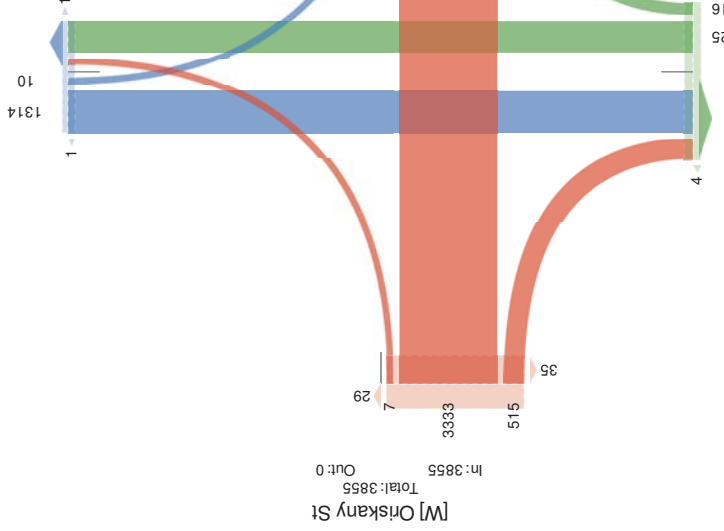
**21. Genesee & Oriskany - TMC**  
Thu Jul 19, 2018  
Full Length (7AM-9AM, 4PM-6PM)  
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
All Movements  
ID: 548868, Location: 43.102623, -75.228856, Site Code: Utica, New York

Leg Direction Time	Genesee St Northbound					Genesee St Southbound									
	L	T	R	U	RR	App	Pred*	L	T	R	U	RR	App	Pred*	In
2018-07-19 7:00AM	0	25	6	0	1	16	0	0	44	0	0	0	22	1	618
7:15AM	0	24	10	0	0	12	0	0	66	0	0	0	55	0	164
7:30AM	0	24	10	0	0	12	0	1	70	0	0	0	84	0	113
7:45AM	0	36	10	0	0	25	0	2	96	0	0	0	93	0	194
Hourly Total	0	113	32	0	1	425	0	3	276	0	0	0	689	1	4638
8:00AM	0	37	4	0	3	22	1	0	99	0	0	0	99	0	154
8:15AM	0	33	6	0	4	21	1	3	93	0	0	0	95	0	174
8:30AM	0	43	12	0	1	75	2	0	92	0	0	0	96	0	171
8:45AM	0	46	8	0	0	72	1	0	93	0	0	0	91	0	162
Hourly Total	0	159	30	0	8	498	5	3	377	0	0	0	430	0	4139
9:00AM	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
4:00PM	0	87	15	0	0	406	0	1	96	0	0	0	98	0	281
4:15PM	0	89	21	0	0	440	0	0	93	0	0	0	91	0	259
4:30PM	0	95	22	0	1	443	0	0	79	0	0	0	89	0	712
4:45PM	0	90	18	0	2	440	1	2	81	0	0	0	31	1	276
Hourly Total	0	361	76	0	3	220	1	3	349	0	0	0	176	1	4963
5:00PM	0	104	17	0	0	464	2	0	101	0	0	0	404	0	712
5:15PM	0	66	20	0	2	33	0	0	70	0	0	0	80	0	229
5:30PM	0	56	10	0	3	59	0	1	74	0	0	0	87	0	184
5:45PM	0	64	14	0	0	83	0	0	67	0	0	0	58	0	150
Hourly Total	0	290	61	0	5	175	2	1	312	0	0	0	141	0	4842
6:00PM	0	2	0	0	0	6	0	0	0	0	0	0	0	0	6
Hourly Total	0	2	0	0	0	6	0	0	0	0	0	0	0	0	6
Total	0	925	199	0	17	442	8	10	1314	0	0	0	4162	2	5160
% Approach	0%	81.3%	17.4%	0%	1.5%	-	-	0.8%	99.2%	0%	0%	0%	60.9%	-	-
% Total	0%	14.6%	3.1%	0%	0.3%	43.4%	-	0.2%	20.8%	0%	0%	0%	46.3%	-	6067
Lights	0	894	189	0	17	4400	-	10	1272	0	0	0	4636	-	96.0%
% Articulated Trucks and Single-Unit Trucks	0%	96.6%	95.0%	0%	100%	95.2%	-	100%	96.8%	0%	0%	0%	95.3%	-	205
% Articulated Trucks and Single-Unit Trucks	0%	2.1%	4.5%	0%	0%	6.7%	-	0%	2.4%	0%	0%	0%	6.1%	-	3.2%
Buses	0	10	0	0	0	40	-	0	10	0	0	0	40	-	43
% Buses on Road	0%	1.1%	0%	0%	0%	0.9%	-	0%	0.8%	0%	0%	0%	0.3%	-	0.7%
Bicycles on Road	0	2	1	0	0	1	-	0	1	0	0	0	4	-	5
% Bicycles on Road	0%	0.2%	0.5%	0%	0%	0.1%	-	0%	0.1%	0%	0%	0%	0.4%	-	0.1%
Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%

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

**21. Genesee & Oriskany - TMC**  
Thu Jul 19, 2018  
Full Length (7AM-9AM, 4PM-6PM)  
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
All Movements  
ID: 548868, Location: 43.102623, -75.228856, Site Code: Utica, New York

[N] Genesee St  
Total: 2256  
In: 1324 Out: 932







21. Genesee & Oriskany - TMC

Wed Jul 18, 2018
AM Peak (7:30 AM - 8:30 AM)
All s laLeL (ig hrl, Acgduharen TcaudkL, yuLeL, PeneLcgsL, y gldoleL
RS wRan, ygdoleLRS s cRLy alk
All MfereL eSL
183 yakec wban,
s RareLmgle, PA, 19, 20, BU

Table with columns: f ch (ksoLr), E aI nYRbSn, g, W, w, B, w, App, Pan\*. Rows include AM Peak, AM Off Peak, and various vehicle types like Buses, Trucks, and Bicycles.

10- yk(acwRbn8
L Rkrai rbnm 8PA81 19, 28BU



21. Genesee & Oriskany - TMC

Thu Jul 19, 2018
AM Peak (7:30 AM - 8:30 AM)
All s laLeL (ig hrl, Acgduharen TcaudkL, yuLeL, PeneLcgsL, y gldoleL
RS wRan, ygdoleLRS s cRLy alk
All MfereL eSL
183 yakec wban,
s RareLmgle, PA, 19, 20, BU

Table with columns: f ch (ksoLr), E aI nYRbSn, g, W, w, B, w, App, Pan\*. Rows include AM Peak, AM Off Peak, and various vehicle types like Buses, Trucks, and Bicycles.

183 yakec wban,
s RareLmgle, PA, 19, 20, BU

**21. Genesee & Oriskany - TMC**

Thu Jul 19, 2018  
 AM Peak (7:45AM - 8:45AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 548868, Location: 43.102623, -75.228856, Site Code: Utica, New York



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

**21. Genesee & Oriskany - TMC**

Wed Jul 18, 210  
 ForePa kP7:4K5 AM5 -  
 ) uC(ssPs: iLigels8) hictdM Pa Wdc7s (t a Th gPa t ihWdc7s8SdpsPs6kPaPsht(t s8SicUcp  
 of Bo(a8SicUcPs ot Crossy (P  
 ) uis orPw PUs  
 vmlM00D8Loc (hot I 493 2, D, 98A M8 , 00MB7tP CoaPl n hct 86 Py Nor7

LPg mirPchot	f ris7( t UTh Q shtodt a	L	W	B	n	BB	App	kPa*	L	W	B	n	BB	App	kPa*
.210R.A1-4122A5	2	.91	.99	2	1	240	1	2	2	2	2	2	2	2	3
41M65	2	.91	.99	2	1	240	1	2	2	2	2	2	2	2	3
41M65	2	.91	.99	2	1	240	1	2	2	2	2	2	2	2	3
41M65	2	.91	.99	2	1	240	1	2	2	2	2	2	2	2	3
6.664	1	1.2115	0.1	2	0.0	1197	0.0	2	2	2	2	2	2	2	3
% AppTch	23%	01.9%	02%	2%	1.3%	-	-	2%	2%	2%	2%	2%	2%	2%	-
% 6 Tu a	23%	M 3%	43%	2%	1.3%	18.5%	-	2%	2%	2%	2%	2%	2%	2%	3%
PHF	23 M	23 M	23 M	23 M	23 M	23 M	23 M	23 M	23 M	23 M	23 M	23 M	23 M	23 M	23 M
% Light	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
% Light	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Arduat ed 6 rucks t nd Singe-Unit6 rucks	2	.49	1	2	2	0.0	0.0	2	2	2	2	2	2	2	3
% Arduat ed 6 rucks t nd Singe-Unit6 rucks	2	.49	1	2	2	0.0	0.0	2	2	2	2	2	2	2	3
Buses	2	M	2	2	2	1	1	2	2	2	2	2	2	2	3
% Buses	2	M	2	2	2	1	1	2	2	2	2	2	2	2	3
Bicycles In RTD	2	2	2	2	2	3	3	2	2	2	2	2	2	2	3
% Bicycles In RTD	2	2	2	2	2	3	3	2	2	2	2	2	2	2	3
% Bicycles In RTD	2	2	2	2	2	3	3	2	2	2	2	2	2	2	3
% kPaPsht(s	A	A	A	A	A	A	A	11	A	A	A	A	A	A	A
SicUcPs ot Crossy(P	A	A	A	A	A	A	A	1.3	A	A	A	A	A	A	A
% SicUcPs ot Crossy(P	A	A	A	A	A	A	A	2.0	A	A	A	A	A	A	A



**21. Genesee & Oriskany - TMC**

Thu Jul 19, 2018

Forced Peak (4PM - 5PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 548838, Location: 4. 70232. , -N6Z28853, Site Code: Utica, Yew bork



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,

Coatesville, PA, 19, 20, US

Leg	Direction	% Genesee St Yorht found					% Genesee St South found										
		L	T	R	U	RR	App	Pred	Intr	L	T	R	U	RR	App	Pred	Intr
	2018-07-19 4:00PM	0	8N	15	0	0	251	0	1	93	0	0	0	0	74	0	840
	4:15PM	0	89	21	0	0	225	0	0	9	0	0	0	70	0	837	
	4:30PM	0	95	22	0	1	226	0	0	9	0	0	0	47	0	908	
	4:45PM	0	90	18	0	2	225	1	2	81	0	0	0	60	1	891	
	<b>Total</b>	<b>0</b>	<b>331</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>885</b>	<b>1</b>	<b>0</b>	<b>209</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2716</b>	
	% Approach	0%	82.0%	18.7%	0%	0.2%	-	-	0.2%	99.7%	0%	0%	0%	-	-	-	
	% Total	0%	18.7%	.7%	0%	0.2%	11.6%	-	0.2%	18.7%	0%	0%	0%	26.0%	-	-	
	PHE	-	0.950	0.834	-	0.7 NS	5.701	-	0.7 NS	0.909	-	-	-	5.754	-	0.901	
	Lights	0	-	5.3	NS	0	-	-	-	4.	0	0	0	0	0	18.3N	
	% Lights	0%	98.3%	98.7%	0%	100%	76.3%	-	100%	98.7%	0%	0%	0%	76.0%	-	93.3%	
	Articulated Trucks and Single-Unit Trucks	0	2	1	0	0	0	-	0	-	0	0	0	0	-	50	
	% Articulated Trucks and Single-Unit Trucks	0%	0.2%	1.7%	0%	0%	5.4%	-	0%	0.2%	0%	0%	0%	5.7%	-	2.3%	
	Buses	0	2	0	0	0	1	-	0	-	0	0	0	0	-	10	
	% Buses	0%	0.2%	0%	0%	0%	5.9%	-	0%	0.2%	0%	0%	0%	5.7%	-	0.75%	
	Bicycles on Road	0	1	0	0	0	2	-	0	0	0	0	0	5	-	1	
	% Bicycles on Road	0%	0.7%	0%	0%	0%	5.1%	-	0%	0%	0%	0%	0%	5%	-	0.7%	
	Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

5 Pedestrians and Bicycles on Crosswalk/L: LeG, R: Right, RR: Right on red, T: Thru, U: U-Turn

**21. Genesee & Oriskany - TMC**

Thu Jul 19, 2018

File: g7AM(4 P6(4 )

Client: g7AM(4 P6(4 )  
Cila/Pass Mchds, Ccdml/7dt TeamA, Btsgs, (gt gsd7ks, Bmynlgs  
Lk o L7t, Bmynlgs Lk a elssR7A)

City: 4 Lxgv gkb

DB-88: 8, 1 Ln7dlkD 5302: 25, P.6322886: , Stq a Lr gDUdh7, NgR YLeA



(elwt gt byDXeS0g, Te7fm  
1 70, m3

18- B7AeoL7,

a L7bsvdlg, (C, 19520, US

**[N] Genesee St**

Total: 256

In: 341 Out: 381

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[W] Oriskany St

Total: 538

In: 7 Out: 7

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[E] Oriskany St

Total: 5790

In: 7 Out: 7

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Out: 680 In: 667

Total: 970

[S] Genesee St



**21. Genesee & Oriskany - TMC**  
 Wed Jul 18, 2018  
 PM Peak (4:15PM - 5:15PM) - Overall Peak Hour  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 548838, Location: 4. 70232, -N522853, Site Code: Utica, Yew bork

**21. Genesee & Oriskany - TMC**  
 Thu Jul 19, 2018  
 PM Peak (4:15PM - 5:15PM) - Overall Peak Hour  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 548838, Location: 4. 70232, -N522853, Site Code: Utica, Yew bork

Direction	* enesee St Yorht found						* enesee St South found					
Time	L	T	R	U	RR	App	L	T	R	U	RR	App
2018-09-19 4:15PM	0	89	21	0	0	225	0	9	0	0	0	17
4:00PM	0	95	22	0	1	220	0	89	0	0	0	17
4:45PM	0	90	18	0	2	225	2	81	0	0	0	31
5:00PM	0	104	19	0	0	292	0	101	0	0	0	252
<b>Total</b>	<b>0</b>	<b>388</b>	<b>80</b>	<b>0</b>	<b>3</b>	<b>461</b>	<b>2</b>	<b>190</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>768</b>
% Approach	0%	82.4%	18.0%	0%	0.7%	100%	0%	92.4%	0%	0%	0%	100%
% Total	0%	19.0%	7.9%	0%	0.2%	97.2%	0.7%	1.8%	0%	0%	0%	23.1%
PHF	0	0.909	0.883	0	0.7	0.854	0.0250	0.883	0	0	0	5.002
Lights	0	N	NN	0	0	467	2	50	0	0	0	769
% Lights	0%	98.7%	98.7%	0%	100%	103.3%	100%	98.9%	0%	0%	0%	98.8%
Articulated Trucks and Single-Unit Trucks	0	2	1	0	0	7	0	1	0	0	0	2
% Articulated Trucks and Single-Unit Trucks	0%	0.5%	1.7%	0%	0%	5.3%	0%	0.7%	0%	0%	0%	5.7%
Buses	0	0	0	0	0	7	0	0	0	0	0	7
% Buses	0%	0%	0%	0%	0%	5.3%	0%	0%	0%	0%	0%	7.0%
Bicycles on Road	0	0	0	0	0	5	0	0	0	0	0	5
% Bicycles on Road	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	5%
Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-

Pedestrians and Bicycles on Crosswalk/L: Leg, R: Right, RR: Right on red, T: Thru, U: U-Turn



**21. Genesee & Oriskany - TMC**  
 Wed Jul 18, 2018  
 PM Peak (4:15PM - 5:15PM) - Overall Peak Hour  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 548838, Location: 4. 70232, -N522853, Site Code: Utica, Yew bork

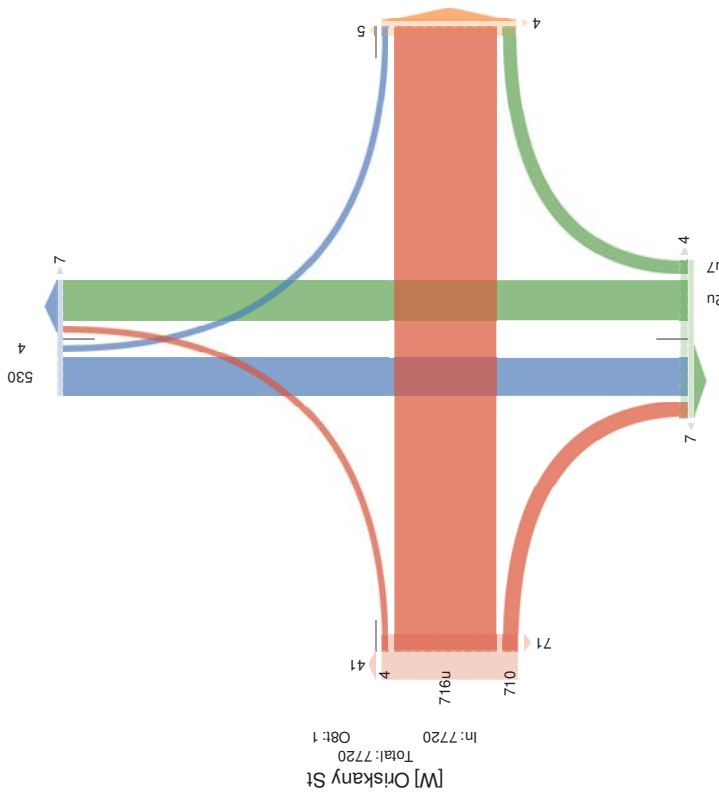
Direction	* enesee St Yorht found						* enesee St South found					
Time	L	T	R	U	RR	App	L	T	R	U	RR	App
2018-09-19 4:15PM	0	89	21	0	0	225	0	9	0	0	0	17
4:00PM	0	95	22	0	1	220	0	89	0	0	0	17
4:45PM	0	90	18	0	2	225	2	81	0	0	0	31
5:00PM	0	104	19	0	0	292	0	101	0	0	0	252
<b>Total</b>	<b>0</b>	<b>388</b>	<b>80</b>	<b>0</b>	<b>3</b>	<b>461</b>	<b>2</b>	<b>190</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>768</b>
% Approach	0%	82.4%	18.0%	0%	0.7%	100%	0%	92.4%	0%	0%	0%	100%
% Total	0%	19.0%	7.9%	0%	0.2%	97.2%	0.7%	1.8%	0%	0%	0%	23.1%
PHF	0	0.909	0.883	0	0.7	0.854	0.0250	0.883	0	0	0	5.002
Lights	0	N	NN	0	0	467	2	50	0	0	0	769
% Lights	0%	98.7%	98.7%	0%	100%	103.3%	100%	98.9%	0%	0%	0%	98.8%
Articulated Trucks and Single-Unit Trucks	0	2	1	0	0	7	0	1	0	0	0	2
% Articulated Trucks and Single-Unit Trucks	0%	0.5%	1.7%	0%	0%	5.3%	0%	0.7%	0%	0%	0%	5.7%
Buses	0	0	0	0	0	7	0	0	0	0	0	7
% Buses	0%	0%	0%	0%	0%	5.3%	0%	0%	0%	0%	0%	7.0%
Bicycles on Road	0	0	0	0	0	5	0	0	0	0	0	5
% Bicycles on Road	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	5%
Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-

Pedestrians and Bicycles on Crosswalk/L: Leg, R: Right, RR: Right on red, T: Thru, U: U-Turn

**21. Genesee & Oriskany - TMC**  
 Thu Jul 19, 2018  
 PM Peak (4:15PM - 5:15PM) - Overall Peak Hour  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 548868, Location: 43.102623, -75.228856, Site Code: Utica, New York



**[N] Genesee St**  
 Total: 256  
 In: 536    Out: 511



**[W] Oriskany St**  
 Total: 720  
 In: 720    Out: 720



**[E] Oriskany St**  
 Total: 737  
 In: 737    Out: 737



**22. Genesee and Lafayette/Bleeker - TMC**

Wed Jul 18, 2018  
 PM Peak (4:15PM - 5:15PM) - Overall Peak Hour  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 548868, Location: 43.102623, -75.228856, Site Code: Utica, New York



**[S] Genesee St**  
 Total: 972  
 In: 972    Out: 972

Class	In	Out
Articulated Trucks and Single-Unit Trucks	4	4
Buses	4	4
Bicycles on Road	4	4
Bicycles on Crosswalk	4	4
Pedestrians	4	4
Single-Unit Trucks	4	4
Trucks	4	4
Other	4	4
<b>Total</b>	<b>972</b>	<b>972</b>

**[W] Oriskany St**  
 Total: 720  
 In: 720    Out: 720



**[E] Oriskany St**  
 Total: 737  
 In: 737    Out: 737

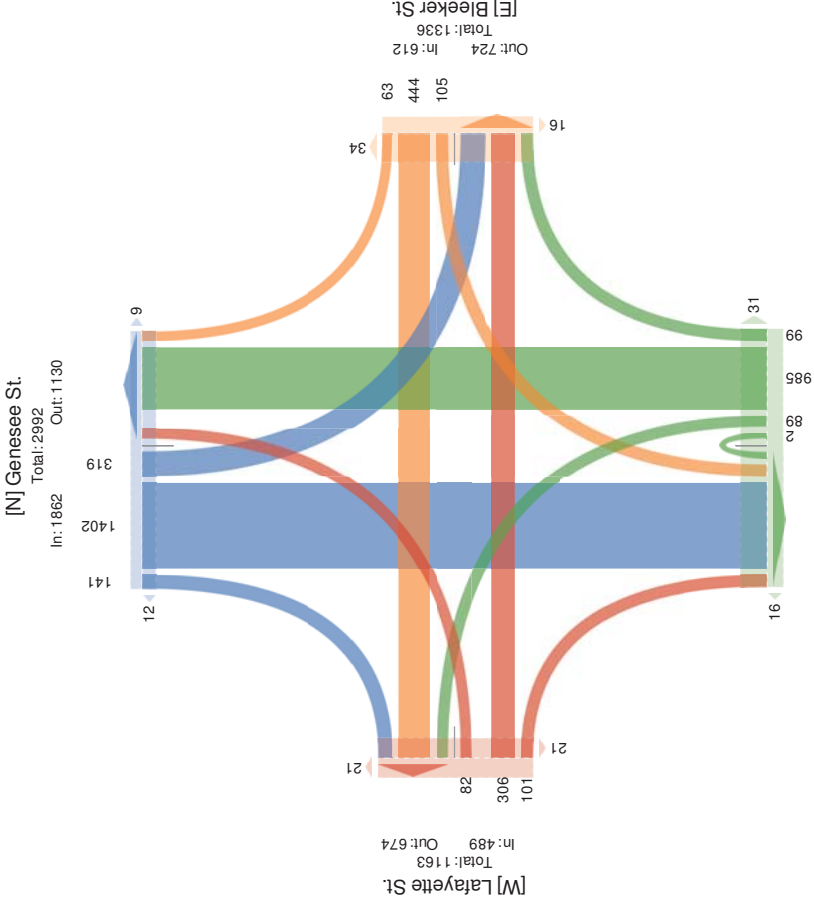


**22. Genesee and Lafayette/Bleeker - TMC**  
Thu Jul 19, 2018  
Full Length (7AM-9AM, 4PM-6PM)  
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
All Movements  
ID: 549123, Location: 43.102033, -75.229804, Site Code: Utica, New York

Leg Direction	Genesee St.										Genesee St. Southbound				
	L	T	R	U	RR	App	Ped*	In	T	R	U	RR	App	Ped*	In
2018-07-19 7:00AM	3	29	2	0	0	16	0	16	54	6	0	0	28	0	514
7:15AM	3	28	0	0	0	15	2	17	75	10	0	0	539	0	574
7:30AM	2	31	1	0	0	16	2	16	85	6	0	0	532	3	522
7:45AM	5	36	5	0	0	68	3	19	107	8	0	3	512	1	918
Hourly Total	13	124	8	0	0	567	7	68	321	30	0	3	699	4	255
8:00AM	2	41	3	0	0	68	2	21	101	11	0	0	511	0	963
8:15AM	5	37	5	0	0	62	2	17	118	6	0	1	569	1	982
8:30AM	6	44	7	1	0	70	4	24	100	13	0	0	512	0	926
8:45AM	4	45	7	0	0	78	0	20	108	9	0	2	514	2	986
Hourly Total	17	167	22	1	0	932	8	82	427	39	0	3	775	3	5367
9:00AM	0	0	0	0	0	3	0	0	0	0	0	0	3	0	3
Hourly Total	0	0	0	0	0	3	0	0	0	0	0	0	3	0	3
4:00PM	12	89	16	0	0	552	3	25	101	14	0	0	563	3	1011
4:15PM	7	99	8	0	1	557	3	28	89	14	0	0	515	1	190
4:30PM	10	103	8	0	0	595	5	27	76	5	0	1	534	0	1111
4:45PM	6	103	5	0	0	556	13	21	60	3	0	2	538	4	132
Hourly Total	35	394	37	0	1	682	24	101	346	36	0	3	608	8	5175
5:00PM	8	104	12	0	0	596	1	17	98	11	0	0	598	3	162
5:15PM	3	78	11	1	0	41	3	18	70	5	0	0	41	0	968
5:30PM	8	58	4	0	0	23	4	16	64	4	0	2	08	2	934
5:45PM	5	60	4	0	0	84	0	17	76	4	0	1	40	1	994
Hourly Total	24	300	31	1	0	178	8	66	308	24	0	3	631	6	5315
6:00PM	0	0	0	0	0	3	0	0	0	0	0	0	3	0	3
Hourly Total	0	0	0	0	0	3	0	0	0	0	0	0	3	0	3
Total	89	985	98	2	1	5527	47	319	1402	129	0	12	5089	21	6510
% Approach	7.6%	83.8%	8.3%	0.2%	0.1%	-	-	17.1%	75.3%	6.9%	0%	0.6%	-	-	-
% Total	2.2%	23.8%	2.4%	0%	0%	90.6%	-	7.7%	33.9%	3.1%	0%	0.3%	67.3%	-	-
Lights	88	963	97	2	1	5575	-	310	1370	125	0	12	5052	-	3994
% Lights	98.9%	97.8%	99.0%	100%	100%	40.3%	-	97.2%	97.7%	96.9%	0%	100%	42.8%	-	96.5%
Articulated Trucks and Single-Unit Trucks	1	17	1	0	0	54	-	7	26	3	0	0	18	-	69
% Articulated Trucks and Single-Unit Trucks	1.1%	1.7%	1.0%	0%	0%	5.8%	-	2.2%	1.9%	2.3%	0%	0%	5.4%	-	1.7%
Buses	0	3	0	0	0	1	-	2	6	1	0	0	4	-	71
% Buses	0%	0.3%	0%	0%	0%	3.1%	-	0.5%	0.4%	0.8%	0%	0%	3.7%	-	1.7%
Bicycles on Road	0	2	0	0	0	9	-	0	0	0	0	0	3	-	4
% Bicycles on Road	0%	0.2%	0%	0%	0%	3.9%	-	0%	0%	0%	0%	0%	3%	-	0.1%
Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66.7%
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33.3%

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

**22. Genesee and Lafayette/Bleeker - TMC**  
Thu Jul 19, 2018  
Full Length (7AM-9AM, 4PM-6PM)  
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
All Movements  
ID: 549123, Location: 43.102033, -75.229804, Site Code: Utica, New York





22. Genesee and Lafayette/Bleeker - TMC

Wed Jul 18, 2018  
Forced Peak (4M6) (C8M5) A S  
...  
ID5MAL1, 688goc(ton5A63 2, 2668GAM, 102A58P) LoaP5UTr(8. Pw.9or7

Table with columns: W, R, U, RR, APP, kPaE, g, W, R, U, RR, APP, kPaE. Rows include: % Approach, % Buses, % Bicycles In Road, % Bicycles In Road, % Pedestrians, % Articulated 9 rucks and Single-Unit 9 rucks, % Articulated 9 rucks and Single-Unit 9 rucks.



22. Genesee and Lafayette/Bleeker - TMC

Thu Jul 19, 2018  
Forced Peak (4M6) A C8M5) A S  
...  
:3 M- 912. , gocafoUM. 7020. . , G522980. - B6S Lode M Sea, Nem York

Table with columns: Ge Utee BS7, Ge Utee BS7, B, T, Y, Y, vw, App, Ped, Int. Rows include: % Approach, % Buses, % Bicycles In Road, % Bicycles In Road, % Pedestrians, % Articulated 9 rucks and Single-Unit 9 rucks, % Articulated 9 rucks and Single-Unit 9 rucks.



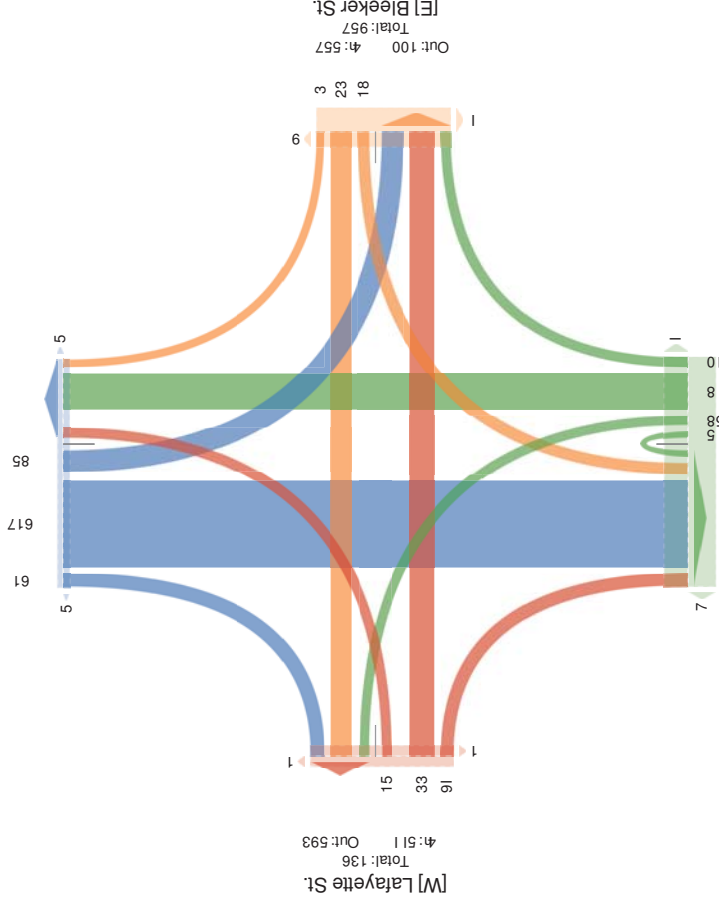
Provided by: Tri-State Traffic Data, Inc.  
184 Baker Road,  
Coatesville, PA, 19320, US

**22. Genesee and Lafayette/Bleeker - TMC**

Thu Jul 19, 2018  
Forced Peak (7:45AM - 8:45AM)  
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
All Movements  
ID: 549123, Location: 43.102033, -75.229804, Site Code: Utica, New York

[N] Genesee St.

Total: 292  
4: 163 Out: 588



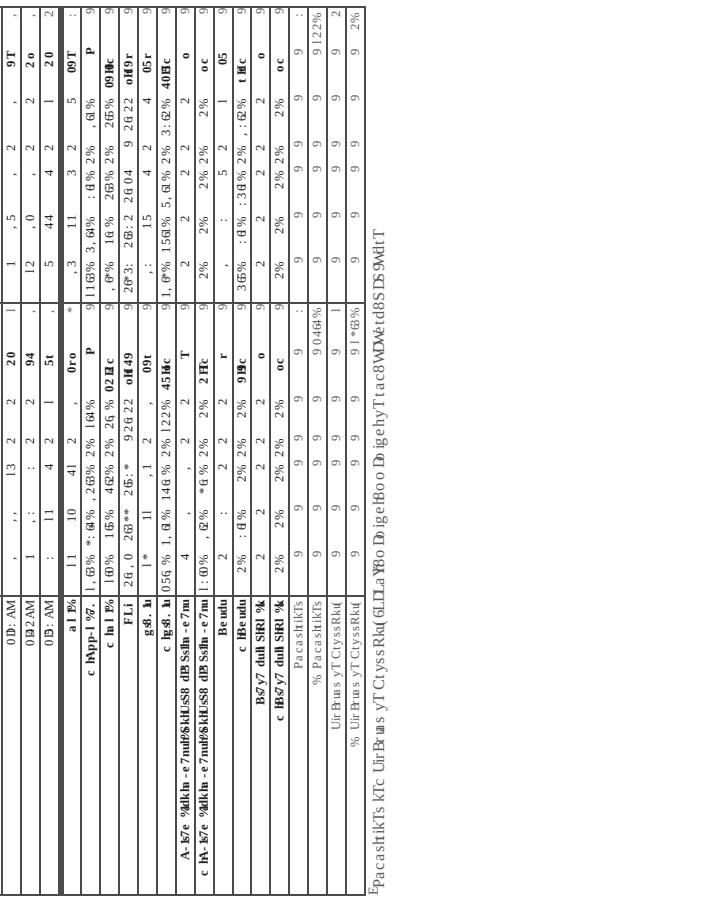
Out: 630 4: 532  
Total: 782  
[S] Genesee St.

**22. Genesee and Lafayette/Bleeker - TMC**

Wed Jul 18, 2018  
AM Peak (-0AM 91AM)  
All Classes (-Ligehs8Atirldkbc Wdr(s kTc nTigau55 TihWdr(s8Udsas6PacastriKts8UirBras yTo ykc8UirBras yT CtyssRkt))  
AuhMyvav a Tib  
nD 511, 48LyrklyTD546 2, 244899: 6 , 10258niba Cyca DS hrrk8, aR 7 yt(

[W] Lafayette St.

Total: 136  
4: 511 Out: 593



Out: 630 4: 532  
Total: 782  
[S] Genesee St.



105 Uk(at o ykc8  
Cykhsvaim 8PA81 14, 285 n

Lag	LkXblhm n16 bksNvdTc	L	W	o	S	oo	App	PacE	L	W	o	S	oo	App	PacE	
Wvz	.210P231 1 0D2AM	4	4	*	2	1	25	1	5	15	2	2	1	04	1	
	0D: AM	1	1	13	2	2	20	1	1	5	2	2	2	9T	1	
	0B2AM	1	1	2	2	94	1	12	0	0	2	2	2	2o	1	
	0B: AM	1	1	4	2	1	5t	1	5	44	4	2	1	2o	2	
	a1 %	11	10	41	2	0ro	*	3	11	3	2	5	00T	1	5	
	c hlyp-1 %	1	65%	4%	26%	2%	16%	P	9	116%	3	6%	2%	46%	P	
	c la 1 %	10%	16%	46%	2%	26%	02 Hc	5	6%	16%	26%	2%	26%	09 Hc	5	
	FLI	26	0	26**	26:	* 926 22	oH49	9	26*3:	26:2	26 04	9	26 22	oH0r	9	
	gsf: h	1*	11	1	2	091	9	1:	15	4	2	4	05r	9		
	c lgs8: h	056	% 1	6%	146	% 2%	122%	45Mc	9	1.6%	156%	5	6%	2%	3:6%	40Bc
	A-57e %alkh-e7mub6hLS8 dBS Salm-e7m	4	4	2	2	2	2	T	9	2	2	2	2	2	2	o
	c hA-57e %alkh-e7mub6hLS8 dBS Salm-e7m	1	10%	6%	*6%	2%	2%	2 Hc	9	2%	2%	2%	2%	2%	2%	o
	Be wdu	2	:	2	2	2	2	r	9	:	5	2	1	05	9	
	c hBe wdu	2%	:	6%	2%	2%	2%	9 Bc	5	36%	:	316	% 2%	1: 6%	1 Mc	
	BSY7 duth SRI %	2	2	2	2	2	2	o	9	2	2	2	2	2	2	o
	c hBSY7 duth SRI %	2%	2%	2%	2%	2%	2%	oc	9	2%	2%	2%	2%	2%	2%	oc
	PacastriKts	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9
	% PacastriKts	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9
	UirBras yT CtyssRkt	9	9	9	9	9	9	9	1	9	9	9	9	9	9	9
	% UirBras yT CtyssRkt	9	9	9	9	9	9	9	1	9	9	9	9	9	9	9

UirBras yT CtyssRkt 6LLaYBo D igeHy Ttrac8WdM6rd8SLS9Mdt

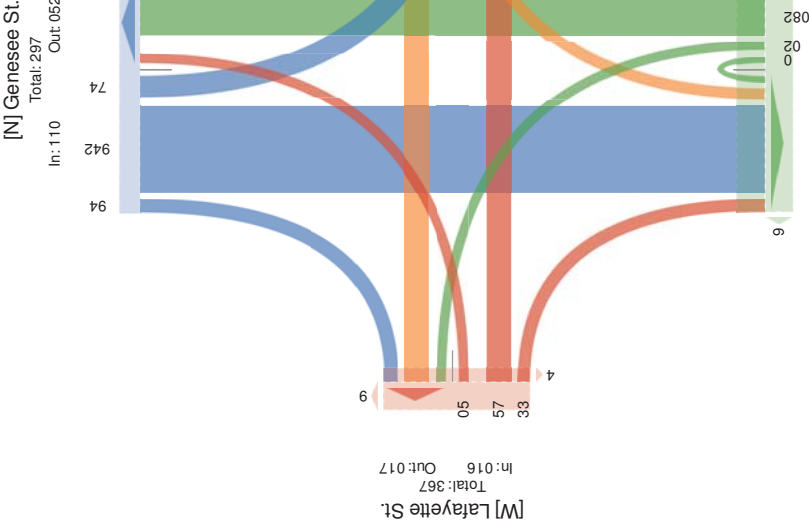




22. Genesee and Lafayette/Bleeker - TMC  
 Thu Jul 19, 2018  
 AM Peak (8AM-79AM):  
 All 3 lanes - (S)ble, All @plater T iugk- art c 6s le 7i r c T iugk-, nu-e-, Pet e-ll@r-, n@Sgle-  
 Ur BLat, n@Sgle- Ur 31U-yalk:  
 All MberKerL  
 18Dnakei BLat,  
 3 Uale-ode, PA, 19520, d c

Time	Genesee St	Lafayette St	Bleeker St	App	Pet	Int
2018.07.19.08.00	2	5	0	0	25	2
8:01 AM	1	5	1	0	20	2
8:00 AM	6	1	0	36	0	402
8:00 AM	0	0	0	35	0	452
<b>Total</b>	<b>16</b>	<b>22</b>	<b>1</b>	<b>480</b>	<b>8</b>	<b>1823</b>
% Approach	84%	80.4%	10.4%	0.4%	0%	-
% Total	14%	16.0%	2.4%	0.4%	0%	19.6%
PIF	0.4	0.8	0.4	2.8	0.4	1.0
Lights	1	165	21	1	0	484
% Lights	100%	9.4%	91.4%	100%	0%	90.5%
% Articulated Trucks and Single-Unit Trucks	0	2	1	0	0	7
% Articulated Trucks	0	2	1	0	0	7
% Buses	0	1	0	0	1	7
% Bicycles on Road	0	1	0	0	1	7
% Bicycles on Road	0	1	0	0	1	7
% Pet-e-ll@r-	7	7	7	7	7	7
% n@Sgle- Ur 31U-yalk	7	7	7	7	7	7

22. Genesee and Lafayette/Bleeker - TMC  
 Thu Jul 19, 2018  
 AM Peak (8AM-79AM):  
 All 3 lanes - (S)ble, All @plater T iugk- art c 6s le 7i r c T iugk-, nu-e-, Pet e-ll@r-, n@Sgle-  
 Ur BLat, n@Sgle- Ur 31U-yalk:  
 All MberKerL  
 18Dnakei BLat,  
 3 Uale-ode, PA, 19520, d c



Out: 977 In: 462  
 Total: 851  
 [S] Genesee St.



22. Genesee and Lafayette/Bleeker - TMC

Wed Jul 18, 2018
PM Peak (4 PM - 5 PM)
Census Area: Lafayette/Bleeker
Address: 101-198 Lafayette

Table with columns: Date, Time, Type, Count, % App, % Lights, % Buses, % Trucks, % Bicycles, % Pedestrians. Includes sub-totals for Buses, Trucks, Bicycles, and Pedestrians.

Pa Ta Li Hgn L knt Bgycu L An s HLLWk (3) : i a YBR: Rght 6RR: Rght An H TBW Wt H8U: U5WTH

22. Genesee and Lafayette/Bleeker - TMC

Thu Jul 19, 2018
PM Peak (4 PM - 5 PM)
Census Area: Lafayette/Bleeker
Address: 101-198 Lafayette

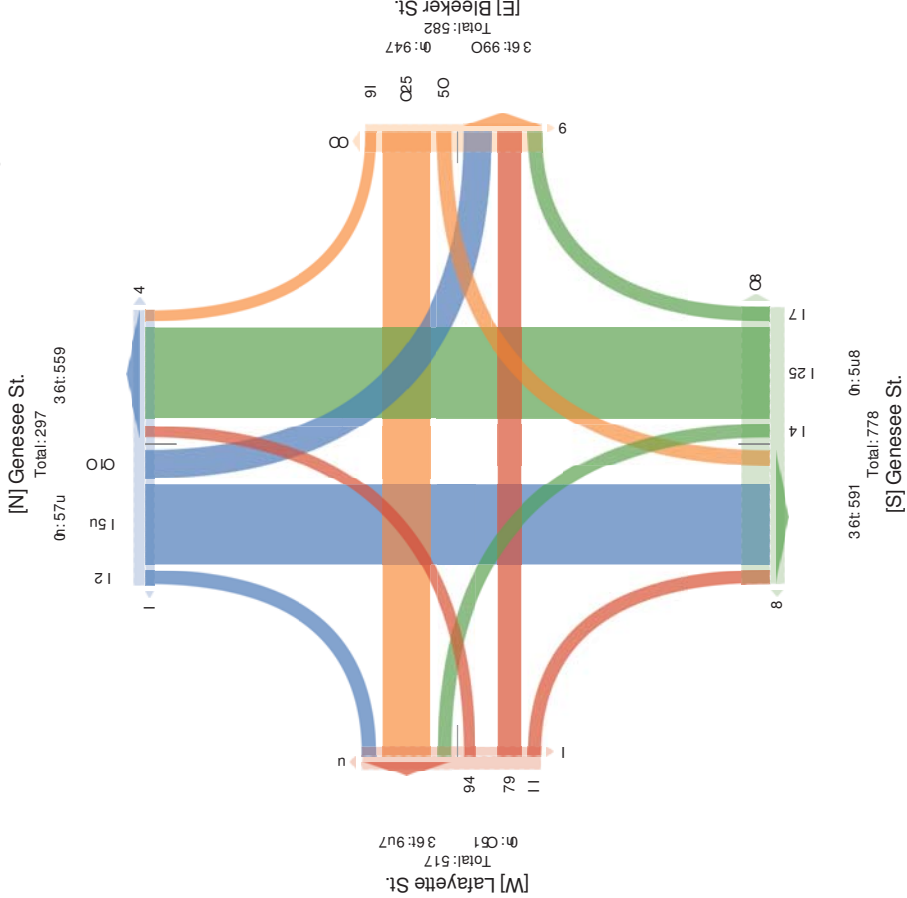
Table with columns: Date, Time, Type, Count, % App, % Lights, % Buses, % Trucks, % Bicycles, % Pedestrians. Includes sub-totals for Buses, Trucks, Bicycles, and Pedestrians.

Pe Ce Gbl Cdcd UL Bl E CHl AVHCRalk, s Dk efg y Dy Ll hg y Dy Ll hg Hl vec, TDXhu, SIB: Tuvd

**22. Genesee and Lafayette/Bleeker - TMC**  
 Thu Jul 19, 2018  
 PM Peak (4PM - 5PM) - : Osvall Peak r Hiv  
 o ll AlaCeC(s li, hG, o vgl, ubagc T'vot kCaac n ldi le: SdlgT'vot kC, UrcG-C, PeceGladC, Ull B leC  
 Hl y Hc, Ull B leC H AvHCRalk-  
 o ll MFDxwedgC  
 n l D549123, s H agHHD43.102033, :75.229804, n lgr AHreD5 gda, NeR YHk



184 Unakevy Hac,  
 AHgg-COllle, Po, 19320, Sn



**23. Genesee and Columbia - TMC**  
 Thu Jul 19, 2018  
 Full Length (7AM-9AM, 4PM-6PM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles  
 on Road, Bicycles on Crosswalk)  
 All Movements



184 Baker Road,  
 Coatesville, PA, 19320, US

Leg Direction Time	Columbia St. Eastbound					Elizabeth St. Westbound								
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
20:18-07:19 7:00AM	5	2	2	0	1	15	5	5	3	2	0	2	17	3
7:15AM	2	9	2	0	2	12	2	1	2	0	0	0	0	3
7:30AM	2	15	4	0	0	71	4	3	4	0	0	1	4	0
7:45AM	3	19	7	0	3	07	1	2	11	2	0	0	12	3
Hourly Total	12	45	15	0	6	34	12	11	20	4	0	3	04	9
8:00AM	6	28	1	0	2	03	2	3	10	2	0	1	19	1
8:15AM	8	60	9	0	0	33	3	3	13	7	0	1	78	8
8:30AM	5	18	5	0	0	74	5	3	11	6	0	1	71	5
8:45AM	5	20	6	0	1	07	3	4	14	3	0	3	78	4
Hourly Total	24	126	21	0	3	138	13	13	48	18	0	6	42	18
9:00AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0
4:00PM	7	38	15	0	5	92	5	10	39	24	0	0	30	9
4:15PM	14	30	10	0	1	22	9	10	39	16	0	0	92	12
4:30PM	8	24	10	0	2	88	9	10	50	25	0	2	43	6
4:45PM	6	21	4	0	2	00	4	7	17	11	0	2	03	4
Hourly Total	35	113	39	0	10	163	27	37	145	76	0	4	297	31
5:00PM	14	19	9	0	0	87	7	9	24	10	0	2	82	2
5:15PM	10	5	5	0	4	78	4	6	20	2	0	0	74	5
5:30PM	7	18	5	0	1	01	9	7	17	4	0	0	74	7
5:45PM	3	24	5	0	1	00	6	3	8	7	0	3	71	1
Hourly Total	34	66	24	0	6	105	26	25	69	23	0	5	177	15
6:00PM	0	0	0	0	0	5	0	0	0	0	0	0	5	0
Hourly Total	0	0	0	0	0	5	0	0	0	0	0	0	5	0
Total	105	351	99	0	25	245	78	86	282	121	0	18	253	73
% Approach	18.1%	60.5%	17.1%	0%	4.3%	-	-	17.0%	55.6%	23.9%	0%	3.6%	-	-
% Total	2.7%	9.1%	2.6%	0%	0.7%	12.1%	-	2.2%	7.3%	3.2%	0%	0.5%	10.7%	-
Lights	100	342	95	0	25	297	-	63	277	120	0	18	834	-
% Lights	95.2%	97.4%	96.0%	0%	100%	69.6%	-	73.3%	98.2%	99.2%	0%	100%	68.0%	-
Articulated Trucks and Single-Unit Trucks	5	1	3	0	0	6	-	0	5	0	0	0	2	-
% Articulated Trucks and Single-Unit Trucks	4.8%	0.3%	3.0%	0%	0%	1.9%	-	0%	1.8%	0%	0%	0%	1.5%	-
Buses	0	5	1	0	0	9	-	22	0	0	0	0	77	-
% Buses	0%	1.4%	1.0%	0%	0%	1.5%	-	25.6%	0%	0%	0%	0%	8.0%	-
Bicycles on Road	0	3	0	0	0	0	-	1	0	1	0	0	7	-
% Bicycles on Road	0%	0.9%	0%	0%	0%	5.2%	-	1.2%	0%	0.8%	0%	0%	5.8%	-
Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	72
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	98.6%
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	2
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	1.4%

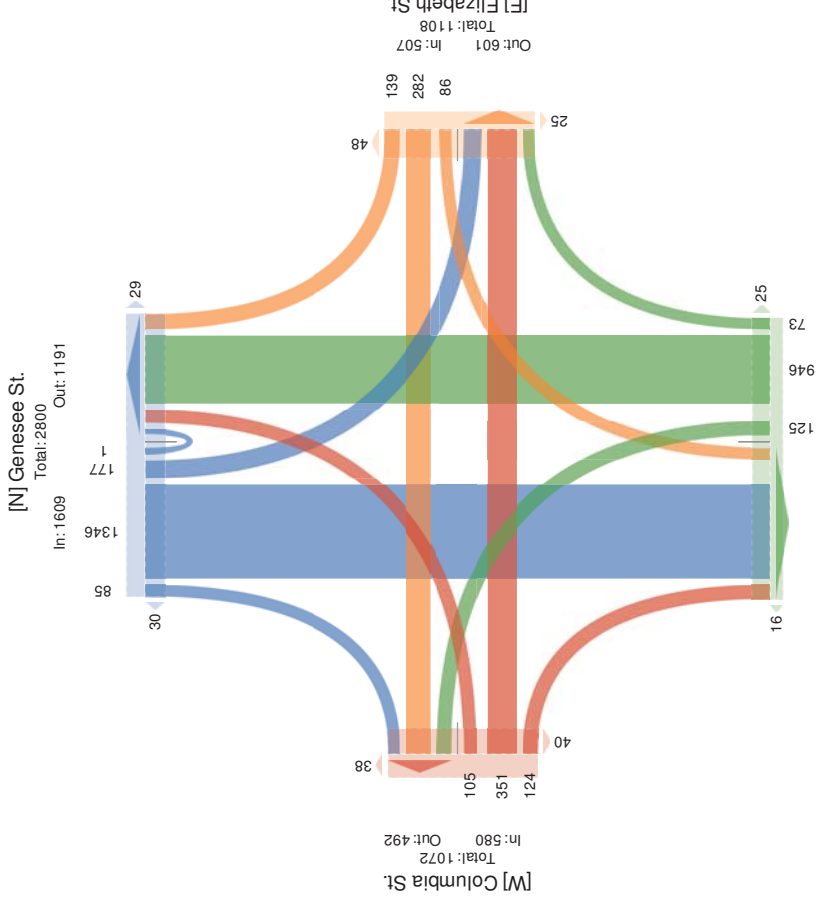
\* Pedestrians and Bicycles on Crosswalk: L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

**23. Genesee and Columbia - TMC**  
Thu Jul 19, 2018  
Full Length (7AM-9AM, 4PM-6PM)  
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
All Movements  
ID: 549124, Location: 43.101462, -75.230927, Site Code: Utica, New York

Leg Direction	Genesee St. Northbound											Genesee St. Southbound																		
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	In	L	T	R	U	RR	App	Ped*	In							
2018-07-19 7:00AM	1	27	1	0	1	16	1	6	51	0	0	0	28	1	564	1	27	1	0	1	16	1	6	51	0	0	28	1	564	
7:15AM	4	32	4	0	0	36	0	6	79	1	0	0	99	2	533	3	30	2	0	1	17	0	8	77	3	0	0	97	1	521
7:30AM	6	43	4	0	0	21	4	16	97	5	0	0	559	2	059	6	43	4	0	0	21	4	16	97	5	0	0	559	2	059
7:45AM	14	132	11	0	2	524	5	36	304	9	0	0	134	6	703	14	132	11	0	2	524	5	36	304	9	0	0	134	6	703
8:00AM	5	38	5	0	1	34	1	21	90	7	0	1	554	1	005	5	38	5	0	1	34	1	21	90	7	0	1	554	1	005
8:15AM	7	43	4	0	0	23	3	33	102	6	0	0	535	9	047	7	43	4	0	0	23	3	33	102	6	0	0	535	9	047
8:30AM	8	39	7	0	1	22	4	25	82	6	0	0	551	6	038	8	39	7	0	1	22	4	25	82	6	0	0	551	6	038
8:45AM	8	56	10	0	1	82	4	20	93	3	0	0	557	4	038	8	56	10	0	1	82	4	20	93	3	0	0	557	4	038
9:00AM	0	0	0	0	0	6	0	0	0	0	0	0	6	1	5	0	0	0	0	0	0	0	0	0	6	1	5			
Hourly Total	0	0	0	0	0	6	0	0	0	0	0	0	6	1	5	0	0	0	0	0	0	0	0	0	6	1	5			
4:00PM	13	93	4	0	0	556	5	5	110	5	0	1	505	4	174	13	93	4	0	0	556	5	5	110	5	0	1	505	4	174
4:15PM	13	78	6	0	1	49	2	9	89	6	0	0	563	12	100	13	78	6	0	1	49	2	9	89	6	0	0	563	12	100
4:30PM	8	86	4	0	1	44	3	10	81	3	0	0	43	4	103	8	86	4	0	1	44	3	10	81	3	0	0	43	4	103
4:45PM	10	91	2	0	1	563	4	9	74	5	0	0	99	3	070	10	91	2	0	1	563	4	9	74	5	0	0	99	3	070
5:00PM	11	99	1	0	0	555	0	4	106	9	0	0	554	4	138	11	99	1	0	0	555	0	4	106	9	0	0	554	4	138
5:15PM	12	75	2	0	0	94	7	4	69	9	1	2	92	2	007	12	75	2	0	0	94	7	4	69	9	1	2	92	2	007
5:30PM	5	52	2	0	3	70	2	0	66	7	0	2	82	0	547	5	52	2	0	3	70	2	0	66	7	0	2	82	0	547
5:45PM	11	64	4	0	0	84	1	1	80	4	0	0	92	3	059	11	64	4	0	0	84	1	1	80	4	0	0	92	3	059
Hourly Total	39	290	9	0	3	135	10	9	321	29	1	4	173	9	428	39	290	9	0	3	135	10	9	321	29	1	4	173	9	428
6:00PM	0	0	0	0	0	6	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	6	0	6			
Hourly Total	0	0	0	0	0	6	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	6	0	6			
Total	125	946	62	0	11	553	41	177	1346	79	1	6	5764	59	1936	125	946	62	0	11	553	41	177	1346	79	1	6	5764	59	1936
% Approach	10.9%	82.7%	5.4%	0%	1.0%	-	-	11.0%	83.7%	4.9%	0.1%	0.4%	-	-	-	10.9%	82.7%	5.4%	0%	1.0%	-	-	11.0%	83.7%	4.9%	0.1%	0.4%	-	-	-
% Total	3.3%	24.6%	1.6%	0%	0.3%	0.4%	0.9%	4.6%	35.1%	2.1%	0%	0.2%	35.4%	-	-	3.3%	24.6%	1.6%	0%	0.3%	0.4%	0.9%	4.6%	35.1%	2.1%	0%	0.2%	35.4%	-	-
Lights	122	928	39	0	5	564	3	171	1313	73	1	6	5273	3	3698	122	928	39	0	5	564	3	171	1313	73	1	6	5273	3	3698
% Lights	97.6%	98.1%	62.9%	0%	45.5%	42.7%	-	96.6%	97.5%	92.4%	100%	100%	48.0%	-	96.3%	97.6%	98.1%	62.9%	0%	45.5%	42.7%	-	96.6%	97.5%	92.4%	100%	100%	48.0%	-	96.3%
Articulated Trucks and Single-Unit Trucks	0	15	0	0	0	52	-	1	23	4	0	0	09	-	57	0	15	0	0	0	52	-	1	23	4	0	0	09	-	57
% Articulated Trucks and Single-Unit Trucks	0%	1.6%	0%	0%	0%	5.1%	-	0.6%	1.7%	5.1%	0%	0%	5.8%	-	1.5%	0%	1.6%	0%	0%	0%	5.1%	-	0.6%	1.7%	5.1%	0%	0%	5.8%	-	1.5%
Buses	2	23	0	6	11	-	-	5	8	0	0	0	51	-	74	2	23	0	6	11	-	-	5	8	0	0	0	51	-	74
% Buses	1.6%	0.2%	37.1%	0%	54.5%	0.4%	-	2.8%	0.6%	0%	0%	0%	6.9%	-	1.9%	1.6%	0.2%	37.1%	0%	54.5%	0.4%	-	2.8%	0.6%	0%	0%	0%	6.9%	-	1.9%
Bicycles on Road	1	1	0	0	0	-	-	0	2	2	0	0	3	-	11	1	1	0	0	0	-	-	0	2	2	0	0	3	-	11
% Bicycles on Road	0.8%	0.1%	0%	0%	0%	6.0%	-	0%	0.1%	2.5%	0%	0%	6.0%	-	0.3%	0.8%	0.1%	0%	0%	0%	6.0%	-	0%	0.1%	2.5%	0%	0%	6.0%	-	0.3%
Pedestrians	-	-	-	-	-	-	39	-	-	-	-	-	-	55	-	-	-	-	-	-	-	39	-	-	-	-	-	55	-	
% Pedestrians	-	-	-	-	-	-	95.1%	-	-	-	-	-	-	93.2%	-	-	-	-	-	-	-	95.1%	-	-	-	-	-	93.2%	-	
Bicycles on Crosswalk	-	-	-	-	-	-	2	-	-	-	-	-	-	4	-	-	-	-	-	-	-	2	-	-	-	-	-	4	-	
% Bicycles on Crosswalk	-	-	-	-	-	-	4.9%	-	-	-	-	-	-	6.8%	-	-	-	-	-	-	-	4.9%	-	-	-	-	-	6.8%	-	

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

**23. Genesee and Columbia - TMC**  
Thu Jul 19, 2018  
Full Length (7AM-9AM, 4PM-6PM)  
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
All Movements  
ID: 549124, Location: 43.101462, -75.230927, Site Code: Utica, New York





**23. Genesee and Columbia - TMC**  
 Thu Jul 19, 2018  
 Forced Peak (7:45AM - 8:45AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549124, Location: 43.101462, -75.230927, Site Code: Utica, New York  
 184 Baker Road,  
 Coatesville, PA, 19320, US

Leg Direction	Columbia St. Eastbound					Elizabeth St. Westbound								
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2018/07/19 7:45AM	3	19	7	0	3	24	1	2	11	2	0	0	0	03
8:00AM	6	28	1	0	2	27	2	3	10	2	0	1	09	1
8:15AM	8	60	9	0	0	77	3	3	13	7	0	1	41	8
8:30AM	5	18	5	0	0	45	5	3	11	6	0	1	40	5
6 Tr 4	62	135	22	0	5	071	11	11	65	17	0	3	69	17
1 % Tr 4	12.6%	71.8%	12.6%	0%	2.9%	h	14.5%	59.2%	22.4%	0%	3.9%	h		
1 % Tr 4	2.3%	13.1%	2.3%	0%	0.5%	05-21	1.2%	4.7%	1.8%	0%	0.3%	5-81		
PH	0.688	0.521	0.611	-	0.417	8-393	-	0.917	0.865	0.607	-	0.750	8-7F4	
1 % Tr 4	95.5%	99.2%	86.4%	0%	100%	F7-01	-	45.5%	91.1%	94.1%	0%	100%	53-31	
A rtut ed % ur ls %nd %ng e %l n t % ur ls	1	0	2	0	0	2	-	0	4	0	0	0	1	-
1 % rtut ed % ur ls %nd %ng e %l n t % ur ls	4.5%	0%	9.1%	0%	0%	0-71	-	0%	8.9%	0%	0%	0%	3-21	-
Buses	0	1	1	0	0	4	-	6	0	0	0	0	9	-
1 % Buses	0%	0.8%	4.5%	0%	0%	0-01	-	54.5%	0%	0%	0%	0%	7-F1	-
Bicycles on Road	0	0	0	0	0	8	-	0	0	1	0	0	0	-
1 % Bicycles on Road	0%	0%	0%	0%	0%	81	-	0%	0%	5.9%	0%	0%	0-21	-
Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

**23. Genesee and Columbia - TMC**  
 Thu Jul 19, 2018  
 Forced Peak (4M) A C8M5) A s  
 ) ll Llai ei (gmbs ) rSubSt Trucki a ll BUnle y USTrucki, Rui ei, Pedei StaU i, Rwevlei  
 oUvoad, Rwevlei oULroi imalk  
 ) ll Aoi de U s  
 : 3 M- 912- , goca pUM. 701- N2, G52. 0924. B s Lode M Sea, Yembork

Leg Direction	Columbia St. Eastbound					Elizabeth St. Westbound								
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2018/07/19 7:45AM	3	19	7	0	3	24	1	2	11	2	0	0	0	03
8:00AM	6	28	1	0	2	27	2	3	10	2	0	1	09	1
8:15AM	8	60	9	0	0	77	3	3	13	7	0	1	41	8
8:30AM	5	18	5	0	0	45	5	3	11	6	0	1	40	5
6 Tr 4	62	135	22	0	5	071	11	11	65	17	0	3	69	17
1 % Tr 4	12.6%	71.8%	12.6%	0%	2.9%	h	14.5%	59.2%	22.4%	0%	3.9%	h		
1 % Tr 4	2.3%	13.1%	2.3%	0%	0.5%	05-21	1.2%	4.7%	1.8%	0%	0.3%	5-81		
PH	0.688	0.521	0.611	-	0.417	8-393	-	0.917	0.865	0.607	-	0.750	8-7F4	
1 % Tr 4	95.5%	99.2%	86.4%	0%	100%	F7-01	-	45.5%	91.1%	94.1%	0%	100%	53-31	
A rtut ed % ur ls %nd %ng e %l n t % ur ls	1	0	2	0	0	2	-	0	4	0	0	0	1	-
1 % rtut ed % ur ls %nd %ng e %l n t % ur ls	4.5%	0%	9.1%	0%	0%	0-71	-	0%	8.9%	0%	0%	0%	3-21	-
Buses	0	1	1	0	0	4	-	6	0	0	0	0	9	-
1 % Buses	0%	0.8%	4.5%	0%	0%	0-01	-	54.5%	0%	0%	0%	0%	7-F1	-
Bicycles on Road	0	0	0	0	0	8	-	0	0	1	0	0	0	-
1 % Bicycles on Road	0%	0%	0%	0%	0%	81	-	0%	0%	5.9%	0%	0%	0-21	-
Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

**23. Genesee and Columbia - TMC**

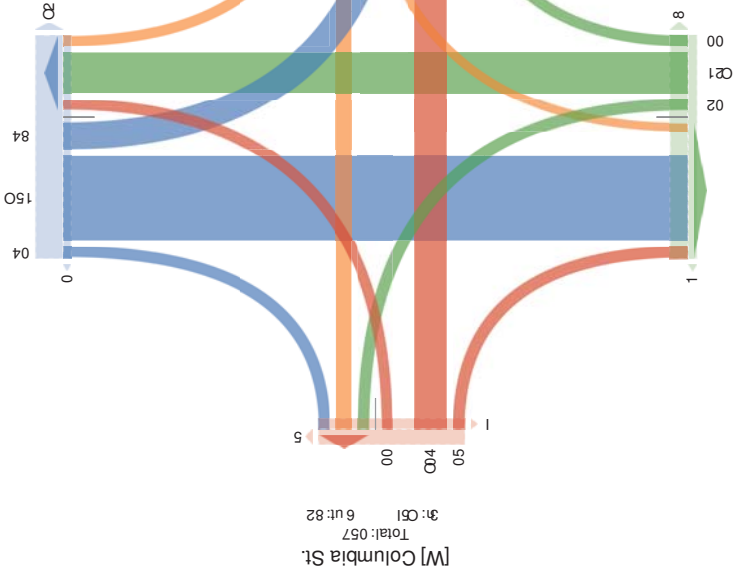
Thu Jul 19, 2018  
 Elengt ( g7AM4P6) C a84P6) C s  
 ) l i l7rtrr Mckhst, ) eshu7st TeunA 7L BkLk ggylUBTeunA, ourgr, ( gt gr sPUL, ochRogr  
 ) l i Clmgf gUS  
 D 46P912P, cLw7SLUP5301P, 2, a 635092, - B4g; i Lr g4y sh7, Ngv YLeA



(elmtlgt brkfedBSSg; Ter/fidh  
 : 75, B13  
 18P o7Aevul7,  
 i L75grndlg, ( ), 19520, yB

**[N] Genesee St.**

Total: 282  
 In: 180 Out: 074



Total: 178  
 In: 178 Out: 000  
 Total: 207  
 In: 207 Out: 000  
 [S] Genesee St.

**23. Genesee and Columbia - TMC**

Thu Jul 19, 2018  
 AM Peak (8AM - 9AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements

ID: 549124, Location: 43.101462, -75.230927, Site Code: Utica, New York



184 Baker Road,  
 Coatesville, PA, 19320, US

Direction		Columbia St. Eastbound							Elizabeth St. Westbound						
Time		L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2018-07-19 8:00AM		6	28	1	0	2	24	2	3	10	2	0	1	83	1
8:15AM	8115AM	8	60	9	0	0	44	3	3	13	7	0	1	79	8
8:30AM	8:30AM	5	18	5	0	0	71	5	3	11	6	0	1	70	5
8:45AM	8:45AM	5	20	6	0	1	27	3	4	14	3	0	3	79	4
	5.6B1	24	126	21	0	3	049	13	13	48	18	0	6	1a	18
	1 %App	13.8%	72.4%	12.1%	0%	1.7%	h	h	15.3%	56.5%	21.2%	0%	7.1%	h	h
	1 %Ped	2.4%	12.8%	2.1%	0%	0.3%	04-41	h	1.3%	4.9%	1.8%	0%	0.6%	1-41	h
	B . P	0.750	0.525	0.583	-	0.375	H4-3a	-	0.813	0.857	0.643	-	0.500	H1-1a	-
	F L C W	24	124	19	0	3	04H	-	8	45	17	0	6	43	-
	1 %Bicy	100%	98.4%	90.5%	0%	100%	s 4-41	-	61.5%	93.8%	94.4%	0%	100%	1s-91	-
A %Ped	ur lg band % n t e H L M T R S ur lg	0	0	2	0	0	7	-	0	3	0	0	0	2	-
Bicycles on Crosswalk	ur lg band % n t e H L M T R S ur lg	0	0	0	0	0	0	-	0	6.3%	0%	0%	0%	2-a1	-
Bicycles on Crosswalk	Pedestrians	0	2	0	0	0	7	-	5	0	0	0	0	a	-
Bicycles on Crosswalk	Bicycles on Crosswalk	0	0	0	0	0	0	-	38.5%	0%	0%	0%	0%	a-s1	-
Bicycles on Crosswalk	Bicycles on Crosswalk	0	0	0	0	0	H	-	0	0	1	0	0	0	-
Bicycles on Crosswalk	Bicycles on Crosswalk	0	0	0	0	0	H	-	0	0	0	0	0	0	-
Bicycles on Crosswalk	Bicycles on Crosswalk	0	0	0	0	0	0	-	0%	0%	5.6%	0%	0%	0-71	-
Bicycles on Crosswalk	Bicycles on Crosswalk	0	0	0	0	0	0	-	0	0	0	0	0	0	-
Bicycles on Crosswalk	Bicycles on Crosswalk	0	0	0	0	0	0	-	0	0	0	0	0	0	-
Bicycles on Crosswalk	Bicycles on Crosswalk	0	0	0	0	0	0	-	0	0	0	0	0	0	-
Bicycles on Crosswalk	Bicycles on Crosswalk	0	0	0	0	0	0	-	0	0	0	0	0	0	-

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

23. Genesee and Columbia - TMC

Thu Jul 19, 2018  
 AM Peak (8AM-79AM):  
 All 3 la--e- (0)S htr, A11@plater, T1ugk-, nu-e-, Pet e-11Gir-, n@Sgle-  
 Ur BUat, n@Sgle- Ur 31U-yalk  
 All MberKerL  
 wmt D912D ) UgatCt m5-4 01D 2, 7N 45092N, c@B 3U em l@ga, Yey b Uk



181 dakeLUSag,  
 wasi, R 16  
 PLSyge g bnvTLJf: sae TLaifj

Time	ere-ee cld YUlbf Uurt	T	B	d	BB	App	PetG	)	T	B	d	BB	App	PetG	ln		
2018/07/19 6:00 AM	1	58	1	0	1	25	1	21	90	N	0	1	115	1	771		
6:05 AM	8	59	N	0	1	44	D	21	82	.	0	0	121	9	758		
6:10 AM	8	1	10	0	1	34	D	20	95	5	0	0	118	D	723		
6:15 AM	28	1N	2	0	5	700	12	99	5	N	22	0	1	245	20	541	
6:20 AM	1	91Tc	124%	N	4%	114%	0%	14%	h	204%	N	4%	DM	0%	04%	h	7
6:25 AM	1	91Tc	24%	1M4%	24%	0%	04%	70-a1	104%	5ND%	24%	0%	04%	25-a1	7	7	
6:30 AM	PH	04N	04N	0410	7	94N	0	F-333	04N	0	0400	04N	70410	F-a83	7	0429	
6:35 AM	1	91Tc	2N	1N	20	0	1	77F	98	515	21	0	1	230	7	959	
6:40 AM	1	91Tc	94%	94%	N	4%	0%	556%	5221	994%	94%	914%	0%	100%	5831	7	914%
6:45 AM	1	91Tc	0	5	0	0	0	0	0	12	1	0	0	10	7	21	
6:50 AM	1	91Tc	0%	14%	0%	0%	0%	F-01	0%	54%	DM	0%	0%	731	7	24%	
6:55 AM	1	91Tc	54%	04%	254%	0%	4%	2-01	14%	04%	0%	0%	0%	F-41	7	24%	
7:00 AM	1	91Tc	0%	0%	0%	0%	0%	F-1	0%	0%	0%	0%	0%	F-1	7	04%	
7:05 AM	1	91Tc	7	7	7	7	7	12	7	7	7	7	7	7	7	19	
7:10 AM	1	91Tc	7	7	7	7	7	7	7	7	7	7	7	7	7	7914%	
7:15 AM	1	91Tc	7	7	7	7	7	0	7	7	7	7	7	7	7	1	
7:20 AM	1	91Tc	7	7	7	7	7	0%	7	7	7	7	7	7	7	140%	

5Pete-11Gir- art n@Sgle- Ur 31U-yalk4) m eC, BmBG hL BBmBG hLLUf iet, Tmfhiu, d mnd 7Tuir

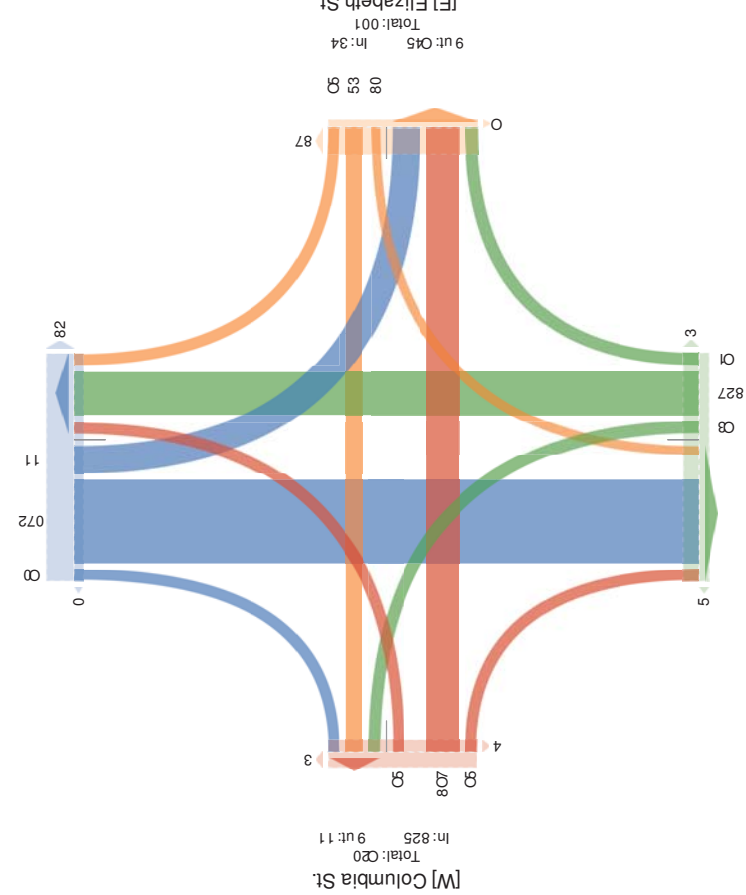
23. Genesee and Columbia - TMC

Thu Jul 19, 2018  
 AM Peak (8AM-79AM):  
 All 4 la55e5(-)Chs5, A1s1 nlasag T1ui k5 at g r ) CleC r ) T1ui k5, du5e5, Peges5at 5, d ) mile5  
 St USag, d ) mile5 St 41S55Balk:  
 All MSyco et S  
 Rvmt 9121, - Siasg v1 D801132, 7 mBD92., r )e 4 Sgevc sj a, NeB YSlk



181 dakeLUSag,  
 wasi, R 16  
 PLSyge g bnvTLJf: sae TLaifj

4 Sase5yille, PA, 19D0, c r



9 ut:565 In: 000  
 Total: 702  
 [S] Genesee St.



**23. Genesee and Columbia - TMC**  
 Thu Jul 19, 2018  
 PM Peak (4PM - 5PM) - Overall Peak Hour  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549124, Location: 43.101462, -75.230927, Site Code: Utica, New York  
 184 Baker Road, Coatesville, PA, 19320, US

Leg Direction	Columbia St. Eastbound				Elizabeth St. Westbound			
Time	L	T	R	U	RR	App	Ped*	Ped*
2018/07/19 4:00PM	7	38	15	0	5	24	0	0
4:15PM	14	30	10	0	1	44	9	24
4:30PM	8	24	10	0	2	77	9	20
4:45PM	6	21	4	0	2	33	4	30
<b>6:30A</b>	<b>65</b>	<b>119</b>	<b>39</b>	<b>0</b>	<b>10</b>	<b>140</b>	<b>67</b>	<b>121</b>
% Approx	17.8%	57.4%	19.8%	0%	5.1%	14.1%	55.3%	29.0%
% T50%	2.7%	8.8%	3.1%	0%	0.8%	1.4%	6.0%	3.3%
% PH	0.625	0.743	0.650	-0.500	-0.049	0.925	0.725	0.760
% Light	34	110	39	0	10	143	32	144
% Light	97.1%	97.3%	100%	0%	100%	99.3%	100%	100%
% Articulated Trucks	1	1	1	0	0	1	0	0
% Articulated Trucks	0.9%	0.9%	0%	0%	0%	0.7%	0%	0%
% Buses	0	1	0	0	0	5	0	0
% Buses	0%	0.9%	0%	0%	0%	3.5%	0%	0%
% Bicycles on Road	0	1	0	0	0	0	0	0
% Bicycles on Road	0%	0.9%	0%	0%	0%	0%	0%	0%
% Pedestrians	-	-	-	-	-	-	27	-
% Pedestrians	-	-	-	-	-	-	100%	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	96.8%
% Bicycles on Crosswalk	-	-	-	-	-	-	-	3.2%

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



**23. Genesee and Columbia - TMC**  
 Thu Jul 19, 2018  
 PM Peak (4PM - 5PM) - Overall Peak Hour  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549124, Location: 43.101462, -75.230929, Site Code: Utica, New York  
 184 Baker Road, Coatesville, PA, 19320, US

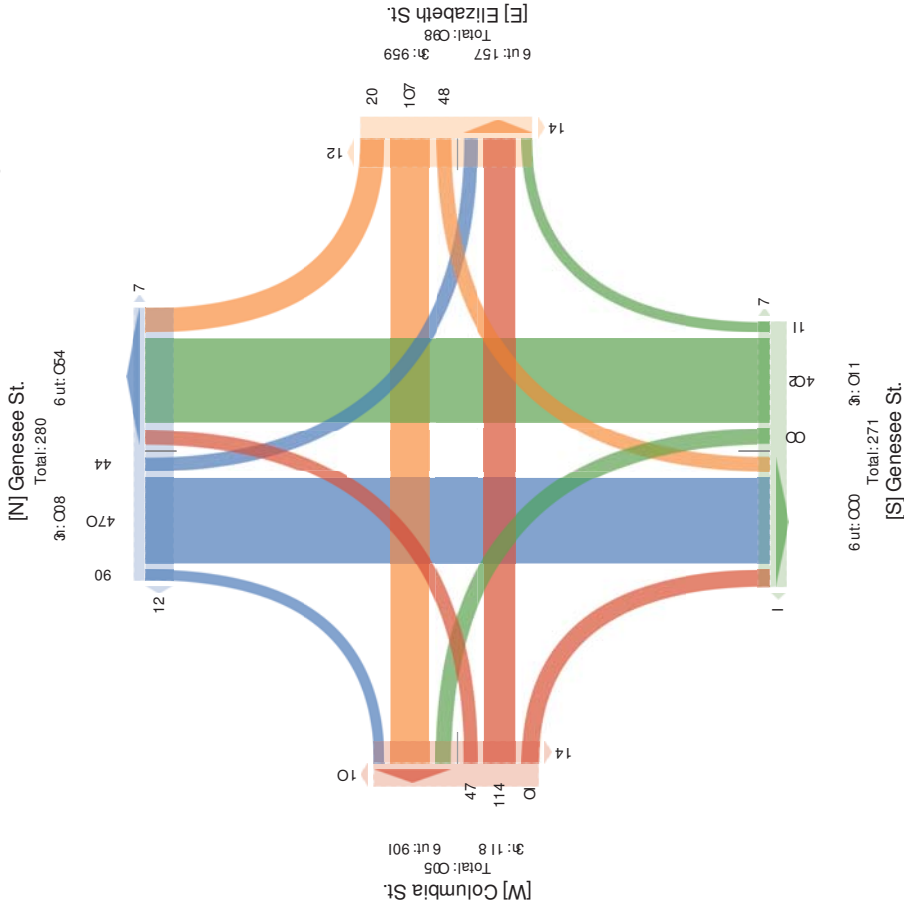
Leg Direction	Columbia St. Eastbound				Elizabeth St. Westbound			
Time	L	T	R	U	RR	App	Ped*	Ped*
2018/07/19 4:00PM	7	38	15	0	5	24	0	0
4:15PM	14	30	10	0	1	44	9	24
4:30PM	8	24	10	0	2	77	9	20
4:45PM	6	21	4	0	2	33	4	30
<b>6:30A</b>	<b>65</b>	<b>119</b>	<b>39</b>	<b>0</b>	<b>10</b>	<b>140</b>	<b>67</b>	<b>121</b>
% Approx	17.8%	57.4%	19.8%	0%	5.1%	14.1%	55.3%	29.0%
% T50%	2.7%	8.8%	3.1%	0%	0.8%	1.4%	6.0%	3.3%
% PH	0.625	0.743	0.650	-0.500	-0.049	0.925	0.725	0.760
% Light	34	110	39	0	10	143	32	144
% Light	97.1%	97.3%	100%	0%	100%	99.3%	100%	100%
% Articulated Trucks	1	1	1	0	0	1	0	0
% Articulated Trucks	0.9%	0.9%	0%	0%	0%	0.7%	0%	0%
% Buses	0	1	0	0	0	5	0	0
% Buses	0%	0.9%	0%	0%	0%	3.5%	0%	0%
% Bicycles on Road	0	1	0	0	0	0	0	0
% Bicycles on Road	0%	0.9%	0%	0%	0%	0%	0%	0%
% Pedestrians	-	-	-	-	-	-	27	-
% Pedestrians	-	-	-	-	-	-	100%	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	96.8%
% Bicycles on Crosswalk	-	-	-	-	-	-	-	3.2%

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





**23. Genesee and Columbia - TMC**  
 Thu Jul 19, 2018  
 PM Peak (4PM - 5PM) - : QsWall Peak r Hiv  
 oIl AlAcCeC(s.li. hGc. o vGg. ubAgc T'vot kCadc nIdi le:SdIqT'vut kC UuGcG. PeceG'ladC, UllB leC  
 Hl y'fbc, UllB leC H AVHCRalk-  
 oIl MFdxwecdg  
 nId D549124, sH agHFDK63014, 2, :75360927, nIq AHreD5'gla, NeR YHk  
 184 Uakevvy HAc,  
 AHg-COllle, Po, 19620, Sn



**24. Genesee St SB Off Ramp & Whitesboro St - TMC**

Thu Jul 19, 2018  
 Full Length (7AM-9AM, 4PM-6PM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road,  
 Bicycles on Crosswalk)  
 All Movements

ID: 548860, Location: 43.104027, -75.22639, Site Code: Uita, New York



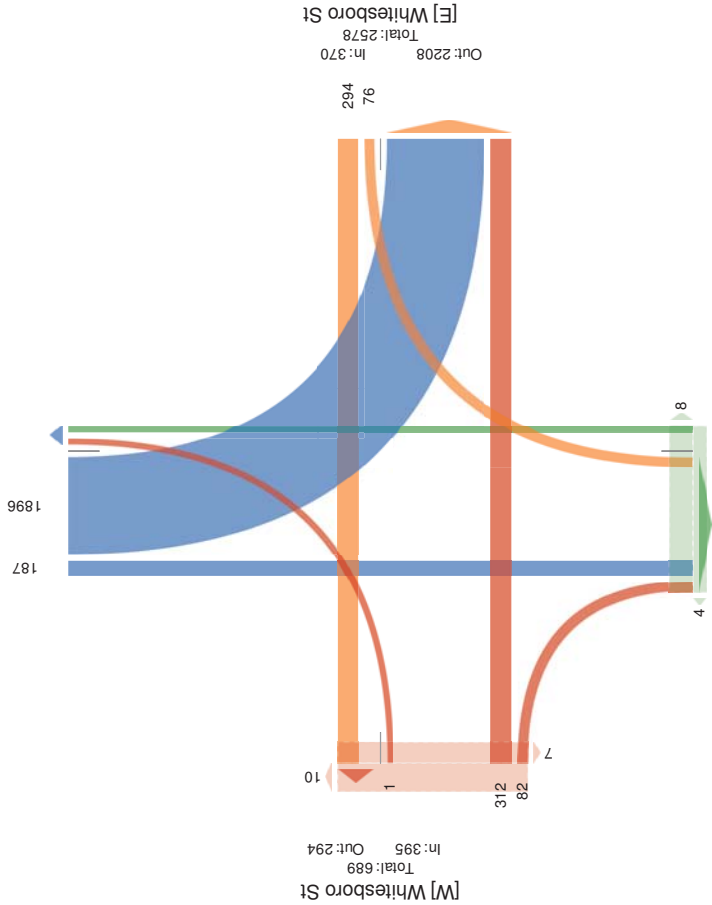
Provided by: TriState Traffic Data,  
 184 Baker Road,  
 Coatesville, PA, 19320, US

Leg Direction	Whitesboro St Eastbound				Whitesboro St Westbound				Genesee St SB ON Ramp Northbound				Genesee St SB OFF Ramp Southbound								
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U					
2018-07-19 7:00AM	0	11	2	0	16	1	2	0	2	0	0	0	0	0	0	0	1	84	10	0	
7:15AM	0	17	3	0	98	1	7	9	0	17	0	0	0	0	0	0	0	8	86	13	0
7:30AM	0	17	5	0	99	0	3	9	0	19	0	0	0	0	0	0	0	8	127	13	0
7:45AM	1	27	9	0	60	0	5	27	0	69	0	0	0	0	0	0	0	8	145	15	0
Hourly Total	1	72	19	0	59	2	17	51	0	72	0	0	0	0	0	0	0	8	442	51	0
8:00AM	0	13	5	0	12	1	7	17	0	94	0	0	0	0	0	0	0	1	107	11	0
8:15AM	0	26	4	0	68	1	4	14	0	12	0	0	0	0	0	0	0	8	135	10	0
8:30AM	0	11	11	0	99	0	10	17	0	90	0	0	0	0	0	0	0	8	125	16	0
8:45AM	0	18	6	0	94	0	7	12	0	15	0	0	0	0	0	0	0	8	104	21	0
Hourly Total	0	68	26	0	54	2	28	60	0	22	0	0	0	0	0	0	0	1	471	58	0
9:00AM	0	0	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	8	2	0	0
Hourly Total	0	0	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	8	2	0	0
4:00PM	0	32	2	0	64	2	3	28	0	61	0	0	0	0	0	0	0	8	134	11	0
4:15PM	0	21	4	0	93	2	4	28	0	69	0	0	0	0	0	0	0	8	124	9	0
4:30PM	0	38	5	0	46	3	5	32	0	60	0	0	0	0	0	0	0	8	118	12	0
4:45PM	0	17	3	0	98	3	2	14	0	17	0	0	0	0	0	0	0	8	131	8	0
Hourly Total	0	108	14	0	199	10	14	102	0	117	0	0	0	0	0	0	0	8	507	40	0
5:00PM	0	26	5	0	61	0	9	29	0	62	0	0	0	0	0	0	0	8	139	9	0
5:15PM	0	15	5	0	98	2	3	15	0	12	0	0	0	0	0	0	0	8	130	8	0
5:30PM	0	10	9	0	15	1	0	17	0	10	0	0	0	0	0	0	0	8	122	8	0
5:45PM	0	13	4	0	10	0	5	20	0	93	0	0	0	0	0	0	0	8	183	13	0
Hourly Total	0	64	23	0	20	3	17	81	0	52	0	0	0	0	0	0	0	8	474	38	0
6:00PM	0	0	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	8	0	0	0
Hourly Total	0	0	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	8	0	0	0
Total	1	312	82	0	653	17	76	294	0	608	0	0	0	0	0	0	0	1	1896	187	0
% Approach	0.3%	70.0%	20.5%	0%	0%	2.7%	10.3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
% Total	0%	11.0%	2.9%	0%	16.5%	2.7%	10.3%	0%	16.8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
% Lights	1	297	82	0	628	74	284	0	632	0	0	0	0	0	0	0	0	0	0		
% Articulated Trucks and Single-Unit Trucks	100%	95.2%	100%	0%	57.9%	97.4%	96.6%	0%	57.2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
% Buses	0	4.5%	0%	0%	6.3%	2.6%	2.4%	0%	9.4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
% Bicycles on Road	0	0.3%	0%	0%	8.6%	0%	1.0%	0%	8.2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
% Pedestrians	0	0%	0%	0%	8%	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
% Bicycles on Crosswalk	-	-	-	-	-76.5%	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
% Bicycles on Crosswalk	-	-	-	-	-23.5%	-	-	-	-	-	-	-	-	-	-	-	-	-	-		

**24. Genesee St SB Off Ramp & Whitesboro St - TMC**  
Thu Jul 19, 2018  
Full Length (7AM-9AM, 4PM-6PM)  
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
All Movements  
ID: 548860, Location: 43.104027, -75.22639, Site Code: Utica, New York

**[N] Genesee St SB Off Ramp**

Total: 2085  
In: 2083  
Out: 2



Out: 345  
In: 1  
Total: 346

**[S] Genesee St SB ON Ramp**

**24. Genesee St SB Off Ramp & Whitesboro St - TMC**  
Thu Jul 19, 2018  
AM Peak (7:35AM - 8:45AM)  
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
All Movements  
ID: 548860, Location: 43.104027, -75.22639, Site Code: Utica, New York

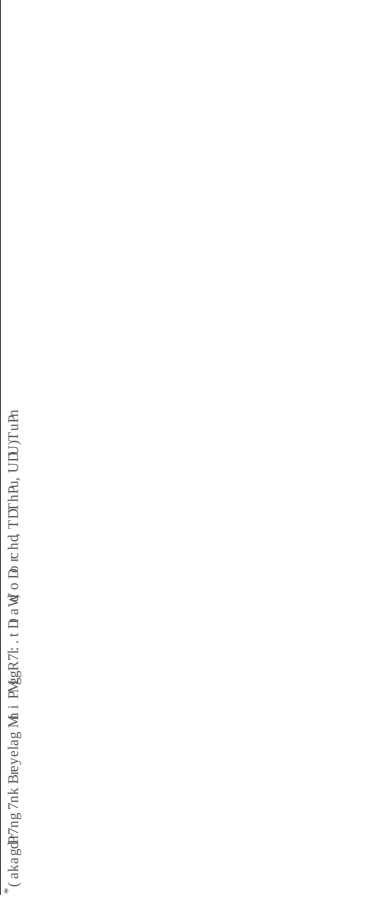
Leg Direction	Whitesboro St Eastbound				Whitesboro St Westbound				Genesee St SB ON Ramp Northbound				Genesee St SB OFF Ramp Southbound			
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U
2018-07-19 7:45AM	1	27	9	0	0	5	27	0	0	0	0	0	0	0	0	0
8:00AM	0	13	5	0	7	17	0	0	0	1	0	0	107	11	0	0
8:15AM	0	26	4	0	4	14	0	0	0	0	0	0	135	10	0	0
8:30AM	0	11	11	0	10	17	0	0	0	0	0	0	125	16	0	0
<b>Total</b>	<b>1</b>	<b>77</b>	<b>23</b>	<b>0</b>	<b>2</b>	<b>46</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>512</b>	<b>52</b>	<b>0</b>	<b>0</b>
% Approach	0.5%	72.0%	27.1%	0%	25.7%	74.3%	0%	0%	0%	100%	0%	0%	90.8%	9.2%	0%	0%
% Total	0.1%	10.0%	3.8%	0%	3.4%	9.7%	0%	0%	0%	0.1%	0%	0%	6.2%	6.7%	0%	0%
PHF	0.250	0.713	0.659	-	0.650	0.694	-	-	-0.250	-	-	-	0.883	0.813	-	-
Lights	1	75	29	0	26	70	0	0	0	0	0	0	479	48	0	0
% Lights	100%	97.4%	100%	0%	100%	93.3%	0%	0%	0%	0%	0%	0%	93.6%	92.3%	0%	0%
Articulated Trucks and Single-Unit Trucks	0	2	0	0	0	3	0	0	0	0	0	0	27	2	0	0
% Articulated Trucks and Single-Unit Trucks	0%	2.6%	0%	0%	0%	4.0%	0%	0%	0%	0%	0%	0%	5.3%	3.8%	0%	0%
Buses	0	0	0	0	0	2	0	0	1	0	0	0	6	2	0	0
% Buses	0%	0%	0%	0%	0%	2.7%	0%	0%	1.7%	0%	0%	0%	1.2%	3.8%	0%	0%
Bicycles on Road	0	0	0	0	0	0	0	0	7	0	1	0	0	0	0	0
% Bicycles on Road	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	100%	0%	0%	0%	0%	0%
Pedestrians	-	-	-	-	1	-	-	-	0	-	-	-	1	-	-	-
% Pedestrians	-	-	-	-	50.0%	-	-	-	0	-	-	-	100%	-	-	-
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	0	-	-	-	0	-	-	-
% Bicycles on Crosswalk	-	-	-	-	50.0%	-	-	-	0	-	-	-	0	-	-	-
Pedestrians and Bicycles on Crosswalk	-	-	-	-	50.0%	-	-	-	0	-	-	-	0	-	-	-

24. Genesee St SB Off Ramp & Whitesboro St - TMC  
 Thu Jul 19, 2018  
 AM Peak (7:45AM - 8:45AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 548860, Location: 43.104027, -75.22639, Site Code: Utica, New York  
 Provided by: Tri-State Traffic Data, Inc.  
 184 Baker Road,  
 Coatesville, PA, 19320, US

24. Genesee St SB Off Ramp & Whitesboro St - TMC  
 Thu Jul 19, 2018  
 AM Peak (7:45AM - 8:45AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 548860, Location: 43.104027, -75.22639, Site Code: Utica, New York  
 Provided by: Tri-State Traffic Data, Inc.  
 184 Baker Road,  
 Coatesville, PA, 19320, US

Tr a	0	U	App	(a.k*)	1	T	o	U	App	(a.k*)	1	T	o	U	App	(a.k*)	1	T	o	U	App	(a.k*)	1	T	o	U	App	(a.k*)	1		
2018/07/19 5:00C -	0	32	2	0	25	2	3	28	0	21	0	0	0	0	0	0	7	3	125	9	0	0	154	0	817						
5:00C -	0	21	5	0	84	2	5	28	0	28	0	0	0	0	0	7	3	118	12	0	0	127	0	817							
5:00C -	0	38	C	0	52	3	C	32	0	23	0	0	0	0	0	7	2	131	8	0	0	120	0	134							
% App Toch	0	108	15	0	108	10	15	102	0	116	0	0	0	0	0	7	6	438	59	0	0	453	0	914							
% 9 Truc	0	13.8%	1.8%	0%	14.4%	0	1.8%	13.0%	0%	15.1%	0	0%	0%	0%	0%	7%	0	95.6%	0.833%	0	0%	60.3%	0	0.93C							
PHE	0	0	10C	15	0	110	0	0	15.0%	0	0	0	0	0	0	7	0	566	3N	0	0	482	0	NC5							
% Lights	0	10C	15	0	110	0	13	99	0	118	0	0	0	0	0	7	0	566	3N	0	0	482	0	NC5							
% Articulated 9 rucks and Single-Unit 9 rucks	0	3	0	0	2	1	2	0	0	2	0	0	0	0	0	7	1	1N	0	0	0	13	0	23							
% Buses	0	0	0	0	7	0	1	0	0	1	0	0	0	0	0	7	0	5	2	0	0	6	0	2.9%							
% Bicycles in Rtd	0	0	0	0	7	0	0	0	0	7	0	0	0	0	0	7	0	0.8%	C0%	0%	0%	1.1%	0	0.9%							
% Bicycles in Rtd (aka gdf7ng)	0	0	0	0	7	0	0	0	0	7	0	0	0	0	0	7	0	0%	2.0%	0%	0%	7.8%	0	0.1%							
% 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%							
% Bicycles on Road	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%							
% Bicycles on Road	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%							

Out: 589 In: 101 Total: 690  
 [E] Whitesboro St



Out: 107 In: 1 Total: 108  
 [S] Genesee St SB ON Ramp





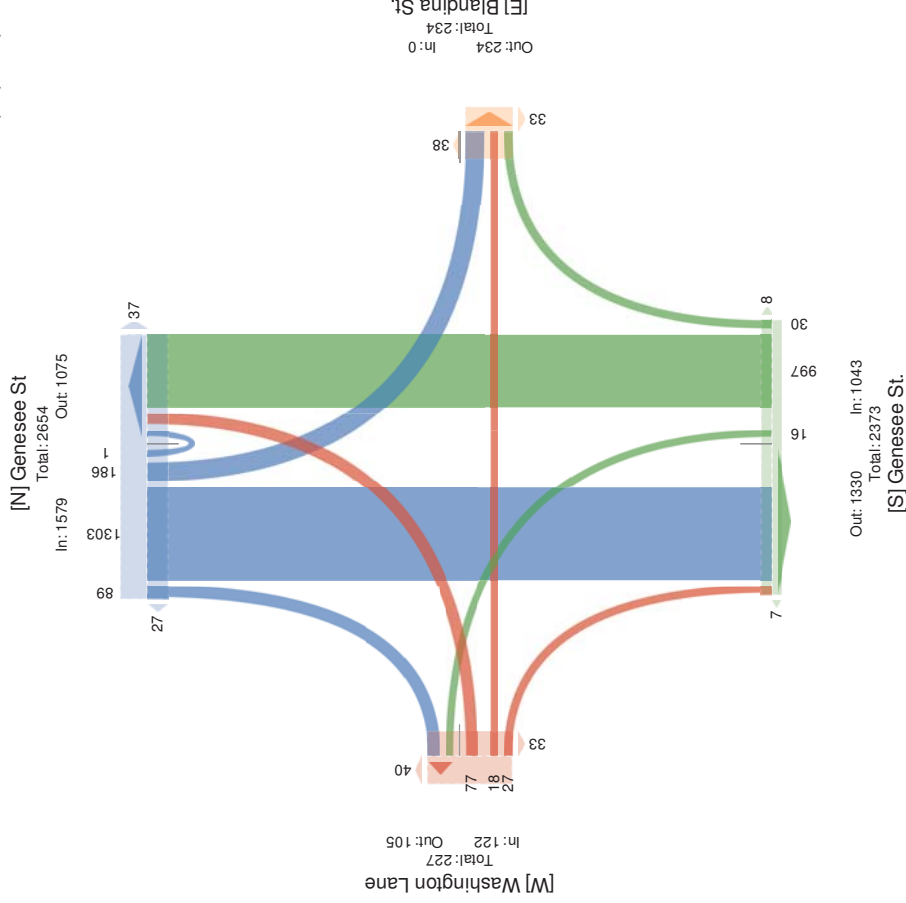


**25. Genesee St. and Blandina - TMC**  
Thu Jul 19, 2018  
Full Length (7AM-9AM, 4PM-6PM)  
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
All Movements  
ID: 549125, Location: 43.100749, -75.232355, Site Code: Utica, New York

Leg Direction	Genesee St. Northbound										Genesee St. Southbound												
	L	T	R	U	RR	App	Peed*	L	T	R	U	RR	App	Peed*	In	L	T	R	U	RR	App	Peed*	In
2018-07-19 7:00AM	0	30	3	0	0	11	0	14	40	2	1	0	62	1	81	0	0	0	0	0	0	0	0
7:15AM	0	35	1	0	0	15	2	19	54	7	0	0	43	1	979	0	0	0	0	0	0	0	0
7:30AM	1	29	1	0	0	19	0	20	61	4	0	1	45	5	972	0	0	0	0	0	0	0	0
7:45AM	0	45	4	0	0	08	0	22	76	8	0	0	935	10	959	0	0	0	0	0	0	0	0
Hourly Total	1	139	9	0	0	908	2	75	231	21	1	1	178	17	637	0	0	0	0	0	0	0	0
8:00AM	0	43	1	0	0	00	0	14	72	5	0	1	87	8	903	0	0	0	0	0	0	0	0
8:15AM	1	53	0	0	1	66	0	30	75	7	0	0	897	2	925	0	0	0	0	0	0	0	0
8:30AM	2	45	1	0	0	04	1	16	64	8	0	0	44	4	907	0	0	0	0	0	0	0	0
8:45AM	2	72	3	0	1	24	1	17	85	6	0	0	934	1	948	0	0	0	0	0	0	0	0
Hourly Total	5	213	5	0	2	776	2	77	296	26	0	1	033	15	502	0	0	0	0	0	0	0	0
9:00AM	0	0	0	0	0	3	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	3	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0
4:00PM	0	89	1	0	1	89	3	11	123	9	0	1	900	14	763	0	0	0	0	0	0	0	0
4:15PM	2	84	4	0	0	83	2	7	112	4	0	0	971	8	777	0	0	0	0	0	0	0	0
4:30PM	2	83	1	0	0	45	0	3	98	7	0	0	934	4	736	0	0	0	0	0	0	0	0
4:45PM	0	97	2	0	0	88	2	5	87	3	0	0	86	0	739	0	0	0	0	0	0	0	0
Hourly Total	4	353	8	0	1	155	7	26	420	23	0	1	023	26	424	0	0	0	0	0	0	0	0
5:00PM	1	87	0	0	0	44	2	3	115	8	0	0	975	1	711	0	0	0	0	0	0	0	0
5:15PM	0	85	0	0	0	46	1	2	81	2	0	0	46	0	920	0	0	0	0	0	0	0	0
5:30PM	1	57	1	0	0	68	0	2	72	4	0	0	24	3	903	0	0	0	0	0	0	0	0
5:45PM	4	63	2	0	2	29	1	1	88	2	0	0	89	2	923	0	0	0	0	0	0	0	0
Hourly Total	6	292	3	0	2	131	4	8	356	16	0	0	143	6	292	0	0	0	0	0	0	0	0
Total	16	997	25	0	5	930	15	186	1303	86	1	3	9628	64	7200	0	0	0	0	0	0	0	0
% Approach	1.5%	95.6%	2.4%	0%	0.5%	-	-	11.8%	82.5%	5.4%	0.1%	0.2%	-	-	-	0%	0%	0%	0%	0%	0%	0%	0%
% Total	0.6%	36.3%	0.9%	0%	0.2%	14.3%	-	6.8%	47.5%	3.1%	0%	0.1%	62.6%	-	-	0%	0%	0%	0%	0%	0%	0%	0%
Lights	16	950	25	0	5	885	-	186	1242	84	1	2	9696	-	2632	0	0	0	0	0	0	0	0
% Lights	100%	95.3%	100%	0%	100%	86.6%	-	100%	95.3%	97.7%	100%	66.7%	86.8%	-	95.9%	0%	0%	0%	0%	0%	0%	0%	0%
Articulated Trucks and Single-Unit Trucks	0	15	0	0	0	96	-	0	29	1	0	1	19	-	47	0	0	0	0	0	0	0	0
% Articulated Trucks and Single-Unit Trucks	0%	1.5%	0%	0%	0%	9.0%	-	0%	2.2%	1.2%	0%	33.3%	7.3%	-	1.7%	0%	0%	0%	0%	0%	0%	0%	0%
Buses	0	31	0	0	0	19	-	0	29	1	0	0	13	-	61	0	0	0	0	0	0	0	0
% Buses	0%	3.1%	0%	0%	0%	1.3%	-	0%	2.2%	1.2%	0%	0%	9.8%	-	2.2%	0%	0%	0%	0%	0%	0%	0%	0%
Bicycles on Road	0	1	0	0	0	9	-	0	3	0	0	0	1	-	4	0	0	0	0	0	0	0	0
% Bicycles on Road	0%	0.1%	0%	0%	0%	3.9%	-	0%	0.2%	0%	0%	0%	3.7%	-	0.1%	0%	0%	0%	0%	0%	0%	0%	0%
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

**25. Genesee St. and Blandina - TMC**  
Thu Jul 19, 2018  
Full Length (7AM-9AM, 4PM-6PM)  
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
All Movements  
ID: 549125, Location: 43.100749, -75.232355, Site Code: Utica, New York



25. Genesee St. and Blandina - TMC

Wed Jul 18, 2018  
 Force Peak (4M5) A (8M5) As  
 Forced Peak (4M5) A (8M5) As  
 ) il Llai ei (gmbS ) rScubSd Truck aldi BUUnleO USTrucki, Rui ei, Rui ei, Pedei StraiLi,  
 Rwcdelei oLvoad, Rwcdelei oUJroi imalks  
 ) il Aoi eDe US  
 :3 M- 9125, gocafoUM. 7004- 9, G5Z. 2. 55. BSc Lode Mf Sea, Nem York



25. Genesee St. and Blandina - TMC  
 Thu Jul 19, 2018  
 Force Peak (4M5) A (8M5) As  
 Forced Peak (4M5) A (8M5) As  
 ) il Llai ei (gmbS ) rScubSd Truck aldi BUUnleO USTrucki, Rui ei, Rui ei, Pedei StraiLi,  
 Rwcdelei oLvoad, Rwcdelei oUJroi imalks  
 ) il Aoi eDe US  
 :3 M- 9125, gocafoUM. 7004- 9, G5Z. 2. 55. BSc Lode Mf Sea, Nem York

Time	B	W	R	U	RR	App	kPaE	kPaE	R	U	RR	App	kPaE	kPaE
05Z-)	1	1	1	2	2	4	1	1	2	2	2	4	1	1
06Z-)	2	2	2	2	2	6	1	1	2	2	2	6	1	1
Total	3	3	3	4	4	10	2	2	4	4	4	10	2	2
% Approach	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
% Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Lights														
PHF	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
% Lights	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Articulated Trucks and Single-Unit Trucks														
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Buses														
% Buses	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bicycles on Road														
% Bicycles on Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bicycles on Road														
% Bicycles on Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bicycles on Road														
% Bicycles on Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Peak PaPi Tqni (na BkyaPi on Lroi iw(f3g5gPvBRSRit e BRRSRit e Ton rPa8W5wdrd8U5UOvDn

25. Genesee St. and Blandina - TMC

Thu Jul 19, 2018  
 Force Peak (4M5) A (8M5) As  
 Forced Peak (4M5) A (8M5) As  
 ) il Llai ei (gmbS ) rScubSd Truck aldi BUUnleO USTrucki, Rui ei, Rui ei, Pedei StraiLi,  
 Rwcdelei oLvoad, Rwcdelei oUJroi imalks  
 ) il Aoi eDe US  
 :3 M- 9125, gocafoUM. 7004- 9, G5Z. 2. 55. BSc Lode Mf Sea, Nem York



25. Genesee St. and Blandina - TMC  
 Thu Jul 19, 2018  
 Force Peak (4M5) A (8M5) As  
 Forced Peak (4M5) A (8M5) As  
 ) il Llai ei (gmbS ) rScubSd Truck aldi BUUnleO USTrucki, Rui ei, Rui ei, Pedei StraiLi,  
 Rwcdelei oLvoad, Rwcdelei oUJroi imalks  
 ) il Aoi eDe US  
 :3 M- 9125, gocafoUM. 7004- 9, G5Z. 2. 55. BSc Lode Mf Sea, Nem York

Time	B	T	Y	Y	V	W	Vv	App	Ped*	B	T	Y	Y	V	W	Vv	App	Ped*	Int
05Z-)	0	-	-	0	0	0	0	25	0	22	46	8	0	0	174	10	141	0	0
06Z-)	1	5	0	0	1	0	0	22	0	1	42	5	0	1	58	8	127	0	0
Total	1	5	0	0	1	0	0	47	0	23	88	13	0	1	232	18	268	0	0
% Approach	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
% Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Lights																			
PHF	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
% Lights	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Articulated Trucks and Single-Unit Trucks																			
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Buses																			
% Buses	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bicycles on Road																			
% Bicycles on Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bicycles on Road																			
% Bicycles on Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bicycles on Road																			
% Bicycles on Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Peak PaPi Tqni (na BkyaPi on Lroi iw(f3g5gPvBRSRit e BRRSRit e Ton rPa8W5wdrd8U5UOvDn



**25. Genesee St. and Blandina - TMC**  
 Thu Jul 19, 2018  
 Forced Peak (7:45AM - 8:45AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549125, Location: 43.100749, -75.232355, Site Code: Utica, New York

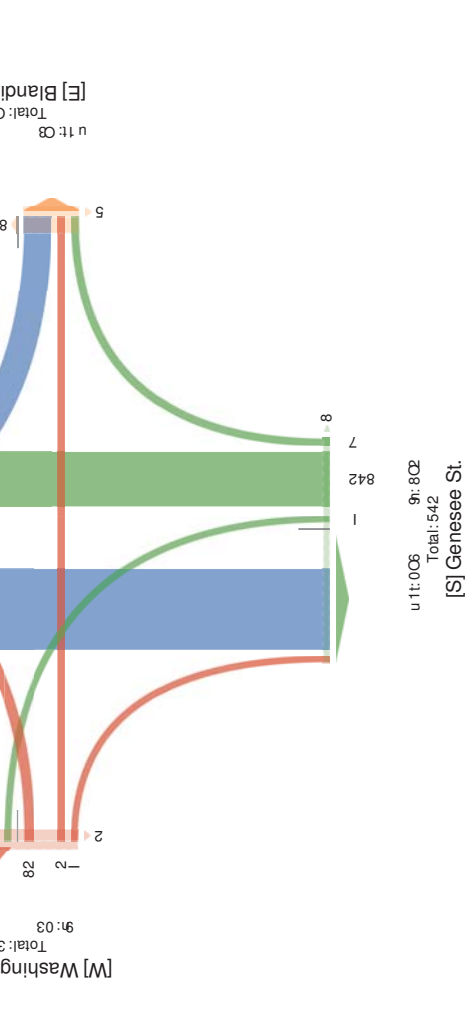
**25. Genesee St. and Blandina - TMC**  
 Wed Jul 18, 2018  
 AM Peak (-0AM 91AM)  
 All Classes (-Lig&hts, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549125, Location: 43.100749, -75.232355, Site Code: Utica, New York

Category	U	L	W	S	o	S	o	o	o	o	o	o	o	o	o	o	o	o	o	o	o	o	o	o
Lights	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Articulated Trucks and Single-Unit Trucks	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Buses	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Bicycles on Road	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Bicycles on Crosswalk	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Pedestrians	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
<b>Total</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>

**25. Genesee St. and Blandina - TMC**  
 Wed Jul 18, 2018  
 AM Peak (-0AM 91AM)  
 All Classes (-Lig&hts, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549125, Location: 43.100749, -75.232355, Site Code: Utica, New York

Category	U	L	W	S	o	S	o	o	o	o	o	o	o	o	o	o	o	o	o	o	o	o	o	o
Lights	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Articulated Trucks and Single-Unit Trucks	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Buses	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Bicycles on Road	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Bicycles on Crosswalk	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Pedestrians	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
<b>Total</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>

**25. Genesee St. and Blandina - TMC**  
 Wed Jul 18, 2018  
 AM Peak (-0AM 91AM)  
 All Classes (-Lig&hts, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549125, Location: 43.100749, -75.232355, Site Code: Utica, New York





**25. Genesee St. and Blandina - TMC**

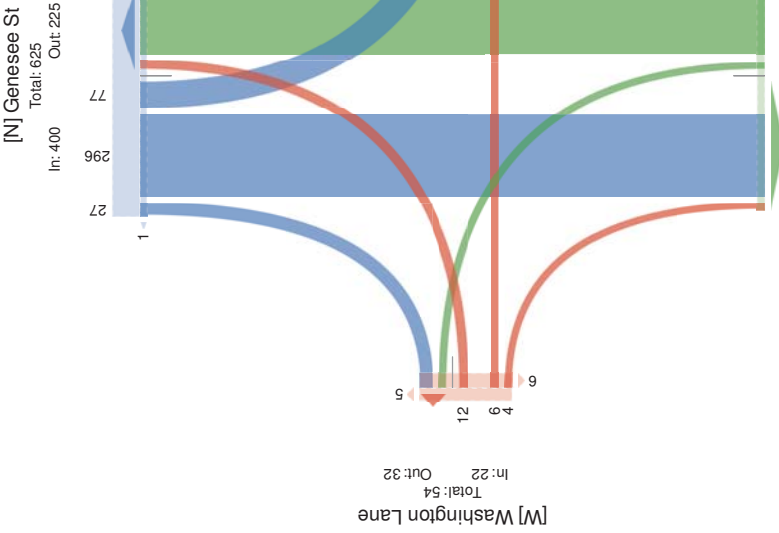
Thu Jul 19, 2018  
 AM Peak (8AM-79AM):  
 All 3 lanes - (0) Sht, All @ lateral Ttugk- art c 6s le r t c Ttugk-, nu-e-, nu-e-, Pet e- l l g r-,  
 n g Sg le- U r B U t, n g Sg le- U r 3 U- y alk:  
 All Mber Ker L  
 w r n t D 121, ) U g a t c r n d 5-4 00, D 9, 7.1452511, c 6 s 3 U e m l l g a, N e y Y U k  
 18 D n a k e i B l a t,  
 3 U a l e- o d l e, P A, 19520, d c



Jes v G e g t c r		G e r e- e e c h		G e r e- e e c l		c U u b h l u r t		P e t e- l l g r	
T U B e	201870, 795 840 AM	T	B	d	BB	App	Pet	In	Out
		0	15	0	0	22	0	151	8
	8 m l A M	1	15	0	0	1	88	0	771
	8 6 0 A M	2	1	0	0	2	6	0	66
	8 8 0 A M	2	2	5	0	1	0	6	746
	9 T o d	1	215	1	0	2	118	2	244
	1 % T o t a l	2.4%	91.4%	0.24%	0%	0.48%	0%	19.45%	6.4%
	1 % T o t a l	0.4%	52.4%	0.04%	0%	0.04%	0%	11.4%	0.4%
	P H F	0.621	0.4	0.401	7.04	0.0	4.017	0.4612	0.4815
	L i g h t s	1	201	1	0	2	17-	2.6	26
	1 % S a c e s	100%	91.4%	100%	0%	100%	0%	52.61	91.4%
	A t r u n t e e t	0	2	0	0	0	1	0	1
	1 % B u s e s	0	9	0	0	0	5	0	3
	B i r y e s	0	1	0	0	0	7	0	4
	1 % B i r y e s	0%	0.4%	0%	0%	0%	0%	0%	0.4%
	n u e-	7	7	7	7	7	0	7	7
	P e t e- l l g r-	7	7	7	7	7	2	7	7
	% P e t e- l l g r-	7	7	7	7	7	100%	7	7
	n g S g l e- U r 3 U- y a l k	7	7	7	7	7	0	7	7
	% n g S g l e- U r 3 U- y a l k	7	7	7	7	7	0%	7	7

**25. Genesee St. and Blandina - TMC**

Thu Jul 19, 2018  
 AM Peak (8AM-79AM):  
 All 3 lanes - (0) Sht, All @ lateral Ttugk- art c 6s le r t c Ttugk-, nu-e-, nu-e-, Pet e- l l g r-,  
 n g Sg le- U r B U t, n g Sg le- U r 3 U- y alk:  
 All Mber Ker L  
 w r n t D 121, ) U g a t c r n d 5-4 00, D 9, 7.1452511, c 6 s 3 U e m l l g a, N e y Y U k  
 18 D n a k e i B l a t,  
 3 U a l e- o d l e, P A, 19520, d c



[W] Washington Lane  
 Total: 22 In: 22 Out: 54  
 [G] Genesee St  
 Total: 300 In: 225 Out: 225  
 [B] Blandina St  
 Total: 90 In: 0 Out: 90

**25. Genesee St. and Blandina - TMC**

Wed Jul 18, 2018  
 PM Peak (4 PM - 5 PM) : Overall Peak r Hv  
 Cus kLLaL4qheL8CHgdktkTWHc(Lknt Sghia SIng WHc(L8BdlLa18PaLa1Hqnl8  
 BgycaLAn RAKTBgycaLAn s HLLwklO  
 CuiMw amandL  
 ID: ) - 11, 81AcKgnr: -93 22, - 185 ) 3 9, 9) 85ga s AtA: Utgk87 aw 6AH  
 s AktALgum8PC81 19, 28US  
 10- Bk(aHR AKT8  
 PHVgAT Ny: WBSlka WKYg  
 DktkInc3



PHVgAT Ny: WBSlka WKYg  
 DktkInc3

Wpna	i	W	R	U	RR	APP	PaTE	i	W	R	U	RR	App	PaTE
.210E.31 - 222PM	11	1	9	2	2	15	)	2	2	2	2	2	2	0
-:1)PM	1	2	2	2	2	9	)	2	2	2	2	2	0	9
-:92PM	9	1	2	2	11	1,	1,	2	2	2	2	2	0	19
-:7)PM	9	1	2	1	7	9	)	2	2	2	2	2	0	1
<b>Total</b>	<b>92</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>10</b>
% Approach	1.13%	11.31%	1.39%	2%	3%	-	-	3%	2%	2%	2%	2%	-	3%
% Total	93%	23%	23%	23%	4.8%	5	2%	2%	2%	2%	2%	0%	0%	5
PHF	2301,	23 1,	23 22	5 23	2	0700	5	5	5	5	5	5	-	5
Lights	92	)	*	2	1	42	5	2	2	2	2	2	0	5
% Lights	122%	122%	2%	2%	122%	100%	5	2%	2%	2%	2%	2%	-	5
Articulated Trucks and Single-Unit Trucks	2	2	2	2	2	0	3	2	2	2	2	2	0	3
% Articulated Trucks and Single-Unit Trucks	2%	2%	2%	2%	2%	0%	3	2%	2%	2%	2%	2%	-	3
Buses	2	2	2	2	2	0	5	2	2	2	2	2	0	5
% Buses	2%	2%	2%	2%	2%	0%	5	2%	2%	2%	2%	2%	-	5
Bicycles on Road	2	2	2	2	2	0	5	2	2	2	2	2	0	5
% Bicycles on Road	2%	2%	2%	2%	2%	0%	5	2%	2%	2%	2%	2%	-	5
BdLaL	5	5	5	5	5	5	2	5	5	5	5	5	5	2
% BdLaL	5	5	5	5	5	5	2	5	5	5	5	5	5	2
Pa Ta LHqnl	5	5	5	5	5	5	1	5	5	5	5	5	5	1
% Pa Ta LHqnl	5	5	5	5	5	5	122%	5	5	5	5	5	5	1
BgycaLAn s HLLwkl	5	5	5	5	5	5	2	5	5	5	5	5	5	2
% BgycaLAn s HLLwkl	5	5	5	5	5	5	2%	5	5	5	5	5	5	2%

Pa Ta LHqnl kart BgycaLAn s HLLwkl(3i :1 aY8R: Rghet An H TBW WeH8U: USMdh

**25. Genesee St. and Blandina - TMC**

Thu Jul 19, 2018  
 PM Peak (4PM - 5PM) : Overall Peak r Hv  
 oLi AlAcCeC(sLi hgC, o vgh ubagc T yuK Cadc nldi le: SdlgtTutKtK UtGcC, UtGcC, PeceGladC,  
 UeB leCHi yHc, UeB leCHi AMCRalk-  
 oLi MHDeawedgC  
 nD 194125, s HAgHd43.100749, :75.232355, nlgp AHce DS gfa, NeR YHk  
 A HgeCdLe, Po, 19320, S n



PHVgAT Ny: WBSlka WKYg  
 DktkInc3

Wpna	i	W	R	U	RR	APP	PaTE	i	W	R	U	RR	App	PaTE
.2018.07.19 4:00PM	0	89	1	0	1	25	3	11	123	9	0	1	511	14
4:00PM	2	84	4	0	0	28	2	7	112	4	0	0	570	8
4:00PM	2	83	1	0	0	36	0	3	98	7	0	0	583	4
4:00PM	0	97	2	0	0	22	2	5	87	3	0	0	24	0
<b>Total</b>	<b>9</b>	<b>353</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>066</b>	<b>0</b>	<b>6</b>	<b>420</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>1119</b>	<b>26</b>
% Approach	1.1%	96.4%	2.2%	0%	0.3%	-	-	5.5%	89.4%	4.9%	0%	0.2%	-	-
% Total	0.5%	40.2%	0.9%	0%	0.1%	1.51%	-	3.0%	47.8%	2.6%	0%	0.1%	40.4%	-
PHF	0.500	0.910	0.500	: 0.250	8.271	-	-	0.591	0.854	0.639	: 0.250	8.250	8.356	-
Lights	4	344	8	0	1	041	-	26	410	23	0	1	168	-
% Lights	100%	97.5%	100%	0%	100%	21.4%	-	100%	97.6%	100%	0%	100%	21.2%	-
Articulated Trucks and Single-Unit Trucks	0	2	0	0	0	7	-	0	3	0	0	0	0	-
% Articulated Trucks and Single-Unit Trucks	0%	0.6%	0%	0%	0%	8.4%	-	0%	0.7%	0%	0%	0%	8.6%	-
Buses	0	7	0	0	0	1	-	0	7	0	0	0	1	-
% Buses	0%	2.0%	0%	0%	0%	5.2%	-	0%	1.7%	0%	0%	0%	5.4%	-
Bicycles In Road	0	0	0	0	0	8	-	0	0	0	0	0	8	-
% Bicycles In Road	0%	0%	0%	0%	0%	8%	-	0%	0%	0%	0%	0%	8%	-
UteCC	:	:	:	:	:	:	0	:	:	:	:	:	:	0
% UteCC	:	:	:	:	:	:	0%	:	:	:	:	:	:	0%
PeceGladC	:	:	:	:	:	:	6	:	:	:	:	:	:	26
% PeceGladC	:	:	:	:	:	:	85.7%	:	:	:	:	:	:	100%
UeB leCHi AMCRalk	:	:	:	:	:	:	1	:	:	:	:	:	:	0
% UeB leCHi AMCRalk	:	:	:	:	:	:	14.3%	:	:	:	:	:	:	0%

PeceGladC UeB leCHi AMCRalk, s De fg y Dy lI hg y Dy lI hgHl vec, TDHwu, S DS: TuvD

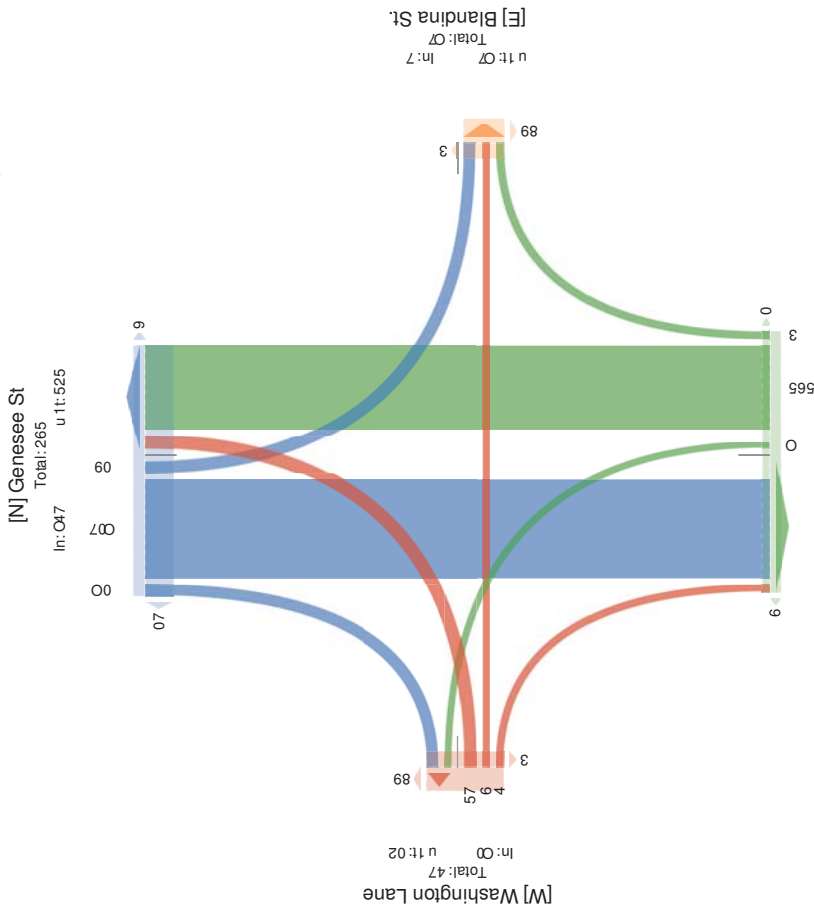


**25. Genesee St. and Blandina - TMC**  
 Thu Jul 19, 2018  
 PM Peak (4PM: 5PM-): Overall Peak r Hwy  
 oill AlacCeC(sli.hgC, o vglubagc T'vur kCadc nldi le:SdlqT'vur kC UurGc, PeccG'vadC,  
 UUR leCHi y Hcc, UUR leCHi AMCRalk-  
 oill MHC'wedgC  
 nld D549125, sH agHHD43.100749, :75.232355, nlgp AH'edS'gla, NeR YHk  
 184 Unakevy Hcc,  
 AH'gC'olle, Po, 19320, Sn

**26. Genesee St. and Bank Pl. - TMC**  
 Thu Jul 19, 2018  
 Full Length (7AM-9AM, 4PM-6PM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles  
 on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549126, Location: 43.100182, -75.233485, Site Code: Utica, New York

Leg. Direction	Bank Pl. Westbound			Genesee St. Northbound			Genesee St. Southbound			
	L	R	U	L	R	U	L	T	U	
20:06-07:19 7:00AM	0	0	0	28	0	0	4	36	0	81
7:15AM	0	0	0	39	1	1	0	50	0	31
7:30AM	0	0	0	32	0	0	3	65	0	41
7:45AM	0	0	0	47	3	0	1	5	70	0
Hourly Total	0	0	0	146	4	1	434	2	12	221
8:00AM	0	0	0	46	2	0	82	0	6	77
8:15AM	0	0	0	56	6	0	56	5	7	57
8:30AM	0	0	0	51	6	0	30	5	4	65
8:45AM	0	0	0	67	3	1	04	5	9	76
Hourly Total	0	0	0	220	17	1	672	15	26	275
4:00PM	0	0	0	94	5	0	99	2	8	104
4:15PM	0	0	0	91	7	0	92	2	7	103
4:30PM	0	0	0	86	8	0	98	3	7	81
4:45PM	0	0	0	105	4	0	419	2	6	84
Hourly Total	0	0	0	29	376	24	0	811	9	28
5:00PM	0	0	0	87	3	0	91	5	5	115
5:15PM	0	0	0	91	7	0	92	3	6	69
5:30PM	0	0	0	60	6	0	55	0	4	74
5:45PM	0	0	0	71	5	0	05	1	8	80
Hourly Total	0	0	0	20	309	21	0	771	9	23
6:00PM	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1051	66	2	4440	35	89	1206
% Approach	0%	0%	0%	93.9%	5.9%	0.2%	-	-	6.9%	93.0%
% Total	0%	0%	0%	43.5%	2.7%	0.1%	85.7%	-	3.7%	49.3%
Lights	0	0	0	1005	65	2	4106	-	88	1146
% Lights	0%	0%	0%	95.6%	98.5%	100%	93.2%	-	98.9%	95.0%
Articulated Trucks and Single-Unit Trucks	0	0	0	14	0	0	48	-	0	27
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	1.3%	0%	0%	4.7%	-	0%	2.2%
Buses	0	0	0	32	0	0	76	-	0	30
% Buses	0%	0%	0%	3.0%	0%	0%	6.9%	-	0%	2.5%
Bicycles on Road	0	0	0	0	1	0	4	-	1	3
% Bicycles on Road	0%	0%	0%	0%	1.5%	0%	1.4%	-	1.1%	0.2%
Pedestrians	-	-	-	-	-	-	-	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-

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



u t: 04  
 In: 589  
 Total: 435  
 [S] Genesee St.

**26. Genesee St. and Bank Pl. - TMC**

Thu Jul 19, 2018  
 Full Length (7AM-9AM, 4PM-6PM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549126, Location: 43.100182, -75.233485, Site Code: Utica, New York



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

**[N] Genesee St.**

In: 1297 Out: 1053  
 Total: 2350



Out: 1208 In: 1119  
 Total: 2327  
**[S] Genesee St.**

**26. Genesee St. and Bank Pl. - TMC**

Thu Jul 19, 2018  
 Forced Peak (7:45AM - 8:45AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549126, Location: 43.100182, -75.233485, Site Code: Utica, New York



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

Leg. Direction	Bank Pl. Westbound			Genesee St. Northbound			Genesee St. Southbound							
	L	R	U	L	R	U	L	T	U					
Time	0	0	0	2	47	3	0	52	5	70	0	15	0	745
2018-07-19 7:45AM	0	0	0	2	46	2	0	80	6	77	0	03	0	737
8:00AM	0	0	0	2	56	6	0	64	7	57	0	68	0	746
8:15AM	0	0	0	2	51	6	0	51	4	65	0	69	0	746
8:30AM	0	0	0	2	200	17	0	471	0	269	0	497	0	520
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>600</b>	<b>17</b>	<b>0</b>	<b>471</b>	<b>0</b>	<b>62</b>	<b>269</b>	<b>0</b>	<b>497</b>	<b>0</b>
% Approach	0%	0%	0%	2%	192.2%	7.8%	0%	124.1%	0%	7.6%	92.4%	0%	124.1%	0%
% Total	0%	0%	0%	2%	39.4%	3.3%	0%	84.1%	0%	4.3%	53.0%	0%	51.3%	0%
<b>PHF</b>	-	-	-	-	0.893	0.708	-	2.015	-	0.786	0.873	-	2.011	-
Lights	0	0	0	2	187	17	0	428	22	246	0	460	0	472
% Lights	0%	0%	0%	2%	93.5%	100%	0%	98.2%	100%	91.4%	0%	94.7%	100%	92.9%
Articulated Trucks and Single-Unit Trucks	0	0	0	2	4	0	0	8	0	16	0	76	0	20
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	2%	2.0%	0%	0%	7.0%	0%	5.9%	0%	5.5%	0%	3.9%
Buses	0	0	0	2	9	0	0	9	0	7	0	1	0	16
% Buses	0%	0%	0%	2%	4.5%	0%	0%	8.7%	0%	2.6%	0%	4.8%	0%	3.1%
Bicycles on Road	0	0	0	2	0	0	0	2	0	0	0	2	0	0
% Bicycles on Road	0%	0%	0%	2%	0%	0%	0%	2%	0%	0%	0%	2%	0%	0%
Pedestrians	-	-	-	-	20	-	-	-	11	-	-	-	-	0
% Pedestrians	-	-	-	-	100%	-	-	-	100%	-	-	-	-	0
Bicycles on Crosswalk	-	-	-	-	0	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	0%	-	-	-	-	-	0%

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



26. Genesee St. and Bank Pl. - TMC  
 Thu Jul 19, 2018  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549126, Location: 43.100182, -75.233485, Site Code: Utica, New York



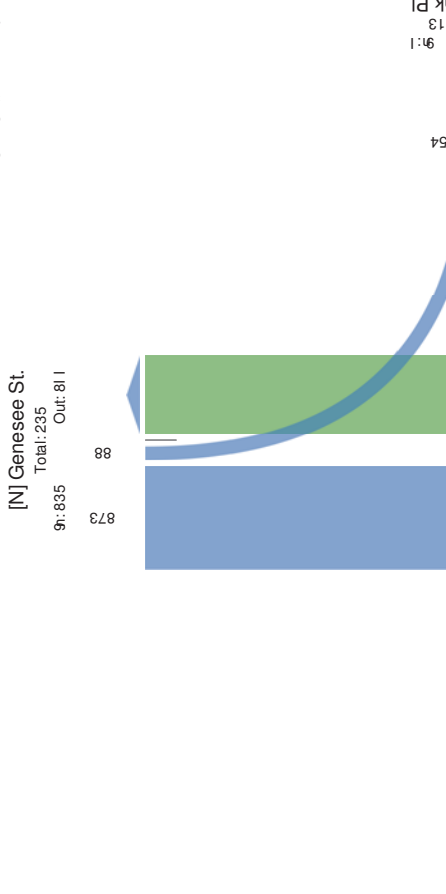
26. Genesee St. and Bank Pl. - TMC  
 Thu Jul 19, 2018  
 AM Peak (8AM - 9AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549126, Location: 43.100182, -75.233485, Site Code: Utica, New York

Leg. Direction	Bank Pl. Westbound			Genesee St. Northbound			Genesee St. Southbound			
	L	R	U	L	R	U	L	T	U	
2018-07-19 8:00AM	0	0	2	46	2	0	6	77	0	17
8:15AM	0	0	2	56	6	0	7	57	0	85
8:30AM	0	0	2	51	6	0	4	65	0	408
8:45AM	0	0	2	67	3	1	64	5	9	76
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>220</b>	<b>17</b>	<b>1</b>	<b>071</b>	<b>15</b>	<b>36</b>	<b>275</b>
% Approach	0%	0%	2%	92.4%	7.1%	0.4%	-	-	8.6%	91.4%
% Total	0%	0%	2%	40.8%	3.2%	0.2%	5.5%	0%	4.8%	51.0%
PHF	-	-	-	0.821	0.708	0.250	2.171	-	0.722	0.893
Lights	0	0	2	209	17	1	006	-	26	254
% Lights	0%	0%	2%	95.0%	100%	100%	93.5%	-	100%	92.4%
Articulated Trucks and Single-Unit Trucks	0	0	2	2	0	0	0	-	0	13
% Articulated Trucks and Single-Unit Trucks	0%	0%	2%	0.9%	0%	0%	2.1%	-	0%	4.7%
Buses	0	0	2	9	0	0	9	-	0	8
% Buses	0%	0%	2%	4.1%	0%	0%	7.1%	-	0%	2.9%
Bicycles on Road	0	0	2	0	0	0	2	-	0	0
% Bicycles on Road	0%	0%	2%	0%	0%	0%	2%	-	0%	0%
Pedestrians	-	-	-	21	-	-	-	-	-	15
% Pedestrians	-	-	-	9.1%	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	2	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	8.7%	-	-	-	-	-	0%

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



26. Genesee St. and Bank Pl. - TMC  
 Thu Jul 19, 2018  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549126, Location: 43.100182, -75.233485, Site Code: Utica, New York



Out: 873  
 Total: 235  
 Out: 811

Out: 873  
 Total: 207  
 [S] Genesee St.



26. Genesee St. and Bank Pl. - TMC  
 Thu Jul 19, 2018  
 AM Peak (8AM-79AM):  
 All 4 lanes (-) Chs 5, All 5 lanes (-) Chs 5, du 5e-5, Pege 5a) m 5, d) m le 5  
 St. USag, d) m le 5 St. 4 ISS5Balk:  
 All MSyco et S  
 Rvnm 912D - Si a9St vl 63 00182, 7. n8661 8m r 8e 4 Sgevc sja, NeB YSlk  
 181 dake LUSag,  
 4 Sas 5y) le, PA, 19620, c r

[N] Genesee St.

Total: 521  
 In: 301 Out: 220



Out: 276 In: 238  
 Total: 514  
 [S] Genesee St.

26. Genesee St. and Bank Pl. - TMC

Thu Jul 19, 2018  
 PM Peak (4PM: 5PM -): Qe-wall Peak r Hv  
 o ll AlaCe C (s li, hG, o vgl ubagc T vut kGac n ldi le: S d lgt T vut kG, Uu GcG, Pecc Gp adC, Ul B l e C  
 H l y Hc, Ul B l e C Hl AMHCRAalk-  
 o ll MHDe wredg  
 n l D 549123, s H ag H D l, 7. 00182, : N Z. . 485, n l g e A H c e D S g f a, Y e R b H k  
 A H g e C D l e, P o, 19, 20, S n

Uadk #17 # e G f H d c	s	y	S	App	Pec 6	T	y	S	App	Pec 6	Wede Cee n g f Y H g h f H d c	s	T	S	App	Pec 6	Int
2018:0N19 4D0PM	0	0	0	0	15	94	5	0	99	2	8	104	0	112	2	211	
4D5PM	0	0	0	0	2	91	N	0	98	2	N	101	0	110	2	208	
4D0PM	0	0	0	0	8	83	8	0	94		N	81	0	88	1	182	
4D5PM	0	0	0	0	4	105	4	0	109	2	3	84	0	90	0	199	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>633</b>	<b>24</b>	<b>0</b>	<b>400</b>	<b>0</b>	<b>68</b>	<b>632</b>	<b>0</b>	<b>400</b>	<b>5</b>	<b>800</b>	
% Approach	0%	0%	0%	0%	-	94.0%	3.0%	0%	-	-	80.0%	9.20%	0%	-	-	-	
% Total	0%	0%	0%	0%	0%	4.0%	0.7%	0%	50.0%	-	7.5%	4.375%	0%	50.0%	-	-	
PHE	:	:	:	:	-	0.895	0.7650	:	0.917	:	0.835	0.7894	:	0.893	:	0.848	
% Lights	0%	0%	0%	0%	-	3.3	2.	0	389	:	2N	32	0	389	:	NN8	
% Lights on Road	0%	0%	0%	0%	-	9.0%	95.8%	0%	97.3%	:	9.3%	9.0%	0%	97.3%	:	9.0%	
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	-	2	0	0	2	:	0	0	0	3	:	5	
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	-	0.5%	0%	0%	0.5%	:	0%	0.8%	0%	0.8%	:	0.7%	
Buses	0	0	0	0	0	8	0	0	8	:	0	N	0	7	:	15	
% Buses on Road	0%	0%	0%	0%	-	2.7%	0%	0%	2.0%	:	0%	1.9%	0%	1.8%	:	1.9%	
% Bicycles on Road	0	0	0	0	0	0	1	0	1	:	1	0	0	1	:	2	
% Bicycles on Road	0%	0%	0%	0%	-	0%	4.2%	0%	0.3%	:	0%	0%	0%	0.3%	:	0.7%	
Pece Gp ad C	:	:	:	:	29	:	:	:	:	:	9	:	:	:	:	5	
U l B l e C H l A M H C R A l k	:	:	:	:	100%	:	:	:	:	:	100%	:	:	:	:	100%	
U l B l e C H l A M H C R A l k	:	:	:	:	0	:	:	:	:	:	0	:	:	:	:	0	
% U l B l e C H l A M H C R A l k	:	:	:	:	0%	:	:	:	:	:	0%	:	:	:	:	0%	

Pece Gp ad C adC U l B l e C H l A M H C R A l k / s B e g y D y l i h g T D H w u, S D B : T u u d

**26. Genesee St. and Bank Pl. - TMC**

Thu Jul 19, 2018  
 PM Peak (4PM - 5PM) : Overall Peak r Hwy  
 o ll AlaCeC(s.li.hgC. o vgl.uhagc T'vot kCaac n ldi le:SdlgT'vot kCQcG. PeceGladC, Ull B leC  
 Hl y Hc, Ull B leC H AvHCRalk-  
 o ll MFDxwcdgC  
 n l D549126. s H agHHD3.100182. :75.233485. n lgr AHreD5 gda, NeR YHk



184 Unakevy Hc,  
 AHg-COllc, Po, 19320, Sn

**[N] Genesee St.**

Total: 552  
 3 Ct:u52



3 Ct:u51 Total: 551  
 [S] Genesee St.

**27. Genesee St. and Court St. - TMC**

Thu Jul 19, 2018  
 Full Length (7AM-9AM, 4PM-6PM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles  
 on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549127, Location: 43.099688, -75.234863, Site Code: Utica, New York



184 Baker Road,  
 Coatesville, PA, 19320, US

Leg. Direction	Court St.										Hopper St.				
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	
20:18-47:19 7:00AM	1	27	4	0	0	15	3	4	11	1	0	0	72	0	
7:15AM	0	40	4	0	2	0	2	1	38	3	0	0	0	05	3
7:30AM	3	45	3	0	1	45	3	0	49	3	0	0	0	45	3
7:45AM	2	66	18	0	1	39	3	0	47	6	0	2	44	2	
Hourly Total	6	178	29	0	4	579	9	5	145	13	0	2	724	8	
8:00AM	1	70	9	0	4	30	3	1	30	2	0	0	11	3	
8:15AM	0	94	14	0	3	777	2	0	45	9	0	0	40	4	
8:30AM	1	77	10	0	6	80	2	0	51	6	0	0	49	6	
8:45AM	1	77	11	0	1	86	6	0	55	8	0	2	24	7	
Hourly Total	3	318	44	0	14	198	13	1	181	25	0	2	568	20	
4:00PM	1	64	4	0	2	97	9	1	117	15	0	5	713	7	
4:15PM	1	57	13	0	2	91	5	1	101	12	0	0	770	3	
4:30PM	1	84	15	0	0	766	7	0	97	12	0	2	777	11	
4:45PM	1	54	10	0	3	23	3	0	70	11	0	5	32	1	
Hourly Total	4	259	42	0	7	175	24	2	385	50	0	12	008	22	
5:00PM	2	79	9	0	2	85	7	0	68	9	0	2	98	1	
5:15PM	3	46	7	0	2	43	4	1	45	6	0	3	44	19	
5:30PM	4	47	15	0	5	97	5	0	48	3	0	0	47	1	
5:45PM	6	57	4	0	1	23	7	0	53	13	0	3	28	8	
Hourly Total	15	229	35	0	10	538	23	1	214	31	0	8	540	29	
Total	28	984	150	0	35	7789	69	9	925	119	0	24	7699	79	
% Approach	2.3%	82.2%	12.5%	0%	2.9%	-	-	0.8%	85.9%	11.0%	0%	2.2%	-	-	
% Total	0.6%	20.7%	3.2%	0%	0.7%	54.5%	-	0.2%	19.5%	2.5%	0%	0.5%	55.9%	-	
Lights	28	968	146	0	33	7794	-	7	909	114	0	24	7640	-	
% Lights	100%	98.4%	97.3%	0%	94.3%	83.5%	-	77.8%	98.3%	95.8%	0%	100%	89.8%	-	
Articulated Trucks and Single-Unit Trucks	0	7	4	0	2	71	-	1	11	1	0	0	71	-	
% Articulated Trucks and Single-Unit Trucks	0%	0.7%	2.7%	0%	5.7%	7.7%	-	1.1%	1.2%	0.8%	0%	0%	7.5%	-	
Buses	0	8	0	0	0	3	-	1	3	4	0	0	3	-	
% Buses	0%	0.8%	0%	0%	0%	6.9%	-	1.1%	0.3%	3.4%	0%	0%	6.9%	-	
Bicycles on Road	0	1	0	0	0	7	-	0	2	0	0	0	5	-	
% Bicycles on Road	0%	0.1%	0%	0%	0%	6.7%	-	0%	0.2%	0%	0%	0%	6.5%	-	
Pedestrians	-	-	-	-	-	-	68	-	-	-	-	-	-	74	
% Pedestrians	-	-	-	-	-	-	98.6%	-	-	-	-	-	-	93.7%	
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	5	
% Bicycles on Crosswalk	-	-	-	-	-	-	1.4%	-	-	-	-	-	-	6.3%	

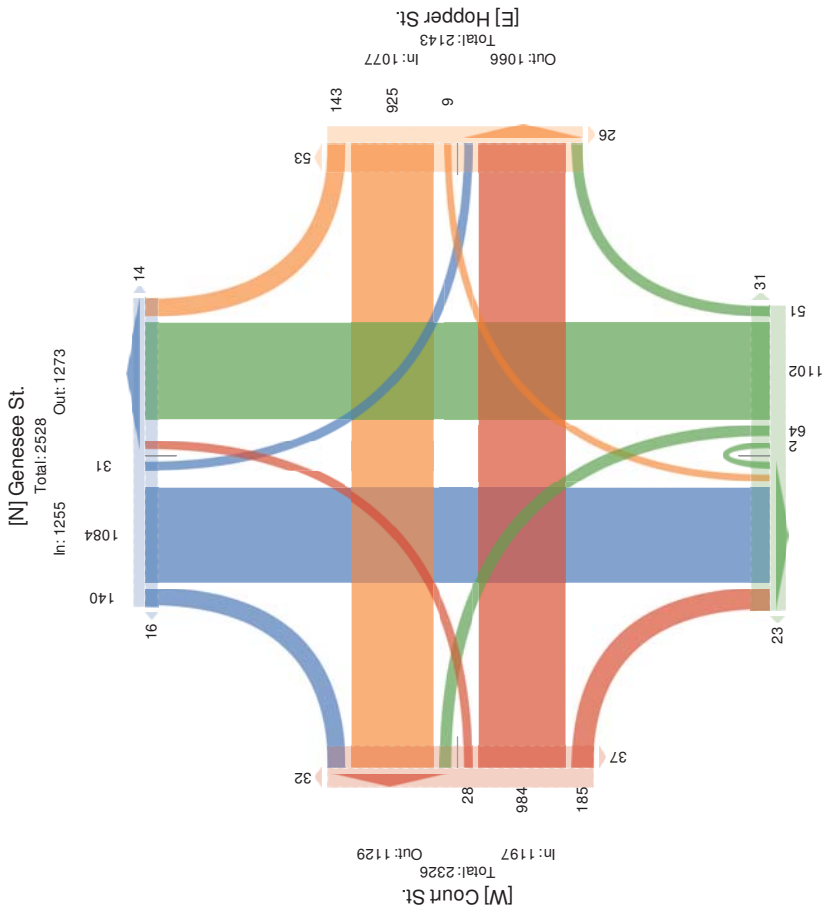
\*Pedestrians and Bicycles on Crosswalk: L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

**27. Genesee St. and Court St. - TMC**  
 Thu Jul 19, 2018  
 Full Length (7AM-9AM, 4PM-6PM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549127, Location: 43.099688, -75.234863, Site Code: Utica, New York

Leg Direction	Genesee St. Northbound										Genesee St. Southbound									
	L	T	R	U	RR	App	Peed*	In	L	T	R	U	RR	App	Peed*	In				
2018-07-19 7:00AM	2	32	1	0	0	16	1	1	0	34	2	0	2	12	4	858				
7:15AM	7	39	0	0	0	43	3	2	46	5	0	1	64	1	822					
7:30AM	5	36	2	0	0	41	0	2	50	10	0	3	36	2	585					
7:45AM	3	53	6	1	0	31	5	2	70	5	0	0	99	1	525					
Hourly Total	17	160	9	1	0	829	9	6	200	22	0	6	514	8	2711					
8:00AM	2	57	2	0	2	31	1	3	59	10	0	2	94	0	564					
8:15AM	3	69	8	0	0	27	5	1	52	4	0	1	62	2	171					
8:30AM	2	73	4	0	0	90	1	0	55	9	0	1	36	1	506					
8:45AM	3	72	3	0	0	92	3	3	65	6	0	3	99	2	187					
Hourly Total	10	271	17	0	2	177	10	7	231	29	0	7	594	5	8835					
4:00PM	9	96	3	0	0	872	2	5	97	11	0	2	886	1	4115					
4:15PM	3	96	3	0	0	875	8	3	98	8	0	3	885	2	478					
4:30PM	8	87	3	0	0	875	3	0	80	5	0	1	23	1	106					
4:45PM	5	93	4	0	0	875	3	2	79	9	0	2	05	0	142					
Hourly Total	25	372	13	0	0	487	17	10	354	33	0	8	476	4	8693					
5:00PM	4	92	3	1	0	877	2	3	108	7	0	1	680	0	107					
5:15PM	4	85	4	0	1	04	6	3	61	4	0	1	30	1	593					
5:30PM	2	60	0	0	0	35	5	1	62	11	0	0	94	0	562					
5:45PM	2	62	1	0	1	33	5	8	68	11	0	0	27	2	521					
Hourly Total	12	299	8	1	2	155	18	8	299	33	0	2	145	13	8579					
Total	64	1102	47	2	4	8580	54	31	1084	117	0	23	8566	30	4942					
% Approach	5.3%	90.4%	3.9%	0.2%	0.3%	-	-	2.5%	86.4%	9.3%	0%	1.8%	-	-	-					
% Total	1.3%	23.2%	1.0%	0%	0.1%	56.9%	-	0.7%	22.8%	2.5%	0%	0.5%	53.4%	-	-					
Lights	63	1062	45	2	4	8893	-	25	1038	113	0	21	8809	-	4602					
% Lights	98.4%	96.4%	95.7%	100%	100%	103.6%	-	80.6%	95.8%	96.6%	0%	91.3%	106.4%	-	96.9%					
Articulated Trucks and Single-Unit Trucks	1	13	0	0	0	84	-	1	21	4	0	1	59	-	67					
% Articulated Trucks and Single-Unit Trucks	1.6%	1.2%	0%	0%	0%	8.8%	-	3.2%	1.9%	3.4%	0%	4.3%	5.5%	-	1.4%					
Buses	0	27	2	0	0	50	-	5	23	0	0	0	52	-	73					
% Buses	0%	2.5%	4.3%	0%	0%	5.4%	-	16.1%	2.1%	0%	0%	0%	5.5%	-	1.5%					
Bicycles on Road	0	0	0	0	0	7	-	0	2	0	0	1	1	-	6					
% Bicycles on Road	0%	0%	0%	0%	0%	7%	-	0%	0.2%	0%	0%	4.3%	7.5%	-	0.1%					
Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27				
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	88.9%				
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6				
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11.1%				
Pedestrians and Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10.0%				

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

**27. Genesee St. and Court St. - TMC**  
 Thu Jul 19, 2018  
 Full Length (7AM-9AM, 4PM-6PM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549127, Location: 43.099688, -75.234863, Site Code: Utica, New York





27. Genesee St. and Court St. - TMC

Thu Jul 19, 2018  
 Length (g7AM4P6) C a84P6) C s  
 ) lli l7rrgr Mdkhs, ) 68ml7Sg TeumA 7U BkLkgay USTeumA, outrgr, (gt grSQU, odrRlgr  
 LUwl7r, odrRlgr LUl dlrrv 7U  
 ) lli C lmp1 g U  
 D 46P912-, cLm7SLU4P5399, 88, a-635P8, 5, B6h, i L1 g4y 5H7, Ngv YLeA  
 18P o7Agewl7,  
 i L7Sgrndlg, ( ), 19520, yB



gk	id	g	T	w	y	w	w	App	(gt*	HppgeBS
id	g	T	w	y	w	w	App	(gt*	HppgeBS	
2018aP-319-4P6) C	2	..	18	0	1	24	5	0	P-	0
8400) C	1	-0	9	0	P	23	5	1	50	2
846) C	0	9P	1P	0	5	999	2	0	P6	9
840) C	1	--	10	0	--	13	2	0	61	0
5.6 Bn	P	60%	61	0	1P	744	10	1	1.5	25
1 %pp gort	13%	81%	153%	0%	53%	h	a	0.8%	8.49%	113%
1 %66Tn	0.3%	2.3%	P3%	0%	12%	77-81	a	0.3%	16.5%	230%
LjgC B	P	501	60	0	12	7a4	a	1	1.	22
.PH	0.300	0.81	0.308	a	0.865	F-234	a	0.260	0.8P8	0.359
1 %gC B	100%	983%	983%	0%	863%	14-a1	a	100%	9.3%	963%
A Truo Fd% uris%nd SingeUnit%	0	5	1	0	2	a	a	0	..	1
1 % Truo Fd% uris%nd SingeUnit%	0%	13%	23%	0%	1P.5%	9a1	a	0%	5.8%	P5%
1 %Buses	0	5	0	0	0	7	a	0	1	0
1 %Buses	0%	13%	0%	0%	0%	F-21	a	0%	0.3%	0%
1 %Bicycles In Road	0	0	0	0	0	F	a	0	0	0
1 %Bicycles In Road	0%	0%	0%	0%	0%	F1	a	0%	0%	0%
(gt grSQU	a	a	a	a	a	a	a	a	a	a
odrRgr LUl dlrrv7U	a	a	a	a	a	a	a	a	a	a
% odrRgr LUl dlrrv7U	a	a	a	a	a	a	a	a	a	a

(gt grSQU 7U odrRgr LUl dlrrv7U8c-4c-gfS w4wdkHSLUdgr, T4Theu, y4yafueU

27. Genesee St. and Court St. - TMC

Thu Jul 19, 2018  
 Forced Peak (4M5) A C8M5) A s  
 ) lli Llai ei (gmhs, ) rscubSd Trucki aLi BUUnleQ USTrucki, Rui ei, Pedei StatU, Rwevlei  
 oUvoad, Rwevlei oULroi imalks  
 ) lli AoiDe U  
 :3 M- 9124, gocaPUM, 7099N88, G5Z., -8N, . B6S LodeM Sca, Yembork  
 LoaSeilitle, P), 19, 20, yB



gk	id	g	T	w	y	w	App	(gt*	HppgeBS	
id	g	T	w	y	w	App	(gt*	HppgeBS		
2018aP-319-4M5) A	2	..	18	0	1	24	5	0	P-	0
8400) A	1	-0	9	0	P	23	5	1	50	2
846) A	0	9P	1P	0	5	999	2	0	P6	9
840) A	1	--	10	0	--	13	2	0	61	0
9 Truck	10	252	20	0	2	740	15	8	2.8	28
% Approach	1.5%	88.7%	4.0%	0.7%	0.9%	-	-	2.2%	80%	102%
% 9 Truck	0.79%	22.7%	1.8%	0.7%	0.7%	70.1%	a	0.25%	20.3%	2.5%
PIE (P)	0.78N	0.78N	0.78N	0.78N	0.78N	3.461	a	0.78N	0.78N	0.78N
Lights	10	2-1	19	1	2	715	a	5	2IN	2N
% Lights	100%	95.7%	95.7%	100%	100%	60.4%	a	8.7%	91.5%	92.9%
Articulated 9 rucks and Singe-Unit 9 rucks	0	2	0	0	0	7	a	0	0	0
% Articulated 9 rucks and Singe-Unit 9 rucks	0%	0.8%	0%	0%	0%	3.1%	a	0%	5.9%	4.7%
% Buses	0	9	1	0	0	13	a	1	N	0
% Buses	0%	7.8%	5.7%	0%	0%	5.0%	a	1.74%	2.5%	0%
% Bicycles In Road	0	0	0	0	0	3	a	0	0	0
% Bicycles In Road	0%	0%	0%	0%	0%	3%	a	0%	0%	0%
Pedei StatU	C	C	C	C	C	C	C	C	C	C
% Pedei StatU	C	C	C	C	C	C	C	C	C	C
Rwevlei oULroi imalk	C	C	C	C	C	C	C	C	C	C
% Rwevlei oULroi imalk	C	C	C	C	C	C	C	C	C	C

Pedei StatU aLi Rwevlei oULroi imalk/gMcS vV MmihS vV MmihSoUred, TMThru, yMCTurU

**27. Genesee St. and Court St. - TMC**

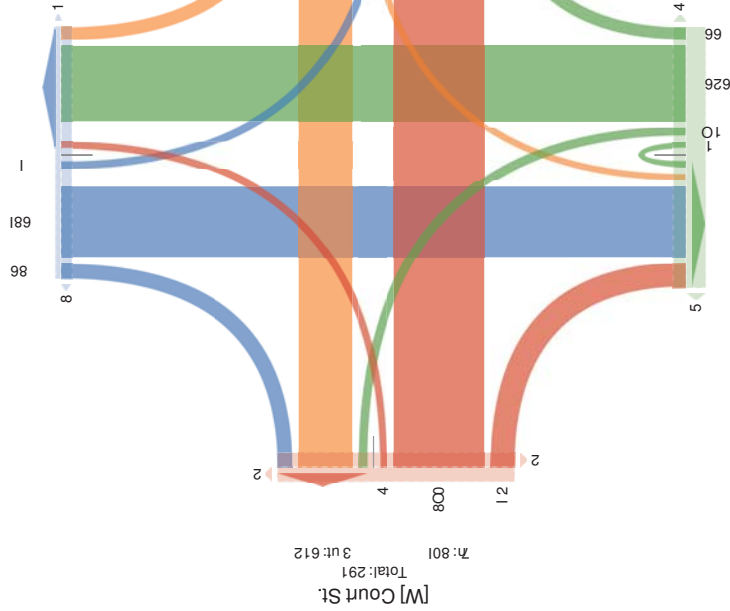
Thu Jul 19, 2018  
 File: g7AM4P6) C a84P6) C s  
 Length: (g7AM4P6) C a84P6) C s  
 File: g7AM4P6) C a84P6) C s  
 Length: (g7AM4P6) C a84P6) C s  
 File: g7AM4P6) C a84P6) C s  
 Length: (g7AM4P6) C a84P6) C s



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

**[N] Genesee St.**

Total: 222  
 3 ut: 651



3 ut: 808 Total: 255

**[S] Genesee St.**

**27. Genesee St. and Court St. - TMC**

Thu Jul 19, 2018  
 AM Peak (8AM - 9AM)  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549127, Location: 43.099688, -75.234863, Site Code: Utca, New York

Leg. Direction	Court St. Eastbound						Hopper St. Westbound							
	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2018-07-19 8:00AM	1	70	9	0	4	24	3	1	30	2	0	0	0	00
8:15AM	0	94	14	0	3	333	2	0	45	9	0	0	74	4
8:30AM	1	77	10	0	6	94	2	0	51	6	0	0	71	6
8:45AM	1	77	11	0	1	95	6	0	55	8	0	2	67	7
<b>Total</b>	<b>3</b>	<b>318</b>	<b>44</b>	<b>0</b>	<b>14</b>	<b>019</b>	<b>13</b>	<b>1</b>	<b>181</b>	<b>25</b>	<b>0</b>	<b>2</b>	<b>959</b>	<b>20</b>
<b>Approach</b>	0.8% 83.9% 11.6% 0% 3.7% 0%						0.5% 86.6% 12.0% 0% 1.0% 0%							
<b>PHF</b>	0.3% 27.4% 3.8% 0% 1.2% 0%						0.1% 15.6% 2.2% 0% 0.2% 0%							
<b>Light</b>	0.750 0.846 0.786 - 0.583 5.274 -						0.250 0.823 0.694 - 0.250 5.254 -							
<b>Light</b>	3 312 42 0 12 069 -						1 176 24 0 2 960 -							
<b>Articulated Trucks and Single-Unit Trucks</b>	100% 98.1% 95.5% 0% 85.7% 91.4 -						100% 97.2% 96.0% 0% 100% 91.3 -							
<b>Articulated Trucks and Single-Unit Trucks</b>	0 3 2 0 2 1 -						0 0 4 1 0 0 7 -							
<b>Buses</b>	0% 0.9% 4.5% 0% 14.3% 3.2 -						0% 2.2% 4.0% 0% 0% 0.4 -							
<b>Buses</b>	0 3 0 0 0 0 -						0 1 0 0 0 3 -							
<b>Bicycles on Road</b>	0% 0.9% 0% 0% 0% 5.2 -						0% 0.6% 0% 0% 0% 5.7 -							
<b>Bicycles on Road</b>	0 0 0 0 0 5 -						0 0 0 0 0 5 -							
<b>% Pedestrians</b>	0% 0% 0% 0% 0% 5 -						0% 0% 0% 0% 0% 5 -							
<b>% Bicycles on Crosswalk</b>	-						-							
<b>% Bicycles on Crosswalk</b>	-						-							
<b>% Bicycles on Crosswalk</b>	-						-							

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

27. Genesee St. and Court St. - TMC

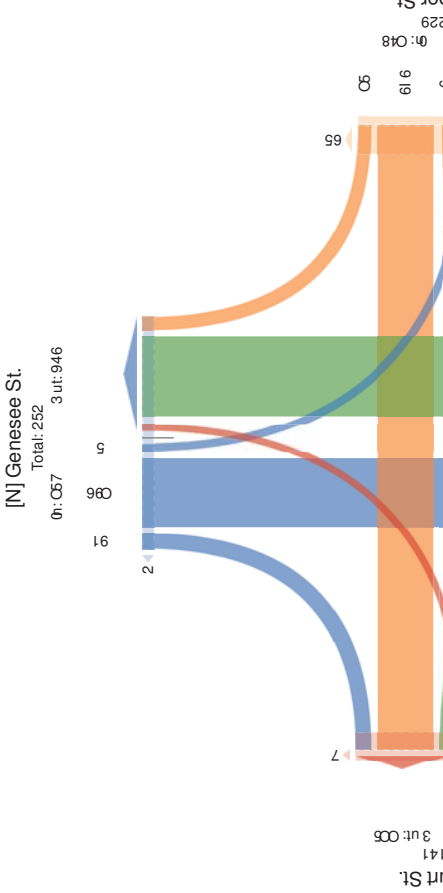
Thu Jul 19, 2018  
 AM Peak (8AM-79AM):  
 All 3 lanes - (S)htr, A1@plater, T1ugk-, nu-e-, Pet e-l@r-, n@Sgle-  
 Ur BUat, n@Sgle- Ur 31U-yalk  
 All MObcKerL  
 w@nt D9125, )Ugat@r nd4-099N88, 751, 24DBN4, c@B 3Ut emal l@q, Yey b Uk  
 18Dnakei BUat,  
 3 U@le-o@le, PA, 19420, d c



ves v G@gt@r	* e e e c l YU@h f @ur t	T	B	d	BB	App	Pet	6	in
2018/05/19 8:00AM	2	15	2	0	2	25	1	4	19
8MI AM	4	N9	8	0	0	03	1	1	12
8MO AM	2	54	D	0	0	16	1	0	11
8MI AM	4	52	4	0	0	10	4	4	N
<b>Total</b>	<b>10</b>	<b>251</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>533</b>	<b>10</b>	<b>5</b>	<b>241</b>
% Approach	4.4%	90.4%	1.5%	0%	0.5%	-	-	2.8%	81.4%
% Total	0.9%	24.4%	1.1%	0%	0.2%	48.0%	-	0.8%	19.9%
PHF	0.844	0.928	0.141	0.000	0.210	3.650	0.184	0.888	0.521
Lights	10	2N2	IN	0	2	463	7	1	21D
% Lights	100%	9N5%	9D1%	0%	100%	62.1%	7	51.1D%	92.1N%
Articulated Trucks and Single-Unit Trucks	0	1	0	0	0	9	7	0	11
% Articulated Trucks and Single-Unit Trucks	0%	0.1%	0%	0%	0%	3.5%	7	0%	18%
Buses	0	8	1	0	0	6	7	2	N
% Buses	0%	4.0%	1.9%	0%	0%	5.3%	7	2.8%	2.1N%
Bicycles on Road	0	0	0	0	0	3	7	0	0
% Bicycles on Road	0%	0%	0%	0%	0%	3%	7	0%	0%
Pete-l@r-	7	7	7	7	7	7	7	7	7
n@Sgle- Ur 31U-yalk	7	7	7	7	7	7	7	7	7
% n@Sgle- Ur 31U-yalk	7	7	7	7	7	7	7	7	7

27. Genesee St. and Court St. - TMC

Thu Jul 19, 2018  
 AM Peak (8AM-79AM):  
 All 4 lanes - (S)htr, A1@plater, T1ugk-, nu-e-, Pet e-l@r-, n@Sgle-  
 Ur BUat, n@Sgle- Ur 31U-yalk  
 All MObcKerL  
 w@nt D9125, )Ugat@r nd4-099N88, 751, 24DBN4, c@B 3Ut emal l@q, Yey b Uk  
 18Dnakei BUat,  
 3 U@le-o@le, PA, 19420, d c



**27. Genesee St. and Court St. - TMC**  
 Thu Jul 19, 2018  
 PM Peak (4PM - 5PM) - Overall Peak Hour  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549127, Location: 43.099688, -75.234863, Site Code: Utica, New York

Leg Direction	Court St. Eastbound				Hopper St. Westbound			
Time	L	T	R	U	RR	App	Ped*	Ped*
2018-07-19 4:00PM	1	64	4	0	2	24	9	1
4:15PM	1	57	13	0	2	20	5	1
4:30PM	1	84	15	0	0	499	7	0
4:45PM	1	54	10	0	3	13	3	0
<b>5:00PM</b>	<b>4</b>	<b>259</b>	<b>42</b>	<b>0</b>	<b>7</b>	<b>044</b>	<b>21</b>	<b>2</b>
% Approach	1.3%	83.0%	13.5%	0%	2.2%	-	-	-
% 5 PM	0.3%	16.4%	2.7%	0%	0.4%	41.8%	-	-
PHF	1.000	0.771	0.700	-0.583	0.983	0.983	0.983	0.983
Lights	4	256	42	0	7	091	-	-
% Lights	100%	98.8%	100%	0%	100%	11.8%	-	-
Articulated Trucks and Single-Unit Trucks	0	3	0	0	0	0	-	-
% Articulated Trucks and Single-Unit Trucks	0%	1.2%	0%	0%	0%	4.8%	-	-
Buses	0	0	0	0	0	9	-	-
% Buses	0%	0%	0%	0%	0%	9%	-	-
Bicycles on Road	0	0	0	0	0	9	-	-
% Bicycles on Road	0%	0%	0%	0%	0%	9%	-	-
Pedestrians	-	-	-	-	-	24	-	-
% Pedestrians	-	-	-	-	-	100%	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-

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

**27. Genesee St. and Court St. - TMC**  
 Thu Jul 19, 2018  
 PM Peak (4PM - 5PM) - Overall Peak Hour  
 All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)  
 All Movements  
 ID: 549123, Location: 43.099688, -75.234863, Site Code: Utica, New York

Leg Direction	Court St. Eastbound				Hopper St. Westbound			
Time	L	T	R	U	RR	App	Ped*	Ped*
2018-07-19 4:00PM	1	64	4	0	2	24	9	1
4:15PM	1	57	13	0	2	20	5	1
4:30PM	1	84	15	0	0	499	7	0
4:45PM	1	54	10	0	3	13	3	0
<b>5:00PM</b>	<b>4</b>	<b>259</b>	<b>42</b>	<b>0</b>	<b>7</b>	<b>044</b>	<b>21</b>	<b>2</b>
% Approach	1.3%	83.0%	13.5%	0%	2.2%	-	-	-
% 5 PM	0.3%	16.4%	2.7%	0%	0.4%	41.8%	-	-
PHF	1.000	0.771	0.700	-0.583	0.983	0.983	0.983	0.983
Lights	4	256	42	0	7	091	-	-
% Lights	100%	98.8%	100%	0%	100%	11.8%	-	-
Articulated Trucks and Single-Unit Trucks	0	3	0	0	0	0	-	-
% Articulated Trucks and Single-Unit Trucks	0%	1.2%	0%	0%	0%	4.8%	-	-
Buses	0	0	0	0	0	9	-	-
% Buses	0%	0%	0%	0%	0%	9%	-	-
Bicycles on Road	0	0	0	0	0	9	-	-
% Bicycles on Road	0%	0%	0%	0%	0%	9%	-	-
Pedestrians	-	-	-	-	-	24	-	-
% Pedestrians	-	-	-	-	-	100%	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-

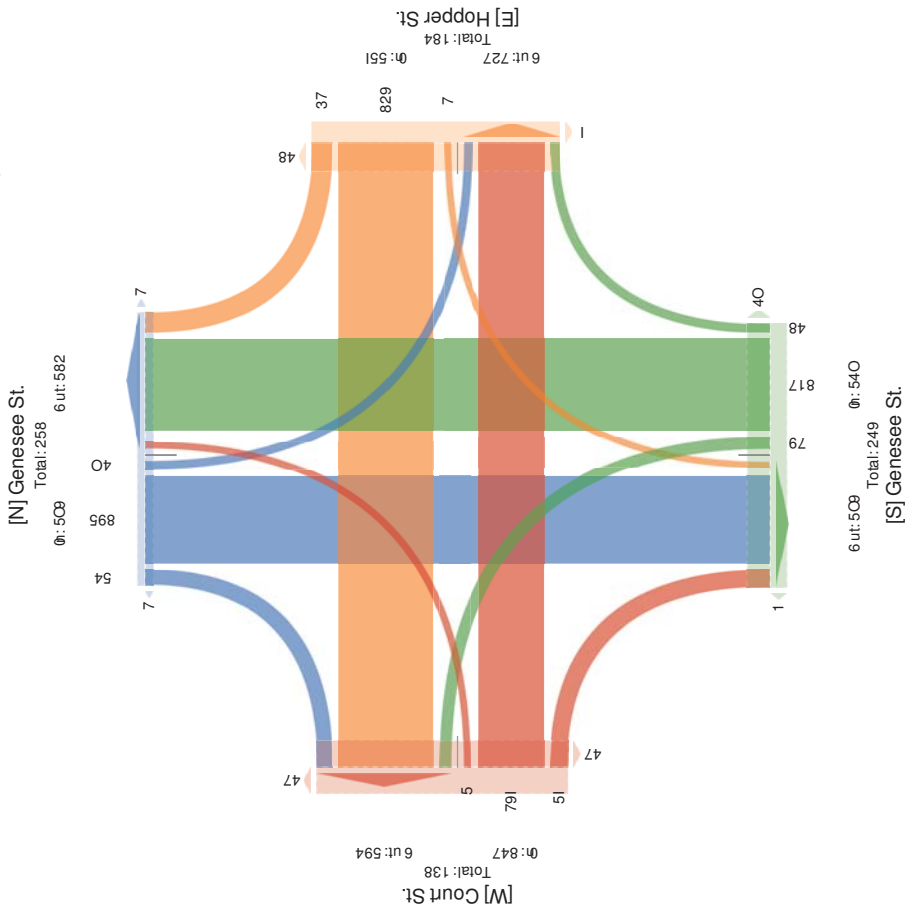
\* Pedestrians and Bicycles on Crosswalk: L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

**27. Genesee St. and Court St. - TMC**

Thu Jul 19, 2018  
 PM Peak (4PM - 5PM) - : Overall Peak r Hwy  
 o l l AlaCcC(s)li hgC; o v g h u b a g c T v o t k C a d c n l d i l e : S d l g T w u i k C U r t C C; P e c e C g l a d C U l l e B l e C  
 H i y H a c U l l e B l e C H A v H C R a l k -  
 o l l M F D x w e d g C  
 n l D 5 4 9 1 2 6 . s H a g H H D 3 . 0 9 9 7 8 8 . r 6 5 . 2 3 4 8 7 3 . n l g A H e D S g l a , N e R Y H k



184 Uakevy Hsc,  
 AHggCOlle, Po, 19320, Sn



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# Existing AM Synchro Reports





Lanes, Volumes, Timings  
1: NB Off-Ramp & Court Street

10/08/2018

	→	↖	↗	←	↘	↙
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑↑		↖↗	↑	↖↗	↖↗
Traffic Volume (vph)	304	0	0	250	23	468
Future Volume (vph)	304	0	0	250	23	468
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	220		0	0
Storage Lanes		0	1		2	2
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	0.97	1.00	0.97	0.88
Friction						0.850
Fit Protected					0.950	
Satd. Flow (prot)	3539	0	3614	1881	3367	2787
Fit Permitted					0.950	
Satd. Flow (perm)	3539	0	3614	1881	3367	2787
Right Turn on Red		Yes				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	279			379	637	
Travel Time (s)	6.3			8.6	14.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	1%	4%	2%
Adj. Flow (vph)	334	0	0	275	25	514
Shared Lane Traffic (%)						
Lane Group Flow (vph)	334	0	0	275	25	514
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		Prot	NA	Prot	Prot
Protected Phases	2		1	6	3	8

Lanes, Volumes, Timings  
1: NB Off-Ramp & Court Street

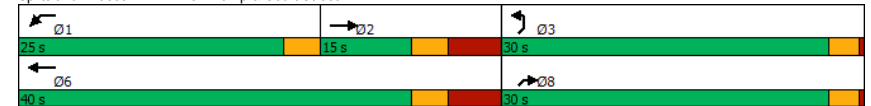
10/08/2018

	→	↖	↗	←	↘	↙
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Permitted Phases						8
Detector Phase	2		1	6	3	8
Switch Phase						
Minimum Initial (s)	10.0		4.0	10.0	6.0	6.0
Minimum Split (s)	17.5		8.0	23.5	13.0	10.0
Total Split (s)	15.0		25.0	40.0	30.0	30.0
Total Split (%)	21.4%		35.7%	57.1%	42.9%	42.9%
Maximum Green (s)	7.5		22.0	32.5	27.0	27.0
Yellow Time (s)	3.0		3.0	3.0	2.5	2.5
All-Red Time (s)	4.5		0.0	4.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5		3.0	7.5	3.0	3.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Max		None	Max	None	None
Walk Time (s)	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
Act Effect Green (s)	32.7		32.7	16.0	16.0	16.0
Actuated g/C Ratio	0.55		0.55	0.27	0.27	0.27
v/c Ratio	0.17		0.27	0.03	0.68	0.68
Control Delay	7.6		8.7	15.0	24.2	24.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	7.6		8.7	15.0	24.2	24.2
LOS	A		A	B	C	C
Approach Delay	7.6		8.7	23.8		
Approach LOS	A		A	C		

Intersection Summary

Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 59.2  
 Natural Cycle: 40  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.68  
 Intersection Signal Delay: 15.4  
 Intersection Capacity Utilization 34.4%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

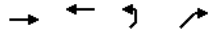
Splits and Phases: 1: NB Off-Ramp & Court Street



Queues

1: NB Off-Ramp & Court Street

10/08/2018



Lane Group	EBT	WBT	NEL	NER
Lane Group Flow (vph)	334	275	25	514
v/c Ratio	0.17	0.27	0.03	0.68
Control Delay	7.6	8.7	15.0	24.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	7.6	8.7	15.0	24.2
Queue Length 50th (ft)	27	45	3	92
Queue Length 95th (ft)	57	104	10	139
Internal Link Dist (ft)	199	299	557	
Turn Bay Length (ft)				
Base Capacity (vph)	1952	1037	1543	1277
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	0.17	0.27	0.02	0.40

Intersection Summary

Lanes, Volumes, Timings

2: State Street/EB Off-Ramp

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↑	↗			↖
Traffic Volume (vph)	143	7	292	0	0	0	0	170	49	151	25	0
Future Volume (vph)	143	7	292	0	0	0	0	170	49	151	25	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	8	8	8	12	12	12	12	12	12
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		0.911							0.850			
Flt Protected		0.984									0.959	
Satd. Flow (prot)	0	1665	0	0	0	0	0	1827	1495	0	1691	0
Flt Permitted		0.984									0.629	
Satd. Flow (perm)	0	1665	0	0	0	0	0	1827	1495	0	1109	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		285							56			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		161			214			285			268	
Travel Time (s)		3.7			4.9			6.5			6.1	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	5%	0%	1%	2%	2%	2%	0%	4%	8%	9%	0%	0%
Adj. Flow (vph)	163	8	332	0	0	0	0	193	56	172	28	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	503	0	0	0	0	0	193	56	0	200	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.20	1.20	1.20	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA					NA	Perm	Perm	NA		
Protected Phases		4					2			2		
Permitted Phases	4							2	2			
Minimum Split (s)	8.5	8.5					8.5	8.5	8.5	8.5		
Total Split (s)	20.0	20.0					20.0	20.0	20.0	20.0		
Total Split (%)	50.0%	50.0%					50.0%	50.0%	50.0%	50.0%		
Maximum Green (s)	15.5	15.5					15.5	15.5	15.5	15.5		
Yellow Time (s)	3.0	3.0					3.0	3.0	3.0	3.0		
All-Red Time (s)	1.5	1.5					1.5	1.5	1.5	1.5		
Lost Time Adjust (s)		0.0					0.0	0.0	0.0	0.0		
Total Lost Time (s)		4.5					4.5	4.5	4.5	4.5		
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	15.0	15.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		15.5					15.5	15.5		15.5		
Actuated g/C Ratio		0.39					0.39	0.39		0.39		
v/c Ratio		0.61					0.27	0.09		0.47		
Control Delay		8.1					6.4	1.3		13.6		

Lanes, Volumes, Timings  
2: State Street/EB Off-Ramp

10/08/2018

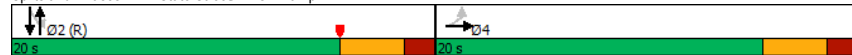


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.1						0.0	0.0		0.0	
Total Delay		8.2						6.4	1.3		13.6	
LOS		A						A	A		B	
Approach Delay		8.2						5.3			13.6	
Approach LOS		A						A			B	

Intersection Summary

Area Type:	Other
Cycle Length:	40
Actuated Cycle Length:	40
Offset:	15.5 (39%), Referenced to phase 2:NBSB and 6:, Start of Yellow
Natural Cycle:	40
Control Type:	Pretimed
Maximum v/c Ratio:	0.61
Intersection Signal Delay:	8.6
Intersection LOS:	A
Intersection Capacity Utilization:	56.1%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 2: State Street/EB Off-Ramp



Queues  
2: State Street/EB Off-Ramp

10/08/2018



Lane Group	EBT	NBT	NBR	SBT
Lane Group Flow (vph)	503	193	56	200
v/c Ratio	0.61	0.27	0.09	0.47
Control Delay	8.1	6.4	1.3	13.6
Queue Delay	0.1	0.0	0.0	0.0
Total Delay	8.2	6.4	1.3	13.6
Queue Length 50th (ft)	32	20	0	31
Queue Length 95th (ft)	88	33	0	71
Internal Link Dist (ft)	81	205		188
Turn Bay Length (ft)				
Base Capacity (vph)	819	707	613	429
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	15	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.63	0.27	0.09	0.47

Intersection Summary

Lanes, Volumes, Timings

3: State Street & La Fayette Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Volume (vph)	25	49	20	41	59	27	5	170	38	86	247	16
Future Volume (vph)	25	49	20	41	59	27	5	170	38	86	247	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	0	123	0	0	0	0	0	0
Storage Lanes	0	0	0	0	0	1	0	1	0	1	0	0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.971			0.972			0.973			0.991	
Fit Protected		0.987			0.984		0.950			0.950		
Satd. Flow (prot)	0	1746	0	0	1719	0	1504	1762	0	1805	1876	0
Fit Permitted		0.922			0.898		0.453			0.537		
Satd. Flow (perm)	0	1631	0	0	1569	0	717	1762	0	1020	1876	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			27			15				4
Link Speed (mph)		30			30			30				30
Link Distance (ft)		187			741			332				285
Travel Time (s)		4.3			16.8			7.5				6.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	15%	5%	7%	4%	20%	6%	0%	0%	0%	6%
Adj. Flow (vph)	27	53	22	45	64	29	5	185	41	93	268	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	102	0	0	138	0	5	226	0	93	285	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	27.0	27.0		27.0	27.0		26.5	26.5		26.5	26.5	
Total Split (s)	50.0	50.0		50.0	50.0		30.0	30.0		30.0	30.0	
Total Split (%)	62.5%	62.5%		62.5%	62.5%		37.5%	37.5%		37.5%	37.5%	
Maximum Green (s)	45.0	45.0		45.0	45.0		25.5	25.5		25.5	25.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effect Green (s)		45.0			45.0		25.5	25.5		25.5	25.5	
Actuated g/C Ratio		0.56			0.56		0.32	0.32		0.32	0.32	

Lanes, Volumes, Timings

3: State Street & La Fayette Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.11				0.15		0.02	0.40		0.29	0.47	
Control Delay	6.9				7.2		19.2	22.3		23.5	24.8	
Queue Delay	0.0				0.0		0.0	0.0		0.0	2.6	
Total Delay	6.9				7.2		19.2	22.3		23.5	27.4	
LOS	A				A		B	C		C	C	
Approach Delay	6.9				7.2		22.2			26.5		
Approach LOS	A				A		C			C		

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	15.5 (19%), Referenced to phase 2:NBSB and 6:, Start of Yellow
Natural Cycle:	55
Control Type:	Pretimed
Maximum v/c Ratio:	0.47
Intersection Signal Delay:	19.8
Intersection LOS:	B
Intersection Capacity Utilization:	39.0%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 3: State Street & La Fayette Street



Queues

3: State Street & La Fayette Street

10/08/2018



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	102	138	5	226	93	285
v/c Ratio	0.11	0.15	0.02	0.40	0.29	0.47
Control Delay	6.9	7.2	19.2	22.3	23.5	24.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	2.6
Total Delay	6.9	7.2	19.2	22.3	23.5	27.4
Queue Length 50th (ft)	17	24	2	81	35	122
Queue Length 95th (ft)	38	50	9	142	m61	207
Internal Link Dist (ft)	107	661		252		205
Turn Bay Length (ft)			123			
Base Capacity (vph)	927	894	228	571	325	600
Starvation Cap Reductn	0	0	0	0	0	204
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.15	0.02	0.40	0.29	0.72

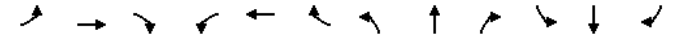
Intersection Summary

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

Lanes, Volumes, Timings

4: State Street & Columbia Street

10/08/2018



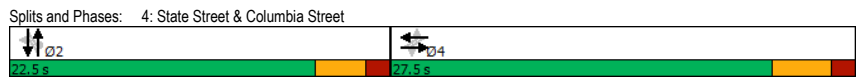
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Volume (vph)	13	63	25	12	31	10	23	186	57	82	185	33
Future Volume (vph)	13	63	25	12	31	10	23	186	57	82	185	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	0	0	0	0	0	114	0	0
Storage Lanes	0	0	0	0	0	0	1	0	0	1	0	0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fit	0.966			0.974			0.965			0.977		
Fit Protected	0.994			0.989			0.950			0.950		
Satd. Flow (prot)	0	1517	0	0	1480	0	1805	1745	0	1805	1795	0
Fit Permitted	0.946			0.897			0.608			0.593		
Satd. Flow (perm)	0	1444	0	0	1342	0	1155	1745	0	1127	1795	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			11			34				20
Link Speed (mph)		30			30			30				30
Link Distance (ft)		213			745			877				332
Travel Time (s)		4.8			16.9			19.9				7.5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	8%	10%	4%	8%	13%	10%	0%	6%	2%	0%	4%	0%
Parking (#/hr)		0			0			0				0
Adj. Flow (vph)	14	70	28	13	34	11	26	207	63	91	206	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	112	0	0	58	0	26	270	0	91	243	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	

Lanes, Volumes, Timings  
4: State Street & Columbia Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	9.0		9.0	9.0		8.5	8.5		8.5	8.5	
Total Split (s)	27.5	27.5		27.5	27.5		22.5	22.5		22.5	22.5	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		45.0%	45.0%		45.0%	45.0%	
Maximum Green (s)	22.5	22.5		22.5	22.5		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effect Green (s)		8.0			8.0		28.6	28.6		28.6	28.6	
Actuated g/C Ratio		0.19			0.19		0.67	0.67		0.67	0.67	
v/c Ratio		0.39			0.23		0.03	0.23		0.12	0.20	
Control Delay		15.3			13.7		4.7	4.8		5.2	4.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		15.3			13.7		4.7	4.8		5.2	4.8	
LOS		B			B		A	A		A	A	
Approach Delay		15.3			13.7		4.8	4.8		4.9	4.9	
Approach LOS		B			B		A	A		A	A	

Intersection Summary	
Area Type:	Other
Cycle Length:	50
Actuated Cycle Length:	43
Natural Cycle:	40
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.39
Intersection Signal Delay:	7.0
Intersection LOS:	A
Intersection Capacity Utilization:	35.9%
ICU Level of Service:	A
Analysis Period (min):	15



Queues  
4: State Street & Columbia Street

10/08/2018

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	112	58	26	270	91	243
v/c Ratio	0.39	0.23	0.03	0.23	0.12	0.20
Control Delay	15.3	13.7	4.7	4.8	5.2	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.3	13.7	4.7	4.8	5.2	4.8
Queue Length 50th (ft)	16	9	2	21	8	19
Queue Length 95th (ft)	46	29	10	57	26	53
Internal Link Dist (ft)	133	665		797		252
Turn Bay Length (ft)					114	
Base Capacity (vph)	775	713	767	1170	748	1198
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	0.14	0.08	0.03	0.23	0.12	0.20

Intersection Summary

Area Type:	Other
Cycle Length:	50
Actuated Cycle Length:	43
Natural Cycle:	40
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.39
Intersection Signal Delay:	7.0
Intersection LOS:	A
Intersection Capacity Utilization:	35.9%
ICU Level of Service:	A
Analysis Period (min):	15

Lanes, Volumes, Timings  
5: Court Street & State Street

10/08/2018

	↖	→	↘	↙	←	↖	↙	↘	↙	↘	↙	↘
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖		↖	↖		↖	↖		↖	↖	
Traffic Volume (vph)	121	518	136	30	169	53	56	106	20	44	125	33
Future Volume (vph)	121	518	136	30	169	53	56	106	20	44	125	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	153		0	350		0	165		0	167		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.969			0.964			0.977			0.969	
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3463	0	1597	3362	0	1805	1825	0	1805	1774	0
Fit Permitted	0.531			0.329			0.624			0.667		
Satd. Flow (perm)	970	3463	0	553	3362	0	1186	1825	0	1267	1774	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		44			56			12				17
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	379			720			284			877		
Travel Time (s)	8.6			16.4			6.5			19.9		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	4%	1%	1%	13%	4%	2%	0%	2%	0%	0%	4%	3%
Adj. Flow (vph)	136	582	153	34	190	60	63	119	22	49	140	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	136	735	0	34	250	0	63	141	0	49	177	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			12			12			12		
Link Offset(ft)	0			0			0			0		
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lanes, Volumes, Timings  
5: Court Street & State Street

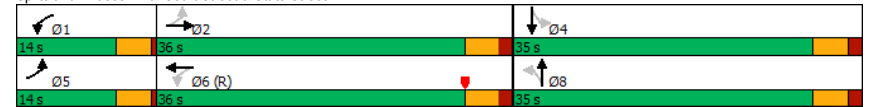
10/08/2018

	↖	→	↘	↙	←	↖	↙	↘	↙	↘	↙	↘
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	6.0		4.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	8.0	23.0		8.0	23.0		30.0	30.0		30.0	30.0	
Total Split (s)	14.0	36.0		14.0	36.0		35.0	35.0		35.0	35.0	
Total Split (%)	16.5%	42.4%		16.5%	42.4%		41.2%	41.2%		41.2%	41.2%	
Maximum Green (s)	10.0	31.0		10.0	31.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	1.5		0.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.0		4.0	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	None	None		None	C-Max		Max	Max		Max	Max	
Walk Time (s)		4.0			4.0			4.0			4.0	
Flash Dont Walk (s)		14.0			14.0			21.0			21.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	45.2	38.5		39.9	32.5		30.0	30.0		30.0	30.0	
Actuated g/C Ratio	0.53	0.45		0.47	0.38		0.35	0.35		0.35	0.35	
v/c Ratio	0.23	0.46		0.10	0.19		0.15	0.22		0.11	0.28	
Control Delay	10.8	17.2		10.2	14.2		20.1	18.7		19.5	19.2	
Queue Delay	0.0	0.3		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.8	17.6		10.2	14.2		20.1	18.7		19.5	19.2	
LOS	B	B		B	B		C	B		B	B	
Approach Delay		16.5			13.7			19.1			19.3	
Approach LOS		B			B			B			B	

Intersection Summary

Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	85
Offset:	61 (72%), Referenced to phase 6:WBTL, Start of Yellow
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.46
Intersection Signal Delay:	16.8
Intersection LOS:	B
Intersection Capacity Utilization:	51.4%
ICU Level of Service:	A
Analysis Period (min):	15

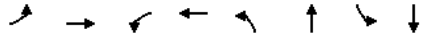
Splits and Phases: 5: Court Street & State Street



Queues

5: Court Street & State Street

10/08/2018



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	136	735	34	250	63	141	49	177
v/c Ratio	0.23	0.46	0.10	0.19	0.15	0.22	0.11	0.28
Control Delay	10.8	17.2	10.2	14.2	20.1	18.7	19.5	19.2
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.8	17.6	10.2	14.2	20.1	18.7	19.5	19.2
Queue Length 50th (ft)	34	141	8	35	23	47	17	60
Queue Length 95th (ft)	62	195	21	61	51	88	41	107
Internal Link Dist (ft)		299		640		204		797
Turn Bay Length (ft)	153		350		165		167	
Base Capacity (vph)	608	1591	405	1318	418	651	447	637
Starvation Cap Reductn	0	355	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	0.59	0.08	0.19	0.15	0.22	0.11	0.28
<b>Intersection Summary</b>								



Lanes, Volumes, Timings

6: Cornelia Street/Auditorium Street & 5S

10/10/2018

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBT	SBR2	NER	NER2
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	936	41	906	1	28	16	1	18	82	28	10
Future Volume (vph)	936	41	906	1	28	16	1	18	82	28	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0		0		0			0
Storage Lanes		0		0		0		0			1
Taper Length (ft)					25						
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.994					0.997		0.889		0.865	
Flt Protected						0.970					
Satd. Flow (prot)	3485	0	3505	0	0	1837	0	1585	0	1611	0
Flt Permitted						0.679					
Satd. Flow (perm)	3485	0	3505	0	0	1286	0	1585	0	1611	0
Right Turn on Red				Yes			No		Yes		No
Satd. Flow (RTOR)								98			
Link Speed (mph)	30		30			30		30			
Link Distance (ft)	277		678			446		334			
Travel Time (s)	6.3		15.4			10.1		7.6			
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	3%	2%	3%	0%	0%	0%	0%	0%	8%	2%	2%
Adj. Flow (vph)	1114	49	1079	1	33	19	1	21	98	33	12
Shared Lane Traffic (%)											
Lane Group Flow (vph)	1163	0	1080	0	0	53	0	119	0	45	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Right	Left	Right	Right	Right
Median Width(ft)	0		0			0		0			
Link Offset(ft)	0		0			0		0			
Crosswalk Width(ft)	16		16			16		16			
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9		9	15		9		9	9	9
Number of Detectors	2		2		1	2		2		1	
Detector Template	Thru		Thru		Left	Thru		Thru		Right	
Leading Detector (ft)	100		100		20	100		100		20	
Trailing Detector (ft)	0		0		0	0		0		0	
Detector 1 Position(ft)	0		0		0	0		0		0	
Detector 1 Size(ft)	6		6		20	6		6		20	
Detector 1 Type	CI+Ex		CI+Ex		CI+Ex	CI+Ex		CI+Ex		CI+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 1 Queue (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 1 Delay (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 2 Position(ft)	94		94		94	94		94		94	
Detector 2 Size(ft)	6		6		6	6		6		6	
Detector 2 Type	CI+Ex		CI+Ex		CI+Ex	CI+Ex		CI+Ex		CI+Ex	
Detector 2 Channel											
Detector 2 Extend (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Turn Type	NA		NA		Perm	NA		NA		Prot	
Protected Phases	2		6			4		8		1	

Lanes, Volumes, Timings

6: Cornelia Street/Auditorium Street & 5S

10/10/2018

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBT	SBR2	NER	NER2
Permitted Phases					4						
Detector Phase	2		6		4	4		8		1	
Switch Phase											
Minimum Initial (s)	12.0		4.0		6.0	6.0		6.0		6.0	
Minimum Split (s)	17.0		21.0		11.0	11.0		11.0		11.0	
Total Split (s)	30.0		65.0		20.0	20.0		20.0		35.0	
Total Split (%)	35.3%		76.5%		23.5%	23.5%		23.5%		41.2%	
Maximum Green (s)	25.0		60.0		15.0	15.0		15.0		30.0	
Yellow Time (s)	3.5		3.5		3.5	3.5		3.5		3.5	
All-Red Time (s)	1.5		1.5		1.5	1.5		1.5		1.5	
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?										Yes	
Vehicle Extension (s)	2.0		3.0		2.0	2.0		2.0		2.0	
Recall Mode	C-Min		C-Min		None	None		None		None	
Walk Time (s)			5.0								
Flash Dont Walk (s)			11.0								
Pedestrian Calls (#/hr)			0								
Act Effct Green (s)	62.5		70.4			7.8		7.8		7.3	
Actuated g/C Ratio	0.74		0.83			0.09		0.09		0.09	
v/c Ratio	0.45		0.37			0.45		0.51		0.33	
Control Delay	7.7		4.7			48.1		18.9		42.4	
Queue Delay	0.0		0.0			0.0		0.0		0.0	
Total Delay	7.7		4.7			48.1		18.9		42.4	
LOS	A		A			D		B		D	
Approach Delay	7.7		4.7			48.1		18.9			
Approach LOS	A		A			D		B			
Intersection Summary											
Area Type:	Other										
Cycle Length:	85										
Actuated Cycle Length:	85										
Offset:	16 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow										
Natural Cycle:	45										
Control Type:	Actuated-Coordinated										
Maximum v/c Ratio:	0.51										
Intersection Signal Delay:	8.4										
Intersection Capacity Utilization:	53.8%										
ICU Level of Service A:											
Analysis Period (min):	15										
Split and Phases:	6: Cornelia Street/Auditorium Street & 5S										

Queues

6: Cornelia Street/Auditorium Street & 5S

10/10/2018



Lane Group	EBT	WBT	NBT	SBT	NER
Lane Group Flow (vph)	1163	1080	53	119	45
v/c Ratio	0.45	0.37	0.45	0.51	0.33
Control Delay	7.7	4.7	48.1	18.9	42.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	7.7	4.7	48.1	18.9	42.4
Queue Length 50th (ft)	148	6	27	11	23
Queue Length 95th (ft)	220	149	57	51	50
Internal Link Dist (ft)	197	598	366	254	
Turn Bay Length (ft)					
Base Capacity (vph)	2561	2901	226	360	568
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	0.45	0.37	0.23	0.33	0.08
<b>Intersection Summary</b>					

Lanes, Volumes, Timings

7: Cornelia Street & La Fayette Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	7	144	23	40	111	17	8	22	13	12	45	13
Future Volume (vph)	7	144	23	40	111	17	8	22	13	12	45	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.982			0.986			0.959			0.974	
Flt Protected		0.998			0.988			0.991			0.992	
Satd. Flow (prot)	0	1847	0	0	1792	0	0	1770	0	0	1631	0
Flt Permitted		0.989			0.902			0.961			0.964	
Satd. Flow (perm)	0	1830	0	0	1636	0	0	1716	0	0	1585	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			13			15			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		741			632			331			446	
Travel Time (s)		16.8			14.4			7.5			10.1	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	0%	5%	0%	0%	4%	0%	0%	2%	0%
Parking (#/hr)												
Adj. Flow (vph)	8	162	26	45	125	19	9	25	15	13	51	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	196	0	0	189	0	0	49	0	0	79	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.14	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	30.0	30.0		30.0	30.0		25.0	25.0		25.0	25.0	
Total Split (%)	54.5%	54.5%		54.5%	54.5%		45.5%	45.5%		45.5%	45.5%	
Maximum Green (s)	25.0	25.0		25.0	25.0		20.0	20.0		20.0	20.0	
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?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont 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)		25.0			25.0			20.0			20.0	
Actuated g/C Ratio		0.45			0.45			0.36			0.36	
w/c Ratio		0.23			0.25			0.08			0.14	
Control Delay		9.2			9.7			9.3			10.7	

Lanes, Volumes, Timings

7: Cornelia Street & La Fayette Street

10/08/2018

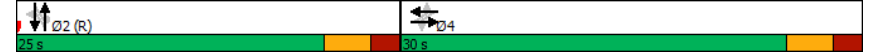


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.2			9.7			9.3			10.7	
LOS		A			A			A			B	
Approach Delay		9.2			9.7			9.3			10.7	
Approach LOS		A			A			A			B	

Intersection Summary

Area Type:	Other
Cycle Length:	55
Actuated Cycle Length:	55
Offset:	22 (40%), Referenced to phase 2:NBSB and 6:, Start of Green
Natural Cycle:	45
Control Type:	Pretimed
Maximum v/c Ratio:	0.25
Intersection Signal Delay:	9.6
Intersection LOS:	A
Intersection Capacity Utilization:	35.9%
ICU Level of Service:	A
Analysis Period (min):	15

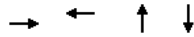
Splits and Phases: 7: Cornelia Street & La Fayette Street



Queues

7: Cornelia Street & La Fayette Street

10/08/2018



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	196	189	49	79
v/c Ratio	0.23	0.25	0.08	0.14
Control Delay	9.2	9.7	9.3	10.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	9.2	9.7	9.3	10.7
Queue Length 50th (ft)	33	33	7	13
Queue Length 95th (ft)	65	66	24	36
Internal Link Dist (ft)	661	552	251	366
Turn Bay Length (ft)				
Base Capacity (vph)	841	750	633	585
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	0.23	0.25	0.08	0.14

Intersection Summary

Lanes, Volumes, Timings

8: Cornelia Street & Columbia Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	158	30	13	49	7	5	32	14	8	86	14
Future Volume (vph)	5	158	30	13	49	7	5	32	14	8	86	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.979			0.987			0.963			0.982	
Fit Protected		0.999			0.990			0.995			0.996	
Satd. Flow (prot)	0	1791	0	0	1688	0	0	1691	0	0	1829	0
Fit Permitted		0.995			0.938			0.981			0.985	
Satd. Flow (perm)	0	1784	0	0	1599	0	0	1667	0	0	1809	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			8			17			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		745			571			871			331	
Travel Time (s)		16.9			13.0			19.8			7.5	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	4%	3%	15%	10%	0%	20%	3%	14%	0%	2%	0%
Adj. Flow (vph)	6	190	36	16	59	8	6	39	17	10	104	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	232	0	0	83	0	0	62	0	0	131	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	20.5	20.5		20.5	20.5		20.5	20.5		20.5	20.5	
Total Split (s)	30.0	30.0		30.0	30.0		30.0	30.0		30.0	30.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	25.5	25.5		25.5	25.5		25.5	25.5		25.5	25.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont 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)		25.5			25.5			25.5			25.5	
Actuated g/C Ratio		0.42			0.42			0.42			0.42	
v/c Ratio		0.30			0.12			0.09			0.17	
Control Delay		11.7			10.3			8.5			10.1	
Queue Delay		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings

8: Cornelia Street & Columbia Street

10/08/2018

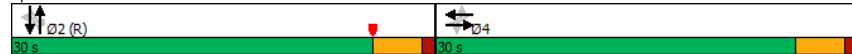


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	11.7			10.3				8.5			10.1	
LOS	B			B				A			B	
Approach Delay	11.7			10.3				8.5			10.1	
Approach LOS	B			B				A			B	

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	15.5 (26%), Referenced to phase 2:NBSB and 6:, Start of Yellow
Natural Cycle:	45
Control Type:	Pretimed
Maximum v/c Ratio:	0.30
Intersection Signal Delay:	10.7
Intersection LOS:	B
Intersection Capacity Utilization:	25.5%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 8: Cornelia Street & Columbia Street



Queues

8: Cornelia Street & Columbia Street

10/08/2018



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	232	83	62	131
v/c Ratio	0.30	0.12	0.09	0.17
Control Delay	11.7	10.3	8.5	10.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	11.7	10.3	8.5	10.1
Queue Length 50th (ft)	48	16	9	24
Queue Length 95th (ft)	82	34	25	48
Internal Link Dist (ft)	665	491	791	251
Turn Bay Length (ft)				
Base Capacity (vph)	769	684	718	778
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	0.30	0.12	0.09	0.17

Intersection Summary

Lanes, Volumes, Timings  
9: Cornelia Street & Court Street

10/08/2018

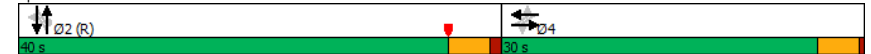
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔		↔	↔		↔	↔	
Traffic Volume (vph)	53	499	23	7	216	26	15	10	13	19	23	27
Future Volume (vph)	53	499	23	7	216	26	15	10	13	19	23	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. 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		0.994			0.984			0.916			0.920	
Flt Protected		0.995			0.999		0.950			0.950		
Satd. Flow (prot)	0	3533	0	0	3374	0	1805	1600	0	1626	1651	0
Flt Permitted		0.896			0.938		0.720			0.741		
Satd. Flow (perm)	0	3182	0	0	3168	0	1368	1600	0	1268	1651	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			20			14			30	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		720			199			282			871	
Travel Time (s)		16.4			4.5			6.4			19.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	1%	0%	0%	5%	8%	0%	20%	0%	11%	0%	11%
Adj. Flow (vph)	59	554	26	8	240	29	17	11	14	21	26	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	639	0	0	277	0	17	25	0	21	56	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	20.0	20.0		20.0	20.0		20.5	20.5		20.5	20.5	
Total Split (s)	30.0	30.0		30.0	30.0		40.0	40.0		40.0	40.0	
Total Split (%)	42.9%	42.9%		42.9%	42.9%		57.1%	57.1%		57.1%	57.1%	
Maximum Green (s)	26.0	26.0		26.0	26.0		35.5	35.5		35.5	35.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		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)		4.0			4.0		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont 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 Effect Green (s)		26.0			26.0		35.5	35.5		35.5	35.5	
Actuated g/C Ratio		0.37			0.37		0.51	0.51		0.51	0.51	
v/c Ratio		0.54			0.23		0.02	0.03		0.03	0.07	
Control Delay		19.2			14.6		8.8	5.9		8.9	5.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

Lanes, Volumes, Timings  
9: Cornelia Street & Court Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		19.2			14.6		8.8	5.9		8.9	5.5	
LOS		B			B		A	A		A	A	
Approach Delay		19.2			14.6		7.1			6.4		
Approach LOS		B			B		A			A		
Intersection Summary												
Area Type:	Other											
Cycle Length:	70											
Actuated Cycle Length:	70											
Offset:	25.5 (36%), Referenced to phase 2:NBSB and 6.: Start of Yellow											
Natural Cycle:	45											
Control Type:	Pretimed											
Maximum v/c Ratio:	0.54											
Intersection Signal Delay:	16.5											
Intersection Capacity Utilization:	41.2%											
Analysis Period (min):	15											
Intersection LOS:	B											
ICU Level of Service:	A											

Splits and Phases: 9: Cornelia Street & Court Street



Queues  
9: Cornelia Street & Court Street

10/08/2018

	→	←	↶	↷	↵	↴
Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	639	277	17	25	21	56
v/c Ratio	0.54	0.23	0.02	0.03	0.03	0.07
Control Delay	19.2	14.6	8.8	5.9	8.9	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.2	14.6	8.8	5.9	8.9	5.5
Queue Length 50th (ft)	109	38	3	2	4	5
Queue Length 95th (ft)	157	64	12	13	14	21
Internal Link Dist (ft)	640	119		202		791
Turn Bay Length (ft)						
Base Capacity (vph)	1186	1189	693	818	643	852
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	0.54	0.23	0.02	0.03	0.03	0.07

Intersection Summary

Lanes, Volumes, Timings  
10: Liberty/5S

10/08/2018

	↶	↷	↵	↴	←	↶	↷	↵	↴	↶	↷	↵	↴
Lane Group	EBL	EBR	EBR2	WBL	WBT	NBL	NBT	NBR2	SBL	SBT	SBR		
Lane Configurations	↶ ↷	↶ ↷		↶ ↷	↶ ↷		↶ ↷		↶ ↷	↶ ↷	↶ ↷		
Traffic Volume (vph)	62	872	14	33	885	33	12	13	2	29	16		
Future Volume (vph)	62	872	14	33	885	33	12	13	2	29	16		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Lane Util. Factor	1.00	0.88	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00		
Frt		0.850					0.970			0.955			
Flt Protected	0.950			0.950			0.972			0.998			
Satd. Flow (prot)	1770	2787	0	1770	3539	0	1756	0	0	1775	0		
Flt Permitted	0.261			0.950			0.795			0.983			
Satd. Flow (perm)	486	2787	0	1770	3539	0	1436	0	0	1749	0		
Right Turn on Red			Yes					Yes			Yes		
Satd. Flow (RTOR)		103					90			17			
Link Speed (mph)					30		30			30			
Link Distance (ft)					328		433			303			
Travel Time (s)					7.5		9.8			6.9			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Adj. Flow (vph)	67	948	15	36	962	36	13	14	2	32	17		
Shared Lane Traffic (%)													
Lane Group Flow (vph)	67	963	0	36	962	0	63	0	0	51	0		
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No		
Lane Alignment	Left	Right	Right	Left	Left	Left	Left	Right	Left	Left	Right		
Median Width(ft)				12			0			0			
Link Offset(ft)				0			0			0			
Crosswalk Width(ft)				16			16			16			
Two way Left Turn Lane													
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)	15	9	9	15		15		9	15		9		
Number of Detectors	1	1		1	2	1	2		1	2			
Detector Template	Left	Right		Left	Thru	Left	Thru		Left	Thru			
Leading Detector (ft)	20	20		20	100	20	100		20	100			
Trailing Detector (ft)	0	0		0	0	0	0		0	0			
Detector 1 Position(ft)	0	0		0	0	0	0		0	0			
Detector 1 Size(ft)	20	20		20	6	20	6		20	6			
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			
Detector 1 Channel													
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0			
Detector 2 Position(ft)				94			94			94			
Detector 2 Size(ft)				6			6			6			
Detector 2 Type				Cl+Ex			Cl+Ex			Cl+Ex			
Detector 2 Channel													
Detector 2 Extend (s)					0.0		0.0			0.0			
Turn Type	pm+pt	Perm		pm+pt	NA	Perm	NA		Perm	NA			
Protected Phases	5			1	6		8			4			
Permitted Phases	2	2		6		8			4				
Detector Phase	5	2		1	6	8	8		4	4			
Switch Phase													
Minimum Initial (s)	6.0	15.0		4.0	15.0	6.0	6.0		6.0	6.0			

Lanes, Volumes, Timings

10: Liberty/5S

10/08/2018



Lane Group	EBL	EBR	EBR2	WBL	WBT	NBL	NBT	NBR2	SBL	SBT	SBR
Minimum Split (s)	11.0	21.0		9.0	21.0	12.0	12.0		12.0	12.0	
Total Split (s)	15.0	48.0		15.0	48.0	22.0	22.0		22.0	22.0	
Total Split (%)	17.6%	56.5%		17.6%	56.5%	25.9%	25.9%		25.9%	25.9%	
Maximum Green (s)	10.0	43.0		10.0	43.0	16.0	16.0		16.0	16.0	
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	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		6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag						
Lead-Lag Optimize?	Yes			Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	None	None		None	None	
Walk Time (s)	5.0			5.0			5.0		5.0	5.0	
Flash Dont Walk (s)	11.0			11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0			0			0		0	0	
Act Effct Green (s)	66.3	63.3		65.6	60.8		7.4			7.4	
Actuated g/C Ratio	0.78	0.74		0.77	0.72		0.09			0.09	
v/c Ratio	0.14	0.46		0.03	0.38		0.30			0.30	
Control Delay	1.7	6.5		4.4	8.5		7.9			31.0	
Queue Delay	0.0	0.0		0.0	0.2		0.0			0.0	
Total Delay	1.7	6.5		4.4	8.7		7.9			31.0	
LOS	A	A		A	A		A			C	
Approach Delay					8.5		7.9				31.0
Approach LOS					A		A				C

Intersection Summary

Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	85
Offset:	43 (51%), Referenced to phase 2:EBL and 6:WBTL, Start of Yellow
Natural Cycle:	45
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.46
Intersection Signal Delay:	7.9
Intersection LOS:	A
Intersection Capacity Utilization:	57.6%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 10: Liberty/5S



Queues

10: Liberty/5S

10/08/2018



Lane Group	EBL	EBR	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	67	963	36	962	63	51
v/c Ratio	0.14	0.46	0.03	0.38	0.30	0.30
Control Delay	1.7	6.5	4.4	8.5	7.9	31.0
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	1.7	6.5	4.4	8.7	7.9	31.0
Queue Length 50th (ft)	1	191	1	29	0	17
Queue Length 95th (ft)	2	289	m19	266	21	49
Internal Link Dist (ft)				248	353	223
Turn Bay Length (ft)						
Base Capacity (vph)	541	2101	1432	2530	343	343
Starvation Cap Reductn	0	0	0	711	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.46	0.03	0.53	0.18	0.15

Intersection Summary

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



Lanes, Volumes, Timings

11: Broadway & La Fayette Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	14	107	20	32	131	11	11	51	15	10	54	25
Future Volume (vph)	14	107	20	32	131	11	11	51	15	10	54	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981			0.991			0.974			0.962	
Flt Protected		0.995			0.991			0.993			0.994	
Satd. Flow (prot)	0	1645	0	0	1596	0	0	1572	0	0	1502	0
Flt Permitted		0.971			0.936			0.963			0.973	
Satd. Flow (perm)	0	1605	0	0	1507	0	0	1525	0	0	1471	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			8			16			27	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		632			310			324			433	
Travel Time (s)		14.4			7.0			7.4			9.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	5%	9%	4%	9%	0%	2%	20%	10%	9%	8%
Parking (#/hr)		0			0			0			0	
Adj. Flow (vph)	15	116	22	35	142	12	12	55	16	11	59	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	153	0	0	189	0	0	83	0	0	97	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.14	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	35.0	35.0		35.0	35.0		25.0	25.0		25.0	25.0	
Total Split (%)	58.3%	58.3%		58.3%	58.3%		41.7%	41.7%		41.7%	41.7%	
Maximum Green (s)	30.0	30.0		30.0	30.0		20.0	20.0		20.0	20.0	
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	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont 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 Effect Green (s)		30.0			30.0			20.0			20.0	
Actuated g/C Ratio		0.50			0.50			0.33			0.33	
w/c Ratio		0.19			0.25			0.16			0.19	
Control Delay		7.9			9.3			12.9			12.2	

Lanes, Volumes, Timings

11: Broadway & La Fayette Street

10/08/2018

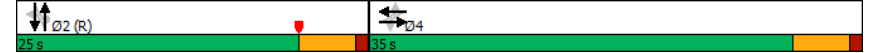


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		7.9			9.3			12.9			12.2	
LOS		A			A			B			B	
Approach Delay		7.9			9.3			12.9			12.2	
Approach LOS		A			A			B			B	

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	20 (33%), Referenced to phase 2:NBSB and 6:, Start of Yellow
Natural Cycle:	45
Control Type:	Pretimed
Maximum v/c Ratio:	0.25
Intersection Signal Delay:	10.0
Intersection LOS:	A
Intersection Capacity Utilization:	30.0%
ICU Level of Service:	A
Analysis Period (min):	15

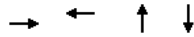
Splits and Phases: 11: Broadway & La Fayette Street



Queues

11: Broadway & La Fayette Street

10/08/2018



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	153	189	83	97
v/c Ratio	0.19	0.25	0.16	0.19
Control Delay	7.9	9.3	12.9	12.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	7.9	9.3	12.9	12.2
Queue Length 50th (ft)	24	34	17	17
Queue Length 95th (ft)	52	68	43	46
Internal Link Dist (ft)	552	230	244	353
Turn Bay Length (ft)				
Base Capacity (vph)	812	757	519	508
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	0.19	0.25	0.16	0.19

Intersection Summary

Lanes, Volumes, Timings

12: Broadway & Columbia Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	14	146	18	16	50	12	7	52	48	13	78	14
Future Volume (vph)	14	146	18	16	50	12	7	52	48	13	78	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.980			0.939			0.982	
Fit Protected		0.996			0.990			0.997			0.994	
Satd. Flow (prot)	0	1781	0	0	1797	0	0	1732	0	0	1724	0
Fit Permitted		0.982			0.939			0.984			0.963	
Satd. Flow (perm)	0	1756	0	0	1704	0	0	1709	0	0	1670	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			14			58			14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		571			682			1003			324	
Travel Time (s)		13.0			15.5			22.8			7.4	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	29%	3%	0%	0%	4%	0%	29%	0%	2%	0%	5%	29%
Adj. Flow (vph)	17	176	22	19	60	14	8	63	58	16	94	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	215	0	0	93	0	0	129	0	0	127	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			6	
Permitted Phases	4			4			2			6		
Minimum Split (s)	20.5	20.5		20.5	20.5		20.0	20.0		20.0	20.0	
Total Split (s)	35.0	35.0		35.0	35.0		20.0	20.0		20.0	20.0	
Total Split (%)	63.6%	63.6%		63.6%	63.6%		36.4%	36.4%		36.4%	36.4%	
Maximum Green (s)	30.5	30.5		30.5	30.5		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont 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 Effect Green (s)		30.5			30.5			16.0			16.0	
Actuated g/C Ratio		0.55			0.55			0.29			0.29	
v/c Ratio		0.22			0.10			0.24			0.26	
Control Delay		6.4			7.8			11.0			15.0	
Queue Delay		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings  
12: Broadway & Columbia Street

10/08/2018

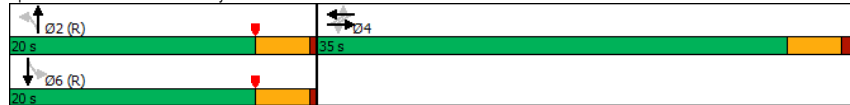


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	6.4				7.8			11.0			15.0	
LOS	A				A			B			B	
Approach Delay	6.4				7.8			11.0			15.0	
Approach LOS	A				A			B			B	

Intersection Summary

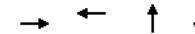
Area Type: Other  
 Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 53 (96%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow  
 Natural Cycle: 45  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.26  
 Intersection Signal Delay: 9.6 Intersection LOS: A  
 Intersection Capacity Utilization 26.7% ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 12: Broadway & Columbia Street



Queues  
12: Broadway & Columbia Street

10/08/2018

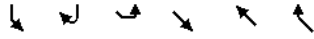


Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	215	93	129	127
v/c Ratio	0.22	0.10	0.24	0.26
Control Delay	6.4	7.8	11.0	15.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	6.4	7.8	11.0	15.0
Queue Length 50th (ft)	29	24	22	28
Queue Length 95th (ft)	51	45	44	57
Internal Link Dist (ft)	491	602	923	244
Turn Bay Length (ft)				
Base Capacity (vph)	981	951	538	495
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	0.22	0.10	0.24	0.26

Intersection Summary

Lanes, Volumes, Timings  
13: Court Street & Broadway

10/08/2018



Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	↙	↘	↙	↙↕	↙↕	↘
Traffic Volume (vph)	15	39	133	389	214	29
Future Volume (vph)	15	39	133	389	214	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.902			0.982		
Flt Protected	0.986			0.987		
Satd. Flow (prot)	1412	0	0	3493	3424	0
Flt Permitted	0.986			0.987		
Satd. Flow (perm)	1412	0	0	3493	3424	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1003			262	183	
Travel Time (s)	22.8			6.0	4.2	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	7%	8%	2%	2%	4%	0%
Parking (#/hr)	0					
Adj. Flow (vph)	17	45	153	447	246	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	0	0	600	279	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.14	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	34.8%			ICU Level of Service A		
Analysis Period (min)	15					

HCM 2010 TWSC  
13: Court Street & Broadway

10/08/2018

<b>Intersection</b>						
Int Delay, s/veh	2.4					
Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	↙	↘	↙	↙↕	↙↕	↘
Traffic Vol, veh/h	15	39	133	389	214	29
Future Vol, veh/h	15	39	133	389	214	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	7	8	2	2	4	0
Mvmt Flow	17	45	153	447	246	33

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	793	140	279
Stage 1	263	-	-
Stage 2	530	-	-
Critical Hdwy	6.94	7.06	4.14
Critical Hdwy Stg 1	5.94	-	-
Critical Hdwy Stg 2	5.94	-	-
Follow-up Hdwy	3.57	3.38	2.22
Pot Cap-1 Maneuver	316	864	1281
Stage 1	742	-	-
Stage 2	541	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	266	864	1281
Mov Cap-2 Maneuver	266	-	-
Stage 1	624	-	-
Stage 2	541	-	-

Approach	SB	SE	NW
HCM Control Delay, s	12.7	2.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	1281	-	532
HCM Lane V/C Ratio	-	-	0.119	-	0.117
HCM Control Delay (s)	-	-	8.2	0.4	12.7
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.4	-	0.4

Lanes, Volumes, Timings  
14: Liberty & Washington Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↔	↔			↔			↔	
Traffic Volume (vph)	0	0	0	3	878	3	14	8	0	0	5	8
Future Volume (vph)	0	0	0	3	878	3	14	8	0	0	5	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.999							0.916	
Flt Protected								0.969				
Satd. Flow (prot)	0	0	0	0	3436	0	0	1765	0	0	1414	0
Flt Permitted								0.882				
Satd. Flow (perm)	0	0	0	0	3436	0	0	1607	0	0	1414	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					1						10	
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	328			342			77			399		
Travel Time (s)	7.5			7.8			1.8			9.1		
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	0%	0%	0%	5%	0%	0%	12%	0%	0%	20%	25%
Adj. Flow (vph)	0	0	0	4	1126	4	18	10	0	0	6	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1134	0	0	28	0	0	16	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0			0			0			0		
Link Offset(ft)	0			0			0			0		
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9			15			9		
Number of Detectors				1	0		1	1			2	
Detector Template				Left			Left			Thru		
Leading Detector (ft)	20			0			20			100		
Trailing Detector (ft)	0			0			0			0		
Detector 1 Position(ft)	0			0			0			0		
Detector 1 Size(ft)	20			0			20			6		
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0			0.0			0.0			0.0		
Detector 1 Queue (s)	0.0			0.0			0.0			0.0		
Detector 1 Delay (s)	0.0			0.0			0.0			0.0		
Detector 2 Position(ft)	94											
Detector 2 Size(ft)	6											
Detector 2 Type	Cl+Ex											
Detector 2 Channel												
Detector 2 Extend (s)	0.0											
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases				2			4			8		
Permitted Phases	2			2			4			8		
Detector Phase	2			2			4			8		
Switch Phase												

Lanes, Volumes, Timings  
14: Liberty & Washington Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0			4.0			4.0			4.0		
Minimum Split (s)	8.5			8.5			8.5			20.5		
Total Split (s)	58.0			58.0			27.0			27.0		
Total Split (%)	68.2%			68.2%			31.8%			31.8%		
Maximum Green (s)	53.5			53.5			22.5			22.5		
Yellow Time (s)	3.5			3.5			3.5			3.5		
All-Red Time (s)	1.0			1.0			1.0			1.0		
Lost Time Adjust (s)	0.0			0.0			0.0			0.0		
Total Lost Time (s)	4.5			4.5			4.5			4.5		
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0			3.0			3.0			3.0		
Recall Mode	C-Min			C-Min			None			None		
Walk Time (s)	5.0			5.0			5.0			5.0		
Flash Dont Walk (s)	11.0			11.0			11.0			11.0		
Pedestrian Calls (#/hr)	0			0			0			0		
Act Effct Green (s)	51.4			24.6			24.6			24.6		
Actuated g/C Ratio	0.60			0.29			0.29			0.29		
v/c Ratio	0.55			0.06			0.04			0.04		
Control Delay	25.6			7.1			12.8			12.8		
Queue Delay	0.1			0.0			0.0			0.0		
Total Delay	25.6			7.1			12.8			12.8		
LOS	C			A			B			B		
Approach Delay	25.6			7.1			12.8			12.8		
Approach LOS	C			A			B			B		
Intersection Summary												
Area Type:	Other											
Cycle Length:	85											
Actuated Cycle Length:	85											
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:, Start of Yellow												
Natural Cycle:	45											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.65											
Intersection Signal Delay:	25.0						Intersection LOS: C					
Intersection Capacity Utilization:	39.8%						ICU Level of Service A					
Analysis Period (min):	15											
Splits and Phases:	14: Liberty & Washington Street											

Queues  
14: Liberty & Washington Street

10/08/2018



Lane Group	WBT	NBT	SBT
Lane Group Flow (vph)	1134	28	16
v/c Ratio	0.55	0.06	0.04
Control Delay	25.6	7.1	12.8
Queue Delay	0.1	0.0	0.0
Total Delay	25.6	7.1	12.8
Queue Length 50th (ft)	306	4	2
Queue Length 95th (ft)	333	m5	12
Internal Link Dist (ft)	262	1	319
Turn Bay Length (ft)			
Base Capacity (vph)	2201	483	432
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	198	46	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.57	0.06	0.04

Intersection Summary

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

Lanes, Volumes, Timings  
15: 5S (Oriskany)

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑				↓
Traffic Volume (vph)	9	863	7	0	0	0	0	13	9	2	3	0
Future Volume (vph)	9	863	7	0	0	0	0	13	9	2	3	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt		0.999						0.946				
Flt Protected		0.999									0.980	
Satd. Flow (prot)	0	5071	0	0	0	0	0	1605	0	0	1544	0
Flt Permitted		0.999									0.957	
Satd. Flow (perm)	0	5071	0	0	0	0	0	1605	0	0	1508	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1						10				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		323			334			406			77	
Travel Time (s)		7.3			7.6			9.2			1.8	
Peak Hour Factor	0.89	0.92	0.89	0.92	0.92	0.92	0.89	0.89	0.92	0.92	0.89	0.89
Heavy Vehicles (%)	11%	2%	0%	2%	2%	2%	0%	0%	2%	2%	33%	0%
Parking (#/hr)								0				
Adj. Flow (vph)	10	938	8	0	0	0	0	15	10	2	3	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	956	0	0	0	0	0	25	0	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.14	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	1	
Detector Template	Left	Thru						Thru		Left		
Leading Detector (ft)	20	100						100		20	6	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94				
Detector 2 Size(ft)		6						6				
Detector 2 Type		Cl+Ex						Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				
Turn Type	custom	NA						NA		Perm	NA	
Protected Phases		4!						4!		8!	8!	
Permitted Phases	2									8!		
Detector Phase	2	4						4		8	8	

Lanes, Volumes, Timings  
15: 5S (Oriskany)

10/08/2018

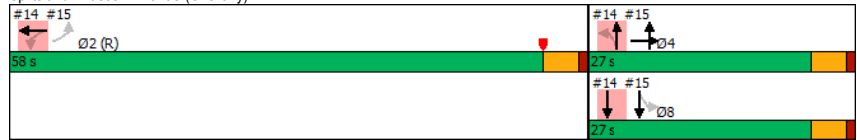


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0					4.0	4.0	4.0			
Minimum Split (s)	8.5	8.5					8.5	20.5	20.5			
Total Split (s)	58.0	27.0					27.0	27.0	27.0			
Total Split (%)	68.2%	31.8%					31.8%	31.8%	31.8%			
Maximum Green (s)	53.5	22.5					22.5	22.5	22.5			
Yellow Time (s)	3.5	3.5					3.5	3.5	3.5			
All-Red Time (s)	1.0	1.0					1.0	1.0	1.0			
Lost Time Adjust (s)		0.0					0.0	0.0	0.0			
Total Lost Time (s)		4.5					4.5	4.5	4.5			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0					3.0	3.0	3.0			
Recall Mode	C-Min	None					None	None	None			
Walk Time (s)	5.0	5.0					5.0	5.0	5.0			
Flash Dont Walk (s)	11.0	11.0					11.0	11.0	11.0			
Pedestrian Calls (#/hr)	0	0					0	0	0			
Act Effect Green (s)		24.6					24.6	24.6	24.6			
Actuated g/C Ratio		0.29					0.29	0.29	0.29			
v/c Ratio		0.65					0.05	0.05	0.01			
Control Delay		30.0					14.2	14.2	17.6			
Queue Delay		0.5					0.0	0.0	0.0			
Total Delay		30.5					14.2	14.2	17.6			
LOS		C					B	B	B			
Approach Delay		30.5					14.2	14.2	17.6			
Approach LOS		C					B	B	B			

Intersection Summary

Area Type: Other  
 Cycle Length: 85  
 Actuated Cycle Length: 85  
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:, Start of Yellow  
 Natural Cycle: 45  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.65  
 Intersection Signal Delay: 30.0 Intersection LOS: C  
 Intersection Capacity Utilization 27.8% ICU Level of Service A  
 Analysis Period (min) 15  
 ! Phase conflict between lane groups.

Splits and Phases: 15: 5S (Oriskany)



Queues  
15: 5S (Oriskany)

10/08/2018



Lane Group	EBT	NBT	SBT
Lane Group Flow (vph)	956	25	5
v/c Ratio	0.65	0.05	0.01
Control Delay	30.0	14.2	17.6
Queue Delay	0.5	0.0	0.0
Total Delay	30.5	14.2	17.6
Queue Length 50th (ft)	159	6	2
Queue Length 95th (ft)	87	21	m6
Internal Link Dist (ft)	243	326	1
Turn Bay Length (ft)			
Base Capacity (vph)	1525	489	453
Starvation Cap Reductn	211	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.73	0.05	0.01

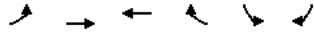
Intersection Summary

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

Lanes, Volumes, Timings

16: La Fayette Street & Washington Street

10/08/2018



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Volume (vph)	8	114	164	10	13	14
Future Volume (vph)	8	114	164	10	13	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992		0.930		
Flt Protected		0.997		0.976		
Satd. Flow (prot)	0	1631	1597	0	1552	0
Flt Permitted		0.997		0.976		
Satd. Flow (perm)	0	1631	1597	0	1552	0
Link Speed (mph)		30		30		
Link Distance (ft)		310		406		
Travel Time (s)		7.0		7.3		
				9.2		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	12%	4%	6%	10%	0%	0%
Parking (#/hr)		0		0		
Adj. Flow (vph)	9	123	176	11	14	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	132	187	0	29	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0		12		
Link Offset(ft)		0		0		
Crosswalk Width(ft)		16		16		
Two way Left Turn Lane						
Headway Factor	1.00	1.14	1.14	1.00	1.14	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	22.6%
ICU Level of Service A	
Analysis Period (min)	15

HCM 2010 TWSC

16: La Fayette Street & Washington Street

10/08/2018

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	8	114	164	10	13	14
Future Vol, veh/h	8	114	164	10	13	14
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	93	93	93	93	93	93
Heavy Vehicles, %	12	4	6	10	0	0
Mvmt Flow	9	123	176	11	14	15

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	187	0	323
Stage 1	-	-	182
Stage 2	-	-	141
Critical Hdwy	4.22	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.308	-	3.5
Pot Cap-1 Maneuver	1329	-	675
Stage 1	-	-	854
Stage 2	-	-	891
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1329	-	670
Mov Cap-2 Maneuver	-	-	670
Stage 1	-	-	848
Stage 2	-	-	891

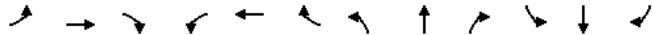
Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1329	-	-	-	759
HCM Lane V/C Ratio	0.006	-	-	-	0.038
HCM Control Delay (s)	7.7	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lanes, Volumes, Timings  
17: Liberty & Seneca Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖			↖			↖	
Traffic Volume (vph)	0	0	0	58	859	1	12	70	0	0	12	5
Future Volume (vph)	0	0	0	58	859	1	12	70	0	0	12	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt											0.959	
Flt Protected				0.950				0.993				
Satd. Flow (prot)	0	0	0	1752	3406	0	0	1865	0	0	1725	0
Flt Permitted				0.950				0.993				
Satd. Flow (perm)	0	0	0	1752	3406	0	0	1865	0	0	1725	0
Link Speed (mph)	30			30				30			30	
Link Distance (ft)	342			432				132			336	
Travel Time (s)	7.8			9.8				3.0			7.6	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	0%	3%	6%	0%	8%	0%	0%	0%	8%	0%
Adj. Flow (vph)	0	0	0	70	1035	1	14	84	0	0	14	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	70	1036	0	0	98	0	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	41.5%
ICU Level of Service A	
Analysis Period (min)	15

HCM 2010 TWSC  
17: Liberty & Seneca Street

10/08/2018

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↖			↖			↖	
Traffic Vol, veh/h	0	0	0	58	859	1	12	70	0	0	12	5
Future Vol, veh/h	0	0	0	58	859	1	12	70	0	0	12	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	0	-	0	-	0	-	0	-	0
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	3	6	0	8	0	0	0	8	0
Mvmt Flow	0	0	0	70	1035	1	14	84	0	0	14	6

Major/Minor	Major2	Minor1	Minor2						
Conflicting Flow All	0	0	0	665	1176	-	-	1176	518
Stage 1	-	-	0	0	-	-	-	1176	-
Stage 2	-	-	-	665	1176	-	-	0	-
Critical Hdwy	4.16	-	-	7.66	6.5	-	-	6.66	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.66	-
Critical Hdwy Stg 2	-	-	-	6.66	5.5	-	-	-	-
Follow-up Hdwy	2.23	-	-	3.58	4	-	-	4.08	3.3
Pot Cap-1 Maneuver	-	-	-	334	193	0	0	181	508
Stage 1	-	-	-	-	-	0	0	251	-
Stage 2	-	-	-	402	267	0	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	310	193	-	-	181	508
Mov Cap-2 Maneuver	-	-	-	310	193	-	-	181	-
Stage 1	-	-	-	-	-	-	-	251	-
Stage 2	-	-	-	374	267	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s		38.2	22.8
HCM LOS		E	C

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	204	-	-	-	223
HCM Lane V/C Ratio	0.484	-	-	-	0.092
HCM Control Delay (s)	38.2	-	-	-	22.8
HCM Lane LOS	E	-	-	-	C
HCM 95th %tile Q(veh)	2.4	-	-	-	0.3

Lanes, Volumes, Timings  
18: 5S (Oriskany)

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↕↔						↕				↕
Traffic Volume (vph)	59	798	8	0	0	0	0	20	11	1	73	0
Future Volume (vph)	59	798	8	0	0	0	0	20	11	1	73	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.952				
Flt Protected		0.997									0.999	
Satd. Flow (prot)	0	5065	0	0	0	0	0	1577	0	0	1792	0
Flt Permitted		0.997									0.999	
Satd. Flow (perm)	0	5065	0	0	0	0	0	1577	0	0	1792	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		334			383			385			132	
Travel Time (s)		7.6			8.7			8.8			3.0	
Peak Hour Factor	0.92	0.92	0.92	0.90	0.92	0.90	0.92	0.90	0.90	0.90	0.90	0.92
Heavy Vehicles (%)	2%	2%	2%	0%	2%	0%	2%	5%	0%	0%	6%	2%
Parking (#/hr)								0				
Adj. Flow (vph)	64	867	9	0	0	0	0	22	12	1	81	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	940	0	0	0	0	0	34	0	0	82	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.14	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	28.1%
ICU Level of Service A	
Analysis Period (min)	15

HCM 2010 TWSC  
18: 5S (Oriskany)

10/08/2018

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↕↔						↕				↕
Traffic Vol, veh/h	59	798	8	0	0	0	0	20	11	1	73	0
Future Vol, veh/h	59	798	8	0	0	0	0	20	11	1	73	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	90	92	90	92	90	90	90	90	92
Heavy Vehicles, %	2	2	2	0	2	0	2	5	0	0	6	2
Mvmt Flow	64	867	9	0	0	0	0	22	12	1	81	0

Major/Minor	Major1	Minor1	Minor2
Conflicting Flow All	0	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	5.34	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	3.12	-	-
Pot Cap-1 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s		19.1	28.2
HCM LOS		C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR SBLn1
Capacity (veh/h)	290	-	-	236
HCM Lane V/C Ratio	0.119	-	-	0.348
HCM Control Delay (s)	19.1	-	-	28.2
HCM Lane LOS	C	-	-	D
HCM 95th %tile Q(veh)	0.4	-	-	1.5

Lanes, Volumes, Timings

19: Seneca Street & La Fayette Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	14	111	4	7	121	14	4	3	4	13	3	60
Future Volume (vph)	14	111	4	7	121	14	4	3	4	13	3	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.986			0.951			0.894	
Flt Protected		0.994			0.998			0.982			0.991	
Satd. Flow (prot)	0	1610	0	0	1565	0	0	1597	0	0	1460	0
Flt Permitted		0.994			0.998			0.982			0.991	
Satd. Flow (perm)	0	1610	0	0	1565	0	0	1597	0	0	1460	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		319			216			181			385	
Travel Time (s)		7.3			4.9			4.1			8.8	
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 (%)	0%	6%	0%	0%	8%	7%	0%	0%	0%	8%	0%	3%
Parking (#/hr)		0			0			0			0	
Adj. Flow (vph)	15	116	4	7	126	15	4	3	4	14	3	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	135	0	0	148	0	0	11	0	0	80	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.14	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	22.8%
ICU Level of Service A	
Analysis Period (min)	15

HCM 2010 TWSC

19: Seneca Street & La Fayette Street

10/08/2018

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	14	111	4	7	121	14	4	3	4	13	3	60
Future Vol, veh/h	14	111	4	7	121	14	4	3	4	13	3	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	6	0	0	8	7	0	0	0	8	0	3
Mvmt Flow	15	116	4	7	126	15	4	3	4	14	3	63

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	141	0	0	120
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.1	-	-	4.1
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.2	-	-	2.2
Pot Cap-1 Maneuver	1455	-	-	1480
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1455	-	-	1480
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.4	10.4	9.8
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	680	1455	-	-	1480	-	-	831
HCM Lane V/C Ratio	0.017	0.01	-	-	0.005	-	-	0.095
HCM Control Delay (s)	10.4	7.5	0	-	7.4	0	-	9.8
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3

Lanes, Volumes, Timings  
20: Genesee St & Liberty

10/08/2018



Lane Group	WBT	WBR2	SBR	SBR2	NET	SWT	SWR
Lane Configurations	↑↑↑		↓		↑↑	↑↑	
Traffic Volume (vph)	940	7	34	61	145	350	5
Future Volume (vph)	940	7	34	61	145	350	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	0.95	0.95
Frt	0.999		0.865		0.998		
Flt Protected							
Satd. Flow (prot)	4891	0	1450	0	3406	3431	0
Flt Permitted							
Satd. Flow (perm)	4891	0	1450	0	3406	3431	0
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)	116		116				
Link Speed (mph)	30				30	30	
Link Distance (ft)	553				118	251	
Travel Time (s)	12.6				2.7	5.7	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	6%	0%	2%	2%	6%	5%	5%
Parking (#/hr)			0				
Adj. Flow (vph)	1068	8	39	69	165	398	6
Shared Lane Traffic (%)							
Lane Group Flow (vph)	1076	0	108	0	165	404	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Right	Left	Left	Right
Median Width(ft)	0				0	0	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				16	16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.14	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	9	9			9
Number of Detectors	2		1		2	2	
Detector Template	Thru		Right		Thru	Thru	
Leading Detector (ft)	100		20		100	100	
Trailing Detector (ft)	0		0		0	0	
Detector 1 Position(ft)	0		0		0	0	
Detector 1 Size(ft)	6		20		6	6	
Detector 1 Type	CI+Ex		CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0		0.0	0.0	
Detector 1 Delay (s)	0.0		0.0		0.0	0.0	
Detector 2 Position(ft)	94				94	94	
Detector 2 Size(ft)	6				6	6	
Detector 2 Type	CI+Ex				CI+Ex	CI+Ex	
Detector 2 Channel							
Detector 2 Extend (s)	0.0				0.0	0.0	
Turn Type	NA		Perm		NA	NA	
Protected Phases	2				8	4	
Permitted Phases			3				
Detector Phase	2		3		8	4	

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Lanes, Volumes, Timings  
20: Genesee St & Liberty

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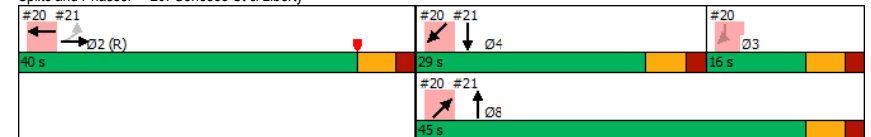


Lane Group	WBT	WBR2	SBR	SBR2	NET	SWT	SWR
Switch Phase							
Minimum Initial (s)	15.0		6.0		6.0	6.0	
Minimum Split (s)	46.0		12.0		12.0	12.0	
Total Split (s)	40.0		16.0		45.0	29.0	
Total Split (%)	47.1%		18.8%		52.9%	34.1%	
Maximum Green (s)	34.0		10.0		39.0	23.0	
Yellow Time (s)	4.0		4.0		4.0	4.0	
All-Red Time (s)	2.0		2.0		2.0	2.0	
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.0		6.0		6.0	6.0	
Lead/Lag			Lag			Lead	
Lead-Lag Optimize?							
Vehicle Extension (s)	1.0		2.5		2.5	2.5	
Recall Mode	C-Min		None		None	None	
Walk Time (s)	7.0		7.0		7.0	7.0	
Flash Dont Walk (s)	33.0		29.0		29.0	29.0	
Pedestrian Calls (#/hr)	0		0		0	0	
Act Effect Green (s)	45.9		6.9		27.1	16.6	
Actuated g/C Ratio	0.54		0.08		0.32	0.20	
v/c Ratio	0.40		0.48		0.15	0.60	
Control Delay	12.2		14.3		6.3	34.4	
Queue Delay	0.0		0.0		0.2	0.0	
Total Delay	12.2		14.3		6.5	34.4	
LOS	B		B		A	C	
Approach Delay	12.2				6.5	34.4	
Approach LOS	B				A	C	

Intersection Summary

Area Type: Other  
 Cycle Length: 85  
 Actuated Cycle Length: 85  
 Offset: 10 (12%), Referenced to phase 2:WBT and 6:, Start of Yellow  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.60  
 Intersection Signal Delay: 16.9 Intersection LOS: B  
 Intersection Capacity Utilization 49.0% ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 20: Genesee St & Liberty



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Queues

20: Genesee St & Liberty

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Lane Group	WBT	SBR	NET	SWT
Lane Group Flow (vph)	1076	108	165	404
v/c Ratio	0.40	0.48	0.15	0.60
Control Delay	12.2	14.3	6.3	34.4
Queue Delay	0.0	0.0	0.2	0.0
Total Delay	12.2	14.3	6.5	34.4
Queue Length 50th (ft)	105	0	8	104
Queue Length 95th (ft)	172	39	8	133
Internal Link Dist (ft)	473		38	171
Turn Bay Length (ft)				
Base Capacity (vph)	2693	272	1562	928
Starvation Cap Reductn	0	0	902	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.40	0.40	0.25	0.44

Intersection Summary

Lanes, Volumes, Timings

21: Genesee Street/Genesee St & 5S (Oriskany)

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑↑			↑↑↑	
Traffic Volume (vph)	2	717	163	0	0	0	0	149	40	0	380	0
Future Volume (vph)	2	717	163	0	0	0	0	149	40	0	380	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	150		0	150		0	150		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.86	0.86	0.86	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Frt		0.972						0.968				
Fit Protected												
Satd. Flow (prot)	0	6036	0	0	0	0	0	3048	0	0	4940	0
Fit Permitted												
Satd. Flow (perm)	0	6036	0	0	0	0	0	3048	0	0	4940	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		80						43				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		383			660			402				118
Travel Time (s)		8.7			15.0			9.1				2.7
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 (%)	0%	6%	2%	0%	0%	0%	0%	7%	16%	0%	5%	0%
Parking (#/hr)								0				
Adj. Flow (vph)	2	771	175	0	0	0	0	160	43	0	409	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	948	0	0	0	0	0	203	0	0	409	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.07	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2				2
Detector Template	Left	Thru						Thru				Thru
Leading Detector (ft)	20	100						100				100
Trailing Detector (ft)	0	0						0				0
Detector 1 Position(ft)	0	0						0				0
Detector 1 Size(ft)	20	6						6				6
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0				0.0
Detector 1 Queue (s)	0.0	0.0						0.0				0.0
Detector 1 Delay (s)	0.0	0.0						0.0				0.0
Detector 2 Position(ft)		94						94				94
Detector 2 Size(ft)		6						6				6
Detector 2 Type		Cl+Ex						Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				0.0
Turn Type	Perm	NA						NA				NA

Lanes, Volumes, Timings

21: Genesee Street/Genesee St & 5S (Oriskany)

10/08/2018

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Fr't	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	

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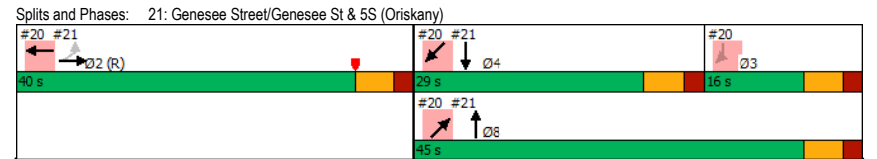
Lanes, Volumes, Timings

21: Genesee Street/Genesee St & 5S (Oriskany)

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2						8				4
Permitted Phases	2											
Detector Phase	2	2						8				4
Switch Phase												
Minimum Initial (s)	15.0	15.0						6.0				6.0
Minimum Split (s)	46.0	46.0						12.0				12.0
Total Split (s)	40.0	40.0						45.0				29.0
Total Split (%)	47.1%	47.1%						52.9%				34.1%
Maximum Green (s)	34.0	34.0						39.0				23.0
Yellow Time (s)	4.0	4.0						4.0				4.0
All-Red Time (s)	2.0	2.0						2.0				2.0
Lost Time Adjust (s)		0.0						0.0				0.0
Total Lost Time (s)		6.0						6.0				6.0
Lead/Lag												Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0						2.5				2.5
Recall Mode	C-Min	C-Min						None				None
Walk Time (s)	7.0	7.0						7.0				7.0
Flash Dont Walk (s)	33.0	33.0						29.0				29.0
Pedestrian Calls (#/hr)	0	0						0				0
Act Effct Green (s)		45.9						27.1				16.6
Actuated g/C Ratio		0.54						0.32				0.20
v/c Ratio		0.29						0.20				0.42
Control Delay		24.3						14.7				6.0
Queue Delay		0.0						0.0				0.3
Total Delay		24.3						14.7				6.2
LOS		C						B				A
Approach Delay		24.3						14.7				6.2
Approach LOS		C						B				A

<b>Intersection Summary</b>	
Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	85
Offset:	10 (12%), Referenced to phase 2:WBT and 6.; Start of Yellow
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.60
Intersection Signal Delay:	18.3
Intersection Capacity Utilization:	30.5%
Intersection LOS:	B
ICU Level of Service:	A
Analysis Period (min):	15



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Lanes, Volumes, Timings

21: Genesee Street/Genesee St & 5S (Oriskany)

10/08/2018

Lane Group	Ø3
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	12.0
Total Split (s)	16.0
Total Split (%)	19%
Maximum Green (s)	10.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	
Vehicle Extension (s)	2.5
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	29.0
Pedestrian Calls (#/hr)	0
Act Effect Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Queues

21: Genesee Street/Genesee St & 5S (Oriskany)

10/08/2018

	→	↑	↓
Lane Group	EBT	NBT	SBT
Lane Group Flow (vph)	948	203	409
v/c Ratio	0.29	0.20	0.42
Control Delay	24.3	14.7	6.0
Queue Delay	0.0	0.0	0.3
Total Delay	24.3	14.7	6.2
Queue Length 50th (ft)	102	31	8
Queue Length 95th (ft)	158	44	12
Internal Link Dist (ft)	303	322	38
Turn Bay Length (ft)			
Base Capacity (vph)	3294	1421	1336
Starvation Cap Reductn	0	0	387
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.29	0.14	0.43
Intersection Summary			

Lanes, Volumes, Timings

22: La Fayette Street/Bleeker Street & Genesee Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↔			↔			↕			↕		
Traffic Volume (vph)	21	99	35	28	79	9	18	158	20	81	426	42
Future Volume (vph)	21	99	35	28	79	9	18	158	20	81	426	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt	0.969			0.989			0.984			0.989		
Flt Protected	0.993			0.988			0.996			0.993		
Satd. Flow (prot)	0	1509	0	0	1529	0	0	3295	0	0	3302	0
Flt Permitted	0.945			0.899			0.885			0.855		
Satd. Flow (perm)	0	1436	0	0	1391	0	0	2928	0	0	2843	0
Right Turn on Red	Yes			Yes			Yes			Yes		
Satd. Flow (RTOR)	13			4			17			15		
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	216			304			420			402		
Travel Time (s)	4.9			6.9			9.5			9.1		
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 (%)	19%	8%	6%	7%	6%	44%	2%	2%	2%	2%	2%	2%
Parking (#/hr)	0											
Adj. Flow (vph)	23	106	38	30	85	10	19	170	22	87	458	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	167	0	0	125	0	0	211	0	0	590	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0											
Link Offset(ft)	0											
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.07	1.00	1.00	1.07	1.00
Turning Speed (mph)	15		9		15		9		15		9	
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	94			94			94			94		
Detector 2 Size(ft)	6			6			6			6		
Detector 2 Type	CI+Ex			CI+Ex			CI+Ex			CI+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0			0.0		
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	4			8			6			5		
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		6	6		5	2	

Lanes, Volumes, Timings

22: La Fayette Street/Bleeker Street & Genesee Street

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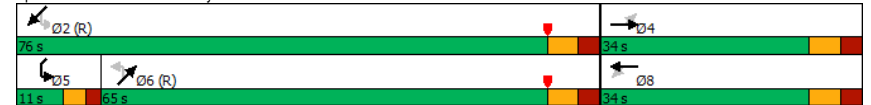


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	4.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		10.0	23.0	
Total Split (s)	34.0	34.0		34.0	34.0		65.0	65.0		11.0	76.0	
Total Split (%)	30.9%	30.9%		30.9%	30.9%		59.1%	59.1%		10.0%	69.1%	
Maximum Green (s)	27.0	27.0		27.0	27.0		58.0	58.0		6.0	69.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		3.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		2.0	3.0	
Lost Time Adjust (s)	0.0			0.0			0.0			0.0		
Total Lost Time (s)	7.0			7.0			7.0			7.0		
Lead/Lag							Lag	Lag		Lead	Lead	
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	Max	Max		Max	Max		C-Max	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont 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		
Act Effect Green (s)	27.0			27.0			69.0			69.0		
Actuated g/C Ratio	0.25			0.25			0.63			0.63		
v/c Ratio	0.46			0.36			0.11			0.33		
Control Delay	37.3			36.9			14.4			10.0		
Queue Delay	0.0			0.0			0.0			0.6		
Total Delay	37.3			36.9			14.4			10.5		
LOS	D			D			B			B		
Approach Delay	37.3			36.9			14.4			10.5		
Approach LOS	D			D			B			B		

Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	0 (0%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow, Master Intersection
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.46
Intersection Signal Delay:	18.4
Intersection Capacity Utilization:	49.0%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 22: La Fayette Street/Bleeker Street & Genesee Street

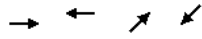




Queues

22: La Fayette Street/Bleecker Street & Genesee Street

10/08/2018



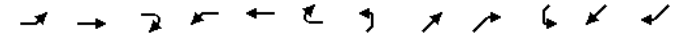
Lane Group	EBT	WBT	NET	SWT
Lane Group Flow (vph)	167	125	211	590
v/c Ratio	0.46	0.36	0.11	0.33
Control Delay	37.3	36.9	14.4	10.0
Queue Delay	0.0	0.0	0.0	0.6
Total Delay	37.3	36.9	14.4	10.5
Queue Length 50th (ft)	93	71	43	92
Queue Length 95th (ft)	161	127	65	124
Internal Link Dist (ft)	136	224	340	322
Turn Bay Length (ft)				
Base Capacity (vph)	362	344	1842	1788
Starvation Cap Reductn	0	0	0	770
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.46	0.36	0.11	0.58

Intersection Summary

Lanes, Volumes, Timings

23: Columbia Street/Elizabeth Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	22	125	27	11	45	20	26	163	22	95	371	25
Future Volume (vph)	22	125	27	11	45	20	26	163	22	95	371	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.979			0.964			0.984			0.992	
Fit Protected		0.994			0.993			0.994			0.990	
Satd. Flow (prot)	0	1793	0	0	1606	0	0	3320	0	0	3422	0
Fit Permitted		0.951			0.938			0.835			0.805	
Satd. Flow (perm)	0	1716	0	0	1517	0	0	2789	0	0	2782	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			16			17			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		682			274			195			420	
Travel Time (s)		15.5			6.2			4.4			9.5	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	4%	1%	12%	54%	9%	0%	2%	3%	36%	2%	4%	4%
Adj. Flow (vph)	28	156	34	14	56	25	33	204	28	119	464	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	218	0	0	95	0	0	265	0	0	614	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		6	6		5	2	
Switch Phase												

Lanes, Volumes, Timings

23: Columbia Street/Elizabeth Street

10/08/2018

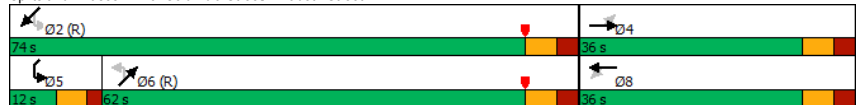


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		4.0	5.0	
Minimum Split (s)	12.0	12.0		12.0	12.0		23.5	23.5		10.0	23.5	
Total Split (s)	36.0	36.0		36.0	36.0		62.0	62.0		12.0	74.0	
Total Split (%)	32.7%	32.7%		32.7%	32.7%		56.4%	56.4%		10.9%	67.3%	
Maximum Green (s)	29.0	29.0		29.0	29.0		55.0	55.0		6.0	67.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		2.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
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	
Recall Mode	Max	Max		Max	Max		C-Max	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont 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 Effect Green (s)		29.0			29.0			67.0			67.0	
Actuated g/C Ratio		0.26			0.26			0.61			0.61	
v/c Ratio		0.48			0.23			0.16			0.36	
Control Delay		37.3			28.1			10.3			9.9	
Queue Delay		0.0			0.0			0.0			0.3	
Total Delay		37.3			28.1			10.3			10.2	
LOS		D			C			B			B	
Approach Delay		37.3			28.1			10.3			10.2	
Approach LOS		D			C			B			B	

Intersection Summary

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 68 (62%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow  
 Natural Cycle: 50  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.48  
 Intersection Signal Delay: 16.6 Intersection LOS: B  
 Intersection Capacity Utilization 49.4% ICU Level of Service A  
 Analysis Period (min) 15

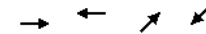
Splits and Phases: 23: Columbia Street/Elizabeth Street



Queues

23: Columbia Street/Elizabeth Street

10/08/2018



Lane Group	EBT	WBT	NET	SWT
Lane Group Flow (vph)	218	95	265	614
v/c Ratio	0.48	0.23	0.16	0.36
Control Delay	37.3	28.1	10.3	9.9
Queue Delay	0.0	0.0	0.0	0.3
Total Delay	37.3	28.1	10.3	10.2
Queue Length 50th (ft)	134	43	47	91
Queue Length 95th (ft)	185	77	62	103
Internal Link Dist (ft)	602	194	115	340
Turn Bay Length (ft)				
Base Capacity (vph)	458	411	1705	1698
Starvation Cap Reductn	0	0	0	540
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.48	0.23	0.16	0.53

Intersection Summary

Lanes, Volumes, Timings

24: Whitesboro Street & Genesee St SB Off-Ramp

10/08/2018



Lane Group	EBL	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR	SWR2
Lane Configurations				↑↑		↑	↑		↑	↑	↑
Traffic Volume (vph)	0	0	0	77	29	26	75	0	512	52	0
Future Volume (vph)	0	0	0	77	29	26	75	0	512	52	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0		0	100		0	0	0	
Storage Lanes	0	0	0		0	1		0	1	2	
Taper Length (ft)	25		25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.959						0.850	
Fit Protected						0.950			0.950		
Satd. Flow (prot)	0	0	0	3388	0	1805	1776	0	1703	1583	1863
Fit Permitted						0.889			0.950		
Satd. Flow (perm)	0	0	0	3388	0	1689	1776	0	1703	1583	1863
Right Turn on Red		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)				35							
Link Speed (mph)	30			30			30		30		
Link Distance (ft)	664			342			169		360		
Travel Time (s)	15.1			7.8			3.8		8.2		
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%	7%	0%	6%	2%	2%
Adj. Flow (vph)	0	0	0	92	35	31	89	0	610	62	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	0	0	127	0	31	89	0	610	62	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)	0			12			12		12		
Link Offset(ft)	0			0			0		0		
Crosswalk Width(ft)	16			16			16		16		
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9	15		9	15	9	9
Number of Detectors				2		1	2		1	1	1
Detector Template				Thru		Left	Thru		Left	Right	Right
Leading Detector (ft)				100		20	100		20	20	20
Trailing Detector (ft)				0		0	0		0	0	0
Detector 1 Position(ft)				0		0	0		0	0	0
Detector 1 Size(ft)				6		20	6		20	20	20
Detector 1 Type				Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)				0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)				0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)				0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)				94			94				
Detector 2 Size(ft)				6			6				
Detector 2 Type				Cl+Ex			Cl+Ex				
Detector 2 Channel											
Detector 2 Extend (s)				0.0			0.0				
Turn Type				NA		Perm	NA		Perm	Prot	Perm
Protected Phases				4			8			2	

Lanes, Volumes, Timings

24: Whitesboro Street & Genesee St SB Off-Ramp

10/08/2018

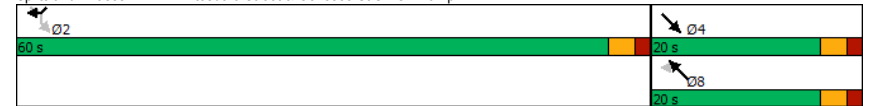


Lane Group	EBL	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR	SWR2
Permitted Phases						8			2		2
Detector Phase				4		8	8		2	2	2
Switch Phase											
Minimum Initial (s)				4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)				10.0		10.0	10.0		26.0	26.0	26.0
Total Split (s)				20.0		20.0	20.0		60.0	60.0	60.0
Total Split (%)				25.0%		25.0%	25.0%		75.0%	75.0%	75.0%
Maximum Green (s)				16.0		16.0	16.0		56.0	56.0	56.0
Yellow Time (s)				2.5		2.5	2.5		2.5	2.5	2.5
All-Red Time (s)				1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)				0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)				4.0		4.0	4.0		4.0	4.0	4.0
Lead/Lag											
Lead-Lag Optimize?											
Vehicle Extension (s)				2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode				None		None	None		None	None	None
Walk Time (s)				7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)				14.0		14.0	14.0		14.0	14.0	14.0
Pedestrian Calls (#/hr)				25		25	25		25	25	25
Act Effct Green (s)				9.3		9.5	9.5		21.4	21.4	
Actuated g/C Ratio				0.29		0.30	0.30		0.67	0.67	
v/c Ratio				0.12		0.06	0.17		0.53	0.06	
Control Delay				10.2		13.8	13.9		7.9	4.8	
Queue Delay				0.0		0.0	0.0		0.0	0.0	
Total Delay				10.2		13.8	13.9		7.9	4.8	
LOS				B		B	B		A	A	
Approach Delay				10.2			13.8		7.6		
Approach LOS				B			B		A		

Intersection Summary

Area Type: Other  
 Cycle Length: 80  
 Actuated Cycle Length: 31.8  
 Natural Cycle: 40  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.53  
 Intersection Signal Delay: 8.8  
 Intersection Capacity Utilization 43.1%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 24: Whitesboro Street & Genesee St SB Off-Ramp



Queues

24: Whitesboro Street & Genesee St SB Off-Ramp

10/08/2018



Lane Group	SET	NWL	NWT	SWL	SWR
Lane Group Flow (vph)	127	31	89	610	62
v/c Ratio	0.12	0.06	0.17	0.53	0.06
Control Delay	10.2	13.8	13.9	7.9	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	10.2	13.8	13.9	7.9	4.8
Queue Length 50th (ft)	5	4	11	53	4
Queue Length 95th (ft)	26	22	48	225	23
Internal Link Dist (ft)	262		89	280	
Turn Bay Length (ft)		100			
Base Capacity (vph)	2233	1107	1164	1666	1549
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	0.06	0.03	0.08	0.37	0.04

Intersection Summary

Lanes, Volumes, Timings

25: Blandina Street & Genesee Street

10/08/2018



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations					↕			↕			↕	
Traffic Volume (vph)	0	0	0	16	6	3	3	186	7	82	287	29
Future Volume (vph)	0	0	0	16	6	3	3	186	7	82	287	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Fit					0.986			0.995			0.989	
Fit Protected					0.969			0.999			0.990	
Satd. Flow (prot)	0	0	0	0	1748	0	0	3365	0	0	3326	0
Fit Permitted					0.969			0.952			0.827	
Satd. Flow (perm)	0	0	0	0	1748	0	0	3206	0	0	2778	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)					3			7				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		313			160			152				194
Travel Time (s)		7.1			3.6			3.5				4.4
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	6%	0%	0%	0%	7%	0%	0%	8%	7%
Adj. Flow (vph)	0	0	0	18	7	3	3	211	8	93	326	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	28	0	0	222	0	0	452	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)					0			0				0
Link Offset(ft)					0			0				0
Crosswalk Width(ft)					16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2		1		2
Detector Template				Left	Thru		Left	Thru		Left		Thru
Leading Detector (ft)				20	100		20	100		20		100
Trailing Detector (ft)				0	0		0	0		0		0
Detector 1 Position(ft)				0	0		0	0		0		0
Detector 1 Size(ft)				20	6		20	6		20		6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0		0.0		0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0		0.0		0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0		0.0		0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type				Perm	NA		Perm	NA		Perm		NA
Protected Phases					4			2				2
Permitted Phases					4			2				2
Detector Phase					4			2				2
Switch Phase												

Lanes, Volumes, Timings

25: Blandina Street & Genesee Street

10/08/2018

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)				5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)				10.5	10.5		28.0	28.0		28.0	28.0	
Total Split (s)				30.0	30.0		80.0	80.0		80.0	80.0	
Total Split (%)				27.3%	27.3%		72.7%	72.7%		72.7%	72.7%	
Maximum Green (s)				24.5	24.5		74.5	74.5		74.5	74.5	
Yellow Time (s)				3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)				2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)					0.0			0.0			0.0	
Total Lost Time (s)					5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode				None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)				7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)				11.0	11.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)				0	0		0	0		0	0	
Act Effect Green (s)					7.2			98.5			98.5	
Actuated g/C Ratio					0.07			0.90			0.90	
v/c Ratio					0.24			0.08			0.18	
Control Delay					49.2			1.3			4.4	
Queue Delay					0.0			0.0			0.0	
Total Delay					49.2			1.3			4.4	
LOS					D			A			A	
Approach Delay					49.2			1.3			4.4	
Approach LOS					D			A			A	

Intersection Summary

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 7 (6%), Referenced to phase 2:NESW and 6:, Start of Yellow  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.24  
 Intersection Signal Delay: 5.2 Intersection LOS: A  
 Intersection Capacity Utilization 34.6% ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 25: Blandina Street & Genesee Street



Queues

25: Blandina Street & Genesee Street

10/08/2018

Lane Group	SBT	NET	SWT
Lane Group Flow (vph)	28	222	452
v/c Ratio	0.24	0.08	0.18
Control Delay	49.2	1.3	4.4
Queue Delay	0.0	0.0	0.0
Total Delay	49.2	1.3	4.4
Queue Length 50th (ft)	17	9	71
Queue Length 95th (ft)	45	16	97
Internal Link Dist (ft)	80	72	114
Turn Bay Length (ft)			
Base Capacity (vph)	391	2872	2488
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.07	0.08	0.18

Intersection Summary

Lanes, Volumes, Timings  
26: Genesee St & Bank Place

10/08/2018

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations			↑↑			↑↑
Traffic Volume (vph)	0	0	200	17	22	269
Future Volume (vph)	0	0	200	17	22	269
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt			0.988			
Flt Protected						0.996
Satd. Flow (prot)	0	0	3211	0	0	3348
Flt Permitted						0.924
Satd. Flow (perm)	0	0	3211	0	0	3106
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		30			30
Link Distance (ft)	399		483			150
Travel Time (s)	9.1		11.0			3.4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	8%
Parking (#/hr)			0			
Adj. Flow (vph)	0	0	206	18	23	277
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	224	0	0	300
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.07	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors			2		1	2
Detector Template			Thru		Left	Thru
Leading Detector (ft)			100		20	100
Trailing Detector (ft)			0		0	0
Detector 1 Position(ft)			0		0	0
Detector 1 Size(ft)			6		20	6
Detector 1 Type			CI+Ex		CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)			0.0		0.0	0.0
Detector 1 Queue (s)			0.0		0.0	0.0
Detector 1 Delay (s)			0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			CI+Ex			CI+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type			NA		Perm	NA
Protected Phases			6			2
Permitted Phases					2	
Detector Phase			6		2	2

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Lanes, Volumes, Timings  
26: Genesee St & Bank Place

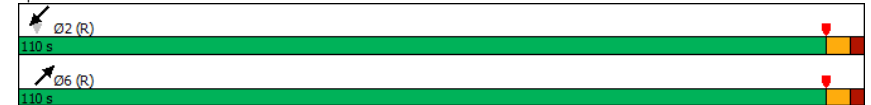
10/08/2018

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)			5.0		5.0	5.0
Minimum Split (s)			23.0		27.0	27.0
Total Split (s)			110.0		110.0	110.0
Total Split (%)			100.0%		100.0%	100.0%
Maximum Green (s)			105.0		105.0	105.0
Yellow Time (s)			3.0		3.0	3.0
All-Red Time (s)			2.0		2.0	2.0
Lost Time Adjust (s)			0.0		0.0	0.0
Total Lost Time (s)			5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)			3.0		3.0	3.0
Recall Mode			C-Max		C-Max	C-Max
Walk Time (s)			5.0		7.0	7.0
Flash Dont Walk (s)			11.0		15.0	15.0
Pedestrian Calls (#/hr)			0		0	0
Act Effect Green (s)			110.0		110.0	110.0
Actuated g/C Ratio			1.00		1.00	1.00
v/c Ratio			0.07		0.10	0.10
Control Delay			0.0		0.1	0.1
Queue Delay			0.0		0.0	0.0
Total Delay			0.0		0.1	0.1
LOS			A		A	A
Approach Delay						0.1
Approach LOS						A

Intersection Summary

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 12 (11%), Referenced to phase 2:SWTL and 6:NET, Start of Yellow  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.10  
 Intersection Signal Delay: 0.1 Intersection LOS: A  
 Intersection Capacity Utilization 22.5% ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 26: Genesee St & Bank Place



MVTIS 04/12/2016 Existing  
C&S Companies

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Queues

26: Genesee St & Bank Place

10/08/2018

Lane Group	NET	SWT
Lane Group Flow (vph)	224	300
v/c Ratio	0.07	0.10
Control Delay	0.0	0.1
Queue Delay	0.0	0.0
Total Delay	0.0	0.1
Queue Length 50th (ft)	0	0
Queue Length 95th (ft)	0	0
Internal Link Dist (ft)	403	70
Turn Bay Length (ft)		
Base Capacity (vph)	3211	3106
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.07	0.10
<b>Intersection Summary</b>		

Lanes, Volumes, Timings

27: Genesee St & Hopper St

10/08/2018

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕↕			↕↕			↕↕			↕↕	
Traffic Volume (vph)	4	307	65	1	173	25	10	252	22	6	236	32
Future Volume (vph)	4	307	65	1	173	25	10	252	22	6	236	32
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	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.974			0.981			0.989			0.982	
Fit Protected								0.998			0.999	
Satd. Flow (prot)	0	3430	0	0	3406	0	0	3259	0	0	3117	0
Fit Permitted		0.952			0.954			0.941			0.949	
Satd. Flow (perm)	0	3266	0	0	3249	0	0	3073	0	0	2961	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		22			14						25	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		183			224			440			483	
Travel Time (s)		4.2			5.1			10.0			11.0	
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 (%)	0%	2%	5%	0%	4%	4%	0%	4%	4%	17%	8%	6%
Parking (#/hr)								0			0	
Adj. Flow (vph)	4	327	69	1	184	27	11	268	23	6	251	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	400	0	0	212	0	0	302	0	0	291	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.07	1.00	1.00	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

Lanes, Volumes, Timings  
27: Genesee St & Hopper St

10/08/2018

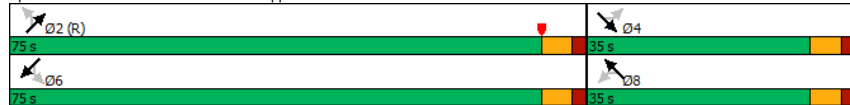


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Total Split (s)	35.0	35.0		35.0	35.0		75.0	75.0		75.0	75.0	
Total Split (%)	31.8%	31.8%		31.8%	31.8%		68.2%	68.2%		68.2%	68.2%	
Maximum Green (s)	29.0	29.0		29.0	29.0		69.0	69.0		69.0	69.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
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	Max	Max		Max	Max		C-Max	C-Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effect Green (s)		29.0			29.0			69.0			69.0	
Actuated g/C Ratio		0.26			0.26			0.63			0.63	
v/c Ratio		0.46			0.24			0.16			0.16	
Control Delay		33.9			30.6			8.7			8.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		33.9			30.6			8.7			8.2	
LOS		C			C			A			A	
Approach Delay		33.9			30.6			8.7			8.2	
Approach LOS		C			C			A			A	

Intersection Summary

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 19 (17%), Referenced to phase 2:NETL, Start of Yellow  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.46  
 Intersection Signal Delay: 20.8  
 Intersection Capacity Utilization 38.5%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service A

Splits and Phases: 27: Genesee St & Hopper St



Queues  
27: Genesee St & Hopper St

10/08/2018



Lane Group	SET	NWT	NET	SWT
Lane Group Flow (vph)	400	212	302	291
v/c Ratio	0.46	0.24	0.16	0.16
Control Delay	33.9	30.6	8.7	8.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	33.9	30.6	8.7	8.2
Queue Length 50th (ft)	117	57	43	54
Queue Length 95th (ft)	165	90	62	77
Internal Link Dist (ft)	103	144	360	403
Turn Bay Length (ft)				
Base Capacity (vph)	877	866	1927	1866
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	0.46	0.24	0.16	0.16

Intersection Summary



# Existing PM Synchro Reports



Lanes, Volumes, Timings  
1: NB Off-Ramp & Court Street

10/08/2018

	→	↗	↖	←	↘	↙
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑↑			↑↑↑	↖↖	↙↙
Traffic Volume (vph)	332	0	0	547	32	163
Future Volume (vph)	332	0	0	547	32	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.91	0.97	0.88
Frt	0.850					
Flt Protected	0.950					
Satd. Flow (prot)	3574	0	0	5136	3502	2814
Flt Permitted	0.950					
Satd. Flow (perm)	3574	0	0	5136	3502	2814
Right Turn on Red	Yes			No		
Satd. Flow (RTOR)						
Link Speed (mph)	30		30		30	
Link Distance (ft)	90		379		637	
Travel Time (s)	2.0		8.6		14.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	1%	0%	1%
Adj. Flow (vph)	369	0	0	608	36	181
Shared Lane Traffic (%)						
Lane Group Flow (vph)	369	0	0	608	36	181
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12		12		24	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15		9	
Turn Type	NA		NA		Prot	
Protected Phases	2		6		3	
Permitted Phases	8					
Minimum Split (s)	17.5		23.5		13.0	
Total Split (s)	52.0		52.0		18.0	
Total Split (%)	74.3%		74.3%		25.7%	
Maximum Green (s)	44.5		44.5		14.0	
Yellow Time (s)	3.0		3.0		3.5	
All-Red Time (s)	4.5		4.5		0.5	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	7.5		7.5		4.0	
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	5.0		5.0		5.0	
Flash Dont Walk (s)	11.0		11.0		11.0	
Pedestrian Calls (#/hr)	0		0		0	
Act Effect Green (s)	44.5		44.5		14.0	
Actuated g/C Ratio	0.64		0.64		0.20	
v/c Ratio	0.16		0.19		0.05	
Control Delay	5.4		5.4		22.9	
Queue Delay	0.0		0.0		0.0	

MVTIS 04/12/2016 Existing  
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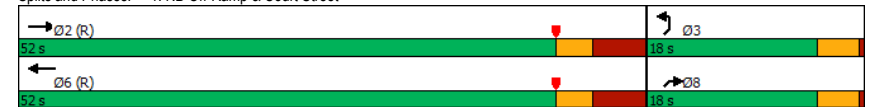
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Lanes, Volumes, Timings  
1: NB Off-Ramp & Court Street

10/08/2018

	→	↗	↖	←	↘	↙
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Total Delay	5.4			5.4	22.9	25.8
LOS	A			A	C	C
Approach Delay	5.4			5.4	25.3	
Approach LOS	A			A	C	
Intersection Summary						
Area Type:	Other					
Cycle Length: 70						
Actuated Cycle Length: 70						
Offset: 52.5 (75%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow						
Natural Cycle: 40						
Control Type: Pretimed						
Maximum v/c Ratio: 0.32						
Intersection Signal Delay: 9.0	Intersection LOS: A					
Intersection Capacity Utilization 25.2%	ICU Level of Service A					
Analysis Period (min) 15						

Splits and Phases: 1: NB Off-Ramp & Court Street



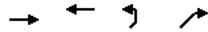
MVTIS 04/12/2016 Existing  
C&S Companies

Synchro 10 Report  
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Queues

1: NB Off-Ramp & Court Street

10/08/2018



Lane Group	EBT	WBT	NEL	NER
Lane Group Flow (vph)	369	608	36	181
v/c Ratio	0.16	0.19	0.05	0.32
Control Delay	5.4	5.4	22.9	25.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	5.4	5.4	22.9	25.8
Queue Length 50th (ft)	29	34	6	38
Queue Length 95th (ft)	44	47	17	67
Internal Link Dist (ft)	10	299	557	
Turn Bay Length (ft)				
Base Capacity (vph)	2272	3265	700	562
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	0.16	0.19	0.05	0.32

Intersection Summary

Lanes, Volumes, Timings

2: State Street/EB Off-Ramp

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↑	↗			↖
Traffic Volume (vph)	398	16	171	0	0	0	0	432	96	140	4	0
Future Volume (vph)	398	16	171	0	0	0	0	432	96	140	4	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	8	8	8	12	12	12	12	12	12
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				
Flt Protected		0.967									0.954	
Satd. Flow (prot)	0	1742	0	0	0	0	0	1881	1583	0	1728	0
Flt Permitted		0.967									0.345	
Satd. Flow (perm)	0	1742	0	0	0	0	0	1881	1583	0	625	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		61							104			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		161			214			285			268	
Travel Time (s)		3.7			4.9			6.5			6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	1%	2%	5%	0%	0%
Adj. Flow (vph)	433	17	186	0	0	0	0	470	104	152	4	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	636	0	0	0	0	0	470	104	0	156	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.20	1.20	1.20	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA						NA	Perm	Perm	NA	
Protected Phases		4						2			2	
Permitted Phases	4								2	2		
Minimum Split (s)	8.5	8.5						8.5	8.5	8.5	8.5	
Total Split (s)	20.0	20.0						20.0	20.0	20.0	20.0	
Total Split (%)	50.0%	50.0%						50.0%	50.0%	50.0%	50.0%	
Maximum Green (s)	15.5	15.5						15.5	15.5	15.5	15.5	
Yellow Time (s)	3.0	3.0						3.0	3.0	3.0	3.0	
All-Red Time (s)	1.5	1.5						1.5	1.5	1.5	1.5	
Lost Time Adjust (s)		0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5						4.5	4.5	4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	15.0	15.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		15.5						15.5	15.5		15.5	
Actuated g/C Ratio		0.39						0.39	0.39		0.39	
v/c Ratio		0.89						0.65	0.15		0.64	
Control Delay		30.5						11.1	2.4		27.7	

Lanes, Volumes, Timings  
2: State Street/EB Off-Ramp

10/08/2018

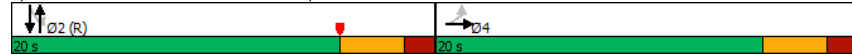


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0						0.0	0.0		0.0	
Total Delay		30.5						11.2	2.4		27.7	
LOS		C						B	A		C	
Approach Delay		30.5						9.6			27.7	
Approach LOS		C						A			C	

Intersection Summary

Area Type: Other  
 Cycle Length: 40  
 Actuated Cycle Length: 40  
 Offset: 15.5 (39%), Referenced to phase 2:NBSB and 6:, Start of Yellow  
 Natural Cycle: 55  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.89  
 Intersection Signal Delay: 21.4 Intersection LOS: C  
 Intersection Capacity Utilization 75.3% ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 2: State Street/EB Off-Ramp



Queues  
2: State Street/EB Off-Ramp

10/08/2018



Lane Group	EBT	NBT	NBR	SBT
Lane Group Flow (vph)	636	470	104	156
v/c Ratio	0.89	0.65	0.15	0.64
Control Delay	30.5	11.1	2.4	27.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	30.5	11.2	2.4	27.7
Queue Length 50th (ft)	113	50	0	27
Queue Length 95th (ft)	#281	m115	m1	#98
Internal Link Dist (ft)	81	205		188
Turn Bay Length (ft)				
Base Capacity (vph)	712	728	677	242
Starvation Cap Reductn	0	5	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.89	0.65	0.15	0.64

Intersection Summary

# 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.

Lanes, Volumes, Timings

3: State Street & La Fayette Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Volume (vph)	51	53	8	60	126	71	15	401	30	23	143	10
Future Volume (vph)	51	53	8	60	126	71	15	401	30	23	143	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	0	123	0	0	0	0	0	0
Storage Lanes	0	0	0	0	0	1	0	1	0	1	0	0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.963			0.989			0.990	
Fit Protected		0.978			0.989		0.950			0.950		
Satd. Flow (prot)	0	1780	0	0	1767	0	1805	1862	0	1805	1881	0
Fit Permitted		0.792			0.909		0.617			0.189		
Satd. Flow (perm)	0	1442	0	0	1624	0	1172	1862	0	359	1881	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			39			5				5
Link Speed (mph)		30			30			30				30
Link Distance (ft)		187			741			332				285
Travel Time (s)		4.3			16.8			7.5				6.5
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	7%	0%	2%	4%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	57	60	9	67	142	80	17	451	34	26	161	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	126	0	0	289	0	17	485	0	26	172	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	27.0	27.0		27.0	27.0		26.5	26.5		26.5	26.5	
Total Split (s)	50.0	50.0		50.0	50.0		30.0	30.0		30.0	30.0	
Total Split (%)	62.5%	62.5%		62.5%	62.5%		37.5%	37.5%		37.5%	37.5%	
Maximum Green (s)	45.0	45.0		45.0	45.0		25.5	25.5		25.5	25.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effect Green (s)		45.0			45.0		25.5	25.5		25.5	25.5	
Actuated g/C Ratio		0.56			0.56		0.32	0.32		0.32	0.32	

Lanes, Volumes, Timings

3: State Street & La Fayette Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.15			0.31		0.05	0.81		0.23	0.29	
Control Delay		8.4			9.0		19.4	37.8		24.7	20.9	
Queue Delay		0.0			0.0		0.0	14.5		0.0	0.0	
Total Delay		8.4			9.0		19.4	52.2		24.7	20.9	
LOS		A			A		B	D		C	C	
Approach Delay		8.4			9.0		51.1			21.4		
Approach LOS		A			A		D			C		

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	15.5 (19%), Referenced to phase 2:NBSB and 6:, Start of Yellow
Natural Cycle:	55
Control Type:	Pretimed
Maximum v/c Ratio:	0.81
Intersection Signal Delay:	30.1
Intersection LOS:	C
Intersection Capacity Utilization:	46.3%
ICU Level of Service:	A
Analysis Period (min):	15

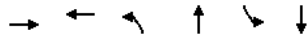
Splits and Phases: 3: State Street & La Fayette Street



Queues

3: State Street & La Fayette Street

10/08/2018



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	126	289	17	485	26	172
v/c Ratio	0.15	0.31	0.05	0.81	0.23	0.29
Control Delay	8.4	9.0	19.4	37.8	24.7	20.9
Queue Delay	0.0	0.0	0.0	14.5	0.0	0.0
Total Delay	8.4	9.0	19.4	52.2	24.7	20.9
Queue Length 50th (ft)	26	60	6	218	8	53
Queue Length 95th (ft)	51	103	19	#369	m10	m63
Internal Link Dist (ft)	107	661		252		205
Turn Bay Length (ft)			123			
Base Capacity (vph)	814	930	373	596	114	602
Starvation Cap Reductn	0	0	0	102	0	0
Spillback Cap Reductn	0	0	0	8	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.31	0.05	0.98	0.23	0.29

Intersection Summary

# 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.

Lanes, Volumes, Timings

4: State Street & Columbia Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (vph)	52	99	37	29	108	83	44	316	40	15	184	9
Future Volume (vph)	52	99	37	29	108	83	44	316	40	15	184	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	0	600	0	114	0	114	0	0
Storage Lanes	0	0	0	0	0	1	0	1	0	1	0	0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr	0.973			0.949			0.983			0.983		0.993
Fit Protected	0.986			0.993			0.950			0.950		
Satd. Flow (prot)	0	1588	0	0	1558	0	1770	1831	0	1805	1869	0
Fit Permitted	0.851			0.933			0.615			0.466		
Satd. Flow (perm)	0	1371	0	0	1464	0	1146	1831	0	885	1869	0
Right Turn on Red			Yes			Yes		Yes			Yes	
Satd. Flow (RTOR)		32			79			14			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		213			745			877			332	
Travel Time (s)		4.8			16.9			19.9			7.5	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	4%	3%	3%	0%	7%	0%	2%	2%	2%	0%	1%	0%
Parking (#/hr)		0			0							
Adj. Flow (vph)	62	118	44	35	129	99	52	376	48	18	219	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	224	0	0	263	0	52	424	0	18	230	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	

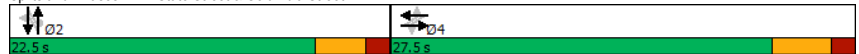
Lanes, Volumes, Timings  
4: State Street & Columbia Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	9.0		9.0	9.0		8.5	8.5		8.5	8.5	
Total Split (s)	27.5	27.5		27.5	27.5		22.5	22.5		22.5	22.5	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		45.0%	45.0%		45.0%	45.0%	
Maximum Green (s)	22.5	22.5		22.5	22.5		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effect Green (s)		12.1			12.1		22.7	22.7		22.7	22.7	
Actuated g/C Ratio		0.27			0.27		0.51	0.51		0.51	0.51	
v/c Ratio		0.57			0.58		0.09	0.45		0.04	0.24	
Control Delay		17.0			14.4		8.1	10.0		8.0	8.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		17.0			14.4		8.1	10.0		8.0	8.2	
LOS		B			B		A	B		A	A	
Approach Delay		17.0			14.4			9.8			8.2	
Approach LOS		B			B			A			A	

Intersection Summary	
Area Type:	Other
Cycle Length:	50
Actuated Cycle Length:	44.4
Natural Cycle:	40
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.58
Intersection Signal Delay:	11.8
Intersection LOS:	B
Intersection Capacity Utilization:	53.0%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 4: State Street & Columbia Street



Queues  
4: State Street & Columbia Street

10/08/2018

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	224	263	52	424	18	230
v/c Ratio	0.57	0.58	0.09	0.45	0.04	0.24
Control Delay	17.0	14.4	8.1	10.0	8.0	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.0	14.4	8.1	10.0	8.0	8.2
Queue Length 50th (ft)	40	37	6	57	2	28
Queue Length 95th (ft)	77	76	24	142	12	75
Internal Link Dist (ft)	133	665		797		252
Turn Bay Length (ft)			600		114	
Base Capacity (vph)	716	787	586	943	452	959
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	0.31	0.33	0.09	0.45	0.04	0.24

Intersection Summary



Lanes, Volumes, Timings  
5: Court Street & State Street

10/08/2018

	↖	→	↘	↙	←	↖	↙	↘	↗	↘	↙	↘
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖		↖	↖		↖	↖		↖	↖	↖
Traffic Volume (vph)	136	313	136	45	396	83	74	143	19	51	161	65
Future Volume (vph)	136	313	136	45	396	83	74	143	19	51	161	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	153		0	350		0	165		0	167		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955			0.974			0.982			0.957	
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3360	0	1805	3487	0	1805	1839	0	1770	1805	0
Fit Permitted	0.345			0.469			0.525			0.620		
Satd. Flow (perm)	643	3360	0	891	3487	0	998	1839	0	1155	1805	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		90			33			9				26
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	379			720			284			877		
Travel Time (s)	8.6			16.4			6.5			19.9		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	4%	0%	1%	0%	0%	1%	5%	2%	1%	0%
Adj. Flow (vph)	151	348	151	50	440	92	82	159	21	57	179	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	151	499	0	50	532	0	82	180	0	57	251	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			12			12			12		
Link Offset(ft)	0			0			0			0		
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

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Lanes, Volumes, Timings  
5: Court Street & State Street

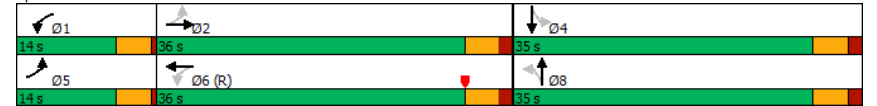
10/08/2018

	↖	→	↘	↙	←	↖	↙	↘	↗	↘	↙	↘
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	6.0		4.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	8.0	23.0		8.0	23.0		30.0	30.0		30.0	30.0	
Total Split (s)	14.0	36.0		14.0	36.0		35.0	35.0		35.0	35.0	
Total Split (%)	16.5%	42.4%		16.5%	42.4%		41.2%	41.2%		41.2%	41.2%	
Maximum Green (s)	10.0	31.0		10.0	31.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	1.5		0.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.0		4.0	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	None	None		None	C-Max		Max	Max		Max	Max	
Walk Time (s)		4.0			4.0			4.0			4.0	
Flash Dont Walk (s)		14.0			14.0			21.0			21.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	45.1	38.3		39.9	32.3		30.0	30.0		30.0	30.0	
Actuated g/C Ratio	0.53	0.45		0.47	0.38		0.35	0.35		0.35	0.35	
v/c Ratio	0.33	0.32		0.10	0.40		0.23	0.28		0.14	0.38	
Control Delay	11.9	13.8		10.0	19.3		21.7	20.1		20.0	20.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.9	13.8		10.0	19.3		21.7	20.1		20.0	20.5	
LOS	B	B		B	B		C	C		B	C	
Approach Delay		13.4			18.5			20.6			20.4	
Approach LOS		B			B			C			C	

Intersection Summary

Area Type: Other  
 Cycle Length: 85  
 Actuated Cycle Length: 85  
 Offset: 61 (72%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.40  
 Intersection Signal Delay: 17.3  
 Intersection LOS: B  
 Intersection Capacity Utilization 54.4%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 5: Court Street & State Street



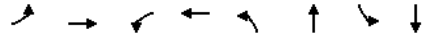
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Synchro 10 Report  
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Queues

5: Court Street & State Street

10/08/2018



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	151	499	50	532	82	180	57	251
v/c Ratio	0.33	0.32	0.10	0.40	0.23	0.28	0.14	0.38
Control Delay	11.9	13.8	10.0	19.3	21.7	20.1	20.0	20.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.9	13.8	10.0	19.3	21.7	20.1	20.0	20.5
Queue Length 50th (ft)	38	76	12	100	30	64	20	88
Queue Length 95th (ft)	68	117	28	145	65	114	47	151
Internal Link Dist (ft)		299		640		204		797
Turn Bay Length (ft)	153		350		165		167	
Base Capacity (vph)	475	1562	561	1344	352	654	407	653
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	0.32	0.32	0.09	0.40	0.23	0.28	0.14	0.38
<b>Intersection Summary</b>								

Lanes, Volumes, Timings

6: Cornelia Street/Auditorium Street & 5S

10/10/2018

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBT	SBR2	NER	NER2
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	813	13	1076	2	73	15	17	15	179	236	6
Future Volume (vph)	813	13	1076	2	73	15	17	15	179	236	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0		0		0			0
Storage Lanes		0		0		0		0			1
Taper Length (ft)					25						
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998					0.978		0.876		0.865	
Flt Protected						0.967					
Satd. Flow (prot)	3497	0	3505	0	0	1797	0	1664	0	1595	0
Flt Permitted						0.434					
Satd. Flow (perm)	3497	0	3505	0	0	806	0	1664	0	1595	0
Right Turn on Red				Yes			No		Yes		No
Satd. Flow (RTOR)								116			
Link Speed (mph)	30		30			30		30			
Link Distance (ft)	331		678			446		334			
Travel Time (s)	7.5		15.4			10.1		7.6			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	5%	3%	0%	0%	0%	0%	0%	0%	3%	5%
Adj. Flow (vph)	903	14	1196	2	81	17	19	17	199	262	7
Shared Lane Traffic (%)											
Lane Group Flow (vph)	917	0	1198	0	0	117	0	216	0	269	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Right	Left	Right	Right	Right
Median Width(ft)	0		0			0		0			
Link Offset(ft)	0		0			0		0			
Crosswalk Width(ft)	16		16			16		16			
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9		9	15		9		9	9	9
Number of Detectors	2		2		1	2		2		1	
Detector Template	Thru		Thru		Left	Thru		Thru		Right	
Leading Detector (ft)	100		100		20	100		100		20	
Trailing Detector (ft)	0		0		0	0		0		0	
Detector 1 Position(ft)	0		0		0	0		0		0	
Detector 1 Size(ft)	6		6		20	6		6		20	
Detector 1 Type	CI+Ex		CI+Ex		CI+Ex	CI+Ex		CI+Ex		CI+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 1 Queue (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 1 Delay (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 2 Position(ft)	94		94		94	94		94		94	
Detector 2 Size(ft)	6		6		6	6		6		6	
Detector 2 Type	CI+Ex		CI+Ex		CI+Ex	CI+Ex		CI+Ex		CI+Ex	
Detector 2 Channel											
Detector 2 Extend (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Turn Type	NA		NA		Perm	NA		NA		Prot	
Protected Phases	2		6			4		8		1	

Lanes, Volumes, Timings

6: Cornelia Street/Auditorium Street & 5S

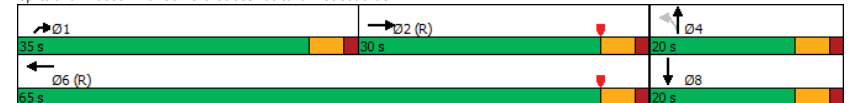
10/10/2018

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBT	SBR2	NER	NER2
Permitted Phases					4						
Detector Phase	2		6		4	4		8		1	
Switch Phase											
Minimum Initial (s)	12.0		4.0		6.0	6.0		6.0		6.0	
Minimum Split (s)	17.0		21.0		11.0	11.0		11.0		11.0	
Total Split (s)	30.0		65.0		20.0	20.0		20.0		35.0	
Total Split (%)	35.3%		76.5%		23.5%	23.5%		23.5%		41.2%	
Maximum Green (s)	25.0		60.0		15.0	15.0		15.0		30.0	
Yellow Time (s)	3.5		3.5		3.5	3.5		3.5		3.5	
All-Red Time (s)	1.5		1.5		1.5	1.5		1.5		1.5	
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?										Yes	
Vehicle Extension (s)	2.0		3.0		2.0	2.0		2.0		2.0	
Recall Mode	C-Min		C-Min		None	None		None		None	
Walk Time (s)			5.0								
Flash Dont Walk (s)			11.0								
Pedestrian Calls (#/hr)			0								
Act Effct Green (s)	37.6		61.4		13.6	13.6		13.6		18.9	
Actuated g/C Ratio	0.44		0.72		0.16	0.16		0.16		0.22	
v/c Ratio	0.59		0.47		0.91	0.60		0.60		0.76	
Control Delay	21.6		10.7		96.2	22.7		44.4		44.4	
Queue Delay	0.0		0.0		0.0	0.0		0.0		0.0	
Total Delay	21.6		10.7		96.2	22.7		44.4		44.4	
LOS	C		B		F	C		D		D	
Approach Delay	21.6		10.7		96.2	22.7		22.7		22.7	
Approach LOS	C		B		F	C		C		C	

Intersection Summary

Area Type: Other  
 Cycle Length: 85  
 Actuated Cycle Length: 85  
 Offset: 16 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow  
 Natural Cycle: 45  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.91  
 Intersection Signal Delay: 22.3  
 Intersection Capacity Utilization 72.3%  
 Intersection LOS: C  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 6: Cornelia Street/Auditorium Street & 5S



Queues

6: Cornelia Street/Auditorium Street & 5S

10/10/2018

	→	←	↑	↓	↗
Lane Group	EBT	WBT	NBT	SBT	NER
Lane Group Flow (vph)	917	1198	117	216	269
v/c Ratio	0.59	0.47	0.91	0.60	0.76
Control Delay	21.6	10.7	96.2	22.7	44.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	21.6	10.7	96.2	22.7	44.4
Queue Length 50th (ft)	194	303	61	47	135
Queue Length 95th (ft)	300	336	#156	116	197
Internal Link Dist (ft)	251	598	366	254	
Turn Bay Length (ft)					
Base Capacity (vph)	1545	2532	142	389	562
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	0.59	0.47	0.82	0.56	0.48

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Lanes, Volumes, Timings

7: Cornelia Street & La Fayette Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	7	98	11	16	227	25	25	72	20	5	16	14
Future Volume (vph)	7	98	11	16	227	25	25	72	20	5	16	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987			0.987			0.977			0.945	
Flt Protected		0.997			0.997			0.989			0.993	
Satd. Flow (prot)	0	1850	0	0	1825	0	0	1790	0	0	1605	0
Flt Permitted		0.982			0.983			0.946			0.971	
Satd. Flow (perm)	0	1822	0	0	1800	0	0	1712	0	0	1569	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			13			21			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		741			632			331			446	
Travel Time (s)		16.8			14.4			7.5			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 (%)	3%	0%	9%	6%	2%	4%	4%	0%	10%	0%	0%	0%
Parking (#/hr)												
Adj. Flow (vph)	7	104	12	17	241	27	27	77	21	5	17	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	123	0	0	285	0	0	125	0	0	37	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.14	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	30.0	30.0		30.0	30.0		25.0	25.0		25.0	25.0	
Total Split (%)	54.5%	54.5%		54.5%	54.5%		45.5%	45.5%		45.5%	45.5%	
Maximum Green (s)	25.0	25.0		25.0	25.0		20.0	20.0		20.0	20.0	
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?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont 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)		25.0			25.0			20.0			20.0	
Actuated g/C Ratio		0.45			0.45			0.36			0.36	
w/c Ratio		0.15			0.35			0.20			0.06	
Control Delay		8.6			10.7			11.2			8.7	

Lanes, Volumes, Timings

7: Cornelia Street & La Fayette Street

10/08/2018

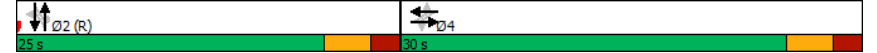


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		8.6			10.7			11.2			8.7	
LOS		A			B			B			A	
Approach Delay		8.6			10.7			11.2			8.7	
Approach LOS		A			B			B			A	

Intersection Summary

Area Type:	Other
Cycle Length:	55
Actuated Cycle Length:	55
Offset:	22 (40%), Referenced to phase 2:NBSB and 6:, Start of Green
Natural Cycle:	45
Control Type:	Pretimed
Maximum v/c Ratio:	0.35
Intersection Signal Delay:	10.2
Intersection LOS:	B
Intersection Capacity Utilization:	36.6%
ICU Level of Service:	A
Analysis Period (min):	15

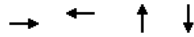
Splits and Phases: 7: Cornelia Street & La Fayette Street



Queues

7: Cornelia Street & La Fayette Street

10/08/2018



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	123	285	125	37
v/c Ratio	0.15	0.35	0.20	0.06
Control Delay	8.6	10.7	11.2	8.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	8.6	10.7	11.2	8.7
Queue Length 50th (ft)	20	53	22	4
Queue Length 95th (ft)	44	99	52	19
Internal Link Dist (ft)	661	552	251	366
Turn Bay Length (ft)				
Base Capacity (vph)	834	825	635	580
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	0.15	0.35	0.20	0.06

Intersection Summary

Lanes, Volumes, Timings

8: Cornelia Street & Columbia Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				↔
Traffic Volume (vph)	25	128	18	21	173	19	33	69	17	2	31	11
Future Volume (vph)	25	128	18	21	173	19	33	69	17	2	31	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.988			0.981				0.967
Flt Protected		0.993			0.995			0.986				0.997
Satd. Flow (prot)	0	1786	0	0	1774	0	0	1812	0	0	1745	0
Flt Permitted		0.931			0.959			0.923				0.991
Satd. Flow (perm)	0	1674	0	0	1710	0	0	1696	0	0	1734	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			10			17				14
Link Speed (mph)		30			30			30				30
Link Distance (ft)		745			571			871				331
Travel Time (s)		16.9			13.0			19.8				7.5
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles (%)	8%	4%	0%	4%	6%	0%	3%	1%	0%	50%	0%	10%
Adj. Flow (vph)	33	168	24	28	228	25	43	91	22	3	41	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	225	0	0	281	0	0	156	0	0	58	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	20.5	20.5		20.5	20.5		20.5	20.5		20.5	20.5	
Total Split (s)	30.0	30.0		30.0	30.0		30.0	30.0		30.0	30.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	25.5	25.5		25.5	25.5		25.5	25.5		25.5	25.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont 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)		25.5			25.5			25.5			25.5	
Actuated g/C Ratio		0.42			0.42			0.42			0.42	
v/c Ratio		0.31			0.38			0.21			0.08	
Control Delay		12.3			13.3			10.7			8.8	
Queue Delay		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings

8: Cornelia Street & Columbia Street

10/08/2018

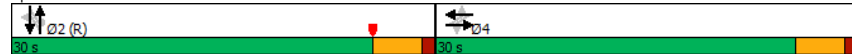


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	12.3			13.3				10.7			8.8	
LOS	B			B				B			A	
Approach Delay	12.3			13.3				10.7			8.8	
Approach LOS	B			B				B			A	

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	15.5 (26%), Referenced to phase 2:NBSB and 6:, Start of Yellow
Natural Cycle:	45
Control Type:	Pretimed
Maximum v/c Ratio:	0.38
Intersection Signal Delay:	12.1
Intersection LOS:	B
Intersection Capacity Utilization:	34.5%
ICU Level of Service:	A
Analysis Period (min):	15

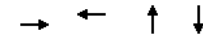
Splits and Phases: 8: Cornelia Street & Columbia Street



Queues

8: Cornelia Street & Columbia Street

10/08/2018



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	225	281	156	58
v/c Ratio	0.31	0.38	0.21	0.08
Control Delay	12.3	13.3	10.7	8.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	12.3	13.3	10.7	8.8
Queue Length 50th (ft)	48	64	30	9
Queue Length 95th (ft)	74	92	51	22
Internal Link Dist (ft)	665	491	791	251
Turn Bay Length (ft)				
Base Capacity (vph)	718	732	730	745
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	0.31	0.38	0.21	0.08

Intersection Summary

Lanes, Volumes, Timings  
9: Cornelia Street & Court Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕		↕	↕		↕	↕	
Traffic Volume (vph)	23	337	19	12	440	25	38	24	13	30	30	56
Future Volume (vph)	23	337	19	12	440	25	38	24	13	30	30	56
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		0.993			0.992			0.948			0.902	
Flt Protected		0.997			0.999		0.950			0.950		
Satd. Flow (prot)	0	3523	0	0	3545	0	1805	1801	0	1752	1714	0
Flt Permitted		0.906			0.942		0.692			0.729		
Satd. Flow (perm)	0	3202	0	0	3343	0	1315	1801	0	1345	1714	0
Right Turn on Red			Yes		Yes			Yes				Yes
Satd. Flow (RTOR)		9			9			15				65
Link Speed (mph)		30			30			30				30
Link Distance (ft)		720			199			282				871
Travel Time (s)		16.4			4.5			6.4				19.8
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 (%)	9%	1%	0%	0%	1%	0%	0%	0%	0%	3%	0%	0%
Adj. Flow (vph)	27	392	22	14	512	29	44	28	15	35	35	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	441	0	0	555	0	44	43	0	35	100	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	20.0	20.0		20.0	20.0		20.5	20.5		20.5	20.5	
Total Split (s)	30.0	30.0		30.0	30.0		40.0	40.0		40.0	40.0	
Total Split (%)	42.9%	42.9%		42.9%	42.9%		57.1%	57.1%		57.1%	57.1%	
Maximum Green (s)	26.0	26.0		26.0	26.0		35.5	35.5		35.5	35.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		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)		4.0			4.0		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont 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 Effect Green (s)		26.0			26.0		35.5	35.5		35.5	35.5	
Actuated g/C Ratio		0.37			0.37		0.51	0.51		0.51	0.51	
v/c Ratio		0.37			0.45		0.07	0.05		0.05	0.11	
Control Delay		16.8			17.7		9.2	6.6		9.1	4.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

MVTIS 04/12/2016 Existing  
C&S Companies

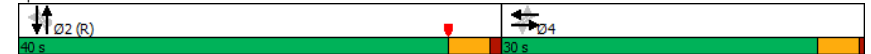
Synchro 10 Report  
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Lanes, Volumes, Timings  
9: Cornelia Street & Court Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		16.8			17.7		9.2	6.6		9.1	4.5	
LOS		B			B		A	A		A	A	
Approach Delay		16.8			17.7		7.9			5.7		
Approach LOS		B			B		A			A		
Intersection Summary												
Area Type:	Other											
Cycle Length:	70											
Actuated Cycle Length:	70											
Offset:	25.5 (36%), Referenced to phase 2:NBSB and 6.: Start of Yellow											
Natural Cycle:	45											
Control Type:	Pretimed											
Maximum v/c Ratio:	0.45											
Intersection Signal Delay:	15.3											
Intersection Capacity Utilization:	43.1%											
Analysis Period (min):	15											
Intersection LOS:	B											
ICU Level of Service:	A											

Splits and Phases: 9: Cornelia Street & Court Street



MVTIS 04/12/2016 Existing  
C&S Companies

Synchro 10 Report  
Page 26



Queues  
9: Cornelia Street & Court Street

10/08/2018

	→	←	↖	↗	↘	↙
Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	441	555	44	43	35	100
v/c Ratio	0.37	0.45	0.07	0.05	0.05	0.11
Control Delay	16.8	17.7	9.2	6.6	9.1	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.8	17.7	9.2	6.6	9.1	4.5
Queue Length 50th (ft)	69	90	9	6	7	7
Queue Length 95th (ft)	99	124	23	18	19	26
Internal Link Dist (ft)	640	119		202		791
Turn Bay Length (ft)						
Base Capacity (vph)	1194	1247	666	920	682	901
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	0.37	0.45	0.07	0.05	0.05	0.11

Intersection Summary

Lanes, Volumes, Timings  
10: Liberty/5S

10/08/2018

	↖	↗	↘	↙	←	↖	↗	↘	↙	↘	↙
Lane Group	EBL	EBR	EBR2	WBL	WBT	NBL	NBT	NBR2	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↙	↖	↗	↘	↙	↘	↙	↘
Traffic Volume (vph)	30	1002	18	12	898	117	15	26	1	12	36
Future Volume (vph)	30	1002	18	12	898	117	15	26	1	12	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.88	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850						0.978		0.900	
Flt Protected	0.950			0.950				0.964		0.999	
Satd. Flow (prot)	1805	2785	0	1752	3610	0	1756	0	0	1629	0
Flt Permitted	0.231			0.950				0.747		0.995	
Satd. Flow (perm)	439	2785	0	1752	3610	0	1361	0	0	1622	0
Right Turn on Red			Yes					Yes		Yes	
Satd. Flow (RTOR)		103					90			40	
Link Speed (mph)					30		30			30	
Link Distance (ft)					328		433			303	
Travel Time (s)					7.5		9.8			6.9	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	2%	6%	3%	0%	1%	13%	0%	0%	8%	4%
Adj. Flow (vph)	34	1126	20	13	1009	131	17	29	1	13	40
Shared Lane Traffic (%)											
Lane Group Flow (vph)	34	1146	0	13	1009	0	177	0	0	54	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Left	Right	Left	Left	Right	
Median Width(ft)					12		0			0	
Link Offset(ft)					0		0			0	
Crosswalk Width(ft)					16		16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15		15		9	15		9
Number of Detectors	1	1		1	2	1	2		1	2	
Detector Template	Left	Right		Left	Thru	Left	Thru		Left	Thru	
Leading Detector (ft)	20	20		20	100	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0		0	0	
Detector 1 Size(ft)	20	20		20	6	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)					94		94			94	
Detector 2 Size(ft)					6		6			6	
Detector 2 Type					Cl+Ex		Cl+Ex			Cl+Ex	
Detector 2 Channel											
Detector 2 Extend (s)					0.0		0.0			0.0	
Turn Type	pm+pt	Perm		pm+pt	NA	Perm	NA		Perm	NA	
Protected Phases	5			1	6		8			4	
Permitted Phases	2	2		6		8			4		
Detector Phase	5	2		1	6	8	8		4	4	
Switch Phase											

Lanes, Volumes, Timings

10: Liberty/5S

10/08/2018



Lane Group	EBL	EBR	EBR2	WBL	WBT	NBL	NBT	NBR2	SBL	SBT	SBR	
Minimum Initial (s)	6.0	15.0		4.0	15.0	6.0	6.0		6.0	6.0		
Minimum Split (s)	11.0	21.0		9.0	21.0	12.0	12.0		12.0	12.0		
Total Split (s)	15.0	48.0		15.0	48.0	22.0	22.0		22.0	22.0		
Total Split (%)	17.6%	56.5%		17.6%	56.5%	25.9%	25.9%		25.9%	25.9%		
Maximum Green (s)	10.0	43.0		10.0	43.0	16.0	16.0		16.0	16.0		
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	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		6.0			6.0		
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes		Yes									
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0		
Recall Mode	None	C-Max		None	C-Max	None	None		None	None		
Walk Time (s)	5.0		5.0		5.0	5.0		5.0	5.0			
Flash Dont Walk (s)	11.0		11.0		11.0	11.0		11.0	11.0			
Pedestrian Calls (#/hr)	0		0		0	0		0	0			
Act Effect Green (s)	62.1	60.7		59.6	56.1		11.1		11.1	11.1		
Actuated g/C Ratio	0.73	0.71		0.70	0.66		0.13		0.13	0.13		
v/c Ratio	0.08	0.57		0.01	0.42		0.69		0.22	0.22		
Control Delay	1.6	5.6		7.0	9.3		32.0		15.9	15.9		
Queue Delay	0.0	0.0		0.0	0.1		0.0		0.0	0.0		
Total Delay	1.6	5.6		7.0	9.5		32.0		15.9	15.9		
LOS	A	A		A	A		C		B	B		
Approach Delay					9.4	32.0						
Approach LOS					A	C						

Intersection Summary

Area Type: Other  
 Cycle Length: 85  
 Actuated Cycle Length: 85  
 Offset: 43 (51%), Referenced to phase 2:EBL and 6:WBTL, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 9.3 Intersection LOS: A  
 Intersection Capacity Utilization 67.9% ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 10: Liberty/5S



Queues

10: Liberty/5S

10/08/2018



Lane Group	EBL	EBR	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	34	1146	13	1009	177	54
v/c Ratio	0.08	0.57	0.01	0.42	0.69	0.22
Control Delay	1.6	5.6	7.0	9.3	32.0	15.9
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	1.6	5.6	7.0	9.5	32.0	15.9
Queue Length 50th (ft)	1	43	1	25	44	7
Queue Length 95th (ft)	m4	90	m11	263	103	36
Internal Link Dist (ft)			248		353	223
Turn Bay Length (ft)						
Base Capacity (vph)	484	2018	1280	2384	329	337
Starvation Cap Reductn	0	0	0	433	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	0.57	0.01	0.52	0.54	0.16

Intersection Summary

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

Lanes, Volumes, Timings

11: Broadway & La Fayette Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔			↔			↔		
Traffic Volume (vph)	8	125	4	18	212	26	10	122	37	8	28	20
Future Volume (vph)	8	125	4	18	212	26	10	122	37	8	28	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.996			0.986			0.971			0.952		
Flt Protected	0.997			0.996			0.997			0.993		
Satd. Flow (prot)	0	1615	0	0	1613	0	0	1584	0	0	1531	0
Flt Permitted	0.979			0.976			0.985			0.954		
Satd. Flow (perm)	0	1586	0	0	1581	0	0	1565	0	0	1471	0
Right Turn on Red	Yes			Yes			Yes			Yes		
Satd. Flow (RTOR)	4			14			25			25		
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	632			310			324			433		
Travel Time (s)	14.4			7.0			7.4			9.8		
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	25%	4%	0%	17%	3%	4%	0%	2%	14%	0%	4%	10%
Parking (#/hr)	0											
Adj. Flow (vph)	10	156	5	23	265	33	13	153	46	10	35	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	171	0	0	321	0	0	212	0	0	70	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0											
Link Offset(ft)	0											
Crosswalk Width(ft)	16											
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.14	1.00
Turning Speed (mph)	15		9		15		9		15		9	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	4			4			2			2		
Permitted Phases	4			4			2			2		
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	35.0	35.0		35.0	35.0		25.0	25.0		25.0	25.0	
Total Split (%)	58.3%	58.3%		58.3%	58.3%		41.7%	41.7%		41.7%	41.7%	
Maximum Green (s)	30.0	30.0		30.0	30.0		20.0	20.0		20.0	20.0	
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											
Total Lost Time (s)	5.0			5.0			5.0			5.0		
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0											
Act Effect Green (s)	30.0			30.0			20.0			20.0		
Actuated g/C Ratio	0.50			0.50			0.33			0.33		
w/c Ratio	0.22			0.40			0.39			0.14		
Control Delay	9.1			10.9			16.1			10.9		

Lanes, Volumes, Timings

11: Broadway & La Fayette Street

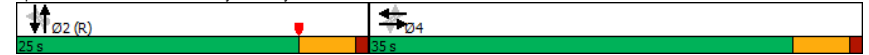
10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0			0.0			0.0			0.0		
Total Delay	9.1			10.9			16.1			10.9		
LOS	A			B			B			B		
Approach Delay	9.1			10.9			16.1			10.9		
Approach LOS	A			B			B			B		

Intersection Summary	
Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	20 (33%), Referenced to phase 2:NBSB and 6:, Start of Yellow
Natural Cycle:	45
Control Type:	Pretimed
Maximum v/c Ratio:	0.40
Intersection Signal Delay:	11.9
Intersection LOS:	B
Intersection Capacity Utilization:	37.1%
ICU Level of Service:	A
Analysis Period (min):	15

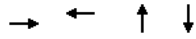
Splits and Phases: 11: Broadway & La Fayette Street



Queues

11: Broadway & La Fayette Street

10/08/2018



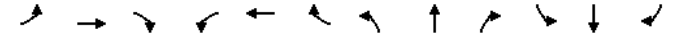
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	171	321	212	70
v/c Ratio	0.22	0.40	0.39	0.14
Control Delay	9.1	10.9	16.1	10.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	9.1	10.9	16.1	10.9
Queue Length 50th (ft)	31	64	50	11
Queue Length 95th (ft)	53	97	86	30
Internal Link Dist (ft)	552	230	244	353
Turn Bay Length (ft)				
Base Capacity (vph)	795	797	538	507
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	0.22	0.40	0.39	0.14

Intersection Summary

Lanes, Volumes, Timings

12: Broadway & Columbia Street

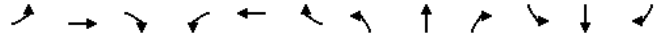
10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	19	128	6	17	171	58	31	99	48	8	33	11
Future Volume (vph)	19	128	6	17	171	58	31	99	48	8	33	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.968			0.964			0.971	
Fit Protected		0.994			0.997			0.991			0.992	
Satd. Flow (prot)	0	1828	0	0	1776	0	0	1786	0	0	1704	0
Fit Permitted		0.946			0.976			0.944			0.947	
Satd. Flow (perm)	0	1740	0	0	1739	0	0	1701	0	0	1627	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			45			34			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		571			682			1003			324	
Travel Time (s)		13.0			15.5			22.8			7.4	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	16%	1%	0%	0%	4%	2%	0%	2%	2%	12%	3%	17%
Parking (#/hr)		0										
Adj. Flow (vph)	25	171	8	23	228	77	41	132	64	11	44	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	204	0	0	328	0	0	237	0	0	70	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			6	
Permitted Phases	4			4			2			6		
Minimum Split (s)	20.5	20.5		20.5	20.5		20.0	20.0		20.0	20.0	
Total Split (s)	35.0	35.0		35.0	35.0		20.0	20.0		20.0	20.0	
Total Split (%)	63.6%	63.6%		63.6%	63.6%		36.4%	36.4%		36.4%	36.4%	
Maximum Green (s)	30.5	30.5		30.5	30.5		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont 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)		30.5			30.5			16.0			16.0	
Actuated g/C Ratio		0.55			0.55			0.29			0.29	
v/c Ratio		0.21			0.33			0.46			0.14	
Control Delay		6.7			6.8			17.0			13.0	

Lanes, Volumes, Timings  
12: Broadway & Columbia Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0			0.0				0.0				0.0
Total Delay	6.7			6.8				17.0				13.0
LOS	A			A				B				B
Approach Delay	6.7			6.8				17.0				13.0
Approach LOS	A			A				B				B

Intersection Summary

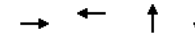
Area Type:	Other
Cycle Length:	55
Actuated Cycle Length:	55
Offset:	53 (96%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle:	45
Control Type:	Pretimed
Maximum v/c Ratio:	0.46
Intersection Signal Delay:	10.2
Intersection LOS:	B
Intersection Capacity Utilization:	36.6%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 12: Broadway & Columbia Street



Queues  
12: Broadway & Columbia Street

10/08/2018

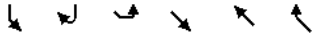


Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	204	328	237	70
v/c Ratio	0.21	0.33	0.46	0.14
Control Delay	6.7	6.8	17.0	13.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	6.7	6.8	17.0	13.0
Queue Length 50th (ft)	29	44	53	13
Queue Length 95th (ft)	45	63	83	30
Internal Link Dist (ft)	491	602	923	244
Turn Bay Length (ft)				
Base Capacity (vph)	967	984	518	483
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	0.21	0.33	0.46	0.14

Intersection Summary

Lanes, Volumes, Timings  
13: Court Street & Broadway

10/08/2018



Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	↔			↕↕	↕↕	
Traffic Volume (vph)	50	73	52	332	376	33
Future Volume (vph)	50	73	52	332	376	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.920				0.988	
Flt Protected	0.980			0.993		
Satd. Flow (prot)	1529	0	0	3490	3526	0
Flt Permitted	0.980			0.993		
Satd. Flow (perm)	1529	0	0	3490	3526	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1003			262	183	
Travel Time (s)	22.8			6.0	4.2	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	2%	0%	1%	3%	1%	3%
Parking (#/hr)	0					
Adj. Flow (vph)	60	88	63	400	453	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	148	0	0	463	493	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.14	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	39.4%
ICU Level of Service A	
Analysis Period (min)	15

HCM 2010 TWSC  
13: Court Street & Broadway

10/08/2018

Intersection						
Int Delay, s/veh	2.7					
Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	↔			↕↕	↕↕	
Traffic Vol, veh/h	50	73	52	332	376	33
Future Vol, veh/h	50	73	52	332	376	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	0	1	3	1	3
Mvmt Flow	60	88	63	400	453	40

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	799	247	493
Stage 1	473	-	-
Stage 2	326	-	-
Critical Hdwy	6.84	6.9	4.12
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.3	2.21
Pot Cap-1 Maneuver	323	759	1074
Stage 1	593	-	-
Stage 2	704	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	299	759	1074
Mov Cap-2 Maneuver	299	-	-
Stage 1	549	-	-
Stage 2	704	-	-

Approach	SB	SE	NW
HCM Control Delay, s	16.3	1.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	1074	-	467
HCM Lane V/C Ratio	-	-	0.058	-	0.317
HCM Control Delay (s)	-	-	8.6	0.2	16.3
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0.2	-	1.3

Lanes, Volumes, Timings  
14: Washington Street & Liberty

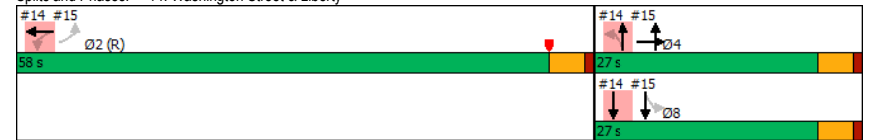
10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	11	902	1	10	5	0	0	8	15
Future Volume (vph)	0	0	0	11	902	1	10	5	0	0	8	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt											0.914	
Flt Protected					0.999			0.967				
Satd. Flow (prot)	0	0	0	0	3499	0	0	1729	0	0	1622	0
Flt Permitted					0.999			0.896				
Satd. Flow (perm)	0	0	0	0	3499	0	0	1602	0	0	1622	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)											16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		328			342			77			399	
Travel Time (s)		7.5			7.8			1.8			9.1	
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 (%)	0%	0%	0%	0%	3%	0%	0%	20%	0%	0%	0%	11%
Adj. Flow (vph)	0	0	0	12	970	1	11	5	0	0	9	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	983	0	0	16	0	0	25	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	0			1	1			2
Detector Template				Left				Left				Thru
Leading Detector (ft)				20	0			20	6			100
Trailing Detector (ft)				0	0			0	0			0
Detector 1 Position(ft)				0	0			0	0			0
Detector 1 Size(ft)				20	0			20	6			6
Detector 1 Type				Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0			0.0	0.0			0.0
Detector 1 Queue (s)				0.0	0.0			0.0	0.0			0.0
Detector 1 Delay (s)				0.0	0.0			0.0	0.0			0.0
Detector 2 Position(ft)												94
Detector 2 Size(ft)												6
Detector 2 Type												Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)												0.0
Turn Type				Perm	NA			Perm	NA			NA
Protected Phases					2			4				8
Permitted Phases				2				4				8
Detector Phase				2	2			4	4			8
Switch Phase												

Lanes, Volumes, Timings  
14: Washington Street & Liberty

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)					4.0	4.0		4.0	4.0			4.0
Minimum Split (s)					8.5	8.5		8.5	8.5			20.5
Total Split (s)					58.0	58.0		27.0	27.0			27.0
Total Split (%)					68.2%	68.2%		31.8%	31.8%			31.8%
Maximum Green (s)					53.5	53.5		22.5	22.5			22.5
Yellow Time (s)					3.5	3.5		3.5	3.5			3.5
All-Red Time (s)					1.0	1.0		1.0	1.0			1.0
Lost Time Adjust (s)								0.0	0.0			0.0
Total Lost Time (s)								4.5	4.5			4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)					3.0	3.0		3.0	3.0			3.0
Recall Mode					C-Min	C-Min		None	None			None
Walk Time (s)					5.0	5.0		5.0	5.0			5.0
Flash Dont Walk (s)					11.0	11.0		11.0	11.0			11.0
Pedestrian Calls (#/hr)					0	0		0	0			0
Act Effct Green (s)						48.2		27.8	27.8			27.8
Actuated g/C Ratio						0.57		0.33	0.33			0.33
v/c Ratio						0.50		0.03	0.05			0.05
Control Delay						25.8		6.5	10.3			10.3
Queue Delay						0.1		0.0	0.0			0.0
Total Delay						25.9		6.5	10.3			10.3
LOS						C		A	B			B
Approach Delay						25.9		6.5	10.3			10.3
Approach LOS						C		A	B			B
Intersection Summary												
Area Type:									Other			
Cycle Length:									85			
Actuated Cycle Length:									85			
Offset:									0 (0%), Referenced to phase 2:WBTL and 6.; Start of Yellow			
Natural Cycle:									40			
Control Type:									Actuated-Coordinated			
Maximum v/c Ratio:									0.66			
Intersection Signal Delay:									25.2			Intersection LOS: C
Intersection Capacity Utilization:									40.3%			ICU Level of Service A
Analysis Period (min):									15			
Splits and Phases:									14: Washington Street & Liberty			



Queues

14: Washington Street & Liberty

10/08/2018



Lane Group	WBT	NBT	SBT
Lane Group Flow (vph)	983	16	25
v/c Ratio	0.50	0.03	0.05
Control Delay	25.8	6.5	10.3
Queue Delay	0.1	0.0	0.0
Total Delay	25.9	6.5	10.3
Queue Length 50th (ft)	271	3	3
Queue Length 95th (ft)	338	m4	18
Internal Link Dist (ft)	262	1	319
Turn Bay Length (ft)			
Base Capacity (vph)	2212	527	545
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	235	81	83
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.50	0.04	0.05

Intersection Summary

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

Lanes, Volumes, Timings

15: 5S (Oriskany) & Washington Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↓				↓
Traffic Volume (vph)	4	1032	4	0	0	0	0	11	23	3	15	0
Future Volume (vph)	4	1032	4	0	0	0	0	11	23	3	15	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.910				
Fit Protected												0.992
Satd. Flow (prot)	0	5076	0	0	0	0	0	1441	0	0	0	1885
Fit Permitted												0.980
Satd. Flow (perm)	0	5076	0	0	0	0	0	1441	0	0	0	1862
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1						24				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		323			334			406				77
Travel Time (s)		7.3			7.6			9.2				1.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	25%	2%	0%	2%	2%	2%	0%	0%	12%	0%	0%	0%
Parking (#/hr)								0				
Adj. Flow (vph)	4	1086	4	0	0	0	0	12	24	3	16	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1094	0	0	0	0	0	36	0	0	19	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.14	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1		1
Detector Template	Left	Thru						Thru		Left		
Leading Detector (ft)	20	100						100		20		6
Trailing Detector (ft)	0	0						0		0		0
Detector 1 Position(ft)	0	0						0		0		0
Detector 1 Size(ft)	20	6						6		20		6
Detector 1 Type	CI+Ex	CI+Ex						CI+Ex		CI+Ex		CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0		0.0
Detector 1 Queue (s)	0.0	0.0						0.0		0.0		0.0
Detector 1 Delay (s)	0.0	0.0						0.0		0.0		0.0
Detector 2 Position(ft)		94						94				
Detector 2 Size(ft)		6						6				
Detector 2 Type		CI+Ex						CI+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				
Turn Type	custom	NA						NA		Perm		NA
Protected Phases		4!						4!		8!		8!
Permitted Phases	2									8!		
Detector Phase	2	4						4		8		8



Lanes, Volumes, Timings

15: 5S (Oriskany) & Washington Street

10/08/2018

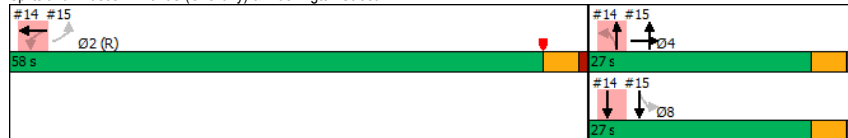


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0						4.0		4.0	4.0	
Minimum Split (s)	8.5	8.5						8.5		20.5	20.5	
Total Split (s)	58.0	27.0						27.0		27.0	27.0	
Total Split (%)	68.2%	31.8%						31.8%		31.8%	31.8%	
Maximum Green (s)	53.5	22.5						22.5		22.5	22.5	
Yellow Time (s)	3.5	3.5						3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0						1.0		1.0	1.0	
Lost Time Adjust (s)		0.0						0.0		0.0	0.0	
Total Lost Time (s)		4.5						4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0						3.0		3.0	3.0	
Recall Mode	C-Min	None						None		None	None	
Walk Time (s)	5.0	5.0						5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0						11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0						0		0	0	
Act Effect Green (s)		27.8						27.8		27.8	27.8	
Actuated g/C Ratio		0.33						0.33		0.33	0.33	
v/c Ratio		0.66						0.07		0.07	0.03	
Control Delay		34.5						9.5		22.4	22.4	
Queue Delay		1.0						0.0		0.0	0.0	
Total Delay		35.5						9.5		22.4	22.4	
LOS		D						A		C	C	
Approach Delay		35.5						9.5		22.4	22.4	
Approach LOS		D						A		C	C	

Intersection Summary

Area Type: Other  
 Cycle Length: 85  
 Actuated Cycle Length: 85  
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:, Start of Yellow  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay: 34.4 Intersection LOS: C  
 Intersection Capacity Utilization 31.0% ICU Level of Service A  
 Analysis Period (min) 15  
 ! Phase conflict between lane groups.

Splits and Phases: 15: 5S (Oriskany) & Washington Street



Queues

15: 5S (Oriskany) & Washington Street

10/08/2018



Lane Group	EBT	NBT	SBT
Lane Group Flow (vph)	1094	36	19
v/c Ratio	0.66	0.07	0.03
Control Delay	34.5	9.5	22.4
Queue Delay	1.0	0.0	0.0
Total Delay	35.5	9.5	22.4
Queue Length 50th (ft)	184	4	8
Queue Length 95th (ft)	160	21	m18
Internal Link Dist (ft)	243	326	1
Turn Bay Length (ft)			
Base Capacity (vph)	1672	490	613
Starvation Cap Reductn	310	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.80	0.07	0.03

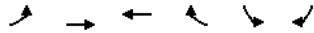
Intersection Summary

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

Lanes, Volumes, Timings

16: La Fayette Street & Washington Street

10/08/2018



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Volume (vph)	6	94	144	18	9	7
Future Volume (vph)	6	94	144	18	9	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.985			0.942	
Flt Protected		0.997			0.972	
Satd. Flow (prot)	0	1466	1591	0	1389	0
Flt Permitted		0.997			0.972	
Satd. Flow (perm)	0	1466	1591	0	1389	0
Link Speed (mph)		30			30	
Link Distance (ft)		310			406	
Travel Time (s)		7.0			7.3	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	5%	17%	6%	5%	11%	15%
Parking (#/hr)		0			0	
Adj. Flow (vph)	8	121	185	23	12	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	129	208	0	21	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0			12	
Link Offset(ft)		0			0	
Crosswalk Width(ft)		16			16	
Two way Left Turn Lane						
Headway Factor	1.00	1.14	1.14	1.00	1.14	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	19.9%
ICU Level of Service A	
Analysis Period (min)	15

HCM 2010 TWSC

16: La Fayette Street & Washington Street

10/08/2018

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	6	94	144	18	9	7
Future Vol, veh/h	6	94	144	18	9	7
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	78	78	78	78	78	78
Heavy Vehicles, %	5	17	6	5	11	15
Mvmt Flow	8	121	185	23	12	9

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	208	0	0
Stage 1	-	-	197
Stage 2	-	-	137
Critical Hdwy	4.15	-	6.51
Critical Hdwy Stg 1	-	-	5.51
Critical Hdwy Stg 2	-	-	5.51
Follow-up Hdwy	2,245	-	3,599
Pot Cap-1 Maneuver	1345	-	643
Stage 1	-	-	815
Stage 2	-	-	868
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1345	-	639
Mov Cap-2 Maneuver	-	-	639
Stage 1	-	-	810
Stage 2	-	-	868

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1345	-	-	-	705
HCM Lane V/C Ratio	0.006	-	-	-	0.029
HCM Control Delay (s)	7.7	0	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings  
17: Seneca Street & Liberty

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↔	↔			↔			↔	
Traffic Volume (vph)	0	0	0	24	861	55	26	33	0	0	8	23
Future Volume (vph)	0	0	0	24	861	55	26	33	0	0	8	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.991				0.979			0.901	
Flt Protected				0.950				0.979				
Satd. Flow (prot)	0	0	0	1671	3448	0	0	1829	0	0	1712	0
Flt Permitted				0.950				0.979				
Satd. Flow (perm)	0	0	0	1671	3448	0	0	1829	0	0	1712	0
Link Speed (mph)	30			30				30			30	
Link Distance (ft)	342			432				132			336	
Travel Time (s)	7.8			9.8				3.0			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	8%	4%	0%	0%	3%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	26	936	60	28	36	0	0	9	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	26	996	0	0	64	0	0	34	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	42.1%
ICU Level of Service	A
Analysis Period (min)	15

HCM 2010 TWSC  
17: Seneca Street & Liberty

10/08/2018

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↔	↔			↔			↔	
Traffic Vol, veh/h	0	0	0	24	861	55	26	33	0	0	8	23
Future Vol, veh/h	0	0	0	24	861	55	26	33	0	0	8	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	8	4	0	0	3	0	0	0	0
Mvmt Flow	0	0	0	26	936	60	28	36	0	0	9	25

Major/Minor	Major2	Minor1	Minor2
Conflicting Flow All	0	0	0
Stage 1	-	-	0
Stage 2	-	-	525
Critical Hdwy	4.26	-	7.5
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	6.5
Follow-up Hdwy	2.28	-	3.5
Pot Cap-1 Maneuver	-	-	440
Stage 1	-	-	-
Stage 2	-	-	509
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	407
Mov Cap-2 Maneuver	-	-	407
Stage 1	-	-	-
Stage 2	-	-	471

Approach	WB	NB	SB
HCM Control Delay, s		21.6	14.8
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	280	-	-	-	400
HCM Lane V/C Ratio	0.229	-	-	-	0.084
HCM Control Delay (s)	21.6	-	-	-	14.8
HCM Lane LOS	C	-	-	-	B
HCM 95th %tile Q(veh)	0.9	-	-	-	0.3

Lanes, Volumes, Timings  
18: 5S (Oriskany) & Seneca Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔↔						↑				↔
Traffic Volume (vph)	15	1040	4	0	0	0	0	44	19	5	28	0
Future Volume (vph)	15	1040	4	0	0	0	0	44	19	5	28	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.960				0.993
Flt Protected		0.999										0.993
Satd. Flow (prot)	0	5073	0	0	0	0	0	1642	0	0	1775	0
Flt Permitted		0.999										0.993
Satd. Flow (perm)	0	5073	0	0	0	0	0	1642	0	0	1775	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		334			383			385			132	
Travel Time (s)		7.6			8.7			8.8			3.0	
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 (%)	6%	2%	0%	0%	2%	0%	0%	0%	0%	20%	4%	0%
Parking (#/hr)								0				
Adj. Flow (vph)	16	1106	4	0	0	0	0	47	20	5	30	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1126	0	0	0	0	0	67	0	0	35	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.14	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	32.9%
ICU Level of Service A	
Analysis Period (min)	15

HCM 2010 TWSC  
18: 5S (Oriskany) & Seneca Street

10/08/2018

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔↔						↑				↔
Traffic Vol, veh/h	15	1040	4	0	0	0	0	44	19	5	28	0
Future Vol, veh/h	15	1040	4	0	0	0	0	44	19	5	28	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	6	2	0	0	2	0	0	0	0	20	4	0
Mvmt Flow	16	1106	4	0	0	0	0	47	20	5	30	0

Major/Minor	Major1	Minor1	Minor2
Conflicting Flow All	0	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	5.42	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	3.16	-	-
Pot Cap-1 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s		25.7	25.6
HCM LOS		D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR SBLn1
Capacity (veh/h)	240	-	-	210
HCM Lane V/C Ratio	0.279	-	-	0.167
HCM Control Delay (s)	25.7	-	-	25.6
HCM Lane LOS	D	-	-	D
HCM 95th %tile Q(veh)	1.1	-	-	0.6

Lanes, Volumes, Timings  
19: Seneca Street & La Fayette Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	18	138	15	13	212	34	9	8	14	8	2	25
Future Volume (vph)	18	138	15	13	212	34	9	8	14	8	2	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988			0.982			0.940			0.904	
Flt Protected		0.995			0.998			0.986			0.988	
Satd. Flow (prot)	0	1603	0	0	1636	0	0	1585	0	0	1507	0
Flt Permitted		0.995			0.998			0.986			0.988	
Satd. Flow (perm)	0	1603	0	0	1636	0	0	1585	0	0	1507	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		319			216			181			385	
Travel Time (s)		7.3			4.9			4.1			8.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	6%	0%	0%	3%	0%	0%	0%	0%	4%	7%	0%
Parking (#/hr)		0			0			0			0	
Adj. Flow (vph)	20	150	16	14	230	37	10	9	15	9	2	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	186	0	0	281	0	0	34	0	0	38	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.14	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	25.9%
ICU Level of Service A	
Analysis Period (min)	15

HCM 2010 TWSC  
19: Seneca Street & La Fayette Street

10/08/2018

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	18	138	15	13	212	34	9	8	14	8	2	25
Future Vol, veh/h	18	138	15	13	212	34	9	8	14	8	2	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	6	0	0	3	0	0	0	0	4	7	0
Mvmt Flow	20	150	16	14	230	37	10	9	15	9	2	27

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	267	0	0	166
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.1	-	-	4.1
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.2	-	-	2.2
Pot Cap-1 Maneuver	1308	-	-	1424
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1308	-	-	1424
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.4	11.4	10.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	593	1308	-	-	1424	-	-	660
HCM Lane V/C Ratio	0.057	0.015	-	-	0.01	-	-	0.058
HCM Control Delay (s)	11.4	7.8	0	-	7.6	0	-	10.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Lanes, Volumes, Timings  
20: Genesee St & Liberty

10/08/2018



Lane Group	WBT	WBR2	SBR	SBR2	NET	SWT
Lane Configurations	↑↑↑		↓		↑↑	↑↑
Traffic Volume (vph)	823	9	36	56	360	326
Future Volume (vph)	823	9	36	56	360	326
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	0.95
Frt	0.998		0.865			
Flt Protected						
Satd. Flow (prot)	5027	0	1425	0	3539	3539
Flt Permitted						
Satd. Flow (perm)	5027	0	1425	0	3539	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	116		116			
Link Speed (mph)	30				30	30
Link Distance (ft)	553				118	251
Travel Time (s)	12.6				2.7	5.7
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	0%	2%	5%	2%	2%
Parking (#/hr)			0			
Adj. Flow (vph)	885	10	39	60	387	351
Shared Lane Traffic (%)						
Lane Group Flow (vph)	895	0	99	0	387	351
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Right	Left	Left
Median Width(ft)	0				0	0
Link Offset(ft)	0				0	0
Crosswalk Width(ft)	16				16	16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.14	1.00	1.00	1.00
Turning Speed (mph)		9	9	9		
Number of Detectors	2		1		2	2
Detector Template	Thru		Right		Thru	Thru
Leading Detector (ft)	100		20		100	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	6		20		6	6
Detector 1 Type	CI+Ex		CI+Ex		CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)	94				94	94
Detector 2 Size(ft)	6				6	6
Detector 2 Type	CI+Ex				CI+Ex	CI+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0				0.0	0.0
Turn Type	NA		Perm		NA	NA
Protected Phases	2				8	4
Permitted Phases			3			
Detector Phase	2		3		8	4

Lanes, Volumes, Timings  
20: Genesee St & Liberty

10/08/2018

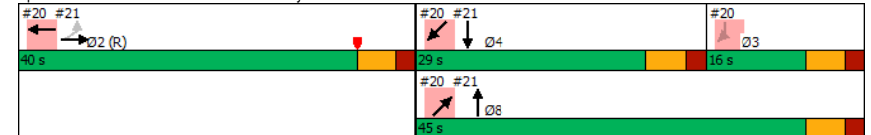


Lane Group	WBT	WBR2	SBR	SBR2	NET	SWT
Switch Phase						
Minimum Initial (s)	15.0		6.0		6.0	6.0
Minimum Split (s)	46.0		12.0		12.0	12.0
Total Split (s)	40.0		16.0		45.0	29.0
Total Split (%)	47.1%		18.8%		52.9%	34.1%
Maximum Green (s)	34.0		10.0		39.0	23.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0		6.0	6.0
Lead/Lag			Lag			Lead
Lead-Lag Optimize?						
Vehicle Extension (s)	1.0		2.5		2.5	2.5
Recall Mode	C-Min		None		None	None
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	33.0		29.0		29.0	29.0
Pedestrian Calls (#/hr)	0		0		0	0
Act Effect Green (s)	47.1		6.6		25.9	15.7
Actuated g/C Ratio	0.55		0.08		0.30	0.18
v/c Ratio	0.32		0.45		0.36	0.54
Control Delay	10.3		12.8		3.7	34.1
Queue Delay	0.0		0.0		0.1	0.0
Total Delay	10.3		12.8		3.8	34.1
LOS	B		B		A	C
Approach Delay	10.3				3.8	34.1
Approach LOS	B				A	C

Intersection Summary

Area Type: Other  
 Cycle Length: 85  
 Actuated Cycle Length: 85  
 Offset: 10 (12%), Referenced to phase 2:WBT and 6:, Start of Yellow  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.54  
 Intersection Signal Delay: 13.8  
 Intersection LOS: B  
 Intersection Capacity Utilization 45.8%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 20: Genesee St & Liberty



Queues

20: Genesee St & Liberty

10/08/2018



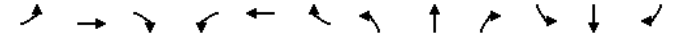
Lane Group	WBT	SBR	NET	SWT
Lane Group Flow (vph)	895	99	387	351
v/c Ratio	0.32	0.45	0.36	0.54
Control Delay	10.3	12.8	3.7	34.1
Queue Delay	0.0	0.0	0.1	0.0
Total Delay	10.3	12.8	3.8	34.1
Queue Length 50th (ft)	77	0	7	91
Queue Length 95th (ft)	129	35	8	124
Internal Link Dist (ft)	473		38	171
Turn Bay Length (ft)				
Base Capacity (vph)	2836	270	1623	957
Starvation Cap Reductn	0	0	457	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.32	0.37	0.33	0.37

Intersection Summary

Lanes, Volumes, Timings

21: Genesee street/Genesee St & 5S (Oriskany)

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑↑			↑↑↑	
Traffic Volume (vph)	1	1016	119	0	0	0	0	361	79	0	349	0
Future Volume (vph)	1	1016	119	0	0	0	0	361	79	0	349	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	150		0	150		0	150		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.86	0.86	0.86	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Frt		0.984						0.973				
Fit Protected												
Satd. Flow (prot)	0	6150	0	0	0	0	0	3277	0	0	5085	0
Fit Permitted												
Satd. Flow (perm)	0	6150	0	0	0	0	0	3277	0	0	5085	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		40						24				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		383			660			402				118
Travel Time (s)		8.7			15.0			9.1				2.7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	5%	1%	0%	0%	0%	0%	2%	1%	0%	2%	0%
Parking (#/hr)								0				
Adj. Flow (vph)	1	1129	132	0	0	0	0	401	88	0	388	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1262	0	0	0	0	0	489	0	0	388	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.07	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2				2
Detector Template	Left	Thru						Thru				Thru
Leading Detector (ft)	20	100						100				100
Trailing Detector (ft)	0	0						0				0
Detector 1 Position(ft)	0	0						0				0
Detector 1 Size(ft)	20	6						6				6
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0				0.0
Detector 1 Queue (s)	0.0	0.0						0.0				0.0
Detector 1 Delay (s)	0.0	0.0						0.0				0.0
Detector 2 Position(ft)		94						94				94
Detector 2 Size(ft)		6						6				6
Detector 2 Type		Cl+Ex						Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				0.0
Turn Type	Perm	NA						NA				NA

Lanes, Volumes, Timings

21: Genesee street/Genesee St & 5S (Oriskany)

10/08/2018

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Fr't	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	

MVTIS 04/12/2016 Existing  
C&S Companies

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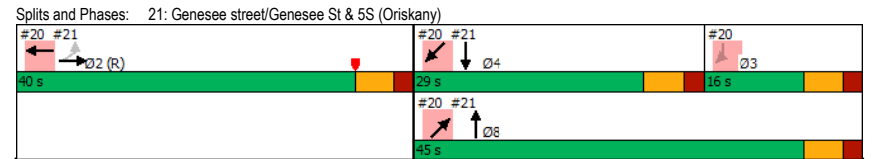
Lanes, Volumes, Timings

21: Genesee street/Genesee St & 5S (Oriskany)

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2						8			4	
Permitted Phases	2											
Detector Phase	2	2						8			4	
Switch Phase												
Minimum Initial (s)	15.0	15.0						6.0			6.0	
Minimum Split (s)	46.0	46.0						12.0			12.0	
Total Split (s)	40.0	40.0						45.0			29.0	
Total Split (%)	47.1%	47.1%						52.9%			34.1%	
Maximum Green (s)	34.0	34.0						39.0			23.0	
Yellow Time (s)	4.0	4.0						4.0			4.0	
All-Red Time (s)	2.0	2.0						2.0			2.0	
Lost Time Adjust (s)		0.0						0.0			0.0	
Total Lost Time (s)		6.0						6.0			6.0	
Lead/Lag												Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0						2.5			2.5	
Recall Mode	C-Min	C-Min						None			None	
Walk Time (s)	7.0	7.0						7.0			7.0	
Flash Dont Walk (s)	33.0	33.0						29.0			29.0	
Pedestrian Calls (#/hr)	0	0						0			0	
Act Effct Green (s)		47.1						25.9			15.7	
Actuated g/C Ratio		0.55						0.30			0.18	
v/c Ratio		0.37						0.48			0.41	
Control Delay		20.0						23.3			6.4	
Queue Delay		0.0						0.0			0.2	
Total Delay		20.0						23.3			6.6	
LOS		C						C			A	
Approach Delay		20.0						23.3			6.6	
Approach LOS		C						C			A	

<b>Intersection Summary</b>	
Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	85
Offset:	10 (12%), Referenced to phase 2:WBT and 6.; Start of Yellow
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.54
Intersection Signal Delay:	18.3
Intersection Capacity Utilization:	39.2%
Intersection LOS:	B
ICU Level of Service:	A
Analysis Period (min):	15



MVTIS 04/12/2016 Existing  
C&S Companies

Synchro 10 Report  
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Lanes, Volumes, Timings

21: Genesee street/Genesee St & 5S (Oriskany)

10/08/2018

Lane Group	Ø3
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	12.0
Total Split (s)	16.0
Total Split (%)	19%
Maximum Green (s)	10.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	
Vehicle Extension (s)	2.5
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	29.0
Pedestrian Calls (#/hr)	0
Act Effect Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Queues

21: Genesee street/Genesee St & 5S (Oriskany)

10/08/2018

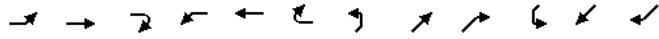


Lane Group	EBT	NBT	SBT
Lane Group Flow (vph)	1262	489	388
v/c Ratio	0.37	0.48	0.41
Control Delay	20.0	23.3	6.4
Queue Delay	0.0	0.0	0.2
Total Delay	20.0	23.3	6.6
Queue Length 50th (ft)	117	103	8
Queue Length 95th (ft)	179	124	12
Internal Link Dist (ft)	303	322	38
Turn Bay Length (ft)			
Base Capacity (vph)	3424	1516	1375
Starvation Cap Reductn	0	0	332
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.37	0.32	0.37
Intersection Summary			

Lanes, Volumes, Timings

22: Genesee Street & La Fayette Street/Bleecker Street

10/08/2018

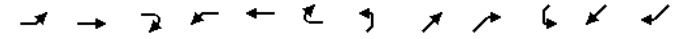


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↔			↔			↕			↕		
Traffic Volume (vph)	25	82	33	41	194	23	35	394	38	101	346	39
Future Volume (vph)	25	82	33	41	194	23	35	394	38	101	346	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt	0.968		0.988		0.988		0.988		0.988		0.988	
Flt Protected	0.991		0.992		0.996		0.996		0.990		0.990	
Satd. Flow (prot)	0	1594	0	0	1624	0	0	3347	0	0	3301	0
Flt Permitted	0.919		0.928		0.885		0.885		0.743		0.743	
Satd. Flow (perm)	0	1478	0	0	1519	0	0	2974	0	0	2477	0
Right Turn on Red	Yes		Yes		Yes		Yes		Yes		Yes	
Satd. Flow (RTOR)	22		7		16		19		19		19	
Link Speed (mph)	30		30		30		30		30		30	
Link Distance (ft)	216		304		420		402		402		402	
Travel Time (s)	4.9		6.9		9.5		9.1		9.1		9.1	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	5%	0%	5%	2%	10%	0%	1%	0%	1%	2%	0%
Parking (#/hr)	0		0		0		0		0		0	
Adj. Flow (vph)	28	93	38	47	220	26	40	448	43	115	393	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	159	0	0	293	0	0	531	0	0	552	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0		0		0		0		0		0	
Link Offset(ft)	0		0		0		0		0		0	
Crosswalk Width(ft)	16		16		16		16		16		16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.07	1.00	1.00	1.07	1.00
Turning Speed (mph)	15	9	15	15	9	15	15	9	15	15	9	15
Number of Detectors	1	2	1	2	1	2	1	2	1	2	1	2
Detector Template	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru
Leading Detector (ft)	20	100	20	100	20	100	20	100	20	100	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	6	20	6	20	6	20	6	20	6
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94		94		94		94		94		94	
Detector 2 Size(ft)	6		6		6		6		6		6	
Detector 2 Type	CI+Ex		CI+Ex		CI+Ex		CI+Ex		CI+Ex		CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0		0.0		0.0		0.0		0.0		0.0	
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA	NA	NA	NA	NA
Protected Phases	4		8		6		5		2		2	
Permitted Phases	4		8		6		2		5		2	
Detector Phase	4	4	8	8	6	6	5	2	5	2	5	2

Lanes, Volumes, Timings

22: Genesee Street & La Fayette Street/Bleecker Street

10/08/2018

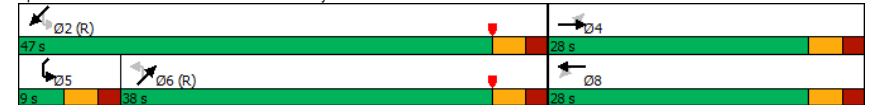


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	4.0	4.0
Minimum Split (s)	27.0	27.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	10.0	23.0	23.0
Total Split (s)	28.0	28.0	28.0	28.0	28.0	28.0	28.0	28.0	28.0	9.0	28.0	28.0
Total Split (%)	37.3%	37.3%	37.3%	37.3%	37.3%	37.3%	50.7%	50.7%	12.0%	62.7%	62.7%	62.7%
Maximum Green (s)	23.0	23.0	23.0	23.0	23.0	23.0	33.0	33.0	4.0	42.0	42.0	42.0
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	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	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	Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	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	C-Max	C-Max	None	C-Max	None	C-Max	None	C-Max
Walk Time (s)	8.0	8.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	7.0	7.0	7.0
Flash Dont Walk (s)	14.0	14.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	10.0	10.0	10.0
Pedestrian Calls (#/hr)	0		0		0		0		0		0	
Act Effect Green (s)	23.0		23.0		42.0		42.0		42.0		42.0	
Actuated g/C Ratio	0.31		0.31		0.56		0.56		0.56		0.56	
v/c Ratio	0.34		0.62		0.32		0.40		0.40		0.40	
Control Delay	19.7		28.6		3.3		10.0		10.0		10.0	
Queue Delay	0.0		0.0		0.0		0.0		0.0		0.0	
Total Delay	19.7		28.6		3.3		10.0		10.0		10.0	
LOS	B		C		A		B		B		B	
Approach Delay	19.7		28.6		3.3		10.0		10.0		10.0	
Approach LOS	B		C		A		B		B		B	

Intersection Summary

Area Type: Other  
 Cycle Length: 75  
 Actuated Cycle Length: 75  
 Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow, Master Intersection  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.62  
 Intersection Signal Delay: 12.3  
 Intersection Capacity Utilization 57.3%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

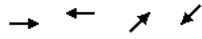
Splits and Phases: 22: Genesee Street & La Fayette Street/Bleecker Street



Queues

22: Genesee Street & La Fayette Street/Bleecker Street

10/08/2018



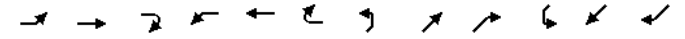
Lane Group	EBT	WBT	NET	SWT
Lane Group Flow (vph)	159	293	531	552
v/c Ratio	0.34	0.62	0.32	0.40
Control Delay	19.7	28.6	3.3	10.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	19.7	28.6	3.3	10.0
Queue Length 50th (ft)	48	113	28	67
Queue Length 95th (ft)	95	188	35	97
Internal Link Dist (ft)	136	224	340	322
Turn Bay Length (ft)				
Base Capacity (vph)	468	470	1672	1395
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	0.34	0.62	0.32	0.40

Intersection Summary

Lanes, Volumes, Timings

23: Columbia Street/Elizabeth Street & Genesee Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕↕				↕↕
Traffic Volume (vph)	35	113	49	37	145	80	44	348	19	33	354	20
Future Volume (vph)	35	113	49	37	145	80	44	348	19	33	354	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Fit		0.967			0.959			0.993			0.993	
Fit Protected		0.991			0.993			0.995			0.996	
Satd. Flow (prot)	0	1781	0	0	1767	0	0	3470	0	0	3514	0
Fit Permitted		0.896			0.925			0.849			0.879	
Satd. Flow (perm)	0	1610	0	0	1646	0	0	2961	0	0	3101	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			35			7			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		682			274			195			420	
Travel Time (s)		15.5			6.2			4.4			9.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	3%	3%	0%	13%	1%	0%	0%	1%	42%	6%	1%	5%
Adj. Flow (vph)	40	130	56	43	167	92	51	400	22	38	407	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	226	0	0	302	0	0	473	0	0	468	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases		4		3	8		6	6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		3	8		6	6		5	2	
Switch Phase												

Lanes, Volumes, Timings

23: Columbia Street/Elizabeth Street & Genesee Street

10/08/2018

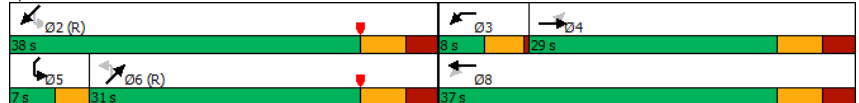


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	5.0	5.0		4.0	1.0		5.0	5.0		4.0	5.0	
Minimum Split (s)	23.0	23.0		8.0	23.0		23.5	23.5		7.0	23.5	
Total Split (s)	29.0	29.0		8.0	37.0		31.0	31.0		7.0	38.0	
Total Split (%)	38.7%	38.7%		10.7%	49.3%		41.3%	41.3%		9.3%	50.7%	
Maximum Green (s)	22.0	22.0		4.0	30.0		24.0	24.0		4.0	31.0	
Yellow Time (s)	4.0	4.0		3.5	4.0		4.0	4.0		3.0	4.0	
All-Red Time (s)	3.0	3.0		0.5	3.0		3.0	3.0		0.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	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	
Recall Mode	Max	Max		None	Max		C-Max	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0			5.0		5.0	5.0			5.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0			11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0			0	
Act Effect Green (s)		30.0			30.0			31.0			31.0	
Actuated g/C Ratio		0.40			0.40			0.41			0.41	
v/c Ratio		0.34			0.44			0.39			0.36	
Control Delay		15.9			16.9			17.7			10.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		15.9			16.9			17.7			10.5	
LOS		B			B			B			B	
Approach Delay		15.9			16.9			17.7			10.5	
Approach LOS		B			B			B			B	

Intersection Summary

Area Type: Other  
 Cycle Length: 75  
 Actuated Cycle Length: 75  
 Offset: 1 (1%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.44  
 Intersection Signal Delay: 15.0 Intersection LOS: B  
 Intersection Capacity Utilization 58.7% ICU Level of Service B  
 Analysis Period (min) 15

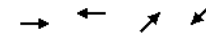
Splits and Phases: 23: Columbia Street/Elizabeth Street & Genesee Street



Queues

23: Columbia Street/Elizabeth Street & Genesee Street

10/08/2018



Lane Group	EBT	WBT	NET	SWT
Lane Group Flow (vph)	226	302	473	468
v/c Ratio	0.34	0.44	0.39	0.36
Control Delay	15.9	16.9	17.7	10.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	15.9	16.9	17.7	10.5
Queue Length 50th (ft)	63	87	109	34
Queue Length 95th (ft)	110	145	147	53
Internal Link Dist (ft)	602	194	115	340
Turn Bay Length (ft)				
Base Capacity (vph)	657	679	1227	1286
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	0.34	0.44	0.39	0.36

Intersection Summary

Lanes, Volumes, Timings

24: Whitesboro Street & Genesee St SB Off-Ramp

10/08/2018

Lane Group	EBL	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR	SWR2
Lane Configurations				↑↑		↑	↑		↑	↑	↑
Traffic Volume (vph)	0	0	0	108	14	14	102	0	507	40	0
Future Volume (vph)	0	0	0	108	14	14	102	0	507	40	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0		0	100		0	0	0	
Storage Lanes	0	0	0		0	1		0	1	2	
Taper Length (ft)	25		25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.983						0.850	
Fit Protected						0.950			0.950		
Satd. Flow (prot)	0	0	0	3457	0	1687	1845	0	1736	1509	1900
Fit Permitted						0.870			0.950		
Satd. Flow (perm)	0	0	0	3457	0	1545	1845	0	1736	1509	1900
Right Turn on Red		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)				15							
Link Speed (mph)	30			30			30		30		
Link Distance (ft)	664			342			169		360		
Travel Time (s)	15.1			7.8			3.8		8.2		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	3%	0%	7%	3%	0%	4%	7%	0%
Adj. Flow (vph)	0	0	0	115	15	15	109	0	539	43	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	0	0	130	0	15	109	0	539	43	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)	0			12			12		12		
Link Offset(ft)	0			0			0		0		
Crosswalk Width(ft)	16			16			16		16		
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9	15		9	15	9	9
Number of Detectors				2		1	2		1	1	1
Detector Template				Thru		Left	Thru		Left	Right	Right
Leading Detector (ft)				100		20	100		20	20	20
Trailing Detector (ft)				0		0	0		0	0	0
Detector 1 Position(ft)				0		0	0		0	0	0
Detector 1 Size(ft)				6		20	6		20	20	20
Detector 1 Type				Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)				0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)				0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)				0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)				94			94				
Detector 2 Size(ft)				6			6				
Detector 2 Type				Cl+Ex			Cl+Ex				
Detector 2 Channel											
Detector 2 Extend (s)				0.0			0.0				
Turn Type				NA		Perm	NA		Perm	Prot	Perm
Protected Phases				4			8			2	

Lanes, Volumes, Timings

24: Whitesboro Street & Genesee St SB Off-Ramp

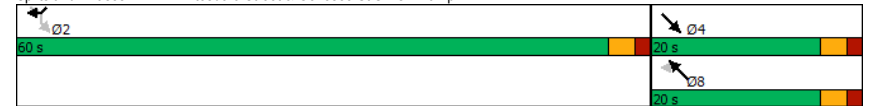
10/08/2018

Lane Group	EBL	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR	SWR2
Permitted Phases						8			2		2
Detector Phase				4		8	8		2	2	2
Switch Phase											
Minimum Initial (s)				4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)				10.0		10.0	10.0		26.0	26.0	26.0
Total Split (s)				20.0		20.0	20.0		60.0	60.0	60.0
Total Split (%)				25.0%		25.0%	25.0%		75.0%	75.0%	75.0%
Maximum Green (s)				16.0		16.0	16.0		56.0	56.0	56.0
Yellow Time (s)				2.5		2.5	2.5		2.5	2.5	2.5
All-Red Time (s)				1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)				0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)				4.0		4.0	4.0		4.0	4.0	4.0
Lead/Lag											
Lead-Lag Optimize?											
Vehicle Extension (s)				2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode				None		None	None		None	None	None
Walk Time (s)				7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)				14.0		14.0	14.0		14.0	14.0	14.0
Pedestrian Calls (#/hr)				25		25	25		25	25	25
Act Effect Green (s)				9.2		9.4	9.4		18.8	18.8	
Actuated g/C Ratio				0.32		0.32	0.32		0.64	0.64	
v/c Ratio				0.12		0.03	0.18		0.48	0.04	
Control Delay				9.9		11.6	11.8		7.8	5.5	
Queue Delay				0.0		0.0	0.0		0.0	0.0	
Total Delay				9.9		11.6	11.8		7.8	5.5	
LOS				A		B	B		A	A	
Approach Delay				9.9			11.7		7.6		
Approach LOS				A			B		A		

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	29.2
Natural Cycle:	40
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.48
Intersection Signal Delay:	8.6
Intersection Capacity Utilization:	44.9%
Intersection LOS:	A
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 24: Whitesboro Street & Genesee St SB Off-Ramp



Queues

24: Whitesboro Street & Genesee St SB Off-Ramp

10/08/2018



Lane Group	SET	NWL	NWT	SWL	SWR
Lane Group Flow (vph)	130	15	109	539	43
v/c Ratio	0.12	0.03	0.18	0.48	0.04
Control Delay	9.9	11.6	11.8	7.8	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	9.9	11.6	11.8	7.8	5.5
Queue Length 50th (ft)	6	2	12	44	3
Queue Length 95th (ft)	27	13	52	216	20
Internal Link Dist (ft)	262		89	280	
Turn Bay Length (ft)		100			
Base Capacity (vph)	2349	1047	1251	1731	1505
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	0.06	0.01	0.09	0.31	0.03

Intersection Summary

Lanes, Volumes, Timings

25: Blandina Street & Genesee Street

10/08/2018



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations					↕			↕			↕	
Traffic Volume (vph)	0	0	0	30	5	7	4	353	9	26	420	24
Future Volume (vph)	0	0	0	30	5	7	4	353	9	26	420	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Fit					0.977			0.996			0.992	
Fit Protected					0.966			0.999			0.997	
Satd. Flow (prot)	0	0	0	0	1793	0	0	3524	0	0	3508	0
Fit Permitted					0.966			0.951			0.919	
Satd. Flow (perm)	0	0	0	0	1793	0	0	3355	0	0	3233	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)					8			5				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		313			160			152				194
Travel Time (s)		7.1			3.6			3.5				4.4
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	0	0	0	34	6	8	5	401	10	30	477	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	48	0	0	416	0	0	534	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2		1	2	
Detector Template				Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)				20	100		20	100		20	100	
Trailing Detector (ft)				0	0		0	0		0	0	
Detector 1 Position(ft)				0	0		0	0		0	0	
Detector 1 Size(ft)				20	6		20	6		20	6	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA		Perm	NA		Perm	NA	
Protected Phases					4			2			2	
Permitted Phases					4			2			2	
Detector Phase					4	4		2	2		2	2
Switch Phase												

Lanes, Volumes, Timings

25: Blandina Street & Genesee Street

10/08/2018

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)				23.0	23.0		28.0	28.0		28.0	28.0	
Total Split (s)				27.0	27.0		48.0	48.0		48.0	48.0	
Total Split (%)				36.0%	36.0%		64.0%	64.0%		64.0%	64.0%	
Maximum Green (s)				22.0	22.0		43.0	43.0		43.0	43.0	
Yellow Time (s)				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	
Lost Time Adjust (s)							0.0	0.0		0.0	0.0	
Total Lost Time (s)					5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode				None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)				7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)				11.0	11.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)				0	0		0	0		0	0	
Act Effect Green (s)					7.3			64.0			64.0	
Actuated g/C Ratio					0.10			0.85			0.85	
v/c Ratio					0.27			0.15			0.19	
Control Delay					30.5			7.3			1.0	
Queue Delay					0.0			0.0			0.0	
Total Delay					30.5			7.3			1.0	
LOS					C			A			A	
Approach Delay					30.5			7.3			1.0	
Approach LOS					C			A			A	

Intersection Summary

Area Type: Other  
 Cycle Length: 75  
 Actuated Cycle Length: 75  
 Offset: 7.5 (10%), Referenced to phase 2: NESW and 6.: Start of Yellow  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.27  
 Intersection Signal Delay: 5.0 Intersection LOS: A  
 Intersection Capacity Utilization 39.1% ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 25: Blandina Street & Genesee Street



Queues

25: Blandina Street & Genesee Street

10/08/2018

Lane Group	SBT	NET	SWT
Lane Group Flow (vph)	48	416	534
v/c Ratio	0.27	0.15	0.19
Control Delay	30.5	7.3	1.0
Queue Delay	0.0	0.0	0.0
Total Delay	30.5	7.3	1.0
Queue Length 50th (ft)	18	63	11
Queue Length 95th (ft)	46	102	17
Internal Link Dist (ft)	80	72	114
Turn Bay Length (ft)			
Base Capacity (vph)	531	2865	2760
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.09	0.15	0.19

Intersection Summary

Lanes, Volumes, Timings

26: Genesee St/Genesee Street & Bank Place

10/08/2018

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations			↑↑			↑↑
Traffic Volume (vph)	0	0	376	24	28	372
Future Volume (vph)	0	0	376	24	28	372
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt			0.991			
Flt Protected						0.997
Satd. Flow (prot)	0	0	3328	0	0	3492
Flt Permitted						0.914
Satd. Flow (perm)	0	0	3328	0	0	3201
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		30			30
Link Distance (ft)	399		483			150
Travel Time (s)	9.1		11.0			3.4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	2%	4%	4%	3%
Parking (#/hr)			0			
Adj. Flow (vph)	0	0	396	25	29	392
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	421	0	0	421
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.07	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors			2		1	2
Detector Template			Thru		Left	Thru
Leading Detector (ft)			100		20	100
Trailing Detector (ft)			0		0	0
Detector 1 Position(ft)			0		0	0
Detector 1 Size(ft)			6		20	6
Detector 1 Type			CI+Ex		CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)			0.0		0.0	0.0
Detector 1 Queue (s)			0.0		0.0	0.0
Detector 1 Delay (s)			0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			CI+Ex			CI+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type			NA		Perm	NA
Protected Phases			6			2
Permitted Phases					2	
Detector Phase			6		2	2

Lanes, Volumes, Timings

26: Genesee St/Genesee Street & Bank Place

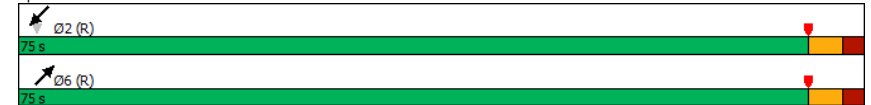
10/08/2018

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)			4.0		4.0	4.0
Minimum Split (s)			23.0		27.0	27.0
Total Split (s)			75.0		75.0	75.0
Total Split (%)			100.0%		100.0%	100.0%
Maximum Green (s)			70.0		70.0	70.0
Yellow Time (s)			3.0		3.0	3.0
All-Red Time (s)			2.0		2.0	2.0
Lost Time Adjust (s)			0.0		0.0	0.0
Total Lost Time (s)			5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)			3.0		3.0	3.0
Recall Mode			C-Max		C-Max	C-Max
Walk Time (s)			5.0		7.0	7.0
Flash Dont Walk (s)			11.0		15.0	15.0
Pedestrian Calls (#/hr)			0		0	0
Act Effect Green (s)			75.0		75.0	75.0
Actuated g/C Ratio			1.00		1.00	1.00
v/c Ratio			0.13		0.13	0.13
Control Delay			0.1		0.1	0.1
Queue Delay			0.0		0.0	0.0
Total Delay			0.1		0.1	0.1
LOS			A		A	A
Approach Delay			0.1		0.1	0.1
Approach LOS			A		A	A

Intersection Summary

Area Type: Other  
 Cycle Length: 75  
 Actuated Cycle Length: 75  
 Offset: 12 (16%), Referenced to phase 2:SWTL and 6:NET, Start of Yellow  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.13  
 Intersection Signal Delay: 0.1 Intersection LOS: A  
 Intersection Capacity Utilization 30.6% ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 26: Genesee St/Genesee Street & Bank Place





Queues

26: Genesee St/Genesee Street & Bank Place

10/08/2018

Lane Group	NET	SWT
Lane Group Flow (vph)	421	421
v/c Ratio	0.13	0.13
Control Delay	0.1	0.1
Queue Delay	0.0	0.0
Total Delay	0.1	0.1
Queue Length 50th (ft)	0	0
Queue Length 95th (ft)	0	0
Internal Link Dist (ft)	403	70
Turn Bay Length (ft)		
Base Capacity (vph)	3328	3201
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.13	0.13
<b>Intersection Summary</b>		

Lanes, Volumes, Timings

27: Genesee St & Hopper St/Court Street

10/08/2018

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕↕			↕↕			↕↕			↕↕	
Traffic Volume (vph)	4	259	49	2	385	62	25	372	13	10	354	41
Future Volume (vph)	4	259	49	2	385	62	25	372	13	10	354	41
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	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.976			0.979			0.995			0.985	
Flt Protected		0.999						0.997			0.999	
Satd. Flow (prot)	0	3491	0	0	3490	0	0	3341	0	0	3292	0
Flt Permitted		0.950			0.954			0.912			0.942	
Satd. Flow (perm)	0	3320	0	0	3329	0	0	3057	0	0	3104	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		36			30						20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		183			224			440			483	
Travel Time (s)		4.2			5.1			10.0			11.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	1%	0%	0%	1%	3%	0%	2%	0%	10%	2%	5%
Parking (#/hr)								0			0	
Adj. Flow (vph)	4	285	54	2	423	68	27	409	14	11	389	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	343	0	0	493	0	0	450	0	0	445	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.07	1.00	1.00	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

Lanes, Volumes, Timings

27: Genesee St & Hopper St/Court Street

10/08/2018

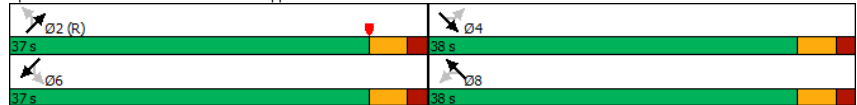


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Total Split (s)	38.0	38.0		38.0	38.0		37.0	37.0		37.0	37.0	
Total Split (%)	50.7%	50.7%		50.7%	50.7%		49.3%	49.3%		49.3%	49.3%	
Maximum Green (s)	32.8	32.8		32.8	32.8		31.8	31.8		31.8	31.8	
Yellow Time (s)	3.4	3.4		3.4	3.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.8	1.8		1.8	1.8	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.2			5.2			5.2			5.2	
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	Max	Max		Max	Max		C-Max	C-Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effect Green (s)		32.8			32.8			31.8			31.8	
Actuated g/C Ratio		0.44			0.44			0.42			0.42	
v/c Ratio		0.23			0.33			0.35			0.34	
Control Delay		12.3			13.8			15.5			7.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.3			13.8			15.5			7.7	
LOS		B			B			B			A	
Approach Delay		12.3			13.8			15.5			7.7	
Approach LOS		B			B			B			A	

Intersection Summary

Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	75
Offset:	19.8 (26%), Referenced to phase 2:NETL, Start of Yellow
Natural Cycle:	40
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.35
Intersection Signal Delay:	12.4
Intersection Capacity Utilization:	49.8%
Intersection LOS:	B
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 27: Genesee St & Hopper St/Court Street



Queues

27: Genesee St & Hopper St/Court Street

10/08/2018



Lane Group	SET	NWT	NET	SWT
Lane Group Flow (vph)	343	493	450	445
v/c Ratio	0.23	0.33	0.35	0.34
Control Delay	12.3	13.8	15.5	7.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	12.3	13.8	15.5	7.7
Queue Length 50th (ft)	44	71	71	34
Queue Length 95th (ft)	71	105	106	50
Internal Link Dist (ft)	103	144	360	403
Turn Bay Length (ft)				
Base Capacity (vph)	1472	1472	1296	1327
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	0.23	0.33	0.35	0.34

Intersection Summary

Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	75
Offset:	19.8 (26%), Referenced to phase 2:NETL, Start of Yellow
Natural Cycle:	40
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.35
Intersection Signal Delay:	12.4
Intersection Capacity Utilization:	49.8%
Intersection LOS:	B
ICU Level of Service:	A
Analysis Period (min):	15

# Future No-Build AM Synchro Reports



Lanes, Volumes, Timings  
1: NB Off-Ramp & Court Street

10/08/2018

	→	↖	↗	←	↘	↙
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑↑		↖↗	↑	↖↗	↖↗
Traffic Volume (vph)	316	0	0	260	24	487
Future Volume (vph)	316	0	0	260	24	487
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	0.97	1.00	0.97	0.88
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	3539	0	3614	1863	3433	2787
Flt Permitted					0.950	
Satd. Flow (perm)	3539	0	3614	1863	3433	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						529
Link Speed (mph)	30			30	30	
Link Distance (ft)	384			379	637	
Travel Time (s)	8.7			8.6	14.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	343	0	0	283	26	529
Shared Lane Traffic (%)						
Lane Group Flow (vph)	343	0	0	283	26	529
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	36			36	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	CI+Ex			CI+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		Prot	NA	Prot	Prot
Protected Phases	2		1	6	3	8
Permitted Phases						
Detector Phase	2		1	6	3	8
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0

MVTIS 04/12/2016 Future No Build  
C&S Companies

Synchro 10 Report  
Page 1

Lanes, Volumes, Timings  
1: NB Off-Ramp & Court Street

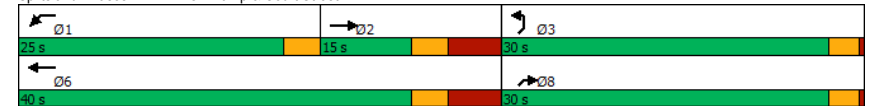
10/08/2018

	→	↖	↗	←	↘	↙
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Minimum Split (s)	23.5		8.0	23.5	20.0	20.0
Total Split (s)	15.0		25.0	40.0	30.0	30.0
Total Split (%)	21.4%		35.7%	57.1%	42.9%	42.9%
Maximum Green (s)	7.5		22.0	32.5	27.0	27.0
Yellow Time (s)	3.0		3.0	3.0	2.5	2.5
All-Red Time (s)	4.5		0.0	4.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5		3.0	7.5	3.0	3.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Max		None	Max	None	None
Walk Time (s)	5.0			5.0	5.0	5.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	32.5			32.5	7.0	7.0
Actuated g/C Ratio	0.65			0.65	0.14	0.14
v/c Ratio	0.15			0.23	0.05	0.63
Control Delay	3.9			4.6	18.3	6.0
Queue Delay	0.0			0.0	0.0	0.0
Total Delay	3.9			4.6	18.3	6.0
LOS	A			A	B	A
Approach Delay	3.9			4.6	6.6	
Approach LOS	A			A	A	

Intersection Summary

Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 50  
 Natural Cycle: 55  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.63  
 Intersection Signal Delay: 5.3  
 Intersection Capacity Utilization 35.4%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 1: NB Off-Ramp & Court Street



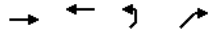
MVTIS 04/12/2016 Future No Build  
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Synchro 10 Report  
Page 2

Queues

1: NB Off-Ramp & Court Street

10/08/2018



Lane Group	EBT	WBT	NEL	NER
Lane Group Flow (vph)	343	283	26	529
v/c Ratio	0.15	0.23	0.05	0.63
Control Delay	3.9	4.6	18.3	6.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	3.9	4.6	18.3	6.0
Queue Length 50th (ft)	14	24	3	0
Queue Length 95th (ft)	35	66	11	35
Internal Link Dist (ft)	304	299	557	
Turn Bay Length (ft)				
Base Capacity (vph)	2302	1212	1855	1749
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	0.15	0.23	0.01	0.30

Intersection Summary

Lanes, Volumes, Timings

2: State Street/EB Off-Ramp

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↑	↗			↕
Traffic Volume (vph)	149	7	304	0	0	0	0	177	51	157	26	0
Future Volume (vph)	149	7	304	0	0	0	0	177	51	157	26	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	8	8	8	12	12	12	12	12	12
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		0.911						0.850				
Flt Protected		0.984									0.959	
Satd. Flow (prot)	0	1670	0	0	0	0	0	1863	1583	0	1786	0
Flt Permitted		0.984									0.630	
Satd. Flow (perm)	0	1670	0	0	0	0	0	1863	1583	0	1174	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		285							55			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		161			214			285			268	
Travel Time (s)		3.7			4.9			6.5			6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	162	8	330	0	0	0	0	192	55	171	28	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	500	0	0	0	0	0	192	55	0	199	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.20	1.20	1.20	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA						NA	Perm	Perm	NA	
Protected Phases		4						2			2	
Permitted Phases	4								2	2		
Minimum Split (s)	8.5	8.5						8.5	8.5	8.5	8.5	
Total Split (s)	20.0	20.0						20.0	20.0	20.0	20.0	
Total Split (%)	50.0%	50.0%						50.0%	50.0%	50.0%	50.0%	
Maximum Green (s)	15.5	15.5						15.5	15.5	15.5	15.5	
Yellow Time (s)	3.0	3.0						3.0	3.0	3.0	3.0	
All-Red Time (s)	1.5	1.5						1.5	1.5	1.5	1.5	
Lost Time Adjust (s)		0.0						0.0	0.0		0.0	
Total Lost Time (s)		4.5						4.5	4.5		4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	15.0	15.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		15.5						15.5	15.5		15.5	
Actuated g/C Ratio		0.39						0.39	0.39		0.39	
v/c Ratio		0.61						0.27	0.09		0.44	
Control Delay		8.0						6.2	1.3		12.9	
Queue Delay		0.1						0.0	0.0		0.0	

Lanes, Volumes, Timings  
2: State Street/EB Off-Ramp

10/08/2018

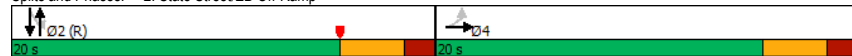


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		8.1						6.2	1.3			12.9
LOS		A						A	A			B
Approach Delay		8.1						5.1				12.9
Approach LOS		A						A				B

Intersection Summary

Area Type:	Other
Cycle Length:	40
Actuated Cycle Length:	40
Offset:	15.5 (39%), Referenced to phase 2:NBSB and 6:, Start of Yellow
Natural Cycle:	40
Control Type:	Pretimed
Maximum v/c Ratio:	0.61
Intersection Signal Delay:	8.3
Intersection LOS:	A
Intersection Capacity Utilization:	57.9%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 2: State Street/EB Off-Ramp



Queues  
2: State Street/EB Off-Ramp

10/08/2018



Lane Group	EBT	NBT	NBR	SBT
Lane Group Flow (vph)	500	192	55	199
v/c Ratio	0.61	0.27	0.09	0.44
Control Delay	8.0	6.2	1.3	12.9
Queue Delay	0.1	0.0	0.0	0.0
Total Delay	8.1	6.2	1.3	12.9
Queue Length 50th (ft)	32	20	0	31
Queue Length 95th (ft)	92	33	0	71
Internal Link Dist (ft)	81	205		188
Turn Bay Length (ft)				
Base Capacity (vph)	821	721	647	454
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	19	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.62	0.27	0.09	0.44

Intersection Summary

Lanes, Volumes, Timings

3: State Street & La Fayette Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Volume (vph)	26	51	21	43	61	28	5	177	40	89	257	17
Future Volume (vph)	26	51	21	43	61	28	5	177	40	89	257	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	0	123	0	0	0	0	0	0
Storage Lanes	0	0	0	0	0	1	0	1	0	1	0	0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.971			0.972			0.973			0.991	
Fit Protected		0.987			0.984		0.950			0.950		
Satd. Flow (prot)	0	1785	0	0	1782	0	1770	1812	0	1770	1846	0
Fit Permitted		0.920			0.895		0.436			0.524		
Satd. Flow (perm)	0	1664	0	0	1620	0	812	1812	0	976	1846	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			27			15				4
Link Speed (mph)		30			30			30				30
Link Distance (ft)		187			741			332				285
Travel Time (s)		4.3			16.8			7.5				6.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	28	55	23	47	66	30	5	192	43	97	279	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	106	0	0	143	0	5	235	0	97	297	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	27.0	27.0		27.0	27.0		26.5	26.5		26.5	26.5	
Total Split (s)	50.0	50.0		50.0	50.0		30.0	30.0		30.0	30.0	
Total Split (%)	62.5%	62.5%		62.5%	62.5%		37.5%	37.5%		37.5%	37.5%	
Maximum Green (s)	45.0	45.0		45.0	45.0		25.5	25.5		25.5	25.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		45.0			45.0		25.5	25.5		25.5	25.5	
Actuated g/C Ratio		0.56			0.56		0.32	0.32		0.32	0.32	
v/c Ratio		0.11			0.15		0.02	0.40		0.31	0.50	

Lanes, Volumes, Timings

3: State Street & La Fayette Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	6.8				7.3		19.2	22.4		24.2	25.5	
Queue Delay	0.0				0.0		0.0	0.0		0.0	3.0	
Total Delay	6.8				7.3		19.2	22.4		24.2	28.5	
LOS	A				A		B	C		C	C	
Approach Delay	6.8				7.3		22.3			27.4		
Approach LOS	A				A		C			C		
<b>Intersection Summary</b>												
Area Type:	Other											
Cycle Length:	80											
Actuated Cycle Length:	80											
Offset:	15.5 (19%), Referenced to phase 2:NBSB and 6:, Start of Yellow											
Natural Cycle:	55											
Control Type:	Pretimed											
Maximum v/c Ratio:	0.50											
Intersection Signal Delay:	20.3						Intersection LOS: C					
Intersection Capacity Utilization:	40.1%						ICU Level of Service A					
Analysis Period (min):	15											

Splits and Phases: 3: State Street & La Fayette Street





Queues

3: State Street & La Fayette Street

10/08/2018



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	106	143	5	235	97	297
v/c Ratio	0.11	0.15	0.02	0.40	0.31	0.50
Control Delay	6.8	7.3	19.2	22.4	24.2	25.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	3.0
Total Delay	6.8	7.3	19.2	22.4	24.2	28.5
Queue Length 50th (ft)	18	25	2	85	37	127
Queue Length 95th (ft)	39	52	9	146	m67	216
Internal Link Dist (ft)	107	661		252		205
Turn Bay Length (ft)			123			
Base Capacity (vph)	946	923	258	587	311	591
Starvation Cap Reductn	0	0	0	0	0	195
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.15	0.02	0.40	0.31	0.75

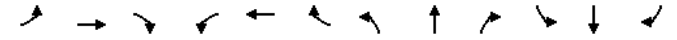
Intersection Summary

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

Lanes, Volumes, Timings

4: State Street & Columbia Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	↔
Traffic Volume (vph)	14	66	26	12	32	10	24	194	59	85	193	34
Future Volume (vph)	14	66	26	12	32	10	24	194	59	85	193	34
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	0	0	114	0	0
Storage Lanes	0	0	0	0	0	0	1	0	1	0	1	0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.967			0.975			0.965			0.978	
Fit Protected		0.994			0.989		0.950		0.950			
Satd. Flow (prot)	0	1790	0	0	1796	0	1770	1798	0	1770	1822	0
Fit Permitted		0.972			0.948		0.586		0.549			
Satd. Flow (perm)	0	1751	0	0	1722	0	1092	1798	0	1023	1822	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			11			34				20
Link Speed (mph)		30			30			30				30
Link Distance (ft)		213			745			877				332
Travel Time (s)		4.8			16.9			19.9				7.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	72	28	13	35	11	26	211	64	92	210	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	115	0	0	59	0	26	275	0	92	247	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0	0	0	0	0	0	24	0	0	24	0	0
Link Offset(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Crosswalk Width(ft)	16	16	16	16	16	16	16	16	16	16	16	16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15	9	15	15	9	15	15	9	15	15	9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	9.0	9.0		9.0	9.0		8.5	8.5		8.5	8.5	
Total Split (s)	27.5	27.5		27.5	27.5		22.5	22.5		22.5	22.5	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		45.0%	45.0%		45.0%	45.0%	
Maximum Green (s)	22.5	22.5		22.5	22.5		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		22.5			22.5		18.0	18.0		18.0	18.0	
Actuated g/C Ratio		0.45			0.45		0.36	0.36		0.36	0.36	
v/c Ratio		0.14			0.08		0.07	0.41		0.25	0.37	

Lanes, Volumes, Timings  
4: State Street & Columbia Street

10/08/2018

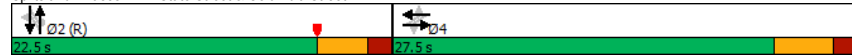


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	7.0				7.1		11.2	12.7		13.5	12.8	
Queue Delay	0.0				0.0		0.0	0.0		0.0	0.0	
Total Delay	7.0				7.1		11.2	12.7		13.5	12.8	
LOS	A				A		B	B		B	B	
Approach Delay	7.0				7.1		12.6			13.0		
Approach LOS	A				A		B			B		

Intersection Summary

Area Type:	Other
Cycle Length:	50
Actuated Cycle Length:	50
Offset:	15.5 (31%), Referenced to phase 2:NBSB and 6:, Start of Yellow
Natural Cycle:	40
Control Type:	Pretimed
Maximum v/c Ratio:	0.41
Intersection Signal Delay:	11.6
Intersection Capacity Utilization:	37.0%
Analysis Period (min):	15
Intersection LOS:	B
ICU Level of Service:	A

Splits and Phases: 4: State Street & Columbia Street



Queues  
4: State Street & Columbia Street

10/08/2018



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	115	59	26	275	92	247
v/c Ratio	0.14	0.08	0.07	0.41	0.25	0.37
Control Delay	7.0	7.1	11.2	12.7	13.5	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.0	7.1	11.2	12.7	13.5	12.8
Queue Length 50th (ft)	14	7	5	50	18	47
Queue Length 95th (ft)	36	23	17	100	46	93
Internal Link Dist (ft)	133	665		797		252
Turn Bay Length (ft)					114	
Base Capacity (vph)	803	780	393	669	368	668
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	0.14	0.08	0.07	0.41	0.25	0.37

Intersection Summary

Lanes, Volumes, Timings  
5: Court Street & State Street

10/08/2018

	↖	→	↘	↙	←	↖	↙	↘	↙	↘	↙	↘
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖		↖	↖		↖	↖		↖	↖	
Traffic Volume (vph)	126	539	142	31	176	55	58	110	21	46	130	34
Future Volume (vph)	126	539	142	31	176	55	58	110	21	46	130	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	153		0	350		0	165		0	167		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.969			0.964			0.976			0.969	
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3429	0	1770	3412	0	1770	1818	0	1770	1805	0
Fit Permitted	0.596			0.259			0.645			0.666		
Satd. Flow (perm)	1110	3429	0	482	3412	0	1201	1818	0	1241	1805	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		74			60			22				30
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	379			715			284			877		
Travel Time (s)	8.6			16.3			6.5			19.9		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	137	586	154	34	191	60	63	120	23	50	141	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	137	740	0	34	251	0	63	143	0	50	178	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			12			12			12		
Link Offset(ft)	0			0			0			0		
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	8.0	20.0		8.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	8.0	20.0		8.0	20.0		20.0	20.0		20.0	20.0	
Total Split (%)	16.7%	41.7%		16.7%	41.7%		41.7%	41.7%		41.7%	41.7%	
Maximum Green (s)	4.0	16.0		4.0	16.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)	5.0			5.0			5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0			11.0			11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0			0			0	0		0	0	
Act Effct Green (s)	20.0	16.0		20.0	16.0		16.0	16.0		16.0	16.0	
Actuated g/C Ratio	0.42	0.33		0.42	0.33		0.33	0.33		0.33	0.33	
v/c Ratio	0.26	0.62		0.11	0.21		0.16	0.23		0.12	0.29	

MVTIS 04/12/2016 Future No Build  
C&S Companies

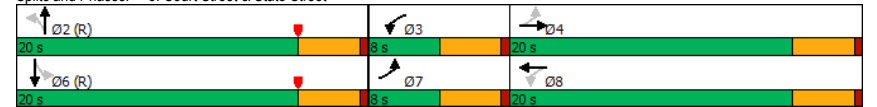
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Lanes, Volumes, Timings  
5: Court Street & State Street

10/08/2018

	↖	→	↘	↙	←	↖	↙	↘	↙	↘	↙	↘
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	8.3	14.8		7.2	9.2		12.6	11.1		12.1	11.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.3	14.8		7.2	9.2		12.6	11.1		12.1	11.3	
LOS	A	B		A	A		B	B		B	B	
Approach Delay		13.7			9.0			11.6			11.5	
Approach LOS		B			A			B			B	
Intersection Summary												
Area Type:	Other											
Cycle Length:	48											
Actuated Cycle Length:	48											
Offset:	16 (33%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow											
Natural Cycle:	50											
Control Type:	Pretimed											
Maximum v/c Ratio:	0.62											
Intersection Signal Delay:	12.3						Intersection LOS: B					
Intersection Capacity Utilization:	48.3%						ICU Level of Service A					
Analysis Period (min):	15											

Splits and Phases: 5: Court Street & State Street

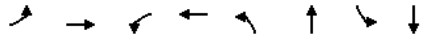


MVTIS 04/12/2016 Future No Build  
C&S Companies

Synchro 10 Report  
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Queues  
5: Court Street & State Street

10/08/2018



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	137	740	34	251	63	143	50	178
v/c Ratio	0.26	0.62	0.11	0.21	0.16	0.23	0.12	0.29
Control Delay	8.3	14.8	7.2	9.2	12.6	11.1	12.1	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.3	14.8	7.2	9.2	12.6	11.1	12.1	11.3
Queue Length 50th (ft)	19	78	4	19	12	24	9	29
Queue Length 95th (ft)	41	124	14	39	33	55	28	65
Internal Link Dist (ft)		299		635		204		797
Turn Bay Length (ft)	153		350		165		167	
Base Capacity (vph)	517	1192	308	1177	400	620	413	621
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	0.26	0.62	0.11	0.21	0.16	0.23	0.12	0.29

Intersection Summary

Lanes, Volumes, Timings  
6: Cornelia Street/Cornelia St & 5S

10/08/2018



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBT	SBR2	NER	NER2
Lane Configurations	↑↑		↑↑			↕		↑		↕	↕
Traffic Volume (vph)	974	43	943	1	29	17	1	19	85	30	11
Future Volume (vph)	974	43	943	1	29	17	1	19	85	30	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	0		0		0		0
Storage Lanes		0		0	0		0		0		1
Taper Length (ft)					25						
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.994				0.997			0.890		0.865	
Fit Protected						0.970					
Satd. Flow (prot)	3485	0	3505	0	0	1837	0	1587	0	1600	0
Fit Permitted						0.644					
Satd. Flow (perm)	3485	0	3505	0	0	1220	0	1587	0	1600	0
Right Turn on Red				Yes			No		Yes		No
Satd. Flow (RTOR)								94			
Link Speed (mph)	30		30			30		30			
Link Distance (ft)	284		699			446		334			
Travel Time (s)	6.5		15.9			10.1		7.6			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	2%	3%	0%	0%	0%	0%	0%	8%	3%	2%
Adj. Flow (vph)	1082	48	1048	1	32	19	1	21	94	33	12
Shared Lane Traffic (%)											
Lane Group Flow (vph)	1130	0	1049	0	0	52	0	115	0	45	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Right	Left	Right	Right	Right
Median Width(ft)	12		12			0		0			
Link Offset(ft)	0		0			0		0			
Crosswalk Width(ft)	16		16			16		16			
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9		9	15		9		9	9	9
Number of Detectors	2		2		1	2		2		1	
Detector Template	Thru		Thru		Left	Thru		Thru		Right	
Leading Detector (ft)	100		100		20	100		100		20	
Trailing Detector (ft)	0		0		0	0		0		0	
Detector 1 Position(ft)	0		0		0	0		0		0	
Detector 1 Size(ft)	6		6		20	6		6		20	
Detector 1 Type	CI+Ex		CI+Ex		CI+Ex	CI+Ex		CI+Ex		CI+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 1 Queue (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 1 Delay (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 2 Position(ft)	94		94		94	94		94		94	
Detector 2 Size(ft)	6		6		6	6		6		6	
Detector 2 Type	CI+Ex		CI+Ex		CI+Ex	CI+Ex		CI+Ex		CI+Ex	
Detector 2 Channel											
Detector 2 Extend (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Turn Type	NA		NA		Perm	NA		NA		Prot	
Protected Phases	2		6			4		8		1	

Lanes, Volumes, Timings

6: Cornelia Street/Cornelia St & 5S

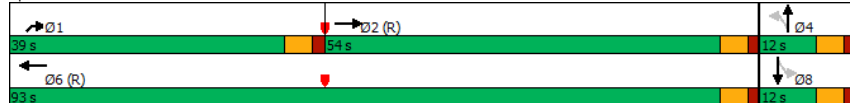
10/08/2018

	→	↘	←	↙	↑	↗	↓	↘	↙	↗	↘
Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBT	SBR2	NER	NER2
Permitted Phases					4						
Detector Phase	2		6		4	4		8		1	
Switch Phase											
Minimum Initial (s)	12.0		12.0		6.0	6.0		6.0		6.0	
Minimum Split (s)	17.0		17.0		11.0	11.0		11.0		11.0	
Total Split (s)	54.0		93.0		12.0	12.0		12.0		39.0	
Total Split (%)	51.4%		88.6%		11.4%	11.4%		11.4%		37.1%	
Maximum Green (s)	49.0		88.0		7.0	7.0		7.0		34.0	
Yellow Time (s)	3.5		3.5		3.5	3.5		3.5		3.5	
All-Red Time (s)	1.5		1.5		1.5	1.5		1.5		1.5	
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)	2.0		2.0		2.0	2.0		2.0		2.0	
Recall Mode	C-Min		C-Min		None	None		None		None	
Act Effct Green (s)	76.0		84.4		10.6	10.6		10.6		7.8	
Actuated g/C Ratio	0.72		0.80		0.10	0.10		0.10		0.07	
v/c Ratio	0.45		0.37		0.42	0.42		0.47		0.38	
Control Delay	8.2		3.3		53.4	19.1		55.0		55.0	
Queue Delay	0.0		0.0		0.0	0.0		0.0		0.0	
Total Delay	8.2		3.3		53.4	19.1		55.0		55.0	
LOS	A		A		D	D		B		E	
Approach Delay	8.2		3.3		53.4	19.1		19.1			
Approach LOS	A		A		D	D		B			

Intersection Summary

Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection  
 Natural Cycle: 45  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.47  
 Intersection Signal Delay: 8.4 Intersection LOS: A  
 Intersection Capacity Utilization 55.0% ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 6: Cornelia Street/Cornelia St & 5S



Queues

6: Cornelia Street/Cornelia St & 5S

10/08/2018

	→	←	↑	↓	↗
Lane Group	EBT	WBT	NBT	SBT	NER
Lane Group Flow (vph)	1130	1049	52	115	45
v/c Ratio	0.45	0.37	0.42	0.47	0.38
Control Delay	8.2	3.3	53.4	19.1	55.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	8.2	3.3	53.4	19.1	55.0
Queue Length 50th (ft)	165	30	33	13	29
Queue Length 95th (ft)	269	122	69	63	65
Internal Link Dist (ft)	204	619	366	254	
Turn Bay Length (ft)					
Base Capacity (vph)	2522	2944	126	248	518
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	0.45	0.36	0.41	0.46	0.09

Intersection Summary

Lanes, Volumes, Timings

7: Cornelia Street & La Fayette Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	7	150	24	42	116	18	8	23	14	12	47	14
Future Volume (vph)	7	150	24	42	116	18	8	23	14	12	47	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.982			0.986			0.959			0.974	
Flt Protected		0.998			0.988			0.991			0.992	
Satd. Flow (prot)	0	1826	0	0	1815	0	0	1770	0	0	1800	0
Flt Permitted		0.989			0.901			0.961			0.964	
Satd. Flow (perm)	0	1809	0	0	1655	0	0	1717	0	0	1749	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			14			15			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		741			632			331			446	
Travel Time (s)		16.8			14.4			7.5			10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	163	26	46	126	20	9	25	15	13	51	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	197	0	0	192	0	0	49	0	0	79	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases		4			4			2			2	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	30.0	30.0		30.0	30.0		25.0	25.0		25.0	25.0	
Total Split (%)	54.5%	54.5%		54.5%	54.5%		45.5%	45.5%		45.5%	45.5%	
Maximum Green (s)	25.0	25.0		25.0	25.0		20.0	20.0		20.0	20.0	
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?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont 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 Effect Green (s)		25.0			25.0			20.0			20.0	
Actuated g/C Ratio		0.45			0.45			0.36			0.36	
v/c Ratio		0.24			0.25			0.08			0.12	
Control Delay		9.2			9.7			9.3			10.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.2			9.7			9.3			10.5	

Lanes, Volumes, Timings

7: Cornelia Street & La Fayette Street

10/08/2018

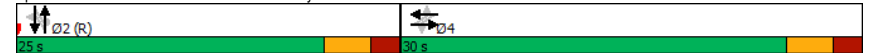


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		A			A			A			A	B
Approach Delay		9.2			9.7			9.3			10.5	
Approach LOS		A			A			A			B	

Intersection Summary

Area Type:	Other
Cycle Length:	55
Actuated Cycle Length:	55
Offset:	0 (0%), Referenced to phase 2:NBSB and 6:, Start of Green
Natural Cycle:	45
Control Type:	Pretimed
Maximum v/c Ratio:	0.25
Intersection Signal Delay:	9.6
Intersection Capacity Utilization:	37.0%
ICU Level of Service:	A
Analysis Period (min):	15

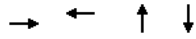
Splits and Phases: 7: Cornelia Street & La Fayette Street



Queues

7: Cornelia Street & La Fayette Street

10/08/2018

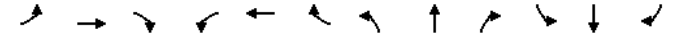


Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	197	192	49	79
v/c Ratio	0.24	0.25	0.08	0.12
Control Delay	9.2	9.7	9.3	10.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	9.2	9.7	9.3	10.5
Queue Length 50th (ft)	33	33	7	13
Queue Length 95th (ft)	67	67	24	36
Internal Link Dist (ft)	661	552	251	366
Turn Bay Length (ft)				
Base Capacity (vph)	832	759	633	645
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	0.24	0.25	0.08	0.12
<b>Intersection Summary</b>				

Lanes, Volumes, Timings

8: Cornelia Street & Columbia Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	164	31	14	51	7	5	33	15	8	89	15
Future Volume (vph)	5	164	31	14	51	7	5	33	15	8	89	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.979			0.986			0.962			0.982	
Flt Protected		0.999			0.990			0.996			0.996	
Satd. Flow (prot)	0	1822	0	0	1818	0	0	1785	0	0	1822	0
Flt Permitted		0.996			0.941			0.984			0.987	
Satd. Flow (perm)	0	1816	0	0	1728	0	0	1763	0	0	1805	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			8			16			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		745			586			865			331	
Travel Time (s)		16.9			13.3			19.7			7.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	178	34	15	55	8	5	36	16	9	97	16
<b>Shared Lane Traffic (%)</b>												
Lane Group Flow (vph)	0	217	0	0	78	0	0	57	0	0	122	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
<b>Two way Left Turn Lane</b>												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases		4			4			2			2	
Minimum Split (s)	20.5	20.5		20.5	20.5		20.5	20.5		20.5	20.5	
Total Split (s)	30.0	30.0		30.0	30.0		30.0	30.0		30.0	30.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	25.5	25.5		25.5	25.5		25.5	25.5		25.5	25.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
<b>Lead/Lag</b>												
<b>Lead-Lag Optimize?</b>												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont 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)		25.5			25.5			25.5			25.5	
Actuated g/C Ratio		0.42			0.42			0.42			0.42	
v/c Ratio		0.28			0.11			0.08			0.16	
Control Delay		11.4			10.1			8.4			10.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.4			10.1			8.4			10.0	

Lanes, Volumes, Timings

8: Cornelia Street & Columbia Street

10/08/2018

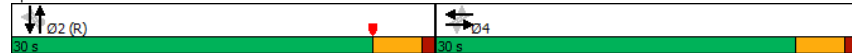


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B			B			A			A	
Approach Delay		11.4			10.1			8.4			10.0	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	15.5 (26%), Referenced to phase 2:NBSB and 6:, Start of Yellow
Natural Cycle:	45
Control Type:	Pretimed
Maximum v/c Ratio:	0.28
Intersection Signal Delay:	10.4
Intersection LOS:	B
Intersection Capacity Utilization:	26.1%
ICU Level of Service:	A
Analysis Period (min):	15

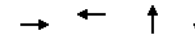
Splits and Phases: 8: Cornelia Street & Columbia Street



Queues

8: Cornelia Street & Columbia Street

10/08/2018



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	217	78	57	122
v/c Ratio	0.28	0.11	0.08	0.16
Control Delay	11.4	10.1	8.4	10.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	11.4	10.1	8.4	10.0
Queue Length 50th (ft)	44	14	8	22
Queue Length 95th (ft)	85	36	26	50
Internal Link Dist (ft)	665	506	785	251
Turn Bay Length (ft)				
Base Capacity (vph)	782	739	758	776
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	0.28	0.11	0.08	0.16

Intersection Summary



Lanes, Volumes, Timings  
9: Cornelia Street & Court Street

10/08/2018

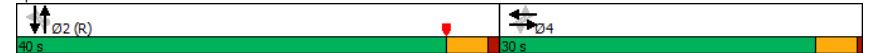
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕↕			↕↕			↕↕			↕↕		
Traffic Volume (vph)	55	519	24	7	225	27	16	10	14	20	24	28
Future Volume (vph)	55	519	24	7	225	27	16	10	14	20	24	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. 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	0.994			0.985			0.913			0.920		
Flt Protected	0.995			0.999			0.950			0.950		
Satd. Flow (prot)	0	3500	0	0	3483	0	1770	1701	0	1770	1714	0
Flt Permitted	0.895			0.938			0.720			0.740		
Satd. Flow (perm)	0	3149	0	0	3270	0	1341	1701	0	1378	1714	0
Right Turn on Red	Yes			Yes			Yes			Yes		
Satd. Flow (RTOR)	7			20			15			30		
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	715			447			282			865		
Travel Time (s)	16.3			10.2			6.4			19.7		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	60	564	26	8	245	29	17	11	15	22	26	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	650	0	0	282	0	17	26	0	22	56	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			12			12			12		
Link Offset(ft)	0			0			0			0		
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9		15		9		15		9	
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	4		4		4		2		2		2	
Permitted Phases	4		4		4		2		2		2	
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.5	20.5	20.5	20.5	20.5	20.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	42.9%	42.9%	42.9%	42.9%	42.9%	42.9%	57.1%	57.1%	57.1%	57.1%	57.1%	57.1%
Maximum Green (s)	26.0	26.0	26.0	26.0	26.0	26.0	35.5	35.5	35.5	35.5	35.5	35.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	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)	4.0		4.0		4.0		4.5		4.5		4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	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	0	0	0
Act Effect Green (s)	26.0		26.0		26.0		35.5		35.5		35.5	
Actuated g/C Ratio	0.37		0.37		0.37		0.51		0.51		0.51	
v/c Ratio	0.55		0.23		0.23		0.03		0.03		0.06	
Control Delay	19.4		14.6		14.6		8.8		5.8		8.9	
Queue Delay	0.0		0.0		0.0		0.0		0.0		0.0	
Total Delay	19.4		14.6		14.6		8.8		5.8		8.9	

Lanes, Volumes, Timings  
9: Cornelia Street & Court Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B		B		B		A		A		A	
Approach Delay	19.4		14.6		14.6		7.0		7.0		6.4	
Approach LOS	B		B		B		A		A		A	
Intersection Summary												
Area Type:	Other											
Cycle Length:	70											
Actuated Cycle Length:	70											
Offset:	25.5 (36%), Referenced to phase 2:NBSB and 6:, Start of Yellow											
Natural Cycle:	45											
Control Type:	Pretimed											
Maximum v/c Ratio:	0.55											
Intersection Signal Delay:	16.7						Intersection LOS: B					
Intersection Capacity Utilization:	42.2%						ICU Level of Service A					
Analysis Period (min):	15											

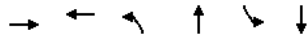
Splits and Phases: 9: Cornelia Street & Court Street



Queues

9: Cornelia Street & Court Street

10/08/2018



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	650	282	17	26	22	56
v/c Ratio	0.55	0.23	0.03	0.03	0.03	0.06
Control Delay	19.4	14.6	8.8	5.8	8.9	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.4	14.6	8.8	5.8	8.9	5.4
Queue Length 50th (ft)	112	39	3	2	4	5
Queue Length 95th (ft)	161	65	12	13	14	21
Internal Link Dist (ft)	635	367		202		785
Turn Bay Length (ft)						
Base Capacity (vph)	1174	1227	680	870	698	884
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	0.55	0.23	0.03	0.03	0.03	0.06

Intersection Summary

Lanes, Volumes, Timings

10: Broadway & 5S

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	65	907	49	136	941	0	34	5	14	32	50	17
Future Volume (vph)	65	907	49	136	941	0	34	5	14	32	50	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	257		0	253		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fit		0.992						0.891				0.962
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3511	0	1770	3539	0	1770	1660	0	1770	1792	0
Fit Permitted	0.226			0.217			0.418			0.743		
Satd. Flow (perm)	421	3511	0	404	3539	0	779	1660	0	1384	1792	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9						16				13
Link Speed (mph)		30			30			30				30
Link Distance (ft)		699			306			481				508
Travel Time (s)		15.9			7.0			10.9				11.5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	72	1008	54	151	1046	0	38	6	16	36	56	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	1062	0	151	1046	0	38	22	0	36	75	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	5	2		1	6		3	8			4	
Permitted Phases	2			6			8			4		

Lanes, Volumes, Timings

10: Broadway & 5S

10/08/2018

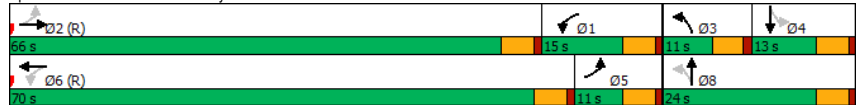


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	15.0		6.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	11.0	20.0		11.0	20.0		11.0	11.0		11.0	11.0	
Total Split (s)	11.0	66.0		15.0	70.0		11.0	24.0		13.0	13.0	
Total Split (%)	10.5%	62.9%		14.3%	66.7%		10.5%	22.9%		12.4%	12.4%	
Maximum Green (s)	6.0	61.0		10.0	65.0		6.0	19.0		8.0	8.0	
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		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead		Lead	Lag		Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0		3.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	74.4	68.4		79.1	73.5		15.9	15.9		8.4	8.4	
Actuated g/C Ratio	0.71	0.65		0.75	0.70		0.15	0.15		0.08	0.08	
v/c Ratio	0.19	0.46		0.37	0.42		0.21	0.08		0.33	0.49	
Control Delay	4.0	5.3		12.6	14.9		37.0	18.1		52.7	48.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	4.0	5.3		12.6	14.9		37.0	18.1		52.7	48.5	
LOS	A	A		B	B		D	B		D	D	
Approach Delay		5.3			14.6			30.1			49.8	
Approach LOS		A			B			C			D	

Intersection Summary

Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 10 (10%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.49  
 Intersection Signal Delay: 12.3 Intersection LOS: B  
 Intersection Capacity Utilization 55.2% ICU Level of Service B  
 Analysis Period (min) 15

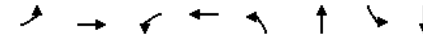
Splits and Phases: 10: Broadway & 5S



Queues

10: Broadway & 5S

10/08/2018



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	72	1062	151	1046	38	22	36	75
v/c Ratio	0.19	0.46	0.37	0.42	0.21	0.08	0.33	0.49
Control Delay	4.0	5.3	12.6	14.9	37.0	18.1	52.7	48.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.0	5.3	12.6	14.9	37.0	18.1	52.7	48.5
Queue Length 50th (ft)	2	214	26	172	21	3	23	41
Queue Length 95th (ft)	10	270	89	367	47	23	55	84
Internal Link Dist (ft)		619		226		401		428
Turn Bay Length (ft)	257		253					
Base Capacity (vph)	375	2329	442	2544	184	345	119	166
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	0.19	0.46	0.34	0.41	0.21	0.06	0.30	0.45

Intersection Summary

Lanes, Volumes, Timings

11: Broadway & La Fayette Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	15	111	21	33	136	11	11	53	16	10	56	26
Future Volume (vph)	15	111	21	33	136	11	11	53	16	10	56	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981			0.992			0.974			0.962	
Flt Protected		0.995			0.991			0.993			0.995	
Satd. Flow (prot)	0	1818	0	0	1831	0	0	1802	0	0	1783	0
Flt Permitted		0.970			0.937			0.967			0.975	
Satd. Flow (perm)	0	1773	0	0	1731	0	0	1754	0	0	1747	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			8			17			28	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		632			310			359			481	
Travel Time (s)		14.4			7.0			8.2			10.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	121	23	36	148	12	12	58	17	11	61	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	160	0	0	196	0	0	87	0	0	100	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases		4			4			2			2	
Minimum Split (s)	20.5	20.5		20.5	20.5		20.5	20.5		20.5	20.5	
Total Split (s)	35.0	35.0		35.0	35.0		25.0	25.0		25.0	25.0	
Total Split (%)	58.3%	58.3%		58.3%	58.3%		41.7%	41.7%		41.7%	41.7%	
Maximum Green (s)	30.5	30.5		30.5	30.5		20.5	20.5		20.5	20.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont 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 Effect Green (s)		30.5			30.5			20.5			20.5	
Actuated g/C Ratio		0.51			0.51			0.34			0.34	
v/c Ratio		0.18			0.22			0.14			0.16	
Control Delay		7.6			8.7			12.3			11.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		7.6			8.7			12.3			11.4	

Lanes, Volumes, Timings

11: Broadway & La Fayette Street

10/08/2018

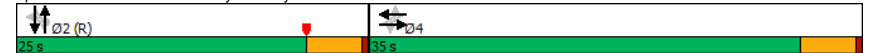


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		A			A			B			B	
Approach Delay		7.6			8.7			12.3			11.4	
Approach LOS		A			A			B			B	

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	20.5 (34%), Referenced to phase 2:NBSB and 6:, Start of Yellow
Natural Cycle:	45
Control Type:	Pretimed
Maximum v/c Ratio:	0.22
Intersection Signal Delay:	9.4
Intersection Capacity Utilization:	29.7%
ICU Level of Service:	A
Analysis Period (min):	15

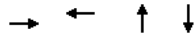
Splits and Phases: 11: Broadway & La Fayette Street



Queues

11: Broadway & La Fayette Street

10/08/2018



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	160	196	87	100
v/c Ratio	0.18	0.22	0.14	0.16
Control Delay	7.6	8.7	12.3	11.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	7.6	8.7	12.3	11.4
Queue Length 50th (ft)	25	35	17	18
Queue Length 95th (ft)	52	66	43	46
Internal Link Dist (ft)	552	230	279	401
Turn Bay Length (ft)				
Base Capacity (vph)	911	883	610	615
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	0.18	0.22	0.14	0.16

Intersection Summary

Lanes, Volumes, Timings

12: Broadway & Columbia Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	15	152	19	17	52	12	7	54	50	14	81	15
Future Volume (vph)	15	152	19	17	52	12	7	54	50	14	81	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.980			0.940			0.982	
Flt Protected		0.996			0.990			0.997			0.994	
Satd. Flow (prot)	0	1829	0	0	1807	0	0	1746	0	0	1818	0
Flt Permitted		0.983			0.942			0.984			0.964	
Satd. Flow (perm)	0	1805	0	0	1720	0	0	1723	0	0	1763	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			13			54			14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		586			664			963			359	
Travel Time (s)		13.3			15.1			21.9			8.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	165	21	18	57	13	8	59	54	15	88	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	202	0	0	88	0	0	121	0	0	119	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			6	
Permitted Phases		4			4			2			6	
Minimum Split (s)	20.5	20.5		20.5	20.5		20.0	20.0		20.0	20.0	
Total Split (s)	35.0	35.0		35.0	35.0		20.0	20.0		20.0	20.0	
Total Split (%)	63.6%	63.6%		63.6%	63.6%		36.4%	36.4%		36.4%	36.4%	
Maximum Green (s)	30.5	30.5		30.5	30.5		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont 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)		30.5			30.5			16.0			16.0	
Actuated g/C Ratio		0.55			0.55			0.29			0.29	
v/c Ratio		0.20			0.09			0.22			0.23	
Control Delay		6.2			5.4			10.4			14.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.2			5.4			10.4			14.6	

Lanes, Volumes, Timings  
12: Broadway & Columbia Street

10/08/2018

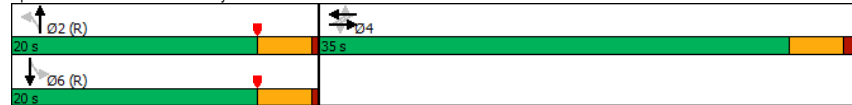


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		A			A			B			B	
Approach Delay		6.2			5.4			10.4			14.6	
Approach LOS		A			A			B			B	

Intersection Summary

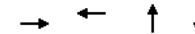
Area Type:	Other
Cycle Length:	55
Actuated Cycle Length:	55
Offset:	1 (2%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle:	45
Control Type:	Pretimed
Maximum v/c Ratio:	0.23
Intersection Signal Delay:	8.9
Intersection Capacity Utilization:	27.8%
Analysis Period (min):	15
Intersection LOS:	A
ICU Level of Service:	A

Splits and Phases: 12: Broadway & Columbia Street



Queues  
12: Broadway & Columbia Street

10/08/2018

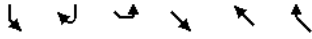


Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	202	88	121	119
v/c Ratio	0.20	0.09	0.22	0.23
Control Delay	6.2	5.4	10.4	14.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	6.2	5.4	10.4	14.6
Queue Length 50th (ft)	27	10	16	26
Queue Length 95th (ft)	53	26	48	59
Internal Link Dist (ft)	506	584	883	279
Turn Bay Length (ft)				
Base Capacity (vph)	1008	959	539	522
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	0.20	0.09	0.22	0.23

Intersection Summary

Lanes, Volumes, Timings  
13: Court Street & Broadway

10/08/2018



Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	Y			Y	Y	
Traffic Volume (vph)	16	41	138	405	223	30
Future Volume (vph)	16	41	138	405	223	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.902				0.982	
Flt Protected	0.986			0.987		
Satd. Flow (prot)	1657	0	0	3493	3476	0
Flt Permitted	0.986			0.987		
Satd. Flow (perm)	1657	0	0	3493	3476	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	963			447	202	
Travel Time (s)	21.9			10.2	4.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	45	150	440	242	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	0	0	590	275	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	35.7%
ICU Level of Service	A
Analysis Period (min)	15

HCM 2010 TWSC  
13: Court Street & Broadway

10/08/2018

Intersection						
Int Delay, s/veh	2.3					
Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	16	41	138	405	223	30
Future Vol, veh/h	16	41	138	405	223	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	45	150	440	242	33

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	779	138	275
Stage 1	259	-	-
Stage 2	520	-	-
Critical Hdwy	6.84	6.94	4.14
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	2.22
Pot Cap-1 Maneuver	333	885	1285
Stage 1	761	-	-
Stage 2	561	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	281	885	1285
Mov Cap-2 Maneuver	281	-	-
Stage 1	643	-	-
Stage 2	561	-	-

Approach	SB	SE	NW
HCM Control Delay, s	12.3	2.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	1285	-	552
HCM Lane V/C Ratio	-	-	0.117	-	0.112
HCM Control Delay (s)	-	-	8.2	0.4	12.3
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.4	-	0.4

HCM Unsignalized Intersection Capacity Analysis  
 14: Washington Street/Washington St & 5S

10/10/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑				↑			↑
Traffic Volume (veh/h)	0	930	7	0	1071	3	0	0	9	0	0	8
Future Volume (Veh/h)	0	930	7	0	1071	3	0	0	9	0	0	8
Sign Control	Free			Free			Yield			Yield		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	1033	8	0	1190	3	0	0	10	0	0	9
Pedestrians	15											
Lane Width (ft)	12.0											
Walking Speed (ft/s)	4.0											
Percent Blockage	1											
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)	306			725								
pX, platoon unblocked	0.86			0.83			0.91	0.91	0.83	0.91	0.91	0.86
vC, conflicting volume	1193			1041			1647	2230	520	1708	2232	612
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	889			653			793	1436	30	860	1438	209
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	99	100	100	99
cM capacity (veh/h)	649			776			247	120	867	224	120	673
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	689	352	793	400	10	9						
Volume Left	0	0	0	0	0	0						
Volume Right	0	8	0	3	10	9						
cSH	1700	1700	1700	1700	867	673						
Volume to Capacity	0.41	0.21	0.47	0.24	0.01	0.01						
Queue Length 95th (ft)	0	0	0	0	1	1						
Control Delay (s)	0.0	0.0	0.0	0.0	9.2	10.4						
Lane LOS				A			B					
Approach Delay (s)	0.0	0.0		9.2		10.4						
Approach LOS				A		B						
<b>Intersection Summary</b>												
Average Delay	0.1											
Intersection Capacity Utilization	39.7%			ICU Level of Service			A					
Analysis Period (min)	15											



Lanes, Volumes, Timings

14: Washington Street/Washington St & 5S

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑				↑			↑
Traffic Volume (vph)	0	930	7	0	1071	3	0	0	9	0	0	8
Future Volume (vph)	0	930	7	0	1071	3	0	0	9	0	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	0		1	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Flt		0.999							0.865			0.865
Flt Protected												
Satd. Flow (prot)	0	3536	0	0	3539	0	0	0	1611	0	0	1611
Flt Permitted												
Satd. Flow (perm)	0	3536	0	0	3539	0	0	0	1611	0	0	1611
Link Speed (mph)		30			30				30			30
Link Distance (ft)		306			333				450			317
Travel Time (s)		7.0			7.6				10.2			7.2
Confl. Peds. (#/hr)									15			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1033	8	0	1190	3	0	0	10	0	0	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1041	0	0	1193	0	0	0	10	0	0	9
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12				0			0
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Yield				Yield

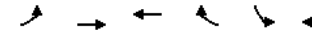
Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	39.7%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings

16: La Fayette Street & Washington Street

10/08/2018



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Traffic Volume (vph)	8	119	171	10	14	15
Future Volume (vph)	8	119	171	10	14	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Flt			0.992		0.930	
Flt Protected		0.997			0.976	
Satd. Flow (prot)	0	1857	1848	0	1691	0
Flt Permitted		0.997			0.976	
Satd. Flow (perm)	0	1857	1848	0	1691	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		310	319		450	
Travel Time (s)		7.0	7.3		10.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	129	186	11	15	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	138	197	0	31	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	22.8%
ICU Level of Service	A
Analysis Period (min)	15

HCM 2010 TWSC

16: La Fayette Street & Washington Street

10/08/2018

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	8	119	171	10	14	15
Future Vol, veh/h	8	119	171	10	14	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	129	186	11	15	16
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	197	0	0	339	192	
Stage 1	-	-	-	192	-	
Stage 2	-	-	-	147	-	
Critical Hdwy	4.12	-	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	5.42	-	
Follow-up Hdwy	2.218	-	-	3.518	3.318	
Pot Cap-1 Maneuver	1376	-	-	657	850	
Stage 1	-	-	-	841	-	
Stage 2	-	-	-	880	-	
Platoon blocked, %	-	-	-	-	-	
Mov Cap-1 Maneuver	1376	-	-	652	850	
Mov Cap-2 Maneuver	-	-	-	652	-	
Stage 1	-	-	-	835	-	
Stage 2	-	-	-	880	-	
Approach	EB	WB	SB			
HCM Control Delay, s	0.5	0	10.1			
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1376	-	-	-	741	
HCM Lane V/C Ratio	0.006	-	-	-	0.043	
HCM Control Delay (s)	7.6	0	-	-	10.1	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Lanes, Volumes, Timings

17: Seneca Street & S5

10/08/2018

	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	76	850	46	0	983	15	0	0	11	0	0	88
Future Volume (vph)	76	850	46	0	983	15	0	0	11	0	0	88
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	1		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fit		0.992			0.998				0.865			0.865
Fit Protected	0.950											
Satd. Flow (prot)	1752	3482	0	0	3532	0	0	0	1644	0	0	1644
Fit Permitted	0.950											
Satd. Flow (perm)	1752	3482	0	0	3532	0	0	0	1644	0	0	1644
Link Speed (mph)		30			30				30			30
Link Distance (ft)		333			392				423			252
Travel Time (s)		7.6			8.9				9.6			5.7
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	3%	3%	0%	2%	2%	2%	0%	2%	0%	2%	2%	0%
Adj. Flow (vph)	92	1024	55	0	1184	18	0	0	13	0	0	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	92	1079	0	0	1202	0	0	0	13	0	0	106
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12				0			0
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Yield			Yield	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	39.8%						ICU Level of Service A					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis  
 17: Seneca Street & 5S

10/10/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔			↕			↕
Traffic Volume (veh/h)	76	850	46	0	983	15	0	0	11	0	0	88
Future Volume (Veh/h)	76	850	46	0	983	15	0	0	11	0	0	88
Sign Control	Free			Free			Yield			Yield		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	92	1024	55	0	1184	18	0	0	13	0	0	106
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)	639			392								
pX, platoon unblocked	0.84			0.85			0.91	0.91	0.85	0.91	0.91	0.84
vC, conflicting volume	1202			1024			1828	2438	540	1889	2401	601
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	860			679			987	1654	110	1054	1614	145
tC, single (s)	4.2			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	86			100			100	100	98	100	100	86
cM capacity (veh/h)	648			774			143	76	791	144	81	741
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1					
Volume Total	92	683	396	789	413	13	106					
Volume Left	92	0	0	0	0	0	0					
Volume Right	0	0	55	0	18	13	106					
cSH	648	1700	1700	1700	1700	791	741					
Volume to Capacity	0.14	0.40	0.23	0.46	0.24	0.02	0.14					
Queue Length 95th (ft)	12	0	0	0	0	1	12					
Control Delay (s)	11.5	0.0	0.0	0.0	0.0	9.6	10.7					
Lane LOS	B			A			B					
Approach Delay (s)	0.9			0.0		9.6	10.7					
Approach LOS	B			A			B					
Intersection Summary												
Average Delay	0.9											
Intersection Capacity Utilization	39.8%			ICU Level of Service			A					
Analysis Period (min)	15											

Lanes, Volumes, Timings

19: Seneca Street & La Fayette Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔			↔			↔		
Traffic Volume (vph)	15	116	4	7	126	15	4	3	4	14	3	62
Future Volume (vph)	15	116	4	7	126	15	4	3	4	14	3	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.996			0.987			0.951			0.894		
Flt Protected	0.995			0.998			0.982			0.991		
Satd. Flow (prot)	0	1846	0	0	1835	0	0	1740	0	0	1650	0
Flt Permitted	0.995			0.998			0.982			0.991		
Satd. Flow (perm)	0	1846	0	0	1835	0	0	1740	0	0	1650	0
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	319			216			181			423		
Travel Time (s)	7.3			4.9			4.1			9.6		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	126	4	8	137	16	4	3	4	15	3	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	146	0	0	161	0	0	11	0	0	85	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0			0			0			0		
Link Offset(ft)	0			0			0			0		
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Free			Free			Stop			Stop		

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	23.8%
ICU Level of Service	A
Analysis Period (min)	15

HCM 2010 TWSC

19: Seneca Street & La Fayette Street

10/08/2018

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔			↔			↔		
Traffic Vol, veh/h	15	116	4	7	126	15	4	3	4	14	3	62
Future Vol, veh/h	15	116	4	7	126	15	4	3	4	14	3	62
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	126	4	8	137	16	4	3	4	15	3	67

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	153	0	0	130
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1428	-	-	1455
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1428	-	-	1455
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.4	10.6	9.9
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	652	1428	-	-	1455	-	-	817
HCM Lane V/C Ratio	0.018	0.011	-	-	0.005	-	-	0.105
HCM Control Delay (s)	10.6	7.5	0	-	7.5	0	-	9.9
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.4

Lanes, Volumes, Timings

20: Genesee St & 5S

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (vph)	2	746	170	127	851	7	45	155	42	41	435	35
Future Volume (vph)	2	746	170	127	851	7	45	155	42	41	435	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	150		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.972			0.999			0.968			0.989	
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3474	0	1770	3502	0	1770	1662	0	1770	3469	0
Fit Permitted	0.224			0.183			0.248			0.445		
Satd. Flow (perm)	417	3474	0	341	3502	0	462	1662	0	829	3469	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			1			14				9
Link Speed (mph)		30			30			30				30
Link Distance (ft)		392			616			464				307
Travel Time (s)		8.9			14.0			10.5				7.0
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 (%)	2%	1%	1%	2%	3%	2%	2%	13%	2%	2%	3%	2%
Adj. Flow (vph)	2	867	198	148	990	8	52	180	49	48	506	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	1065	0	148	998	0	52	229	0	48	547	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lanes, Volumes, Timings

20: Genesee St & 5S

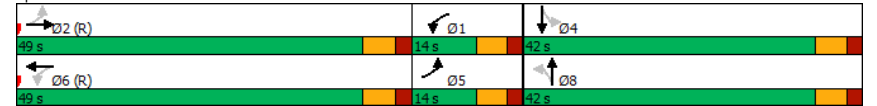
10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	8.0	15.0		8.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	14.0	46.0		14.0	46.0		42.0	42.0		42.0	42.0	
Total Split (s)	14.0	49.0		14.0	49.0		42.0	42.0		42.0	42.0	
Total Split (%)	13.3%	46.7%		13.3%	46.7%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	8.0	43.0		8.0	43.0		36.0	36.0		36.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lead		Lag	Lead							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	1.0		3.0	3.0		2.5	2.5		2.5	2.5	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		33.0			33.0		29.0	29.0		29.0	29.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effect Green (s)	64.3	56.1		70.5	68.0		22.0	22.0		22.0	22.0	
Actuated g/C Ratio	0.61	0.53		0.67	0.65		0.21	0.21		0.21	0.21	
v/c Ratio	0.01	0.57		0.42	0.44		0.54	0.64		0.28	0.75	
Control Delay	3.0	9.8		17.8	11.6		56.6	43.2		37.3	44.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	3.0	9.8		17.8	11.6		56.6	43.2		37.3	44.4	
LOS	A	A		B	B		E	D		D	D	
Approach Delay		9.7			12.4			45.7			43.8	
Approach LOS		A			B			D			D	

Intersection Summary

Area Type:	Other
Cycle Length:	105
Actuated Cycle Length:	105
Offset:	32 (30%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	105
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.75
Intersection Signal Delay:	20.6
Intersection LOS:	C
Intersection Capacity Utilization:	71.2%
ICU Level of Service:	C
Analysis Period (min):	15

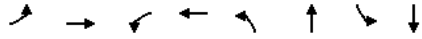
Splits and Phases: 20: Genesee St & 5S



Queues

20: Genesee St & 5S

10/08/2018



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	2	1065	148	998	52	229	48	547
v/c Ratio	0.01	0.57	0.42	0.44	0.54	0.64	0.28	0.75
Control Delay	3.0	9.8	17.8	11.6	56.6	43.2	37.3	44.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.0	9.8	17.8	11.6	56.6	43.2	37.3	44.4
Queue Length 50th (ft)	0	93	32	143	31	133	27	178
Queue Length 95th (ft)	m1	340	62	296	66	188	55	209
Internal Link Dist (ft)		312	536		384		227	
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	361	1870	349	2267	158	579	284	1195
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	0.01	0.57	0.42	0.44	0.33	0.40	0.17	0.46

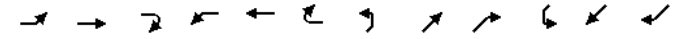
Intersection Summary

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

Lanes, Volumes, Timings

22: Genesee Street & La Fayette Street/Bleecker Street

10/08/2018

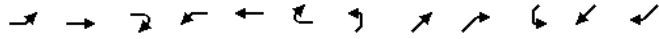


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕↕			↕↕	
Traffic Volume (vph)	22	103	36	29	82	9	19	164	21	84	443	44
Future Volume (vph)	22	103	36	29	82	9	19	164	21	84	443	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.970			0.990			0.984			0.988	
Fit Protected		0.993			0.988			0.995			0.993	
Satd. Flow (prot)	0	1794	0	0	1822	0	0	3465	0	0	3472	0
Fit Permitted		0.940			0.886			0.876			0.860	
Satd. Flow (perm)	0	1698	0	0	1634	0	0	3051	0	0	3007	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			4			20			19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		216			304			420			464	
Travel Time (s)		4.9			6.9			9.5			10.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	112	39	32	89	10	21	178	23	91	482	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	175	0	0	131	0	0	222	0	0	621	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			6		5	2	
Permitted Phases	4			8			6			2		
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		9.0	23.0	
Total Split (s)	28.0	28.0		27.0	27.0		58.0	58.0		9.0	69.0	
Total Split (%)	28.9%	28.9%		27.8%	27.8%		59.8%	59.8%		9.3%	71.1%	
Maximum Green (s)	21.0	21.0		20.0	20.0		51.0	51.0		4.0	64.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		3.0	3.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			5.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont 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)		21.0			21.0			53.0			64.0	
Actuated g/C Ratio		0.22			0.22			0.55			0.66	
v/c Ratio		0.46			0.37			0.13			0.31	
Control Delay		35.0			34.9			10.0			7.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		35.0			34.9			10.0			7.1	

Lanes, Volumes, Timings

22: Genesee Street & La Fayette Street/Bleecker Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
LOS		C			C			A			A	
Approach Delay		35.0			34.9			10.0			7.1	
Approach LOS		C			C			A			A	

Intersection Summary

Area Type: Other  
 Cycle Length: 97  
 Actuated Cycle Length: 97  
 Offset: 33 (34%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow  
 Natural Cycle: 55  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.46  
 Intersection Signal Delay: 15.1 Intersection LOS: B  
 Intersection Capacity Utilization 48.5% ICU Level of Service A  
 Analysis Period (min) 15

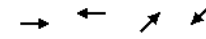
Splits and Phases: 22: Genesee Street & La Fayette Street/Bleecker Street



Queues

22: Genesee Street & La Fayette Street/Bleecker Street

10/08/2018



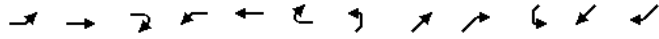
Lane Group	EBT	WBT	NET	SWT
Lane Group Flow (vph)	175	131	222	621
v/c Ratio	0.46	0.37	0.13	0.31
Control Delay	35.0	34.9	10.0	7.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	35.0	34.9	10.0	7.1
Queue Length 50th (ft)	87	67	30	72
Queue Length 95th (ft)	152	122	48	96
Internal Link Dist (ft)	136	224	340	384
Turn Bay Length (ft)				
Base Capacity (vph)	378	356	1676	2009
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	0.46	0.37	0.13	0.31

Intersection Summary

Lanes, Volumes, Timings

23: Columbia Street/Elizabeth Street & Genesee Street

10/08/2018

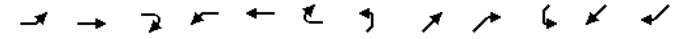


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔			↔			↔↔			↔↔	
Traffic Volume (vph)	23	130	28	11	47	21	27	170	23	99	386	26
Future Volume (vph)	23	130	28	11	47	21	27	170	23	99	386	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.979			0.964			0.984			0.992	
Flt Protected		0.994			0.993			0.994			0.990	
Satd. Flow (prot)	0	1813	0	0	1783	0	0	3462	0	0	3476	0
Flt Permitted		0.951			0.942			0.853			0.759	
Satd. Flow (perm)	0	1734	0	0	1692	0	0	2971	0	0	2665	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			18			19			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		664			274			195			420	
Travel Time (s)		15.1			6.2			4.4			9.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	141	30	12	51	23	29	185	25	108	420	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	196	0	0	86	0	0	239	0	0	556	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		custom	NA	
Protected Phases		4			8			6			2	
Permitted Phases		4			8			6			5	
Minimum Split (s)	14.0	14.0		14.0	14.0		23.5	23.5		23.5	23.5	
Total Split (s)	29.0	29.0		29.0	29.0		56.0	56.0		11.0	67.0	
Total Split (%)	30.2%	30.2%		30.2%	30.2%		58.3%	58.3%		11.5%	69.8%	
Maximum Green (s)	22.0	22.0		22.0	22.0		49.0	49.0		5.0	60.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		2.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont 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 Effect Green (s)		22.0			22.0			49.0			60.0	
Actuated g/C Ratio		0.23			0.23			0.51			0.62	
v/c Ratio		0.49			0.21			0.16			0.33	
Control Delay		35.3			25.6			7.5			9.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		35.3			25.6			7.5			9.0	

Lanes, Volumes, Timings

23: Columbia Street/Elizabeth Street & Genesee Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
LOS		D			C			A			A	
Approach Delay		35.3			25.6			7.5			9.0	
Approach LOS		D			C			A			A	
Intersection Summary												
Area Type:	Other											
Cycle Length:	96											
Actuated Cycle Length:	96											
Offset:	14 (15%), Referenced to phase 2:SWT and 6:NETL, Start of Yellow											
Natural Cycle:	65											
Control Type:	Pretimed											
Maximum v/c Ratio:	0.49											
Intersection Signal Delay:	14.8						Intersection LOS: B					
Intersection Capacity Utilization:	50.9%						ICU Level of Service A					
Analysis Period (min):	15											

Splits and Phases: 23: Columbia Street/Elizabeth Street & Genesee Street

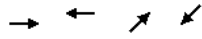




Queues

23: Columbia Street/Elizabeth Street & Genesee Street

10/08/2018



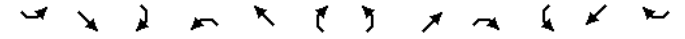
Lane Group	EBT	WBT	NET	SWT
Lane Group Flow (vph)	196	86	239	556
v/c Ratio	0.49	0.21	0.16	0.33
Control Delay	35.3	25.6	7.5	9.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	35.3	25.6	7.5	9.0
Queue Length 50th (ft)	99	33	35	75
Queue Length 95th (ft)	168	74	56	105
Internal Link Dist (ft)	584	194	115	340
Turn Bay Length (ft)				
Base Capacity (vph)	404	401	1525	1669
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	0.49	0.21	0.16	0.33

Intersection Summary

Lanes, Volumes, Timings

24: Broad St & Genesee St SB Off-Ramp

10/08/2018



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑		↑	↑					↑	↑	
Traffic Volume (vph)	0	80	30	27	78	0	0	0	0	533	54	0
Future Volume (vph)	0	80	30	27	78	0	0	0	0	533	54	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	100	0	0	0	0	0	0	0	0	0
Storage Lanes	0	0	1	0	0	0	0	0	0	1	0	0
Taper Length (ft)	25		25		25		25		25		25	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.959										
Fit Protected				0.950						0.950	0.961	
Satd. Flow (prot)	0	3394	0	1770	1863	0	0	0	0	1681	1701	0
Fit Permitted				0.676						0.950	0.961	
Satd. Flow (perm)	0	3394	0	1259	1863	0	0	0	0	1681	1701	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33										
Link Speed (mph)		30			30			30				30
Link Distance (ft)		342			169			195				367
Travel Time (s)		7.8			3.8			4.4				8.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	87	33	29	85	0	0	0	0	579	59	0
Shared Lane Traffic (%)										45%		
Lane Group Flow (vph)	0	120	0	29	85	0	0	0	0	318	320	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		100		20	100					20	100	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		6		20	6					20	6	
Detector 1 Type		CI+Ex		CI+Ex	CI+Ex					CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		CI+Ex			CI+Ex						CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		1			1						4	
Permitted Phases				1							4	

Lanes, Volumes, Timings

24: Broad St & Genesee St SB Off-Ramp

10/08/2018



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase		1		1	1					4	4	
Switch Phase												
Minimum Initial (s)		4.0		4.0	4.0					4.0	4.0	
Minimum Split (s)		9.0		9.0	9.0					26.0	26.0	
Total Split (s)		20.0		20.0	20.0					60.0	60.0	
Total Split (%)		25.0%		25.0%	25.0%					75.0%	75.0%	
Maximum Green (s)		15.0		15.0	15.0					55.0	55.0	
Yellow Time (s)		3.5		3.5	3.5					3.5	3.5	
All-Red Time (s)		1.5		1.5	1.5					1.5	1.5	
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 Optimize?												
Vehicle Extension (s)		2.0		2.0	2.0					2.0	2.0	
Recall Mode		None		None	None					None	None	
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	
Flash Dont Walk (s)		14.0		14.0	14.0					14.0	14.0	
Pedestrian Calls (#/hr)		25		25	25					25	25	
Act Effect Green (s)		8.3		8.3	8.3					12.1	12.1	
Actuated g/C Ratio		0.29		0.29	0.29					0.42	0.42	
v/c Ratio		0.12		0.08	0.16					0.45	0.45	
Control Delay		7.7		10.2	10.4					9.9	9.9	
Queue Delay		0.0		0.0	0.0					0.0	0.0	
Total Delay		7.7		10.2	10.4					9.9	9.9	
LOS		A		B	B					A	A	
Approach Delay		7.7			10.4						9.9	
Approach LOS		A			B						A	

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	28.7
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.45
Intersection Signal Delay:	9.6
Intersection Capacity Utilization:	32.7%
Analysis Period (min):	15
Intersection LOS:	A
ICU Level of Service:	A

Splits and Phases: 24: Broad St & Genesee St SB Off-Ramp



Queues

24: Broad St & Genesee St SB Off-Ramp

10/08/2018



Lane Group	SET	NWL	NWT	SWL	SWT
Lane Group Flow (vph)	120	29	85	318	320
v/c Ratio	0.12	0.08	0.16	0.45	0.45
Control Delay	7.7	10.2	10.4	9.9	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	7.7	10.2	10.4	9.9	9.9
Queue Length 50th (ft)	4	3	9	27	27
Queue Length 95th (ft)	20	17	37	132	132
Internal Link Dist (ft)	262		89		287
Turn Bay Length (ft)		100			
Base Capacity (vph)	2128	784	1161	1681	1701
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	0.06	0.04	0.07	0.19	0.19

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	28.7
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.45
Intersection Signal Delay:	9.6
Intersection Capacity Utilization:	32.7%
Analysis Period (min):	15
Intersection LOS:	A
ICU Level of Service:	A

Lanes, Volumes, Timings

25: Blandina Street & Genesee Street

10/10/2018

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations					↔			↔			↔	
Traffic Volume (vph)	0	0	0	17	6	3	3	194	7	85	299	30
Future Volume (vph)	0	0	0	17	6	3	3	194	7	85	299	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt					0.986			0.995			0.989	
Flt Protected					0.969			0.999			0.990	
Satd. Flow (prot)	0	0	0	0	1780	0	0	3518	0	0	3465	0
Flt Permitted					0.969			0.951			0.825	
Satd. Flow (perm)	0	0	0	0	1780	0	0	3349	0	0	2888	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					3			7			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		313			160			152			194	
Travel Time (s)		7.1			3.6			3.5			4.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	18	7	3	3	211	8	92	325	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	28	0	0	222	0	0	450	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Perm		NA		Perm		NA		Perm	
Protected Phases					4			2			2	
Permitted Phases					4			2			2	
Minimum Split (s)				70.5	70.5		70.5	70.5		70.5	70.5	
Total Split (s)				30.0	30.0		80.0	80.0		80.0	80.0	
Total Split (%)				27.3%	27.3%		72.7%	72.7%		72.7%	72.7%	
Maximum Green (s)				24.0	24.0		74.0	74.0		74.0	74.0	
Yellow Time (s)				4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)				2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)					0.0			0.0			0.0	
Total Lost Time (s)					6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)				7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)				11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)				0	0		0	0		0	0	
Act Effct Green (s)					24.0			74.0			74.0	
Actuated g/C Ratio					0.22			0.67			0.67	
v/c Ratio					0.07			0.10			0.23	
Control Delay					32.1			6.2			7.1	
Queue Delay					0.0			0.0			0.0	
Total Delay					32.1			6.2			7.1	

Lanes, Volumes, Timings

25: Blandina Street & Genesee Street

10/10/2018

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
LOS								C			A	A
Approach Delay								32.1			6.2	7.1
Approach LOS								C			A	A
Intersection Summary												
Area Type:	Other											
Cycle Length:	110											
Actuated Cycle Length:	110											
Offset:	0 (0%), Referenced to phase 2:NESW and 6:, Start of Yellow											
Natural Cycle:	145											
Control Type:	Pretimed											
Maximum v/c Ratio:	0.23											
Intersection Signal Delay:	7.8						Intersection LOS: A					
Intersection Capacity Utilization:	36.5%						ICU Level of Service A					
Analysis Period (min):	15											
Splits and Phases:	25: Blandina Street & Genesee Street											

Queues

25: Blandina Street & Genesee Street

10/10/2018












Lane Group	SBT	NET	SWT
Lane Group Flow (vph)	28	222	450
v/c Ratio	0.07	0.10	0.23
Control Delay	32.1	6.2	7.1
Queue Delay	0.0	0.0	0.0
Total Delay	32.1	6.2	7.1
Queue Length 50th (ft)	14	25	56
Queue Length 95th (ft)	39	38	77
Internal Link Dist (ft)	80	72	114
Turn Bay Length (ft)			
Base Capacity (vph)	390	2255	1948
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.07	0.10	0.23
<b>Intersection Summary</b>			

Lanes, Volumes, Timings

26: Genesee St/Genesee Street & Bank Place

10/08/2018

						
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations			 		 	
Traffic Volume (vph)	0	0	208	18	23	280
Future Volume (vph)	0	0	208	18	23	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.988					
Flt Protected	0.996					
Satd. Flow (prot)	0	0	3497	0	0	3525
Flt Permitted	0.921					
Satd. Flow (perm)	0	0	3497	0	0	3260
Right Turn on Red	Yes		Yes			
Satd. Flow (RTOR)						
Link Speed (mph)	30	30		30		
Link Distance (ft)	399	483		150		
Travel Time (s)	9.1	11.0		3.4		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	226	20	25	304
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	246	0	0	329
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0	0		0		
Link Offset(ft)	0	0		0		
Crosswalk Width(ft)	16	16		16		
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9		15	
Number of Detectors			2	1	2	
Detector Template			Thru	Left	Thru	
Leading Detector (ft)			100	20	100	
Trailing Detector (ft)			0	0	0	
Detector 1 Position(ft)			0	0	0	
Detector 1 Size(ft)			6	20	6	
Detector 1 Type			CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel						
Detector 1 Extend (s)			0.0	0.0	0.0	
Detector 1 Queue (s)			0.0	0.0	0.0	
Detector 1 Delay (s)			0.0	0.0	0.0	
Detector 2 Position(ft)			94	94		
Detector 2 Size(ft)			6	6		
Detector 2 Type			CI+Ex	CI+Ex		
Detector 2 Channel						
Detector 2 Extend (s)			0.0	0.0		
Turn Type			NA	Perm	NA	
Protected Phases			6	2		
Permitted Phases			2			
Detector Phase			6	2	2	
Switch Phase						
Minimum Initial (s)			5.0	5.0	5.0	

Lanes, Volumes, Timings

26: Genesee St/Genesee Street & Bank Place

10/08/2018

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Minimum Split (s)			23.0		21.0	21.0
Total Split (s)			82.0		82.0	82.0
Total Split (%)			100.0%		100.0%	100.0%
Maximum Green (s)			77.0		77.0	77.0
Yellow Time (s)			3.0		3.0	3.0
All-Red Time (s)			2.0		2.0	2.0
Lost Time Adjust (s)			0.0		0.0	0.0
Total Lost Time (s)			5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)			3.0		3.0	3.0
Recall Mode			None		None	None
Walk Time (s)			5.0		5.0	5.0
Flash Dont Walk (s)			11.0		11.0	11.0
Pedestrian Calls (#/hr)			0		0	0
Act Effct Green (s)			9.3		9.4	9.4
Actuated g/C Ratio			0.83		0.84	0.84
v/c Ratio			0.08		0.12	0.12
Control Delay			0.2		0.3	0.3
Queue Delay			0.0		0.0	0.0
Total Delay			0.2		0.3	0.3
LOS			A		A	A
Approach Delay			0.2		0.3	0.3
Approach LOS			A		A	A

Intersection Summary	
Area Type:	Other
Cycle Length:	82
Actuated Cycle Length:	11.2
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.12
Intersection Signal Delay:	0.2
Intersection LOS:	A
Intersection Capacity Utilization:	23.1%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 26: Genesee St/Genesee Street & Bank Place



Queues

26: Genesee St/Genesee Street & Bank Place

10/08/2018

Lane Group	NET	SWT
Lane Group Flow (vph)	246	329
v/c Ratio	0.08	0.12
Control Delay	0.2	0.3
Queue Delay	0.0	0.0
Total Delay	0.2	0.3
Queue Length 50th (ft)	0	0
Queue Length 95th (ft)	0	0
Internal Link Dist (ft)	403	70
Turn Bay Length (ft)		
Base Capacity (vph)	3497	3260
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.07	0.10

Intersection Summary

Lanes, Volumes, Timings

27: Genesee St & Hopper St/Court Street

10/08/2018

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕↕			↕↕			↕↕			↕↕	
Traffic Volume (vph)	4	319	68	1	180	26	10	262	23	6	246	33
Future Volume (vph)	4	319	68	1	180	26	10	262	23	6	246	33
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	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.974			0.981			0.988			0.983	
Flt Protected								0.998			0.999	
Satd. Flow (prot)	0	3447	0	0	3472	0	0	3490	0	0	3476	0
Flt Permitted		0.952			0.953			0.942			0.948	
Satd. Flow (perm)	0	3282	0	0	3309	0	0	3294	0	0	3298	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			14			16			26	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		202			224			440			483	
Travel Time (s)		4.6			5.1			10.0			11.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	347	74	1	196	28	11	285	25	7	267	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	425	0	0	225	0	0	321	0	0	310	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases		2			2			4			4	
Minimum Split (s)	11.0	11.0		11.0	11.0		55.0	55.0		55.0	55.0	
Total Split (s)	33.0	33.0		33.0	33.0		75.0	75.0		75.0	75.0	
Total Split (%)	30.6%	30.6%		30.6%	30.6%		69.4%	69.4%		69.4%	69.4%	
Maximum Green (s)	27.0	27.0		27.0	27.0		69.0	69.0		69.0	69.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		11.0	11.0		11.0	11.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		38.0	38.0		38.0	38.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effect Green (s)		27.0			27.0			69.0			69.0	
Actuated g/C Ratio		0.25			0.25			0.64			0.64	
v/c Ratio		0.51			0.27			0.15			0.15	
Control Delay		35.4			31.5			7.6			7.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		35.4			31.5			7.6			7.3	

Lanes, Volumes, Timings

27: Genesee St & Hopper St/Court Street

10/08/2018

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
LOS		D			C			A			A	
Approach Delay		35.4			31.5			7.6			7.3	
Approach LOS		D			C			A			A	
<b>Intersection Summary</b>												
Area Type:	Other											
Cycle Length:	108											
Actuated Cycle Length:	108											
Offset:	31.5 (29%), Referenced to phase 2:NWSE and 6:, Start of Yellow											
Natural Cycle:	70											
Control Type:	Pretimed											
Maximum v/c Ratio:	0.51											
Intersection Signal Delay:	20.9						Intersection LOS: C					
Intersection Capacity Utilization:	39.2%						ICU Level of Service A					
Analysis Period (min):	15											

Splits and Phases: 27: Genesee St & Hopper St/Court Street



Queues

27: Genesee St & Hopper St/Court Street

10/08/2018



Lane Group	SET	NWT	NET	SWT
Lane Group Flow (vph)	425	225	321	310
v/c Ratio	0.51	0.27	0.15	0.15
Control Delay	35.4	31.5	7.6	7.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	35.4	31.5	7.6	7.3
Queue Length 50th (ft)	126	61	40	37
Queue Length 95th (ft)	176	95	58	55
Internal Link Dist (ft)	122	144	360	403
Turn Bay Length (ft)				
Base Capacity (vph)	837	837	2110	2116
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	0.51	0.27	0.15	0.15
<b>Intersection Summary</b>				



# Future No-Build PM Synchro Reports



Lanes, Volumes, Timings  
1: NB Off-Ramp & Court Street

10/08/2018

	→	↖	↗	←	↘	↙
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑↑		↖↗	↑	↖↗	↖↗
Traffic Volume (vph)	345	0	0	569	33	170
Future Volume (vph)	345	0	0	569	33	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	0.97	1.00	0.97	0.88
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	3539	0	3614	1863	3433	2787
Flt Permitted					0.950	
Satd. Flow (perm)	3539	0	3614	1863	3433	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						185
Link Speed (mph)	30			30	30	
Link Distance (ft)	428			388	569	
Travel Time (s)	9.7			8.8	12.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	375	0	0	618	36	185
Shared Lane Traffic (%)						
Lane Group Flow (vph)	375	0	0	618	36	185
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	36			36	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	CI+Ex			CI+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		Prot	NA	Prot	Prot
Protected Phases	2		1	6	3	8
Permitted Phases						
Detector Phase	2		1	6	3	8
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0

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C&S Companies

Synchro 10 Report  
Page 1

Lanes, Volumes, Timings  
1: NB Off-Ramp & Court Street

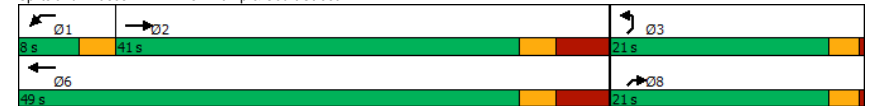
10/08/2018

	→	↖	↗	←	↘	↙
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Minimum Split (s)	23.5		8.0	23.5	20.0	20.0
Total Split (s)	41.0		8.0	49.0	21.0	21.0
Total Split (%)	58.6%		11.4%	70.0%	30.0%	30.0%
Maximum Green (s)	33.5		5.0	41.5	18.0	18.0
Yellow Time (s)	3.0		3.0	3.0	2.5	2.5
All-Red Time (s)	4.5		0.0	4.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5		3.0	7.5	3.0	3.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Max		None	None	Max	None
Walk Time (s)	5.0			5.0	5.0	5.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	33.7			33.7	18.0	18.0
Actuated g/C Ratio	0.54			0.54	0.29	0.29
v/c Ratio	0.20			0.61	0.04	0.20
Control Delay	7.6			13.1	16.2	3.8
Queue Delay	0.0			0.3	0.0	0.0
Total Delay	7.6			13.4	16.2	3.8
LOS	A			B	B	A
Approach Delay	7.6			13.4	5.8	
Approach LOS	A			B	A	

Intersection Summary

Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 62.2  
 Natural Cycle: 55  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.61  
 Intersection Signal Delay: 10.2  
 Intersection Capacity Utilization 42.9%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 1: NB Off-Ramp & Court Street



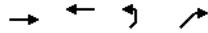
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C&S Companies

Synchro 10 Report  
Page 2

Queues

1: NB Off-Ramp & Court Street

10/08/2018



Lane Group	EBT	WBT	NEL	NER
Lane Group Flow (vph)	375	618	36	185
v/c Ratio	0.20	0.61	0.04	0.20
Control Delay	7.6	13.1	16.2	3.8
Queue Delay	0.0	0.3	0.0	0.0
Total Delay	7.6	13.4	16.2	3.8
Queue Length 50th (ft)	34	145	5	0
Queue Length 95th (ft)	54	237	14	21
Internal Link Dist (ft)	348	308	489	
Turn Bay Length (ft)				
Base Capacity (vph)	1916	1244	993	938
Starvation Cap Reductn	0	197	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.20	0.59	0.04	0.20

Intersection Summary

Lanes, Volumes, Timings

2: State Street/EB Off-Ramp

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔						↑	↗			↖
Traffic Volume (vph)	414	17	178	0	0	0	0	450	100	146	4	0
Future Volume (vph)	414	17	178	0	0	0	0	450	100	146	4	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	8	8	8	12	12	12	12	12	12
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				
Flt Protected		0.967									0.953	
Satd. Flow (prot)	0	1742	0	0	0	0	0	1881	1583	0	1726	0
Flt Permitted		0.967									0.314	
Satd. Flow (perm)	0	1742	0	0	0	0	0	1881	1583	0	569	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		61							109			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		161			214			378			268	
Travel Time (s)		3.7			4.9			8.6			6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	1%	2%	5%	0%	0%
Adj. Flow (vph)	450	18	193	0	0	0	0	489	109	159	4	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	661	0	0	0	0	0	489	109	0	163	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.20	1.20	1.20	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA						NA	Perm	Perm	NA	
Protected Phases		4						2			2	
Permitted Phases	4								2	2		
Minimum Split (s)	8.5	8.5						8.5	8.5	8.5	8.5	
Total Split (s)	20.0	20.0						20.0	20.0	20.0	20.0	
Total Split (%)	50.0%	50.0%						50.0%	50.0%	50.0%	50.0%	
Maximum Green (s)	15.5	15.5						15.5	15.5	15.5	15.5	
Yellow Time (s)	3.0	3.0						3.0	3.0	3.0	3.0	
All-Red Time (s)	1.5	1.5						1.5	1.5	1.5	1.5	
Lost Time Adjust (s)		0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5						4.5	4.5	4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	15.0	15.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		15.5						15.5	15.5		15.5	
Actuated g/C Ratio		0.39						0.39	0.39		0.39	
v/c Ratio		0.93						0.67	0.16		0.74	
Control Delay		35.5						11.4	3.0		37.6	

Lanes, Volumes, Timings  
2: State Street/EB Off-Ramp

10/08/2018

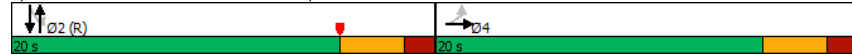


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0						0.0	0.0		0.0	
Total Delay		35.5						11.4	3.0		37.6	
LOS		D						B	A		D	
Approach Delay		35.5						9.9			37.6	
Approach LOS		D						A			D	

Intersection Summary

Area Type:	Other
Cycle Length:	40
Actuated Cycle Length:	40
Offset:	15.5 (39%), Referenced to phase 2:NBSB and 6:, Start of Yellow
Natural Cycle:	55
Control Type:	Pretimed
Maximum v/c Ratio:	0.93
Intersection Signal Delay:	25.0
Intersection LOS:	C
Intersection Capacity Utilization:	77.9%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 2: State Street/EB Off-Ramp



Queues  
2: State Street/EB Off-Ramp

10/08/2018



Lane Group	EBT	NBT	NBR	SBT
Lane Group Flow (vph)	661	489	109	163
v/c Ratio	0.93	0.67	0.16	0.74
Control Delay	35.5	11.4	3.0	37.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	35.5	11.4	3.0	37.6
Queue Length 50th (ft)	120	79	0	29
Queue Length 95th (ft)	#297	m134	m5	#108
Internal Link Dist (ft)	81	298		188
Turn Bay Length (ft)				
Base Capacity (vph)	712	728	680	220
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	0.93	0.67	0.16	0.74

Intersection Summary

#	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.

Lanes, Volumes, Timings

3: State Street & La Fayette Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Volume (vph)	53	55	8	62	131	74	16	417	31	24	149	10
Future Volume (vph)	53	55	8	62	131	74	16	417	31	24	149	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	0	123	0	0	0	0	0	0
Storage Lanes	0	0	0	0	0	1	0	1	0	1	0	0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991			0.963			0.990			0.991	
Fit Protected		0.978			0.988		0.950			0.950		
Satd. Flow (prot)	0	1782	0	0	1765	0	1805	1864	0	1805	1883	0
Fit Permitted		0.783			0.906		0.608			0.165		
Satd. Flow (perm)	0	1427	0	0	1618	0	1155	1864	0	314	1883	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			39			5				4
Link Speed (mph)		30			30			30				30
Link Distance (ft)		187			726			313				378
Travel Time (s)		4.3			16.5			7.1				8.6
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	7%	0%	2%	4%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	60	62	9	70	147	83	18	469	35	27	167	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	131	0	0	300	0	18	504	0	27	178	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	27.0	27.0		27.0	27.0		26.5	26.5		26.5	26.5	
Total Split (s)	50.0	50.0		50.0	50.0		30.0	30.0		30.0	30.0	
Total Split (%)	62.5%	62.5%		62.5%	62.5%		37.5%	37.5%		37.5%	37.5%	
Maximum Green (s)	45.0	45.0		45.0	45.0		25.5	25.5		25.5	25.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effect Green (s)		45.0			45.0		25.5	25.5		25.5	25.5	
Actuated g/C Ratio		0.56			0.56		0.32	0.32		0.32	0.32	

Lanes, Volumes, Timings

3: State Street & La Fayette Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.16				0.32		0.05	0.84		0.27	0.30	
Control Delay		8.5			9.2		19.5	40.3		24.4	19.5	
Queue Delay		0.0			0.0		0.0	43.8		0.0	0.0	
Total Delay		8.5			9.2		19.5	84.1		24.4	19.5	
LOS		A			A		B	F		C	B	
Approach Delay		8.5			9.2		81.9			20.2		
Approach LOS		A			A		F			C		

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	15.5 (19%), Referenced to phase 2:NBSB and 6:, Start of Yellow
Natural Cycle:	55
Control Type:	Pretimed
Maximum v/c Ratio:	0.84
Intersection Signal Delay:	43.8
Intersection LOS:	D
Intersection Capacity Utilization:	47.8%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 3: State Street & La Fayette Street



Queues

3: State Street & La Fayette Street

10/08/2018



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	131	300	18	504	27	178
v/c Ratio	0.16	0.32	0.05	0.84	0.27	0.30
Control Delay	8.5	9.2	19.5	40.3	24.4	19.5
Queue Delay	0.0	0.0	0.0	43.8	0.0	0.0
Total Delay	8.5	9.2	19.5	84.1	24.4	19.5
Queue Length 50th (ft)	27	63	6	230	8	50
Queue Length 95th (ft)	53	108	21	#391	m9	m56
Internal Link Dist (ft)	107	646		233		298
Turn Bay Length (ft)			123			
Base Capacity (vph)	806	927	368	597	100	602
Starvation Cap Reductn	0	0	0	131	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.32	0.05	1.08	0.27	0.30

Intersection Summary

# 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.

Lanes, Volumes, Timings

4: State Street & Columbia Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (vph)	54	103	39	30	112	86	46	329	42	16	191	9
Future Volume (vph)	54	103	39	30	112	86	46	329	42	16	191	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	114		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fit	0.973			0.949			0.983			0.993		
Fit Protected	0.986			0.993			0.950			0.950		
Satd. Flow (prot)	0	1589	0	0	1558	0	1770	1831	0	1805	1869	0
Fit Permitted	0.851			0.932			0.611			0.446		
Satd. Flow (perm)	0	1371	0	0	1462	0	1138	1831	0	847	1869	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			79			14				5
Link Speed (mph)		30			30			30				30
Link Distance (ft)		304			712			867				313
Travel Time (s)		6.9			16.2			19.7				7.1
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	4%	3%	3%	0%	7%	0%	2%	2%	2%	0%	1%	0%
Parking (#/hr)		0			0							
Adj. Flow (vph)	64	123	46	36	133	102	55	392	50	19	227	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	233	0	0	271	0	55	442	0	19	238	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		Perm			NA			Perm			NA	

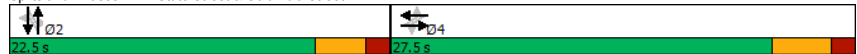
Lanes, Volumes, Timings  
4: State Street & Columbia Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	9.0		9.0	9.0		8.5	8.5		8.5	8.5	
Total Split (s)	27.5	27.5		27.5	27.5		22.5	22.5		22.5	22.5	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		45.0%	45.0%		45.0%	45.0%	
Maximum Green (s)	22.5	22.5		22.5	22.5		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effect Green (s)		12.6			12.6		22.6	22.6		22.6	22.6	
Actuated g/C Ratio		0.28			0.28		0.50	0.50		0.50	0.50	
v/c Ratio		0.57			0.58		0.10	0.48		0.04	0.25	
Control Delay		16.9			14.3		8.5	10.7		8.4	8.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		16.9			14.3		8.5	10.7		8.4	8.7	
LOS		B			B		A	B		A	A	
Approach Delay		16.9			14.3			10.5			8.6	
Approach LOS		B			B			B			A	

Intersection Summary	
Area Type:	Other
Cycle Length:	50
Actuated Cycle Length:	44.8
Natural Cycle:	40
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.58
Intersection Signal Delay:	12.1
Intersection LOS:	B
Intersection Capacity Utilization:	54.6%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 4: State Street & Columbia Street



Queues  
4: State Street & Columbia Street

10/08/2018

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	233	271	55	442	19	238
v/c Ratio	0.57	0.58	0.10	0.48	0.04	0.25
Control Delay	16.9	14.3	8.5	10.7	8.4	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.9	14.3	8.5	10.7	8.4	8.7
Queue Length 50th (ft)	42	39	6	62	2	30
Queue Length 95th (ft)	80	79	25	153	12	79
Internal Link Dist (ft)	224	632		787		233
Turn Bay Length (ft)					114	
Base Capacity (vph)	712	781	573	929	426	943
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	0.33	0.35	0.10	0.48	0.04	0.25

Intersection Summary



Lanes, Volumes, Timings  
5: Court Street & State Street

10/08/2018

	↖	→	↘	↙	←	↖	↙	↘	↗	↘	↙	↘
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖		↖	↖		↖	↖		↖	↖	↖
Traffic Volume (vph)	142	326	142	47	412	86	77	149	20	53	168	68
Future Volume (vph)	142	326	142	47	412	86	77	149	20	53	168	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	153		0	350		0	165		0	167		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.954			0.974			0.982			0.957	
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3356	0	1805	3487	0	1805	1839	0	1770	1805	0
Fit Permitted	0.332			0.460			0.509			0.609		
Satd. Flow (perm)	618	3356	0	874	3487	0	967	1839	0	1134	1805	0
Right Turn on Red		Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)		91			33			9			27	
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	388			720			284			867		
Travel Time (s)	8.8			16.4			6.5			19.7		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	4%	0%	1%	0%	0%	1%	5%	2%	1%	0%
Adj. Flow (vph)	158	362	158	52	458	96	86	166	22	59	187	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	158	520	0	52	554	0	86	188	0	59	263	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			12			12			12		
Link Offset(ft)	0			0			0			0		
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

MVTIS 04/12/2016 Future No Build  
C&S Companies

Synchro 10 Report  
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Lanes, Volumes, Timings  
5: Court Street & State Street

10/08/2018

	↖	→	↘	↙	←	↖	↙	↘	↗	↘	↙	↘
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	6.0		4.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	8.0	23.0		8.0	23.0		30.0	30.0		30.0	30.0	
Total Split (s)	14.0	36.0		14.0	36.0		35.0	35.0		35.0	35.0	
Total Split (%)	16.5%	42.4%		16.5%	42.4%		41.2%	41.2%		41.2%	41.2%	
Maximum Green (s)	10.0	31.0		10.0	31.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	1.5		0.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.0		4.0	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	None	None		None	C-Max		Max	Max		Max	Max	
Walk Time (s)		4.0			4.0			4.0			4.0	
Flash Dont Walk (s)		14.0			14.0			21.0			21.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	45.1	38.2		39.8	32.2		30.0	30.0		30.0	30.0	
Actuated g/C Ratio	0.53	0.45		0.47	0.38		0.35	0.35		0.35	0.35	
v/c Ratio	0.35	0.33		0.11	0.41		0.25	0.29		0.15	0.40	
Control Delay	12.2	14.0		10.1	19.6		22.1	20.3		20.1	20.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.2	14.0		10.1	19.6		22.1	20.3		20.1	20.7	
LOS	B	B		B	B		C	C		C	C	
Approach Delay		13.6			18.8			20.9			20.6	
Approach LOS		B			B			C			C	

Intersection Summary

Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	85
Offset:	61 (72%), Referenced to phase 6:WBTL, Start of Yellow
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.41
Intersection Signal Delay:	17.5
Intersection LOS:	B
Intersection Capacity Utilization:	55.8%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 5: Court Street & State Street

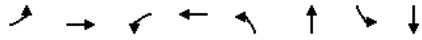


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Queues  
5: Court Street & State Street

10/08/2018



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	158	520	52	554	86	188	59	263
v/c Ratio	0.35	0.33	0.11	0.41	0.25	0.29	0.15	0.40
Control Delay	12.2	14.0	10.1	19.6	22.1	20.3	20.1	20.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.2	14.0	10.1	19.6	22.1	20.3	20.1	20.7
Queue Length 50th (ft)	40	80	12	106	32	67	21	93
Queue Length 95th (ft)	71	123	28	152	69	119	49	158
Internal Link Dist (ft)		308		640		204		787
Turn Bay Length (ft)	153		350		165		167	
Base Capacity (vph)	464	1559	553	1339	341	654	400	654
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	0.34	0.33	0.09	0.41	0.25	0.29	0.15	0.40

Intersection Summary

Lanes, Volumes, Timings  
6: Cornelia Street/Cornelia St & 5S

10/08/2018



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBT	SBR2	NER	NER2
Lane Configurations	↑↑		↑↑			↑↓		↑		↓	↓
Traffic Volume (vph)	846	14	1120	2	76	16	18	16	186	245	7
Future Volume (vph)	846	14	1120	2	76	16	18	16	186	245	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	0		0		0		0
Storage Lanes		0		0	0		0		0		1
Taper Length (ft)					25						
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.997					0.978		0.876		0.865	
Fit Protected						0.967					
Satd. Flow (prot)	3488	0	3539	0	0	1797	0	1634	0	1591	0
Fit Permitted						0.444					
Satd. Flow (perm)	3488	0	3539	0	0	825	0	1634	0	1591	0
Right Turn on Red				Yes			No		Yes		No
Satd. Flow (RTOR)								113			
Link Speed (mph)	30		30			30		30			
Link Distance (ft)	284		699			468		334			
Travel Time (s)	6.5		15.9			10.6		7.6			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	14%	2%	0%	0%	0%	0%	0%	2%	3%	14%
Adj. Flow (vph)	940	16	1244	2	84	18	20	18	207	272	8
Shared Lane Traffic (%)											
Lane Group Flow (vph)	956	0	1246	0	0	122	0	225	0	280	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Right	Left	Right	Right	Right
Median Width(ft)	12		12			0		0			
Link Offset(ft)	0		0			0		0			
Crosswalk Width(ft)	16		16			16		16			
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9		9	15		9		9	9	9
Number of Detectors	2		2		1	2		2		1	
Detector Template	Thru		Thru		Left	Thru		Thru		Right	
Leading Detector (ft)	100		100		20	100		100		20	
Trailing Detector (ft)	0		0		0	0		0		0	
Detector 1 Position(ft)	0		0		0	0		0		0	
Detector 1 Size(ft)	6		6		20	6		6		20	
Detector 1 Type	CI+Ex		CI+Ex		CI+Ex	CI+Ex		CI+Ex		CI+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 1 Queue (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 1 Delay (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 2 Position(ft)	94		94			94		94			
Detector 2 Size(ft)	6		6			6		6			
Detector 2 Type	CI+Ex		CI+Ex			CI+Ex		CI+Ex			
Detector 2 Channel											
Detector 2 Extend (s)	0.0		0.0			0.0		0.0			
Turn Type	NA		NA		Perm	NA		NA		Prot	
Protected Phases	2		6			4		8		1	

Lanes, Volumes, Timings

6: Cornelia Street/Cornelia St & 5S

10/08/2018

	→	↘	←	↙	↑	↗	↓	↘	↙	↘	↙
Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBT	SBR2	NER	NER2
Permitted Phases					4						
Detector Phase	2		6		4	4		8		1	
Switch Phase											
Minimum Initial (s)	12.0		12.0		6.0	6.0		6.0		6.0	
Minimum Split (s)	17.0		17.0		11.0	11.0		11.0		11.0	
Total Split (s)	51.0		85.0		25.0	25.0		25.0		34.0	
Total Split (%)	46.4%		77.3%		22.7%	22.7%		22.7%		30.9%	
Maximum Green (s)	46.0		80.0		20.0	20.0		20.0		29.0	
Yellow Time (s)	3.5		3.5		3.5	3.5		3.5		3.5	
All-Red Time (s)	1.5		1.5		1.5	1.5		1.5		1.5	
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)	2.0		2.0		2.0	2.0		2.0		2.0	
Recall Mode	C-Min		C-Min		None	None		None		None	
Act Effct Green (s)	49.2		77.3		22.7	22.7		22.7		23.1	
Actuated g/C Ratio	0.45		0.70		0.21	0.21		0.21		0.21	
v/c Ratio	0.61		0.50		0.72	0.53		0.84		0.84	
Control Delay	26.7		4.4		63.9	23.3		63.0		63.0	
Queue Delay	0.0		0.0		0.0	0.0		0.0		0.0	
Total Delay	26.7		4.4		63.9	23.3		63.0		63.0	
LOS	C		A		E	E		C		E	
Approach Delay	26.7		4.4		63.9	23.3		23.3			
Approach LOS	C		A		E	E		C			

Intersection Summary

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 21.8 Intersection LOS: C  
 Intersection Capacity Utilization 74.6% ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 6: Cornelia Street/Cornelia St & 5S



Queues

6: Cornelia Street/Cornelia St & 5S

10/08/2018

	→	←	↑	↓	↗
Lane Group	EBT	WBT	NBT	SBT	NER
Lane Group Flow (vph)	956	1246	122	225	280
v/c Ratio	0.61	0.50	0.72	0.53	0.84
Control Delay	26.7	4.4	63.9	23.3	63.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	26.7	4.4	63.9	23.3	63.0
Queue Length 50th (ft)	283	33	79	65	189
Queue Length 95th (ft)	361	108	#185	149	272
Internal Link Dist (ft)	204	619	388	254	
Turn Bay Length (ft)					
Base Capacity (vph)	1608	2599	176	438	419
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	0.59	0.48	0.69	0.51	0.67

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Lanes, Volumes, Timings

7: Cornelia Street & La Fayette Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	7	102	11	17	236	26	26	75	21	5	17	15
Future Volume (vph)	7	102	11	17	236	26	26	75	21	5	17	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987			0.987			0.977			0.945	
Flt Protected		0.997			0.997			0.989			0.994	
Satd. Flow (prot)	0	1851	0	0	1825	0	0	1790	0	0	1606	0
Flt Permitted		0.982			0.983			0.945			0.972	
Satd. Flow (perm)	0	1823	0	0	1800	0	0	1711	0	0	1571	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			12			21			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		726			620			330			468	
Travel Time (s)		16.5			14.1			7.5			10.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	0%	9%	6%	2%	4%	4%	0%	10%	0%	0%	0%
Parking (#/hr)												
Adj. Flow (vph)	7	109	12	18	251	28	28	80	22	5	18	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	128	0	0	297	0	0	130	0	0	39	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.14	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	30.0	30.0		30.0	30.0		25.0	25.0		25.0	25.0	
Total Split (%)	54.5%	54.5%		54.5%	54.5%		45.5%	45.5%		45.5%	45.5%	
Maximum Green (s)	25.0	25.0		25.0	25.0		20.0	20.0		20.0	20.0	
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?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont 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 Effect Green (s)		25.0			25.0			20.0			20.0	
Actuated g/C Ratio		0.45			0.45			0.36			0.36	
w/c Ratio		0.15			0.36			0.20			0.07	
Control Delay		8.6			10.9			11.3			8.0	

Lanes, Volumes, Timings

7: Cornelia Street & La Fayette Street

10/08/2018

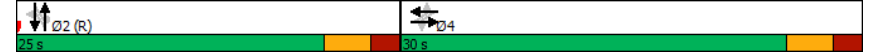


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		8.6			10.9			11.3			8.0	
LOS		A			B			B			A	
Approach Delay		8.6			10.9			11.3			8.0	
Approach LOS		A			B			B			A	

Intersection Summary

Area Type:	Other
Cycle Length:	55
Actuated Cycle Length:	55
Offset:	22 (40%), Referenced to phase 2:NBSB and 6:, Start of Green
Natural Cycle:	45
Control Type:	Pretimed
Maximum v/c Ratio:	0.36
Intersection Signal Delay:	10.3
Intersection LOS:	B
Intersection Capacity Utilization:	38.2%
ICU Level of Service:	A
Analysis Period (min):	15

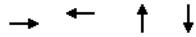
Splits and Phases: 7: Cornelia Street & La Fayette Street



Queues

7: Cornelia Street & La Fayette Street

10/08/2018



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	128	297	130	39
v/c Ratio	0.15	0.36	0.20	0.07
Control Delay	8.6	10.9	11.3	8.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	8.6	10.9	11.3	8.0
Queue Length 50th (ft)	21	56	24	6
Queue Length 95th (ft)	46	104	54	m13
Internal Link Dist (ft)	646	540	250	388
Turn Bay Length (ft)				
Base Capacity (vph)	835	824	635	581
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	0.15	0.36	0.20	0.07

Intersection Summary

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

Lanes, Volumes, Timings

8: Cornelia Street & Columbia Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	26	133	19	22	180	20	34	72	18	2	32	11
Future Volume (vph)	26	133	19	22	180	20	34	72	18	2	32	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.988			0.980			0.968	
Fit Protected		0.993			0.995			0.986			0.997	
Satd. Flow (prot)	0	1786	0	0	1774	0	0	1811	0	0	1748	0
Fit Permitted		0.930			0.958			0.922			0.991	
Satd. Flow (perm)	0	1673	0	0	1708	0	0	1693	0	0	1737	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			10			18			14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		712			573			850			330	
Travel Time (s)		16.2			13.0			19.3			7.5	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles (%)	8%	4%	0%	4%	6%	0%	3%	1%	0%	50%	0%	10%
Adj. Flow (vph)	34	175	25	29	237	26	45	95	24	3	42	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	234	0	0	292	0	0	164	0	0	59	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	20.5	20.5		20.5	20.5		20.5	20.5		20.5	20.5	
Total Split (s)	30.0	30.0		30.0	30.0		30.0	30.0		30.0	30.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	25.5	25.5		25.5	25.5		25.5	25.5		25.5	25.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont 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 Effect Green (s)		25.5			25.5			25.5			25.5	
Actuated g/C Ratio		0.42			0.42			0.42			0.42	
v/c Ratio		0.33			0.40			0.22			0.08	
Control Delay		12.5			13.6			10.7			8.8	
Queue Delay		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings

8: Cornelia Street & Columbia Street

10/08/2018

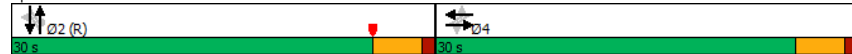


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		12.5			13.6			10.7			8.8	
LOS		B			B			B			A	
Approach Delay		12.5			13.6			10.7			8.8	
Approach LOS		B			B			B			A	

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	15.5 (26%), Referenced to phase 2:NBSB and 6:, Start of Yellow
Natural Cycle:	45
Control Type:	Pretimed
Maximum v/c Ratio:	0.40
Intersection Signal Delay:	12.2
Intersection LOS:	B
Intersection Capacity Utilization:	35.4%
ICU Level of Service:	A
Analysis Period (min):	15

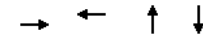
Splits and Phases: 8: Cornelia Street & Columbia Street



Queues

8: Cornelia Street & Columbia Street

10/08/2018



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	234	292	164	59
v/c Ratio	0.33	0.40	0.22	0.08
Control Delay	12.5	13.6	10.7	8.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	12.5	13.6	10.7	8.8
Queue Length 50th (ft)	51	67	32	9
Queue Length 95th (ft)	77	96	53	22
Internal Link Dist (ft)	632	493	770	250
Turn Bay Length (ft)				
Base Capacity (vph)	717	731	729	746
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	0.33	0.40	0.22	0.08

Intersection Summary

Lanes, Volumes, Timings  
9: Cornelia Street & Court Street

10/08/2018

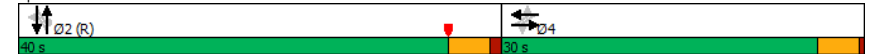
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔			↔↔			↔↔			↔↔		
Traffic Volume (vph)	24	351	20	12	458	26	40	25	14	31	31	58
Future Volume (vph)	24	351	20	12	458	26	40	25	14	31	31	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. 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	0.992		0.992		0.992		0.947		0.902			
Flt Protected	0.997		0.999		0.950		0.950					
Satd. Flow (prot)	0	3520	0	0	3545	0	1805	1799	0	1752	1714	0
Flt Permitted	0.903		0.942		0.690		0.728					
Satd. Flow (perm)	0	3188	0	0	3343	0	1311	1799	0	1343	1714	0
Right Turn on Red	Yes		Yes		Yes		Yes					
Satd. Flow (RTOR)	9		9		16		67					
Link Speed (mph)	30		30		30		30					
Link Distance (ft)	720		199		282		850					
Travel Time (s)	16.4		4.5		6.4		19.3					
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 (%)	9%	1%	0%	0%	1%	0%	0%	0%	3%	0%	0%	0%
Adj. Flow (vph)	28	408	23	14	533	30	47	29	16	36	36	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	459	0	0	577	0	47	45	0	36	103	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12		12		12		12					
Link Offset(ft)	0		0		0		0					
Crosswalk Width(ft)	16		16		16		16					
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9		15		9		15		9	
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	4		4		4		2		2		2	
Permitted Phases	4		4		2		2		2		2	
Minimum Split (s)	20.0	20.0	20.0	20.0	20.5	20.5	20.5	20.5	20.5	20.5	20.5	20.5
Total Split (s)	30.0	30.0	30.0	30.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	42.9%	42.9%	42.9%	42.9%	57.1%	57.1%	57.1%	57.1%	57.1%	57.1%	57.1%	57.1%
Maximum Green (s)	26.0	26.0	26.0	26.0	35.5	35.5	35.5	35.5	35.5	35.5	35.5	35.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	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)	4.0		4.0		4.5		4.5		4.5		4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	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	
Act Effect Green (s)	26.0		26.0		35.5		35.5		35.5		35.5	
Actuated g/C Ratio	0.37		0.37		0.51		0.51		0.51		0.51	
v/c Ratio	0.39		0.46		0.07		0.05		0.05		0.11	
Control Delay	17.0		17.9		9.2		6.6		9.1		4.4	
Queue Delay	0.0		0.0		0.0		0.0		0.0		0.0	

Lanes, Volumes, Timings  
9: Cornelia Street & Court Street

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	17.0		17.9		9.2		6.6		9.1		4.4	
LOS	B		B		A		A		A		A	
Approach Delay	17.0		17.9		7.9		5.7					
Approach LOS	B		B		A		A					
Intersection Summary												
Area Type:	Other											
Cycle Length:	70											
Actuated Cycle Length:	70											
Offset:	25.5 (36%), Referenced to phase 2:NBSB and 6.: Start of Yellow											
Natural Cycle:	45											
Control Type:	Pretimed											
Maximum v/c Ratio:	0.46											
Intersection Signal Delay:	15.5											
Intersection Capacity Utilization:	44.2%											
ICU Level of Service:	A											
Analysis Period (min):	15											

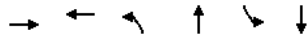
Splits and Phases: 9: Cornelia Street & Court Street



Queues

9: Cornelia Street & Court Street

10/08/2018



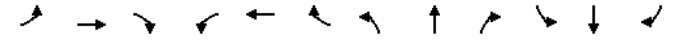
Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	459	577	47	45	36	103
v/c Ratio	0.39	0.46	0.07	0.05	0.05	0.11
Control Delay	17.0	17.9	9.2	6.6	9.1	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.0	17.9	9.2	6.6	9.1	4.4
Queue Length 50th (ft)	72	95	10	6	7	7
Queue Length 95th (ft)	103	130	24	19	20	27
Internal Link Dist (ft)	640	119		202		770
Turn Bay Length (ft)						
Base Capacity (vph)	1189	1247	664	920	681	902
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	0.46	0.07	0.05	0.05	0.11

Intersection Summary

Lanes, Volumes, Timings

10: Broadway & 5S

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	31	1043	19	48	940	0	122	19	27	31	32	37
Future Volume (vph)	31	1043	19	48	940	0	122	19	27	31	32	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr		0.997						0.912				0.920
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3529	0	1770	3539	0	1770	1699	0	1770	1714	0
Fit Permitted	0.215			0.173			0.402			0.724		
Satd. Flow (perm)	400	3529	0	322	3539	0	749	1699	0	1349	1714	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3						30				40
Link Speed (mph)		30			30			30				30
Link Distance (ft)		699			306			523				508
Travel Time (s)		15.9			7.0			11.9				11.5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	34	1159	21	53	1044	0	136	21	30	34	36	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	1180	0	53	1044	0	136	51	0	34	77	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	5	2		1	6		3	8			4	
Permitted Phases	2			6			8			4		



Lanes, Volumes, Timings

10: Broadway & 5S

10/08/2018

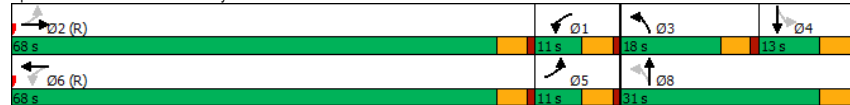


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	15.0		6.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	11.0	20.0		11.0	20.0		11.0	11.0		11.0	11.0	
Total Split (s)	11.0	68.0		11.0	68.0		18.0	31.0		13.0	13.0	
Total Split (%)	10.0%	61.8%		10.0%	61.8%		16.4%	28.2%		11.8%	11.8%	
Maximum Green (s)	6.0	63.0		6.0	63.0		13.0	26.0		8.0	8.0	
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		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead		Lead	Lag		Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0		3.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	75.1	68.3		74.6	69.7		22.9	22.9		7.8	7.8	
Actuated g/C Ratio	0.68	0.62		0.68	0.63		0.21	0.21		0.07	0.07	
v/c Ratio	0.10	0.54		0.18	0.47		0.51	0.14		0.36	0.49	
Control Delay	1.4	4.0		17.2	23.7		41.9	17.0		58.5	36.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	1.4	4.0		17.2	23.7		41.9	17.0		58.5	36.9	
LOS	A	A		B	C		D	B		E	D	
Approach Delay		4.0			23.4			35.1			43.6	
Approach LOS		A			C			D			D	

Intersection Summary

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 7 (6%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.54  
 Intersection Signal Delay: 16.1 Intersection LOS: B  
 Intersection Capacity Utilization 60.4% ICU Level of Service B  
 Analysis Period (min) 15

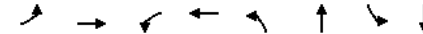
Splits and Phases: 10: Broadway & 5S



Queues

10: Broadway & 5S

10/08/2018



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	34	1180	53	1044	136	51	34	77
v/c Ratio	0.10	0.54	0.18	0.47	0.51	0.14	0.36	0.49
Control Delay	1.4	4.0	17.2	23.7	41.9	17.0	58.5	36.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1.4	4.0	17.2	23.7	41.9	17.0	58.5	36.9
Queue Length 50th (ft)	1	38	16	324	81	12	23	25
Queue Length 95th (ft)	m4	104	40	442	127	40	55	72
Internal Link Dist (ft)		619		226		443		428
Turn Bay Length (ft)	100							
Base Capacity (vph)	357	2241	297	2312	290	447	107	172
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	0.10	0.53	0.18	0.45	0.47	0.11	0.32	0.45

Intersection Summary

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

Lanes, Volumes, Timings

11: Broadway & La Fayette Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔			↔			↔		
Traffic Volume (vph)	8	130	4	19	221	27	10	127	39	8	29	21
Future Volume (vph)	8	130	4	19	221	27	10	127	39	8	29	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.996			0.986			0.970			0.951		
Flt Protected	0.997			0.996			0.997			0.993		
Satd. Flow (prot)	0	1616	0	0	1613	0	0	1582	0	0	1529	0
Flt Permitted	0.979			0.975			0.985			0.954		
Satd. Flow (perm)	0	1587	0	0	1579	0	0	1563	0	0	1469	0
Right Turn on Red	Yes			Yes			Yes			Yes		
Satd. Flow (RTOR)	3			14			26			26		
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	620			346			316			523		
Travel Time (s)	14.1			7.9			7.2			11.9		
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	25%	4%	0%	17%	3%	4%	0%	2%	14%	0%	4%	10%
Parking (#/hr)	0											
Adj. Flow (vph)	10	163	5	24	276	34	13	159	49	10	36	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	178	0	0	334	0	0	221	0	0	72	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0											
Link Offset(ft)	0											
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.14	1.00
Turning Speed (mph)	15		9		15		9		15		9	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	4			4			2			2		
Permitted Phases	4			4			2			2		
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	35.0	35.0		35.0	35.0		25.0	25.0		25.0	25.0	
Total Split (%)	58.3%	58.3%		58.3%	58.3%		41.7%	41.7%		41.7%	41.7%	
Maximum Green (s)	30.0	30.0		30.0	30.0		20.0	20.0		20.0	20.0	
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											
Total Lost Time (s)	5.0		5.0		5.0		5.0		5.0		5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0											
Act Effect Green (s)	30.0			30.0			20.0			20.0		
Actuated g/C Ratio	0.50			0.50			0.33			0.33		
w/c Ratio	0.22			0.42			0.41			0.14		
Control Delay	9.2			11.1			16.4			10.9		

Lanes, Volumes, Timings

11: Broadway & La Fayette Street

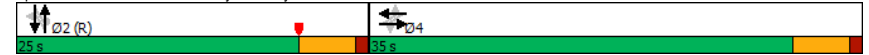
10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0			0.0			0.0			0.0		
Total Delay	9.2			11.1			16.4			10.9		
LOS	A			B			B			B		
Approach Delay	9.2			11.1			16.4			10.9		
Approach LOS	A			B			B			B		

Intersection Summary	
Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	20 (33%), Referenced to phase 2:NBSB and 6:, Start of Yellow
Natural Cycle:	45
Control Type:	Pretimed
Maximum v/c Ratio:	0.42
Intersection Signal Delay:	12.1
Intersection LOS:	B
Intersection Capacity Utilization:	38.6%
ICU Level of Service:	A
Analysis Period (min):	15

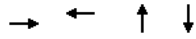
Splits and Phases: 11: Broadway & La Fayette Street



Queues

11: Broadway & La Fayette Street

10/08/2018

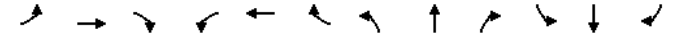


Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	178	334	221	72
v/c Ratio	0.22	0.42	0.41	0.14
Control Delay	9.2	11.1	16.4	10.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	9.2	11.1	16.4	10.9
Queue Length 50th (ft)	33	67	53	11
Queue Length 95th (ft)	55	102	89	30
Internal Link Dist (ft)	540	266	236	443
Turn Bay Length (ft)				
Base Capacity (vph)	795	796	538	507
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	0.22	0.42	0.41	0.14
<b>Intersection Summary</b>				

Lanes, Volumes, Timings

12: Broadway & Columbia Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	20	133	6	18	178	60	32	103	50	8	34	11
Future Volume (vph)	20	133	6	18	178	60	32	103	50	8	34	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.968			0.963			0.971	
Fit Protected		0.994			0.996			0.991			0.992	
Satd. Flow (prot)	0	1827	0	0	1774	0	0	1784	0	0	1705	0
Fit Permitted		0.941			0.975			0.943			0.947	
Satd. Flow (perm)	0	1729	0	0	1737	0	0	1697	0	0	1627	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			45			34			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		573			718			969			316	
Travel Time (s)		13.0			16.3			22.0			7.2	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	16%	1%	0%	0%	4%	2%	0%	2%	2%	12%	3%	17%
Parking (#/hr)		0										
Adj. Flow (vph)	27	177	8	24	237	80	43	137	67	11	45	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	212	0	0	341	0	0	247	0	0	71	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			6	
Permitted Phases	4			4			2			6		
Minimum Split (s)	20.5	20.5		20.5	20.5		20.0	20.0		20.0	20.0	
Total Split (s)	35.0	35.0		35.0	35.0		20.0	20.0		20.0	20.0	
Total Split (%)	63.6%	63.6%		63.6%	63.6%		36.4%	36.4%		36.4%	36.4%	
Maximum Green (s)	30.5	30.5		30.5	30.5		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont 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)		30.5			30.5			16.0			16.0	
Actuated g/C Ratio		0.55			0.55			0.29			0.29	
v/c Ratio		0.22			0.35			0.48			0.15	
Control Delay		6.8			7.0			17.4			13.0	

Lanes, Volumes, Timings  
12: Broadway & Columbia Street

10/08/2018

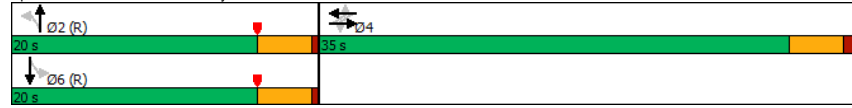


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0			0.0				0.0				0.0
Total Delay	6.8			7.0				17.4				13.0
LOS	A			A				B				B
Approach Delay	6.8			7.0				17.4				13.0
Approach LOS	A			A				B				B

Intersection Summary

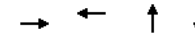
Area Type:	Other
Cycle Length:	55
Actuated Cycle Length:	55
Offset:	53 (96%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	45
Control Type:	Pretimed
Maximum v/c Ratio:	0.48
Intersection Signal Delay:	10.4
Intersection LOS:	B
Intersection Capacity Utilization:	37.8%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 12: Broadway & Columbia Street



Queues  
12: Broadway & Columbia Street

10/08/2018

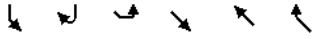


Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	212	341	247	71
v/c Ratio	0.22	0.35	0.48	0.15
Control Delay	6.8	7.0	17.4	13.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	6.8	7.0	17.4	13.0
Queue Length 50th (ft)	30	46	56	13
Queue Length 95th (ft)	47	66	87	30
Internal Link Dist (ft)	493	638	889	236
Turn Bay Length (ft)				
Base Capacity (vph)	961	983	517	483
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	0.22	0.35	0.48	0.15

Intersection Summary

Lanes, Volumes, Timings  
13: Court Street & Broadway

10/08/2018



Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	🚗			🚗	🚗	
Traffic Volume (vph)	52	76	54	345	391	34
Future Volume (vph)	52	76	54	345	391	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.920				0.988	
Flt Protected	0.980			0.993		
Satd. Flow (prot)	1529	0	0	3489	3526	0
Flt Permitted	0.980			0.993		
Satd. Flow (perm)	1529	0	0	3489	3526	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	969			262	183	
Travel Time (s)	22.0			6.0	4.2	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	2%	0%	1%	3%	1%	3%
Parking (#/hr)	0					
Adj. Flow (vph)	63	92	65	416	471	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	155	0	0	481	512	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.14	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	40.5%
ICU Level of Service A	
Analysis Period (min)	15

HCM 2010 TWSC  
13: Court Street & Broadway

10/08/2018

Intersection						
Int Delay, s/veh	2.9					
Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	🚗			🚗	🚗	
Traffic Vol, veh/h	52	76	54	345	391	34
Future Vol, veh/h	52	76	54	345	391	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	0	1	3	1	3
Mvmt Flow	63	92	65	416	471	41

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	830	256	512
Stage 1	492	-	-
Stage 2	338	-	-
Critical Hdwy	6.84	6.9	4.12
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.3	2.21
Pot Cap-1 Maneuver	308	749	1057
Stage 1	580	-	-
Stage 2	694	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	283	749	1057
Mov Cap-2 Maneuver	283	-	-
Stage 1	534	-	-
Stage 2	694	-	-

Approach	SB	SE	NW
HCM Control Delay, s	17.2	1.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	1057	-	449
HCM Lane V/C Ratio	-	-	0.062	-	0.343
HCM Control Delay (s)	-	-	8.6	0.3	17.2
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0.2	-	1.5

HCM Unsignalized Intersection Capacity Analysis  
 14: Washington St & 5S

10/10/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕↕			↕↕				↕			↕	
Traffic Volume (veh/h)	0	1105	4	0	976	1	0	0	24	0	0	16	
Future Volume (Veh/h)	0	1105	4	0	976	1	0	0	24	0	0	16	
Sign Control	Free			Free			Yield			Yield			
Grade	0%			0%			0%			0%			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly flow rate (vph)	0	1228	4	0	1084	1	0	0	27	0	0	18	
Pedestrians	15												
Lane Width (ft)	12.0												
Walking Speed (ft/s)	4.0												
Percent Blockage	1												
Right turn flare (veh)													
Median type	None			None									
Median storage (veh)													
Upstream signal (ft)	306			725									
pX, platoon unblocked	0.87			0.79			0.86	0.86	0.79	0.86	0.86	0.87	
vC, conflicting volume	1085			1232			1787	2315	616	1698	2316	558	
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	806			770			915	1531	0	811	1533	201	
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9	
tC, 2 stage (s)													
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3	
p0 queue free %	100			100			100	100	97	100	100	97	
cM capacity (veh/h)	711			666			188	99	860	225	99	695	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1							
Volume Total	819	413	723	362	27	18							
Volume Left	0	0	0	0	0	0							
Volume Right	0	4	0	1	27	18							
cSH	1700	1700	1700	1700	860	695							
Volume to Capacity	0.48	0.24	0.43	0.21	0.03	0.03							
Queue Length 95th (ft)	0	0	0	0	2	2							
Control Delay (s)	0.0	0.0	0.0	0.0	9.3	10.3							
Lane LOS				A			B						
Approach Delay (s)	0.0	0.0		9.3		10.3							
Approach LOS				A		B							
<b>Intersection Summary</b>													
Average Delay	0.2												
Intersection Capacity Utilization	40.7%			ICU Level of Service			A						
Analysis Period (min)	15												

Lanes, Volumes, Timings

14: Washington St & 5S

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↓			↑↓				↑			↑
Traffic Volume (vph)	0	1105	4	0	976	1	0	0	24	0	0	16
Future Volume (vph)	0	1105	4	0	976	1	0	0	24	0	0	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	0		1	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Flt									0.865			0.865
Flt Protected												
Satd. Flow (prot)	0	3539	0	0	3539	0	0	0	1611	0	0	1611
Flt Permitted												
Satd. Flow (perm)	0	3539	0	0	3539	0	0	0	1611	0	0	1611
Link Speed (mph)		30			30				30			30
Link Distance (ft)		306			333				475			317
Travel Time (s)		7.0			7.6				10.8			7.2
Confl. Peds. (#/hr)									15			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1228	4	0	1084	1	0	0	27	0	0	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1232	0	0	1085	0	0	0	27	0	0	18
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12				0			0
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Yield				Yield

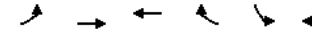
Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	40.7%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings

16: La Fayette Street & Washington St

10/08/2018



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↓		↑	↓
Traffic Volume (vph)	6	98	150	19	9	7
Future Volume (vph)	6	98	150	19	9	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Flt			0.985		0.940	
Flt Protected		0.997			0.973	
Satd. Flow (prot)	0	1857	1835	0	1704	0
Flt Permitted		0.997			0.973	
Satd. Flow (perm)	0	1857	1835	0	1704	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		346	288		475	
Travel Time (s)		7.9	6.5		10.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	107	163	21	10	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	114	184	0	18	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	20.1%
Analysis Period (min)	15
	ICU Level of Service A

HCM 2010 TWSC

16: La Fayette Street & Washington St

10/08/2018

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	6	98	150	19	9	7
Future Vol, veh/h	6	98	150	19	9	7
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	107	163	21	10	8
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	184	0	0	295	174	
Stage 1	-	-	-	174	-	
Stage 2	-	-	-	121	-	
Critical Hdwy	4.12	-	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	5.42	-	
Follow-up Hdwy	2.218	-	-	3.518	3.318	
Pot Cap-1 Maneuver	1391	-	-	696	869	
Stage 1	-	-	-	856	-	
Stage 2	-	-	-	904	-	
Platoon blocked, %	-	-	-	-	-	
Mov Cap-1 Maneuver	1391	-	-	693	869	
Mov Cap-2 Maneuver	-	-	-	693	-	
Stage 1	-	-	-	852	-	
Stage 2	-	-	-	904	-	
Approach	EB	WB	SB			
HCM Control Delay, s	0.4	0	9.8			
HCM LOS			A			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1391	-	-	-	760	
HCM Lane V/C Ratio	0.005	-	-	-	0.023	
HCM Control Delay (s)	7.6	0	-	-	9.8	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Lanes, Volumes, Timings

17: Seneca St/Seneca Street & 5S

10/08/2018

	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	31	1102	21	0	933	57	0	0	20	0	0	37
Future Volume (vph)	31	1102	21	0	933	57	0	0	20	0	0	37
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	1		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fit		0.997			0.992				0.865			0.865
Fit Protected	0.950											
Satd. Flow (prot)	1770	3463	0	0	3386	0	0	0	822	0	0	1611
Fit Permitted	0.950											
Satd. Flow (perm)	1770	3463	0	0	3386	0	0	0	822	0	0	1611
Link Speed (mph)		30			30				30			30
Link Distance (ft)		333			392				444			252
Travel Time (s)		7.6			8.9				10.1			5.7
Peak Hour Factor	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.92	0.90	0.92	0.92	0.92
Heavy Vehicles (%)	2%	4%	0%	11%	6%	2%	0%	2%	100%	2%	2%	2%
Adj. Flow (vph)	34	1224	23	0	1037	62	0	0	22	0	0	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	1247	0	0	1099	0	0	0	22	0	0	40
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12				0			0
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free				Yield			Yield
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	41.1%						ICU Level of Service A					
Analysis Period (min)	15											



HCM Unsignalized Intersection Capacity Analysis  
 17: Seneca St/Seneca Street & 5S

10/10/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (veh/h)	31	1102	21	0	933	57	0	0	20	0	0	37
Future Volume (Veh/h)	31	1102	21	0	933	57	0	0	20	0	0	37
Sign Control	Free			Free			Yield			Yield		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.90	0.90	0.90	0.90	0.92	0.90	0.92	0.90	0.92	0.92	0.92
Hourly flow rate (vph)	34	1224	23	0	1037	62	0	0	22	0	0	40
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)	639			392								
pX, platoon unblocked	0.86			0.79			0.86	0.86	0.79	0.86	0.86	0.86
vC, conflicting volume	1099			1224			1822	2402	624	1748	2360	550
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	793			765			915	1587	10	829	1538	155
tC, single (s)	4.1			4.3			7.5	6.5	8.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.5	4.0	4.3	3.5	4.0	3.3
p0 queue free %	95			100			100	100	97	100	100	95
cM capacity (veh/h)	709			626			182	88	653	211	94	743
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1					
Volume Total	34	816	431	691	408	22	40					
Volume Left	34	0	0	0	0	0	0					
Volume Right	0	0	23	0	62	22	40					
sSH	709	1700	1700	1700	1700	653	743					
Volume to Capacity	0.05	0.48	0.25	0.41	0.24	0.03	0.05					
Queue Length 95th (ft)	4	0	0	0	0	3	4					
Control Delay (s)	10.3	0.0	0.0	0.0	0.0	10.7	10.1					
Lane LOS	B					B	B					
Approach Delay (s)	0.3			0.0		10.7	10.1					
Approach LOS						B	B					
Intersection Summary												
Average Delay	0.4											
Intersection Capacity Utilization	41.1%			ICU Level of Service			A					
Analysis Period (min)	15											

Lanes, Volumes, Timings

19: Seneca Street/Seneca St & La Fayette Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	19	144	16	14	221	35	9	8	15	8	2	26
Future Volume (vph)	19	144	16	14	221	35	9	8	15	8	2	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988			0.982			0.938			0.903	
Flt Protected		0.995			0.997			0.986			0.989	
Satd. Flow (prot)	0	1600	0	0	1630	0	0	1748	0	0	1664	0
Flt Permitted		0.995			0.997			0.986			0.989	
Satd. Flow (perm)	0	1600	0	0	1630	0	0	1748	0	0	1664	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		288			232			181			444	
Travel Time (s)		6.5			5.3			4.1			10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	0%	0%	3%	2%	0%	2%	0%	2%	2%	2%
Parking (#/hr)		0			0			0			0	
Adj. Flow (vph)	21	157	17	15	240	38	10	9	16	9	2	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	195	0	0	293	0	0	35	0	0	39	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	26.7%
ICU Level of Service A	
Analysis Period (min)	15

HCM 2010 TWSC

19: Seneca Street/Seneca St & La Fayette Street

10/08/2018

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	19	144	16	14	221	35	9	8	15	8	2	26
Future Vol, veh/h	19	144	16	14	221	35	9	8	15	8	2	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	6	0	0	3	2	0	2	0	2	2	2
Mvmt Flow	21	157	17	15	240	38	10	9	16	9	2	28

Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	278	0	0	174	0	0	512	516	166	509	505	259
Stage 1	-	-	-	-	-	-	208	208	-	289	289	-
Stage 2	-	-	-	-	-	-	304	308	-	220	216	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.52	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.018	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1285	-	-	1415	-	-	476	463	884	475	470	780
Stage 1	-	-	-	-	-	-	799	730	-	719	673	-
Stage 2	-	-	-	-	-	-	710	660	-	782	724	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1285	-	-	1415	-	-	446	449	884	448	455	780
Mov Cap-2 Maneuver	-	-	-	-	-	-	446	449	-	448	455	-
Stage 1	-	-	-	-	-	-	785	717	-	706	664	-
Stage 2	-	-	-	-	-	-	673	651	-	745	711	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.4	11.6	10.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	582	1285	-	-	1415	-	-	648
HCM Lane V/C Ratio	0.06	0.016	-	-	0.011	-	-	0.06
HCM Control Delay (s)	11.6	7.8	0	-	7.6	0	-	10.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Lanes, Volumes, Timings

20: Genesee St & 5S

10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	1	1057	124	111	745	9	105	374	82	30	398	21
Future Volume (vph)	1	1057	124	111	745	9	105	374	82	30	398	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	150		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.984			0.998			0.973			0.992	
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3423	0	1770	3498	0	1770	1812	0	1770	3526	0
Fit Permitted	0.279			0.099			0.418			0.167		
Satd. Flow (perm)	520	3423	0	184	3498	0	779	1812	0	311	3526	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			1			11				5
Link Speed (mph)	30				30			30				30
Link Distance (ft)	392				365			482				307
Travel Time (s)	8.9				8.3			11.0				7.0
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 (%)	2%	4%	2%	2%	3%	2%	2%	2%	2%	2%	1%	12%
Adj. Flow (vph)	1	1101	129	116	776	9	109	390	85	31	415	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	1230	0	116	785	0	109	475	0	31	437	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12				12			12				12
Link Offset(ft)	0				0			0				0
Crosswalk Width(ft)	16				16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lanes, Volumes, Timings

20: Genesee St & 5S

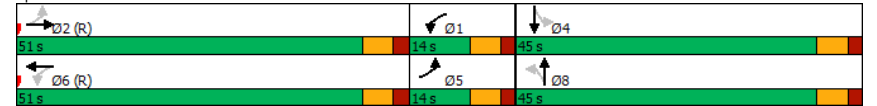
10/08/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	8.0	15.0		8.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	14.0	46.0		14.0	46.0		42.0	42.0		42.0	42.0	
Total Split (s)	14.0	51.0		14.0	51.0		45.0	45.0		45.0	45.0	
Total Split (%)	12.7%	46.4%		12.7%	46.4%		40.9%	40.9%		40.9%	40.9%	
Maximum Green (s)	8.0	45.0		8.0	45.0		39.0	39.0		39.0	39.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lead		Lag	Lead							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	1.0		3.0	3.0		2.5	2.5		2.5	2.5	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		33.0			33.0		29.0	29.0		29.0	29.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effect Green (s)	54.8	51.2		62.9	61.3		32.8	32.8		32.8	32.8	
Actuated g/C Ratio	0.50	0.47		0.57	0.56		0.30	0.30		0.30	0.30	
v/c Ratio	0.00	0.77		0.53	0.40		0.47	0.87		0.34	0.41	
Control Delay	5.0	15.5		37.7	17.1		37.2	51.9		38.8	31.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.9		0.0	0.0	
Total Delay	5.0	15.5		37.7	17.1		37.2	52.8		38.8	31.0	
LOS	A	B		D	B		D	D		D	C	
Approach Delay		15.5			19.7			49.9			31.5	
Approach LOS		B			B			D			C	

Intersection Summary

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 30 (27%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 105  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.87  
 Intersection Signal Delay: 25.3  
 Intersection Capacity Utilization 89.5%  
 Intersection LOS: C  
 ICU Level of Service E  
 Analysis Period (min) 15

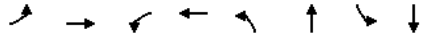
Splits and Phases: 20: Genesee St & 5S



Queues

20: Genesee St & 5S

10/08/2018



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	1	1230	116	785	109	475	31	437
v/c Ratio	0.00	0.77	0.53	0.40	0.47	0.87	0.34	0.41
Control Delay	5.0	15.5	37.7	17.1	37.2	51.9	38.8	31.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0
Total Delay	5.0	15.5	37.7	17.1	37.2	52.8	38.8	31.0
Queue Length 50th (ft)	0	371	35	148	62	305	17	125
Queue Length 95th (ft)	m1	227	#89	303	110	409	45	160
Internal Link Dist (ft)		312		285		402		227
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	362	1599	220	1984	276	649	110	1253
Starvation Cap Reductn	0	0	0	0	0	44	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	0.00	0.77	0.53	0.40	0.39	0.79	0.28	0.35

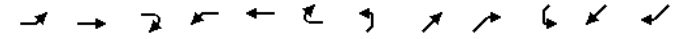
Intersection Summary

- # 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.

Lanes, Volumes, Timings

22: Genesee Street/Genesee St & La Fayette Street/Bleecker Street

10/08/2018

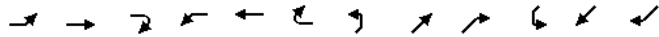


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕↕			↕↕	
Traffic Volume (vph)	26	85	34	43	202	24	36	410	40	105	360	41
Future Volume (vph)	26	85	34	43	202	24	36	410	40	105	360	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.968			0.988			0.987			0.988	
Flt Protected		0.992			0.992			0.996			0.990	
Satd. Flow (prot)	0	1590	0	0	1635	0	0	3490	0	0	3462	0
Flt Permitted		0.914			0.929			0.888			0.747	
Satd. Flow (perm)	0	1465	0	0	1532	0	0	3112	0	0	2612	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			8			22			20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		232			304			358			482	
Travel Time (s)		5.3			6.9			8.1			11.0	
Peak Hour Factor	0.92	0.88	0.88	0.88	0.88	0.92	0.88	0.92	0.88	0.92	0.92	0.92
Heavy Vehicles (%)	2%	5%	0%	5%	2%	2%	0%	2%	0%	2%	2%	2%
Parking (#/hr)		0			0			0			0	
Adj. Flow (vph)	28	97	39	49	230	26	41	446	45	114	391	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	164	0	0	305	0	0	532	0	0	550	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		D.Pm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			6			6		
Detector Phase	4	4		8	8		6	2		6	6	

Lanes, Volumes, Timings

22: Genesee Street/Genesee St & La Fayette Street/Bleecker Street

10/08/2018

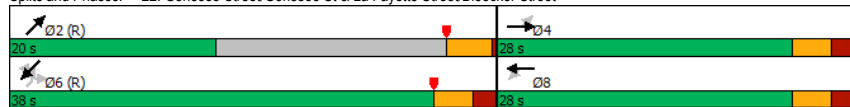


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	27.0	27.0		23.0	23.0		23.0	20.0		23.0	23.0	
Total Split (s)	28.0	28.0		28.0	28.0		38.0	20.0		38.0	38.0	
Total Split (%)	42.4%	42.4%		42.4%	42.4%		57.6%	30.3%		57.6%	57.6%	
Maximum Green (s)	23.0	23.0		23.0	23.0		33.0	16.0		33.0	33.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.5		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	0.5		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			4.0			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	Max	Max		Max	Max		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	8.0	8.0		2.0	2.0		2.0	5.0		2.0	2.0	
Flash Dont Walk (s)	14.0	14.0		7.0	7.0		7.0	11.0		7.0	7.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effect Green (s)		23.0			23.0			34.0			33.0	
Actuated g/C Ratio		0.35			0.35			0.52			0.50	
v/c Ratio		0.31			0.57			0.33			0.42	
Control Delay		15.1			21.9			9.6			11.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		15.1			21.9			9.6			11.2	
LOS		B			C			A			B	
Approach Delay		15.1			21.9			9.6			11.2	
Approach LOS		B			C			A			B	

Intersection Summary

Area Type: Other  
 Cycle Length: 66  
 Actuated Cycle Length: 66  
 Offset: 0 (0%), Referenced to phase 2:NET and 6:NESW, Start of Yellow, Master Intersection  
 Natural Cycle: 50  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.57  
 Intersection Signal Delay: 13.2 Intersection LOS: B  
 Intersection Capacity Utilization 58.4% ICU Level of Service B  
 Analysis Period (min) 15

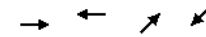
Splits and Phases: 22: Genesee Street/Genesee St & La Fayette Street/Bleecker Street



Queues

22: Genesee Street/Genesee St & La Fayette Street/Bleecker Street

10/08/2018



Lane Group	EBT	WBT	NET	SWT
Lane Group Flow (vph)	164	305	532	550
v/c Ratio	0.31	0.57	0.33	0.42
Control Delay	15.1	21.9	9.6	11.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	15.1	21.9	9.6	11.2
Queue Length 50th (ft)	39	95	57	65
Queue Length 95th (ft)	80	163	87	101
Internal Link Dist (ft)	152	224	278	402
Turn Bay Length (ft)				
Base Capacity (vph)	527	539	1613	1316
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	0.31	0.57	0.33	0.42

Intersection Summary

Lanes, Volumes, Timings

23: Columbia Street/Elizabeth Street & Genesee Street

10/08/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↔			↔			↕			↕		
Traffic Volume (vph)	36	118	51	39	151	83	46	362	20	34	368	21
Future Volume (vph)	36	118	51	39	151	83	46	362	20	34	368	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt	0.966		0.959		0.993		0.993		0.993		0.993	
Flt Protected	0.991		0.993		0.995		0.996		0.996		0.996	
Satd. Flow (prot)	0	1779	0	0	1767	0	0	3469	0	0	3514	0
Flt Permitted	0.894		0.922		0.844		0.877		0.877		0.877	
Satd. Flow (perm)	0	1605	0	0	1640	0	0	2943	0	0	3094	0
Right Turn on Red	Yes		Yes		Yes		Yes		Yes		Yes	
Satd. Flow (RTOR)	23		35		7		8		8		8	
Link Speed (mph)	30		30		30		30		30		30	
Link Distance (ft)	718		274		241		358		358		358	
Travel Time (s)	16.3		6.2		5.5		8.1		8.1		8.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	3%	3%	0%	13%	1%	0%	1%	42%	6%	1%	5%	5%
Adj. Flow (vph)	41	136	59	45	174	95	53	416	23	39	423	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	236	0	0	314	0	0	492	0	0	486	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0		0		0		0		0		0	
Link Offset(ft)	0		0		0		0		0		0	
Crosswalk Width(ft)	16		16		16		16		16		16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15	9	15	9	15	9	15	9	15	9
Number of Detectors	1	2	1	2	1	2	1	2	1	2	1	2
Detector Template	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru
Leading Detector (ft)	20	100	20	100	20	100	20	100	20	100	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	6	20	6	20	6	20	6	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94		94		94		94		94		94	
Detector 2 Size(ft)	6		6		6		6		6		6	
Detector 2 Type	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0		0.0		0.0		0.0		0.0		0.0	
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	pm+pt	NA	Perm	NA	pm+pt	NA
Protected Phases	4		3		8		6		5		2	
Permitted Phases	4		8		6		2		4		2	
Detector Phase	4	4	3	8	6	6	5	2	4	4	3	8
Switch Phase												

Lanes, Volumes, Timings

23: Columbia Street/Elizabeth Street & Genesee Street

10/08/2018

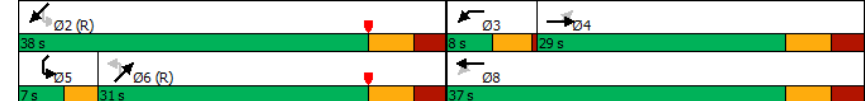


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	5.0	5.0		4.0	1.0		5.0	5.0		4.0	5.0	
Minimum Split (s)	23.0	23.0		8.0	23.0		23.5	23.5		7.0	23.5	
Total Split (s)	29.0	29.0		8.0	37.0		31.0	31.0		7.0	38.0	
Total Split (%)	38.7%	38.7%		10.7%	49.3%		41.3%	41.3%		9.3%	50.7%	
Maximum Green (s)	22.0	22.0		4.0	30.0		24.0	24.0		4.0	31.0	
Yellow Time (s)	4.0	4.0		3.5	4.0		4.0	4.0		3.0	4.0	
All-Red Time (s)	3.0	3.0		0.5	3.0		3.0	3.0		0.0	3.0	
Lost Time Adjust (s)	0.0		0.0		0.0		0.0		0.0		0.0	
Total Lost Time (s)	7.0		7.0		7.0		7.0		7.0		7.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	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	
Recall Mode	Max	Max		None	Max		C-Max	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont 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)	30.0		30.0		31.0		31.0		31.0		31.0	
Actuated g/C Ratio	0.40		0.40		0.41		0.41		0.41		0.41	
v/c Ratio	0.36		0.46		0.40		0.38		0.38		0.38	
Control Delay	16.1		17.3		17.1		16.1		16.1		16.1	
Queue Delay	0.0		0.0		0.0		0.0		0.0		0.0	
Total Delay	16.1		17.3		17.1		16.1		16.1		16.1	
LOS	B		B		B		B		B		B	
Approach Delay	16.1		17.3		17.1		16.1		16.1		16.1	
Approach LOS	B		B		B		B		B		B	

Intersection Summary

Area Type: Other  
 Cycle Length: 75  
 Actuated Cycle Length: 75  
 Offset: 1 (1%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.46  
 Intersection Signal Delay: 16.7 Intersection LOS: B  
 Intersection Capacity Utilization 60.5% ICU Level of Service B  
 Analysis Period (min) 15

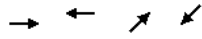
Splits and Phases: 23: Columbia Street/Elizabeth Street & Genesee Street



Queues

23: Columbia Street/Elizabeth Street & Genesee Street

10/08/2018



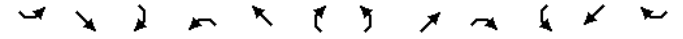
Lane Group	EBT	WBT	NET	SWT
Lane Group Flow (vph)	236	314	492	486
v/c Ratio	0.36	0.46	0.40	0.38
Control Delay	16.1	17.3	17.1	16.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	16.1	17.3	17.1	16.1
Queue Length 50th (ft)	67	92	114	78
Queue Length 95th (ft)	116	152	152	111
Internal Link Dist (ft)	638	194	161	278
Turn Bay Length (ft)				
Base Capacity (vph)	655	677	1220	1283
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	0.36	0.46	0.40	0.38

Intersection Summary

Lanes, Volumes, Timings

24: Broad St & Genesee St SB Off-Ramp

10/08/2018



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑		↑	↑					↑	↑↑	
Traffic Volume (vph)	0	112	15	15	106	0	0	0	0	528	42	0
Future Volume (vph)	0	112	15	15	106	0	0	0	0	528	42	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	100	0	0	0	0	0	0	0	0	0
Storage Lanes	0	0	1	0	0	0	0	0	0	1	0	0
Taper Length (ft)	25		25		25		25		25		25	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.983										
Fit Protected				0.950						0.950	0.959	
Satd. Flow (prot)	0	3479	0	1770	1863	0	0	0	0	1610	3251	0
Fit Permitted										0.950	0.959	
Satd. Flow (perm)	0	3479	0	1863	1863	0	0	0	0	1610	3251	0
Right Turn on Red			Yes		Yes			Yes				Yes
Satd. Flow (RTOR)		16										
Link Speed (mph)		30			30			30				30
Link Distance (ft)		342			169			195				367
Travel Time (s)		7.8			3.8			4.4				8.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	122	16	16	115	0	0	0	0	574	46	0
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	138	0	16	115	0	0	0	0	287	333	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		100		20	100					20	100	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		6		20	6					20	6	
Detector 1 Type		CI+Ex		CI+Ex	CI+Ex					CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		CI+Ex			CI+Ex							CI+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		1			1							4
Permitted Phases				1								4

Lanes, Volumes, Timings

24: Broad St & Genesee St SB Off-Ramp

10/08/2018



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase		1		1	1					4	4	
Switch Phase												
Minimum Initial (s)		4.0		4.0	4.0					4.0	4.0	
Minimum Split (s)		8.0		8.0	8.0					10.0	10.0	
Total Split (s)		8.0		8.0	8.0					20.0	20.0	
Total Split (%)		28.6%		28.6%	28.6%					71.4%	71.4%	
Maximum Green (s)		4.0		4.0	4.0					16.0	16.0	
Yellow Time (s)		3.5		3.5	3.5					2.5	2.5	
All-Red Time (s)		0.5		0.5	0.5					1.5	1.5	
Lost Time Adjust (s)		0.0		0.0	0.0					0.0	0.0	
Total Lost Time (s)		4.0		4.0	4.0					4.0	4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					2.0	2.0	
Recall Mode		None		None	None					None	None	
Walk Time (s)										7.0	7.0	
Flash Dont Walk (s)										14.0	14.0	
Pedestrian Calls (#/hr)										25	25	
Act Effect Green (s)		4.6		4.6	4.6					11.8	11.8	
Actuated g/C Ratio		0.22		0.22	0.22					0.57	0.57	
w/c Ratio		0.18		0.04	0.28					0.31	0.18	
Control Delay		9.3		10.9	13.2					4.1	3.0	
Queue Delay		0.0		0.0	0.0					0.0	0.0	
Total Delay		9.3		10.9	13.2					4.1	3.0	
LOS		A		B	B					A	A	
Approach Delay		9.3									3.5	
Approach LOS		A			B						A	

Intersection Summary

Area Type:	Other	
Cycle Length:	28	
Actuated Cycle Length:	20.7	
Natural Cycle:	40	
Control Type:	Semi Act-Uncoord	
Maximum v/c Ratio:	0.31	
Intersection Signal Delay:	5.8	Intersection LOS: A
Intersection Capacity Utilization:	31.5%	ICU Level of Service A
Analysis Period (min):	15	

Splits and Phases: 24: Broad St & Genesee St SB Off-Ramp



Queues

24: Broad St & Genesee St SB Off-Ramp

10/08/2018



Lane Group	SET	NWL	NWT	SWL	SWT
Lane Group Flow (vph)	138	16	115	287	333
w/c Ratio	0.18	0.04	0.28	0.31	0.18
Control Delay	9.3	10.9	13.2	4.1	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	9.3	10.9	13.2	4.1	3.0
Queue Length 50th (ft)	4	1	9	16	8
Queue Length 95th (ft)	24	12	#57	32	15
Internal Link Dist (ft)	262		89		287
Turn Bay Length (ft)		100			
Base Capacity (vph)	787	414	414	1315	2655
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 w/c Ratio	0.18	0.04	0.28	0.22	0.13

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.



Lanes, Volumes, Timings

25: Blandina Street & Genesee Street

10/08/2018

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations					↕			↕			↕	
Traffic Volume (vph)	0	0	0	31	5	7	4	367	9	27	437	25
Future Volume (vph)	0	0	0	31	5	7	4	367	9	27	437	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt					0.978			0.997			0.992	
Flt Protected					0.966			0.999			0.997	
Satd. Flow (prot)	0	0	0	0	1795	0	0	3527	0	0	3508	0
Flt Permitted					0.966			0.951			0.918	
Satd. Flow (perm)	0	0	0	0	1795	0	0	3358	0	0	3230	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)					8			5				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		313			160			152			194	
Travel Time (s)		7.1			3.6			3.5			4.4	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	0	0	0	35	6	8	5	417	10	31	497	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	49	0	0	432	0	0	556	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2			1	2		1	2
Detector Template				Left	Thru			Left	Thru		Left	Thru
Leading Detector (ft)				20	100			20	100		20	100
Trailing Detector (ft)				0	0			0	0		0	0
Detector 1 Position(ft)				0	0			0	0		0	0
Detector 1 Size(ft)				20	6			20	6		20	6
Detector 1 Type				Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0			0.0	0.0		0.0	0.0
Detector 1 Queue (s)				0.0	0.0			0.0	0.0		0.0	0.0
Detector 1 Delay (s)				0.0	0.0			0.0	0.0		0.0	0.0
Detector 2 Position(ft)					94				94			94
Detector 2 Size(ft)					6				6			6
Detector 2 Type					Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0				0.0			0.0
Turn Type				Perm	NA			Perm	NA		Perm	NA
Protected Phases					4				2			2
Permitted Phases					4				2			2
Detector Phase					4				2			2
Switch Phase												

Lanes, Volumes, Timings

25: Blandina Street & Genesee Street

10/08/2018

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	4.0	4.0			4.0	4.0		4.0	4.0		4.0	4.0
Minimum Split (s)	23.0	23.0			28.0	28.0		28.0	28.0		28.0	28.0
Total Split (s)	27.0	27.0			48.0	48.0		48.0	48.0		48.0	48.0
Total Split (%)	36.0%	36.0%			64.0%	64.0%		64.0%	64.0%		64.0%	64.0%
Maximum Green (s)	22.0	22.0			43.0	43.0		43.0	43.0		43.0	43.0
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
Recall Mode				None	None			C-Max	C-Max		C-Max	C-Max
Walk Time (s)				7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)				11.0	11.0			15.0	15.0		15.0	15.0
Pedestrian Calls (#/hr)				0	0			0	0		0	0
Act Effct Green (s)					7.3				64.0			64.0
Actuated g/C Ratio					0.10				0.85			0.85
v/c Ratio					0.27				0.15			0.20
Control Delay					30.5				7.4			1.1
Queue Delay					0.0				0.0			0.0
Total Delay					30.5				7.4			1.1
LOS					C				A			A
Approach Delay					30.5				7.4			1.1
Approach LOS					C				A			A
Intersection Summary												
Area Type:	Other											
Cycle Length: 75												
Actuated Cycle Length: 75												
Offset: 7.5 (10%), Referenced to phase 2:NESW and 6:, Start of Yellow												
Natural Cycle: 55												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.27												
Intersection Signal Delay: 5.1	Intersection LOS: A											
Intersection Capacity Utilization 40.0%	ICU Level of Service A											
Analysis Period (min) 15												
Splits and Phases: 25: Blandina Street & Genesee Street												

Queues

25: Blandina Street & Genesee Street

10/08/2018

	↓	↗	↖
Lane Group	SBT	NET	SWT
Lane Group Flow (vph)	49	432	556
v/c Ratio	0.27	0.15	0.20
Control Delay	30.5	7.4	1.1
Queue Delay	0.0	0.0	0.0
Total Delay	30.5	7.4	1.1
Queue Length 50th (ft)	18	66	11
Queue Length 95th (ft)	46	106	19
Internal Link Dist (ft)	80	72	114
Turn Bay Length (ft)			
Base Capacity (vph)	532	2867	2757
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.09	0.15	0.20
<b>Intersection Summary</b>			

Lanes, Volumes, Timings

26: Genesee St/Genesee Street & Bank Place

10/08/2018

	↶	↑	↗	↘	↙	↘
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations			↑↑			↘↘
Traffic Volume (vph)	0	0	391	25	29	387
Future Volume (vph)	0	0	391	25	29	387
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt			0.991			
Flt Protected						0.996
Satd. Flow (prot)	0	0	3328	0	0	3488
Flt Permitted						0.910
Satd. Flow (perm)	0	0	3328	0	0	3187
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		30			30
Link Distance (ft)	399		483			150
Travel Time (s)	9.1		11.0			3.4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	2%	4%	4%	3%
Parking (#/hr)			0			
Adj. Flow (vph)	0	0	412	26	31	407
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	438	0	0	438
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.07	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors			2		1	2
Detector Template			Thru		Left	Thru
Leading Detector (ft)			100		20	100
Trailing Detector (ft)			0		0	0
Detector 1 Position(ft)			0		0	0
Detector 1 Size(ft)			6		20	6
Detector 1 Type			CI+Ex		CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)			0.0		0.0	0.0
Detector 1 Queue (s)			0.0		0.0	0.0
Detector 1 Delay (s)			0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			CI+Ex			CI+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type			NA		Perm	NA
Protected Phases			6			2
Permitted Phases					2	
Detector Phase			6		2	2

Lanes, Volumes, Timings

26: Genesee St/Genesee Street & Bank Place

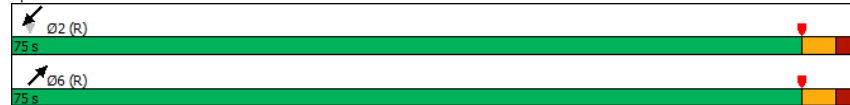
10/08/2018

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)			4.0		4.0	4.0
Minimum Split (s)			23.0		27.0	27.0
Total Split (s)			75.0		75.0	75.0
Total Split (%)			100.0%		100.0%	100.0%
Maximum Green (s)			70.0		70.0	70.0
Yellow Time (s)			3.0		3.0	3.0
All-Red Time (s)			2.0		2.0	2.0
Lost Time Adjust (s)			0.0		0.0	0.0
Total Lost Time (s)			5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)			3.0		3.0	3.0
Recall Mode			C-Max		C-Max	C-Max
Walk Time (s)			5.0		7.0	7.0
Flash Dont Walk (s)			11.0		15.0	15.0
Pedestrian Calls (#/hr)			0		0	0
Act Effect Green (s)			75.0		75.0	75.0
Actuated g/C Ratio			1.00		1.00	1.00
v/c Ratio			0.13		0.14	0.14
Control Delay			0.1		0.1	0.1
Queue Delay			0.0		0.0	0.0
Total Delay			0.1		0.1	0.1
LOS			A		A	A
Approach Delay			0.1		0.1	0.1
Approach LOS			A		A	A

Intersection Summary

Area Type: Other  
 Cycle Length: 75  
 Actuated Cycle Length: 75  
 Offset: 12 (16%), Referenced to phase 2:SWTL and 6:NET, Start of Yellow  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.14  
 Intersection Signal Delay: 0.1 Intersection LOS: A  
 Intersection Capacity Utilization 31.5% ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 26: Genesee St/Genesee Street & Bank Place



Queues

26: Genesee St/Genesee Street & Bank Place

10/08/2018

Lane Group	NET	SWT
Lane Group Flow (vph)	438	438
v/c Ratio	0.13	0.14
Control Delay	0.1	0.1
Queue Delay	0.0	0.0
Total Delay	0.1	0.1
Queue Length 50th (ft)	0	0
Queue Length 95th (ft)	0	0
Internal Link Dist (ft)	403	70
Turn Bay Length (ft)		
Base Capacity (vph)	3328	3187
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.13	0.14

Intersection Summary

Lanes, Volumes, Timings

27: Genesee St & Hopper St/Court Street

10/08/2018

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕↕			↕↕			↕↕			↕↕	
Traffic Volume (vph)	4	270	51	2	401	65	26	387	14	10	368	43
Future Volume (vph)	4	270	51	2	401	65	26	387	14	10	368	43
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	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.976			0.979			0.995			0.985	
Flt Protected		0.999						0.997			0.999	
Satd. Flow (prot)	0	3491	0	0	3490	0	0	3342	0	0	3293	0
Flt Permitted		0.950			0.954			0.908			0.942	
Satd. Flow (perm)	0	3320	0	0	3329	0	0	3043	0	0	3105	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		36			30						20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		183			224			440			483	
Travel Time (s)		4.2			5.1			10.0			11.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	1%	0%	0%	1%	3%	0%	2%	0%	10%	2%	5%
Parking (#/hr)								0			0	
Adj. Flow (vph)	4	297	56	2	441	71	29	425	15	11	404	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	357	0	0	514	0	0	469	0	0	462	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.07	1.00	1.00	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

Lanes, Volumes, Timings

27: Genesee St & Hopper St/Court Street

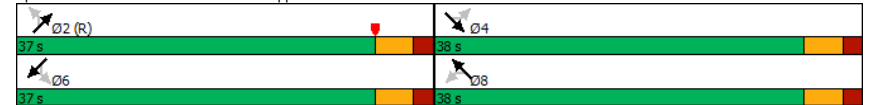
10/08/2018

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Total Split (s)	38.0	38.0		38.0	38.0		37.0	37.0		37.0	37.0	
Total Split (%)	50.7%	50.7%		50.7%	50.7%		49.3%	49.3%		49.3%	49.3%	
Maximum Green (s)	32.8	32.8		32.8	32.8		31.8	31.8		31.8	31.8	
Yellow Time (s)	3.4	3.4		3.4	3.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.8	1.8		1.8	1.8	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.2			5.2			5.2			5.2	
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	Max	Max		Max	Max		C-Max	C-Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effect Green (s)		32.8			32.8			31.8			31.8	
Actuated g/C Ratio		0.44			0.44			0.42			0.42	
v/c Ratio		0.24			0.35			0.36			0.35	
Control Delay		12.4			14.0			15.7			8.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.4			14.0			15.7			8.4	
LOS		B			B			B			A	
Approach Delay		12.4			14.0			15.7			8.4	
Approach LOS		B			B			B			A	

Intersection Summary

Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	75
Offset:	19.8 (26%), Referenced to phase 2:NETL, Start of Yellow
Natural Cycle:	40
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.36
Intersection Signal Delay:	12.7
Intersection Capacity Utilization:	51.3%
Intersection LOS:	B
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 27: Genesee St & Hopper St/Court Street



Queues

27: Genesee St & Hopper St/Court Street

10/08/2018



Lane Group	SET	NWT	NET	SWT
Lane Group Flow (vph)	357	514	469	462
v/c Ratio	0.24	0.35	0.36	0.35
Control Delay	12.4	14.0	15.7	8.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	12.4	14.0	15.7	8.4
Queue Length 50th (ft)	46	74	75	38
Queue Length 95th (ft)	74	110	111	55
Internal Link Dist (ft)	103	144	360	403
Turn Bay Length (ft)				
Base Capacity (vph)	1472	1472	1290	1328
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	0.24	0.35	0.36	0.35
<b>Intersection Summary</b>				



# Future Build AM Synchro Reports





Lanes, Volumes, Timings  
1: NB Off-Ramp & Court Street

10/09/2018

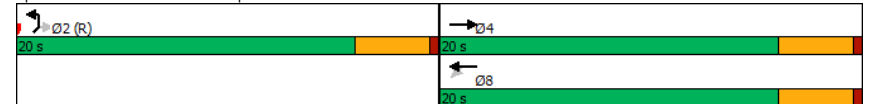
	→	↗	↖	←	↘	↙
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑↑		↖↗	↑	↖↗	↖↗
Traffic Volume (vph)	316	0	0	260	24	649
Future Volume (vph)	316	0	0	260	24	649
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	0.97	1.00	0.97	0.88
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	3539	0	3614	1863	3433	2787
Flt Permitted					0.950	
Satd. Flow (perm)	3539	0	3614	1863	3433	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						633
Link Speed (mph)	30			30	30	
Link Distance (ft)	384			379	637	
Travel Time (s)	8.7			8.6	14.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	343	0	0	283	26	705
Shared Lane Traffic (%)						
Lane Group Flow (vph)	343	0	0	283	26	705
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	36			36	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	4			8	2	
Permitted Phases			8			2
Minimum Split (s)	20.0		20.0	20.0	20.0	20.0
Total Split (s)	20.0		20.0	20.0	20.0	20.0
Total Split (%)	50.0%		50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	16.0		16.0	16.0	16.0	16.0
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0		4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	5.0		5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
Act Effect Green (s)	16.0		16.0	16.0	16.0	16.0
Actuated g/C Ratio	0.40		0.40	0.40	0.40	0.40
v/c Ratio	0.24		0.38	0.02	0.47	
Control Delay	8.6		10.4	7.3	2.7	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay	8.6		10.4	7.3	2.7	

Lanes, Volumes, Timings  
1: NB Off-Ramp & Court Street

10/09/2018

	→	↗	↖	←	↘	↙
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
LOS	A			B	A	A
Approach Delay	8.6			10.4	2.8	
Approach LOS	A			B	A	
Intersection Summary						
Area Type:	Other					
Cycle Length:	40					
Actuated Cycle Length:	40					
Offset:	0 (0%), Referenced to phase 2:NEL and 6: Start of Green					
Natural Cycle:	40					
Control Type:	Pretimed					
Maximum v/c Ratio:	0.47					
Intersection Signal Delay:	5.9			Intersection LOS: A		
Intersection Capacity Utilization:	38.1%			ICU Level of Service A		
Analysis Period (min):	15					

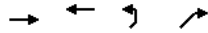
Splits and Phases: 1: NB Off-Ramp & Court Street



Queues

1: NB Off-Ramp & Court Street

10/09/2018



Lane Group	EBT	WBT	NEL	NER
Lane Group Flow (vph)	343	283	26	705
v/c Ratio	0.24	0.38	0.02	0.47
Control Delay	8.6	10.4	7.3	2.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	8.6	10.4	7.3	2.7
Queue Length 50th (ft)	25	42	1	5
Queue Length 95th (ft)	44	83	6	30
Internal Link Dist (ft)	304	299	557	
Turn Bay Length (ft)				
Base Capacity (vph)	1415	745	1373	1494
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	0.24	0.38	0.02	0.47

Intersection Summary

Lanes, Volumes, Timings

2: State Street & EB Off-Ramp

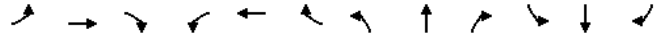
10/09/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔						↑	↗			↖
Traffic Volume (vph)	149	7	389	0	0	0	0	198	60	157	26	0
Future Volume (vph)	149	7	389	0	0	0	0	198	60	157	26	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	8	8	8	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr't		0.904							0.850			
Flt Protected		0.987									0.959	
Satd. Flow (prot)	0	1662	0	0	0	0	0	1863	1583	0	1786	0
Flt Permitted		0.987									0.616	
Satd. Flow (perm)	0	1662	0	0	0	0	0	1863	1583	0	1147	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		366							65			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		161			214			148			268	
Travel Time (s)		3.7			4.9			3.4			6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	162	8	423	0	0	0	0	215	65	171	28	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	593	0	0	0	0	0	215	65	0	199	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.20	1.20	1.20	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15	9	15	15	15	9	15	9	15	15	9
Turn Type	Perm	NA						NA	Perm	Perm	NA	
Protected Phases		4						2			2	
Permitted Phases	4								2	2		
Minimum Split (s)	8.5	8.5						8.5	8.5	8.5	8.5	
Total Split (s)	20.0	20.0						20.0	20.0	20.0	20.0	
Total Split (%)	50.0%	50.0%						50.0%	50.0%	50.0%	50.0%	
Maximum Green (s)	15.5	15.5						15.5	15.5	15.5	15.5	
Yellow Time (s)	3.0	3.0						3.0	3.0	3.0	3.0	
All-Red Time (s)	1.5	1.5						1.5	1.5	1.5	1.5	
Lost Time Adjust (s)		0.0						0.0	0.0		0.0	
Total Lost Time (s)		4.5						4.5	4.5		4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	15.0	15.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		15.5						15.5	15.5		15.5	
Actuated g/C Ratio		0.39						0.39	0.39		0.39	
v/c Ratio		0.68						0.30	0.10		0.45	
Control Delay		9.0						9.9	3.4		13.1	
Queue Delay		0.0						0.0	0.0		0.0	

Lanes, Volumes, Timings  
2: State Street & EB Off-Ramp

10/09/2018

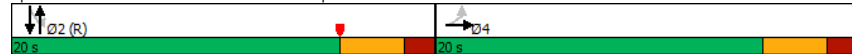


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		9.0						9.9	3.4		13.1	
LOS		A						A	A		B	
Approach Delay		9.0						8.4			13.1	
Approach LOS		A						A			B	

Intersection Summary

Area Type: Other  
 Cycle Length: 40  
 Actuated Cycle Length: 40  
 Offset: 15.5 (39%), Referenced to phase 2:NBSB and 6:, Start of Yellow  
 Natural Cycle: 40  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.68  
 Intersection Signal Delay: 9.6 Intersection LOS: A  
 Intersection Capacity Utilization 64.3% ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 2: State Street & EB Off-Ramp



Queues  
2: State Street & EB Off-Ramp

10/09/2018



Lane Group	EBT	NBT	NBR	SBT
Lane Group Flow (vph)	593	215	65	199
v/c Ratio	0.68	0.30	0.10	0.45
Control Delay	9.0	9.9	3.4	13.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	9.0	9.9	3.4	13.1
Queue Length 50th (ft)	34	31	0	31
Queue Length 95th (ft)	#112	65	15	72
Internal Link Dist (ft)	81	68		188
Turn Bay Length (ft)				
Base Capacity (vph)	868	721	653	444
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	0.68	0.30	0.10	0.45

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Lanes, Volumes, Timings  
3: State Street & LaFayette Street

10/10/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Volume (vph)	32	10	34	5	10	7	9	442	3	45	355	19
Future Volume (vph)	32	10	34	5	10	7	9	442	3	45	355	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	123		0	0		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ft		0.940			0.955			0.999			0.992	
Flt Protected		0.979			0.990		0.950		0.950			
Satd. Flow (prot)	0	1714	0	0	1761	0	1770	1861	0	1770	1848	0
Flt Permitted		0.901			0.962		0.469		0.402			
Satd. Flow (perm)	0	1578	0	0	1711	0	874	1861	0	749	1848	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			8		1			8		
Link Speed (mph)		30			30		30			30		
Link Distance (ft)		187			250		332			138		
Travel Time (s)		4.3			5.7		7.5			3.1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	35	11	37	5	11	8	10	480	3	49	386	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	0	0	24	0	10	483	0	49	407	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0		0		0		12			12		
Link Offset(ft)	0		0		0		0			0		
Crosswalk Width(ft)		16			16		16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			2	
Permitted Phases	4			8			2			2		
Minimum Split (s)	20.0	20.0		20.0	20.0		26.5	26.5		26.5	26.5	
Total Split (s)	20.0	20.0		20.0	20.0		30.0	30.0		30.0	30.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		25.5	25.5		25.5	25.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		16.0			16.0		25.5	25.5		25.5	25.5	
Actuated g/C Ratio		0.32			0.32		0.51	0.51		0.51	0.51	
v/c Ratio		0.16			0.04		0.02	0.51		0.13	0.43	

Lanes, Volumes, Timings  
3: State Street & LaFayette Street

10/10/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		8.8			10.0		4.2	6.3		7.6	9.3	
Queue Delay		0.0			0.0		0.0	0.1		0.0	0.8	
Total Delay		8.8			10.0		4.2	6.4		7.6	10.1	
LOS		A			A		A	A		A	B	
Approach Delay		8.8			10.0			6.3			9.8	
Approach LOS		A			A			A			A	
Intersection Summary												
Area Type:	Other											
Cycle Length:	50											
Actuated Cycle Length:	50											
Offset:	15.5 (31%), Referenced to phase 2:NBSB and 6.: Start of Yellow											
Natural Cycle:	50											
Control Type:	Pre-timed											
Maximum v/c Ratio:	0.51											
Intersection Signal Delay:	8.1						Intersection LOS: A					
Intersection Capacity Utilization:	45.4%						ICU Level of Service A					
Analysis Period (min):	15											
Spits and Phases:	3: State Street & LaFayette Street											

Queues

3: State Street & LaFayette Street

10/10/2018



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	83	24	10	483	49	407
v/c Ratio	0.16	0.04	0.02	0.51	0.13	0.43
Control Delay	8.8	10.0	4.2	6.3	7.6	9.3
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.8
Total Delay	8.8	10.0	4.2	6.4	7.6	10.1
Queue Length 50th (ft)	9	3	1	43	7	65
Queue Length 95th (ft)	33	15	m2	66	21	118
Internal Link Dist (ft)	107	170		252		58
Turn Bay Length (ft)			123			
Base Capacity (vph)	530	552	445	949	381	946
Starvation Cap Reductn	0	0	0	42	0	270
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.04	0.02	0.53	0.13	0.60

Intersection Summary

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

Lanes, Volumes, Timings  
4: State Street & Columbia Street

10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (vph)	39	69	35	12	41	28	43	402	59	194	287	48
Future Volume (vph)	39	69	35	12	41	28	43	402	59	194	287	48
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	0	0	114	0	0
Storage Lanes	0	0	0	0	0	0	1	0	1	0	1	0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.967				0.954			0.981			0.979	
Flt Protected	0.987				0.993		0.950			0.950		
Satd. Flow (prot)	0	1778	0	0	1765	0	1770	1827	0	1770	1824	0
Flt Permitted	0.904				0.951		0.508			0.387		
Satd. Flow (perm)	0	1628	0	0	1690	0	946	1827	0	721	1824	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33			30			22			24	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		228			745			314			332	
Travel Time (s)		5.2			16.9			7.1			7.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	42	75	38	13	45	30	47	437	64	211	312	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	155	0	0	88	0	47	501	0	211	364	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	9.0	9.0		9.0	9.0		8.5	8.5		8.5	8.5	
Total Split (s)	20.0	20.0		20.0	20.0		30.0	30.0		30.0	30.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Maximum Green (s)	15.0	15.0		15.0	15.0		25.5	25.5		25.5	25.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		15.0			15.0		25.5	25.5		25.5	25.5	
Actuated g/C Ratio		0.30			0.30		0.51	0.51		0.51	0.51	
v/c Ratio		0.30			0.17		0.10	0.53		0.57	0.39	

Lanes, Volumes, Timings  
4: State Street & Columbia Street

10/09/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	12.7			15.7	7.0	10.4	11.5	5.4				
Queue Delay	0.0			0.0	0.0	0.0	0.0	0.0				
Total Delay	12.7			15.7	7.0	10.4	11.5	5.4				
LOS	B			B	A	B	B	A				
Approach Delay	12.7			15.7			10.1				7.6	
Approach LOS	B			B			B				A	

Intersection Summary

Area Type:	Other
Cycle Length:	50
Actuated Cycle Length:	50
Offset:	15.5 (31%), Referenced to phase 2:NBSB and 6:, Start of Yellow
Natural Cycle:	40
Control Type:	Pretimed
Maximum v/c Ratio:	0.57
Intersection Signal Delay:	9.7
Intersection Capacity Utilization:	60.8%
Intersection LOS:	A
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 4: State Street & Columbia Street



Queues  
4: State Street & Columbia Street

10/09/2018



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	155	88	47	501	211	364
v/c Ratio	0.30	0.17	0.10	0.53	0.57	0.39
Control Delay	12.7	15.7	7.0	10.4	11.5	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.7	15.7	7.0	10.4	11.5	5.4
Queue Length 50th (ft)	27	22	6	84	20	29
Queue Length 95th (ft)	63	58	19	151	#41	50
Internal Link Dist (ft)	148	665		234		252
Turn Bay Length (ft)					114	
Base Capacity (vph)	511	528	482	942	367	942
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.17	0.10	0.53	0.57	0.39

Intersection Summary

#	95th percentile volume exceeds capacity, queue may be longer.
	Queue shown is maximum after two cycles.

Lanes, Volumes, Timings  
5: Court Street & State Street

10/09/2018

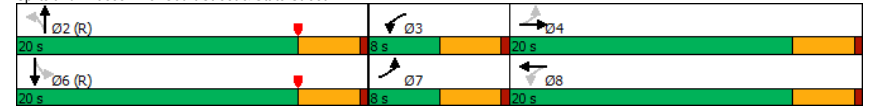
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	288	539	142	31	176	86	58	171	21	57	150	90
Future Volume (vph)	288	539	142	31	176	86	58	171	21	57	150	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	153		0	350		0	165		0	167		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.969			0.951			0.983			0.944	
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3429	0	1770	3366	0	1770	1831	0	1770	1758	0
Fit Permitted	0.578			0.259			0.545			0.619		
Satd. Flow (perm)	1077	3429	0	482	3366	0	1015	1831	0	1153	1758	0
Right Turn on Red			Yes		Yes			Yes			Yes	
Satd. Flow (RTOR)		74			93			14			68	
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	379			719			284			564		
Travel Time (s)	8.6			16.3			6.5			12.8		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	313	586	154	34	191	93	63	186	23	62	163	98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	313	740	0	34	284	0	63	209	0	62	261	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			12			12			12		
Link Offset(ft)	0			0			0			0		
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	8.0	20.0		8.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	8.0	20.0		8.0	20.0		20.0	20.0		20.0	20.0	
Total Split (%)	16.7%	41.7%		16.7%	41.7%		41.7%	41.7%		41.7%	41.7%	
Maximum Green (s)	4.0	16.0		4.0	16.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)	5.0			5.0			5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0			11.0			11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0			0			0	0		0	0	
Act Effect Green (s)	20.0	16.0		20.0	16.0		16.0	16.0		16.0	16.0	
Actuated g/C Ratio	0.42	0.33		0.42	0.33		0.33	0.33		0.33	0.33	
v/c Ratio	0.62	0.62		0.11	0.24		0.19	0.34		0.16	0.41	

Lanes, Volumes, Timings  
5: Court Street & State Street

10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	15.1	14.8		7.2	8.3		13.2	13.1		12.7	11.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	15.1	14.8		7.2	8.3		13.2	13.1		12.7	11.4	
LOS	B	B		A	A		B	B		B	B	
Approach Delay		14.9			8.2			13.1			11.7	
Approach LOS		B			A			B			B	
<b>Intersection Summary</b>												
Area Type:	Other											
Cycle Length:	48											
Actuated Cycle Length:	48											
Offset:	16 (33%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow											
Natural Cycle:	50											
Control Type:	Pretimed											
Maximum v/c Ratio:	0.62											
Intersection Signal Delay:	13.0						Intersection LOS: B					
Intersection Capacity Utilization:	53.6%						ICU Level of Service A					
Analysis Period (min):	15											

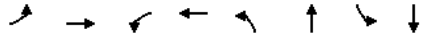
Splits and Phases: 5: Court Street & State Street





Queues  
5: Court Street & State Street

10/09/2018



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	313	740	34	284	63	209	62	261
v/c Ratio	0.62	0.62	0.11	0.24	0.19	0.34	0.16	0.41
Control Delay	15.1	14.8	7.2	8.3	13.2	13.1	12.7	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.1	14.8	7.2	8.3	13.2	13.1	12.7	11.4
Queue Length 50th (ft)	48	78	4	19	12	40	12	39
Queue Length 95th (ft)	#91	124	14	40	34	81	33	86
Internal Link Dist (ft)		299		639		204		484
Turn Bay Length (ft)	153		350		165		167	
Base Capacity (vph)	506	1192	308	1184	338	619	384	631
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	0.62	0.62	0.11	0.24	0.19	0.34	0.16	0.41

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Lanes, Volumes, Timings  
6: Cornelia Street/Cornelia St & 5S

10/09/2018



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBT	SBR2	NER	NER2
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	1004	95	952	1	50	17	47	19	85	292	5
Future Volume (vph)	1004	95	952	1	50	17	47	19	85	292	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	0		0		0		0
Storage Lanes		0		0	0		0		0		1
Taper Length (ft)					25						
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.987					0.945		0.890		0.865	
Fit Protected						0.978					
Satd. Flow (prot)	3462	0	3505	0	0	1756	0	1587	0	1596	0
Fit Permitted						0.728					
Satd. Flow (perm)	3462	0	3505	0	0	1307	0	1587	0	1596	0
Right Turn on Red				Yes			No		Yes		No
Satd. Flow (RTOR)								94			
Link Speed (mph)	30		30			30		30			
Link Distance (ft)	284		699			262		334			
Travel Time (s)	6.5		15.9			6.0		7.6			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	2%	3%	0%	0%	0%	0%	0%	8%	3%	2%
Adj. Flow (vph)	1116	106	1058	1	56	19	52	21	94	324	6
Shared Lane Traffic (%)											
Lane Group Flow (vph)	1222	0	1059	0	0	127	0	115	0	330	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Right	Left	Right	Right	Right
Median Width(ft)	12		12			0		0			
Link Offset(ft)	0		0			0		0			
Crosswalk Width(ft)	16		16			16		16			
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9		9	15		9		9	9	9
Number of Detectors	2		2		1	2		2		1	
Detector Template	Thru		Thru		Left	Thru		Thru		Right	
Leading Detector (ft)	100		100		20	100		100		20	
Trailing Detector (ft)	0		0		0	0		0		0	
Detector 1 Position(ft)	0		0		0	0		0		0	
Detector 1 Size(ft)	6		6		20	6		6		20	
Detector 1 Type	CI+Ex		CI+Ex		CI+Ex	CI+Ex		CI+Ex		CI+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 1 Queue (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 1 Delay (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 2 Position(ft)	94		94			94		94			
Detector 2 Size(ft)	6		6			6		6			
Detector 2 Type	CI+Ex		CI+Ex			CI+Ex		CI+Ex			
Detector 2 Channel											
Detector 2 Extend (s)	0.0		0.0			0.0		0.0			
Turn Type	NA		NA		Perm	NA		NA		Prot	
Protected Phases	2		6			4		8		1	

Lanes, Volumes, Timings

6: Cornelia Street/Cornelia St & 5S

10/09/2018

	→	↘	←	↙	↑	↗	↓	↘	↙	↗	↘
Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBT	SBR2	NER	NER2
Permitted Phases					4						
Detector Phase	2		6		4	4		8		1	
Switch Phase											
Minimum Initial (s)	12.0		12.0		6.0	6.0		6.0		6.0	
Minimum Split (s)	17.0		17.0		11.0	11.0		11.0		11.0	
Total Split (s)	48.0		82.0		23.0	23.0		23.0		34.0	
Total Split (%)	45.7%		78.1%		21.9%	21.9%		21.9%		32.4%	
Maximum Green (s)	43.0		77.0		18.0	18.0		18.0		29.0	
Yellow Time (s)	3.5		3.5		3.5	3.5		3.5		3.5	
All-Red Time (s)	1.5		1.5		1.5	1.5		1.5		1.5	
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)	2.0		2.0		2.0	2.0		2.0		2.0	
Recall Mode	C-Min		C-Min		None	None		None		None	
Act Effct Green (s)	51.6		81.7		13.3	13.3		13.3		25.1	
Actuated g/C Ratio	0.49		0.78		0.13	0.13		0.13		0.24	
v/c Ratio	0.72		0.39		0.77	0.77		0.41		0.87	
Control Delay	25.9		5.1		72.2	72.2		16.2		60.3	
Queue Delay	0.0		0.0		0.0	0.0		0.0		0.0	
Total Delay	25.9		5.1		72.2	72.2		16.2		60.3	
LOS	C		A		E	E		B		E	
Approach Delay	25.9		5.1		72.2	72.2		16.2			
Approach LOS	C		A		E	E		B			

Intersection Summary

Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.87  
 Intersection Signal Delay: 23.8 Intersection LOS: C  
 Intersection Capacity Utilization 74.9% ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 6: Cornelia Street/Cornelia St & 5S



Queues

6: Cornelia Street/Cornelia St & 5S

10/09/2018

	→	←	↑	↓	↗
Lane Group	EBT	WBT	NBT	SBT	NER
Lane Group Flow (vph)	1222	1059	127	115	330
v/c Ratio	0.72	0.39	0.77	0.41	0.87
Control Delay	25.9	5.1	72.2	16.2	60.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	25.9	5.1	72.2	16.2	60.3
Queue Length 50th (ft)	339	59	83	13	210
Queue Length 95th (ft)	483	236	142	61	#329
Internal Link Dist (ft)	204	619	182	254	
Turn Bay Length (ft)					
Base Capacity (vph)	1700	2727	224	349	442
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	0.72	0.39	0.57	0.33	0.75

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Lanes, Volumes, Timings  
8: Cornelia Street & Columbia Street

10/09/2018

	→	↖	↗	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↖			↖	↖	↖
Traffic Volume (vph)	268	31	46	178	5	60
Future Volume (vph)	268	31	46	178	5	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.986				0.875	
Flt Protected				0.990	0.996	
Satd. Flow (prot)	1837	0	0	1844	1623	0
Flt Permitted				0.892	0.996	
Satd. Flow (perm)	1837	0	0	1662	1623	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	17				65	
Link Speed (mph)	30			30	30	
Link Distance (ft)	745			586	260	
Travel Time (s)	16.9			13.3	5.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	291	34	50	193	5	65
Shared Lane Traffic (%)						
Lane Group Flow (vph)	325	0	0	243	70	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Turn Type	NA		Perm	NA	Prot	
Protected Phases	4			4	2	
Permitted Phases			4			
Minimum Split (s)	20.5		20.5	20.5	20.0	
Total Split (s)	30.0		30.0	30.0	20.0	
Total Split (%)	60.0%		60.0%	60.0%	40.0%	
Maximum Green (s)	25.5		25.5	25.5	16.0	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	1.0		1.0	1.0	0.5	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	4.5			4.5	4.0	
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
Act Effect Green (s)	25.5			25.5	16.0	
Actuated g/C Ratio	0.51			0.51	0.32	
v/c Ratio	0.34			0.29	0.12	
Control Delay	13.9			8.2	5.1	
Queue Delay	0.0			0.0	0.0	
Total Delay	13.9			8.2	5.1	

Lanes, Volumes, Timings  
8: Cornelia Street & Columbia Street

10/09/2018

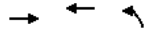
	→	↖	↗	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
LOS	B			A	A	
Approach Delay	13.9			8.2	5.1	
Approach LOS	B			A	A	
Intersection Summary						
Area Type:	Other					
Cycle Length:	50					
Actuated Cycle Length:	50					
Offset:	26 (52%), Referenced to phase 2:NBL and 6:., Start of Yellow					
Natural Cycle:	45					
Control Type:	Pretimed					
Maximum v/c Ratio:	0.34					
Intersection Signal Delay:	10.8			Intersection LOS: B		
Intersection Capacity Utilization:	42.7%			ICU Level of Service A		
Analysis Period (min):	15					

Splits and Phases: 8: Cornelia Street & Columbia Street



Queues  
8: Cornelia Street & Columbia Street

10/09/2018



Lane Group	EBT	WBT	NBL
Lane Group Flow (vph)	325	243	70
v/c Ratio	0.34	0.29	0.12
Control Delay	13.9	8.2	5.1
Queue Delay	0.0	0.0	0.0
Total Delay	13.9	8.2	5.1
Queue Length 50th (ft)	85	37	1
Queue Length 95th (ft)	141	71	21
Internal Link Dist (ft)	665	506	180
Turn Bay Length (ft)			
Base Capacity (vph)	945	847	563
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.34	0.29	0.12
<b>Intersection Summary</b>			

Lanes, Volumes, Timings  
9: Cornelia Street & Court Street

10/09/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔		↔	↔		↔	↔	
Traffic Volume (vph)	55	530	24	7	256	33	16	10	14	22	24	28
Future Volume (vph)	55	530	24	7	256	33	16	10	14	22	24	28
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		0.994			0.983			0.913			0.920	
Flt Protected		0.995			0.999		0.950			0.950		
Satd. Flow (prot)	0	3500	0	0	3476	0	1770	1701	0	1770	1714	0
Flt Permitted		0.891			0.940		0.720			0.740		
Satd. Flow (perm)	0	3135	0	0	3270	0	1341	1701	0	1378	1714	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			22			15			30	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		719			412			282			633	
Travel Time (s)		16.3			9.4			6.4			14.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	60	576	26	8	278	36	17	11	15	24	26	30
<b>Shared Lane Traffic (%)</b>												
Lane Group Flow (vph)	0	662	0	0	322	0	17	26	0	24	56	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
<b>Two way Left Turn Lane</b>												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases		4			4			2			2	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.5	20.5		20.5	20.5	
Total Split (s)	30.0	30.0		30.0	30.0		40.0	40.0		40.0	40.0	
Total Split (%)	42.9%	42.9%		42.9%	42.9%		57.1%	57.1%		57.1%	57.1%	
Maximum Green (s)	26.0	26.0		26.0	26.0		35.5	35.5		35.5	35.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		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)		4.0			4.0		4.5	4.5		4.5	4.5	
<b>Lead/Lag</b>												
<b>Lead-Lag Optimize?</b>												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont 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)		26.0			26.0			35.5			35.5	
Actuated g/C Ratio		0.37			0.37			0.51			0.51	
v/c Ratio		0.57			0.26			0.03			0.03	
Control Delay		19.6			14.9			8.8			8.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		19.6			14.9			8.8			8.9	

Lanes, Volumes, Timings  
9: Cornelia Street & Court Street

10/09/2018

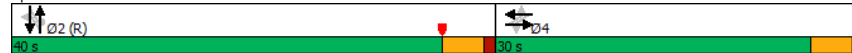


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B			B		A	A		A	A	
Approach Delay		19.6			14.9			7.0			6.5	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	70
Offset:	25.5 (36%), Referenced to phase 2:NBSB and 6:, Start of Yellow
Natural Cycle:	45
Control Type:	Pretimed
Maximum v/c Ratio:	0.57
Intersection Signal Delay:	16.8
Intersection LOS:	B
Intersection Capacity Utilization:	43.6%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 9: Cornelia Street & Court Street



Queues  
9: Cornelia Street & Court Street

10/09/2018



Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	662	322	17	26	24
v/c Ratio	0.57	0.26	0.03	0.03	0.06
Control Delay	19.6	14.9	8.8	5.8	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	19.6	14.9	8.8	5.8	8.9
Queue Length 50th (ft)	115	45	3	2	5
Queue Length 95th (ft)	165	74	12	13	21
Internal Link Dist (ft)	639	332		202	553
Turn Bay Length (ft)					
Base Capacity (vph)	1168	1228	680	870	698
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	0.57	0.26	0.03	0.03	0.06

Intersection Summary

Lanes, Volumes, Timings

10: Broadway & 5S

10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	65	957	49	217	941	0	83	15	14	32	50	17
Future Volume (vph)	65	957	49	217	941	0	83	15	14	32	50	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	257		0	253		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993						0.927				0.962
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3514	0	1770	3539	0	1770	1727	0	1770	1792	0
Fit Permitted	0.213			0.187			0.400			0.736		
Satd. Flow (perm)	397	3514	0	348	3539	0	745	1727	0	1371	1792	0
Right Turn on Red		Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)		8						16			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		699			306			481			508	
Travel Time (s)		15.9			7.0			10.9			11.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	72	1063	54	241	1046	0	92	17	16	36	56	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	1117	0	241	1046	0	92	33	0	36	75	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	5	2		1	6		3	8			4	
Permitted Phases	2			6			8			4		

Lanes, Volumes, Timings

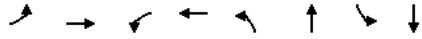
10: Broadway & 5S

10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2			1	6			3	8		4
Switch Phase												
Minimum Initial (s)	6.0	15.0		6.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	11.0	20.0		11.0	20.0		11.0	11.0		11.0	11.0	
Total Split (s)	11.0	66.0		15.0	70.0		11.0	24.0		13.0	13.0	
Total Split (%)	10.5%	62.9%		14.3%	66.7%		10.5%	22.9%		12.4%	12.4%	
Maximum Green (s)	6.0	61.0		10.0	65.0		6.0	19.0		8.0	8.0	
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		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0		3.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	72.5	63.2		74.8	67.1		19.1	19.0		7.7	7.7	
Actuated g/C Ratio	0.69	0.60		0.71	0.64		0.18	0.18		0.07	0.07	
v/c Ratio	0.18	0.53		0.63	0.46		0.42	0.10		0.36	0.52	
Control Delay	3.4	6.9		20.2	23.8		41.2	21.8		55.9	52.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	3.4	6.9		20.2	23.8		41.2	21.8		55.9	52.0	
LOS	A	A		C	C		D	C		E	D	
Approach Delay		6.7			23.1			36.1			53.2	
Approach LOS		A			C			D			D	
Intersection Summary												
Area Type:	Other											
Cycle Length:	105											
Actuated Cycle Length:	105											
Offset:	10 (10%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green											
Natural Cycle:	60											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.63											
Intersection Signal Delay:	17.8						Intersection LOS: B					
Intersection Capacity Utilization:	63.8%						ICU Level of Service B					
Analysis Period (min):	15											
Splits and Phases:	10: Broadway & 5S											

Queues  
10: Broadway & 5S

10/09/2018



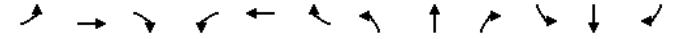
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	72	1117	241	1046	92	33	36	75
w/c Ratio	0.18	0.53	0.63	0.46	0.42	0.10	0.36	0.52
Control Delay	3.4	6.9	20.2	23.8	41.2	21.8	55.9	52.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.4	6.9	20.2	23.8	41.2	21.8	55.9	52.0
Queue Length 50th (ft)	3	91	67	289	51	9	23	41
Queue Length 95th (ft)	m13	124	53	350	99	35	57	87
Internal Link Dist (ft)		619	226		401		428	
Turn Bay Length (ft)	257		253					
Base Capacity (vph)	395	2244	415	2460	219	368	110	155
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 w/c Ratio	0.18	0.50	0.58	0.43	0.42	0.09	0.33	0.48

Intersection Summary

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

Lanes, Volumes, Timings  
11: Broadway & La Fayette Street

10/09/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	15	111	21	33	185	11	11	69	16	10	56	107
Future Volume (vph)	15	111	21	33	185	11	11	69	16	10	56	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981			0.993			0.978			0.917	
Flt Protected		0.995			0.993			0.994			0.997	
Satd. Flow (prot)	0	1818	0	0	1837	0	0	1811	0	0	1703	0
Flt Permitted		0.966			0.949			0.965			0.986	
Satd. Flow (perm)	0	1765	0	0	1755	0	0	1758	0	0	1684	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			6			17			116	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		632			310			359			481	
Travel Time (s)		14.4			7.0			8.2			10.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	121	23	36	201	12	12	75	17	11	61	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	160	0	0	249	0	0	104	0	0	188	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	20.5	20.5		20.5	20.5		20.5	20.5		20.5	20.5	
Total Split (s)	35.0	35.0		35.0	35.0		25.0	25.0		25.0	25.0	
Total Split (%)	58.3%	58.3%		58.3%	58.3%		41.7%	41.7%		41.7%	41.7%	
Maximum Green (s)	30.5	30.5		30.5	30.5		20.5	20.5		20.5	20.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont 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)		30.5			30.5			20.5			20.5	
Actuated g/C Ratio		0.51			0.51			0.34			0.34	
w/c Ratio		0.18			0.28			0.17			0.29	
Control Delay		7.6			9.3			12.8			7.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		7.6			9.3			12.8			7.6	

Lanes, Volumes, Timings

11: Broadway & La Fayette Street

10/09/2018

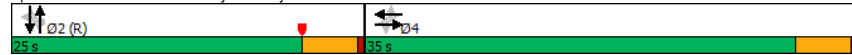


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		A			A			B			A	
Approach Delay		7.6			9.3			12.8			7.6	
Approach LOS		A			A			B			A	

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	20.5 (34%), Referenced to phase 2:NBSB and 6:, Start of Yellow
Natural Cycle:	45
Control Type:	Pretimed
Maximum v/c Ratio:	0.29
Intersection Signal Delay:	9.0
Intersection LOS:	A
Intersection Capacity Utilization:	37.2%
ICU Level of Service:	A
Analysis Period (min):	15

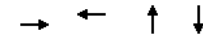
Splits and Phases: 11: Broadway & La Fayette Street



Queues

11: Broadway & La Fayette Street

10/09/2018



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	160	249	104	188
v/c Ratio	0.18	0.28	0.17	0.29
Control Delay	7.6	9.3	12.8	7.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	7.6	9.3	12.8	7.6
Queue Length 50th (ft)	25	46	21	18
Queue Length 95th (ft)	52	84	51	56
Internal Link Dist (ft)	552	230	279	401
Turn Bay Length (ft)				
Base Capacity (vph)	907	895	611	651
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	0.18	0.28	0.17	0.29

Intersection Summary



Lanes, Volumes, Timings  
12: Broadway & Columbia Street

10/09/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	57	168	19	17	104	19	7	54	50	14	81	15
Future Volume (vph)	57	168	19	17	104	19	7	54	50	14	81	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.981			0.940			0.982	
Flt Protected		0.988			0.994			0.997			0.994	
Satd. Flow (prot)	0	1820	0	0	1816	0	0	1746	0	0	1818	0
Flt Permitted		0.911			0.959			0.984			0.964	
Satd. Flow (perm)	0	1678	0	0	1752	0	0	1723	0	0	1763	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			21			54			14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		586			664			949			359	
Travel Time (s)		13.3			15.1			21.6			8.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	62	183	21	18	113	21	8	59	54	15	88	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	266	0	0	152	0	0	121	0	0	119	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			6	
Permitted Phases	4			4			2			6		
Minimum Split (s)	20.5	20.5		20.5	20.5		20.0	20.0		20.0	20.0	
Total Split (s)	35.0	35.0		35.0	35.0		20.0	20.0		20.0	20.0	
Total Split (%)	63.6%	63.6%		63.6%	63.6%		36.4%	36.4%		36.4%	36.4%	
Maximum Green (s)	30.5	30.5		30.5	30.5		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont 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 Effect Green (s)		30.5			30.5			16.0			16.0	
Actuated g/C Ratio		0.55			0.55			0.29			0.29	
v/c Ratio		0.28			0.16			0.22			0.23	
Control Delay		7.1			5.6			10.4			14.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		7.1			5.6			10.4			14.6	

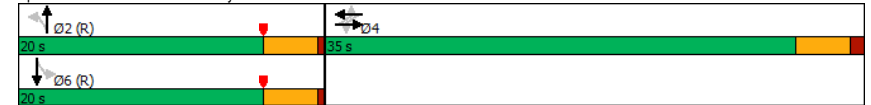
Lanes, Volumes, Timings  
12: Broadway & Columbia Street

10/09/2018



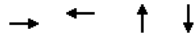
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		A			A			B			B	
Approach Delay		7.1			5.6			10.4			14.6	
Approach LOS		A			A			B			B	
Intersection Summary												
Area Type:	Other											
Cycle Length:	55											
Actuated Cycle Length:	55											
Offset:	1 (2%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow											
Natural Cycle:	45											
Control Type:	Pretimed											
Maximum v/c Ratio:	0.28											
Intersection Signal Delay:	8.8						Intersection LOS: A					
Intersection Capacity Utilization:	39.5%						ICU Level of Service A					
Analysis Period (min):	15											

Splits and Phases: 12: Broadway & Columbia Street



Queues  
12: Broadway & Columbia Street

10/09/2018

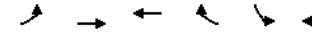


Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	266	152	121	119
v/c Ratio	0.28	0.16	0.22	0.23
Control Delay	7.1	5.6	10.4	14.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	7.1	5.6	10.4	14.6
Queue Length 50th (ft)	38	18	16	26
Queue Length 95th (ft)	73	40	48	59
Internal Link Dist (ft)	506	584	869	279
Turn Bay Length (ft)				
Base Capacity (vph)	936	980	539	522
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	0.28	0.16	0.22	0.23

Intersection Summary

Lanes, Volumes, Timings  
13: Court Street & Broadway

10/09/2018



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↘	
Traffic Volume (vph)	138	418	260	30	16	41
Future Volume (vph)	138	418	260	30	16	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.984			0.902
Flt Protected		0.988			0.986	
Satd. Flow (prot)	0	3497	3483	0	1657	0
Flt Permitted		0.988			0.986	
Satd. Flow (perm)	0	3497	3483	0	1657	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		412	231		949	
Travel Time (s)		9.4	5.3		21.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	150	454	283	33	17	45
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	604	316	0	62	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		15		9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 37.1%

ICU Level of Service A

Analysis Period (min) 15

HCM 2010 TWSC  
13: Court Street & Broadway

10/09/2018

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕	↕
Traffic Vol, veh/h	138	418	260	30	16	41
Future Vol, veh/h	138	418	260	30	16	41
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	150	454	283	33	17	45

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	316	0	827
Stage 1	-	-	300
Stage 2	-	-	527
Critical Hdwy	4.14	-	6.84
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	2.22	-	3.52
Pot Cap-1 Maneuver	1241	-	310
Stage 1	-	-	725
Stage 2	-	-	557
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1241	-	260
Mov Cap-2 Maneuver	-	-	260
Stage 1	-	-	608
Stage 2	-	-	557

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1241	-	-	-	522
HCM Lane V/C Ratio	0.121	-	-	-	0.119
HCM Control Delay (s)	8.3	0.4	-	-	12.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	0.4

Lanes, Volumes, Timings  
14: Washington Street/Washington St & 5S

10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕				↕			↕
Traffic Volume (vph)	0	980	7	0	1152	3	0	0	22	0	0	8
Future Volume (vph)	0	980	7	0	1152	3	0	0	22	0	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	0		1	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.999							0.865			0.865
Fit Protected												
Satd. Flow (prot)	0	3536	0	0	3539	0	0	0	1611	0	0	1611
Fit Permitted												
Satd. Flow (perm)	0	3536	0	0	3539	0	0	0	1611	0	0	1611
Link Speed (mph)		30			30				30			30
Link Distance (ft)		306			333				450			317
Travel Time (s)		7.0			7.6				10.2			7.2
Confl. Peds. (#/hr)							15					
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1089	8	0	1280	3	0	0	24	0	0	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1097	0	0	1283	0	0	0	24	0	0	9
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12				0			0
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free				Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	41.9%
ICU Level of Service A	
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

14: Washington Street/Washington St & 5S

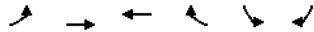
10/10/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑				↑			↑
Traffic Volume (veh/h)	0	980	7	0	1152	3	0	0	22	0	0	8
Future Volume (Veh/h)	0	980	7	0	1152	3	0	0	22	0	0	8
Sign Control	Free			Free			Yield			Yield		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	1089	8	0	1280	3	0	0	24	0	0	9
Pedestrians	15											
Lane Width (ft)	12.0											
Walking Speed (ft/s)	4.0											
Percent Blockage	1											
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)	306			725								
pX, platoon unblocked	0.82			0.80			0.89	0.89	0.80	0.89	0.89	0.82
vC, conflicting volume	1283			1097			1748	2376	548	1826	2378	656
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	896			630			677	1378	0	764	1381	129
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	97	100	100	99
cM capacity (veh/h)	615			761			296	128	871	255	128	723
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	726	371	853	430	24	9						
Volume Left	0	0	0	0	0	0						
Volume Right	0	8	0	3	24	9						
cSH	1700	1700	1700	1700	871	723						
Volume to Capacity	0.43	0.22	0.50	0.25	0.03	0.01						
Queue Length 95th (ft)	0	0	0	0	2	1						
Control Delay (s)	0.0	0.0	0.0	0.0	9.3	10.0						
Lane LOS				A			B					
Approach Delay (s)	0.0	0.0		9.3		10.0						
Approach LOS				A		B						
<b>Intersection Summary</b>												
Average Delay	0.1											
Intersection Capacity Utilization	41.9%			ICU Level of Service			A					
Analysis Period (min)	15											

Lanes, Volumes, Timings

16: La Fayette Street & Washington Street

10/09/2018



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Volume (vph)	8	119	220	10	14	15
Future Volume (vph)	8	119	220	10	14	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994		0.930		
Flt Protected		0.997		0.976		
Satd. Flow (prot)	0	1857	1852	0	1691	0
Flt Permitted		0.997		0.976		
Satd. Flow (perm)	0	1857	1852	0	1691	0
Link Speed (mph)		30		30		
Link Distance (ft)		310		450		
Travel Time (s)		7.0		7.3		
		7.0		7.3		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	129	239	11	15	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	138	250	0	31	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0		12		
Link Offset(ft)		0		0		
Crosswalk Width(ft)		16		16		
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	22.8%
ICU Level of Service	A
Analysis Period (min)	15

HCM 2010 TWSC

16: La Fayette Street & Washington Street

10/09/2018

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	8	119	220	10	14	15
Future Vol, veh/h	8	119	220	10	14	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	129	239	11	15	16

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	250	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1316	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1316	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1316	-	-	-	692
HCM Lane V/C Ratio	0.007	-	-	-	0.046
HCM Control Delay (s)	7.8	0	-	-	10.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM Unsignalized Intersection Capacity Analysis  
 17: Seneca Street & 5S

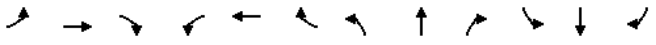
10/10/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔			↕			↕
Traffic Volume (veh/h)	76	900	46	0	1150	15	0	0	11	0	0	88
Future Volume (Veh/h)	76	900	46	0	1150	15	0	0	11	0	0	88
Sign Control	Free			Free			Yield			Yield		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	92	1084	55	0	1386	18	0	0	13	0	0	106
<b>Pedestrians</b>												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)	639			392								
pX, platoon unblocked	0.79			0.82			0.88	0.88	0.82	0.88	0.88	0.79
vC, conflicting volume	1404			1084			1988	2700	570	2121	2663	702
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	980			657			922	1729	28	1072	1687	92
tC, single (s)	4.2			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	83			100			100	100	98	100	100	86
cM capacity (veh/h)	548			758			151	64	856	132	68	754
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>EB 3</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>	<b>SB 1</b>					
Volume Total	92	723	416	924	480	13	106					
Volume Left	92	0	0	0	0	0	0					
Volume Right	0	0	55	0	18	13	106					
cSH	548	1700	1700	1700	1700	856	754					
Volume to Capacity	0.17	0.43	0.24	0.54	0.28	0.02	0.14					
Queue Length 95th (ft)	15	0	0	0	0	1	12					
Control Delay (s)	12.9	0.0	0.0	0.0	0.0	9.3	10.6					
Lane LOS	B			A			B					
Approach Delay (s)	1.0			0.0			9.3			10.6		
Approach LOS	B			A			B					
<b>Intersection Summary</b>												
Average Delay	0.9											
Intersection Capacity Utilization	44.4%			ICU Level of Service			A					
Analysis Period (min)	15											

Lanes, Volumes, Timings

17: Seneca Street & 5S

10/09/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↔	↕	↔	↔	↕
Traffic Volume (vph)	76	900	46	0	1150	15	0	0	11	0	0	88
Future Volume (vph)	76	900	46	0	1150	15	0	0	11	0	0	88
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	1		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.998				0.865			0.865
Fit Protected	0.950											
Satd. Flow (prot)	1752	3485	0	0	3532	0	0	0	1644	0	0	1644
Fit Permitted	0.950											
Satd. Flow (perm)	1752	3485	0	0	3532	0	0	0	1644	0	0	1644
Link Speed (mph)		30			30				30			30
Link Distance (ft)		333			392				423			252
Travel Time (s)		7.6			8.9				9.6			5.7
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	3%	3%	0%	2%	2%	2%	0%	2%	0%	2%	2%	0%
Adj. Flow (vph)	92	1084	55	0	1386	18	0	0	13	0	0	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	92	1139	0	0	1404	0	0	0	13	0	0	106
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12				0			0
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		15		9	15		9	15		9	15	
Sign Control		Free			Free			Yield				Yield


Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	44.4%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings

19: Seneca Street & La Fayette Street

10/09/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↔	↕	↔	↔	↕
Traffic Volume (vph)	15	116	4	7	175	15	4	3	4	14	3	62
Future Volume (vph)	15	116	4	7	175	15	4	3	4	14	3	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.990				0.951			0.894
Fit Protected		0.995			0.998				0.982			0.991
Satd. Flow (prot)		0	1846	0	0	1840	0	0	1740	0	0	1650
Fit Permitted		0.995			0.998				0.982			0.991
Satd. Flow (perm)		0	1846	0	0	1840	0	0	1740	0	0	1650
Link Speed (mph)		30			30				30			30
Link Distance (ft)		319			216				181			423
Travel Time (s)		7.3			4.9				4.1			9.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	126	4	8	190	16	4	3	4	15	3	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	146	0	0	214	0	0	11	0	0	85	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0				0			0
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		15		9	15		9	15		9	15	
Sign Control		Free			Free			Stop				Stop

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	24.7%
ICU Level of Service	A
Analysis Period (min)	15

HCM 2010 TWSC  
19: Seneca Street & La Fayette Street

10/09/2018

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔		↔		↔		↔		↔		↔	
Traffic Vol, veh/h	15	116	4	7	175	15	4	3	4	14	3	62
Future Vol, veh/h	15	116	4	7	175	15	4	3	4	14	3	62
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	126	4	8	190	16	4	3	4	15	3	67

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	206	0	0	130
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1365	-	-	1455
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1365	-	-	1455
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.3	11	10.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	615	1365	-	-	1455	-	-	761
HCM Lane V/C Ratio	0.019	0.012	-	-	0.005	-	-	0.113
HCM Control Delay (s)	11	7.7	0	-	7.5	0	-	10.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.4

Lanes, Volumes, Timings  
20: Genesee St & 5S

10/09/2018

	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	38	778	170	164	932	7	45	162	51	41	506	35
Future Volume (vph)	38	778	170	164	932	7	45	162	51	41	506	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	150		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.973			0.999			0.964			0.990	
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3478	0	1770	3502	0	1770	1659	0	1770	3472	0
Fit Permitted	0.175			0.164			0.214			0.443		
Satd. Flow (perm)	326	3478	0	305	3502	0	399	1659	0	825	3472	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			1			16				7
Link Speed (mph)		30			30			30				30
Link Distance (ft)		392			616			464				307
Travel Time (s)		8.9			14.0			10.5				7.0
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 (%)	2%	1%	1%	2%	3%	2%	2%	13%	2%	2%	3%	2%
Adj. Flow (vph)	44	905	198	191	1084	8	52	188	59	48	588	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	44	1103	0	191	1092	0	52	247	0	48	629	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			12			12			12		
Link Offset(ft)	0			0			0			0		
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6		8			4		



Lanes, Volumes, Timings

20: Genesee St & 5S

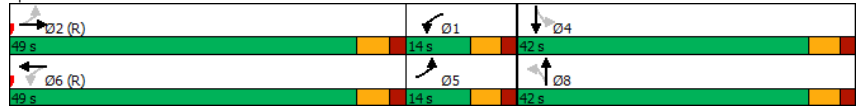
10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	8.0	15.0		8.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	14.0	46.0		14.0	46.0		42.0	42.0		42.0	42.0	
Total Split (s)	14.0	49.0		14.0	49.0		42.0	42.0		42.0	42.0	
Total Split (%)	13.3%	46.7%		13.3%	46.7%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	8.0	43.0		8.0	43.0		36.0	36.0		36.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lead		Lag	Lead							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	1.0		3.0	3.0		2.5	2.5		2.5	2.5	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		33.0			33.0		29.0	29.0		29.0	29.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	60.4	52.2		66.1	59.5		25.0	25.0		25.0	25.0	
Actuated g/C Ratio	0.58	0.50		0.63	0.57		0.24	0.24		0.24	0.24	
v/c Ratio	0.15	0.63		0.58	0.55		0.55	0.61		0.24	0.76	
Control Delay	3.9	9.7		29.1	18.0		56.1	39.1		33.8	42.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	3.9	9.7		29.1	18.0		56.1	39.1		33.8	42.6	
LOS	A	A		C	B		E	D		C	D	
Approach Delay		9.4			19.6			42.1			42.0	
Approach LOS		A			B			D			D	

Intersection Summary

Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 32 (30%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 105  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.76  
 Intersection Signal Delay: 22.6 Intersection LOS: C  
 Intersection Capacity Utilization 76.1% ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 20: Genesee St & 5S



Queues

20: Genesee St & 5S

10/09/2018

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	44	1103	191	1092	52	247	48	629
v/c Ratio	0.15	0.63	0.58	0.55	0.55	0.61	0.24	0.76
Control Delay	3.9	9.7	29.1	18.0	56.1	39.1	33.8	42.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.9	9.7	29.1	18.0	56.1	39.1	33.8	42.6
Queue Length 50th (ft)	5	171	46	258	31	139	26	206
Queue Length 95th (ft)	m5	107	#88	350	66	191	53	232
Internal Link Dist (ft)		312		536		384		227
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	299	1743	329	1983	136	579	282	1195
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	0.15	0.63	0.58	0.55	0.38	0.43	0.17	0.53

Intersection Summary

# 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.

Lanes, Volumes, Timings

22: La Fayette Street/Bleecker Street

10/09/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔			↔			↔↔			↔↔	
Traffic Volume (vph)	22	103	36	29	82	9	19	180	21	84	502	93
Future Volume (vph)	22	103	36	29	82	9	19	180	21	84	502	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.970			0.990			0.986			0.979	
Flt Protected		0.993			0.988			0.996			0.994	
Satd. Flow (prot)	0	1794	0	0	1822	0	0	3476	0	0	3444	0
Flt Permitted		0.940			0.886			0.869			0.869	
Satd. Flow (perm)	0	1698	0	0	1634	0	0	3033	0	0	3011	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			4			18			38	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		216			304			420			464	
Travel Time (s)		4.9			6.9			9.5			10.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	112	39	32	89	10	21	196	23	91	546	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	175	0	0	131	0	0	240	0	0	738	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			6		5	2	
Permitted Phases		4			8			6		2		
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		9.0	23.0	
Total Split (s)	28.0	28.0		27.0	27.0		58.0	58.0		9.0	69.0	
Total Split (%)	28.9%	28.9%		27.8%	27.8%		59.8%	59.8%		9.3%	71.1%	
Maximum Green (s)	21.0	21.0		20.0	20.0		51.0	51.0		4.0	64.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		3.0	3.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			5.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0		
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0		
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0		
Act Effect Green (s)		21.0			21.0			53.0			64.0	
Actuated g/C Ratio		0.22			0.22			0.55			0.66	
v/c Ratio		0.46			0.37			0.14			0.37	
Control Delay		35.0			34.9			10.3			7.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		35.0			34.9			10.3			7.4	

Lanes, Volumes, Timings

22: La Fayette Street/Bleecker Street

10/09/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
LOS		C			C			B			A	
Approach Delay		35.0			34.9			10.3			7.4	
Approach LOS		C			C			B			A	

Intersection Summary

Area Type:	Other
Cycle Length:	97
Actuated Cycle Length:	97
Offset:	33 (34%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow
Natural Cycle:	55
Control Type:	Pretimed
Maximum v/c Ratio:	0.46
Intersection Signal Delay:	14.5
Intersection Capacity Utilization:	52.1%
ICU Level of Service:	A
Analysis Period (min):	15

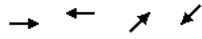
Splits and Phases: 22: La Fayette Street/Bleecker Street



Queues

22: La Fayette Street/Bleecker Street

10/09/2018



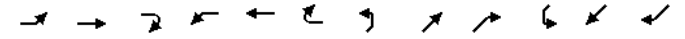
Lane Group	EBT	WBT	NET	SWT
Lane Group Flow (vph)	175	131	240	738
v/c Ratio	0.46	0.37	0.14	0.37
Control Delay	35.0	34.9	10.3	7.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	35.0	34.9	10.3	7.4
Queue Length 50th (ft)	87	67	33	86
Queue Length 95th (ft)	152	122	52	115
Internal Link Dist (ft)	136	224	340	384
Turn Bay Length (ft)				
Base Capacity (vph)	378	356	1665	2017
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	0.46	0.37	0.14	0.37

Intersection Summary

Lanes, Volumes, Timings

23: Columbia Street/Elizabeth Street

10/09/2018

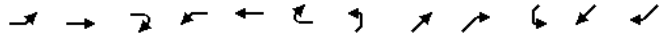


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	39	130	28	11	47	21	27	170	23	99	386	85
Future Volume (vph)	39	130	28	11	47	21	27	170	23	99	386	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.981			0.964			0.984			0.978	
Flt Protected		0.990			0.993			0.994			0.991	
Satd. Flow (prot)	0	1809	0	0	1783	0	0	3462	0	0	3430	0
Flt Permitted		0.916			0.940			0.844			0.768	
Satd. Flow (perm)	0	1674	0	0	1688	0	0	2939	0	0	2658	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			18			19			39	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		664			274			195			420	
Travel Time (s)		15.1			6.2			4.4			9.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	42	141	30	12	51	23	29	185	25	108	420	92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	213	0	0	86	0	0	239	0	0	620	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		custom		NA
Protected Phases		4			8			6			5	2
Permitted Phases	4			8			6			5		
Minimum Split (s)	14.0	14.0		14.0	14.0		23.5	23.5		23.5	23.5	
Total Split (s)	29.0	29.0		29.0	29.0		56.0	56.0		11.0	67.0	
Total Split (%)	30.2%	30.2%		30.2%	30.2%		58.3%	58.3%		11.5%	69.8%	
Maximum Green (s)	22.0	22.0		22.0	22.0		49.0	49.0		5.0	60.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		2.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont 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)		22.0			22.0			49.0			60.0	
Actuated g/C Ratio		0.23			0.23			0.51			0.62	
v/c Ratio		0.55			0.21			0.16			0.37	
Control Delay		37.5			25.6			7.5			8.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		37.5			25.6			7.5			8.9	

Lanes, Volumes, Timings

23: Columbia Street/Elizabeth Street

10/09/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
LOS		D			C			A			A	
Approach Delay		37.5			25.6			7.5			8.9	
Approach LOS		D			C			A			A	

Intersection Summary

Area Type: Other  
 Cycle Length: 96  
 Actuated Cycle Length: 96  
 Offset: 14 (15%), Referenced to phase 2:SWT and 6:NETL, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.55  
 Intersection Signal Delay: 15.1 Intersection LOS: B  
 Intersection Capacity Utilization 56.2% ICU Level of Service B  
 Analysis Period (min) 15

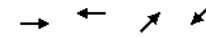
Splits and Phases: 23: Columbia Street/Elizabeth Street



Queues

23: Columbia Street/Elizabeth Street

10/09/2018



Lane Group	EBT	WBT	NET	SWT
Lane Group Flow (vph)	213	86	239	620
v/c Ratio	0.55	0.21	0.16	0.37
Control Delay	37.5	25.6	7.5	8.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	37.5	25.6	7.5	8.9
Queue Length 50th (ft)	111	33	35	82
Queue Length 95th (ft)	185	74	56	114
Internal Link Dist (ft)	584	194	115	340
Turn Bay Length (ft)				
Base Capacity (vph)	389	400	1509	1675
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	0.55	0.21	0.16	0.37

Intersection Summary

Lanes, Volumes, Timings

24: Broad St & Genesee St SB Off-Ramp

10/09/2018

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑		↑	↑					↑	↑	
Traffic Volume (vph)	0	80	30	27	78	0	0	0	0	533	54	0
Future Volume (vph)	0	80	30	27	78	0	0	0	0	533	54	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		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	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frnt		0.959										
Fit Protected				0.950						0.950	0.961	
Satd. Flow (prot)	0	3394	0	1770	1863	0	0	0	0	1681	1701	0
Fit Permitted				0.676						0.950	0.961	
Satd. Flow (perm)	0	3394	0	1259	1863	0	0	0	0	1681	1701	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33										
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		342			169			195			367	
Travel Time (s)		7.8			3.8			4.4			8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	87	33	29	85	0	0	0	0	579	59	0
Shared Lane Traffic (%)										45%		
Lane Group Flow (vph)	0	120	0	29	85	0	0	0	0	318	320	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		100		20	100					20	100	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		6		20	6					20	6	
Detector 1 Type		CI+Ex		CI+Ex	CI+Ex					CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94					94		
Detector 2 Size(ft)		6			6					6		
Detector 2 Type		CI+Ex			CI+Ex						CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		1			1						4	
Permitted Phases				1						4		

Lanes, Volumes, Timings

24: Broad St & Genesee St SB Off-Ramp

10/09/2018

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase		1		1	1					4	4	
Switch Phase												
Minimum Initial (s)		4.0		4.0	4.0					4.0	4.0	
Minimum Split (s)		9.0		9.0	9.0					26.0	26.0	
Total Split (s)		20.0		20.0	20.0					60.0	60.0	
Total Split (%)		25.0%		25.0%	25.0%					75.0%	75.0%	
Maximum Green (s)		15.0		15.0	15.0					55.0	55.0	
Yellow Time (s)		3.5		3.5	3.5					3.5	3.5	
All-Red Time (s)		1.5		1.5	1.5					1.5	1.5	
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 Optimize?												
Vehicle Extension (s)		2.0		2.0	2.0					2.0	2.0	
Recall Mode		None		None	None					None	None	
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	
Flash Dont Walk (s)		14.0		14.0	14.0					14.0	14.0	
Pedestrian Calls (#/hr)		25		25	25					25	25	
Act Effct Green (s)		8.3		8.3	8.3					12.1	12.1	
Actuated g/C Ratio		0.29		0.29	0.29					0.42	0.42	
v/c Ratio		0.12		0.08	0.16					0.45	0.45	
Control Delay		7.7		10.2	10.4					9.9	9.9	
Queue Delay		0.0		0.0	0.0					0.0	0.0	
Total Delay		7.7		10.2	10.4					9.9	9.9	
LOS		A		B	B					A	A	
Approach Delay		7.7			10.4						9.9	
Approach LOS		A			B						A	
Intersection Summary												
Area Type:	Other											
Cycle Length:	80											
Actuated Cycle Length:	28.7											
Natural Cycle:	40											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.45											
Intersection Signal Delay:	9.6						Intersection LOS: A					
Intersection Capacity Utilization:	32.7%						ICU Level of Service A					
Analysis Period (min)	15											
Splits and Phases:	24: Broad St & Genesee St SB Off-Ramp											
	20 s						50 s					

Queues

24: Broad St & Genesee St SB Off-Ramp

10/09/2018



Lane Group	SET	NWL	NWT	SWL	SWT
Lane Group Flow (vph)	120	29	85	318	320
v/c Ratio	0.12	0.08	0.16	0.45	0.45
Control Delay	7.7	10.2	10.4	9.9	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	7.7	10.2	10.4	9.9	9.9
Queue Length 50th (ft)	4	3	9	27	27
Queue Length 95th (ft)	20	17	37	132	132
Internal Link Dist (ft)	262		89		287
Turn Bay Length (ft)		100			
Base Capacity (vph)	2128	784	1161	1681	1701
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	0.06	0.04	0.07	0.19	0.19
<b>Intersection Summary</b>					

Lanes, Volumes, Timings

25: Blandina Street & Genesee Street

10/11/2018

	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Group												
Lane Configurations					↔			↔			↔	
Traffic Volume (vph)	0	0	0	17	6	3	3	194	7	85	299	30
Future Volume (vph)	0	0	0	17	6	3	3	194	7	85	299	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt					0.986			0.995			0.989	
Flt Protected					0.969			0.999			0.990	
Satd. Flow (prot)	0	0	0	0	1780	0	0	3518	0	0	3465	0
Flt Permitted					0.969			0.951			0.825	
Satd. Flow (perm)	0	0	0	0	1780	0	0	3349	0	0	2888	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					3			7			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		313			160			152			194	
Travel Time (s)		7.1			3.6			3.5			4.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	18	7	3	3	211	8	92	325	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	28	0	0	222	0	0	450	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Perm		NA		Perm		NA		Perm	
Protected Phases					4			2			2	
Permitted Phases					4			2			2	
Minimum Split (s)				28.0	28.0		28.0	28.0		28.0	28.0	
Total Split (s)				30.0	30.0		80.0	80.0		80.0	80.0	
Total Split (%)				27.3%	27.3%		72.7%	72.7%		72.7%	72.7%	
Maximum Green (s)				24.0	24.0		74.0	74.0		74.0	74.0	
Yellow Time (s)				4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)				2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)					0.0			0.0			0.0	
Total Lost Time (s)					6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)				7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)				15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)				0	0		0	0		0	0	
Act Effct Green (s)					24.0			74.0			74.0	
Actuated g/C Ratio					0.22			0.67			0.67	
v/c Ratio					0.07			0.10			0.23	
Control Delay					32.1			6.2			7.1	
Queue Delay					0.0			0.0			0.0	
Total Delay					32.1			6.2			7.1	

Lanes, Volumes, Timings

25: Blandina Street & Genesee Street

10/11/2018

	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Group												
LOS								C			A	A
Approach Delay								32.1			6.2	7.1
Approach LOS								C			A	A
Intersection Summary												
Area Type:	Other											
Cycle Length:	110											
Actuated Cycle Length:	110											
Offset:	0 (0%), Referenced to phase 2:NESW and 6:, Start of Yellow											
Natural Cycle:	60											
Control Type:	Pretimed											
Maximum v/c Ratio:	0.23											
Intersection Signal Delay:	7.8						Intersection LOS: A					
Intersection Capacity Utilization:	36.5%						ICU Level of Service A					
Analysis Period (min):	15											

Splits and Phases: 25: Blandina Street & Genesee Street



Queues

25: Blandina Street & Genesee Street

10/11/2018



Lane Group	SBT	NET	SWT
Lane Group Flow (vph)	28	222	450
v/c Ratio	0.07	0.10	0.23
Control Delay	32.1	6.2	7.1
Queue Delay	0.0	0.0	0.0
Total Delay	32.1	6.2	7.1
Queue Length 50th (ft)	14	25	56
Queue Length 95th (ft)	39	38	77
Internal Link Dist (ft)	80	72	114
Turn Bay Length (ft)			
Base Capacity (vph)	390	2255	1948
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.07	0.10	0.23
<b>Intersection Summary</b>			



Lanes, Volumes, Timings  
26: Genesee St & Bank Place

10/09/2018

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	0	0	208	18	23	280
Future Volume (vph)	0	0	208	18	23	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt			0.988			
Flt Protected						0.996
Satd. Flow (prot)	0	0	3497	0	0	3525
Flt Permitted						0.921
Satd. Flow (perm)	0	0	3497	0	0	3260
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		30			30
Link Distance (ft)	399		483			150
Travel Time (s)	9.1		11.0			3.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	226	20	25	304
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	246	0	0	329
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors			2		1	2
Detector Template			Thru		Left	Thru
Leading Detector (ft)			100		20	100
Trailing Detector (ft)			0		0	0
Detector 1 Position(ft)			0		0	0
Detector 1 Size(ft)			6		20	6
Detector 1 Type			CI+Ex		CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)			0.0		0.0	0.0
Detector 1 Queue (s)			0.0		0.0	0.0
Detector 1 Delay (s)			0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			CI+Ex			CI+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type			NA		Perm	NA
Protected Phases			6			2
Permitted Phases					2	
Detector Phase			6		2	2
Switch Phase						
Minimum Initial (s)			5.0		5.0	5.0

Lanes, Volumes, Timings  
26: Genesee St & Bank Place

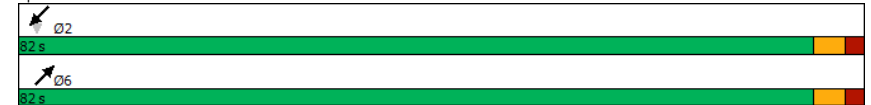
10/09/2018

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Minimum Split (s)			23.0		21.0	21.0
Total Split (s)			82.0		82.0	82.0
Total Split (%)			100.0%		100.0%	100.0%
Maximum Green (s)			77.0		77.0	77.0
Yellow Time (s)			3.0		3.0	3.0
All-Red Time (s)			2.0		2.0	2.0
Lost Time Adjust (s)			0.0		0.0	0.0
Total Lost Time (s)			5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)			3.0		3.0	3.0
Recall Mode			None		None	None
Walk Time (s)			5.0		5.0	5.0
Flash Dont Walk (s)			11.0		11.0	11.0
Pedestrian Calls (#/hr)			0		0	0
Act Effct Green (s)			9.3		9.4	
Actuated g/C Ratio			0.83		0.84	
v/c Ratio			0.08		0.12	
Control Delay			0.2		0.3	
Queue Delay			0.0		0.0	
Total Delay			0.2		0.3	
LOS			A		A	
Approach Delay			0.2		0.3	
Approach LOS			A		A	

Intersection Summary

Area Type:	Other
Cycle Length:	82
Actuated Cycle Length:	11.2
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.12
Intersection Signal Delay:	0.2
Intersection LOS:	A
Intersection Capacity Utilization:	23.1%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 26: Genesee St & Bank Place



Queues

26: Genesee St & Bank Place

10/09/2018

Lane Group	NET	SWT
Lane Group Flow (vph)	246	329
v/c Ratio	0.08	0.12
Control Delay	0.2	0.3
Queue Delay	0.0	0.0
Total Delay	0.2	0.3
Queue Length 50th (ft)	0	0
Queue Length 95th (ft)	0	0
Internal Link Dist (ft)	403	70
Turn Bay Length (ft)		
Base Capacity (vph)	3497	3260
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.07	0.10
<b>Intersection Summary</b>		

Lanes, Volumes, Timings

27: Genesee St & Hopper St/Court Street

10/09/2018

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕↕			↕↕			↕↕			↕↕	
Traffic Volume (vph)	4	319	81	1	180	26	47	262	23	6	246	33
Future Volume (vph)	4	319	81	1	180	26	47	262	23	6	246	33
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	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.970			0.981			0.990			0.983	
Fit Protected								0.993			0.999	
Satd. Flow (prot)	0	3433	0	0	3472	0	0	3479	0	0	3476	0
Fit Permitted		0.952			0.953			0.859			0.947	
Satd. Flow (perm)	0	3268	0	0	3309	0	0	3010	0	0	3295	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			14			14			26	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		231			224			440			483	
Travel Time (s)		5.3			5.1			10.0			11.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	347	88	1	196	28	51	285	25	7	267	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	439	0	0	225	0	0	361	0	0	310	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2			4			4		
Minimum Split (s)	11.0	11.0		11.0	11.0		55.0	55.0		55.0	55.0	
Total Split (s)	33.0	33.0		33.0	33.0		75.0	75.0		75.0	75.0	
Total Split (%)	30.6%	30.6%		30.6%	30.6%		69.4%	69.4%		69.4%	69.4%	
Maximum Green (s)	27.0	27.0		27.0	27.0		69.0	69.0		69.0	69.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		11.0	11.0		11.0	11.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		38.0	38.0		38.0	38.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		27.0			27.0			69.0			69.0	
Actuated g/C Ratio		0.25			0.25			0.64			0.64	
v/c Ratio		0.52			0.27			0.19			0.15	
Control Delay		35.3			31.5			7.9			7.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		35.3			31.5			7.9			7.3	

Lanes, Volumes, Timings

27: Genesee St & Hopper St/Court Street

10/09/2018



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
LOS		D			C			A			A	
Approach Delay		35.3			31.5			7.9			7.3	
Approach LOS		D			C			A			A	

Intersection Summary

Area Type: Other  
 Cycle Length: 108  
 Actuated Cycle Length: 108  
 Offset: 31.5 (29%), Referenced to phase 2:NWSE and 6:, Start of Yellow  
 Natural Cycle: 70  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.52  
 Intersection Signal Delay: 20.8 Intersection LOS: C  
 Intersection Capacity Utilization 46.7% ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 27: Genesee St & Hopper St/Court Street



Queues

27: Genesee St & Hopper St/Court Street

10/09/2018



Lane Group	SET	NWT	NET	SWT
Lane Group Flow (vph)	439	225	361	310
v/c Ratio	0.52	0.27	0.19	0.15
Control Delay	35.3	31.5	7.9	7.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	35.3	31.5	7.9	7.3
Queue Length 50th (ft)	130	61	47	37
Queue Length 95th (ft)	181	95	67	55
Internal Link Dist (ft)	151	144	360	403
Turn Bay Length (ft)				
Base Capacity (vph)	837	837	1928	2114
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	0.52	0.27	0.19	0.15

Intersection Summary

Lanes, Volumes, Timings

101: State Street & Proposed Parking Lot

10/09/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↕			↕	
Traffic Volume (vph)	4	0	21	68	0	21	95	177	154	8	18	59
Future Volume (vph)	4	0	21	68	0	21	95	177	154	8	18	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.885			0.968			0.946			0.897	
Flt Protected		0.993			0.963			0.989			0.995	
Satd. Flow (prot)	0	1637	0	0	1736	0	0	3311	0	0	3159	0
Flt Permitted		0.993			0.963			0.989			0.995	
Satd. Flow (perm)	0	1637	0	0	1736	0	0	3311	0	0	3159	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		251			229			138			148	
Travel Time (s)		5.7			5.2			3.1			3.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	0	23	74	0	23	103	192	167	9	20	64
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	97	0	0	462	0	0	93	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	34.3%
ICU Level of Service	A
Analysis Period (min)	15

HCM 2010 TWSC

101: State Street & Proposed Parking Lot

10/09/2018

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↕			↕	
Traffic Vol, veh/h	4	0	21	68	0	21	95	177	154	8	18	59
Future Vol, veh/h	4	0	21	68	0	21	95	177	154	8	18	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	0	23	74	0	23	103	192	167	9	20	64

Major/Minor	Minor2	Minor1	Major1	Major2								
Conflicting Flow All	372	635	42	510	584	180	84	0	0	359	0	0
Stage 1	70	70	-	482	482	-	-	-	-	-	-	-
Stage 2	302	565	-	28	102	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	560	394	1019	446	422	832	1511	-	-	1196	-	-
Stage 1	932	836	-	534	552	-	-	-	-	-	-	-
Stage 2	682	506	-	985	810	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	505	357	1019	405	382	832	1511	-	-	1196	-	-
Mov Cap-2 Maneuver	505	357	-	405	382	-	-	-	-	-	-	-
Stage 1	851	829	-	488	504	-	-	-	-	-	-	-
Stage 2	606	462	-	955	804	-	-	-	-	-	-	-

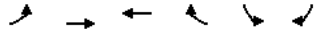
Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	14.9	1.8	0.8
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1511	-	-	876	461	1196	-	-
HCM Lane V/C Ratio	0.068	-	-	0.031	0.21	0.007	-	-
HCM Control Delay (s)	7.6	0.2	-	9.2	14.9	8	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	0.8	0	-	-

Lanes, Volumes, Timings

102: Columbia Street & Proposed Parking Lot

10/09/2018



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑		↓	
Traffic Volume (vph)	1	24	2	29	8	1
Future Volume (vph)	1	24	2	29	8	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.859		0.986		
Flt Protected		0.998		0.957		
Satd. Flow (prot)	0	1859	3040	0	1758	0
Flt Permitted		0.998		0.957		
Satd. Flow (perm)	0	1859	3040	0	1758	0
Link Speed (mph)		30		30		
Link Distance (ft)		194		228		
Travel Time (s)		4.4		5.2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	26	2	32	9	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	27	34	0	10	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0		12		
Link Offset(ft)		0		0		
Crosswalk Width(ft)		16		16		
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.3%		ICU Level of Service A			
Analysis Period (min)	15					

HCM 2010 TWSC

102: Columbia Street & Proposed Parking Lot

10/09/2018

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑		↓	
Traffic Vol, veh/h	1	24	2	29	8	1
Future Vol, veh/h	1	24	2	29	8	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
Grade, %		0		0		0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	26	2	32	9	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	34	0	0	46	17
Stage 1	-	-	-	18	-
Stage 2	-	-	-	28	-
Critical Hdwy	4.13	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	5.43	-
Follow-up Hdwy	2.219	-	-	3.519	3.319
Pot Cap-1 Maneuver	1577	-	-	961	1058
Stage 1	-	-	-	1002	-
Stage 2	-	-	-	994	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1577	-	-	960	1058
Mov Cap-2 Maneuver	-	-	-	960	-
Stage 1	-	-	-	1001	-
Stage 2	-	-	-	994	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1577	-	-	-	970
HCM Lane V/C Ratio	0.001	-	-	-	0.01
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Lanes, Volumes, Timings

103: State Street & Proposed Parking Lot

10/09/2018



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕			↕
Traffic Volume (vph)	13	10	217	37	28	75
Future Volume (vph)	13	10	217	37	28	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.941		0.978			
Flt Protected	0.973					0.987
Satd. Flow (prot)	1706	0	3461	0	0	1839
Flt Permitted	0.973					0.987
Satd. Flow (perm)	1706	0	3461	0	0	1839
Link Speed (mph)	30		30			30
Link Distance (ft)	224		564			314
Travel Time (s)	5.1		12.8			7.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	11	236	40	30	82
Shared Lane Traffic (%)						
Lane Group Flow (vph)	25	0	276	0	0	112
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	26.0%
ICU Level of Service	A
Analysis Period (min)	15

HCM 2010 TWSC

103: State Street & Proposed Parking Lot

10/09/2018

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕			↕
Traffic Vol, veh/h	13	10	217	37	28	75
Future Vol, veh/h	13	10	217	37	28	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	11	236	40	30	82

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	398	138	0
Stage 1	256	-	-
Stage 2	142	-	-
Critical Hdwy	6.63	6.93	-
Critical Hdwy Stg 1	5.83	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.519	3.319	-
Pot Cap-1 Maneuver	593	886	-
Stage 1	764	-	-
Stage 2	884	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	579	886	-
Mov Cap-2 Maneuver	579	-	-
Stage 1	746	-	-
Stage 2	884	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	2.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	682	1285
HCM Lane V/C Ratio	-	-	0.037	0.024
HCM Control Delay (s)	-	-	10.5	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Lanes, Volumes, Timings

104: Cornelia Street & Proposed Parking Lot

10/09/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T	T	
Traffic Volume (vph)	67	0	130	0	119	41
Future Volume (vph)	67	0	130	0	119	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.965					
Flt Protected	0.950			0.950		
Satd. Flow (prot)	1770	0	0	1770	1798	0
Flt Permitted	0.950			0.950		
Satd. Flow (perm)	1770	0	0	1770	1798	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	138			184	262	
Travel Time (s)	3.1			4.2	6.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	73	0	141	0	129	45
Shared Lane Traffic (%)						
Lane Group Flow (vph)	73	0	0	141	174	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			
Sign Control	Stop		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	29.7%
ICU Level of Service	A
Analysis Period (min)	15

HCM 2010 TWSC

104: Cornelia Street & Proposed Parking Lot

10/09/2018

Intersection						
Int Delay, s/veh	5.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T	T	
Traffic Vol, veh/h	67	0	130	0	119	41
Future Vol, veh/h	67	0	130	0	119	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	0	141	0	129	45

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	434	152	174	0	-	0
Stage 1	152	-	-	-	-	-
Stage 2	282	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	579	894	1403	-	-	-
Stage 1	876	-	-	-	-	-
Stage 2	766	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	521	894	1403	-	-	-
Mov Cap-2 Maneuver	521	-	-	-	-	-
Stage 1	788	-	-	-	-	-
Stage 2	766	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13	7.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1403	-	521	-	-
HCM Lane V/C Ratio	0.101	-	0.14	-	-
HCM Control Delay (s)	7.9	0	13	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.5	-	-

Lanes, Volumes, Timings

105: Cornelia Street & Proposed Parking Lot

10/09/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Volume (vph)	12	2	6	0	0	32
Future Volume (vph)	12	2	6	0	0	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.982			0.850		
Flt Protected	0.958			0.950		
Satd. Flow (prot)	1752	0	0	1770	3008	0
Flt Permitted	0.958			0.950		
Satd. Flow (perm)	1752	0	0	1770	3008	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	238			633	260	
Travel Time (s)	5.4			14.4	5.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	2	7	0	0	35
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	0	0	7	35	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	15.0%
ICU Level of Service	A
Analysis Period (min)	15

HCM 2010 TWSC

105: Cornelia Street & Proposed Parking Lot

10/09/2018

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	12	2	6	0	0	32
Future Vol, veh/h	12	2	6	0	0	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	2	7	0	0	35

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	32	18	35	0	-	0
Stage 1	18	-	-	-	-	-
Stage 2	14	-	-	-	-	-
Critical Hdwy	6.63	6.93	4.13	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	980	1056	1575	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	976	1056	1575	-	-	-
Mov Cap-2 Maneuver	976	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	1009	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	7.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT EBLn1	SBT	SBR
Capacity (veh/h)	1575	-	987	-
HCM Lane V/C Ratio	0.004	-	0.015	-
HCM Control Delay (s)	7.3	0	8.7	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0	-	0	-



# Future Build PM Synchro Reports



Lanes, Volumes, Timings  
1: NB Off-Ramp & Court Street

10/09/2018

	→	↖	↗	←	↘	↙
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑↑		↖↗	↑	↖↗	↖↗
Traffic Volume (vph)	345	0	0	752	33	239
Future Volume (vph)	345	0	0	752	33	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	0.97	1.00	0.97	0.88
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	3539	0	3614	1863	3433	2787
Flt Permitted					0.950	
Satd. Flow (perm)	3539	0	3614	1863	3433	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						260
Link Speed (mph)	30			30	30	
Link Distance (ft)	291			382	537	
Travel Time (s)	6.6			8.7	12.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	375	0	0	817	36	260
Shared Lane Traffic (%)						
Lane Group Flow (vph)	375	0	0	817	36	260
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	36			36	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	CI+Ex			CI+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		Prot	NA	Prot	Prot
Protected Phases	2		1	5	3	8
Permitted Phases						
Detector Phase	2		1	5	3	8
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0

Lanes, Volumes, Timings  
1: NB Off-Ramp & Court Street

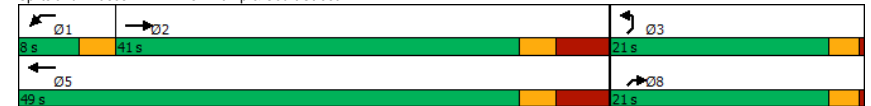
10/09/2018

	→	↖	↗	←	↘	↙
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Minimum Split (s)	23.5		8.0	23.5	20.0	20.0
Total Split (s)	41.0		8.0	49.0	21.0	21.0
Total Split (%)	58.6%		11.4%	70.0%	30.0%	30.0%
Maximum Green (s)	33.5		5.0	41.5	18.0	18.0
Yellow Time (s)	3.0		3.0	3.0	2.5	2.5
All-Red Time (s)	4.5		0.0	4.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5		3.0	7.5	3.0	3.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Max		None	None	None	None
Walk Time (s)	5.0			5.0	5.0	5.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	38.2			38.2	6.6	6.6
Actuated g/C Ratio	0.69			0.69	0.12	0.12
v/c Ratio	0.15			0.64	0.09	0.47
Control Delay	3.3			7.8	21.3	6.7
Queue Delay	0.0			0.4	0.0	0.0
Total Delay	3.3			8.2	21.3	6.7
LOS	A			A	C	A
Approach Delay	3.3			8.2	8.5	
Approach LOS	A			A	A	

Intersection Summary

Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 55.3  
 Natural Cycle: 60  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.64  
 Intersection Signal Delay: 7.0  
 Intersection LOS: A  
 Intersection Capacity Utilization 52.5%  
 ICU Level of Service A  
 Analysis Period (min) 15

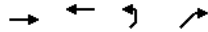
Splits and Phases: 1: NB Off-Ramp & Court Street



Queues

1: NB Off-Ramp & Court Street

10/09/2018



Lane Group	EBT	WBT	NEL	NER
Lane Group Flow (vph)	375	817	36	260
v/c Ratio	0.15	0.64	0.09	0.47
Control Delay	3.3	7.8	21.3	6.7
Queue Delay	0.0	0.4	0.0	0.0
Total Delay	3.3	8.2	21.3	6.7
Queue Length 50th (ft)	15	106	5	0
Queue Length 95th (ft)	32	230	17	30
Internal Link Dist (ft)	211	302	457	
Turn Bay Length (ft)				
Base Capacity (vph)	2441	1443	1127	1089
Starvation Cap Reductn	0	217	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.15	0.67	0.03	0.24

Intersection Summary

Lanes, Volumes, Timings

2: State Street & EB Off-Ramp

10/09/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔						↑	↗			↖
Traffic Volume (vph)	414	17	214	0	0	0	0	516	121	146	4	0
Future Volume (vph)	414	17	214	0	0	0	0	516	121	146	4	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	8	8	8	12	12	12	12	12	12
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		0.955							0.850			
Flt Protected		0.969										0.953
Satd. Flow (prot)	0	1736	0	0	0	0	0	1881	1583	0	1726	0
Flt Permitted		0.969										0.240
Satd. Flow (perm)	0	1736	0	0	0	0	0	1881	1583	0	435	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		54							132			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		161			214			148			273	
Travel Time (s)		3.7			4.9			3.4			6.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	0%	1%	2%	5%	0%	0%
Adj. Flow (vph)	450	18	233	0	0	0	0	561	132	159	4	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	701	0	0	0	0	0	561	132	0	163	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.20	1.20	1.20	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA						NA	Perm	Perm	NA	
Protected Phases		4						2			2	
Permitted Phases	4							2	2			
Minimum Split (s)	8.5	8.5						8.5	8.5	8.5	8.5	
Total Split (s)	31.0	31.0						29.0	29.0	29.0	29.0	
Total Split (%)	51.7%	51.7%						48.3%	48.3%	48.3%	48.3%	
Maximum Green (s)	26.5	26.5						24.5	24.5	24.5	24.5	
Yellow Time (s)	3.0	3.0						3.0	3.0	3.0	3.0	
All-Red Time (s)	1.5	1.5						1.5	1.5	1.5	1.5	
Lost Time Adjust (s)		0.0						0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5						4.5	4.5	4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	15.0	15.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		26.5						24.5	24.5		24.5	
Actuated g/C Ratio		0.44						0.41	0.41		0.41	
v/c Ratio		0.88						0.73	0.18		0.92	
Control Delay		29.8						22.1	3.3		74.1	

Lanes, Volumes, Timings  
2: State Street & EB Off-Ramp

10/09/2018

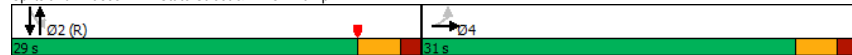


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0						12.8	0.0		0.0	
Total Delay		29.8						34.8	3.3		74.1	
LOS		C						C	A		E	
Approach Delay		29.8						28.8			74.1	
Approach LOS		C						C			E	

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	0 (0%), Referenced to phase 2:NBSB and 6:, Start of Yellow
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.92
Intersection Signal Delay:	34.0
Intersection LOS:	C
Intersection Capacity Utilization:	83.6%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 2: State Street & EB Off-Ramp



Queues  
2: State Street & EB Off-Ramp

10/09/2018



Lane Group	EBT	NBT	NBR	SBT
Lane Group Flow (vph)	701	561	132	163
v/c Ratio	0.88	0.73	0.18	0.92
Control Delay	29.8	22.1	3.3	74.1
Queue Delay	0.0	12.8	0.0	0.0
Total Delay	29.8	34.8	3.3	74.1
Queue Length 50th (ft)	204	164	0	53
Queue Length 95th (ft)	#408	#277	26	#159
Internal Link Dist (ft)	81	68		193
Turn Bay Length (ft)				
Base Capacity (vph)	796	768	724	177
Starvation Cap Reductn	0	190	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.88	0.97	0.18	0.92

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Lanes, Volumes, Timings  
3: State Street & LaFayette

10/10/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔			↔	↔		↔	↔	
Traffic Volume (vph)	56	0	68	3	1	2	16	533	5	0	432	23
Future Volume (vph)	56	0	68	3	1	2	16	533	5	0	432	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	0	0	123	0	0	0	0	0
Storage Lanes	0	0	0	0	0	0	1	0	1	0	0	0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ft		0.926			0.955			0.999			0.992	
Flt Protected		0.978			0.976		0.950					
Satd. Flow (prot)	0	1721	0	0	1736	0	1805	1879	0	1863	1885	0
Flt Permitted		0.887			0.941		0.157					
Satd. Flow (perm)	0	1561	0	0	1674	0	298	1879	0	1863	1885	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		76			2		1				4	
Link Speed (mph)		30			30		30			30		30
Link Distance (ft)		187			199		329			151		151
Travel Time (s)		4.3			4.5		7.5			3.4		3.4
Peak Hour Factor	0.89	0.92	0.89	0.92	0.92	0.92	0.89	0.89	0.92	0.92	0.89	0.89
Heavy Vehicles (%)	0%	2%	0%	2%	2%	2%	0%	1%	2%	2%	0%	0%
Adj. Flow (vph)	63	0	76	3	1	2	18	599	5	0	485	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	139	0	0	6	0	18	604	0	0	511	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	27.0	27.0		27.0	27.0		26.5	26.5		26.5	26.5	
Total Split (s)	50.0	50.0		50.0	50.0		30.0	30.0		30.0	30.0	
Total Split (%)	62.5%	62.5%		62.5%	62.5%		37.5%	37.5%		37.5%	37.5%	
Maximum Green (s)	45.0	45.0		45.0	45.0		25.5	25.5		25.5	25.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		45.0			45.0		25.5	25.5		25.5	25.5	
Actuated g/C Ratio		0.56			0.56		0.32	0.32		0.32	0.32	

Lanes, Volumes, Timings  
3: State Street & LaFayette

10/10/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.15			0.01		0.19	1.01			0.85	
Control Delay		4.6			6.8		26.0	68.4			40.6	
Queue Delay		0.0			0.0		0.0	33.0			51.3	
Total Delay		4.6			6.8		26.0	101.4			91.9	
LOS		A			A		C	F			F	
Approach Delay		4.6			6.8		99.2				91.9	
Approach LOS		A			A		F				F	
Intersection Summary												
Area Type:	Other											
Cycle Length:	80											
Actuated Cycle Length:	80											
Offset:	15.5 (19%), Referenced to phase 2:NBSB and 6:, Start of Yellow											
Natural Cycle:	60											
Control Type:	Pretimed											
Maximum v/c Ratio:	1.01											
Intersection Signal Delay:	85.6						Intersection LOS: F					
Intersection Capacity Utilization:	45.1%						ICU Level of Service A					
Analysis Period (min):	15											
Plots and Phases:	3: State Street & LaFayette											

Queues

3: State Street & LaFayette

10/10/2018



Lane Group	EBT	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	139	6	18	604	511
v/c Ratio	0.15	0.01	0.19	1.01	0.85
Control Delay	4.6	6.8	26.0	68.4	40.6
Queue Delay	0.0	0.0	0.0	33.0	51.3
Total Delay	4.6	6.8	26.0	101.4	91.9
Queue Length 50th (ft)	13	1	6	-303	234
Queue Length 95th (ft)	38	6	24	#511	#396
Internal Link Dist (ft)	107	119		249	71
Turn Bay Length (ft)			123		
Base Capacity (vph)	911	942	94	599	603
Starvation Cap Reductn	0	0	0	124	167
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.15	0.01	0.19	1.27	1.17

Intersection Summary

~ 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.

Lanes, Volumes, Timings  
4: State Street & Columbia Street

10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (vph)	87	108	55	86	115	38	67	346	42	92	399	38
Future Volume (vph)	87	108	55	86	115	38	67	346	42	92	399	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	114		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.971				0.979			0.984			0.987
Flt Protected		0.983			0.982		0.950			0.950		
Satd. Flow (prot)	0	1579	0	0	1590	0	1770	1833	0	1805	1858	0
Flt Permitted		0.793			0.782		0.356			0.409		
Satd. Flow (perm)	0	1274	0	0	1266	0	663	1833	0	777	1858	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			25			14				11
Link Speed (mph)		30			30			30				30
Link Distance (ft)		310			708			317				329
Travel Time (s)		7.0			16.1			7.2				7.5
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	4%	3%	3%	0%	7%	0%	2%	2%	2%	0%	1%	0%
Parking (#/hr)		0			0							
Adj. Flow (vph)	104	129	65	102	137	45	80	412	50	110	475	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	298	0	0	284	0	80	462	0	110	520	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
<b>Two way Left Turn Lane</b>												
Headway Factor	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
<b>Detector 1 Channel</b>												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
<b>Detector 2 Channel</b>												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	



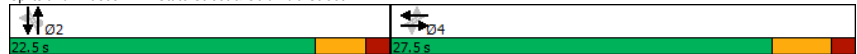
Lanes, Volumes, Timings  
4: State Street & Columbia Street

10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	9.0		9.0	9.0		8.5	8.5		8.5	8.5	
Total Split (s)	27.5	27.5		27.5	27.5		22.5	22.5		22.5	22.5	
Total Split (%)	55.0%	55.0%		55.0%	55.0%		45.0%	45.0%		45.0%	45.0%	
Maximum Green (s)	22.5	22.5		22.5	22.5		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effect Green (s)		15.0			15.0		22.3	22.3		22.3	22.3	
Actuated g/C Ratio		0.32			0.32		0.48	0.48		0.48	0.48	
v/c Ratio		0.69			0.68		0.25	0.53		0.30	0.58	
Control Delay		20.7			20.8		12.3	12.6		12.6	13.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.6	
Total Delay		20.7			20.8		12.3	12.6		12.6	14.3	
LOS		C			C		B	B		B	B	
Approach Delay		20.7			20.8			12.6			14.0	
Approach LOS		C			C			B			B	

Intersection Summary	
Area Type:	Other
Cycle Length:	50
Actuated Cycle Length:	46.9
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.69
Intersection Signal Delay:	15.8
Intersection LOS:	B
Intersection Capacity Utilization:	56.5%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 4: State Street & Columbia Street



Queues  
4: State Street & Columbia Street

10/09/2018

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	298	284	80	462	110	520
v/c Ratio	0.69	0.68	0.25	0.53	0.30	0.58
Control Delay	20.7	20.8	12.3	12.6	12.6	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.6
Total Delay	20.7	20.8	12.3	12.6	12.6	14.3
Queue Length 50th (ft)	58	58	12	78	17	93
Queue Length 95th (ft)	109	106	41	169	52	196
Internal Link Dist (ft)	230	628		237		249
Turn Bay Length (ft)					114	
Base Capacity (vph)	638	629	315	879	369	889
Starvation Cap Reductn	0	0	0	0	0	118
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.45	0.25	0.53	0.30	0.67

Intersection Summary

Lanes, Volumes, Timings  
5: Court Street & State Street

10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	211	326	142	47	412	88	77	175	20	59	238	251
Future Volume (vph)	211	326	142	47	412	88	77	175	20	59	238	251
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	153		0	350		0	165		0	167		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.954			0.974			0.985			0.923	
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3356	0	1805	3487	0	1805	1846	0	1770	1745	0
Fit Permitted	0.326			0.460			0.173			0.571		
Satd. Flow (perm)	607	3356	0	874	3487	0	329	1846	0	1064	1745	0
Right Turn on Red		Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)		91			34			7			69	
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	382			720			284			626		
Travel Time (s)	8.7			16.4			6.5			14.2		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	4%	0%	1%	0%	0%	1%	5%	2%	1%	0%
Adj. Flow (vph)	234	362	158	52	458	98	86	194	22	66	264	279
Shared Lane Traffic (%)												
Lane Group Flow (vph)	234	520	0	52	556	0	86	216	0	66	543	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			12			12			12		
Link Offset(ft)	0			0			0			0		
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lanes, Volumes, Timings  
5: Court Street & State Street

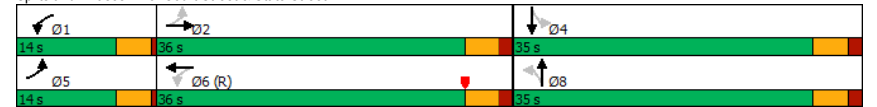
10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	6.0		4.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	8.0	23.0		8.0	23.0		30.0	30.0		30.0	30.0	
Total Split (s)	14.0	36.0		14.0	36.0		35.0	35.0		35.0	35.0	
Total Split (%)	16.5%	42.4%		16.5%	42.4%		41.2%	41.2%		41.2%	41.2%	
Maximum Green (s)	10.0	31.0		10.0	31.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	1.5		0.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.0		4.0	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	None	None		None	C-Max		Max	Max		Max	Max	
Walk Time (s)		4.0			4.0			4.0			4.0	
Flash Dont Walk (s)		14.0			14.0			21.0			21.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	45.2	38.2		39.1	31.4		30.0	30.0		30.0	30.0	
Actuated g/C Ratio	0.53	0.45		0.46	0.37		0.35	0.35		0.35	0.35	
v/c Ratio	0.52	0.33		0.11	0.42		0.74	0.33		0.18	0.82	
Control Delay	14.7	14.0		10.1	20.1		63.9	21.2		20.6	34.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	14.7	14.0		10.1	20.1		63.9	21.2		20.6	34.1	
LOS	B	B		B	C		E	C		C	C	
Approach Delay		14.2			19.2			33.4			32.7	
Approach LOS		B			B			C			C	

Intersection Summary

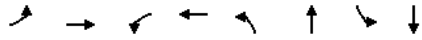
Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	85
Offset:	61 (72%), Referenced to phase 6:WBTL, Start of Yellow
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.82
Intersection Signal Delay:	23.0
Intersection LOS:	C
Intersection Capacity Utilization:	74.6%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 5: Court Street & State Street



Queues  
5: Court Street & State Street

10/09/2018



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	234	520	52	556	86	216	66	543
v/c Ratio	0.52	0.33	0.11	0.42	0.74	0.33	0.18	0.82
Control Delay	14.7	14.0	10.1	20.1	63.9	21.2	20.6	34.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.7	14.0	10.1	20.1	63.9	21.2	20.6	34.1
Queue Length 50th (ft)	62	80	12	108	40	80	24	230
Queue Length 95th (ft)	103	123	28	152	#123	137	54	#406
Internal Link Dist (ft)		302		640		204		546
Turn Bay Length (ft)	153		350		165		167	
Base Capacity (vph)	460	1559	545	1311	116	656	375	660
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	0.33	0.10	0.42	0.74	0.33	0.18	0.82

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Lanes, Volumes, Timings  
6: Cornelia St & 5S

10/09/2018



Lane Group	EBT	EBR2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2	NER	NER2
Lane Configurations	↕↕		↕↕			↕↕		↕↕				↕↕
Traffic Volume (vph)	846	31	1150	2	142	16	164	0	16	186	266	7
Future Volume (vph)	846	31	1150	2	142	16	164	0	16	186	266	7
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
Storage Lanes				0	0		0	0	0	0		1
Taper Length (ft)					25							
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	0.995					0.931		0.865				0.865
Fit Protected						0.978						
Satd. Flow (prot)	3489	0	3539	0	0	1730	0	1614	0	0	1591	0
Fit Permitted						0.593						
Satd. Flow (perm)	3489	0	3539	0	0	1049	0	1614	0	0	1591	0
Right Turn on Red		No		Yes			No			Yes		No
Satd. Flow (RTOR)								106				
Link Speed (mph)	30		30			30		30				
Link Distance (ft)	284		699			218		334				
Travel Time (s)	6.5		15.9			5.0		7.6				
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	2%	2%	0%	0%	0%	0%	0%	0%	2%	3%	14%
Adj. Flow (vph)	940	34	1278	2	158	18	182	0	18	207	296	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	974	0	1280	0	0	358	0	225	0	0	304	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Right	Left	Right	Right	Right	Right
Median Width(ft)	12		12			0		0				
Link Offset(ft)	0		0			0		0				
Crosswalk Width(ft)	16		16			16		16				
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9		9	15		9		9	9	9	9
Number of Detectors	2		2		1	2		2				1
Detector Template	Thru		Thru		Left	Thru		Thru				Right
Leading Detector (ft)	100		100		20	100		100				20
Trailing Detector (ft)	0		0		0	0		0				0
Detector 1 Position(ft)	0		0		0	0		0				0
Detector 1 Size(ft)	6		6		20	6		6				20
Detector 1 Type	CI+Ex		CI+Ex		CI+Ex	CI+Ex		CI+Ex				CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0		0.0	0.0		0.0				0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0		0.0				0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0		0.0				0.0
Detector 2 Position(ft)	94		94			94		94				
Detector 2 Size(ft)	6		6			6		6				
Detector 2 Type	CI+Ex		CI+Ex			CI+Ex		CI+Ex				
Detector 2 Channel												
Detector 2 Extend (s)	0.0		0.0			0.0		0.0				
Turn Type	NA		NA		Perm	NA		NA				Prot
Protected Phases	2		6			4		8				1

Lanes, Volumes, Timings

6: Cornelia St & 5S

10/09/2018

Lane Group	EBT	EBR2	WBT	WBR	NBL	NBT	NBR	SBT	SBR	SBR2	NER	NER2
Permitted Phases					4							
Detector Phase	2		6		4	4		8			1	
Switch Phase												
Minimum Initial (s)	12.0		12.0		6.0	6.0		6.0			6.0	
Minimum Split (s)	17.0		17.0		11.0	11.0		11.0			11.0	
Total Split (s)	51.0		85.0		25.0	25.0		25.0			34.0	
Total Split (%)	46.4%		77.3%		22.7%	22.7%		22.7%			30.9%	
Maximum Green (s)	46.0		80.0		20.0	20.0		20.0			29.0	
Yellow Time (s)	3.5		3.5		3.5	3.5		3.5			3.5	
All-Red Time (s)	1.5		1.5		1.5	1.5		1.5			1.5	
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)	2.0		2.0		2.0	2.0		2.0			2.0	
Recall Mode	C-Min		C-Min		None	None		None			None	
Act Effect Green (s)	40.4		69.9		30.1	30.1		30.1			24.5	
Actuated g/C Ratio	0.37		0.64		0.27	0.27		0.27			0.22	
v/c Ratio	0.76		0.57		1.25	0.43		0.86			0.86	
Control Delay	34.8		9.2		173.3	21.9		63.8			63.8	
Queue Delay	0.0		0.0		3.0	0.0		0.0			0.0	
Total Delay	34.8		9.2		176.3	21.9		63.8			63.8	
LOS	C		A		F	C		C			E	
Approach Delay	34.8		9.2		176.3	21.9						
Approach LOS	C		A		F	C						

Intersection Summary

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.25  
 Intersection Signal Delay: 42.4 Intersection LOS: D  
 Intersection Capacity Utilization 89.2% ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 6: Cornelia St & 5S



Queues

6: Cornelia St & 5S

10/09/2018

Lane Group	EBT	WBT	NBT	SBT	NER
Lane Group Flow (vph)	974	1280	358	225	304
v/c Ratio	0.76	0.57	1.25	0.43	0.86
Control Delay	34.8	9.2	173.3	21.9	63.8
Queue Delay	0.0	0.0	3.0	0.0	0.0
Total Delay	34.8	9.2	176.3	21.9	63.8
Queue Length 50th (ft)	316	43	-319	66	205
Queue Length 95th (ft)	366	221	#561	156	#300
Internal Link Dist (ft)	204	619	138	254	
Turn Bay Length (ft)					
Base Capacity (vph)	1459	2573	287	518	419
Starvation Cap Reductn	0	76	58	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.67	0.51	1.56	0.43	0.73

Intersection Summary

~ 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.

Lanes, Volumes, Timings

8: Cornelia Street & Columbia Street

10/09/2018

	→	↖	↗	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↖			↗	↖	↗
Traffic Volume (vph)	224	19	35	191	34	161
Future Volume (vph)	224	19	35	191	34	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.989				0.889	
Flt Protected				0.992	0.991	
Satd. Flow (prot)	1812	0	0	1783	1665	0
Flt Permitted				0.918	0.991	
Satd. Flow (perm)	1812	0	0	1650	1665	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	12				212	
Link Speed (mph)	30			30	30	
Link Distance (ft)	708			616	222	
Travel Time (s)	16.1			14.0	5.0	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles (%)	4%	0%	4%	6%	3%	0%
Adj. Flow (vph)	295	25	46	251	45	212
Shared Lane Traffic (%)						
Lane Group Flow (vph)	320	0	0	297	257	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15	15	15	9
Turn Type	NA		Perm	NA	Prot	
Protected Phases	4			4	2	
Permitted Phases			4			
Minimum Split (s)	20.5		20.5	20.5	20.0	
Total Split (s)	30.0		30.0	30.0	20.0	
Total Split (%)	60.0%		60.0%	60.0%	40.0%	
Maximum Green (s)	25.5		25.5	25.5	16.0	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	1.0		1.0	1.0	0.5	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	4.5			4.5	4.0	
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
Act Effect Green (s)	25.5			25.5	16.0	
Actuated g/C Ratio	0.51			0.51	0.32	
v/c Ratio	0.34			0.35	0.38	
Control Delay	8.3			8.8	5.5	
Queue Delay	0.0			0.0	0.4	

Lanes, Volumes, Timings

8: Cornelia Street & Columbia Street

10/09/2018

	→	↖	↗	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Total Delay	8.3			8.8	5.9	
LOS	A			A	A	
Approach Delay	8.3			8.8	5.9	
Approach LOS	A			A	A	

Intersection Summary

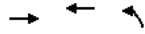
Area Type:	Other
Cycle Length:	50
Actuated Cycle Length:	50
Offset:	26 (52%), Referenced to phase 2:NBL and 6:, Start of Yellow
Natural Cycle:	45
Control Type:	Pretimed
Maximum v/c Ratio:	0.38
Intersection Signal Delay:	7.8
Intersection LOS:	A
Intersection Capacity Utilization:	47.6%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 8: Cornelia Street & Columbia Street



Queues  
8: Cornelia Street & Columbia Street

10/09/2018



Lane Group	EBT	WBT	NBL
Lane Group Flow (vph)	320	297	257
v/c Ratio	0.34	0.35	0.38
Control Delay	8.3	8.8	5.5
Queue Delay	0.0	0.0	0.4
Total Delay	8.3	8.8	5.9
Queue Length 50th (ft)	48	47	9
Queue Length 95th (ft)	71	70	33
Internal Link Dist (ft)	628	536	142
Turn Bay Length (ft)			
Base Capacity (vph)	930	841	676
Starvation Cap Reductn	0	0	141
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.34	0.35	0.48

Intersection Summary

Lanes, Volumes, Timings  
9: Cornelia Street & Court Street

10/09/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕		↕	↕		↕	↕	
Traffic Volume (vph)	24	357	20	12	460	29	40	25	14	38	31	58
Future Volume (vph)	24	357	20	12	460	29	40	25	14	38	31	58
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
Fit		0.993			0.991			0.947				0.902
Fit Protected		0.997			0.999		0.950			0.950		
Satd. Flow (prot)	0	3524	0	0	3541	0	1805	1799	0	1752	1714	0
Fit Permitted		0.904			0.941		0.690			0.728		
Satd. Flow (perm)	0	3195	0	0	3336	0	1311	1799	0	1343	1714	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			10			16				67
Link Speed (mph)		30			30			30				30
Link Distance (ft)		720			199			282				715
Travel Time (s)		16.4			4.5			6.4				16.3
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 (%)	9%	1%	0%	0%	1%	0%	0%	0%	0%	0%	3%	0%
Adj. Flow (vph)	28	415	23	14	535	34	47	29	16	44	36	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	466	0	0	583	0	47	45	0	44	103	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2				2
Permitted Phases	4			4			2			2		
Minimum Split (s)	20.0	20.0		20.0	20.0		20.5	20.5		20.5		20.5
Total Split (s)	30.0	30.0		30.0	30.0		40.0	40.0		40.0		40.0
Total Split (%)	42.9%	42.9%		42.9%	42.9%		57.1%	57.1%		57.1%		57.1%
Maximum Green (s)	26.0	26.0		26.0	26.0		35.5	35.5		35.5		35.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5		3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		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)		4.0			4.0		4.5	4.5		4.5		4.5
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0		5.0
Flash Dont 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)		26.0			26.0		35.5	35.5		35.5		35.5
Actuated g/C Ratio		0.37			0.37		0.51	0.51		0.51		0.51
v/c Ratio		0.39			0.47		0.07	0.05		0.06		0.11
Control Delay		17.1			18.0		9.2	6.6		9.2		4.4
Queue Delay		0.0			0.0		0.0	0.0		0.0		0.0

Lanes, Volumes, Timings  
9: Cornelia Street & Court Street

10/09/2018

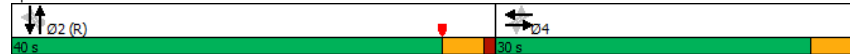


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	17.1			18.0			9.2	6.6		9.2	4.4	
LOS	B			B			A	A		A	A	
Approach Delay	17.1			18.0			7.9			5.9		
Approach LOS	B			B			A			A		

Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	70
Offset:	25.5 (36%), Referenced to phase 2:NBSB and 6:, Start of Yellow
Natural Cycle:	45
Control Type:	Pretimed
Maximum v/c Ratio:	0.47
Intersection Signal Delay:	15.6
Intersection LOS:	B
Intersection Capacity Utilization:	44.5%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 9: Cornelia Street & Court Street



Queues  
9: Cornelia Street & Court Street

10/09/2018



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	466	583	47	45	44	103
v/c Ratio	0.39	0.47	0.07	0.05	0.06	0.11
Control Delay	17.1	18.0	9.2	6.6	9.2	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.1	18.0	9.2	6.6	9.2	4.4
Queue Length 50th (ft)	74	96	10	6	9	7
Queue Length 95th (ft)	105	131	24	19	23	27
Internal Link Dist (ft)	640	119		202		635
Turn Bay Length (ft)						
Base Capacity (vph)	1191	1245	664	920	681	902
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	0.47	0.07	0.05	0.06	0.11

Intersection Summary

Lanes, Volumes, Timings

10: Broadway & 5S

10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	31	1210	19	83	940	0	152	19	27	31	32	37
Future Volume (vph)	31	1210	19	83	940	0	152	19	27	31	32	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998						0.912			0.920	
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3532	0	1770	3539	0	1770	1699	0	1770	1714	0
Fit Permitted	0.208			0.120			0.386			0.724		
Satd. Flow (perm)	387	3532	0	224	3539	0	719	1699	0	1349	1714	0
Right Turn on Red		Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)		2						30			40	
Link Speed (mph)	30				30			30			30	
Link Distance (ft)	699				306			449			508	
Travel Time (s)	15.9				7.0			10.2			11.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	34	1344	21	92	1044	0	169	21	30	34	36	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	1365	0	92	1044	0	169	51	0	34	77	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			12			12			12		
Link Offset(ft)	0			0			0			0		
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	5	2		1	6		3	8			4	
Permitted Phases	2			6			8				4	

Lanes, Volumes, Timings

10: Broadway & 5S

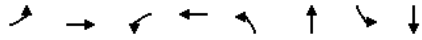
10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	15.0		6.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	11.0	20.0		11.0	20.0		11.0	11.0		11.0	11.0	
Total Split (s)	11.0	68.0		11.0	68.0		18.0	31.0		13.0	13.0	
Total Split (%)	10.0%	61.8%		10.0%	61.8%		16.4%	28.2%		11.8%	11.8%	
Maximum Green (s)	6.0	63.0		6.0	63.0		13.0	26.0		8.0	8.0	
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		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0		3.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	76.1	67.9		71.3	66.1		22.9	22.9		7.2	7.2	
Actuated g/C Ratio	0.69	0.62		0.65	0.60		0.21	0.21		0.07	0.07	
v/c Ratio	0.09	0.63		0.39	0.49		0.62	0.14		0.39	0.52	
Control Delay	4.2	7.6		20.2	26.9		47.2	17.9		62.0	39.7	
Queue Delay	0.0	0.1		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	4.2	7.7		20.2	26.9		47.2	17.9		62.0	39.7	
LOS	A	A		C	C		D	B		E	D	
Approach Delay		7.6			26.4			40.4			46.5	
Approach LOS		A			C			D			D	
Intersection Summary												
Area Type:	Other											
Cycle Length:	110											
Actuated Cycle Length:	110											
Offset:	7 (6%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green											
Natural Cycle:	65											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.63											
Intersection Signal Delay:	19.1						Intersection LOS: B					
Intersection Capacity Utilization:	66.6%						ICU Level of Service C					
Analysis Period (min):	15											
Splits and Phases:	10: Broadway & 5S											



Queues  
10: Broadway & 5S

10/09/2018



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	34	1365	92	1044	169	51	34	77
v/c Ratio	0.09	0.63	0.39	0.49	0.62	0.14	0.39	0.52
Control Delay	4.2	7.6	20.2	26.9	47.2	17.9	62.0	39.7
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.2	7.7	20.2	26.9	47.2	17.9	62.0	39.7
Queue Length 50th (ft)	3	89	37	332	101	11	23	25
Queue Length 95th (ft)	m6	m189	31	369	167	43	57	74
Internal Link Dist (ft)		619		226		369		428
Turn Bay Length (ft)	100							
Base Capacity (vph)	399	2218	235	2292	286	435	99	163
Starvation Cap Reductn	0	112	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	0.09	0.65	0.39	0.46	0.59	0.12	0.34	0.47

Intersection Summary

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

Lanes, Volumes, Timings  
11: Broadway & La Fayette Street

10/09/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	28	28	19	21	27	20	249	39	8	29	45
Future Volume (vph)	5	28	28	19	21	27	20	249	39	8	29	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt		0.938			0.945			0.983			0.926	
Flt Protected		0.996			0.986			0.997			0.995	
Satd. Flow (prot)	0	1539	0	0	1483	0	0	1621	0	0	1474	0
Flt Permitted		0.987			0.932			0.979			0.954	
Satd. Flow (perm)	0	1525	0	0	1402	0	0	1592	0	0	1413	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			34			13			56	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		643			310			316			449	
Travel Time (s)		14.6			7.0			7.2			10.2	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	25%	4%	0%	17%	3%	4%	0%	2%	14%	0%	4%	10%
Parking (#/hr)		0			0			0			0	
Adj. Flow (vph)	6	35	35	24	26	34	25	311	49	10	36	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	0	0	84	0	0	385	0	0	102	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.14	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	35.0	35.0		35.0	35.0		25.0	25.0		25.0	25.0	
Total Split (%)	58.3%	58.3%		58.3%	58.3%		41.7%	41.7%		41.7%	41.7%	
Maximum Green (s)	30.0	30.0		30.0	30.0		20.0	20.0		20.0	20.0	
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	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont 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)		30.0			30.0			20.0			20.0	
Actuated g/C Ratio		0.50			0.50			0.33			0.33	
v/c Ratio		0.10			0.12			0.71			0.20	
Control Delay		5.4			5.9			26.2			9.0	

Lanes, Volumes, Timings

11: Broadway & La Fayette Street

10/09/2018

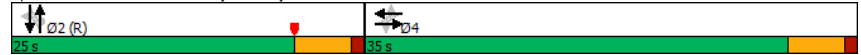


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0			0.0				0.0				0.0
Total Delay	5.4			5.9				26.2				9.0
LOS	A			A				C				A
Approach Delay	5.4			5.9				26.2				9.0
Approach LOS	A			A				C				A

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	20 (33%), Referenced to phase 2:NBSB and 6:, Start of Yellow
Natural Cycle:	45
Control Type:	Pretimed
Maximum v/c Ratio:	0.71
Intersection Signal Delay:	18.4
Intersection LOS:	B
Intersection Capacity Utilization:	37.1%
ICU Level of Service:	A
Analysis Period (min):	15

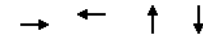
Splits and Phases: 11: Broadway & La Fayette Street



Queues

11: Broadway & La Fayette Street

10/09/2018



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	76	84	385	102
v/c Ratio	0.10	0.12	0.71	0.20
Control Delay	5.4	5.9	26.2	9.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	5.4	5.9	26.2	9.0
Queue Length 50th (ft)	7	9	115	11
Queue Length 95th (ft)	21	23	171	34
Internal Link Dist (ft)	563	230	236	369
Turn Bay Length (ft)				
Base Capacity (vph)	780	718	539	508
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	0.10	0.12	0.71	0.20

Intersection Summary

Lanes, Volumes, Timings  
12: Broadway & Columbia Street

10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	122	178	6	18	182	80	32	113	50	8	61	11
Future Volume (vph)	122	178	6	18	182	80	32	113	50	8	61	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.961			0.965			0.981	
Flt Protected		0.980			0.997			0.992			0.995	
Satd. Flow (prot)	0	1735	0	0	1764	0	0	1789	0	0	1751	0
Flt Permitted		0.748			0.966			0.940			0.962	
Satd. Flow (perm)	0	1325	0	0	1710	0	0	1695	0	0	1693	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			59			32			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		616			684			1043			316	
Travel Time (s)		14.0			15.5			23.7			7.2	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	16%	1%	0%	0%	4%	2%	0%	2%	2%	12%	3%	17%
Parking (#/hr)		0										
Adj. Flow (vph)	163	237	8	24	243	107	43	151	67	11	81	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	408	0	0	374	0	0	261	0	0	107	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			6	
Permitted Phases	4			4			2			6		
Minimum Split (s)	20.5	20.5		20.5	20.5		20.0	20.0		20.0	20.0	
Total Split (s)	35.0	35.0		35.0	35.0		20.0	20.0		20.0	20.0	
Total Split (%)	63.6%	63.6%		63.6%	63.6%		36.4%	36.4%		36.4%	36.4%	
Maximum Green (s)	30.5	30.5		30.5	30.5		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont 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 Effect Green (s)		30.5			30.5			16.0			16.0	
Actuated g/C Ratio		0.55			0.55			0.29			0.29	
w/c Ratio		0.55			0.38			0.51			0.21	
Control Delay		11.5			7.1			18.3			14.4	

Lanes, Volumes, Timings  
12: Broadway & Columbia Street

10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.5			7.1			18.3			14.4	
LOS		B			A			B			B	
Approach Delay		11.5			7.1			18.3			14.4	
Approach LOS		B			A			B			B	

**Intersection Summary**

Area Type: Other

Cycle Length: 55

Actuated Cycle Length: 55

Offset: 53 (96%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow

Natural Cycle: 50

Control Type: Pretimed

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 11.9

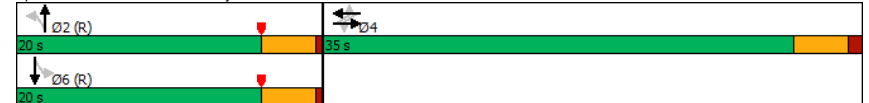
Intersection LOS: B

Intersection Capacity Utilization 59.7%

ICU Level of Service B

Analysis Period (min) 15

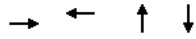
Splits and Phases: 12: Broadway & Columbia Street



Queues

12: Broadway & Columbia Street

10/09/2018



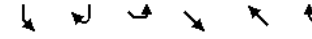
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	408	374	261	107
v/c Ratio	0.55	0.38	0.51	0.21
Control Delay	11.5	7.1	18.3	14.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	11.5	7.1	18.3	14.4
Queue Length 50th (ft)	75	50	61	22
Queue Length 95th (ft)	105	70	93	43
Internal Link Dist (ft)	536	604	963	236
Turn Bay Length (ft)				
Base Capacity (vph)	736	974	515	503
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	0.55	0.38	0.51	0.21

Intersection Summary

Lanes, Volumes, Timings

13: Court Street & Broadway

10/09/2018



Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	80	76	54	358	396	44
Future Volume (vph)	80	76	54	358	396	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.934				0.985	
Flt Protected	0.975			0.993		
Satd. Flow (prot)	1541	0	0	3489	3514	0
Flt Permitted	0.975			0.993		
Satd. Flow (perm)	1541	0	0	3489	3514	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1043			262	183	
Travel Time (s)	23.7			6.0	4.2	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	2%	0%	1%	3%	1%	3%
Parking (#/hr)	0					
Adj. Flow (vph)	96	92	65	431	477	53
Shared Lane Traffic (%)						
Lane Group Flow (vph)	188	0	0	496	530	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.14	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other  
Control Type: Unsignalized  
Intersection Capacity Utilization 42.9% ICU Level of Service A  
Analysis Period (min) 15

HCM 2010 TWSC  
13: Court Street & Broadway

10/09/2018

Intersection						
Int Delay, s/veh	4					
Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	↔		↕↕		↕↕	
Traffic Vol, veh/h	80	76	54	358	396	44
Future Vol, veh/h	80	76	54	358	396	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	0	1	3	1	3
Mvmt Flow	96	92	65	431	477	53

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	850	265	530
Stage 1	504	-	-
Stage 2	346	-	-
Critical Hdwy	6.84	6.9	4.12
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.3	2.21
Pot Cap-1 Maneuver	300	739	1040
Stage 1	572	-	-
Stage 2	688	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	275	739	1040
Mov Cap-2 Maneuver	275	-	-
Stage 1	525	-	-
Stage 2	688	-	-

Approach	SB	SE	NW
HCM Control Delay, s	22	1.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	1040	-	396
HCM Lane V/C Ratio	-	-	0.063	-	0.475
HCM Control Delay (s)	-	-	8.7	0.3	22
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0.2	-	2.5

Lanes, Volumes, Timings  
14: Washington St & 5S

10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕				↕			↕
Traffic Volume (vph)	0	1272	4	0	1011	1	0	0	47	0	0	15
Future Volume (vph)	0	1272	4	0	1011	1	0	0	47	0	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	0		1	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor									0.865			0.865
Fit Protected												
Satd. Flow (prot)	0	3539	0	0	3539	0	0	0	1611	0	0	1611
Fit Permitted												
Satd. Flow (perm)	0	3539	0	0	3539	0	0	0	1611	0	0	1611
Link Speed (mph)		30			30				30			30
Link Distance (ft)		306			333				408			317
Travel Time (s)		7.0			7.6				9.3			7.2
Confl. Peds. (#/hr)								15				
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1413	4	0	1123	1	0	0	52	0	0	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1417	0	0	1124	0	0	0	52	0	0	17
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12				0			0
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Yield				Yield

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	45.3%
ICU Level of Service A	
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis  
 14: Washington St & 5S

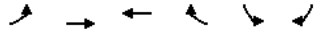
10/10/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕				↕			↕
Traffic Volume (veh/h)	0	1272	4	0	1011	1	0	0	47	0	0	15
Future Volume (Veh/h)	0	1272	4	0	1011	1	0	0	47	0	0	15
Sign Control	Free			Free			Yield			Yield		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	1413	4	0	1123	1	0	0	52	0	0	17
Pedestrians	15											
Lane Width (ft)	12.0											
Walking Speed (ft/s)	4.0											
Percent Blockage	1											
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)	306			725								
pX, platoon unblocked	0.86			0.74			0.81	0.81	0.74	0.81	0.81	0.86
vC, conflicting volume	1124			1417			1992	2539	708	1830	2540	577
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	813			846			956	1635	0	755	1637	176
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	93	100	100	98
cM capacity (veh/h)	694			578			165	81	797	224	80	709
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	942	475	749	375	52	17						
Volume Left	0	0	0	0	0	0						
Volume Right	0	4	0	1	52	17						
cSH	1700	1700	1700	1700	797	709						
Volume to Capacity	0.55	0.28	0.44	0.22	0.07	0.02						
Queue Length 95th (ft)	0	0	0	0	5	2						
Control Delay (s)	0.0	0.0	0.0	0.0	9.8	10.2						
Lane LOS				A			B					
Approach Delay (s)	0.0	0.0		9.8		10.2						
Approach LOS				A		B						
<b>Intersection Summary</b>												
Average Delay	0.3											
Intersection Capacity Utilization	45.3%			ICU Level of Service			A					
Analysis Period (min)	15											

Lanes, Volumes, Timings

16: La Fayette Street & Washington St

10/09/2018



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Volume (vph)	6	98	171	19	9	7
Future Volume (vph)	6	98	171	19	9	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.940	
Flt Protected		0.997			0.973	
Satd. Flow (prot)	0	1857	1837	0	1704	0
Flt Permitted		0.997			0.973	
Satd. Flow (perm)	0	1857	1837	0	1704	0
Link Speed (mph)		30			30	
Link Distance (ft)		310			313	
Travel Time (s)		7.0			7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	107	186	21	10	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	114	207	0	18	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0			12	
Link Offset(ft)		0			0	
Crosswalk Width(ft)		16			16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	20.2%
ICU Level of Service	A
Analysis Period (min)	15

HCM 2010 TWSC

16: La Fayette Street & Washington St

10/09/2018

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	6	98	171	19	9	7
Future Vol, veh/h	6	98	171	19	9	7
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	107	186	21	10	8

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	207	0	0
Stage 1	-	-	197
Stage 2	-	-	121
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1364	-	675
Stage 1	-	-	836
Stage 2	-	-	904
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1364	-	672
Mov Cap-2 Maneuver	-	-	672
Stage 1	-	-	832
Stage 2	-	-	904

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1364	-	-	-	738
HCM Lane V/C Ratio	0.005	-	-	-	0.024
HCM Control Delay (s)	7.7	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM Unsignalized Intersection Capacity Analysis  
 17: Seneca St & 5S

10/10/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (veh/h)	31	1269	21	0	968	57	0	0	32	0	0	290
Future Volume (Veh/h)	31	1269	21	0	968	57	0	0	32	0	0	290
Sign Control	Free			Free			Yield			Yield		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.90	0.90	0.90	0.90	0.92	0.90	0.92	0.90	0.92	0.92	0.92
Hourly flow rate (vph)	34	1410	23	0	1076	62	0	0	36	0	0	315
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)	639			392								
pX, platoon unblocked	0.81			0.73			0.83	0.83	0.73	0.83	0.83	0.81
vC, conflicting volume	1138			1410			2028	2628	716	1880	2585	569
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	713			833			812	1538	0	634	1486	14
tC, single (s)	4.1			4.3			7.5	6.5	8.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.5	4.0	4.3	3.5	4.0	3.3
p0 queue free %	95			100			100	100	94	100	100	64
cM capacity (veh/h)	719			543			139	90	614	273	97	865
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1					
Volume Total	34	940	493	717	421	36	315					
Volume Left	34	0	0	0	0	0	0					
Volume Right	0	0	23	0	62	36	315					
cSH	719	1700	1700	1700	1700	614	865					
Volume to Capacity	0.05	0.55	0.29	0.42	0.25	0.06	0.36					
Queue Length 95th (ft)	4	0	0	0	0	5	42					
Control Delay (s)	10.3	0.0	0.0	0.0	0.0	11.2	11.5					
Lane LOS	B					B	B					
Approach Delay (s)	0.2			0.0		11.2	11.5					
Approach LOS						B	B					
Intersection Summary												
Average Delay				1.5								
Intersection Capacity Utilization				53.2%			ICU Level of Service			A		
Analysis Period (min)				15								



Lanes, Volumes, Timings

17: Seneca St & 5S

10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↔	↕	↔	↔	↕
Traffic Volume (vph)	31	1269	21	0	968	57	0	0	32	0	0	290
Future Volume (vph)	31	1269	21	0	968	57	0	0	32	0	0	290
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	1		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Friction		0.998			0.992				0.865			0.865
Fit Protected	0.950											
Satd. Flow (prot)	1770	3466	0	0	3385	0	0	0	822	0	0	1611
Fit Permitted	0.950											
Satd. Flow (perm)	1770	3466	0	0	3385	0	0	0	822	0	0	1611
Link Speed (mph)		30			30				30			30
Link Distance (ft)		333			392				394			252
Travel Time (s)		7.6			8.9				9.0			5.7
Peak Hour Factor	0.92	0.90	0.90	0.90	0.90	0.92	0.90	0.92	0.90	0.92	0.92	0.92
Heavy Vehicles (%)	2%	4%	0%	11%	6%	2%	0%	2%	100%	2%	2%	2%
Adj. Flow (vph)	34	1410	23	0	1076	62	0	0	36	0	0	315
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	1433	0	0	1138	0	0	0	36	0	0	315
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12				0			0
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Yield			Yield	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	53.2%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings

19: Seneca Street/Seneca St & La Fayette Street

10/09/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕				↕			↕
Traffic Volume (vph)	19	144	16	14	242	35	9	8	15	8	2	26
Future Volume (vph)	19	144	16	14	242	35	9	8	15	8	2	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Friction		0.988			0.984				0.938			0.903
Fit Protected		0.995			0.998				0.986			0.989
Satd. Flow (prot)	0	1600	0	0	1635	0	0	1748	0	0	1664	0
Fit Permitted		0.995			0.998				0.986			0.989
Satd. Flow (perm)	0	1600	0	0	1635	0	0	1748	0	0	1664	0
Link Speed (mph)		30			30				30			30
Link Distance (ft)		313			237				181			394
Travel Time (s)		7.1			5.4				4.1			9.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	0%	0%	3%	2%	0%	2%	0%	2%	2%	2%
Parking (#/hr)		0			0				0			0
Adj. Flow (vph)	21	157	17	15	263	38	10	9	16	9	2	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	195	0	0	316	0	0	35	0	0	39	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0				0			0
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

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

HCM 2010 TWSC

19: Seneca Street/Seneca St & La Fayette Street

10/09/2018

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔		↔		↔		↔		↔		↔	
Traffic Vol, veh/h	19	144	16	14	242	35	9	8	15	8	2	26
Future Vol, veh/h	19	144	16	14	242	35	9	8	15	8	2	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	6	0	0	3	2	0	2	0	2	2	2
Mvmt Flow	21	157	17	15	263	38	10	9	16	9	2	28

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	301	0	0	174
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.1
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.2
Pot Cap-1 Maneuver	1260	-	-	1415
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1260	-	-	1415
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.4	11.8	11.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	568	1260	-	-	1415	-	-	627
HCM Lane V/C Ratio	0.061	0.016	-	-	0.011	-	-	0.062
HCM Control Delay (s)	11.8	7.9	0	-	7.6	0	-	11.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.2

Lanes, Volumes, Timings

20: Genesee St & 5S

10/09/2018

	↔	→	↘	↙	←	↖	↗	↘	↙	↕	↔	↕
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	63	1162	124	126	780	9	105	391	110	30	428	21
Future Volume (vph)	63	1162	124	126	780	9	105	391	110	30	428	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	150		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.986			0.998			0.967				0.993
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3429	0	1770	3498	0	1770	1801	0	1770	3531	0
Fit Permitted	0.232			0.093			0.403			0.141		
Satd. Flow (perm)	432	3429	0	173	3498	0	751	1801	0	263	3531	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			1			14				5
Link Speed (mph)		30			30			30				30
Link Distance (ft)		392			365			413				307
Travel Time (s)		8.9			8.3			9.4				7.0
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 (%)	2%	4%	2%	2%	3%	2%	2%	2%	2%	2%	1%	12%
Adj. Flow (vph)	66	1210	129	131	813	9	109	407	115	31	446	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	1339	0	131	822	0	109	522	0	31	468	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			12			12			12		12
Link Offset(ft)	0			0			0			0		0
Crosswalk Width(ft)	16			16			16			16		16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lanes, Volumes, Timings

20: Genesee St & 5S

10/09/2018

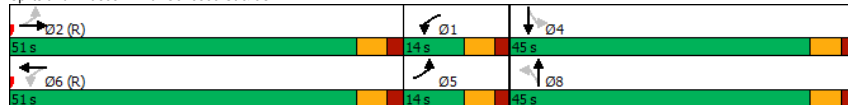


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	8.0	15.0		8.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	14.0	46.0		14.0	46.0		42.0	42.0		42.0	42.0	
Total Split (s)	14.0	51.0		14.0	51.0		45.0	45.0		45.0	45.0	
Total Split (%)	12.7%	46.4%		12.7%	46.4%		40.9%	40.9%		40.9%	40.9%	
Maximum Green (s)	8.0	45.0		8.0	45.0		39.0	39.0		39.0	39.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lead		Lag	Lead							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	1.0		3.0	3.0		2.5	2.5		2.5	2.5	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		33.0			33.0		29.0	29.0		29.0	29.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	59.7	48.8		50.6	44.1		35.1	35.1		35.1	35.1	
Actuated g/C Ratio	0.54	0.44		0.46	0.40		0.32	0.32		0.32	0.32	
v/c Ratio	0.16	0.88		0.66	0.59		0.46	0.90		0.37	0.41	
Control Delay	5.3	20.5		50.6	30.1		35.6	53.4		41.7	29.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	20.7		0.0	0.0	
Total Delay	5.3	20.5		50.6	30.1		35.6	74.1		41.7	29.7	
LOS	A	C		D	C		D	E		D	C	
Approach Delay		19.8			32.9			67.5			30.4	
Approach LOS		B			C			E			C	

Intersection Summary

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 30 (27%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 105  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay: 33.5 Intersection LOS: C  
 Intersection Capacity Utilization 95.3% ICU Level of Service F  
 Analysis Period (min) 15

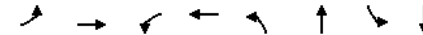
Splits and Phases: 20: Genesee St & 5S



Queues

20: Genesee St & 5S

10/09/2018



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	66	1339	131	822	109	522	31	468
v/c Ratio	0.16	0.88	0.66	0.59	0.46	0.90	0.37	0.41
Control Delay	5.3	20.5	50.6	30.1	35.6	53.4	41.7	29.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	20.7	0.0	0.0
Total Delay	5.3	20.5	50.6	30.1	35.6	74.1	41.7	29.7
Queue Length 50th (ft)	18	510	42	271	59	331	16	130
Queue Length 95th (ft)	m7	#605	#125	313	112	#493	47	172
Internal Link Dist (ft)		312		285		333		227
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	423	1528	197	1598	266	647	93	1255
Starvation Cap Reductn	0	0	0	0	0	130	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	0.16	0.88	0.66	0.51	0.41	1.01	0.33	0.37

Intersection Summary

# 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.

Lanes, Volumes, Timings

22: La Fayette Street/Bleeker Street & Genesee St

10/09/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↔			↔			↕			↕		
Traffic Volume (vph)	26	85	34	43	202	24	36	410	40	105	384	62
Future Volume (vph)	26	85	34	43	202	24	36	410	40	105	384	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt	0.968				0.988				0.987			
Flt Protected	0.992				0.992				0.996			
Satd. Flow (prot)	0	1590	0	0	1635	0	0	3490	0	0	3448	0
Flt Permitted	0.914				0.929				0.884			
Satd. Flow (perm)	0	1465	0	0	1532	0	0	3098	0	0	2634	0
Right Turn on Red			Yes				Yes				Yes	
Satd. Flow (RTOR)	26				8				22			
Link Speed (mph)	30				30				30			
Link Distance (ft)	237				304				385			
Travel Time (s)	5.4				6.9				8.8			
Peak Hour Factor	0.92	0.88	0.88	0.88	0.88	0.92	0.88	0.92	0.88	0.92	0.92	0.92
Heavy Vehicles (%)	2%	5%	0%	5%	2%	2%	0%	2%	0%	2%	2%	2%
Parking (#/hr)	0											
Adj. Flow (vph)	28	97	39	49	230	26	41	446	45	114	417	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	164	0	0	305	0	0	532	0	0	598	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0				0				12			
Link Offset(ft)	0											
Crosswalk Width(ft)	16				16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9		15		9		15		9	
Number of Detectors	1	2	1		2		1		2		1	
Detector Template	Left	Thru	Left		Thru		Left		Thru		Left	
Leading Detector (ft)	20	100	20		100		20		100		20	
Trailing Detector (ft)	0	0	0		0		0		0		0	
Detector 1 Position(ft)	0	0	0		0		0		0		0	
Detector 1 Size(ft)	20	6	20		6		20		6		20	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex		CI+Ex		CI+Ex		CI+Ex		CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0		0.0		0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		0.0		0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		0.0		0.0		0.0	
Detector 2 Position(ft)	94				94				94			
Detector 2 Size(ft)	6		6		6		6		6		6	
Detector 2 Type	CI+Ex		CI+Ex		CI+Ex		CI+Ex		CI+Ex		CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0		0.0		0.0		0.0		0.0		0.0	
Turn Type	Perm	NA	Perm		NA		D.Pm		NA		Perm	
Protected Phases	4		8		8		2		6		6	
Permitted Phases	4		8		8		6		2		6	
Detector Phase	4	4	8		8		6		2		6	

Lanes, Volumes, Timings

22: La Fayette Street/Bleeker Street & Genesee St

10/09/2018

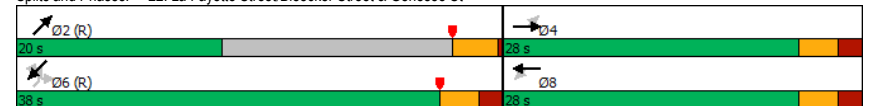


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0		4.0		4.0	4.0	4.0		4.0	
Minimum Split (s)	27.0	27.0	23.0		23.0		23.0	20.0	23.0		23.0	
Total Split (s)	28.0	28.0	28.0		28.0		38.0	20.0	38.0		38.0	
Total Split (%)	42.4%	42.4%	42.4%		42.4%		57.6%	30.3%	57.6%		57.6%	
Maximum Green (s)	23.0	23.0	23.0		23.0		33.0	16.0	33.0		33.0	
Yellow Time (s)	3.0	3.0	3.0		3.0		3.0	3.5	3.0		3.0	
All-Red Time (s)	2.0	2.0	2.0		2.0		2.0	0.5	2.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0		4.0		0.0		0.0	
Total Lost Time (s)	5.0		5.0		5.0		4.0		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	Max	Max	Max		Max		C-Max	C-Max	C-Max		C-Max	
Walk Time (s)	8.0	8.0	2.0		2.0		2.0	5.0	2.0		2.0	
Flash Dont Walk (s)	14.0	14.0	7.0		7.0		7.0	11.0	7.0		7.0	
Pedestrian Calls (#/hr)	0		0		0		0		0		0	
Act Effect Green (s)	23.0		23.0		23.0		34.0		34.0		33.0	
Actuated g/C Ratio	0.35		0.35		0.52		0.52		0.50		0.50	
v/c Ratio	0.31		0.57		0.33		0.45		0.45		0.45	
Control Delay	15.1		21.9		9.6		11.4		11.4		11.4	
Queue Delay	0.0		0.0		0.0		0.0		0.0		0.0	
Total Delay	15.1		21.9		9.6		11.4		11.4		11.4	
LOS	B		C		A		B		B		B	
Approach Delay	15.1		21.9		9.6		11.4		11.4		11.4	
Approach LOS	B		C		A		B		B		B	

Intersection Summary

Area Type: Other  
 Cycle Length: 66  
 Actuated Cycle Length: 66  
 Offset: 0 (0%), Referenced to phase 2:NET and 6:NESW, Start of Yellow, Master Intersection  
 Natural Cycle: 50  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.57  
 Intersection Signal Delay: 13.2 Intersection LOS: B  
 Intersection Capacity Utilization 59.7% ICU Level of Service B  
 Analysis Period (min) 15

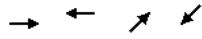
Splits and Phases: 22: La Fayette Street/Bleeker Street & Genesee St



Queues

22: La Fayette Street/Bleecker Street & Genesee St

10/09/2018



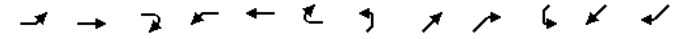
Lane Group	EBT	WBT	NET	SWT
Lane Group Flow (vph)	164	305	532	598
v/c Ratio	0.31	0.57	0.33	0.45
Control Delay	15.1	21.9	9.6	11.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	15.1	21.9	9.6	11.4
Queue Length 50th (ft)	39	95	57	72
Queue Length 95th (ft)	80	163	87	110
Internal Link Dist (ft)	157	224	305	333
Turn Bay Length (ft)				
Base Capacity (vph)	527	539	1606	1331
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	0.31	0.57	0.33	0.45

Intersection Summary

Lanes, Volumes, Timings

23: Columbia Street/Elizabeth Street

10/09/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕↕			↕↕	
Traffic Volume (vph)	81	118	51	39	151	83	46	362	20	34	368	21
Future Volume (vph)	81	118	51	39	151	83	46	362	20	34	368	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Fit		0.972			0.959			0.993			0.993	
Fit Protected		0.984			0.993			0.995			0.996	
Satd. Flow (prot)	0	1775	0	0	1767	0	0	3469	0	0	3514	0
Fit Permitted		0.784			0.913			0.844			0.877	
Satd. Flow (perm)	0	1414	0	0	1624	0	0	2943	0	0	3094	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			35			7			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		684			274			282			385	
Travel Time (s)		15.5			6.2			6.4			8.8	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	3%	3%	0%	13%	1%	0%	0%	1%	42%	6%	1%	5%
Adj. Flow (vph)	93	136	59	45	174	95	53	416	23	39	423	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	288	0	0	314	0	0	492	0	0	486	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases		4		3	8		6	6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		3	8		6	6		5	2	
Switch Phase												

Lanes, Volumes, Timings

23: Columbia Street/Elizabeth Street

10/09/2018

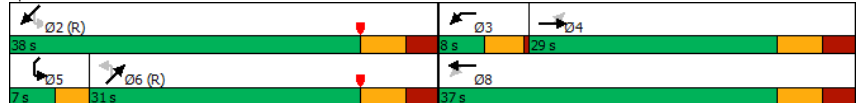


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	5.0	5.0		4.0	1.0		5.0	5.0		4.0	5.0	
Minimum Split (s)	23.0	23.0		8.0	23.0		23.5	23.5		7.0	23.5	
Total Split (s)	29.0	29.0		8.0	37.0		31.0	31.0		7.0	38.0	
Total Split (%)	38.7%	38.7%		10.7%	49.3%		41.3%	41.3%		9.3%	50.7%	
Maximum Green (s)	22.0	22.0		4.0	30.0		24.0	24.0		4.0	31.0	
Yellow Time (s)	4.0	4.0		3.5	4.0		4.0	4.0		3.0	4.0	
All-Red Time (s)	3.0	3.0		0.5	3.0		3.0	3.0		0.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	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	
Recall Mode	Max	Max		None	Max		C-Max	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0			5.0		5.0	5.0			5.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0			11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0			0	
Act Effect Green (s)		30.0			30.0			31.0			31.0	
Actuated g/C Ratio		0.40			0.40			0.41			0.41	
v/c Ratio		0.50			0.47			0.40			0.38	
Control Delay		19.5			17.4			16.3			16.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		19.5			17.4			16.3			16.1	
LOS		B			B			B			B	
Approach Delay		19.5			17.4			16.3			16.1	
Approach LOS		B			B			B			B	

Intersection Summary

Area Type: Other  
 Cycle Length: 75  
 Actuated Cycle Length: 75  
 Offset: 1 (1%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.50  
 Intersection Signal Delay: 17.0 Intersection LOS: B  
 Intersection Capacity Utilization 68.0% ICU Level of Service C  
 Analysis Period (min) 15

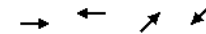
Splits and Phases: 23: Columbia Street/Elizabeth Street



Queues

23: Columbia Street/Elizabeth Street

10/09/2018



Lane Group	EBT	WBT	NET	SWT
Lane Group Flow (vph)	288	314	492	486
v/c Ratio	0.50	0.47	0.40	0.38
Control Delay	19.5	17.4	16.3	16.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	19.5	17.4	16.3	16.1
Queue Length 50th (ft)	91	92	114	78
Queue Length 95th (ft)	153	153	152	111
Internal Link Dist (ft)	604	194	202	305
Turn Bay Length (ft)				
Base Capacity (vph)	576	670	1220	1283
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	0.50	0.47	0.40	0.38

Intersection Summary

Lanes, Volumes, Timings

24: Broad St & Genesee St SB Off-Ramp

10/09/2018

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑		↑	↑					↑	↑↑	
Traffic Volume (vph)	0	112	15	15	106	0	0	0	0	528	42	0
Future Volume (vph)	0	112	15	15	106	0	0	0	0	528	42	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	100			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	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Frnt		0.983										
Fit Protected				0.950						0.950	0.959	
Satd. Flow (prot)	0	3479	0	1770	1863	0	0	0	0	1610	3251	0
Fit Permitted										0.950	0.959	
Satd. Flow (perm)	0	3479	0	1863	1863	0	0	0	0	1610	3251	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16										
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		342			169			195			367	
Travel Time (s)		7.8			3.8			4.4			8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	122	16	16	115	0	0	0	0	574	46	0
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	138	0	16	115	0	0	0	0	287	333	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		100		20	100					20	100	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		6		20	6					20	6	
Detector 1 Type		CI+Ex		CI+Ex	CI+Ex					CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		CI+Ex			CI+Ex						CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		1			1						4	
Permitted Phases				1						4		

Lanes, Volumes, Timings

24: Broad St & Genesee St SB Off-Ramp

10/09/2018

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase		1		1	1					4	4	
Switch Phase												
Minimum Initial (s)		4.0		4.0	4.0					4.0	4.0	
Minimum Split (s)		8.0		8.0	8.0					10.0	10.0	
Total Split (s)		8.0		8.0	8.0					20.0	20.0	
Total Split (%)		28.6%		28.6%	28.6%					71.4%	71.4%	
Maximum Green (s)		4.0		4.0	4.0					16.0	16.0	
Yellow Time (s)		3.5		3.5	3.5					2.5	2.5	
All-Red Time (s)		0.5		0.5	0.5					1.5	1.5	
Lost Time Adjust (s)		0.0		0.0	0.0					0.0	0.0	
Total Lost Time (s)		4.0		4.0	4.0					4.0	4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					2.0	2.0	
Recall Mode		None		None	None					None	None	
Walk Time (s)										7.0	7.0	
Flash Dont Walk (s)										14.0	14.0	
Pedestrian Calls (#/hr)										25	25	
Act Effct Green (s)		4.6		4.6	4.6					11.8	11.8	
Actuated g/C Ratio		0.22		0.22	0.22					0.57	0.57	
v/c Ratio		0.18		0.04	0.28					0.31	0.18	
Control Delay		9.3		10.9	13.2					4.1	3.0	
Queue Delay		0.0		0.0	0.0					0.0	0.0	
Total Delay		9.3		10.9	13.2					4.1	3.0	
LOS		A		B	B					A	A	
Approach Delay		9.3			12.9						3.5	
Approach LOS		A			B						A	
Intersection Summary												
Area Type:	Other											
Cycle Length:	28											
Actuated Cycle Length:	20.7											
Natural Cycle:	40											
Control Type:	Semi Act-Uncoord											
Maximum v/c Ratio:	0.31											
Intersection Signal Delay:	5.8											
Intersection Capacity Utilization:	31.5%											
Intersection LOS:	A											
ICU Level of Service:	A											
Analysis Period (min):	15											
Splits and Phases: 24: Broad St & Genesee St SB Off-Ramp												

Queues

24: Broad St & Genesee St SB Off-Ramp

10/09/2018



Lane Group	SET	NWL	NWT	SWL	SWT
Lane Group Flow (vph)	138	16	115	287	333
v/c Ratio	0.18	0.04	0.28	0.31	0.18
Control Delay	9.3	10.9	13.2	4.1	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	9.3	10.9	13.2	4.1	3.0
Queue Length 50th (ft)	4	1	9	16	8
Queue Length 95th (ft)	24	12	#57	32	15
Internal Link Dist (ft)	262		89		287
Turn Bay Length (ft)		100			
Base Capacity (vph)	787	414	414	1315	2655
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	0.18	0.04	0.28	0.22	0.13

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Lanes, Volumes, Timings

25: Blandina Street & Genesee Street

10/09/2018



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations					↕			↕			↕	
Traffic Volume (vph)	0	0	0	31	5	7	4	367	9	27	437	25
Future Volume (vph)	0	0	0	31	5	7	4	367	9	27	437	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Fit					0.978			0.997			0.992	
Fit Protected					0.966			0.999			0.997	
Satd. Flow (prot)	0	0	0	0	1795	0	0	3527	0	0	3508	0
Fit Permitted					0.966			0.951			0.918	
Satd. Flow (perm)	0	0	0	0	1795	0	0	3358	0	0	3230	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)					8			5				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		313			160			152				194
Travel Time (s)		7.1			3.6			3.5				4.4
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	0	0	0	35	6	8	5	417	10	31	497	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	49	0	0	432	0	0	556	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)					0			0			0	
Link Offset(ft)					0			0			0	
Crosswalk Width(ft)			16		16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2		1	2	
Detector Template				Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)				20	100		20	100		20	100	
Trailing Detector (ft)				0	0		0	0		0	0	
Detector 1 Position(ft)				0	0		0	0		0	0	
Detector 1 Size(ft)				20	6		20	6		20	6	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA		Perm	NA		Perm	NA	
Protected Phases					4			2			2	
Permitted Phases					4			2			2	
Detector Phase					4			2			2	
Switch Phase												



Lanes, Volumes, Timings

25: Blandina Street & Genesee Street

10/09/2018

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)				23.0	23.0		28.0	28.0		28.0	28.0	
Total Split (s)				27.0	27.0		48.0	48.0		48.0	48.0	
Total Split (%)				36.0%	36.0%		64.0%	64.0%		64.0%	64.0%	
Maximum Green (s)				22.0	22.0		43.0	43.0		43.0	43.0	
Yellow Time (s)				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	
Lost Time Adjust (s)							0.0	0.0		0.0	0.0	
Total Lost Time (s)					5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode				None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)				7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)				11.0	11.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)				0	0		0	0		0	0	
Act Effect Green (s)					7.3			64.0			64.0	
Actuated g/C Ratio					0.10			0.85			0.85	
v/c Ratio					0.27			0.15			0.20	
Control Delay					30.5			7.3			1.1	
Queue Delay					0.0			0.0			0.0	
Total Delay					30.5			7.3			1.1	
LOS					C			A			A	
Approach Delay					30.5			7.3			1.1	
Approach LOS					C			A			A	

Intersection Summary

Area Type: Other  
 Cycle Length: 75  
 Actuated Cycle Length: 75  
 Offset: 7.5 (10%), Referenced to phase 2:NESW and 6:, Start of Yellow  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.27  
 Intersection Signal Delay: 5.1 Intersection LOS: A  
 Intersection Capacity Utilization 40.0% ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 25: Blandina Street & Genesee Street



Queues

25: Blandina Street & Genesee Street

10/09/2018

Lane Group	SBT	NET	SWT
Lane Group Flow (vph)	49	432	556
v/c Ratio	0.27	0.15	0.20
Control Delay	30.5	7.3	1.1
Queue Delay	0.0	0.0	0.0
Total Delay	30.5	7.3	1.1
Queue Length 50th (ft)	18	67	10
Queue Length 95th (ft)	46	107	17
Internal Link Dist (ft)	80	72	114
Turn Bay Length (ft)			
Base Capacity (vph)	532	2867	2757
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.09	0.15	0.20

Intersection Summary

Lanes, Volumes, Timings  
26: Genesee St & Bank Place

10/09/2018

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations			↑↑			↑↑
Traffic Volume (vph)	0	0	391	25	29	387
Future Volume (vph)	0	0	391	25	29	387
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt			0.991			
Flt Protected						0.996
Satd. Flow (prot)	0	0	3328	0	0	3488
Flt Permitted			0.910			
Satd. Flow (perm)	0	0	3328	0	0	3187
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		30			30
Link Distance (ft)	399		483			150
Travel Time (s)	9.1		11.0			3.4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	2%	4%	4%	3%
Parking (#/hr)			0			
Adj. Flow (vph)	0	0	412	26	31	407
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	438	0	0	438
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.07	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors			2		1	2
Detector Template			Thru		Left	Thru
Leading Detector (ft)			100		20	100
Trailing Detector (ft)			0		0	0
Detector 1 Position(ft)			0		0	0
Detector 1 Size(ft)			6		20	6
Detector 1 Type			CI+Ex		CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)			0.0		0.0	0.0
Detector 1 Queue (s)			0.0		0.0	0.0
Detector 1 Delay (s)			0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			CI+Ex			CI+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type			NA		Perm	NA
Protected Phases			6			2
Permitted Phases					2	
Detector Phase			6		2	2

Lanes, Volumes, Timings  
26: Genesee St & Bank Place

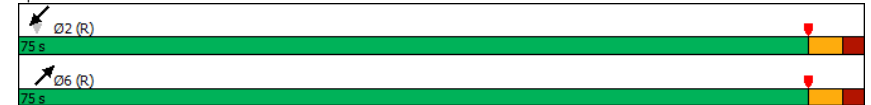
10/09/2018

Lane Group	NBL	NBR	NET	NER	SWL	SWT
Switch Phase						
Minimum Initial (s)			4.0		4.0	4.0
Minimum Split (s)			23.0		27.0	27.0
Total Split (s)			75.0		75.0	75.0
Total Split (%)			100.0%		100.0%	100.0%
Maximum Green (s)			70.0		70.0	70.0
Yellow Time (s)			3.0		3.0	3.0
All-Red Time (s)			2.0		2.0	2.0
Lost Time Adjust (s)			0.0		0.0	0.0
Total Lost Time (s)			5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)			3.0		3.0	3.0
Recall Mode			C-Max		C-Max	C-Max
Walk Time (s)			5.0		7.0	7.0
Flash Dont Walk (s)			11.0		15.0	15.0
Pedestrian Calls (#/hr)			0		0	0
Act Effect Green (s)			75.0		75.0	75.0
Actuated g/C Ratio			1.00		1.00	1.00
v/c Ratio			0.13		0.14	0.14
Control Delay			0.1		0.1	0.1
Queue Delay			0.0		0.0	0.0
Total Delay			0.1		0.1	0.1
LOS			A		A	A
Approach Delay			0.1		0.1	0.1
Approach LOS			A		A	A

Intersection Summary

Area Type: Other  
 Cycle Length: 75  
 Actuated Cycle Length: 75  
 Offset: 12 (16%), Referenced to phase 2:SWTL and 6:NET, Start of Yellow  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.14  
 Intersection Signal Delay: 0.1 Intersection LOS: A  
 Intersection Capacity Utilization 31.5% ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 26: Genesee St & Bank Place



Queues

26: Genesee St & Bank Place

10/09/2018

Lane Group	NET	SWT
Lane Group Flow (vph)	438	438
v/c Ratio	0.13	0.14
Control Delay	0.1	0.1
Queue Delay	0.0	0.0
Total Delay	0.1	0.1
Queue Length 50th (ft)	0	0
Queue Length 95th (ft)	0	0
Internal Link Dist (ft)	403	70
Turn Bay Length (ft)		
Base Capacity (vph)	3328	3187
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.13	0.14
<b>Intersection Summary</b>		

Lanes, Volumes, Timings

27: Genesee St & Hopper St/Court Street

10/09/2018

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕↕			↕↕			↕↕			↕↕	
Traffic Volume (vph)	4	270	99	2	401	65	41	387	14	10	368	43
Future Volume (vph)	4	270	99	2	401	65	41	387	14	10	368	43
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	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.960			0.979			0.995			0.985	
Fit Protected								0.995			0.999	
Satd. Flow (prot)	0	3441	0	0	3490	0	0	3337	0	0	3293	0
Fit Permitted		0.951			0.954			0.875			0.942	
Satd. Flow (perm)	0	3272	0	0	3329	0	0	2934	0	0	3105	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		87			30						20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		183			224			440			483	
Travel Time (s)		4.2			5.1			10.0			11.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	1%	0%	0%	1%	3%	0%	2%	0%	10%	2%	5%
Parking (#/hr)								0			0	
Adj. Flow (vph)	4	297	109	2	441	71	45	425	15	11	404	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	410	0	0	514	0	0	485	0	0	462	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.07	1.00	1.00	1.07	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

Lanes, Volumes, Timings

27: Genesee St & Hopper St/Court Street

10/09/2018

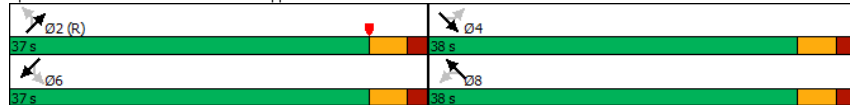


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Total Split (s)	38.0	38.0		38.0	38.0		37.0	37.0		37.0	37.0	
Total Split (%)	50.7%	50.7%		50.7%	50.7%		49.3%	49.3%		49.3%	49.3%	
Maximum Green (s)	32.8	32.8		32.8	32.8		31.8	31.8		31.8	31.8	
Yellow Time (s)	3.4	3.4		3.4	3.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.8	1.8		1.8	1.8	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.2			5.2			5.2			5.2	
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	Max	Max		Max	Max		C-Max	C-Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effect Green (s)		32.8			32.8			31.8			31.8	
Actuated g/C Ratio		0.44			0.44			0.42			0.42	
v/c Ratio		0.28			0.35			0.39			0.35	
Control Delay		11.1			14.0			16.1			8.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.1			14.0			16.1			8.5	
LOS		B			B			B			A	
Approach Delay		11.1			14.0			16.1			8.5	
Approach LOS		B			B			B			A	

Intersection Summary

Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	75
Offset:	19.8 (26%), Referenced to phase 2:NETL, Start of Yellow
Natural Cycle:	40
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.39
Intersection Signal Delay:	12.5
Intersection LOS:	B
Intersection Capacity Utilization:	51.7%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 27: Genesee St & Hopper St/Court Street



Queues

27: Genesee St & Hopper St/Court Street

10/09/2018



Lane Group	SET	NWT	NET	SWT
Lane Group Flow (vph)	410	514	485	462
v/c Ratio	0.28	0.35	0.39	0.35
Control Delay	11.1	14.0	16.1	8.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	11.1	14.0	16.1	8.5
Queue Length 50th (ft)	47	74	78	39
Queue Length 95th (ft)	76	110	116	56
Internal Link Dist (ft)	103	144	360	403
Turn Bay Length (ft)				
Base Capacity (vph)	1479	1472	1244	1328
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	0.28	0.35	0.39	0.35

Intersection Summary

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Lanes, Volumes, Timings

101: State Street & Proposed Parking Lot

10/09/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↕			↕	
Traffic Volume (vph)	74	0	56	192	0	66	39	448	79	37	169	13
Future Volume (vph)	74	0	56	192	0	66	39	448	79	37	169	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.942			0.965			0.979			0.991	
Flt Protected		0.972			0.964			0.997			0.992	
Satd. Flow (prot)	0	1706	0	0	1733	0	0	3454	0	0	3479	0
Flt Permitted		0.972			0.964			0.997			0.992	
Satd. Flow (perm)	0	1706	0	0	1733	0	0	3454	0	0	3479	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		224			242			151			148	
Travel Time (s)		5.1			5.5			3.4			3.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	80	0	61	209	0	72	42	487	86	40	184	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	141	0	0	281	0	0	615	0	0	238	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization 52.1%	ICU Level of Service A
Analysis Period (min)	15

HCM 2010 TWSC

101: State Street & Proposed Parking Lot

10/09/2018

Intersection												
Int Delay, s/veh	19.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↕			↕	
Traffic Vol, veh/h	74	0	56	192	0	66	39	448	79	37	169	13
Future Vol, veh/h	74	0	56	192	0	66	39	448	79	37	169	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	80	0	61	209	0	72	42	487	86	40	184	14

Major/Minor	Minor2	Minor1	Major1	Major2
Conflicting Flow All	599	928	99	786
Stage 1	271	271	-	614
Stage 2	328	657	-	172
Critical Hdwy	7.54	6.54	6.94	7.54
Critical Hdwy Stg 1	6.54	5.54	-	6.54
Critical Hdwy Stg 2	6.54	5.54	-	6.54
Follow-up Hdwy	3.52	4.02	3.32	3.52
Pot Cap-1 Maneuver	385	266	937	283
Stage 1	712	684	-	446
Stage 2	659	460	-	813
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	323	242	937	246
Mov Cap-2 Maneuver	323	242	-	246
Stage 1	679	653	-	425
Stage 2	565	439	-	726

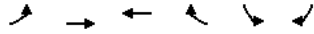
Approach	EB	WB	NB	SB
HCM Control Delay, s	16.6	79.2	0.7	1.6
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1372	-	-	450	295	996	-	-
HCM Lane V/C Ratio	0.031	-	-	0.314	0.951	0.04	-	-
HCM Control Delay (s)	7.7	0.2	-	16.6	79.2	8.8	0.1	-
HCM Lane LOS	A	A	-	C	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.3	9.4	0.1	-	-

Lanes, Volumes, Timings

102: Columbia Street & Proposed Parking Lot

10/09/2018



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕↔		↕	
Traffic Volume (vph)	0	1	38	15	29	4
Future Volume (vph)	0	1	38	15	29	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.958		0.985	
Flt Protected					0.957	
Satd. Flow (prot)	0	1863	3391	0	1756	0
Flt Permitted					0.957	
Satd. Flow (perm)	0	1863	3391	0	1756	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		193	310		219	
Travel Time (s)		4.4	7.0		5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1	41	16	32	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1	57	0	36	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		15		9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.3%
ICU Level of Service	A
Analysis Period (min)	15

HCM 2010 TWSC

102: Columbia Street & Proposed Parking Lot

10/09/2018

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕↔		↕	
Traffic Vol, veh/h	0	1	38	15	29	4
Future Vol, veh/h	0	1	38	15	29	4
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	41	16	32	4

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	57	0	50
Stage 1	-	-	49
Stage 2	-	-	1
Critical Hdwy	4.13	-	6.63
Critical Hdwy Stg 1	-	-	5.83
Critical Hdwy Stg 2	-	-	5.43
Follow-up Hdwy	2.219	-	3.519
Pot Cap-1 Maneuver	1547	-	956
Stage 1	-	-	968
Stage 2	-	-	1022
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1547	-	956
Mov Cap-2 Maneuver	-	-	956
Stage 1	-	-	968
Stage 2	-	-	1022

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1547	-	-	-	965
HCM Lane V/C Ratio	-	-	-	-	0.037
HCM Control Delay (s)	0	-	-	-	8.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings

103: State Street & Proposed Parking Lot

10/09/2018



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕			↕
Traffic Volume (vph)	43	16	81	16	8	216
Future Volume (vph)	43	16	81	16	8	216
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.964		0.976			
Flt Protected	0.965					0.998
Satd. Flow (prot)	1733	0	3454	0	0	1859
Flt Permitted	0.965					0.998
Satd. Flow (perm)	1733	0	3454	0	0	1859
Link Speed (mph)	30		30			30
Link Distance (ft)	215		626			317
Travel Time (s)	4.9		14.2			7.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	47	17	88	17	9	235
Shared Lane Traffic (%)						
Lane Group Flow (vph)	64	0	105	0	0	244
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	27.9%
ICU Level of Service	A
Analysis Period (min)	15

HCM 2010 TWSC

103: State Street & Proposed Parking Lot

10/09/2018

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕			↕
Traffic Vol, veh/h	43	16	81	16	8	216
Future Vol, veh/h	43	16	81	16	8	216
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	17	88	17	9	235

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	350	53	0 0 105 0
Stage 1	97	-	- - - -
Stage 2	253	-	- - - -
Critical Hdwy	6.63	6.93	- - 4.13 -
Critical Hdwy Stg 1	5.83	-	- - - -
Critical Hdwy Stg 2	5.43	-	- - - -
Follow-up Hdwy	3.519	3.319	- - 2.219 -
Pot Cap-1 Maneuver	634	1004	- - 1485 -
Stage 1	916	-	- - - -
Stage 2	788	-	- - - -
Platoon blocked, %			- - - -
Mov Cap-1 Maneuver	630	1004	- - 1485 -
Mov Cap-2 Maneuver	630	-	- - - -
Stage 1	910	-	- - - -
Stage 2	788	-	- - - -

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	701	1485
HCM Lane V/C Ratio	-	-	0.091	0.006
HCM Control Delay (s)	-	-	10.7	7.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0

Intersection						
Int Delay, s/veh	10					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↕	↕	
Traffic Vol, veh/h	212	28	66	0	0	17
Future Vol, veh/h	212	28	66	0	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	230	30	72	0	0	18
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	153	9	18	0	0	
Stage 1	9	-	-	-	-	
Stage 2	144	-	-	-	-	
Critical Hdwy	6.42	6.22	4.12	-	-	
Critical Hdwy Stg 1	5.42	-	-	-	-	
Critical Hdwy Stg 2	5.42	-	-	-	-	
Follow-up Hdwy	3.518	3.318	2.218	-	-	
Pot Cap-1 Maneuver	839	1073	1599	-	-	
Stage 1	1014	-	-	-	-	
Stage 2	883	-	-	-	-	
Platoon blocked, %	-	-	-	-	-	
Mov Cap-1 Maneuver	801	1073	1599	-	-	
Mov Cap-2 Maneuver	801	-	-	-	-	
Stage 1	968	-	-	-	-	
Stage 2	883	-	-	-	-	
Approach	EB	NB	SB			
HCM Control Delay, s	11.4	7.4	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1599	-	825	-	-	
HCM Lane V/C Ratio	0.045	-	0.316	-	-	
HCM Control Delay (s)	7.4	0	11.4	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	1.4	-	-	



Intersection						
Int Delay, s/veh	7.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔ ↗ ↘ ↙ ↕ ↖ ↗ ↘ ↙ ↕ ↖					
Traffic Vol, veh/h	51	7	3	0	0	13
Future Vol, veh/h	51	7	3	0	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	55	8	3	0	0	14
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	13	7	14	0	-	0
Stage 1	7	-	-	-	-	-
Stage 2	6	-	-	-	-	-
Critical Hdwy	6.63	6.93	4.13	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	1005	1074	1603	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	1017	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1003	1074	1603	-	-	-
Mov Cap-2 Maneuver	1003	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1017	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	8.8	7.3	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1603	-	1011	-	-	
HCM Lane V/C Ratio	0.002	-	0.062	-	-	
HCM Control Delay (s)	7.2	0	8.8	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	



# Mitigation Synchro Reports



Lanes, Volumes, Timings  
6: Cornelia Street/Cornelia St & 5S

10/10/2018

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBT	SBR2	NER	NER2
Lane Configurations	↑↑	↑↑	↑↑			↑↑		↑↑		↑↑	
Traffic Volume (vph)	1004	95	952	1	50	17	47	19	85	292	5
Future Volume (vph)	1004	95	952	1	50	17	47	19	85	292	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	0		0			0	
Storage Lanes		0		0	0		0			1	
Taper Length (ft)					25						
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.987					0.945		0.890		0.865	
Flt Protected						0.978					
Satd. Flow (prot)	3462	0	3505	0	0	1756	0	1587	0	1596	0
Flt Permitted						0.804					
Satd. Flow (perm)	3462	0	3505	0	0	1444	0	1587	0	1596	0
Right Turn on Red				Yes			No		Yes		No
Satd. Flow (RTOR)								127			
Link Speed (mph)	30		30			30		30			
Link Distance (ft)	284		699			262		334			
Travel Time (s)	6.5		15.9			6.0		7.6			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	2%	3%	0%	0%	0%	0%	0%	8%	3%	2%
Adj. Flow (vph)	1116	106	1058	1	56	19	52	21	94	324	6
Shared Lane Traffic (%)											
Lane Group Flow (vph)	1222	0	1059	0	0	127	0	115	0	330	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Right	Left	Right	Right	Right
Median Width(ft)	12		12			0		0			
Link Offset(ft)	0		0			0		0			
Crosswalk Width(ft)	16		16			16		16			
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9		9	15		9		9	9	9
Number of Detectors	2		2		1	2		2		1	
Detector Template	Thru		Thru		Left	Thru		Thru		Right	
Leading Detector (ft)	100		100		20	100		100		20	
Trailing Detector (ft)	0		0		0	0		0		0	
Detector 1 Position(ft)	0		0		0	0		0		0	
Detector 1 Size(ft)	6		6		20	6		6		20	
Detector 1 Type	CI+Ex		CI+Ex		CI+Ex	CI+Ex		CI+Ex		CI+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 1 Queue (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 1 Delay (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 2 Position(ft)	94		94		94	94		94		94	
Detector 2 Size(ft)	6		6		6	6		6		6	
Detector 2 Type	CI+Ex		CI+Ex		CI+Ex	CI+Ex		CI+Ex		CI+Ex	
Detector 2 Channel											
Detector 2 Extend (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Turn Type	NA		NA		Perm	NA		NA		Prot	
Protected Phases	2		6			4		8		1	

AM peak hour

Lanes, Volumes, Timings  
6: Cornelia Street/Cornelia St & 5S

10/10/2018

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBT	SBR2	NER	NER2
Permitted Phases										4	
Detector Phase	2		6							4	4
Switch Phase										8	1
Minimum Initial (s)	12.0		12.0			6.0		6.0		6.0	6.0
Minimum Split (s)	17.0		17.0			11.0		11.0		11.0	11.0
Total Split (s)	27.0		47.0			13.0		13.0		13.0	20.0
Total Split (%)	45.0%		78.3%			21.7%		21.7%		21.7%	33.3%
Maximum Green (s)	22.0		42.0			8.0		8.0		8.0	15.0
Yellow Time (s)	3.5		3.5			3.5		3.5		3.5	3.5
All-Red Time (s)	1.5		1.5			1.5		1.5		1.5	1.5
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)	2.0		2.0			2.0		2.0		2.0	2.0
Recall Mode	C-Min		C-Min			None		None		None	None
Act Effct Green (s)	25.3		45.6			7.6		7.6		7.6	14.3
Actuated g/C Ratio	0.42		0.76			0.13		0.13		0.13	0.24
v/c Ratio	0.84		0.40			0.70		0.37		0.37	0.87
Control Delay	25.1		9.1			47.6		8.6		8.6	47.1
Queue Delay	0.0		0.0			0.0		0.0		0.0	0.0
Total Delay	25.1		9.1			47.6		8.6		8.6	47.1
LOS	C		A			D		A		A	D
Approach Delay	25.1		9.1			47.6		8.6			
Approach LOS	C		A			D		A			
Intersection Summary											
Area Type:	Other										
Cycle Length:	60										
Actuated Cycle Length:	60										
Offset:	0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection										
Natural Cycle:	60										
Control Type:	Actuated-Coordinated										
Maximum v/c Ratio:	0.87										
Intersection Signal Delay:	22.1					Intersection LOS: C					
Intersection Capacity Utilization:	74.9%					ICU Level of Service D					
Analysis Period (min):	15										
Splits and Phases:	6: Cornelia Street/Cornelia St & 5S										

AM peak hour

Queues

6: Cornelia Street/Cornelia St & 5S

10/10/2018

	→	←	↑	↓	↗
Lane Group	EBT	WBT	NBT	SBT	NER
Lane Group Flow (vph)	1222	1059	127	115	330
v/c Ratio	0.84	0.40	0.70	0.37	0.87
Control Delay	25.1	9.1	47.6	8.6	47.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	25.1	9.1	47.6	8.6	47.1
Queue Length 50th (ft)	221	137	45	0	113
Queue Length 95th (ft)	#354	190	#115	34	#238
Internal Link Dist (ft)	204	619	182	254	
Turn Bay Length (ft)					
Base Capacity (vph)	1461	2663	192	321	399
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	0.84	0.40	0.66	0.36	0.83

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

AM peak hour

Lanes, Volumes, Timings

10: Broadway & 5S

10/10/2018

	↖	→	↘	↙	←	↖	↗	↑	↘	↙	↓	↘
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗		↖	↖↗		↖	↖↗	↖
Traffic Volume (vph)	65	957	49	217	941	0	83	15	14	32	50	17
Future Volume (vph)	65	957	49	217	941	0	83	15	14	32	50	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	257		0	253		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr		0.993						0.927			0.962	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3514	0	1770	3539	0	1770	1727	0	1770	1792	0
Flt Permitted	0.185			0.150			0.408			0.833		
Satd. Flow (perm)	345	3514	0	279	3539	0	760	1727	0	1552	1792	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9						16			19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		699			306			481			508	
Travel Time (s)		15.9			7.0			10.9			11.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	72	1063	54	241	1046	0	92	17	16	36	56	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	1117	0	241	1046	0	92	33	0	36	75	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	5	2		1	6		3	8			4	
Permitted Phases	2			6			8				4	

AM peak hour

Lanes, Volumes, Timings  
10: Broadway & 5S

10/10/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	15.0		6.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	11.0	20.0		11.0	20.0		11.0	11.0		11.0	11.0	
Total Split (s)	11.0	26.0		12.0	27.0		11.0	22.0		11.0	11.0	
Total Split (%)	18.3%	43.3%		20.0%	45.0%		18.3%	36.7%		18.3%	18.3%	
Maximum Green (s)	6.0	21.0		7.0	22.0		6.0	17.0		6.0	6.0	
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		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0		3.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	31.6	25.6		34.9	31.7		14.9	14.9		6.0	6.0	
Actuated g/C Ratio	0.53	0.43		0.58	0.53		0.25	0.25		0.10	0.10	
v/c Ratio	0.22	0.74		0.73	0.56		0.32	0.07		0.23	0.38	
Control Delay	8.0	24.4		34.1	15.7		21.9	13.7		28.9	26.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.0	24.4		34.1	15.7		21.9	13.7		28.9	26.3	
LOS	A	C		C	B		C	B		C	C	
Approach Delay		23.4			19.1			19.7			27.2	
Approach LOS		C			B			B			C	

**Intersection Summary**

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

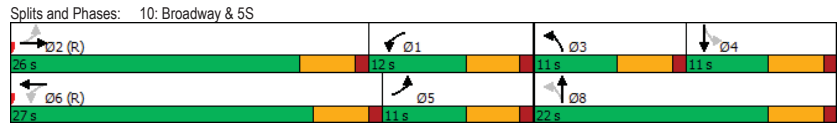
Intersection Signal Delay: 21.4

Intersection LOS: C

Intersection Capacity Utilization 63.8%

ICU Level of Service B

Analysis Period (min) 15



AM peak hour

Queues  
10: Broadway & 5S

10/10/2018

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	72	1117	241	1046	92	33	36	75
v/c Ratio	0.22	0.74	0.73	0.56	0.32	0.07	0.23	0.38
Control Delay	8.0	24.4	34.1	15.7	21.9	13.7	28.9	26.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.0	24.4	34.1	15.7	21.9	13.7	28.9	26.3
Queue Length 50th (ft)	5	198	41	173	28	6	12	19
Queue Length 95th (ft)	m10	m#258	#147	#248	64	25	36	54
Internal Link Dist (ft)		619		226		401		428
Turn Bay Length (ft)	257		253					
Base Capacity (vph)	324	1504	337	1869	291	503	155	196
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	0.74	0.72	0.56	0.32	0.07	0.23	0.38

**Intersection Summary**

# 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.

AM peak hour

Lanes, Volumes, Timings  
3: State Street & LaFayette

10/10/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔			↔	↔		↔	↔	
Traffic Volume (vph)	56	0	68	3	1	2	16	533	5	0	432	23
Future Volume (vph)	56	0	68	3	1	2	16	533	5	0	432	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	0	0	123	0	0	0	0	0
Storage Lanes	0	0	0	0	0	0	1	0	1	0	0	0
Taper Length (ft)	25	25	25	25	25	25	25	25	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
Ft	0.926	0.926	0.926	0.926	0.926	0.926	0.926	0.926	0.926	0.926	0.926	0.926
Fit Protected	0.978	0.978	0.978	0.978	0.978	0.978	0.978	0.978	0.978	0.978	0.978	0.978
Satd. Flow (prot)	0	1721	0	0	1736	0	1805	1879	0	1863	1885	0
Fit Permitted	0.872	0.872	0.872	0.872	0.872	0.872	0.872	0.872	0.872	0.872	0.872	0.872
Satd. Flow (perm)	0	1534	0	0	1635	0	733	1879	0	1863	1885	0
Right Turn on Red		Yes		Yes		Yes		Yes		Yes		Yes
Satd. Flow (RTOR)	76	76	76	76	76	76	76	76	76	76	76	76
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	187	187	187	187	187	187	187	187	187	187	187	187
Travel 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
Peak Hour Factor	0.89	0.92	0.89	0.92	0.92	0.92	0.89	0.89	0.92	0.92	0.89	0.89
Heavy Vehicles (%)	0%	2%	0%	2%	2%	2%	0%	1%	2%	2%	0%	0%
Adj. Flow (vph)	63	0	76	3	1	2	18	599	5	0	485	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	139	0	0	6	0	18	604	0	0	511	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Link Offset(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Crosswalk Width(ft)	16	16	16	16	16	16	16	16	16	16	16	16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15	15	15	15	15	15	15	15	15	15	15
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	4	4	4	4	4	4	4	4	4	4	4	4
Permitted Phases	4	4	4	4	4	4	4	4	4	4	4	4
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	26.5	26.5	26.5	26.5	26.5	26.5
Total Split (s)	29.0	29.0	29.0	29.0	29.0	29.0	51.0	51.0	51.0	51.0	51.0	51.0
Total Split (%)	36.3%	36.3%	36.3%	36.3%	36.3%	36.3%	63.8%	63.8%	63.8%	63.8%	63.8%	63.8%
Maximum Green (s)	24.0	24.0	24.0	24.0	24.0	24.0	46.5	46.5	46.5	46.5	46.5	46.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
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)	5.0	5.0	5.0	5.0	5.0	5.0	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	24.0	24.0	24.0	24.0	24.0	24.0	46.5	46.5	46.5	46.5	46.5	46.5
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.30	0.30	0.58	0.58	0.58	0.58	0.58	0.58

MVTIS 04/12/2016 Future Build  
C&S Companies

Synchro 10 Report  
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PM peak hour

Lanes, Volumes, Timings  
3: State Street & LaFayette

10/10/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.27	0.27	0.27	0.27	0.27	0.27	0.04	0.55	0.55	0.27	0.27	0.27
Control Delay	12.1	12.1	12.1	12.1	12.1	12.1	7.6	12.7	12.7	12.1	12.1	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.8	7.8	0.0	0.0	5.1
Total Delay	12.1	12.1	12.1	12.1	12.1	12.1	7.6	20.6	20.6	12.1	12.1	16.4
LOS	B	B	B	B	B	B	A	C	C	B	B	B
Approach Delay	12.1	12.1	12.1	12.1	12.1	12.1	17.3	20.2	20.2	12.1	12.1	16.4
Approach LOS	B	B	B	B	B	B	C	C	C	B	B	B
Intersection Summary												
Area Type:	Other											
Cycle Length:	80											
Actuated Cycle Length:	80											
Offset:	15.5 (19%), Referenced to phase 2:NBSB and 6:, Start of Yellow											
Natural Cycle:	60											
Control Type:	Pretimed											
Maximum v/c Ratio:	0.55											
Intersection Signal Delay:	17.8											
Intersection LOS:	B											
Intersection Capacity Utilization:	45.1%											
ICU Level of Service A:												
Analysis Period (min):	15											
Splits and Phases: 3: State Street & LaFayette												

MVTIS 04/12/2016 Future Build  
C&S Companies

Synchro 10 Report  
Page 2

PM peak hour



Queues  
3: State Street & LaFayette

10/10/2018

	→	←	↖	↑	↓
Lane Group	EBT	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	139	6	18	604	511
v/c Ratio	0.27	0.01	0.04	0.55	0.47
Control Delay	12.1	17.3	7.6	12.7	11.2
Queue Delay	0.0	0.0	0.0	7.8	5.1
Total Delay	12.1	17.3	7.6	20.6	16.4
Queue Length 50th (ft)	23	1	4	170	132
Queue Length 95th (ft)	65	10	12	254	199
Internal Link Dist (ft)	107	119		249	71
Turn Bay Length (ft)			123		
Base Capacity (vph)	513	491	426	1092	1098
Starvation Cap Reductn	0	0	0	441	510
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.27	0.01	0.04	0.93	0.87

Intersection Summary

PM peak hour

Lanes, Volumes, Timings  
5: Court Street & State Street

10/10/2018

	↖	→	↗	↖	←	↖	↑	↗	↘	↓	↘	
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗		↖	↖↗		↖	↖↗	
Traffic Volume (vph)	211	326	142	47	412	88	77	175	20	59	238	251
Future Volume (vph)	211	326	142	47	412	88	77	175	20	59	238	251
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	153		0	350		0	165		0	167		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.954			0.974			0.985			0.923	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3356	0	1805	3487	0	1805	1846	0	1770	1745	0
Flt Permitted	0.291			0.460			0.235			0.612		
Satd. Flow (perm)	542	3356	0	874	3487	0	446	1846	0	1140	1745	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		114			39			10			95	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		354			720			284			626	
Travel Time (s)		8.0			16.4			6.5			14.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	4%	0%	1%	0%	0%	1%	5%	2%	1%	0%
Adj. Flow (vph)	234	362	158	52	458	98	86	194	22	66	264	279
Shared Lane Traffic (%)												
Lane Group Flow (vph)	234	520	0	52	556	0	86	216	0	66	543	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6		8			4		

PM peak hour

Lanes, Volumes, Timings  
5: Court Street & State Street

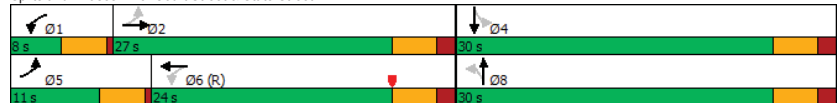
10/10/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	6.0		4.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	8.0	23.0		8.0	23.0		30.0	30.0		30.0	30.0	
Total Split (s)	11.0	27.0		8.0	24.0		30.0	30.0		30.0	30.0	
Total Split (%)	16.9%	41.5%		12.3%	36.9%		46.2%	46.2%		46.2%	46.2%	
Maximum Green (s)	7.0	22.0		4.0	19.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	1.5		0.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.0		4.0	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	None	None		None	C-Max		Max	Max		Max	Max	
Walk Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Flash Dont Walk (s)		14.0			14.0		21.0	21.0		21.0	21.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	30.4	25.2		24.0	19.0		25.0	25.0		25.0	25.0	
Actuated g/C Ratio	0.47	0.39		0.37	0.29		0.38	0.38		0.38	0.38	
v/c Ratio	0.61	0.38		0.14	0.53		0.50	0.30		0.15	0.74	
Control Delay	18.0	12.7		10.5	20.1		27.9	14.7		14.3	21.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.0	12.7		10.5	20.1		27.9	14.7		14.3	21.9	
LOS	B	B		B	C		C	B		B	C	
Approach Delay		14.4			19.2			18.5			21.1	
Approach LOS		B			B			B			C	

Intersection Summary

Area Type: Other  
 Cycle Length: 65  
 Actuated Cycle Length: 65  
 Offset: 0 (0%), Referenced to phase 6:WBTL, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.74  
 Intersection Signal Delay: 18.0 Intersection LOS: B  
 Intersection Capacity Utilization 74.6% ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 5: Court Street & State Street



PM peak hour

Queues  
5: Court Street & State Street

10/10/2018

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	234	520	52	556	86	216	66	543
v/c Ratio	0.61	0.38	0.14	0.53	0.50	0.30	0.15	0.74
Control Delay	18.0	12.7	10.5	20.1	27.9	14.7	14.3	21.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.0	12.7	10.5	20.1	27.9	14.7	14.3	21.9
Queue Length 50th (ft)	52	62	10	88	25	55	17	148
Queue Length 95th (ft)	94	101	26	133	#80	101	41	#274
Internal Link Dist (ft)		274		640		204		546
Turn Bay Length (ft)	153		350		165		167	
Base Capacity (vph)	385	1371	380	1046	171	716	438	729
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	0.61	0.38	0.14	0.53	0.50	0.30	0.15	0.74

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

PM peak hour

Lanes, Volumes, Timings  
6: Cornelia St & 5S

10/10/2018

Lane Group	EBT	EBR2	WBT	WBR	NBL	NBT	NBR	SBT	SBR2	NER	NER2
Lane Configurations	↑↑		↑↑			↑↓		↑↓		↑	
Traffic Volume (vph)	846	31	1150	2	142	16	164	16	186	266	7
Future Volume (vph)	846	31	1150	2	142	16	164	16	186	266	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)				0	0		0			0	
Storage Lanes				0	0		0			1	
Taper Length (ft)					25						
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ft	0.995					0.931		0.876		0.865	
Flt Protected						0.978					
Satd. Flow (prot)	3489	0	3539	0	0	1730	0	1634	0	1591	0
Flt Permitted						0.663					
Satd. Flow (perm)	3489	0	3539	0	0	1173	0	1634	0	1591	0
Right Turn on Red		No		Yes			No		Yes		No
Satd. Flow (RTOR)								95			
Link Speed (mph)	30		30			30		30			
Link Distance (ft)	284		699			218		333			
Travel Time (s)	6.5		15.9			5.0		7.6			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	2%	2%	0%	0%	0%	0%	2%	3%	14%	
Adj. Flow (vph)	940	34	1278	2	158	18	182	18	207	296	8
Shared Lane Traffic (%)											
Lane Group Flow (vph)	974	0	1280	0	0	358	0	225	0	304	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Right	Left	Right	Right	Right
Median Width(ft)	12		12			0		0			
Link Offset(ft)	0		0			0		0			
Crosswalk Width(ft)	16		16			16		16			
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9		9	15		9		9	9	9
Number of Detectors	2		2		1	2		2		1	
Detector Template	Thru		Thru		Left	Thru		Thru		Right	
Leading Detector (ft)	100		100		20	100		100		20	
Trailing Detector (ft)	0		0		0	0		0		0	
Detector 1 Position(ft)	0		0		0	0		0		0	
Detector 1 Size(ft)	6		6		20	6		6		20	
Detector 1 Type	CI+Ex		CI+Ex		CI+Ex	CI+Ex		CI+Ex		CI+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 1 Queue (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 1 Delay (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Detector 2 Position(ft)	94		94		94	94		94		94	
Detector 2 Size(ft)	6		6		6	6		6		6	
Detector 2 Type	CI+Ex		CI+Ex		CI+Ex	CI+Ex		CI+Ex		CI+Ex	
Detector 2 Channel											
Detector 2 Extend (s)	0.0		0.0		0.0	0.0		0.0		0.0	
Turn Type	NA		NA		Perm	NA		NA		Prot	
Protected Phases	2		6			4		8		1	

MVTIS 04/12/2016 Future Build  
C&S Companies

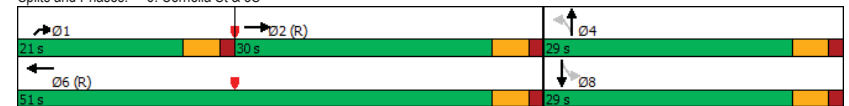
Synchro 10 Report  
Page 1

PM peak hour

Lanes, Volumes, Timings  
6: Cornelia St & 5S

10/10/2018

Lane Group	EBT	EBR2	WBT	WBR	NBL	NBT	NBR	SBT	SBR2	NER	NER2
Permitted Phases						4					
Detector Phase	2		6			4	4		8		1
Switch Phase											
Minimum Initial (s)	12.0		12.0		6.0	6.0		6.0		6.0	
Minimum Split (s)	17.0		17.0		11.0	11.0		11.0		11.0	
Total Split (s)	30.0		51.0		29.0	29.0		29.0		21.0	
Total Split (%)	37.5%		63.8%		36.3%	36.3%		36.3%		26.3%	
Maximum Green (s)	25.0		46.0		24.0	24.0		24.0		16.0	
Yellow Time (s)	3.5		3.5		3.5	3.5		3.5		3.5	
All-Red Time (s)	1.5		1.5		1.5	1.5		1.5		1.5	
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)	2.0		2.0		2.0	2.0		2.0		2.0	
Recall Mode	C-Min		C-Min		None	None		None		None	
Act Effct Green (s)	24.5		45.5		24.5	24.5		24.5		16.0	
Actuated g/C Ratio	0.31		0.57		0.31	0.31		0.31		0.20	
v/c Ratio	0.91		0.64		1.00	0.40		0.40		0.96	
Control Delay	40.9		13.4		80.0	15.0		75.0		75.0	
Queue Delay	0.0		0.0		36.9	0.0		0.0		0.0	
Total Delay	40.9		13.4		116.9	15.0		75.0		75.0	
LOS	D		B		F	B		E		E	
Approach Delay	40.9		13.4		116.9	15.0		75.0		75.0	
Approach LOS	D		B		F	B		E		E	
Intersection Summary											
Area Type:	Other										
Cycle Length:	80										
Actuated Cycle Length:	80										
Offset:	0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection										
Natural Cycle:	80										
Control Type:	Actuated-Coordinated										
Maximum v/c Ratio:	1.00										
Intersection Signal Delay:	39.8					Intersection LOS: D					
Intersection Capacity Utilization:	89.0%					ICU Level of Service E					
Analysis Period (min):	15										
Plots and Phases:	6: Cornelia St & 5S										



MVTIS 04/12/2016 Future Build  
C&S Companies

Synchro 10 Report  
Page 2

PM peak hour

Queues

6: Cornelia St & 5S

10/10/2018

	→	←	↑	↓	↗
Lane Group	EBT	WBT	NBT	SBT	NER
Lane Group Flow (vph)	974	1280	358	225	304
v/c Ratio	0.91	0.64	1.00	0.40	0.96
Control Delay	40.9	13.4	80.0	15.0	75.0
Queue Delay	0.0	0.0	36.9	0.0	0.0
Total Delay	40.9	13.4	116.9	15.0	75.0
Queue Length 50th (ft)	242	205	~199	49	152
Queue Length 95th (ft)	#356	269	#365	109	#303
Internal Link Dist (ft)	204	619	138	253	
Turn Bay Length (ft)					
Base Capacity (vph)	1090	2034	359	566	318
Starvation Cap Reductn	0	0	110	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.89	0.63	1.44	0.40	0.96

Intersection Summary

- ~ 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.

PM peak hour

Lanes, Volumes, Timings

20: Genesee St & 5S

10/10/2018

	↖	→	↘	↙	←	↖	↗	↑	↘	↓	↙	
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕	↘	↖	↕	↘	↖	↕	↘	↖	↕	↘
Traffic Volume (vph)	63	1162	124	126	780	9	105	391	110	30	428	21
Future Volume (vph)	63	1162	124	126	780	9	105	391	110	30	428	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	150		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.986			0.998			0.967			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3429	0	1770	3498	0	1770	1801	0	1770	3531	0
Flt Permitted	0.230			0.097			0.410			0.157		
Satd. Flow (perm)	428	3429	0	181	3498	0	764	1801	0	292	3531	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			1			16				5
Link Speed (mph)		30			30			30				30
Link Distance (ft)		392			365			413				307
Travel Time (s)		8.9			8.3			9.4				7.0
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 (%)	2%	4%	2%	2%	3%	2%	2%	2%	2%	2%	1%	12%
Adj. Flow (vph)	66	1210	129	131	813	9	109	407	115	31	446	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	1339	0	131	822	0	109	522	0	31	468	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6		8			4		

PM peak hour

Lanes, Volumes, Timings  
20: Genesee St & 5S

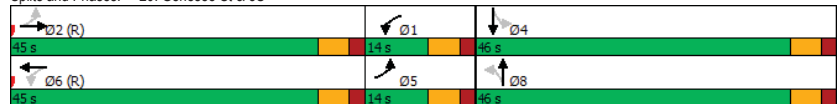
10/10/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	8.0	15.0		8.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	14.0	46.0		14.0	46.0		42.0	42.0		42.0	42.0	
Total Split (s)	14.0	45.0		14.0	45.0		46.0	46.0		46.0	46.0	
Total Split (%)	13.3%	42.9%		13.3%	42.9%		43.8%	43.8%		43.8%	43.8%	
Maximum Green (s)	8.0	39.0		8.0	39.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lead		Lag	Lead							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	1.0		3.0	3.0		2.5	2.5		2.5	2.5	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		33.0			33.0		29.0	29.0		29.0	29.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	54.2	44.7		48.7	42.3		34.3	34.3		34.3	34.3	
Actuated g/C Ratio	0.52	0.43		0.46	0.40		0.33	0.33		0.33	0.33	
v/c Ratio	0.17	0.91		0.64	0.58		0.44	0.87		0.33	0.40	
Control Delay	16.5	40.3		47.0	28.7		32.3	47.6		34.8	27.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	6.1		0.0	0.0	
Total Delay	16.5	40.3		47.0	28.7		32.3	53.8		34.8	27.4	
LOS	B	D		D	C		C	D		C	C	
Approach Delay		39.2			31.3			50.1			27.9	
Approach LOS		D			C			D			C	

Intersection Summary

Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 105  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.91  
 Intersection Signal Delay: 37.4 Intersection LOS: D  
 Intersection Capacity Utilization 95.3% ICU Level of Service F  
 Analysis Period (min) 15

Spplits and Phases: 20: Genesee St & 5S



PM peak hour

Queues  
20: Genesee St & 5S

10/10/2018

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	66	1339	131	822	109	522	31	468
v/c Ratio	0.17	0.91	0.64	0.58	0.44	0.87	0.33	0.40
Control Delay	16.5	40.3	47.0	28.7	32.3	47.6	34.8	27.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0
Total Delay	16.5	40.3	47.0	28.7	32.3	53.8	34.8	27.4
Queue Length 50th (ft)	20	441	41	252	56	313	15	123
Queue Length 95th (ft)	45	#651	#114	301	103	424	43	157
Internal Link Dist (ft)		312		285		333		227
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	389	1465	205	1492	291	696	111	1348
Starvation Cap Reductn	0	0	0	0	0	126	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	0.17	0.91	0.64	0.55	0.37	0.92	0.28	0.35

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

PM peak hour



# Appendix C

## ALIS (accident) Data

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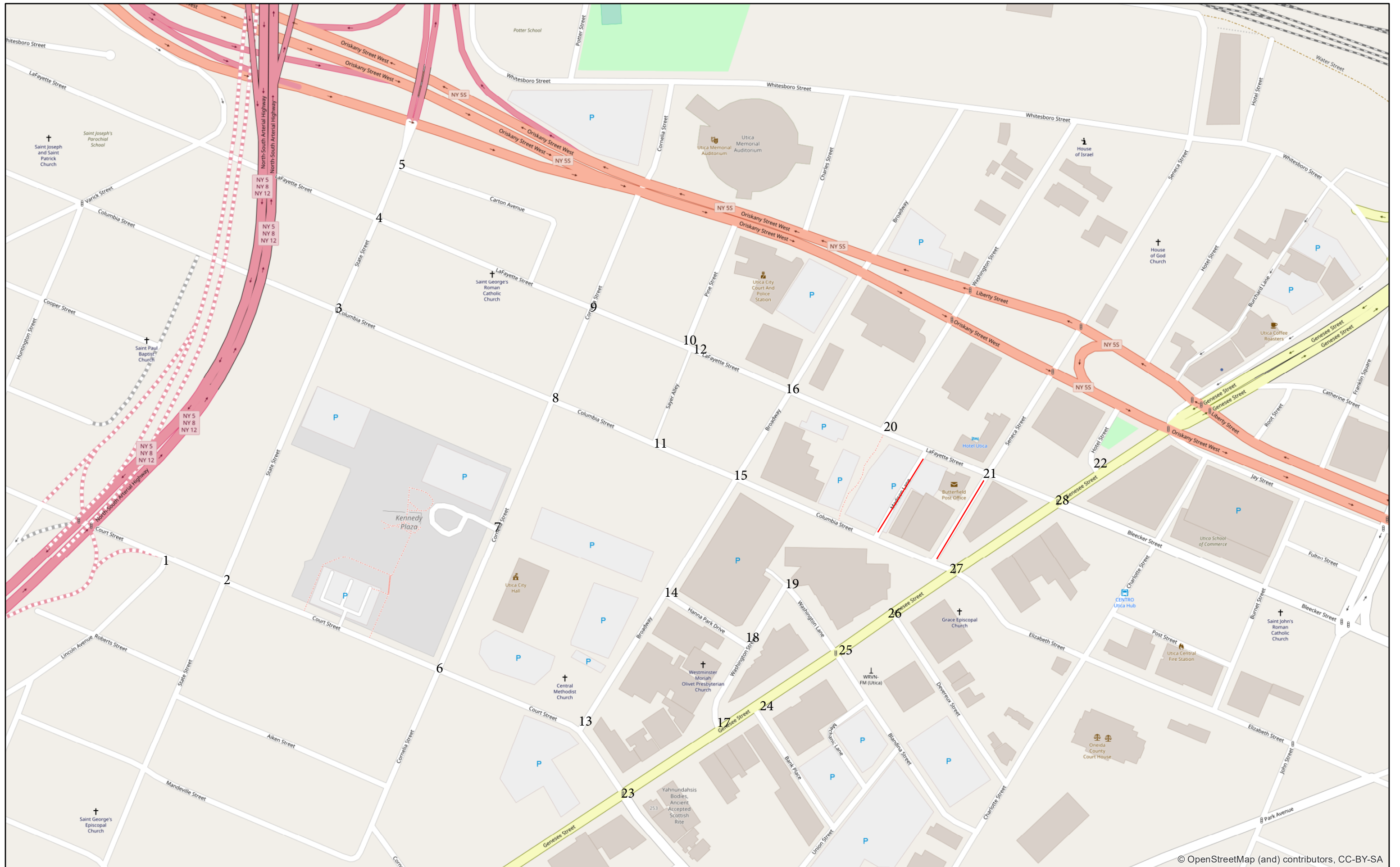


Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community

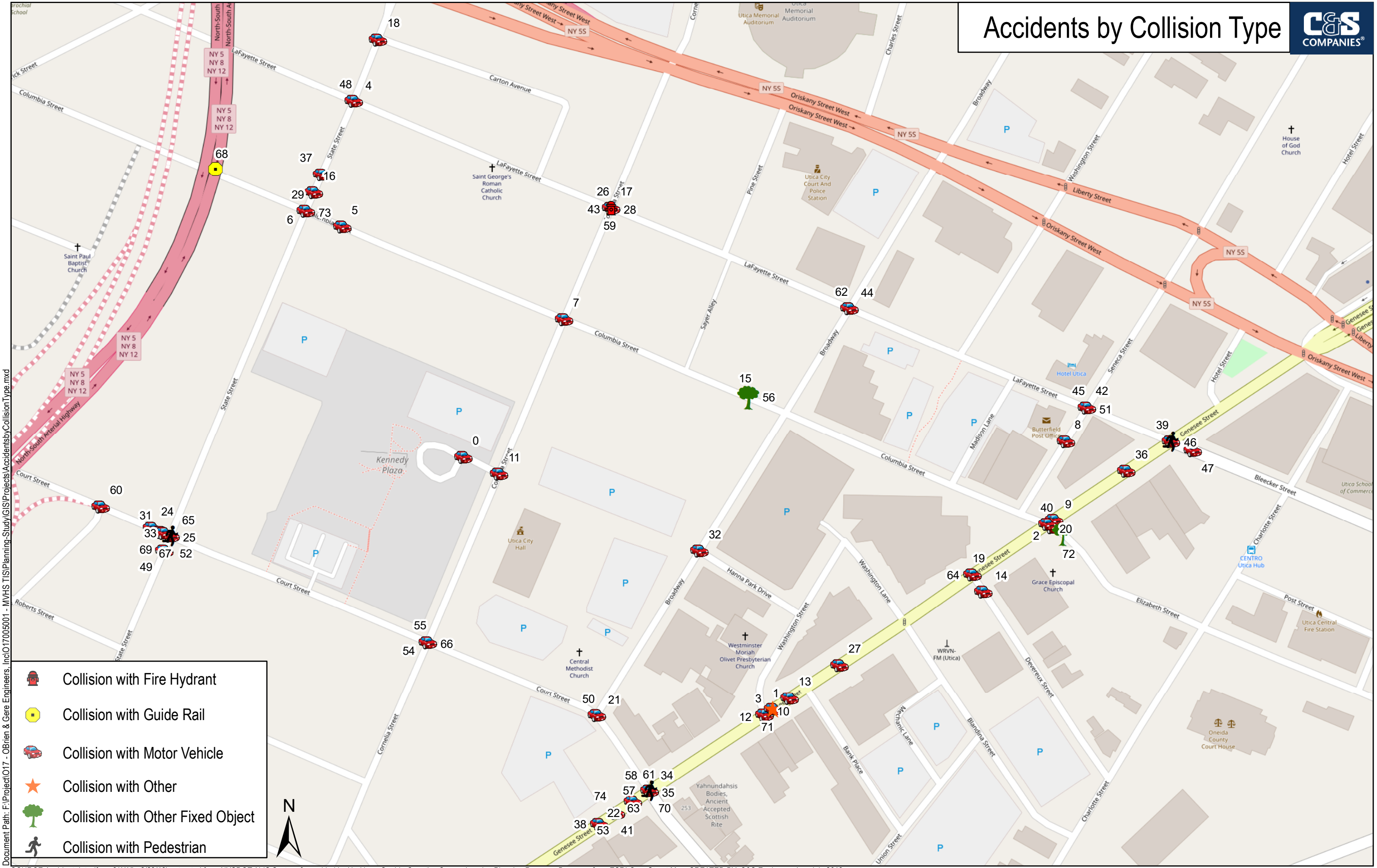
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ALIS Accident Data

FID	CASE_NUM	CASE_YEAR	LASTED_TO	ACC_DATE	ACCD_TYP	TRAF_CNTL	COLLISION_	WEATHER	LIGHT_COND	ROAD_CHAR	NUM_OF_DMV_ACCD_C	ROAD_SUF	PED_LOC	FIRSTCODED	PED_ACTN	NUM_OF_INJ	NUM_OF_SER	NUM_OF_FAT	DAYOFWEEK	ON_STREET	CLOSESTCRO	
0	35665841	2015	EDS	3/20/2015	COLLISION WITH MOTOR VEHICLE	NONE	OVERTAKING	SNOW	DAYLIGHT	CURVE AND LEVEL	2	PROPERTY DAMAGE	WET	NOT APPLICABLE	5/7/2015	NOT APPLICABLE	0	0	0	FRI	KENNEDY PLZ	
1	35677669	2015	DMV	4/2/2015	COLLISION WITH OTHER	NONE	OTHER	CLEAR	DARK-ROAD LIGHTE	STRAIGHT AND LEVEL	1	NON-REPORTABLE	DRY	NOT APPLICABLE	5/13/2015	NOT APPLICABLE	0	0	0	THU	GENESEE ST	Washington St
2	35692838	2015	EDS	4/20/2015	COLLISION WITH MOTOR VEHICLE	NONE	REAR END	RAIN	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	WET	NOT APPLICABLE	4/23/2015	NOT APPLICABLE	0	0	0	MON	ELIZABETH ST	GENESEE ST
3	35714522	2015	DMV	5/2/2015	COLLISION WITH MOTOR VEHICLE	NONE	OVERTAKING	CLEAR	DAYLIGHT	STRAIGHT/ GRADE	2	NON-REPORTABLE	DRY	NOT APPLICABLE	5/19/2015	NOT APPLICABLE	0	0	0	SAT	WASHINGTON ST	GENESEE ST
4	35727452	2015	EDS	5/13/2015	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	LEFT TURN (AGAINST OTHER CAR)	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	5/22/2015	NOT APPLICABLE	0	0	0	WED	STATE ST	LAFAYETTE ST
5	35745544	2015	EDS	5/22/2015	COLLISION WITH MOTOR VEHICLE	NONE	REAR END	CLOUDY	DARK-ROAD LIGHTE	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	6/6/2015	NOT APPLICABLE	0	0	0	FRI	COLUMBIA ST	STATE ST
6	35799853	2015	EDS	7/10/2015	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	RIGHT ANGLE	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	INJURY	DRY	NOT APPLICABLE	7/15/2015	NOT APPLICABLE	3	0	0	FRI	STATE ST	COLUMBIA ST
7	35856158	2015	EDS	8/16/2015	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	REAR END	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	8/27/2015	NOT APPLICABLE	0	0	0	SUN	CORNELIA ST	COLUMBIA ST
9	35919389	2015	EDS	9/18/2015	COLLISION WITH MOTOR VEHICLE	NONE	RIGHT ANGLE	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	PROPERTY DAMAGE	DRY	NOT APPLICABLE	10/22/2015	NOT APPLICABLE	0	0	0	FRI	GENESEE ST	ELIZABETH ST
10	35919419	2015	EDS	9/24/2015	COLLISION WITH MOTOR VEHICLE	NONE	RIGHT ANGLE	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	10/22/2015	NOT APPLICABLE	0	0	0	THU	WASHINGTON ST	GENESEE ST
8	35909998	2015	DMV	10/3/2015	COLLISION WITH MOTOR VEHICLE	NONE	REAR END	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	10/19/2015	NOT APPLICABLE	0	0	0	SAT	SENECA ST	LAFAYETTE ST
11	35919992	2015	EDS	10/8/2015	COLLISION WITH MOTOR VEHICLE	NONE	UNKNOWN	CLEAR	DUSK	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	10/22/2015	NOT APPLICABLE	0	0	0	THU	KENNEDY PLZ	CORNELIA ST
13	35964223	2015	EDS	11/8/2015	COLLISION WITH MOTOR VEHICLE	NONE	RIGHT ANGLE	CLEAR	DARK-ROAD LIGHTE	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	11/16/2015	NOT APPLICABLE	0	0	0	SUN	GENESEE ST	BANK PL
12	35961884	2015	EDS	11/9/2015	COLLISION WITH MOTOR VEHICLE	NONE	REAR END	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	11/14/2015	NOT APPLICABLE	0	0	0	MON	WASHINGTON ST	
14	35987538	2015	EDS	11/20/2015	COLLISION WITH MOTOR VEHICLE	NONE	HEAD ON	CLOUDY	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	12/2/2015	NOT APPLICABLE	0	0	0	FRI	DEVEREUX ST	GENESEE ST
15	35991280	2015	DOT	11/30/2015	COLLISION WITH OTHER FIXED OBJECT	NONE	OTHER	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	1	NON-REPORTABLE	DRY	INVALID CODE	6/28/2016	NOT APPLICABLE	0	0	0	MON	COLUMBIA ST	BROADWAY
17	36022675	2015	EDS	12/9/2015	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	RIGHT ANGLE	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	12/28/2015	NOT APPLICABLE	0	0	0	WED	LAFAYETTE ST	CORNELIA ST
16	36005429	2015	DMV	12/10/2015	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	RIGHT ANGLE	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	12/17/2015	NOT APPLICABLE	0	0	0	THU	STATE ST	COLUMBIA ST
18	36045275	2016	EDS	1/7/2016	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	RIGHT ANGLE	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	1/13/2016	NOT APPLICABLE	0	0	0	THU	STATE ST	CARTON AVE
19	36061143	2016	EDS	1/21/2016	COLLISION WITH MOTOR VEHICLE	NONE	RIGHT ANGLE	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	1/25/2016	NOT APPLICABLE	0	0	0	THU	DEVEREUX ST	GENESEE ST
20	36092086	2016	EDS	2/10/2016	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	REAR END	SNOW	DUSK	STRAIGHT AND LEVEL	2	NON-REPORTABLE	SNOW/ICE	NOT APPLICABLE	2/15/2016	NOT APPLICABLE	0	0	0	WED	GENESEE ST	ELIZABETH ST
21	36092091	2016	DMV	2/10/2016	COLLISION WITH MOTOR VEHICLE	STOP SIGN	SIDESWIPE	SNOW	DAYLIGHT	STRAIGHT AT HILLCREST	2	NON-REPORTABLE	SNOW/ICE	NOT APPLICABLE	2/22/2016	NOT APPLICABLE	0	0	0	WED	COURT ST	BROADWAY
22	36095793	2016	EDS	2/14/2016	COLLISION WITH MOTOR VEHICLE	NONE	OVERTAKING	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	2/18/2016	NOT APPLICABLE	0	0	0	SUN	GENESEE ST	COURT ST
23	36162448	2016	DMV	3/22/2016	COLLISION WITH MOTOR VEHICLE	NONE	REAR END	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	PROPERTY DAMAGE AND INJUR	DRY	NOT APPLICABLE	4/8/2016	NOT APPLICABLE	2	0	0	TUE	GENESEE ST	COURT ST
24	36162717	2016	DMV	3/22/2016	COLLISION WITH MOTOR VEHICLE	NONE	HEAD ON	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	4/8/2016	NOT APPLICABLE	0	0	0	TUE	COURT ST	STATE ST
26	3617960	2016	DMV	4/4/2016	COLLISION WITH MOTOR VEHICLE	FLASHING LIGHT	UNKNOWN	SNOW	DAYLIGHT	STRAIGHT AND LEVEL	2	PROPERTY DAMAGE	SNOW/ICE	NOT APPLICABLE	4/26/2016	NOT APPLICABLE	0	0	0	MON	LAFAYETTE ST	CORNELIA ST
25	36172214	2016	DMV	4/11/2016	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	RIGHT ANGLE	RAIN	DAYLIGHT	STRAIGHT/ GRADE	2	PROPERTY DAMAGE	WET	NOT APPLICABLE	5/11/2016	NOT APPLICABLE	0	0	0	MON	COURT ST	STATE ST
27	36196452	2016	DMV	5/3/2016	COLLISION WITH MOTOR VEHICLE	NONE	OVERTAKING	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	5/10/2016	NOT APPLICABLE	0	0	0	TUE	GENESEE ST	BANK PL
28	36208094	2016	DMV	5/10/2016	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	RIGHT ANGLE	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	5/19/2016	NOT APPLICABLE	0	0	0	TUE	LAFAYETTE ST	CORNELIA ST
29	36225289	2016	DMV	5/20/2016	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	HEAD ON	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	INJURY	DRY	NOT APPLICABLE	5/27/2016	NOT APPLICABLE	1	0	0	FRI	COLUMBIA ST	STATE ST
30	36244187	2016	DMV	6/2/2016	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	OTHER	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	3	PROPERTY DAMAGE	DRY	NOT APPLICABLE	6/15/2016	NOT APPLICABLE	0	0	0	THU	GENESEE ST	COURT ST
31	36271223	2016	DMV	6/15/2016	COLLISION WITH MOTOR VEHICLE	NONE	OVERTAKING	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	7/13/2016	NOT APPLICABLE	0	0	0	WED	COURT ST	STATE ST
32	36276373	2016	DMV	6/28/2016	COLLISION WITH MOTOR VEHICLE	STOP SIGN	RIGHT ANGLE	RAIN	DAYLIGHT	STRAIGHT/ GRADE	2	NON-REPORTABLE	WET	NOT APPLICABLE	7/13/2016	NOT APPLICABLE	0	0	0	TUE	BROADWAY	HANNA PARK DR
33	36282512	2016	DMV	6/29/2016	COLLISION WITH PEDESTRIAN	TRAFFIC SIGNAL	OTHER	CLEAR	DARK-ROAD LIGHTE	STRAIGHT/ GRADE	1	NON-REPORTABLE	DRY	PED/BICYCLIST NOT AT II	7/15/2016	ALONG HIGHWAY WITH	0	0	0	WED	COURT ST	STATE ST
34	36287751	2016	EDS	7/6/2016	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	OTHER	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	3	PROPERTY DAMAGE	DRY	NOT APPLICABLE	7/15/2016	NOT APPLICABLE	0	0	0	WED	GENESEE ST	HOPPER ST
36	36313525	2016	DMV	7/9/2016	COLLISION WITH MOTOR VEHICLE	NONE	RIGHT ANGLE	RAIN	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	WET	NOT APPLICABLE	8/8/2016	NOT APPLICABLE	0	0	0	SAT	GENESEE ST	Bleecker St
35	36300615	2016	EDS	7/16/2016	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	OVERTAKING	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	7/20/2016	NOT APPLICABLE	0	0	0	SAT	HOPPER ST	GENESEE ST
37	36369090	2016	EDS	9/1/2016	COLLISION WITH MOTOR VEHICLE	NONE	UNKNOWN	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	PROPERTY DAMAGE	DRY	NOT APPLICABLE	9/13/2016	NOT APPLICABLE	0	0	0	THU	STATE ST	COLUMBIA ST
38	36372609	2016	EDS	9/6/2016	COLLISION WITH MOTOR VEHICLE	NONE	REAR END	CLEAR	DAYLIGHT	STRAIGHT/ GRADE	2	NON-REPORTABLE	DRY	NOT APPLICABLE	9/10/2016	NOT APPLICABLE	0	0	0	TUE	GENESEE ST	COURT ST
39	36438763	2016	DMV	10/20/2016	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	SIDESWIPE	CLOUDY	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	WET	NOT APPLICABLE	10/27/2016	NOT APPLICABLE	0	0	0	THU	BLEECKER ST	GENESEE ST
40	36471798	2016	DMV	11/3/2016	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	LEFT TURN (AGAINST OTHER CAR)	RAIN	DAYLIGHT	STRAIGHT AND LEVEL	2	INJURY	WET	NOT APPLICABLE	11/17/2016	NOT APPLICABLE	1	0	0	THU	ELIZABETH ST	GENESEE ST
41	36478086	2016	DMV	11/15/2016	COLLISION WITH MOTOR VEHICLE	NONE	OVERTAKING	RAIN	DARK-ROAD LIGHTE	STRAIGHT AND LEVEL	2	INJURY	WET	NOT APPLICABLE	1/6/2017	NOT APPLICABLE	1	0	0	TUE	GENESEE ST	COURT ST
44	36625622	2017	DMV	2/7/2017	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	SIDESWIPE	SLEET/HAIL	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	SNOW/ICE	NOT APPLICABLE	3/3/2017	NOT APPLICABLE	0	0	0	TUE	LAFAYETTE ST	BROADWAY
42	36599506	2017	DMV	2/9/2017	COLLISION WITH MOTOR VEHICLE	FLASHING LIGHT	OTHER	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	PROPERTY DAMAGE	DRY	NOT APPLICABLE	2/15/2017	NOT APPLICABLE	0	0	0	THU	LAFAYETTE ST	SENECA ST
43	36605239	2017	DMV	2/12/2017	COLLISION WITH FIRE HYDRANT	TRAFFIC SIGNAL	OTHER	SNOW	DARK-ROAD LIGHTE	STRAIGHT AND LEVEL	1	NON-REPORTABLE	SNOW/ICE	NOT APPLICABLE	2/16/2017	NOT APPLICABLE	0	0	0	SUN	LAFAYETTE ST	CORNELIA ST
45	36625623	2017	DMV	2/17/2017	COLLISION WITH MOTOR VEHICLE	FLASHING LIGHT	RIGHT ANGLE	CLEAR	DAYLIGHT	STRAIGHT/ GRADE	2	NON-REPORTABLE	WET	NOT APPLICABLE	3/3/2017	NOT APPLICABLE	0	0	0	FRI	SENECA ST	LAFAYETTE ST
47	36638334	2017	DMV	2/17/2017	COLLISION WITH MOTOR VEHICLE	NONE	OVERTAKING	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	PROPERTY DAMAGE	WET	NOT APPLICABLE	3/16/2017	NOT APPLICABLE	0	0	0	FRI	BLEECKER ST	GENESEE ST
46	36626558	2017	DMV	2/24/2017	COLLISION WITH PEDESTRIAN	TRAFFIC SIGNAL	OTHER	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	1	INJURY	DRY	PED/BICYCLIST NOT AT II	3/8/2017	CROSSING AGAINST SIGN	1	0	0	FRI	GENESEE ST	LAFAYETTE ST
48	36668631	2017	DMV	3/16/2017	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	RIGHT ANGLE	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	PROPERTY DAMAGE AND INJUR	SLUSH	NOT APPLICABLE	4/3/2017	NOT APPLICABLE	1	0	0	THU	STATE ST	LAFAYETTE ST
49	36668634	2017	DMV	3/30/2017	COLLISION WITH MOTOR VEHICLE	NONE	LEFT TURN (WITH OTHER CAR)	CLOUDY	DAYLIGHT	STRAIGHT/ GRADE	2	PROPERTY DAMAGE AND INJUR	DRY	NOT APPLICABLE	4/3/2017	NOT APPLICABLE	1	0	0	THU	STATE ST	COURT ST
50	36674850	2017	DMV	4/4/2017	COLLISION WITH MOTOR VEHICLE	NONE	OVERTAKING	RAIN	DAYLIGHT	CURVE AND GRADE	2	NON-REPORTABLE	WET	NOT APPLICABLE	4/7/2017	NOT APPLICABLE	0	0	0	TUE	COURT ST	BROADWAY
51	36703427	2017	DMV	4/14/2017	COLLISION WITH MOTOR VEHICLE	FLASHING LIGHT	REAR END	CLEAR	DAYLIGHT	STRAIGHT/ GRADE	2	NON-REPORTABLE	DRY	NOT APPLICABLE	5/1/2017	NOT APPLICABLE	0	0	0	FRI	SENECA ST	LAFAYETTE ST
52	36709376	2017	DMV	4/25/2017	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	OVERTAKING	RAIN	DAYLIGHT	STRAIGHT/ GRADE	2	NON-REPORTABLE	WET	NOT APPLICABLE	5/5/2017	NOT APPLICABLE	0	0	0	TUE	STATE ST	COURT ST
53	36731674	2017	DMV	5/4/2017	COLLISION WITH MOTOR VEHICLE	NONE	HEAD ON	CLOUDY	DARK-ROAD LIGHTE	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	5/24/2017	NOT APPLICABLE	0	0	0	THU	GENESEE ST	HOPPER ST
54	36732772	2017	DMV	5/14/2017	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	REAR END	CLOUDY	DAYLIGHT	STRAIGHT/ GRADE	2	PROPERTY DAMAGE	DRY	NOT APPLICABLE	6/9/2017	NOT APPLICABLE	0	0	0	SUN	CORNELIA ST	COURT ST
55	36802509	2017	DMV	7/9/2017	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	RIGHT ANGLE	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	PROPERTY DAMAGE	DRY	NOT APPLICABLE	7/27/2017	NOT APPLICABLE	0	0	0	SUN	COURT ST	CORNELIA ST
56	36872981	2017	DMV	8/21/2017	COLLISION WITH OTHER FIXED OBJECT	NONE	OTHER	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	1	NON-REPORTABLE	DRY	NOT APPLICABLE	9/5/2017	NOT APPLICABLE	0	0	0	MON	COLUMBIA ST	Broadway
57	36872982	2017	DMV	8/21/2017	COLLISION WITH PEDESTRIAN	TRAFFIC SIGNAL	OTHER	CLEAR	DAYLIGHT	STRAIGHT/ GRADE	1	NON-REPORTABLE	DRY	PED/BICYCLIST AT INTER	9/5/2017	CROSSING AGAINST SIGN	0	0	0	MON	HOPPER ST	GENESEE ST
58	36887766	2017	DMV	9/13/2017	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	REAR END	CLEAR	DAYLIGHT	STRAIGHT AT HILLCREST	2	PROPERTY DAMAGE	DRY	NOT APPLICABLE	9/15/2017	NOT APPLICABLE	0	0	0	WED	GENESEE ST	HOPPER ST
59	36899497	2017	DMV	9/18/2017	COLLISION WITH MOTOR VEHICLE	TRAFFIC SIGNAL	REAR END	CLEAR	DAYLIGHT	STRAIGHT AND LEVEL	2	NON-REPORTABLE	DRY	NOT APPLICABLE	9/26/2017	NOT APPLICABLE	0	0	0	MON	CORNELIA ST	LAFAYETTE ST
64	36950108	2017	EDS	10/4/2017	COLLISION WITH																	



# Accidents by Collision Type



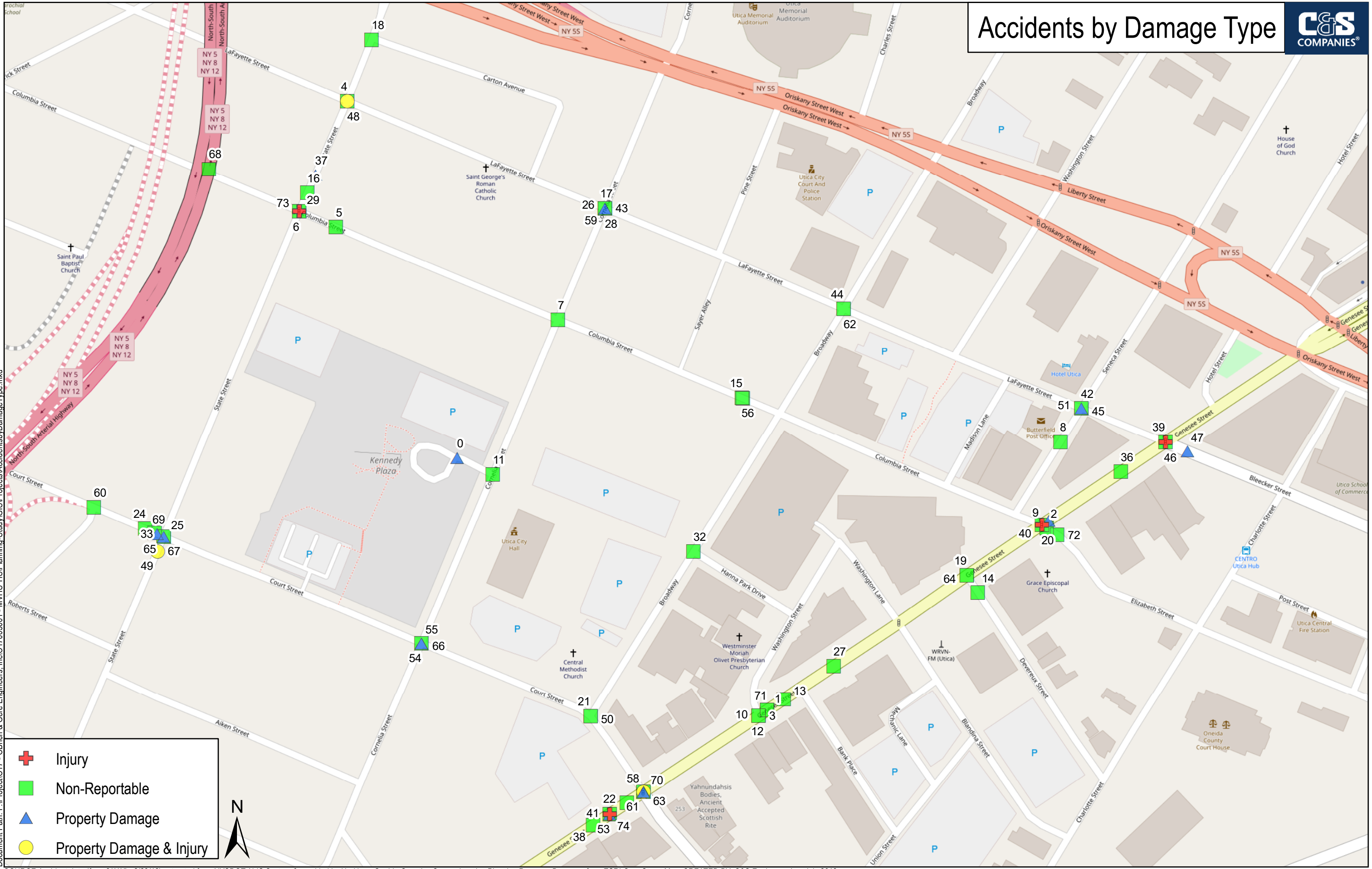
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SOURCE: Accident data (from 3/1/15 - 2/28/18) extracted from NYSDOT ALIS System & provided by Herkimer Oneida Counties Comprehensive Planning Program. Basemap from ESRI OpenStreet Map; CREATED BY: C&S Engineers, Inc. July 2018

# Accidents by Damage Type



Document Path: F:\Project\017 - O'Brien & Gere Engineers, Inc\017005001 - MVHS TIS\Planning-Study\GIS\Projects\AccidentsbyDamageType.mxd



	Injury
	Non-Reportable
	Property Damage
	Property Damage & Injury



SOURCE: Accident data (from 3/1/15 - 2/28/18) extracted from NYSDOT ALIS System & provided by Herkimer Oneida Counties Comprehensive Planning Program. Basemap from ESRI OpenStreet Map; CREATED BY: C&S Engineers, Inc. July 2018

# Appendix D

## NYS Route 5S Design Plans

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D263572

**NEW YORK STATE OF OPPORTUNITY.**

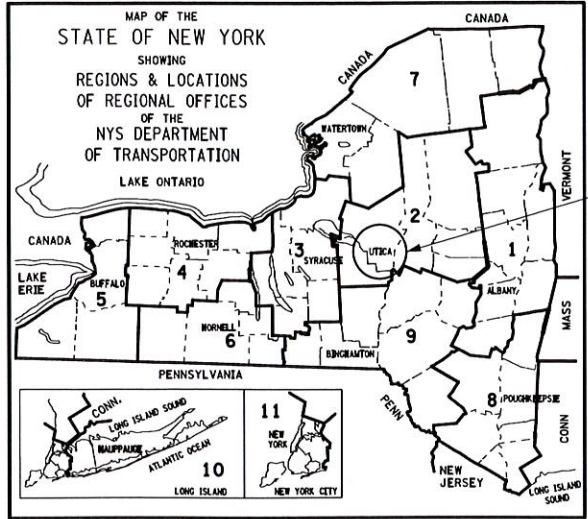
**Department of Transportation**

THE LATEST REVISIONS OF THE STANDARD SHEETS MAINTAINED BY THE DEPARTMENT, WHICH ARE CURRENT ON THE DATE OF ADVERTISEMENT FOR BIDS, SHALL BE CONSIDERED TO BE IN EFFECT. ALL PAY ITEMS AND WORK CONTAINED IN THE CONTRACT AND ANY ADDITIONAL PAY ITEMS AND WORK ENCOUNTERED DURING THE COURSE OF THE CONTRACT SHALL BE SUBJECT TO THE APPLICABLE STANDARD SHEET(S) UNLESS OTHERWISE SPECIFIED IN THE CONTRACT DOCUMENTS.

ALL WORK CONTEMPLATED UNDER THIS CONTRACT IS TO BE COVERED BY AND IN CONFORMITY WITH THE STANDARD SPECIFICATIONS (US CUSTOMARY) REFERENCED IN THE CONTRACT PROJECT "PROPOSAL" EXCEPT AS MODIFIED BY THESE PLANS OR BY CHANGES SET FORTH IN THE CONTRACT PROJECT "PROPOSAL."

CONTRACT PLANS HAVE BEEN DESIGNED IN ACCORDANCE WITH NYS DOT POLICIES AND GUIDELINES AND THE FINAL DESIGN REPORT APPROVED ON 7/18/2017

NY ROUTE 55 AND JOHN STREET SAFETY IMPROVEMENT PROJECT  
 BROADWAY TO BROAD STREET  
 ONEIDA COUNTY, CITY OF UTICA  
 F.A. PROJECT



CONTRACT LIMITS REF. MARKER EB 5A 2601 2008

PROJECT BEGINS STA EB 101+96 STA WB 101+96

PROJECT BEGINS STA TS 0+59

PROJECT ENDS STA RS 3+49

PROJECT ENDS STA EB 144+72 STA WB 143+94

CONTRACT LIMITS REF. MARKER EB 5S 2601 1020

CONTRACT D263572

ONEIDA COUNTY

CONTRACTOR'S NAME \_\_\_\_\_

AWARD DATE \_\_\_\_\_

COMPLETION DATE \_\_\_\_\_

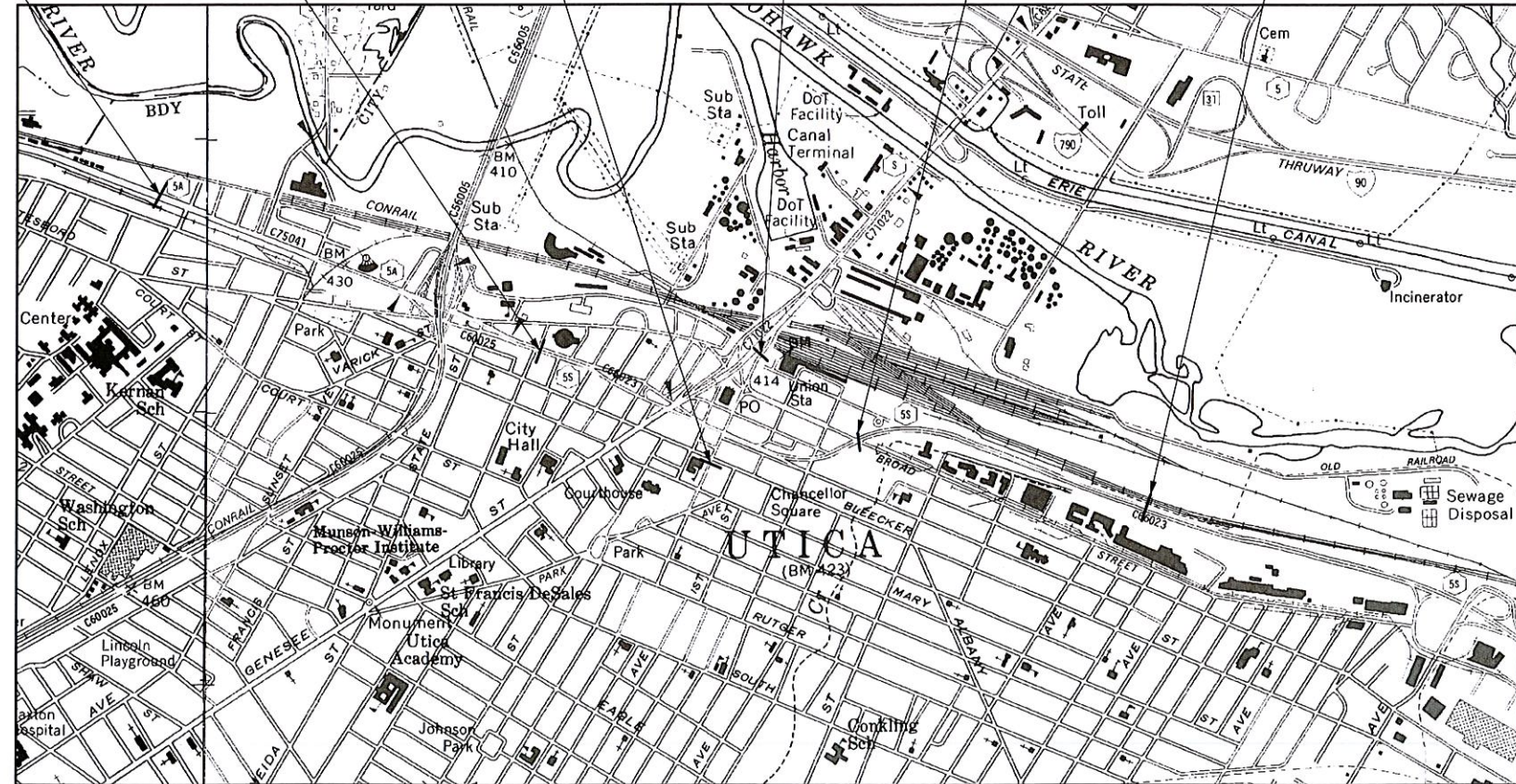
FINAL ACCEPTANCE DATE \_\_\_\_\_

REGIONAL DIRECTOR \_\_\_\_\_

ENGINEER IN CHARGE \_\_\_\_\_

FINAL COST TOTAL \_\_\_\_\_

FISCAL SHARE \_\_\_\_\_ COST(S) \_\_\_\_\_



PROJECT LOCATION (NOT TO SCALE)  
 THIS CONTRACT RECONSTRUCTS/REHABILITATES ROUTE 55 FOR A DISTANCE OF APPROX 0.75 MILES, BEGINNING AT BROADWAY STREET FOLLOWING EASTERLY TO THE INTERSECTION OF BROAD STREET. MISCELLANEOUS WORK WILL ALSO BE PERFORMED ON THE FOLLOWING SIDE STREETS: CHARLES, BROADWAY, WASHINGTON, SENECA, LIBERTY, GENESEE, FRANKLIN, HOTEL, CHARLOTTE, ROOT, BURNET, FULTON, JOHN, CATHERINE, JAY, 1ST AND 2ND.

QUALITY CONTROLLED BY		
<i>David S. Sullivan</i>		10/19/17
REGIONAL QUALITY CONTROL ENGINEER		DATE
NY ROUTE 55 SAFETY PROJECT		
EAST - WEST ARTERIAL C 66-23		
NORTH GENESEE ST. ARTERIAL F.A.C. 71-22		
CITY OF UTICA		
COUNTY: ONEIDA		
FED. ROAD REG. NO.	STATE	SHEET NO.
2	N.Y.	1
CAPITAL PROJECT IDENTIFICATION NO. 280532		
INDEX ON SHEET NO. 02		

RECOMMENDED BY *B. Hoff* 10/19/17 REGIONAL DESIGN ENGINEER DATE

RECOMMENDED BY *J. Michael* 10/23/17 REGIONAL CONSTRUCTION ENGINEER DATE

RECOMMENDED BY *Michael* 10/23/17 REGIONAL DIRECTOR OF OPERATIONS DATE

RECOMMENDED BY *James* 10/23/17 REGIONAL TRAFFIC ENGINEER DATE

APPROVED BY *W. B. ...* 10.23.17 REGIONAL DIRECTOR DATE

D263572

D263572

FILE NAME = 280532\_cph\_cvr.dgn  
 DATE/TIME = 18-OCT-2017 14:48  
 USER = eoc 116

PROJECT MANAGER J. TIBBITTS, P.E.  
 CHECK M. HOULIHAN  
 DRAFTING M. BEAUDET  
 CHECK E. COULTER, P.E.  
 DESIGN M. HOULIHAN  
 JOB MANAGER E. COULTER, P.E.  
 DESIGN SUPERVISOR B. BORTNICK, P.E.

**SIGN & STRIPING PLANS  
 INCLUDED IN THIS APPENDIX  
 TO SHOW NEW GEOMETRY &  
 INTERSECTION LANE  
 CONFIGURATIONS**

INDEX - VOLUME 1		
SHEET NUMBER	DESCRIPTION	DRAWING NUMBER
1	TITLE SHEET	COVER
2	INDEX	IND 1
3	ABBREVIATIONS	IND 2
4-5	LEGEND, LINE AND POINT SYMBOLOGY	LEG 1-2
6-28	TYPICAL SECTIONS	TYP 1-23
29	GENERAL NOTES	GNN 1
30	PROJECT KEY PLAN	PKP 1
31-35	WORK ZONE TRAFFIC CONTROL PLAN - TYPICAL SECTIONS	DTS 1-5
36	WORK ZONE TRAFFIC CONTROL PLAM - DETOUR	WZD 1
37-41	WORK ZONE TRAFFIC CONTROL PLAN - TABLES	WZPT 1-5
42-44	WORK ZONE TRAFFIC CONTROL PLAN - DETAILS	WZPD 1-3
45-46	WORK ZONE TRAFFIC CONTROL PLAN - PROFILES	DP 1-2
47-72	WORK ZONE TRAFFIC CONTROL PLAN - PLANS	WZP 1 - 26
73-86	WORK ZONE TRAFFIC CONTROL PLAN - SIGNAL PLANS	WZSP 1 - 14
87	BASELINE TIES	BSL 1
88	RIGHT OF WAY TABLES	RWT 1
89-96	RIGHT OF WAY PLANS	RWP 1-8
97-101	ROADWAY ALIGNMENT DATA	RAD 1-5
102	MAINTENANCE JURISDICTION PLANS	MJP 1
103	MAINTENANCE JURISDICTION TABLE	MJT 1
104-113	MISCELLANEOUS TABLES	MST 1-10
114-137	MISCELLANEOUS DETAILS	MSD 1-24
138-139	EARTHWORK SUMMARY SHEETS	ESS 1-2
140-141	CONTAMINATED MATERIALS LOCATION MAP	CMLM 1-2
142-152	DEMOLITION PLANS	DEM 1-11
153-167	INTERSECTION GRADING PLANS	IGP 00-14
168	EROSION CONTROL NOTES	ECN 1
169-185	GENERAL PLANS	GNP 1-17

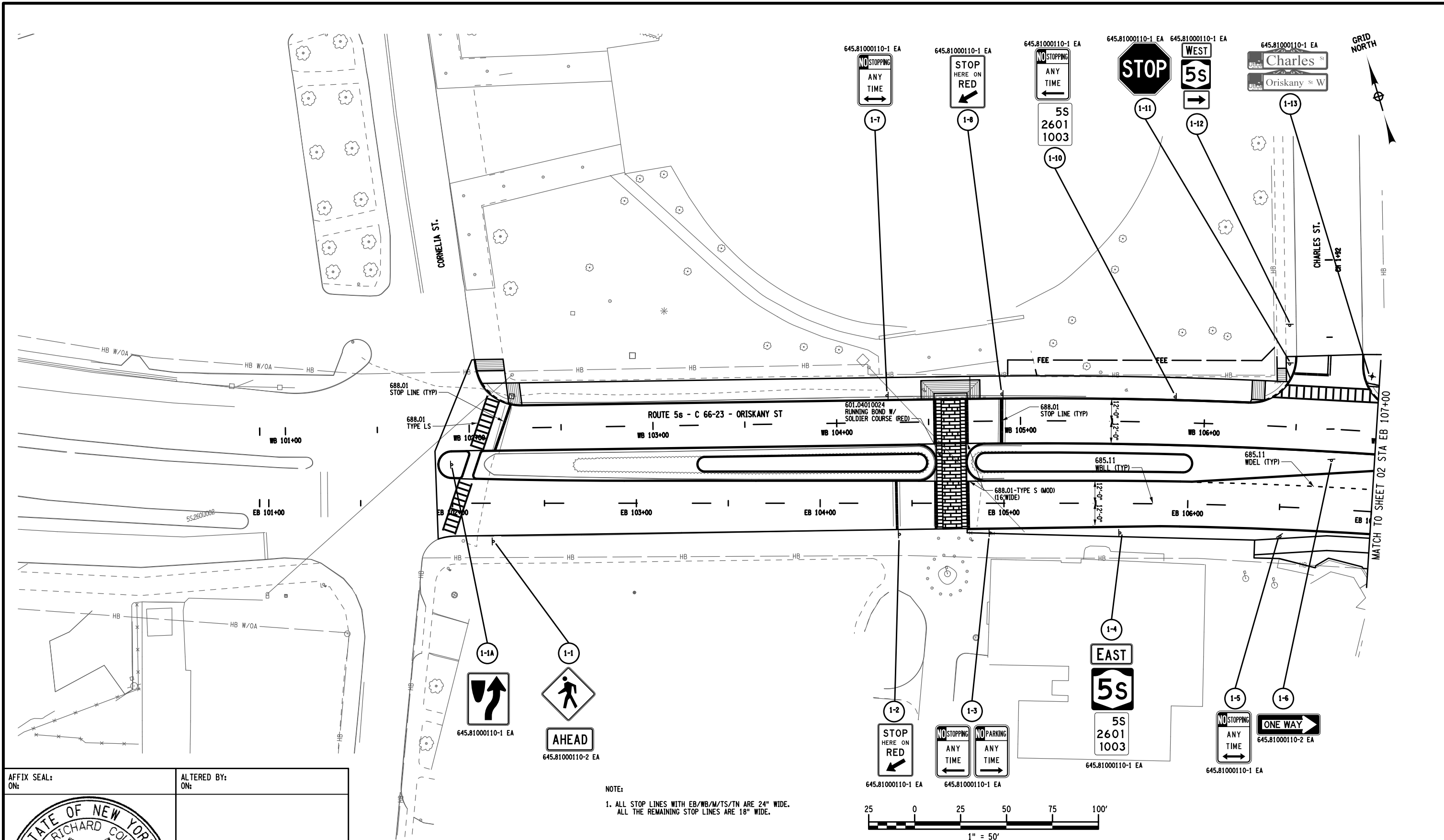
TOTAL NUMBER OF SHEETS		419
INDEX - VOLUME 2		
SHEET NUMBER	DESCRIPTION	DRAWING NUMBER
186	INDEX	IND 3
187-229	HIGHWAY PROFILES	PRO 1-43
<del>230-233</del>	<del>SIGN AND STRIPING DETAILS</del>	<del>SSD 1-4</del>
234-244	SIGN AND STRIPING PLANS	SSP 1-11
245-249	SIGN DISPOSITION TABLE	SDT 1-5
250-256	SIGN DATA SHEETS	SDS 1-7
257	TRAFFIC SIGNAL NOTES	TSN 1
258	TRAFFIC SIGNAL TABLES	TST 1
259-263	TRAFFIC SIGNAL DETAILS	TSD 1-5
264-277	TRAFFIC SIGNAL PLANS	TSP 1-14
278	LIGHTING AND UTILITY NOTES	LUN 1
279-285	LIGHTING TABLES	LTT 1-7
286-298	UTILITY TABLES	UTT 1-13
299-303	LIGHTING DETAILS	LTD 1-5
304-306	UTILITY DETAILS	UTD 1-3
307-323	LIGHTING AND UTILITY PLANS	LUP 1-17
324	LANDSCAPE ARCHITECTURE TABLES	LAT 1
325-333	LANDSCAPE ARCHITECTURE DETAILS	LAD 1-9
334-350	LANDSCAPE ARCHITECTURE PLANS	LAP 1-17
351-359	DRAINAGE TABLES	DRT 1-9
360	DRAINAGE DETAILS	DRD 1
361-377	DRAINAGE PLANS	DRP 1-17
378-413	DRAINAGE PROFILES	DPR 1-36
414-419	ESTIMATE OF QUANTITIES	EOQ 1-6

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	NY ROUTE 5S SAFETY PROJECT	PIN 280532	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED	CONTRACT NUMBER
	CITY OF UTICA: EAST - WEST ARTERIAL HIGHWAY C66-23					D263572
	CITY OF UTICA: NORTH GENESEE ST. ARTERIAL F.A.C. 71-22					INDEX
	CITY OF UTICA					DRAWING NO. IND-01
	COUNTY: ONEIDA	REGION: 02				SHEET NO.

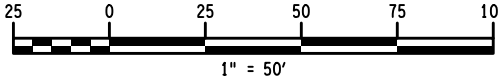



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 USER = ecoulter

DESIGN SUPERVISOR B. BORTNICK, P.E. JOB MANAGER E. COULTER, P.E. DESIGN S. GANNON CHECK E. COULTER, P.E. DRAFTING S. GANNON CHECK E. COULTER, P.E. PROJECT MANAGER J. TIBBITTS, P.E.



NOTE:  
 1. ALL STOP LINES WITH EB/WB/TS/TN ARE 24" WIDE.  
 ALL THE REMAINING STOP LINES ARE 18" WIDE.




AFFIX SEAL: ON: 

ALTERED BY: ON:

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	NY ROUTE 5S SAFETY PROJECT	PIN 2805.32	BRIDGES	CULVERTS	ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED	CONTRACT NUMBER D263572
	CITY OF UTICA: EAST-WEST ARTERIAL HIGHWAY C66-23					SIGN AND STRIPING PLAN
	CITY OF UTICA: NORTH GENESEE ST. ARTERIAL F.A.C. 71-22					
	CITY OF UTICA	COUNTY: ONEIDA	REGION: 2			

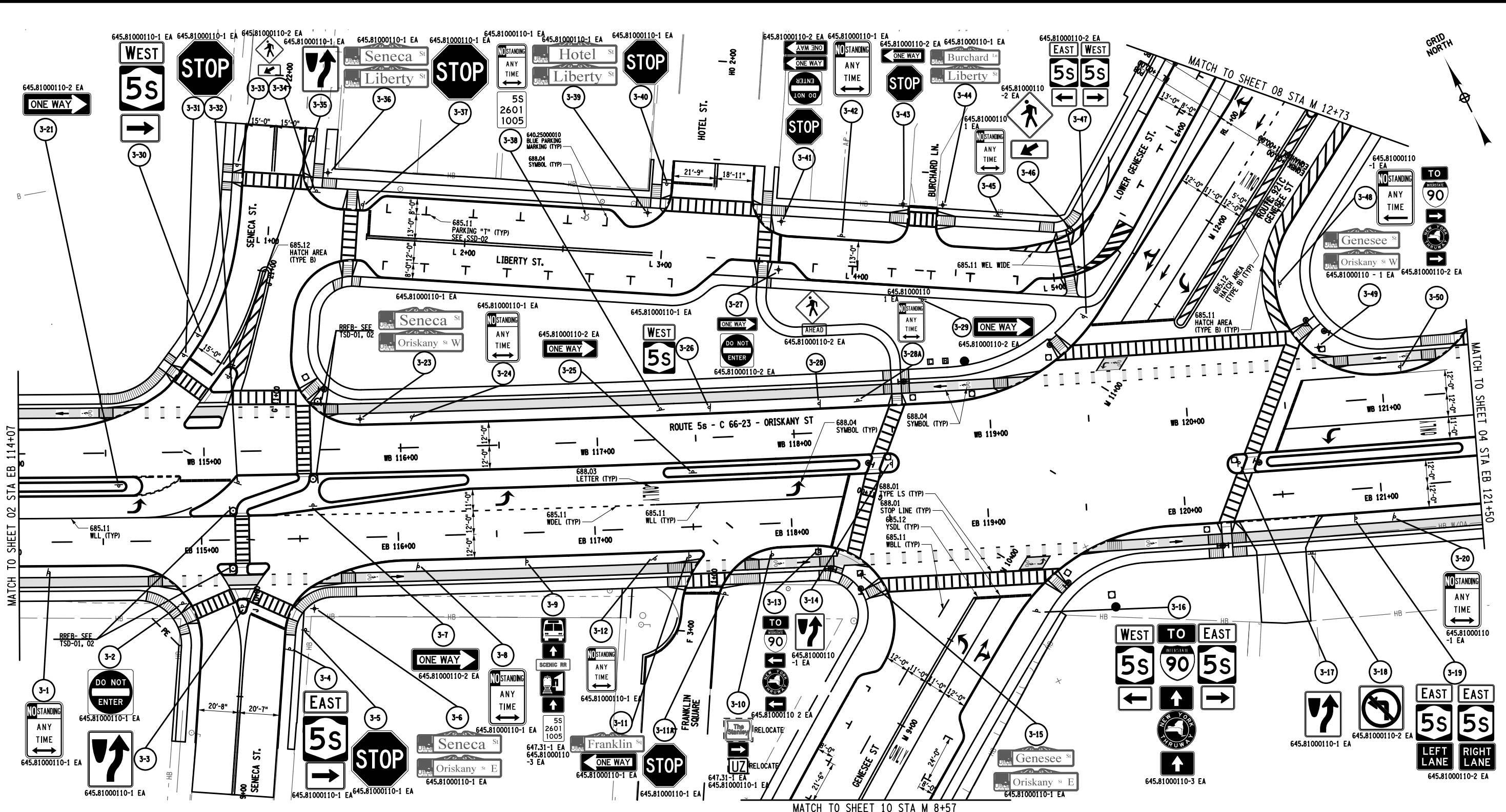
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT,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

 **Department of Transportation**



FILE NAME = 280532\_cpl\_ssp\_03.dgn  
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 USER = ecoulter

DESIGN SUPERVISOR B. BORTNICK, P.E. JOB MANAGER E. COULTER, P.E. DESIGN S. GANNON CHECK E. COULTER, P.E. DRAFTING S. GANNON CHECK S. GANNON PROJECT MANAGER J. TIBBITTS, P.E.



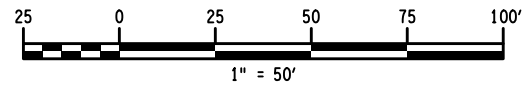
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ALTERED BY: ON:

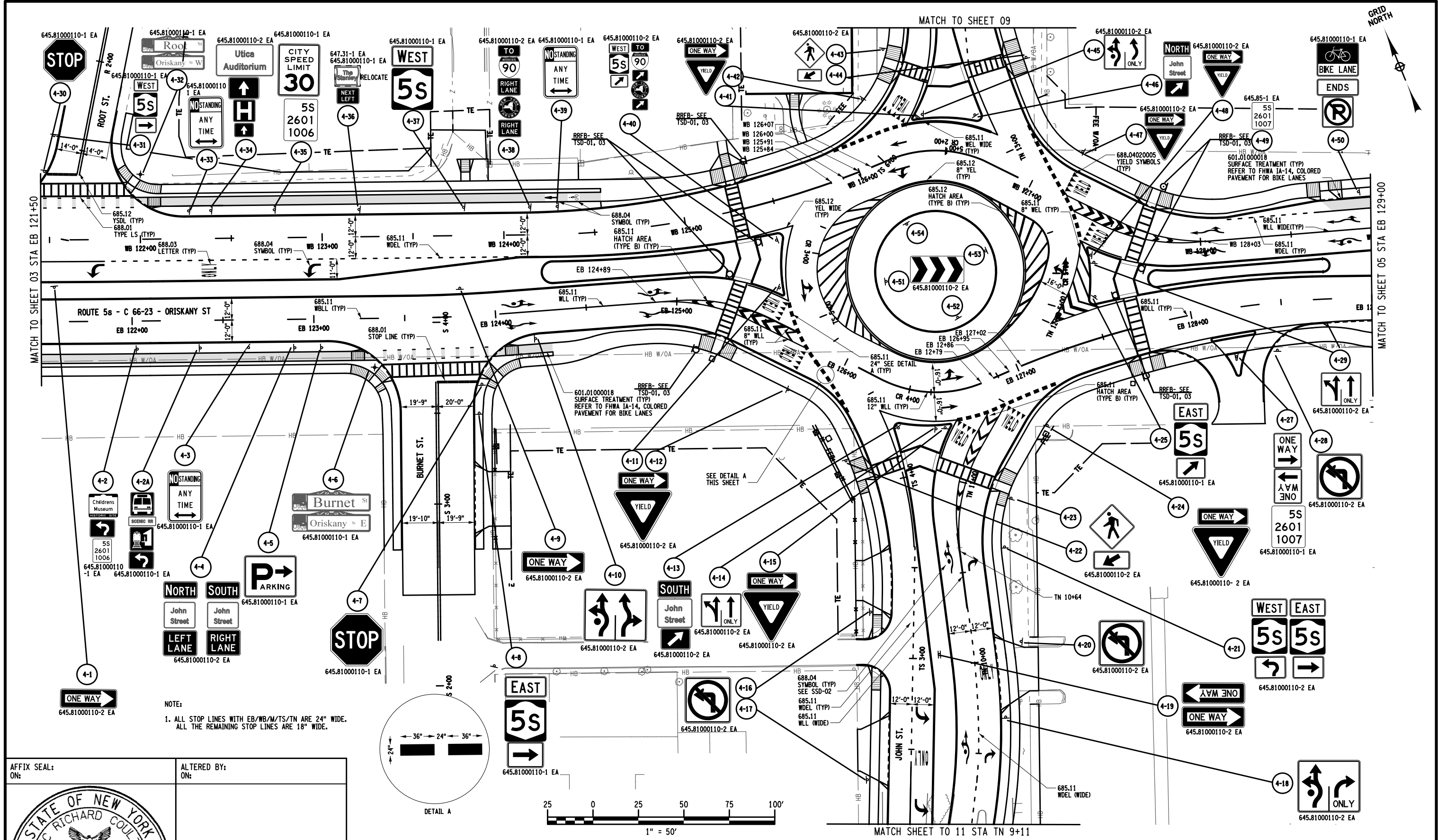
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	CITY OF UTICA: EAST-WEST ARTERIAL HIGHWAY C66-23					DRAWING NO. SSP-03
	CITY OF UTICA: NORTH GENESEE ST. ARTERIAL F.A.C. 71-22					SHEET NO.
	CITY OF UTICA	COUNTY: ONEIDA	REGION: 2			

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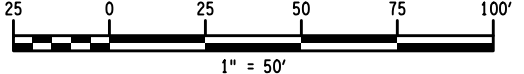
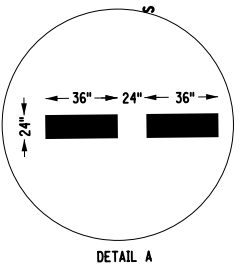
NEW YORK STATE OF OPPORTUNITY Department of Transportation



PROJECT MANAGER: J. TIBBITTS, P.E.  
 CHECK: Z. MAYBURY  
 CHECK: S. GANNON  
 DRAFTING: E. COULTER, P.E.  
 DESIGN: E. COULTER, P.E.  
 JOB MANAGER: B. BORTNICK, P.E.  
 FILE NAME = 280532\_cpl\_ssp\_04.dgn  
 DATE/TIME = 15-NOV-2017 15:24  
 USER = ecoulter



NOTE:  
 1. ALL STOP LINES WITH EB/WB/M/TS/TN ARE 24" WIDE.  
 ALL THE REMAINING STOP LINES ARE 18" WIDE.



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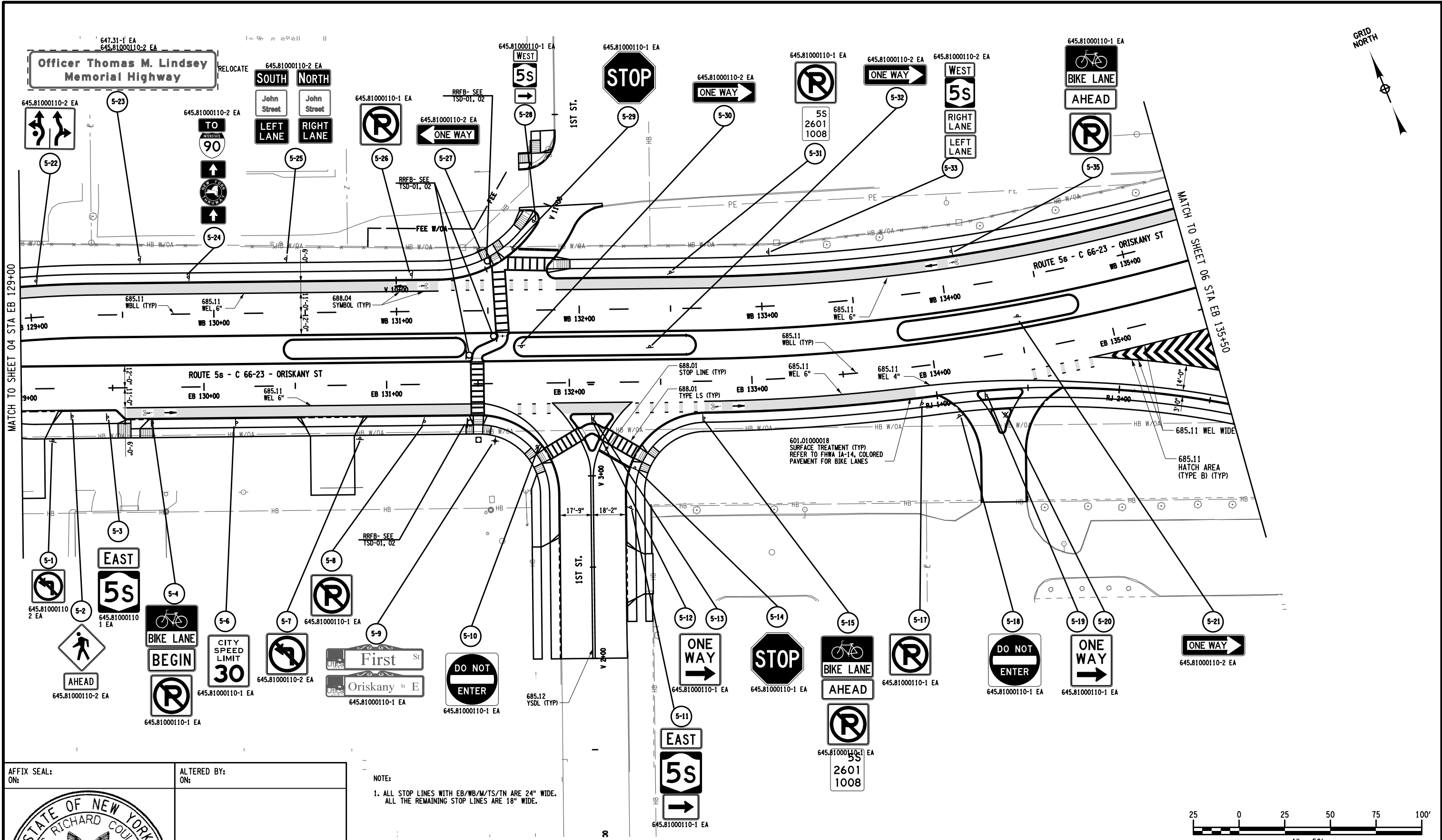


AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	NY ROUTE 5S SAFETY PROJECT	PIN 2805.32	BRIDGES	CULVERTS	ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED SIGN AND STRIPING PLAN	CONTRACT NUMBER D263572
	CITY OF UTICA: EAST-WEST ARTERIAL HIGHWAY C66-23					DRAWING NO. SSP-04
	CITY OF UTICA: NORTH GENESEE ST. ARTERIAL F.A.C. 71-22					SHEET NO.
	CITY OF UTICA	COUNTY: ONEIDA	REGION: 2			
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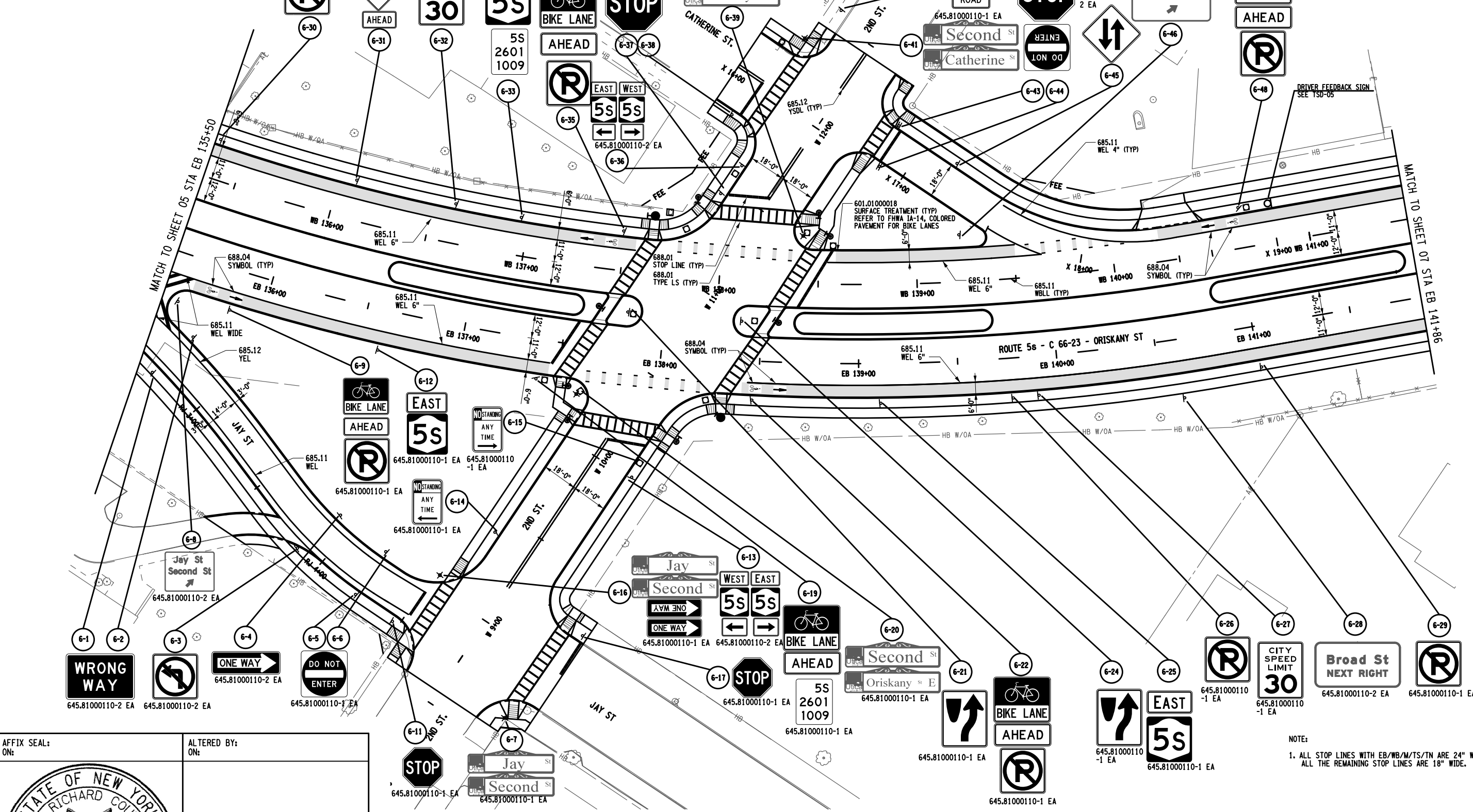
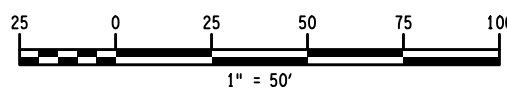


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AFFIX SEAL: ON: \_\_\_\_\_  
 ALTERED BY: ON: \_\_\_\_\_

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	NY ROUTE 5S SAFETY PROJECT CITY OF UTICA: EAST-WEST ARTERIAL HIGHWAY C66-23 CITY OF UTICA: NORTH GENESEE ST. ARTERIAL F.A.C. 71-22 CITY OF UTICA COUNTY: ONEIDA REGION:2	PIN 2805.32	BRIDGES	CULVERTS	ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED SIGN AND STRIPING PLAN	CONTRACT NUMBER D263572
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.					DRAWING NO. SSP-05 SHEET NO.	NEW YORK STATE OF OPPORTUNITY Department of Transportation

PROJECT MANAGER: J. TIBBITTS, P.E.  
 CHECK: Z. MAYBURY  
 S. GANNON  
 DRAFTING: E. COULTER, P.E.  
 CHECK: S. GANNON  
 DESIGN: E. COULTER, P.E.  
 JOB MANAGER: B. BORTNICK, P.E.



AFFIX SEAL: ON: \_\_\_\_\_  
 ALTERED BY: ON: \_\_\_\_\_



AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	NY ROUTE 5S SAFETY PROJECT	PIN 2805.32	BRIDGES	CULVERTS	ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED SIGN AND STRIPING PLAN	CONTRACT NUMBER D263572
	CITY OF UTICA: EAST-WEST ARTERIAL HIGHWAY C66-23					DRAWING NO. SSP-06
	CITY OF UTICA: NORTH GENESEE ST. ARTERIAL F.A.C. 71-22					SHEET NO.
	CITY OF UTICA	COUNTY: ONEIDA	REGION: 2			

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

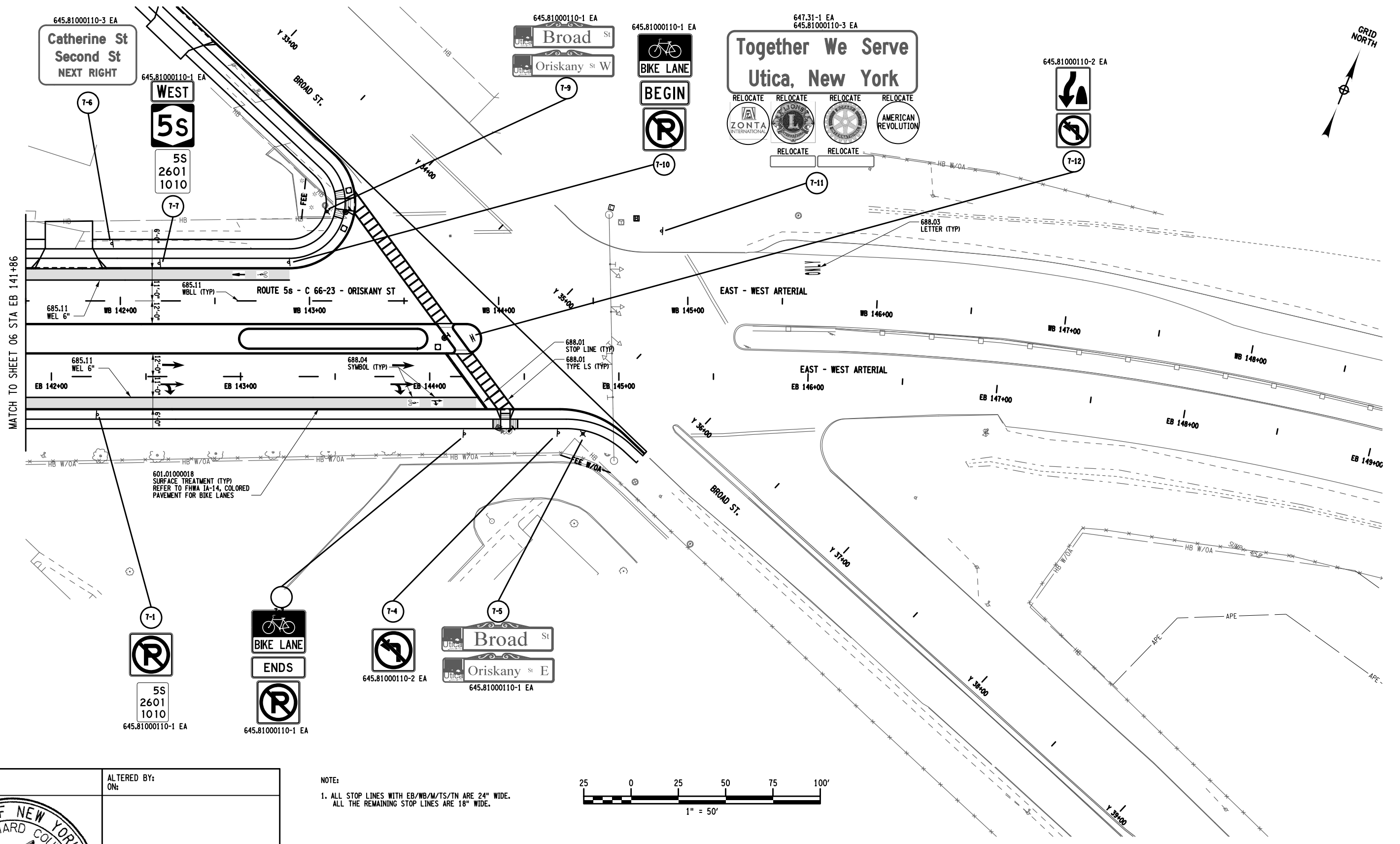


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FILE NAME = 280532\_cph\_ssp\_07.dgn  
 DATE/TIME = 15-NOV-2017 15:24  
 USER = ecoulter

DESIGN SUPERVISOR B. BORTNICK, P.E. JOB MANAGER E. COULTER, P.E. DESIGN S. GANNON CHECK E. COULTER, P.E. DRAFTING S. GANNON CHECK Z. MAYBURY PROJECT MANAGER J. TIBBITTS, P.E.

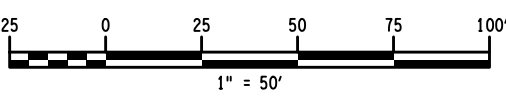


MATCH TO SHEET 06 STA EB 141+86



601.01000018  
 SURFACE TREATMENT (TYP)  
 REFER TO FHWA TA-14, COLORED  
 PAVEMENT FOR BIKE LANES

NOTE:  
 1. ALL STOP LINES WITH EB/WB/M/TN ARE 24" WIDE.  
 ALL THE REMAINING STOP LINES ARE 18" WIDE.



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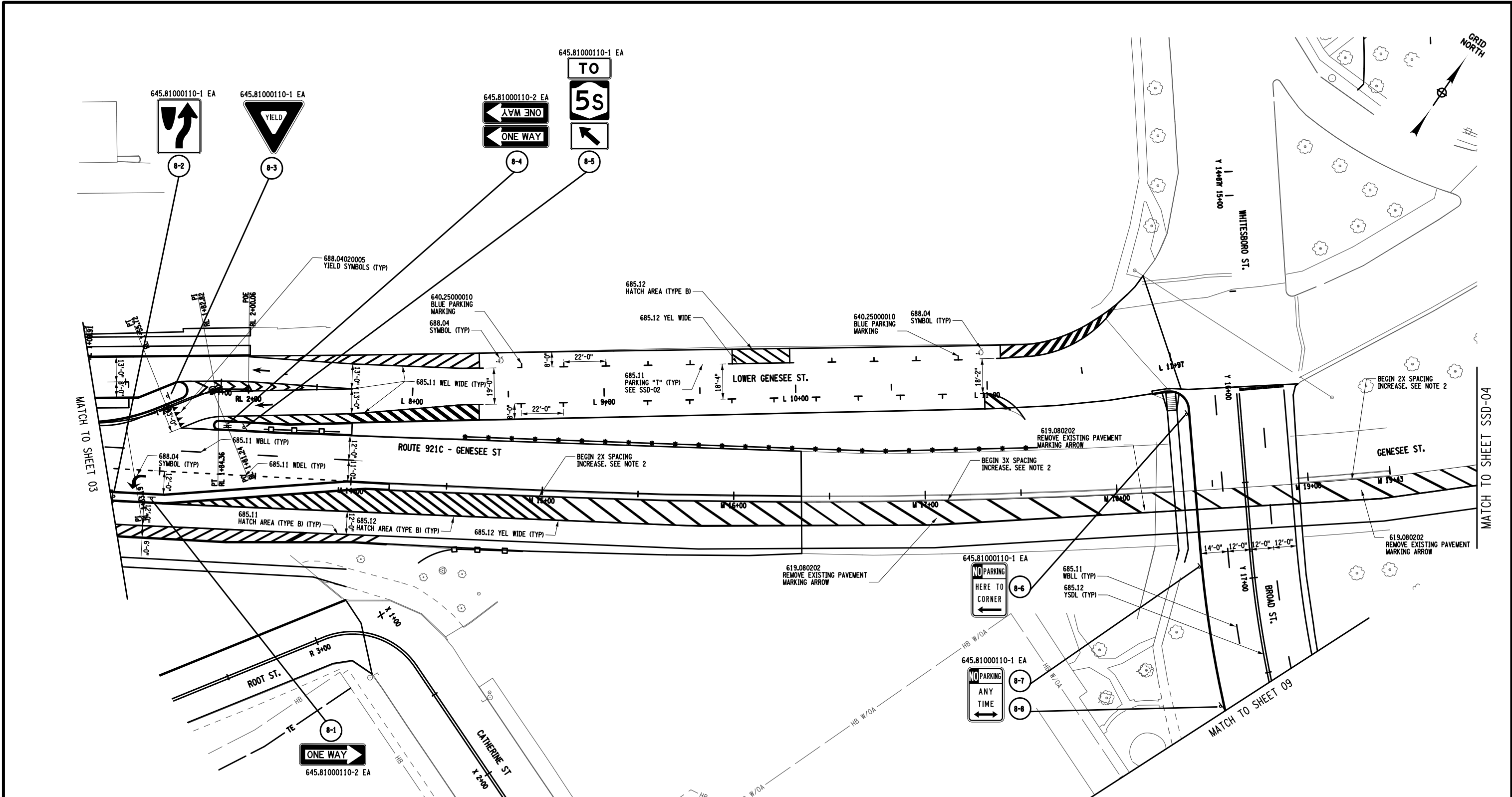
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	CITY OF UTICA: EAST-WEST ARTERIAL HIGHWAY C66-23					DRAWING NO. SSP-07 SHEET NO.
	CITY OF UTICA: NORTH GENESEE ST. ARTERIAL F.A.C. 71-22					
	CITY OF UTICA					
	COUNTY: ONEIDA	REGION: 2				

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 USER = ecoulter

DESIGN SUPERVISOR B. BORTNICK, P.E. JOB MANAGER E. COULTER, P.E. DESIGN S. GANNON CHECK E. COULTER, P.E. DRAFTING S. GANNON CHECK S. GANNON PROJECT MANAGER Z. MAYBURY CHECK J. TIBBITTS, P.E.



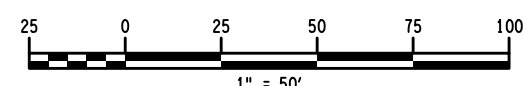
AFFIX SEAL: ON:	ALTERED BY: ON:

NOTE:  
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 ALL THE REMAINING STOP LINES ARE 18" WIDE.  
 2. WHERE THE PAVEMENT HATCHING SHOW TO INCREASE SPACING (2X AND 3X), THIS IS AN INCREASE FROM THE NYS DOT STANDARD SHEET VALUES.

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	NY ROUTE 5S SAFETY PROJECT	PIN 2805.32	BRIDGES	CULVERTS	ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED	CONTRACT NUMBER D263572
	CITY OF UTICA: EAST-WEST ARTERIAL HIGHWAY C66-23				SIGN AND STRIPING PLAN	DRAWING NO. SSP-08 SHEET NO.
	CITY OF UTICA: NORTH GENESEE ST. ARTERIAL F.A.C. 71-22					
	CITY OF UTICA					
	COUNTY: ONEIDA	REGION: 2				

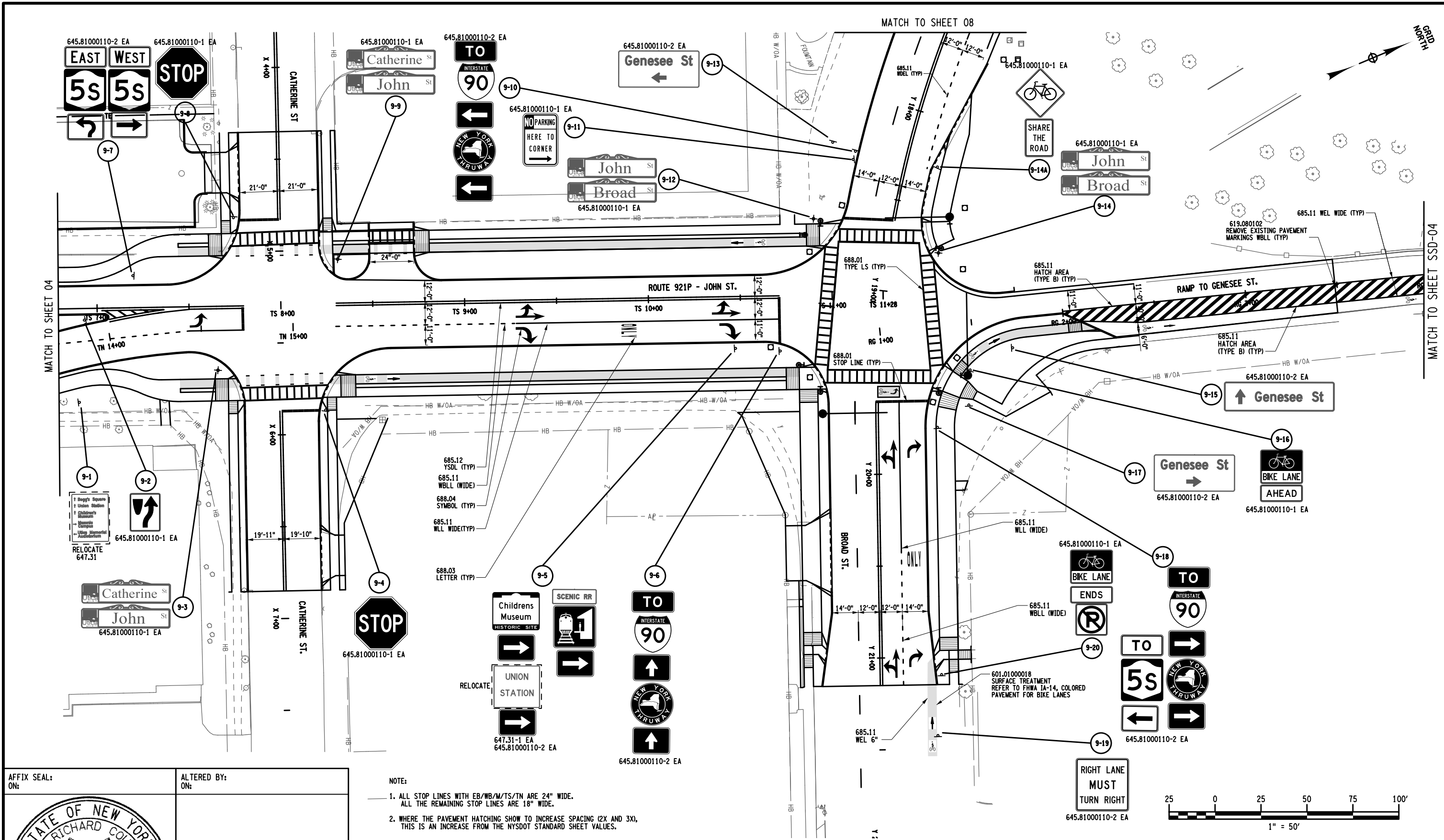
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NEW YORK STATE OF OPPORTUNITY  
 Department of Transportation



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AFFIX SEAL: ON: ALTERED BY: ON:



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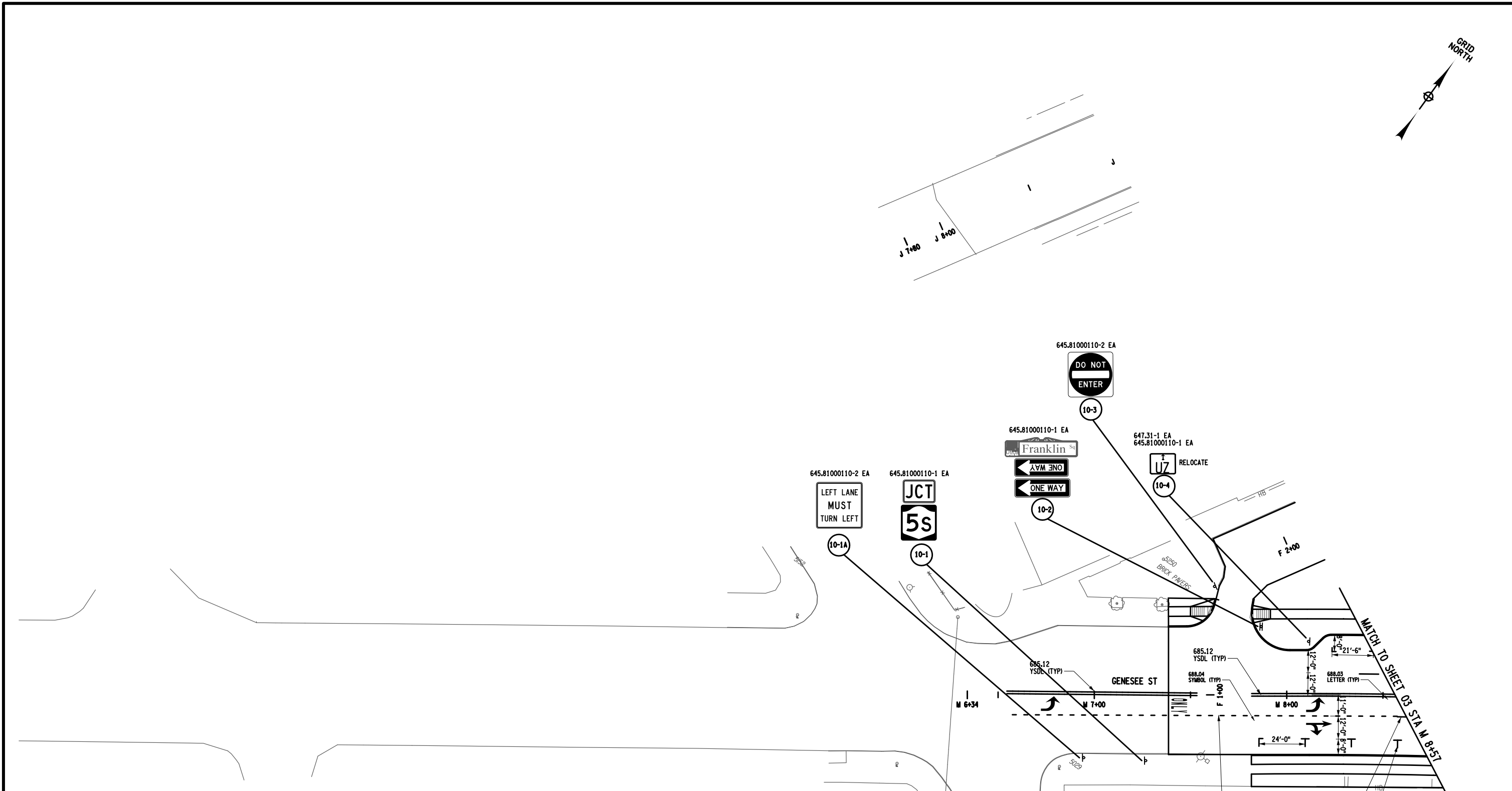
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	CITY OF UTICA: EAST-WEST ARTERIAL HIGHWAY C66-23					SIGN AND STRIPING PLAN
	CITY OF UTICA: NORTH GENESSEE ST. ARTERIAL F.A.C. 71-22					
	CITY OF UTICA	COUNTY: ONEIDA	REGION: 2			

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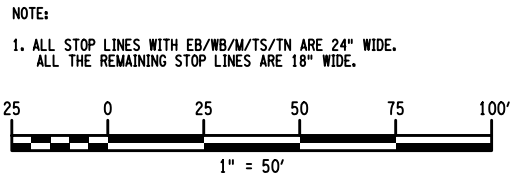


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DESIGN SUPERVISOR B. BORTNICK, P.E. JOB MANAGER E. COULTER, P.E. DESIGN S. GANNON CHECK E. COULTER, P.E. DRAFTING S. GANNON CHECK S. GANNON CHECK Z. MAYBURY PROJECT MANAGER J. TIBBITTS, P.E.



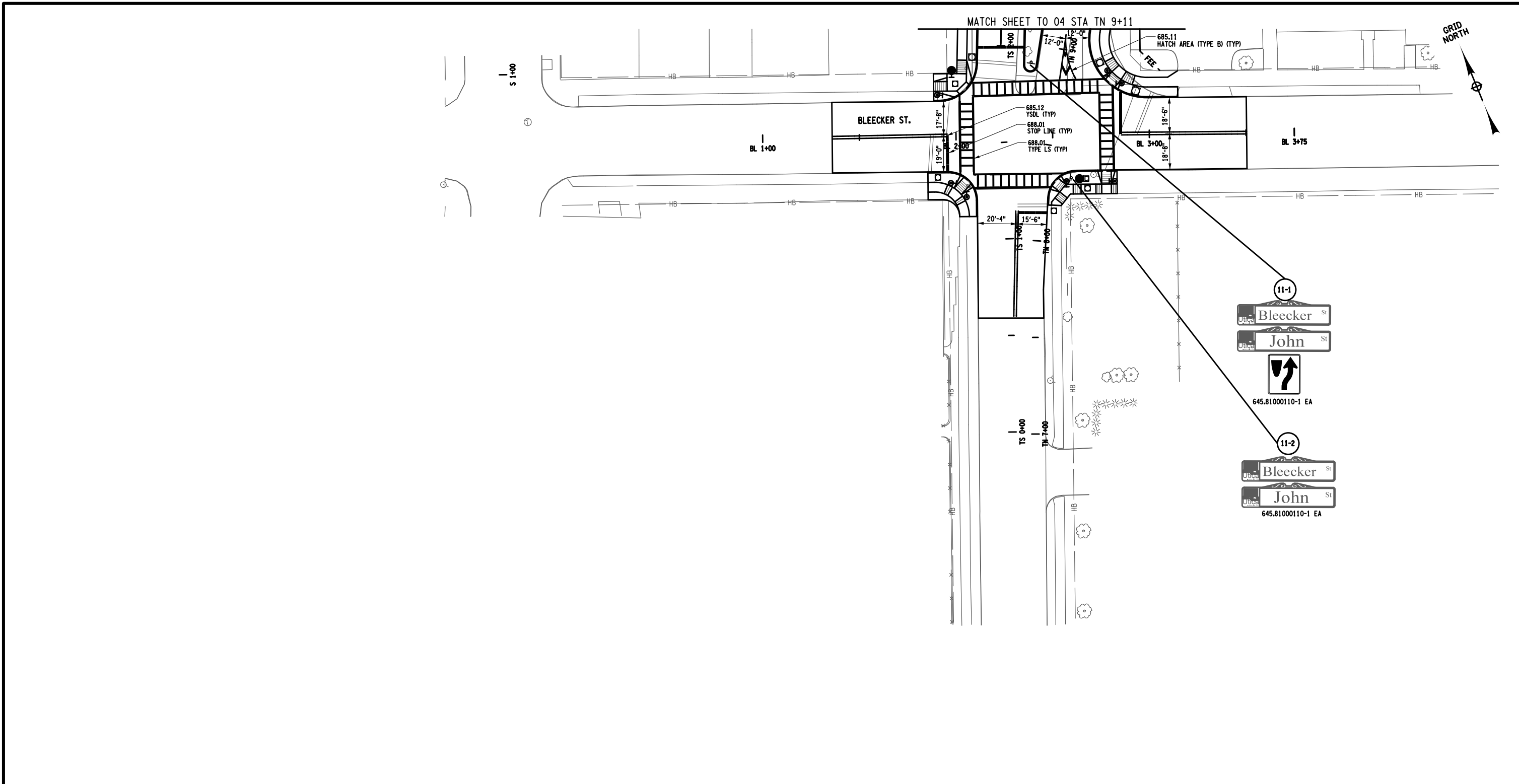
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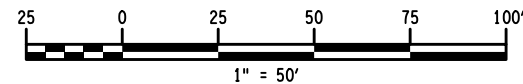
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	CITY OF UTICA: EAST-WEST ARTERIAL HIGHWAY C66-23				SIGN AND STRIPING PLAN	DRAWING NO. SSP-10
	CITY OF UTICA: NORTH GENESEE ST. ARTERIAL F.A.C. 71-22					SHEET NO.
	CITY OF UTICA					
	COUNTY: ONEIDA	REGION: 2				
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						Department of Transportation

FILE NAME = 280532\_cph\_ssp.11.dgn  
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 USER = ecoulter

DESIGN SUPERVISOR B. BORTNICK, P.E. JOB MANAGER E. COULTER, P.E. DESIGN S. GANNON CHECK E. COULTER, P.E. DRAFTING S. GANNON CHECK S. GANNON PROJECT MANAGER Z. MAYBURY CHECK J. TIBBITTS, P.E.



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AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	NY ROUTE 5S SAFETY PROJECT	PIN 2805.32	BRIDGES	CULVERTS	ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED SIGN AND STRIPING PLAN	CONTRACT NUMBER D263572
	CITY OF UTICA: EAST-WEST ARTERIAL HIGHWAY C66-23					DRAWING NO. SSP-11 SHEET NO.
	CITY OF UTICA: NORTH GENESEE ST. ARTERIAL F.A.C. 71-22					
	CITY OF UTICA					
	COUNTY: ONEIDA	REGION: 2				
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.						Department of Transportation

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# Appendix E

## Parking & Trip Generation Information

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# Land Use: 610 Hospital

## Land Use Description

A hospital is any institution where medical or surgical care and overnight accommodations are provided to non-ambulatory and ambulatory patients. However, the term "hospital" does not refer to medical clinics (facilities that provide diagnoses and outpatient care only) or nursing homes (facilities devoted to the care of persons unable to care for themselves), which are covered elsewhere in this report. Surgery center (Land Use 612) and clinic (Land Use 630) are related uses.

## Database Description

The database consisted of a mix of rural, suburban and urban locations. Parking demand differed between these area types and therefore the data were analyzed separately.

- Average hospital size: 640,000 sq. ft. GFA (eight study sites). Average number of daily patients: 460 (12 study sites). Average number of daily patients per bed: 1.02 (ten study sites). Average number of staff per daily patient: 8.15 (seven study sites). These statistics apply to sites from all area types.
- Average parking supply ratios: 4.7 spaces per bed (49 study sites) and 0.82 spaces per employee (34 study sites). The table below presents comparative statistics for study sites, separated by area types.

Site Data	Rural	Suburban	Urban
Parking supply per bed	4.9 (7 sites)	5.5 (20 sites)	4.0 (22 sites)
Parking supply per employee	0.95 (4 sites)	0.90 (14 sites)	0.72 (16 sites)

Four hospitals located on university campuses were included in the data analyzed for this land use. These sites may exhibit parking generation characteristics different from other hospitals. However, based on the limited number of university medical hospitals in the database, conclusive quantitative comparisons could not be drawn. In general, average parking demand per bed for the surveyed university medical sites was greater than that for the other hospital sites. This could be attributed to the higher number of employees and larger floor area devoted to researchers and faculty at university medical centers compared to the other hospitals. For the university medical center study sites, average parking demand per employee was comparable to that found at other hospitals.

Seven of the study sites charged fees for parking. Daily parking fees ranged between \$2.00 and \$5.20. The average peak period parking demand at these study sites was substantially less than that observed for the overall hospital database. However, based on the small number of observations and the possibility that additional hospitals in the database charged for parking (most do not clearly indicate whether they charge for parking) conclusive development of a parking demand rate reduction attributable to paid parking could not be derived.

# Land Use: 610 Hospital

The following table presents the time-of-day distribution of parking demand for all hospitals in the database, calculated on a per bed basis.

<i>Based on Vehicles per Bed</i>	<i>Weekday Data</i>	
Hour Beginning	Percent of Peak Period	Number of Data Points
12:00–4:00 a.m.	–	0
5:00 a.m.	8	1
6:00 a.m.	15	6
7:00 a.m.	41	15
8:00 a.m.	75	29
9:00 a.m.	95	43
10:00 a.m.	93	41
11:00 a.m.	98	46
12:00 p.m.	91	37
1:00 p.m.	100	48
2:00 p.m.	91	38
3:00 p.m.	97	47
4:00 p.m.	72	36
5:00 p.m.	44	17
6:00 p.m.	36	9
7:00 p.m.	33	6
8:00 p.m.	23	3
9:00 p.m.	14	1
10:00 p.m.	12	1
11:00 p.m.	14	1

***Future parking demand data collection should include additional potential variables (such as 1,000 sq. ft. GFA, doctors, occupied beds and daily patient visits) as well as those currently plotted.***

## Study Sites/Years

### Canada:

Saskatoon, SK (1982); Ottawa, ON (1985); Richmond, BC (1989)

### Puerto Rico:

Ponce, PR (1993); Caguas, PR (2000)

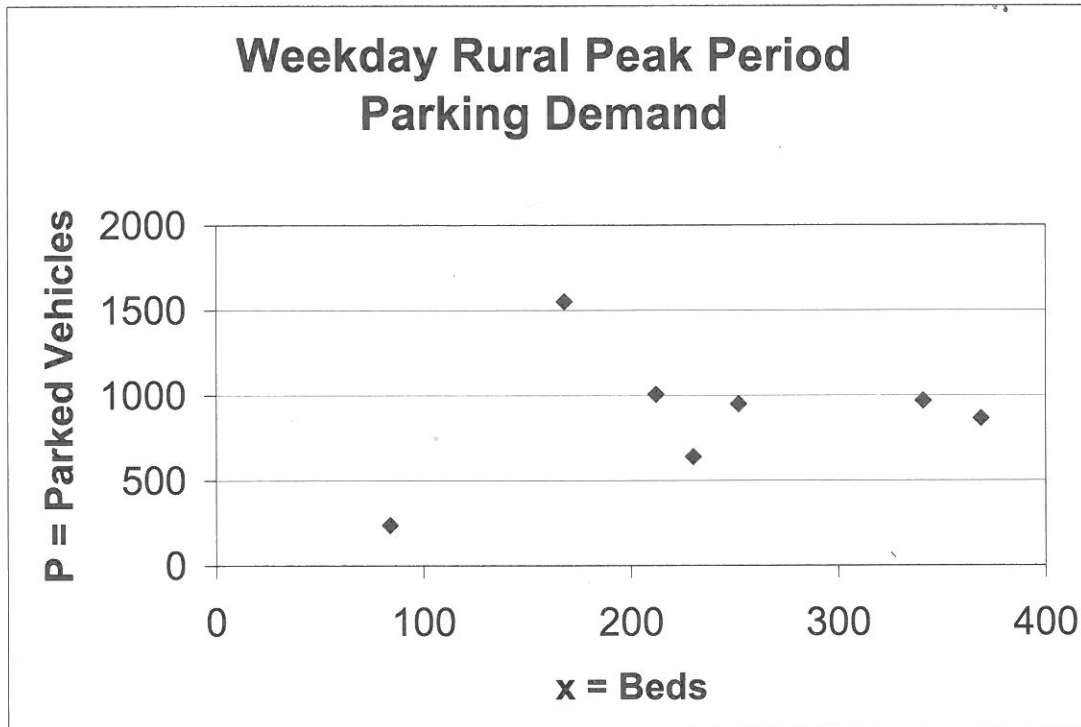
### United States:

Daytona Beach, FL (1985); Lynn, MA (1985); Jacksonville, FL (1986); Columbus, OH (1990); Cumberland, MD (1990); Elgin, IL (1990); Greensburg, PA (1990); Madison, WI (1990); Milwaukee, WI (1990); New Albany, IN (1990); Pittsburgh, PA (1990); Royal Oak, MI (1990); Stuart, FL (1990); Baltimore, MD (1991); Castle, PA (1991); Charleston, WV (1991); Chicago, IL (1991); Huntsville, AL (1991); LaGrange, IL (1991); Nashville, TN (1991); New Fairmont, WV (1991); Pittsburgh, PA (1991); Vineland, NJ (1991); Durham, NC (1992); Gainesville, FL (1992); Pittsburgh, PA (1992); Springfield, OH (1992); West Palm Beach, FL (1992); Arlington Heights, IL (1993); Atlanta, GA (1993); Baltimore, MD (1993); Easton, PA (1993); Wichita, KS (1993); Sarasota, FL (1994); Jacksonville, FL (1995); Maywood, IL (1995); Evansville, IN (1996); Orlando, FL (1996); Edgewood, KY (1997); Downers Grove, IL (1998); Raleigh, NC (1998); Portsmouth, OH (1998); Templeton, CA (1998); Kankakee, IL (1999); Terre Haute, IN (1999); Walnut Creek, CA (1999); Winston-Salem, NC (1999); Atlanta, GA (2000); Columbus, GA (2000); Flagstaff, AZ (2000); Lincoln, NE (2000); Oklahoma City, OK (2000); Santa Barbara, CA (2000)

# Land Use: 610 Hospital

## Average Peak Period Parking Demand vs: Beds On a: Weekday Location: Rural

Statistic	Peak Period Demand
Peak Period	9:00 a.m.–12:00 p.m.; 1:00–4:00 p.m.
Number of Study Sites	7
Average Size of Study Sites	240 beds
Average Peak Period Parking Demand	4.08 vehicles per bed
Standard Deviation	2.41
Coefficient of Variation	59%
Range	2.34–9.23 vehicles per bed
85th Percentile	5.19 vehicles per bed
33rd Percentile	2.83 vehicles per bed

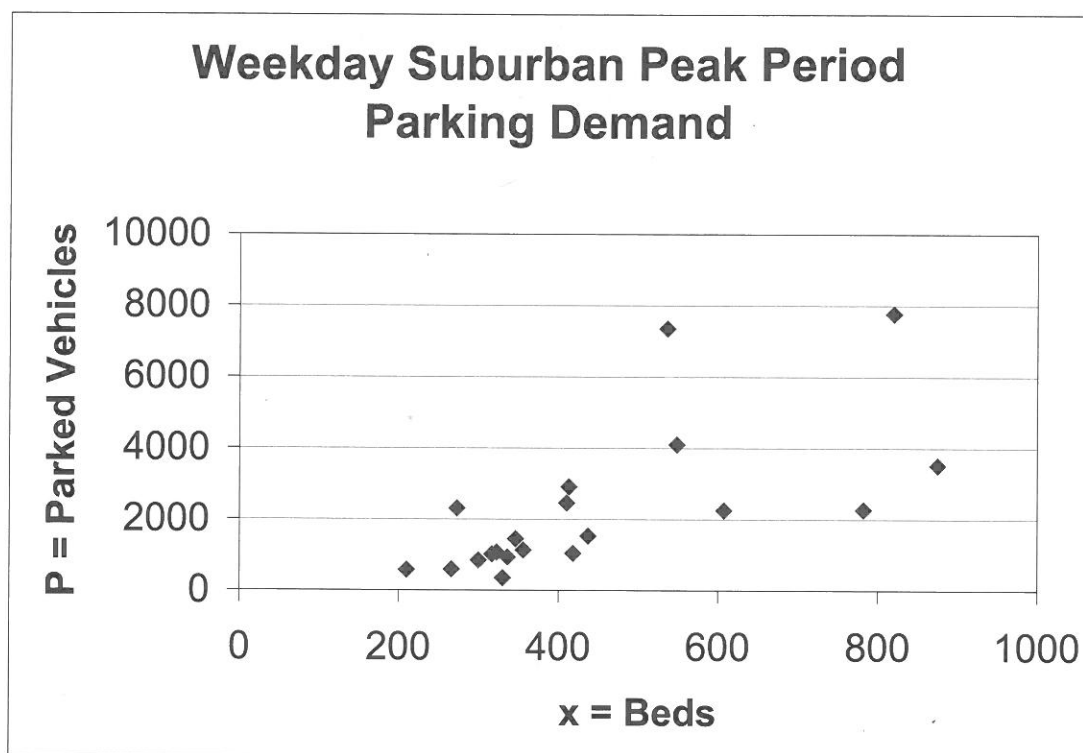


◆ Actual Data Points

# Land Use: 610 Hospital

## Average Peak Period Parking Demand vs: Beds On a: Weekday Location: Suburban

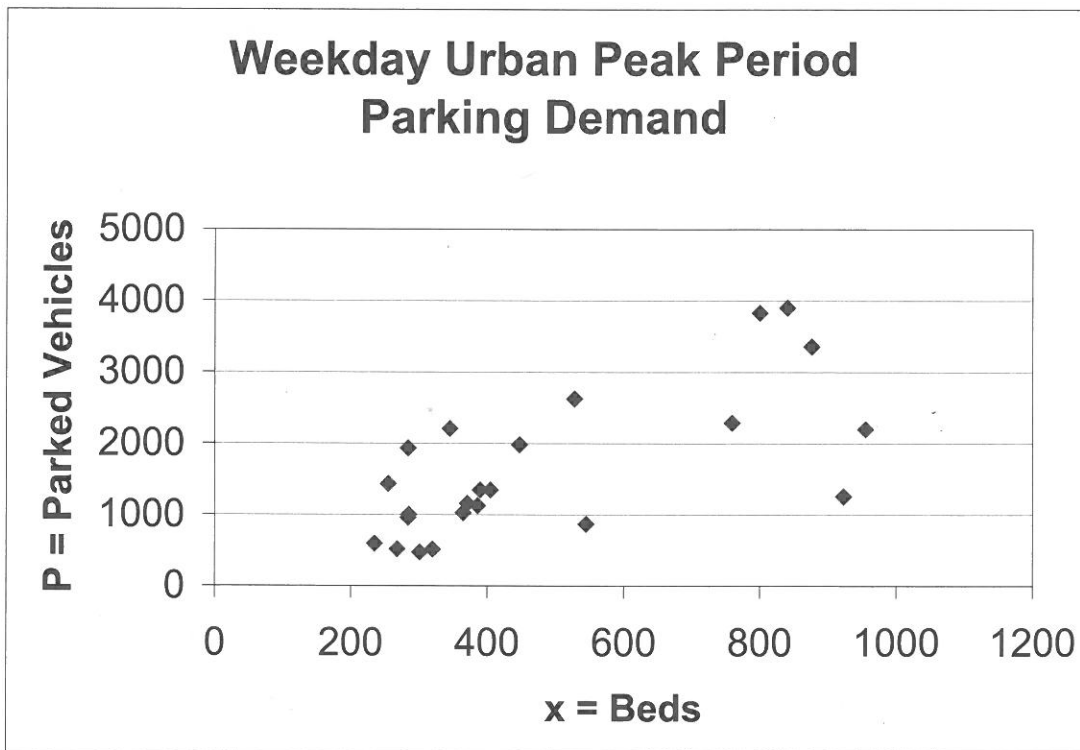
Statistic	Peak Period Demand
Peak Period	9:00 a.m.–4:00 p.m.
Number of Study Sites	20
Average Size of Study Sites	440 beds
Average Peak Period Parking Demand	4.72 vehicles per bed
Standard Deviation	3.08
Coefficient of Variation	65%
95% Confidence Interval	3.37–6.07 vehicles per bed
Range	1.06–13.71 vehicles per bed
85th Percentile	7.63 vehicles per bed
33rd Percentile	2.98 vehicles per bed



# Land Use: 610 Hospital

## Average Peak Period Parking Demand vs: Beds On a: Weekday Location: Urban

Statistic	Peak Period Demand
Peak Period	9:00 a.m.–4:00 p.m.
Number of Study Sites	23
Average Size of Study Sites	490 beds
Average Peak Period Parking Demand	3.47 vehicles per bed
Standard Deviation	1.53
Coefficient of Variation	44%
95% Confidence Interval	2.84–4.10 vehicles per bed
Range	1.36–6.81 vehicles per bed
85th Percentile	4.92 vehicles per bed
33rd Percentile	2.84 vehicles per bed

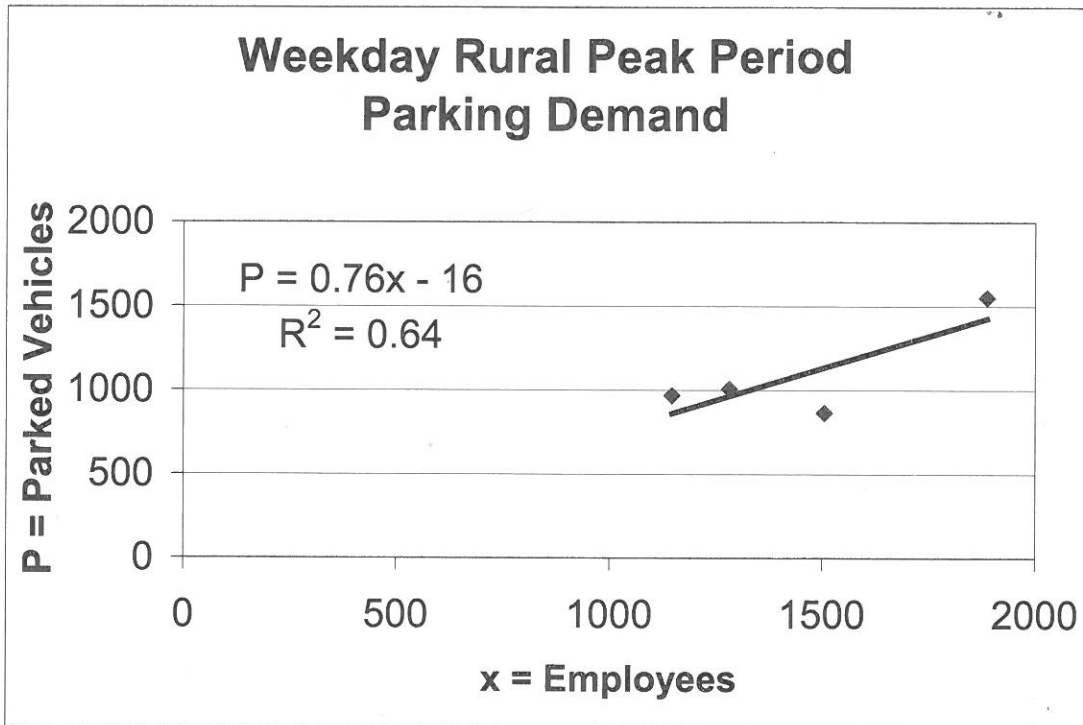


◆ Actual Data Points

# Land Use: 610 Hospital

## Average Peak Period Parking Demand vs: Employees On a: Weekday Location: Rural

Statistic	Peak Period Demand
Peak Period	9:00 a.m.–12:00 p.m.; 1:00–4:00 p.m.
Number of Study Sites	4
Average Size of Study Sites	1,400 employees
Average Peak Period Parking Demand	0.76 vehicles per employee
Standard Deviation	0.12
Coefficient of Variation	16%
Range	0.57–0.84 vehicles per employee
85th Percentile	0.83 vehicles per employee
33rd Percentile	0.78 vehicles per employee



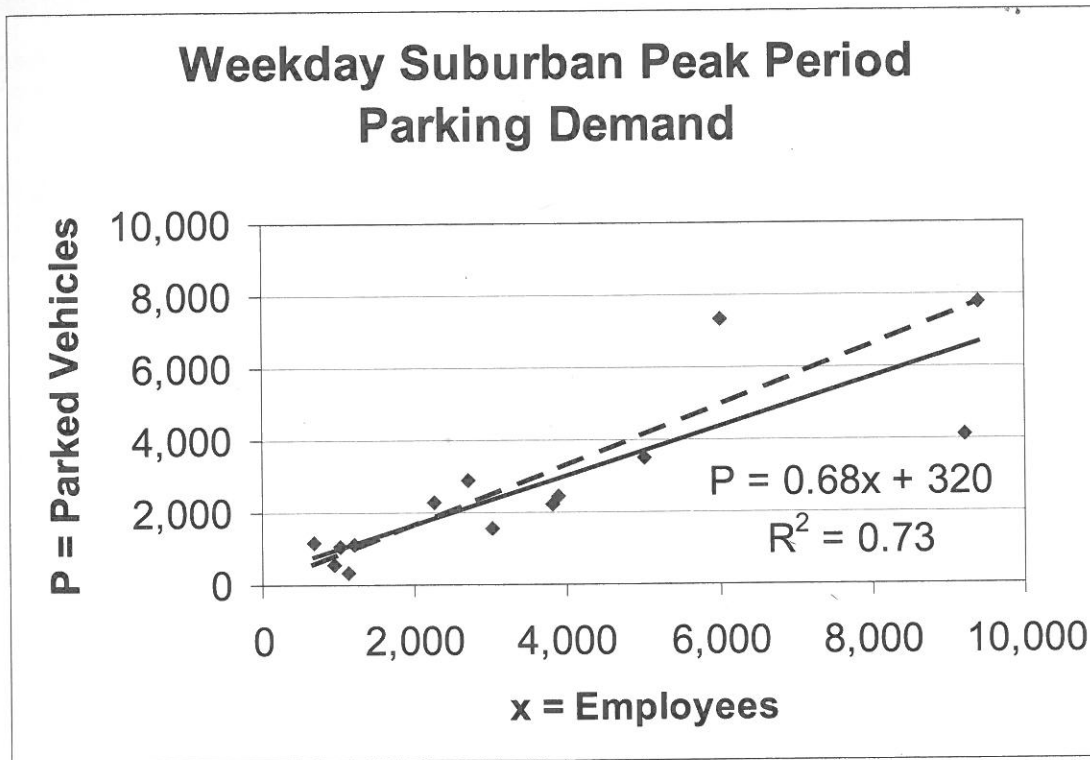
◆ Actual Data Points

— Fitted Curve/Average Rate

# Land Use: 610 Hospital

**Average Peak Period Parking Demand vs: Employees**  
**On a: Weekday**  
**Location: Suburban**

Statistic	Peak Period Demand
Peak Period	9:00 a.m.–4:00 p.m.
Number of Study Sites	14
Average Size of Study Sites	3,600 employees
Average Peak Period Parking Demand	0.83 vehicles per employee
Standard Deviation	0.37
Coefficient of Variation	44%
Range	0.31–1.71 vehicles per employee
85th Percentile	1.09 vehicles per employee
33rd Percentile	0.62 vehicles per employee



◆ Actual Data Points

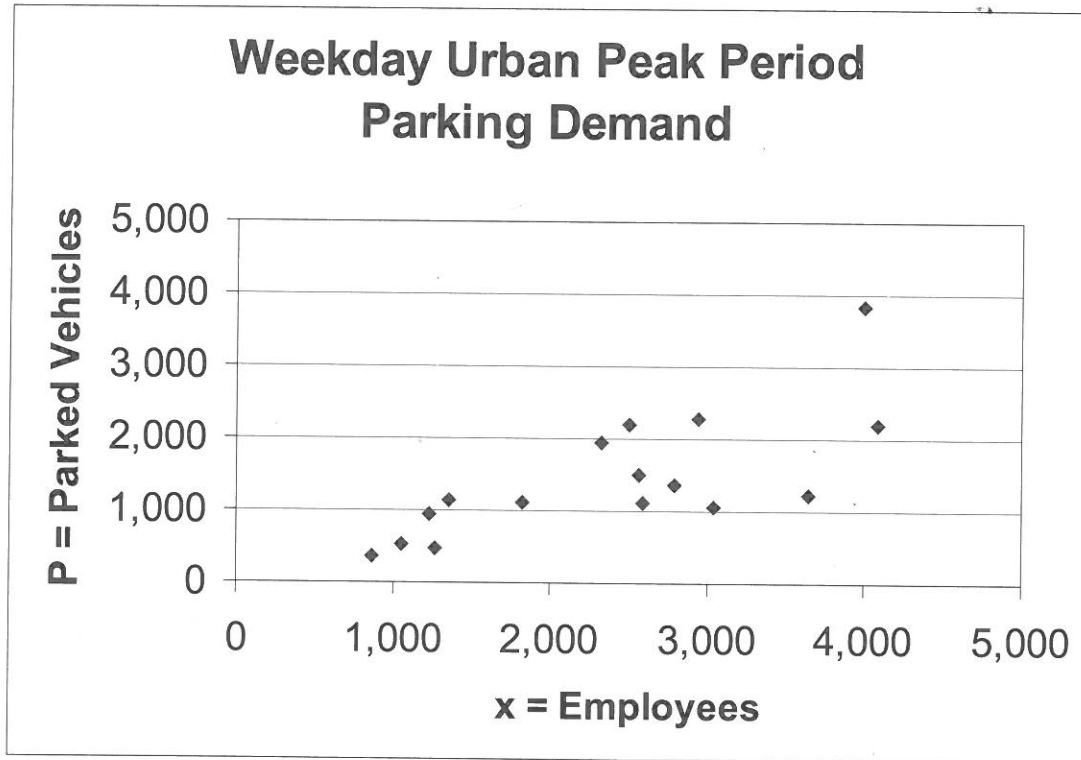
— Fitted Curve

---- Average Rate

# Land Use: 610 Hospital

## Average Peak Period Parking Demand vs: Employees On a: Weekday Location: Urban

Statistic	Peak Period Demand
Peak Period	9:00 a.m.–4:00 p.m.
Number of Study Sites	16
Average Size of Study Sites	2,400 employees
Average Peak Period Parking Demand	0.60 vehicles per employee
Standard Deviation	0.21
Coefficient of Variation	34%
Range	0.34–0.96 vehicles per employee
85th Percentile	0.83 vehicles per employee
33rd Percentile	0.48 vehicles per employee



◆ Actual Data Points



# Land Use: 720

## Medical-Dental Office Building

### Land Use Description

A medical-dental office building is a facility that provides diagnoses and outpatient care on a routine basis, but is unable to provide prolonged in-house medical and surgical care. One or more private physicians or dentists generally operate this type of facility. Clinic (Land Use 630) is a related use.

### Database Description

The database consisted of a mix of urban and suburban sites. Parking demand rates at the suburban sites were similar to those at urban sites and therefore the data were combined and analyzed together.

- Average parking supply ratio: 3.9 spaces per 1,000 sq. ft. GFA (11 study sites).

The two study sites with weekend parking demand observations had Saturday peak demand rates 18 and 25 percent less than the weekday peak demand rates for the same study sites.

The following table presents the time-of-day distribution of parking demand, based on data from sites with at least five hours of continuous count data.

<i>Based on Vehicles per 1,000 sq. ft. GFA</i>	<b>Weekday Data</b>	
Hour Beginning	Percent of Peak Period	Number of Data Points*
12:00–4:00 a.m.	–	0
5:00 a.m.	–	0
6:00 a.m.	–	0
7:00 a.m.	15	2
8:00 a.m.	49	2
9:00 a.m.	84	7
10:00 a.m.	100	8
11:00 a.m.	100	8
12:00 p.m.	88	8
1:00 p.m.	79	8
2:00 p.m.	86	7
3:00 p.m.	96	7
4:00 p.m.	91	6
5:00 p.m.	72	1
6:00 p.m.	–	0
7:00 p.m.	–	0
8:00 p.m.	–	0
9:00 p.m.	–	0
10:00 p.m.	–	0
11:00 p.m.	–	0

\* Subset of database

*Future studies should include data on the number of doctors working at a study site.*

### Study Sites/Years

**Canada:**  
Coquitlam, BC (1992)

# Land Use: 720

## Medical-Dental Office Building

### United States:

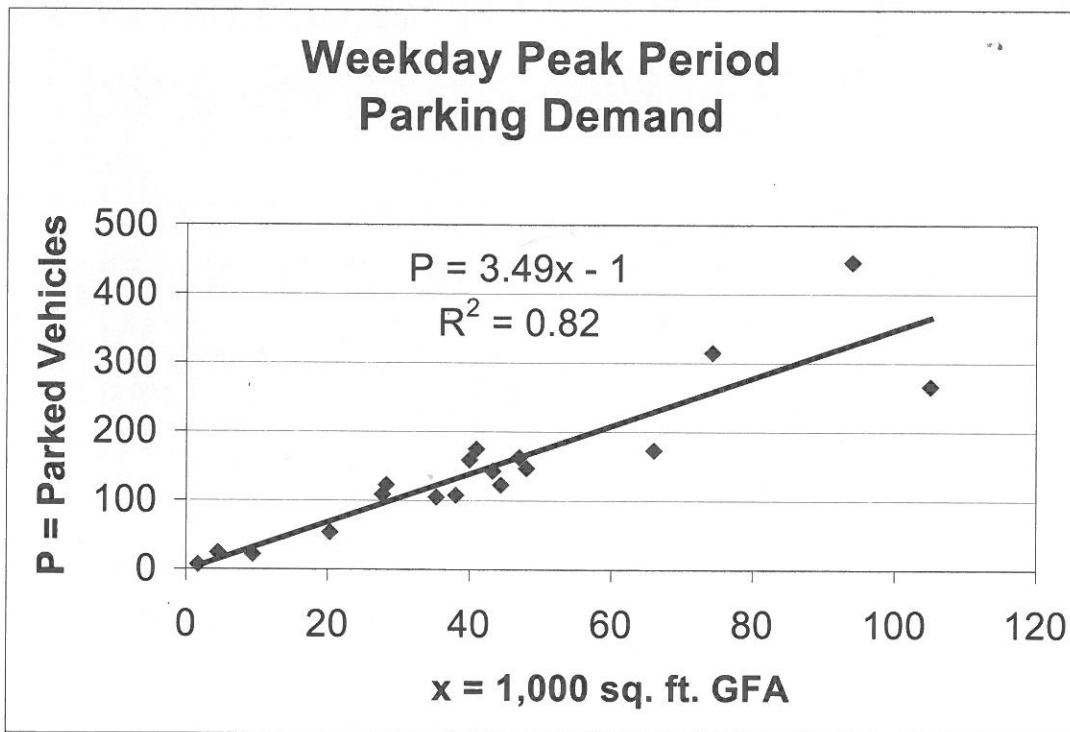
Skokie, IL (1963); Evanston, IL (1972); Munster, IN (1978); Overland Park, KS (1978); San Antonio, TX (1982); Cincinnati, OH (1986); Anaheim, CA (1988); Laguna Niguel, CA (1989); Fullerton, CA (1990); Garden Grove, CA (1990); Towson, MD (1991); Towson, MD (1992)

# Land Use: 720

## Medical-Dental Office Building

**Average Peak Period Parking Demand vs: 1,000 sq. ft. GFA  
On a Weekday**

Statistic	Peak Period Demand
Peak Period	10:00 a.m.–12:00 p.m.; 2:00–5:00 p.m.
Number of Study Sites	18
Average Size of Study Sites	43,000 sq. ft. GFA
Average Peak Period Parking Demand	3.53 vehicles per 1,000 sq. ft. GFA
Standard Deviation	0.87
Coefficient of Variation	25%
Range	2.34 – 5.35 vehicles per 1,000 sq. ft. GFA
85th Percentile	4.30 vehicles per 1,000 sq. ft. GFA
33rd Percentile	2.92 vehicles per 1,000 sq. ft. GFA



◆ Actual Data Points      — Fitted Curve      - - - - Average Rate

**MVHS Parking Estimates (8/27/18)**

Total Staff:	2,400	Employees
Medical Office Building:	80,000	SF
Hospital Beds	373	Hospital Employees
	2,400	

**3rd Edition, ITE Parking Generation**

ITE Land Use Code	Description	Unit	Urban Supply/ Unit	Urban Peak Demand/Unit	Average Size	MVHS Unit	Urban Supply	Urban Peak Demand
610	Hospital	Beds	4	3.47	490	373	1,492	1,295
		Employees	0.72	0.6	2,400	2,400	1,728	1,440

parking generation data for hospital use by SF is not provided

ITE Land Use Code	Description	Unit	Supply/Unit	Urban	Average Size	MVHS Unit	Supply	Peak Demand
720	Medical-Dental Office	GFA (KSF)	3.9	3.53	43 KSF	80	312	283
		Fitted Curve Equation:		=3.49(KSF)-1				281

Data for medical-dental office buildings did not show a significant difference between urban/suburban sites

**Summary**

ITE Urban Location	0.72
ITE Supply/Employee Rate =	0.6
ITE Demand/Employee Rate =	
MVHS/MOB Supply =	2,040
MVHS/MOB Demand =	1,723

Conclusions:

- To be conservative, using the parking supply & demand estimates based on number of employees b/c it yields higher numbers than per bed
- ITE estimate of needed parking supply is 2,040 spaces which includes spaces needed for the MOB
- ITE estimate of daytime average peak parking demand is 1,723 spaces which includes hospital staff, visitors, and MOB

# Land Use: 610 Hospital

## Description

A hospital is any institution where medical or surgical care and overnight accommodations are provided to non-ambulatory and ambulatory patients. However, the term “hospital” does not refer to medical clinics (facilities that provide diagnoses and outpatient care only) or nursing homes (facilities devoted to the care of persons unable to care for themselves), which are covered elsewhere in this report. Clinic (Land Use 630) and free-standing emergency room (Land Use 650) are related uses.

## Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the four general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:30 and 8:30 a.m. and 12:00 and 1:00 p.m., respectively.

The average numbers of person trips per vehicle trip at the four general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.60 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.60 during Weekday, AM Peak Hour of Generator
- 1.72 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.66 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, New Jersey, New York, Pennsylvania, Texas, and Washington.

## Specialized Land Use Data

A 2008 study provided data on a research hospital in Baltimore, Maryland (source 749). The trip generation characteristics of this site differed from sites included in this land use; therefore, trip generation information for this site is presented here and was excluded from the data plots. The site gross floor area is 2.8 million square feet and the number of employees is 5,500. The number of vehicle trips during the weekday, AM peak hour for adjacent street traffic was 1,168. The number of vehicle trips during the weekday, PM peak hour for adjacent street traffic was 1,080.

## Source Numbers

112, 186, 253, 262, 423, 429, 533, 573, 591, 601, 630, 719, 749, 878, 901, 904, 908, 909, 971

# Hospital (610)

**Vehicle Trip Ends vs: Beds**  
**On a: Weekday**

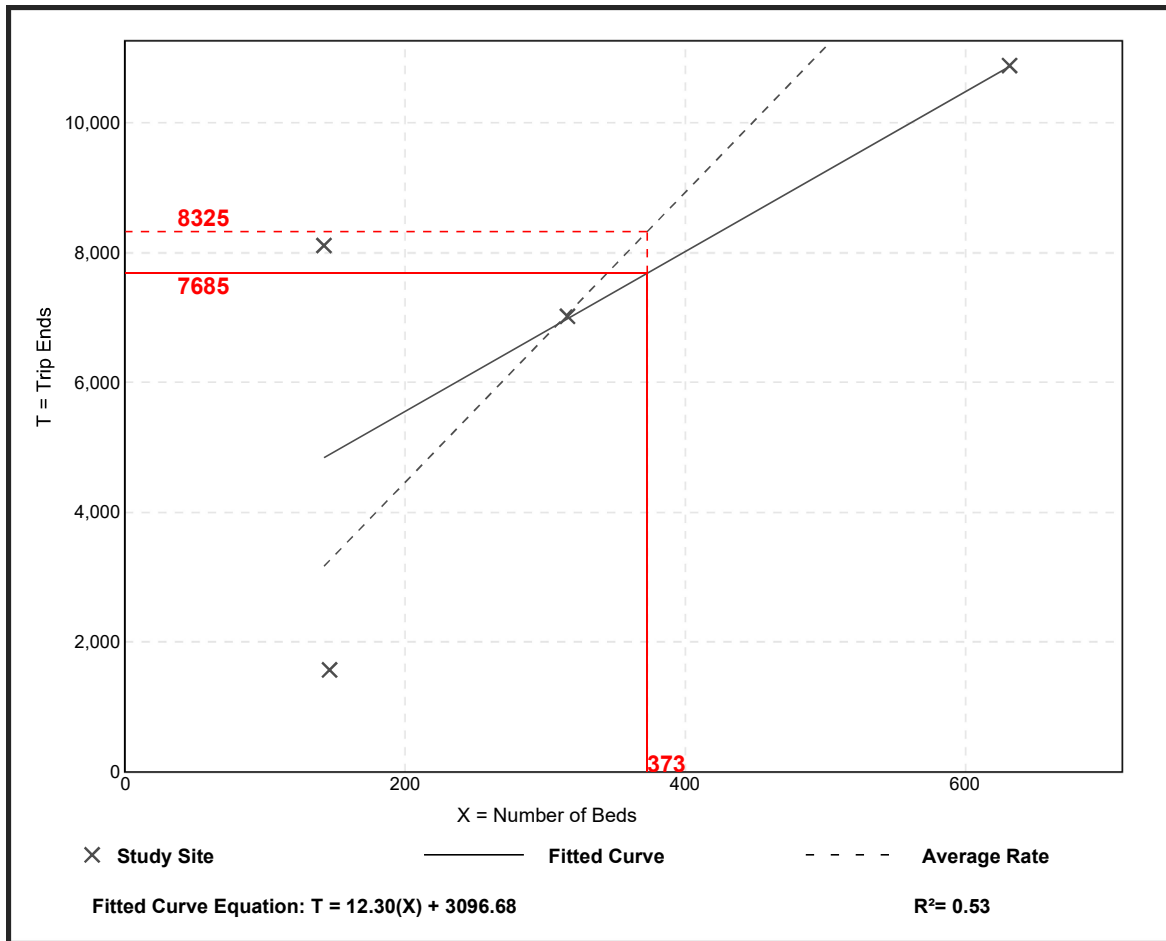
**Setting/Location: General Urban/Suburban**  
Number of Studies: 4  
Avg. Num. of Beds: 309  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
22.32	10.77 - 57.13	14.98

## Data Plot and Equation

*Caution – Small Sample Size*



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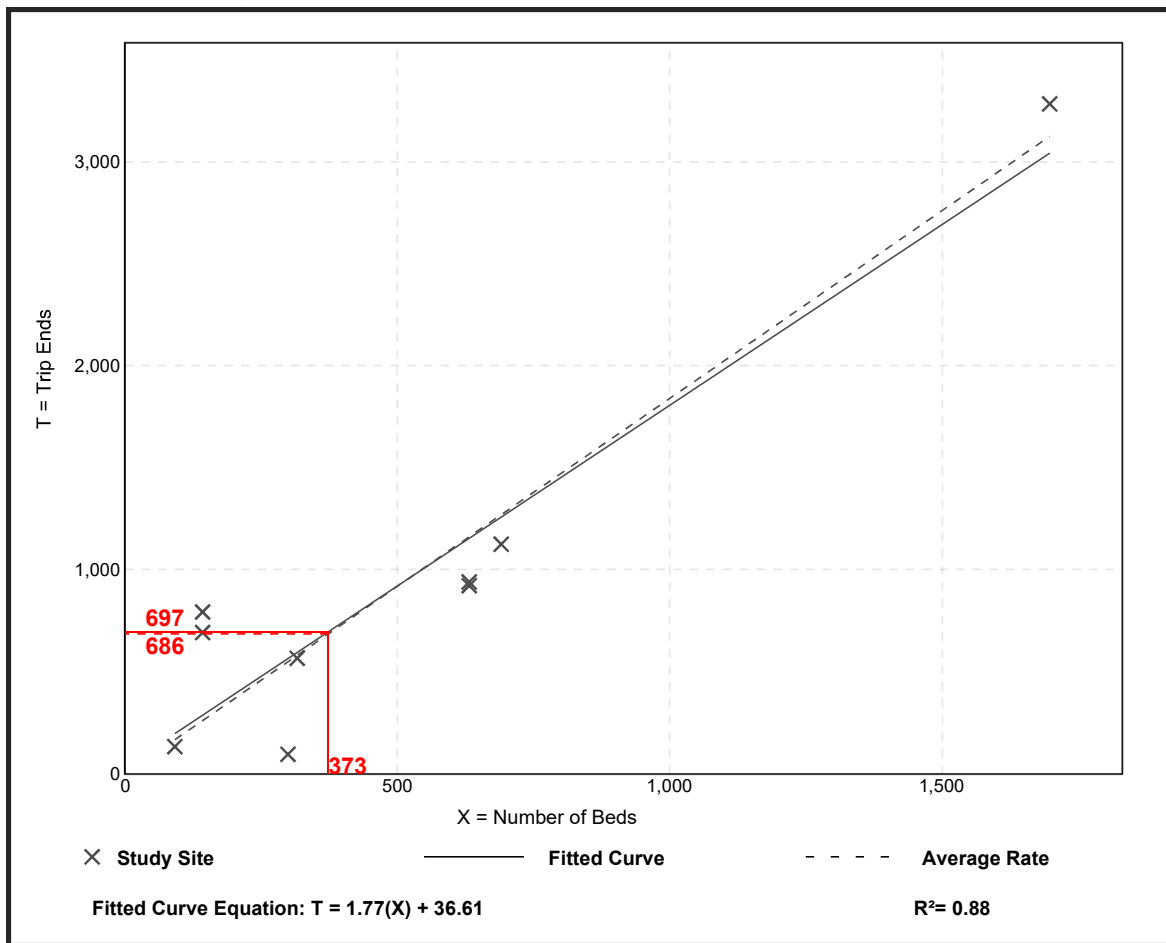
# Hospital (610)

**Vehicle Trip Ends vs: Beds**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 7 and 9 a.m.**  
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 9  
 Avg. Num. of Beds: 516  
 Directional Distribution: 72% entering, 28% exiting

## Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
1.84	0.32 - 5.59	1.01

## Data Plot and Equation



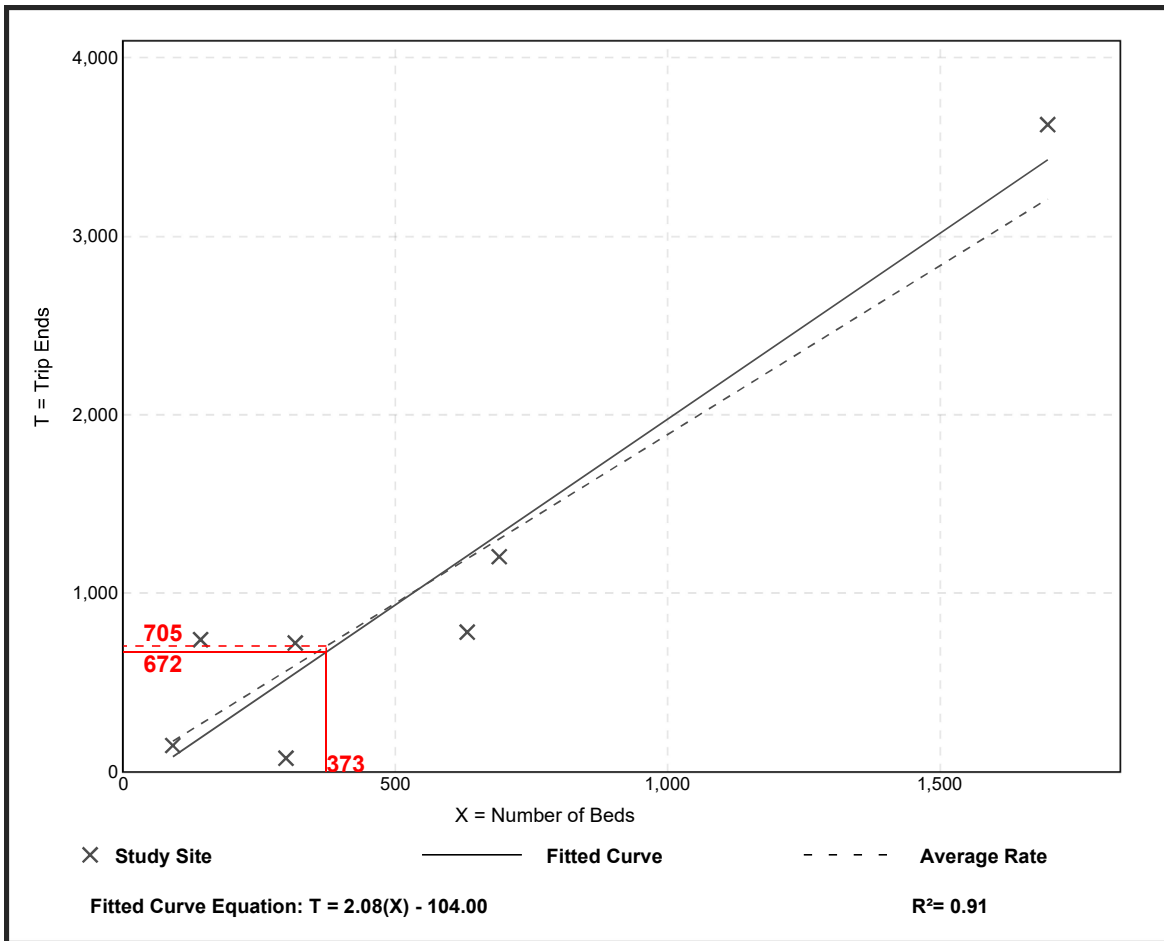
# Hospital (610)

**Vehicle Trip Ends vs: Beds**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**  
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 7  
 Avg. Num. of Beds: 553  
 Directional Distribution: 28% entering, 72% exiting

## Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
1.89	0.26 - 5.22	0.92

## Data Plot and Equation





# Hospital (610)

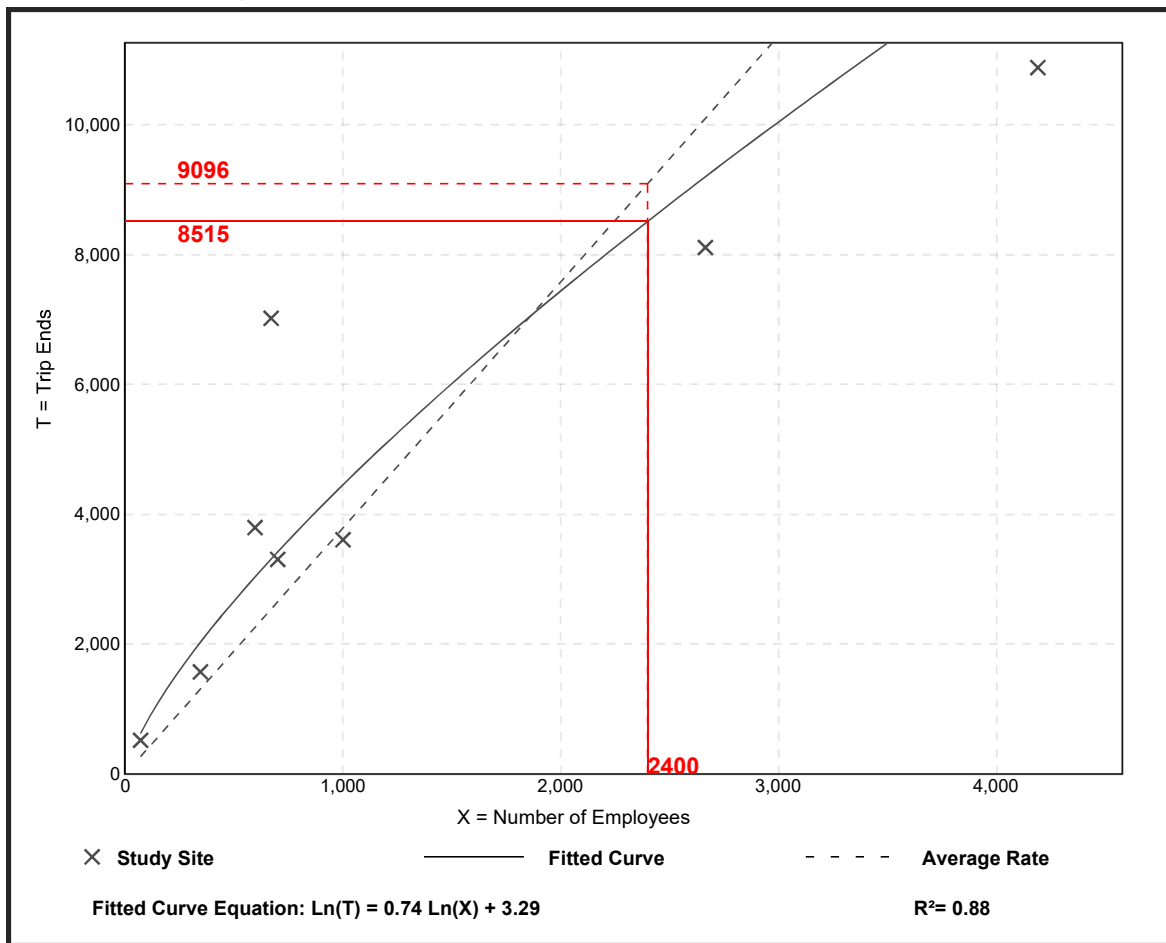
**Vehicle Trip Ends vs: Employees**  
**On a: Weekday**

**Setting/Location: General Urban/Suburban**  
Number of Studies: 8  
Avg. Num. of Employees: 1280  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
3.79	2.60 - 10.48	2.20

## Data Plot and Equation



# Hospital (610)

**Vehicle Trip Ends vs: Employees**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 7 and 9 a.m.**

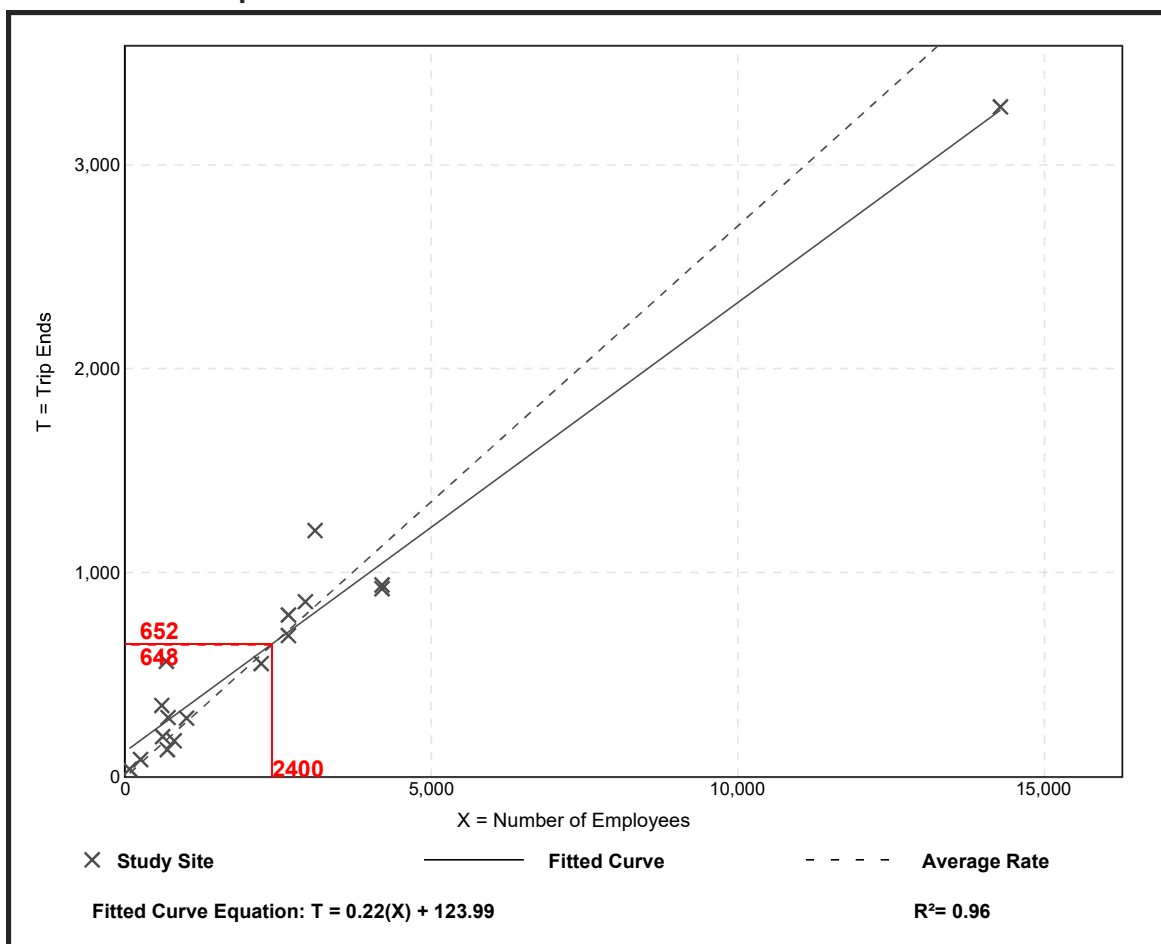
**Setting/Location: General Urban/Suburban**

Number of Studies: 17  
 Avg. Num. of Employees: 2450  
 Directional Distribution: 73% entering, 27% exiting

## Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.27	0.20 - 0.85	0.10

## Data Plot and Equation



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# Hospital (610)

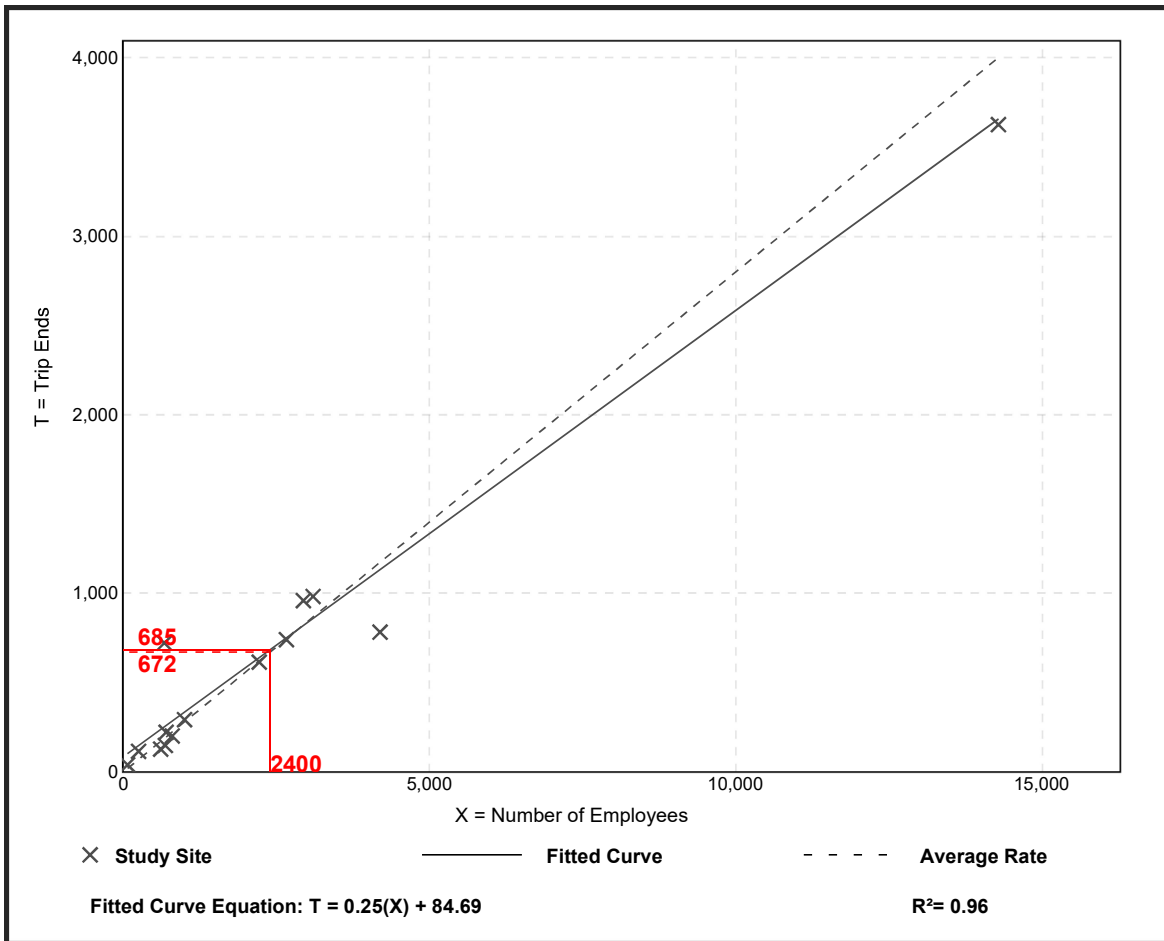
**Vehicle Trip Ends vs: Employees**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**

**Setting/Location: General Urban/Suburban**  
 Number of Studies: 14  
 Avg. Num. of Employees: 2443  
 Directional Distribution: 27% entering, 73% exiting

## Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.28	0.19 - 1.08	0.13

## Data Plot and Equation



# Hospital (610)

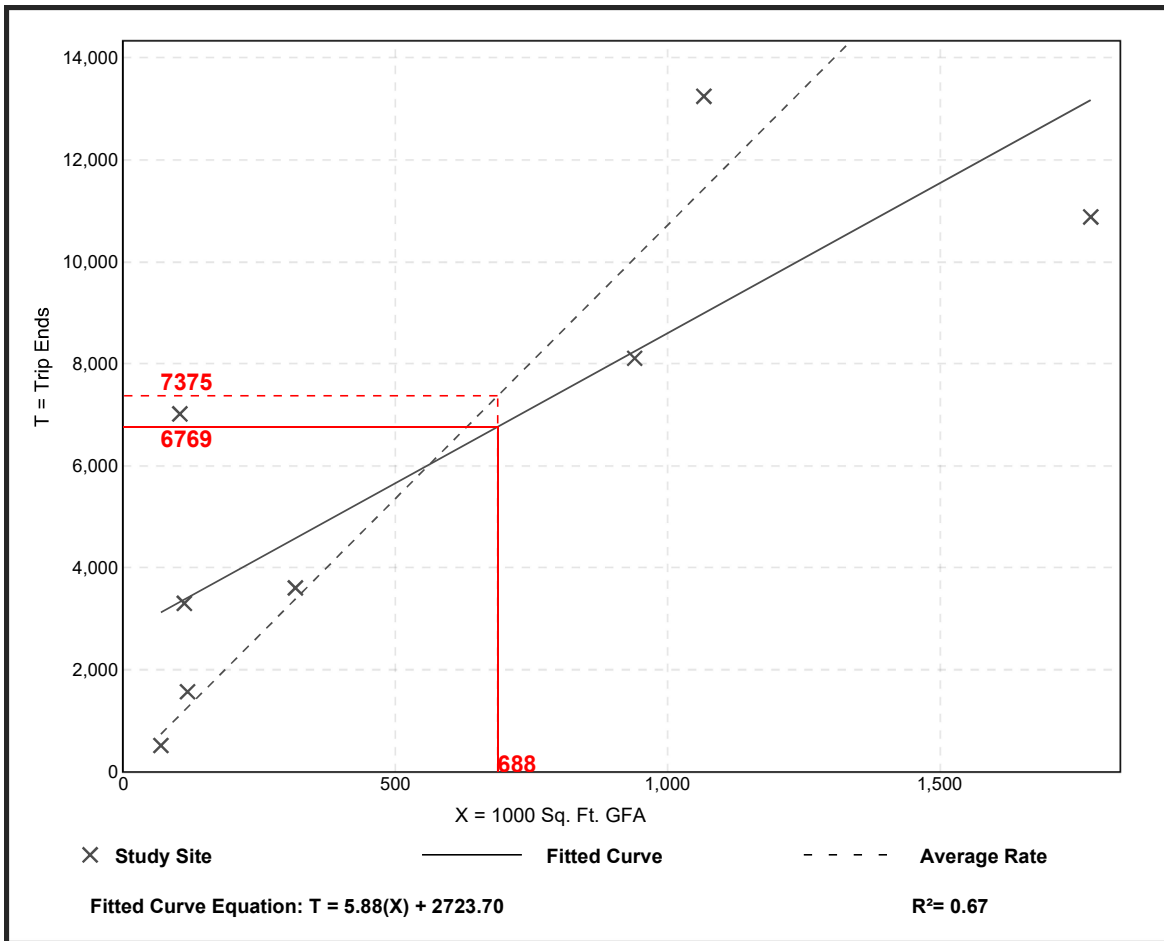
**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday**

**Setting/Location: General Urban/Suburban**  
Number of Studies: 8  
Avg. 1000 Sq. Ft. GFA: 563  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.72	6.12 - 67.52	10.34

## Data Plot and Equation



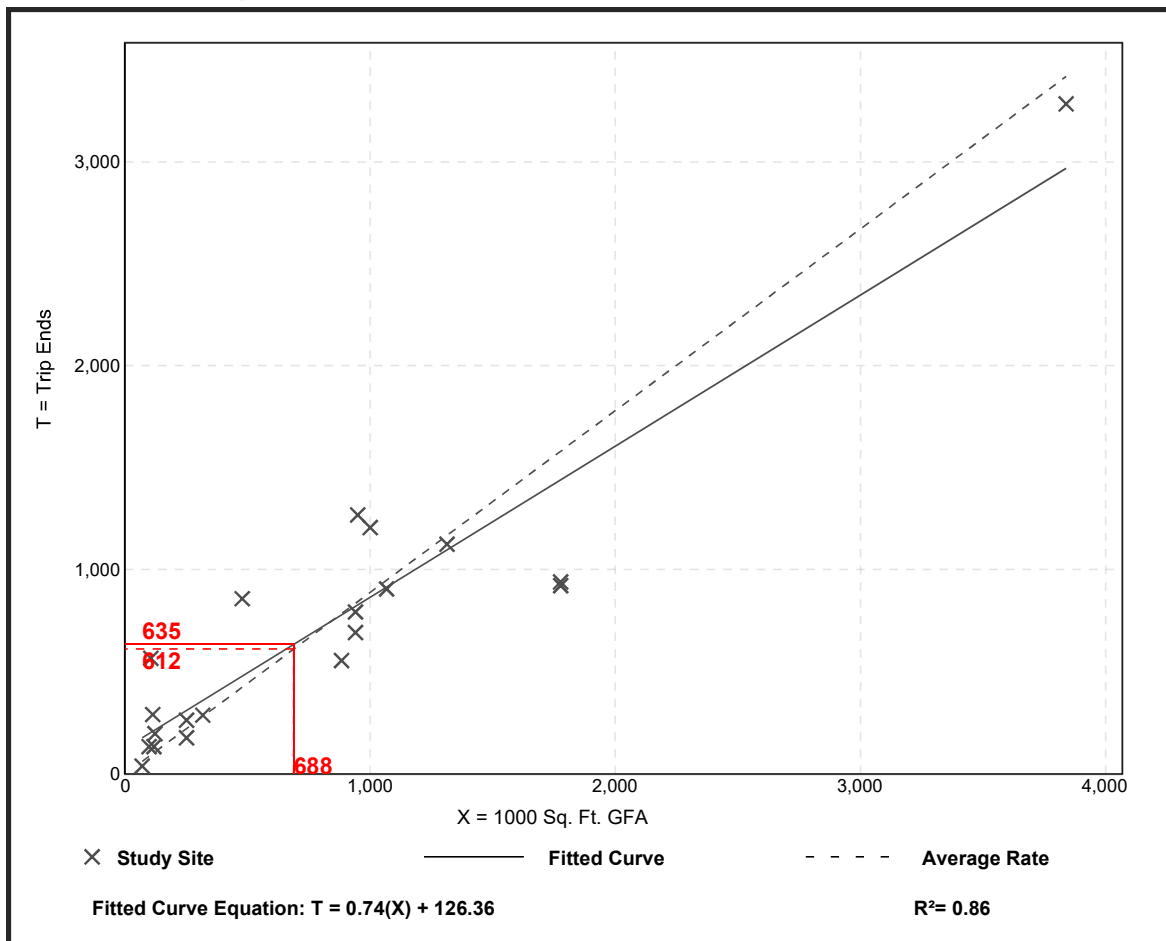
# Hospital (610)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 7 and 9 a.m.**  
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 20  
 Avg. 1000 Sq. Ft. GFA: 820  
 Directional Distribution: 68% entering, 32% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.89	0.52 - 5.45	0.50

## Data Plot and Equation



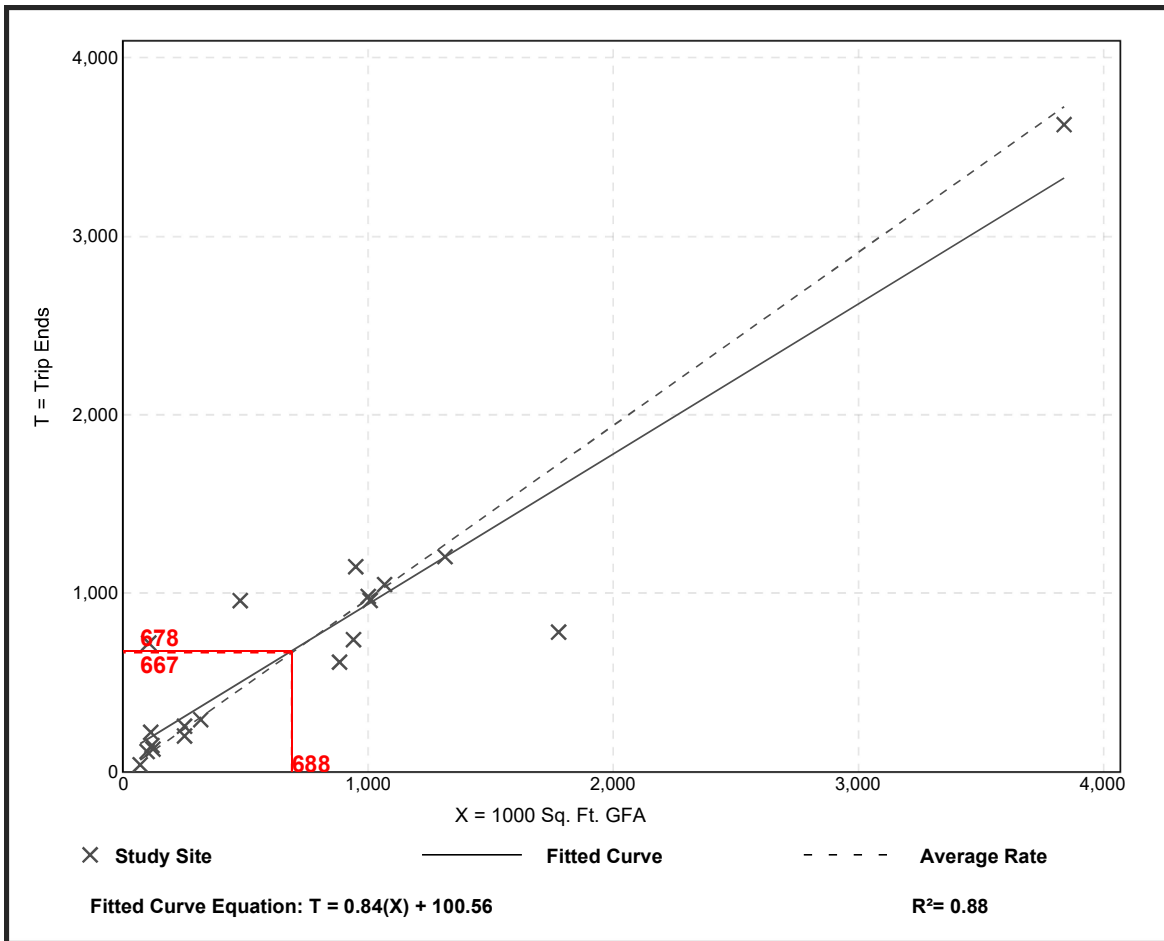
# Hospital (610)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**  
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 19  
 Avg. 1000 Sq. Ft. GFA: 773  
 Directional Distribution: 32% entering, 68% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.97	0.44 - 6.94	0.60

## Data Plot and Equation



# Land Use: 720

## Medical-Dental Office Building

### Description

A medical-dental office building is a facility that provides diagnoses and outpatient care on a routine basis but is unable to provide prolonged in-house medical and surgical care. One or more private physicians or dentists generally operate this type of facility. Clinic (Land Use 630) is a related use.

### Additional Data

Time-of-day distribution data for this land use for a weekday, Saturday, and Sunday are presented in Appendix A. For the 19 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 9:30 and 10:30 a.m. and 2:15 and 3:15 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Connecticut, Kentucky, Maryland, Minnesota, New Jersey, New York, Ohio, Oregon, Pennsylvania, South Dakota, Texas, Virginia, Washington, and Wisconsin.

### Source Numbers

104, 109, 120, 157, 184, 209, 211, 253, 287, 294, 295, 304, 357, 384, 404, 407, 423, 444, 509, 601, 715, 867, 879, 901, 902, 908, 959, 972

# Medical-Dental Office Building (720)

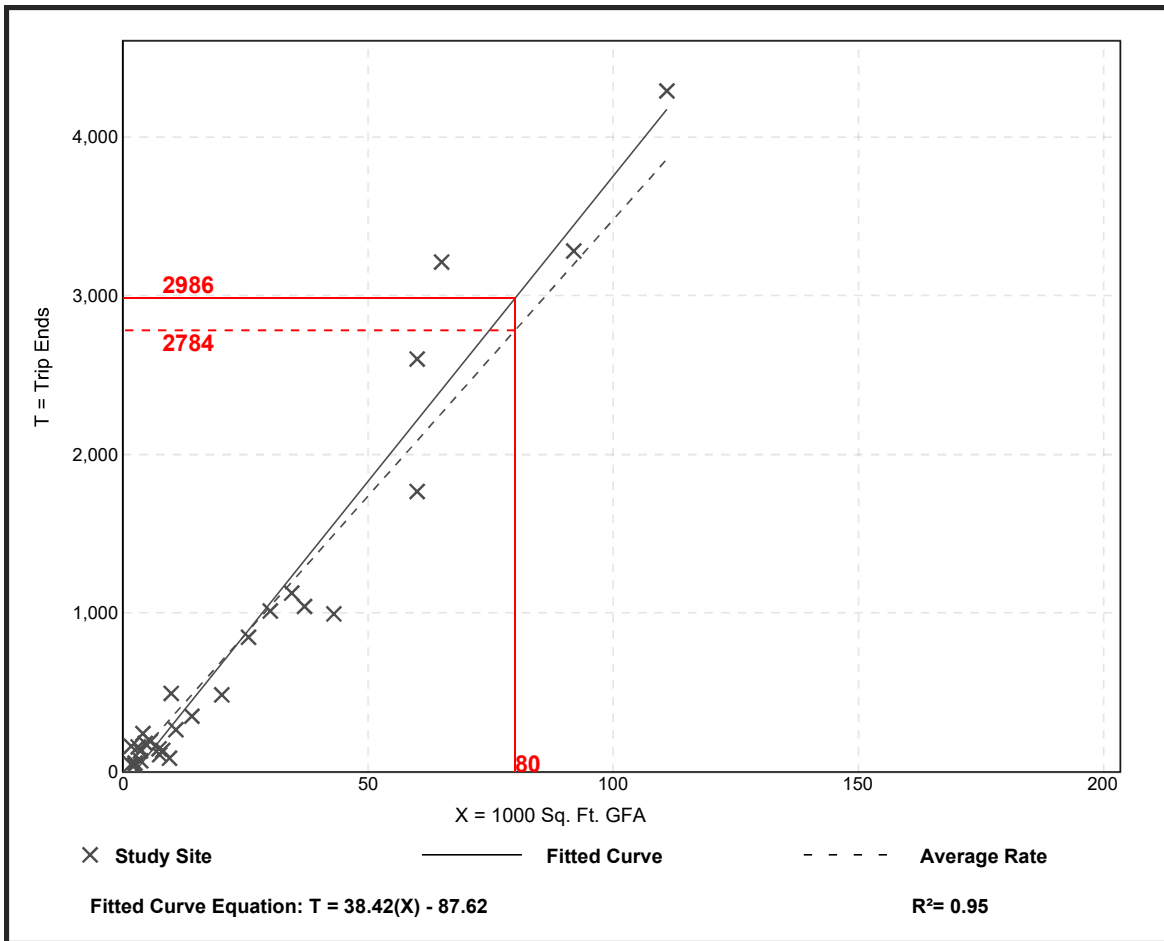
**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday**

**Setting/Location: General Urban/Suburban**  
Number of Studies: 28  
Avg. 1000 Sq. Ft. GFA: 24  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
34.80	9.14 - 100.75	9.79

## Data Plot and Equation





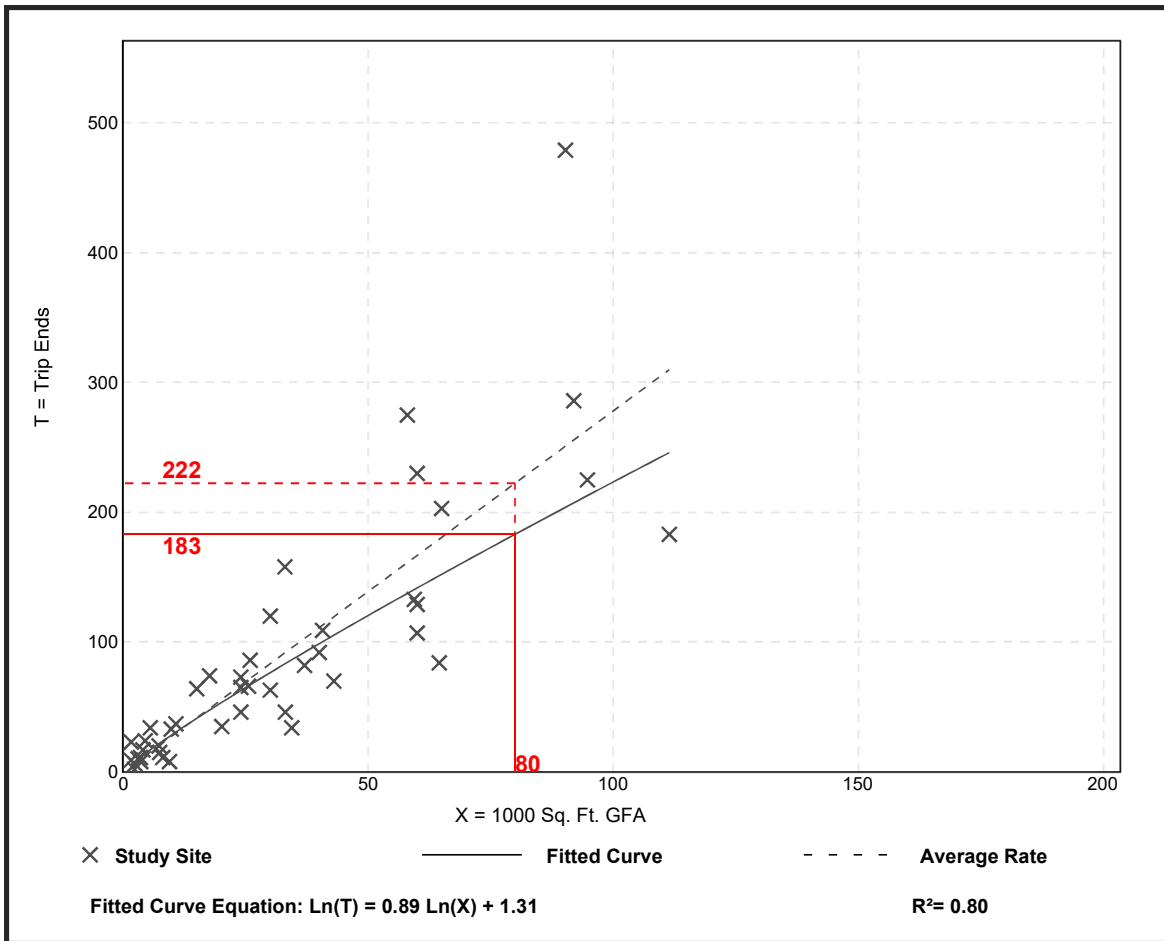
# Medical-Dental Office Building (720)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 7 and 9 a.m.**  
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 44  
 Avg. 1000 Sq. Ft. GFA: 32  
 Directional Distribution: 78% entering, 22% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.78	0.85 - 14.30	1.28

## Data Plot and Equation



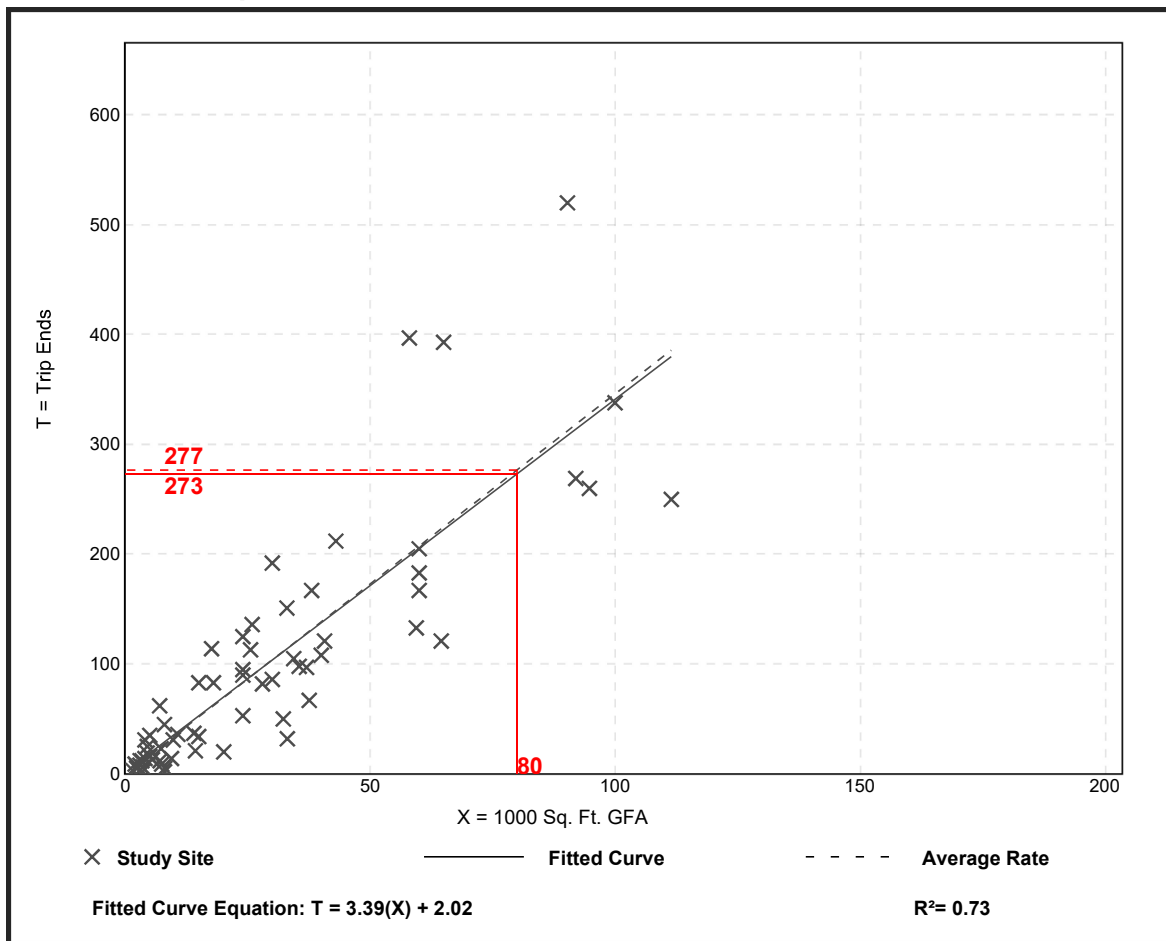
# Medical-Dental Office Building (720)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**  
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 65  
 Avg. 1000 Sq. Ft. GFA: 28  
 Directional Distribution: 28% entering, 72% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.46	0.25 - 8.86	1.58

## Data Plot and Equation



Trip Generation Estimates  
 Trip Generation Manual, 10th Edition

[see this file for detailed information on the trip generation estimates](#)

All estimates based on fitted curve equation results

ITE Code 610: Hospital

Weekday			Based on 373 Beds			AM Peak Hour			PM Peak Hour		
Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total
3,843	3,842	7,685	502	195	697	188	484	672			

Weekday			Based on 2,400 Employees			AM Peak Hour			PM Peak Hour		
Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total
4,258	4,257	8,515	476	176	652	185	500	685			

Weekday			Based on 688,000 SF			AM Peak Hour			PM Peak Hour		
Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total
3,385	3,384	6,769	432	203	635	217	461	678			

ITE Code 720: Medical/Dental Office Building

Weekday			Based on 80,000 SF			AM Peak Hour			PM Peak Hour		
Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total
1,493	1,493	2,986	143	40	183	76	197	273			

Weekday			Total Project Trip Generation			AM Peak Hour			PM Peak Hour		
Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total
5,751	5,750	11,501	619	216	835	261	697	958			

Notes:

The standard deviation for the weekday peak period data by number of beds was approximately 1, much higher than those for results based on employees or SF

Since estimates based on number of employees is more conservative than those based on SF, results based on number of employees was used in analysis

All estimates are based on fitted curve equation results

To be conservative and due to the high drive alone share for the area (83%), these trips will not be adjusted for mode share (transit, carpool, etc).

[Mode share data](#)



**T Consulting**



1396 White Bridge Road  
Chittenango, NY 13037  
Tel: (315) 391-5110 Fax: (315) 687-6267

March 28, 2016

O'Brien & Gere  
101 First Street – 4<sup>th</sup> Floor  
Utica, NY 13501

Attn: Mr. Paul Romano, P.E.

**Re: Trip Generation and Distribution Estimates – Proposed MVHS Hospital Facility  
Oriskany Street, Utica, NY**

Dear Mr. Romano:

I have completed my preliminary review of the proposed MVHS development on Oriskany Street in Utica, NY, and have developed trip generation and distribution estimates for a typical weekday morning and evening peak hour. The following summarizes the work completed and methodology in developing these estimates.

*These estimates have been revised per email comments received from NYSDOT on March 11<sup>th</sup> and 21<sup>st</sup>, 2016*

*Project Understanding*

The proposed MVHS development is located on the south side of Oriskany Street (Route 5S), immediately east of State Street, with the primary facility extending east to Broadway and south to Columbia Street. Oriskany Street is Route 5S to the east of the Route 5/8/12 overpass and Route 5A to the west of the Route 5/8/12 overpass. The full build out of the development is anticipated to include a 930,000 SF hospital with a separate 80,000 SF physician's office building. The project will result in the closure of Lafayette Street between Broadway and State Street, and Cornelia Street between Oriskany Street and Columbia Street, however all other roadways will remain as they are today. Access to the site will be provided via connections to State Street, Broadway Street, and Columbia Street. There is an assumed limited access driveway to Oriskany Street opposite Cornelia Street as east/west left turns are not allowed at this location under existing conditions.

Aerial overlay images showing the location of the development and parking areas as well as primary access routes, provided by Hammes Company, have been attached.

*Trip Generation Estimate*

The proposed MVHS development includes a 930,000 SF hospital and an 80,000 SF separate physician's office building. The hospital is expected to employ a total of 3,645 people between the various shifts, including full and part-time positions. Trips generated by the proposed development were estimated using the ITE Trip Generation, 9<sup>th</sup> Edition, which is the industry accepted standard for estimating traffic generated by new developments. Land Use 610 – Hospital and Land Use 720 – Medical/Dental Office Building were used. The trip generation estimates were prepared based on both the square footage of the hospital as well as the number of anticipated employees for comparison purposes. The following tables summarize the trip generation estimates prepared for the proposed MVHS development in Utica, NY.



Mr. Romano  
 March 28, 2016  
 Page 2 of 4

**Re: Trip Generation and Distribution Estimate – Proposed MVHS Hospital Facility  
 Oriskany Street, Utica, NY**

**Trip Generation Summary – Using Hospital Square Footage**

	<b>Weekday Morning Peak</b>		<b>Weekday Evening Peak</b>	
	<b>Entering</b>	<b>Exiting</b>	<b>Entering</b>	<b>Exiting</b>
Hospital – 930,000 SF	557	327	329	536
Medical Office Building – 80,000 SF	151	40	80	206
<b>Total Trips Generated</b>	<b>708</b>	<b>367</b>	<b>409</b>	<b>742</b>

**Trip Generation Summary – Using Hospital Number of Employees**

	<b>Weekday Morning Peak</b>		<b>Weekday Evening Peak</b>	
	<b>Entering</b>	<b>Exiting</b>	<b>Entering</b>	<b>Exiting</b>
Hospital – 930,000 SF	814	316	307	750
Medical Office Building – 80,000 SF	151	40	80	206
<b>Total Trips Generated</b>	<b>965</b>	<b>356</b>	<b>387</b>	<b>956</b>

The detailed trip generation calculations have been attached.

The more conservative trip generation estimate based on the number of employees was used to further evaluate the potential traffic volume increases on the adjacent streets in order to provide a worst case evaluation of potential impacts.

*Trip Distribution*

Hammes Company provided detailed data on staffing and patient origins by zip code in the region, which has been attached for reference. The data accounts for approximately 90% of the overall origins for staff and patients anticipated to use the new MVHS site on Oriskany Street. This data was adjusted proportionately to represent 100% of the traffic generated by each patients and employees, and then a weighted average was taken to estimate the total percentage of traffic that would be generated by the overall development to/from each zip code in the area.

The primary access routes to/from the development are the North-South Arterial (Routes 5/8/12) to the north and south, Oriskany Street to the east and west, and Genesee Street to the north and south. The following provides a summary of how traffic from each zip code was assumed to access the site via these primary routes:

<b>Zip Code</b>	<b>Location</b>	<b>Origin-Dest. Percentage</b>	<b>Distribution</b>
13501	East Utica	23.4%	30% Genesee NB to State, 25% Genesee NB to Columbia, 15% Route 5/8/12 NB, 10% John NB to Route 5S, 10% 2 <sup>nd</sup> NB to Route 5S, 10% Route 5S WB
13502	West Utica	19.7%	35% Genesee SB, 25% 5/8/12 NB, 20% 5/8/12 SB, 10% Genesee NB to State, 10% Route 5A WB
13413	New Hartford	8.5%	90% Route 5/8/12 NB, 10% Genesee NB to State
13440	Rome	7.7%	40% Route 69 to Route 5A EB, 40% Route 49 to Route 5/8/12 SB, 20% I-90 to Genesee SB
13323	Clinton	5.3%	100% Route 5/8/12 NB



Mr. Romano  
 March 28, 2016  
 Page 3 of 4

**Re: Trip Generation and Distribution Estimate – Proposed MVHS Hospital Facility  
 Oriskany Street, Utica, NY**

13357	Ilion	4.5%	90% Route 5S WB, 10% I-90 to Genesee SB
13492	Whitesboro	4.9%	90% Route 5A EB, 10% Route 840 to Route 5/8/12 NB
13350	Herkimer	3.5%	80% Route 5S WB, 20% I-90 to Genesee SB
13340	Frankfort	3.2%	90% Route 5S WB, 10% Route 5 to Genesee SB
13309	Boonville	1.9%	100% Route 5/8/12 SB
13403	Marcy	2.1%	100% Route 5/8/12 SB
13417	New York Mills	1.8%	50% Route 5/8/12 NB, 50% Route 5A EB
13365	Little Falls	1.7%	50% Route 5S WB, 30% Route 5 to Genesee SB, 20% I-90 to Genesee SB
13407	Mohawk	1.5%	80% Route 5S WB, 20% I-90 to Genesee SB
13456	Sauquoit	1.7%	100% Route 5/8/12 NB
13438	Remsen	1.6%	100% Route 5/8/12 SB
13424	Oriskany	1.3%	100% Route 5A EB
13421	Oneida	1.2%	70% Route 5A EB, 30% I-90 to Genesee SB
13480	Waterville	1.2%	100% Route 5/8/12 NB
13495	Yorkville	1.2%	100 % Route 5A EB
13491	West Winfield	1.0%	60% Route 5/8/12 NB, 40% Route 5S WB
13354	Holland Patent	1.1%	100% Route 5/8/12 SB

The attached “MVHS – Traffic Distribution Forecast – Primary Routes” provides an overall summary of the weighted percentages by zip code and resulting percentages of overall traffic generated expected to use each primary route.

Based on the calculations, 26.2% of the total trips generated are expected to travel to/from the south on Route 5/8/12, 19.1% is expected to travel to/from east on Route 5S (with 2.3% via John Street and 2.3% via 2<sup>nd</sup> Street), 15.9% is expected to travel to/from the south on Genesee Street, 13.7% is expected to travel to/from the west on Route 5A, 13.7% is expected to travel to/from the north on Route 5/8/12, and 11.4% is expected to travel to/from the north on Genesee Street.

Locally, traffic traveling to/from the north via Genesee Street is expected to use Columbia Street to access the site while traffic traveling to/from the south on Genesee Street is expected to be split with approximately 66% using State Street and 34% using Columbia Street to access the site. Traffic entering from the west via Route 5A is expected to be split with approximately 30% using Columbia Street (via the Varick Street ramp, 53% using State Street, 11% using the parking area opposite Cornelia Street and 10% using Broadway to access the site. Traffic exiting to the west via Route 5A is expected to be split with 80% using Broadway and 20% using Columbia Street to leave the site. Traffic entering from the north on Route 5/8/12 is expected to be split with 75% using State Street, 15% using the parking opposite Cornelia Street and 10% using Broadway. Traffic exiting to the north via Route 5/8/12 is expected to be split with 80% using State Street and 20% using Broadway to leave the site. Traffic traveling to/from the south via Route 5/8/12 is expected to be split with 60% using the Court Street interchange via State Street and 40% using the Oriskany Street interchange. The anticipated arrival/departure distribution of traffic for the proposed MVHS development is shown in the attached Figure 1.

The trips generated were distributed through the local intersections based on the arrival/departure distribution and are shown in the attached Figure 2 for the weekday morning peak hour and Figure 3 for the weekday evening peak hour.



Mr. Romano  
March 28, 2016  
Page 4 of 4

**Re: Trip Generation and Distribution Estimate – Proposed MVHS Hospital Facility  
Oriskany Street, Utica, NY**

If you have any questions or need additional information, please call.

Sincerely,

A handwritten signature in black ink, appearing to read 'G. T. Stansbury', is written over a light blue horizontal line.

Gordon T. Stansbury, P.E., P.T.O.E.  
GTS Consulting

Attachments: Trip Generation Estimate  
MVHS – Traffic Distribution Forecast – Primary Routes  
Trip Distribution Figure 1 & Trips Generated – Morning/Evening Peak Hour – Figures 2 & 3  
Hammes Company Parking & Access Figures  
Hammes Company – Patient / Staff Origin Data by Zip Code

# Proposed MVHS, Utica, NY

## Trip Generation Estimate

Proposed Development 930,000 SF Hospital (3,645 Employees)  
80,000 SF Physicians Office Building

### *ITE Trip Generation - 9th Edition*

<u>Land Use 610 - Hospital</u>	
AM Peak Hour	0.95 Trips/1,000 SF      63% Enter
PM Peak Hour	0.93 Trips/1,000 SF      38% Enter
AM Peak Hour	0.31 Trips/Employee      72% Enter
PM Peak Hour	0.29 Trips/Employee      29% Enter
<u>Land Use 720 - Medical / Dental Office Building</u>	
AM Peak Hour	2.39 Trips/1,000 SF      79% Enter
PM Peak Hour	3.57 Trips/1,000 SF      28% Enter

### Trip Generation Summary - Proposed MVHS - Using Square Footage

Development	Size	Morning Peak Hour		Evening Peak Hour			
		Total Trips	Entering	Exiting	Total Trips	Entering	Exiting
Hospital	930,000 SF	884	557	327	865	329	536
Physician Office Bldg.	80,000 SF	191	151	40	286	80	206
<b>Total Trips Generated</b>		<b>1075</b>	<b>708</b>	<b>367</b>	<b>1151</b>	<b>409</b>	<b>742</b>

### Trip Generation Summary - Proposed MVHS - Using Number of Employees

Development	Size	Morning Peak Hour		Evening Peak Hour			
		Total Trips	Entering	Exiting	Total Trips	Entering	Exiting
Hospital	3,645 Employees	1130	814	316	1057	307	750
Physician Office Bldg.	80,000 SF	191	151	40	286	80	206
<b>Total Trips Generated</b>		<b>1321</b>	<b>965</b>	<b>356</b>	<b>1343</b>	<b>387</b>	<b>956</b>

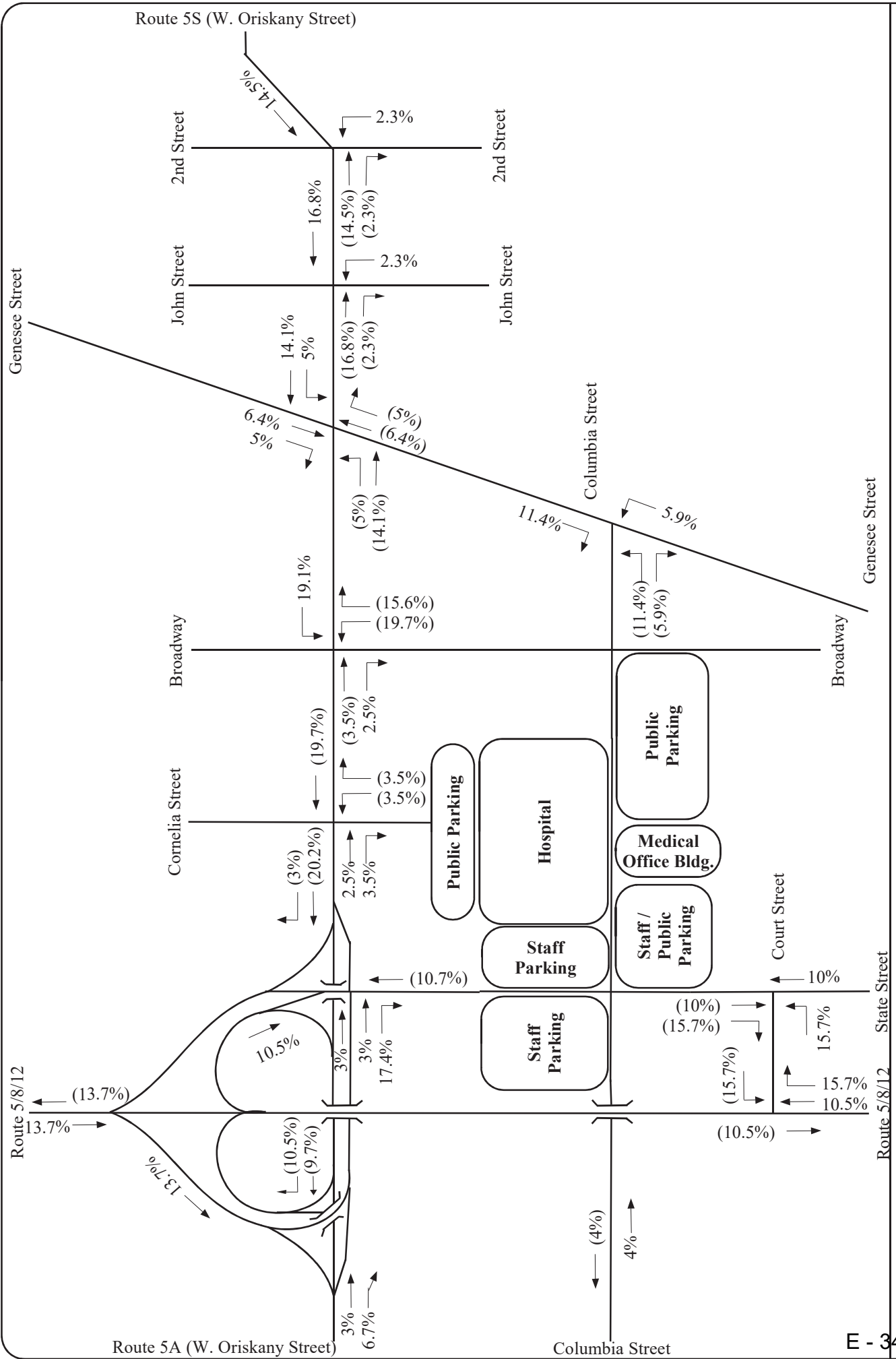


## MVHS - Traffic Distribution Forecast - Primary Routes

Zip Code	City	Patient Origin	Employee Origin	Origin/Destination Percentages			Primary Arrival / Departure Routes										
				Percent Patients	Percent Employee	Percent Total	To/From South 12	To/From North 12	To/From West 5A	To/From East 5S	To/From South State	To/From South Gen	To/From North Gen	To/From South John	To/From South 2nd		
13501	Utica	5374	646	24.2%	18.3%	23.4%	3.5%	3.9%	2.0%	2.3%	7.1%	5.9%					
13502	Utica	4352	706	19.6%	20.0%	19.7%	4.9%	3.9%	2.0%		2.0%						
13413	New Hartford	1852	326	8.4%	9.2%	8.5%	7.6%	3.1%			0.9%						
13440	Rome	1718	250	7.8%	7.1%	7.7%		3.1%									
13323	Clinton	1177	196	5.3%	5.6%	5.3%	5.3%										
13357	Ilion	1026	140	4.6%	4.0%	4.5%											
13492	Whitesboro	997	264	4.5%	7.5%	4.9%	0.5%		4.4%								
13350	Herkimer	842	69	3.8%	2.0%	3.5%											
13340	Frankfort	679	133	3.1%	3.8%	3.2%											
13309	Boonville	436	52	2.0%	1.5%	1.9%		1.9%									
13403	Marcy	420	115	1.9%	3.3%	2.1%		2.1%									
13417	New York Mills	393	82	1.8%	2.3%	1.8%	0.9%		0.9%								
13365	Little Falls	375	49	1.7%	1.4%	1.7%											
13407	Mohawk	340	48	1.5%	1.4%	1.5%											
13456	Saugoit	340	99	1.5%	2.8%	1.7%	1.7%										
13438	Remsen	326	74	1.5%	2.1%	1.6%											
13424	Oriskany	307	38	1.4%	1.1%	1.3%											
13421	Oneida	274	41	1.2%	1.2%	1.2%											
13480	Waterville	252	48	1.1%	1.4%	1.2%	1.2%										
13495	Yorkville	246	51	1.1%	1.4%	1.2%											
13491	West Winfield	227	34	1.0%	1.0%	1.0%	0.6%										
13354	Holland Patent	212	68	1.0%	1.9%	1.1%		1.1%									
<b>Total</b>		<b>22165</b>	<b>3529</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>26.2%</b>	<b>13.7%</b>	<b>13.7%</b>	<b>14.5%</b>	<b>10.0%</b>	<b>5.9%</b>	<b>11.4%</b>	<b>2.3%</b>	<b>2.3%</b>		

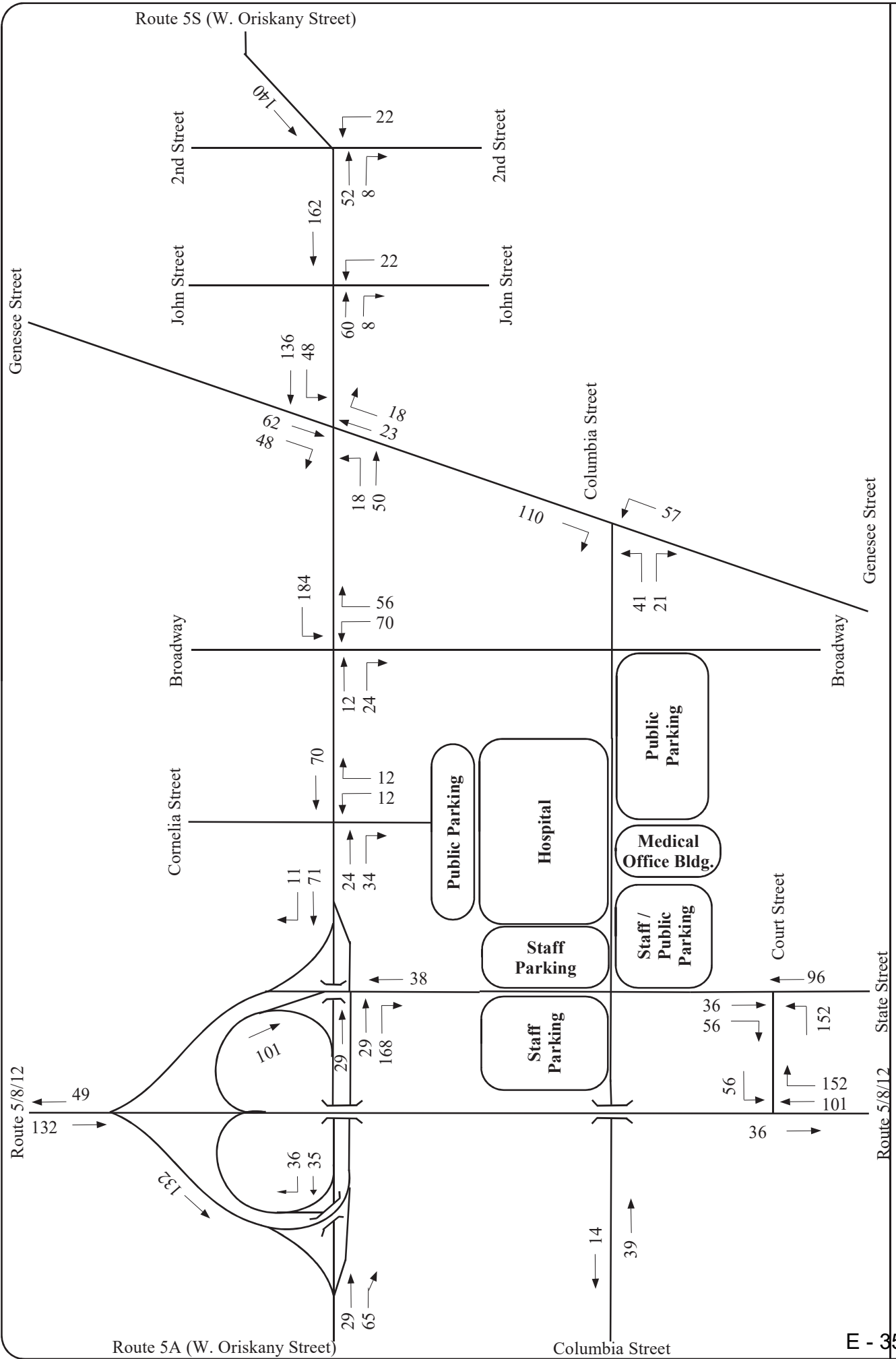
Trip Generation	Morning Peak Hour	Enter	Exit	To/From South 12	To/From North 12	To/From West 5A	To/From East 5S	To/From South State	To/From South Gen	To/From North Gen	To/From South John	To/From South 2nd
		965	357	254	132	132	140	97	57	110	22	22
				94	49	49	52	36	21	41	8	8

Trip Generation	Evening Peak Hour	Enter	Exit	To/From South 12	To/From North 12	To/From West 5A	To/From East 5S	To/From South State	To/From South Gen	To/From North Gen	To/From South John	To/From South 2nd
		387	956	101	53	53	56	39	23	44	9	9
				250	131	131	139	96	56	109	22	22



**Proposed MVHS - Utica, NY**  
 Arrival / Departure Trip Distribution  
 Entering (Exiting) Trip Percentage

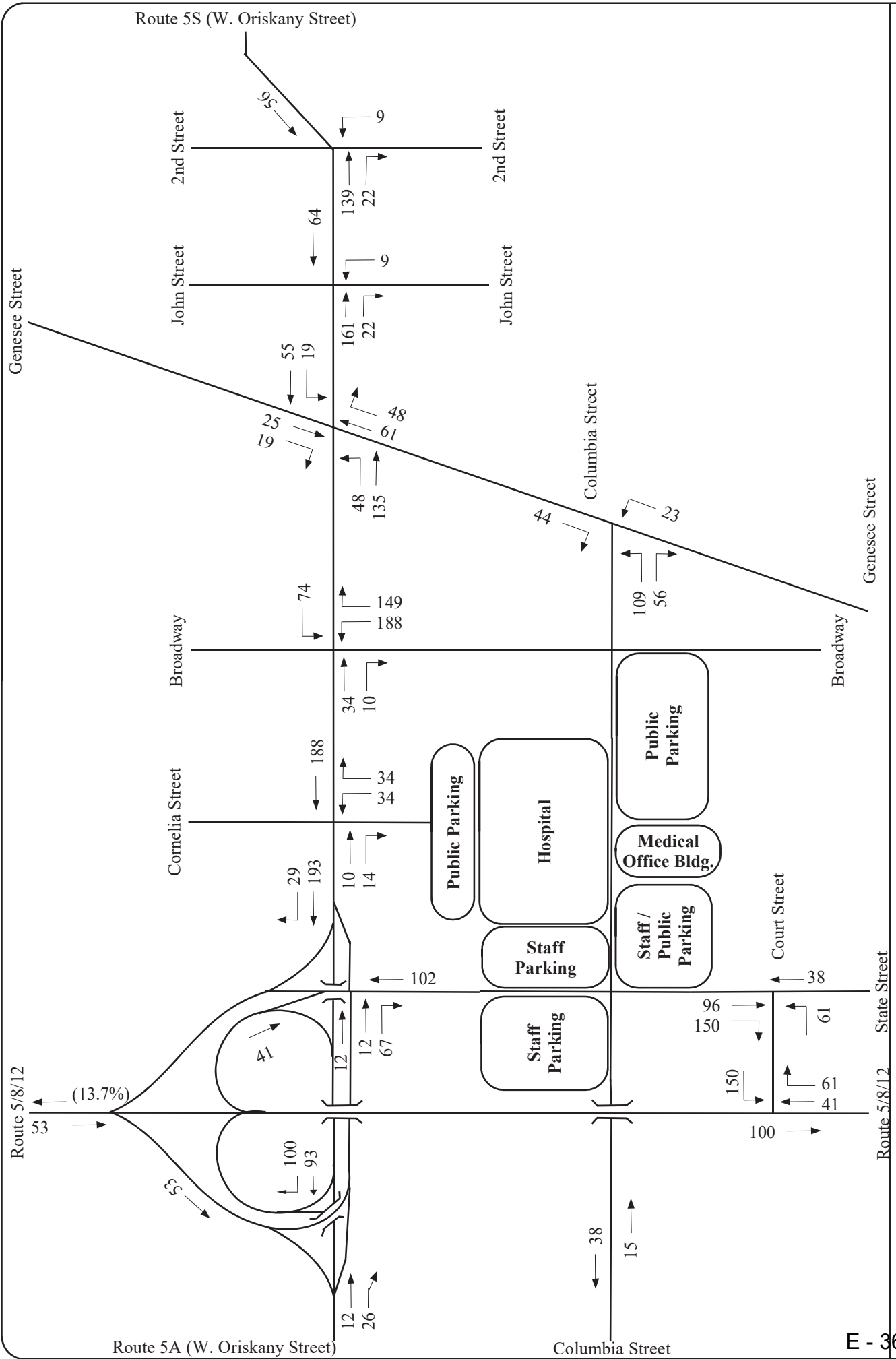
**Figure 1**



**Proposed MVHS - Utica, NY**

Trips Generated  
Morning Peak Hour

**Figure 2**



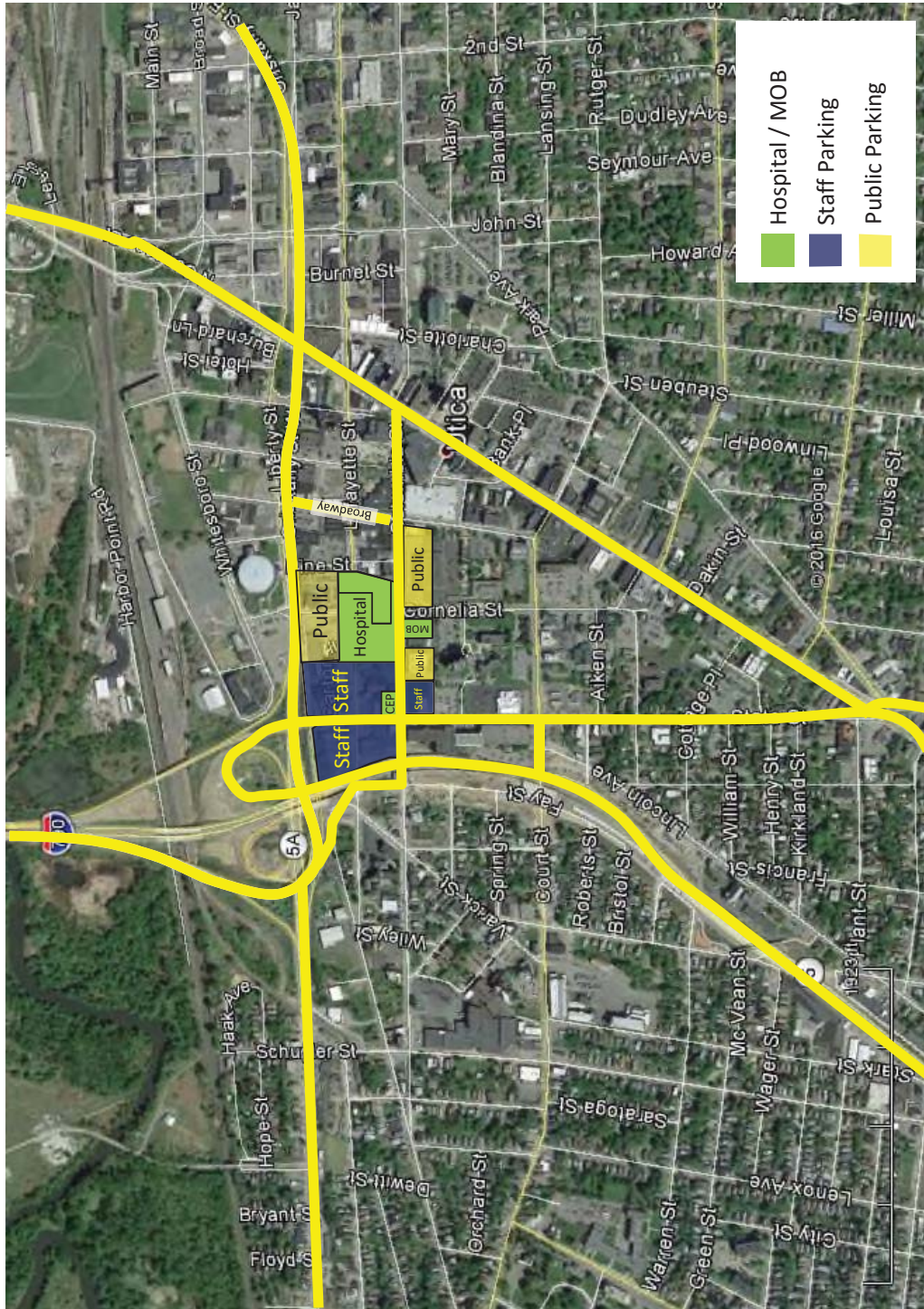
**Proposed MVHS - Utica, NY**

Trips Generated  
Evening Peak Hour



**Figure 3**

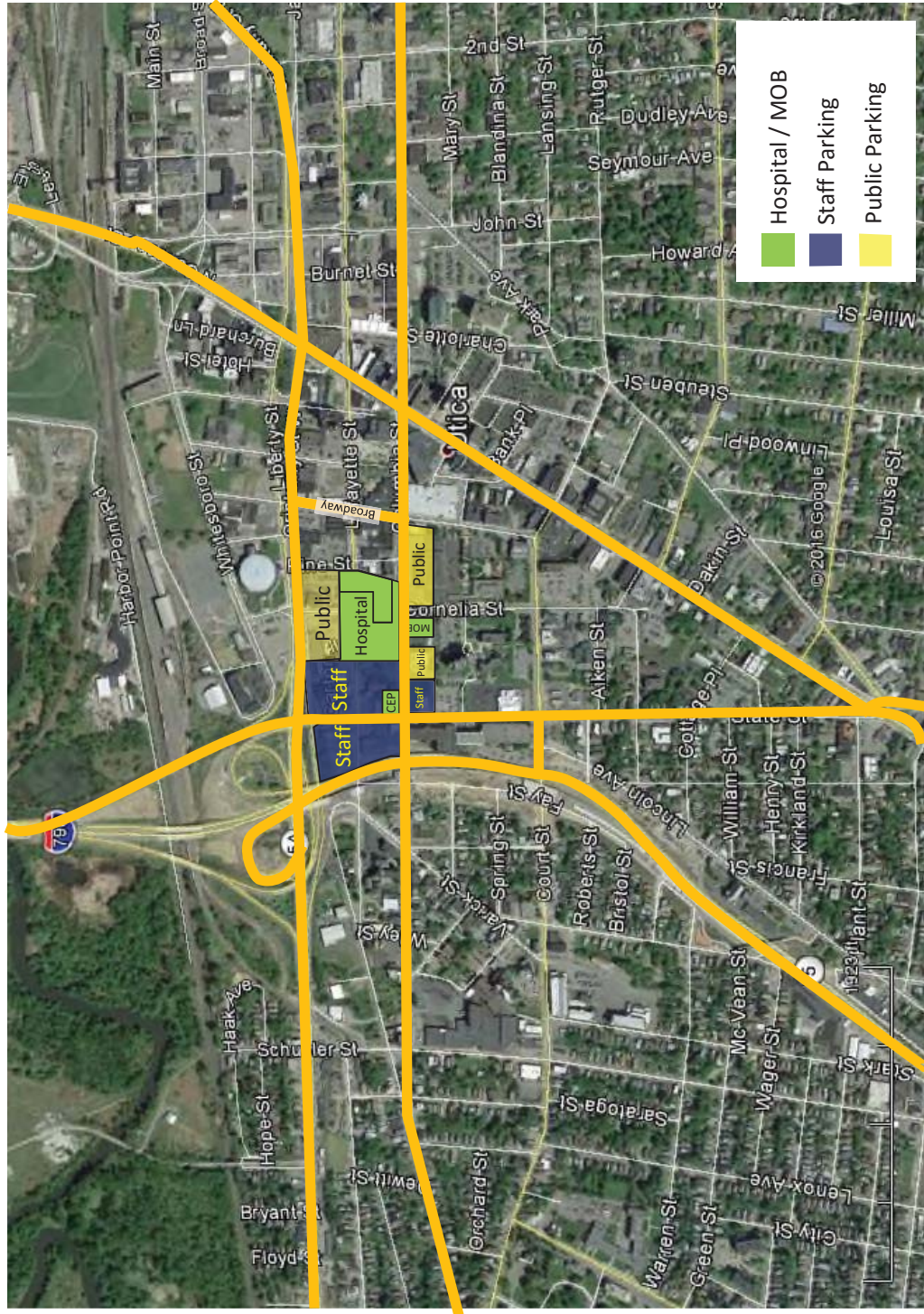
# Public & Staff Parking - Arrival



Hammes Company

The shortest distance between idea and reality.

# Public & Staff Parking - Departure

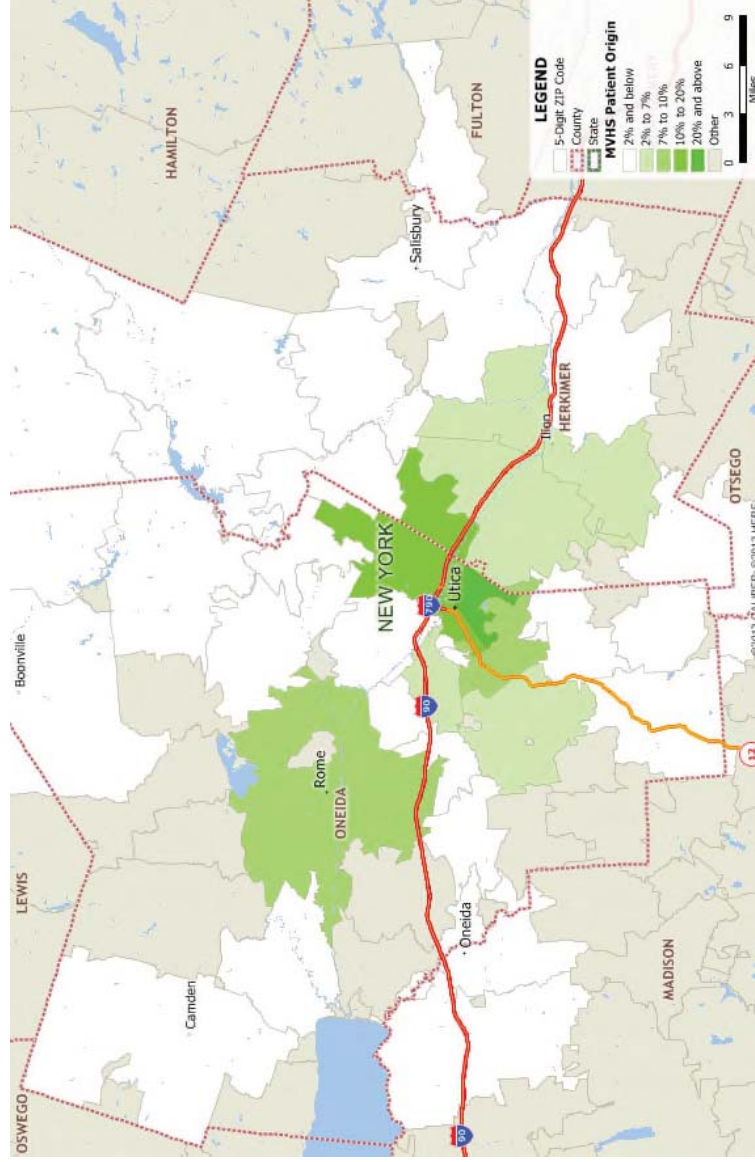


Hammes Company

The shortest distance between idea and reality.

# MVHS Patient Origin

Zip Code	MVHS Disch	Pat Orig
13501	5,374	22.3%
13502	4,352	18.1%
13413	1,852	7.7%
13440	1,718	7.1%
13323	1,177	4.9%
13357	1,026	4.3%
13492	997	4.1%
13350	842	3.5%
13340	679	2.8%
13309	436	1.8%
13403	420	1.7%
13417	393	1.6%
13365	375	1.6%
13407	340	1.4%
13456	340	1.4%
13438	326	1.4%
13424	307	1.3%
13421	274	1.1%
13480	252	1.0%
13495	246	1.0%
13491	227	0.9%
13354	212	0.9%



The shortest distance between idea and reality.™

FSL & SEMC EMPLOYEE CITY				
RANK	ZIP	# EMP	PERCENT	CITY
1	13502	706	16.6%	UTICA (31.8%)
2	13501	646	15.2%	UTICA
3	13413	326	7.7%	NEW HARTFORD
4	13492	264	6.2%	WHITESBORO
5	13440	250	5.9%	ROME
6	13323	196	4.6%	CLINTON
7	13357	140	3.3%	ILION
8	13340	133	3.1%	FRANKFORT
9	13403	115	2.7%	MARCY
10	13456	99	2.3%	SAUQUOIT
11	13417	82	1.9%	NEW YORK MILLS
12	13438	74	1.7%	REMSSEN
13	13350	69	1.6%	HERKIMER
14	13354	68	1.6%	HOLLAND PATENT
15	13309	52	1.2%	BOONVILLE
16	13495	51	1.2%	YORKVILLE
17	13365	49	1.1%	LITTLE FALLS
18	13480	48	1.1%	WATERVILLE
19	13407	48	1.1%	MOHAWK
20	13416	44	1.0%	NEWPORT
21	13421	41	1.0%	ONEIDA
22	13304	40	0.9%	BARNEVELD
23	13424	38	0.9%	ORISKANY
24	13491	34	0.8%	WEST WINFIELD
25	13431	32	0.8%	POLAND

TOP 10 TOTALS (67.6%)