Traffic Impact Study

for

Project Fifi
(Proposed Distribution Facility Project)

Town of Niagara
Niagara County, New York

Project No. 41095

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Prepared For:

LANGAN

300 Kimball Drive, 4th Floor
Parsippany, NJ 07054-2172
Attn: Mike Finan, P.E., LEED AP

Prepared By:

SRF ASSOCIATES
www.srfa.net
Transportation Planning / Engineering / Design

3495 Winton Place
Building E, Suite 110
Rochester, New York 14623

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EXECUTIVE SUMMARY

OVERVIEW

The purpose of this updated report is to identify and evaluate the potential traffic impacts with the Proposed Distribution Facility ("Facility") in the Town of Niagara, Niagara County, New York. The initial report for the Project was submitted to interested and involved agencies, including the New York State Department of Transportation (NYSDOT), on March 15, 2022. In response to various comments received from the public and interested/involved agencies, including NYSDOT, this updated report has been prepared.

Specifically, this updated report now includes traffic data collected on two additional dates (Tuesday April 5, 2022, and Tuesday April 19, 2022), as well as weekend turning movement count data collected at the request of the Niagara Falls Air Reserve Station (ARS). The weekend data was collected at all three gates on Lockport Rd, Walmore Rd, and Tuscarora Rd between midnight Friday April 22nd and midnight Sunday April 24th, 2022, during a drill training weekend. Further, this updated report now includes analysis of five additional intersections (as well as the eleven intersections previously analyzed). The additional intersections include:

1. Lockport Rd/Driveway #2
2. Lockport Rd/Driveway #3
3. Lockport Rd/Tuscarora Rd (North)
4. Lockport Rd/ARS Main Gate Driveway
5. Packard Rd/Woodland Heights Dr

As a result, the Project now includes the following additional mitigation measures (in addition to those previously identified and detailed below):

- Trucks will primarily enter the site using Packard Rd to access driveway #1. Exiting trucks will be directed to exit driveway #1 and travel across Packard Rd to Lockport Rd where they will travel west to Military Rd and then turn left (southbound) onto Military Rd to access the I-190 southbound on-ramp from Packard Rd.

- Driveway #2 will be restricted to right-in/right-out only to minimize impacts to driveways on the opposite side of Lockport Rd. All left turn movements will be prohibited via intersection design and signage and will instead use the signalized Driveway #1 or Driveway #3.

- Left turn warrant investigations indicate that left turn lanes are recommended at Packard Rd at Woodland Heights Dr, on Lockport Rd at both Tuscarora Rd north and south.

- The eastbound right turn movement at Walmore Rd south meets warrants for installation of a right turn lane. Therefore, the applicant will design and construct an eastbound right turn lane on Lockport Rd at Walmore Rd south. Additionally, the

current signal timings can be revised to improve operating conditions at both Walmore Rd intersections.

- Review of traffic volumes and operating conditions at the Lockport Rd/ARS Main Gate driveway intersection indicate that left and right turn lanes are warranted on Lockport Rd under existing conditions. The applicant is working closely with the ARS to implement these improvements.

- The following Project improvements are recommended and, if approved by review agencies, shall be designed and constructed by the project sponsor:
  - Install a ±75 ft long eastbound left turn lane with a +75 ft taper on Lockport Rd at Woodland Heights Dr.
  - Install back-to-back left turn lanes on Lockport Rd at Tuscarora Rd north and south.
  - Install a ±350 ft long eastbound right turn lane on Lockport Rd at Walmore Rd south.
  - Relocate the northbound left turn stop bar on Military Rd at Lockport Rd. If necessary, replace the existing northbound loop detectors.

In order to ensure a comprehensive analysis of potential traffic impacts, a geographically broad study area was selected consisting of the following sixteen (16) intersections including proposed new site driveways. In response to comments from the public and interested/involved agencies, including NYSDOT, analysis for intersections 12-16 below has been included.

1. Packard Rd/I-190 SB On-Ramp
2. Packard Rd/I-190 NB Off-Ramp
3. Packard Rd/Porter Rd/Vacant Store Driveway
4. Packard Rd/Military Rd
5. Packard Rd/Porter Rd
6. Packard Rd/Lockport Rd
7. Lockport Rd/Tuscarora Rd (South)
8. Lockport Rd/Walmore Rd (North)
9. Lockport Road/Walmore Rd (South)
10. Niagara Falls Blvd/Niagara Rd/Walmore Rd
11. Lockport Rd/Military Rd
12. Lockport Rd/Driveway #2
13. Lockport Rd/Driveway #3
14. Lockport Rd/Tuscarora Rd (North)
15. Lockport Rd/ARS Main Gate Driveway
16. Packard Rd/Woodland Heights Dr

Weekday AM (6:00-10:00AM) and PM (4:00-8:00PM) peak hour volumes were collected by SRF Associates (SRF) at the study area intersections listed above. Weekend data was also collected at the request of the Niagara Falls Air Reserve Station (ARS). The weekend data was collected at all three ARS gates on Lockport Rd, Walmore Rd, and Tuscarora Rd between midnight Friday April 22nd and midnight Sunday April 24th 2022 during a drill training weekend.

The peak hours for the potential project traffic are different from the actual intersection peak time periods as a result of the shift times for employees. Based upon the employee arrival and departure times for the defined shifts, the peak hours used for analysis are 6:30-7:30AM and 5:30-6:30PM. Intersection traffic volumes during these time periods are generally similar although slightly lower than traffic volumes during the actual intersection peak hours. In contrast traffic volumes expected to be generated by the Facility are considerably lower during the actual intersection peak hours.

All weekday turning movement count data was collected on a typical weekday when local schools were in session and no adverse weather conditions occurred. It is noted, however, that traffic volumes at the time of data collection may have been impacted by the COVID-19 pandemic. The collected traffic volumes were compared to traffic data obtained by the NYSDOT in various locations in the study area prior to the COVID-19 pandemic and while both the seasonal businesses and the Canadian border were open. Both the NYSDOT study and historic counts in the study area were used to adjust the collected data to reflect 2021 representative traffic conditions with all seasonal businesses and the Canadian border open by increasing the collected traffic volumes.

The Project includes the development of a multistory warehouse with a footprint of approximately ±649,653 square feet to house a new Facility on approximately ±218 acres of industrial property positioned approximately ±1,029 feet from the south side of Lockport Road. The Facility will include ±55 loading docks, ±415 trailer parking stalls, and ±1,755 employee parking stalls. The site is located adjacent to many compatible users, including Niagara Falls International Airport, Broda Machine Company, Electro Mech Systems, Aavid Niagara, Air National Guard Station and US Armed Forces Reserve Center. The site is currently used for farming.

Access to the site will be provided by one new curb cut on Packard Road opposite Lockport Road, two new curb cuts on Lockport Road located to the east of the Packard Road intersection, and one new curb cut on Tuscarora Road which will be gated and only used as an overflow employee and truck exit. Driveway #2 will be restricted to right-in/right-out only movements, as a result of discussions with NYSDOT, to minimize impacts to driveways located on the opposite side of Lockport Rd.

Construction of the Project is anticipated to span a time period of 18 to 24 months. For analysis purposes, a three (3) year time period was assumed from the time of existing conditions (2021) until the Project is fully constructed and in operation (2024). Widely accepted methodology for preparing traffic impact studies requires that any projects in the study area that are currently approved and/or under construction must be considered in the traffic analysis. Projects that are contemplated but not yet approved are not included in a traffic analysis. Local municipality personnel were contacted to discuss any other specific projects that are currently approved or under construction that would generate additional traffic in the study area. The Town identified a Speedway Gas Station, a Royal Car Wash, and self-storage facility. Additionally, a Quicklee's Travel Center located on Porter Rd west of the I-190 was recently approved by the Town of Niagara. The site trips generated by these developments added to the study area intersections.

A review of historical NYSDOT traffic volume data on the study roadways in the vicinity of the site indicates that traffic has slightly decreased between 2010 and 2019. To account for normal increases in background traffic growth, including any unforeseen developments in the Project study area in addition to the projects identified, and considering the projected timeframe for full build-out of the Project, a growth rate of 0.5% was applied to the existing base traffic volumes in the study area for the build-out period during the AM and PM peak hours.

The existing, background and future operating characteristics of the site access intersection and impacts to the adjacent roadway network are identified and improvements are identified which will appropriately mitigate traffic impacts associated with the Facility and minimize capacity or safety concerns.

CONCLUSIONS & RECOMMENDATIONS

This updated Traffic Impact Study identifies and evaluates the potential traffic impacts resulting from full build-out of the Project. Based upon the comprehensive traffic analysis contained in this report, it is our firm's professional opinion that the results indicate the Project can be reasonably accommodated by the existing roadway network with the Project mitigation below. The following sets forth our firm's conclusions and mitigation recommendations based upon the results of the comprehensive traffic analyses that have been conducted, as well as feedback received from NYSDOT, interested/involved agencies, and the public:

1. The proposed distribution Facility is expected to generate approximately 542 (882) new trips during the AM (PM) study peak hours (6:30-7:30 AM and 5:30-6:30 PM) respectively inclusive of both passenger vehicles and trucks.

2. During the time periods of 7:00-8:00 AM and 5:00-6:00 PM (the time periods that encompass the peak hours of the adjacent streets), the site generates significantly lower volumes of traffic on the order of 367(442) vph respectively. Therefore, the combination of the site peak traffic and the intersection traffic volumes during the peak hours of the site represent the most critical time period for evaluation.

3. The majority of truck traffic will travel directly to and from the Interstate 190 expressway. Trucks will primarily enter the site using Packard Rd to access driveway #1. Exiting trucks will be directed to exit driveway #1 and travel across Packard Rd to Lockport Rd where they will travel west to Military Rd and then turn left (southbound) onto Military Rd to access the I-190 southbound on-ramp from Packard Rd.

4. Driveway #2 will be restricted to right-in/right-out only to minimize impacts to driveways on the opposite side of Lockport Rd.

5. Left turn warrant investigations indicate that left turn lanes are recommended at driveways #1 and #3 on Lockport Rd, on Packard Rd at Woodland Heights Dr, on Lockport Rd at both Tuscarora Rd north and south, and on Lockport Rd at the ARS Main Gate driveway.

6. Traffic signal warrants are met at both driveway #1 and driveway #3. Based on the expected delays under full development conditions at the driveways and exiting Lockport Rd, the volume of truck traffic projected at Driveway #1, and the volume of left turn traffic entering Driveway #3, a three-colored traffic signal is recommended for both intersections prior to full build out of the development.

7. The eastbound right turn movement at Walmore Rd south meets warrants for installation of a right turn lane. Therefore, the applicant will design and construct an eastbound right turn lane on Lockport Rd at Walmore Rd south. Additionally, the current signal timings can be revised to improve operating conditions at both Walmore Rd intersections.

8. Review of traffic volumes and operating conditions at the Lockport Rd/ARS Main Gate driveway intersection indicate that left and right turn lanes are warranted on Lockport Rd under existing conditions. The applicant is working closely with the ARS to implement these improvements.

9. The following Project improvements are recommended and, if approved by review agencies, shall be designed and constructed by the Project sponsor:
    - Install a ±350 ft long westbound left turn lane with a ±75 ft taper on Lockport Road at Proposed Driveway #3;
    - Install a ±350 ft long southwestbound right and left turn lane with a ±75 ft taper on Lockport Road at Proposed Driveway #1;
    - Install a ±350 ft long northeastbound right and left turn lane with a ±75 ft taper on Lockport Road at Proposed Driveway #1;
    - Install a ±350 ft long southeastbound left turn lane with a ±75 ft taper on Lockport Road at Proposed Driveway #1.
    - Install a ±75 ft long eastbound left turn lane with a ±75 ft taper on Lockport Rd at Woodland Heights Dr.
    - Install back-to-back left turn lanes on Lockport Rd at Tuscarora Rd north and south.
    - Install a ±350 ft long eastbound right turn lane on Lockport Rd at Walmore Rd south.
    - Relocate the northbound left turn stop bar on Military Rd at Lockport Rd. If necessary, replace the existing northbound loop detectors.

10. Proposed Driveways #1 and #3 should be designed to provide one entering lane and two exiting lanes and shall have new three-color traffic signals installed at each.

11. Driveway #2 will be restricted to right-in/right-out only and all left turn movements will be prohibited via intersection design and signage. Driveway #2 should be designed to provide one entering and one exiting lane and shall be stop controlled at its intersection with Lockport Rd.

12. Based on the field observations, gap study, and projected site generated traffic volumes, it is anticipated that there will be sufficient gaps to accommodate the turns in and out of

the Packard Rd/Woodland Heights Dr intersection under full development conditions during the weekday AM and PM peak hours.

13. The Project sponsor should continue discussions with NFTA to provide transit service on-site.

14. No potential significant adverse traffic impacts are anticipated as a result of the proposed Project with the recommended Project highway improvements/mitigation in place.

I. INTRODUCTION

SRF Associates ("SRF") has prepared this updated Traffic Impact Study ("TIS") to identify and evaluate the potential traffic impacts with the Proposed Distribution Facility in the Town of Niagara, Niagara County, New York. The TIS identifies the operating characteristics of the proposed access point and impacts to the adjacent roadway network and identifies Project modifications and improvements that will appropriately mitigate traffic impacts associated with the Facility and minimize to the maximum extent practical potential capacity and safety concerns.

To define traffic impacts, this TIS establishes existing traffic conditions, projects background traffic flow including area growth, and projects changes in traffic flow due to the Project.

II. LOCATION

The Project is located north of the existing Niagara Falls International Airport and west of the Niagara Falls Air Reserve Station in the Town of Niagara, Niagara County, New York. The site is bounded by Haseley Drive and various commercial properties to the west; Packard Road, Lockport Road, and various commercial properties to the north; Tuscarora Road (south) to the east and the runways for the Niagara Falls International Airport to the south. The site is currently agricultural lands, however, the property is industrially zoned.

In order to ensure a comprehensive analysis of potential traffic impacts, a geographically broad study area was selected consisting of the following sixteen (16) intersections including proposed new site driveways. The additional study intersections (12-16 below) were included to address concerns raised by the public as well as comments provided by interested/involved agencies. The study encompasses intersections that may potentially be impacted by traffic associated with the proposed Facility and/or may require traffic mitigation as a result of the proposed development.

1. Packard Rd/I-190 SB On-Ramp
2. Packard Rd/I-190 NB Off-Ramp
3. Packard Rd/Porter Rd/Vacant Store Driveway
4. Packard Rd/Military Rd
5. Packard Rd/Porter Rd
6. Packard Rd/Lockport Rd
7. Lockport Rd/Tuscarora Rd (South)
8. Lockport Rd/Walmore Rd (North)
9. Lockport Road/Walmore Rd (South)
10. Niagara Falls Blvd/Niagara Rd/Walmore Rd
11. Lockport Rd/Military Rd
12. Lockport Rd/Driveway #2
13. Lockport Rd/Driveway #3
14. Lockport Rd/Tuscarora Rd (North)
15. Lockport Rd/ARS Main Gate Driveway
16. Packard Rd/Woodland Heights Dr

The site location and study area are shown in **Figure 1** – Site Location and Study Area (all figures are included at the end of this report).

III. EXISTING HIGHWAY SYSTEM

A. Vehicular Network Description

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

Functional classification of highways within the study area is determined by the NYSDOT and the Federal Highway Administration (FHWA). Definitions of the functional classifications shown in **Table I** are provided below.

Urban Principal Arterial (Class 14)

An urban principal arterial serves major activity centers, can interconnect and augment higher level arterials, serve trips of moderate length, and serve demand for intra-area travel between the central business district and outlying residential areas. Unlike access-controlled arterials, abutting land uses can be served directly.

Urban Minor Arterial (Class 16)

An urban minor arterial provides service for trips of moderate length, serve geographic areas that are smaller than higher arterial roadways, and offer connectivity to higher arterial systems. These roadways distribute traffic to smaller geographic areas, provide more land access without disrupting neighborhood access, and provide urban connections for rural collectors.

Urban Major Collector (Class 17)

Collectors serve a critical role in the roadway network by gathering traffic from local roads and funneling them to the arterial network. Urban major collector highways serve both land access and traffic circulation in higher density residential, and commercial/industrial areas, they penetrate residential neighborhoods often for significant distances, distribute and channel trips between local Roads and arterials, and the operating characteristics include higher speeds and more signalized intersections.

Local Roadways (Class 19)

Local roadways are not intended for use in long distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting land. Bus routes generally do not traverse Local Roads. They are often designed to discourage through traffic.

TABLE I: EXISTING HIGHWAY SYSTEM

ROADWAY[1]	CLASS[2]	AGENCY[3]	SPEED LIMIT[4]	# OF TRAVEL LANES[5]	TRAVEL PATTERN/ DIRECTION	EST. AADT[6] & SOURCE[7]
Lockport Road (CR-6)	16	NCDPW	45	2	Two-way/ East-West	5,202 NYSDOT (2017)
Walmore Road (North of Lockport Rd)	19	Town	35	2	Two-way/ North-South	3,621 NYSDOT (2019)
Tuscarora Road	19	Town	15	2	Two-way/ North-South	N/A
Packard Road (CR-82)	16	NCDPW	45	2	Two-way/ Northeast-Southwest	13,042 NYSDOT (2019)
Porter Road (NY-182)	14	NYSDOT	40	2	Two-way/ Northwest-Southeast	8,392 NYSDOT (2018)
Military Road (NY-265)	14	NYSDOOT	40	4	Two-way/ Northwest-Southeast	11,115 NYSDOT (2019)
Niagara Falls Blvd (US-62)	14	NYSDOT	50	4	Two-way/ East-West	18,490 NYSDOT (2019)
Niagara Rd (CR-25)	17	NCDPW	35	2	Two-way/ Northeast-Southwest	6,562 NYSDOT (2019)

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

B. Multi-Modal Network Description

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

Pedestrian & Bicycle Facilities

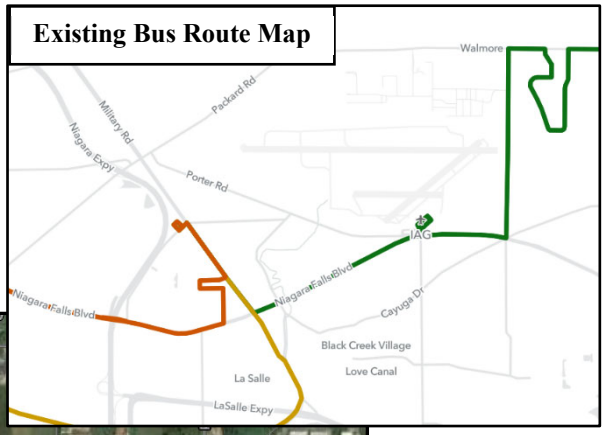
Sidewalks currently exist along both sides of Military Rd. There is a sidewalk along the north side of Packard Rd that extends to the east of the eastern Packard Rd/Porter Rd intersection to Haseley Dr.

Another sidewalk is located along the south side of Niagara Falls Blvd to the east of Walmore Rd. There are no other sidewalks within the study area.
There are no dedicated bicycle facilities; however, bicyclists are permitted to share the road on all roadways within the study area, except for the I-190 ramps.

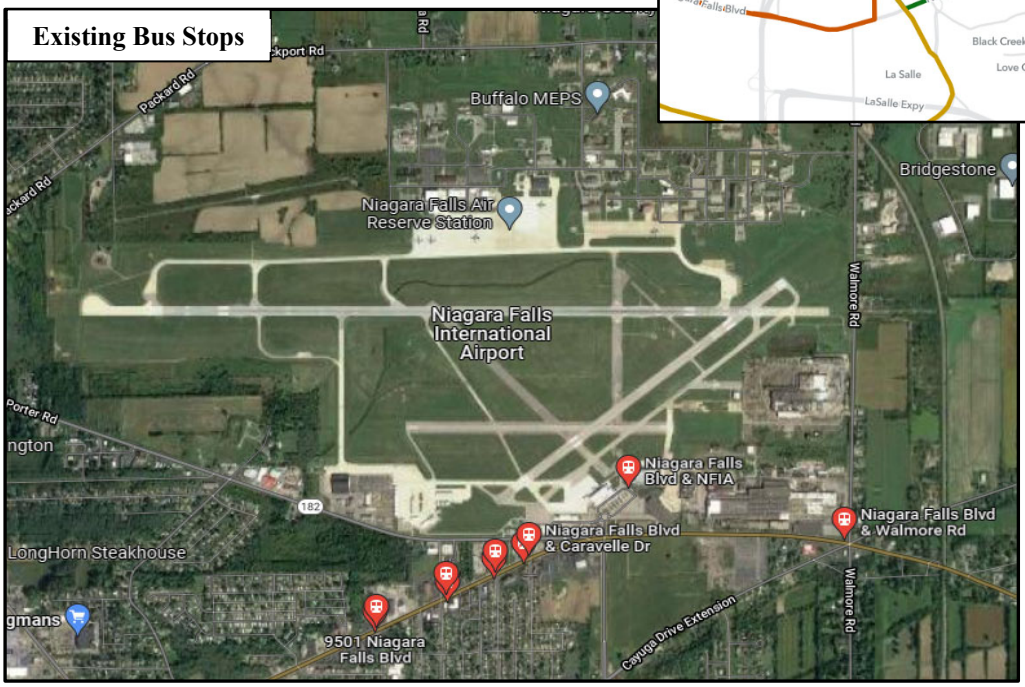
Transit Facilities

The Niagara Frontier Transportation Authority (NFTA) provides transit service along Niagara Falls Blvd and Walmore Rd in the vicinity of the site via Route 59. There are no transit routes immediately adjacent to the site. However, the site will be designed to accommodate an on site transit stop and extension of a transit route is being discussed with NFTA.

Existing Bus Route Map



Existing Bus Stops



IV. EXISTING TRAFFIC CONDITIONS

A. Peak Intervals for Analysis

Given the functional characteristics of the proposed Project, the peak hours selected for analysis are the weekday AM and PM peak hours of the generator due to the proposed shift times for the majority of the employees working at the site (see Section VI.A. of this report for a detailed discussion of employee shift times). The combination of site traffic and adjacent through traffic produces the greatest demand during these time periods.

B. Existing Traffic Volume Data

Weekday AM (6:00-10:00AM) and PM (4:00-8:00PM) peak hour volumes were collected by SRF Associates (SRF) at the study area intersections listed in Section II above. Weekday turning movement count data was collected at the study intersections on Thursday, October 14, 2021, Tuesday, November 23, 2021, Tuesday December 14, 2021, Wednesday January 5, 2022, Tuesday April 5, 2022, and Tuesday April 19, 2022. No historical turning movement count data was available at the study intersections.

Weekend turning movement count data was also collected at the request of the Niagara Falls Air Reserve Station (ARS). The weekend data was collected at all three gates on Lockport Rd, Walmore Rd, and Tuscarora Rd between midnight Friday April 22nd and midnight Sunday April 24th 2022 during a drill training weekend.

The peak hours for Project traffic are different from the actual intersection peak time periods as a result of the shift times for employees (see detailed discussion in Section VI.A. of this report). Based upon the employee arrival and departure times for the defined shifts, the peak hours used for analysis were 6:30-7:30 AM and 5:30-6:30 PM. Intersection traffic volumes during these time periods are generally similar although slightly lower than traffic volumes during the actual intersection peak hours. In contrast, traffic volumes expected to be generated by the Facility are considerably lower during the intersection peak hours (see Section VI.B. of this report). Unadjusted weekday peak hour traffic volumes are depicted in **Figure 3A**.

All weekday turning movement count data was collected on a typical weekday when local schools were in session and no adverse weather conditions occurred. It is noted, however, that traffic volumes at the time of data collection may have been impacted by the COVID-19 pandemic. The NYSDOT released a study in February 2021 that described the effect the COVID-19 pandemic had on traffic in New York State in 2020. The NYSDOT study illustrated the percent difference 2020 weekday ADTs to average weekday ADTs prior to 2020. In addition, some of the data collection dates occurred while nearby seasonal businesses may have been closed and/or the Canadian border was closed. The collected traffic volumes were compared to traffic data obtained by the NYSDOT in various locations in the study area prior to the COVID-19 pandemic and while both the seasonal businesses and the Canadian border were open. Both the NYSDOT study and historic counts in the study area were used to adjust the collected data to reflect 2021 representative traffic conditions with all seasonal businesses and the Canadian border open by increasing the collected traffic volumes. This is consistent with NYSDOT and ITE methodology for adjustments related to collected traffic volumes affected by the COVID-19 pandemic.

The collected traffic volumes were generally found to be equal or greater during the AM peak hour and approximately 10% lower during the PM based upon comparison to the historical data. The collected traffic volume data were increased by the respective percentages to reflect seasonally and covid adjusted current traffic volumes. The representative 2021 weekday peak hour base volumes used for analysis purposes in this study are reflected in **Figure 3B**.

C. Field Observations

The study intersections were observed during both peak intervals to assess current traffic operations. Signal timing information observed in the field were utilized to confirm peak hour phasing plans and

phase durations during each interval. Signal timing information was also obtained from the NYSDOT and Niagara County. This information was used to support and/or calibrate capacity analysis models described in detail later in this report.

D. Existing Crash Investigation

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

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

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

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

TABLE II: EXISTING ACCIDENT INVESTIGATION

INTERSECTION	TOTAL NO. OF ACCIDENTS	ACTUAL CRASH RATE	STATEWIDE AVERAGE CRASH RATE
Packard Road/I-190 SB	5	0.36	0.56
Packard Road/I-190 NB	16	0.99	0.56
Packard Road/Porter Road/Vacant Store Dwy	50	2.00	0.54
Packard Road/Military Road	83	1.90	0.54
Packard Road/Porter Road	7	0.36	0.31
Packard Road/Lockport Road	9	0.69	0.18
Lockport Road/Tuscarora Road	10	0.83	0.18
Lockport Road/Walmore Road (North)	12	0.87	0.31
Lockport Road/Walmore Road (South)	9	0.64	0.31
Niagara Road/Niagara Falls Blvd/Cayuga Drive/Walmore Road	28	1.09	0.23
Military Road/Lockport Road	15	0.75	0.54

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

Packard Road/I-190 NB

As shown in Table II, the study intersection has a crash rate that is 3.19 times higher than the statewide average crash rate for similar intersections. Of the 16 total crashes, notable crash types include rear end (7 crashes) and right angle (5 crashes). Many of the apparent factors contributing to the crashes were failure to yield right of way and following too closely.

- 6 northbound rear end collisions,
- 1 southbound rear end collision,
- 4 northbound right angle collisions, and
- 1 eastbound right angle collision

Based on the noted collisions, there are no discernible crash patterns that require mitigation. The northbound rear end collisions may be the result of the relatively short off-ramp which is approximately 500 ft long. In addition, sight distance to the left is somewhat limited by the existing bridge abutment.

Packard Rd/Porter Road/Vacant Store Driveway

As shown in Table II, the study intersection has a crash rate that is 3.70 times higher than the statewide average crash rate for similar intersections. Of the 50 total crashes, notable crash types include rear end (16 crashes), right angle (9 crashes), overtaking, (9 crashes), and left turn (7 crashes). Many of the apparent factors contributing to the crashes were failure to yield right of way, following too closely, or driver inattention. These crashes are further divided as follows:

Northbound:

- 1 left turn collision,
- 4 rear end collisions
- 1 right angle collision

Southbound:

- 2 left turn collisions
- 3 rear end collisions
- 1 overtaking collision

Eastbound:

- 2 left turn collisions
- 5 rear end collisions
- 5 overtaking collisions
- 5 right angle collisions

Westbound:

- 2 left turn collisions,
- 3 rear end collisions,

- 3 overtaking collisions
- 3 right angle collisions

Unknown Direction:

- 1 rear end collision occurred from an unknown direction

Based on the noted collisions, there are no discernible crash patterns that require mitigation. Rear end crashes are common at signalized intersections.

Packard Rd/Military Rd

As shown in Table II, the study intersection has a crash rate that is 3.52 times higher than the statewide average crash rate for similar intersections. Of the 83 total crashes, notable crash types include rear end (31 crashes), overtaking (14 crashes), and left turn (13 crashes). Many of the apparent factors contributing to the crashes were failure to yield right of way, following too closely, or driver inattention. It is noted that the frequency of rear-end crashes is characteristic of signalized intersections along moderate to heavily traveled corridors.

Northbound:

- 5 left turn collisions,
- 10 rear end collisions
- 4 overtaking collisions

Southbound:

- 2 left turn collisions
- 6 rear end collisions
- 2 overtaking collisions

Eastbound:

- 2 left turn collisions
- 5 rear end collisions
- 5 overtaking collisions

Westbound:

- 4 left turn collisions,
- 8 rear end collisions,
- 3 overtaking collisions

Unknown Direction:

- 2 rear end collisions occurred from an unknown direction

Based on the noted collisions, there are no discernible crash patterns that require mitigation. NYSDOT should consider changing the permitted left turn movements to protected only movements. However, it is noted that protected only movements may decrease the capacity and efficiency of the intersection.

Packard Rd/Porter Road

As shown in Table II, the study intersection has a crash rate that is 1.16 times higher than the statewide average crash rate for similar intersections. Of the 7 total crashes, notable crash types include rear end (3 crashes), and right angle (2 crashes). Many of the apparent factors contributing to the crashes were failure to yield right of way, following too closely, or driver inattention. No discernable crash patterns were identified, and no mitigation is warranted or recommended.

Packard Rd/Lockport Road

As shown in Table II, the study intersection has a crash rate that is 3.83 times higher than the statewide average crash rate for similar intersections. Of the 9 total crashes, notable crash types include rear end (3 crashes), and right angle (3 crashes). Many of the apparent factors contributing to the crashes were failure to yield right of way, following too closely, or driver inattention.

- 2 southbound left turn collisions, and
- 1 eastbound left turn collision

No discernable crash patterns were identified, and no mitigation is warranted or recommended.

Lockport Road/Tuscarora Road

As shown in Table II, the study intersection has a crash rate that is 4.61 times higher than the statewide average crash rate for similar intersections. Of the 10 total crashes, the only notable crash type is rear end (4 crashes). Many of the apparent factors contributing to the crashes were following too closely, or driver inattention. Of the 10 crashes, one was fixed object related and one was a collision with an animal. When discounting these crashes from the total rate, the actual crash rate decreases to 0.66 Acc/MEV.

- 1 southbound rear end collision, and
- 3 eastbound rear end collisions

No discernable crash patterns were identified, and no mitigation is warranted or recommended.

Lockport Road/Walmore Road (North)

As shown in Table II, the study intersection has a crash rate that is 2.81 times higher than the statewide average crash rate for similar intersections. Of the 12 total crashes, the only notable crash type is rear end (3 crashes). Many of the apparent factors contributing to the crashes were following too closely, or driver inattention. Of the 12 crashes, two were fixed object related and one was a collision with an animal. When discounting these crashes from the total rate, the actual crash rate decreases to 0.65 Acc/MEV.

- 2 eastbound rear end collisions, and
- 1 westbound rear end collision

No discernable crash patterns were identified, and no mitigation is warranted or recommended.

Lockport Road/Walmore Road (South)

As shown in Table II, the study intersection has a crash rate that is 2.06 times higher than the statewide average crash rate for similar intersections. Of the 9 total crashes, notable crash types include rear

end (3 crashes), and right angle (3 crashes). Many of the apparent factors contributing to the crashes were failure to yield right of way, following too closely, or driver inattention.

- 1 northbound rear end collision,
- 2 westbound rear end collisions,
- 2 southbound right angle collisions, and
- 1 eastbound right angle collision

No discernable crash patterns were identified, and no mitigation is warranted or recommended.

Niagara Rd/Niagara Falls Blvd/Walmore Rd/Cayuga Drive
As shown in Table II, the study intersection has a crash rate that is 4.74 times higher than the statewide average crash rate for similar intersections. Of the 28 total crashes, the only notable crash type is rear end (15 crashes). Many of the apparent factors contributing to the crashes were following too closely, or driver inattention.

- 5 southbound rear end collisions,
- 1 northeastbound rear end collision,
- 4 northwestbound rear end collisions, and
- 5 southeastbound rear end collisions

No discernable crash patterns were identified, and no mitigation is warranted or recommended.

Military Road/Lockport Road
As shown in Table II, the study intersection has a crash rate that is 2.06 times higher than the statewide average crash rate for similar intersections. Of the 15 total crashes, the only notable crash type is rear end (10 crashes). Many of the apparent factors contributing to the crashes were following too closely, or driver inattention.

- 5 northbound rear end collisions,
- 2 rear end collisions in both the southbound and eastbound directions, and
- 1 westbound rear end collision

No discernable crash patterns were identified, and no mitigation is warranted or recommended.

The crash data identified crash rates that are generally greater than typically statewide average crash rates. However, further review of crash data at the intersections determined that there were no significant clusters of crashes that would require mitigation.

V. FUTURE AREA DEVELOPMENT AND LOCAL GROWTH

Construction of the Project Fifi Distribution Facility Project is anticipated to span a time period of 18 to 24 months. For analysis purposes, a three (3) year time period was assumed from the time of existing conditions (2021) until the Project is fully constructed and in operation (2024). Widely accepted methodology for preparing traffic impact studies requires that any projects in the study area

that are currently approved and/or under construction must be considered in the traffic analysis. Projects that are contemplated but not yet approved are not included in a traffic analysis. Local municipality personnel were contacted to discuss any other specific projects that are currently approved or under construction that would generate additional traffic in the study area. The Town identified a Speedway gas station, a Royal Car Wash, and a self-storage facility. Additionally, a Quicklee's Travel Center located on Porter Rd west of the I-190 was recently approved by the Town of Niagara. The site trips generated by these developments were added to the study area intersections.

A review of historical NYSDOT traffic volume data on the study roadways in the vicinity of the site indicates that traffic has fluctuated slightly between 2010 and 2019. To account for normal increases in background traffic growth, including any unforeseen developments in the Project study area in addition to the projects identified, and considering the projected timeframe for full build-out of the Project, a growth rate of 0.5% was applied to the existing base traffic volumes in the study area for the build-out period during the AM and PM peak hours. The 2024 background traffic volumes are depicted in **Figure 4.**

VI. PROPOSED DEVELOPMENT

A. Description of the Proposed Project Fifi Distribution Facility Project

The application proposes the construction of a single warehouse building on approximately ±216 acres of industrial property positioned approximately ±1,029 feet from the south side of Lockport Road. The proposed Project includes the development of a multistory warehouse with a footprint of approximately ±649,653 square feet to house a new distribution Facility. The Facility will include ±55 loading docks, ±414 trailer parking stalls, and ±1,755 employee parking stalls. The site is located adjacent to many compatible users, including Niagara Falls International Airport, Broda Machine Company, Electro Mech Systems, Aavid Niagara, Air National Guard Station and US Armed Forces Reserve Center. The site is currently used for farming.

Access to the site will be provided by one new curb cut on Packard Road opposite Lockport Road, two new curb cuts on Lockport Road located to the east of the Packard Road intersection, and one new curb cut on Tuscarora Road which will be gated and only used as an overflow employee/truck exit. No vehicles will enter via the Tuscarora Rd driveway. **Figure 5** illustrates the proposed concept plan. The driveways have been numbered one through four from west to east. Driveway #2 will be restricted to right-in/right-out only movements, as a result of discussions with NYSDOT, to minimize impacts to driveways located on the opposite side of Lockport Rd. Exiting trucks will be directed to exit driveway #1 and travel across Packard Rd to Lockport Rd where they will travel west to Military Rd and then turn left (southbound) onto Military Rd to access the I-190 southbound on-ramp from Packard Rd.

A Facility such as the one proposed is expected to operate with the shift times shown in **Table III** below. The shift structure could technically be categorized as four shifts but operationally there are two shifts. For each shift, the start and end times for employees working the receiving side of the operation (inbound employees) and employees working the shipping side of the operation (outbound employees) are staggered by 30 minutes. Operationally there is no difference between the day and night shifts. The gap between the night shift end and the day shift start allows for equipment maintenance/repair and other such work to be performed.

These shift times result in the Facility peak hours of 6:30-7:30 AM and 5:30-6:30 PM for employees entering and exiting the site.

TABLE III: FACILITY SHIFT TIMES

SHIFT	SHIFT START TIME	SHIFT END TIME
Day Shift – Group 1	7:00 AM	5:30 PM
Day Shift – Group 2	7:30 AM	6:00 PM
Night Shift – Group 1	6:00 PM	4:30 AM
Night Shift – Group 2	6:30 PM	5:00 AM

B. Site Traffic Generation

The volume of traffic generated by a site is dependent on the intended land use and size of the development. Trip generation is an estimate of the number of trips generated by a specific building or land use. These trips represent the volume of traffic entering and exiting the development. Trip Generation, 11th Edition is used as a reference for this information. The trip rate for the peak hour of the generator may or may not coincide in time or volume with the trip rate for the peak hour of adjacent street traffic. In this case, volumes generated during the peak hour of the site represent a more critical volume when analyzing the capacity of the system; those intervals will provide the basis of this analysis.

According to the Institute of Transportation Engineers (ITE), the following steps are recommended when determining trip generation for proposed land uses:

i. *Check for the availability of local trip generation rates for comparable uses.*

ii. *If local trip data for similar developments are not available and time and funding permit, conduct trip generation studies at sites with characteristics similar to those of the proposed development.*

Trip generation data for the proposed Project are based information provided by the operator's (Amazon) experience with similar facilities and their operational plan for the proposed Facility, ie. based on the headcounts and truck volumes needed to run this type of Facility. From this data, peak hour passenger car and truck trips were calculated for Full Development Conditions. The hourly distribution of entering and exiting cars (included in the Appendix) is based on 24-hour observations of traffic flow at other facilities. The trip projections are not based on counting multiple sites and then developing trip rates like the ITE published data. The hourly distribution of entering and exiting trucks is based on operational experience.

Not all employees enter and exit the Facility during the peak AM and PM hours. The average number of employees working at the Facility at any given time includes all employees. The shift headcounts

account for all employee groups such as warehouse workers, management, administration, janitorial staff, etc. that will be inside the building. The various employee groups have differing shift times within the depicted day and night shifts. Moreover, employees of these facilities typically have flexible work schedules and can start and end their workdays to achieve the work life balance that best suits their individual needs. As a result, these facilities generate entering and exiting employee traffic throughout the day with a concentration around each shift's start and end times. Employees that are not working the designated shifts will enter and exit the site during off-peak hours (i.e., times other than those shown in Table II) in significantly lower volumes than during the peak study time periods (see Table IV and discussion below).

These types of distribution facilities typically experience carpool and transit ridership that reduces the single-occupant vehicles traveling to and from the site by approximately 19%. However, review of transit and carpool statistics for Niagara and nearby Erie Counties indicates that approximately 8% of people carpool to work and 2% of people use public transportation. In addition, 2% of people walk to work while less than 1% of people use a bicycle to commute to work. For analysis purposes, and to be conservative, it was assumed that 2% of employees will either carpool or use public transportation. Hence, the total peak hour employee trips were reduced by 2% based on direction from NYSDOT.

Table IV summarizes the peak hour trips during the peak hour of the generator (6:30-7:30 AM and 5:30-6:30 PM) based upon the shift times identified in Table III above.

TABLE IV: SITE GENERATED TRIPS[1]

LAND USE	AM PEAK HOUR		PM PEAK HOUR	
	ENTER	EXIT	ENTER	EXIT
Distribution Center Employees	473	21	417	425
Distribution Center Trucks	24	24	20	20
Total Site Generated Trips	**497**	**45**	**437**	**445**

Note:
1. Site trips generated during Facility peak hours

Under Full Development Conditions, the proposed Project is anticipated to generate 473 entering/45 exiting vehicle trips during the AM peak hour of the generator, and 437 entering/445 exiting vehicle trips during the weekday PM peak hour of the generator; these volumes include both passenger vehicles and truck trips as noted in Table IV above.

Table V indicates the volumes of employee traffic that will enter and exit the site during the intersection peak periods that do not fall within the site peak hours. During the time periods of 7:00-8:00 AM and 5:00-6:00 PM, the site generates significantly lower volumes of traffic. Therefore, the combination of the site peak traffic and the intersection traffic volumes during the peak hours of the site represent the most critical time period for evaluation.

TABLE V: SITE GENERATED TRIPS DURING PEAK HOUR OF ADJACENT STREET

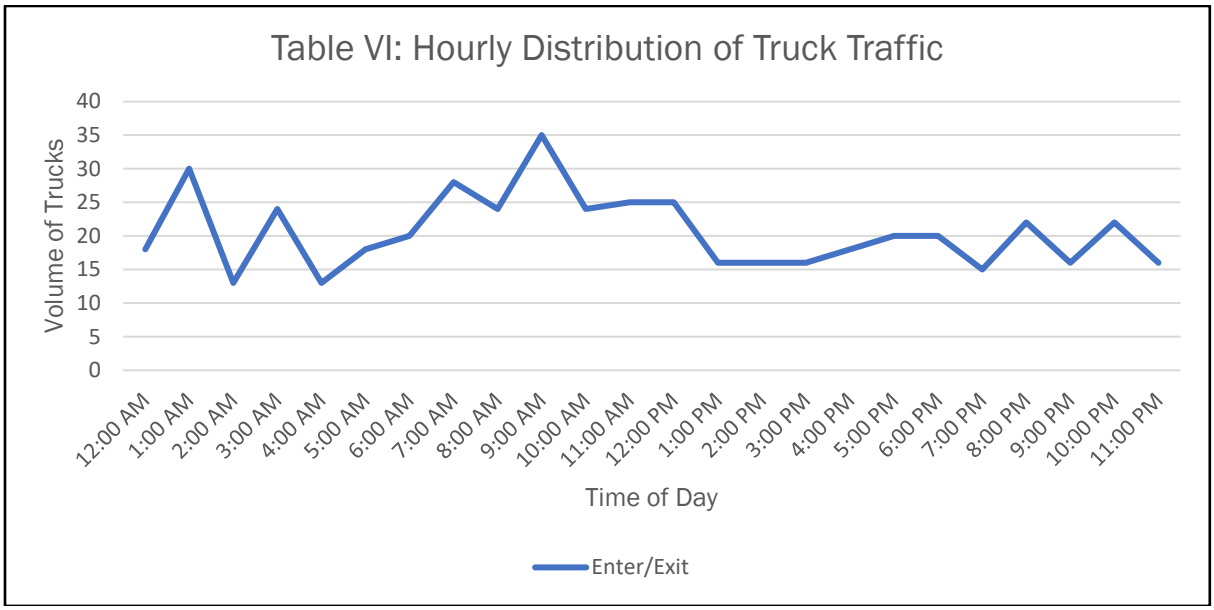
LAND USE	AM PEAK HOUR[1]		PM PEAK HOUR[2]	
	ENTER	EXIT	ENTER	EXIT
Distribution Center Employees	294	17	228	174
Distribution Center Trucks	28	28	20	20
Total Site Generated Trips	**322**	**45**	**248**	**194**

Note:
1. Morning Peak Hour of Adjacent Street: 7:00-8:00 AM
2. Evening Peak Hour of Adjacent Street: 5:00-6:00 PM

Truck Traffic

Truck traffic is deliberately low during commuter peak times and higher at other times of the day/night. **Table VI** below shows the hourly distribution of truck traffic entering and exiting the site.

All trip generation information has been included in the appendix.



C. *Site Traffic Distribution*

The cumulative effect of site traffic on the transportation network is dependent on the origins and destinations of that traffic and the location of the access drives serving the site. The proposed arrival/departure distribution of traffic to be generated at this site is considered a function of several parameters, including the following:

- Existing highway network;
- Proximity and access to local area highways;

- Population centers;
- Location of employee parking on the proposed site plan;
- Existing traffic patterns, traffic conditions, and controls; and
- Location of site access for employees and trucks

Nearby residential areas and demographics were used to determine likely origin and destination areas for the potential employees. In addition, existing traffic patterns were reviewed in detail to determine likely travel routes. The detailed distribution of site trips was based on a combination of population centers, existing traffic patterns, and Google map directions to and from the site. A heat map showing population centers is included in the Appendix.

Based upon comments received related to truck traffic on Packard Rd, alternate truck routes were evaluated. In order to mitigate the potential impacts of truck traffic using Packard Road, the exiting truck route has been diverted to Lockport Road. Exiting trucks will now use Lockport Road to travel northwest to Military Road where they will turn left to head south on Military Road and then make a right turn onto Packard Road to access the I-190.

Figure 6A shows the anticipated truck trip distribution pattern percentages. and **Figure 6B** shows the anticipated employee trip distribution pattern percentages for employees at full build-out of the proposed Facility. These figures have been revised to reflect the noted changes to the truck exiting distribution, restricted movements at driveway #2 and changes to the distribution in response to NYSDOT comments. The majority of truck traffic will travel directly to and from Interstate 190.

Figures 7A, 7B, and 7C show the resulting truck, employee, and total site generated traffic (including cars and trucks) as assigned to the study area intersections for the weekday AM and PM peak hour periods under full build-out conditions.

VII. FULL DEVELOPMENT VOLUMES

The projected design hour traffic volumes were developed for the weekday AM and PM peak hours by combining the future background traffic conditions (Figure 4), and projected site generated volumes for full build-out of the proposed site (Figure 7C) in order to yield the total traffic conditions expected at full development. **Figure 8** illustrates the total weekday AM and PM peak hour volumes anticipated for the Project under full build-out conditions.

VIII. CAPACITY ANALYSIS

A. Description of Capacity Analysis

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

motorists usually occurs at intersections, capacity analysis focuses on intersections, as opposed to highway segments.

Six Levels of Service are defined for analysis purposes. They are assigned letter designations, from "A" to "F", with LOS "A" representing the conditions with little to no delay, and LOS "F" conditions with very long delays. Suggested ranges of service capacity and an explanation of Levels of Service are included in the Appendix.

The standard procedure for capacity analysis of signalized and un-signalized intersections is outlined in the Highway Capacity Manual (HCM 2016) published by the Transportation Research Board. Traffic analysis software, Synchro 11 and SimTraffic, which is based on procedures and methodologies contained in the HCM, was used to analyze operating conditions at study area intersections. The procedure yields a Level of Service based on the HCM as an indicator of how well intersections operate. This study used HCM 2000 methodology for determining operations at the unsignalized intersections in accordance with local NYSDOT Region 5 guidelines.

B. Capacity Analysis Results

Existing 2021 base and 2024 background operating conditions during the peak study periods are evaluated to determine a basis for comparison with the projected future conditions. The projected future traffic volumes generated by the proposed Project were analyzed to assess the operations of the intersections in the study area.

Capacity results for existing 2021 base, 2024 background and 2024 full build conditions are listed in **Table VII**. The discussion following the table summarizes capacity conditions. All capacity analysis calculations are included in the Appendices.

TABLE VII: CAPACITY ANALYSIS RESULTS

INTERSECTION	2021 EXISTING CONDITIONS				2024 BACKGROUND CONDITIONS				2024 FULL BUILD CONDITIONS				2024 FULL BUILD CONDITIONS W/ MITIGATION	
	AM		PM		AM		PM		AM		PM		AM	PM
1. Packard Road/I-190 SB On-Ramp (S)														
EB - Packard Road	A	3.0	A	4.2	A	2.8	A	4.1	A	3.0	A	4.3		
WB - Packard Road	A	7.0	A	7.5	A	8.1	A	7.9	A	7.3	B	10.2		
SE left - I-190 SB On-Ramp	D	37.1	D	37.7	D	37.0	D	37.6	D	37.0	D	37.6		
SE thru - I-190 SB On-Ramp	D	50.7	D	50.4	D	50.9	D	50.4	D	50.9	D	50.4	N/A	N/A
SE right - I-190 SB On-Ramp	A	0.4	A	0.5	A	0.4	A	0.5	A	0.4	A	0.5		
Overall LOS	**B**	**12.9**	**B**	**13.4**	**B**	**12.9**	**B**	**13.2**	**B**	**11.8**	**B**	**13.6**		
Volume-to-Capacity (v/c) Ratio	**0.55**		**0.62**		**0.56**		**0.62**		**0.56**		**0.62**			
2. Packard Road/I-190 NB Off-Ramp (S)														
EB - Packard Road	A	2.6	A	3.1	A	2.9	A	3.5	A	3.3	A	3.5		
WB - Packard Road	B	11.7	B	10.0	B	10.5	A	8.3	B	11.8	B	10.2		
NW left/thru - I-190 NB Off-Ramp	D	47.7	D	50.0	D	48.9	D	49.4	D	44.7	D	48.2	N/A	N/A
NW right - I-190 NB Off-Ramp	B	13.6	B	11.1	B	12.8	B	10.3	B	12.6	B	10.9		
Overall LOS	**B**	**14.2**	**B**	**13.2**	**B**	**14.0**	**B**	**12.6**	**B**	**13.5**	**B**	**12.7**		
Volume-to-Capacity (v/c) Ratio	**0.72**		**0.66**		**0.71**		**0.65**		**0.78**		**0.73**			
3. Packard Road/Porter Road/Vacant Store Dwy (S)														
EB - Packard Road	A	4.0	A	5.2	A	6.5	A	8.6	A	7.2	A	9.7		
WB left - Packard Road	A	0.0	A	0.0	A	6.6	A	7.0	A	7.0	A	7.6		
WB thru - Packard Road	A	2.9	A	2.3	A	6.3	A	5.7	A	6.7	A	7.2		
WB right - Packard Road	A	1.0	A	2.6	A	4.0	A	4.8	A	4.0	A	5.7		
NB left - Former Kmart	A	0.0	A	0.0	D	45.0	D	45.0	D	45.0	D	45.0		
NB thru/right - Former Kmart	A	0.0	A	0.0	C	28.4	C	28.2	C	28.4	C	28.2	N/A	N/A
SB left - Porter Road	D	42.9	D	47.8	D	44.5	D	47.1	D	45.5	D	47.1		
SB thru/right - Porter Road	A	7.3	C	22.1	D	37.8	D	47.7	D	40.5	D	47.8		
Overall LOS	**A**	**6.2**	**A**	**9.6**	**B**	**11.9**	**B**	**14.9**	**B**	**12.3**	**B**	**15.1**		
Volume-to-Capacity (v/c) Ratio	**0.36**		**0.65**		**0.45**		**0.68**		**0.50**		**0.69**			
4. Military Road/Packard Road (S)														
EB left - Packard Road	C	21.4	C	23.4	C	22.8	C	21.3	C	24.5	C	30.3		
EB thru - Packard Road	C	30.4	C	31.2	C	31.8	C	26.3	D	40.7	C	32.3		
EB right - Packard Road	A	1.0	A	8.3	A	5.0	A	8.8	A	5.7	B	10.0		
WB left - Packard Road	B	15.0	B	17.2	B	14.9	C	20.4	B	19.0	D	38.5		
WB thru/right - Packard Road	C	23.1	C	21.7	C	24.1	C	23.7	C	24.7	D	36.3		
SE left - Military Road	B	18.1	C	24.1	B	19.1	C	25.9	B	19.2	C	26.6	N/A	N/A
SE thru/right - Military Road	B	14.8	D	41.7	B	13.1	D	42.5	B	12.2	D	43.4		
NW left - Military Road	D	45.4	D	50.1	D	45.7	D	51.1	D	45.7	D	51.1		
NW thru/right - Military Road	C	23.9	D	36.8	C	26.5	D	39.1	C	23.9	D	39.6		
Overall LOS	**C**	**22.5**	**C**	**31.2**	**C**	**23.4**	**C**	**31.8**	**C**	**26.6**	**D**	**36.1**		
Volume-to-Capacity (v/c) Ratio	**0.46**		**0.76**		**0.59**		**0.79**		**0.71**		**0.84**			
5. Packard Road/Porter Road (S)														
EB thru - Packard Road	A	1.9	A	2.5	A	1.3	A	3.3	A	3.7	A	5.8		
EB right - Packard Road	A	0.2	A	0.4	A	0.2	A	0.5	A	0.2	A	0.4		
WB - Packard Road	A	2.9	A	4.2	A	3.8	A	5.2	A	3.9	A	5.7		
NB - Porter Road	D	44.5	D	44.8	D	44.2	D	44.0	D	43.6	D	43.8	N/A	N/A
Overall LOS	**A**	**8.5**	**B**	**12.5**	**B**	**11.4**	**B**	**14.4**	**B**	**10.8**	**B**	**13.2**		
Volume-to-Capacity (v/c) Ratio	**0.45**		**0.62**		**0.58**		**0.68**		**0.58**		**0.68**			

TABLE VII: CAPACITY ANALYSIS RESULTS

INTERSECTION	2021 EXISTING CONDITIONS AM		2021 EXISTING CONDITIONS PM		2024 BACKGROUND CONDITIONS AM		2024 BACKGROUND CONDITIONS PM		2024 FULL BUILD CONDITIONS AM		2024 FULL BUILD CONDITIONS PM		2024 FULL BUILD CONDITIONS W/ MITIGATION AM		2024 FULL BUILD CONDITIONS W/ MITIGATION PM	
6. Packard Road/Lockport Road/Proposed Driveway #1 (U)																
SEB - Lockport Road	C	15.5	C	19.2	C	16.6	C	21.0	E	43.8	F	149.7				
NWB left - Proposed Driveway #1	N/A		N/A		N/A		N/A		C	20.1	F	122.3				
NWB right - Proposed Driveway #1									C	19.7	D	31.4	N/A		N/A	
NEB - Packard Road	A	0.0	A	0.1	A	0.0	A	0.1	A	0.0	A	0.1				
SWB - Lockport Road	N/A		N/A		N/A		N/A		A	0.5	A	0.5				
6. Packard Road/Lockport Road/Proposed Driveway #1 (S)																
SEB left - Lockport Road													B	10.6	B	13.1
SEB thru/right - Lockport Road													A	9.8	B	10.8
NWB left - Packard Road													A	10.0	B	14.0
NWB thru/right - Packard Road													A	10.0	B	11.2
NEB left - Proposed Driveway #1													A	0.0	A	6.0
NEB thru - Proposed Driveway #1	N/A		N/A		N/A		N/A		N/A		N/A		A	7.1	A	9.4
NEB right - Proposed Driveway #1													A	1.9	A	2.2
SWB left - Lockport Road													A	5.9	A	6.3
SWB thru - Lockport Road													A	6.6	A	9.4
SWB right - Lockport Road													A	2.3	A	2.3
Overall LOS													**A**	**6.3**	**A**	**8.9**
Volume-to-Capacity (v/c) Ratio													**0.36**		**0.5**	
7. Lockport Road/Tuscarora Road (South) (U)																
WB - Lockport Road	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0				
NB - Tuscarora Road	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	N/A		N/A	
8. Lockport Road/Walmore Road (North) (S)																
EB left - Lockport Road	A	4.0	A	4.1	A	4.1	A	4.1	A	4.6	A	4.7	A	3.1	A	3.7
EB thru - Lockport Road	A	4.6	A	5.2	A	4.7	A	5.4	A	4.8	A	8.0	A	2.9	A	4.8
WB thru - Lockport Road	A	6.5	A	5.1	A	7.0	A	5.4	A	9.6	A	8.1	A	2.7	A	2.2
WB right - Lockport Road	A	3.1	A	1.8	A	3.2	A	1.8	A	2.7	A	1.5	A	0.2	A	0.1
SB left - Walmore Road	B	15.6	B	13.0	B	15.7	B	13.1	B	15.7	B	13.1	C	32.4	C	32.6
SB right - Walmore Road	A	7.5	A	5.7	A	7.4	A	5.7	A	7.4	A	5.7	B	12.7	B	11.4
Overall LOS	**A**	**6.0**	**A**	**5.5**	**A**	**6.3**	**A**	**5.7**	**A**	**7.9**	**A**	**7.7**	**A**	**4.1**	**A**	**5.4**
Volume-to-Capacity (v/c) Ratio	**0.37**		**0.31**		**0.40**		**0.34**		**0.64**		**0.59**		**0.46**		**0.41**	
9. Lockport Road/Walmore Road (South) (S)																
EB - Lockport Road	A	4.1	A	6.8	A	4.8	A	7.3	A	6.1	B	11.9	N/A		N/A	
EB thru - Lockport Road	N/A		N/A		N/A		N/A		N/A		N/A		A	9.5	A	9.1
EB left - Lockport Road													A	2.2	A	0.3
WB left - Lockport Road	A	7.4	A	4.9	A	7.5	A	5.0	A	8.9	A	7.9	B	11.4	B	10.6
WB thru - Lockport Road	A	8.1	A	4.5	A	8.4	A	4.6	B	11.2	A	5.8	B	13.2	B	10.5
NB left - Walmore Road	B	15.9	C	28.0	B	15.8	C	28.1	C	23.4	D	51.7	C	30.4	C	27.9
NB right - Walmore Road	A	4.1	A	7.4	A	4.0	A	7.4	A	3.6	A	6.8	A	4.1	A	4.5
Overall LOS	**A**	**8.4**	**A**	**9.5**	**A**	**8.6**	**A**	**9.6**	**B**	**13.5**	**C**	**23.8**	**B**	**16.8**	**B**	**11.5**
Volume-to-Capacity (v/c) Ratio	**0.50**		**0.51**		**0.50**		**0.52**		**0.77**		**0.99**		**0.78**		**0.68**	
10. Niagara Road/Niagara Falls Blvd/Walmore Road/Cayuga Drive (S)																
EB left - Niagara Falls Blvd	E	69.6	F	147.9	E	70.3	F	151.8	E	74.1	F	207.3				
EB thru/right - Niagara Falls Blvd	B	19.3	C	23.8	B	19.4	C	24.1	C	20.7	C	30.0				
WB left - Niagara Falls Blvd	E	55.1	E	64.2	E	55.2	E	64.6	E	56.7	E	74.3				
WB thru/right - Niagara Falls Blvd	C	23.7	C	26.1	C	23.9	C	26.4	C	28.6	D	36.4				
NB - Walmore Road	E	56.9	D	46.6	E	56.9	D	46.6	E	55.4	D	43.7				
SB left/thru - Walmore Road	E	65.6	E	65.4	E	66.1	E	65.7	E	69.1	F	119.5	N/A		N/A	
SB right - Walmore Road	E	58.7	E	63.5	E	58.8	E	63.6	E	57.6	D	50.6				
NEB - Cayuga Drive	E	66.4	E	66.6	E	66.9	E	66.6	E	71.7	F	82.7				
SWB left/thru - Niagara Road	D	39.6	D	41.9	D	39.6	D	41.9	D	39.5	D	45.2				
SWB right - Niagara Road	D	40.0	D	44.9	D	40.0	D	45.0	D	39.6	D	48.3				
Overall LOS	**D**	**40.3**	**D**	**48.6**	**D**	**40.5**	**D**	**49.0**	**D**	**42.1**	**E**	**65.0**				
Volume-to-Capacity (v/c) Ratio	**0.81**		**1.11**		**0.82**		**1.12**		**0.86**		**1.27**					

TABLE VII: CAPACITY ANALYSIS RESULTS

INTERSECTION	2021 EXISTING CONDITIONS AM		2021 EXISTING CONDITIONS PM		2024 BACKGROUND CONDITIONS AM		2024 BACKGROUND CONDITIONS PM		2024 FULL BUILD CONDITIONS AM		2024 FULL BUILD CONDITIONS PM		2024 FULL BUILD CONDITIONS W/ MITIGATION AM		2024 FULL BUILD CONDITIONS W/ MITIGATION PM	
11. Military Road/Lockport Road (S)																
EB left - Lockport Road	B	10.1	B	15.9	B	11.2	B	16.2	B	11.3	B	16.2				
EB thru/right - Lockport Road	A	7.0	A	8.7	A	7.2	A	8.6	A	9.8	B	11.5				
WB left - Lockport Road	B	10.8	B	16.3	B	12.0	B	16.7	B	13.1	B	17.7				
WB thru/right - Lockport Road	A	7.2	A	10.0	A	7.7	B	10.1	A	7.9	B	11.7				
SEB left - Military Road	A	7.0	A	7.6	A	8.5	A	7.6	A	8.8	A	8.5	N/A		N/A	
SEB thru/right - Military Road	A	6.2	A	7.4	A	7.7	A	7.4	A	7.8	A	8.4				
NWB left - Military Road	A	7.4	A	9.1	A	9.0	A	9.2	A	9.1	B	10.1				
NWB thru/right - Military Road	A	5.8	A	7.8	A	7.0	A	7.8	A	7.1	A	9.1				
Overall LOS	**A**	**6.8**	**A**	**8.3**	**A**	**7.9**	**A**	**8.4**	**A**	**8.6**	**A**	**9.9**				
Volume-to-Capacity (v/c) Ratio	**0.16**		**0.32**		**0.15**		**0.32**		**0.24**		**0.40**					
12. Lockport Road/Proposed Driveway #2 (U)																
NB right - Proposed Driveway #2									B	11.1	B	12.7	B	11.1	B	12.6
13. Lockport Road/Proposed Driveway #3 (U)																
WB - Lockport Road									A	5.3	A	5.3				
NB left - Proposed Driveway #2	N/A		N/A		N/A		N/A		E	36.4	F	95.4	N/A		N/A	
NB right - Proposed Driveway #2									B	10.9	C	15.7				
13. Lockport Road/Proposed Driveway #3 (S)																
EB - Lockport Road													A	2.0	A	7.3
WB left - Lockport Road													A	3.0	B	10.9
WB thru - Lockport Road													A	1.9	A	6.4
NB left - Proposed Driveway #3	N/A		N/A		N/A		N/A		N/A		N/A		B	10.7	B	16.5
NB right - Proposed Driveway #3													A	8.1	A	6.2
Overall LOS													**A**	**2.3**	**A**	**7.8**
Volume-to-Capacity (v/c) Ratio													**0.30**		**0.52**	
14. Lockport Road/Tuscarora Road (North) (U)																
EB - Lockport Road	A	2.1	A	3.6	A	2.1	A	3.6	A	2.4	A	4.0	N/A		N/A	
EB Left - Lockport Road	N/A		N/A		N/A		N/A		N/A		N/A		A	9.1	A	9.7
SB - Tuscarora Road	B	13.8	C	15.5	B	14.7	C	16.7	C	22.2	E	35.0	C	15.8	C	19.2
15. Lockport Road/Air Base Driveway (U)																
WB - Lockport Road	A	5.6	A	0.2	A	5.7	A	0.2	A	5.4	A	0.1	N/A		N/A	
WB Left - Lockport Road	N/A		N/A		N/A		N/A		N/A		N/A		A	9.6	A	9.0
NB Left - Air Base Driveway	D	30.7	C	16.2	D	33.9	C	17.2	F	51.4	D	34.8	C	22.2	C	15.6
NB Right - Air Base Driveway	B	10.6	B	10.7	B	10.8	B	11.0	B	10.9	B	13.6	B	10.2	B	13.5
16. Packard Road/Woodland Heights (U)																
EB - Packard Road	A	0.2	A	0.9	A	0.2	A	0.9	A	0.2	A	0.8	N/A		N/A	
EB Left - Packard Road	N/A		N/A		N/A		N/A		N/A		N/A		A	8.0	A	8.5
SB - Woodland Heights	B	11.0	B	10.9	B	11.3	B	11.1	B	12.2	B	13.7	B	11.0	B	12.1

Notes:

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

The peak hour capacity analysis results indicate that in general, the approaches at the study intersections will operate similarly to projected 2024 Background Conditions. Intersection numbers 1, 2, 3, 5, and 7experience either very small or no changes in levels of service between background and full development conditions and operate at acceptable LOS "D" or better on all approaches therefore detailed discussion is not provided. The remaining intersections are discussed in detail below.

Intersection #4: Military Road/Packard Road
All approaches are projected to operate at LOS "D" or better during both peak hours under all conditions. Three movements experience changes in LOS from LOS "C" to "D". These LOS changes can be improved with minor signal timing changes. These signal timing changes may be implemented automatically by the existing controller since the signal is fully actuated. No mitigation is warranted or recommended as a result of the Project.

Intersection #6: Packard Road/Lockport Road/Proposed Driveway #1
The southeastbound approach LOS decreases from a LOS "C" to "D" and "F" during the AM and PM peak hours, respectively. Also, the northwestbound approach at the proposed driveway operates at a LOS "F". A signal warrant investigation was performed at this location, and it was determined that a signal is warranted. As a result of a signal being installed at this location the significant delays at this intersection can be mitigated. The southeast approach along Lockport Road should be widened to provide a left turn lane. Also, the northeast and southwest approaches along both Packard and Lockport Roads should be widened to provide separate left and right turn lanes. As a result of these mitigating measures, the signalized intersection will operate at a LOS "B" or better for all approaches. Further discussion about the signal warrants can be found in Section X.

Intersections #8 & #9: Lockport Road/Walmore Road (North & South)
Both of the Walmore intersections generally operate at LOS "B" or better. The eastbound right turn movement at Walmore Rd south meets warrants for installation of a right turn lane. Therefore, the applicant will design and construct an eastbound right turn lane on Lockport Rd at Walmore Rd south. Additionally, the current signal timings can be revised to improve operating conditions at both Walmore Rd intersections. The mitigated analysis includes both the eastbound right turn lane and signal timing and coordination changes.

Intersection #10: Niagara Road/Niagara Falls Blvd/Walmore Road/Cayuga Drive
Several of the approaches/movements currently operate at LOS "E" and "F" during the peak hours. The eastbound thru/right turn movement changes from LOS "B" to "C" during the AM peak hour between existing and background conditions. The eastbound approach has a volume to capacity (v/c) ratio that is greater than 1 which indicates that the movement exceeds the capacity and the analysis results may not be representative of actual operating conditions. When this happens, queue analysis is performed using SimTraffic to evaluate increases in queuing. The table below outlines the results of the queue analysis.

Vehicle queues are expected to increase during the PM peak hour by 2-3 vehicles or less on each approach.

No mitigation is warranted or recommended as a result of the Project.

PM Peak Hour 95th Percentile Queues

INTERSECTION	2021 EXISTING CONDITIONS	2024 BACKGROUND CONDITIONS	2024 FULL BUILD CONDITIONS
10. Niagara Road/Niagara Falls Blvd/Walmore Road/Cayuga Drive (S)			
EB left - Niagara Falls Blvd	207	215	236
EB thru/right - Niagara Falls Blvd	256/216	266/187	309/173
WB left - Niagara Falls Blvd	68	86	149
WB thru/right - Niagara Falls Blvd	196/203	202/195	273/272
NB - Walmore Road	53	92	61
SB left/thru - Walmore Road	126	107	266
SB right - Walmore Road	121	133	161
NEB - Cayuga Drive	184	180	233
SWB left/thru - Niagara Road	66	76	67
SWB right - Niagara Road	86	96	100

Intersection #11: Military Road/Lockport Road
The eastbound thru/right and northwestbound left turn movements are projected to change from LOS "A" to "B" during the PM peak hour between background and full build conditions. Delays increase 2.9 seconds per vehicle or less. The proposed exiting truck route will use this intersection to turn left from Lockport Rd onto Military Rd to travel south to Packard Rd and the I-190 SB on-ramp. Review of the intersection geometry indicates that trucks turning left will cross over the northbound left turn lane. Therefore, it is recommended that the northbound stop bar on Military Rd be moved approximately 20 ft south to accommodate the truck turns. This may also require relocating any existing loop detectors.

Intersection #12: Lockport Road/Driveway #2
Based upon comments/concerns from NYSDOT, proposed Driveway #2 will be restricted to right-in/right-out only to minimize conflicts with existing driveways on the opposite side of Lockport Rd. The exiting right turn movement is expected to operate at LOS "B" or better during both peak hours.

Intersection #13: Lockport Road/Driveway #3
Proposed Driveway #3 along Lockport Road is projected to operate at LOS "E"("F") during the AM(PM) peak hours respectively for exiting traffic. A signal warrant investigation was performed at this location, and it was determined that a signal is warranted. Additionally, a westbound left turn lane should be installed at this intersection. As a result of these mitigating measures, all approaches at this signalized intersection will operate at a LOS "B" or better. Further discussion concerning the traffic signal warrants can be found in Section X.

Tuscarora Road/Driveway #4
Proposed Driveway #4 will only be used for truck and employee egress during times of very high demand. The analysis shows no traffic exiting this driveway as the analysis evaluates typically day to day conditions. No mitigation is warranted or recommended as a result of the Project.

Intersection #14: Lockport Road/Tuscarora Road (north)
The southbound approach is projected to change from LOS "B"("C") to LOS "C"("E") during the AM(PM) peak hours respectively between background and full build conditions. A left turn treatment warrant investigation was performed at this location, and it was determined that an eastbound left turn lane is warranted under existing conditions. Further discussion regarding the left turn lane warrant can be found in Section IX.

The applicant will design and construct an eastbound left turn lane on Lockport Rd for traffic entering Tuscarora Rd (north). This lane will be designed as a back-to-back left turn lane with a westbound left turn lane at Tuscarora Rd (south). Installation of an eastbound left turn lane also improves the southbound operating conditions to LOS "C" during both peak hours.

Intersection #15: Lockport Road/Air Base Driveway
The northbound right turn movement currently operates at LOS "B" with no changes in LOS projected under full build conditions. The northbound left turn movement currently operates at LOS "D"("C") during the AM(PM) peak hours respectively. The northbound left turn movement is projected to change to LOS "F"("D") during the AM(PM) peak hours respectively between background and full build conditions. A left turn treatment warrant investigation was performed at this location, and it was determined that a westbound left turn treatment is warranted under existing conditions. Further discussion regarding the left turn lane warrant can be found in Section IX. Additionally, the volume of eastbound right turns that currently enters the ARS driveway during the AM peak hour warrants a right turn lane.

The applicant will work with the ARS to provide both an eastbound right turn lane and a westbound left turn lane on Lockport Rd for traffic entering the ARS driveway. Installation of a westbound left turn lane also improves the operating conditions for the northbound left turn movement to LOS "C" during both peak hours.

Intersection #16: Packard Road/Woodland Heights Dr
All movements currently operate at LOS "B" or better during both peak hours under all conditions. No changes in LOS are anticipated as a result of the Project. At the request of the Town, a left turn treatment warrant investigation was performed at this location. It was determined that an eastbound left turn treatment is marginally warranted under full build conditions during the PM peak hour only. Further discussion concerning the left turn lane warrant can be found in Section IX.

The applicant will design and construct an eastbound left turn lane on Packard Rd for traffic entering Woodland Heights Dr. All approaches will continue to operate at LOS "B" or better.

Figure 9 provides an overall visual summary of the offsite traffic improvements.

IX. LEFT-TURN TREATMENT WARRANT INVESTIGATION

Volume warrants for left-turn treatments were investigated at three locations using the Transportation Board's NCHRP Report 279, Intersection Channelization Design Guide, 1985. Provisions for left-turn lane facilities should be established where traffic volumes are high enough and safety considerations are enough to warrant the additional lane. This investigation analyzes warrants during the weekday AM and PM peak hours under existing and/or full development conditions at the following locations: 1) Packard Rd at Woodland Heights Dr, 2) Lockport Rd at Tuscarora Rd (north), and 3) Lockport Rd at the ARS Main Gate Driveway.

1) **Packard Rd at Woodland Heights Dr:** The combination of projected eastbound traffic volumes approaching Woodland Heights Dr indicate warrants for left-turn treatment are marginally met during the weekday PM peak hours only under full development conditions. The applicant will design and construct an eastbound left turn lane on Packard Rd for traffic entering Woodland Heights Dr.

2) **Lockport Rd at Tuscarora Rd (north):** The combination of projected eastbound traffic volumes approaching Tuscarora Rd (north) indicate warrants for left-turn treatment are met during both peak hours under existing conditions. The applicant will design and construct an eastbound left turn lane on Lockport Rd for traffic entering Tuscarora Rd (north). This lane will be designed as a back-to-back left turn lane with a westbound left turn lane for Tuscarora Rd (south).

3) **Lockport Rd at the ARS Main Gate Driveway:** The combination of projected westbound traffic volumes approaching the ARS Main Gate driveway indicate warrants for left-turn treatment are met during the weekday AM peak hour only under existing conditions. The applicant will design and construct a westbound left turn lane on Lockport Rd for traffic entering the ARS Main Gate driveway.

X. GAP ANALYSIS

A Gap Analysis was performed along Packard Rd at the Woodland Heights Dr intersection to determine the availability of gaps for traffic to enter (left-turns) and exit (left and right turns) Woodland Heights Dr. For un-signalized intersections such as this, gap availability can be used as a surrogate methodology for evaluating the ability of side road traffic to enter and exit the fronting traffic stream.

The availability of gaps within the traffic stream primarily determines the side road driver behavior and delay for both entering and exiting motorists. A gap study counts the actual gaps in existing traffic available for a vehicle to enter or exit the side road. The difference between the actual number of gaps and the projected demand for a particular traffic movement can then be calculated as a reserve or deficit capacity.

The 2016 Highway Capacity Manual provides data relative to gap sizes that motorists find acceptable to execute the required maneuver. SRF Associates performed a gap analysis at the Packard Rd/Woodland Heights Dr intersection on Tuesday, April 19th during the AM and PM peak hours to

evaluate potential future operating conditions. **Table VIII** indicates the acceptable gap duration, the theoretical number of gaps based on the duration, the projected traffic volume for the movement, and the resulting theoretical reserve (or deficit) capacity during the AM and PM peak hours.

TABLE VIII: PEAK HOUR GAP ANALYSIS RESULTS

EXISTING DRIVEWAY LOCATION	MOVEMENT	ACCEPTABLE GAP DURATION	ACTUAL EXISTING GAPS	PROJECTED VOLUME	RESERVE CAPACITY
Woodland Heights Dr	Left Turn from Packard Rd	4.1	930 (941)	7 (29)	927 (912)
	Left Turn from Woodland Heights Dr	7.1	412 (438)	5 (4)	407 (434)
	Right Turn from Woodland Heights Dr	6.2	547 (541)	24 (16)	523 (525)

Notes:
1. Acceptable gap duration time in seconds.
2. #(#)[#] = AM(PM) peak hours.

Based on the field observations, gap study, and projected site generated traffic volumes, it is anticipated that there will be sufficient gaps to accommodate the turns in and out of the site under full development conditions during the weekday AM and PM peak hours to accommodate all movements entering and exiting the Packard Rd/Woodland Heights Dr intersection.

XI. SIGNAL WARRANT ANALYSIS

A traffic signal warrant analysis was completed at the Packard Road/Lockport Road/Proposed Driveway #1 and Lockport Road/Proposed Driveway #3 intersections during existing and full build conditions as part of this report. The need for a traffic signal is determined by comprehensive investigation of existing and projected traffic conditions and physical characteristics at the location. The Standard Specifications Update for the adoption of the National MUTCD (FHWA) and the New York State Supplement were reviewed to investigate the need for a traffic control signal at this location under full build conditions. There are nine (9) warrants and they are as follows:

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

Detailed signal warrant calculations are attached. Prior to applying warrants, the MUTCD suggests consideration of the effects of right-turn volumes on the minor street approach, and a reduction taken

in the number of right turning vehicles, where appropriate. A certain number of right-turn vehicles will execute a right-turn on the red indication without actuating a traffic signal (if one were in place). For purposes of being conservative, it is assumed that 0% of the minor street right-turning vehicles exiting the existing intersections will execute a right-turn on red maneuver. The posted speed limit on Lockport Road at the proposed intersections is 45 MPH, therefore, 70 percent thresholds in Table 4C-1, Figure 4C-2 and Figure 4C-4 are used as a basis for analysis.

Packard Road/Lockport Road/Proposed Driveway #1

Warrant 1 is subdivided into Condition A and Condition B. The Minimum Vehicular Volume, Condition A, is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal. The Interruption of Continuous Traffic, Condition B, is intended for application at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street. These conditions are satisfied when, for each of any eight hours of an average day, anticipated volumes on the artery and side road exceed the minimum values presented in Tables 4C-1 in the MUTCD. **Condition A is not met under full build conditions. Condition B is met under full build conditions for 14 hours.**

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

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

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

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

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

Warrant 7 is intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal. The need for a traffic control signal shall be considered if *all* of the following criteria are met:

a. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce crash frequency. **Condition A is not satisfied.**

b. Five (5) or more reported crashes, of types susceptible to correction by a traffic signal, to have occurred within a 12-month period, each crash involving a personal injury or property damage. Four (4) crashes were documented in the crash analysis over a 36-month period. **Condition B is not satisfied.**

Given that both Conditions A and B are not satisfied, this warrant is not satisfied.

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

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

Lockport Road/Proposed Driveway #3

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

Warrant 2, the Four-Hour Vehicular Volume signal warrant conditions, are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal. This warrant stipulates that for any four hours of a day, minimum threshold volumes are met on the artery and side road. **This warrant is not met under full development conditions.**

Warrant 3 is intended for application where minor street traffic suffers undue delay in entering or crossing the major street for one hour of the day. It stipulates that the warrant shall be applied in unusual cases (high-occupancy vehicle facilities – i.e., shopping centers) where a large number of vehicles discharge over a short period of time. Based on the development, this warrant may be applicable. **This warrant is met under full build conditions based upon the PM peak hour volumes plotted on Figure 4C-4 of the MUTCD.**

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

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

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

Warrant 7 is intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal. The need for a traffic control signal shall be considered if *all* of the following criteria are met:

a. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce crash frequency. **Condition A is not satisfied.**

b. Five (5) or more reported crashes, of types susceptible to correction by a traffic signal, to have occurred within a 12-month period, each crash involving a personal injury or property damage. Four (4) crashes were documented in the crash analysis over a 36-month period. **Condition B is not satisfied.**
Given that both Conditions A and B are not satisfied, this warrant is not satisfied.

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

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

TABLE IX: TRAFFIC SIGNAL WARRANT SUMMARY

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

Table IX summarizes each warrant and the result of the investigation. Based on the hourly traffic volumes and expected delays under full development conditions at the driveways and exiting Lockport Rd, the volume of truck traffic projected at Driveway #1, and considering the volume of left turn traffic entering Driveway #3, a three-colored traffic signal is recommended for both intersections prior to full build out of the development.

XII. CONCLUSIONS & RECOMMENDATIONS

This updated Traffic Impact Study identifies and evaluates the potential traffic impacts resulting from full build-out of the Project. Based upon the comprehensive traffic analysis contained in this report, it is our firm's professional opinion that the results indicate the Project can be reasonably accommodated by the existing roadway network with the Project mitigations below. The following sets forth our firm's conclusions and mitigation recommendations based upon the results of the comprehensive traffic analyses that have been conducted, as well as feedback received from NYSDOT, interested/involved agencies, and the public:

1. The proposed distribution Facility is expected to generate approximately 542 (882) new trips during the AM (PM) study peak hours (6:30-7:30 AM and 5:30-6:30 PM) respectively inclusive of both passenger vehicles and trucks.

2. During the time periods of 7:00-8:00 AM and 5:00-6:00 PM (the time periods that encompass the peak hours of the adjacent streets), the site generates significantly lower volumes of traffic on the order of 367(442) vph respectively. Therefore, the combination of the site peak traffic and the intersection traffic volumes during the peak hours of the site represent the most critical time period for evaluation.

3. The majority of truck traffic will travel directly to and from the Interstate 190 expressway. Trucks will primarily enter the site using Packard Rd to access driveway #1. Exiting trucks will be directed to exit driveway #1 and travel across Packard Rd to Lockport Rd where they will travel west to Military Rd and then turn left (southbound) onto Military Rd to access the I-190 southbound on-ramp from Packard Rd.

4. Driveway #2 will be restricted to right-in/right-out only to minimize impacts to driveways on the opposite side of Lockport Rd.

5. Left turn warrant investigations indicate that left turn lanes are recommended at driveways #1 and #3 on Lockport Rd, on Packard Rd at Woodland Heights Dr, on Lockport Rd at both Tuscarora Rd north and south, and on Lockport Rd at the ARS Main Gate driveway.

6. Traffic signal warrants are met at both driveway #1 and driveway #3. Based on the expected delays under full development conditions at the driveways and exiting Lockport Rd, the volume of truck traffic projected at Driveway #1, and the volume of left turn traffic entering Driveway #3, a three-colored traffic signal is recommended for both intersections prior to full build out of the development.

7. The eastbound right turn movement at Walmore Rd south meets warrants for installation of a right turn lane. Therefore, the applicant will design and construct an eastbound right turn lane on Lockport Rd at Walmore Rd south. Additionally, the current signal timings can be revised to improve operating conditions at both Walmore Rd intersections.

8. Review of traffic volumes and operating conditions at the Lockport Rd/ARS Main Gate driveway intersection indicate that left and right turn lanes are warranted on Lockport Rd under existing conditions. The applicant is working closely with the ARS to implement these improvements.

9. The following Project improvements are recommended and, if approved by review agencies, shall be designed and constructed by the Project sponsor:
    - Install a ±350 ft long westbound left turn lane with a ±75 ft taper on Lockport Road at Proposed Driveway #3;
    - Install a ±350 ft long southwestbound right and left turn lane with a ±75 ft taper on Lockport Road at Proposed Driveway #1;
    - Install a ±350 ft long northeastbound right and left turn lane with a ±75 ft taper on Lockport Road at Proposed Driveway #1;
    - Install a ±350 ft long southeastbound left turn lane with a ±75 ft taper on Lockport Road at Proposed Driveway #1.
    - Install a ±75 ft long eastbound left turn lane with a ±75 ft taper on Lockport Rd at Woodland Heights Dr.
    - Install back-to-back left turn lanes on Lockport Rd at Tuscarora Rd north and south.
    - Install a ±350 ft long eastbound right turn lane on Lockport Rd at Walmore Rd south.
    - Relocate the northbound left turn stop bar on Military Rd at Lockport Rd. If necessary, replace the existing northbound loop detectors.

10. Proposed Driveways #1 and #3 should be designed to provide one entering lane and two exiting lanes and shall have new three-color traffic signals installed at each.

11. Driveway #2 will be restricted to right-in/right-out only and all left turn movements will be prohibited via intersection design and signage. Driveway #2 should be designed to provide one entering and one exiting lane and shall be stop controlled at its intersection with Lockport Rd.

12. Based on the field observations, gap study, and projected site generated traffic volumes, it is anticipated that there will be sufficient gaps to accommodate the turns in and out of the Packard Rd/Woodland Heights Dr intersection under full development conditions during the weekday AM and PM peak hours.

13. The Project sponsor should continue discussions with NFTA to provide transit service on-site.

14. No potential significant adverse traffic impacts are anticipated as a result of the proposed Project with the recommended Project highway improvements/mitigation in place.

XIII. FIGURES

Figures 1 through 9 are included on the following pages.

FIGURE 1: SITE LOCATION AND STUDY AREA



Key

- Study Intersection
- Proposed Intersection
- Intersection Not Analyzed
- Site Location
- Study Area

PROJECT FIFI

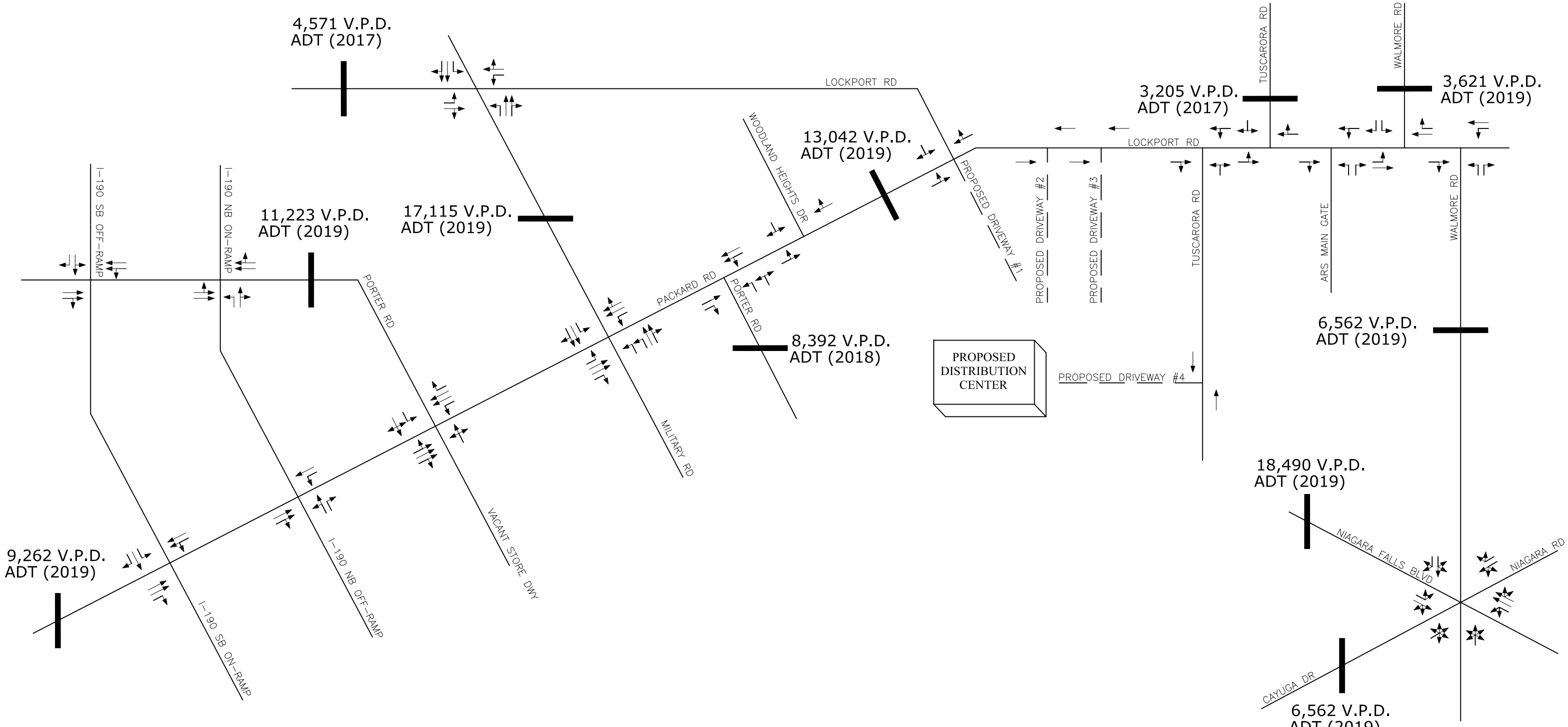
TOWN OF NIAGARA, NIAGARA COUNTY, NEW YORK

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FEET

Project No: 41095

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

KEY

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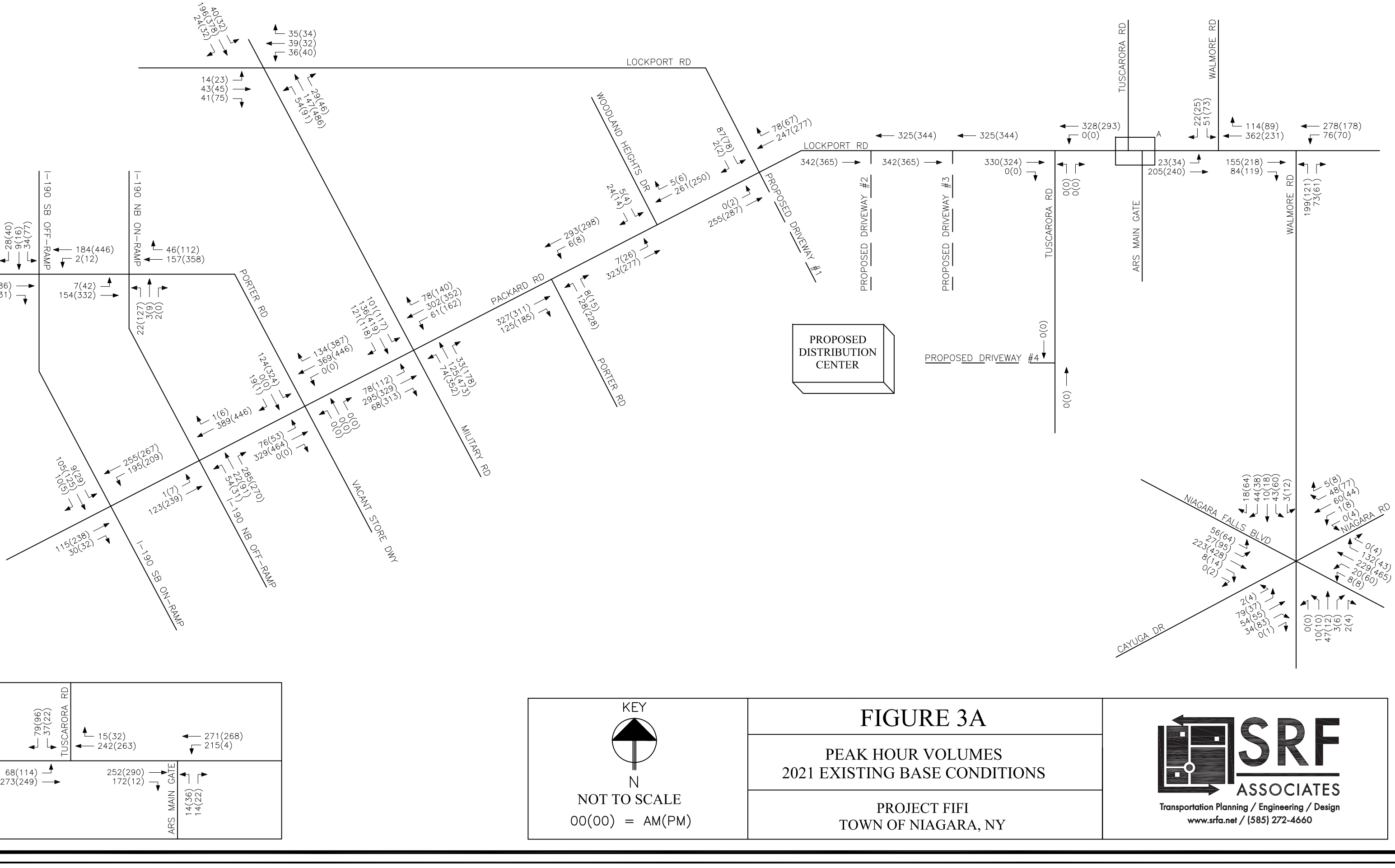
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FIGURE 2

EXISTING LANE GEOMETRY
AVERAGE DAILY TRAFFIC

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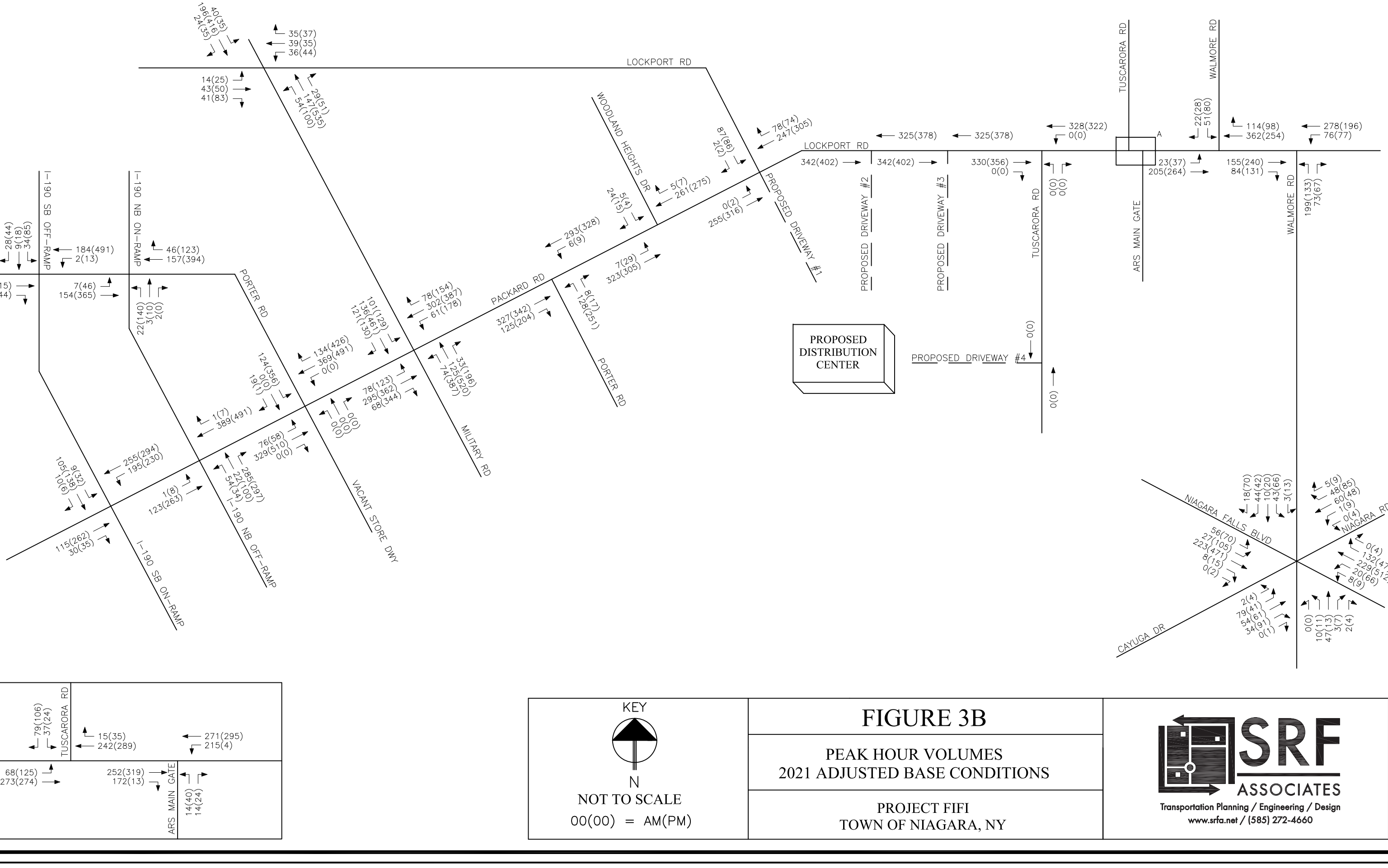
FIGURE 3A

PEAK HOUR VOLUMES
2021 EXISTING BASE CONDITIONS

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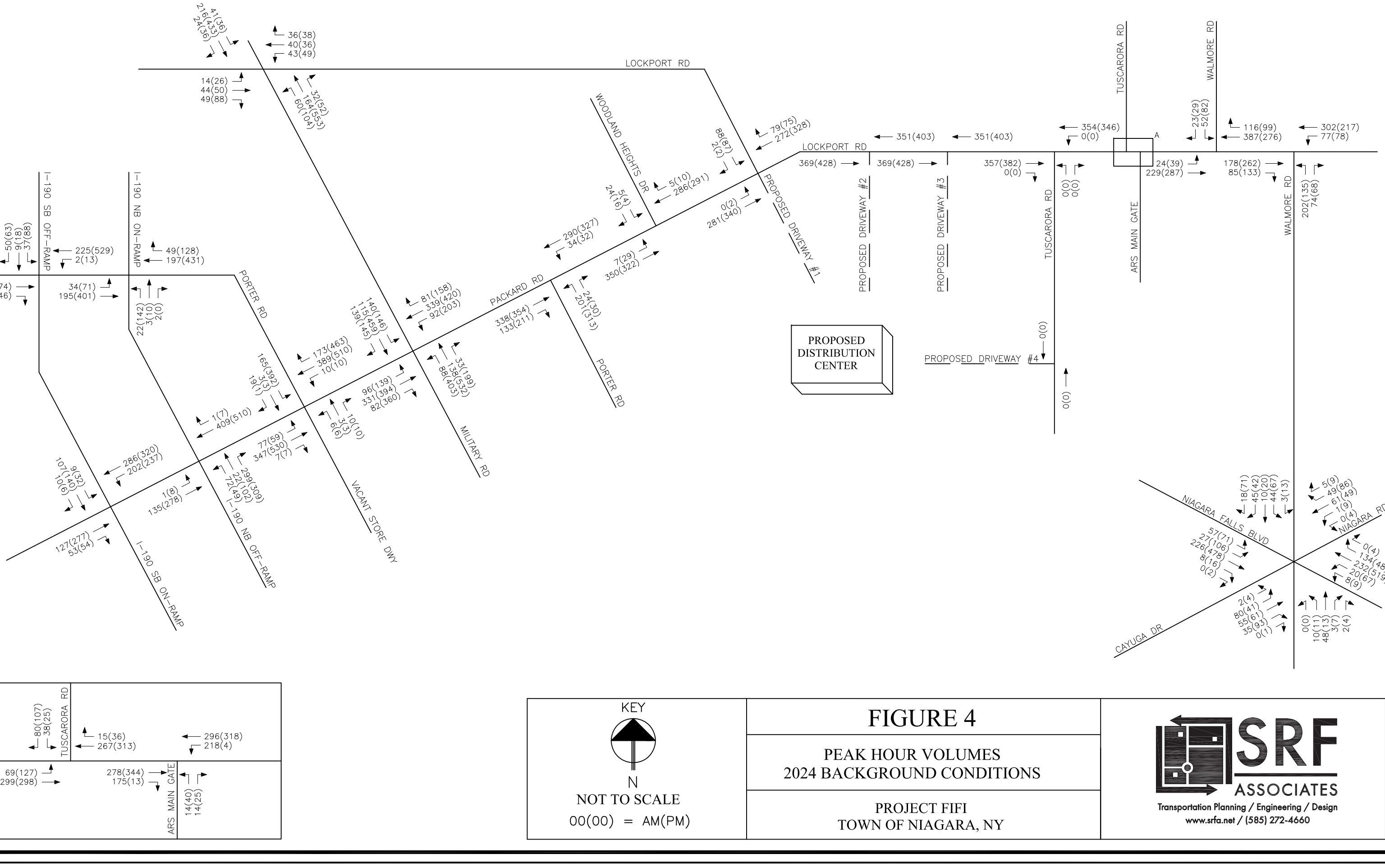
FIGURE 3B

PEAK HOUR VOLUMES
2021 ADJUSTED BASE CONDITIONS

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FIGURE 4

PEAK HOUR VOLUMES
2024 BACKGROUND CONDITIONS

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ZONING COMPLIANCE TABLE

ZONING DISTRICT:	HI - HEAVY INDUSTRY
TAX MAP ID(S):	132.18-1-2, 146.05-1-1, 146.06-1-1, 146.06-1-2
PROPOSED USE:	WAREHOUSE[1]

ITEM	REQUIRED/ PERMITTED	EXISTING	PROPOSED	COMPLIES
MINIMUM LOT AREA	1 ACRE	216.27 ACRES	216.27 ACRES	YES
MINIMUM LOT WIDTH	400 FEET	1,609.8 FEET	1,609.8 FEET	YES
PRINCIPAL BUILDING SETBACKS				
MINIMUM FRONT	100 FEET	--	923.3 FEET	YES
MINIMUM SIDE	50 FEET	--	912.0 FEET	YES
MINIMUM REAR	80 FEET	--	849.5 FEET	YES
MAXIMUM BUILDING HEGHT	40 FEET	--	107 FEET	NO[3]
MAXIMUM LOT COVERAGE	30%		6.9%	YES

NOTES:
(1) PER SECTION 245-26, ALL USES PERMITTED IN THE LIGHT INDUSTRICAL DISTRICT ARE PERMITTED PRINCIPAL USES IN THE HEAVY INDUSTRIAL DISTRICT. WAREHOUSING IS A PERMITTED USE IN THE LIGHT INDUSTRIAL DISTRICT.
(2) ZONING REQUIREMENTS ARE BASED UPON THE HEAVY INDUSTRIAL PERMITTED USES IN THE HEAVY INDISTRUSTRIAL DISTRICT AS PER APPENDIX A ZONING SCHEDULE.
(3) VARIANCE REQUIRED.

OFF-STREET PARKING AND LOADING COMPLIANCE TABLE

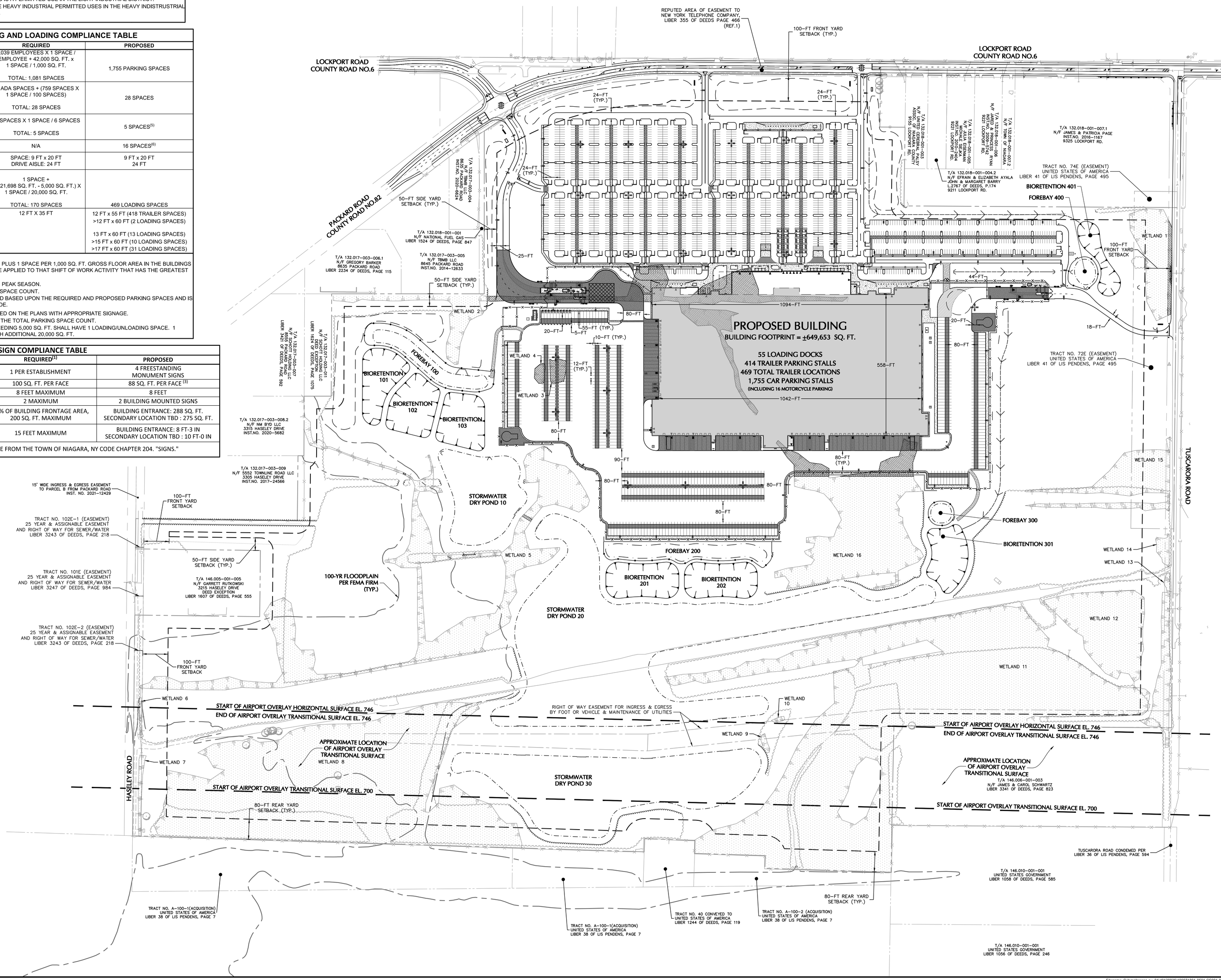
REQUIREMENTS	REQUIRED	PROPOSED
OFF-STREET PARKING FOR INDUSTRIAL USES: [1, 2, 3]	1,039 EMPLOYEES X 1 SPACE / EMPLOYEE + 42,000 SQ. FT. x 1 SPACE / 1,000 SQ. FT. TOTAL: 1,081 SPACES	1,755 PARKING SPACES
ADA PARKING SPACES: [4] 1,001 SPACES and over: 20 SPACES + 1 SPACES FOR EACH ADDITIONAL 100 OR FRACTION THEREOF OVER 1,000	20 ADA SPACES + (759 SPACES X 1 SPACE / 100 SPACES) TOTAL: 28 SPACES	28 SPACES
ADA VAN PARKING SPACES: [4] 1 SPACE PER 6 ADA SPACES	28 SPACES X 1 SPACE / 6 SPACES TOTAL: 5 SPACES	5 SPACES[5]
MOTORCYCLE PARKING	N/A	16 SPACES[6]
MIN. 90 DEGREE CAR PARKING DIMENSIONS	SPACE: 9 FT x 20 FT DRIVE AISLE: 24 FT	9 FT x 20 FT 24 FT
MIN. LOADING SPACE: [7]	1 SPACE + (3,421,698 SQ. FT. - 5,000 SQ. FT.) X 1 SPACE / 20,000 SQ. FT. TOTAL: 170 SPACES	469 LOADING SPACES
MIN. LOADING SPACE DIMENSIONS:	12 FT X 35 FT	12 FT x 55 FT (418 TRAILER SPACES) >12 FT x 60 FT (2 LOADING SPACES) 13 FT x 60 FT (13 LOADING SPACES) >15 FT x 60 FT (10 LOADING SPACES) >17 FT x 60 FT (31 LOADING SPACES)

NOTES:
1. PER SECTION 245-38.D, 1 SPACE PER EMPLOYEE PLUS 1 SPACE PER 1,000 SQ. FT. GROSS FLOOR AREA IN THE BUILDINGS FOR USE BY VISTORS. EMPLOYEE RATIO SHALL BE APPLIED TO THAT SHIFT OF WORK ACTIVITY THAT HAS THE GREATEST NUMBER OF EMPLOYEES.
2. TOTAL NUMBER OF EMPLOYEES IS BASED UPON PEAK SEASON.
3. ADA SPACES INCLUDED IN THE TOTAL PARKING SPACE COUNT.
4. ADA ACCESSIBLE PARKING SPACES DETERMINED BASED UPON THE REQUIRED AND PROPOSED PARKING SPACES AND IS TAKEN FROM THE NEW YORK STATE BUILDING CODE.
5. THE VAN ACCESSIBLE SPACES WILL BE IDENTIFIED ON THE PLANS WITH APPROPRIATE SIGNAGE.
6. MOTORCYLE PARING SPACES ARE INCLUDED IN THE TOTAL PARKING SPACE COUNT.
7. PER SECTION 245-39, GROSS FLOOR AREA EXCEEDING 5,000 SQ. FT. SHALL HAVE 1 LOADING/UNLOADING SPACE. 1 ADDITIONAL SPACE SHALL BE PROVIDED FOR EACH ADDITIONAL 20,000 SQ. FT.

SIGN COMPLIANCE TABLE

REQUIREMENTS	REQUIRED[1]	PROPOSED
NUMBER OF FREESTANDING SIGNS	1 PER ESTABLISHMENT	4 FREESTANDING MONUMENT SIGNS
FREESTANDING SIGN AREA	100 SQ. FT. PER FACE	88 SQ. FT. PER FACE [1]
FREESTANDING SIGN HEIGHT	8 FEET MAXIMUM	8 FEET
NUMBER OF BUILDING MOUNTED SIGNS	2 MAXIMUM	2 BUILDING MOUNTED SIGNS
BUILDING MOUNTED SIGN AREA	30% OF BUILDING FRONTAGE AREA, 200 SQ. FT. MAXIMUM	BUILDING ENTRANCE: 288 SQ. FT. SECONDARY LOCATION TBD : 275 SQ. FT.
BUILDING MOUNTED SIGN HEIGHT	15 FEET MAXIMUM	BUILDING ENTRANCE: 8 FT-3 IN SECONDARY LOCATION TBD : 10 FT-0 IN

(1) SIGN REQUIREMENTS LISTED IN THIS TABLE ARE FROM THE TOWN OF NIAGARA, NY CODE CHAPTER 204. "SIGNS."



05/25/22	REVISED PER UPDATED TIS	2.
04/15/22	General Revisions	1.
Date	Description	No.

Revisions

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PROFESSIONAL ENGINEER NY Lic. No. 081473

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Langan Engineering, Environmental, Surveying, Landscape Architecture, and Geology, D.P.C.
One North Broadway, Suite 910
White Plains, NY 10601
T: 914.323.7400 F: 914.323.7401 www.langan.com

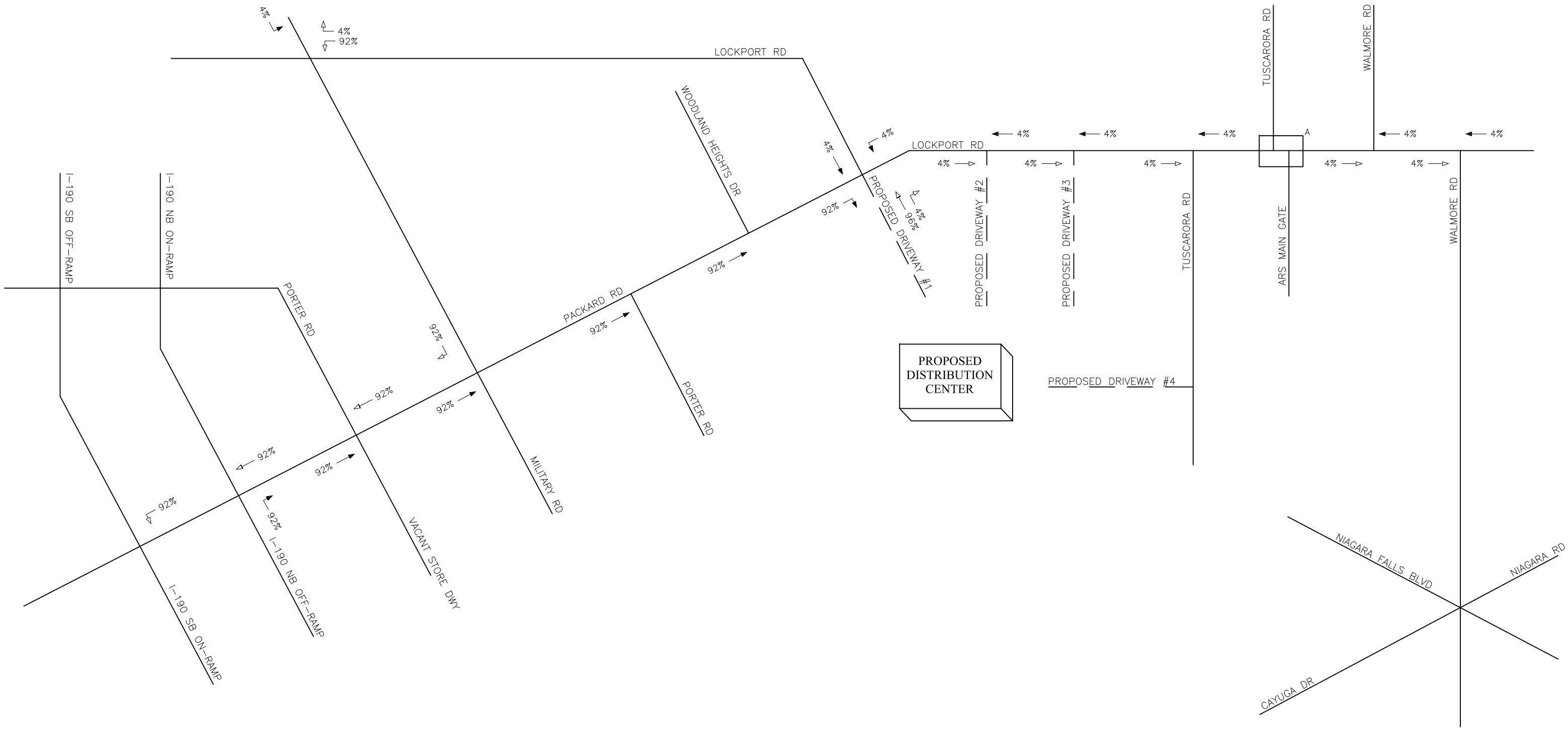
Project
PROJECT FIFI
TAX ID. 132.18-1-2, 146.05-1-9, 146.06-1-1, & 146.06-1-2
TOWN OF NIAGARA
NIAGARA COUNTY NEW YORK

Drawing Title
OVERALL SITE PLAN

Project No. 190071801	Drawing No. CS100
Date FEBRUARY 15, 2022	
Drawn By SS	
Checked By CZ/MF	Sheet 8 of 62

Project No. 190071801

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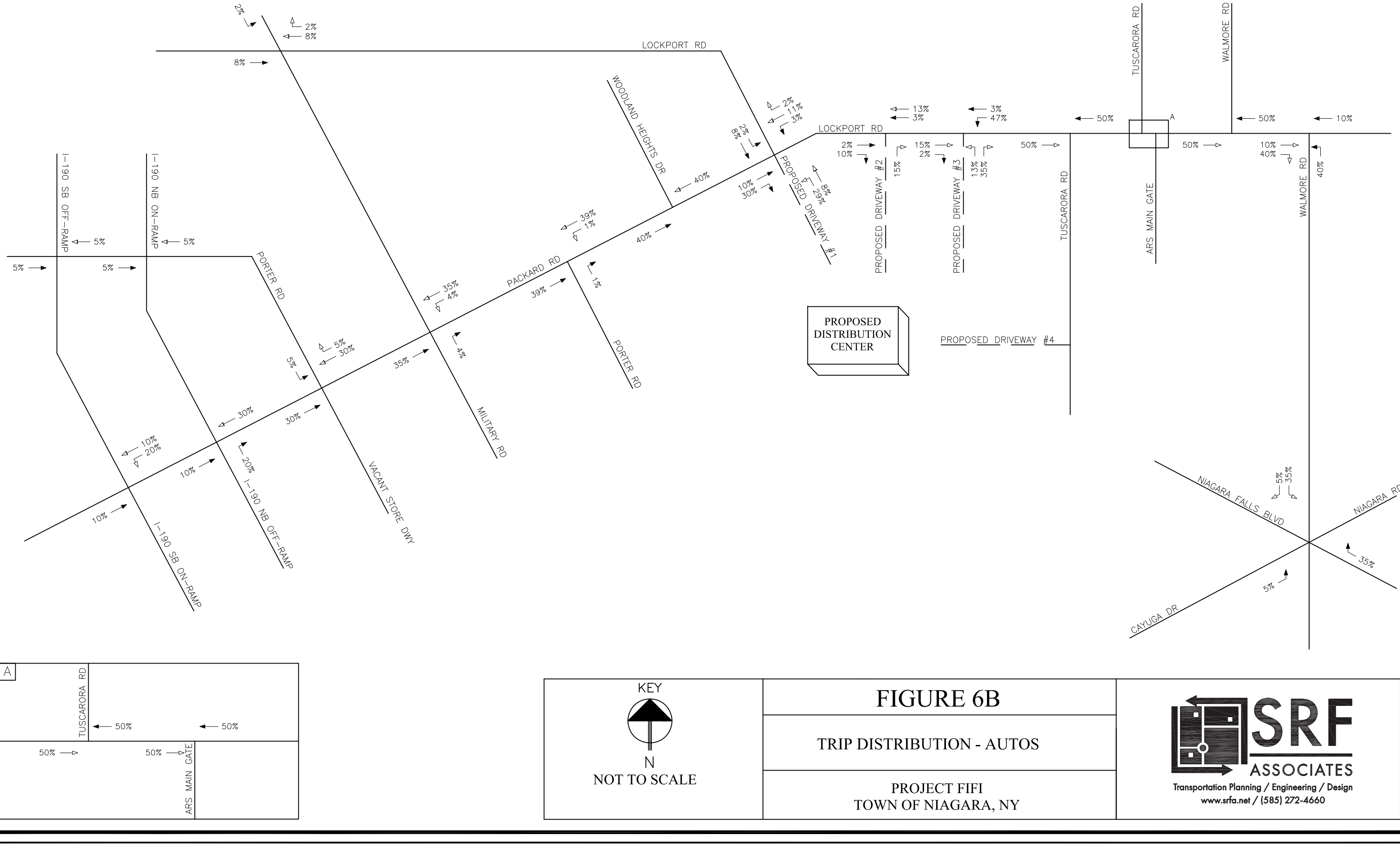
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FIGURE 6A

TRIP DISTRIBUTION - TRAILERS

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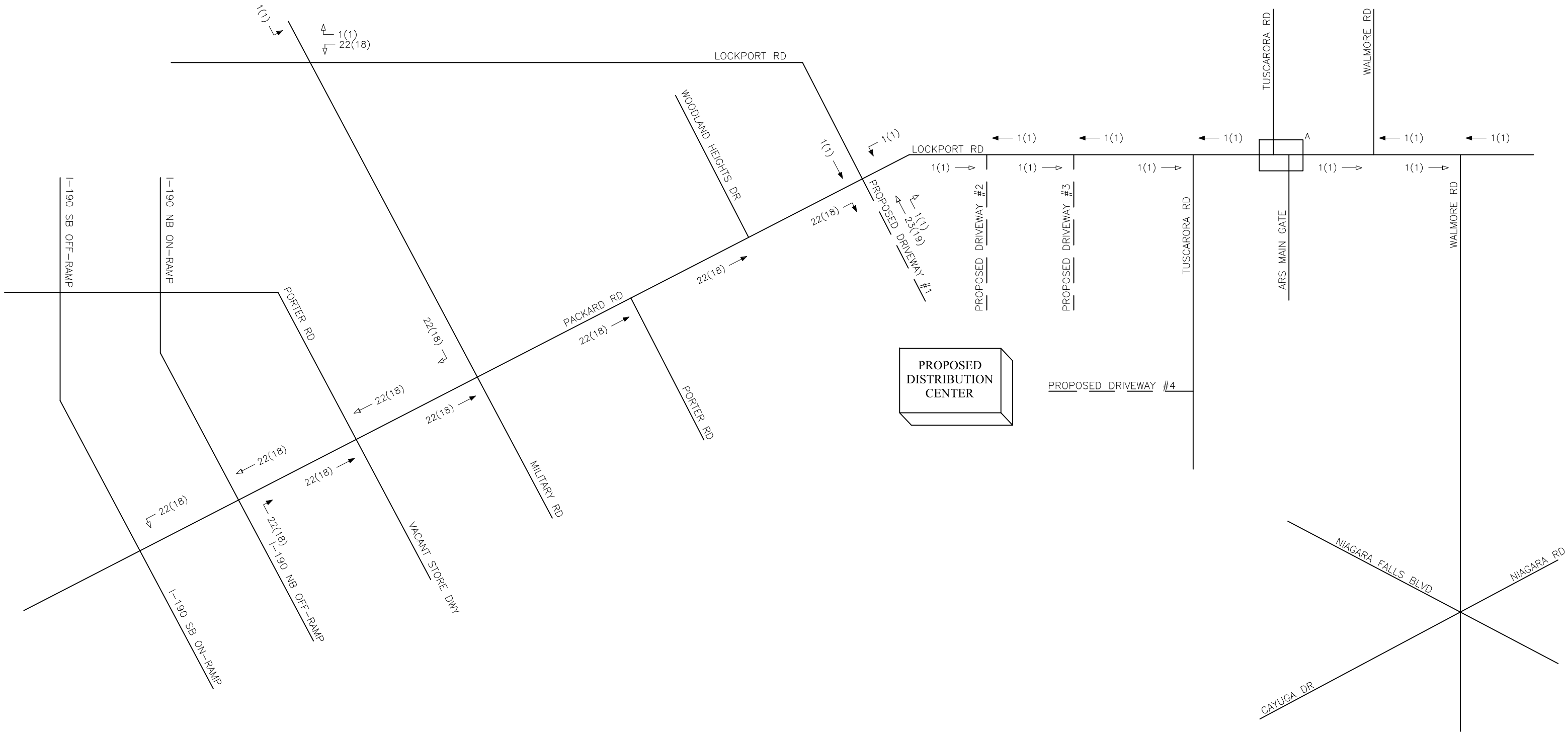
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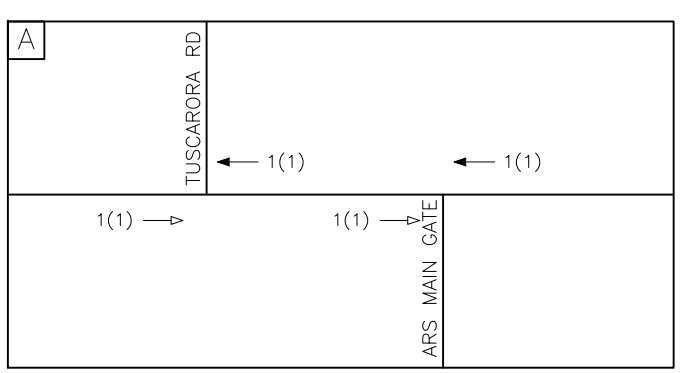
FIGURE 6B

TRIP DISTRIBUTION - AUTOS

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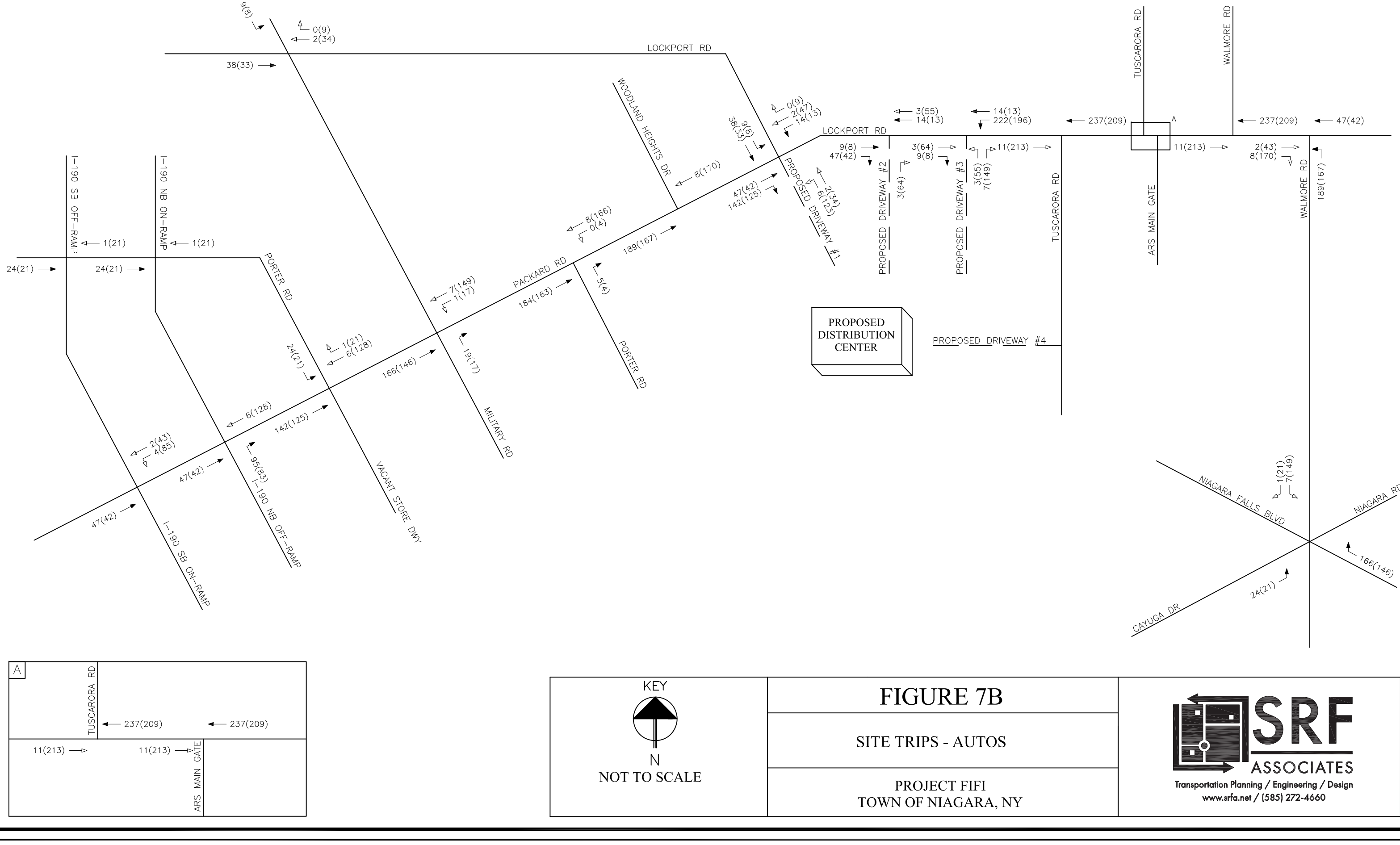
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FIGURE 7A

SITE TRIPS - TRAILERS

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KEY

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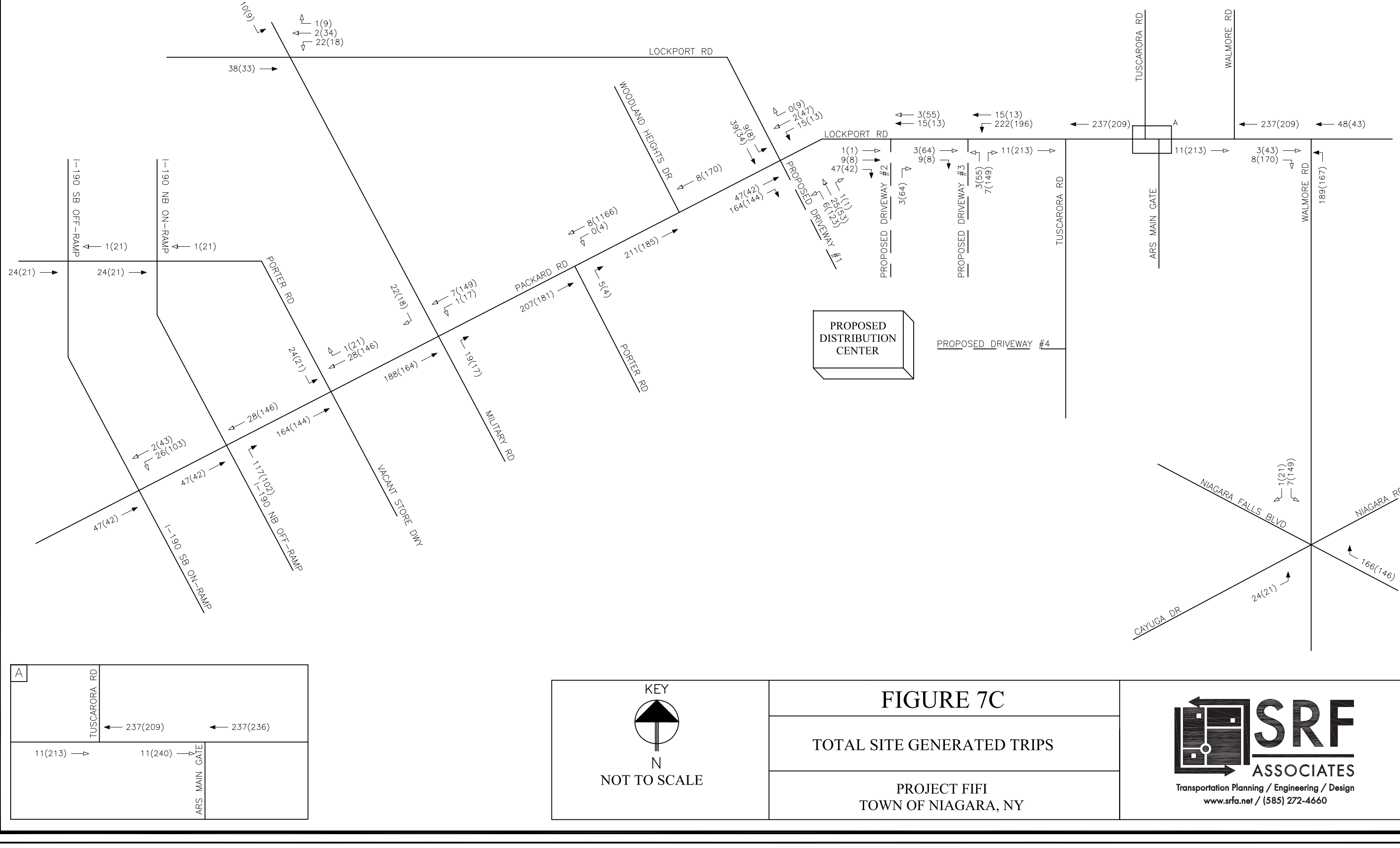
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FIGURE 7B

SITE TRIPS - AUTOS

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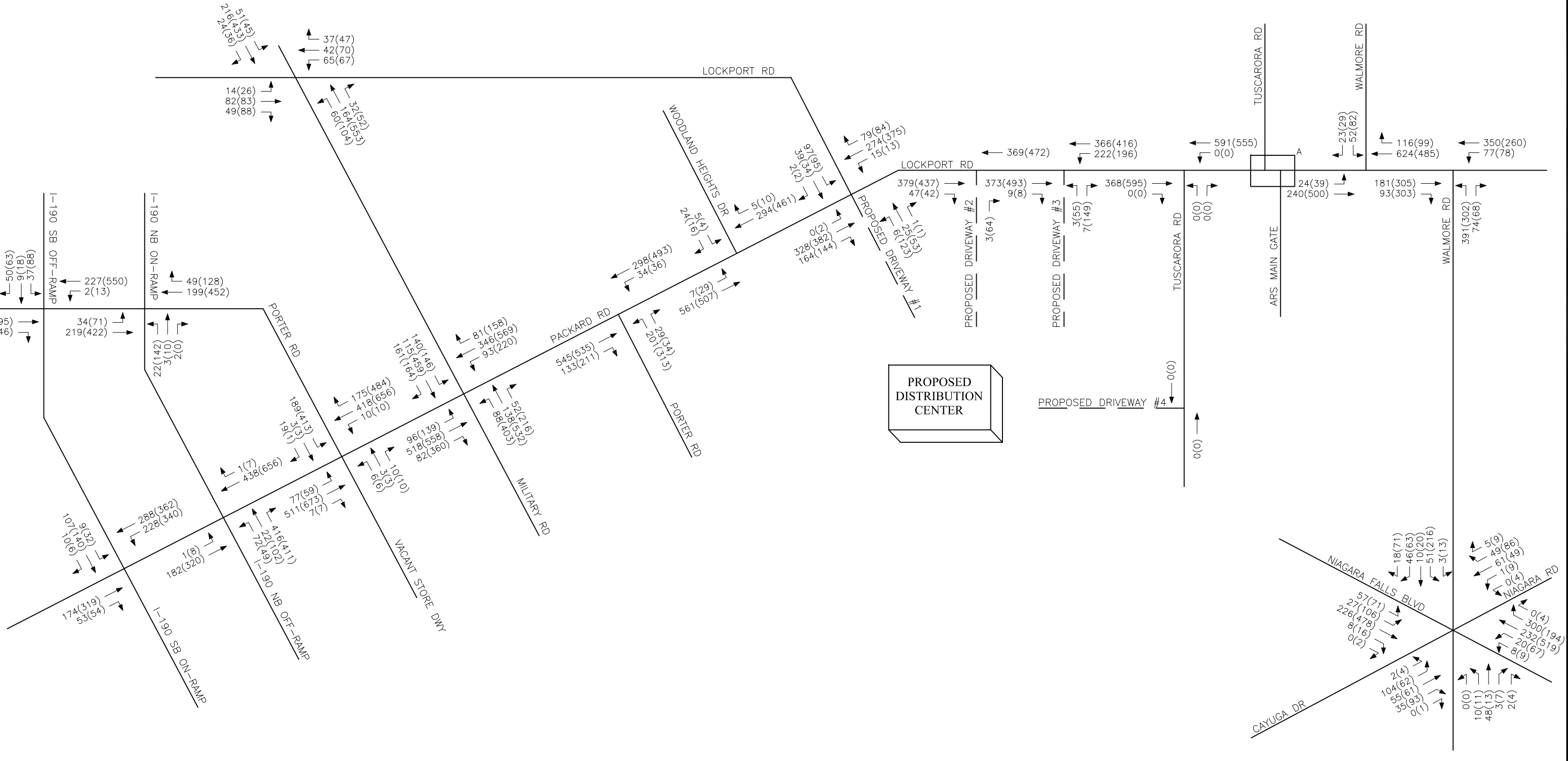
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FIGURE 7C

TOTAL SITE GENERATED TRIPS

PROJECT FIFI
TOWN OF NIAGARA, NY

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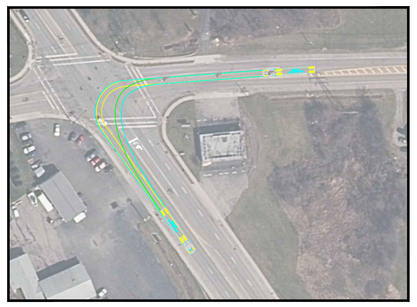
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FIGURE 8

PEAK HOUR VOLUMES
FULL DEVELOPMENT CONDITIONS

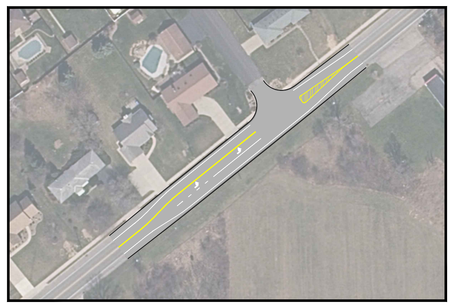
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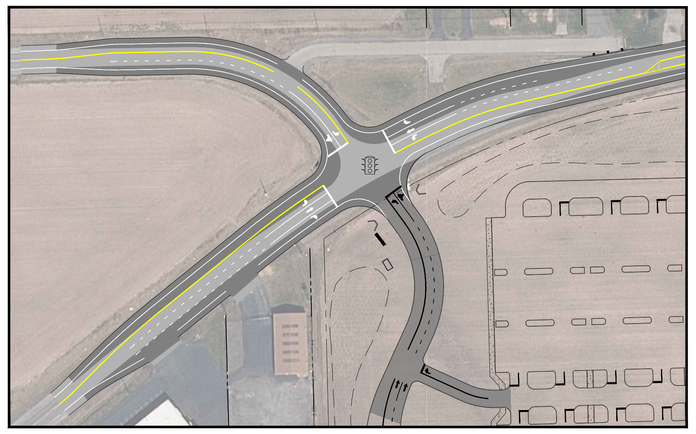
LOCATION A

- ADJUST STOP LINE LOCATION AND TURN ARROW ON THE NORTH BOUND LEFT TURN LANE ON MILITARY ROAD



LOCATION B

- INSTALL 75 FT LONG SE BOUND LEFT TURN LANE WITH 75 FT TAPER ON LOCKPORT ROAD AT WOODLAND HEIGHTS DRIVE



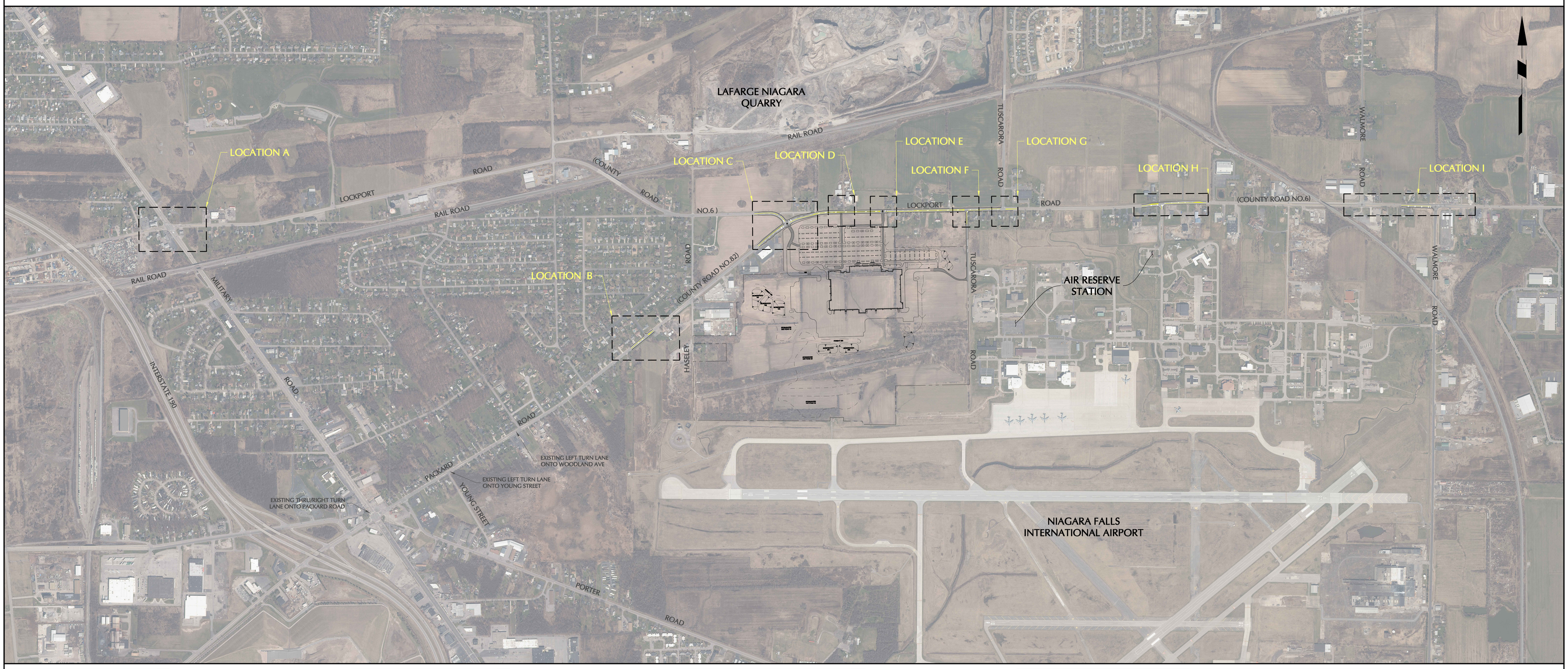
LOCATION C

- INSTALL TRAFFIC SIGNAL
- INSTALL 350 FT LONG SW BOUND RIGHT TURN LANE WITH 75 FT TAPER ON LOCKPORT ROAD
- INSTALL 350 FT LONG SW BOUND LEFT TURN LANE WITH 75 FT TAPER ON LOCKPORT ROAD
- INSTALL 350 FT LONG NE BOUND RIGHT TURN LANE WITH 75 FT TAPER ON PACKARD ROAD
- INSTALL 350 FT LONG NE LEFT TURN LANE WITH 75 FT TAPER ON PACKARD ROAD
- INSTALL 350 FT SE BOUND LEFT TURN LANE WITH 75 FT TAPER ON LOCKPORT ROAD



LOCATION D

- RIGHT TURN ONLY OUT OF THE DRIVEWAY





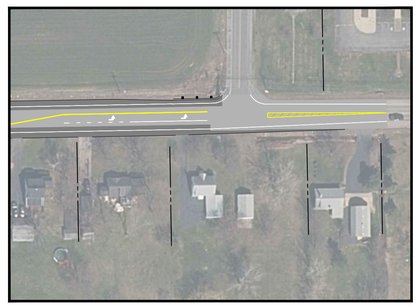
LOCATION E

- INSTALL TRAFFIC SIGNAL
- INSTALL 350 FT LONG W BOUND LEFT TURN LANE WITH 75 FT TAPER ON LOCKPORT ROAD



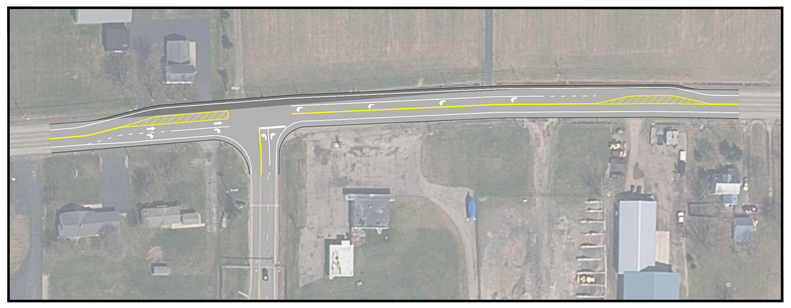
LOCATION F

- INSTALL BACK TO BACK LEFT TURN LANES ON LOCKPORT ROAD AT TUSCARORA NORTH AND SOUTH
- WIDENING TUSCARORA ROAD SOUTH FROM THE INTERSECTION TO THE SECONDARY SITE EXIT AS SHOWN IN THE STANDALONE EXHIBIT



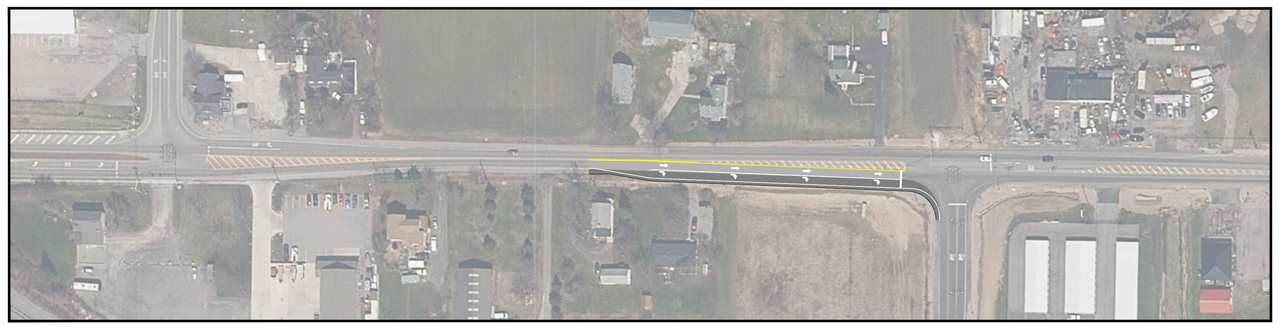
LOCATION G

- INSTALL BACK TO BACK LEFT TURN LANES ON LOCKPORT ROAD AT TUSCARORA NORTH AND SOUTH



LOCATION H

- INSTALL 350 FT WEST BOUND LEFT TURN LANE WITH 75 FT TAPER ON LOCKPORT ROAD AT ARS MAIN GATE DRIVEWAY
- INSTALL 150 FT EAST BOUND RIGHT TURN LANE WITH 50 FT TAPER ON LOCK PORT ROAD AT ARS MAIN GATE DRIVEWAY



LOCATION I

- INSTALL 350 FT EAST BOUND RIGHT TURN LANE ON LOCKPORT ROAD AT THE WALMORE ROAD SOUTH INTERSECTION.
- SIGNAL TIMING CHANGES AT LOCKPORT ROAD/WALMORE ROAD SOUTH INTERSECTION.
- SIGNAL TIMING CHANGES AT LOCKPORT ROAD/WALMORE ROAD NORTH INTERSECTION.

500 0 250 500
SCALE IN FEET

Date	Description	No.
05/25/22	REVISED PER UPDATED TIS	1.
Revisions		

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Langan Engineering, Environmental, Surveying, Landscape Architecture, and Geology, D.P.C.
One North Broadway, Suite 910
White Plains, NY 10601
T: 914.323.7400 F: 914.323.7401 www.langan.com

Project
PROJECT FIFI
TAX ID. 132.18-1-2, 146.05-1-9, 146.06-1-1, & 146.06-1-2
TOWN OF NIAGARA
NIAGARA COUNTY NEW YORK

Drawing Title
OFFSITE TRAFFIC IMPROVEMENT PLAN

Project No.	190071801
Date	May 2, 2022
Drawn By	CZ
Checked By	MF
Exhibit	KS100
Sheet	1 of 1

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Amy C,. Dake, P.E., PTOE

Senior Managing Traffic Engineer



EDUCATION
Bachelor of Science, Civil Engineering
Syracuse University, NY

PROFESSIONAL AFFILIATIONS
Institute of Transportation Engineers (ITE) Member

YEARS OF EXPERIENCE
27

LICENSURE
Professional Engineer, NY
License No. 78422

Professional Traffic Operations Engineer
License No. 997

Professional Engineer, PA PE078016

Monroe County Department of Planning
Land Use Decision-Making Training Program
Transportation Fundamentals
Taught Fall 2014-Fall 2019

AWARDS

Broad/Court/Chestnut St. Project w/ Roundabout | 2015
2015 Engineering Excellence Platinum Award,
American Council of Engineering Companies

Business Route 62 Corridor Study | 2013
Planning Excellence Award,
American Planning Association, PA

The Hamlet of Varna Community Development Plan | 2013
Planning Excellence Award,
American Planning Association, Upstate NY

Dewey Avenue Revitalization Strategy | 2013
Planning Excellence Award for Implementation,
American Planning Association, Upstate NY

Ms. Dake has over 27 years of experience working on traffic impact studies, safety investigations/crash analysis, signal designs, and transportation design projects. She endeavors to assist agencies, communities, universities, and private developers in creating cost-effective solutions to transportation problems and feels that every project, no matter how small, deserves the attention to detail and personal oversight that only a small company can provide.

Ms. Dake specializes in traffic impact studies, crash analysis, Synchro traffic simulation modeling, roundabout analysis, traffic control warrant studies, traffic signal design, and pedestrian facility design. She has worked in more than 70 villages, 130 towns, 25 cities and 35 counties in New York State as well as several Townships and Counties in Pennsylvania.

Ms. Dake has cultivated valuable relationships with many of the agencies in the Western, Central, and Northern NY areas including 8 of the 11 NYSDOT regions, several county DOT/DPWs, as well as various City and Town Officials.

RELEVANT PROJECT EXPERIENCE *(All projects in New York, unless noted)*:

- Project Eagle Amazon Distribution Facility Traffic Impact Study, Onondaga County, NY
- ROC1 Amazon Distribution Facility Traffic Impact Study, Monroe County, NY
- The Preserve at Muir Woods Traffic Impact Study, Amherst, NY
- Whole Foods Development Traffic Impact Study, Brighton, NY
- Rivertown Mixed Use Development Traffic Impact Study, Grand Island, NY
- Chick-fil-A Traffic Impact Study, Hamburg, NY
- Aldi Traffic Impact Study, Orchard Park, NY
- Amazon Distribution Facility Traffic Impact Study, Hamburg, NY
- Victor CSD Campus Study, Victor, NY
- Village of Fairport Circulation, Accessibility, and Parking Study
- Trumansburg CSD Campus Study
- Hathaways Corners Traffic Impact Study and Signal Design, Farmington, NY
- Carpenter Park Traffic Impact Study, City of Ithaca, NY
- Panorama Park Design, Penfield, NY
- Transit Rd & Miles Rd Traffic Impact Study, Clarence, NY
- Farmington Pointe Traffic Impact Study, Farmington, NY
- Long Pond Road Commercial Development Traffic Impact Study, Greece, NY

PROJECT REFERENCES:

- Chick-fil-A, Hamburg, NY
  Contact: Clint Mattson with Chick-fil-A (770) 480-6316
- Hathaways Corners, Farmington, NY
  Contact: Mark Stevens with The Ashley Companies (585) 454-4840
- Farmington Pointe, Farmington, NY
  Contact: Rob Laviano with Hawkeye Development (585) 857-9350

APPENDICES

A1

Collected Traffic Volume Data

Lockport Rd/Military Rd - TMC

Tue Nov 23, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904523, Location: 43.120321, -78.997501

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Military Rd Southbound							Lockport Rd Westbound						
Time	R	T	L	U	RR	App	Ped*	R	T	L	U	RR	App	Ped*
2021-11-23 6:00AM	5	19	4	0	0	**28**	0	3	5	4	0	1	**13**	0
6:15AM	5	36	6	0	1	**48**	0	4	8	6	0	5	**23**	0
6:30AM	5	43	9	0	2	**59**	0	7	7	4	0	4	**22**	0
6:45AM	3	47	10	0	2	**62**	0	3	11	8	0	6	**28**	0
Hourly Total	18	145	29	0	5	**197**	0	17	31	22	0	16	**86**	0
7:00AM	3	48	9	0	5	**65**	0	2	7	11	0	1	**21**	0
7:15AM	3	58	12	0	1	**74**	0	9	14	13	0	3	**39**	0
7:30AM	11	72	5	0	2	**90**	0	11	17	13	0	4	**45**	0
7:45AM	6	92	13	0	2	**113**	0	8	16	9	0	1	**34**	0
Hourly Total	23	270	39	0	10	**342**	0	30	54	46	0	9	**139**	0
8:00AM	4	77	14	1	7	**103**	0	11	20	14	0	1	**46**	0
8:15AM	8	77	8	0	1	**94**	0	3	18	12	0	1	**34**	0
8:30AM	6	102	9	0	4	**121**	0	10	14	10	0	3	**37**	0
8:45AM	8	102	13	0	2	**125**	0	10	7	12	0	3	**32**	0
Hourly Total	26	358	44	1	14	**443**	0	34	59	48	0	8	**149**	0
9:00AM	8	100	15	0	1	**124**	0	1	11	10	0	4	**26**	0
9:15AM	10	98	8	0	0	**116**	0	6	16	11	0	2	**35**	0
9:30AM	7	95	12	0	1	**115**	0	7	9	8	0	2	**26**	0
9:45AM	6	119	8	0	1	**134**	0	7	11	7	0	5	**30**	0
Hourly Total	31	412	43	0	3	**489**	0	21	47	36	0	13	**117**	0
10:00AM	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	14	129	12	0	4	**159**	0	13	11	15	0	9	**48**	0
4:15PM	10	116	13	0	5	**144**	0	10	16	13	0	3	**42**	0
4:30PM	8	116	14	0	4	**142**	0	13	12	12	0	5	**42**	0
4:45PM	5	124	5	0	2	**136**	0	6	12	16	0	3	**37**	0
Hourly Total	37	485	44	0	15	**581**	0	42	51	56	0	20	**169**	0
5:00PM	9	101	12	0	6	**128**	0	11	5	6	0	0	**22**	0
5:15PM	9	107	8	0	4	**128**	0	8	10	22	0	2	**42**	0
5:30PM	8	100	9	0	3	**120**	0	11	13	9	0	3	**36**	0
5:45PM	5	95	7	0	5	**112**	0	2	3	13	0	3	**21**	0
Hourly Total	31	403	36	0	18	**488**	0	32	31	50	0	8	**121**	0
6:00PM	2	91	7	0	4	**104**	0	4	5	9	0	4	**22**	0
6:15PM	3	92	9	0	2	**106**	0	7	11	9	0	0	**27**	0
6:30PM	1	69	7	0	5	**82**	0	2	7	12	0	1	**22**	0
6:45PM	2	71	4	0	1	**78**	0	4	6	4	0	0	**14**	0
Hourly Total	8	323	27	0	12	**370**	0	17	29	34	0	5	**85**	0
7:00PM	4	52	5	0	2	**63**	0	1	10	10	0	0	**21**	0
7:15PM	3	52	5	0	1	**61**	0	0	5	6	0	5	**16**	0
7:30PM	4	45	6	0	1	**56**	0	3	3	2	0	1	**9**	0
7:45PM	1	41	10	0	2	**54**	0	1	6	5	0	5	**17**	0
Hourly Total	12	190	26	0	6	**234**	0	5	24	23	0	11	**63**	0
8:00PM	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	186	2586	288	1	83	**3144**	0	198	326	315	0	90	**929**	0
% Approach	5.9%	82.3%	9.2%	0%	2.6%	**-**	-	21.3%	35.1%	33.9%	0%	9.7%	**-**	-
% Total	2.1%	29.1%	3.2%	0%	0.9%	**35.4%**	-	2.2%	3.7%	3.5%	0%	1.0%	**10.5%**	-
Motorcycles	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-
% Motorcycles	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-
Lights	178	2547	277	1	82	**3085**	-	183	311	294	0	85	**873**	-
% Lights	95.7%	98.5%	96.2%	100%	98.8%	**98.1%**	-	92.4%	95.4%	93.3%	0%	94.4%	**94.0%**	-
Heavy	8	39	11	0	1	**59**	-	15	15	21	0	5	**56**	-
% Heavy	4.3%	1.5%	3.8%	0%	1.2%	**1.9%**	-	7.6%	4.6%	6.7%	0%	5.6%	**6.0%**	-

Leg	Military Rd							Lockport Rd						
Direction	Southbound							Westbound						
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Military Rd - TMC

Tue Nov 23, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904523, Location: 43.120321, -78.997501

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

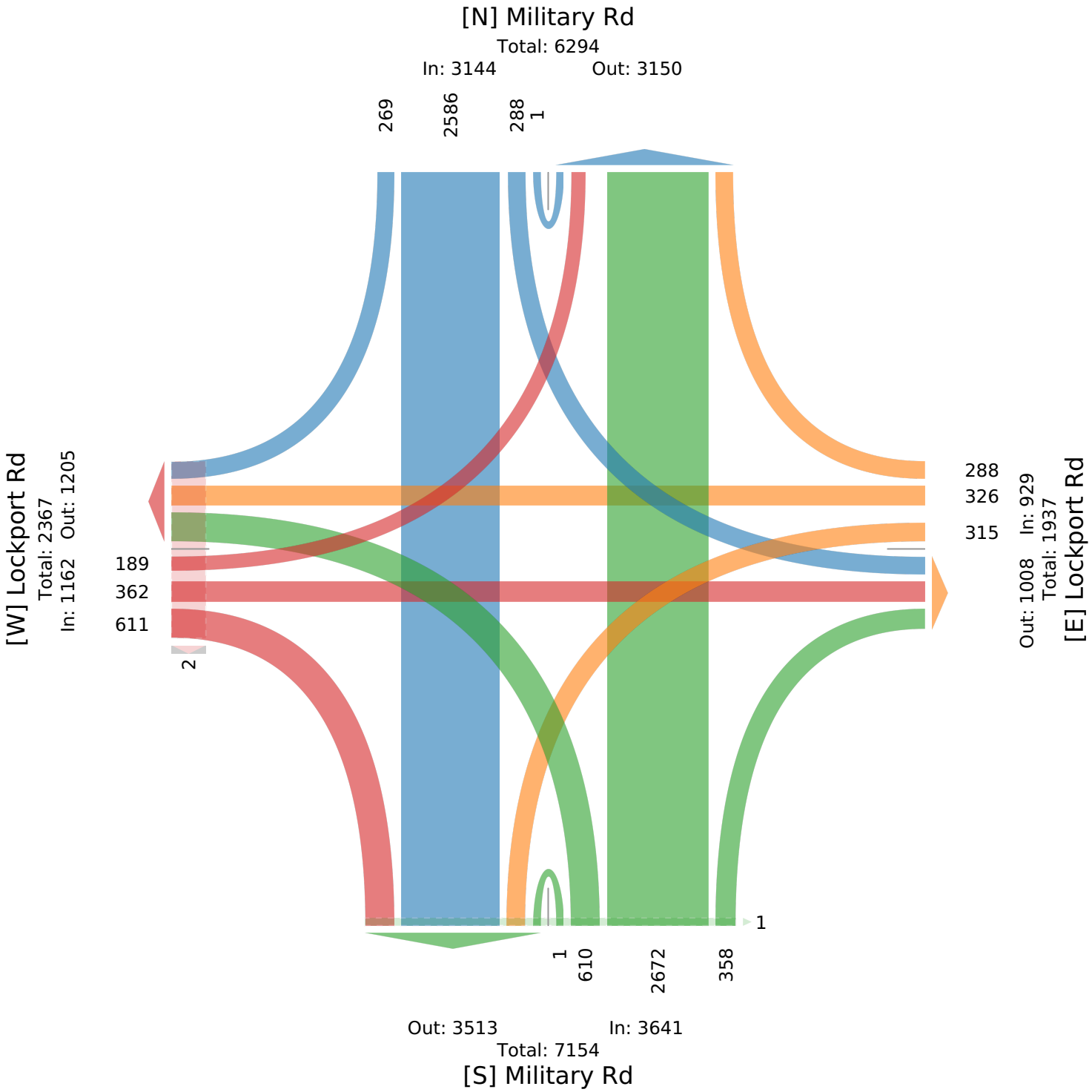
Leg Direction	Military Rd Northbound							Lockport Rd Eastbound							
Time	R	T	L	U	RR	App	Ped*	R	T	L	U	RR	App	Ped*	Int
2021-11-23 6:00AM	1	17	5	0	2	**25**	0	6	7	2	0	1	**16**	0	**82**
6:15AM	6	14	10	0	0	**30**	0	7	8	2	0	2	**19**	0	**120**
6:30AM	4	33	16	0	5	**58**	0	6	10	4	0	4	**24**	0	**163**
6:45AM	5	36	7	0	3	**51**	0	9	11	3	0	3	**26**	0	**167**
Hourly Total	16	100	38	0	10	**164**	0	28	36	11	0	10	**85**	0	**532**
7:00AM	7	38	14	0	1	**60**	0	4	11	3	0	3	**21**	0	**167**
7:15AM	2	40	17	0	2	**61**	0	7	11	4	0	5	**27**	0	**201**
7:30AM	4	52	15	0	3	**74**	0	7	10	9	0	5	**31**	0	**240**
7:45AM	7	54	18	0	2	**81**	0	10	12	6	0	7	**35**	0	**263**
Hourly Total	20	184	64	0	8	**276**	0	28	44	22	0	20	**114**	0	**871**
8:00AM	1	43	16	0	2	**62**	0	8	8	5	0	5	**26**	0	**237**
8:15AM	7	61	21	0	2	**91**	0	20	15	6	0	9	**50**	0	**269**
8:30AM	8	63	17	0	3	**91**	0	18	10	4	0	5	**37**	0	**286**
8:45AM	9	73	21	0	3	**106**	1	8	17	6	0	9	**40**	0	**303**
Hourly Total	25	240	75	0	10	**350**	1	54	50	21	0	28	**153**	0	**1095**
9:00AM	13	70	13	0	2	**98**	0	10	12	12	0	7	**41**	2	**289**
9:15AM	12	73	12	0	3	**100**	0	19	11	5	0	8	**43**	0	**294**
9:30AM	12	68	16	0	2	**98**	0	13	13	6	0	5	**37**	0	**276**
9:45AM	8	78	21	0	2	**109**	0	23	11	12	0	5	**51**	0	**324**
Hourly Total	45	289	62	0	9	**405**	0	65	47	35	0	25	**172**	2	**1183**
10:00AM	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	13	135	21	0	3	**172**	0	24	20	8	0	7	**59**	0	**438**
4:15PM	15	122	31	0	5	**173**	0	18	8	7	0	10	**43**	0	**402**
4:30PM	10	132	29	0	8	**179**	0	28	20	15	0	18	**81**	0	**444**
4:45PM	8	155	34	0	7	**204**	0	19	18	8	0	18	**63**	0	**440**
Hourly Total	46	544	115	0	23	**728**	0	89	66	38	0	53	**246**	0	**1724**
5:00PM	13	157	22	0	8	**200**	0	32	28	9	0	6	**75**	0	**425**
5:15PM	13	155	21	0	3	**192**	0	18	14	9	0	6	**47**	0	**409**
5:30PM	11	132	27	0	2	**172**	0	15	12	6	0	9	**42**	0	**370**
5:45PM	10	137	23	0	3	**173**	0	9	13	7	0	7	**36**	0	**342**
Hourly Total	47	581	93	0	16	**737**	0	74	67	31	0	28	**200**	0	**1546**
6:00PM	8	126	23	1	3	**161**	0	6	11	5	0	9	**31**	0	**318**
6:15PM	5	91	18	0	4	**118**	0	12	9	5	0	8	**34**	0	**285**
6:30PM	6	93	27	0	5	**131**	0	12	9	3	0	5	**29**	0	**264**
6:45PM	10	108	21	0	2	**141**	0	7	5	4	0	6	**22**	0	**255**
Hourly Total	29	418	89	1	14	**551**	0	37	34	17	0	28	**116**	0	**1122**
7:00PM	6	96	27	0	4	**133**	0	10	4	5	0	5	**24**	0	**241**
7:15PM	5	76	13	0	2	**96**	0	7	8	4	0	2	**21**	0	**194**
7:30PM	3	84	19	0	5	**111**	0	3	2	1	0	5	**11**	0	**187**
7:45PM	9	60	15	0	6	**90**	0	7	4	4	0	5	**20**	0	**181**
Hourly Total	23	316	74	0	17	**430**	0	27	18	14	0	17	**76**	0	**803**
8:00PM	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**
Total	251	2672	610	1	107	**3641**	1	402	362	189	0	209	**1162**	2	**8876**
% Approach	6.9%	73.4%	16.8%	0%	2.9%	**-**	-	34.6%	31.2%	16.3%	0%	18.0%	**-**	-	-
% Total	2.8%	30.1%	6.9%	0%	1.2%	**41.0%**	-	4.5%	4.1%	2.1%	0%	2.4%	**13.1%**	-	-
Motorcycles	0	0	0	0	0	**0**	-	1	0	0	0	0	**1**	-	1
% Motorcycles	0%	0%	0%	0%	0%	**0%**	-	0.2%	0%	0%	0%	0%	**0.1%**	-	0%
Lights	230	2629	587	1	103	**3550**	-	382	341	185	0	205	**1113**	-	8621
% Lights	91.6%	98.4%	96.2%	100%	96.3%	**97.5%**	-	95.0%	94.2%	97.9%	0%	98.1%	**95.8%**	-	97.1%
Heavy	21	43	23	0	4	**91**	-	19	21	4	0	4	**48**	-	254
% Heavy	8.4%	1.6%	3.8%	0%	3.7%	**2.5%**	-	4.7%	5.8%	2.1%	0%	1.9%	**4.1%**	-	2.9%

Leg	Military Rd							Lockport Rd							
Direction	Northbound							Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	2	
% 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

Lockport Rd/Military Rd - TMC
Tue Nov 23, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904523, Location: 43.120321, -78.997501

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Military Rd - TMC

Tue Nov 23, 2021
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904523, Location: 43.120321, -78.997501

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Military Rd Southbound							Lockport Rd Westbound						
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*
2021-11-23 6:30AM	5	43	9	0	2	**59**	0	7	7	4	0	4	**22**	0
6:45AM	3	47	10	0	2	**62**	0	3	11	8	0	6	**28**	0
7:00AM	3	48	9	0	5	**65**	0	2	7	11	0	1	**21**	0
7:15AM	3	58	12	0	1	**74**	0	9	14	13	0	3	**39**	0
Total	14	196	40	0	10	**260**	0	21	39	36	0	14	**110**	0
% Approach	5.4%	75.4%	15.4%	0%	3.8%	**-**	-	19.1%	35.5%	32.7%	0%	12.7%	**-**	-
% Total	2.0%	28.1%	5.7%	0%	1.4%	**37.2%**	-	3.0%	5.6%	5.2%	0%	2.0%	**15.8%**	-
PHF	0.700	0.845	0.833	-	0.500	**0.878**	-	0.583	0.696	0.692	-	0.583	**0.705**	-
Motorcycles	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-
% Motorcycles	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-
Lights	12	191	39	0	9	**251**	-	16	36	31	0	13	**96**	-
% Lights	85.7%	97.4%	97.5%	0%	90.0%	**96.5%**	-	76.2%	92.3%	86.1%	0%	92.9%	**87.3%**	-
Heavy	2	5	1	0	1	**9**	-	5	3	5	0	1	**14**	-
% Heavy	14.3%	2.6%	2.5%	0%	10.0%	**3.5%**	-	23.8%	7.7%	13.9%	0%	7.1%	**12.7%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Military Rd - TMC

Tue Nov 23, 2021
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904523, Location: 43.120321, -78.997501

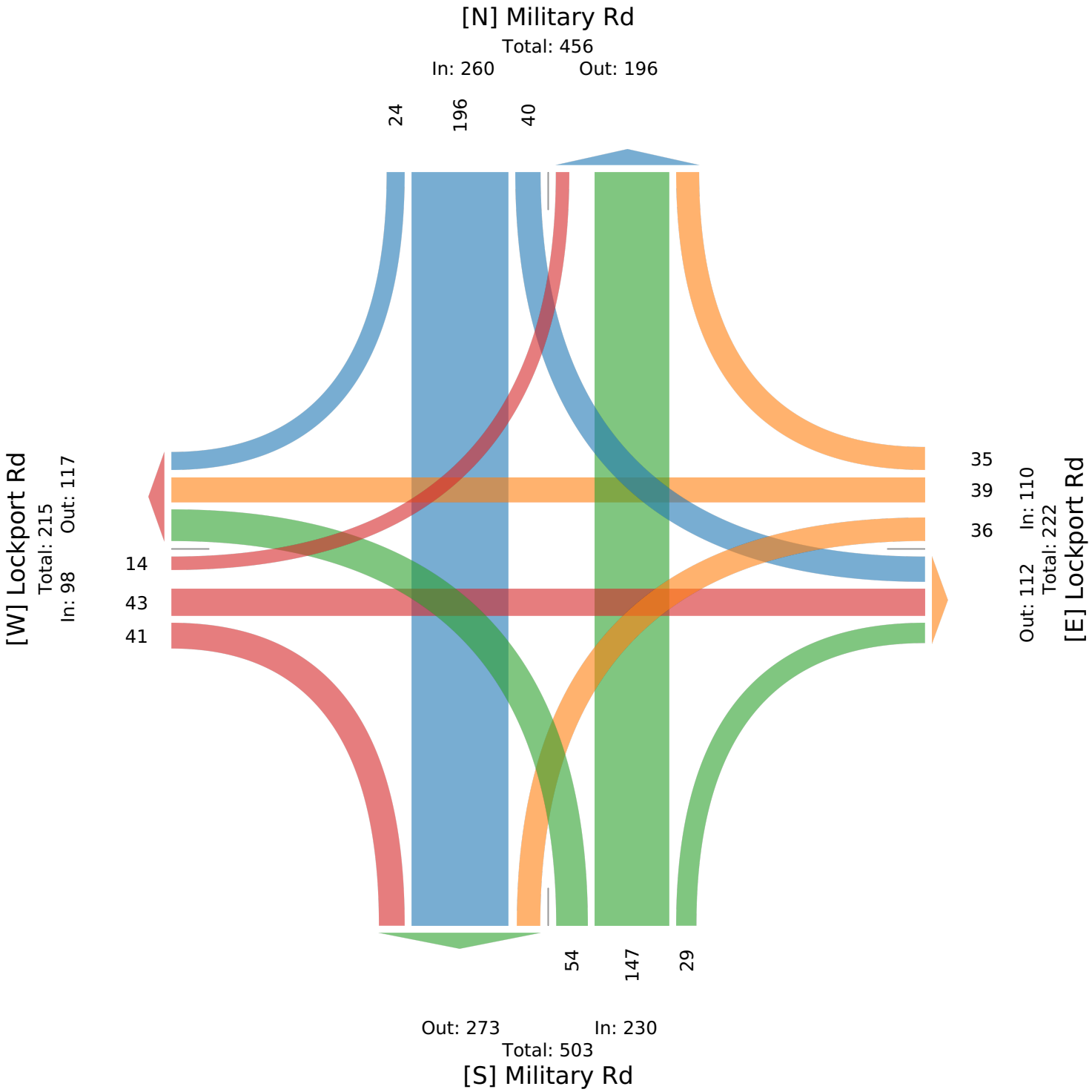
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Military Rd Northbound							Lockport Rd Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2021-11-23 6:30AM	4	33	16	0	5	**58**	0	6	10	4	0	4	**24**	0	**163**
6:45AM	5	36	7	0	3	**51**	0	9	11	3	0	3	**26**	0	**167**
7:00AM	7	38	14	0	1	**60**	0	4	11	3	0	3	**21**	0	**167**
7:15AM	2	40	17	0	2	**61**	0	7	11	4	0	5	**27**	0	**201**
Total	18	147	54	0	11	**230**	0	26	43	14	0	15	**98**	0	**698**
% Approach	7.8%	63.9%	23.5%	0%	4.8%	**-**	-	26.5%	43.9%	14.3%	0%	15.3%	**-**	-	**-**
% Total	2.6%	21.1%	7.7%	0%	1.6%	**33.0%**	-	3.7%	6.2%	2.0%	0%	2.1%	**14.0%**	-	**-**
PHF	0.643	0.919	0.794	-	0.550	**0.943**	-	0.722	0.977	0.875	-	0.750	**0.907**	-	0.868
Motorcycles	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0%
Lights	16	140	51	0	10	**217**	-	24	39	13	0	14	**90**	-	654
% Lights	88.9%	95.2%	94.4%	0%	90.9%	**94.3%**	-	92.3%	90.7%	92.9%	0%	93.3%	**91.8%**	-	93.7%
Heavy	2	7	3	0	1	**13**	-	2	4	1	0	1	**8**	-	44
% Heavy	11.1%	4.8%	5.6%	0%	9.1%	**5.7%**	-	7.7%	9.3%	7.1%	0%	6.7%	**8.2%**	-	6.3%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Military Rd - TMC
Tue Nov 23, 2021
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904523, Location: 43.120321, -78.997501

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Military Rd - TMC

Tue Nov 23, 2021
AM Peak (9 AM - 10 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904523, Location: 43.120321, -78.997501



Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Military Rd Southbound							Lockport Rd Westbound						
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*
2021-11-23 9:00AM	8	100	15	0	1	**124**	0	1	11	10	0	4	**26**	0
9:15AM	10	98	8	0	0	**116**	0	6	16	11	0	2	**35**	0
9:30AM	7	95	12	0	1	**115**	0	7	9	8	0	2	**26**	0
9:45AM	6	119	8	0	1	**134**	0	7	11	7	0	5	**30**	0
Total	31	412	43	0	3	**489**	0	21	47	36	0	13	**117**	0
% Approach	6.3%	84.3%	8.8%	0%	0.6%	**-**	-	17.9%	40.2%	30.8%	0%	11.1%	**-**	-
% Total	2.6%	34.8%	3.6%	0%	0.3%	**41.3%**	-	1.8%	4.0%	3.0%	0%	1.1%	**9.9%**	-
PHF	0.775	0.866	0.717	-	0.750	**0.912**	-	0.750	0.734	0.818	-	0.650	**0.836**	-
Motorcycles	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-
% Motorcycles	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-
Lights	28	405	41	0	3	**477**	-	19	45	33	0	12	**109**	-
% Lights	90.3%	98.3%	95.3%	0%	100%	**97.5%**	-	90.5%	95.7%	91.7%	0%	92.3%	**93.2%**	-
Heavy	3	7	2	0	0	**12**	-	2	2	3	0	1	**8**	-
% Heavy	9.7%	1.7%	4.7%	0%	0%	**2.5%**	-	9.5%	4.3%	8.3%	0%	7.7%	**6.8%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Military Rd - TMC

Tue Nov 23, 2021
AM Peak (9 AM - 10 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904523, Location: 43.120321, -78.997501

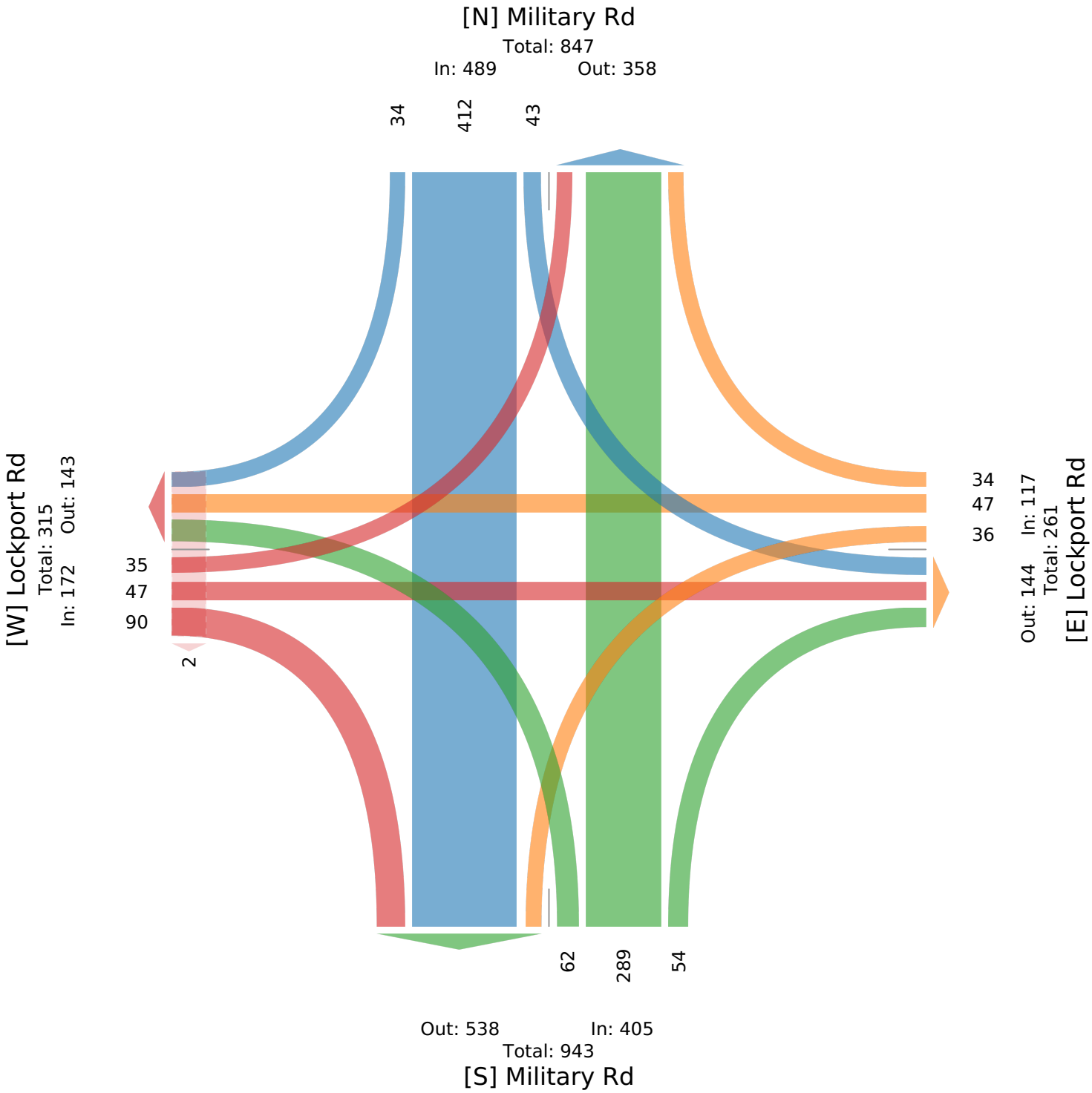
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Military Rd Northbound							Lockport Rd Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2021-11-23 9:00AM	13	70	13	0	2	**98**	0	10	12	12	0	7	**41**	2	**289**
9:15AM	12	73	12	0	3	**100**	0	19	11	5	0	8	**43**	0	**294**
9:30AM	12	68	16	0	2	**98**	0	13	13	6	0	5	**37**	0	**276**
9:45AM	8	78	21	0	2	**109**	0	23	11	12	0	5	**51**	0	**324**
Total	45	289	62	0	9	**405**	0	65	47	35	0	25	**172**	2	**1183**
% Approach	11.1%	71.4%	15.3%	0%	2.2%	**-**	-	37.8%	27.3%	20.3%	0%	14.5%	**-**	-	**-**
% Total	3.8%	24.4%	5.2%	0%	0.8%	**34.2%**	-	5.5%	4.0%	3.0%	0%	2.1%	**14.5%**	-	**-**
PHF	0.865	0.926	0.738	-	0.750	**0.929**	-	0.707	0.904	0.729	-	0.781	**0.843**	-	0.913
Motorcycles	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0%
Lights	41	279	56	0	8	**384**	-	58	41	35	0	25	**159**	-	1129
% Lights	91.1%	96.5%	90.3%	0%	88.9%	**94.8%**	-	89.2%	87.2%	100%	0%	100%	**92.4%**	-	95.4%
Heavy	4	10	6	0	1	**21**	-	7	6	0	0	0	**13**	-	54
% Heavy	8.9%	3.5%	9.7%	0%	11.1%	**5.2%**	-	10.8%	12.8%	0%	0%	0%	**7.6%**	-	4.6%
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

Lockport Rd/Military Rd - TMC
Tue Nov 23, 2021
AM Peak (9 AM - 10 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904523, Location: 43.120321, -78.997501

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Military Rd - TMC

Tue Nov 23, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904523, Location: 43.120321, -78.997501

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Military Rd Southbound							Lockport Rd Westbound						
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*
2021-11-23 4:00PM	14	129	12	0	4	**159**	0	13	11	15	0	9	**48**	0
4:15PM	10	116	13	0	5	**144**	0	10	16	13	0	3	**42**	0
4:30PM	8	116	14	0	4	**142**	0	13	12	12	0	5	**42**	0
4:45PM	5	124	5	0	2	**136**	0	6	12	16	0	3	**37**	0
Total	37	485	44	0	15	**581**	0	42	51	56	0	20	**169**	0
% Approach	6.4%	83.5%	7.6%	0%	2.6%	**-**	-	24.9%	30.2%	33.1%	0%	11.8%	**-**	-
% Total	2.1%	28.1%	2.6%	0%	0.9%	**33.7%**	-	2.4%	3.0%	3.2%	0%	1.2%	**9.8%**	-
PHF	0.661	0.940	0.786	-	0.750	**0.914**	-	0.808	0.797	0.875	-	0.556	**0.880**	-
Motorcycles	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-
% Motorcycles	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-
Lights	36	479	39	0	15	**569**	-	41	50	53	0	19	**163**	-
% Lights	97.3%	98.8%	88.6%	0%	100%	**97.9%**	-	97.6%	98.0%	94.6%	0%	95.0%	**96.4%**	-
Heavy	1	6	5	0	0	**12**	-	1	1	3	0	1	**6**	-
% Heavy	2.7%	1.2%	11.4%	0%	0%	**2.1%**	-	2.4%	2.0%	5.4%	0%	5.0%	**3.6%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Military Rd - TMC

Tue Nov 23, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904523, Location: 43.120321, -78.997501

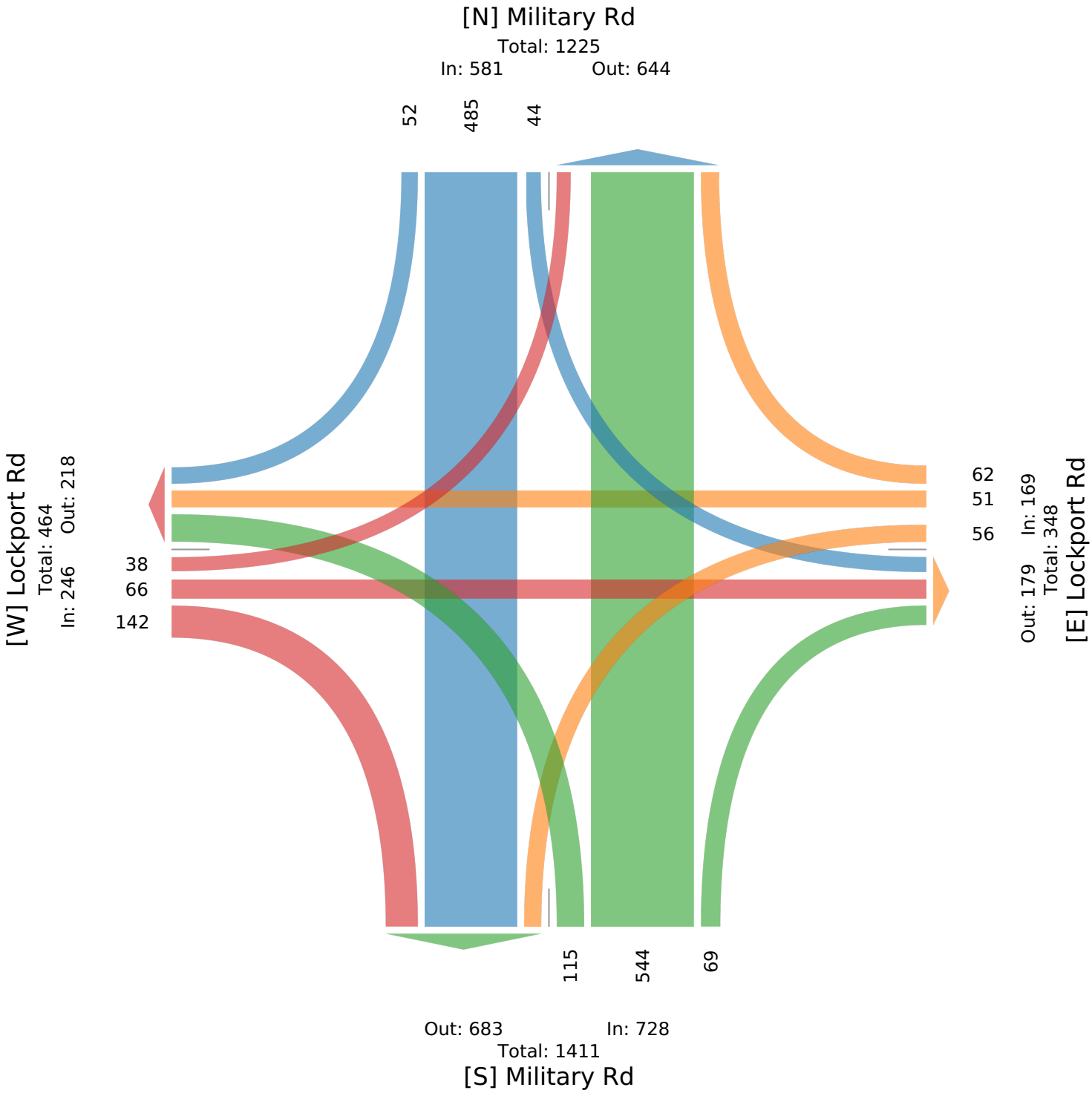
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Military Rd Northbound							Lockport Rd Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2021-11-23 4:00PM	13	135	21	0	3	**172**	0	24	20	8	0	7	**59**	0	**438**
4:15PM	15	122	31	0	5	**173**	0	18	8	7	0	10	**43**	0	**402**
4:30PM	10	132	29	0	8	**179**	0	28	20	15	0	18	**81**	0	**444**
4:45PM	8	155	34	0	7	**204**	0	19	18	8	0	18	**63**	0	**440**
Total	46	544	115	0	23	**728**	0	89	66	38	0	53	**246**	0	**1724**
% Approach	6.3%	74.7%	15.8%	0%	3.2%	**-**	-	36.2%	26.8%	15.4%	0%	21.5%	**-**	-	-
% Total	2.7%	31.6%	6.7%	0%	1.3%	**42.2%**	-	5.2%	3.8%	2.2%	0%	3.1%	**14.3%**	-	-
PHF	0.767	0.877	0.846	-	0.719	**0.892**	-	0.795	0.825	0.633	-	0.736	**0.759**	-	0.971
Motorcycles	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0%
Lights	41	536	112	0	23	**712**	-	88	63	38	0	53	**242**	-	1686
% Lights	89.1%	98.5%	97.4%	0%	100%	**97.8%**	-	98.9%	95.5%	100%	0%	100%	**98.4%**	-	97.8%
Heavy	5	8	3	0	0	**16**	-	1	3	0	0	0	**4**	-	38
% Heavy	10.9%	1.5%	2.6%	0%	0%	**2.2%**	-	1.1%	4.5%	0%	0%	0%	**1.6%**	-	2.2%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Military Rd - TMC
Tue Nov 23, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904523, Location: 43.120321, -78.997501

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Packard Rd - TMC

Tue Nov 23, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904519, Location: 43.120551, -78.963042

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

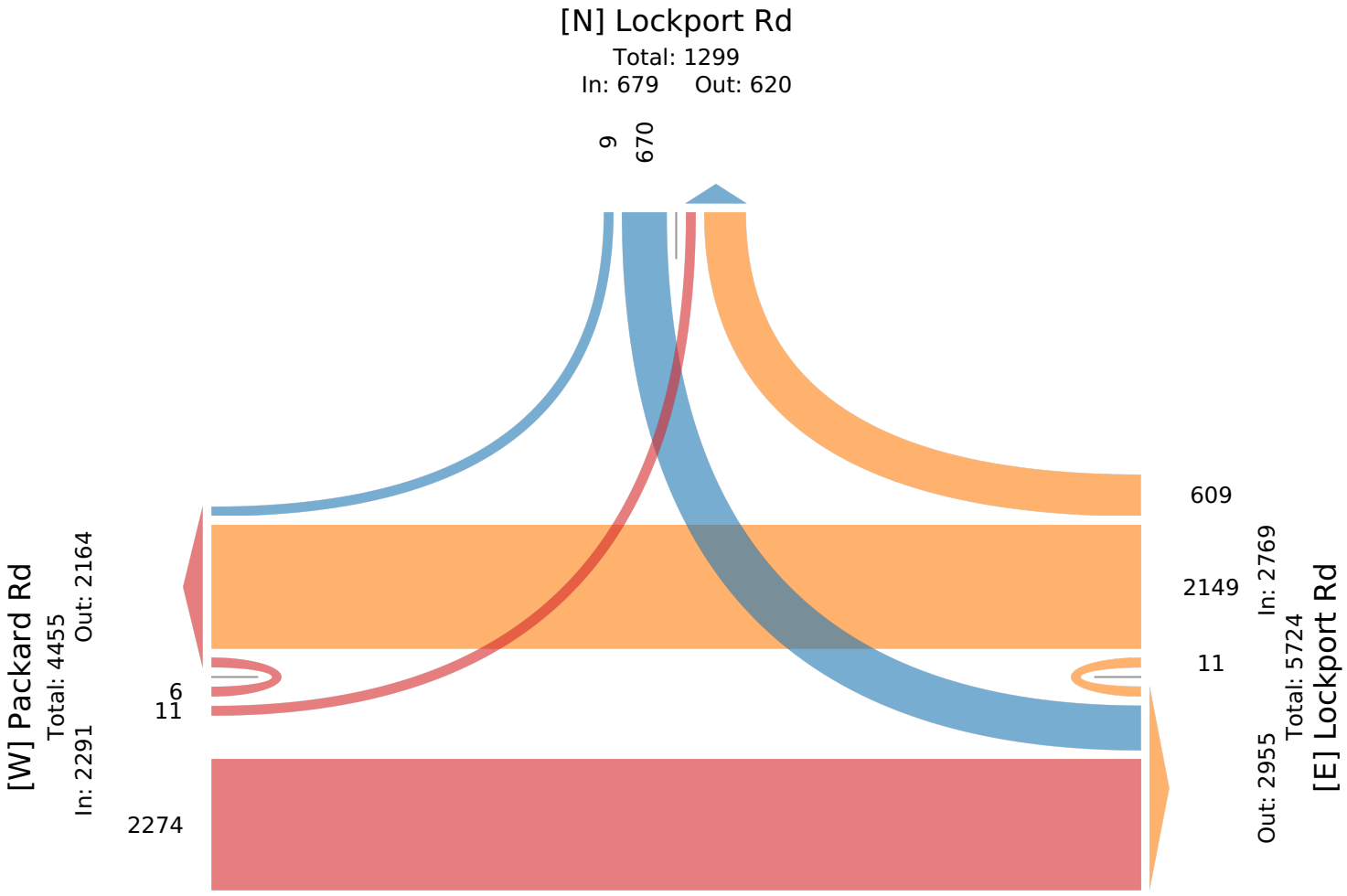
Leg Direction	Lockport Rd Southbound					Lockport Rd Westbound					Packard Rd Eastbound					
Time	R	L	U	App	Ped*	R	T	U	App	Ped*	T	L	U	App	Ped*	Int
2021-11-23 6:00AM	0	10	0	**10**	0	4	40	0	**44**	0	44	0	0	**44**	0	**98**
6:15AM	0	14	0	**14**	0	12	56	0	**68**	0	51	0	0	**51**	0	**133**
6:30AM	0	17	0	**17**	0	18	75	0	**93**	0	48	0	0	**48**	0	**158**
6:45AM	2	21	0	**23**	0	22	60	1	**83**	0	62	0	0	**62**	0	**168**
Hourly Total	2	62	0	**64**	0	56	231	1	**288**	0	205	0	0	**205**	0	**557**
7:00AM	0	25	0	**25**	0	22	44	0	**66**	0	62	0	0	**62**	0	**153**
7:15AM	0	24	0	**24**	0	17	68	0	**85**	0	83	0	0	**83**	0	**192**
7:30AM	0	15	0	**15**	0	33	72	0	**105**	0	75	0	0	**75**	0	**195**
7:45AM	2	21	0	**23**	0	24	86	0	**110**	0	70	0	1	**71**	0	**204**
Hourly Total	2	85	0	**87**	0	96	270	0	**366**	0	290	0	1	**291**	0	**744**
8:00AM	0	29	0	**29**	0	31	68	0	**99**	0	54	2	1	**57**	0	**185**
8:15AM	2	35	0	**37**	0	22	65	2	**89**	0	65	0	0	**65**	0	**191**
8:30AM	0	26	0	**26**	0	25	74	0	**99**	0	68	1	0	**69**	0	**194**
8:45AM	0	34	0	**34**	0	16	88	0	**104**	0	74	1	0	**75**	0	**213**
Hourly Total	2	124	0	**126**	0	94	295	2	**391**	0	261	4	1	**266**	0	**783**
9:00AM	0	32	0	**32**	0	18	63	1	**82**	0	65	0	0	**65**	0	**179**
9:15AM	0	27	0	**27**	0	20	70	0	**90**	0	53	1	0	**54**	0	**171**
9:30AM	0	16	0	**16**	0	14	55	0	**69**	0	60	0	1	**61**	0	**146**
9:45AM	0	19	0	**19**	0	21	69	0	**90**	0	64	0	0	**64**	0	**173**
Hourly Total	0	94	0	**94**	0	73	257	1	**331**	0	242	1	1	**244**	0	**669**
4:00PM	0	27	0	**27**	0	36	121	0	**157**	0	126	2	0	**128**	0	**312**
4:15PM	0	26	0	**26**	0	29	107	0	**136**	0	126	0	0	**126**	0	**288**
4:30PM	0	36	0	**36**	0	29	114	0	**143**	0	127	0	1	**128**	0	**307**
4:45PM	0	15	0	**15**	0	21	95	0	**116**	0	97	0	0	**97**	0	**228**
Hourly Total	0	104	0	**104**	0	115	437	0	**552**	0	476	2	1	**479**	0	**1135**
5:00PM	0	41	0	**41**	0	24	83	0	**107**	0	73	0	0	**73**	0	**221**
5:15PM	0	20	0	**20**	0	21	70	3	**94**	0	97	0	1	**98**	0	**212**
5:30PM	1	25	0	**26**	0	17	82	2	**101**	0	89	0	0	**89**	0	**216**
5:45PM	0	17	0	**17**	0	10	67	0	**77**	0	61	1	0	**62**	0	**156**
Hourly Total	1	103	0	**104**	0	72	302	5	**379**	0	320	1	1	**322**	0	**805**
6:00PM	0	18	0	**18**	0	19	75	1	**95**	0	72	1	0	**73**	0	**186**
6:15PM	1	18	0	**19**	0	21	53	0	**74**	0	65	0	0	**65**	0	**158**
6:30PM	0	12	0	**12**	0	15	42	0	**57**	0	65	0	0	**65**	0	**134**
6:45PM	0	7	0	**7**	0	12	41	0	**53**	0	56	1	0	**57**	0	**117**
Hourly Total	1	55	0	**56**	0	67	211	1	**279**	0	258	2	0	**260**	0	**595**
7:00PM	1	15	0	**16**	0	12	40	0	**52**	0	65	0	1	**66**	0	**134**
7:15PM	0	11	0	**11**	0	10	33	0	**43**	0	54	1	0	**55**	0	**109**
7:30PM	0	4	0	**4**	0	6	45	0	**51**	0	52	0	0	**52**	0	**107**
7:45PM	0	13	0	**13**	0	8	28	1	**37**	0	51	0	0	**51**	0	**101**
Hourly Total	1	43	0	**44**	0	36	146	1	**183**	0	222	1	1	**224**	0	**451**
8:00PM	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**
Total	9	670	0	**679**	0	609	2149	11	**2769**	0	2274	11	6	**2291**	0	**5739**
% Approach	1.3%	98.7%	0%	**-**	-	22.0%	77.6%	0.4%	**-**	-	99.3%	0.5%	0.3%	**-**	-	-
% Total	0.2%	11.7%	0%	**11.8%**	-	10.6%	37.4%	0.2%	**48.2%**	-	39.6%	0.2%	0.1%	**39.9%**	-	-
Motorcycles	0	0	0	**0**	-	0	1	0	**1**	-	0	0	0	**0**	-	1
% Motorcycles	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Lights	6	630	0	**636**	-	572	2017	11	**2600**	-	2142	10	6	**2158**	-	5394
% Lights	66.7%	94.0%	0%	**93.7%**	-	93.9%	93.9%	100%	**93.9%**	-	94.2%	90.9%	100%	**94.2%**	-	94.0%
Heavy	3	40	0	**43**	-	37	131	0	**168**	-	132	1	0	**133**	-	344
% Heavy	33.3%	6.0%	0%	**6.3%**	-	6.1%	6.1%	0%	**6.1%**	-	5.8%	9.1%	0%	**5.8%**	-	6.0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Leg	Lockport Rd					Lockport Rd					Packard Rd					
Direction	Southbound					Westbound					Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Packard Rd - TMC
Tue Nov 23, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904519, Location: 43.120551, -78.963042

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Packard Rd - TMC

Tue Nov 23, 2021
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904519, Location: 43.120551, -78.963042

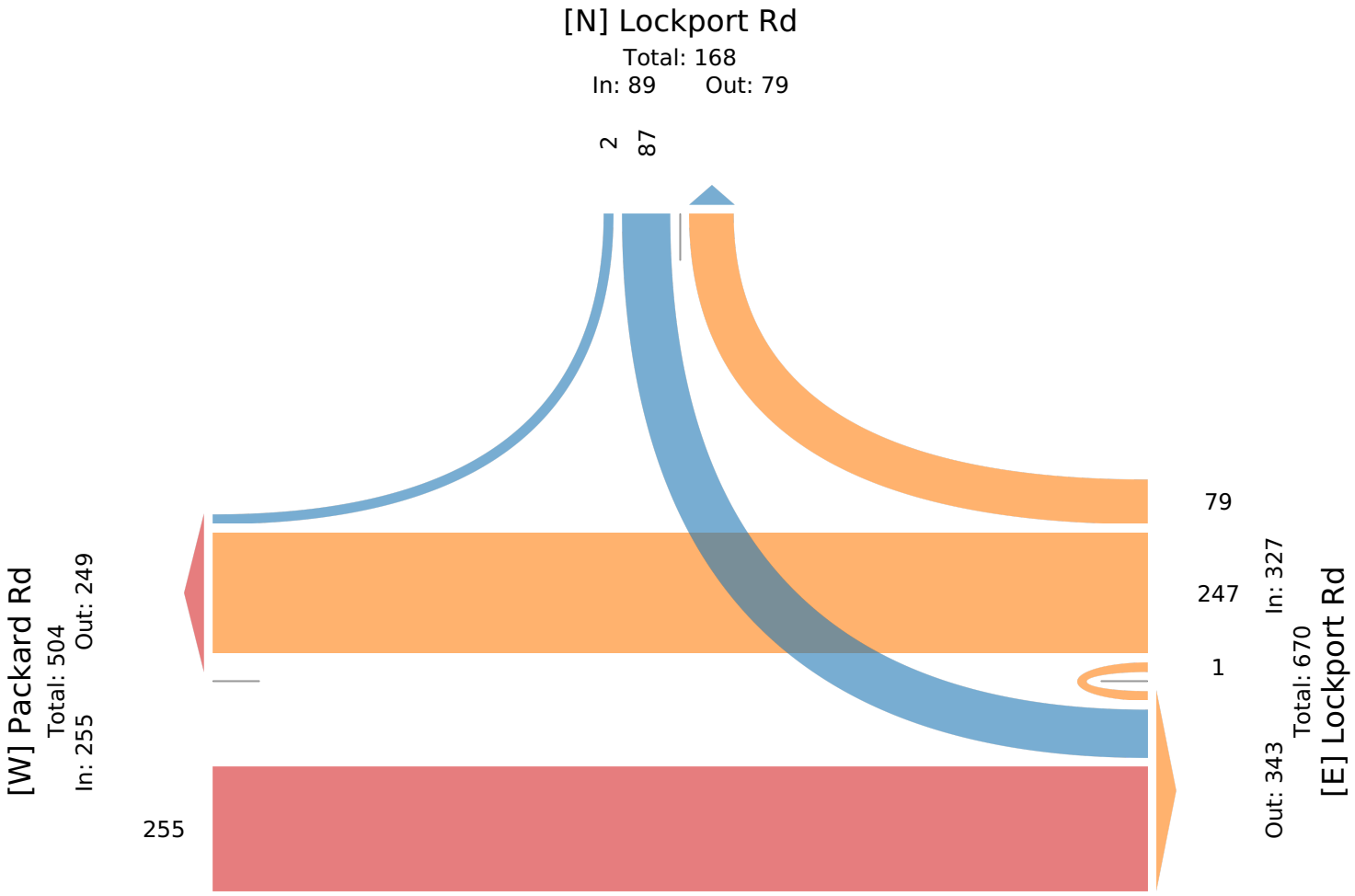
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg / Direction	Lockport Rd Southbound					Lockport Rd Westbound					Packard Rd Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2021-11-23 6:30AM	0	17	0	**17**	0	18	75	0	**93**	0	48	0	0	**48**	0	**158**
6:45AM	2	21	0	**23**	0	22	60	1	**83**	0	62	0	0	**62**	0	**168**
7:00AM	0	25	0	**25**	0	22	44	0	**66**	0	62	0	0	**62**	0	**153**
7:15AM	0	24	0	**24**	0	17	68	0	**85**	0	83	0	0	**83**	0	**192**
Total	2	87	0	**89**	0	79	247	1	**327**	0	255	0	0	**255**	0	**671**
% Approach	2.2%	97.8%	0%	**-**	-	24.2%	75.5%	0.3%	**-**	-	100%	0%	0%	**-**	-	-
% Total	0.3%	13.0%	0%	**13.3%**	-	11.8%	36.8%	0.1%	**48.7%**	-	38.0%	0%	0%	**38.0%**	-	-
PHF	0.250	0.870	-	**0.890**	-	0.898	0.823	0.250	**0.879**	-	0.768	-	-	**0.768**	-	0.874
Motorcycles	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Lights	2	81	0	**83**	-	67	230	1	**298**	-	232	0	0	**232**	-	613
% Lights	100%	93.1%	0%	**93.3%**	-	84.8%	93.1%	100%	**91.1%**	-	91.0%	0%	0%	**91.0%**	-	91.4%
Heavy	0	6	0	**6**	-	12	17	0	**29**	-	23	0	0	**23**	-	58
% Heavy	0%	6.9%	0%	**6.7%**	-	15.2%	6.9%	0%	**8.9%**	-	9.0%	0%	0%	**9.0%**	-	8.6%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Packard Rd - TMC
Tue Nov 23, 2021
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904519, Location: 43.120551, -78.963042

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Packard Rd - TMC

Tue Nov 23, 2021
AM Peak (8 AM - 9 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904519, Location: 43.120551, -78.963042

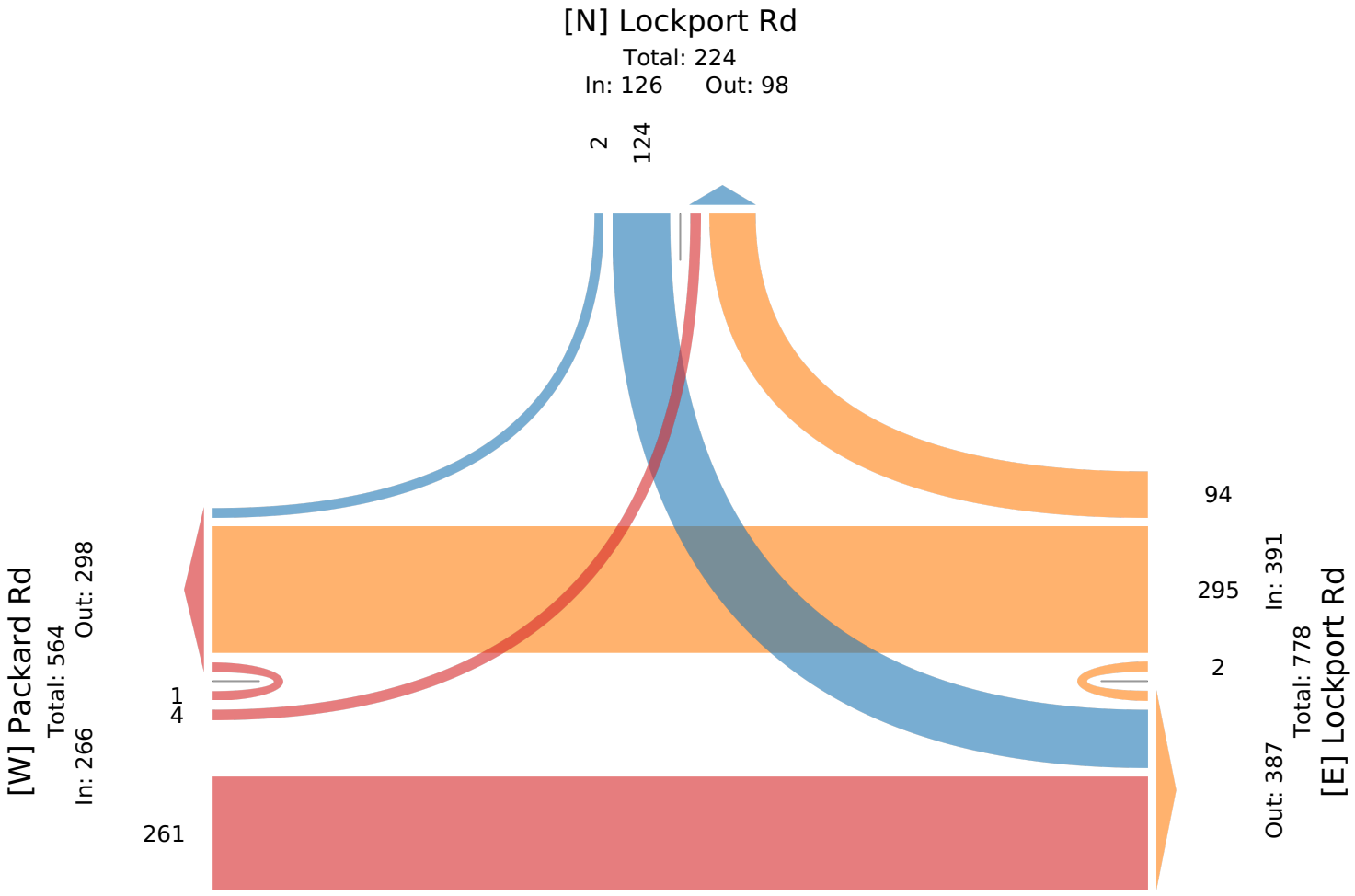
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Lockport Rd Southbound					Lockport Rd Westbound					Packard Rd Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2021-11-23 8:00AM	0	29	0	**29**	0	31	68	0	**99**	0	54	2	1	**57**	0	**185**
8:15AM	2	35	0	**37**	0	22	65	2	**89**	0	65	0	0	**65**	0	**191**
8:30AM	0	26	0	**26**	0	25	74	0	**99**	0	68	1	0	**69**	0	**194**
8:45AM	0	34	0	**34**	0	16	88	0	**104**	0	74	1	0	**75**	0	**213**
Total	2	124	0	**126**	0	94	295	2	**391**	0	261	4	1	**266**	0	**783**
% Approach	1.6%	98.4%	0%	**-**	-	24.0%	75.4%	0.5%	**-**	-	98.1%	1.5%	0.4%	**-**	-	**-**
% Total	0.3%	15.8%	0%	**16.1%**	-	12.0%	37.7%	0.3%	**49.9%**	-	33.3%	0.5%	0.1%	**34.0%**	-	**-**
PHF	0.250	0.886	-	**0.851**	-	0.758	0.838	0.250	**0.940**	-	0.882	0.500	0.250	**0.887**	-	0.919
Motorcycles	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Lights	2	113	0	**115**	-	81	260	2	**343**	-	228	3	1	**232**	-	690
% Lights	100%	91.1%	0%	**91.3%**	-	86.2%	88.1%	100%	**87.7%**	-	87.4%	75.0%	100%	**87.2%**	-	88.1%
Heavy	0	11	0	**11**	-	13	35	0	**48**	-	33	1	0	**34**	-	93
% Heavy	0%	8.9%	0%	**8.7%**	-	13.8%	11.9%	0%	**12.3%**	-	12.6%	25.0%	0%	**12.8%**	-	11.9%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Packard Rd - TMC
Tue Nov 23, 2021
AM Peak (8 AM - 9 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904519, Location: 43.120551, -78.963042

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Packard Rd - TMC

Tue Nov 23, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904519, Location: 43.120551, -78.963042



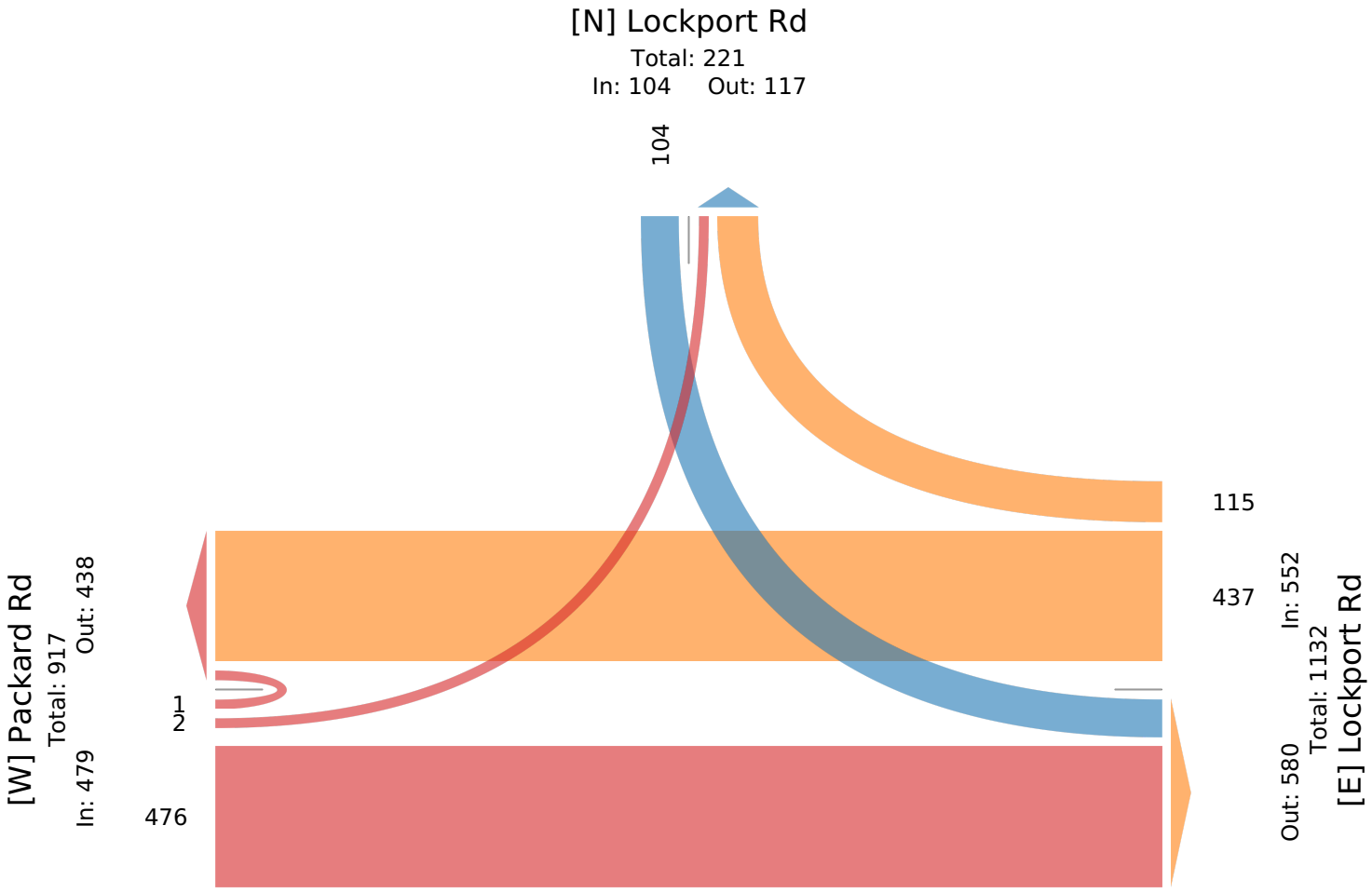
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Lockport Rd Southbound					Lockport Rd Westbound					Packard Rd Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2021-11-23 4:00PM	0	27	0	**27**	0	36	121	0	**157**	0	126	2	0	**128**	0	**312**
4:15PM	0	26	0	**26**	0	29	107	0	**136**	0	126	0	0	**126**	0	**288**
4:30PM	0	36	0	**36**	0	29	114	0	**143**	0	127	0	1	**128**	0	**307**
4:45PM	0	15	0	**15**	0	21	95	0	**116**	0	97	0	0	**97**	0	**228**
Total	0	104	0	**104**	0	115	437	0	**552**	0	476	2	1	**479**	0	**1135**
% Approach	0%	100%	0%	**-**	-	20.8%	79.2%	0%	**-**	-	99.4%	0.4%	0.2%	**-**	-	-
% Total	0%	9.2%	0%	**9.2%**	-	10.1%	38.5%	0%	**48.6%**	-	41.9%	0.2%	0.1%	**42.2%**	-	-
PHF	-	0.722	-	**0.722**	-	0.799	0.903	-	**0.879**	-	0.937	0.250	0.250	**0.936**	-	0.909
Motorcycles	0	0	0	**0**	-	0	1	0	**1**	-	0	0	0	**0**	-	1
% Motorcycles	0%	0%	0%	**0%**	-	0%	0.2%	0%	**0.2%**	-	0%	0%	0%	**0%**	-	0.1%
Lights	0	94	0	**94**	-	113	416	0	**529**	-	455	2	1	**458**	-	1081
% Lights	0%	90.4%	0%	**90.4%**	-	98.3%	95.2%	0%	**95.8%**	-	95.6%	100%	100%	**95.6%**	-	95.2%
Heavy	0	10	0	**10**	-	2	20	0	**22**	-	21	0	0	**21**	-	53
% Heavy	0%	9.6%	0%	**9.6%**	-	1.7%	4.6%	0%	**4.0%**	-	4.4%	0%	0%	**4.4%**	-	4.7%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Packard Rd - TMC
Tue Nov 23, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904519, Location: 43.120551, -78.963042

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Tuscarora Rd(S) - TMC

Wed Jan 5, 2022
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 913955, Location: 43.121174, -78.953001

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

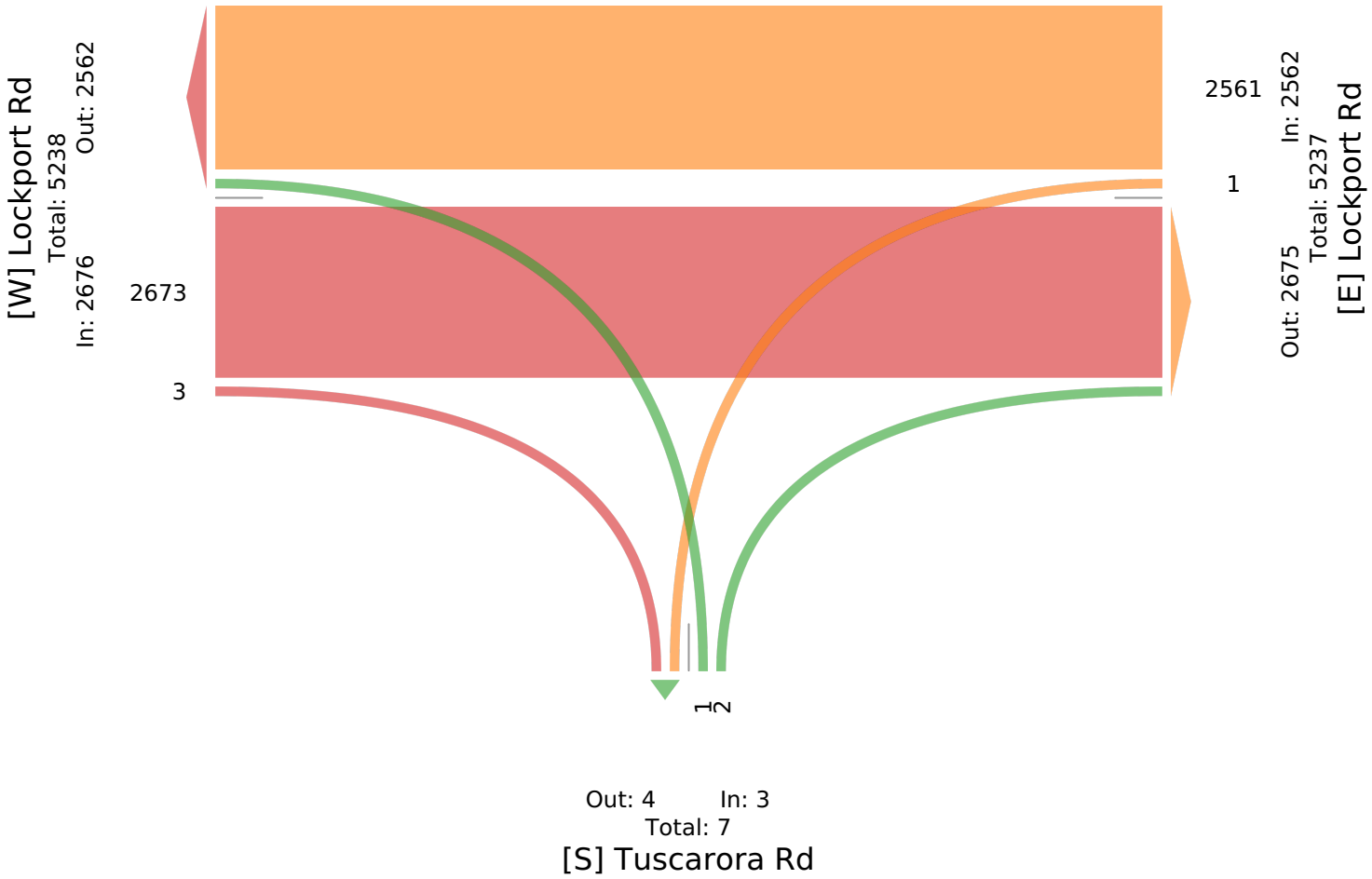
Leg Direction	Lockport Rd Westbound					Tuscarora Rd Northbound					Lockport Rd Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2022-01-05 6:00AM	41	0	0	**41**	0	0	0	0	**0**	0	0	38	0	**38**	0	**79**
6:15AM	59	0	0	**59**	0	0	0	0	**0**	0	0	63	0	**63**	0	**122**
6:30AM	99	0	0	**99**	0	0	0	0	**0**	0	0	63	0	**63**	0	**162**
6:45AM	88	0	0	**88**	0	0	0	0	**0**	0	0	91	0	**91**	0	**179**
Hourly Total	287	0	0	**287**	0	0	0	0	**0**	0	0	255	0	**255**	0	**542**
7:00AM	60	0	0	**60**	0	0	0	0	**0**	0	0	79	0	**79**	0	**139**
7:15AM	81	0	0	**81**	0	0	0	0	**0**	0	0	97	0	**97**	0	**178**
7:30AM	108	0	0	**108**	0	0	0	0	**0**	0	0	91	0	**91**	0	**199**
7:45AM	113	0	0	**113**	0	0	0	0	**0**	0	0	76	0	**76**	0	**189**
Hourly Total	362	0	0	**362**	0	0	0	0	**0**	0	0	343	0	**343**	0	**705**
8:00AM	90	0	0	**90**	0	0	0	0	**0**	0	0	83	0	**83**	0	**173**
8:15AM	86	0	0	**86**	0	0	0	0	**0**	0	1	96	0	**97**	0	**183**
8:30AM	98	0	0	**98**	0	0	0	0	**0**	0	0	83	0	**83**	0	**181**
8:45AM	103	0	0	**103**	0	0	0	0	**0**	0	0	121	0	**121**	0	**224**
Hourly Total	377	0	0	**377**	0	0	0	0	**0**	0	1	383	0	**384**	0	**761**
9:00AM	75	0	0	**75**	0	0	0	0	**0**	0	1	84	0	**85**	0	**160**
9:15AM	98	0	0	**98**	0	0	0	0	**0**	0	0	61	0	**61**	0	**159**
9:30AM	66	0	0	**66**	0	0	0	0	**0**	0	0	60	0	**60**	0	**126**
9:45AM	69	0	0	**69**	0	0	0	0	**0**	0	0	74	0	**74**	0	**143**
Hourly Total	308	0	0	**308**	0	0	0	0	**0**	0	1	279	0	**280**	0	**588**
10:00AM	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	0	**1**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	0	**1**
4:00PM	134	0	0	**134**	0	0	0	0	**0**	0	0	135	0	**135**	0	**269**
4:15PM	123	0	0	**123**	0	0	1	0	**1**	0	0	123	0	**123**	0	**247**
4:30PM	134	0	0	**134**	0	0	0	0	**0**	0	0	153	0	**153**	0	**287**
4:45PM	111	0	0	**111**	0	0	0	0	**0**	0	0	135	0	**135**	0	**246**
Hourly Total	502	0	0	**502**	0	0	1	0	**1**	0	0	546	0	**546**	0	**1049**
5:00PM	101	0	0	**101**	0	0	0	0	**0**	0	0	119	0	**119**	0	**220**
5:15PM	108	1	0	**109**	0	1	0	0	**1**	0	0	112	0	**112**	0	**222**
5:30PM	76	0	0	**76**	0	0	0	0	**0**	0	0	96	0	**96**	0	**172**
5:45PM	82	0	0	**82**	0	0	0	0	**0**	0	0	95	0	**95**	0	**177**
Hourly Total	367	1	0	**368**	0	1	0	0	**1**	0	0	422	0	**422**	0	**791**
6:00PM	73	0	0	**73**	0	0	0	0	**0**	0	0	70	0	**70**	0	**143**
6:15PM	62	0	0	**62**	0	0	0	0	**0**	0	0	63	0	**63**	0	**125**
6:30PM	43	0	0	**43**	0	1	0	0	**1**	0	1	73	0	**74**	0	**118**
6:45PM	47	0	0	**47**	0	0	0	0	**0**	0	0	57	0	**57**	0	**104**
Hourly Total	225	0	0	**225**	0	1	0	0	**1**	0	1	263	0	**264**	0	**490**
7:00PM	46	0	0	**46**	0	0	0	0	**0**	0	0	47	0	**47**	0	**93**
7:15PM	34	0	0	**34**	0	0	0	0	**0**	0	0	49	0	**49**	0	**83**
7:30PM	29	0	0	**29**	0	0	0	0	**0**	0	0	53	0	**53**	0	**82**
7:45PM	24	0	0	**24**	0	0	0	0	**0**	0	0	31	0	**31**	0	**55**
Hourly Total	133	0	0	**133**	0	0	0	0	**0**	0	0	180	0	**180**	0	**313**
8:00PM	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	0	**1**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	0	**1**
Total	2561	1	0	**2562**	0	2	1	0	**3**	0	3	2673	0	**2676**	0	**5241**
% Approach	100.0%	0%	0%	**-**	-	66.7%	33.3%	0%	**-**	-	0.1%	99.9%	0%	**-**	-	-
% Total	48.9%	0%	0%	**48.9%**	-	0%	0%	0%	**0.1%**	-	0.1%	51.0%	0%	**51.1%**	-	-
Motorcycles	1	0	0	**1**	-	0	0	0	**0**	-	0	0	0	**0**	-	1
% Motorcycles	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Lights	2437	1	0	**2438**	-	2	1	0	**3**	-	3	2533	0	**2536**	-	4977
% Lights	95.2%	100%	0%	**95.2%**	-	100%	100%	0%	**100%**	-	100%	94.8%	0%	**94.8%**	-	95.0%
Heavy	123	0	0	**123**	-	0	0	0	**0**	-	0	140	0	**140**	-	263
% Heavy	4.8%	0%	0%	**4.8%**	-	0%	0%	0%	**0%**	-	0%	5.2%	0%	**5.2%**	-	5.0%

Leg	Lockport Rd					Tuscarora Rd					Lockport Rd					
Direction	Westbound					Northbound					Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Tuscarora Rd(S) - TMC
Wed Jan 5, 2022
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 913955, Location: 43.121174, -78.953001

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Tuscarora Rd(S) - TMC

Wed Jan 5, 2022
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 913955, Location: 43.121174, -78.953001

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Lockport Rd Westbound					Tuscarora Rd Northbound					Lockport Rd Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2022-01-05 6:30AM	99	0	0	**99**	0	0	0	0	**0**	0	0	63	0	**63**	0	**162**
6:45AM	88	0	0	**88**	0	0	0	0	**0**	0	0	91	0	**91**	0	**179**
7:00AM	60	0	0	**60**	0	0	0	0	**0**	0	0	79	0	**79**	0	**139**
7:15AM	81	0	0	**81**	0	0	0	0	**0**	0	0	97	0	**97**	0	**178**
Total	328	0	0	**328**	0	0	0	0	**0**	0	0	330	0	**330**	0	**658**
% Approach	100%	0%	0%	**-**	-	0%	0%	0%	**-**	-	0%	100%	0%	**-**	-	-
% Total	49.8%	0%	0%	**49.8%**	-	0%	0%	0%	**0%**	-	0%	50.2%	0%	**50.2%**	-	-
PHF	0.828	-	-	**0.828**	-	-	-	-	**-**	-	-	0.851	-	**0.851**	-	0.919
Motorcycles	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	**0%**	-	0%	0%	0%	**-**	-	0%	0%	0%	**0%**	-	0%
Lights	301	0	0	**301**	-	0	0	0	**0**	-	0	303	0	**303**	-	604
% Lights	91.8%	0%	0%	**91.8%**	-	0%	0%	0%	**-**	-	0%	91.8%	0%	**91.8%**	-	91.8%
Heavy	27	0	0	**27**	-	0	0	0	**0**	-	0	27	0	**27**	-	54
% Heavy	8.2%	0%	0%	**8.2%**	-	0%	0%	0%	**-**	-	0%	8.2%	0%	**8.2%**	-	8.2%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Tuscarora Rd(S) - TMC
Wed Jan 5, 2022
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 913955, Location: 43.121174, -78.953001

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Tuscarora Rd(S) - TMC

Wed Jan 5, 2022
AM Peak (8 AM - 9 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 913955, Location: 43.121174, -78.953001



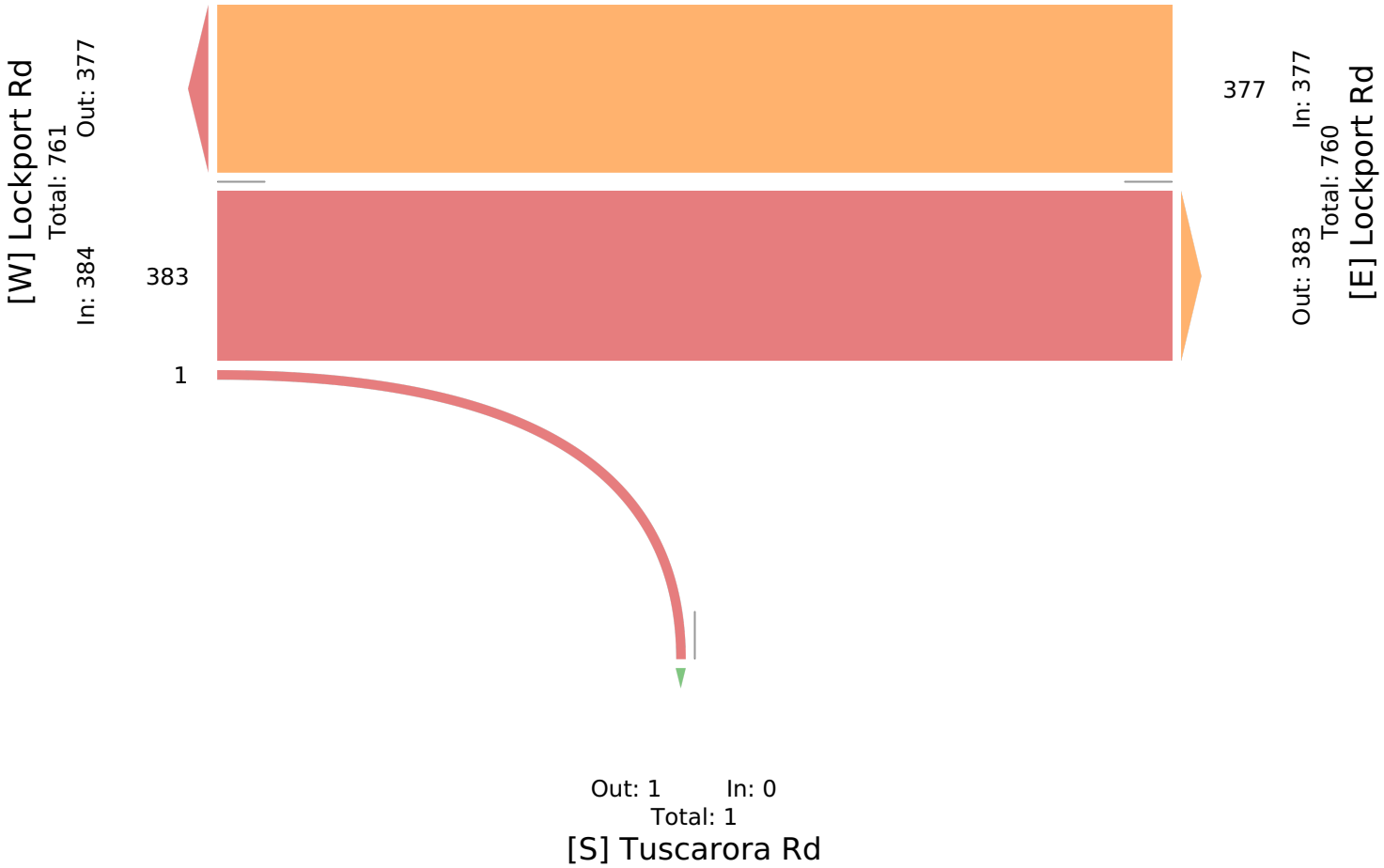
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Lockport Rd Westbound					Tuscarora Rd Northbound					Lockport Rd Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2022-01-05 8:00AM	90	0	0	**90**	0	0	0	0	**0**	0	0	83	0	**83**	0	**173**
8:15AM	86	0	0	**86**	0	0	0	0	**0**	0	1	96	0	**97**	0	**183**
8:30AM	98	0	0	**98**	0	0	0	0	**0**	0	0	83	0	**83**	0	**181**
8:45AM	103	0	0	**103**	0	0	0	0	**0**	0	0	121	0	**121**	0	**224**
Total	377	0	0	**377**	0	0	0	0	**0**	0	1	383	0	**384**	0	**761**
% Approach	100%	0%	0%	**-**	-	0%	0%	0%	**-**	-	0.3%	99.7%	0%	**-**	-	-
% Total	49.5%	0%	0%	**49.5%**	-	0%	0%	0%	**0%**	-	0.1%	50.3%	0%	**50.5%**	-	-
PHF	0.915	-	-	**0.915**	-	-	-	-	**-**	-	0.250	0.791	-	**0.793**	-	0.849
Motorcycles	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	**0%**	-	0%	0%	0%	**-**	-	0%	0%	0%	**0%**	-	0%
Lights	348	0	0	**348**	-	0	0	0	**0**	-	1	346	0	**347**	-	695
% Lights	92.3%	0%	0%	**92.3%**	-	0%	0%	0%	**-**	-	100%	90.3%	0%	**90.4%**	-	91.3%
Heavy	29	0	0	**29**	-	0	0	0	**0**	-	0	37	0	**37**	-	66
% Heavy	7.7%	0%	0%	**7.7%**	-	0%	0%	0%	**-**	-	0%	9.7%	0%	**9.6%**	-	8.7%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Tuscarora Rd(S) - TMC
Wed Jan 5, 2022
AM Peak (8 AM - 9 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 913955, Location: 43.121174, -78.953001

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Tuscarora Rd(S) - TMC

Wed Jan 5, 2022
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 913955, Location: 43.121174, -78.953001

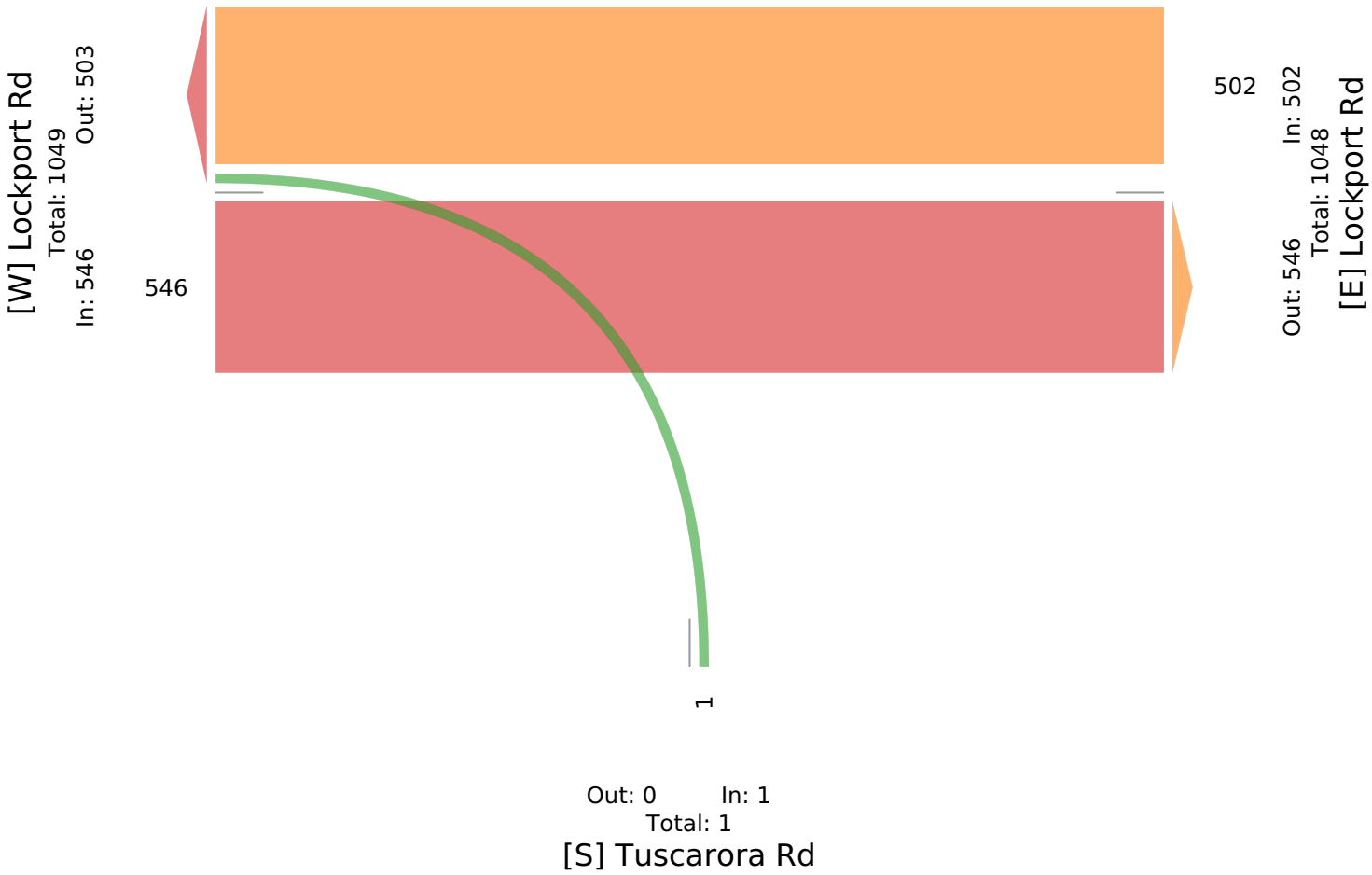
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Lockport Rd Westbound					Tuscarora Rd Northbound					Lockport Rd Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2022-01-05 4:00PM	134	0	0	**134**	0	0	0	0	**0**	0	0	135	0	**135**	0	**269**
4:15PM	123	0	0	**123**	0	0	1	0	**1**	0	0	123	0	**123**	0	**247**
4:30PM	134	0	0	**134**	0	0	0	0	**0**	0	0	153	0	**153**	0	**287**
4:45PM	111	0	0	**111**	0	0	0	0	**0**	0	0	135	0	**135**	0	**246**
Total	502	0	0	**502**	0	0	1	0	**1**	0	0	546	0	**546**	0	**1049**
% Approach	100%	0%	0%	**-**	-	0%	100%	0%	**-**	-	0%	100%	0%	**-**	-	**-**
% Total	47.9%	0%	0%	**47.9%**	-	0%	0.1%	0%	**0.1%**	-	0%	52.0%	0%	**52.0%**	-	**-**
PHF	0.937	-	-	**0.937**	-	-	0.250	-	**0.250**	-	-	0.892	-	**0.892**	-	0.914
Motorcycles	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Lights	486	0	0	**486**	-	0	1	0	**1**	-	0	527	0	**527**	-	1014
% Lights	96.8%	0%	0%	**96.8%**	-	0%	100%	0%	**100%**	-	0%	96.5%	0%	**96.5%**	-	96.7%
Heavy	16	0	0	**16**	-	0	0	0	**0**	-	0	19	0	**19**	-	35
% Heavy	3.2%	0%	0%	**3.2%**	-	0%	0%	0%	**0%**	-	0%	3.5%	0%	**3.5%**	-	3.3%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Tuscarora Rd(S) - TMC
Wed Jan 5, 2022
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 913955, Location: 43.121174, -78.953001

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Walmore Rd - TMC

Tue Nov 23, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904522, Location: 43.121422, -78.926878

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

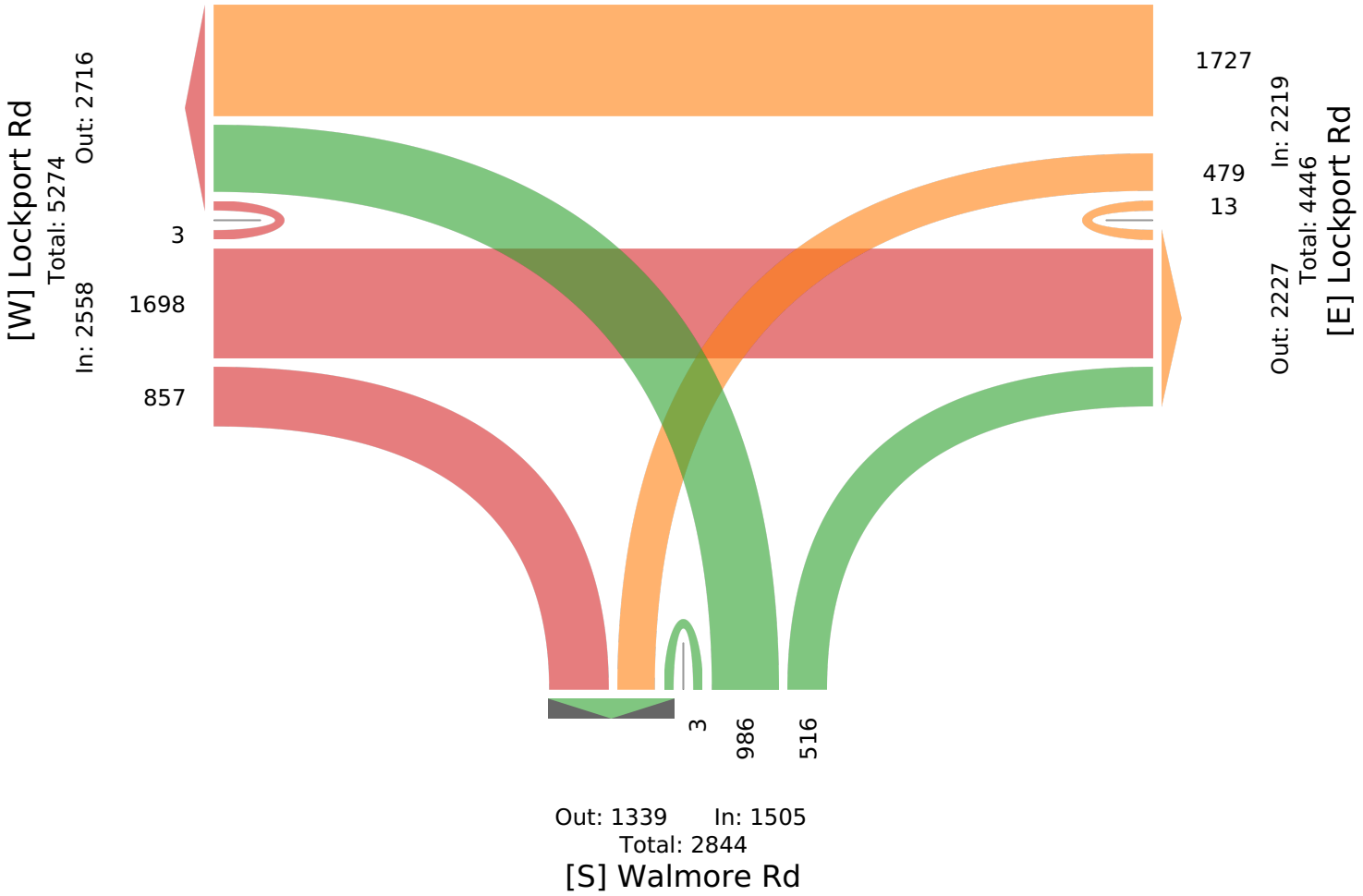
Leg Direction	Lockport Rd Westbound					Walmore Rd Northbound					Lockport Rd Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2021-11-23 6:00AM	39	4	0	**43**	0	16	22	0	**38**	0	5	15	0	**20**	0	**101**
6:15AM	64	21	0	**85**	0	9	34	0	**43**	0	12	27	0	**39**	0	**167**
6:30AM	80	24	0	**104**	0	22	39	0	**61**	0	19	33	0	**52**	0	**217**
6:45AM	72	17	0	**89**	0	18	50	0	**68**	0	28	32	0	**60**	0	**217**
Hourly Total	255	66	0	**321**	0	65	145	0	**210**	0	64	107	0	**171**	0	**702**
7:00AM	62	17	2	**81**	0	14	37	0	**51**	0	18	43	0	**61**	0	**193**
7:15AM	64	18	1	**83**	0	19	73	0	**92**	0	19	47	0	**66**	0	**241**
7:30AM	83	12	1	**96**	0	20	48	0	**68**	0	41	40	0	**81**	0	**245**
7:45AM	80	22	2	**104**	0	13	21	0	**34**	0	36	55	0	**91**	0	**229**
Hourly Total	289	69	6	**364**	0	66	179	0	**245**	0	114	185	0	**299**	0	**908**
8:00AM	62	10	0	**72**	0	15	28	0	**43**	0	25	48	0	**73**	0	**188**
8:15AM	61	12	0	**73**	0	13	26	0	**39**	0	32	57	0	**89**	0	**201**
8:30AM	61	8	0	**69**	0	11	38	0	**49**	0	22	49	0	**71**	0	**189**
8:45AM	69	14	0	**83**	0	15	30	0	**45**	0	28	47	0	**75**	0	**203**
Hourly Total	253	44	0	**297**	0	54	122	0	**176**	0	107	201	0	**308**	0	**781**
9:00AM	39	12	0	**51**	0	23	23	0	**46**	0	28	55	0	**83**	0	**180**
9:15AM	50	12	0	**62**	0	16	22	0	**38**	0	24	65	0	**89**	0	**189**
9:30AM	39	19	1	**59**	0	12	21	1	**34**	0	19	32	1	**52**	0	**145**
9:45AM	53	20	0	**73**	0	11	28	0	**39**	0	16	40	0	**56**	0	**168**
Hourly Total	181	63	1	**245**	0	62	94	1	**157**	0	87	192	1	**280**	0	**682**
10:00AM	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**
4:00PM	67	11	1	**79**	0	24	52	1	**77**	0	53	109	0	**162**	0	**318**
4:15PM	75	25	4	**104**	0	26	40	0	**66**	0	42	98	0	**140**	0	**310**
4:30PM	72	24	0	**96**	0	25	37	0	**62**	0	61	103	1	**165**	0	**323**
4:45PM	75	18	1	**94**	0	16	39	0	**55**	0	31	92	0	**123**	0	**272**
Hourly Total	289	78	6	**373**	0	91	168	1	**260**	0	187	402	1	**590**	0	**1223**
5:00PM	73	19	0	**92**	0	23	37	0	**60**	0	34	101	1	**136**	0	**288**
5:15PM	63	19	0	**82**	0	24	32	0	**56**	0	35	64	0	**99**	0	**237**
5:30PM	42	20	0	**62**	0	28	37	0	**65**	0	33	68	0	**101**	0	**228**
5:45PM	53	19	0	**72**	0	14	33	0	**47**	0	37	56	0	**93**	0	**212**
Hourly Total	231	77	0	**308**	0	89	139	0	**228**	0	139	289	1	**429**	0	**965**
6:00PM	48	14	0	**62**	0	9	25	0	**34**	0	26	46	0	**72**	0	**168**
6:15PM	35	17	0	**52**	0	10	26	0	**36**	0	23	48	0	**71**	0	**159**
6:30PM	22	11	0	**33**	0	19	12	1	**32**	0	23	43	0	**66**	0	**131**
6:45PM	23	14	0	**37**	0	7	16	0	**23**	0	21	43	0	**64**	0	**124**
Hourly Total	128	56	0	**184**	0	45	79	1	**125**	0	93	180	0	**273**	0	**582**
7:00PM	34	5	0	**39**	0	17	19	0	**36**	0	14	46	0	**60**	0	**135**
7:15PM	23	5	0	**28**	0	8	11	0	**19**	0	20	33	0	**53**	0	**100**
7:30PM	20	12	0	**32**	0	8	18	0	**26**	0	20	26	0	**46**	0	**104**
7:45PM	24	4	0	**28**	0	11	12	0	**23**	0	12	37	0	**49**	0	**100**
Hourly Total	101	26	0	**127**	0	44	60	0	**104**	0	66	142	0	**208**	0	**439**
8:00PM	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**
Total	1727	479	13	**2219**	0	516	986	3	**1505**	0	857	1698	3	**2558**	0	**6282**
% Approach	77.8%	21.6%	0.6%	**-**	-	34.3%	65.5%	0.2%	**-**	-	33.5%	66.4%	0.1%	**-**	-	-
% Total	27.5%	7.6%	0.2%	**35.3%**	-	8.2%	15.7%	0%	**24.0%**	-	13.6%	27.0%	0%	**40.7%**	-	-
Motorcycles	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Lights	1631	454	13	**2098**	-	490	941	3	**1434**	-	819	1615	3	**2437**	-	5969
% Lights	94.4%	94.8%	100%	**94.5%**	-	95.0%	95.4%	100%	**95.3%**	-	95.6%	95.1%	100%	**95.3%**	-	95.0%
Heavy	96	25	0	**121**	-	26	45	0	**71**	-	38	83	0	**121**	-	313
% Heavy	5.6%	5.2%	0%	**5.5%**	-	5.0%	4.6%	0%	**4.7%**	-	4.4%	4.9%	0%	**4.7%**	-	5.0%

Leg	Lockport Rd					Walmore Rd					Lockport Rd					
Direction	Westbound					Northbound					Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Walmore Rd - TMC
Tue Nov 23, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904522, Location: 43.121422, -78.926878

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Walmore Rd - TMC

Tue Nov 23, 2021
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904522, Location: 43.121422, -78.926878

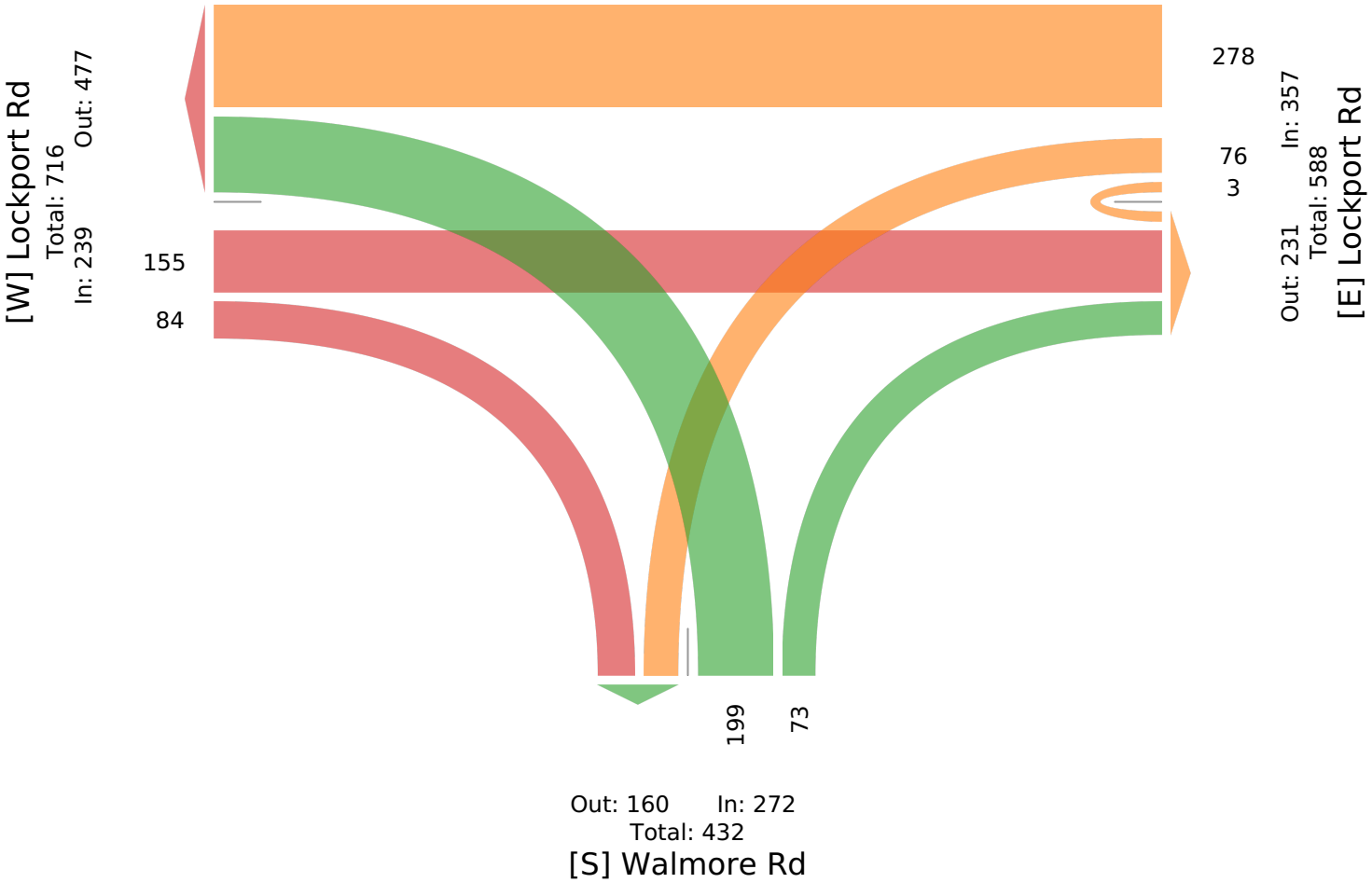
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Lockport Rd Westbound					Walmore Rd Northbound					Lockport Rd Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2021-11-23 6:30AM	80	24	0	**104**	0	22	39	0	**61**	0	19	33	0	**52**	0	**217**
6:45AM	72	17	0	**89**	0	18	50	0	**68**	0	28	32	0	**60**	0	**217**
7:00AM	62	17	2	**81**	0	14	37	0	**51**	0	18	43	0	**61**	0	**193**
7:15AM	64	18	1	**83**	0	19	73	0	**92**	0	19	47	0	**66**	0	**241**
Total	278	76	3	**357**	0	73	199	0	**272**	0	84	155	0	**239**	0	**868**
% Approach	77.9%	21.3%	0.8%	**-**	-	26.8%	73.2%	0%	**-**	-	35.1%	64.9%	0%	**-**	-	-
% Total	32.0%	8.8%	0.3%	**41.1%**	-	8.4%	22.9%	0%	**31.3%**	-	9.7%	17.9%	0%	**27.5%**	-	-
PHF	0.869	0.792	0.375	**0.858**	-	0.830	0.682	-	**0.739**	-	0.750	0.824	-	**0.905**	-	0.900
Motorcycles	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Lights	261	72	3	**336**	-	70	186	0	**256**	-	74	141	0	**215**	-	807
% Lights	93.9%	94.7%	100%	**94.1%**	-	95.9%	93.5%	0%	**94.1%**	-	88.1%	91.0%	0%	**90.0%**	-	93.0%
Heavy	17	4	0	**21**	-	3	13	0	**16**	-	10	14	0	**24**	-	61
% Heavy	6.1%	5.3%	0%	**5.9%**	-	4.1%	6.5%	0%	**5.9%**	-	11.9%	9.0%	0%	**10.0%**	-	7.0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Walmore Rd - TMC
Tue Nov 23, 2021
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904522, Location: 43.121422, -78.926878

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Walmore Rd - TMC

Tue Nov 23, 2021
AM Peak (7 AM - 8 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904522, Location: 43.121422, -78.926878

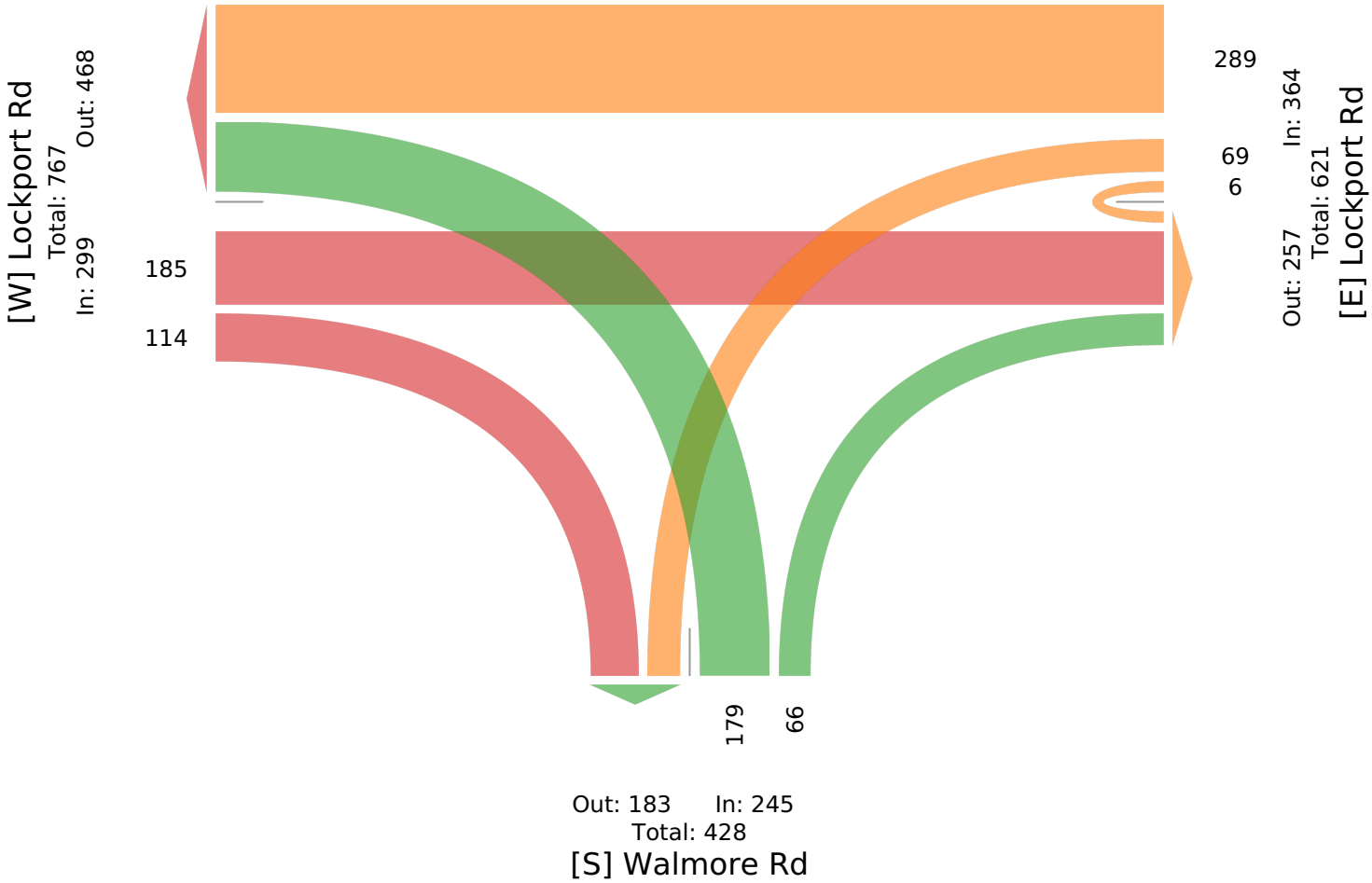
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Lockport Rd Westbound					Walmore Rd Northbound					Lockport Rd Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2021-11-23 7:00AM	62	17	2	**81**	0	14	37	0	**51**	0	18	43	0	**61**	0	**193**
7:15AM	64	18	1	**83**	0	19	73	0	**92**	0	19	47	0	**66**	0	**241**
7:30AM	83	12	1	**96**	0	20	48	0	**68**	0	41	40	0	**81**	0	**245**
7:45AM	80	22	2	**104**	0	13	21	0	**34**	0	36	55	0	**91**	0	**229**
Total	289	69	6	**364**	0	66	179	0	**245**	0	114	185	0	**299**	0	**908**
% Approach	79.4%	19.0%	1.6%	**-**	-	26.9%	73.1%	0%	**-**	-	38.1%	61.9%	0%	**-**	-	-
% Total	31.8%	7.6%	0.7%	**40.1%**	-	7.3%	19.7%	0%	**27.0%**	-	12.6%	20.4%	0%	**32.9%**	-	-
PHF	0.870	0.784	0.750	**0.875**	-	0.825	0.613	-	**0.666**	-	0.695	0.841	-	**0.821**	-	0.927
Motorcycles	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Lights	265	67	6	**338**	-	65	165	0	**230**	-	109	170	0	**279**	-	847
% Lights	91.7%	97.1%	100%	**92.9%**	-	98.5%	92.2%	0%	**93.9%**	-	95.6%	91.9%	0%	**93.3%**	-	93.3%
Heavy	24	2	0	**26**	-	1	14	0	**15**	-	5	15	0	**20**	-	61
% Heavy	8.3%	2.9%	0%	**7.1%**	-	1.5%	7.8%	0%	**6.1%**	-	4.4%	8.1%	0%	**6.7%**	-	6.7%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Walmore Rd - TMC
Tue Nov 23, 2021
AM Peak (7 AM - 8 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904522, Location: 43.121422, -78.926878

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Walmore Rd - TMC

Tue Nov 23, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904522, Location: 43.121422, -78.926878

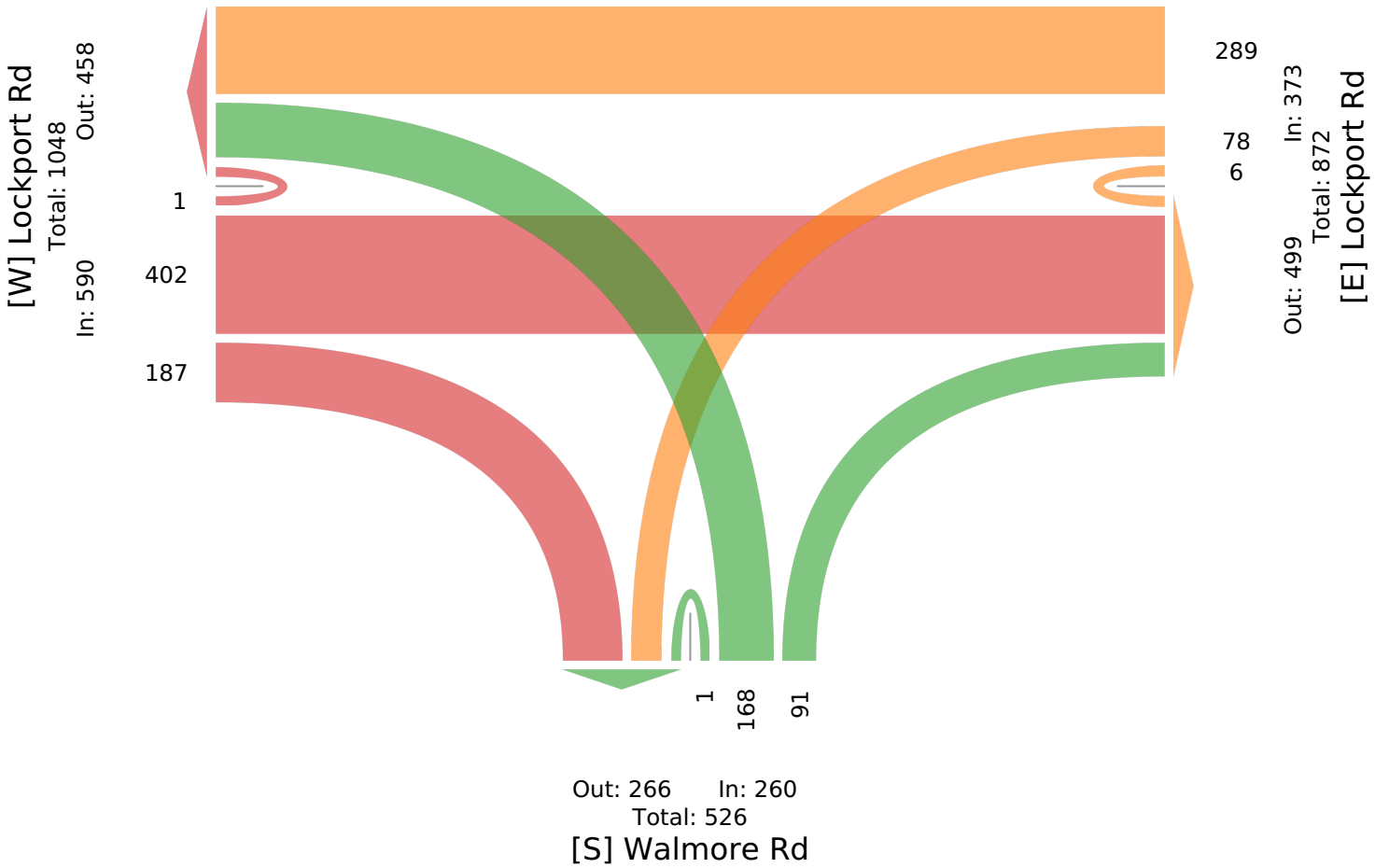
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Lockport Rd Westbound					Walmore Rd Northbound					Lockport Rd Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2021-11-23 4:00PM	67	11	1	**79**	0	24	52	1	**77**	0	53	109	0	**162**	0	**318**
4:15PM	75	25	4	**104**	0	26	40	0	**66**	0	42	98	0	**140**	0	**310**
4:30PM	72	24	0	**96**	0	25	37	0	**62**	0	61	103	1	**165**	0	**323**
4:45PM	75	18	1	**94**	0	16	39	0	**55**	0	31	92	0	**123**	0	**272**
Total	289	78	6	**373**	0	91	168	1	**260**	0	187	402	1	**590**	0	**1223**
% Approach	77.5%	20.9%	1.6%	**-**	-	35.0%	64.6%	0.4%	**-**	-	31.7%	68.1%	0.2%	**-**	-	-
% Total	23.6%	6.4%	0.5%	**30.5%**	-	7.4%	13.7%	0.1%	**21.3%**	-	15.3%	32.9%	0.1%	**48.2%**	-	-
PHF	0.963	0.780	0.375	**0.897**	-	0.875	0.808	0.250	**0.844**	-	0.766	0.922	0.250	**0.894**	-	0.947
Motorcycles	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Lights	274	76	6	**356**	-	83	155	1	**239**	-	186	388	1	**575**	-	1170
% Lights	94.8%	97.4%	100%	**95.4%**	-	91.2%	92.3%	100%	**91.9%**	-	99.5%	96.5%	100%	**97.5%**	-	95.7%
Heavy	15	2	0	**17**	-	8	13	0	**21**	-	1	14	0	**15**	-	53
% Heavy	5.2%	2.6%	0%	**4.6%**	-	8.8%	7.7%	0%	**8.1%**	-	0.5%	3.5%	0%	**2.5%**	-	4.3%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Walmore Rd - TMC
Tue Nov 23, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904522, Location: 43.121422, -78.926878

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Walmore Rd - TMC

Tue Dec 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911615, Location: 43.12147, -78.930911

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

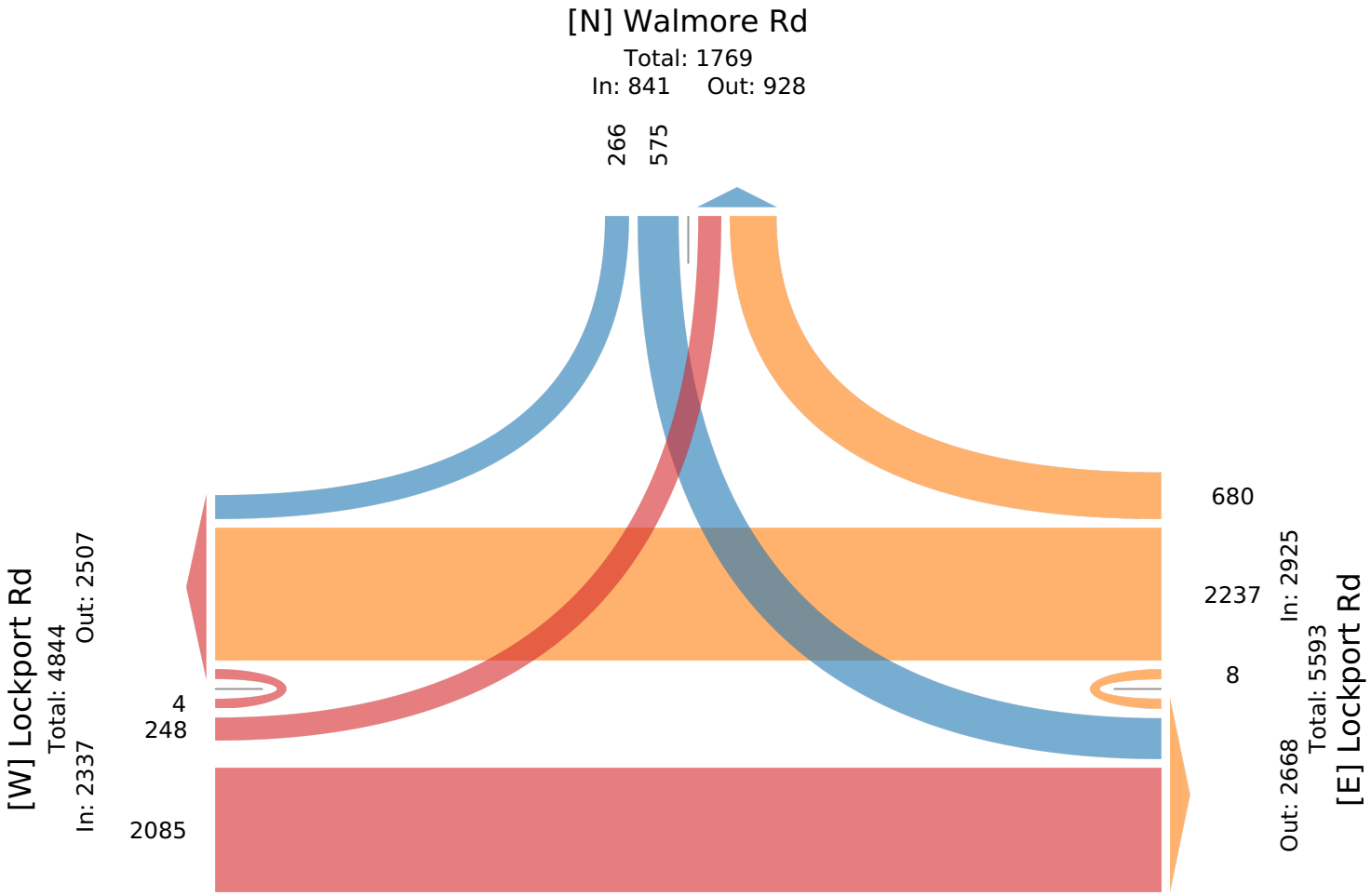
Leg Direction	Walmore Rd Southbound					Lockport Rd Westbound					Lockport Rd Eastbound					
Time	R	L	U	App	Ped*	R	T	U	App	Ped*	T	L	U	App	Ped*	Int
2021-12-14 6:00AM	5	4	0	**9**	0	10	56	0	**66**	0	28	3	0	**31**	0	**106**
6:15AM	6	7	0	**13**	0	7	89	0	**96**	0	44	2	0	**46**	0	**155**
6:30AM	5	10	0	**15**	0	11	89	0	**100**	0	60	6	0	**66**	0	**181**
6:45AM	4	15	0	**19**	0	19	105	0	**124**	0	50	4	0	**54**	0	**197**
Hourly Total	20	36	0	**56**	0	47	339	0	**386**	0	182	15	0	**197**	0	**639**
7:00AM	7	14	0	**21**	0	23	83	0	**106**	0	50	4	0	**54**	0	**181**
7:15AM	6	12	0	**18**	0	61	85	0	**146**	0	45	9	0	**54**	0	**218**
7:30AM	15	41	0	**56**	0	36	97	0	**133**	0	59	9	0	**68**	0	**257**
7:45AM	12	23	0	**35**	0	11	106	0	**117**	0	64	4	0	**68**	0	**220**
Hourly Total	40	90	0	**130**	0	131	371	0	**502**	0	218	26	0	**244**	0	**876**
8:00AM	16	14	0	**30**	0	24	87	2	**113**	0	65	8	0	**73**	0	**216**
8:15AM	9	19	0	**28**	0	19	67	0	**86**	0	71	4	0	**75**	0	**189**
8:30AM	13	11	0	**24**	0	11	90	0	**101**	0	70	8	0	**78**	0	**203**
8:45AM	12	7	0	**19**	0	26	86	0	**112**	0	83	5	0	**88**	0	**219**
Hourly Total	50	51	0	**101**	0	80	330	2	**412**	0	289	25	0	**314**	0	**827**
9:00AM	6	17	0	**23**	0	13	50	0	**63**	0	62	3	0	**65**	0	**151**
9:15AM	11	12	0	**23**	0	23	79	0	**102**	0	60	10	1	**71**	0	**196**
9:30AM	5	19	0	**24**	0	17	56	1	**74**	0	54	8	0	**62**	0	**160**
9:45AM	12	20	0	**32**	0	17	60	1	**78**	0	53	7	1	**61**	0	**171**
Hourly Total	34	68	0	**102**	0	70	245	2	**317**	0	229	28	2	**259**	0	**678**
4:00PM	14	32	0	**46**	0	28	79	0	**107**	0	139	21	0	**160**	0	**313**
4:15PM	22	24	0	**46**	0	37	90	1	**128**	0	110	22	1	**133**	0	**307**
4:30PM	14	29	0	**43**	0	42	85	2	**129**	0	119	15	1	**135**	0	**307**
4:45PM	7	29	0	**36**	0	37	85	1	**123**	0	100	13	0	**113**	0	**272**
Hourly Total	57	114	0	**171**	0	144	339	4	**487**	0	468	71	2	**541**	0	**1199**
5:00PM	7	32	0	**39**	0	23	73	0	**96**	0	95	7	0	**102**	0	**237**
5:15PM	6	25	0	**31**	0	18	73	0	**91**	0	105	14	0	**119**	0	**241**
5:30PM	5	14	0	**19**	0	20	73	0	**93**	0	78	8	0	**86**	0	**198**
5:45PM	8	22	0	**30**	0	28	53	0	**81**	0	57	10	0	**67**	0	**178**
Hourly Total	26	93	0	**119**	0	89	272	0	**361**	0	335	39	0	**374**	0	**854**
6:00PM	7	14	0	**21**	0	13	58	0	**71**	0	50	10	0	**60**	0	**152**
6:15PM	5	23	0	**28**	0	28	47	0	**75**	0	55	6	0	**61**	0	**164**
6:30PM	3	16	0	**19**	0	13	58	0	**71**	0	56	7	0	**63**	0	**153**
6:45PM	9	13	0	**22**	0	12	45	0	**57**	0	49	3	0	**52**	0	**131**
Hourly Total	24	66	0	**90**	0	66	208	0	**274**	0	210	26	0	**236**	0	**600**
7:00PM	3	10	0	**13**	0	17	31	0	**48**	0	47	4	0	**51**	0	**112**
7:15PM	2	16	0	**18**	0	15	38	0	**53**	0	30	4	0	**34**	0	**105**
7:30PM	6	17	0	**23**	0	13	30	0	**43**	0	48	5	0	**53**	0	**119**
7:45PM	4	14	0	**18**	0	8	34	0	**42**	0	29	5	0	**34**	0	**94**
Hourly Total	15	57	0	**72**	0	53	133	0	**186**	0	154	18	0	**172**	0	**430**
8:00PM	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**
Total	266	575	0	**841**	0	680	2237	8	**2925**	0	2085	248	4	**2337**	0	**6103**
% Approach	31.6%	68.4%	0%	-	-	23.2%	76.5%	0.3%	-	-	89.2%	10.6%	0.2%	-	-	-
% Total	4.4%	9.4%	0%	**13.8%**	-	11.1%	36.7%	0.1%	**47.9%**	-	34.2%	4.1%	0.1%	**38.3%**	-	-
Motorcycles	0	2	0	**2**	-	0	0	0	**0**	-	1	0	0	**1**	-	3
% Motorcycles	0%	0.3%	0%	**0.2%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Lights	253	536	0	**789**	-	641	2091	7	**2739**	-	1951	230	4	**2185**	-	5713
% Lights	95.1%	93.2%	0%	**93.8%**	-	94.3%	93.5%	87.5%	**93.6%**	-	93.6%	92.7%	100%	**93.5%**	-	93.6%
Heavy	13	37	0	**50**	-	39	146	1	**186**	-	133	18	0	**151**	-	387
% Heavy	4.9%	6.4%	0%	**5.9%**	-	5.7%	6.5%	12.5%	**6.4%**	-	6.4%	7.3%	0%	**6.5%**	-	6.3%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Leg	Walmore Rd					Lockport Rd					Lockport Rd					
Direction	Southbound					Westbound					Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Walmore Rd - TMC
Tue Dec 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911615, Location: 43.12147, -78.930911

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Walmore Rd - TMC

Tue Dec 14, 2021
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911615, Location: 43.12147, -78.930911



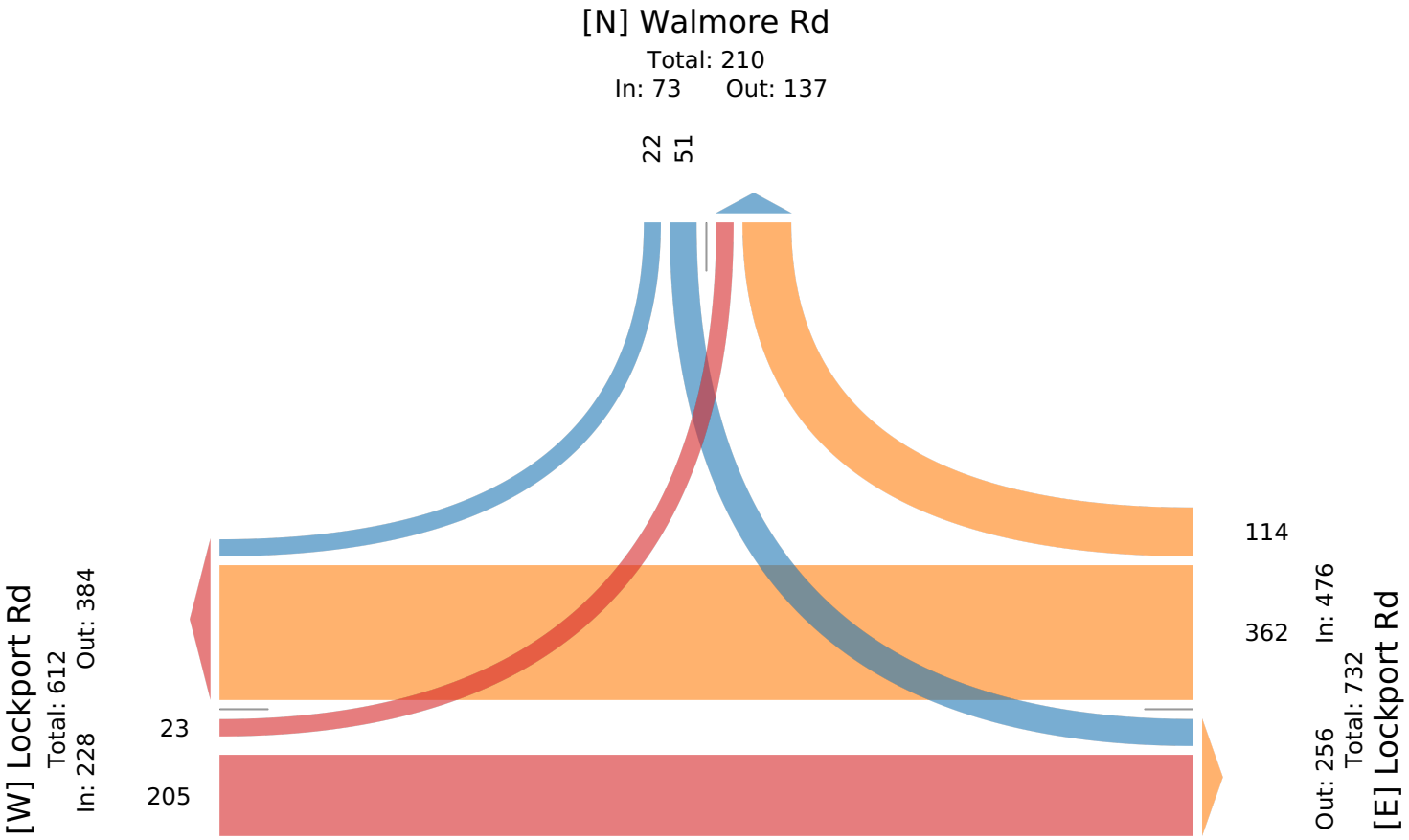
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Walmore Rd Southbound					Lockport Rd Westbound					Lockport Rd Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2021-12-14 6:30AM	5	10	0	**15**	0	11	89	0	**100**	0	60	6	0	**66**	0	**181**
6:45AM	4	15	0	**19**	0	19	105	0	**124**	0	50	4	0	**54**	0	**197**
7:00AM	7	14	0	**21**	0	23	83	0	**106**	0	50	4	0	**54**	0	**181**
7:15AM	6	12	0	**18**	0	61	85	0	**146**	0	45	9	0	**54**	0	**218**
Total	22	51	0	**73**	0	114	362	0	**476**	0	205	23	0	**228**	0	**777**
% Approach	30.1%	69.9%	0%	**-**	-	23.9%	76.1%	0%	**-**	-	89.9%	10.1%	0%	**-**	-	**-**
% Total	2.8%	6.6%	0%	**9.4%**	-	14.7%	46.6%	0%	**61.3%**	-	26.4%	3.0%	0%	**29.3%**	-	**-**
PHF	0.786	0.850	-	**0.869**	-	0.467	0.862	-	**0.815**	-	0.854	0.639	-	**0.864**	-	0.891
Motorcycles	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Lights	21	44	0	**65**	-	105	349	0	**454**	-	193	22	0	**215**	-	734
% Lights	95.5%	86.3%	0%	**89.0%**	-	92.1%	96.4%	0%	**95.4%**	-	94.1%	95.7%	0%	**94.3%**	-	94.5%
Heavy	1	7	0	**8**	-	9	13	0	**22**	-	12	1	0	**13**	-	43
% Heavy	4.5%	13.7%	0%	**11.0%**	-	7.9%	3.6%	0%	**4.6%**	-	5.9%	4.3%	0%	**5.7%**	-	5.5%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Walmore Rd - TMC
Tue Dec 14, 2021
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911615, Location: 43.12147, -78.930911

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Walmore Rd - TMC

Tue Dec 14, 2021
AM Peak (7:15 AM - 8:15 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911615, Location: 43.12147, -78.930911

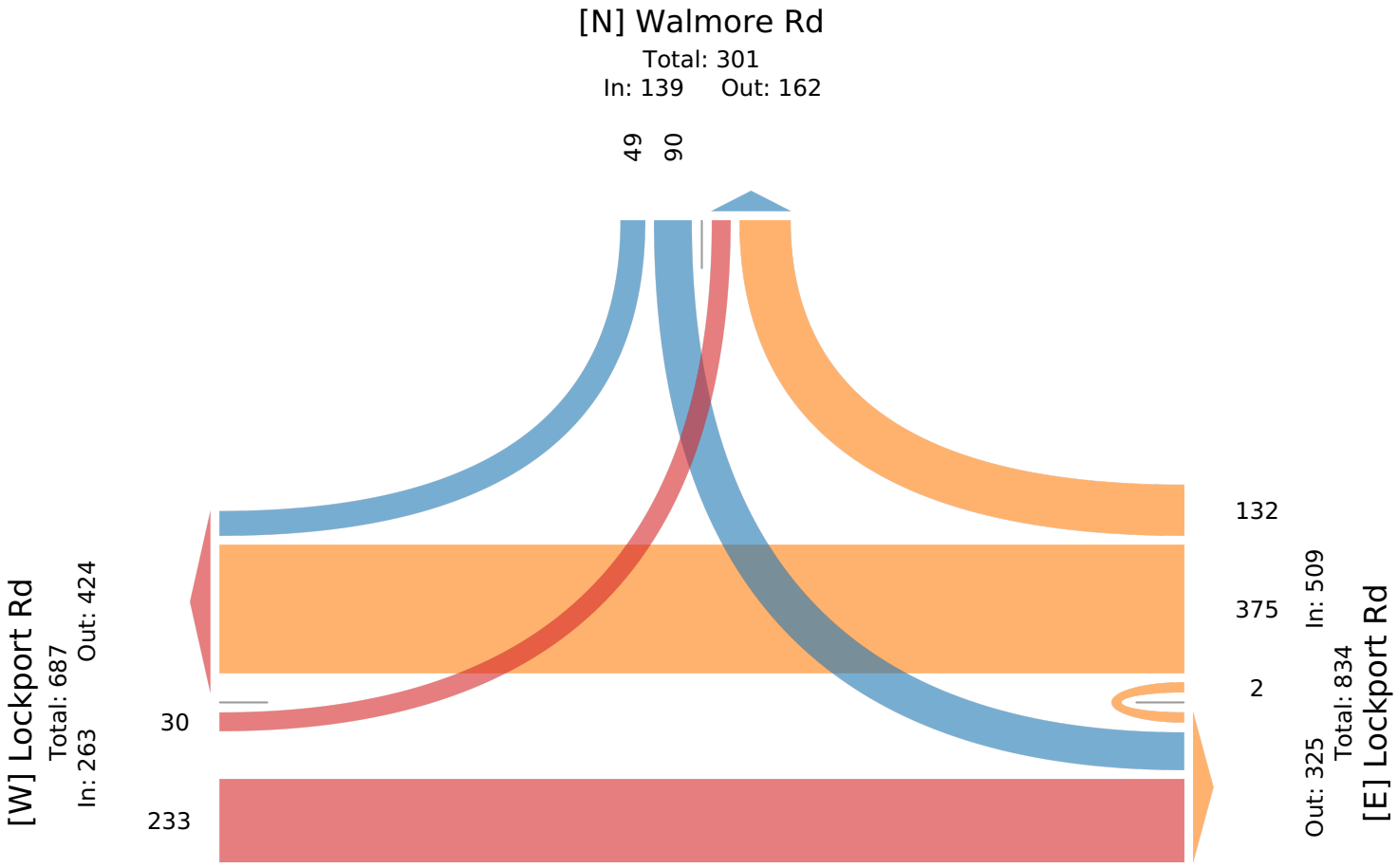
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Walmore Rd Southbound					Lockport Rd Westbound					Lockport Rd Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2021-12-14 7:15AM	6	12	0	**18**	0	61	85	0	**146**	0	45	9	0	**54**	0	**218**
7:30AM	15	41	0	**56**	0	36	97	0	**133**	0	59	9	0	**68**	0	**257**
7:45AM	12	23	0	**35**	0	11	106	0	**117**	0	64	4	0	**68**	0	**220**
8:00AM	16	14	0	**30**	0	24	87	2	**113**	0	65	8	0	**73**	0	**216**
Total	49	90	0	**139**	0	132	375	2	**509**	0	233	30	0	**263**	0	**911**
% Approach	35.3%	64.7%	0%	**-**	-	25.9%	73.7%	0.4%	**-**	-	88.6%	11.4%	0%	**-**	-	**-**
% Total	5.4%	9.9%	0%	**15.3%**	-	14.5%	41.2%	0.2%	**55.9%**	-	25.6%	3.3%	0%	**28.9%**	-	**-**
PHF	0.766	0.549	-	**0.621**	-	0.541	0.884	0.250	**0.872**	-	0.896	0.833	-	**0.901**	-	0.886
Motorcycles	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Lights	43	80	0	**123**	-	120	351	2	**473**	-	213	28	0	**241**	-	837
% Lights	87.8%	88.9%	0%	**88.5%**	-	90.9%	93.6%	100%	**92.9%**	-	91.4%	93.3%	0%	**91.6%**	-	91.9%
Heavy	6	10	0	**16**	-	12	24	0	**36**	-	20	2	0	**22**	-	74
% Heavy	12.2%	11.1%	0%	**11.5%**	-	9.1%	6.4%	0%	**7.1%**	-	8.6%	6.7%	0%	**8.4%**	-	8.1%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Walmore Rd - TMC
Tue Dec 14, 2021
AM Peak (7:15 AM - 8:15 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911615, Location: 43.12147, -78.930911

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Walmore Rd - TMC

Tue Dec 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911615, Location: 43.12147, -78.930911



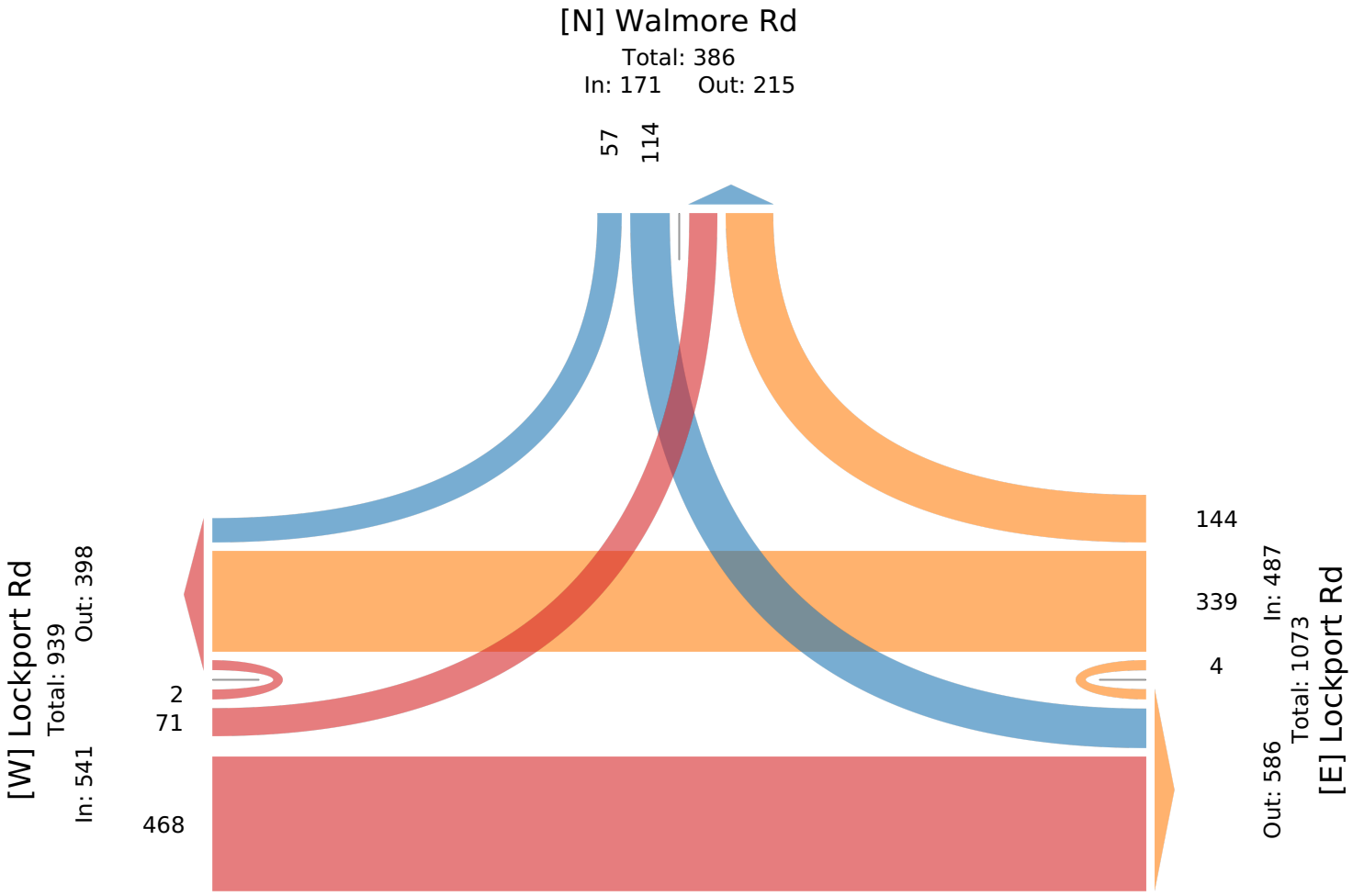
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Walmore Rd Southbound					Lockport Rd Westbound					Lockport Rd Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2021-12-14 4:00PM	14	32	0	**46**	0	28	79	0	**107**	0	139	21	0	**160**	0	**313**
4:15PM	22	24	0	**46**	0	37	90	1	**128**	0	110	22	1	**133**	0	**307**
4:30PM	14	29	0	**43**	0	42	85	2	**129**	0	119	15	1	**135**	0	**307**
4:45PM	7	29	0	**36**	0	37	85	1	**123**	0	100	13	0	**113**	0	**272**
Total	57	114	0	**171**	0	144	339	4	**487**	0	468	71	2	**541**	0	**1199**
% Approach	33.3%	66.7%	0%	**-**	-	29.6%	69.6%	0.8%	**-**	-	86.5%	13.1%	0.4%	**-**	-	**-**
% Total	4.8%	9.5%	0%	**14.3%**	-	12.0%	28.3%	0.3%	**40.6%**	-	39.0%	5.9%	0.2%	**45.1%**	-	**-**
PHF	0.648	0.891	-	**0.929**	-	0.857	0.942	0.500	**0.944**	-	0.842	0.807	0.500	**0.845**	-	0.958
Motorcycles	0	2	0	**2**	-	0	0	0	**0**	-	1	0	0	**1**	-	3
% Motorcycles	0%	1.8%	0%	**1.2%**	-	0%	0%	0%	**0%**	-	0.2%	0%	0%	**0.2%**	-	0.3%
Lights	54	103	0	**157**	-	132	324	3	**459**	-	448	65	2	**515**	-	1131
% Lights	94.7%	90.4%	0%	**91.8%**	-	91.7%	95.6%	75.0%	**94.3%**	-	95.7%	91.5%	100%	**95.2%**	-	94.3%
Heavy	3	9	0	**12**	-	12	15	1	**28**	-	19	6	0	**25**	-	65
% Heavy	5.3%	7.9%	0%	**7.0%**	-	8.3%	4.4%	25.0%	**5.7%**	-	4.1%	8.5%	0%	**4.6%**	-	5.4%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Walmore Rd - TMC
Tue Dec 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911615, Location: 43.12147, -78.930911

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Niagara Falls Blvd/Walmore Rd/Niagara Rd - TMC

Tue Nov 23, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904855, Location: 43.099149, -78.927205

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg	Walmore Rd								Niagara Rd								Niagara Falls Blvd							
Direction	Southbound								Southwestbound								Westbound							
Time	R	BR	T	L	HL	U	**App**	Ped*	HR	BR	T	BL	HL	U	**App**	Ped*	HR	R	T	BL	L	U	**App**	Ped*
2021-11-23 6:00AM	0	2	0	4	0	0	**6**	0	3	5	13	0	0	0	**21**	0	0	16	26	2	0	0	**44**	0
6:15AM	6	5	1	4	0	0	**16**	0	0	8	11	1	0	0	**20**	0	0	25	42	3	1	0	**71**	0
6:30AM	3	10	2	8	0	0	**23**	0	0	12	21	1	0	0	**34**	0	0	31	40	4	2	0	**77**	0
6:45AM	7	10	0	12	1	0	**30**	0	1	10	11	0	0	0	**22**	0	0	44	53	4	1	0	**102**	0
Hourly Total	16	27	3	28	1	0	**75**	0	4	35	56	2	0	0	**97**	0	0	116	161	13	4	0	**294**	0
7:00AM	4	11	6	10	0	0	**31**	0	1	12	16	0	0	0	**29**	0	0	17	53	3	0	0	**73**	0
7:15AM	4	13	2	13	2	0	**34**	0	3	14	12	0	0	0	**29**	0	0	40	83	9	5	0	**137**	0
7:30AM	11	14	7	18	1	0	**51**	0	3	14	29	0	0	0	**46**	0	0	22	93	18	3	0	**136**	0
7:45AM	21	17	5	17	0	0	**60**	0	1	18	20	1	1	0	**41**	0	0	27	122	11	1	0	**161**	0
Hourly Total	40	55	20	58	3	0	**176**	0	8	58	77	1	1	0	**145**	0	0	106	351	41	9	0	**507**	0
8:00AM	5	6	2	15	5	0	**33**	0	2	12	14	0	0	0	**28**	0	0	30	95	20	0	0	**145**	0
8:15AM	16	9	4	11	2	0	**42**	0	6	19	20	0	1	0	**46**	0	0	20	74	9	2	0	**105**	0
8:30AM	11	8	1	11	2	0	**33**	0	2	16	16	1	0	0	**35**	0	2	20	80	16	2	0	**120**	0
8:45AM	15	9	2	17	1	0	**44**	0	0	17	13	1	0	0	**31**	0	0	19	91	9	1	0	**120**	0
Hourly Total	47	32	9	54	10	0	**152**	0	10	64	63	2	1	0	**140**	0	2	89	340	54	5	0	**490**	0
9:00AM	11	10	5	15	0	0	**41**	0	1	13	10	3	1	0	**28**	0	0	12	81	13	1	0	**107**	0
9:15AM	13	9	3	21	0	0	**46**	0	2	18	16	0	0	0	**36**	0	0	7	93	13	1	0	**114**	0
9:30AM	18	10	6	11	0	0	**45**	0	2	18	10	0	2	0	**32**	0	0	7	85	7	1	0	**100**	0
9:45AM	19	16	4	7	1	0	**47**	0	0	17	8	1	0	0	**26**	0	0	6	88	8	2	0	**104**	0
Hourly Total	61	45	18	54	1	0	**179**	0	5	66	44	4	3	0	**122**	0	0	32	347	41	5	0	**425**	0
10:00AM	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0
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
4:00PM	27	23	8	34	3	0	**95**	0	0	30	21	1	2	0	**54**	0	0	23	127	17	1	0	**168**	0
4:15PM	24	17	6	29	6	0	**82**	0	1	20	32	4	1	0	**58**	0	2	20	128	13	0	0	**163**	0
4:30PM	33	24	6	29	4	0	**96**	0	4	18	14	0	2	0	**38**	0	1	16	154	23	3	0	**197**	0
4:45PM	20	20	4	24	4	0	**72**	0	1	28	19	1	0	0	**49**	0	1	18	136	31	1	0	**187**	0
Hourly Total	104	84	24	116	17	0	**345**	0	6	96	86	6	5	0	**199**	0	4	77	545	84	5	0	**715**	0
5:00PM	14	11	2	22	2	0	**51**	0	3	10	14	1	1	0	**29**	0	1	13	161	18	1	0	**194**	0
5:15PM	18	19	7	17	4	0	**65**	0	1	23	15	1	1	0	**41**	0	1	20	148	30	2	0	**201**	0
5:30PM	19	11	4	19	3	0	**56**	0	0	15	9	1	3	0	**28**	0	1	13	129	22	2	0	**167**	0
5:45PM	13	11	10	11	3	0	**48**	0	4	30	18	5	0	0	**57**	0	3	11	120	15	3	0	**152**	0
Hourly Total	64	52	23	69	12	0	**220**	0	8	78	56	8	5	0	**155**	0	6	57	558	85	8	0	**714**	0
6:00PM	17	8	3	20	4	0	**52**	0	2	16	11	0	0	0	**29**	0	0	13	108	10	1	0	**132**	0
6:15PM	15	8	1	10	2	0	**36**	0	2	16	6	2	1	0	**27**	0	0	6	108	13	2	0	**129**	0
6:30PM	11	6	4	11	2	0	**34**	0	0	17	14	2	1	0	**34**	0	0	6	83	14	3	0	**106**	0
6:45PM	15	7	3	4	1	0	**30**	0	0	12	7	1	3	0	**23**	0	1	9	86	11	0	0	**107**	0
Hourly Total	58	29	11	45	9	0	**152**	0	4	61	38	5	5	0	**113**	0	1	34	385	48	6	0	**474**	0
7:00PM	9	6	0	7	2	0	**24**	0	3	18	7	2	0	0	**30**	0	1	4	72	16	4	0	**97**	0
7:15PM	10	4	1	14	2	0	**31**	0	3	14	4	2	1	0	**24**	0	0	7	76	8	2	0	**93**	0
7:30PM	11	11	0	3	2	0	**27**	0	1	14	7	3	0	0	**25**	0	0	6	64	9	0	0	**79**	0
7:45PM	6	2	0	5	3	0	**16**	0	0	7	6	0	0	0	**13**	0	5	2	50	10	0	0	**67**	0
Hourly Total	36	23	1	29	9	0	**98**	0	7	53	24	7	1	0	**92**	0	6	19	262	43	6	0	**336**	0
Total	426	347	109	453	62	0	**1397**	0	52	511	444	35	21	0	**1063**	0	19	530	2949	409	48	0	**3955**	0
% Approach	30.5%	24.8%	7.8%	32.4%	4.4%	0%	**-**	-	4.9%	48.1%	41.8%	3.3%	2.0%	0%	**-**	-	0.5%	13.4%	74.6%	10.3%	1.2%	0%	**-**	-
% Total	3.7%	3.0%	0.9%	3.9%	0.5%	0%	**12.0%**	-	0.4%	4.4%	3.8%	0.3%	0.2%	0%	**9.2%**	-	0.2%	4.6%	25.4%	3.5%	0.4%	0%	**34.0%**	-
Motorcycles	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-
% Motorcycles	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-
Lights	400	337	105	436	58	0	**1336**	-	49	504	435	31	20	0	**1039**	-	19	509	2871	399	48	0	**3846**	-
% Lights	93.9%	97.1%	96.3%	96.2%	93.5%	0%	**95.6%**	-	94.2%	98.6%	98.0%	88.6%	95.2%	0%	**97.7%**	-	100%	96.0%	97.4%	97.6%	100%	0%	**97.2%**	-
Heavy	26	10	4	17	4	0	**61**	-	3	7	9	4	1	0	**24**	-	0	21	78	10	0	0	**109**	-
% Heavy	6.1%	2.9%	3.7%	3.8%	6.5%	0%	**4.4%**	-	5.8%	1.4%	2.0%	11.4%	4.8%	0%	**2.3%**	-	0%	4.0%	2.6%	2.4%	0%	0%	**2.8%**	-
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Niagara Falls Blvd/Walmore Rd/Niagara Rd - TMC

Tue Nov 23, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904855, Location: 43.099149, -78.927205



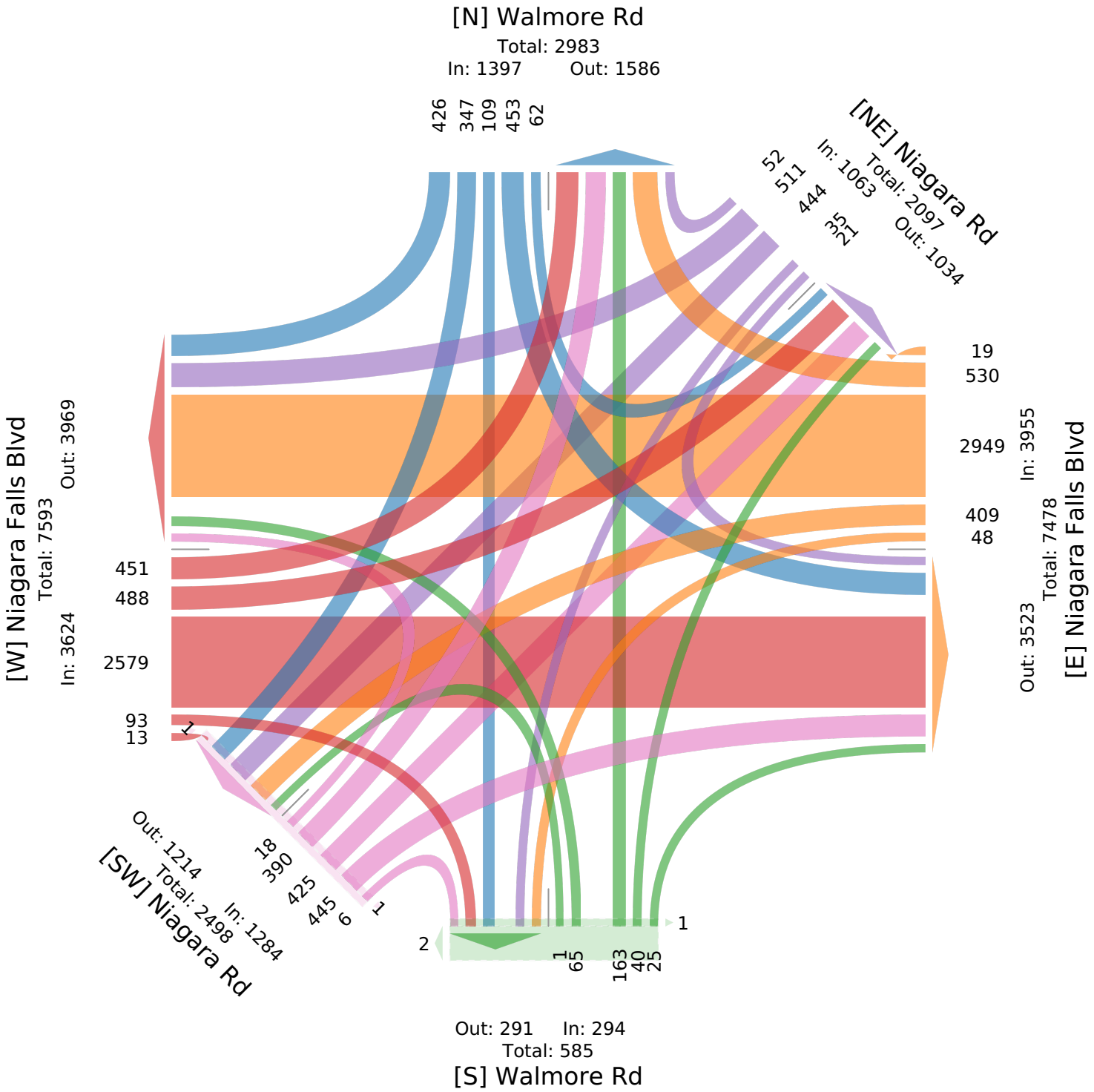
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg	Walmore Rd								Niagara Rd								Niagara Falls Blvd								
Direction	Northbound								Northeastbound								Eastbound								
Time	R	BR	T	L	HL	U	App	Ped*	HR	BR	T	BL	HL	U	App	Ped*	HR	R	T	BL	L	U	App	Ped*	Int
2021-11-23 6:00AM	1	1	5	2	0	0	**9**	0	1	4	5	11	0	0	**21**	0	0	1	31	4	10	0	**46**	0	**147**
6:15AM	1	1	4	1	0	0	**7**	0	0	5	4	15	2	0	**26**	0	0	1	44	7	9	0	**61**	0	**201**
6:30AM	0	1	7	3	0	0	**11**	0	0	12	14	20	1	0	**47**	0	0	3	45	7	10	0	**65**	0	**257**
6:45AM	0	1	8	2	0	0	**11**	1	0	5	7	18	0	0	**30**	1	0	3	64	4	9	0	**80**	0	**275**
Hourly Total	2	4	24	8	0	0	**38**	1	1	26	30	64	3	0	**124**	1	0	8	184	22	38	0	**252**	0	**880**
7:00AM	0	0	10	3	0	0	**13**	0	0	11	16	23	0	0	**50**	0	0	2	54	5	14	0	**75**	0	**271**
7:15AM	2	1	22	2	0	0	**27**	0	0	6	17	18	1	0	**42**	0	0	0	60	11	23	0	**94**	0	**363**
7:30AM	1	1	13	1	0	0	**16**	0	0	13	23	21	0	0	**57**	0	0	5	58	9	12	0	**84**	0	**390**
7:45AM	0	1	6	2	0	0	**9**	0	0	18	10	8	1	0	**37**	0	0	1	63	14	10	0	**88**	0	**396**
Hourly Total	3	3	51	8	0	0	**65**	0	0	48	66	70	2	0	**186**	0	0	8	235	39	59	0	**341**	0	**1420**
8:00AM	0	1	4	2	0	0	**7**	0	0	8	19	10	0	0	**37**	0	0	2	63	11	11	0	**87**	0	**337**
8:15AM	0	1	3	1	0	0	**5**	0	0	14	12	10	0	0	**36**	0	1	3	55	17	8	0	**84**	0	**318**
8:30AM	0	2	8	4	0	0	**14**	1	0	14	15	15	0	0	**44**	1	0	2	60	11	15	0	**88**	0	**334**
8:45AM	0	2	5	2	0	0	**9**	0	0	20	17	11	0	0	**48**	0	1	3	60	12	16	0	**92**	0	**344**
Hourly Total	0	6	20	9	0	0	**35**	1	0	56	63	46	0	0	**165**	1	2	10	238	51	50	0	**351**	0	**1333**
9:00AM	0	1	5	2	0	0	**8**	1	0	11	10	10	0	0	**31**	0	3	4	64	14	17	0	**102**	0	**317**
9:15AM	1	0	4	1	0	0	**6**	0	1	10	11	21	0	0	**43**	0	0	1	63	9	8	0	**81**	0	**326**
9:30AM	1	1	8	1	0	0	**11**	0	0	18	10	8	2	0	**38**	0	0	5	69	8	14	0	**96**	0	**322**
9:45AM	1	0	4	5	0	0	**10**	0	0	17	8	11	1	0	**37**	0	0	3	69	14	13	0	**99**	0	**323**
Hourly Total	3	2	21	9	0	0	**35**	1	1	56	39	50	3	0	**149**	0	3	13	265	45	52	0	**378**	0	**1288**
10:00AM	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	**0**
4:00PM	1	4	7	0	0	0	**12**	0	0	18	22	19	1	0	**60**	0	0	2	141	21	17	0	**181**	0	**570**
4:15PM	2	0	2	1	0	0	**5**	0	0	19	24	18	2	0	**63**	0	0	3	128	19	15	0	**165**	0	**536**
4:30PM	1	1	5	7	0	0	**14**	0	0	15	16	16	0	0	**47**	0	0	9	154	31	20	0	**214**	0	**606**
4:45PM	2	2	2	2	0	0	**8**	0	0	21	15	16	1	0	**53**	0	0	3	114	25	13	0	**155**	0	**524**
Hourly Total	6	7	16	10	0	0	**39**	0	0	73	77	69	4	0	**223**	0	0	17	537	96	65	0	**715**	0	**2236**
5:00PM	0	5	4	4	0	0	**13**	0	1	18	21	11	0	0	**51**	0	0	2	144	30	24	0	**200**	0	**538**
5:15PM	0	2	5	0	0	0	**7**	0	1	22	12	12	0	0	**47**	0	1	2	107	20	21	0	**151**	0	**512**
5:30PM	0	2	3	3	0	0	**8**	0	1	21	18	10	1	0	**51**	0	0	1	116	23	23	0	**163**	0	**473**
5:45PM	1	2	3	2	0	0	**8**	0	0	22	16	7	1	0	**46**	0	1	4	129	23	17	0	**174**	0	**485**
Hourly Total	1	11	15	9	0	0	**36**	0	3	83	67	40	2	0	**195**	0	2	9	496	96	85	0	**688**	0	**2008**
6:00PM	2	2	2	1	0	0	**7**	0	0	18	13	8	0	0	**39**	0	1	4	86	35	13	0	**139**	0	**398**
6:15PM	1	0	4	4	0	0	**9**	0	0	22	8	12	2	0	**44**	0	0	5	97	14	11	0	**127**	0	**372**
6:30PM	4	0	2	3	0	0	**9**	0	0	10	13	6	0	0	**29**	0	2	9	86	14	19	0	**130**	0	**342**
6:45PM	0	1	0	0	0	0	**1**	0	0	17	8	9	0	0	**34**	0	1	2	71	14	10	0	**98**	0	**293**
Hourly Total	7	3	8	8	0	0	**26**	0	0	67	42	35	2	0	**146**	0	4	20	340	77	53	0	**494**	0	**1405**
7:00PM	1	2	3	2	0	0	**8**	0	1	11	11	4	0	0	**27**	0	1	2	75	18	16	0	**112**	0	**298**
7:15PM	0	0	0	1	0	0	**1**	0	0	7	9	2	0	0	**18**	0	1	2	80	21	8	0	**112**	0	**279**
7:30PM	2	2	2	1	1	0	**8**	0	0	10	11	5	2	0	**28**	0	0	1	71	12	14	0	**98**	0	**265**
7:45PM	0	0	3	0	0	0	**3**	0	0	8	10	5	0	0	**23**	0	0	3	58	11	11	0	**83**	0	**205**
Hourly Total	3	4	8	4	1	0	**20**	0	1	36	41	16	2	0	**96**	0	2	8	284	62	49	0	**405**	0	**1047**
Total	25	40	163	65	1	0	**294**	3	6	445	425	390	18	0	**1284**	2	13	93	2579	488	451	0	**3624**	0	**11617**
% Approach	8.5%	13.6%	55.4%	22.1%	0.3%	0%	**-**	-	0.5%	34.7%	33.1%	30.4%	1.4%	0%	**-**	-	0.4%	2.6%	71.2%	13.5%	12.4%	0%	**-**	-	-
% Total	0.2%	0.3%	1.4%	0.6%	0%	0%	**2.5%**	-	0.1%	3.8%	3.7%	3.4%	0.2%	0%	**11.1%**	-	0.1%	0.8%	22.2%	4.2%	3.9%	0%	**31.2%**	-	-
Motorcycles	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-	0	0	0	1	0	0	**1**	-	1
% Motorcycles	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0.2%	0%	0%	**0%**	-	0%
Lights	25	39	156	64	1	0	**285**	-	6	433	419	374	18	0	**1250**	-	13	91	2511	484	428	0	**3527**	-	11283
% Lights	100%	97.5%	95.7%	98.5%	100%	0%	**96.9%**	-	100%	97.3%	98.6%	95.9%	100%	0%	**97.4%**	-	100%	97.8%	97.4%	99.2%	94.9%	0%	**97.3%**	-	97.1%
Heavy	0	1	7	1	0	0	**9**	-	0	12	6	16	0	0	**34**	-	0	2	68	3	23	0	**96**	-	333
% Heavy	0%	2.5%	4.3%	1.5%	0%	0%	**3.1%**	-	0%	2.7%	1.4%	4.1%	0%	0%	**2.6%**	-	0%	2.2%	2.6%	0.6%	5.1%	0%	**2.6%**	-	2.9%
Pedestrians	-	-	-	-	-	-	-	3	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-

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

Niagara Falls Blvd/Walmore Rd/Niagara Rd - TMC
Tue Nov 23, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904855, Location: 43.099149, -78.927205

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Niagara Falls Blvd/Walmore Rd/Niagara Rd - TMC

Tue Nov 23, 2021
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904855, Location: 43.099149, -78.927205



Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg	Walmore Rd								Niagara Rd								Niagara Falls Blvd							
Direction	Southbound								Southwestbound								Westbound							
Time	R	BR	T	L	HL	U	**App**	Ped*	HR	BR	T	BL	HL	U	**App**	Ped*	HR	R	T	BL	L	U	**App**	Ped*
2021-11-23 6:30AM	3	10	2	8	0	0	**23**	0	0	12	21	1	0	0	**34**	0	0	31	40	4	2	0	**77**	0
6:45AM	7	10	0	12	1	0	**30**	0	1	10	11	0	0	0	**22**	0	0	44	53	4	1	0	**102**	0
7:00AM	4	11	6	10	0	0	**31**	0	1	12	16	0	0	0	**29**	0	0	17	53	3	0	0	**73**	0
7:15AM	4	13	2	13	2	0	**34**	0	3	14	12	0	0	0	**29**	0	0	40	83	9	5	0	**137**	0
Total	18	44	10	43	3	0	**118**	0	5	48	60	1	0	0	**114**	0	0	132	229	20	8	0	**389**	0
% Approach	15.3%	37.3%	8.5%	36.4%	2.5%	0%	**-**	-	4.4%	42.1%	52.6%	0.9%	0%	0%	**-**	-	0%	33.9%	58.9%	5.1%	2.1%	0%	**-**	-
% Total	1.5%	3.8%	0.9%	3.7%	0.3%	0%	**10.1%**	-	0.4%	4.1%	5.1%	0.1%	0%	0%	**9.8%**	-	0%	11.3%	19.6%	1.7%	0.7%	0%	**33.4%**	-
PHF	0.643	0.846	0.417	0.827	0.375	-	**0.868**	-	0.417	0.857	0.714	0.250	-	-	**0.838**	-	-	0.750	0.690	0.556	0.400	-	**0.710**	-
Motorcycles	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-
% Motorcycles	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-
Lights	17	43	9	39	2	0	**110**	-	5	48	60	0	0	0	**113**	-	0	126	214	19	8	0	**367**	-
% Lights	94.4%	97.7%	90.0%	90.7%	66.7%	0%	**93.2%**	-	100%	100%	100%	0%	0%	0%	**99.1%**	-	0%	95.5%	93.4%	95.0%	100%	0%	**94.3%**	-
Heavy	1	1	1	4	1	0	**8**	-	0	0	0	1	0	0	**1**	-	0	6	15	1	0	0	**22**	-
% Heavy	5.6%	2.3%	10.0%	9.3%	33.3%	0%	**6.8%**	-	0%	0%	0%	100%	0%	0%	**0.9%**	-	0%	4.5%	6.6%	5.0%	0%	0%	**5.7%**	-
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Niagara Falls Blvd/Walmore Rd/Niagara Rd - TMC

Tue Nov 23, 2021
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904855, Location: 43.099149, -78.927205



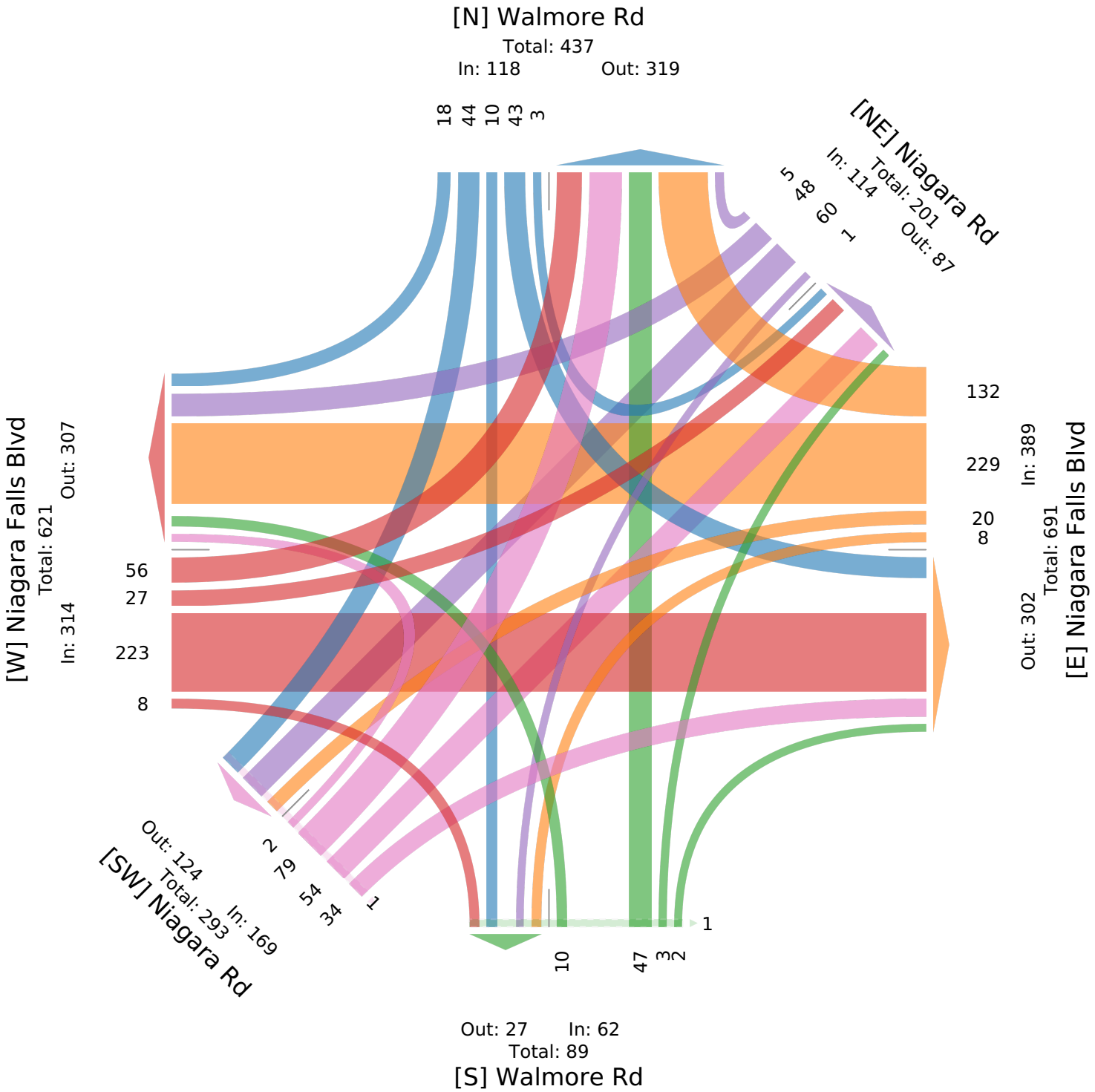
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg	Walmore Rd								Niagara Rd								Niagara Falls Blvd								
Direction	Northbound								Northeastbound								Eastbound								
Time	R	BR	T	L	HL	U	**App**	Ped*	HR	BR	T	BL	HL	U	**App**	Ped*	HR	R	T	BL	L	U	**App**	Ped*	**Int**
2021-11-23 6:30AM	0	1	7	3	0	0	**11**	0	0	12	14	20	1	0	**47**	0	0	3	45	7	10	0	**65**	0	**257**
6:45AM	0	1	8	2	0	0	**11**	1	0	5	7	18	0	0	**30**	1	0	3	64	4	9	0	**80**	0	**275**
7:00AM	0	0	10	3	0	0	**13**	0	0	11	16	23	0	0	**50**	0	0	2	54	5	14	0	**75**	0	**271**
7:15AM	2	1	22	2	0	0	**27**	0	0	6	17	18	1	0	**42**	0	0	0	60	11	23	0	**94**	0	**363**
Total	2	3	47	10	0	0	**62**	1	0	34	54	79	2	0	**169**	1	0	8	223	27	56	0	**314**	0	**1166**
% Approach	3.2%	4.8%	75.8%	16.1%	0%	0%	**-**	-	0%	20.1%	32.0%	46.7%	1.2%	0%	**-**	-	0%	2.5%	71.0%	8.6%	17.8%	0%	**-**	-	-
% Total	0.2%	0.3%	4.0%	0.9%	0%	0%	**5.3%**	-	0%	2.9%	4.6%	6.8%	0.2%	0%	**14.5%**	-	0%	0.7%	19.1%	2.3%	4.8%	0%	**26.9%**	-	-
PHF	0.250	0.750	0.534	0.833	-	-	**0.574**	-	-	0.708	0.794	0.859	0.500	-	**0.845**	-	-	0.667	0.871	0.614	0.609	-	**0.835**	-	0.803
Motorcycles	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%
Lights	2	3	45	9	0	0	**59**	-	0	32	53	75	2	0	**162**	-	0	8	212	26	50	0	**296**	-	1107
% Lights	100%	100%	95.7%	90.0%	0%	0%	**95.2%**	-	0%	94.1%	98.1%	94.9%	100%	0%	**95.9%**	-	0%	100%	95.1%	96.3%	89.3%	0%	**94.3%**	-	94.9%
Heavy	0	0	2	1	0	0	**3**	-	0	2	1	4	0	0	**7**	-	0	0	11	1	6	0	**18**	-	59
% Heavy	0%	0%	4.3%	10.0%	0%	0%	**4.8%**	-	0%	5.9%	1.9%	5.1%	0%	0%	**4.1%**	-	0%	0%	4.9%	3.7%	10.7%	0%	**5.7%**	-	5.1%
Pedestrians	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-

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

Niagara Falls Blvd/Walmore Rd/Niagara Rd - TMC
Tue Nov 23, 2021
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904855, Location: 43.099149, -78.927205

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Niagara Falls Blvd/Walmore Rd/Niagara Rd - TMC

Tue Nov 23, 2021
AM Peak (7:15 AM - 8:15 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904855, Location: 43.099149, -78.927205

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg	Walmore Rd								Niagara Rd								Niagara Falls Blvd							
Direction	Southbound								Southwestbound								Westbound							
Time	R	BR	T	L	HL	U	**App**	Ped*	HR	BR	T	BL	HL	U	**App**	Ped*	HR	R	T	BL	L	U	**App**	Ped*
2021-11-23 7:15AM	4	13	2	13	2	0	**34**	0	3	14	12	0	0	0	**29**	0	0	40	83	9	5	0	**137**	0
7:30AM	11	14	7	18	1	0	**51**	0	3	14	29	0	0	0	**46**	0	0	22	93	18	3	0	**136**	0
7:45AM	21	17	5	17	0	0	**60**	0	1	18	20	1	1	0	**41**	0	0	27	122	11	1	0	**161**	0
8:00AM	5	6	2	15	5	0	**33**	0	2	12	14	0	0	0	**28**	0	0	30	95	20	0	0	**145**	0
Total	41	50	16	63	8	0	**178**	0	9	58	75	1	1	0	**144**	0	0	119	393	58	9	0	**579**	0
% Approach	23.0%	28.1%	9.0%	35.4%	4.5%	0%	**-**	-	6.3%	40.3%	52.1%	0.7%	0.7%	0%	**-**	-	0%	20.6%	67.9%	10.0%	1.6%	0%	**-**	-
% Total	2.8%	3.4%	1.1%	4.2%	0.5%	0%	**12.0%**	-	0.6%	3.9%	5.0%	0.1%	0.1%	0%	**9.7%**	-	0%	8.0%	26.4%	3.9%	0.6%	0%	**39.0%**	-
PHF	0.488	0.735	0.571	0.875	0.400	-	**0.742**	-	0.750	0.806	0.647	0.250	0.250	-	**0.783**	-	-	0.744	0.805	0.725	0.450	-	**0.899**	-
Motorcycles	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-
% Motorcycles	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-
Lights	41	48	15	58	5	0	**167**	-	7	57	70	1	1	0	**136**	-	0	112	378	57	9	0	**556**	-
% Lights	100%	96.0%	93.8%	92.1%	62.5%	0%	**93.8%**	-	77.8%	98.3%	93.3%	100%	100%	0%	**94.4%**	-	0%	94.1%	96.2%	98.3%	100%	0%	**96.0%**	-
Heavy	0	2	1	5	3	0	**11**	-	2	1	5	0	0	0	**8**	-	0	7	15	1	0	0	**23**	-
% Heavy	0%	4.0%	6.3%	7.9%	37.5%	0%	**6.2%**	-	22.2%	1.7%	6.7%	0%	0%	0%	**5.6%**	-	0%	5.9%	3.8%	1.7%	0%	0%	**4.0%**	-
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Niagara Falls Blvd/Walmore Rd/Niagara Rd - TMC

Tue Nov 23, 2021
AM Peak (7:15 AM - 8:15 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904855, Location: 43.099149, -78.927205

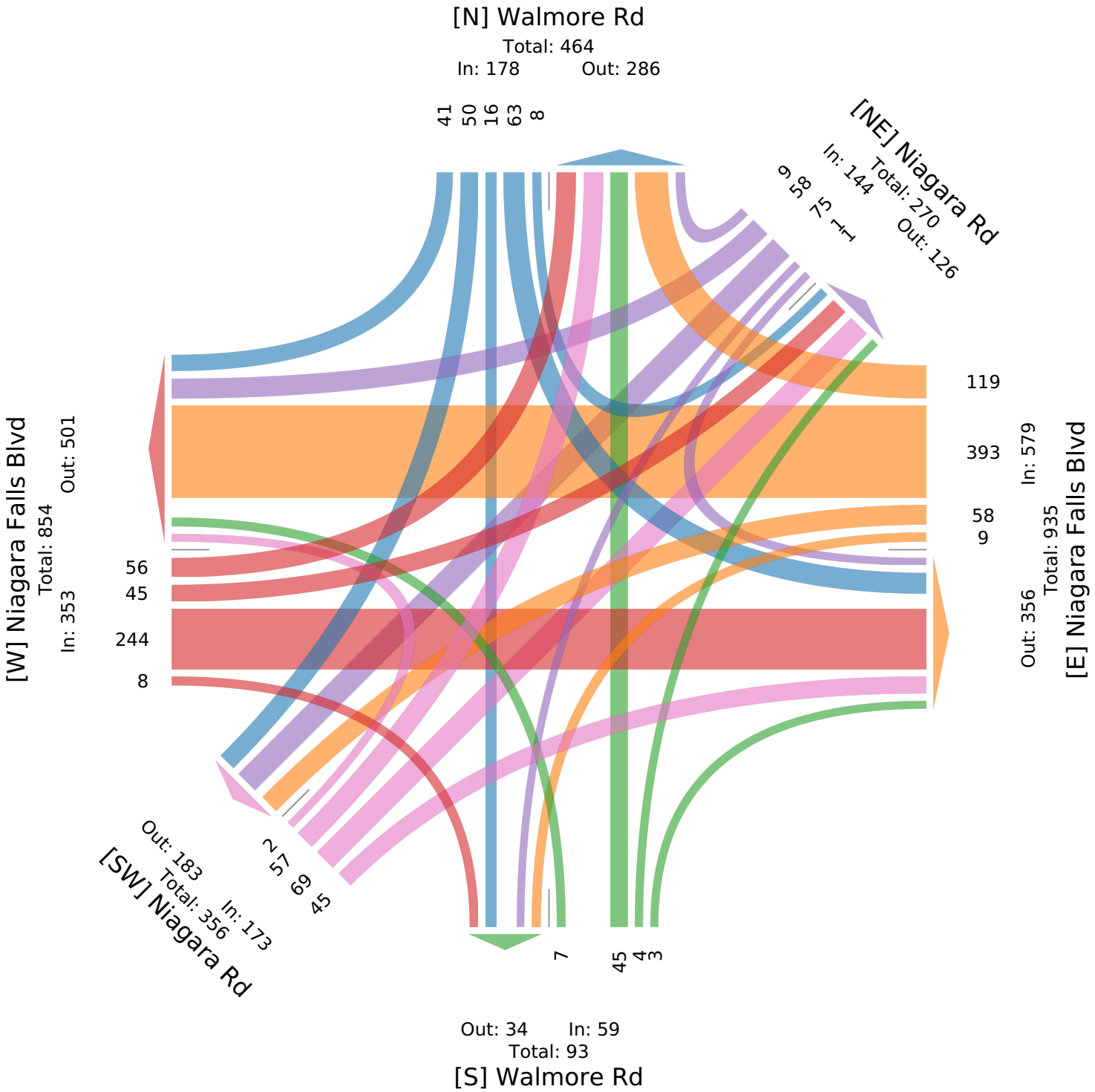
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg	Walmore Rd								Niagara Rd								Niagara Falls Blvd								
Direction	Northbound								Northeastbound								Eastbound								
Time	R	BR	T	L	HL	U	**App**	Ped*	HR	BR	T	BL	HL	U	**App**	Ped*	HR	R	T	BL	L	U	**App**	Ped*	**Int**
2021-11-23 7:15AM	2	1	22	2	0	0	**27**	0	0	6	17	18	1	0	**42**	0	0	0	60	11	23	0	**94**	0	**363**
7:30AM	1	1	13	1	0	0	**16**	0	0	13	23	21	0	0	**57**	0	0	5	58	9	12	0	**84**	0	**390**
7:45AM	0	1	6	2	0	0	**9**	0	0	18	10	8	1	0	**37**	0	0	1	63	14	10	0	**88**	0	**396**
8:00AM	0	1	4	2	0	0	**7**	0	0	8	19	10	0	0	**37**	0	0	2	63	11	11	0	**87**	0	**337**
Total	3	4	45	7	0	0	**59**	0	0	45	69	57	2	0	**173**	0	0	8	244	45	56	0	**353**	0	**1486**
% Approach	5.1%	6.8%	76.3%	11.9%	0%	0%	**-**	-	0%	26.0%	39.9%	32.9%	1.2%	0%	**-**	-	0%	2.3%	69.1%	12.7%	15.9%	0%	**-**	-	**-**
% Total	0.2%	0.3%	3.0%	0.5%	0%	0%	**4.0%**	-	0%	3.0%	4.6%	3.8%	0.1%	0%	**11.6%**	-	0%	0.5%	16.4%	3.0%	3.8%	0%	**23.8%**	-	**-**
PHF	0.375	1.000	0.511	0.875	-	-	**0.546**	-	-	0.625	0.750	0.679	0.500	-	**0.759**	-	-	0.400	0.968	0.804	0.609	-	**0.939**	-	0.938
Motorcycles	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%
Lights	3	3	45	7	0	0	**58**	-	0	42	65	56	2	0	**165**	-	0	8	231	44	51	0	**334**	-	1416
% Lights	100%	75.0%	100%	100%	0%	0%	**98.3%**	-	0%	93.3%	94.2%	98.2%	100%	0%	**95.4%**	-	0%	100%	94.7%	97.8%	91.1%	0%	**94.6%**	-	95.3%
Heavy	0	1	0	0	0	0	**1**	-	0	3	4	1	0	0	**8**	-	0	0	13	1	5	0	**19**	-	70
% Heavy	0%	25.0%	0%	0%	0%	0%	**1.7%**	-	0%	6.7%	5.8%	1.8%	0%	0%	**4.6%**	-	0%	0%	5.3%	2.2%	8.9%	0%	**5.4%**	-	4.7%
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Niagara Falls Blvd/Walmore Rd/Niagara Rd - TMC
Tue Nov 23, 2021
AM Peak (7:15 AM - 8:15 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904855, Location: 43.099149, -78.927205

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Niagara Falls Blvd/Walmore Rd/Niagara Rd - TMC

Tue Nov 23, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904855, Location: 43.099149, -78.927205



Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg	Walmore Rd								Niagara Rd								Niagara Falls Blvd							
Direction	Southbound								Southwestbound								Westbound							
Time	R	BR	T	L	HL	U	**App**	Ped*	HR	BR	T	BL	HL	U	**App**	Ped*	HR	R	T	BL	L	U	**App**	Ped*
2021-11-23 4:00PM	27	23	8	34	3	0	**95**	0	0	30	21	1	2	0	**54**	0	0	23	127	17	1	0	**168**	0
4:15PM	24	17	6	29	6	0	**82**	0	1	20	32	4	1	0	**58**	0	2	20	128	13	0	0	**163**	0
4:30PM	33	24	6	29	4	0	**96**	0	4	18	14	0	2	0	**38**	0	1	16	154	23	3	0	**197**	0
4:45PM	20	20	4	24	4	0	**72**	0	1	28	19	1	0	0	**49**	0	1	18	136	31	1	0	**187**	0
Total	104	84	24	116	17	0	**345**	0	6	96	86	6	5	0	**199**	0	4	77	545	84	5	0	**715**	0
% Approach	30.1%	24.3%	7.0%	33.6%	4.9%	0%	**-**	-	3.0%	48.2%	43.2%	3.0%	2.5%	0%	**-**	-	0.6%	10.8%	76.2%	11.7%	0.7%	0%	**-**	-
% Total	4.7%	3.8%	1.1%	5.2%	0.8%	0%	**15.4%**	-	0.3%	4.3%	3.8%	0.3%	0.2%	0%	**8.9%**	-	0.2%	3.4%	24.4%	3.8%	0.2%	0%	**32.0%**	-
PHF	0.788	0.875	0.750	0.853	0.708	-	**0.898**	-	0.375	0.800	0.672	0.375	0.625	-	**0.858**	-	0.500	0.837	0.885	0.677	0.417	-	**0.907**	-
Motorcycles	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-
% Motorcycles	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-
Lights	101	82	24	115	17	0	**339**	-	6	95	86	6	4	0	**197**	-	4	72	541	83	5	0	**705**	-
% Lights	97.1%	97.6%	100%	99.1%	100%	0%	**98.3%**	-	100%	99.0%	100%	100%	80.0%	0%	**99.0%**	-	100%	93.5%	99.3%	98.8%	100%	0%	**98.6%**	-
Heavy	3	2	0	1	0	0	**6**	-	0	1	0	0	1	0	**2**	-	0	5	4	1	0	0	**10**	-
% Heavy	2.9%	2.4%	0%	0.9%	0%	0%	**1.7%**	-	0%	1.0%	0%	0%	20.0%	0%	**1.0%**	-	0%	6.5%	0.7%	1.2%	0%	0%	**1.4%**	-
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Niagara Falls Blvd/Walmore Rd/Niagara Rd - TMC

Tue Nov 23, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904855, Location: 43.099149, -78.927205

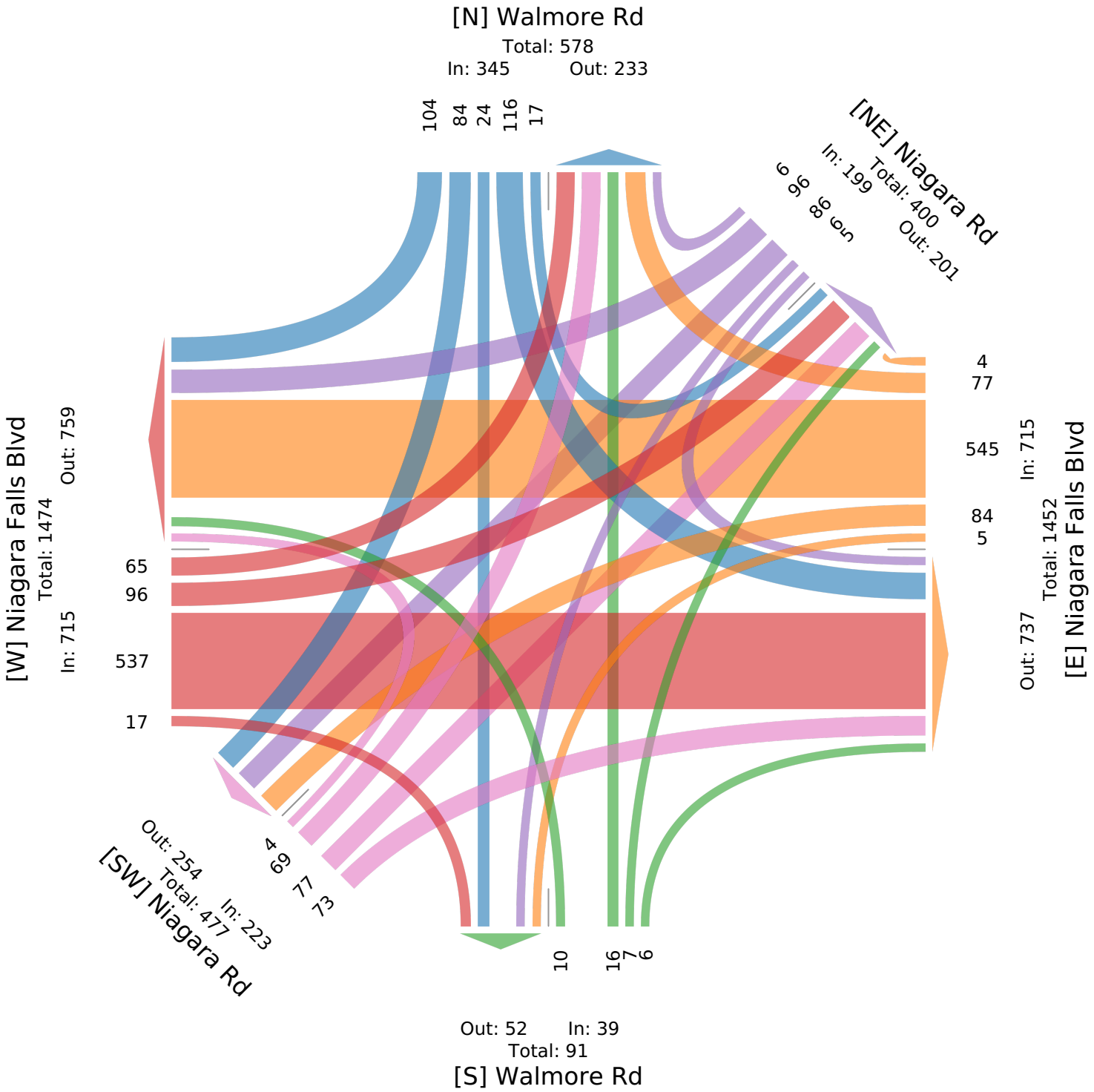
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg	Walmore Rd								Niagara Rd								Niagara Falls Blvd								
Direction	Northbound								Northeastbound								Eastbound								
Time	R	BR	T	L	HL	U	**App**	Ped*	HR	BR	T	BL	HL	U	**App**	Ped*	HR	R	T	BL	L	U	**App**	Ped*	**Int**
2021-11-23 4:00PM	1	4	7	0	0	0	**12**	0	0	18	22	19	1	0	**60**	0	0	2	141	21	17	0	**181**	0	**570**
4:15PM	2	0	2	1	0	0	**5**	0	0	19	24	18	2	0	**63**	0	0	3	128	19	15	0	**165**	0	**536**
4:30PM	1	1	5	7	0	0	**14**	0	0	15	16	16	0	0	**47**	0	0	9	154	31	20	0	**214**	0	**606**
4:45PM	2	2	2	2	0	0	**8**	0	0	21	15	16	1	0	**53**	0	0	3	114	25	13	0	**155**	0	**524**
Total	6	7	16	10	0	0	**39**	0	0	73	77	69	4	0	**223**	0	0	17	537	96	65	0	**715**	0	**2236**
% Approach	15.4%	17.9%	41.0%	25.6%	0%	0%	**-**	-	0%	32.7%	34.5%	30.9%	1.8%	0%	**-**	-	0%	2.4%	75.1%	13.4%	9.1%	0%	**-**	-	-
% Total	0.3%	0.3%	0.7%	0.4%	0%	0%	**1.7%**	-	0%	3.3%	3.4%	3.1%	0.2%	0%	**10.0%**	-	0%	0.8%	24.0%	4.3%	2.9%	0%	**32.0%**	-	-
PHF	0.750	0.438	0.571	0.357	-	-	**0.696**	-	-	0.869	0.802	0.908	0.500	-	**0.885**	-	-	0.472	0.872	0.774	0.813	-	**0.835**	-	0.922
Motorcycles	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%
Lights	6	7	13	10	0	0	**36**	-	0	72	77	63	4	0	**216**	-	0	17	528	96	61	0	**702**	-	2195
% Lights	100%	100%	81.3%	100%	0%	0%	**92.3%**	-	0%	98.6%	100%	91.3%	100%	0%	**96.9%**	-	0%	100%	98.3%	100%	93.8%	0%	**98.2%**	-	98.2%
Heavy	0	0	3	0	0	0	**3**	-	0	1	0	6	0	0	**7**	-	0	0	9	0	4	0	**13**	-	41
% Heavy	0%	0%	18.8%	0%	0%	0%	**7.7%**	-	0%	1.4%	0%	8.7%	0%	0%	**3.1%**	-	0%	0%	1.7%	0%	6.2%	0%	**1.8%**	-	1.8%
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Niagara Falls Blvd/Walmore Rd/Niagara Rd - TMC
Tue Nov 23, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904855, Location: 43.099149, -78.927205

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Packard Rd/I-190 NB Off Ramp - TMC

Thu Oct 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887500, Location: 43.10731, -78.988532

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

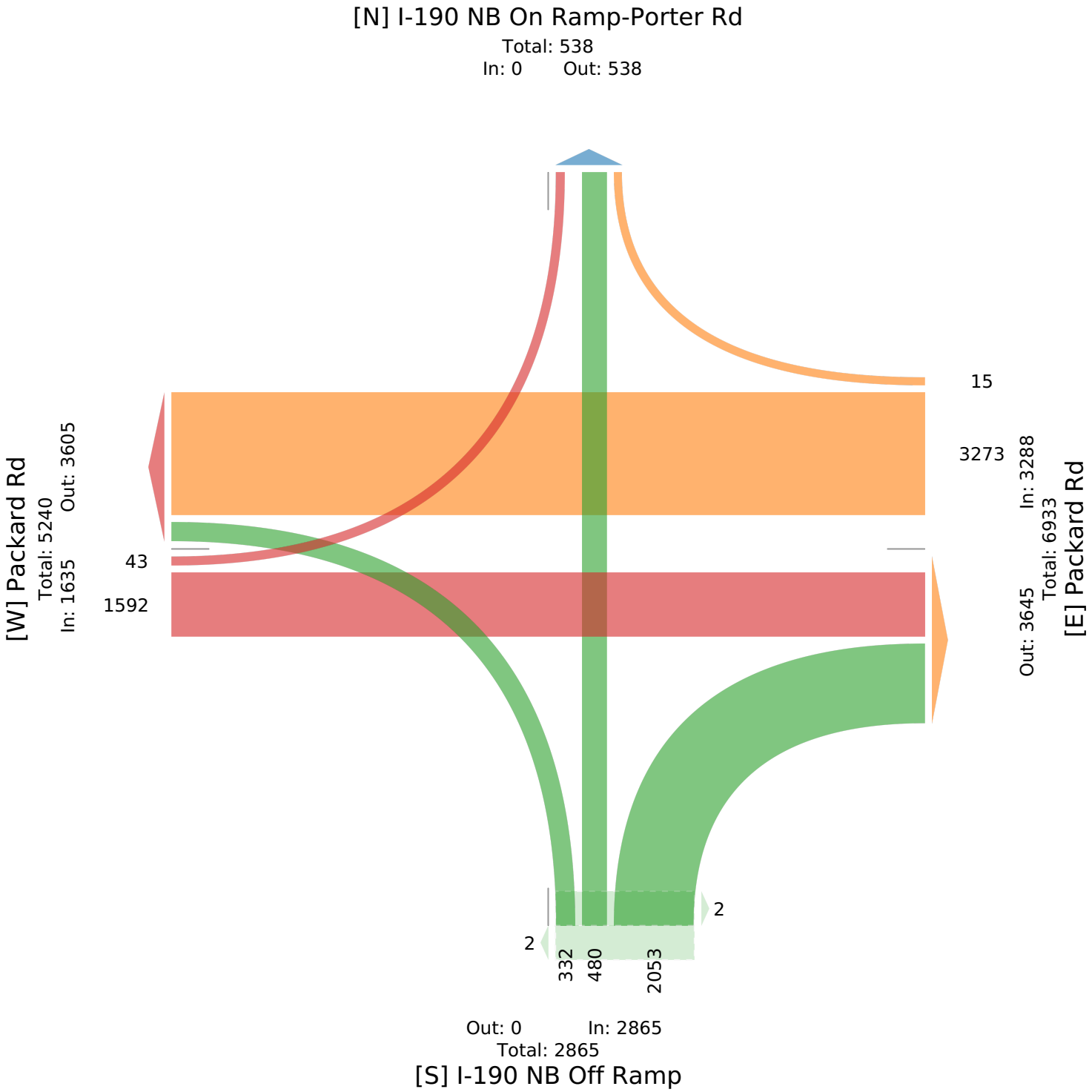
Leg	I-190 NB On Ramp-Porter Rd		Packard Rd						I-190 NB Off Ramp						Packard Rd					
Direction	Southbound		Westbound						Northbound						Eastbound					
Time	**App**	Ped*	R	T	U	RR	**App**	Ped*	R	T	L	RR	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2021-10-14 6:00AM	**0**	0	0	49	0	0	**49**	0	3	3	7	28	**41**	0	17	0	0	**17**	0	**107**
6:15AM	**0**	0	0	70	0	0	**70**	0	11	3	6	48	**68**	0	21	0	0	**21**	0	**159**
6:30AM	**0**	0	0	98	0	0	**98**	0	8	8	6	63	**85**	0	26	0	0	**26**	0	**209**
6:45AM	**0**	0	0	115	0	0	**115**	0	18	5	21	63	**107**	1	41	0	0	**41**	0	**263**
Hourly Total	**0**	0	0	332	0	0	**332**	0	40	19	40	202	**301**	1	105	0	0	**105**	0	**738**
7:00AM	**0**	0	0	81	0	0	**81**	0	11	2	11	46	**70**	0	27	0	0	**27**	0	**178**
7:15AM	**0**	0	1	95	0	0	**96**	0	21	7	16	55	**99**	0	29	1	0	**30**	0	**225**
7:30AM	**0**	0	0	102	0	0	**102**	0	24	9	24	57	**114**	0	38	1	0	**39**	0	**255**
7:45AM	**0**	0	0	145	0	0	**145**	0	21	13	23	37	**94**	0	27	2	0	**29**	0	**268**
Hourly Total	**0**	0	1	423	0	0	**424**	0	77	31	74	195	**377**	0	121	4	0	**125**	0	**926**
8:00AM	**0**	0	0	113	0	1	**114**	0	34	28	23	53	**138**	0	47	1	0	**48**	0	**300**
8:15AM	**0**	0	0	96	0	0	**96**	0	37	18	21	74	**150**	0	29	2	0	**31**	0	**277**
8:30AM	**0**	0	0	94	0	0	**94**	0	17	10	10	38	**75**	0	41	3	0	**44**	0	**213**
8:45AM	**0**	0	0	104	0	0	**104**	0	11	22	9	60	**102**	0	67	0	0	**67**	0	**273**
Hourly Total	**0**	0	0	407	0	1	**408**	0	99	78	63	225	**465**	0	184	6	0	**190**	0	**1063**
9:00AM	**0**	0	0	95	0	0	**95**	0	30	15	15	46	**106**	0	46	2	0	**48**	0	**249**
9:15AM	**0**	0	0	89	0	0	**89**	0	17	9	5	42	**73**	0	32	3	0	**35**	0	**197**
9:30AM	**0**	0	0	83	0	0	**83**	0	14	10	10	38	**72**	0	34	4	0	**38**	0	**193**
9:45AM	**0**	0	0	86	0	0	**86**	0	9	15	8	30	**62**	0	54	2	0	**56**	0	**204**
Hourly Total	**0**	0	0	353	0	0	**353**	0	70	49	38	156	**313**	0	166	11	0	**177**	0	**843**
10:00AM	**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**
4:00PM	**0**	0	2	161	0	0	**163**	0	33	19	14	53	**119**	0	110	2	0	**112**	0	**394**
4:15PM	**0**	0	1	150	0	0	**151**	0	29	34	6	66	**135**	2	97	1	0	**98**	0	**384**
4:30PM	**0**	0	1	133	0	0	**134**	0	23	18	10	46	**97**	0	77	2	0	**79**	0	**310**
4:45PM	**0**	0	0	122	0	0	**122**	0	32	28	10	49	**119**	0	75	0	0	**75**	0	**316**
Hourly Total	**0**	0	4	566	0	0	**570**	0	117	99	40	214	**470**	2	359	5	0	**364**	0	**1404**
5:00PM	**0**	0	0	155	0	0	**155**	0	29	25	10	41	**105**	0	84	3	0	**87**	0	**347**
5:15PM	**0**	0	1	136	0	0	**137**	0	32	19	7	49	**107**	0	69	3	0	**72**	0	**316**
5:30PM	**0**	0	2	132	0	0	**134**	0	26	30	12	34	**102**	0	68	0	0	**68**	0	**304**
5:45PM	**0**	0	2	111	0	0	**113**	0	12	27	8	54	**101**	0	70	1	0	**71**	0	**285**
Hourly Total	**0**	0	5	534	0	0	**539**	0	99	101	37	178	**415**	0	291	7	0	**298**	0	**1252**
6:00PM	**0**	0	1	121	0	0	**122**	0	34	15	6	31	**86**	0	61	5	0	**66**	0	**274**
6:15PM	**0**	0	1	82	0	0	**83**	0	36	19	5	43	**103**	1	40	1	0	**41**	0	**227**
6:30PM	**0**	0	1	93	0	0	**94**	0	12	12	6	26	**56**	0	52	1	0	**53**	0	**203**
6:45PM	**0**	0	1	90	0	0	**91**	0	14	12	7	41	**74**	0	37	0	0	**37**	0	**202**
Hourly Total	**0**	0	4	386	0	0	**390**	0	96	58	24	141	**319**	1	190	7	0	**197**	0	**906**
7:00PM	**0**	0	0	83	0	0	**83**	0	11	14	7	35	**67**	0	41	1	0	**42**	0	**192**
7:15PM	**0**	0	0	71	0	0	**71**	0	12	10	5	21	**48**	0	49	0	0	**49**	0	**168**
7:30PM	**0**	0	0	68	0	0	**68**	0	6	17	4	33	**60**	0	42	1	0	**43**	0	**171**
7:45PM	**0**	0	0	50	0	0	**50**	0	5	4	0	21	**30**	0	44	1	0	**45**	0	**125**
Hourly Total	**0**	0	0	272	0	0	**272**	0	34	45	16	110	**205**	0	176	3	0	**179**	0	**656**
Total	**0**	0	14	3273	0	1	**3288**	0	632	480	332	1421	**2865**	4	1592	43	0	**1635**	0	**7788**
% Approach	**-**	-	0.4%	99.5%	0%	0%	**-**	-	22.1%	16.8%	11.6%	49.6%	**-**	-	97.4%	2.6%	0%	**-**	-	-
% Total	**0%**	-	0.2%	42.0%	0%	0%	**42.2%**	-	8.1%	6.2%	4.3%	18.2%	**36.8%**	-	20.4%	0.6%	0%	**21.0%**	-	-
Motorcycles	**0**	-	0	8	0	0	**8**	-	2	0	2	5	**9**	-	2	0	0	**2**	-	19
% Motorcycles	**-**	-	0%	0.2%	0%	0%	**0.2%**	-	0.3%	0%	0.6%	0.4%	**0.3%**	-	0.1%	0%	0%	**0.1%**	-	0.2%
Lights	**0**	-	14	3042	0	1	**3057**	-	583	465	309	1326	**2683**	-	1527	29	0	**1556**	-	7296
% Lights	**-**	-	100%	92.9%	0%	100%	**93.0%**	-	92.2%	96.9%	93.1%	93.3%	**93.6%**	-	95.9%	67.4%	0%	**95.2%**	-	93.7%
Heavy	**0**	-	0	223	0	0	**223**	-	47	15	21	90	**173**	-	63	14	0	**77**	-	473
% Heavy	**-**	-	0%	6.8%	0%	0%	**6.8%**	-	7.4%	3.1%	6.3%	6.3%	**6.0%**	-	4.0%	32.6%	0%	**4.7%**	-	6.1%
Pedestrians	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	

Leg	I-190 NB On Ramp-Porter Rd		Packard Rd						I-190 NB Off Ramp						Packard Rd					
Direction	Southbound		Westbound						Northbound						Eastbound					
Time	**App**	Ped*	R	T	U	RR	**App**	Ped*	R	T	L	RR	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-
Bicycles on Crosswalk	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-

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

Packard Rd/I-190 NB Off Ramp - TMC
Thu Oct 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887500, Location: 43.10731, -78.988532

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Packard Rd/I-190 NB Off Ramp - TMC

Thu Oct 14, 2021
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887500, Location: 43.10731, -78.988532



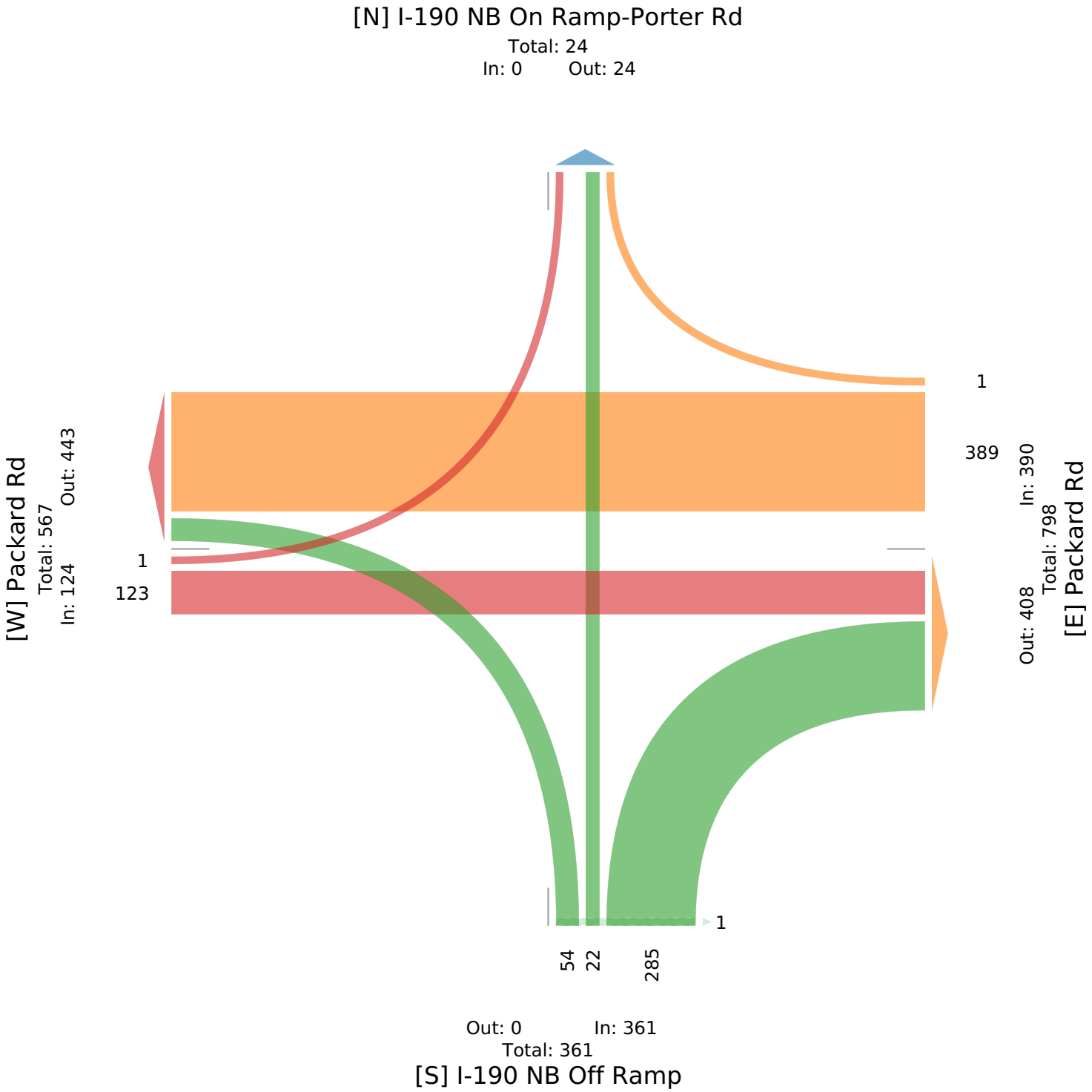
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	I-190 NB On Ramp-Porter Rd Southbound		Packard Rd Westbound						I-190 NB Off Ramp Northbound						Packard Rd Eastbound					
Time	**App**	Ped*	R	T	U	RR	**App**	Ped*	R	T	L	RR	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2021-10-14 6:30AM	**0**	0	0	98	0	0	**98**	0	8	8	6	63	**85**	0	26	0	0	**26**	0	**209**
6:45AM	**0**	0	0	115	0	0	**115**	0	18	5	21	63	**107**	1	41	0	0	**41**	0	**263**
7:00AM	**0**	0	0	81	0	0	**81**	0	11	2	11	46	**70**	0	27	0	0	**27**	0	**178**
7:15AM	**0**	0	1	95	0	0	**96**	0	21	7	16	55	**99**	0	29	1	0	**30**	0	**225**
Total	**0**	0	1	389	0	0	**390**	0	58	22	54	227	**361**	1	123	1	0	**124**	0	**875**
% Approach	**-**	-	0.3%	99.7%	0%	0%	**-**	-	16.1%	6.1%	15.0%	62.9%	**-**	-	99.2%	0.8%	0%	**-**	-	-
% Total	**0%**	-	0.1%	44.5%	0%	0%	**44.6%**	-	6.6%	2.5%	6.2%	25.9%	**41.3%**	-	14.1%	0.1%	0%	**14.2%**	-	-
PHF	**-**	-	0.250	0.846	-	-	**0.848**	-	0.690	0.688	0.643	0.901	**0.843**	-	0.750	0.250	-	**0.756**	-	0.832
Motorcycles	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	**0**	-	0
% Motorcycles	**-**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Lights	**0**	-	1	370	0	0	**371**	-	56	22	53	218	**349**	-	117	1	0	**118**	-	838
% Lights	**-**	-	100%	95.1%	0%	0%	**95.1%**	-	96.6%	100%	98.1%	96.0%	**96.7%**	-	95.1%	100%	0%	**95.2%**	-	95.8%
Heavy	**0**	-	0	19	0	0	**19**	-	2	0	1	9	**12**	-	6	0	0	**6**	-	37
% Heavy	**-**	-	0%	4.9%	0%	0%	**4.9%**	-	3.4%	0%	1.9%	4.0%	**3.3%**	-	4.9%	0%	0%	**4.8%**	-	4.2%
Pedestrians	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-
Bicycles on Crosswalk	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-

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

Packard Rd/I-190 NB Off Ramp - TMC
Thu Oct 14, 2021
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887500, Location: 43.10731, -78.988532

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Packard Rd/I-190 NB Off Ramp - TMC

Thu Oct 14, 2021
AM Peak (7:30 AM - 8:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887500, Location: 43.10731, -78.988532

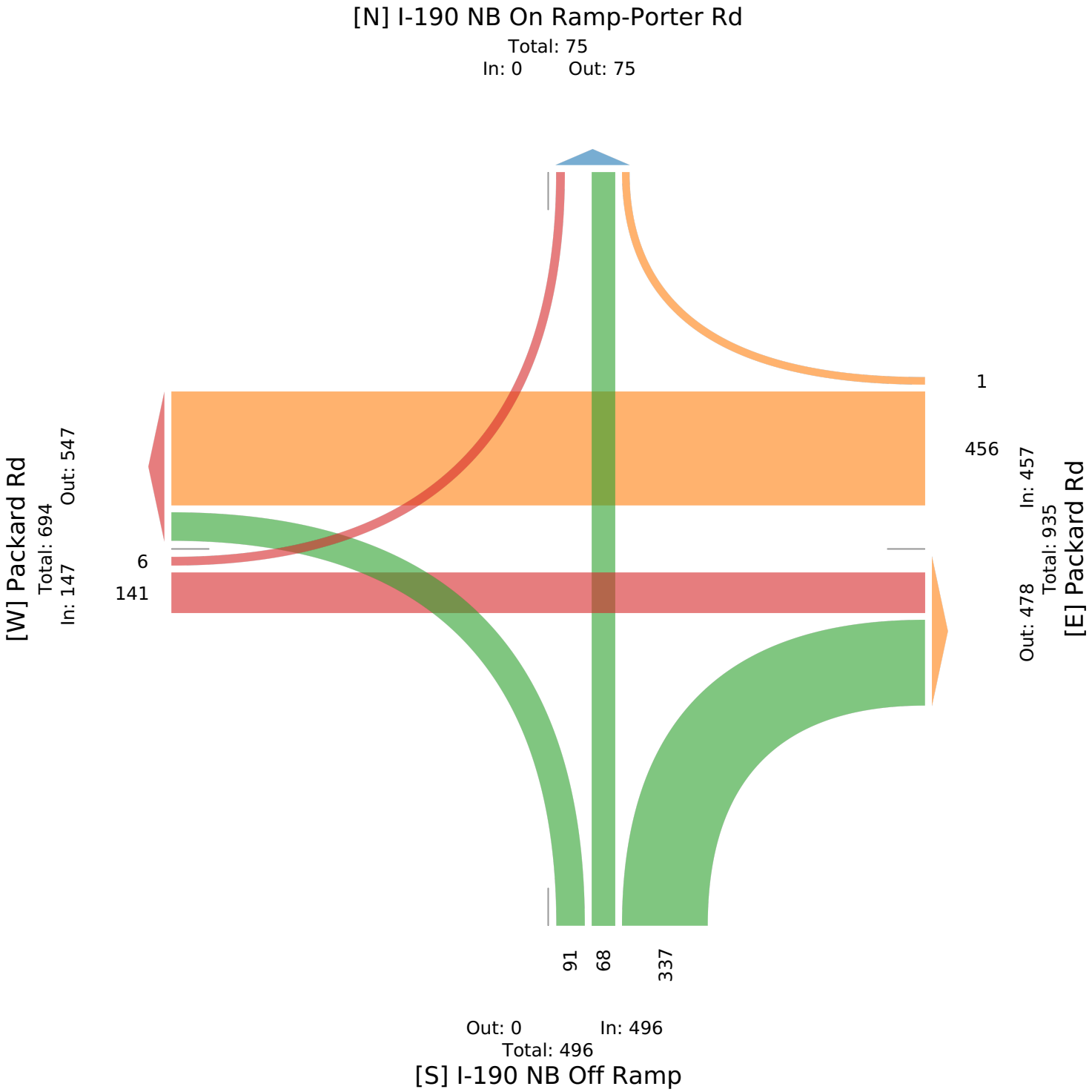
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	I-190 NB On Ramp-Porter Rd Southbound		Packard Rd Westbound						I-190 NB Off Ramp Northbound						Packard Rd Eastbound					
Time	**App**	Ped*	R	T	U	RR	**App**	Ped*	R	T	L	RR	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2021-10-14 7:30AM	**0**	0	0	102	0	0	**102**	0	24	9	24	57	**114**	0	38	1	0	**39**	0	**255**
7:45AM	**0**	0	0	145	0	0	**145**	0	21	13	23	37	**94**	0	27	2	0	**29**	0	**268**
8:00AM	**0**	0	0	113	0	1	**114**	0	34	28	23	53	**138**	0	47	1	0	**48**	0	**300**
8:15AM	**0**	0	0	96	0	0	**96**	0	37	18	21	74	**150**	0	29	2	0	**31**	0	**277**
Total	**0**	0	0	456	0	1	**457**	0	116	68	91	221	**496**	0	141	6	0	**147**	0	**1100**
% Approach	**-**	-	0%	99.8%	0%	0.2%	**-**	-	23.4%	13.7%	18.3%	44.6%	**-**	-	95.9%	4.1%	0%	**-**	-	-
% Total	**0%**	-	0%	41.5%	0%	0.1%	**41.5%**	-	10.5%	6.2%	8.3%	20.1%	**45.1%**	-	12.8%	0.5%	0%	**13.4%**	-	-
PHF	**-**	-	-	0.786	-	0.250	**0.788**	-	0.784	0.607	0.948	0.747	**0.827**	-	0.750	0.750	-	**0.766**	-	0.917
Motorcycles	**0**	-	0	1	0	0	**1**	-	0	0	0	1	**1**	-	0	0	0	**0**	-	2
% Motorcycles	**-**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0.5%	**0.2%**	-	0%	0%	0%	**0%**	-	0.2%
Lights	**0**	-	0	415	0	1	**416**	-	103	65	89	197	**454**	-	127	2	0	**129**	-	999
% Lights	**-**	-	0%	91.0%	0%	100%	**91.0%**	-	88.8%	95.6%	97.8%	89.1%	**91.5%**	-	90.1%	33.3%	0%	**87.8%**	-	90.8%
Heavy	**0**	-	0	40	0	0	**40**	-	13	3	2	23	**41**	-	14	4	0	**18**	-	99
% Heavy	**-**	-	0%	8.8%	0%	0%	**8.8%**	-	11.2%	4.4%	2.2%	10.4%	**8.3%**	-	9.9%	66.7%	0%	**12.2%**	-	9.0%
Pedestrians	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Packard Rd/I-190 NB Off Ramp - TMC
Thu Oct 14, 2021
AM Peak (7:30 AM - 8:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887500, Location: 43.10731, -78.988532

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Packard Rd/I-190 NB Off Ramp - TMC

Thu Oct 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887500, Location: 43.10731, -78.988532

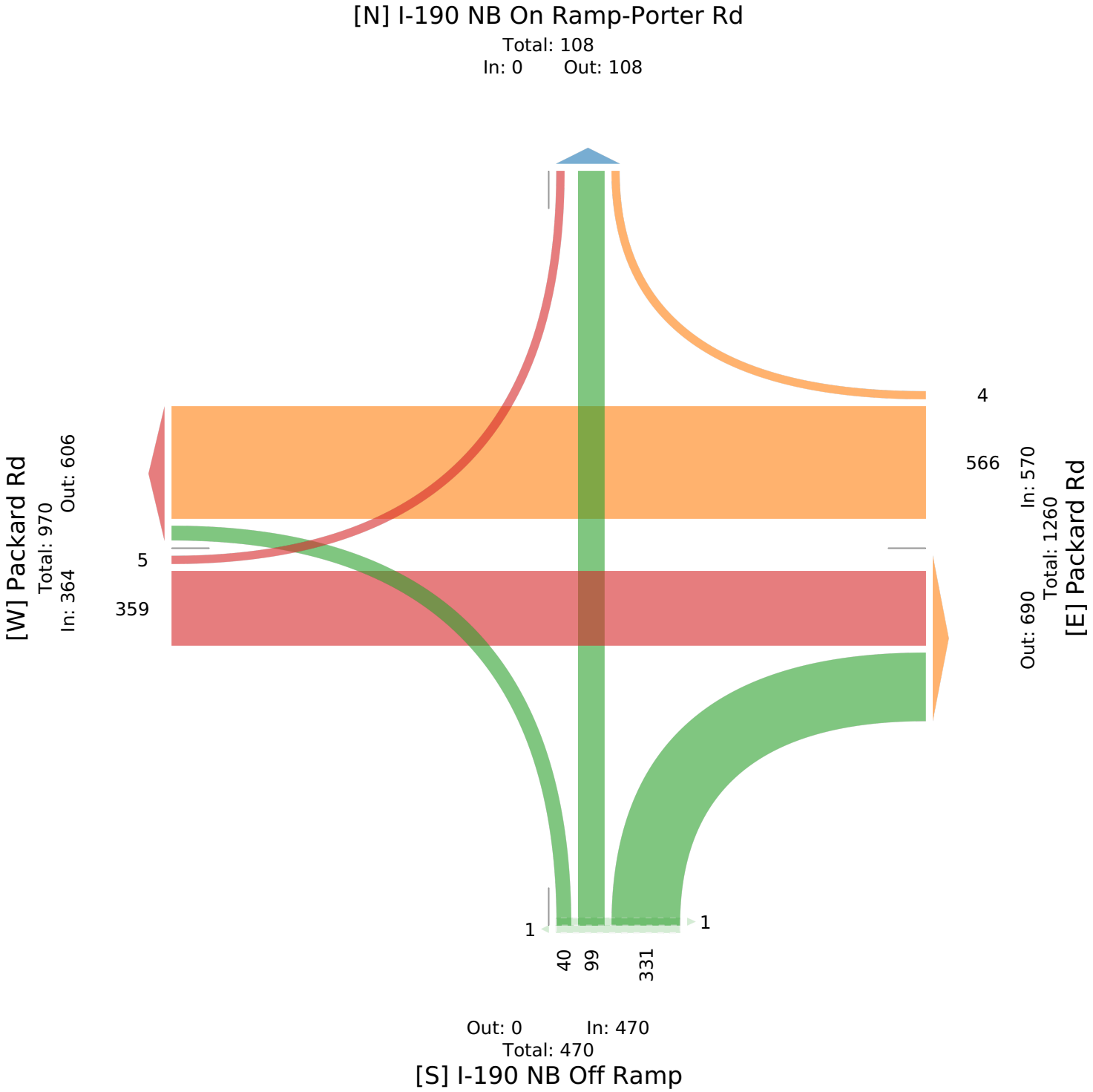
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	I-190 NB On Ramp-Porter Rd Southbound		Packard Rd Westbound						I-190 NB Off Ramp Northbound						Packard Rd Eastbound					
Time	**App**	Ped*	R	T	U	RR	**App**	Ped*	R	T	L	RR	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2021-10-14 4:00PM	**0**	0	2	161	0	0	**163**	0	33	19	14	53	**119**	0	110	2	0	**112**	0	**394**
4:15PM	**0**	0	1	150	0	0	**151**	0	29	34	6	66	**135**	2	97	1	0	**98**	0	**384**
4:30PM	**0**	0	1	133	0	0	**134**	0	23	18	10	46	**97**	0	77	2	0	**79**	0	**310**
4:45PM	**0**	0	0	122	0	0	**122**	0	32	28	10	49	**119**	0	75	0	0	**75**	0	**316**
Total	**0**	0	4	566	0	0	**570**	0	117	99	40	214	**470**	2	359	5	0	**364**	0	**1404**
% Approach	**-**	-	0.7%	99.3%	0%	0%	**-**	-	24.9%	21.1%	8.5%	45.5%	**-**	-	98.6%	1.4%	0%	**-**	-	-
% Total	**0%**	-	0.3%	40.3%	0%	0%	**40.6%**	-	8.3%	7.1%	2.8%	15.2%	**33.5%**	-	25.6%	0.4%	0%	**25.9%**	-	-
PHF	**-**	-	0.500	0.879	-	-	**0.874**	-	0.886	0.728	0.714	0.811	**0.870**	-	0.816	0.625	-	**0.813**	-	0.891
Motorcycles	**0**	-	0	3	0	0	**3**	-	1	0	0	2	**3**	-	1	0	0	**1**	-	7
% Motorcycles	**-**	-	0%	0.5%	0%	0%	**0.5%**	-	0.9%	0%	0%	0.9%	**0.6%**	-	0.3%	0%	0%	**0.3%**	-	0.5%
Lights	**0**	-	4	526	0	0	**530**	-	109	96	37	197	**439**	-	352	5	0	**357**	-	1326
% Lights	**-**	-	100%	92.9%	0%	0%	**93.0%**	-	93.2%	97.0%	92.5%	92.1%	**93.4%**	-	98.1%	100%	0%	**98.1%**	-	94.4%
Heavy	**0**	-	0	37	0	0	**37**	-	7	3	3	15	**28**	-	6	0	0	**6**	-	71
% Heavy	**-**	-	0%	6.5%	0%	0%	**6.5%**	-	6.0%	3.0%	7.5%	7.0%	**6.0%**	-	1.7%	0%	0%	**1.6%**	-	5.1%
Pedestrians	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-
Bicycles on Crosswalk	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-

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

Packard Rd/I-190 NB Off Ramp - TMC
Thu Oct 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887500, Location: 43.10731, -78.988532

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Packard Rd/I-190 SB On Ramp - TMC

Thu Oct 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887506, Location: 43.106534, -78.990046

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

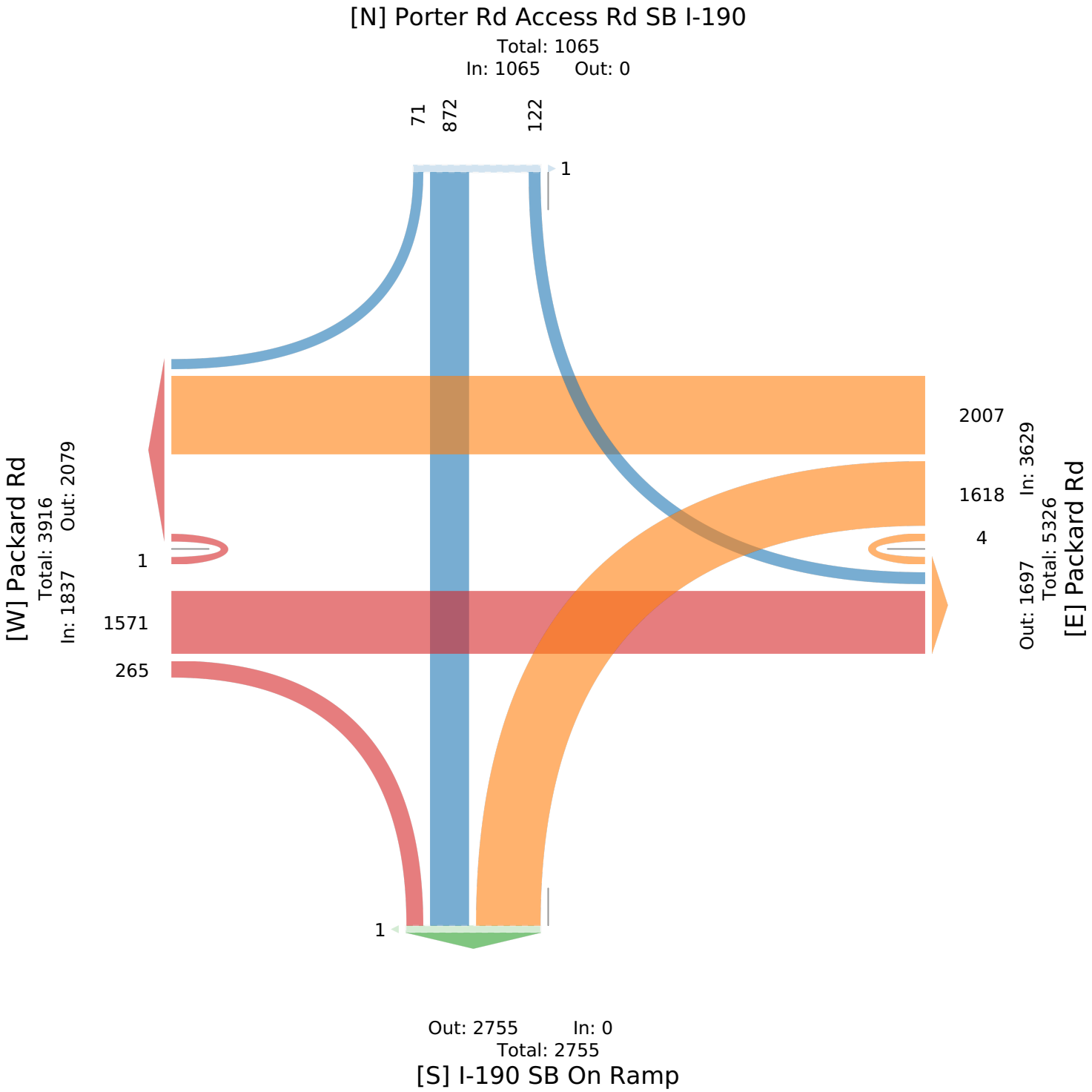
Leg / Direction	Porter Rd Access Rd SB I-190 Southbound						Packard Rd Westbound					I-190 SB On Ramp Northbound		Packard Rd Eastbound						
Time	R	T	L	RR	App	Ped*	T	L	U	App	Ped*	App	Ped*	R	T	U	RR	App	Ped*	Int
2021-10-14 6:00AM	0	12	2	2	**16**	0	29	32	0	**61**	0	**0**	0	2	17	0	1	**20**	0	**97**
6:15AM	0	16	1	2	**19**	0	31	44	0	**75**	0	**0**	0	2	21	0	0	**23**	0	**117**
6:30AM	0	26	2	4	**32**	0	64	51	0	**115**	0	**0**	0	8	26	0	0	**34**	0	**181**
6:45AM	0	31	2	4	**37**	1	71	52	0	**123**	0	**0**	0	2	38	0	1	**41**	0	**201**
Hourly Total	0	85	7	12	**104**	1	195	179	0	**374**	0	**0**	0	14	102	0	2	**118**	0	**596**
7:00AM	0	25	0	1	**26**	0	47	43	0	**90**	0	**0**	0	5	24	0	1	**30**	0	**146**
7:15AM	0	23	5	1	**29**	0	73	49	0	**122**	0	**0**	0	13	27	0	0	**40**	0	**191**
7:30AM	0	35	7	1	**43**	0	92	40	1	**133**	0	**0**	0	3	37	0	0	**40**	0	**216**
7:45AM	0	26	2	2	**30**	0	111	58	0	**169**	0	**0**	0	6	32	0	0	**38**	0	**237**
Hourly Total	0	109	14	5	**128**	0	323	190	1	**514**	0	**0**	0	27	120	0	1	**148**	0	**790**
8:00AM	0	33	2	3	**38**	0	74	48	0	**122**	0	**0**	0	9	42	0	0	**51**	0	**211**
8:15AM	0	37	3	3	**43**	0	57	59	0	**116**	0	**0**	0	8	38	0	2	**48**	0	**207**
8:30AM	2	36	2	2	**42**	0	53	48	0	**101**	0	**0**	0	6	49	0	1	**56**	0	**199**
8:45AM	1	32	3	2	**38**	0	60	52	0	**112**	0	**0**	0	8	61	0	1	**70**	0	**220**
Hourly Total	3	138	10	10	**161**	0	244	207	0	**451**	0	**0**	0	31	190	0	4	**225**	0	**837**
9:00AM	1	26	1	1	**29**	0	73	37	0	**110**	0	**0**	0	15	54	0	0	**69**	0	**208**
9:15AM	0	23	0	2	**25**	0	51	45	0	**96**	0	**0**	0	8	34	0	1	**43**	0	**164**
9:30AM	0	25	3	0	**28**	0	55	39	0	**94**	0	**0**	0	6	40	0	1	**47**	0	**169**
9:45AM	0	23	4	1	**28**	0	47	48	1	**96**	0	**0**	0	2	45	0	0	**47**	0	**171**
Hourly Total	1	97	8	4	**110**	0	226	169	1	**396**	0	**0**	0	31	173	0	2	**206**	0	**712**
4:00PM	2	32	6	4	**44**	0	89	92	0	**181**	0	**0**	0	24	106	0	1	**131**	0	**356**
4:15PM	0	29	10	2	**41**	0	80	82	0	**162**	0	**0**	1	14	81	0	1	**96**	0	**299**
4:30PM	0	42	3	2	**47**	0	85	65	1	**151**	0	**0**	0	12	77	0	0	**89**	0	**287**
4:45PM	0	37	7	3	**47**	0	86	56	0	**142**	0	**0**	0	12	66	1	1	**80**	0	**269**
Hourly Total	2	140	26	11	**179**	0	340	295	1	**636**	0	**0**	1	62	330	1	3	**396**	0	**1211**
5:00PM	3	41	9	5	**58**	0	83	73	0	**156**	0	**0**	0	12	84	0	3	**99**	0	**313**
5:15PM	0	31	4	3	**38**	0	77	68	0	**145**	0	**0**	0	11	78	0	0	**89**	0	**272**
5:30PM	0	36	12	2	**50**	0	78	63	0	**141**	0	**0**	0	6	60	0	2	**68**	0	**259**
5:45PM	0	31	7	1	**39**	0	66	60	0	**126**	0	**0**	0	11	80	0	0	**91**	0	**256**
Hourly Total	3	139	32	11	**185**	0	304	264	0	**568**	0	**0**	0	40	302	0	5	**347**	0	**1100**
6:00PM	0	25	7	0	**32**	0	68	54	0	**122**	0	**0**	0	6	59	0	0	**65**	0	**219**
6:15PM	0	33	3	2	**38**	0	55	32	0	**87**	0	**0**	0	7	39	0	0	**46**	0	**171**
6:30PM	1	18	4	3	**26**	0	44	56	0	**100**	0	**0**	0	4	48	0	0	**52**	0	**178**
6:45PM	0	17	1	0	**18**	0	50	46	1	**97**	0	**0**	0	4	33	0	0	**37**	0	**152**
Hourly Total	1	93	15	5	**114**	0	217	188	1	**406**	0	**0**	0	21	179	0	0	**200**	0	**720**
7:00PM	0	21	3	1	**25**	0	56	32	0	**88**	0	**0**	0	5	36	0	1	**42**	0	**155**
7:15PM	0	18	3	1	**22**	0	50	28	0	**78**	0	**0**	0	6	54	0	0	**60**	0	**160**
7:30PM	0	13	2	0	**15**	0	29	40	0	**69**	0	**0**	0	5	43	0	0	**48**	0	**132**
7:45PM	1	19	2	0	**22**	0	23	26	0	**49**	0	**0**	0	4	42	0	1	**47**	0	**118**
Hourly Total	1	71	10	2	**84**	0	158	126	0	**284**	0	**0**	0	20	175	0	2	**197**	0	**565**
Total	11	872	122	60	**1065**	1	2007	1618	4	**3629**	0	**0**	1	246	1571	1	19	**1837**	0	**6531**
% Approach	1.0%	81.9%	11.5%	5.6%	**-**	-	55.3%	44.6%	0.1%	**-**	-	**-**	-	13.4%	85.5%	0.1%	1.0%	**-**	-	-
% Total	0.2%	13.4%	1.9%	0.9%	**16.3%**	-	30.7%	24.8%	0.1%	**55.6%**	-	**0%**	-	3.8%	24.1%	0%	0.3%	**28.1%**	-	-
Motorcycles	0	0	0	0	**0**	-	3	4	0	**7**	-	**0**	-	2	2	0	0	**4**	-	11
% Motorcycles	0%	0%	0%	0%	**0%**	-	0.1%	0.2%	0%	**0.2%**	-	**-**	-	0.8%	0.1%	0%	0%	**0.2%**	-	0.2%
Lights	9	837	114	43	**1003**	-	1909	1489	4	**3402**	-	**0**	-	208	1499	1	18	**1726**	-	6131
% Lights	81.8%	96.0%	93.4%	71.7%	**94.2%**	-	95.1%	92.0%	100%	**93.7%**	-	**-**	-	84.6%	95.4%	100%	94.7%	**94.0%**	-	93.9%
Heavy	2	35	8	17	**62**	-	95	125	0	**220**	-	**0**	-	36	70	0	1	**107**	-	389
% Heavy	18.2%	4.0%	6.6%	28.3%	**5.8%**	-	4.7%	7.7%	0%	**6.1%**	-	**-**	-	14.6%	4.5%	0%	5.3%	**5.8%**	-	6.0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	0	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	0%	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	0	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	100%	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

Leg	Porter Rd Access Rd SB I-190						Packard Rd					I-190 SB On Ramp		Packard Rd						
Direction	Southbound						Westbound					Northbound		Eastbound						
Time	R	T	L	RR	**App**	Ped*	T	L	U	**App**	Ped*	**App**	Ped*	R	T	U	RR	**App**	Ped*	**Int**

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

Packard Rd/I-190 SB On Ramp - TMC
Thu Oct 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887506, Location: 43.106534, -78.990046

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Packard Rd/I-190 SB On Ramp - TMC

Thu Oct 14, 2021
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887506, Location: 43.106534, -78.990046



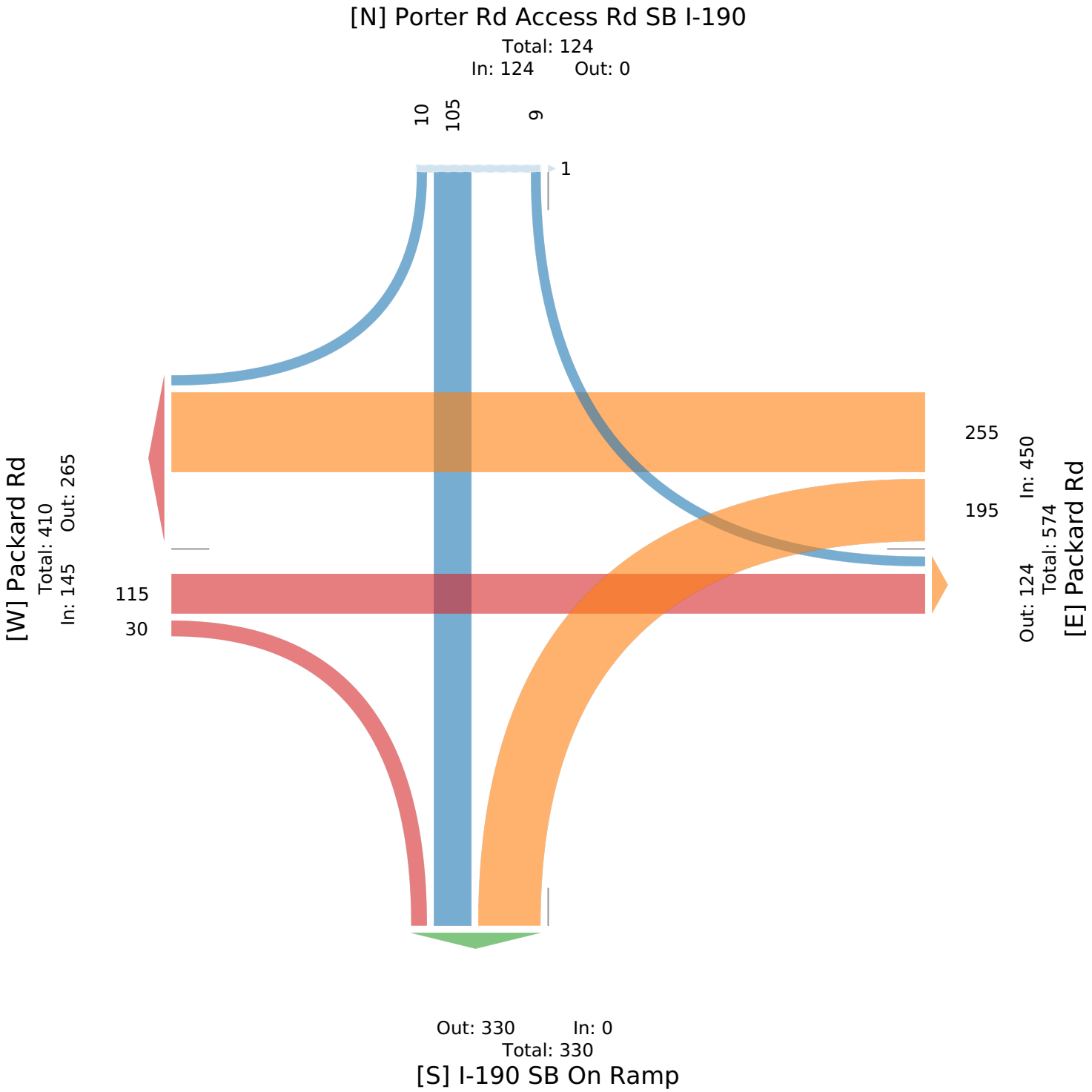
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg / Direction	Porter Rd Access Rd SB I-190 Southbound						Packard Rd Westbound					I-190 SB On Ramp Northbound		Packard Rd Eastbound						
Time	R	T	L	RR	**App**	Ped*	T	L	U	**App**	Ped*	**App**	Ped*	R	T	U	RR	**App**	Ped*	**Int**
2021-10-14 6:30AM	0	26	2	4	**32**	0	64	51	0	**115**	0	**0**	0	8	26	0	0	**34**	0	**181**
6:45AM	0	31	2	4	**37**	1	71	52	0	**123**	0	**0**	0	2	38	0	1	**41**	0	**201**
7:00AM	0	25	0	1	**26**	0	47	43	0	**90**	0	**0**	0	5	24	0	1	**30**	0	**146**
7:15AM	0	23	5	1	**29**	0	73	49	0	**122**	0	**0**	0	13	27	0	0	**40**	0	**191**
Total	0	105	9	10	**124**	1	255	195	0	**450**	0	**0**	0	28	115	0	2	**145**	0	**719**
% Approach	0%	84.7%	7.3%	8.1%	**-**	-	56.7%	43.3%	0%	**-**	-	**-**	-	19.3%	79.3%	0%	1.4%	**-**	-	-
% Total	0%	14.6%	1.3%	1.4%	**17.2%**	-	35.5%	27.1%	0%	**62.6%**	-	**0%**	-	3.9%	16.0%	0%	0.3%	**20.2%**	-	-
PHF	-	0.847	0.450	0.625	**0.838**	-	0.873	0.938	-	**0.915**	-	**-**	-	0.538	0.757	-	0.500	**0.884**	-	0.894
Motorcycles	0	0	0	0	**0**	-	0	0	0	**0**	-	**0**	-	0	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	**-**	-	0%	0%	0%	0%	**0%**	-	0%
Lights	0	98	8	10	**116**	-	250	182	0	**432**	-	**0**	-	22	112	0	2	**136**	-	684
% Lights	0%	93.3%	88.9%	100%	**93.5%**	-	98.0%	93.3%	0%	**96.0%**	-	**-**	-	78.6%	97.4%	0%	100%	**93.8%**	-	95.1%
Heavy	0	7	1	0	**8**	-	5	13	0	**18**	-	**0**	-	6	3	0	0	**9**	-	35
% Heavy	0%	6.7%	11.1%	0%	**6.5%**	-	2.0%	6.7%	0%	**4.0%**	-	**-**	-	21.4%	2.6%	0%	0%	**6.2%**	-	4.9%
Pedestrians	-	-	-	-	-	0	-	-	-	-	0	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	0	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Packard Rd/I-190 SB On Ramp - TMC
Thu Oct 14, 2021
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887506, Location: 43.106534, -78.990046

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Packard Rd/I-190 SB On Ramp - TMC

Thu Oct 14, 2021
AM Peak (7:30 AM - 8:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887506, Location: 43.106534, -78.990046

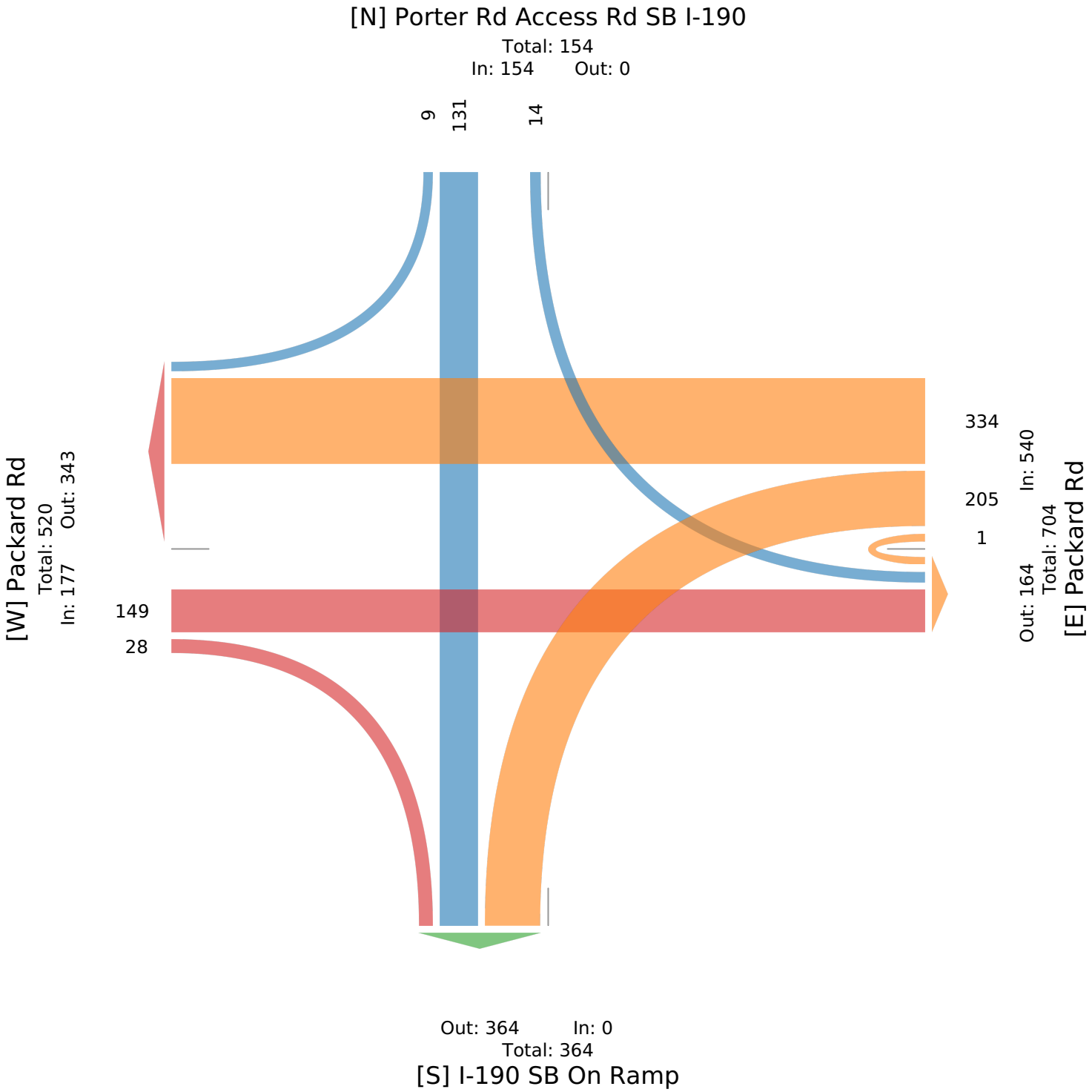
Provided by: Tri-State Traffic Data: New York Division
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Leg / Direction	Porter Rd Access Rd SB I-190 Southbound						Packard Rd Westbound					I-190 SB On Ramp Northbound		Packard Rd Eastbound						
Time	R	T	L	RR	**App**	Ped*	T	L	U	**App**	Ped*	**App**	Ped*	R	T	U	RR	**App**	Ped*	**Int**
2021-10-14 7:30AM	0	35	7	1	**43**	0	92	40	1	**133**	0	**0**	0	3	37	0	0	**40**	0	**216**
7:45AM	0	26	2	2	**30**	0	111	58	0	**169**	0	**0**	0	6	32	0	0	**38**	0	**237**
8:00AM	0	33	2	3	**38**	0	74	48	0	**122**	0	**0**	0	9	42	0	0	**51**	0	**211**
8:15AM	0	37	3	3	**43**	0	57	59	0	**116**	0	**0**	0	8	38	0	2	**48**	0	**207**
Total	0	131	14	9	**154**	0	334	205	1	**540**	0	**0**	0	26	149	0	2	**177**	0	**871**
% Approach	0%	85.1%	9.1%	5.8%	**-**	-	61.9%	38.0%	0.2%	**-**	-	**-**	-	14.7%	84.2%	0%	1.1%	**-**	-	-
% Total	0%	15.0%	1.6%	1.0%	**17.7%**	-	38.3%	23.5%	0.1%	**62.0%**	-	**0%**	-	3.0%	17.1%	0%	0.2%	**20.3%**	-	-
PHF	-	0.885	0.500	0.750	**0.895**	-	0.752	0.869	0.250	**0.799**	-	**-**	-	0.722	0.887	-	0.250	**0.868**	-	0.919
Motorcycles	0	0	0	0	**0**	-	0	0	0	**0**	-	**0**	-	0	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	**-**	-	0%	0%	0%	0%	**0%**	-	0%
Lights	0	125	12	8	**145**	-	322	183	1	**506**	-	**0**	-	21	135	0	1	**157**	-	808
% Lights	0%	95.4%	85.7%	88.9%	**94.2%**	-	96.4%	89.3%	100%	**93.7%**	-	**-**	-	80.8%	90.6%	0%	50.0%	**88.7%**	-	92.8%
Heavy	0	6	2	1	**9**	-	12	22	0	**34**	-	**0**	-	5	14	0	1	**20**	-	63
% Heavy	0%	4.6%	14.3%	11.1%	**5.8%**	-	3.6%	10.7%	0%	**6.3%**	-	**-**	-	19.2%	9.4%	0%	50.0%	**11.3%**	-	7.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	0	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Packard Rd/I-190 SB On Ramp - TMC
Thu Oct 14, 2021
AM Peak (7:30 AM - 8:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887506, Location: 43.106534, -78.990046

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Packard Rd/I-190 SB On Ramp - TMC

Thu Oct 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887506, Location: 43.106534, -78.990046



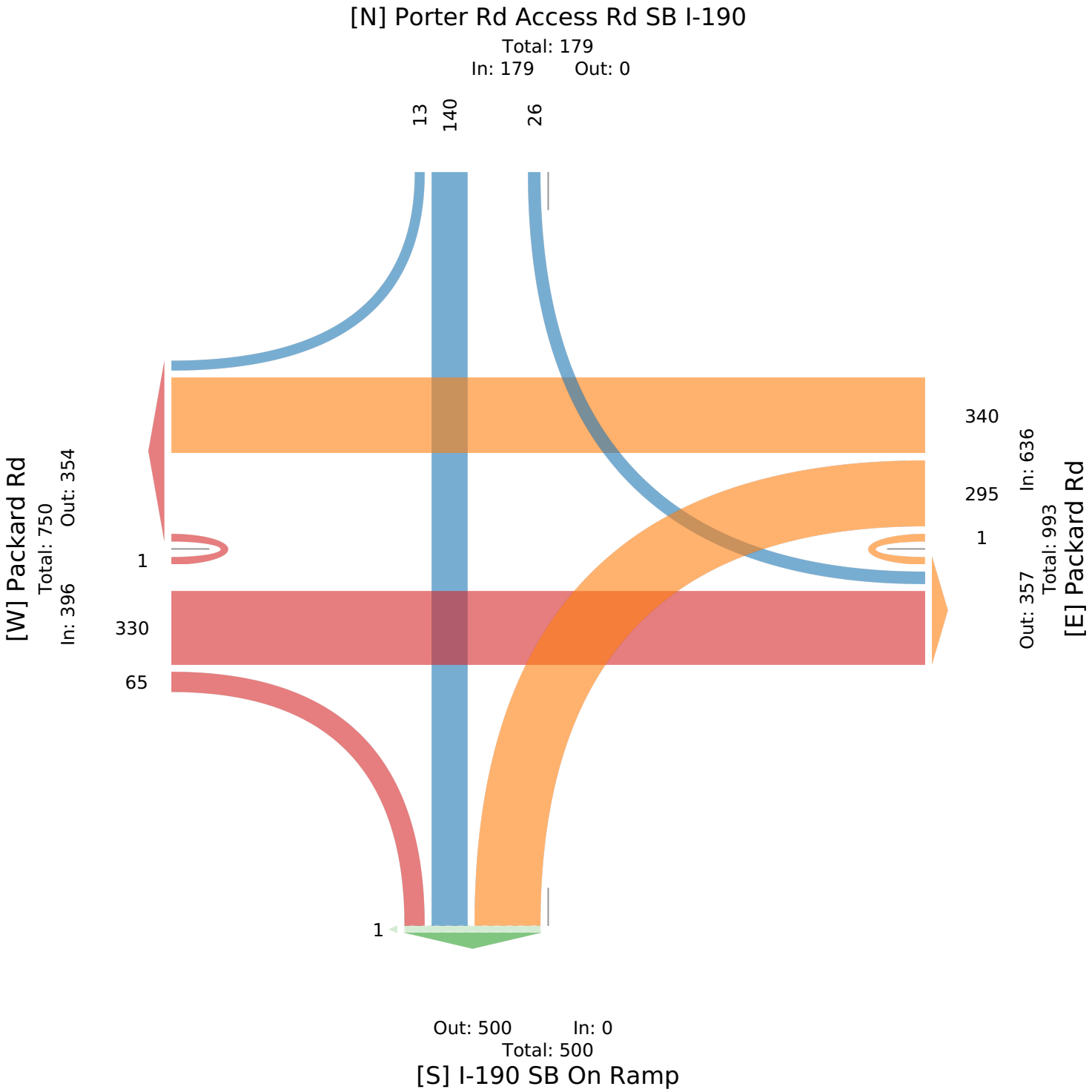
Provided by: Tri-State Traffic Data: New York Division
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Leg / Direction	Porter Rd Access Rd SB I-190 Southbound						Packard Rd Westbound					I-190 SB On Ramp Northbound		Packard Rd Eastbound						
Time	R	T	L	RR	**App**	Ped*	T	L	U	**App**	Ped*	**App**	Ped*	R	T	U	RR	**App**	Ped*	**Int**
2021-10-14 4:00PM	2	32	6	4	**44**	0	89	92	0	**181**	0	**0**	0	24	106	0	1	**131**	0	**356**
4:15PM	0	29	10	2	**41**	0	80	82	0	**162**	0	**0**	1	14	81	0	1	**96**	0	**299**
4:30PM	0	42	3	2	**47**	0	85	65	1	**151**	0	**0**	0	12	77	0	0	**89**	0	**287**
4:45PM	0	37	7	3	**47**	0	86	56	0	**142**	0	**0**	0	12	66	1	1	**80**	0	**269**
Total	2	140	26	11	**179**	0	340	295	1	**636**	0	**0**	1	62	330	1	3	**396**	0	**1211**
% Approach	1.1%	78.2%	14.5%	6.1%	**-**	-	53.5%	46.4%	0.2%	**-**	-	**-**	-	15.7%	83.3%	0.3%	0.8%	**-**	-	-
% Total	0.2%	11.6%	2.1%	0.9%	**14.8%**	-	28.1%	24.4%	0.1%	**52.5%**	-	**0%**	-	5.1%	27.3%	0.1%	0.2%	**32.7%**	-	-
PHF	0.250	0.833	0.650	0.688	**0.952**	-	0.955	0.802	0.250	**0.878**	-	**-**	-	0.646	0.778	0.250	0.750	**0.756**	-	0.850
Motorcycles	0	0	0	0	**0**	-	0	3	0	**3**	-	**0**	-	1	1	0	0	**2**	-	5
% Motorcycles	0%	0%	0%	0%	**0%**	-	0%	1.0%	0%	**0.5%**	-	**-**	-	1.6%	0.3%	0%	0%	**0.5%**	-	0.4%
Lights	2	136	24	6	**168**	-	325	270	1	**596**	-	**0**	-	58	324	1	3	**386**	-	1150
% Lights	100%	97.1%	92.3%	54.5%	**93.9%**	-	95.6%	91.5%	100%	**93.7%**	-	**-**	-	93.5%	98.2%	100%	100%	**97.5%**	-	95.0%
Heavy	0	4	2	5	**11**	-	15	22	0	**37**	-	**0**	-	3	5	0	0	**8**	-	56
% Heavy	0%	2.9%	7.7%	45.5%	**6.1%**	-	4.4%	7.5%	0%	**5.8%**	-	**-**	-	4.8%	1.5%	0%	0%	**2.0%**	-	4.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	0	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

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

Packard Rd/I-190 SB On Ramp - TMC
Thu Oct 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887506, Location: 43.106534, -78.990046

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Packard Rd/Military Rd - TMC

Thu Oct 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887333, Location: 43.108529, -78.985914



Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Military Rd Southbound							Packard Rd Westbound						
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*
2021-10-14 6:00AM	10	10	14	0	12	**46**	0	11	32	6	0	0	**49**	1
6:15AM	13	16	23	0	10	**62**	0	19	47	8	0	3	**77**	0
6:30AM	16	24	30	0	11	**81**	0	19	68	9	0	2	**98**	0
6:45AM	19	41	25	0	16	**101**	0	21	95	17	0	2	**135**	0
Hourly Total	58	91	92	0	49	**290**	0	70	242	40	0	7	**359**	1
7:00AM	18	29	21	0	10	**78**	0	18	57	17	0	2	**94**	1
7:15AM	23	42	25	0	8	**98**	0	14	82	18	0	0	**114**	0
7:30AM	31	51	33	0	12	**127**	0	33	86	15	0	3	**137**	1
7:45AM	31	53	45	0	14	**143**	0	30	142	21	0	3	**196**	0
Hourly Total	103	175	124	0	44	**446**	0	95	367	71	0	8	**541**	2
8:00AM	27	50	41	0	5	**123**	0	17	91	13	0	3	**124**	0
8:15AM	34	58	47	0	9	**148**	0	34	85	28	0	2	**149**	0
8:30AM	17	50	38	0	10	**115**	0	46	102	30	0	3	**181**	0
8:45AM	22	86	40	0	12	**160**	0	37	97	35	0	2	**171**	0
Hourly Total	100	244	166	0	36	**546**	0	134	375	106	0	10	**625**	0
9:00AM	16	56	37	0	5	**114**	0	25	80	44	0	1	**150**	0
9:15AM	27	76	35	0	3	**141**	0	25	73	42	0	5	**145**	0
9:30AM	25	89	38	0	4	**156**	0	17	56	33	0	5	**111**	0
9:45AM	30	100	37	0	12	**179**	0	29	69	34	0	3	**135**	0
Hourly Total	98	321	147	0	24	**590**	0	96	278	153	0	14	**541**	0
10:00AM	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	32	103	48	0	0	**183**	0	40	152	51	0	5	**248**	0
4:15PM	40	123	47	0	7	**217**	0	28	125	47	0	9	**209**	0
4:30PM	30	123	34	0	1	**188**	0	44	123	43	0	3	**213**	0
4:45PM	28	112	55	0	6	**201**	0	32	110	49	0	1	**192**	1
Hourly Total	130	461	184	0	14	**789**	0	144	510	190	0	18	**862**	1
5:00PM	37	129	45	0	2	**213**	0	42	120	49	0	3	**214**	0
5:15PM	18	129	29	0	3	**179**	0	41	125	39	0	3	**208**	0
5:30PM	32	108	36	0	11	**187**	0	33	89	34	0	8	**164**	0
5:45PM	23	91	30	0	4	**148**	0	39	99	39	0	3	**180**	0
Hourly Total	110	457	140	0	20	**727**	0	155	433	161	0	17	**766**	0
6:00PM	26	116	26	0	1	**169**	0	27	92	43	0	2	**164**	0
6:15PM	19	104	25	0	2	**150**	0	27	72	46	0	1	**146**	0
6:30PM	19	88	24	0	4	**135**	0	19	70	33	0	3	**125**	1
6:45PM	22	83	30	0	7	**142**	0	16	59	17	0	0	**92**	0
Hourly Total	86	391	105	0	14	**596**	0	89	293	139	0	6	**527**	1
7:00PM	14	89	18	0	2	**123**	0	22	61	24	0	4	**111**	0
7:15PM	11	84	14	0	6	**115**	0	16	51	24	0	3	**94**	0
7:30PM	6	56	15	0	9	**86**	0	27	55	9	0	1	**92**	0
7:45PM	11	65	10	0	5	**91**	0	21	40	18	0	3	**82**	0
Hourly Total	42	294	57	0	22	**415**	0	86	207	75	0	11	**379**	0
8:00PM	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	727	2434	1015	0	223	**4399**	0	869	2705	935	0	91	**4600**	5
% Approach	16.5%	55.3%	23.1%	0%	5.1%	**-**	-	18.9%	58.8%	20.3%	0%	2.0%	**-**	-
% Total	3.7%	12.5%	5.2%	0%	1.1%	**22.5%**	-	4.5%	13.9%	4.8%	0%	0.5%	**23.6%**	-
Motorcycles	1	5	4	0	0	**10**	-	3	5	3	0	0	**11**	-
% Motorcycles	0.1%	0.2%	0.4%	0%	0%	**0.2%**	-	0.3%	0.2%	0.3%	0%	0%	**0.2%**	-
Lights	675	2400	978	0	208	**4261**	-	835	2535	912	0	87	**4369**	-
% Lights	92.8%	98.6%	96.4%	0%	93.3%	**96.9%**	-	96.1%	93.7%	97.5%	0%	95.6%	**95.0%**	-
Heavy	51	29	33	0	15	**128**	-	31	165	20	0	4	**220**	-
% Heavy	7.0%	1.2%	3.3%	0%	6.7%	**2.9%**	-	3.6%	6.1%	2.1%	0%	4.4%	**4.8%**	-

Leg	Military Rd							Packard Rd						
Direction	Southbound							Westbound						
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	4
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	80.0%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	1
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	20.0%

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

Packard Rd/Military Rd - TMC

Thu Oct 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887333, Location: 43.108529, -78.985914



Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

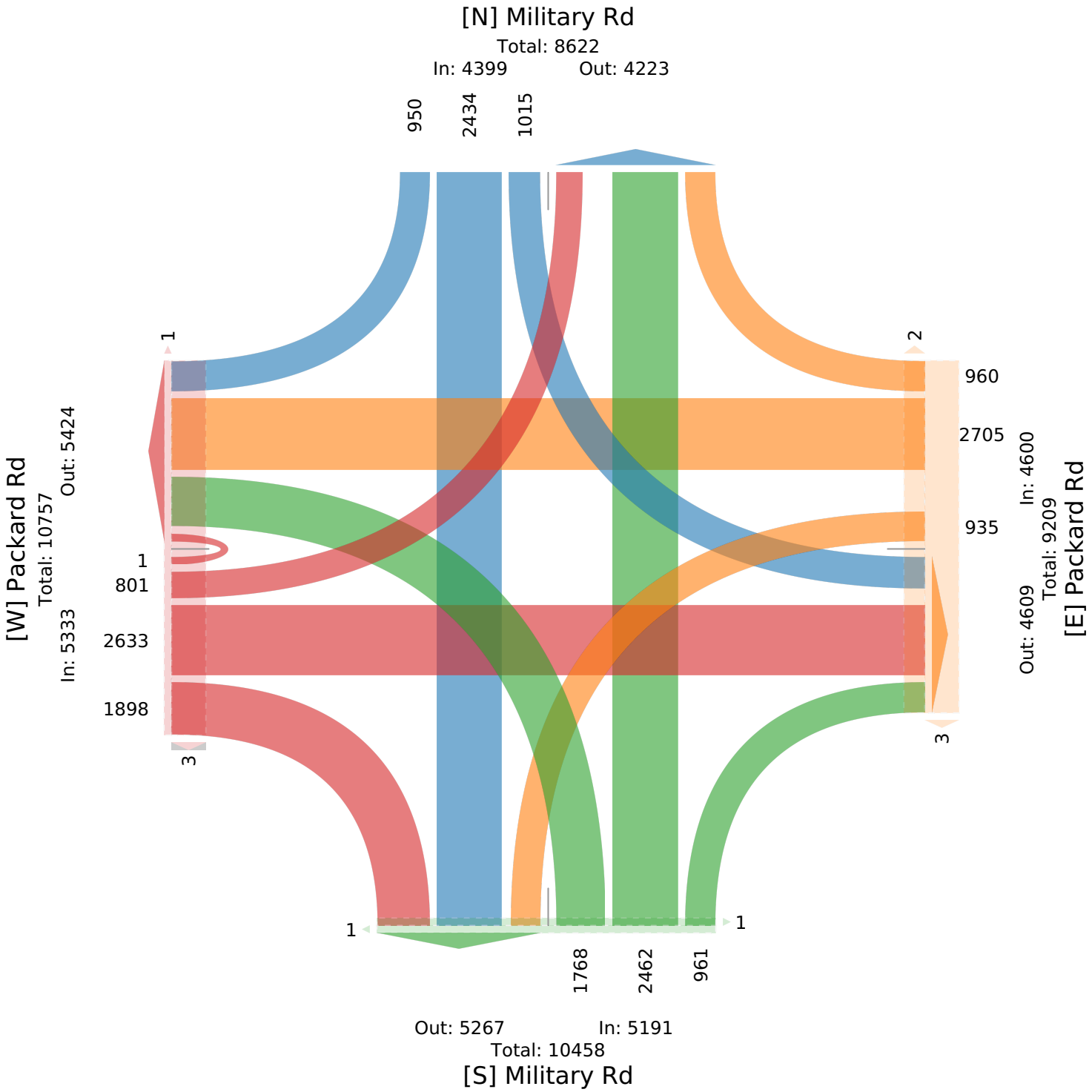
Leg	Military Rd							Packard Rd							
Direction	Northbound							Eastbound							
Time	R	T	L	U	RR	App	Ped*	R	T	L	U	RR	App	Ped*	Int
2021-10-14 6:00AM	0	9	5	0	0	**14**	0	5	38	9	0	3	**55**	0	**164**
6:15AM	1	16	5	0	3	**25**	0	7	58	8	0	9	**82**	0	**246**
6:30AM	3	27	11	0	2	**43**	0	5	44	26	0	8	**83**	0	**305**
6:45AM	5	29	20	0	3	**57**	0	10	100	23	0	12	**145**	0	**438**
Hourly Total	9	81	41	0	8	**139**	0	27	240	66	0	32	**365**	0	**1153**
7:00AM	5	30	19	0	7	**61**	0	2	64	14	0	15	**95**	0	**328**
7:15AM	4	39	24	0	4	**71**	0	4	87	15	0	12	**118**	0	**401**
7:30AM	6	31	14	0	7	**58**	0	6	93	30	0	22	**151**	0	**473**
7:45AM	6	39	46	0	6	**97**	0	16	75	19	0	23	**133**	0	**569**
Hourly Total	21	139	103	0	24	**287**	0	28	319	78	0	72	**497**	0	**1771**
8:00AM	11	49	27	0	5	**92**	0	27	96	20	0	14	**157**	0	**496**
8:15AM	11	34	27	0	8	**80**	1	27	111	34	0	24	**196**	0	**573**
8:30AM	16	46	24	0	13	**99**	0	30	93	15	0	17	**155**	0	**550**
8:45AM	28	53	38	0	6	**125**	0	51	94	27	0	16	**188**	0	**644**
Hourly Total	66	182	116	0	32	**396**	1	135	394	96	0	71	**696**	0	**2263**
9:00AM	10	54	43	0	7	**114**	0	31	81	28	0	34	**174**	0	**552**
9:15AM	18	58	41	0	5	**122**	0	40	72	16	0	12	**140**	0	**548**
9:30AM	15	62	35	0	4	**116**	1	32	76	22	0	27	**157**	1	**540**
9:45AM	14	71	38	0	10	**133**	0	43	69	20	0	26	**158**	0	**605**
Hourly Total	57	245	157	0	26	**485**	1	146	298	86	0	99	**629**	1	**2245**
10:00AM	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	37	102	114	0	11	**264**	0	75	139	39	0	39	**292**	0	**987**
4:15PM	41	147	88	0	10	**286**	0	78	129	42	0	33	**282**	0	**994**
4:30PM	38	119	108	0	11	**276**	0	61	110	42	0	33	**246**	0	**923**
4:45PM	38	111	76	0	16	**241**	0	69	108	43	1	40	**261**	0	**895**
Hourly Total	154	479	386	0	48	**1067**	0	283	486	166	1	145	**1081**	0	**3799**
5:00PM	35	135	118	0	7	**295**	0	57	103	39	0	25	**224**	0	**946**
5:15PM	44	108	91	0	12	**255**	0	65	126	38	0	37	**266**	1	**908**
5:30PM	43	123	89	0	7	**262**	0	45	86	22	0	39	**192**	0	**805**
5:45PM	17	97	74	0	10	**198**	0	38	91	34	0	30	**193**	1	**719**
Hourly Total	139	463	372	0	36	**1010**	0	205	406	133	0	131	**875**	2	**3378**
6:00PM	42	127	107	0	11	**287**	0	60	65	27	0	33	**185**	0	**805**
6:15PM	42	126	82	0	6	**256**	0	36	87	29	0	32	**184**	0	**736**
6:30PM	27	125	65	0	3	**220**	0	25	62	22	0	38	**147**	0	**627**
6:45PM	34	115	85	0	10	**244**	0	27	61	25	0	28	**141**	0	**619**
Hourly Total	145	493	339	0	30	**1007**	0	148	275	103	0	131	**657**	0	**2787**
7:00PM	38	92	66	0	9	**205**	0	42	58	23	0	25	**148**	0	**587**
7:15PM	37	108	71	0	12	**228**	0	33	60	20	0	26	**139**	0	**576**
7:30PM	19	91	68	0	20	**198**	0	36	46	15	0	33	**130**	0	**506**
7:45PM	23	89	49	0	8	**169**	0	22	51	15	0	28	**116**	1	**458**
Hourly Total	117	380	254	0	49	**800**	0	133	215	73	0	112	**533**	1	**2127**
8:00PM	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**
Total	708	2462	1768	0	253	**5191**	2	1105	2633	801	1	793	**5333**	4	**19523**
% Approach	13.6%	47.4%	34.1%	0%	4.9%	**-**	-	20.7%	49.4%	15.0%	0%	14.9%	**-**	-	-
% Total	3.6%	12.6%	9.1%	0%	1.3%	**26.6%**	-	5.7%	13.5%	4.1%	0%	4.1%	**27.3%**	-	-
Motorcycles	1	3	7	0	0	**11**	-	0	8	4	0	1	**13**	-	45
% Motorcycles	0.1%	0.1%	0.4%	0%	0%	**0.2%**	-	0%	0.3%	0.5%	0%	0.1%	**0.2%**	-	0.2%
Lights	690	2432	1731	0	245	**5098**	-	1082	2479	751	1	789	**5102**	-	18830
% Lights	97.5%	98.8%	97.9%	0%	96.8%	**98.2%**	-	97.9%	94.2%	93.8%	100%	99.5%	**95.7%**	-	96.5%
Heavy	17	27	30	0	8	**82**	-	23	146	46	0	3	**218**	-	648
% Heavy	2.4%	1.1%	1.7%	0%	3.2%	**1.6%**	-	2.1%	5.5%	5.7%	0%	0.4%	**4.1%**	-	3.3%

Leg	Military Rd							Packard Rd							
Direction	Northbound							Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
Pedestrians	-	-	-	-	-	-	2	-	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	75.0%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	25.0%	-

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

Packard Rd/Military Rd - TMC
Thu Oct 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887333, Location: 43.108529, -78.985914

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Packard Rd/Military Rd - TMC

Thu Oct 14, 2021
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887333, Location: 43.108529, -78.985914

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Military Rd Southbound							Packard Rd Westbound						
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*
2021-10-14 6:30AM	16	24	30	0	11	**81**	0	19	68	9	0	2	**98**	0
6:45AM	19	41	25	0	16	**101**	0	21	95	17	0	2	**135**	0
7:00AM	18	29	21	0	10	**78**	0	18	57	17	0	2	**94**	1
7:15AM	23	42	25	0	8	**98**	0	14	82	18	0	0	**114**	0
Total	76	136	101	0	45	**358**	0	72	302	61	0	6	**441**	1
% Approach	21.2%	38.0%	28.2%	0%	12.6%	**-**	-	16.3%	68.5%	13.8%	0%	1.4%	**-**	-
% Total	5.2%	9.2%	6.9%	0%	3.1%	**24.3%**	-	4.9%	20.5%	4.1%	0%	0.4%	**30.0%**	-
PHF	0.826	0.810	0.842	-	0.703	**0.886**	-	0.857	0.795	0.847	-	0.750	**0.817**	-
Motorcycles	0	1	1	0	0	**2**	-	0	0	0	0	0	**0**	-
% Motorcycles	0%	0.7%	1.0%	0%	0%	**0.6%**	-	0%	0%	0%	0%	0%	**0%**	-
Lights	70	128	95	0	41	**334**	-	64	290	58	0	5	**417**	-
% Lights	92.1%	94.1%	94.1%	0%	91.1%	**93.3%**	-	88.9%	96.0%	95.1%	0%	83.3%	**94.6%**	-
Heavy	6	7	5	0	4	**22**	-	8	12	3	0	1	**24**	-
% Heavy	7.9%	5.1%	5.0%	0%	8.9%	**6.1%**	-	11.1%	4.0%	4.9%	0%	16.7%	**5.4%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	1
% 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

Packard Rd/Military Rd - TMC

Thu Oct 14, 2021
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887333, Location: 43.108529, -78.985914

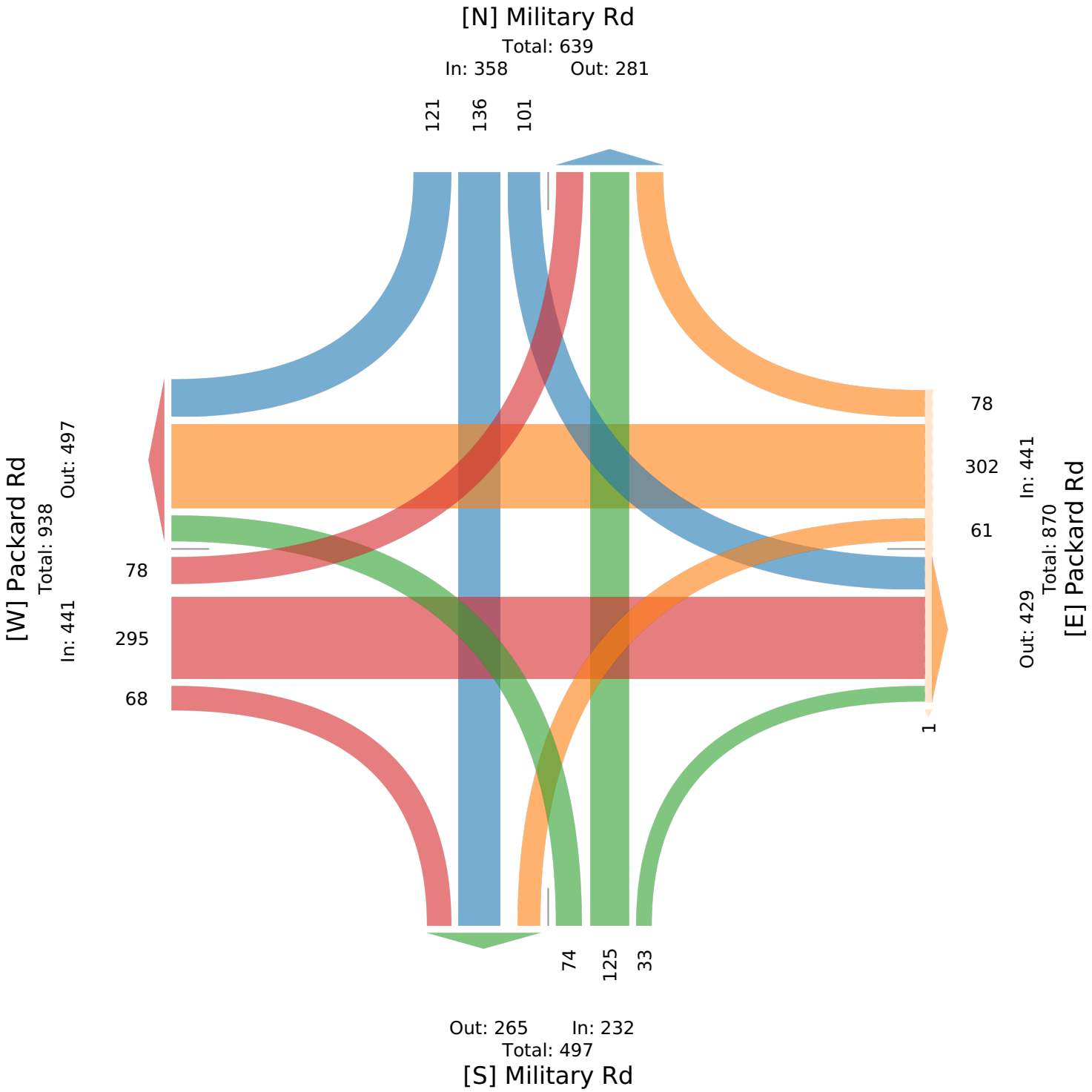
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Military Rd Northbound							Packard Rd Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2021-10-14 6:30AM	3	27	11	0	2	**43**	0	5	44	26	0	8	**83**	0	**305**
6:45AM	5	29	20	0	3	**57**	0	10	100	23	0	12	**145**	0	**438**
7:00AM	5	30	19	0	7	**61**	0	2	64	14	0	15	**95**	0	**328**
7:15AM	4	39	24	0	4	**71**	0	4	87	15	0	12	**118**	0	**401**
Total	17	125	74	0	16	**232**	0	21	295	78	0	47	**441**	0	**1472**
% Approach	7.3%	53.9%	31.9%	0%	6.9%	**-**	-	4.8%	66.9%	17.7%	0%	10.7%	**-**	-	-
% Total	1.2%	8.5%	5.0%	0%	1.1%	**15.8%**	-	1.4%	20.0%	5.3%	0%	3.2%	**30.0%**	-	-
PHF	0.850	0.801	0.771	-	0.571	**0.817**	-	0.525	0.738	0.750	-	0.783	**0.760**	-	0.840
Motorcycles	0	0	1	0	0	**1**	-	0	2	0	0	0	**2**	-	5
% Motorcycles	0%	0%	1.4%	0%	0%	**0.4%**	-	0%	0.7%	0%	0%	0%	**0.5%**	-	0.3%
Lights	15	122	70	0	16	**223**	-	20	276	75	0	46	**417**	-	1391
% Lights	88.2%	97.6%	94.6%	0%	100%	**96.1%**	-	95.2%	93.6%	96.2%	0%	97.9%	**94.6%**	-	94.5%
Heavy	2	3	3	0	0	**8**	-	1	17	3	0	1	**22**	-	76
% Heavy	11.8%	2.4%	4.1%	0%	0%	**3.4%**	-	4.8%	5.8%	3.8%	0%	2.1%	**5.0%**	-	5.2%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Packard Rd/Military Rd - TMC
Thu Oct 14, 2021
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887333, Location: 43.108529, -78.985914

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Packard Rd/Military Rd - TMC

Thu Oct 14, 2021
AM Peak (8:15 AM - 9:15 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887333, Location: 43.108529, -78.985914

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg	Military Rd							Packard Rd						
Direction	Southbound							Westbound						
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*
2021-10-14 8:15AM	34	58	47	0	9	**148**	0	34	85	28	0	2	**149**	0
8:30AM	17	50	38	0	10	**115**	0	46	102	30	0	3	**181**	0
8:45AM	22	86	40	0	12	**160**	0	37	97	35	0	2	**171**	0
9:00AM	16	56	37	0	5	**114**	0	25	80	44	0	1	**150**	0
Total	89	250	162	0	36	**537**	0	142	364	137	0	8	**651**	0
% Approach	16.6%	46.6%	30.2%	0%	6.7%	**-**	-	21.8%	55.9%	21.0%	0%	1.2%	**-**	-
% Total	3.8%	10.8%	7.0%	0%	1.6%	**23.2%**	-	6.1%	15.7%	5.9%	0%	0.3%	**28.1%**	-
PHF	0.654	0.727	0.862	-	0.750	**0.839**	-	0.772	0.892	0.778	-	0.667	**0.899**	-
Motorcycles	0	0	0	0	0	**0**	-	0	0	1	0	0	**1**	-
% Motorcycles	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0.7%	0%	0%	**0.2%**	-
Lights	74	245	155	0	33	**507**	-	135	311	128	0	7	**581**	-
% Lights	83.1%	98.0%	95.7%	0%	91.7%	**94.4%**	-	95.1%	85.4%	93.4%	0%	87.5%	**89.2%**	-
Heavy	15	5	7	0	3	**30**	-	7	53	8	0	1	**69**	-
% Heavy	16.9%	2.0%	4.3%	0%	8.3%	**5.6%**	-	4.9%	14.6%	5.8%	0%	12.5%	**10.6%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Packard Rd/Military Rd - TMC

Thu Oct 14, 2021
AM Peak (8:15 AM - 9:15 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887333, Location: 43.108529, -78.985914



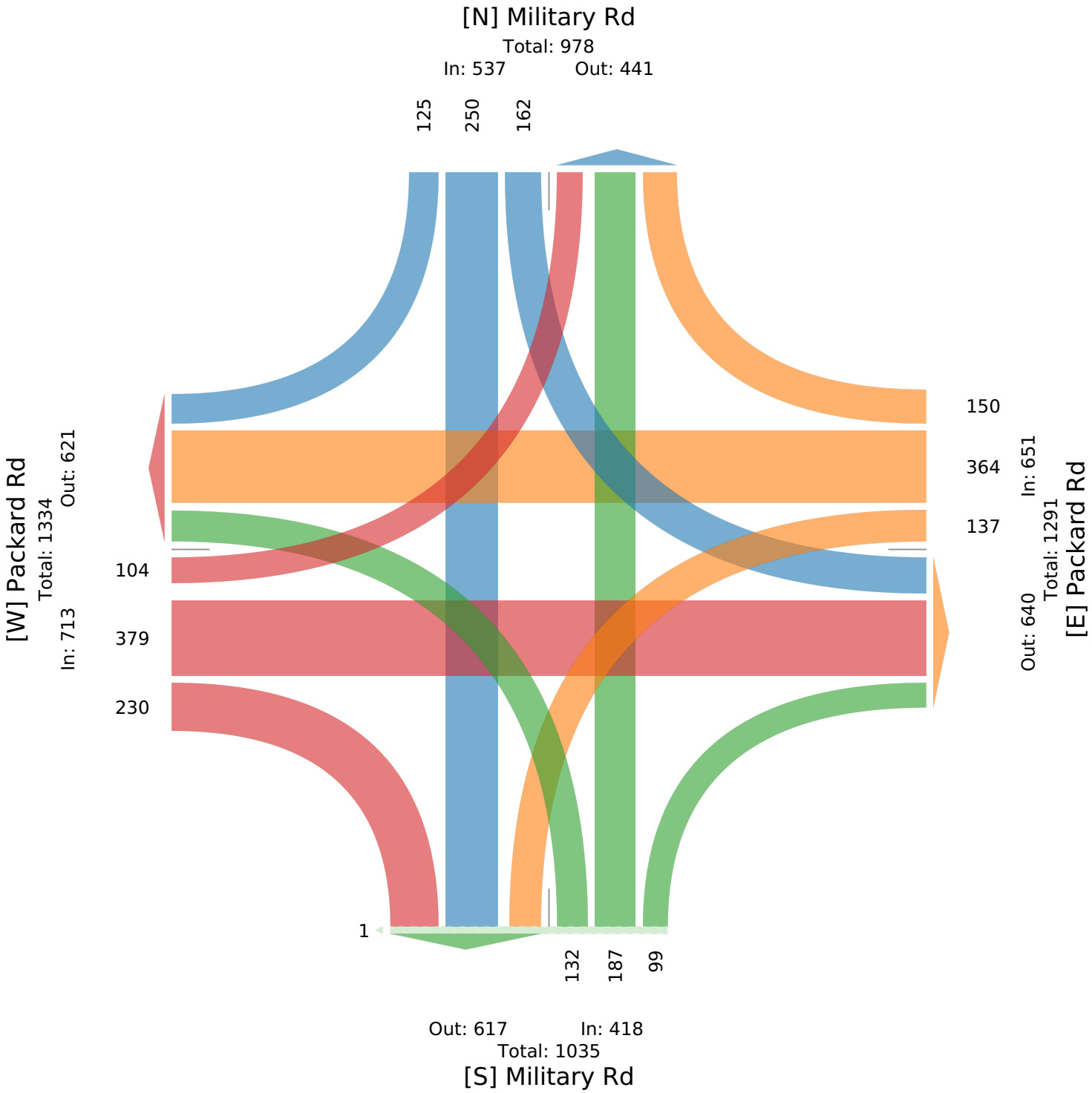
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Military Rd Northbound							Packard Rd Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2021-10-14 8:15AM	11	34	27	0	8	**80**	1	27	111	34	0	24	**196**	0	**573**
8:30AM	16	46	24	0	13	**99**	0	30	93	15	0	17	**155**	0	**550**
8:45AM	28	53	38	0	6	**125**	0	51	94	27	0	16	**188**	0	**644**
9:00AM	10	54	43	0	7	**114**	0	31	81	28	0	34	**174**	0	**552**
Total	65	187	132	0	34	**418**	1	139	379	104	0	91	**713**	0	**2319**
% Approach	15.6%	44.7%	31.6%	0%	8.1%	**-**	-	19.5%	53.2%	14.6%	0%	12.8%	**-**	-	-
% Total	2.8%	8.1%	5.7%	0%	1.5%	**18.0%**	-	6.0%	16.3%	4.5%	0%	3.9%	**30.7%**	-	-
PHF	0.580	0.866	0.767	-	0.654	**0.836**	-	0.681	0.854	0.765	-	0.669	**0.909**	-	0.900
Motorcycles	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	1
% Motorcycles	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0%
Lights	57	177	130	0	31	**395**	-	132	337	93	0	91	**653**	-	2136
% Lights	87.7%	94.7%	98.5%	0%	91.2%	**94.5%**	-	95.0%	88.9%	89.4%	0%	100%	**91.6%**	-	92.1%
Heavy	8	10	2	0	3	**23**	-	7	42	11	0	0	**60**	-	182
% Heavy	12.3%	5.3%	1.5%	0%	8.8%	**5.5%**	-	5.0%	11.1%	10.6%	0%	0%	**8.4%**	-	7.8%
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	0	
% 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

Packard Rd/Military Rd - TMC
Thu Oct 14, 2021
AM Peak (8:15 AM - 9:15 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887333, Location: 43.108529, -78.985914

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Packard Rd/Military Rd - TMC

Thu Oct 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887333, Location: 43.108529, -78.985914

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg	Military Rd							Packard Rd						
Direction	Southbound							Westbound						
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*
2021-10-14 4:00PM	32	103	48	0	0	**183**	0	40	152	51	0	5	**248**	0
4:15PM	40	123	47	0	7	**217**	0	28	125	47	0	9	**209**	0
4:30PM	30	123	34	0	1	**188**	0	44	123	43	0	3	**213**	0
4:45PM	28	112	55	0	6	**201**	0	32	110	49	0	1	**192**	1
Total	130	461	184	0	14	**789**	0	144	510	190	0	18	**862**	1
% Approach	16.5%	58.4%	23.3%	0%	1.8%	**-**	-	16.7%	59.2%	22.0%	0%	2.1%	**-**	-
% Total	3.4%	12.1%	4.8%	0%	0.4%	**20.8%**	-	3.8%	13.4%	5.0%	0%	0.5%	**22.7%**	-
PHF	0.813	0.937	0.836	-	0.500	**0.909**	-	0.818	0.839	0.931	-	0.500	**0.869**	-
Motorcycles	0	0	0	0	0	**0**	-	0	3	0	0	0	**3**	-
% Motorcycles	0%	0%	0%	0%	0%	**0%**	-	0%	0.6%	0%	0%	0%	**0.3%**	-
Lights	120	458	181	0	12	**771**	-	142	485	186	0	18	**831**	-
% Lights	92.3%	99.3%	98.4%	0%	85.7%	**97.7%**	-	98.6%	95.1%	97.9%	0%	100%	**96.4%**	-
Heavy	10	3	3	0	2	**18**	-	2	22	4	0	0	**28**	-
% Heavy	7.7%	0.7%	1.6%	0%	14.3%	**2.3%**	-	1.4%	4.3%	2.1%	0%	0%	**3.2%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	1
% 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

Packard Rd/Military Rd - TMC

Thu Oct 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887333, Location: 43.108529, -78.985914

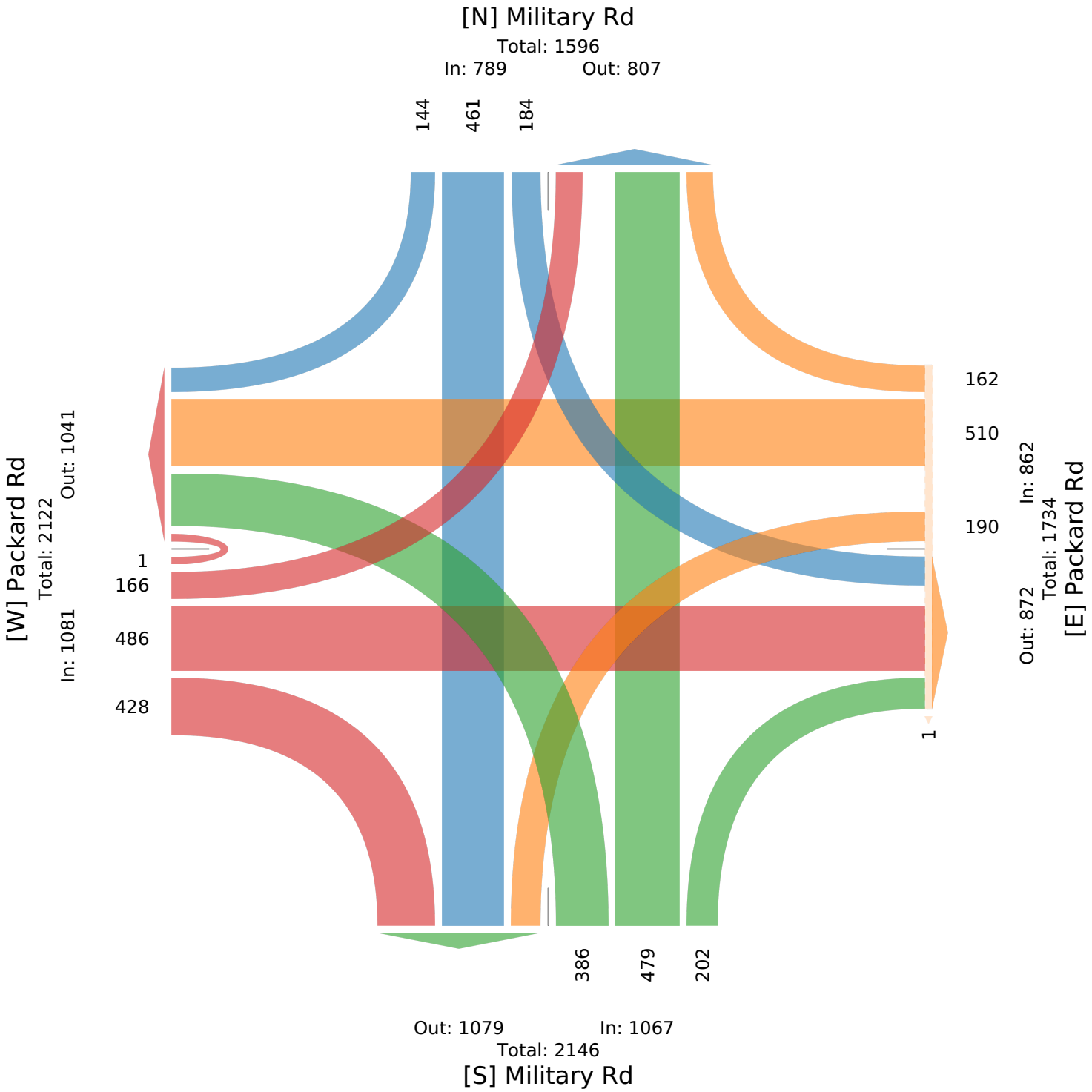
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Military Rd Northbound							Packard Rd Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2021-10-14 4:00PM	37	102	114	0	11	**264**	0	75	139	39	0	39	**292**	0	**987**
4:15PM	41	147	88	0	10	**286**	0	78	129	42	0	33	**282**	0	**994**
4:30PM	38	119	108	0	11	**276**	0	61	110	42	0	33	**246**	0	**923**
4:45PM	38	111	76	0	16	**241**	0	69	108	43	1	40	**261**	0	**895**
Total	154	479	386	0	48	**1067**	0	283	486	166	1	145	**1081**	0	**3799**
% Approach	14.4%	44.9%	36.2%	0%	4.5%	**-**	-	26.2%	45.0%	15.4%	0.1%	13.4%	**-**	-	-
% Total	4.1%	12.6%	10.2%	0%	1.3%	**28.1%**	-	7.4%	12.8%	4.4%	0%	3.8%	**28.5%**	-	-
PHF	0.939	0.815	0.846	-	0.750	**0.933**	-	0.907	0.874	0.965	0.250	0.906	**0.926**	-	0.955
Motorcycles	0	0	2	0	0	**2**	-	0	2	1	0	1	**4**	-	9
% Motorcycles	0%	0%	0.5%	0%	0%	**0.2%**	-	0%	0.4%	0.6%	0%	0.7%	**0.4%**	-	0.2%
Lights	151	477	380	0	47	**1055**	-	280	466	158	1	143	**1048**	-	3705
% Lights	98.1%	99.6%	98.4%	0%	97.9%	**98.9%**	-	98.9%	95.9%	95.2%	100%	98.6%	**96.9%**	-	97.5%
Heavy	3	2	4	0	1	**10**	-	3	18	7	0	1	**29**	-	85
% Heavy	1.9%	0.4%	1.0%	0%	2.1%	**0.9%**	-	1.1%	3.7%	4.2%	0%	0.7%	**2.7%**	-	2.2%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Packard Rd/Military Rd - TMC
Thu Oct 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887333, Location: 43.108529, -78.985914

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Packard Rd/Porter Rd - TMC

Thu Oct 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887334, Location: 43.107838, -78.987461

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Porter Rd Southbound							Packard Rd Westbound						
Time	R	T	L	U	RR	App	Ped*	R	T	L	U	RR	App	Ped*
2021-10-14 6:00AM	2	0	14	0	0	**16**	0	11	49	0	0	1	**61**	0
6:15AM	5	0	17	0	0	**22**	0	16	68	0	0	4	**88**	0
6:30AM	3	0	18	0	0	**21**	0	20	94	0	0	5	**119**	0
6:45AM	7	0	38	0	0	**45**	0	26	108	0	0	8	**142**	0
Hourly Total	17	0	87	0	0	**104**	0	73	319	0	0	18	**410**	0
7:00AM	1	0	31	0	4	**36**	0	17	75	0	0	11	**103**	0
7:15AM	1	0	37	0	3	**41**	0	35	92	0	0	12	**139**	0
7:30AM	3	0	43	0	1	**47**	0	32	95	0	0	7	**134**	0
7:45AM	3	0	77	0	1	**81**	0	55	142	0	0	21	**218**	0
Hourly Total	8	0	188	0	9	**205**	0	139	404	0	0	51	**594**	0
8:00AM	2	0	45	0	2	**49**	0	34	102	0	0	16	**152**	0
8:15AM	1	0	79	0	1	**81**	0	45	93	0	0	28	**166**	0
8:30AM	5	0	58	0	1	**64**	0	50	86	0	0	12	**148**	0
8:45AM	2	0	76	0	0	**78**	0	41	104	0	0	24	**169**	0
Hourly Total	10	0	258	0	4	**272**	0	170	385	0	0	80	**635**	0
9:00AM	2	0	76	0	0	**78**	0	27	91	0	0	21	**139**	0
9:15AM	1	0	70	0	0	**71**	0	27	87	0	0	25	**139**	0
9:30AM	4	0	79	0	1	**84**	0	29	76	0	0	21	**126**	0
9:45AM	1	0	63	0	1	**65**	0	36	84	0	0	24	**144**	0
Hourly Total	8	0	288	0	2	**298**	0	119	338	0	0	91	**548**	0
10:00AM	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	1	0	109	0	1	**111**	0	68	166	0	0	59	**293**	0
4:15PM	1	0	112	0	2	**115**	0	66	146	0	0	56	**268**	0
4:30PM	3	0	108	0	0	**111**	0	78	131	0	0	44	**253**	0
4:45PM	0	0	113	0	1	**114**	0	65	115	0	0	42	**222**	0
Hourly Total	5	0	442	0	4	**451**	0	277	558	0	0	201	**1036**	0
5:00PM	0	0	98	0	0	**98**	0	59	148	0	0	60	**267**	0
5:15PM	0	0	113	0	5	**118**	0	61	132	0	0	39	**232**	0
5:30PM	1	0	97	0	0	**98**	0	54	132	0	0	47	**233**	0
5:45PM	0	0	60	0	0	**60**	0	52	114	0	0	37	**203**	0
Hourly Total	1	0	368	0	5	**374**	0	226	526	0	0	183	**935**	0
6:00PM	0	0	76	0	0	**76**	0	65	117	0	0	41	**223**	0
6:15PM	0	0	91	0	0	**91**	0	52	83	0	0	39	**174**	0
6:30PM	0	0	53	0	0	**53**	0	54	94	0	0	14	**162**	0
6:45PM	0	0	72	0	0	**72**	0	62	82	0	0	23	**167**	0
Hourly Total	0	0	292	0	0	**292**	0	233	376	0	0	117	**726**	0
7:00PM	0	0	57	0	0	**57**	0	38	84	0	0	19	**141**	0
7:15PM	0	0	66	0	0	**66**	0	52	70	0	0	19	**141**	0
7:30PM	0	0	55	0	0	**55**	0	50	67	0	0	23	**140**	0
7:45PM	0	0	47	0	0	**47**	0	35	50	0	0	17	**102**	0
Hourly Total	0	0	225	0	0	**225**	0	175	271	0	0	78	**524**	0
Total	49	0	2148	0	24	**2221**	0	1412	3177	0	0	819	**5408**	0
% Approach	2.2%	0%	96.7%	0%	1.1%	**-**	-	26.1%	58.7%	0%	0%	15.1%	**-**	-
% Total	0.4%	0%	19.0%	0%	0.2%	**19.6%**	-	12.5%	28.1%	0%	0%	7.2%	**47.8%**	-
Motorcycles	0	0	4	0	0	**4**	-	3	7	0	0	3	**13**	-
% Motorcycles	0%	0%	0.2%	0%	0%	**0.2%**	-	0.2%	0.2%	0%	0%	0.4%	**0.2%**	-
Lights	46	0	2106	0	24	**2176**	-	1367	2956	0	0	810	**5133**	-
% Lights	93.9%	0%	98.0%	0%	100%	**98.0%**	-	96.8%	93.0%	0%	0%	98.9%	**94.9%**	-
Heavy	3	0	38	0	0	**41**	-	42	214	0	0	6	**262**	-
% Heavy	6.1%	0%	1.8%	0%	0%	**1.8%**	-	3.0%	6.7%	0%	0%	0.7%	**4.8%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Leg	Porter Rd							Packard Rd						
Direction	Southbound							Westbound						
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Packard Rd/Porter Rd - TMC

Thu Oct 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887334, Location: 43.107838, -78.987461

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

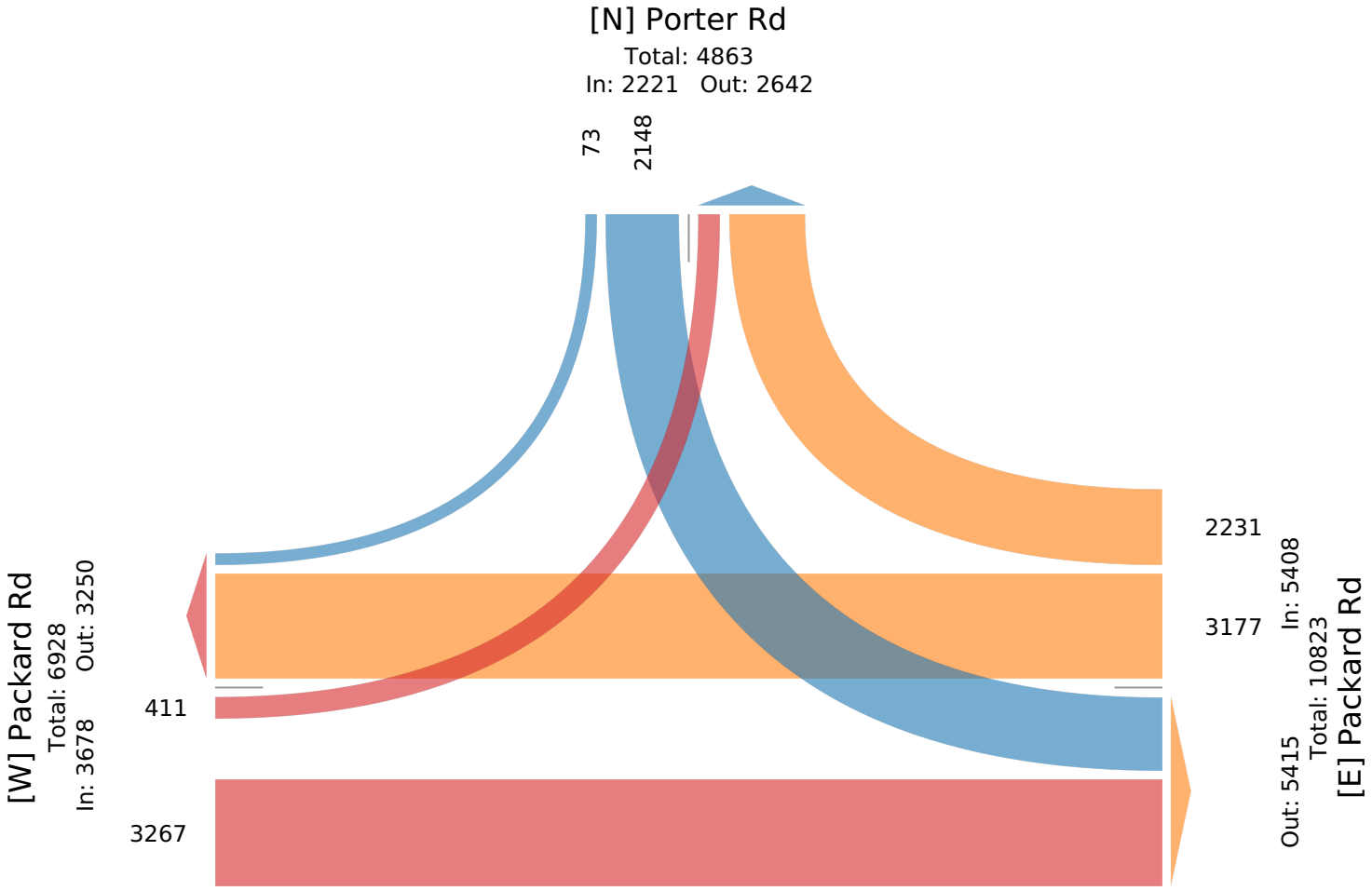
Leg Direction	South Northbound							Packard Rd Eastbound							
Time	R	T	L	U	RR	App	Ped*	R	T	L	U	RR	App	Ped*	Int
2021-10-14 6:00AM	0	0	0	0	0	**0**	0	0	45	9	0	0	**54**	0	**131**
6:15AM	0	0	0	0	0	**0**	0	0	74	6	0	0	**80**	0	**190**
6:30AM	0	0	0	0	0	**0**	0	0	76	18	0	0	**94**	0	**234**
6:45AM	0	0	0	0	0	**0**	0	0	103	24	0	0	**127**	0	**314**
Hourly Total	0	0	0	0	0	**0**	0	0	298	57	0	0	**355**	0	**869**
7:00AM	0	0	0	0	0	**0**	0	0	68	16	0	0	**84**	0	**223**
7:15AM	0	0	0	0	0	**0**	0	0	82	18	0	0	**100**	0	**280**
7:30AM	0	0	0	0	0	**0**	0	0	106	15	0	0	**121**	0	**302**
7:45AM	0	0	0	0	0	**0**	0	0	72	13	0	0	**85**	0	**384**
Hourly Total	0	0	0	0	0	**0**	0	0	328	62	0	0	**390**	0	**1189**
8:00AM	0	0	0	0	0	**0**	0	0	107	21	0	0	**128**	0	**329**
8:15AM	0	0	0	0	0	**0**	0	0	119	28	0	0	**147**	0	**394**
8:30AM	0	0	0	0	0	**0**	0	0	86	15	0	0	**101**	0	**313**
8:45AM	0	0	0	0	0	**0**	0	0	121	18	0	0	**139**	0	**386**
Hourly Total	0	0	0	0	0	**0**	0	0	433	82	0	0	**515**	0	**1422**
9:00AM	0	0	0	0	0	**0**	0	0	111	11	0	0	**122**	0	**339**
9:15AM	0	0	0	0	0	**0**	0	0	80	15	0	0	**95**	0	**305**
9:30AM	0	0	0	0	0	**0**	0	0	80	6	0	0	**86**	0	**296**
9:45AM	0	0	0	0	0	**0**	0	0	83	9	0	0	**92**	0	**301**
Hourly Total	0	0	0	0	0	**0**	0	0	354	41	0	0	**395**	0	**1241**
10:00AM	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	0	0	0	0	**0**	0	0	184	9	0	0	**193**	0	**597**
4:15PM	0	0	0	0	0	**0**	0	0	179	10	0	0	**189**	0	**572**
4:30PM	0	0	0	0	0	**0**	0	0	130	13	0	0	**143**	0	**507**
4:45PM	0	0	0	0	0	**0**	0	0	148	11	0	0	**159**	0	**495**
Hourly Total	0	0	0	0	0	**0**	0	0	641	43	0	0	**684**	0	**2171**
5:00PM	0	0	0	0	0	**0**	0	0	134	15	0	0	**149**	0	**514**
5:15PM	0	0	0	0	0	**0**	0	0	145	8	0	0	**153**	0	**503**
5:30PM	0	0	0	0	0	**0**	0	0	118	18	0	0	**136**	0	**467**
5:45PM	0	0	0	0	0	**0**	0	0	131	10	0	0	**141**	0	**404**
Hourly Total	0	0	0	0	0	**0**	0	0	528	51	0	0	**579**	0	**1888**
6:00PM	0	0	0	0	0	**0**	0	0	120	10	0	0	**130**	0	**429**
6:15PM	0	0	0	0	0	**0**	0	0	95	15	0	0	**110**	0	**375**
6:30PM	0	0	0	0	0	**0**	0	0	85	13	0	0	**98**	0	**313**
6:45PM	0	0	0	0	0	**0**	0	0	88	11	0	0	**99**	0	**338**
Hourly Total	0	0	0	0	0	**0**	0	0	388	49	0	0	**437**	0	**1455**
7:00PM	0	0	0	0	0	**0**	0	0	77	8	0	0	**85**	0	**283**
7:15PM	0	0	0	0	0	**0**	0	0	77	6	0	0	**83**	0	**290**
7:30PM	0	0	0	0	0	**0**	0	0	76	7	0	0	**83**	0	**278**
7:45PM	0	0	0	0	0	**0**	0	0	67	5	0	0	**72**	0	**221**
Hourly Total	0	0	0	0	0	**0**	0	0	297	26	0	0	**323**	0	**1072**
Total	0	0	0	0	0	**0**	0	0	3267	411	0	0	**3678**	0	**11307**
% Approach	0%	0%	0%	0%	0%	**-**	-	0%	88.8%	11.2%	0%	0%	**-**	-	-
% Total	0%	0%	0%	0%	0%	**0%**	-	0%	28.9%	3.6%	0%	0%	**32.5%**	-	-
Motorcycles	0	0	0	0	0	**0**	-	0	7	1	0	0	**8**	-	25
% Motorcycles	0%	0%	0%	0%	0%	**-**	-	0%	0.2%	0.2%	0%	0%	**0.2%**	-	0.2%
Lights	0	0	0	0	0	**0**	-	0	3081	395	0	0	**3476**	-	10785
% Lights	0%	0%	0%	0%	0%	**-**	-	0%	94.3%	96.1%	0%	0%	**94.5%**	-	95.4%
Heavy	0	0	0	0	0	**0**	-	0	179	15	0	0	**194**	-	497
% Heavy	0%	0%	0%	0%	0%	**-**	-	0%	5.5%	3.6%	0%	0%	**5.3%**	-	4.4%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Leg	South							Packard Rd							
Direction	Northbound							Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Packard Rd/Porter Rd - TMC
Thu Oct 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887334, Location: 43.107838, -78.987461

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Packard Rd/Porter Rd - TMC

Thu Oct 14, 2021
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887334, Location: 43.107838, -78.987461

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Porter Rd Southbound							Packard Rd Westbound						
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*
2021-10-14 6:30AM	3	0	18	0	0	**21**	0	20	94	0	0	5	**119**	0
6:45AM	7	0	38	0	0	**45**	0	26	108	0	0	8	**142**	0
7:00AM	1	0	31	0	4	**36**	0	17	75	0	0	11	**103**	0
7:15AM	1	0	37	0	3	**41**	0	35	92	0	0	12	**139**	0
Total	12	0	124	0	7	**143**	0	98	369	0	0	36	**503**	0
% Approach	8.4%	0%	86.7%	0%	4.9%	**-**	-	19.5%	73.4%	0%	0%	7.2%	**-**	-
% Total	1.1%	0%	11.8%	0%	0.7%	**13.6%**	-	9.3%	35.1%	0%	0%	3.4%	**47.9%**	-
PHF	0.429	-	0.816	-	0.438	**0.794**	-	0.700	0.854	-	-	0.750	**0.886**	-
Motorcycles	0	0	1	0	0	**1**	-	1	0	0	0	0	**1**	-
% Motorcycles	0%	0%	0.8%	0%	0%	**0.7%**	-	1.0%	0%	0%	0%	0%	**0.2%**	-
Lights	12	0	117	0	7	**136**	-	92	352	0	0	36	**480**	-
% Lights	100%	0%	94.4%	0%	100%	**95.1%**	-	93.9%	95.4%	0%	0%	100%	**95.4%**	-
Heavy	0	0	6	0	0	**6**	-	5	17	0	0	0	**22**	-
% Heavy	0%	0%	4.8%	0%	0%	**4.2%**	-	5.1%	4.6%	0%	0%	0%	**4.4%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Packard Rd/Porter Rd - TMC

Thu Oct 14, 2021
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887334, Location: 43.107838, -78.987461

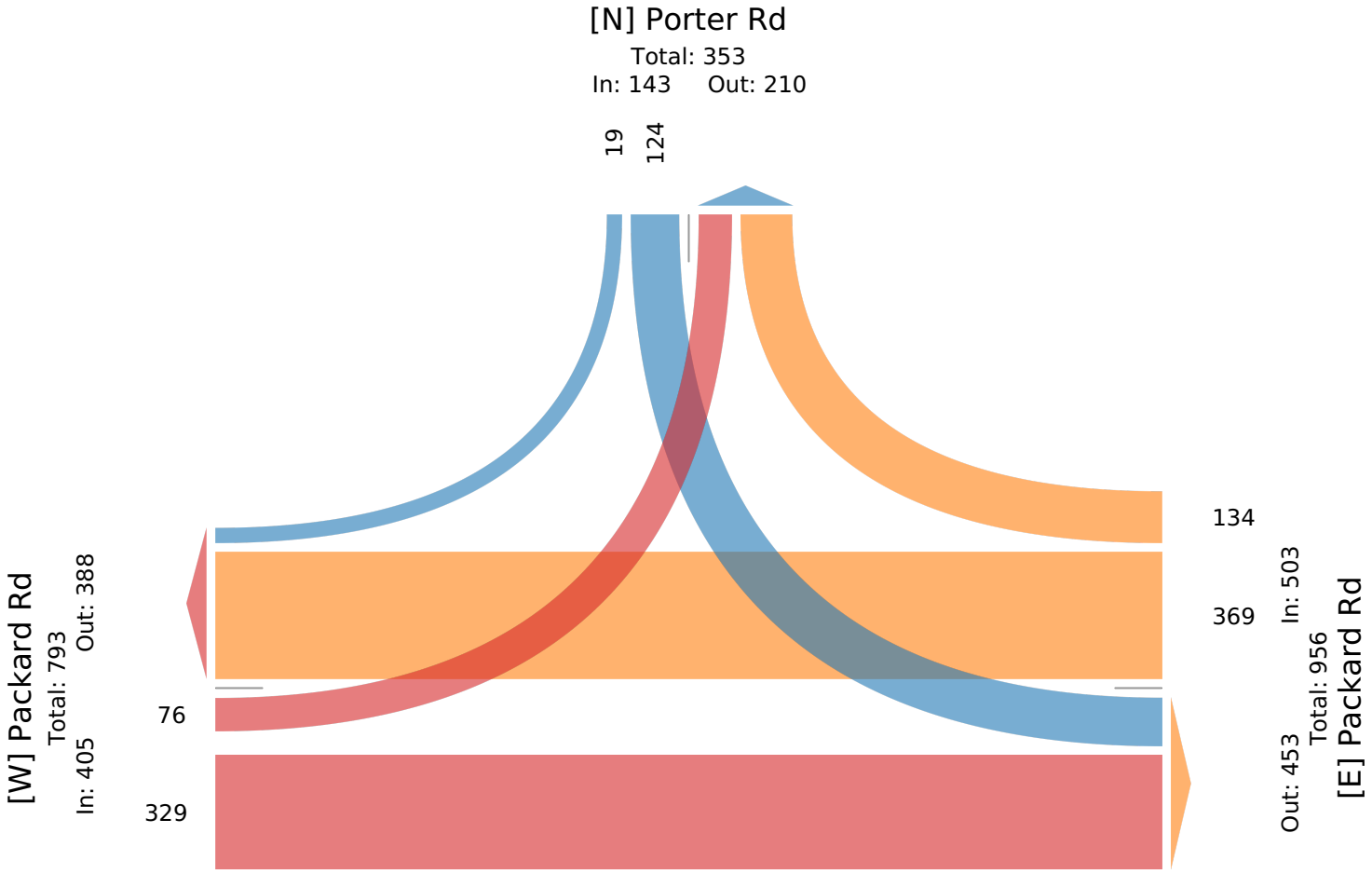
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	South Northbound							Packard Rd Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2021-10-14 6:30AM	0	0	0	0	0	**0**	0	0	76	18	0	0	**94**	0	**234**
6:45AM	0	0	0	0	0	**0**	0	0	103	24	0	0	**127**	0	**314**
7:00AM	0	0	0	0	0	**0**	0	0	68	16	0	0	**84**	0	**223**
7:15AM	0	0	0	0	0	**0**	0	0	82	18	0	0	**100**	0	**280**
Total	0	0	0	0	0	**0**	0	0	329	76	0	0	**405**	0	**1051**
% Approach	0%	0%	0%	0%	0%	**-**	-	0%	81.2%	18.8%	0%	0%	**-**	-	**-**
% Total	0%	0%	0%	0%	0%	**0%**	-	0%	31.3%	7.2%	0%	0%	**38.5%**	-	**-**
PHF	-	-	-	-	-	**-**	-	-	0.799	0.792	-	-	**0.797**	-	0.837
Motorcycles	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	2
% Motorcycles	0%	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	0%	**0%**	-	0.2%
Lights	0	0	0	0	0	**0**	-	0	313	74	0	0	**387**	-	1003
% Lights	0%	0%	0%	0%	0%	**-**	-	0%	95.1%	97.4%	0%	0%	**95.6%**	-	95.4%
Heavy	0	0	0	0	0	**0**	-	0	16	2	0	0	**18**	-	46
% Heavy	0%	0%	0%	0%	0%	**-**	-	0%	4.9%	2.6%	0%	0%	**4.4%**	-	4.4%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Packard Rd/Porter Rd - TMC
Thu Oct 14, 2021
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887334, Location: 43.107838, -78.987461

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Packard Rd/Porter Rd - TMC

Thu Oct 14, 2021
AM Peak (8:15 AM - 9:15 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887334, Location: 43.107838, -78.987461

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Porter Rd Southbound							Packard Rd Westbound						
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*
2021-10-14 8:15AM	1	0	79	0	1	**81**	0	45	93	0	0	28	**166**	0
8:30AM	5	0	58	0	1	**64**	0	50	86	0	0	12	**148**	0
8:45AM	2	0	76	0	0	**78**	0	41	104	0	0	24	**169**	0
9:00AM	2	0	76	0	0	**78**	0	27	91	0	0	21	**139**	0
Total	10	0	289	0	2	**301**	0	163	374	0	0	85	**622**	0
% Approach	3.3%	0%	96.0%	0%	0.7%	**-**	-	26.2%	60.1%	0%	0%	13.7%	**-**	-
% Total	0.7%	0%	20.2%	0%	0.1%	**21.0%**	-	11.4%	26.1%	0%	0%	5.9%	**43.4%**	-
PHF	0.500	-	0.915	-	0.500	**0.929**	-	0.815	0.899	-	-	0.759	**0.920**	-
Motorcycles	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-
% Motorcycles	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-
Lights	9	0	274	0	2	**285**	-	149	312	0	0	85	**546**	-
% Lights	90.0%	0%	94.8%	0%	100%	**94.7%**	-	91.4%	83.4%	0%	0%	100%	**87.8%**	-
Heavy	1	0	15	0	0	**16**	-	14	62	0	0	0	**76**	-
% Heavy	10.0%	0%	5.2%	0%	0%	**5.3%**	-	8.6%	16.6%	0%	0%	0%	**12.2%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Packard Rd/Porter Rd - TMC

Thu Oct 14, 2021
AM Peak (8:15 AM - 9:15 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887334, Location: 43.107838, -78.987461

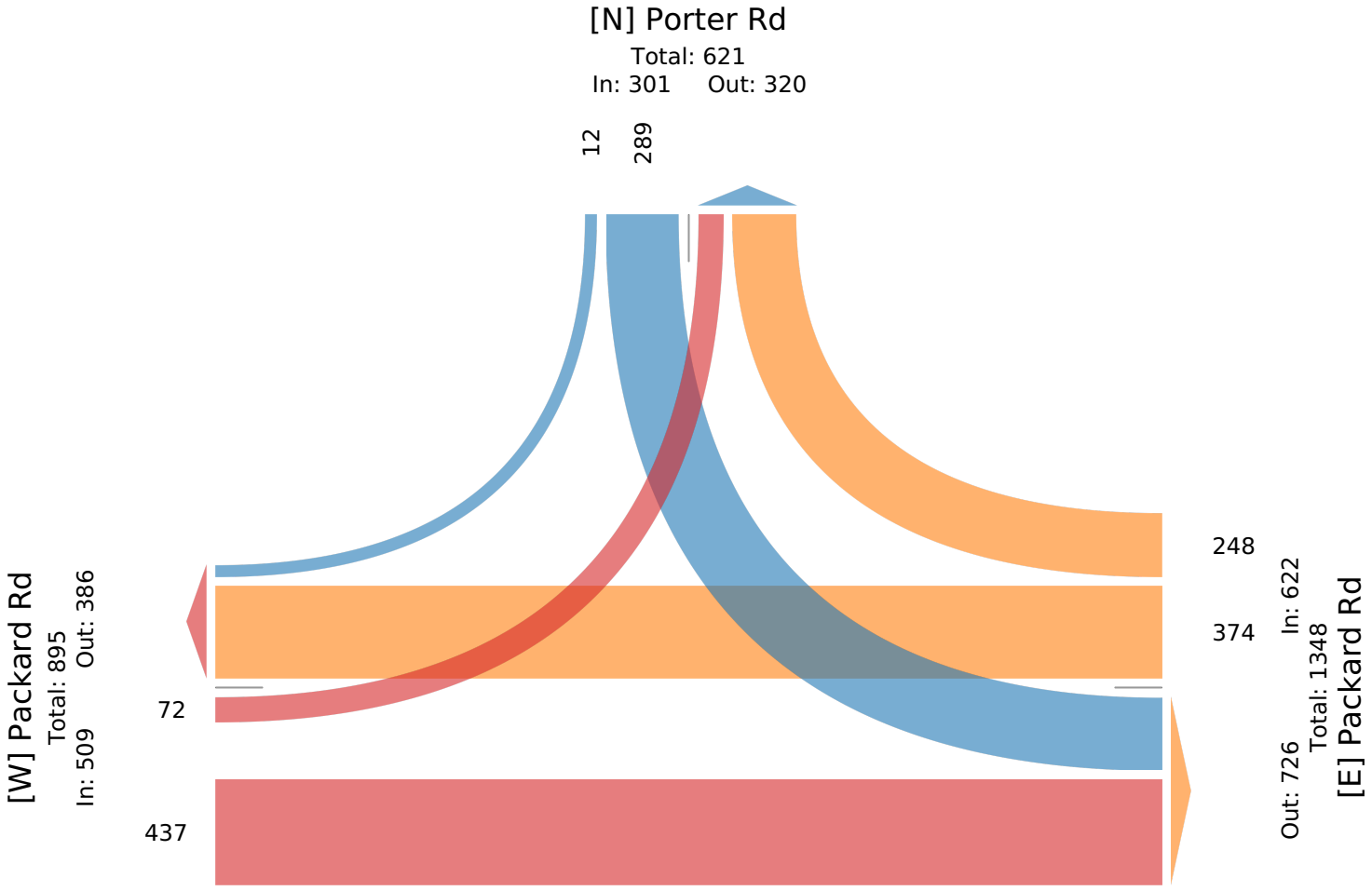
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	South Northbound							Packard Rd Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2021-10-14 8:15AM	0	0	0	0	0	**0**	0	0	119	28	0	0	**147**	0	**394**
8:30AM	0	0	0	0	0	**0**	0	0	86	15	0	0	**101**	0	**313**
8:45AM	0	0	0	0	0	**0**	0	0	121	18	0	0	**139**	0	**386**
9:00AM	0	0	0	0	0	**0**	0	0	111	11	0	0	**122**	0	**339**
Total	0	0	0	0	0	**0**	0	0	437	72	0	0	**509**	0	**1432**
% Approach	0%	0%	0%	0%	0%	**-**	-	0%	85.9%	14.1%	0%	0%	**-**	-	-
% Total	0%	0%	0%	0%	0%	**0%**	-	0%	30.5%	5.0%	0%	0%	**35.5%**	-	-
PHF	-	-	-	-	-	**-**	-	-	0.903	0.643	-	-	**0.866**	-	0.909
Motorcycles	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	0%	**0%**	-	0%
Lights	0	0	0	0	0	**0**	-	0	394	67	0	0	**461**	-	1292
% Lights	0%	0%	0%	0%	0%	**-**	-	0%	90.2%	93.1%	0%	0%	**90.6%**	-	90.2%
Heavy	0	0	0	0	0	**0**	-	0	43	5	0	0	**48**	-	140
% Heavy	0%	0%	0%	0%	0%	**-**	-	0%	9.8%	6.9%	0%	0%	**9.4%**	-	9.8%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Packard Rd/Porter Rd - TMC
Thu Oct 14, 2021
AM Peak (8:15 AM - 9:15 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887334, Location: 43.107838, -78.987461

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Packard Rd/Porter Rd - TMC

Thu Oct 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887334, Location: 43.107838, -78.987461

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Porter Rd Southbound							Packard Rd Westbound						
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*
2021-10-14 4:00PM	1	0	109	0	1	**111**	0	68	166	0	0	59	**293**	0
4:15PM	1	0	112	0	2	**115**	0	66	146	0	0	56	**268**	0
4:30PM	3	0	108	0	0	**111**	0	78	131	0	0	44	**253**	0
4:45PM	0	0	113	0	1	**114**	0	65	115	0	0	42	**222**	0
Total	5	0	442	0	4	**451**	0	277	558	0	0	201	**1036**	0
% Approach	1.1%	0%	98.0%	0%	0.9%	**-**	-	26.7%	53.9%	0%	0%	19.4%	**-**	-
% Total	0.2%	0%	20.4%	0%	0.2%	**20.8%**	-	12.8%	25.7%	0%	0%	9.3%	**47.7%**	-
PHF	0.417	-	0.978	-	0.500	**0.980**	-	0.888	0.840	-	-	0.852	**0.884**	-
Motorcycles	0	0	1	0	0	**1**	-	1	3	0	0	1	**5**	-
% Motorcycles	0%	0%	0.2%	0%	0%	**0.2%**	-	0.4%	0.5%	0%	0%	0.5%	**0.5%**	-
Lights	5	0	440	0	4	**449**	-	272	522	0	0	199	**993**	-
% Lights	100%	0%	99.5%	0%	100%	**99.6%**	-	98.2%	93.5%	0%	0%	99.0%	**95.8%**	-
Heavy	0	0	1	0	0	**1**	-	4	33	0	0	1	**38**	-
% Heavy	0%	0%	0.2%	0%	0%	**0.2%**	-	1.4%	5.9%	0%	0%	0.5%	**3.7%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Packard Rd/Porter Rd - TMC

Thu Oct 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887334, Location: 43.107838, -78.987461

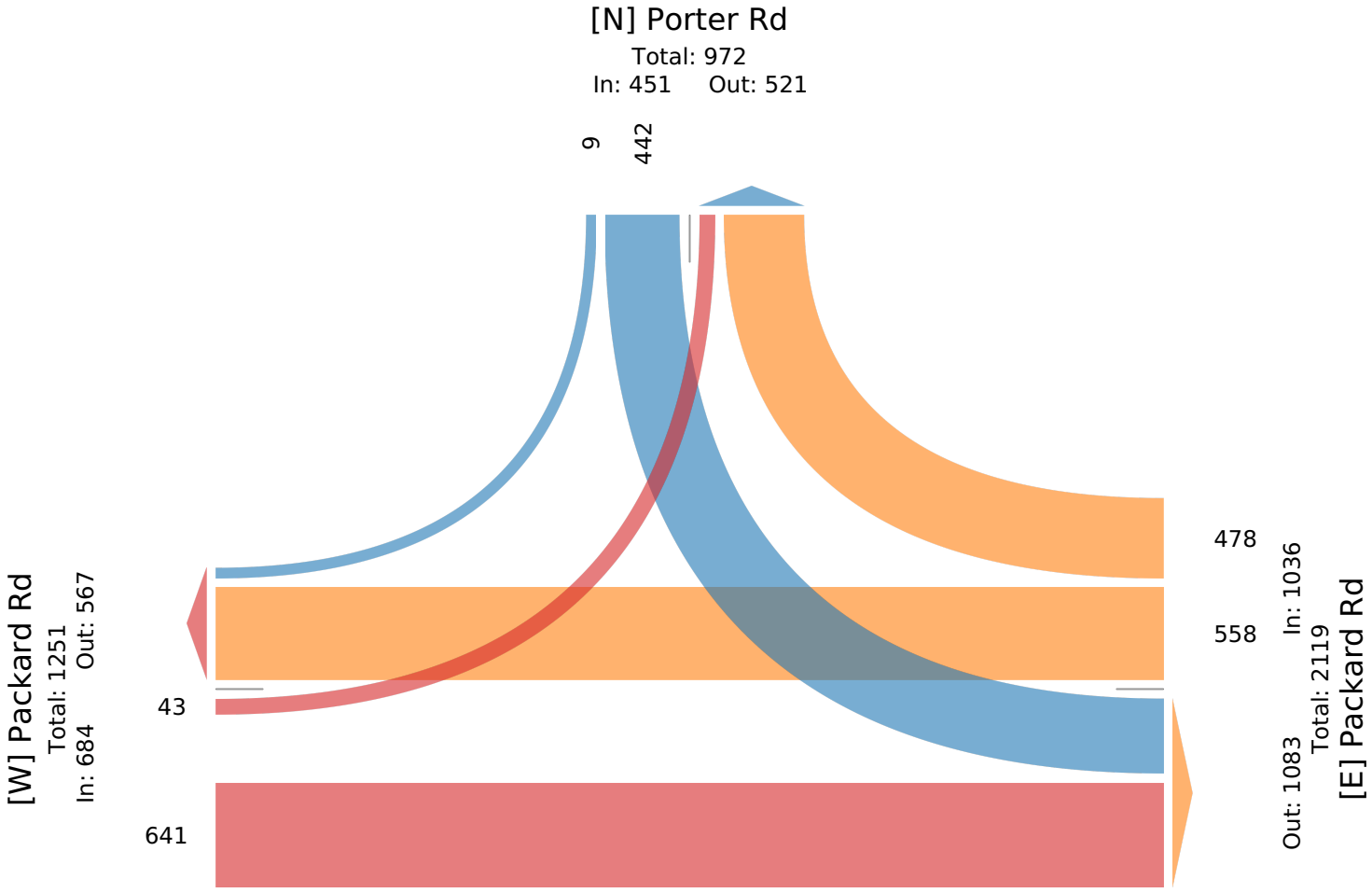
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	South Northbound							Packard Rd Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2021-10-14 4:00PM	0	0	0	0	0	**0**	0	0	184	9	0	0	**193**	0	**597**
4:15PM	0	0	0	0	0	**0**	0	0	179	10	0	0	**189**	0	**572**
4:30PM	0	0	0	0	0	**0**	0	0	130	13	0	0	**143**	0	**507**
4:45PM	0	0	0	0	0	**0**	0	0	148	11	0	0	**159**	0	**495**
Total	0	0	0	0	0	**0**	0	0	641	43	0	0	**684**	0	**2171**
% Approach	0%	0%	0%	0%	0%	**-**	-	0%	93.7%	6.3%	0%	0%	**-**	-	**-**
% Total	0%	0%	0%	0%	0%	**0%**	-	0%	29.5%	2.0%	0%	0%	**31.5%**	-	**-**
PHF	-	-	-	-	-	**-**	-	-	0.871	0.827	-	-	**0.886**	-	0.909
Motorcycles	0	0	0	0	0	**0**	-	0	4	0	0	0	**4**	-	10
% Motorcycles	0%	0%	0%	0%	0%	**-**	-	0%	0.6%	0%	0%	0%	**0.6%**	-	0.5%
Lights	0	0	0	0	0	**0**	-	0	608	43	0	0	**651**	-	2093
% Lights	0%	0%	0%	0%	0%	**-**	-	0%	94.9%	100%	0%	0%	**95.2%**	-	96.4%
Heavy	0	0	0	0	0	**0**	-	0	29	0	0	0	**29**	-	68
% Heavy	0%	0%	0%	0%	0%	**-**	-	0%	4.5%	0%	0%	0%	**4.2%**	-	3.1%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Packard Rd/Porter Rd - TMC
Thu Oct 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887334, Location: 43.107838, -78.987461

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Porter Rd/Packard Rd (east) - TMC

Tue Dec 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911616, Location: 43.109264, -78.984311

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	North Southbound						Packard Rd Westbound					
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*
2021-12-14 6:00AM	0	0	0	0	**0**	0	0	36	0	0	**36**	0
6:15AM	0	0	0	0	**0**	0	0	54	1	0	**55**	0
6:30AM	0	0	0	0	**0**	0	0	73	1	0	**74**	0
6:45AM	0	0	0	0	**0**	0	0	64	1	0	**65**	0
Hourly Total	0	0	0	0	**0**	0	0	227	3	0	**230**	0
7:00AM	0	0	0	0	**0**	0	0	75	2	0	**77**	0
7:15AM	0	0	0	0	**0**	0	0	81	2	0	**83**	0
7:30AM	1	0	0	0	**1**	0	0	90	4	0	**94**	0
7:45AM	0	0	0	0	**0**	0	0	92	1	0	**93**	0
Hourly Total	1	0	0	0	**1**	0	0	338	9	0	**347**	0
8:00AM	0	0	0	0	**0**	0	0	73	0	0	**73**	0
8:15AM	0	0	0	0	**0**	0	0	91	1	0	**92**	0
8:30AM	0	0	0	0	**0**	0	0	68	4	0	**72**	0
8:45AM	0	0	0	0	**0**	0	0	81	3	0	**84**	0
Hourly Total	0	0	0	0	**0**	0	0	313	8	0	**321**	0
9:00AM	0	0	0	0	**0**	0	0	95	0	0	**95**	0
9:15AM	0	0	0	0	**0**	0	0	90	3	0	**93**	0
9:30AM	0	0	0	0	**0**	0	0	82	0	0	**82**	0
9:45AM	0	0	0	0	**0**	0	0	92	1	0	**93**	0
Hourly Total	0	0	0	0	**0**	0	0	359	4	0	**363**	0
10:00AM	0	0	0	0	**0**	0	0	3	0	0	**3**	0
Hourly Total	0	0	0	0	**0**	0	0	3	0	0	**3**	0
4:00PM	0	0	0	0	**0**	0	0	116	4	0	**120**	0
4:15PM	0	0	0	0	**0**	0	0	116	7	0	**123**	0
4:30PM	0	1	0	0	**1**	0	0	136	4	0	**140**	0
4:45PM	0	0	0	0	**0**	0	0	86	2	0	**88**	0
Hourly Total	0	1	0	0	**1**	0	0	454	17	0	**471**	0
5:00PM	0	0	0	0	**0**	0	0	105	2	0	**107**	0
5:15PM	1	0	0	0	**1**	0	0	99	2	0	**101**	0
5:30PM	0	0	0	0	**0**	0	0	79	3	0	**82**	0
5:45PM	0	0	0	0	**0**	0	0	88	2	0	**90**	0
Hourly Total	1	0	0	0	**1**	0	0	371	9	0	**380**	0
6:00PM	0	0	0	0	**0**	0	0	51	2	0	**53**	0
6:15PM	0	0	0	0	**0**	0	0	80	1	0	**81**	0
6:30PM	0	0	0	0	**0**	0	0	65	4	0	**69**	0
6:45PM	0	0	0	0	**0**	0	0	48	2	0	**50**	0
Hourly Total	0	0	0	0	**0**	0	0	244	9	0	**253**	0
7:00PM	0	0	0	0	**0**	0	0	52	1	0	**53**	0
7:15PM	0	0	0	0	**0**	0	0	49	4	0	**53**	0
7:30PM	0	0	0	0	**0**	0	0	55	4	0	**59**	0
7:45PM	0	0	0	0	**0**	0	0	35	2	0	**37**	0
Hourly Total	0	0	0	0	**0**	0	0	191	11	0	**202**	0
8:00PM	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
Total	2	1	0	0	**3**	0	0	2500	70	0	**2570**	0
% Approach	66.7%	33.3%	0%	0%	**-**	-	0%	97.3%	2.7%	0%	**-**	-
% Total	0%	0%	0%	0%	**0%**	-	0%	28.9%	0.8%	0%	**29.7%**	-
Motorcycles	1	0	0	0	**1**	-	0	2	0	0	**2**	-
% Motorcycles	50.0%	0%	0%	0%	**33.3%**	-	0%	0.1%	0%	0%	**0.1%**	-
Lights	1	1	0	0	**2**	-	0	2338	69	0	**2407**	-
% Lights	50.0%	100%	0%	0%	**66.7%**	-	0%	93.5%	98.6%	0%	**93.7%**	-
Heavy	0	0	0	0	**0**	-	0	160	1	0	**161**	-
% Heavy	0%	0%	0%	0%	**0%**	-	0%	6.4%	1.4%	0%	**6.3%**	-

Leg	North						Packard Rd					
Direction	Southbound						Westbound					
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-

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

Porter Rd/Packard Rd (east) - TMC

Tue Dec 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911616, Location: 43.109264, -78.984311

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

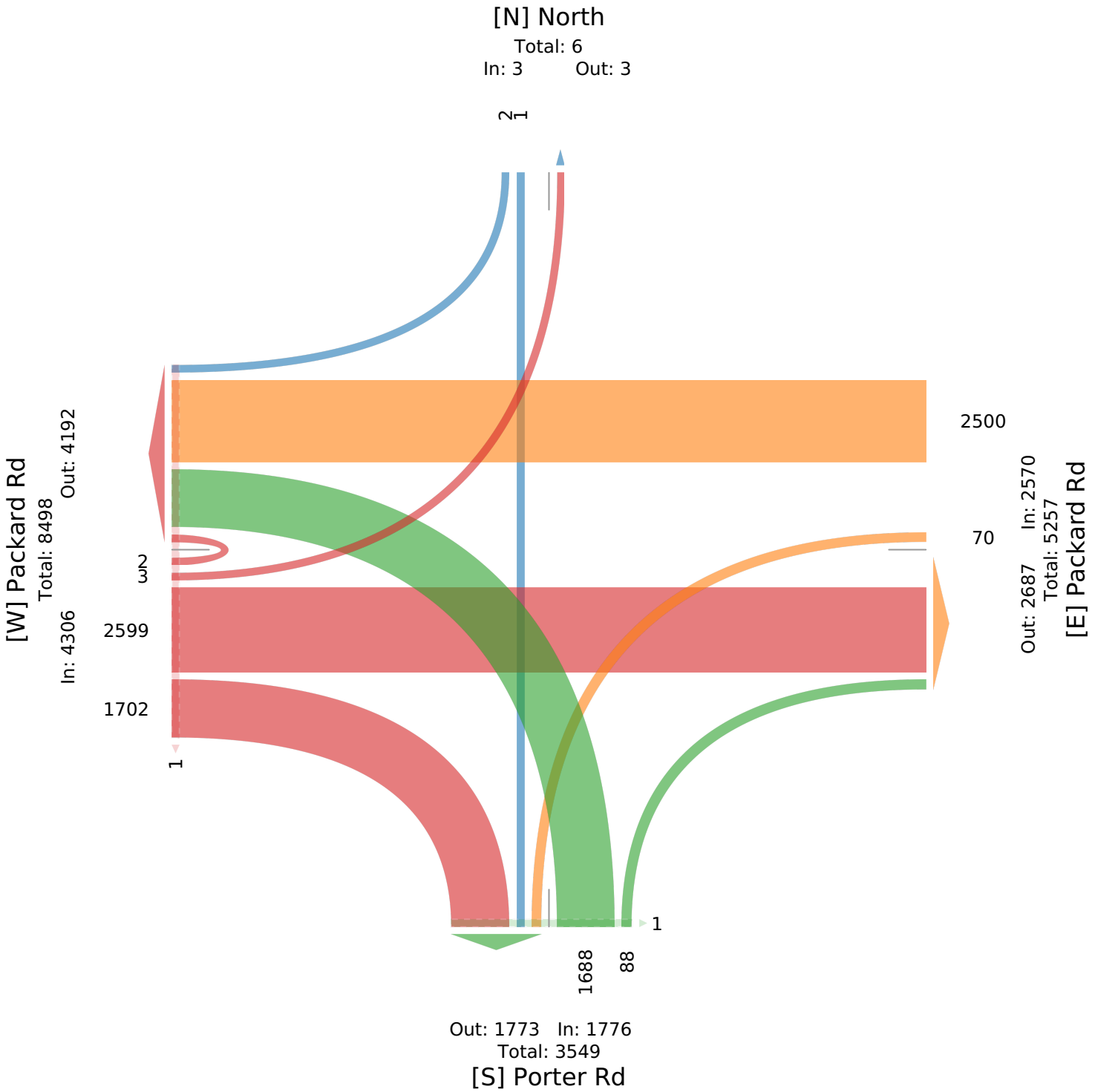
Leg / Direction	Porter Rd Northbound							Packard Rd Eastbound							
Time	R	T	L	U	RR	App	Ped*	R	T	L	U	RR	App	Ped*	Int
2021-12-14 6:00AM	0	0	15	0	0	**15**	0	14	46	0	0	4	**64**	0	**115**
6:15AM	1	0	16	0	0	**17**	0	27	59	0	0	4	**90**	0	**162**
6:30AM	1	0	33	0	1	**35**	0	23	91	0	0	7	**121**	0	**230**
6:45AM	0	0	36	0	1	**37**	0	19	84	0	0	14	**117**	0	**219**
Hourly Total	2	0	100	0	2	**104**	0	83	280	0	0	29	**392**	0	**726**
7:00AM	0	0	27	0	0	**27**	0	26	76	0	0	3	**105**	0	**209**
7:15AM	3	0	32	0	2	**37**	0	24	76	0	0	9	**109**	0	**229**
7:30AM	3	0	39	0	0	**42**	0	56	72	1	0	5	**134**	0	**271**
7:45AM	0	0	61	0	0	**61**	0	61	83	0	0	14	**158**	0	**312**
Hourly Total	6	0	159	0	2	**167**	0	167	307	1	0	31	**506**	0	**1021**
8:00AM	0	0	59	0	0	**59**	0	45	82	0	0	7	**134**	0	**266**
8:15AM	1	0	51	0	0	**52**	0	51	74	0	0	19	**144**	0	**288**
8:30AM	3	0	66	0	0	**69**	0	51	84	0	1	24	**160**	0	**301**
8:45AM	2	0	63	0	0	**65**	0	49	91	0	0	14	**154**	0	**303**
Hourly Total	6	0	239	0	0	**245**	0	196	331	0	1	64	**592**	0	**1158**
9:00AM	1	0	52	0	1	**54**	0	60	70	0	0	10	**140**	0	**289**
9:15AM	1	0	67	0	1	**69**	0	52	70	0	0	13	**135**	0	**297**
9:30AM	2	0	46	0	0	**48**	0	46	65	0	0	24	**135**	0	**265**
9:45AM	3	0	50	0	0	**53**	0	58	51	0	0	10	**119**	0	**265**
Hourly Total	7	0	215	0	2	**224**	0	216	256	0	0	57	**529**	0	**1116**
10:00AM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**3**
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**3**
4:00PM	5	0	95	0	1	**101**	1	35	119	0	0	37	**191**	0	**412**
4:15PM	5	0	91	0	2	**98**	0	81	120	1	0	28	**230**	0	**451**
4:30PM	4	0	106	0	2	**112**	0	67	133	0	0	32	**232**	1	**485**
4:45PM	8	0	87	0	1	**96**	0	54	99	0	0	25	**178**	0	**362**
Hourly Total	22	0	379	0	6	**407**	1	237	471	1	0	122	**831**	1	**1710**
5:00PM	4	0	74	0	1	**79**	0	54	143	0	1	11	**209**	0	**395**
5:15PM	0	0	66	0	2	**68**	0	62	102	0	0	14	**178**	0	**348**
5:30PM	5	0	67	0	0	**72**	0	42	94	0	0	8	**144**	0	**298**
5:45PM	3	0	52	0	1	**56**	0	43	68	0	0	5	**116**	0	**262**
Hourly Total	12	0	259	0	4	**275**	0	201	407	0	1	38	**647**	0	**1303**
6:00PM	5	0	54	0	0	**59**	0	31	69	1	0	19	**120**	0	**232**
6:15PM	1	0	55	0	0	**56**	0	34	80	0	0	3	**117**	0	**254**
6:30PM	1	0	61	0	1	**63**	0	28	80	0	0	3	**111**	0	**243**
6:45PM	2	0	35	0	0	**37**	0	26	53	0	0	1	**80**	0	**167**
Hourly Total	9	0	205	0	1	**215**	0	119	282	1	0	26	**428**	0	**896**
7:00PM	1	0	39	0	0	**40**	0	30	62	0	0	7	**99**	0	**192**
7:15PM	2	0	28	0	2	**32**	0	24	70	0	0	3	**97**	0	**182**
7:30PM	0	0	36	0	0	**36**	0	22	79	0	0	2	**103**	0	**198**
7:45PM	1	0	29	0	1	**31**	0	25	54	0	0	3	**82**	0	**150**
Hourly Total	4	0	132	0	3	**139**	0	101	265	0	0	15	**381**	0	**722**
8:00PM	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**
Total	68	0	1688	0	20	**1776**	1	1320	2599	3	2	382	**4306**	1	**8655**
% Approach	3.8%	0%	95.0%	0%	1.1%	**-**	-	30.7%	60.4%	0.1%	0%	8.9%	**-**	-	-
% Total	0.8%	0%	19.5%	0%	0.2%	**20.5%**	-	15.3%	30.0%	0%	0%	4.4%	**49.8%**	-	-
Motorcycles	0	0	1	0	0	**1**	-	2	1	0	0	0	**3**	-	7
% Motorcycles	0%	0%	0.1%	0%	0%	**0.1%**	-	0.2%	0%	0%	0%	0%	**0.1%**	-	0.1%
Lights	63	0	1625	0	18	**1706**	-	1272	2468	3	2	371	**4116**	-	8231
% Lights	92.6%	0%	96.3%	0%	90.0%	**96.1%**	-	96.4%	95.0%	100%	100%	97.1%	**95.6%**	-	95.1%
Heavy	5	0	62	0	2	**69**	-	46	130	0	0	11	**187**	-	417
% Heavy	7.4%	0%	3.7%	0%	10.0%	**3.9%**	-	3.5%	5.0%	0%	0%	2.9%	**4.3%**	-	4.8%

Leg	Porter Rd							Packard Rd							
Direction	Northbound							Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	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

Porter Rd/Packard Rd (east) - TMC
Tue Dec 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911616, Location: 43.109264, -78.984311

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Porter Rd/Packard Rd (east) - TMC

Tue Dec 14, 2021
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911616, Location: 43.109264, -78.984311

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	North Southbound						Packard Rd Westbound					
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*
2021-12-14 6:30AM	0	0	0	0	**0**	0	0	73	1	0	**74**	0
6:45AM	0	0	0	0	**0**	0	0	64	1	0	**65**	0
7:00AM	0	0	0	0	**0**	0	0	75	2	0	**77**	0
7:15AM	0	0	0	0	**0**	0	0	81	2	0	**83**	0
Total	0	0	0	0	**0**	0	0	293	6	0	**299**	0
% Approach	0%	0%	0%	0%	**-**	-	0%	98.0%	2.0%	0%	**-**	-
% Total	0%	0%	0%	0%	**0%**	-	0%	33.0%	0.7%	0%	**33.7%**	-
PHF	-	-	-	-	**-**	-	-	0.904	0.750	-	**0.901**	-
Motorcycles	0	0	0	0	**0**	-	0	0	0	0	**0**	-
% Motorcycles	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-
Lights	0	0	0	0	**0**	-	0	278	5	0	**283**	-
% Lights	0%	0%	0%	0%	**-**	-	0%	94.9%	83.3%	0%	**94.6%**	-
Heavy	0	0	0	0	**0**	-	0	15	1	0	**16**	-
% Heavy	0%	0%	0%	0%	**-**	-	0%	5.1%	16.7%	0%	**5.4%**	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-

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

Porter Rd/Packard Rd (east) - TMC

Tue Dec 14, 2021
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911616, Location: 43.109264, -78.984311



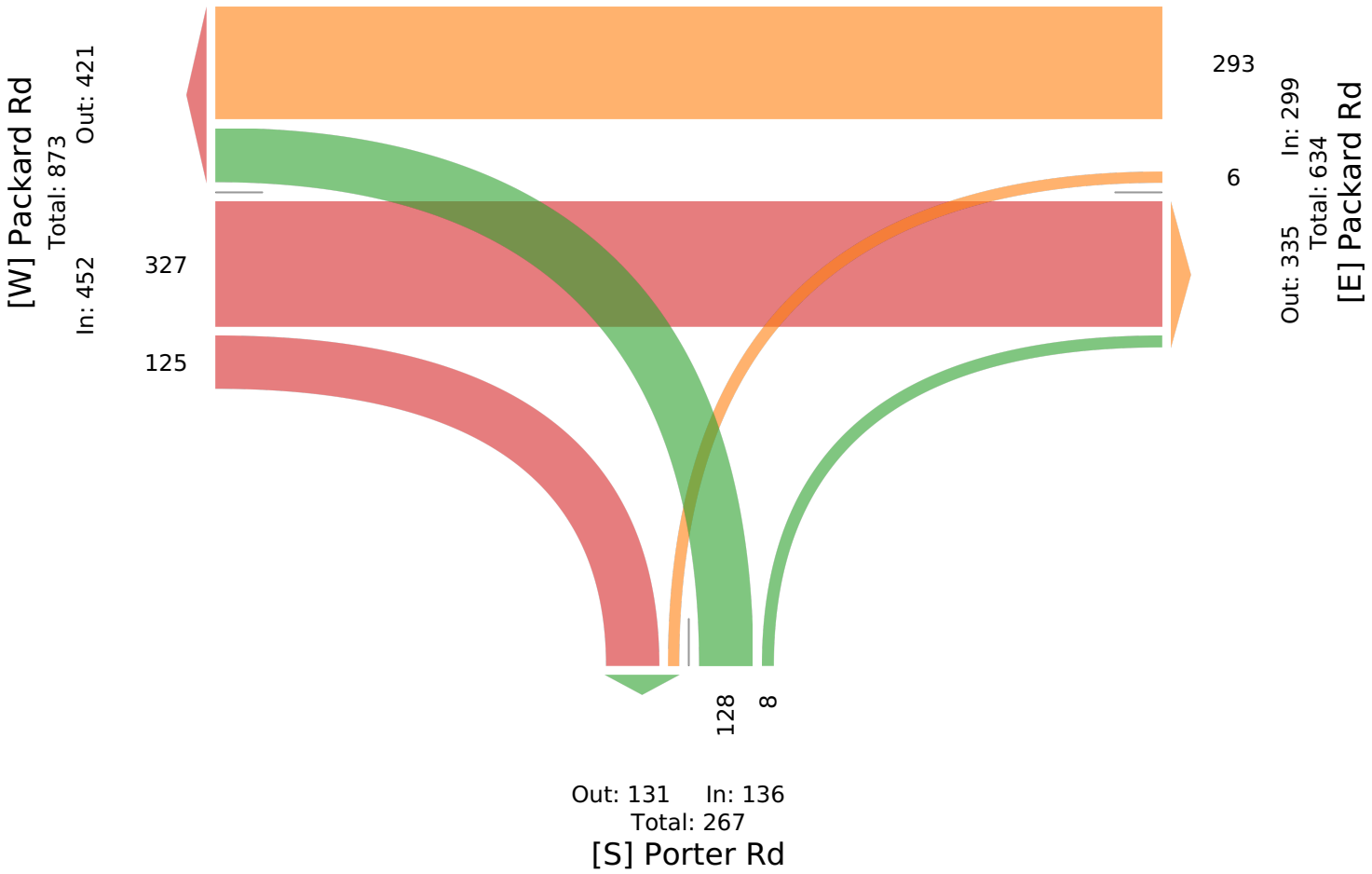
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Porter Rd Northbound							Packard Rd Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2021-12-14 6:30AM	1	0	33	0	1	**35**	0	23	91	0	0	7	**121**	0	**230**
6:45AM	0	0	36	0	1	**37**	0	19	84	0	0	14	**117**	0	**219**
7:00AM	0	0	27	0	0	**27**	0	26	76	0	0	3	**105**	0	**209**
7:15AM	3	0	32	0	2	**37**	0	24	76	0	0	9	**109**	0	**229**
Total	4	0	128	0	4	**136**	0	92	327	0	0	33	**452**	0	**887**
% Approach	2.9%	0%	94.1%	0%	2.9%	**-**	-	20.4%	72.3%	0%	0%	7.3%	**-**	-	**-**
% Total	0.5%	0%	14.4%	0%	0.5%	**15.3%**	-	10.4%	36.9%	0%	0%	3.7%	**51.0%**	-	**-**
PHF	0.333	-	0.889	-	0.500	**0.919**	-	0.885	0.898	-	-	0.589	**0.934**	-	0.964
Motorcycles	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0%
Lights	3	0	118	0	3	**124**	-	86	303	0	0	30	**419**	-	826
% Lights	75.0%	0%	92.2%	0%	75.0%	**91.2%**	-	93.5%	92.7%	0%	0%	90.9%	**92.7%**	-	93.1%
Heavy	1	0	10	0	1	**12**	-	6	24	0	0	3	**33**	-	61
% Heavy	25.0%	0%	7.8%	0%	25.0%	**8.8%**	-	6.5%	7.3%	0%	0%	9.1%	**7.3%**	-	6.9%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Porter Rd/Packard Rd (east) - TMC
Tue Dec 14, 2021
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911616, Location: 43.109264, -78.984311

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Porter Rd/Packard Rd (east) - TMC

Tue Dec 14, 2021
AM Peak (8:30 AM - 9:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911616, Location: 43.109264, -78.984311



Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	North Southbound						Packard Rd Westbound					
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*
2021-12-14 8:30AM	0	0	0	0	**0**	0	0	68	4	0	**72**	0
8:45AM	0	0	0	0	**0**	0	0	81	3	0	**84**	0
9:00AM	0	0	0	0	**0**	0	0	95	0	0	**95**	0
9:15AM	0	0	0	0	**0**	0	0	90	3	0	**93**	0
Total	0	0	0	0	**0**	0	0	334	10	0	**344**	0
% Approach	0%	0%	0%	0%	**-**	-	0%	97.1%	2.9%	0%	**-**	-
% Total	0%	0%	0%	0%	**0%**	-	0%	28.1%	0.8%	0%	**28.9%**	-
PHF	-	-	-	-	**-**	-	-	0.879	0.625	-	**0.905**	-
Motorcycles	0	0	0	0	**0**	-	0	0	0	0	**0**	-
% Motorcycles	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-
Lights	0	0	0	0	**0**	-	0	303	10	0	**313**	-
% Lights	0%	0%	0%	0%	**-**	-	0%	90.7%	100%	0%	**91.0%**	-
Heavy	0	0	0	0	**0**	-	0	31	0	0	**31**	-
% Heavy	0%	0%	0%	0%	**-**	-	0%	9.3%	0%	0%	**9.0%**	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-

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

Porter Rd/Packard Rd (east) - TMC

Tue Dec 14, 2021
AM Peak (8:30 AM - 9:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911616, Location: 43.109264, -78.984311

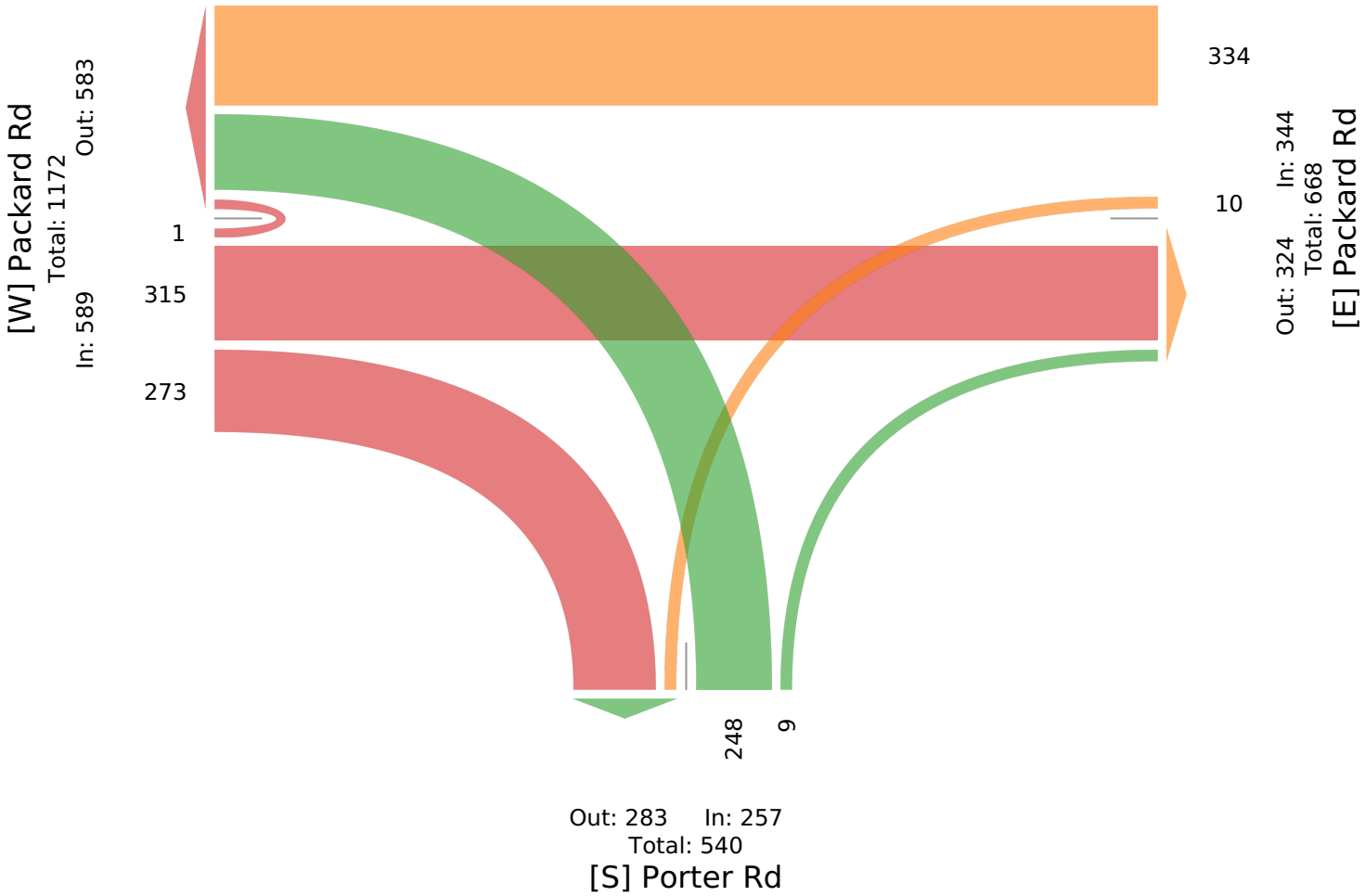
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Porter Rd Northbound							Packard Rd Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2021-12-14 8:30AM	3	0	66	0	0	**69**	0	51	84	0	1	24	**160**	0	**301**
8:45AM	2	0	63	0	0	**65**	0	49	91	0	0	14	**154**	0	**303**
9:00AM	1	0	52	0	1	**54**	0	60	70	0	0	10	**140**	0	**289**
9:15AM	1	0	67	0	1	**69**	0	52	70	0	0	13	**135**	0	**297**
Total	7	0	248	0	2	**257**	0	212	315	0	1	61	**589**	0	**1190**
% Approach	2.7%	0%	96.5%	0%	0.8%	**-**	-	36.0%	53.5%	0%	0.2%	10.4%	**-**	-	**-**
% Total	0.6%	0%	20.8%	0%	0.2%	**21.6%**	-	17.8%	26.5%	0%	0.1%	5.1%	**49.5%**	-	**-**
PHF	0.583	-	0.925	-	0.500	**0.931**	-	0.883	0.865	-	0.250	0.635	**0.920**	-	0.982
Motorcycles	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0%
Lights	6	0	237	0	1	**244**	-	199	279	0	1	60	**539**	-	1096
% Lights	85.7%	0%	95.6%	0%	50.0%	**94.9%**	-	93.9%	88.6%	0%	100%	98.4%	**91.5%**	-	92.1%
Heavy	1	0	11	0	1	**13**	-	13	36	0	0	1	**50**	-	94
% Heavy	14.3%	0%	4.4%	0%	50.0%	**5.1%**	-	6.1%	11.4%	0%	0%	1.6%	**8.5%**	-	7.9%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Porter Rd/Packard Rd (east) - TMC
Tue Dec 14, 2021
AM Peak (8:30 AM - 9:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911616, Location: 43.109264, -78.984311

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Porter Rd/Packard Rd (east) - TMC

Tue Dec 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911616, Location: 43.109264, -78.984311

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	North Southbound						Packard Rd Westbound					
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*
2021-12-14 4:00PM	0	0	0	0	**0**	0	0	116	4	0	**120**	0
4:15PM	0	0	0	0	**0**	0	0	116	7	0	**123**	0
4:30PM	0	1	0	0	**1**	0	0	136	4	0	**140**	0
4:45PM	0	0	0	0	**0**	0	0	86	2	0	**88**	0
Total	0	1	0	0	**1**	0	0	454	17	0	**471**	0
% Approach	0%	100%	0%	0%	**-**	-	0%	96.4%	3.6%	0%	**-**	-
% Total	0%	0.1%	0%	0%	**0.1%**	-	0%	26.5%	1.0%	0%	**27.5%**	-
PHF	-	0.250	-	-	**0.250**	-	-	0.835	0.607	-	**0.841**	-
Motorcycles	0	0	0	0	**0**	-	0	0	0	0	**0**	-
% Motorcycles	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-
Lights	0	1	0	0	**1**	-	0	432	17	0	**449**	-
% Lights	0%	100%	0%	0%	**100%**	-	0%	95.2%	100%	0%	**95.3%**	-
Heavy	0	0	0	0	**0**	-	0	22	0	0	**22**	-
% Heavy	0%	0%	0%	0%	**0%**	-	0%	4.8%	0%	0%	**4.7%**	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-

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

Porter Rd/Packard Rd (east) - TMC

Tue Dec 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911616, Location: 43.109264, -78.984311

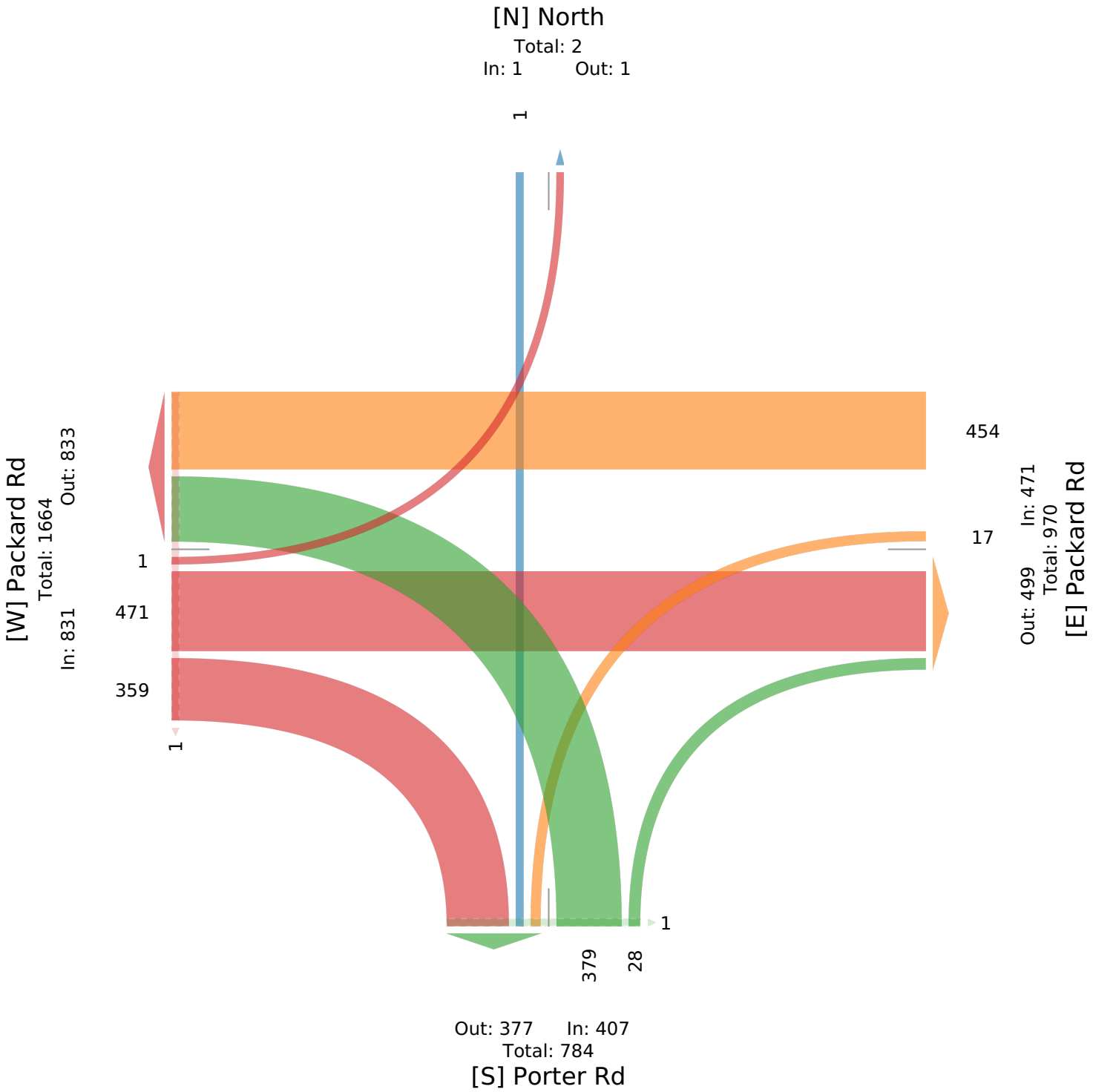
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Porter Rd Northbound							Packard Rd Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2021-12-14 4:00PM	5	0	95	0	1	**101**	1	35	119	0	0	37	**191**	0	**412**
4:15PM	5	0	91	0	2	**98**	0	81	120	1	0	28	**230**	0	**451**
4:30PM	4	0	106	0	2	**112**	0	67	133	0	0	32	**232**	1	**485**
4:45PM	8	0	87	0	1	**96**	0	54	99	0	0	25	**178**	0	**362**
Total	22	0	379	0	6	**407**	1	237	471	1	0	122	**831**	1	**1710**
% Approach	5.4%	0%	93.1%	0%	1.5%	**-**	-	28.5%	56.7%	0.1%	0%	14.7%	**-**	-	-
% Total	1.3%	0%	22.2%	0%	0.4%	**23.8%**	-	13.9%	27.5%	0.1%	0%	7.1%	**48.6%**	-	-
PHF	0.688	-	0.894	-	0.750	**0.908**	-	0.731	0.885	0.250	-	0.824	**0.895**	-	0.881
Motorcycles	0	0	0	0	0	**0**	-	0	1	0	0	0	**1**	-	1
% Motorcycles	0%	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	0%	**0.1%**	-	0.1%
Lights	22	0	365	0	6	**393**	-	232	454	1	0	121	**808**	-	1651
% Lights	100%	0%	96.3%	0%	100%	**96.6%**	-	97.9%	96.4%	100%	0%	99.2%	**97.2%**	-	96.5%
Heavy	0	0	14	0	0	**14**	-	5	16	0	0	1	**22**	-	58
% Heavy	0%	0%	3.7%	0%	0%	**3.4%**	-	2.1%	3.4%	0%	0%	0.8%	**2.6%**	-	3.4%
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	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

Porter Rd/Packard Rd (east) - TMC
Tue Dec 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911616, Location: 43.109264, -78.984311

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Military Rd - TMC

Tue Nov 23, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904523, Location: 43.120321, -78.997501

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Military Rd Southbound							Lockport Rd Westbound						
Time	R	T	L	U	RR	App	Ped*	R	T	L	U	RR	App	Ped*
2021-11-23 6:00AM	5	19	4	0	0	**28**	0	3	5	4	0	1	**13**	0
6:15AM	5	36	6	0	1	**48**	0	4	8	6	0	5	**23**	0
6:30AM	5	43	9	0	2	**59**	0	7	7	4	0	4	**22**	0
6:45AM	3	47	10	0	2	**62**	0	3	11	8	0	6	**28**	0
Hourly Total	18	145	29	0	5	**197**	0	17	31	22	0	16	**86**	0
7:00AM	3	48	9	0	5	**65**	0	2	7	11	0	1	**21**	0
7:15AM	3	58	12	0	1	**74**	0	9	14	13	0	3	**39**	0
7:30AM	11	72	5	0	2	**90**	0	11	17	13	0	4	**45**	0
7:45AM	6	92	13	0	2	**113**	0	8	16	9	0	1	**34**	0
Hourly Total	23	270	39	0	10	**342**	0	30	54	46	0	9	**139**	0
8:00AM	4	77	14	1	7	**103**	0	11	20	14	0	1	**46**	0
8:15AM	8	77	8	0	1	**94**	0	3	18	12	0	1	**34**	0
8:30AM	6	102	9	0	4	**121**	0	10	14	10	0	3	**37**	0
8:45AM	8	102	13	0	2	**125**	0	10	7	12	0	3	**32**	0
Hourly Total	26	358	44	1	14	**443**	0	34	59	48	0	8	**149**	0
9:00AM	8	100	15	0	1	**124**	0	1	11	10	0	4	**26**	0
9:15AM	10	98	8	0	0	**116**	0	6	16	11	0	2	**35**	0
9:30AM	7	95	12	0	1	**115**	0	7	9	8	0	2	**26**	0
9:45AM	6	119	8	0	1	**134**	0	7	11	7	0	5	**30**	0
Hourly Total	31	412	43	0	3	**489**	0	21	47	36	0	13	**117**	0
10:00AM	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	14	129	12	0	4	**159**	0	13	11	15	0	9	**48**	0
4:15PM	10	116	13	0	5	**144**	0	10	16	13	0	3	**42**	0
4:30PM	8	116	14	0	4	**142**	0	13	12	12	0	5	**42**	0
4:45PM	5	124	5	0	2	**136**	0	6	12	16	0	3	**37**	0
Hourly Total	37	485	44	0	15	**581**	0	42	51	56	0	20	**169**	0
5:00PM	9	101	12	0	6	**128**	0	11	5	6	0	0	**22**	0
5:15PM	9	107	8	0	4	**128**	0	8	10	22	0	2	**42**	0
5:30PM	8	100	9	0	3	**120**	0	11	13	9	0	3	**36**	0
5:45PM	5	95	7	0	5	**112**	0	2	3	13	0	3	**21**	0
Hourly Total	31	403	36	0	18	**488**	0	32	31	50	0	8	**121**	0
6:00PM	2	91	7	0	4	**104**	0	4	5	9	0	4	**22**	0
6:15PM	3	92	9	0	2	**106**	0	7	11	9	0	0	**27**	0
6:30PM	1	69	7	0	5	**82**	0	2	7	12	0	1	**22**	0
6:45PM	2	71	4	0	1	**78**	0	4	6	4	0	0	**14**	0
Hourly Total	8	323	27	0	12	**370**	0	17	29	34	0	5	**85**	0
7:00PM	4	52	5	0	2	**63**	0	1	10	10	0	0	**21**	0
7:15PM	3	52	5	0	1	**61**	0	0	5	6	0	5	**16**	0
7:30PM	4	45	6	0	1	**56**	0	3	3	2	0	1	**9**	0
7:45PM	1	41	10	0	2	**54**	0	1	6	5	0	5	**17**	0
Hourly Total	12	190	26	0	6	**234**	0	5	24	23	0	11	**63**	0
8:00PM	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	186	2586	288	1	83	**3144**	0	198	326	315	0	90	**929**	0
% Approach	5.9%	82.3%	9.2%	0%	2.6%	**-**	-	21.3%	35.1%	33.9%	0%	9.7%	**-**	-
% Total	2.1%	29.1%	3.2%	0%	0.9%	**35.4%**	-	2.2%	3.7%	3.5%	0%	1.0%	**10.5%**	-
Motorcycles	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-
% Motorcycles	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-
Lights	178	2547	277	1	82	**3085**	-	183	311	294	0	85	**873**	-
% Lights	95.7%	98.5%	96.2%	100%	98.8%	**98.1%**	-	92.4%	95.4%	93.3%	0%	94.4%	**94.0%**	-
Heavy	8	39	11	0	1	**59**	-	15	15	21	0	5	**56**	-
% Heavy	4.3%	1.5%	3.8%	0%	1.2%	**1.9%**	-	7.6%	4.6%	6.7%	0%	5.6%	**6.0%**	-

Leg	Military Rd							Lockport Rd						
Direction	Southbound							Westbound						
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Military Rd - TMC

Tue Nov 23, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904523, Location: 43.120321, -78.997501

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

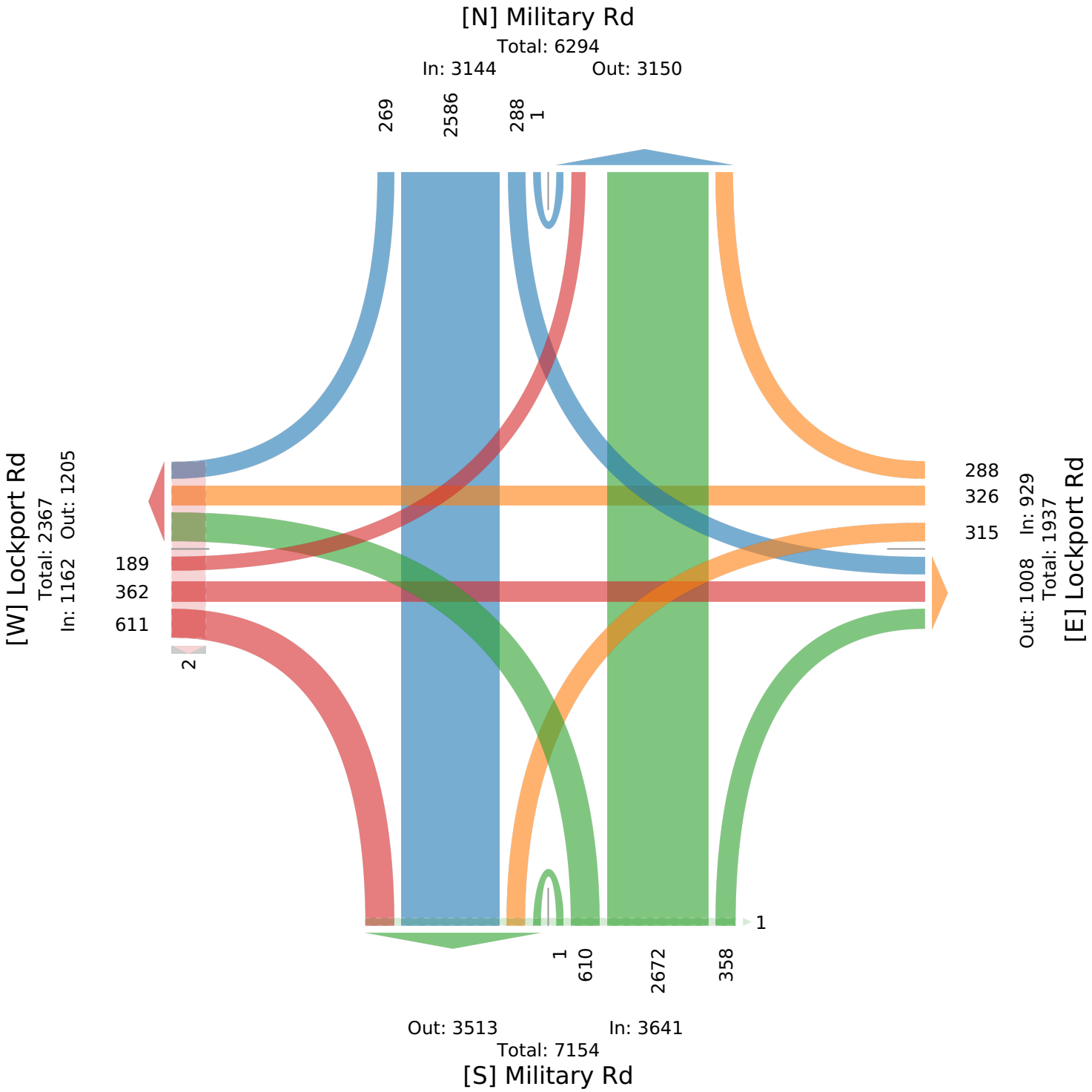
Leg Direction	Military Rd Northbound							Lockport Rd Eastbound							
Time	R	T	L	U	RR	App	Ped*	R	T	L	U	RR	App	Ped*	Int
2021-11-23 6:00AM	1	17	5	0	2	**25**	0	6	7	2	0	1	**16**	0	**82**
6:15AM	6	14	10	0	0	**30**	0	7	8	2	0	2	**19**	0	**120**
6:30AM	4	33	16	0	5	**58**	0	6	10	4	0	4	**24**	0	**163**
6:45AM	5	36	7	0	3	**51**	0	9	11	3	0	3	**26**	0	**167**
Hourly Total	16	100	38	0	10	**164**	0	28	36	11	0	10	**85**	0	**532**
7:00AM	7	38	14	0	1	**60**	0	4	11	3	0	3	**21**	0	**167**
7:15AM	2	40	17	0	2	**61**	0	7	11	4	0	5	**27**	0	**201**
7:30AM	4	52	15	0	3	**74**	0	7	10	9	0	5	**31**	0	**240**
7:45AM	7	54	18	0	2	**81**	0	10	12	6	0	7	**35**	0	**263**
Hourly Total	20	184	64	0	8	**276**	0	28	44	22	0	20	**114**	0	**871**
8:00AM	1	43	16	0	2	**62**	0	8	8	5	0	5	**26**	0	**237**
8:15AM	7	61	21	0	2	**91**	0	20	15	6	0	9	**50**	0	**269**
8:30AM	8	63	17	0	3	**91**	0	18	10	4	0	5	**37**	0	**286**
8:45AM	9	73	21	0	3	**106**	1	8	17	6	0	9	**40**	0	**303**
Hourly Total	25	240	75	0	10	**350**	1	54	50	21	0	28	**153**	0	**1095**
9:00AM	13	70	13	0	2	**98**	0	10	12	12	0	7	**41**	2	**289**
9:15AM	12	73	12	0	3	**100**	0	19	11	5	0	8	**43**	0	**294**
9:30AM	12	68	16	0	2	**98**	0	13	13	6	0	5	**37**	0	**276**
9:45AM	8	78	21	0	2	**109**	0	23	11	12	0	5	**51**	0	**324**
Hourly Total	45	289	62	0	9	**405**	0	65	47	35	0	25	**172**	2	**1183**
10:00AM	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	13	135	21	0	3	**172**	0	24	20	8	0	7	**59**	0	**438**
4:15PM	15	122	31	0	5	**173**	0	18	8	7	0	10	**43**	0	**402**
4:30PM	10	132	29	0	8	**179**	0	28	20	15	0	18	**81**	0	**444**
4:45PM	8	155	34	0	7	**204**	0	19	18	8	0	18	**63**	0	**440**
Hourly Total	46	544	115	0	23	**728**	0	89	66	38	0	53	**246**	0	**1724**
5:00PM	13	157	22	0	8	**200**	0	32	28	9	0	6	**75**	0	**425**
5:15PM	13	155	21	0	3	**192**	0	18	14	9	0	6	**47**	0	**409**
5:30PM	11	132	27	0	2	**172**	0	15	12	6	0	9	**42**	0	**370**
5:45PM	10	137	23	0	3	**173**	0	9	13	7	0	7	**36**	0	**342**
Hourly Total	47	581	93	0	16	**737**	0	74	67	31	0	28	**200**	0	**1546**
6:00PM	8	126	23	1	3	**161**	0	6	11	5	0	9	**31**	0	**318**
6:15PM	5	91	18	0	4	**118**	0	12	9	5	0	8	**34**	0	**285**
6:30PM	6	93	27	0	5	**131**	0	12	9	3	0	5	**29**	0	**264**
6:45PM	10	108	21	0	2	**141**	0	7	5	4	0	6	**22**	0	**255**
Hourly Total	29	418	89	1	14	**551**	0	37	34	17	0	28	**116**	0	**1122**
7:00PM	6	96	27	0	4	**133**	0	10	4	5	0	5	**24**	0	**241**
7:15PM	5	76	13	0	2	**96**	0	7	8	4	0	2	**21**	0	**194**
7:30PM	3	84	19	0	5	**111**	0	3	2	1	0	5	**11**	0	**187**
7:45PM	9	60	15	0	6	**90**	0	7	4	4	0	5	**20**	0	**181**
Hourly Total	23	316	74	0	17	**430**	0	27	18	14	0	17	**76**	0	**803**
8:00PM	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**
Total	251	2672	610	1	107	**3641**	1	402	362	189	0	209	**1162**	2	**8876**
% Approach	6.9%	73.4%	16.8%	0%	2.9%	**-**	-	34.6%	31.2%	16.3%	0%	18.0%	**-**	-	-
% Total	2.8%	30.1%	6.9%	0%	1.2%	**41.0%**	-	4.5%	4.1%	2.1%	0%	2.4%	**13.1%**	-	-
Motorcycles	0	0	0	0	0	**0**	-	1	0	0	0	0	**1**	-	1
% Motorcycles	0%	0%	0%	0%	0%	**0%**	-	0.2%	0%	0%	0%	0%	**0.1%**	-	0%
Lights	230	2629	587	1	103	**3550**	-	382	341	185	0	205	**1113**	-	8621
% Lights	91.6%	98.4%	96.2%	100%	96.3%	**97.5%**	-	95.0%	94.2%	97.9%	0%	98.1%	**95.8%**	-	97.1%
Heavy	21	43	23	0	4	**91**	-	19	21	4	0	4	**48**	-	254
% Heavy	8.4%	1.6%	3.8%	0%	3.7%	**2.5%**	-	4.7%	5.8%	2.1%	0%	1.9%	**4.1%**	-	2.9%

Leg	Military Rd							Lockport Rd							
Direction	Northbound							Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	2	
% 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

Lockport Rd/Military Rd - TMC
Tue Nov 23, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904523, Location: 43.120321, -78.997501

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Military Rd - TMC

Tue Nov 23, 2021
AM Peak (9 AM - 10 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904523, Location: 43.120321, -78.997501

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Military Rd Southbound							Lockport Rd Westbound						
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*
2021-11-23 9:00AM	8	100	15	0	1	**124**	0	1	11	10	0	4	**26**	0
9:15AM	10	98	8	0	0	**116**	0	6	16	11	0	2	**35**	0
9:30AM	7	95	12	0	1	**115**	0	7	9	8	0	2	**26**	0
9:45AM	6	119	8	0	1	**134**	0	7	11	7	0	5	**30**	0
Total	31	412	43	0	3	**489**	0	21	47	36	0	13	**117**	0
% Approach	6.3%	84.3%	8.8%	0%	0.6%	**-**	-	17.9%	40.2%	30.8%	0%	11.1%	**-**	-
% Total	2.6%	34.8%	3.6%	0%	0.3%	**41.3%**	-	1.8%	4.0%	3.0%	0%	1.1%	**9.9%**	-
PHF	0.775	0.866	0.717	-	0.750	**0.912**	-	0.750	0.734	0.818	-	0.650	**0.836**	-
Motorcycles	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-
% Motorcycles	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-
Lights	28	405	41	0	3	**477**	-	19	45	33	0	12	**109**	-
% Lights	90.3%	98.3%	95.3%	0%	100%	**97.5%**	-	90.5%	95.7%	91.7%	0%	92.3%	**93.2%**	-
Heavy	3	7	2	0	0	**12**	-	2	2	3	0	1	**8**	-
% Heavy	9.7%	1.7%	4.7%	0%	0%	**2.5%**	-	9.5%	4.3%	8.3%	0%	7.7%	**6.8%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Military Rd - TMC

Tue Nov 23, 2021
AM Peak (9 AM - 10 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904523, Location: 43.120321, -78.997501

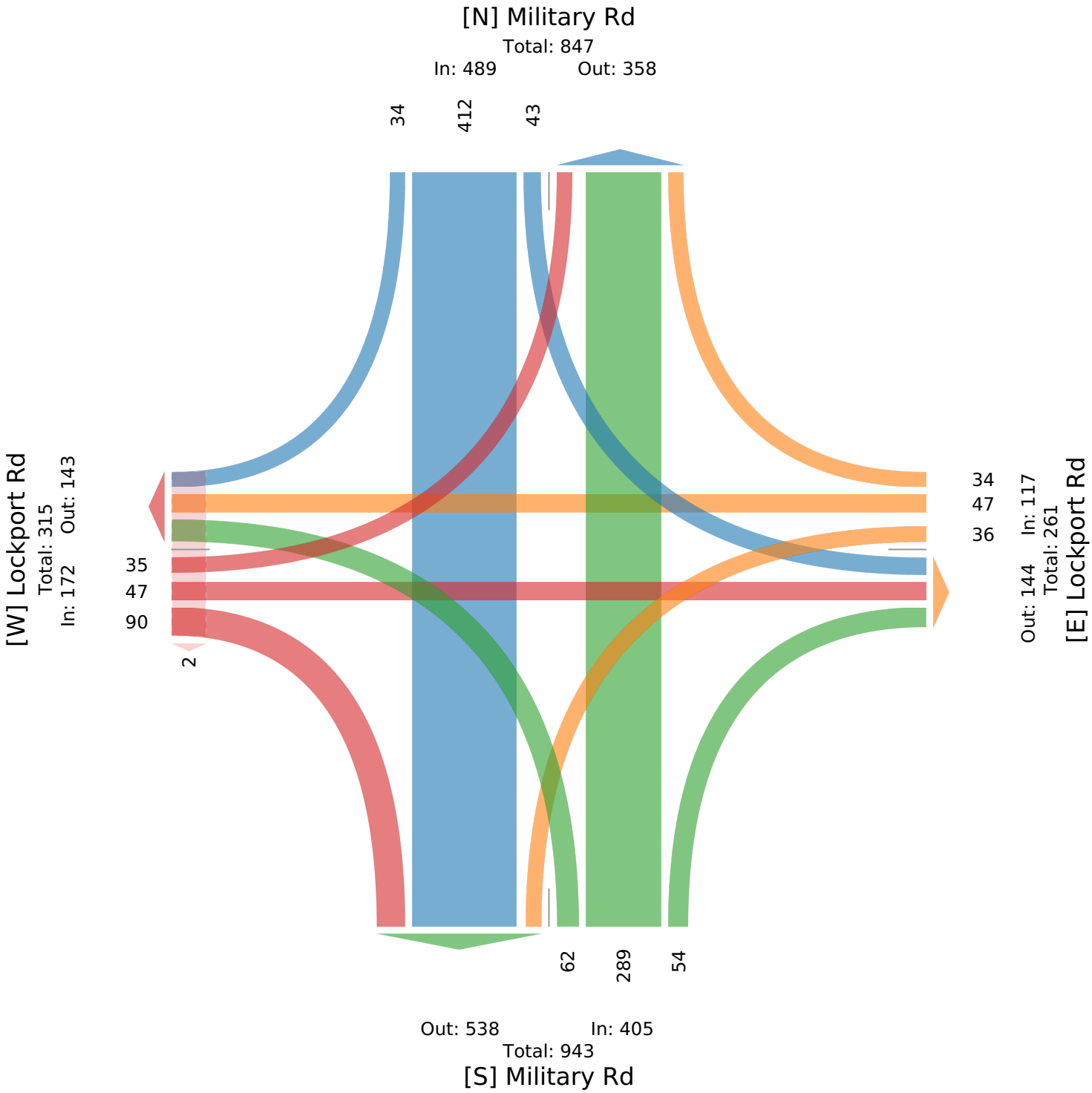
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Military Rd Northbound							Lockport Rd Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2021-11-23 9:00AM	13	70	13	0	2	**98**	0	10	12	12	0	7	**41**	2	**289**
9:15AM	12	73	12	0	3	**100**	0	19	11	5	0	8	**43**	0	**294**
9:30AM	12	68	16	0	2	**98**	0	13	13	6	0	5	**37**	0	**276**
9:45AM	8	78	21	0	2	**109**	0	23	11	12	0	5	**51**	0	**324**
Total	45	289	62	0	9	**405**	0	65	47	35	0	25	**172**	2	**1183**
% Approach	11.1%	71.4%	15.3%	0%	2.2%	**-**	-	37.8%	27.3%	20.3%	0%	14.5%	**-**	-	**-**
% Total	3.8%	24.4%	5.2%	0%	0.8%	**34.2%**	-	5.5%	4.0%	3.0%	0%	2.1%	**14.5%**	-	**-**
PHF	0.865	0.926	0.738	-	0.750	**0.929**	-	0.707	0.904	0.729	-	0.781	**0.843**	-	0.913
Motorcycles	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0%
Lights	41	279	56	0	8	**384**	-	58	41	35	0	25	**159**	-	1129
% Lights	91.1%	96.5%	90.3%	0%	88.9%	**94.8%**	-	89.2%	87.2%	100%	0%	100%	**92.4%**	-	95.4%
Heavy	4	10	6	0	1	**21**	-	7	6	0	0	0	**13**	-	54
% Heavy	8.9%	3.5%	9.7%	0%	11.1%	**5.2%**	-	10.8%	12.8%	0%	0%	0%	**7.6%**	-	4.6%
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

Lockport Rd/Military Rd - TMC
Tue Nov 23, 2021
AM Peak (9 AM - 10 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904523, Location: 43.120321, -78.997501

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Military Rd - TMC

Tue Nov 23, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904523, Location: 43.120321, -78.997501

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Military Rd Southbound							Lockport Rd Westbound						
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*
2021-11-23 4:00PM	14	129	12	0	4	**159**	0	13	11	15	0	9	**48**	0
4:15PM	10	116	13	0	5	**144**	0	10	16	13	0	3	**42**	0
4:30PM	8	116	14	0	4	**142**	0	13	12	12	0	5	**42**	0
4:45PM	5	124	5	0	2	**136**	0	6	12	16	0	3	**37**	0
Total	37	485	44	0	15	**581**	0	42	51	56	0	20	**169**	0
% Approach	6.4%	83.5%	7.6%	0%	2.6%	**-**	-	24.9%	30.2%	33.1%	0%	11.8%	**-**	-
% Total	2.1%	28.1%	2.6%	0%	0.9%	**33.7%**	-	2.4%	3.0%	3.2%	0%	1.2%	**9.8%**	-
PHF	0.661	0.940	0.786	-	0.750	**0.914**	-	0.808	0.797	0.875	-	0.556	**0.880**	-
Motorcycles	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-
% Motorcycles	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-
Lights	36	479	39	0	15	**569**	-	41	50	53	0	19	**163**	-
% Lights	97.3%	98.8%	88.6%	0%	100%	**97.9%**	-	97.6%	98.0%	94.6%	0%	95.0%	**96.4%**	-
Heavy	1	6	5	0	0	**12**	-	1	1	3	0	1	**6**	-
% Heavy	2.7%	1.2%	11.4%	0%	0%	**2.1%**	-	2.4%	2.0%	5.4%	0%	5.0%	**3.6%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Military Rd - TMC

Tue Nov 23, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904523, Location: 43.120321, -78.997501

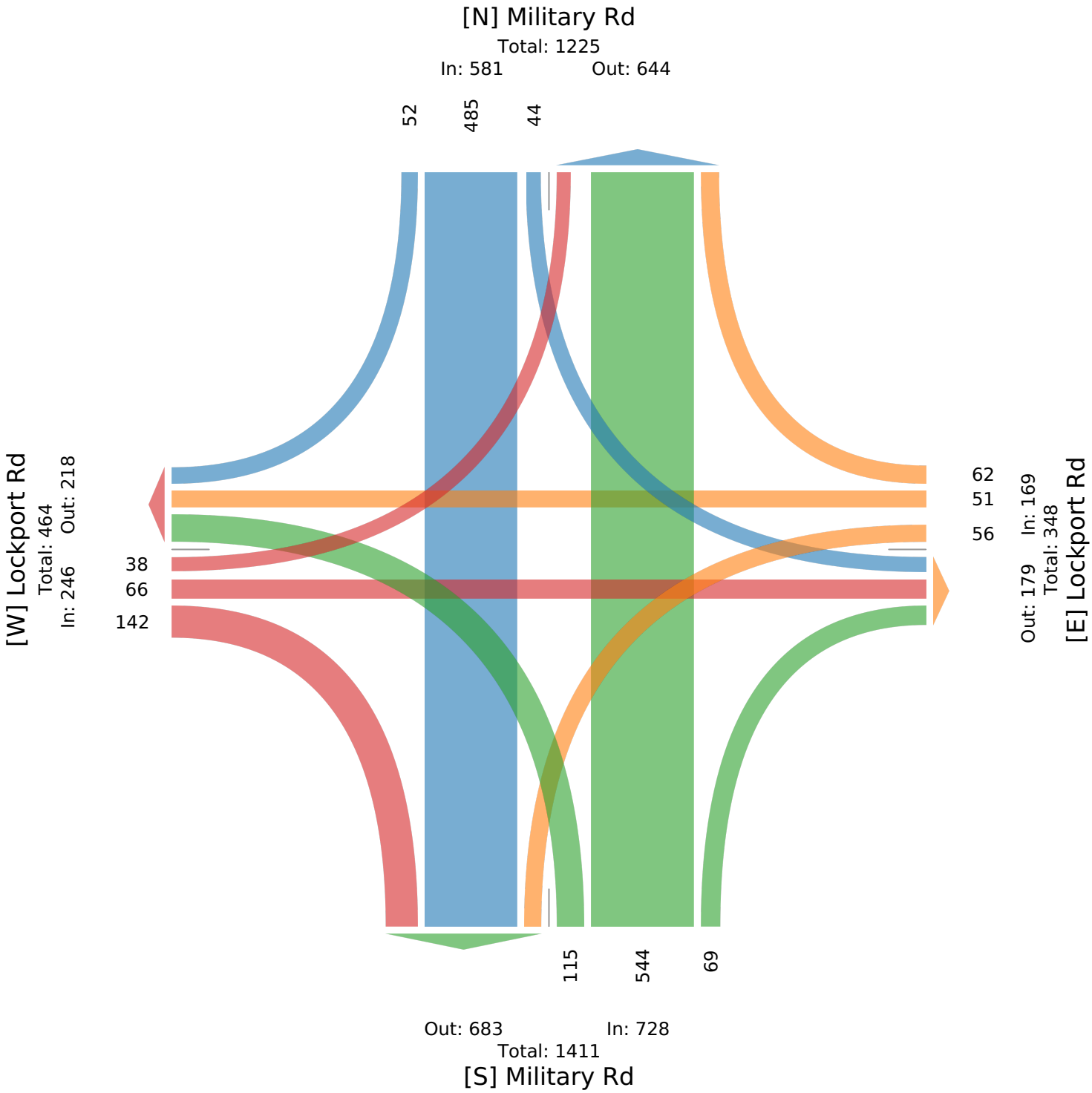
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Military Rd Northbound							Lockport Rd Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2021-11-23 4:00PM	13	135	21	0	3	**172**	0	24	20	8	0	7	**59**	0	**438**
4:15PM	15	122	31	0	5	**173**	0	18	8	7	0	10	**43**	0	**402**
4:30PM	10	132	29	0	8	**179**	0	28	20	15	0	18	**81**	0	**444**
4:45PM	8	155	34	0	7	**204**	0	19	18	8	0	18	**63**	0	**440**
Total	46	544	115	0	23	**728**	0	89	66	38	0	53	**246**	0	**1724**
% Approach	6.3%	74.7%	15.8%	0%	3.2%	**-**	-	36.2%	26.8%	15.4%	0%	21.5%	**-**	-	-
% Total	2.7%	31.6%	6.7%	0%	1.3%	**42.2%**	-	5.2%	3.8%	2.2%	0%	3.1%	**14.3%**	-	-
PHF	0.767	0.877	0.846	-	0.719	**0.892**	-	0.795	0.825	0.633	-	0.736	**0.759**	-	0.971
Motorcycles	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0%
Lights	41	536	112	0	23	**712**	-	88	63	38	0	53	**242**	-	1686
% Lights	89.1%	98.5%	97.4%	0%	100%	**97.8%**	-	98.9%	95.5%	100%	0%	100%	**98.4%**	-	97.8%
Heavy	5	8	3	0	0	**16**	-	1	3	0	0	0	**4**	-	38
% Heavy	10.9%	1.5%	2.6%	0%	0%	**2.2%**	-	1.1%	4.5%	0%	0%	0%	**1.6%**	-	2.2%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Military Rd - TMC
Tue Nov 23, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904523, Location: 43.120321, -78.997501

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Military Rd - TMC

Tue Nov 23, 2021
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904523, Location: 43.120321, -78.997501

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Military Rd Southbound							Lockport Rd Westbound						
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*
2021-11-23 5:30PM	8	100	9	0	3	**120**	0	11	13	9	0	3	**36**	0
5:45PM	5	95	7	0	5	**112**	0	2	3	13	0	3	**21**	0
6:00PM	2	91	7	0	4	**104**	0	4	5	9	0	4	**22**	0
6:15PM	3	92	9	0	2	**106**	0	7	11	9	0	0	**27**	0
Total	18	378	32	0	14	**442**	0	24	32	40	0	10	**106**	0
% Approach	4.1%	85.5%	7.2%	0%	3.2%	**-**	-	22.6%	30.2%	37.7%	0%	9.4%	**-**	-
% Total	1.4%	28.7%	2.4%	0%	1.1%	**33.6%**	-	1.8%	2.4%	3.0%	0%	0.8%	**8.1%**	-
PHF	0.563	0.945	0.889	-	0.700	**0.921**	-	0.545	0.615	0.769	-	0.625	**0.736**	-
Motorcycles	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-
% Motorcycles	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-
Lights	18	376	31	0	14	**439**	-	24	31	38	0	10	**103**	-
% Lights	100%	99.5%	96.9%	0%	100%	**99.3%**	-	100%	96.9%	95.0%	0%	100%	**97.2%**	-
Heavy	0	2	1	0	0	**3**	-	0	1	2	0	0	**3**	-
% Heavy	0%	0.5%	3.1%	0%	0%	**0.7%**	-	0%	3.1%	5.0%	0%	0%	**2.8%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Military Rd - TMC

Tue Nov 23, 2021
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904523, Location: 43.120321, -78.997501

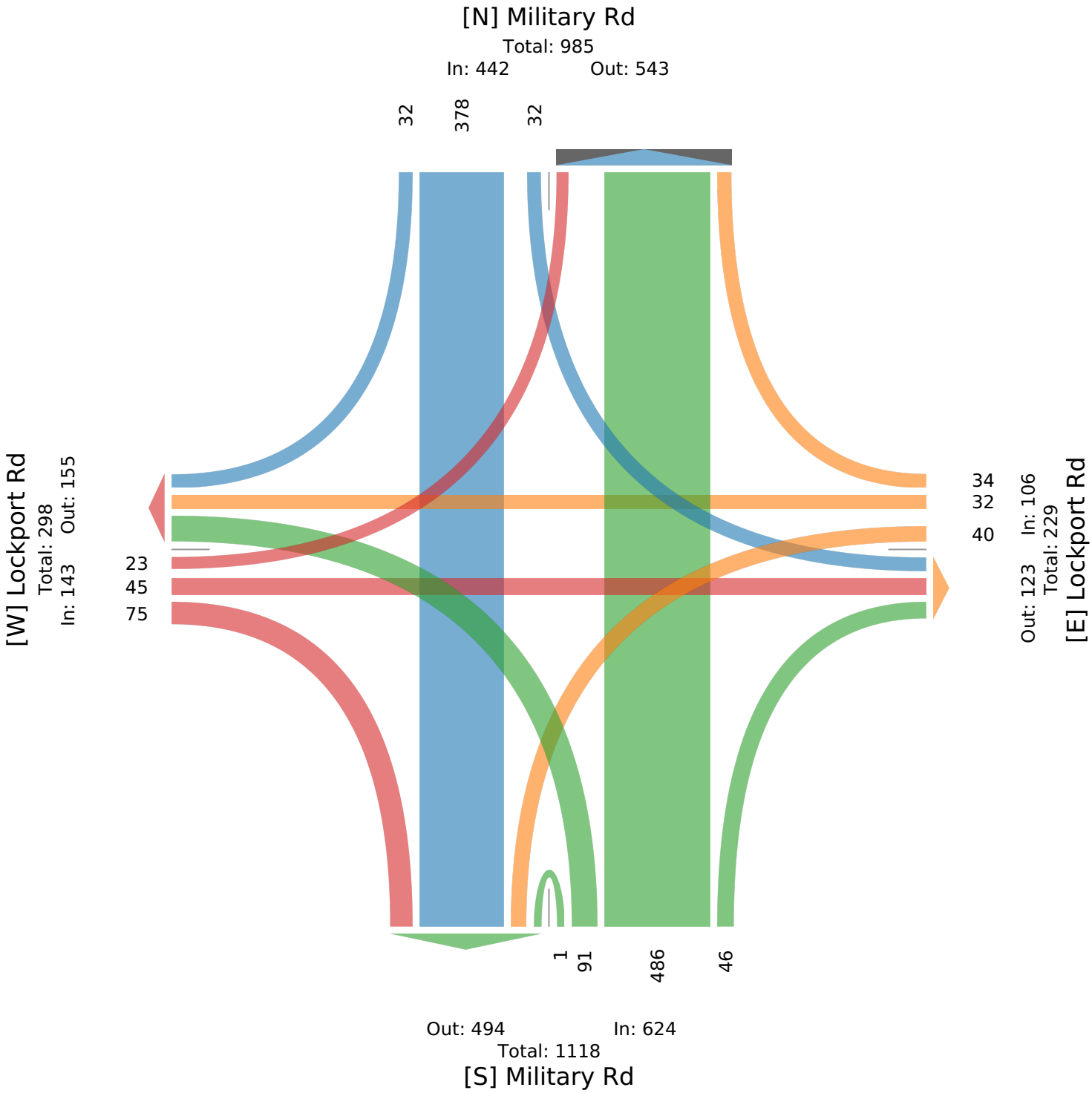
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Military Rd Northbound							Lockport Rd Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2021-11-23 5:30PM	11	132	27	0	2	**172**	0	15	12	6	0	9	**42**	0	**370**
5:45PM	10	137	23	0	3	**173**	0	9	13	7	0	7	**36**	0	**342**
6:00PM	8	126	23	1	3	**161**	0	6	11	5	0	9	**31**	0	**318**
6:15PM	5	91	18	0	4	**118**	0	12	9	5	0	8	**34**	0	**285**
Total	34	486	91	1	12	**624**	0	42	45	23	0	33	**143**	0	**1315**
% Approach	5.4%	77.9%	14.6%	0.2%	1.9%	**-**	-	29.4%	31.5%	16.1%	0%	23.1%	**-**	-	-
% Total	2.6%	37.0%	6.9%	0.1%	0.9%	**47.5%**	-	3.2%	3.4%	1.7%	0%	2.5%	**10.9%**	-	-
PHF	0.773	0.887	0.843	0.250	0.750	**0.902**	-	0.700	0.865	0.821	-	0.917	**0.851**	-	0.889
Motorcycles	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0%
Lights	32	485	89	1	12	**619**	-	41	45	22	0	33	**141**	-	1302
% Lights	94.1%	99.8%	97.8%	100%	100%	**99.2%**	-	97.6%	100%	95.7%	0%	100%	**98.6%**	-	99.0%
Heavy	2	1	2	0	0	**5**	-	1	0	1	0	0	**2**	-	13
% Heavy	5.9%	0.2%	2.2%	0%	0%	**0.8%**	-	2.4%	0%	4.3%	0%	0%	**1.4%**	-	1.0%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Military Rd - TMC
Tue Nov 23, 2021
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904523, Location: 43.120321, -78.997501

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Packard Rd - TMC

Tue Nov 23, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904519, Location: 43.120551, -78.963042

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

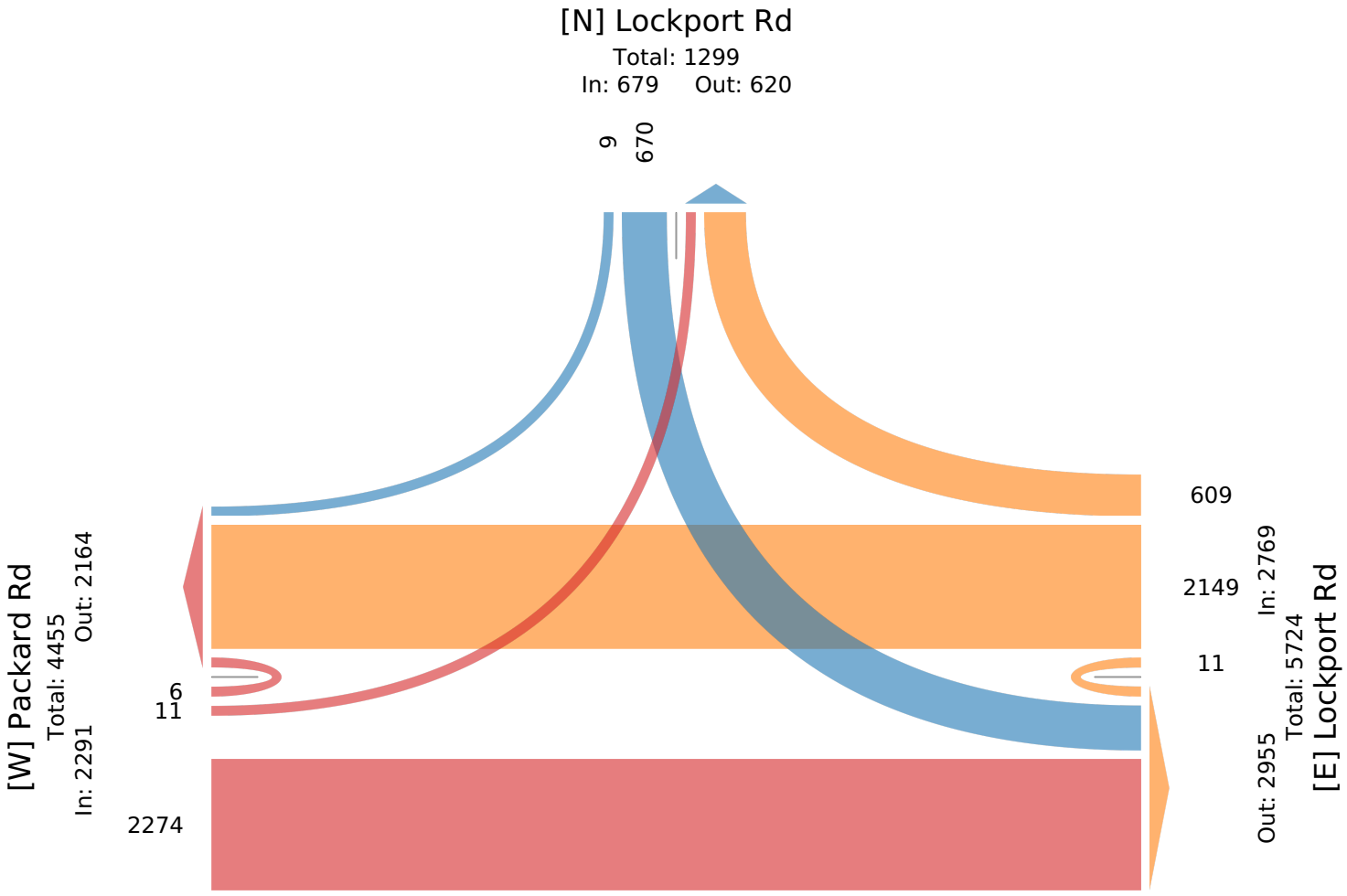
Leg Direction	Lockport Rd Southbound					Lockport Rd Westbound					Packard Rd Eastbound					
Time	R	L	U	App	Ped*	R	T	U	App	Ped*	T	L	U	App	Ped*	Int
2021-11-23 6:00AM	0	10	0	**10**	0	4	40	0	**44**	0	44	0	0	**44**	0	**98**
6:15AM	0	14	0	**14**	0	12	56	0	**68**	0	51	0	0	**51**	0	**133**
6:30AM	0	17	0	**17**	0	18	75	0	**93**	0	48	0	0	**48**	0	**158**
6:45AM	2	21	0	**23**	0	22	60	1	**83**	0	62	0	0	**62**	0	**168**
Hourly Total	2	62	0	**64**	0	56	231	1	**288**	0	205	0	0	**205**	0	**557**
7:00AM	0	25	0	**25**	0	22	44	0	**66**	0	62	0	0	**62**	0	**153**
7:15AM	0	24	0	**24**	0	17	68	0	**85**	0	83	0	0	**83**	0	**192**
7:30AM	0	15	0	**15**	0	33	72	0	**105**	0	75	0	0	**75**	0	**195**
7:45AM	2	21	0	**23**	0	24	86	0	**110**	0	70	0	1	**71**	0	**204**
Hourly Total	2	85	0	**87**	0	96	270	0	**366**	0	290	0	1	**291**	0	**744**
8:00AM	0	29	0	**29**	0	31	68	0	**99**	0	54	2	1	**57**	0	**185**
8:15AM	2	35	0	**37**	0	22	65	2	**89**	0	65	0	0	**65**	0	**191**
8:30AM	0	26	0	**26**	0	25	74	0	**99**	0	68	1	0	**69**	0	**194**
8:45AM	0	34	0	**34**	0	16	88	0	**104**	0	74	1	0	**75**	0	**213**
Hourly Total	2	124	0	**126**	0	94	295	2	**391**	0	261	4	1	**266**	0	**783**
9:00AM	0	32	0	**32**	0	18	63	1	**82**	0	65	0	0	**65**	0	**179**
9:15AM	0	27	0	**27**	0	20	70	0	**90**	0	53	1	0	**54**	0	**171**
9:30AM	0	16	0	**16**	0	14	55	0	**69**	0	60	0	1	**61**	0	**146**
9:45AM	0	19	0	**19**	0	21	69	0	**90**	0	64	0	0	**64**	0	**173**
Hourly Total	0	94	0	**94**	0	73	257	1	**331**	0	242	1	1	**244**	0	**669**
4:00PM	0	27	0	**27**	0	36	121	0	**157**	0	126	2	0	**128**	0	**312**
4:15PM	0	26	0	**26**	0	29	107	0	**136**	0	126	0	0	**126**	0	**288**
4:30PM	0	36	0	**36**	0	29	114	0	**143**	0	127	0	1	**128**	0	**307**
4:45PM	0	15	0	**15**	0	21	95	0	**116**	0	97	0	0	**97**	0	**228**
Hourly Total	0	104	0	**104**	0	115	437	0	**552**	0	476	2	1	**479**	0	**1135**
5:00PM	0	41	0	**41**	0	24	83	0	**107**	0	73	0	0	**73**	0	**221**
5:15PM	0	20	0	**20**	0	21	70	3	**94**	0	97	0	1	**98**	0	**212**
5:30PM	1	25	0	**26**	0	17	82	2	**101**	0	89	0	0	**89**	0	**216**
5:45PM	0	17	0	**17**	0	10	67	0	**77**	0	61	1	0	**62**	0	**156**
Hourly Total	1	103	0	**104**	0	72	302	5	**379**	0	320	1	1	**322**	0	**805**
6:00PM	0	18	0	**18**	0	19	75	1	**95**	0	72	1	0	**73**	0	**186**
6:15PM	1	18	0	**19**	0	21	53	0	**74**	0	65	0	0	**65**	0	**158**
6:30PM	0	12	0	**12**	0	15	42	0	**57**	0	65	0	0	**65**	0	**134**
6:45PM	0	7	0	**7**	0	12	41	0	**53**	0	56	1	0	**57**	0	**117**
Hourly Total	1	55	0	**56**	0	67	211	1	**279**	0	258	2	0	**260**	0	**595**
7:00PM	1	15	0	**16**	0	12	40	0	**52**	0	65	0	1	**66**	0	**134**
7:15PM	0	11	0	**11**	0	10	33	0	**43**	0	54	1	0	**55**	0	**109**
7:30PM	0	4	0	**4**	0	6	45	0	**51**	0	52	0	0	**52**	0	**107**
7:45PM	0	13	0	**13**	0	8	28	1	**37**	0	51	0	0	**51**	0	**101**
Hourly Total	1	43	0	**44**	0	36	146	1	**183**	0	222	1	1	**224**	0	**451**
8:00PM	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**
Total	9	670	0	**679**	0	609	2149	11	**2769**	0	2274	11	6	**2291**	0	**5739**
% Approach	1.3%	98.7%	0%	**-**	-	22.0%	77.6%	0.4%	**-**	-	99.3%	0.5%	0.3%	**-**	-	-
% Total	0.2%	11.7%	0%	**11.8%**	-	10.6%	37.4%	0.2%	**48.2%**	-	39.6%	0.2%	0.1%	**39.9%**	-	-
Motorcycles	0	0	0	**0**	-	0	1	0	**1**	-	0	0	0	**0**	-	1
% Motorcycles	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Lights	6	630	0	**636**	-	572	2017	11	**2600**	-	2142	10	6	**2158**	-	5394
% Lights	66.7%	94.0%	0%	**93.7%**	-	93.9%	93.9%	100%	**93.9%**	-	94.2%	90.9%	100%	**94.2%**	-	94.0%
Heavy	3	40	0	**43**	-	37	131	0	**168**	-	132	1	0	**133**	-	344
% Heavy	33.3%	6.0%	0%	**6.3%**	-	6.1%	6.1%	0%	**6.1%**	-	5.8%	9.1%	0%	**5.8%**	-	6.0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Leg	Lockport Rd					Lockport Rd					Packard Rd					
Direction	Southbound					Westbound					Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Packard Rd - TMC
Tue Nov 23, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904519, Location: 43.120551, -78.963042

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Packard Rd - TMC

Tue Nov 23, 2021
AM Peak (8 AM - 9 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904519, Location: 43.120551, -78.963042

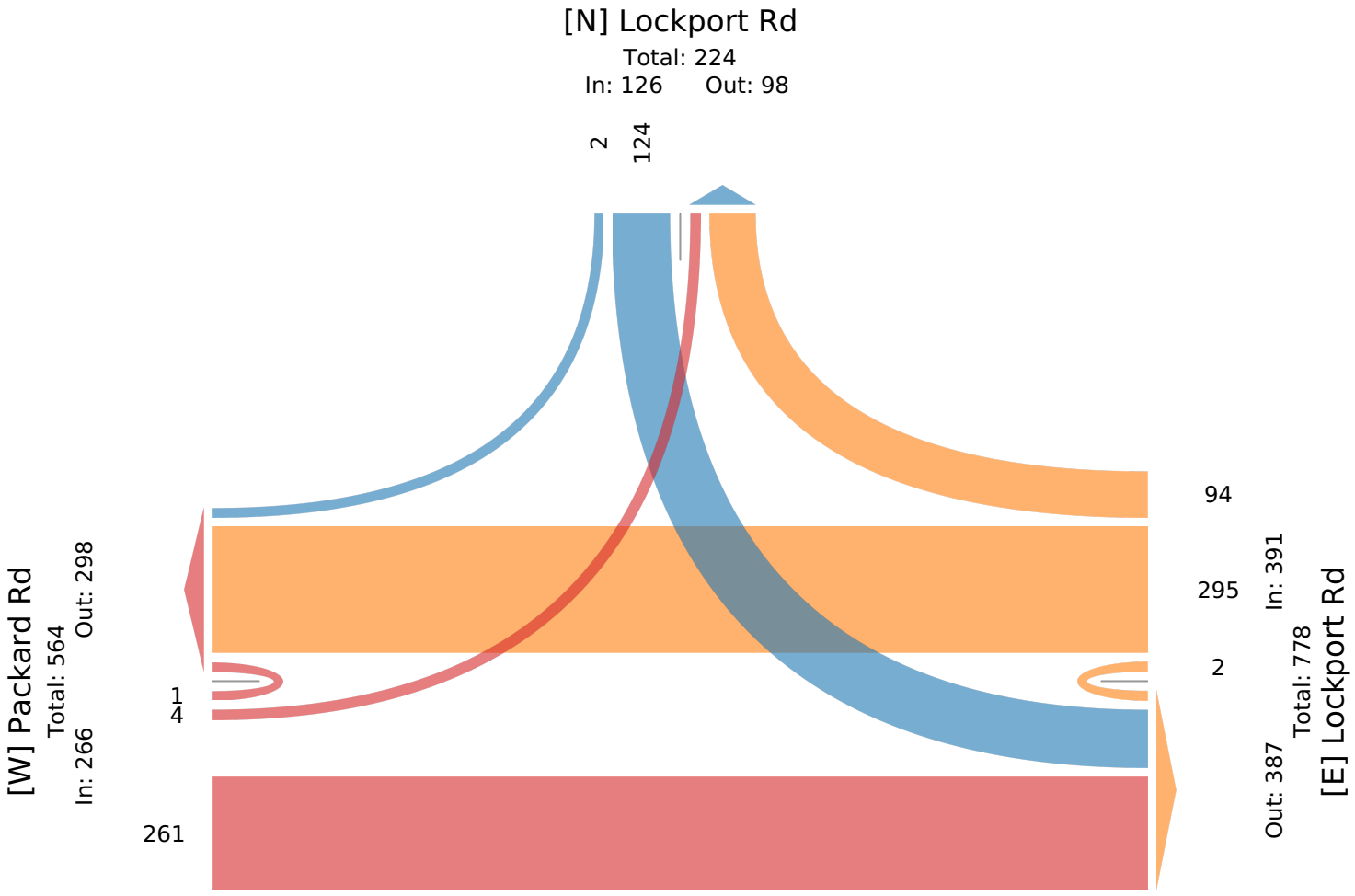
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Lockport Rd Southbound					Lockport Rd Westbound					Packard Rd Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2021-11-23 8:00AM	0	29	0	**29**	0	31	68	0	**99**	0	54	2	1	**57**	0	**185**
8:15AM	2	35	0	**37**	0	22	65	2	**89**	0	65	0	0	**65**	0	**191**
8:30AM	0	26	0	**26**	0	25	74	0	**99**	0	68	1	0	**69**	0	**194**
8:45AM	0	34	0	**34**	0	16	88	0	**104**	0	74	1	0	**75**	0	**213**
Total	2	124	0	**126**	0	94	295	2	**391**	0	261	4	1	**266**	0	**783**
% Approach	1.6%	98.4%	0%	**-**	-	24.0%	75.4%	0.5%	**-**	-	98.1%	1.5%	0.4%	**-**	-	**-**
% Total	0.3%	15.8%	0%	**16.1%**	-	12.0%	37.7%	0.3%	**49.9%**	-	33.3%	0.5%	0.1%	**34.0%**	-	**-**
PHF	0.250	0.886	-	**0.851**	-	0.758	0.838	0.250	**0.940**	-	0.882	0.500	0.250	**0.887**	-	0.919
Motorcycles	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Lights	2	113	0	**115**	-	81	260	2	**343**	-	228	3	1	**232**	-	690
% Lights	100%	91.1%	0%	**91.3%**	-	86.2%	88.1%	100%	**87.7%**	-	87.4%	75.0%	100%	**87.2%**	-	88.1%
Heavy	0	11	0	**11**	-	13	35	0	**48**	-	33	1	0	**34**	-	93
% Heavy	0%	8.9%	0%	**8.7%**	-	13.8%	11.9%	0%	**12.3%**	-	12.6%	25.0%	0%	**12.8%**	-	11.9%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Packard Rd - TMC
Tue Nov 23, 2021
AM Peak (8 AM - 9 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904519, Location: 43.120551, -78.963042

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Packard Rd - TMC

Tue Nov 23, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904519, Location: 43.120551, -78.963042

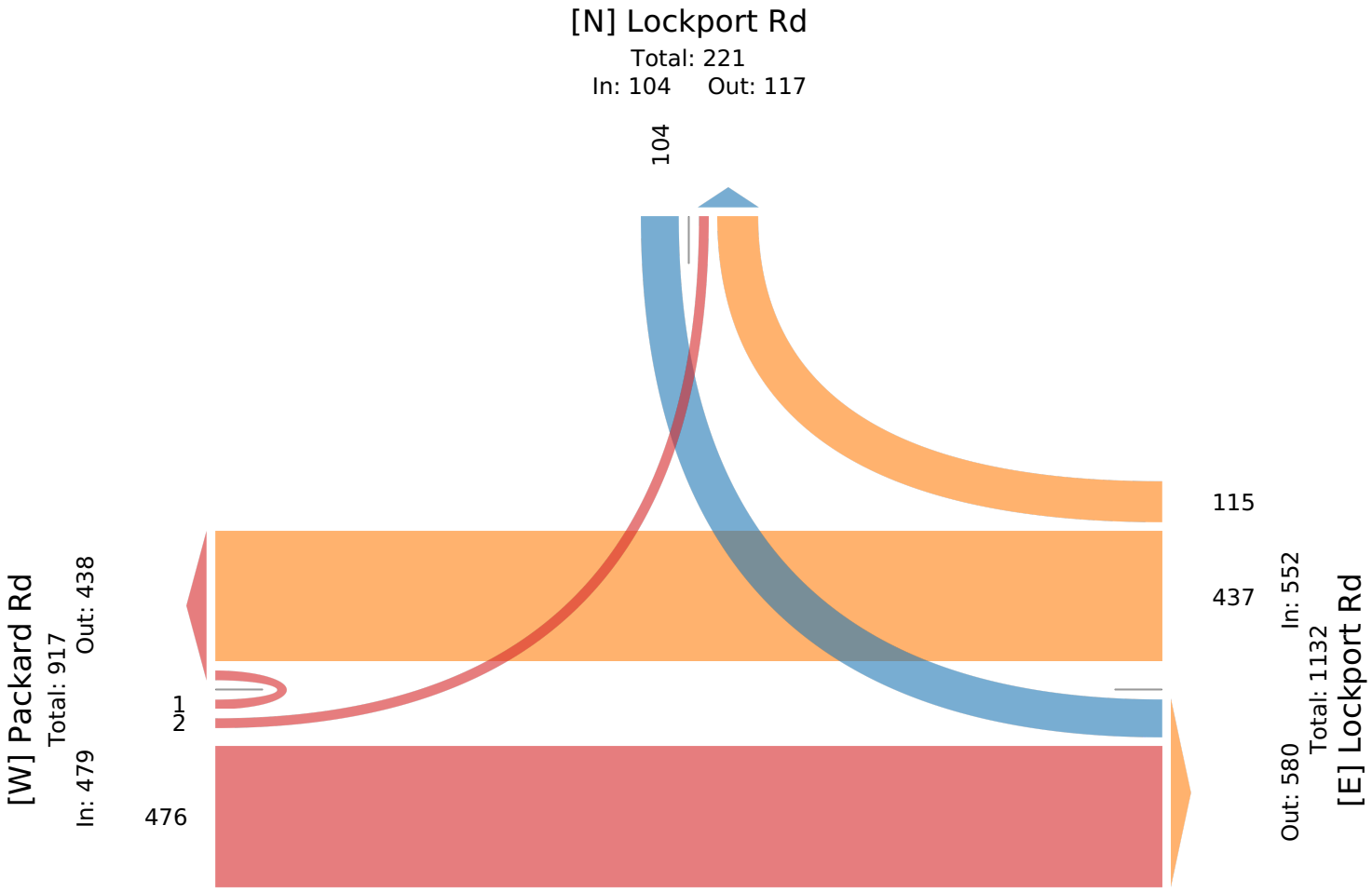
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Lockport Rd Southbound					Lockport Rd Westbound					Packard Rd Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2021-11-23 4:00PM	0	27	0	**27**	0	36	121	0	**157**	0	126	2	0	**128**	0	**312**
4:15PM	0	26	0	**26**	0	29	107	0	**136**	0	126	0	0	**126**	0	**288**
4:30PM	0	36	0	**36**	0	29	114	0	**143**	0	127	0	1	**128**	0	**307**
4:45PM	0	15	0	**15**	0	21	95	0	**116**	0	97	0	0	**97**	0	**228**
Total	0	104	0	**104**	0	115	437	0	**552**	0	476	2	1	**479**	0	**1135**
% Approach	0%	100%	0%	**-**	-	20.8%	79.2%	0%	**-**	-	99.4%	0.4%	0.2%	**-**	-	-
% Total	0%	9.2%	0%	**9.2%**	-	10.1%	38.5%	0%	**48.6%**	-	41.9%	0.2%	0.1%	**42.2%**	-	-
PHF	-	0.722	-	**0.722**	-	0.799	0.903	-	**0.879**	-	0.937	0.250	0.250	**0.936**	-	0.909
Motorcycles	0	0	0	**0**	-	0	1	0	**1**	-	0	0	0	**0**	-	1
% Motorcycles	0%	0%	0%	**0%**	-	0%	0.2%	0%	**0.2%**	-	0%	0%	0%	**0%**	-	0.1%
Lights	0	94	0	**94**	-	113	416	0	**529**	-	455	2	1	**458**	-	1081
% Lights	0%	90.4%	0%	**90.4%**	-	98.3%	95.2%	0%	**95.8%**	-	95.6%	100%	100%	**95.6%**	-	95.2%
Heavy	0	10	0	**10**	-	2	20	0	**22**	-	21	0	0	**21**	-	53
% Heavy	0%	9.6%	0%	**9.6%**	-	1.7%	4.6%	0%	**4.0%**	-	4.4%	0%	0%	**4.4%**	-	4.7%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Packard Rd - TMC
Tue Nov 23, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904519, Location: 43.120551, -78.963042

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Packard Rd - TMC

Tue Nov 23, 2021
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904519, Location: 43.120551, -78.963042



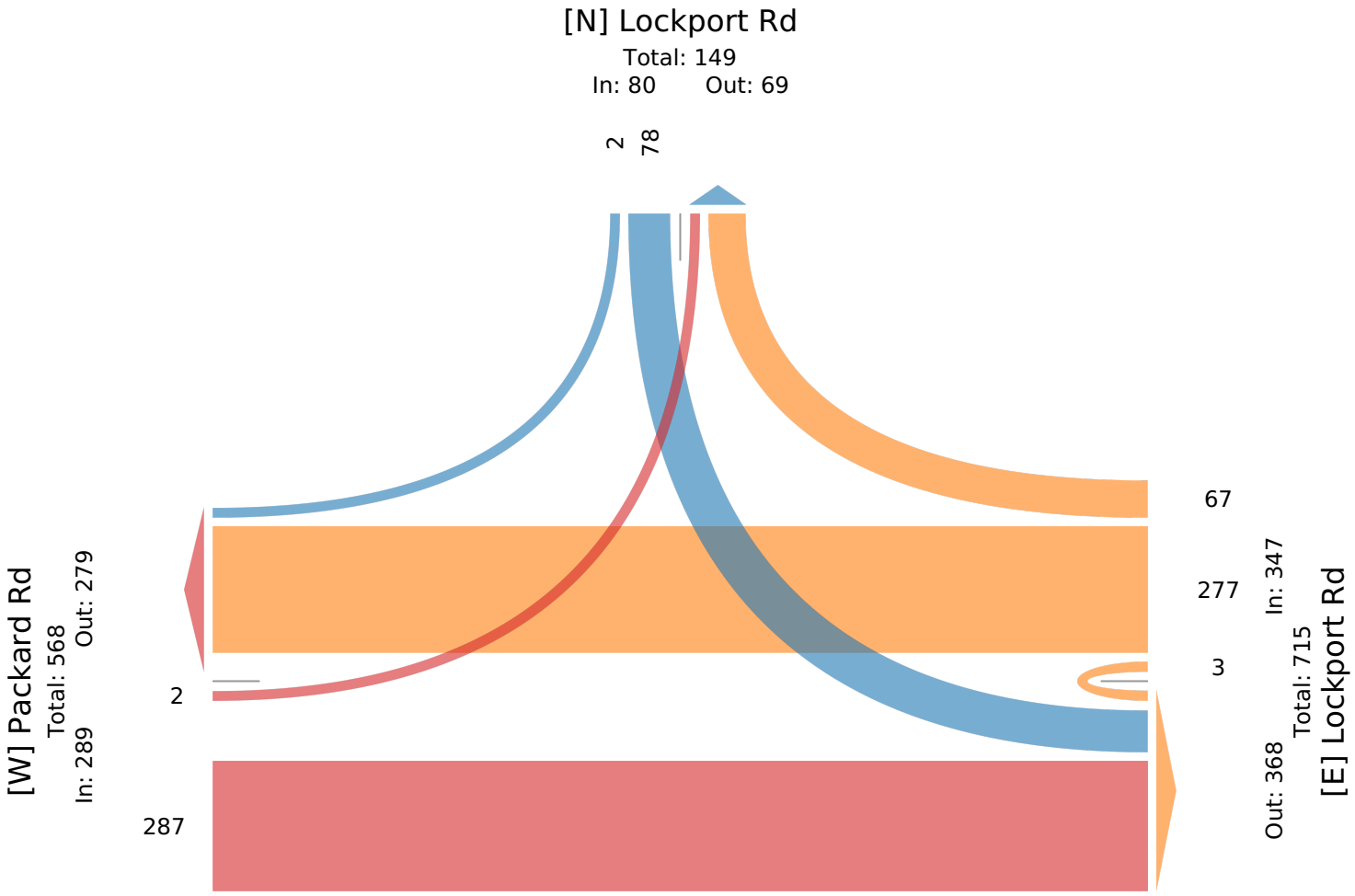
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Lockport Rd Southbound					Lockport Rd Westbound					Packard Rd Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2021-11-23 5:30PM	1	25	0	**26**	0	17	82	2	**101**	0	89	0	0	**89**	0	**216**
5:45PM	0	17	0	**17**	0	10	67	0	**77**	0	61	1	0	**62**	0	**156**
6:00PM	0	18	0	**18**	0	19	75	1	**95**	0	72	1	0	**73**	0	**186**
6:15PM	1	18	0	**19**	0	21	53	0	**74**	0	65	0	0	**65**	0	**158**
Total	2	78	0	**80**	0	67	277	3	**347**	0	287	2	0	**289**	0	**716**
% Approach	2.5%	97.5%	0%	**-**	-	19.3%	79.8%	0.9%	**-**	-	99.3%	0.7%	0%	**-**	-	**-**
% Total	0.3%	10.9%	0%	**11.2%**	-	9.4%	38.7%	0.4%	**48.5%**	-	40.1%	0.3%	0%	**40.4%**	-	**-**
PHF	0.500	0.780	-	**0.769**	-	0.798	0.845	0.375	**0.859**	-	0.806	0.500	-	**0.812**	-	0.829
Motorcycles	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Lights	0	77	0	**77**	-	65	270	3	**338**	-	283	2	0	**285**	-	700
% Lights	0%	98.7%	0%	**96.3%**	-	97.0%	97.5%	100%	**97.4%**	-	98.6%	100%	0%	**98.6%**	-	97.8%
Heavy	2	1	0	**3**	-	2	7	0	**9**	-	4	0	0	**4**	-	16
% Heavy	100%	1.3%	0%	**3.8%**	-	3.0%	2.5%	0%	**2.6%**	-	1.4%	0%	0%	**1.4%**	-	2.2%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Packard Rd - TMC
Tue Nov 23, 2021
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904519, Location: 43.120551, -78.963042

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Tuscarora Rd(S) - TMC

Wed Jan 5, 2022
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 913955, Location: 43.121174, -78.953001

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

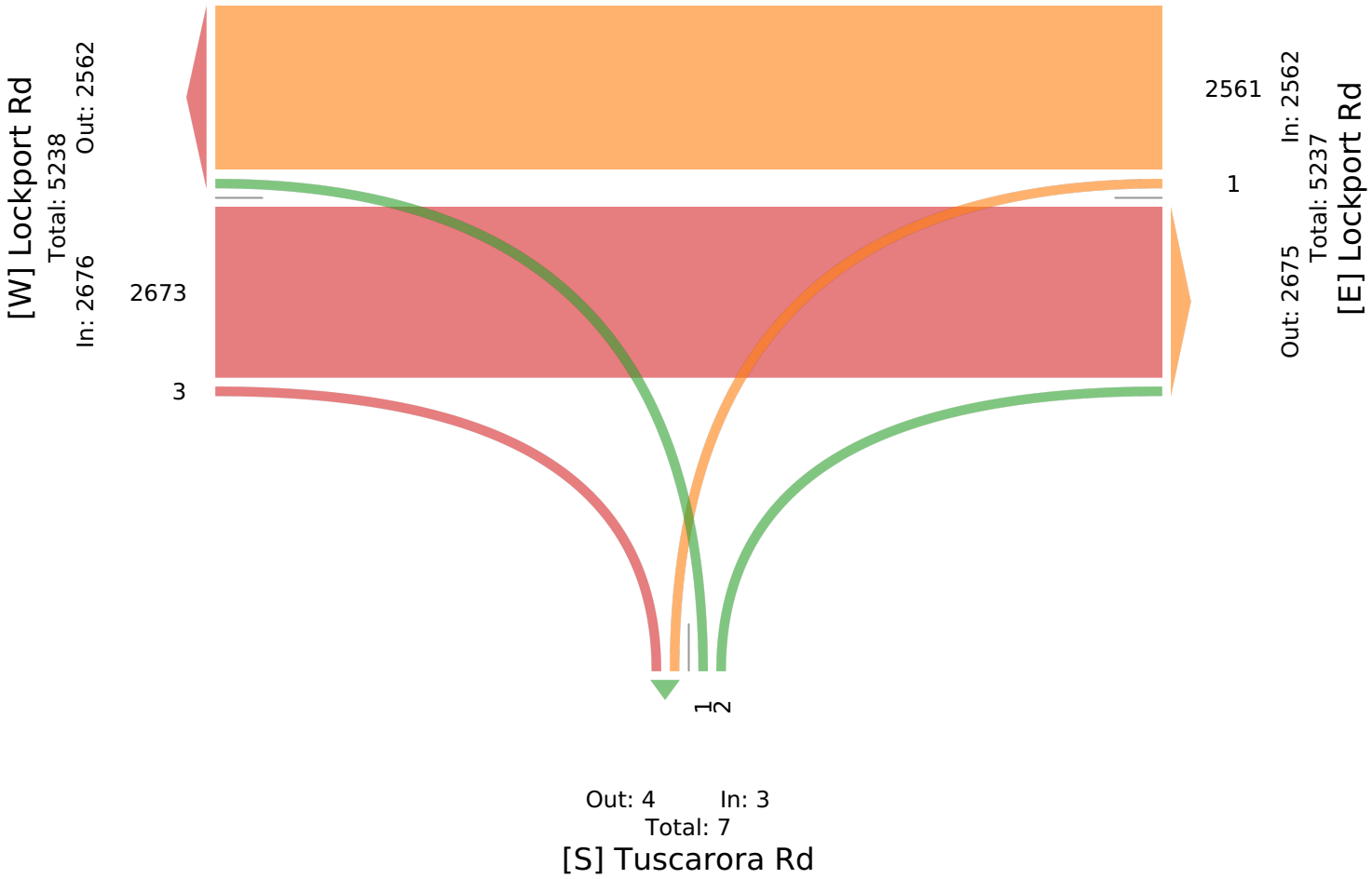
Leg Direction	Lockport Rd Westbound					Tuscarora Rd Northbound					Lockport Rd Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2022-01-05 6:00AM	41	0	0	**41**	0	0	0	0	**0**	0	0	38	0	**38**	0	**79**
6:15AM	59	0	0	**59**	0	0	0	0	**0**	0	0	63	0	**63**	0	**122**
6:30AM	99	0	0	**99**	0	0	0	0	**0**	0	0	63	0	**63**	0	**162**
6:45AM	88	0	0	**88**	0	0	0	0	**0**	0	0	91	0	**91**	0	**179**
Hourly Total	287	0	0	**287**	0	0	0	0	**0**	0	0	255	0	**255**	0	**542**
7:00AM	60	0	0	**60**	0	0	0	0	**0**	0	0	79	0	**79**	0	**139**
7:15AM	81	0	0	**81**	0	0	0	0	**0**	0	0	97	0	**97**	0	**178**
7:30AM	108	0	0	**108**	0	0	0	0	**0**	0	0	91	0	**91**	0	**199**
7:45AM	113	0	0	**113**	0	0	0	0	**0**	0	0	76	0	**76**	0	**189**
Hourly Total	362	0	0	**362**	0	0	0	0	**0**	0	0	343	0	**343**	0	**705**
8:00AM	90	0	0	**90**	0	0	0	0	**0**	0	0	83	0	**83**	0	**173**
8:15AM	86	0	0	**86**	0	0	0	0	**0**	0	1	96	0	**97**	0	**183**
8:30AM	98	0	0	**98**	0	0	0	0	**0**	0	0	83	0	**83**	0	**181**
8:45AM	103	0	0	**103**	0	0	0	0	**0**	0	0	121	0	**121**	0	**224**
Hourly Total	377	0	0	**377**	0	0	0	0	**0**	0	1	383	0	**384**	0	**761**
9:00AM	75	0	0	**75**	0	0	0	0	**0**	0	1	84	0	**85**	0	**160**
9:15AM	98	0	0	**98**	0	0	0	0	**0**	0	0	61	0	**61**	0	**159**
9:30AM	66	0	0	**66**	0	0	0	0	**0**	0	0	60	0	**60**	0	**126**
9:45AM	69	0	0	**69**	0	0	0	0	**0**	0	0	74	0	**74**	0	**143**
Hourly Total	308	0	0	**308**	0	0	0	0	**0**	0	1	279	0	**280**	0	**588**
10:00AM	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	0	**1**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	0	**1**
4:00PM	134	0	0	**134**	0	0	0	0	**0**	0	0	135	0	**135**	0	**269**
4:15PM	123	0	0	**123**	0	0	1	0	**1**	0	0	123	0	**123**	0	**247**
4:30PM	134	0	0	**134**	0	0	0	0	**0**	0	0	153	0	**153**	0	**287**
4:45PM	111	0	0	**111**	0	0	0	0	**0**	0	0	135	0	**135**	0	**246**
Hourly Total	502	0	0	**502**	0	0	1	0	**1**	0	0	546	0	**546**	0	**1049**
5:00PM	101	0	0	**101**	0	0	0	0	**0**	0	0	119	0	**119**	0	**220**
5:15PM	108	1	0	**109**	0	1	0	0	**1**	0	0	112	0	**112**	0	**222**
5:30PM	76	0	0	**76**	0	0	0	0	**0**	0	0	96	0	**96**	0	**172**
5:45PM	82	0	0	**82**	0	0	0	0	**0**	0	0	95	0	**95**	0	**177**
Hourly Total	367	1	0	**368**	0	1	0	0	**1**	0	0	422	0	**422**	0	**791**
6:00PM	73	0	0	**73**	0	0	0	0	**0**	0	0	70	0	**70**	0	**143**
6:15PM	62	0	0	**62**	0	0	0	0	**0**	0	0	63	0	**63**	0	**125**
6:30PM	43	0	0	**43**	0	1	0	0	**1**	0	1	73	0	**74**	0	**118**
6:45PM	47	0	0	**47**	0	0	0	0	**0**	0	0	57	0	**57**	0	**104**
Hourly Total	225	0	0	**225**	0	1	0	0	**1**	0	1	263	0	**264**	0	**490**
7:00PM	46	0	0	**46**	0	0	0	0	**0**	0	0	47	0	**47**	0	**93**
7:15PM	34	0	0	**34**	0	0	0	0	**0**	0	0	49	0	**49**	0	**83**
7:30PM	29	0	0	**29**	0	0	0	0	**0**	0	0	53	0	**53**	0	**82**
7:45PM	24	0	0	**24**	0	0	0	0	**0**	0	0	31	0	**31**	0	**55**
Hourly Total	133	0	0	**133**	0	0	0	0	**0**	0	0	180	0	**180**	0	**313**
8:00PM	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	0	**1**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	0	**1**
Total	2561	1	0	**2562**	0	2	1	0	**3**	0	3	2673	0	**2676**	0	**5241**
% Approach	100.0%	0%	0%	**-**	-	66.7%	33.3%	0%	**-**	-	0.1%	99.9%	0%	**-**	-	-
% Total	48.9%	0%	0%	**48.9%**	-	0%	0%	0%	**0.1%**	-	0.1%	51.0%	0%	**51.1%**	-	-
Motorcycles	1	0	0	**1**	-	0	0	0	**0**	-	0	0	0	**0**	-	1
% Motorcycles	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Lights	2437	1	0	**2438**	-	2	1	0	**3**	-	3	2533	0	**2536**	-	4977
% Lights	95.2%	100%	0%	**95.2%**	-	100%	100%	0%	**100%**	-	100%	94.8%	0%	**94.8%**	-	95.0%
Heavy	123	0	0	**123**	-	0	0	0	**0**	-	0	140	0	**140**	-	263
% Heavy	4.8%	0%	0%	**4.8%**	-	0%	0%	0%	**0%**	-	0%	5.2%	0%	**5.2%**	-	5.0%

Leg	Lockport Rd					Tuscarora Rd					Lockport Rd					
Direction	Westbound					Northbound					Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Tuscarora Rd(S) - TMC
Wed Jan 5, 2022
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 913955, Location: 43.121174, -78.953001

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Tuscarora Rd(S) - TMC

Wed Jan 5, 2022
AM Peak (8 AM - 9 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 913955, Location: 43.121174, -78.953001



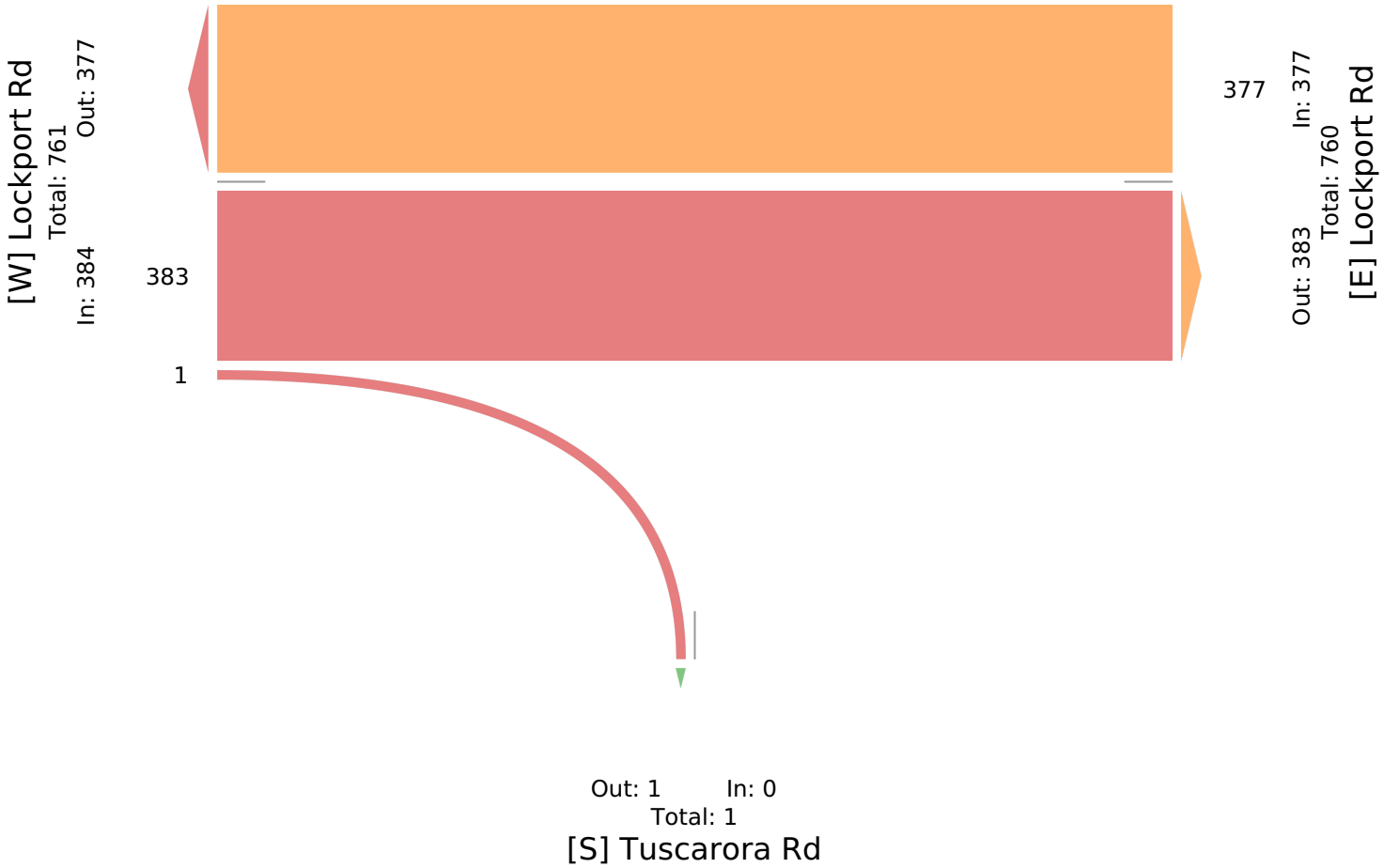
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Lockport Rd Westbound					Tuscarora Rd Northbound					Lockport Rd Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2022-01-05 8:00AM	90	0	0	**90**	0	0	0	0	**0**	0	0	83	0	**83**	0	**173**
8:15AM	86	0	0	**86**	0	0	0	0	**0**	0	1	96	0	**97**	0	**183**
8:30AM	98	0	0	**98**	0	0	0	0	**0**	0	0	83	0	**83**	0	**181**
8:45AM	103	0	0	**103**	0	0	0	0	**0**	0	0	121	0	**121**	0	**224**
Total	377	0	0	**377**	0	0	0	0	**0**	0	1	383	0	**384**	0	**761**
% Approach	100%	0%	0%	**-**	-	0%	0%	0%	**-**	-	0.3%	99.7%	0%	**-**	-	-
% Total	49.5%	0%	0%	**49.5%**	-	0%	0%	0%	**0%**	-	0.1%	50.3%	0%	**50.5%**	-	-
PHF	0.915	-	-	**0.915**	-	-	-	-	**-**	-	0.250	0.791	-	**0.793**	-	0.849
Motorcycles	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	**0%**	-	0%	0%	0%	**-**	-	0%	0%	0%	**0%**	-	0%
Lights	348	0	0	**348**	-	0	0	0	**0**	-	1	346	0	**347**	-	695
% Lights	92.3%	0%	0%	**92.3%**	-	0%	0%	0%	**-**	-	100%	90.3%	0%	**90.4%**	-	91.3%
Heavy	29	0	0	**29**	-	0	0	0	**0**	-	0	37	0	**37**	-	66
% Heavy	7.7%	0%	0%	**7.7%**	-	0%	0%	0%	**-**	-	0%	9.7%	0%	**9.6%**	-	8.7%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Tuscarora Rd(S) - TMC
Wed Jan 5, 2022
AM Peak (8 AM - 9 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 913955, Location: 43.121174, -78.953001

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Tuscarora Rd(S) - TMC

Wed Jan 5, 2022
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 913955, Location: 43.121174, -78.953001

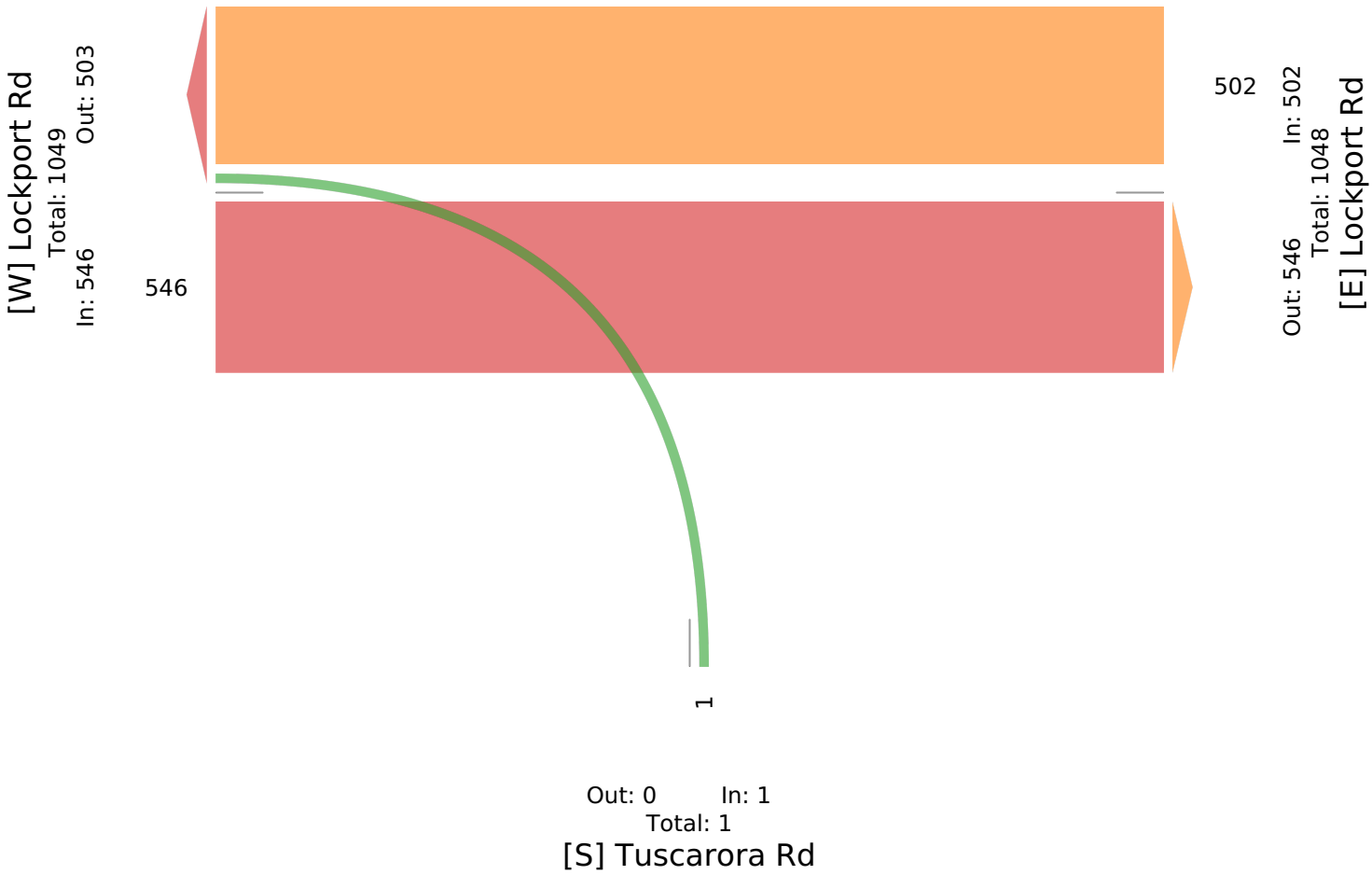
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Lockport Rd Westbound					Tuscarora Rd Northbound					Lockport Rd Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2022-01-05 4:00PM	134	0	0	**134**	0	0	0	0	**0**	0	0	135	0	**135**	0	**269**
4:15PM	123	0	0	**123**	0	0	1	0	**1**	0	0	123	0	**123**	0	**247**
4:30PM	134	0	0	**134**	0	0	0	0	**0**	0	0	153	0	**153**	0	**287**
4:45PM	111	0	0	**111**	0	0	0	0	**0**	0	0	135	0	**135**	0	**246**
Total	502	0	0	**502**	0	0	1	0	**1**	0	0	546	0	**546**	0	**1049**
% Approach	100%	0%	0%	**-**	-	0%	100%	0%	**-**	-	0%	100%	0%	**-**	-	**-**
% Total	47.9%	0%	0%	**47.9%**	-	0%	0.1%	0%	**0.1%**	-	0%	52.0%	0%	**52.0%**	-	**-**
PHF	0.937	-	-	**0.937**	-	-	0.250	-	**0.250**	-	-	0.892	-	**0.892**	-	0.914
Motorcycles	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Lights	486	0	0	**486**	-	0	1	0	**1**	-	0	527	0	**527**	-	1014
% Lights	96.8%	0%	0%	**96.8%**	-	0%	100%	0%	**100%**	-	0%	96.5%	0%	**96.5%**	-	96.7%
Heavy	16	0	0	**16**	-	0	0	0	**0**	-	0	19	0	**19**	-	35
% Heavy	3.2%	0%	0%	**3.2%**	-	0%	0%	0%	**0%**	-	0%	3.5%	0%	**3.5%**	-	3.3%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Tuscarora Rd(S) - TMC
Wed Jan 5, 2022
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 913955, Location: 43.121174, -78.953001

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Tuscarora Rd(S) - TMC

Wed Jan 5, 2022
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 913955, Location: 43.121174, -78.953001

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Lockport Rd Westbound					Tuscarora Rd Northbound					Lockport Rd Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2022-01-05 5:30PM	76	0	0	**76**	0	0	0	0	**0**	0	0	96	0	**96**	0	**172**
5:45PM	82	0	0	**82**	0	0	0	0	**0**	0	0	95	0	**95**	0	**177**
6:00PM	73	0	0	**73**	0	0	0	0	**0**	0	0	70	0	**70**	0	**143**
6:15PM	62	0	0	**62**	0	0	0	0	**0**	0	0	63	0	**63**	0	**125**
Total	293	0	0	**293**	0	0	0	0	**0**	0	0	324	0	**324**	0	**617**
% Approach	100%	0%	0%	**-**	-	0%	0%	0%	**-**	-	0%	100%	0%	**-**	-	-
% Total	47.5%	0%	0%	**47.5%**	-	0%	0%	0%	**0%**	-	0%	52.5%	0%	**52.5%**	-	-
PHF	0.893	-	-	**0.893**	-	-	-	-	**-**	-	-	0.844	-	**0.844**	-	0.871
Motorcycles	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	**0%**	-	0%	0%	0%	**-**	-	0%	0%	0%	**0%**	-	0%
Lights	288	0	0	**288**	-	0	0	0	**0**	-	0	316	0	**316**	-	604
% Lights	98.3%	0%	0%	**98.3%**	-	0%	0%	0%	**-**	-	0%	97.5%	0%	**97.5%**	-	97.9%
Heavy	5	0	0	**5**	-	0	0	0	**0**	-	0	8	0	**8**	-	13
% Heavy	1.7%	0%	0%	**1.7%**	-	0%	0%	0%	**-**	-	0%	2.5%	0%	**2.5%**	-	2.1%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Tuscarora Rd(S) - TMC
Wed Jan 5, 2022
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 913955, Location: 43.121174, -78.953001

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Walmore Rd - TMC

Tue Nov 23, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904522, Location: 43.121422, -78.926878

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

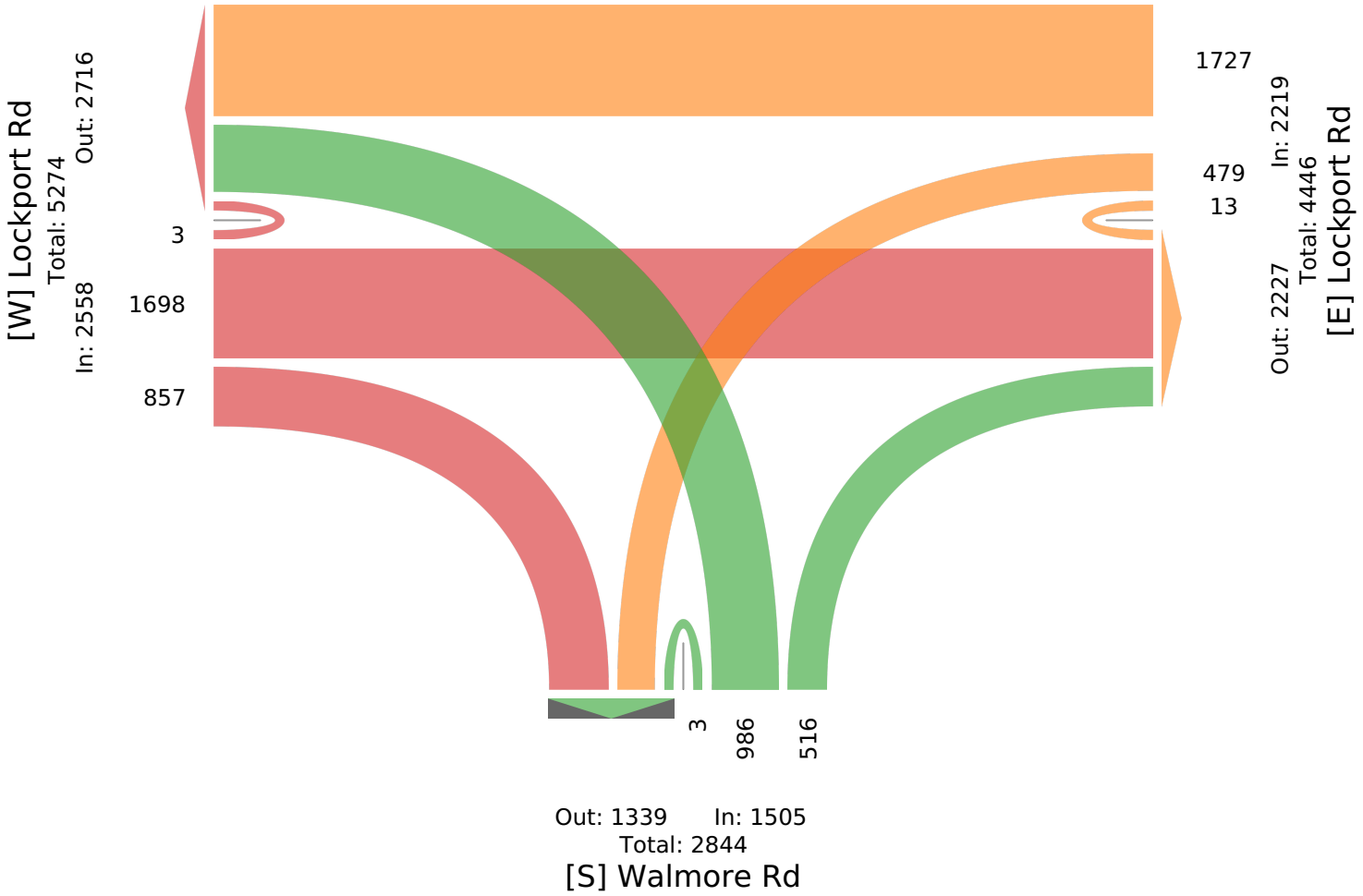
Leg Direction	Lockport Rd Westbound					Walmore Rd Northbound					Lockport Rd Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2021-11-23 6:00AM	39	4	0	**43**	0	16	22	0	**38**	0	5	15	0	**20**	0	**101**
6:15AM	64	21	0	**85**	0	9	34	0	**43**	0	12	27	0	**39**	0	**167**
6:30AM	80	24	0	**104**	0	22	39	0	**61**	0	19	33	0	**52**	0	**217**
6:45AM	72	17	0	**89**	0	18	50	0	**68**	0	28	32	0	**60**	0	**217**
Hourly Total	255	66	0	**321**	0	65	145	0	**210**	0	64	107	0	**171**	0	**702**
7:00AM	62	17	2	**81**	0	14	37	0	**51**	0	18	43	0	**61**	0	**193**
7:15AM	64	18	1	**83**	0	19	73	0	**92**	0	19	47	0	**66**	0	**241**
7:30AM	83	12	1	**96**	0	20	48	0	**68**	0	41	40	0	**81**	0	**245**
7:45AM	80	22	2	**104**	0	13	21	0	**34**	0	36	55	0	**91**	0	**229**
Hourly Total	289	69	6	**364**	0	66	179	0	**245**	0	114	185	0	**299**	0	**908**
8:00AM	62	10	0	**72**	0	15	28	0	**43**	0	25	48	0	**73**	0	**188**
8:15AM	61	12	0	**73**	0	13	26	0	**39**	0	32	57	0	**89**	0	**201**
8:30AM	61	8	0	**69**	0	11	38	0	**49**	0	22	49	0	**71**	0	**189**
8:45AM	69	14	0	**83**	0	15	30	0	**45**	0	28	47	0	**75**	0	**203**
Hourly Total	253	44	0	**297**	0	54	122	0	**176**	0	107	201	0	**308**	0	**781**
9:00AM	39	12	0	**51**	0	23	23	0	**46**	0	28	55	0	**83**	0	**180**
9:15AM	50	12	0	**62**	0	16	22	0	**38**	0	24	65	0	**89**	0	**189**
9:30AM	39	19	1	**59**	0	12	21	1	**34**	0	19	32	1	**52**	0	**145**
9:45AM	53	20	0	**73**	0	11	28	0	**39**	0	16	40	0	**56**	0	**168**
Hourly Total	181	63	1	**245**	0	62	94	1	**157**	0	87	192	1	**280**	0	**682**
10:00AM	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**
4:00PM	67	11	1	**79**	0	24	52	1	**77**	0	53	109	0	**162**	0	**318**
4:15PM	75	25	4	**104**	0	26	40	0	**66**	0	42	98	0	**140**	0	**310**
4:30PM	72	24	0	**96**	0	25	37	0	**62**	0	61	103	1	**165**	0	**323**
4:45PM	75	18	1	**94**	0	16	39	0	**55**	0	31	92	0	**123**	0	**272**
Hourly Total	289	78	6	**373**	0	91	168	1	**260**	0	187	402	1	**590**	0	**1223**
5:00PM	73	19	0	**92**	0	23	37	0	**60**	0	34	101	1	**136**	0	**288**
5:15PM	63	19	0	**82**	0	24	32	0	**56**	0	35	64	0	**99**	0	**237**
5:30PM	42	20	0	**62**	0	28	37	0	**65**	0	33	68	0	**101**	0	**228**
5:45PM	53	19	0	**72**	0	14	33	0	**47**	0	37	56	0	**93**	0	**212**
Hourly Total	231	77	0	**308**	0	89	139	0	**228**	0	139	289	1	**429**	0	**965**
6:00PM	48	14	0	**62**	0	9	25	0	**34**	0	26	46	0	**72**	0	**168**
6:15PM	35	17	0	**52**	0	10	26	0	**36**	0	23	48	0	**71**	0	**159**
6:30PM	22	11	0	**33**	0	19	12	1	**32**	0	23	43	0	**66**	0	**131**
6:45PM	23	14	0	**37**	0	7	16	0	**23**	0	21	43	0	**64**	0	**124**
Hourly Total	128	56	0	**184**	0	45	79	1	**125**	0	93	180	0	**273**	0	**582**
7:00PM	34	5	0	**39**	0	17	19	0	**36**	0	14	46	0	**60**	0	**135**
7:15PM	23	5	0	**28**	0	8	11	0	**19**	0	20	33	0	**53**	0	**100**
7:30PM	20	12	0	**32**	0	8	18	0	**26**	0	20	26	0	**46**	0	**104**
7:45PM	24	4	0	**28**	0	11	12	0	**23**	0	12	37	0	**49**	0	**100**
Hourly Total	101	26	0	**127**	0	44	60	0	**104**	0	66	142	0	**208**	0	**439**
8:00PM	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**
Total	1727	479	13	**2219**	0	516	986	3	**1505**	0	857	1698	3	**2558**	0	**6282**
% Approach	77.8%	21.6%	0.6%	**-**	-	34.3%	65.5%	0.2%	**-**	-	33.5%	66.4%	0.1%	**-**	-	-
% Total	27.5%	7.6%	0.2%	**35.3%**	-	8.2%	15.7%	0%	**24.0%**	-	13.6%	27.0%	0%	**40.7%**	-	-
Motorcycles	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Lights	1631	454	13	**2098**	-	490	941	3	**1434**	-	819	1615	3	**2437**	-	5969
% Lights	94.4%	94.8%	100%	**94.5%**	-	95.0%	95.4%	100%	**95.3%**	-	95.6%	95.1%	100%	**95.3%**	-	95.0%
Heavy	96	25	0	**121**	-	26	45	0	**71**	-	38	83	0	**121**	-	313
% Heavy	5.6%	5.2%	0%	**5.5%**	-	5.0%	4.6%	0%	**4.7%**	-	4.4%	4.9%	0%	**4.7%**	-	5.0%

Leg	Lockport Rd					Walmore Rd					Lockport Rd					
Direction	Westbound					Northbound					Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Walmore Rd - TMC
Tue Nov 23, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904522, Location: 43.121422, -78.926878

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Walmore Rd - TMC

Tue Nov 23, 2021
AM Peak (7 AM - 8 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904522, Location: 43.121422, -78.926878

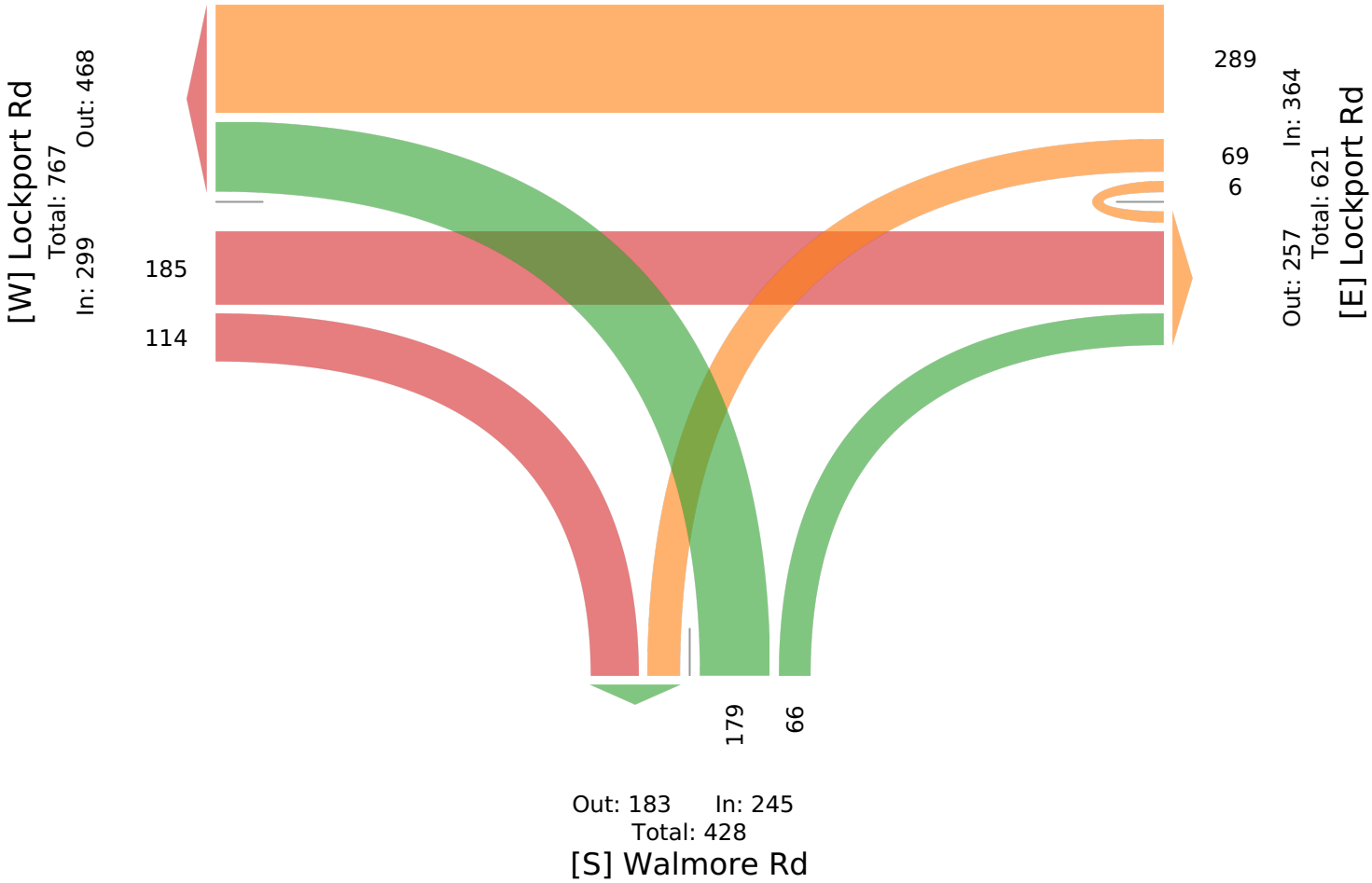
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Lockport Rd Westbound					Walmore Rd Northbound					Lockport Rd Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2021-11-23 7:00AM	62	17	2	**81**	0	14	37	0	**51**	0	18	43	0	**61**	0	**193**
7:15AM	64	18	1	**83**	0	19	73	0	**92**	0	19	47	0	**66**	0	**241**
7:30AM	83	12	1	**96**	0	20	48	0	**68**	0	41	40	0	**81**	0	**245**
7:45AM	80	22	2	**104**	0	13	21	0	**34**	0	36	55	0	**91**	0	**229**
Total	289	69	6	**364**	0	66	179	0	**245**	0	114	185	0	**299**	0	**908**
% Approach	79.4%	19.0%	1.6%	**-**	-	26.9%	73.1%	0%	**-**	-	38.1%	61.9%	0%	**-**	-	-
% Total	31.8%	7.6%	0.7%	**40.1%**	-	7.3%	19.7%	0%	**27.0%**	-	12.6%	20.4%	0%	**32.9%**	-	-
PHF	0.870	0.784	0.750	**0.875**	-	0.825	0.613	-	**0.666**	-	0.695	0.841	-	**0.821**	-	0.927
Motorcycles	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Lights	265	67	6	**338**	-	65	165	0	**230**	-	109	170	0	**279**	-	847
% Lights	91.7%	97.1%	100%	**92.9%**	-	98.5%	92.2%	0%	**93.9%**	-	95.6%	91.9%	0%	**93.3%**	-	93.3%
Heavy	24	2	0	**26**	-	1	14	0	**15**	-	5	15	0	**20**	-	61
% Heavy	8.3%	2.9%	0%	**7.1%**	-	1.5%	7.8%	0%	**6.1%**	-	4.4%	8.1%	0%	**6.7%**	-	6.7%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Walmore Rd - TMC
Tue Nov 23, 2021
AM Peak (7 AM - 8 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904522, Location: 43.121422, -78.926878

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Walmore Rd - TMC

Tue Nov 23, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904522, Location: 43.121422, -78.926878

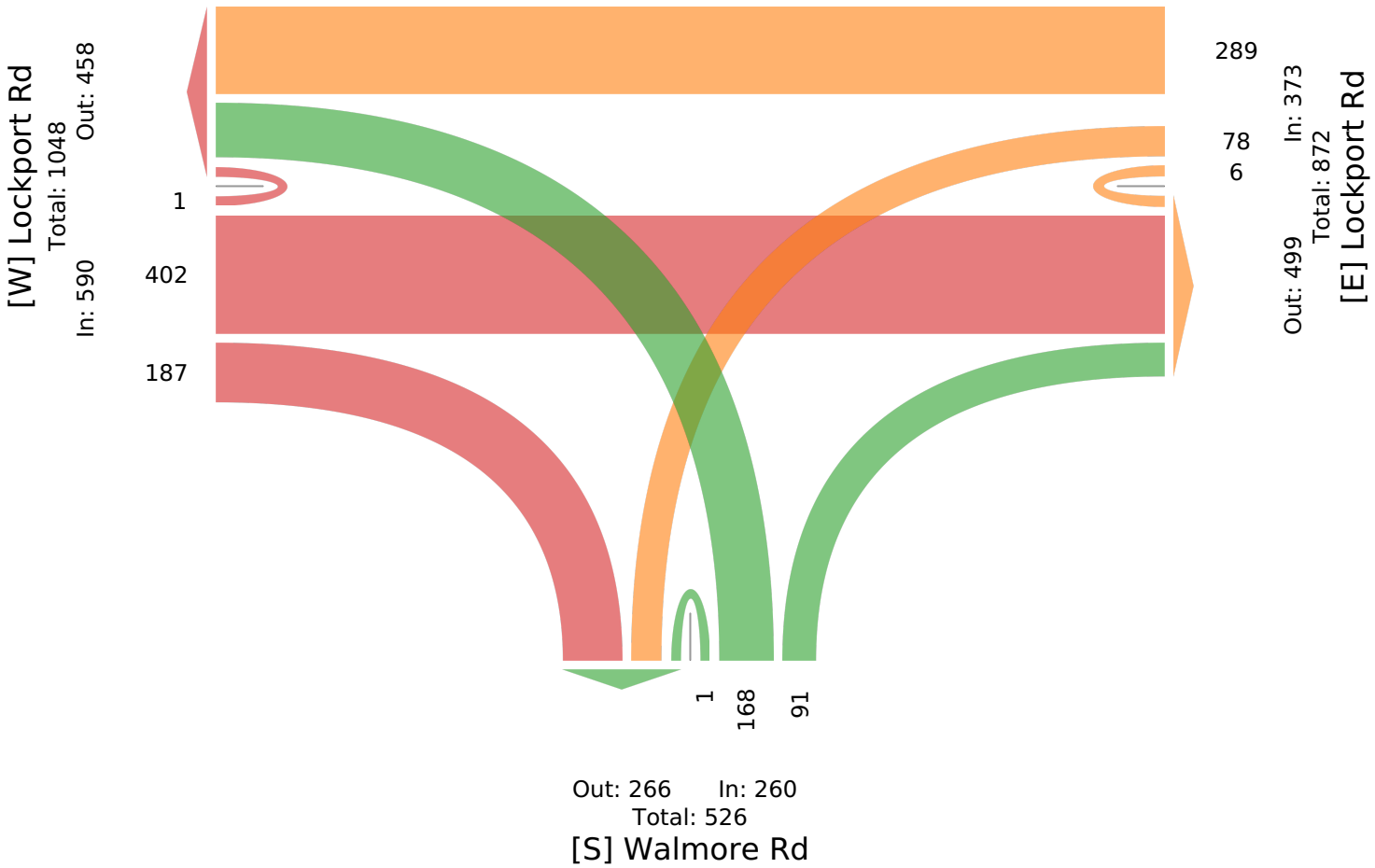
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Lockport Rd Westbound					Walmore Rd Northbound					Lockport Rd Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2021-11-23 4:00PM	67	11	1	**79**	0	24	52	1	**77**	0	53	109	0	**162**	0	**318**
4:15PM	75	25	4	**104**	0	26	40	0	**66**	0	42	98	0	**140**	0	**310**
4:30PM	72	24	0	**96**	0	25	37	0	**62**	0	61	103	1	**165**	0	**323**
4:45PM	75	18	1	**94**	0	16	39	0	**55**	0	31	92	0	**123**	0	**272**
Total	289	78	6	**373**	0	91	168	1	**260**	0	187	402	1	**590**	0	**1223**
% Approach	77.5%	20.9%	1.6%	**-**	-	35.0%	64.6%	0.4%	**-**	-	31.7%	68.1%	0.2%	**-**	-	-
% Total	23.6%	6.4%	0.5%	**30.5%**	-	7.4%	13.7%	0.1%	**21.3%**	-	15.3%	32.9%	0.1%	**48.2%**	-	-
PHF	0.963	0.780	0.375	**0.897**	-	0.875	0.808	0.250	**0.844**	-	0.766	0.922	0.250	**0.894**	-	0.947
Motorcycles	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Lights	274	76	6	**356**	-	83	155	1	**239**	-	186	388	1	**575**	-	1170
% Lights	94.8%	97.4%	100%	**95.4%**	-	91.2%	92.3%	100%	**91.9%**	-	99.5%	96.5%	100%	**97.5%**	-	95.7%
Heavy	15	2	0	**17**	-	8	13	0	**21**	-	1	14	0	**15**	-	53
% Heavy	5.2%	2.6%	0%	**4.6%**	-	8.8%	7.7%	0%	**8.1%**	-	0.5%	3.5%	0%	**2.5%**	-	4.3%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Walmore Rd - TMC
Tue Nov 23, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904522, Location: 43.121422, -78.926878

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Walmore Rd - TMC

Tue Nov 23, 2021
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904522, Location: 43.121422, -78.926878



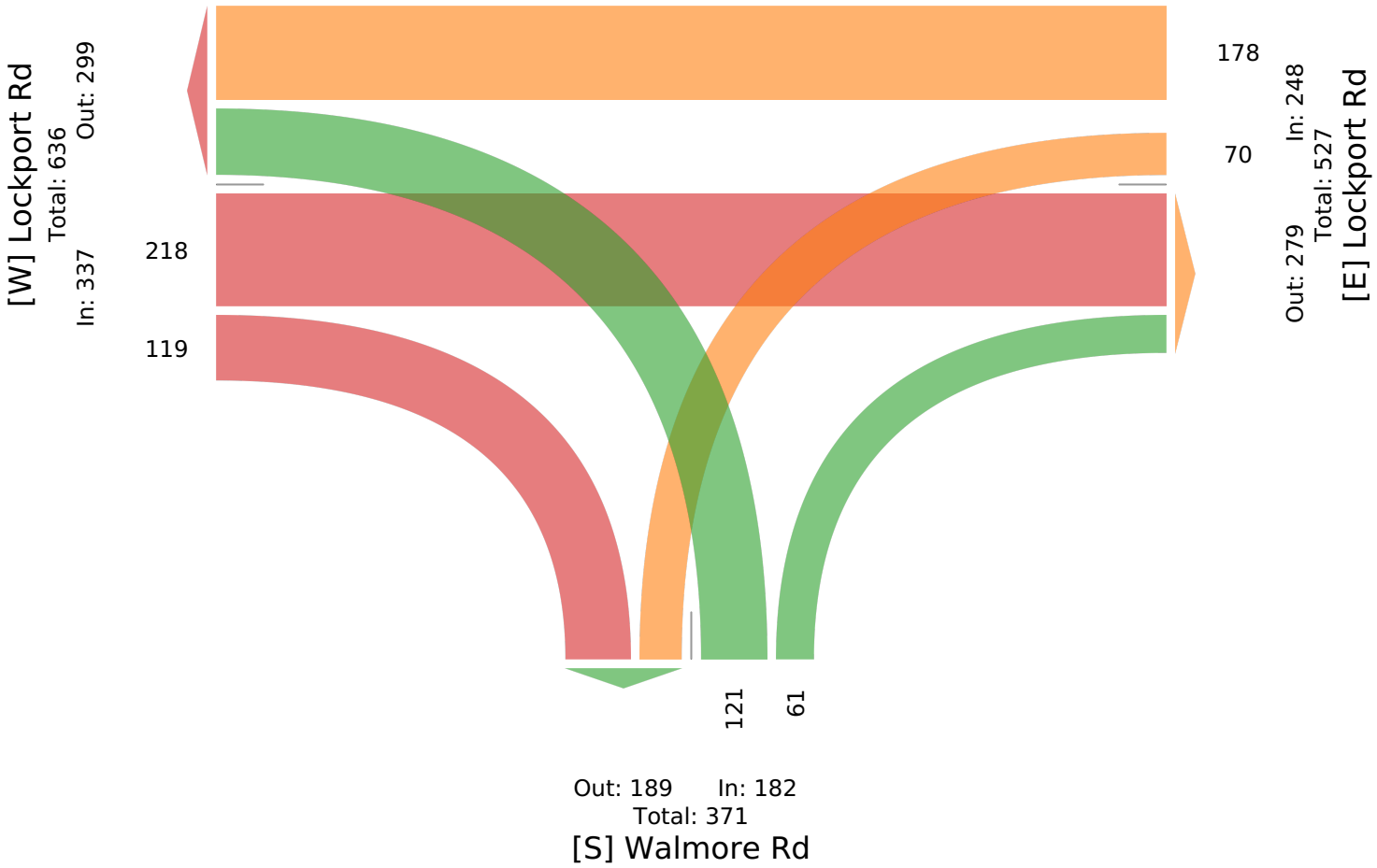
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Lockport Rd Westbound					Walmore Rd Northbound					Lockport Rd Eastbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2021-11-23 5:30PM	42	20	0	**62**	0	28	37	0	**65**	0	33	68	0	**101**	0	**228**
5:45PM	53	19	0	**72**	0	14	33	0	**47**	0	37	56	0	**93**	0	**212**
6:00PM	48	14	0	**62**	0	9	25	0	**34**	0	26	46	0	**72**	0	**168**
6:15PM	35	17	0	**52**	0	10	26	0	**36**	0	23	48	0	**71**	0	**159**
Total	178	70	0	**248**	0	61	121	0	**182**	0	119	218	0	**337**	0	**767**
% Approach	71.8%	28.2%	0%	**-**	-	33.5%	66.5%	0%	**-**	-	35.3%	64.7%	0%	**-**	-	-
% Total	23.2%	9.1%	0%	**32.3%**	-	8.0%	15.8%	0%	**23.7%**	-	15.5%	28.4%	0%	**43.9%**	-	-
PHF	0.840	0.875	-	**0.861**	-	0.545	0.818	-	**0.700**	-	0.804	0.801	-	**0.834**	-	0.841
Motorcycles	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Lights	175	70	0	**245**	-	61	120	0	**181**	-	119	213	0	**332**	-	758
% Lights	98.3%	100%	0%	**98.8%**	-	100%	99.2%	0%	**99.5%**	-	100%	97.7%	0%	**98.5%**	-	98.8%
Heavy	3	0	0	**3**	-	0	1	0	**1**	-	0	5	0	**5**	-	9
% Heavy	1.7%	0%	0%	**1.2%**	-	0%	0.8%	0%	**0.5%**	-	0%	2.3%	0%	**1.5%**	-	1.2%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Walmore Rd - TMC
Tue Nov 23, 2021
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904522, Location: 43.121422, -78.926878

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Walmore Rd - TMC

Tue Dec 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911615, Location: 43.12147, -78.930911

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

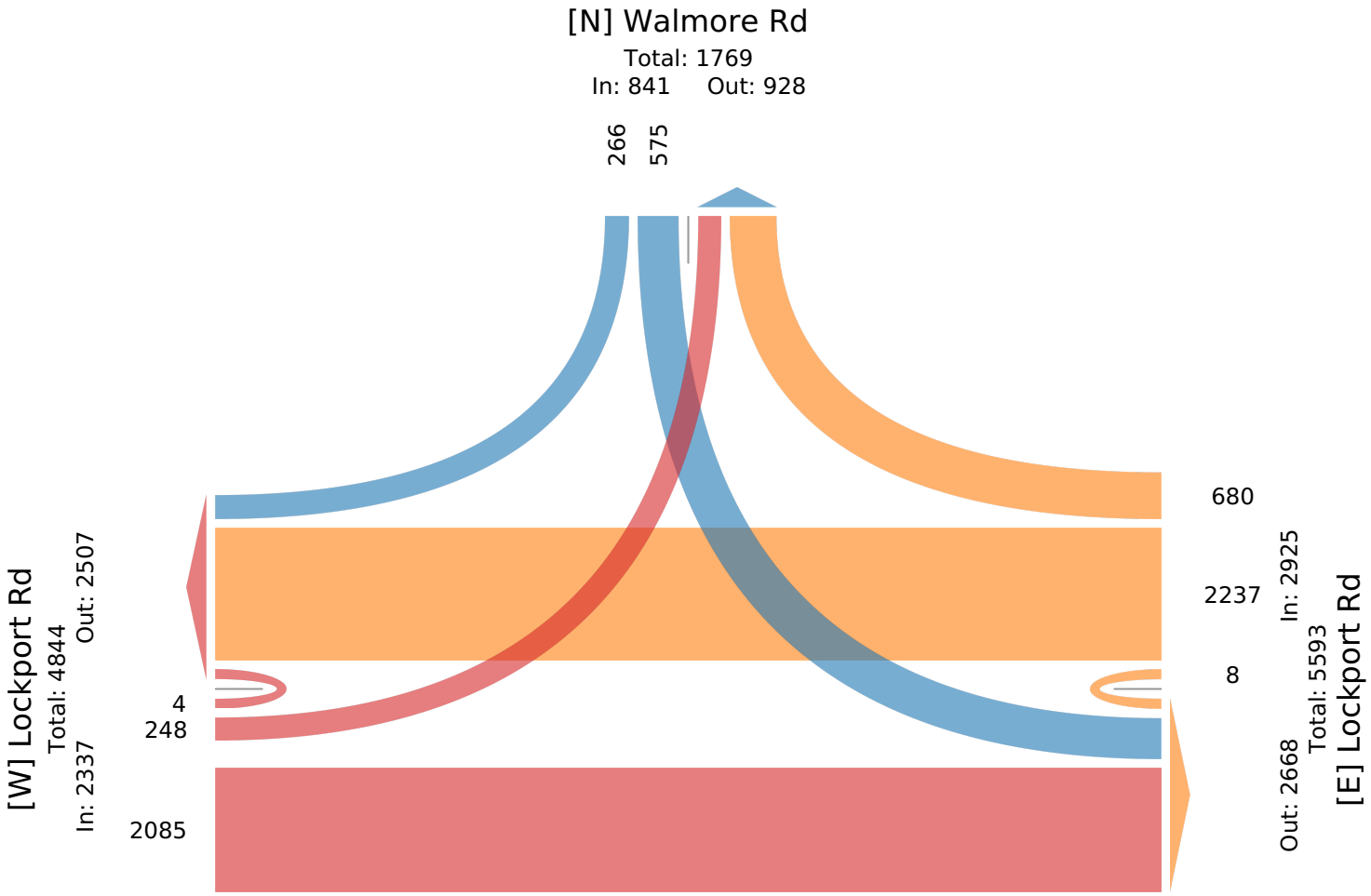
Leg Direction	Walmore Rd Southbound					Lockport Rd Westbound					Lockport Rd Eastbound					
Time	R	L	U	App	Ped*	R	T	U	App	Ped*	T	L	U	App	Ped*	Int
2021-12-14 6:00AM	5	4	0	**9**	0	10	56	0	**66**	0	28	3	0	**31**	0	**106**
6:15AM	6	7	0	**13**	0	7	89	0	**96**	0	44	2	0	**46**	0	**155**
6:30AM	5	10	0	**15**	0	11	89	0	**100**	0	60	6	0	**66**	0	**181**
6:45AM	4	15	0	**19**	0	19	105	0	**124**	0	50	4	0	**54**	0	**197**
Hourly Total	20	36	0	**56**	0	47	339	0	**386**	0	182	15	0	**197**	0	**639**
7:00AM	7	14	0	**21**	0	23	83	0	**106**	0	50	4	0	**54**	0	**181**
7:15AM	6	12	0	**18**	0	61	85	0	**146**	0	45	9	0	**54**	0	**218**
7:30AM	15	41	0	**56**	0	36	97	0	**133**	0	59	9	0	**68**	0	**257**
7:45AM	12	23	0	**35**	0	11	106	0	**117**	0	64	4	0	**68**	0	**220**
Hourly Total	40	90	0	**130**	0	131	371	0	**502**	0	218	26	0	**244**	0	**876**
8:00AM	16	14	0	**30**	0	24	87	2	**113**	0	65	8	0	**73**	0	**216**
8:15AM	9	19	0	**28**	0	19	67	0	**86**	0	71	4	0	**75**	0	**189**
8:30AM	13	11	0	**24**	0	11	90	0	**101**	0	70	8	0	**78**	0	**203**
8:45AM	12	7	0	**19**	0	26	86	0	**112**	0	83	5	0	**88**	0	**219**
Hourly Total	50	51	0	**101**	0	80	330	2	**412**	0	289	25	0	**314**	0	**827**
9:00AM	6	17	0	**23**	0	13	50	0	**63**	0	62	3	0	**65**	0	**151**
9:15AM	11	12	0	**23**	0	23	79	0	**102**	0	60	10	1	**71**	0	**196**
9:30AM	5	19	0	**24**	0	17	56	1	**74**	0	54	8	0	**62**	0	**160**
9:45AM	12	20	0	**32**	0	17	60	1	**78**	0	53	7	1	**61**	0	**171**
Hourly Total	34	68	0	**102**	0	70	245	2	**317**	0	229	28	2	**259**	0	**678**
4:00PM	14	32	0	**46**	0	28	79	0	**107**	0	139	21	0	**160**	0	**313**
4:15PM	22	24	0	**46**	0	37	90	1	**128**	0	110	22	1	**133**	0	**307**
4:30PM	14	29	0	**43**	0	42	85	2	**129**	0	119	15	1	**135**	0	**307**
4:45PM	7	29	0	**36**	0	37	85	1	**123**	0	100	13	0	**113**	0	**272**
Hourly Total	57	114	0	**171**	0	144	339	4	**487**	0	468	71	2	**541**	0	**1199**
5:00PM	7	32	0	**39**	0	23	73	0	**96**	0	95	7	0	**102**	0	**237**
5:15PM	6	25	0	**31**	0	18	73	0	**91**	0	105	14	0	**119**	0	**241**
5:30PM	5	14	0	**19**	0	20	73	0	**93**	0	78	8	0	**86**	0	**198**
5:45PM	8	22	0	**30**	0	28	53	0	**81**	0	57	10	0	**67**	0	**178**
Hourly Total	26	93	0	**119**	0	89	272	0	**361**	0	335	39	0	**374**	0	**854**
6:00PM	7	14	0	**21**	0	13	58	0	**71**	0	50	10	0	**60**	0	**152**
6:15PM	5	23	0	**28**	0	28	47	0	**75**	0	55	6	0	**61**	0	**164**
6:30PM	3	16	0	**19**	0	13	58	0	**71**	0	56	7	0	**63**	0	**153**
6:45PM	9	13	0	**22**	0	12	45	0	**57**	0	49	3	0	**52**	0	**131**
Hourly Total	24	66	0	**90**	0	66	208	0	**274**	0	210	26	0	**236**	0	**600**
7:00PM	3	10	0	**13**	0	17	31	0	**48**	0	47	4	0	**51**	0	**112**
7:15PM	2	16	0	**18**	0	15	38	0	**53**	0	30	4	0	**34**	0	**105**
7:30PM	6	17	0	**23**	0	13	30	0	**43**	0	48	5	0	**53**	0	**119**
7:45PM	4	14	0	**18**	0	8	34	0	**42**	0	29	5	0	**34**	0	**94**
Hourly Total	15	57	0	**72**	0	53	133	0	**186**	0	154	18	0	**172**	0	**430**
8:00PM	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**
Total	266	575	0	**841**	0	680	2237	8	**2925**	0	2085	248	4	**2337**	0	**6103**
% Approach	31.6%	68.4%	0%	-	-	23.2%	76.5%	0.3%	-	-	89.2%	10.6%	0.2%	-	-	-
% Total	4.4%	9.4%	0%	**13.8%**	-	11.1%	36.7%	0.1%	**47.9%**	-	34.2%	4.1%	0.1%	**38.3%**	-	-
Motorcycles	0	2	0	**2**	-	0	0	0	**0**	-	1	0	0	**1**	-	3
% Motorcycles	0%	0.3%	0%	**0.2%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Lights	253	536	0	**789**	-	641	2091	7	**2739**	-	1951	230	4	**2185**	-	5713
% Lights	95.1%	93.2%	0%	**93.8%**	-	94.3%	93.5%	87.5%	**93.6%**	-	93.6%	92.7%	100%	**93.5%**	-	93.6%
Heavy	13	37	0	**50**	-	39	146	1	**186**	-	133	18	0	**151**	-	387
% Heavy	4.9%	6.4%	0%	**5.9%**	-	5.7%	6.5%	12.5%	**6.4%**	-	6.4%	7.3%	0%	**6.5%**	-	6.3%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Leg	Walmore Rd					Lockport Rd					Lockport Rd					
Direction	Southbound					Westbound					Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Walmore Rd - TMC
Tue Dec 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911615, Location: 43.12147, -78.930911

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Walmore Rd - TMC

Tue Dec 14, 2021
AM Peak (7:15 AM - 8:15 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911615, Location: 43.12147, -78.930911

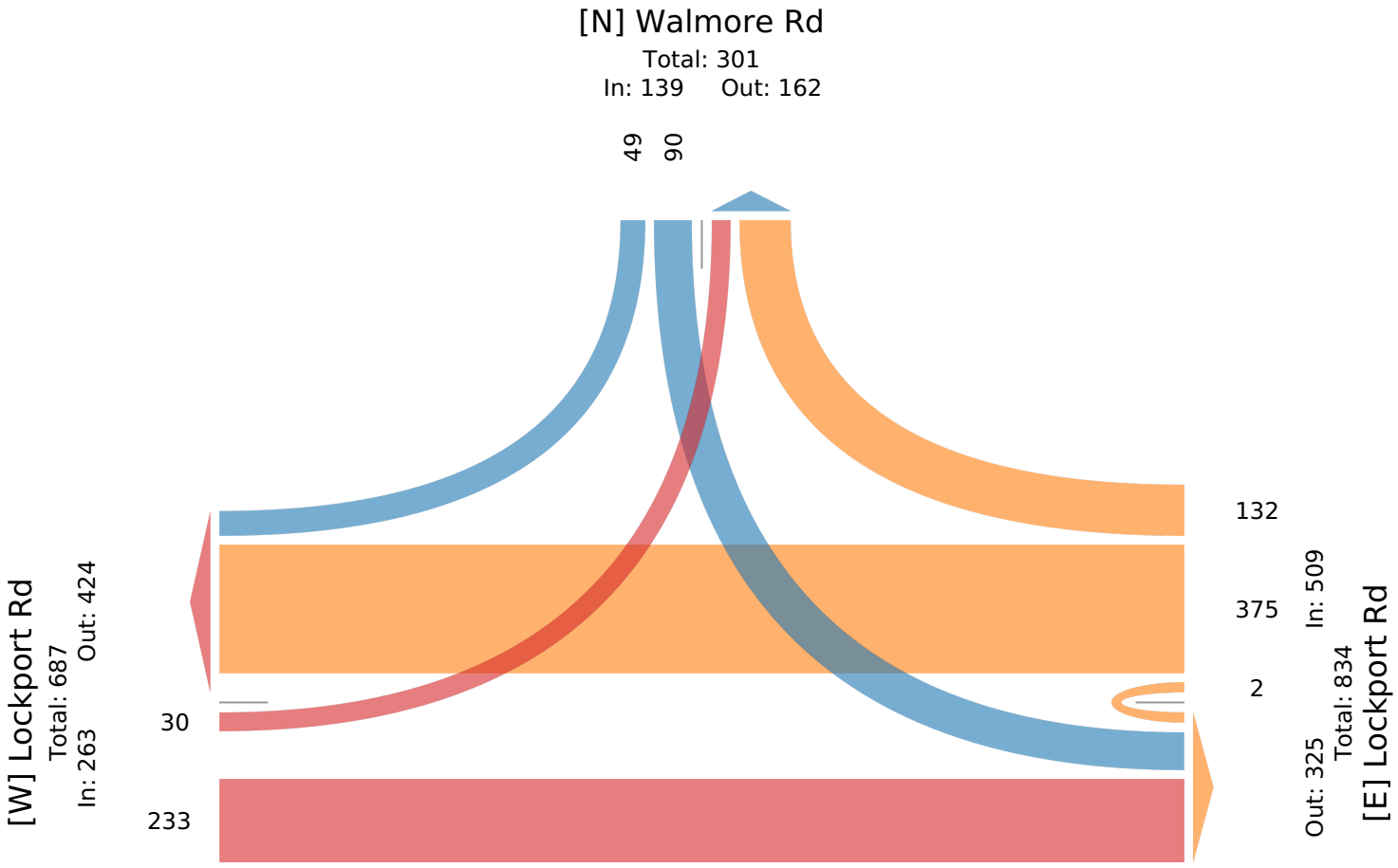
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Walmore Rd Southbound					Lockport Rd Westbound					Lockport Rd Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2021-12-14 7:15AM	6	12	0	**18**	0	61	85	0	**146**	0	45	9	0	**54**	0	**218**
7:30AM	15	41	0	**56**	0	36	97	0	**133**	0	59	9	0	**68**	0	**257**
7:45AM	12	23	0	**35**	0	11	106	0	**117**	0	64	4	0	**68**	0	**220**
8:00AM	16	14	0	**30**	0	24	87	2	**113**	0	65	8	0	**73**	0	**216**
Total	49	90	0	**139**	0	132	375	2	**509**	0	233	30	0	**263**	0	**911**
% Approach	35.3%	64.7%	0%	**-**	-	25.9%	73.7%	0.4%	**-**	-	88.6%	11.4%	0%	**-**	-	**-**
% Total	5.4%	9.9%	0%	**15.3%**	-	14.5%	41.2%	0.2%	**55.9%**	-	25.6%	3.3%	0%	**28.9%**	-	**-**
PHF	0.766	0.549	-	**0.621**	-	0.541	0.884	0.250	**0.872**	-	0.896	0.833	-	**0.901**	-	0.886
Motorcycles	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Lights	43	80	0	**123**	-	120	351	2	**473**	-	213	28	0	**241**	-	837
% Lights	87.8%	88.9%	0%	**88.5%**	-	90.9%	93.6%	100%	**92.9%**	-	91.4%	93.3%	0%	**91.6%**	-	91.9%
Heavy	6	10	0	**16**	-	12	24	0	**36**	-	20	2	0	**22**	-	74
% Heavy	12.2%	11.1%	0%	**11.5%**	-	9.1%	6.4%	0%	**7.1%**	-	8.6%	6.7%	0%	**8.4%**	-	8.1%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Walmore Rd - TMC
Tue Dec 14, 2021
AM Peak (7:15 AM - 8:15 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911615, Location: 43.12147, -78.930911

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Walmore Rd - TMC

Tue Dec 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911615, Location: 43.12147, -78.930911



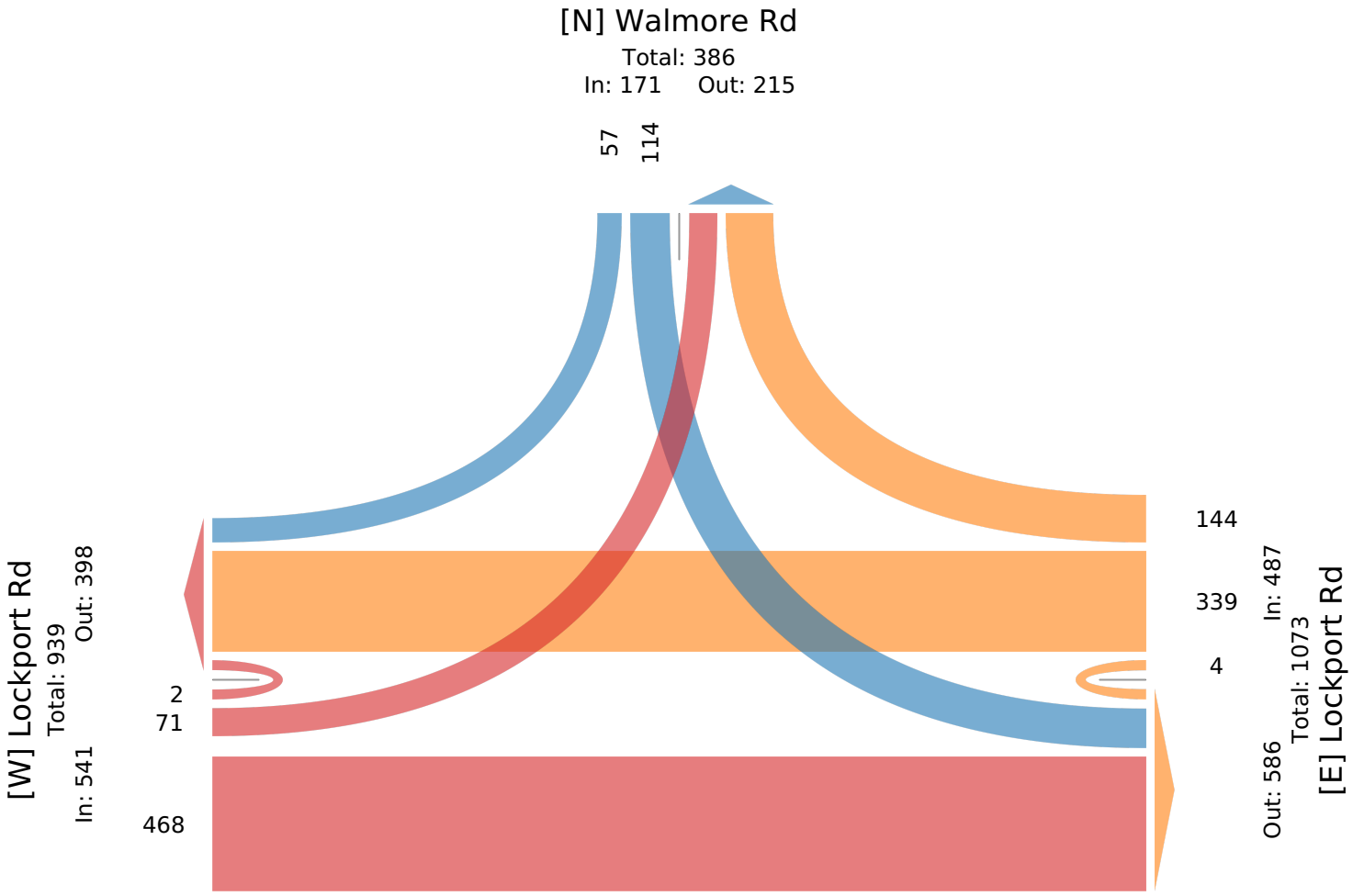
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Walmore Rd Southbound					Lockport Rd Westbound					Lockport Rd Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2021-12-14 4:00PM	14	32	0	**46**	0	28	79	0	**107**	0	139	21	0	**160**	0	**313**
4:15PM	22	24	0	**46**	0	37	90	1	**128**	0	110	22	1	**133**	0	**307**
4:30PM	14	29	0	**43**	0	42	85	2	**129**	0	119	15	1	**135**	0	**307**
4:45PM	7	29	0	**36**	0	37	85	1	**123**	0	100	13	0	**113**	0	**272**
Total	57	114	0	**171**	0	144	339	4	**487**	0	468	71	2	**541**	0	**1199**
% Approach	33.3%	66.7%	0%	**-**	-	29.6%	69.6%	0.8%	**-**	-	86.5%	13.1%	0.4%	**-**	-	**-**
% Total	4.8%	9.5%	0%	**14.3%**	-	12.0%	28.3%	0.3%	**40.6%**	-	39.0%	5.9%	0.2%	**45.1%**	-	**-**
PHF	0.648	0.891	-	**0.929**	-	0.857	0.942	0.500	**0.944**	-	0.842	0.807	0.500	**0.845**	-	0.958
Motorcycles	0	2	0	**2**	-	0	0	0	**0**	-	1	0	0	**1**	-	3
% Motorcycles	0%	1.8%	0%	**1.2%**	-	0%	0%	0%	**0%**	-	0.2%	0%	0%	**0.2%**	-	0.3%
Lights	54	103	0	**157**	-	132	324	3	**459**	-	448	65	2	**515**	-	1131
% Lights	94.7%	90.4%	0%	**91.8%**	-	91.7%	95.6%	75.0%	**94.3%**	-	95.7%	91.5%	100%	**95.2%**	-	94.3%
Heavy	3	9	0	**12**	-	12	15	1	**28**	-	19	6	0	**25**	-	65
% Heavy	5.3%	7.9%	0%	**7.0%**	-	8.3%	4.4%	25.0%	**5.7%**	-	4.1%	8.5%	0%	**4.6%**	-	5.4%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Walmore Rd - TMC
Tue Dec 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911615, Location: 43.12147, -78.930911

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Walmore Rd - TMC

Tue Dec 14, 2021
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911615, Location: 43.12147, -78.930911

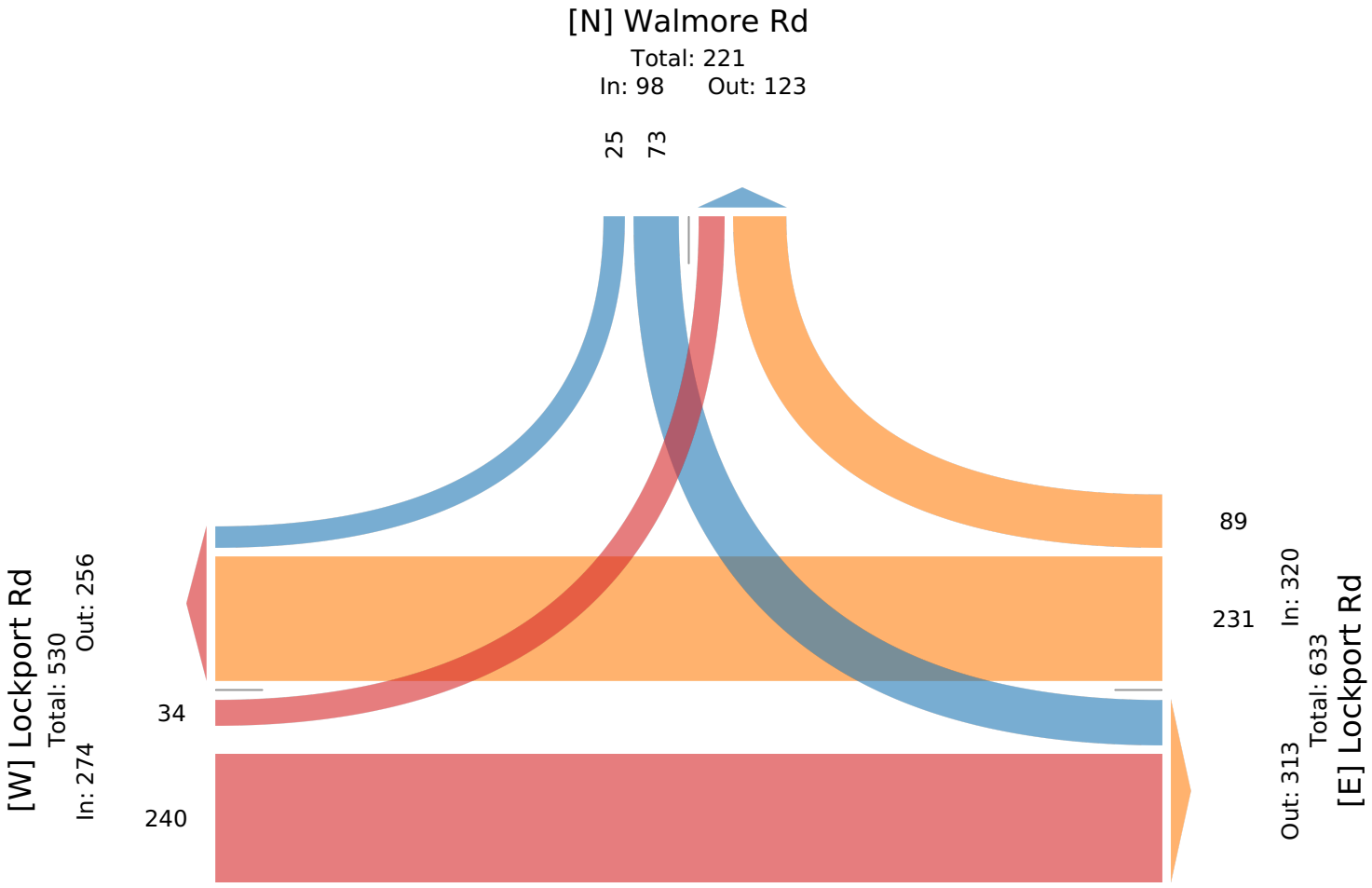
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Walmore Rd Southbound					Lockport Rd Westbound					Lockport Rd Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2021-12-14 5:30PM	5	14	0	**19**	0	20	73	0	**93**	0	78	8	0	**86**	0	**198**
5:45PM	8	22	0	**30**	0	28	53	0	**81**	0	57	10	0	**67**	0	**178**
6:00PM	7	14	0	**21**	0	13	58	0	**71**	0	50	10	0	**60**	0	**152**
6:15PM	5	23	0	**28**	0	28	47	0	**75**	0	55	6	0	**61**	0	**164**
Total	25	73	0	**98**	0	89	231	0	**320**	0	240	34	0	**274**	0	**692**
% Approach	25.5%	74.5%	0%	**-**	-	27.8%	72.2%	0%	**-**	-	87.6%	12.4%	0%	**-**	-	-
% Total	3.6%	10.5%	0%	**14.2%**	-	12.9%	33.4%	0%	**46.2%**	-	34.7%	4.9%	0%	**39.6%**	-	-
PHF	0.781	0.793	-	**0.817**	-	0.795	0.791	-	**0.860**	-	0.769	0.850	-	**0.797**	-	0.874
Motorcycles	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Lights	25	73	0	**98**	-	88	222	0	**310**	-	238	33	0	**271**	-	679
% Lights	100%	100%	0%	**100%**	-	98.9%	96.1%	0%	**96.9%**	-	99.2%	97.1%	0%	**98.9%**	-	98.1%
Heavy	0	0	0	**0**	-	1	9	0	**10**	-	2	1	0	**3**	-	13
% Heavy	0%	0%	0%	**0%**	-	1.1%	3.9%	0%	**3.1%**	-	0.8%	2.9%	0%	**1.1%**	-	1.9%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Walmore Rd - TMC
Tue Dec 14, 2021
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911615, Location: 43.12147, -78.930911

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Niagara Falls Blvd/Walmore Rd/Niagara Rd - TMC

Tue Nov 23, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904855, Location: 43.099149, -78.927205

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg	Walmore Rd								Niagara Rd								Niagara Falls Blvd							
Direction	Southbound								Southwestbound								Westbound							
Time	R	BR	T	L	HL	U	**App**	Ped*	HR	BR	T	BL	HL	U	**App**	Ped*	HR	R	T	BL	L	U	**App**	Ped*
2021-11-23 6:00AM	0	2	0	4	0	0	**6**	0	3	5	13	0	0	0	**21**	0	0	16	26	2	0	0	**44**	0
6:15AM	6	5	1	4	0	0	**16**	0	0	8	11	1	0	0	**20**	0	0	25	42	3	1	0	**71**	0
6:30AM	3	10	2	8	0	0	**23**	0	0	12	21	1	0	0	**34**	0	0	31	40	4	2	0	**77**	0
6:45AM	7	10	0	12	1	0	**30**	0	1	10	11	0	0	0	**22**	0	0	44	53	4	1	0	**102**	0
Hourly Total	16	27	3	28	1	0	**75**	0	4	35	56	2	0	0	**97**	0	0	116	161	13	4	0	**294**	0
7:00AM	4	11	6	10	0	0	**31**	0	1	12	16	0	0	0	**29**	0	0	17	53	3	0	0	**73**	0
7:15AM	4	13	2	13	2	0	**34**	0	3	14	12	0	0	0	**29**	0	0	40	83	9	5	0	**137**	0
7:30AM	11	14	7	18	1	0	**51**	0	3	14	29	0	0	0	**46**	0	0	22	93	18	3	0	**136**	0
7:45AM	21	17	5	17	0	0	**60**	0	1	18	20	1	1	0	**41**	0	0	27	122	11	1	0	**161**	0
Hourly Total	40	55	20	58	3	0	**176**	0	8	58	77	1	1	0	**145**	0	0	106	351	41	9	0	**507**	0
8:00AM	5	6	2	15	5	0	**33**	0	2	12	14	0	0	0	**28**	0	0	30	95	20	0	0	**145**	0
8:15AM	16	9	4	11	2	0	**42**	0	6	19	20	0	1	0	**46**	0	0	20	74	9	2	0	**105**	0
8:30AM	11	8	1	11	2	0	**33**	0	2	16	16	1	0	0	**35**	0	2	20	80	16	2	0	**120**	0
8:45AM	15	9	2	17	1	0	**44**	0	0	17	13	1	0	0	**31**	0	0	19	91	9	1	0	**120**	0
Hourly Total	47	32	9	54	10	0	**152**	0	10	64	63	2	1	0	**140**	0	2	89	340	54	5	0	**490**	0
9:00AM	11	10	5	15	0	0	**41**	0	1	13	10	3	1	0	**28**	0	0	12	81	13	1	0	**107**	0
9:15AM	13	9	3	21	0	0	**46**	0	2	18	16	0	0	0	**36**	0	0	7	93	13	1	0	**114**	0
9:30AM	18	10	6	11	0	0	**45**	0	2	18	10	0	2	0	**32**	0	0	7	85	7	1	0	**100**	0
9:45AM	19	16	4	7	1	0	**47**	0	0	17	8	1	0	0	**26**	0	0	6	88	8	2	0	**104**	0
Hourly Total	61	45	18	54	1	0	**179**	0	5	66	44	4	3	0	**122**	0	0	32	347	41	5	0	**425**	0
10:00AM	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0
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
4:00PM	27	23	8	34	3	0	**95**	0	0	30	21	1	2	0	**54**	0	0	23	127	17	1	0	**168**	0
4:15PM	24	17	6	29	6	0	**82**	0	1	20	32	4	1	0	**58**	0	2	20	128	13	0	0	**163**	0
4:30PM	33	24	6	29	4	0	**96**	0	4	18	14	0	2	0	**38**	0	1	16	154	23	3	0	**197**	0
4:45PM	20	20	4	24	4	0	**72**	0	1	28	19	1	0	0	**49**	0	1	18	136	31	1	0	**187**	0
Hourly Total	104	84	24	116	17	0	**345**	0	6	96	86	6	5	0	**199**	0	4	77	545	84	5	0	**715**	0
5:00PM	14	11	2	22	2	0	**51**	0	3	10	14	1	1	0	**29**	0	1	13	161	18	1	0	**194**	0
5:15PM	18	19	7	17	4	0	**65**	0	1	23	15	1	1	0	**41**	0	1	20	148	30	2	0	**201**	0
5:30PM	19	11	4	19	3	0	**56**	0	0	15	9	1	3	0	**28**	0	1	13	129	22	2	0	**167**	0
5:45PM	13	11	10	11	3	0	**48**	0	4	30	18	5	0	0	**57**	0	3	11	120	15	3	0	**152**	0
Hourly Total	64	52	23	69	12	0	**220**	0	8	78	56	8	5	0	**155**	0	6	57	558	85	8	0	**714**	0
6:00PM	17	8	3	20	4	0	**52**	0	2	16	11	0	0	0	**29**	0	0	13	108	10	1	0	**132**	0
6:15PM	15	8	1	10	2	0	**36**	0	2	16	6	2	1	0	**27**	0	0	6	108	13	2	0	**129**	0
6:30PM	11	6	4	11	2	0	**34**	0	0	17	14	2	1	0	**34**	0	0	6	83	14	3	0	**106**	0
6:45PM	15	7	3	4	1	0	**30**	0	0	12	7	1	3	0	**23**	0	1	9	86	11	0	0	**107**	0
Hourly Total	58	29	11	45	9	0	**152**	0	4	61	38	5	5	0	**113**	0	1	34	385	48	6	0	**474**	0
7:00PM	9	6	0	7	2	0	**24**	0	3	18	7	2	0	0	**30**	0	1	4	72	16	4	0	**97**	0
7:15PM	10	4	1	14	2	0	**31**	0	3	14	4	2	1	0	**24**	0	0	7	76	8	2	0	**93**	0
7:30PM	11	11	0	3	2	0	**27**	0	1	14	7	3	0	0	**25**	0	0	6	64	9	0	0	**79**	0
7:45PM	6	2	0	5	3	0	**16**	0	0	7	6	0	0	0	**13**	0	5	2	50	10	0	0	**67**	0
Hourly Total	36	23	1	29	9	0	**98**	0	7	53	24	7	1	0	**92**	0	6	19	262	43	6	0	**336**	0
Total	426	347	109	453	62	0	**1397**	0	52	511	444	35	21	0	**1063**	0	19	530	2949	409	48	0	**3955**	0
% Approach	30.5%	24.8%	7.8%	32.4%	4.4%	0%	**-**	-	4.9%	48.1%	41.8%	3.3%	2.0%	0%	**-**	-	0.5%	13.4%	74.6%	10.3%	1.2%	0%	**-**	-
% Total	3.7%	3.0%	0.9%	3.9%	0.5%	0%	**12.0%**	-	0.4%	4.4%	3.8%	0.3%	0.2%	0%	**9.2%**	-	0.2%	4.6%	25.4%	3.5%	0.4%	0%	**34.0%**	-
Motorcycles	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-
% Motorcycles	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-
Lights	400	337	105	436	58	0	**1336**	-	49	504	435	31	20	0	**1039**	-	19	509	2871	399	48	0	**3846**	-
% Lights	93.9%	97.1%	96.3%	96.2%	93.5%	0%	**95.6%**	-	94.2%	98.6%	98.0%	88.6%	95.2%	0%	**97.7%**	-	100%	96.0%	97.4%	97.6%	100%	0%	**97.2%**	-
Heavy	26	10	4	17	4	0	**61**	-	3	7	9	4	1	0	**24**	-	0	21	78	10	0	0	**109**	-
% Heavy	6.1%	2.9%	3.7%	3.8%	6.5%	0%	**4.4%**	-	5.8%	1.4%	2.0%	11.4%	4.8%	0%	**2.3%**	-	0%	4.0%	2.6%	2.4%	0%	0%	**2.8%**	-
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Niagara Falls Blvd/Walmore Rd/Niagara Rd - TMC

Tue Nov 23, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904855, Location: 43.099149, -78.927205



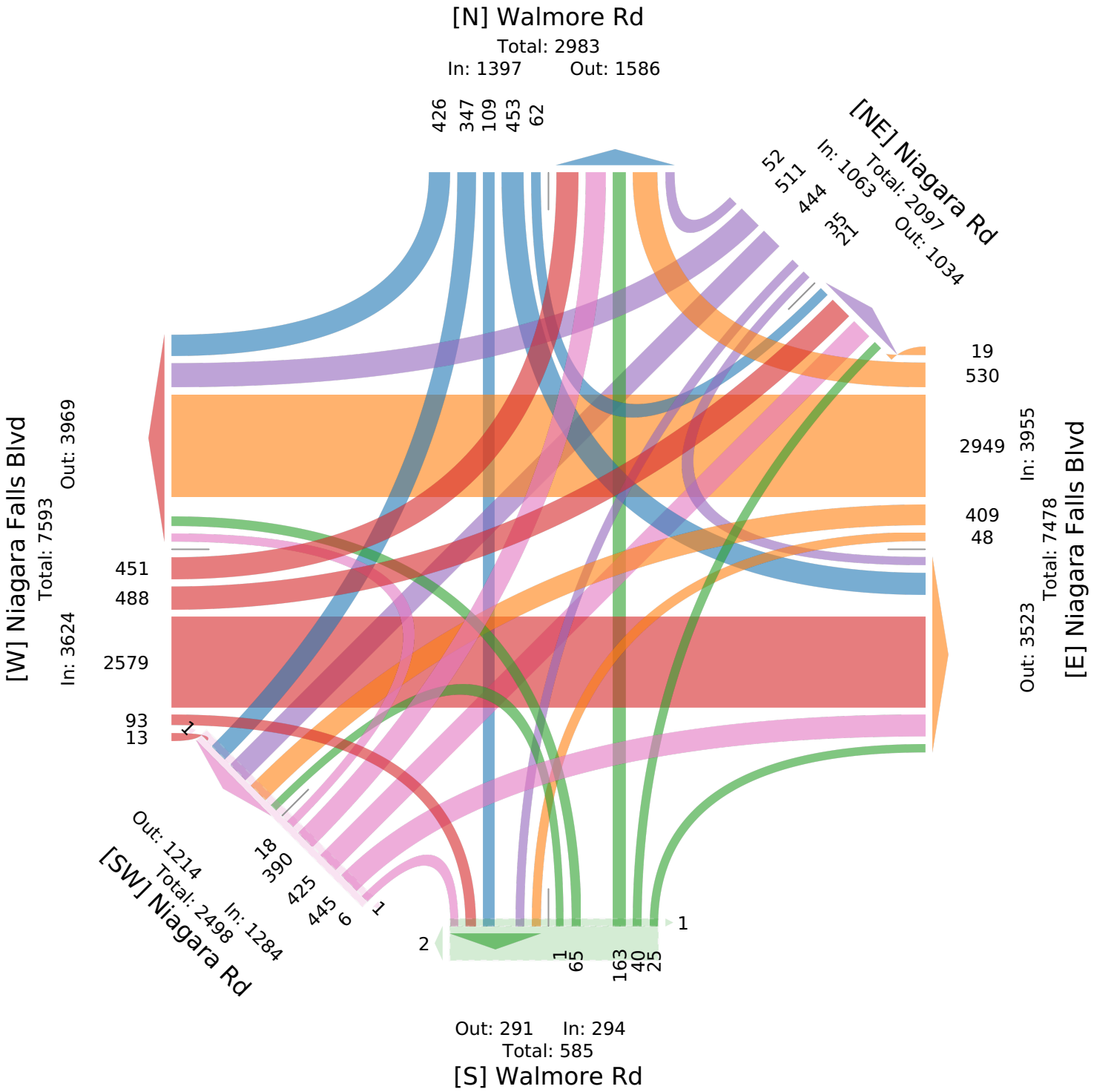
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg	Walmore Rd								Niagara Rd								Niagara Falls Blvd								
Direction	Northbound								Northeastbound								Eastbound								
Time	R	BR	T	L	HL	U	App	Ped*	HR	BR	T	BL	HL	U	App	Ped*	HR	R	T	BL	L	U	App	Ped*	Int
2021-11-23 6:00AM	1	1	5	2	0	0	**9**	0	1	4	5	11	0	0	**21**	0	0	1	31	4	10	0	**46**	0	**147**
6:15AM	1	1	4	1	0	0	**7**	0	0	5	4	15	2	0	**26**	0	0	1	44	7	9	0	**61**	0	**201**
6:30AM	0	1	7	3	0	0	**11**	0	0	12	14	20	1	0	**47**	0	0	3	45	7	10	0	**65**	0	**257**
6:45AM	0	1	8	2	0	0	**11**	1	0	5	7	18	0	0	**30**	1	0	3	64	4	9	0	**80**	0	**275**
Hourly Total	2	4	24	8	0	0	**38**	1	1	26	30	64	3	0	**124**	1	0	8	184	22	38	0	**252**	0	**880**
7:00AM	0	0	10	3	0	0	**13**	0	0	11	16	23	0	0	**50**	0	0	2	54	5	14	0	**75**	0	**271**
7:15AM	2	1	22	2	0	0	**27**	0	0	6	17	18	1	0	**42**	0	0	0	60	11	23	0	**94**	0	**363**
7:30AM	1	1	13	1	0	0	**16**	0	0	13	23	21	0	0	**57**	0	0	5	58	9	12	0	**84**	0	**390**
7:45AM	0	1	6	2	0	0	**9**	0	0	18	10	8	1	0	**37**	0	0	1	63	14	10	0	**88**	0	**396**
Hourly Total	3	3	51	8	0	0	**65**	0	0	48	66	70	2	0	**186**	0	0	8	235	39	59	0	**341**	0	**1420**
8:00AM	0	1	4	2	0	0	**7**	0	0	8	19	10	0	0	**37**	0	0	2	63	11	11	0	**87**	0	**337**
8:15AM	0	1	3	1	0	0	**5**	0	0	14	12	10	0	0	**36**	0	1	3	55	17	8	0	**84**	0	**318**
8:30AM	0	2	8	4	0	0	**14**	1	0	14	15	15	0	0	**44**	1	0	2	60	11	15	0	**88**	0	**334**
8:45AM	0	2	5	2	0	0	**9**	0	0	20	17	11	0	0	**48**	0	1	3	60	12	16	0	**92**	0	**344**
Hourly Total	0	6	20	9	0	0	**35**	1	0	56	63	46	0	0	**165**	1	2	10	238	51	50	0	**351**	0	**1333**
9:00AM	0	1	5	2	0	0	**8**	1	0	11	10	10	0	0	**31**	0	3	4	64	14	17	0	**102**	0	**317**
9:15AM	1	0	4	1	0	0	**6**	0	1	10	11	21	0	0	**43**	0	0	1	63	9	8	0	**81**	0	**326**
9:30AM	1	1	8	1	0	0	**11**	0	0	18	10	8	2	0	**38**	0	0	5	69	8	14	0	**96**	0	**322**
9:45AM	1	0	4	5	0	0	**10**	0	0	17	8	11	1	0	**37**	0	0	3	69	14	13	0	**99**	0	**323**
Hourly Total	3	2	21	9	0	0	**35**	1	1	56	39	50	3	0	**149**	0	3	13	265	45	52	0	**378**	0	**1288**
10:00AM	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	**0**
4:00PM	1	4	7	0	0	0	**12**	0	0	18	22	19	1	0	**60**	0	0	2	141	21	17	0	**181**	0	**570**
4:15PM	2	0	2	1	0	0	**5**	0	0	19	24	18	2	0	**63**	0	0	3	128	19	15	0	**165**	0	**536**
4:30PM	1	1	5	7	0	0	**14**	0	0	15	16	16	0	0	**47**	0	0	9	154	31	20	0	**214**	0	**606**
4:45PM	2	2	2	2	0	0	**8**	0	0	21	15	16	1	0	**53**	0	0	3	114	25	13	0	**155**	0	**524**
Hourly Total	6	7	16	10	0	0	**39**	0	0	73	77	69	4	0	**223**	0	0	17	537	96	65	0	**715**	0	**2236**
5:00PM	0	5	4	4	0	0	**13**	0	1	18	21	11	0	0	**51**	0	0	2	144	30	24	0	**200**	0	**538**
5:15PM	0	2	5	0	0	0	**7**	0	1	22	12	12	0	0	**47**	0	1	2	107	20	21	0	**151**	0	**512**
5:30PM	0	2	3	3	0	0	**8**	0	1	21	18	10	1	0	**51**	0	0	1	116	23	23	0	**163**	0	**473**
5:45PM	1	2	3	2	0	0	**8**	0	0	22	16	7	1	0	**46**	0	1	4	129	23	17	0	**174**	0	**485**
Hourly Total	1	11	15	9	0	0	**36**	0	3	83	67	40	2	0	**195**	0	2	9	496	96	85	0	**688**	0	**2008**
6:00PM	2	2	2	1	0	0	**7**	0	0	18	13	8	0	0	**39**	0	1	4	86	35	13	0	**139**	0	**398**
6:15PM	1	0	4	4	0	0	**9**	0	0	22	8	12	2	0	**44**	0	0	5	97	14	11	0	**127**	0	**372**
6:30PM	4	0	2	3	0	0	**9**	0	0	10	13	6	0	0	**29**	0	2	9	86	14	19	0	**130**	0	**342**
6:45PM	0	1	0	0	0	0	**1**	0	0	17	8	9	0	0	**34**	0	1	2	71	14	10	0	**98**	0	**293**
Hourly Total	7	3	8	8	0	0	**26**	0	0	67	42	35	2	0	**146**	0	4	20	340	77	53	0	**494**	0	**1405**
7:00PM	1	2	3	2	0	0	**8**	0	1	11	11	4	0	0	**27**	0	1	2	75	18	16	0	**112**	0	**298**
7:15PM	0	0	0	1	0	0	**1**	0	0	7	9	2	0	0	**18**	0	1	2	80	21	8	0	**112**	0	**279**
7:30PM	2	2	2	1	1	0	**8**	0	0	10	11	5	2	0	**28**	0	0	1	71	12	14	0	**98**	0	**265**
7:45PM	0	0	3	0	0	0	**3**	0	0	8	10	5	0	0	**23**	0	0	3	58	11	11	0	**83**	0	**205**
Hourly Total	3	4	8	4	1	0	**20**	0	1	36	41	16	2	0	**96**	0	2	8	284	62	49	0	**405**	0	**1047**
Total	25	40	163	65	1	0	**294**	3	6	445	425	390	18	0	**1284**	2	13	93	2579	488	451	0	**3624**	0	**11617**
% Approach	8.5%	13.6%	55.4%	22.1%	0.3%	0%	**-**	-	0.5%	34.7%	33.1%	30.4%	1.4%	0%	**-**	-	0.4%	2.6%	71.2%	13.5%	12.4%	0%	**-**	-	-
% Total	0.2%	0.3%	1.4%	0.6%	0%	0%	**2.5%**	-	0.1%	3.8%	3.7%	3.4%	0.2%	0%	**11.1%**	-	0.1%	0.8%	22.2%	4.2%	3.9%	0%	**31.2%**	-	-
Motorcycles	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-	0	0	0	1	0	0	**1**	-	1
% Motorcycles	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0.2%	0%	0%	**0%**	-	0%
Lights	25	39	156	64	1	0	**285**	-	6	433	419	374	18	0	**1250**	-	13	91	2511	484	428	0	**3527**	-	11283
% Lights	100%	97.5%	95.7%	98.5%	100%	0%	**96.9%**	-	100%	97.3%	98.6%	95.9%	100%	0%	**97.4%**	-	100%	97.8%	97.4%	99.2%	94.9%	0%	**97.3%**	-	97.1%
Heavy	0	1	7	1	0	0	**9**	-	0	12	6	16	0	0	**34**	-	0	2	68	3	23	0	**96**	-	333
% Heavy	0%	2.5%	4.3%	1.5%	0%	0%	**3.1%**	-	0%	2.7%	1.4%	4.1%	0%	0%	**2.6%**	-	0%	2.2%	2.6%	0.6%	5.1%	0%	**2.6%**	-	2.9%
Pedestrians	-	-	-	-	-	-	-	3	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-

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

Niagara Falls Blvd/Walmore Rd/Niagara Rd - TMC
Tue Nov 23, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904855, Location: 43.099149, -78.927205

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Niagara Falls Blvd/Walmore Rd/Niagara Rd - TMC

Tue Nov 23, 2021
AM Peak (7:15 AM - 8:15 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904855, Location: 43.099149, -78.927205

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg	Walmore Rd								Niagara Rd								Niagara Falls Blvd							
Direction	Southbound								Southwestbound								Westbound							
Time	R	BR	T	L	HL	U	**App**	Ped*	HR	BR	T	BL	HL	U	**App**	Ped*	HR	R	T	BL	L	U	**App**	Ped*
2021-11-23 7:15AM	4	13	2	13	2	0	**34**	0	3	14	12	0	0	0	**29**	0	0	40	83	9	5	0	**137**	0
7:30AM	11	14	7	18	1	0	**51**	0	3	14	29	0	0	0	**46**	0	0	22	93	18	3	0	**136**	0
7:45AM	21	17	5	17	0	0	**60**	0	1	18	20	1	1	0	**41**	0	0	27	122	11	1	0	**161**	0
8:00AM	5	6	2	15	5	0	**33**	0	2	12	14	0	0	0	**28**	0	0	30	95	20	0	0	**145**	0
Total	41	50	16	63	8	0	**178**	0	9	58	75	1	1	0	**144**	0	0	119	393	58	9	0	**579**	0
% Approach	23.0%	28.1%	9.0%	35.4%	4.5%	0%	**-**	-	6.3%	40.3%	52.1%	0.7%	0.7%	0%	**-**	-	0%	20.6%	67.9%	10.0%	1.6%	0%	**-**	-
% Total	2.8%	3.4%	1.1%	4.2%	0.5%	0%	**12.0%**	-	0.6%	3.9%	5.0%	0.1%	0.1%	0%	**9.7%**	-	0%	8.0%	26.4%	3.9%	0.6%	0%	**39.0%**	-
PHF	0.488	0.735	0.571	0.875	0.400	-	**0.742**	-	0.750	0.806	0.647	0.250	0.250	-	**0.783**	-	-	0.744	0.805	0.725	0.450	-	**0.899**	-
Motorcycles	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-
% Motorcycles	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-
Lights	41	48	15	58	5	0	**167**	-	7	57	70	1	1	0	**136**	-	0	112	378	57	9	0	**556**	-
% Lights	100%	96.0%	93.8%	92.1%	62.5%	0%	**93.8%**	-	77.8%	98.3%	93.3%	100%	100%	0%	**94.4%**	-	0%	94.1%	96.2%	98.3%	100%	0%	**96.0%**	-
Heavy	0	2	1	5	3	0	**11**	-	2	1	5	0	0	0	**8**	-	0	7	15	1	0	0	**23**	-
% Heavy	0%	4.0%	6.3%	7.9%	37.5%	0%	**6.2%**	-	22.2%	1.7%	6.7%	0%	0%	0%	**5.6%**	-	0%	5.9%	3.8%	1.7%	0%	0%	**4.0%**	-
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Niagara Falls Blvd/Walmore Rd/Niagara Rd - TMC

Tue Nov 23, 2021
AM Peak (7:15 AM - 8:15 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904855, Location: 43.099149, -78.927205

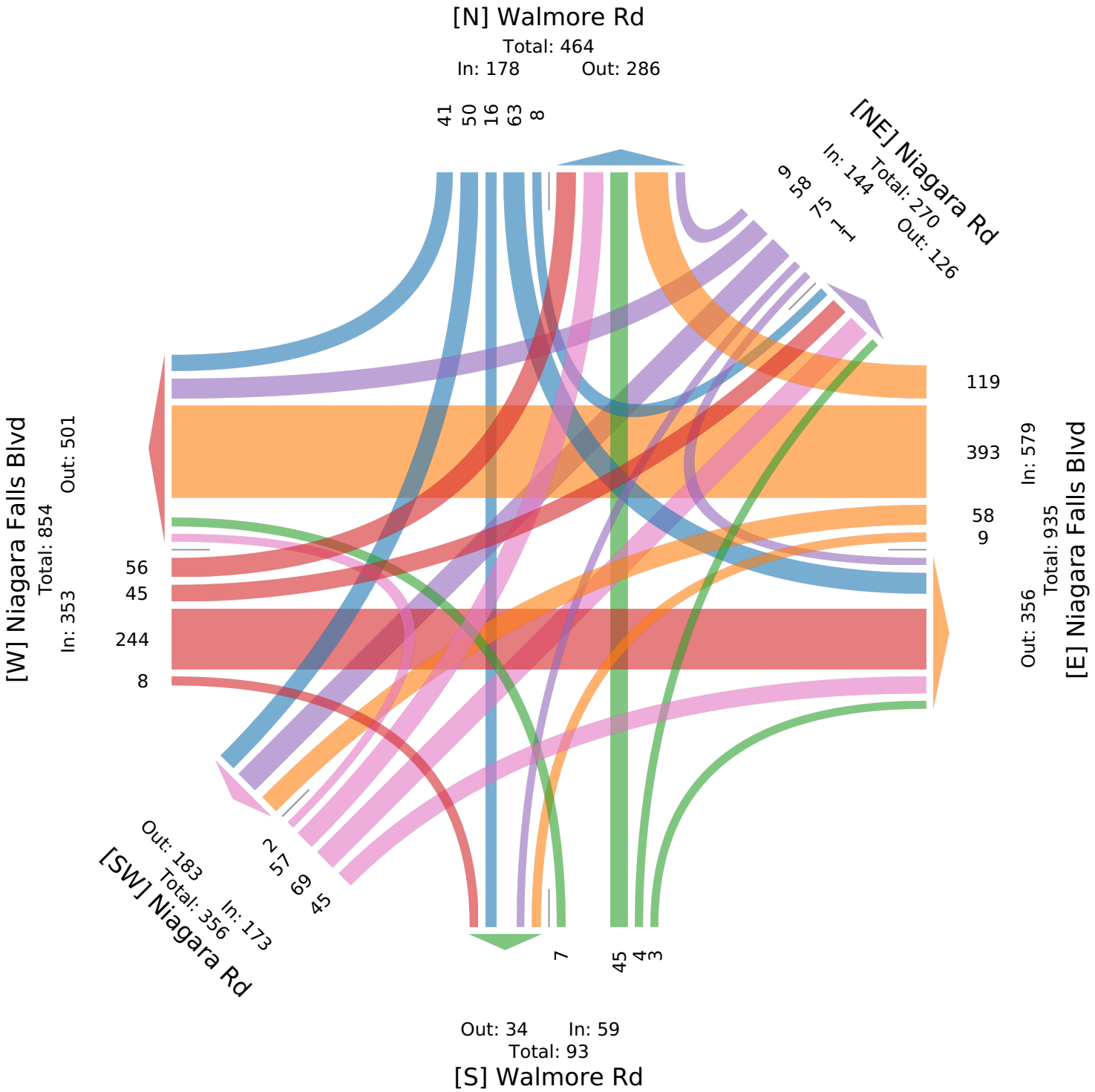
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg	Walmore Rd								Niagara Rd								Niagara Falls Blvd								
Direction	Northbound								Northeastbound								Eastbound								
Time	R	BR	T	L	HL	U	**App**	Ped*	HR	BR	T	BL	HL	U	**App**	Ped*	HR	R	T	BL	L	U	**App**	Ped*	**Int**
2021-11-23 7:15AM	2	1	22	2	0	0	**27**	0	0	6	17	18	1	0	**42**	0	0	0	60	11	23	0	**94**	0	**363**
7:30AM	1	1	13	1	0	0	**16**	0	0	13	23	21	0	0	**57**	0	0	5	58	9	12	0	**84**	0	**390**
7:45AM	0	1	6	2	0	0	**9**	0	0	18	10	8	1	0	**37**	0	0	1	63	14	10	0	**88**	0	**396**
8:00AM	0	1	4	2	0	0	**7**	0	0	8	19	10	0	0	**37**	0	0	2	63	11	11	0	**87**	0	**337**
Total	3	4	45	7	0	0	**59**	0	0	45	69	57	2	0	**173**	0	0	8	244	45	56	0	**353**	0	**1486**
% Approach	5.1%	6.8%	76.3%	11.9%	0%	0%	**-**	-	0%	26.0%	39.9%	32.9%	1.2%	0%	**-**	-	0%	2.3%	69.1%	12.7%	15.9%	0%	**-**	-	**-**
% Total	0.2%	0.3%	3.0%	0.5%	0%	0%	**4.0%**	-	0%	3.0%	4.6%	3.8%	0.1%	0%	**11.6%**	-	0%	0.5%	16.4%	3.0%	3.8%	0%	**23.8%**	-	**-**
PHF	0.375	1.000	0.511	0.875	-	-	**0.546**	-	-	0.625	0.750	0.679	0.500	-	**0.759**	-	-	0.400	0.968	0.804	0.609	-	**0.939**	-	0.938
Motorcycles	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%
Lights	3	3	45	7	0	0	**58**	-	0	42	65	56	2	0	**165**	-	0	8	231	44	51	0	**334**	-	1416
% Lights	100%	75.0%	100%	100%	0%	0%	**98.3%**	-	0%	93.3%	94.2%	98.2%	100%	0%	**95.4%**	-	0%	100%	94.7%	97.8%	91.1%	0%	**94.6%**	-	95.3%
Heavy	0	1	0	0	0	0	**1**	-	0	3	4	1	0	0	**8**	-	0	0	13	1	5	0	**19**	-	70
% Heavy	0%	25.0%	0%	0%	0%	0%	**1.7%**	-	0%	6.7%	5.8%	1.8%	0%	0%	**4.6%**	-	0%	0%	5.3%	2.2%	8.9%	0%	**5.4%**	-	4.7%
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Niagara Falls Blvd/Walmore Rd/Niagara Rd - TMC
Tue Nov 23, 2021
AM Peak (7:15 AM - 8:15 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904855, Location: 43.099149, -78.927205

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Niagara Falls Blvd/Walmore Rd/Niagara Rd - TMC

Tue Nov 23, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904855, Location: 43.099149, -78.927205



Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg	Walmore Rd								Niagara Rd								Niagara Falls Blvd							
Direction	Southbound								Southwestbound								Westbound							
Time	R	BR	T	L	HL	U	**App**	Ped*	HR	BR	T	BL	HL	U	**App**	Ped*	HR	R	T	BL	L	U	**App**	Ped*
2021-11-23 4:00PM	27	23	8	34	3	0	**95**	0	0	30	21	1	2	0	**54**	0	0	23	127	17	1	0	**168**	0
4:15PM	24	17	6	29	6	0	**82**	0	1	20	32	4	1	0	**58**	0	2	20	128	13	0	0	**163**	0
4:30PM	33	24	6	29	4	0	**96**	0	4	18	14	0	2	0	**38**	0	1	16	154	23	3	0	**197**	0
4:45PM	20	20	4	24	4	0	**72**	0	1	28	19	1	0	0	**49**	0	1	18	136	31	1	0	**187**	0
Total	104	84	24	116	17	0	**345**	0	6	96	86	6	5	0	**199**	0	4	77	545	84	5	0	**715**	0
% Approach	30.1%	24.3%	7.0%	33.6%	4.9%	0%	**-**	-	3.0%	48.2%	43.2%	3.0%	2.5%	0%	**-**	-	0.6%	10.8%	76.2%	11.7%	0.7%	0%	**-**	-
% Total	4.7%	3.8%	1.1%	5.2%	0.8%	0%	**15.4%**	-	0.3%	4.3%	3.8%	0.3%	0.2%	0%	**8.9%**	-	0.2%	3.4%	24.4%	3.8%	0.2%	0%	**32.0%**	-
PHF	0.788	0.875	0.750	0.853	0.708	-	**0.898**	-	0.375	0.800	0.672	0.375	0.625	-	**0.858**	-	0.500	0.837	0.885	0.677	0.417	-	**0.907**	-
Motorcycles	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-
% Motorcycles	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-
Lights	101	82	24	115	17	0	**339**	-	6	95	86	6	4	0	**197**	-	4	72	541	83	5	0	**705**	-
% Lights	97.1%	97.6%	100%	99.1%	100%	0%	**98.3%**	-	100%	99.0%	100%	100%	80.0%	0%	**99.0%**	-	100%	93.5%	99.3%	98.8%	100%	0%	**98.6%**	-
Heavy	3	2	0	1	0	0	**6**	-	0	1	0	0	1	0	**2**	-	0	5	4	1	0	0	**10**	-
% Heavy	2.9%	2.4%	0%	0.9%	0%	0%	**1.7%**	-	0%	1.0%	0%	0%	20.0%	0%	**1.0%**	-	0%	6.5%	0.7%	1.2%	0%	0%	**1.4%**	-
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Niagara Falls Blvd/Walmore Rd/Niagara Rd - TMC

Tue Nov 23, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904855, Location: 43.099149, -78.927205

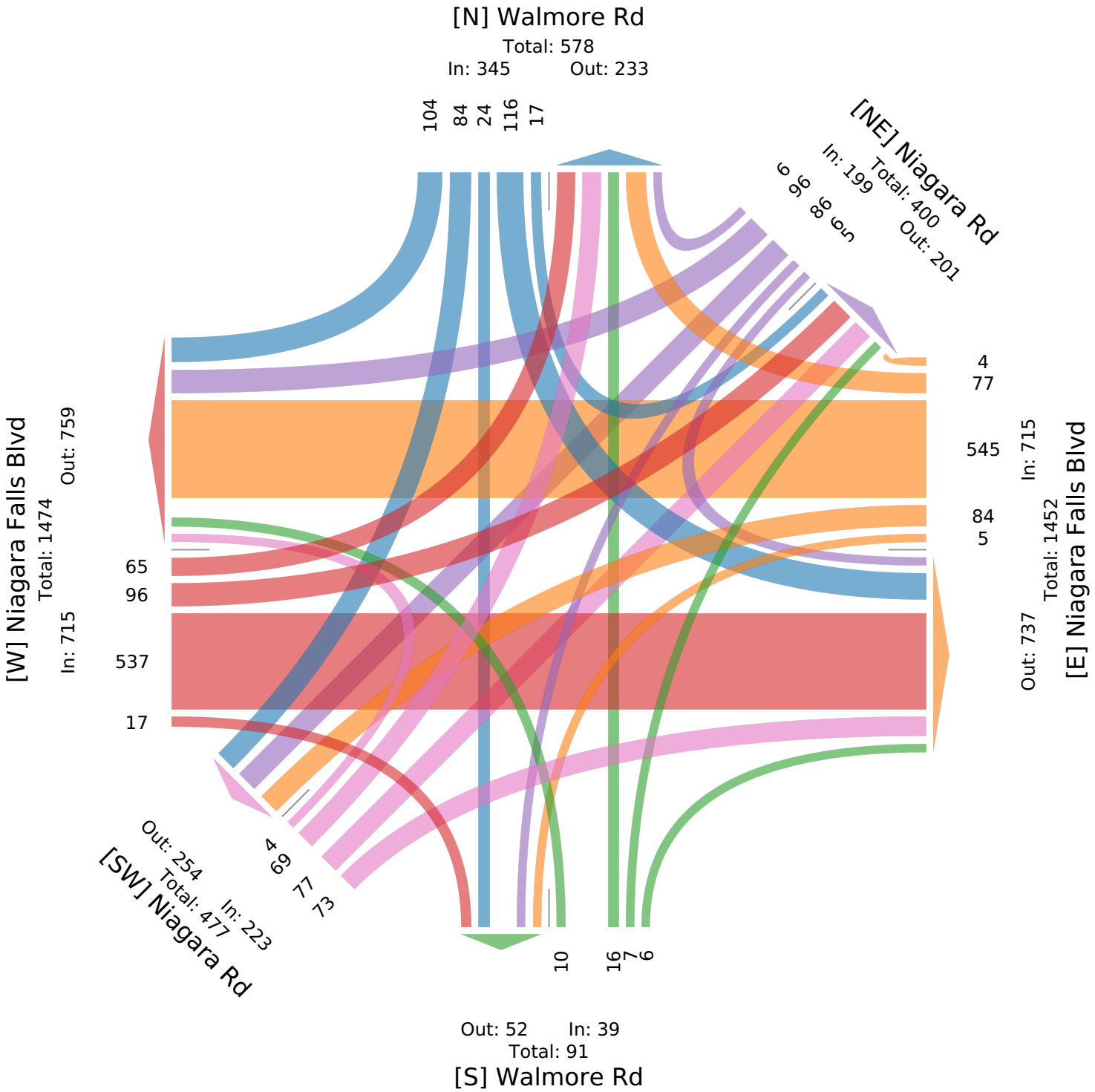
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg	Walmore Rd								Niagara Rd								Niagara Falls Blvd								
Direction	Northbound								Northeastbound								Eastbound								
Time	R	BR	T	L	HL	U	**App**	Ped*	HR	BR	T	BL	HL	U	**App**	Ped*	HR	R	T	BL	L	U	**App**	Ped*	**Int**
2021-11-23 4:00PM	1	4	7	0	0	0	**12**	0	0	18	22	19	1	0	**60**	0	0	2	141	21	17	0	**181**	0	**570**
4:15PM	2	0	2	1	0	0	**5**	0	0	19	24	18	2	0	**63**	0	0	3	128	19	15	0	**165**	0	**536**
4:30PM	1	1	5	7	0	0	**14**	0	0	15	16	16	0	0	**47**	0	0	9	154	31	20	0	**214**	0	**606**
4:45PM	2	2	2	2	0	0	**8**	0	0	21	15	16	1	0	**53**	0	0	3	114	25	13	0	**155**	0	**524**
Total	6	7	16	10	0	0	**39**	0	0	73	77	69	4	0	**223**	0	0	17	537	96	65	0	**715**	0	**2236**
% Approach	15.4%	17.9%	41.0%	25.6%	0%	0%	**-**	-	0%	32.7%	34.5%	30.9%	1.8%	0%	**-**	-	0%	2.4%	75.1%	13.4%	9.1%	0%	**-**	-	-
% Total	0.3%	0.3%	0.7%	0.4%	0%	0%	**1.7%**	-	0%	3.3%	3.4%	3.1%	0.2%	0%	**10.0%**	-	0%	0.8%	24.0%	4.3%	2.9%	0%	**32.0%**	-	-
PHF	0.750	0.438	0.571	0.357	-	-	**0.696**	-	-	0.869	0.802	0.908	0.500	-	**0.885**	-	-	0.472	0.872	0.774	0.813	-	**0.835**	-	0.922
Motorcycles	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%
Lights	6	7	13	10	0	0	**36**	-	0	72	77	63	4	0	**216**	-	0	17	528	96	61	0	**702**	-	2195
% Lights	100%	100%	81.3%	100%	0%	0%	**92.3%**	-	0%	98.6%	100%	91.3%	100%	0%	**96.9%**	-	0%	100%	98.3%	100%	93.8%	0%	**98.2%**	-	98.2%
Heavy	0	0	3	0	0	0	**3**	-	0	1	0	6	0	0	**7**	-	0	0	9	0	4	0	**13**	-	41
% Heavy	0%	0%	18.8%	0%	0%	0%	**7.7%**	-	0%	1.4%	0%	8.7%	0%	0%	**3.1%**	-	0%	0%	1.7%	0%	6.2%	0%	**1.8%**	-	1.8%
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Niagara Falls Blvd/Walmore Rd/Niagara Rd - TMC
Tue Nov 23, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904855, Location: 43.099149, -78.927205

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Niagara Falls Blvd/Walmore Rd/Niagara Rd - TMC

Tue Nov 23, 2021
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904855, Location: 43.099149, -78.927205

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg	Walmore Rd								Niagara Rd								Niagara Falls Blvd							
Direction	Southbound								Southwestbound								Westbound							
Time	R	BR	T	L	HL	U	**App**	Ped*	HR	BR	T	BL	HL	U	**App**	Ped*	HR	R	T	BL	L	U	**App**	Ped*
2021-11-23 5:30PM	19	11	4	19	3	0	**56**	0	0	15	9	1	3	0	**28**	0	1	13	129	22	2	0	**167**	0
5:45PM	13	11	10	11	3	0	**48**	0	4	30	18	5	0	0	**57**	0	3	11	120	15	3	0	**152**	0
6:00PM	17	8	3	20	4	0	**52**	0	2	16	11	0	0	0	**29**	0	0	13	108	10	1	0	**132**	0
6:15PM	15	8	1	10	2	0	**36**	0	2	16	6	2	1	0	**27**	0	0	6	108	13	2	0	**129**	0
Total	64	38	18	60	12	0	**192**	0	8	77	44	8	4	0	**141**	0	4	43	465	60	8	0	**580**	0
% Approach	33.3%	19.8%	9.4%	31.3%	6.3%	0%	**-**	-	5.7%	54.6%	31.2%	5.7%	2.8%	0%	**-**	-	0.7%	7.4%	80.2%	10.3%	1.4%	0%	**-**	-
% Total	3.7%	2.2%	1.0%	3.5%	0.7%	0%	**11.1%**	-	0.5%	4.5%	2.5%	0.5%	0.2%	0%	**8.2%**	-	0.2%	2.5%	26.9%	3.5%	0.5%	0%	**33.6%**	-
PHF	0.842	0.864	0.450	0.750	0.750	-	**0.857**	-	0.500	0.642	0.611	0.400	0.333	-	**0.618**	-	0.333	0.827	0.901	0.682	0.667	-	**0.868**	-
Motorcycles	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-
% Motorcycles	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-
Lights	63	38	18	60	12	0	**191**	-	8	77	44	8	4	0	**141**	-	4	43	465	59	8	0	**579**	-
% Lights	98.4%	100%	100%	100%	100%	0%	**99.5%**	-	100%	100%	100%	100%	100%	0%	**100%**	-	100%	100%	100%	98.3%	100%	0%	**99.8%**	-
Heavy	1	0	0	0	0	0	**1**	-	0	0	0	0	0	0	**0**	-	0	0	0	1	0	0	**1**	-
% Heavy	1.6%	0%	0%	0%	0%	0%	**0.5%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	1.7%	0%	0%	**0.2%**	-
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Niagara Falls Blvd/Walmore Rd/Niagara Rd - TMC

Tue Nov 23, 2021
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904855, Location: 43.099149, -78.927205

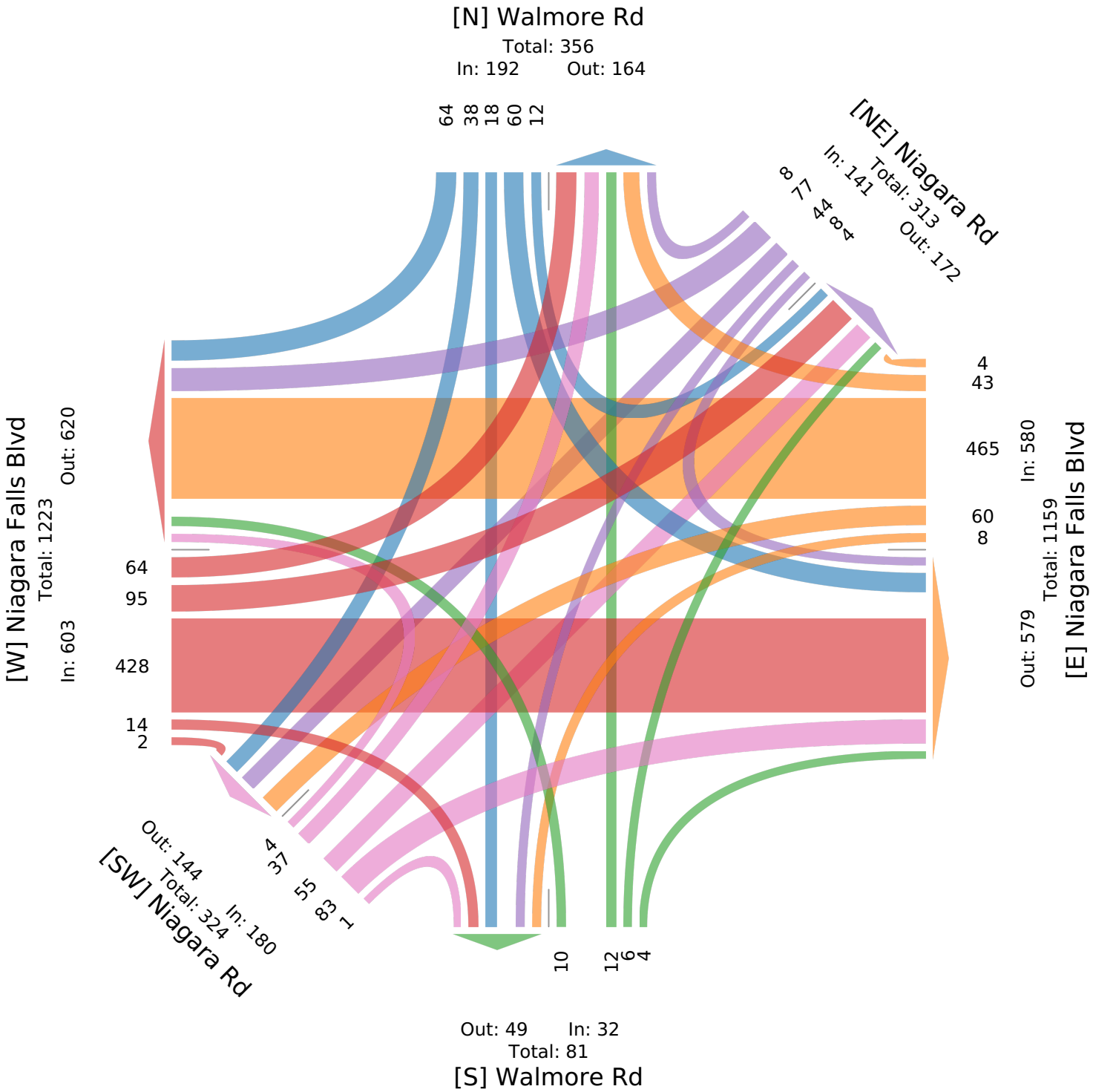
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg	Walmore Rd								Niagara Rd								Niagara Falls Blvd								
Direction	Northbound								Northeastbound								Eastbound								
Time	R	BR	T	L	HL	U	**App**	Ped*	HR	BR	T	BL	HL	U	**App**	Ped*	HR	R	T	BL	L	U	**App**	Ped*	**Int**
2021-11-23 5:30PM	0	2	3	3	0	0	**8**	0	1	21	18	10	1	0	**51**	0	0	1	116	23	23	0	**163**	0	**473**
5:45PM	1	2	3	2	0	0	**8**	0	0	22	16	7	1	0	**46**	0	1	4	129	23	17	0	**174**	0	**485**
6:00PM	2	2	2	1	0	0	**7**	0	0	18	13	8	0	0	**39**	0	1	4	86	35	13	0	**139**	0	**398**
6:15PM	1	0	4	4	0	0	**9**	0	0	22	8	12	2	0	**44**	0	0	5	97	14	11	0	**127**	0	**372**
Total	4	6	12	10	0	0	**32**	0	1	83	55	37	4	0	**180**	0	2	14	428	95	64	0	**603**	0	**1728**
% Approach	12.5%	18.8%	37.5%	31.3%	0%	0%	**-**	-	0.6%	46.1%	30.6%	20.6%	2.2%	0%	**-**	-	0.3%	2.3%	71.0%	15.8%	10.6%	0%	**-**	-	**-**
% Total	0.2%	0.3%	0.7%	0.6%	0%	0%	**1.9%**	-	0.1%	4.8%	3.2%	2.1%	0.2%	0%	**10.4%**	-	0.1%	0.8%	24.8%	5.5%	3.7%	0%	**34.9%**	-	**-**
PHF	0.500	0.750	0.750	0.625	-	-	**0.889**	-	0.250	0.943	0.764	0.771	0.500	-	**0.882**	-	0.500	0.700	0.829	0.679	0.696	-	**0.866**	-	0.891
Motorcycles	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-	0	0	0	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	0%	**0%**	-	0%
Lights	4	6	12	10	0	0	**32**	-	1	83	55	36	4	0	**179**	-	2	14	424	95	64	0	**599**	-	1721
% Lights	100%	100%	100%	100%	0%	0%	**100%**	-	100%	100%	100%	97.3%	100%	0%	**99.4%**	-	100%	100%	99.1%	100%	100%	0%	**99.3%**	-	99.6%
Heavy	0	0	0	0	0	0	**0**	-	0	0	0	1	0	0	**1**	-	0	0	4	0	0	0	**4**	-	7
% Heavy	0%	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	2.7%	0%	0%	**0.6%**	-	0%	0%	0.9%	0%	0%	0%	**0.7%**	-	0.4%
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Niagara Falls Blvd/Walmore Rd/Niagara Rd - TMC
Tue Nov 23, 2021
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904855, Location: 43.099149, -78.927205

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Packard Rd/I-190 NB Off Ramp - TMC

Thu Oct 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887500, Location: 43.10731, -78.988532

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

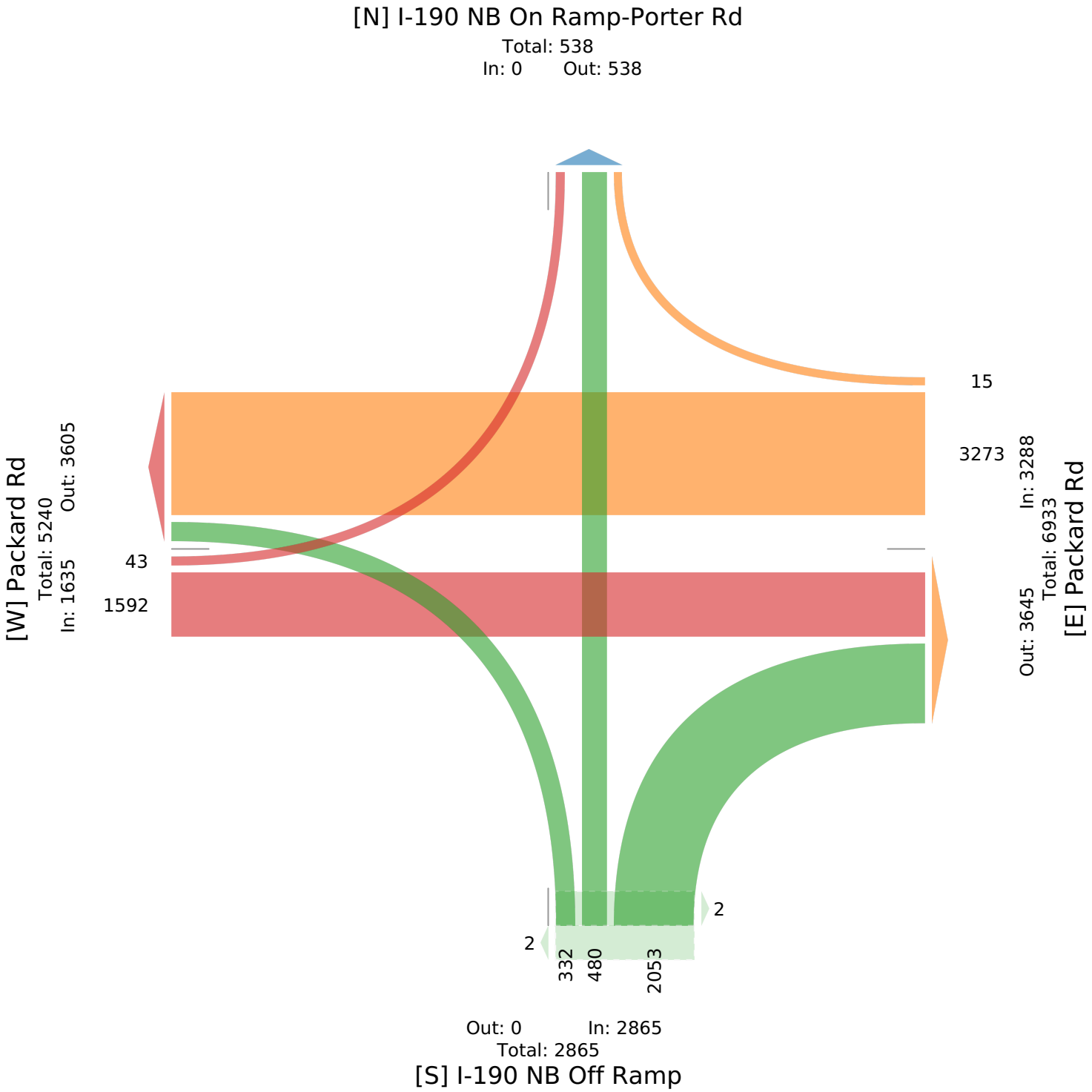
Leg	I-190 NB On Ramp-Porter Rd		Packard Rd						I-190 NB Off Ramp						Packard Rd					
Direction	Southbound		Westbound						Northbound						Eastbound					
Time	**App**	Ped*	R	T	U	RR	**App**	Ped*	R	T	L	RR	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2021-10-14 6:00AM	**0**	0	0	49	0	0	**49**	0	3	3	7	28	**41**	0	17	0	0	**17**	0	**107**
6:15AM	**0**	0	0	70	0	0	**70**	0	11	3	6	48	**68**	0	21	0	0	**21**	0	**159**
6:30AM	**0**	0	0	98	0	0	**98**	0	8	8	6	63	**85**	0	26	0	0	**26**	0	**209**
6:45AM	**0**	0	0	115	0	0	**115**	0	18	5	21	63	**107**	1	41	0	0	**41**	0	**263**
Hourly Total	**0**	0	0	332	0	0	**332**	0	40	19	40	202	**301**	1	105	0	0	**105**	0	**738**
7:00AM	**0**	0	0	81	0	0	**81**	0	11	2	11	46	**70**	0	27	0	0	**27**	0	**178**
7:15AM	**0**	0	1	95	0	0	**96**	0	21	7	16	55	**99**	0	29	1	0	**30**	0	**225**
7:30AM	**0**	0	0	102	0	0	**102**	0	24	9	24	57	**114**	0	38	1	0	**39**	0	**255**
7:45AM	**0**	0	0	145	0	0	**145**	0	21	13	23	37	**94**	0	27	2	0	**29**	0	**268**
Hourly Total	**0**	0	1	423	0	0	**424**	0	77	31	74	195	**377**	0	121	4	0	**125**	0	**926**
8:00AM	**0**	0	0	113	0	1	**114**	0	34	28	23	53	**138**	0	47	1	0	**48**	0	**300**
8:15AM	**0**	0	0	96	0	0	**96**	0	37	18	21	74	**150**	0	29	2	0	**31**	0	**277**
8:30AM	**0**	0	0	94	0	0	**94**	0	17	10	10	38	**75**	0	41	3	0	**44**	0	**213**
8:45AM	**0**	0	0	104	0	0	**104**	0	11	22	9	60	**102**	0	67	0	0	**67**	0	**273**
Hourly Total	**0**	0	0	407	0	1	**408**	0	99	78	63	225	**465**	0	184	6	0	**190**	0	**1063**
9:00AM	**0**	0	0	95	0	0	**95**	0	30	15	15	46	**106**	0	46	2	0	**48**	0	**249**
9:15AM	**0**	0	0	89	0	0	**89**	0	17	9	5	42	**73**	0	32	3	0	**35**	0	**197**
9:30AM	**0**	0	0	83	0	0	**83**	0	14	10	10	38	**72**	0	34	4	0	**38**	0	**193**
9:45AM	**0**	0	0	86	0	0	**86**	0	9	15	8	30	**62**	0	54	2	0	**56**	0	**204**
Hourly Total	**0**	0	0	353	0	0	**353**	0	70	49	38	156	**313**	0	166	11	0	**177**	0	**843**
10:00AM	**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**
4:00PM	**0**	0	2	161	0	0	**163**	0	33	19	14	53	**119**	0	110	2	0	**112**	0	**394**
4:15PM	**0**	0	1	150	0	0	**151**	0	29	34	6	66	**135**	2	97	1	0	**98**	0	**384**
4:30PM	**0**	0	1	133	0	0	**134**	0	23	18	10	46	**97**	0	77	2	0	**79**	0	**310**
4:45PM	**0**	0	0	122	0	0	**122**	0	32	28	10	49	**119**	0	75	0	0	**75**	0	**316**
Hourly Total	**0**	0	4	566	0	0	**570**	0	117	99	40	214	**470**	2	359	5	0	**364**	0	**1404**
5:00PM	**0**	0	0	155	0	0	**155**	0	29	25	10	41	**105**	0	84	3	0	**87**	0	**347**
5:15PM	**0**	0	1	136	0	0	**137**	0	32	19	7	49	**107**	0	69	3	0	**72**	0	**316**
5:30PM	**0**	0	2	132	0	0	**134**	0	26	30	12	34	**102**	0	68	0	0	**68**	0	**304**
5:45PM	**0**	0	2	111	0	0	**113**	0	12	27	8	54	**101**	0	70	1	0	**71**	0	**285**
Hourly Total	**0**	0	5	534	0	0	**539**	0	99	101	37	178	**415**	0	291	7	0	**298**	0	**1252**
6:00PM	**0**	0	1	121	0	0	**122**	0	34	15	6	31	**86**	0	61	5	0	**66**	0	**274**
6:15PM	**0**	0	1	82	0	0	**83**	0	36	19	5	43	**103**	1	40	1	0	**41**	0	**227**
6:30PM	**0**	0	1	93	0	0	**94**	0	12	12	6	26	**56**	0	52	1	0	**53**	0	**203**
6:45PM	**0**	0	1	90	0	0	**91**	0	14	12	7	41	**74**	0	37	0	0	**37**	0	**202**
Hourly Total	**0**	0	4	386	0	0	**390**	0	96	58	24	141	**319**	1	190	7	0	**197**	0	**906**
7:00PM	**0**	0	0	83	0	0	**83**	0	11	14	7	35	**67**	0	41	1	0	**42**	0	**192**
7:15PM	**0**	0	0	71	0	0	**71**	0	12	10	5	21	**48**	0	49	0	0	**49**	0	**168**
7:30PM	**0**	0	0	68	0	0	**68**	0	6	17	4	33	**60**	0	42	1	0	**43**	0	**171**
7:45PM	**0**	0	0	50	0	0	**50**	0	5	4	0	21	**30**	0	44	1	0	**45**	0	**125**
Hourly Total	**0**	0	0	272	0	0	**272**	0	34	45	16	110	**205**	0	176	3	0	**179**	0	**656**
Total	**0**	0	14	3273	0	1	**3288**	0	632	480	332	1421	**2865**	4	1592	43	0	**1635**	0	**7788**
% Approach	**-**	-	0.4%	99.5%	0%	0%	**-**	-	22.1%	16.8%	11.6%	49.6%	**-**	-	97.4%	2.6%	0%	**-**	-	-
% Total	**0%**	-	0.2%	42.0%	0%	0%	**42.2%**	-	8.1%	6.2%	4.3%	18.2%	**36.8%**	-	20.4%	0.6%	0%	**21.0%**	-	-
Motorcycles	**0**	-	0	8	0	0	**8**	-	2	0	2	5	**9**	-	2	0	0	**2**	-	19
% Motorcycles	**-**	-	0%	0.2%	0%	0%	**0.2%**	-	0.3%	0%	0.6%	0.4%	**0.3%**	-	0.1%	0%	0%	**0.1%**	-	0.2%
Lights	**0**	-	14	3042	0	1	**3057**	-	583	465	309	1326	**2683**	-	1527	29	0	**1556**	-	7296
% Lights	**-**	-	100%	92.9%	0%	100%	**93.0%**	-	92.2%	96.9%	93.1%	93.3%	**93.6%**	-	95.9%	67.4%	0%	**95.2%**	-	93.7%
Heavy	**0**	-	0	223	0	0	**223**	-	47	15	21	90	**173**	-	63	14	0	**77**	-	473
% Heavy	**-**	-	0%	6.8%	0%	0%	**6.8%**	-	7.4%	3.1%	6.3%	6.3%	**6.0%**	-	4.0%	32.6%	0%	**4.7%**	-	6.1%
Pedestrians	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	

Leg	I-190 NB On Ramp-Porter Rd		Packard Rd						I-190 NB Off Ramp						Packard Rd					
Direction	Southbound		Westbound						Northbound						Eastbound					
Time	**App**	Ped*	R	T	U	RR	**App**	Ped*	R	T	L	RR	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-
Bicycles on Crosswalk	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-

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

Packard Rd/I-190 NB Off Ramp - TMC
Thu Oct 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887500, Location: 43.10731, -78.988532

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Packard Rd/I-190 NB Off Ramp - TMC

Thu Oct 14, 2021
AM Peak (7:30 AM - 8:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887500, Location: 43.10731, -78.988532

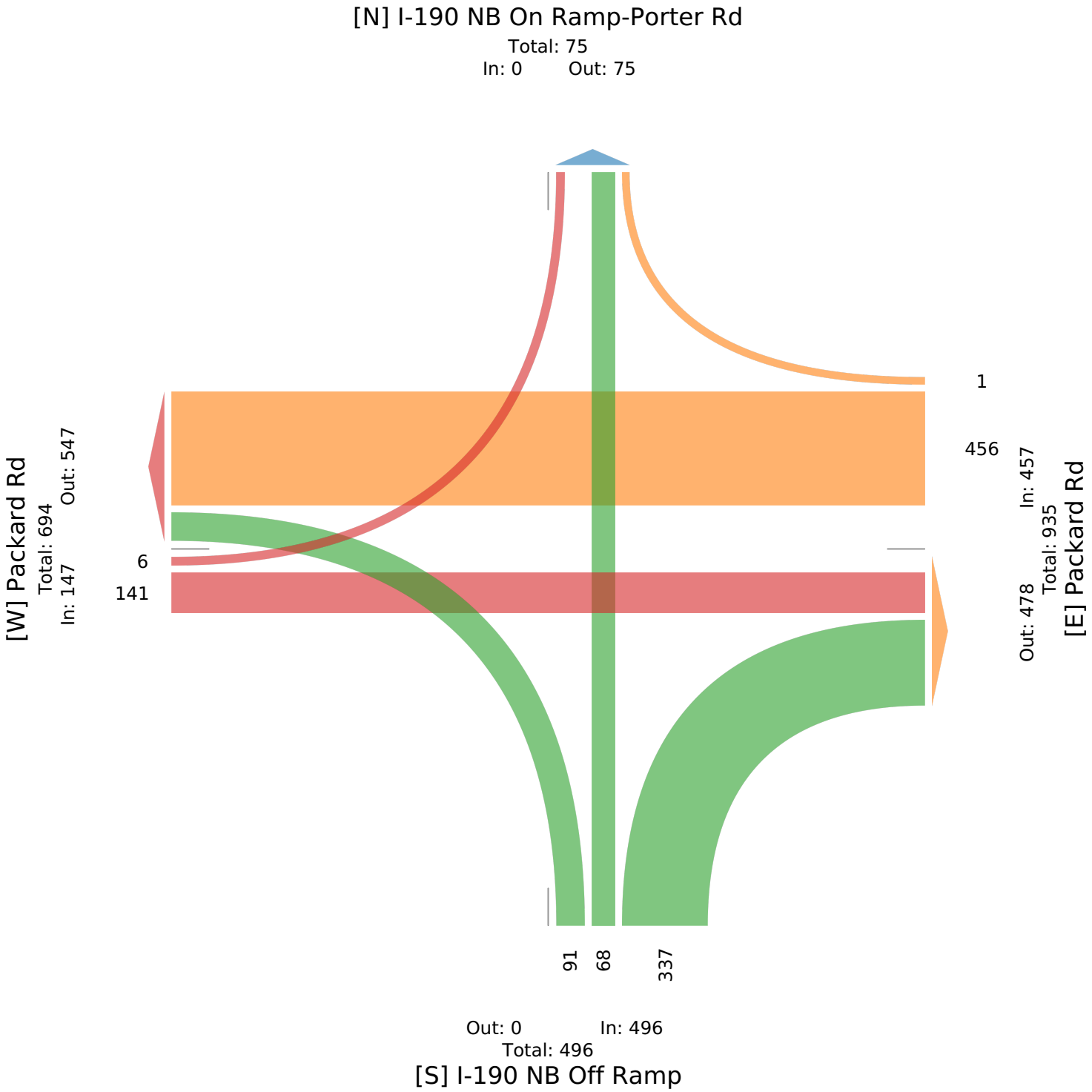
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	I-190 NB On Ramp-Porter Rd Southbound		Packard Rd Westbound						I-190 NB Off Ramp Northbound						Packard Rd Eastbound					
Time	**App**	Ped*	R	T	U	RR	**App**	Ped*	R	T	L	RR	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2021-10-14 7:30AM	**0**	0	0	102	0	0	**102**	0	24	9	24	57	**114**	0	38	1	0	**39**	0	**255**
7:45AM	**0**	0	0	145	0	0	**145**	0	21	13	23	37	**94**	0	27	2	0	**29**	0	**268**
8:00AM	**0**	0	0	113	0	1	**114**	0	34	28	23	53	**138**	0	47	1	0	**48**	0	**300**
8:15AM	**0**	0	0	96	0	0	**96**	0	37	18	21	74	**150**	0	29	2	0	**31**	0	**277**
Total	**0**	0	0	456	0	1	**457**	0	116	68	91	221	**496**	0	141	6	0	**147**	0	**1100**
% Approach	**-**	-	0%	99.8%	0%	0.2%	**-**	-	23.4%	13.7%	18.3%	44.6%	**-**	-	95.9%	4.1%	0%	**-**	-	-
% Total	**0%**	-	0%	41.5%	0%	0.1%	**41.5%**	-	10.5%	6.2%	8.3%	20.1%	**45.1%**	-	12.8%	0.5%	0%	**13.4%**	-	-
PHF	**-**	-	-	0.786	-	0.250	**0.788**	-	0.784	0.607	0.948	0.747	**0.827**	-	0.750	0.750	-	**0.766**	-	0.917
Motorcycles	**0**	-	0	1	0	0	**1**	-	0	0	0	1	**1**	-	0	0	0	**0**	-	2
% Motorcycles	**-**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0.5%	**0.2%**	-	0%	0%	0%	**0%**	-	0.2%
Lights	**0**	-	0	415	0	1	**416**	-	103	65	89	197	**454**	-	127	2	0	**129**	-	999
% Lights	**-**	-	0%	91.0%	0%	100%	**91.0%**	-	88.8%	95.6%	97.8%	89.1%	**91.5%**	-	90.1%	33.3%	0%	**87.8%**	-	90.8%
Heavy	**0**	-	0	40	0	0	**40**	-	13	3	2	23	**41**	-	14	4	0	**18**	-	99
% Heavy	**-**	-	0%	8.8%	0%	0%	**8.8%**	-	11.2%	4.4%	2.2%	10.4%	**8.3%**	-	9.9%	66.7%	0%	**12.2%**	-	9.0%
Pedestrians	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Packard Rd/I-190 NB Off Ramp - TMC
Thu Oct 14, 2021
AM Peak (7:30 AM - 8:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887500, Location: 43.10731, -78.988532

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Packard Rd/I-190 NB Off Ramp - TMC

Thu Oct 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887500, Location: 43.10731, -78.988532

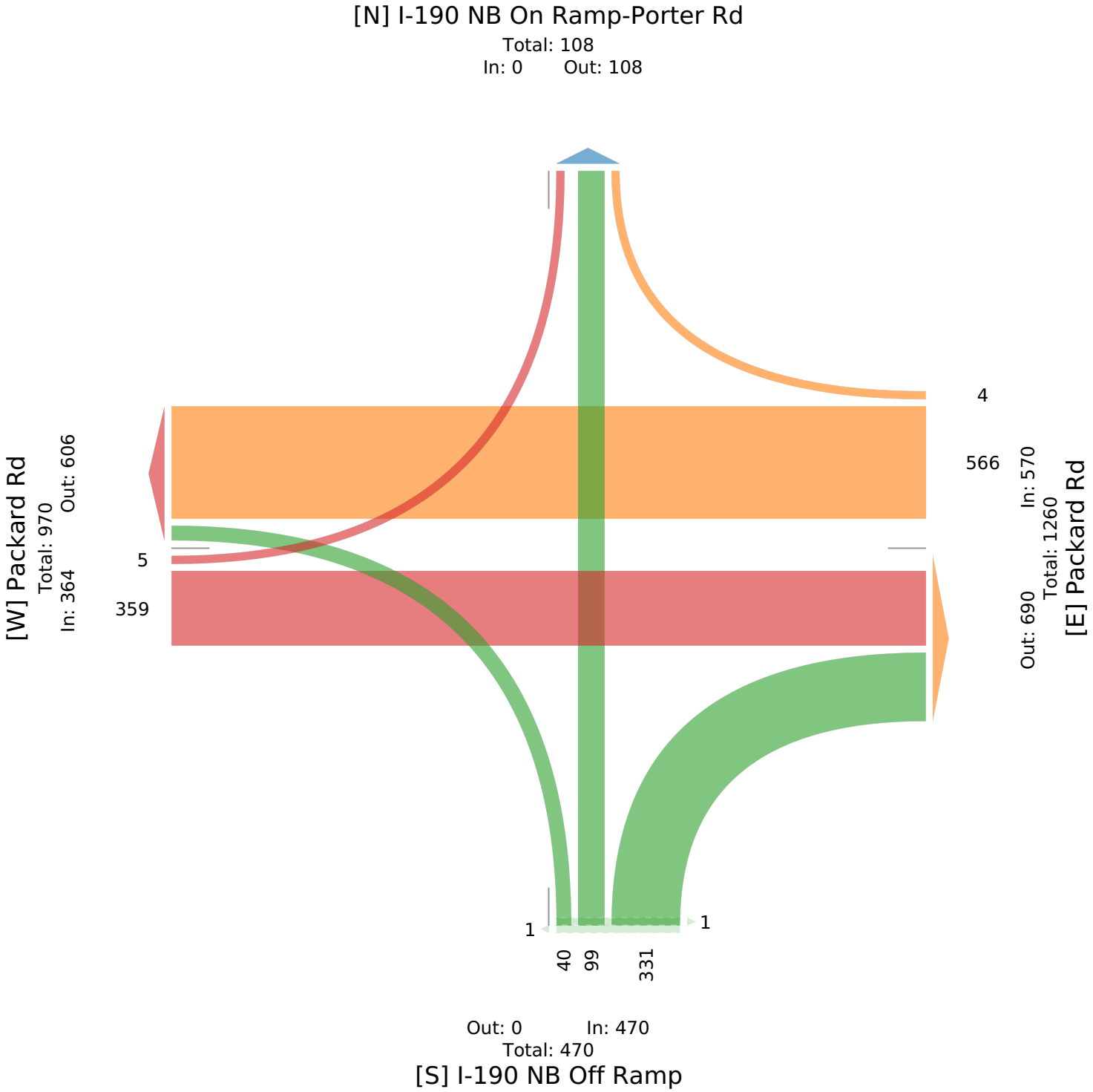
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg / Direction	I-190 NB On Ramp-Porter Rd Southbound		Packard Rd Westbound						I-190 NB Off Ramp Northbound						Packard Rd Eastbound					
Time	**App**	Ped*	R	T	U	RR	**App**	Ped*	R	T	L	RR	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2021-10-14 4:00PM	**0**	0	2	161	0	0	**163**	0	33	19	14	53	**119**	0	110	2	0	**112**	0	**394**
4:15PM	**0**	0	1	150	0	0	**151**	0	29	34	6	66	**135**	2	97	1	0	**98**	0	**384**
4:30PM	**0**	0	1	133	0	0	**134**	0	23	18	10	46	**97**	0	77	2	0	**79**	0	**310**
4:45PM	**0**	0	0	122	0	0	**122**	0	32	28	10	49	**119**	0	75	0	0	**75**	0	**316**
Total	**0**	0	4	566	0	0	**570**	0	117	99	40	214	**470**	2	359	5	0	**364**	0	**1404**
% Approach	**-**	-	0.7%	99.3%	0%	0%	**-**	-	24.9%	21.1%	8.5%	45.5%	**-**	-	98.6%	1.4%	0%	**-**	-	-
% Total	**0%**	-	0.3%	40.3%	0%	0%	**40.6%**	-	8.3%	7.1%	2.8%	15.2%	**33.5%**	-	25.6%	0.4%	0%	**25.9%**	-	-
PHF	**-**	-	0.500	0.879	-	-	**0.874**	-	0.886	0.728	0.714	0.811	**0.870**	-	0.816	0.625	-	**0.813**	-	0.891
Motorcycles	**0**	-	0	3	0	0	**3**	-	1	0	0	2	**3**	-	1	0	0	**1**	-	7
% Motorcycles	**-**	-	0%	0.5%	0%	0%	**0.5%**	-	0.9%	0%	0%	0.9%	**0.6%**	-	0.3%	0%	0%	**0.3%**	-	0.5%
Lights	**0**	-	4	526	0	0	**530**	-	109	96	37	197	**439**	-	352	5	0	**357**	-	1326
% Lights	**-**	-	100%	92.9%	0%	0%	**93.0%**	-	93.2%	97.0%	92.5%	92.1%	**93.4%**	-	98.1%	100%	0%	**98.1%**	-	94.4%
Heavy	**0**	-	0	37	0	0	**37**	-	7	3	3	15	**28**	-	6	0	0	**6**	-	71
% Heavy	**-**	-	0%	6.5%	0%	0%	**6.5%**	-	6.0%	3.0%	7.5%	7.0%	**6.0%**	-	1.7%	0%	0%	**1.6%**	-	5.1%
Pedestrians	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-
Bicycles on Crosswalk	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-

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

Packard Rd/I-190 NB Off Ramp - TMC
Thu Oct 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887500, Location: 43.10731, -78.988532

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Packard Rd/I-190 NB Off Ramp - TMC

Thu Oct 14, 2021
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887500, Location: 43.10731, -78.988532

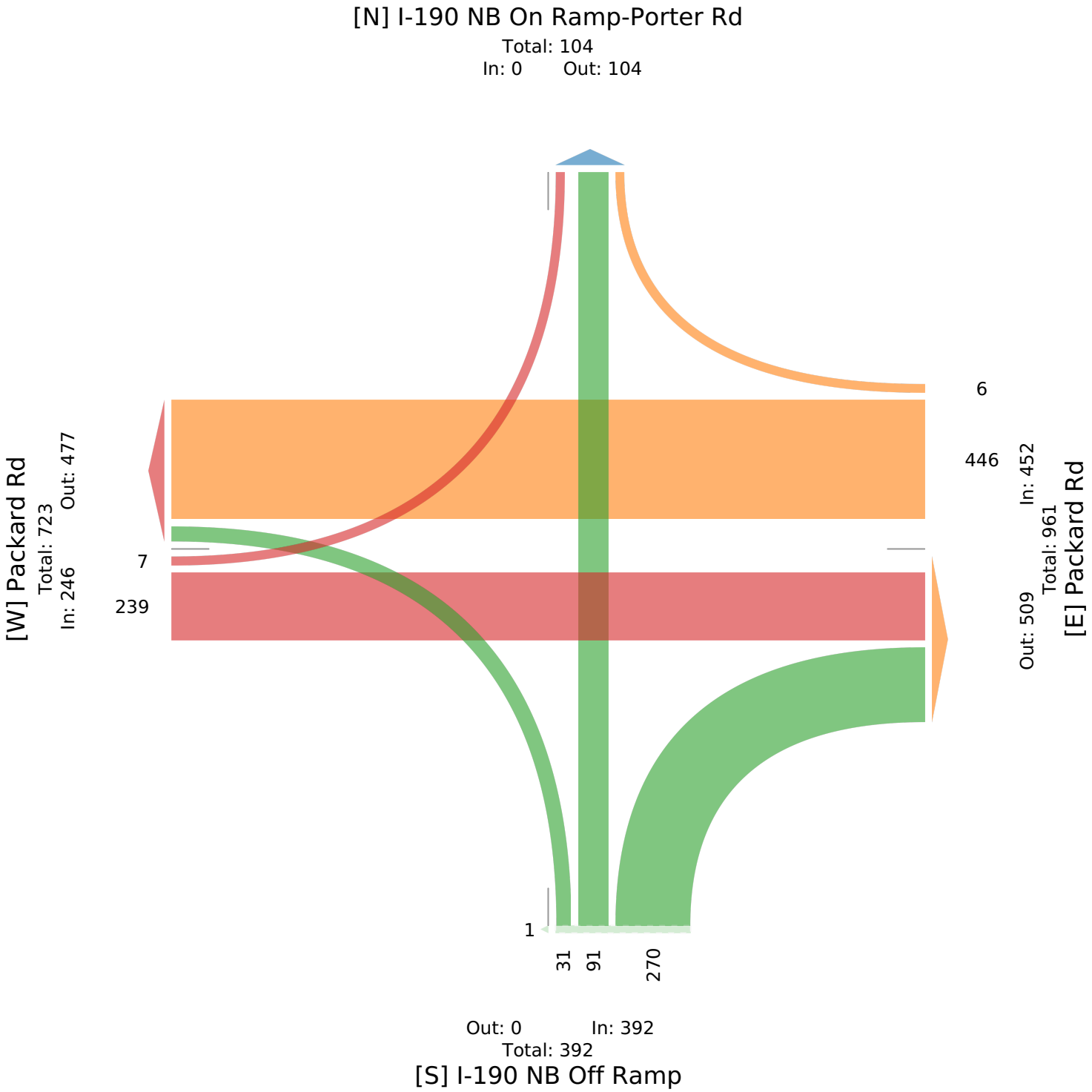
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	I-190 NB On Ramp-Porter Rd Southbound		Packard Rd Westbound						I-190 NB Off Ramp Northbound						Packard Rd Eastbound					
Time	**App**	Ped*	R	T	U	RR	**App**	Ped*	R	T	L	RR	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2021-10-14 5:30PM	**0**	0	2	132	0	0	**134**	0	26	30	12	34	**102**	0	68	0	0	**68**	0	**304**
5:45PM	**0**	0	2	111	0	0	**113**	0	12	27	8	54	**101**	0	70	1	0	**71**	0	**285**
6:00PM	**0**	0	1	121	0	0	**122**	0	34	15	6	31	**86**	0	61	5	0	**66**	0	**274**
6:15PM	**0**	0	1	82	0	0	**83**	0	36	19	5	43	**103**	1	40	1	0	**41**	0	**227**
Total	**0**	0	6	446	0	0	**452**	0	108	91	31	162	**392**	1	239	7	0	**246**	0	**1090**
% Approach	**-**	-	1.3%	98.7%	0%	0%	**-**	-	27.6%	23.2%	7.9%	41.3%	**-**	-	97.2%	2.8%	0%	**-**	-	-
% Total	**0%**	-	0.6%	40.9%	0%	0%	**41.5%**	-	9.9%	8.3%	2.8%	14.9%	**36.0%**	-	21.9%	0.6%	0%	**22.6%**	-	-
PHF	**-**	-	0.750	0.845	-	-	**0.843**	-	0.750	0.758	0.646	0.750	**0.951**	-	0.854	0.350	-	**0.866**	-	0.896
Motorcycles	**0**	-	0	2	0	0	**2**	-	0	0	1	2	**3**	-	0	0	0	**0**	-	5
% Motorcycles	**-**	-	0%	0.4%	0%	0%	**0.4%**	-	0%	0%	3.2%	1.2%	**0.8%**	-	0%	0%	0%	**0%**	-	0.5%
Lights	**0**	-	6	431	0	0	**437**	-	103	90	27	157	**377**	-	236	3	0	**239**	-	1053
% Lights	**-**	-	100%	96.6%	0%	0%	**96.7%**	-	95.4%	98.9%	87.1%	96.9%	**96.2%**	-	98.7%	42.9%	0%	**97.2%**	-	96.6%
Heavy	**0**	-	0	13	0	0	**13**	-	5	1	3	3	**12**	-	3	4	0	**7**	-	32
% Heavy	**-**	-	0%	2.9%	0%	0%	**2.9%**	-	4.6%	1.1%	9.7%	1.9%	**3.1%**	-	1.3%	57.1%	0%	**2.8%**	-	2.9%
Pedestrians	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-
Bicycles on Crosswalk	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-

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

Packard Rd/I-190 NB Off Ramp - TMC
Thu Oct 14, 2021
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887500, Location: 43.10731, -78.988532

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Packard Rd/I-190 SB On Ramp - TMC

Thu Oct 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887506, Location: 43.106534, -78.990046

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

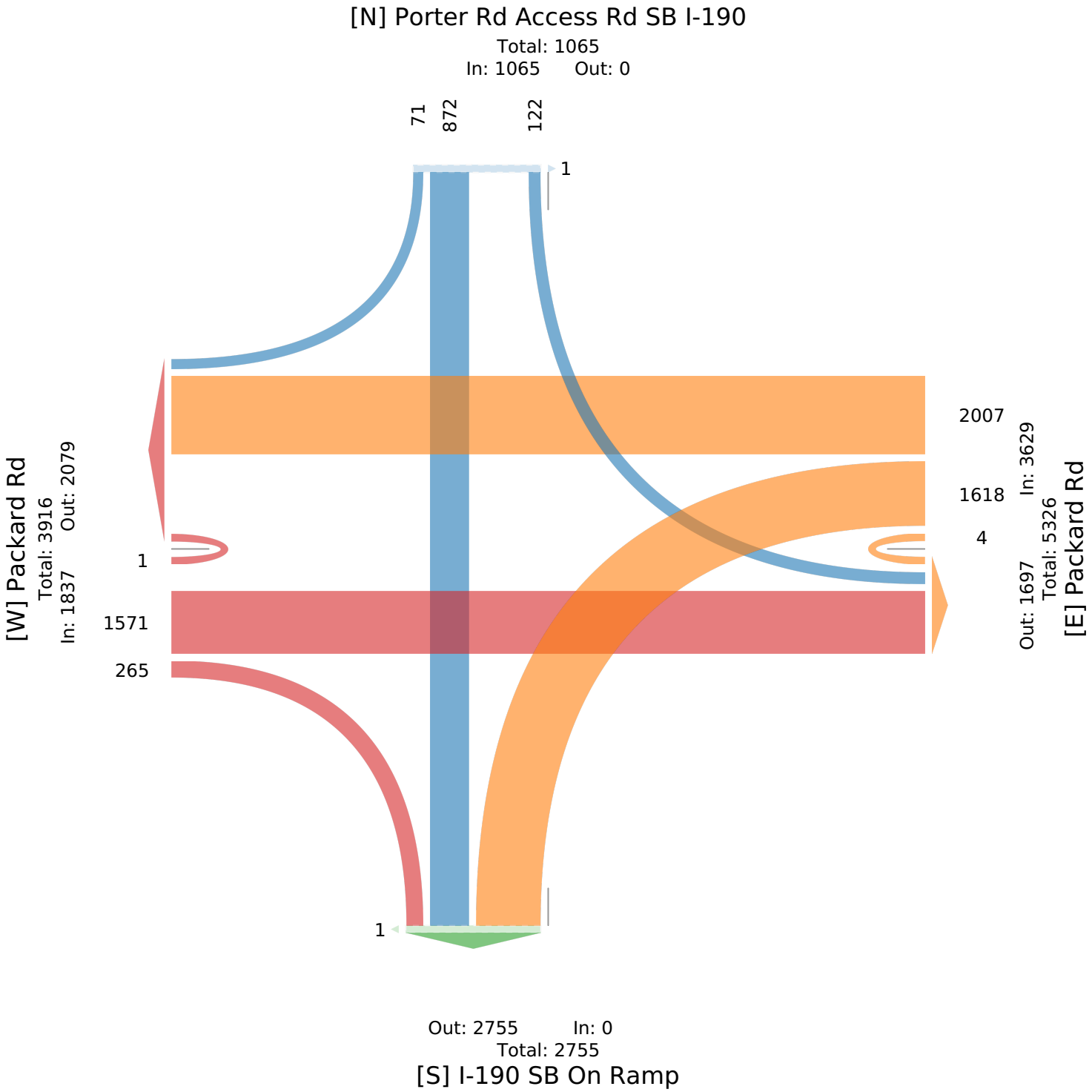
Leg / Direction	Porter Rd Access Rd SB I-190 Southbound						Packard Rd Westbound					I-190 SB On Ramp Northbound		Packard Rd Eastbound						
Time	R	T	L	RR	App	Ped*	T	L	U	App	Ped*	App	Ped*	R	T	U	RR	App	Ped*	Int
2021-10-14 6:00AM	0	12	2	2	**16**	0	29	32	0	**61**	0	**0**	0	2	17	0	1	**20**	0	**97**
6:15AM	0	16	1	2	**19**	0	31	44	0	**75**	0	**0**	0	2	21	0	0	**23**	0	**117**
6:30AM	0	26	2	4	**32**	0	64	51	0	**115**	0	**0**	0	8	26	0	0	**34**	0	**181**
6:45AM	0	31	2	4	**37**	1	71	52	0	**123**	0	**0**	0	2	38	0	1	**41**	0	**201**
Hourly Total	0	85	7	12	**104**	1	195	179	0	**374**	0	**0**	0	14	102	0	2	**118**	0	**596**
7:00AM	0	25	0	1	**26**	0	47	43	0	**90**	0	**0**	0	5	24	0	1	**30**	0	**146**
7:15AM	0	23	5	1	**29**	0	73	49	0	**122**	0	**0**	0	13	27	0	0	**40**	0	**191**
7:30AM	0	35	7	1	**43**	0	92	40	1	**133**	0	**0**	0	3	37	0	0	**40**	0	**216**
7:45AM	0	26	2	2	**30**	0	111	58	0	**169**	0	**0**	0	6	32	0	0	**38**	0	**237**
Hourly Total	0	109	14	5	**128**	0	323	190	1	**514**	0	**0**	0	27	120	0	1	**148**	0	**790**
8:00AM	0	33	2	3	**38**	0	74	48	0	**122**	0	**0**	0	9	42	0	0	**51**	0	**211**
8:15AM	0	37	3	3	**43**	0	57	59	0	**116**	0	**0**	0	8	38	0	2	**48**	0	**207**
8:30AM	2	36	2	2	**42**	0	53	48	0	**101**	0	**0**	0	6	49	0	1	**56**	0	**199**
8:45AM	1	32	3	2	**38**	0	60	52	0	**112**	0	**0**	0	8	61	0	1	**70**	0	**220**
Hourly Total	3	138	10	10	**161**	0	244	207	0	**451**	0	**0**	0	31	190	0	4	**225**	0	**837**
9:00AM	1	26	1	1	**29**	0	73	37	0	**110**	0	**0**	0	15	54	0	0	**69**	0	**208**
9:15AM	0	23	0	2	**25**	0	51	45	0	**96**	0	**0**	0	8	34	0	1	**43**	0	**164**
9:30AM	0	25	3	0	**28**	0	55	39	0	**94**	0	**0**	0	6	40	0	1	**47**	0	**169**
9:45AM	0	23	4	1	**28**	0	47	48	1	**96**	0	**0**	0	2	45	0	0	**47**	0	**171**
Hourly Total	1	97	8	4	**110**	0	226	169	1	**396**	0	**0**	0	31	173	0	2	**206**	0	**712**
4:00PM	2	32	6	4	**44**	0	89	92	0	**181**	0	**0**	0	24	106	0	1	**131**	0	**356**
4:15PM	0	29	10	2	**41**	0	80	82	0	**162**	0	**0**	1	14	81	0	1	**96**	0	**299**
4:30PM	0	42	3	2	**47**	0	85	65	1	**151**	0	**0**	0	12	77	0	0	**89**	0	**287**
4:45PM	0	37	7	3	**47**	0	86	56	0	**142**	0	**0**	0	12	66	1	1	**80**	0	**269**
Hourly Total	2	140	26	11	**179**	0	340	295	1	**636**	0	**0**	1	62	330	1	3	**396**	0	**1211**
5:00PM	3	41	9	5	**58**	0	83	73	0	**156**	0	**0**	0	12	84	0	3	**99**	0	**313**
5:15PM	0	31	4	3	**38**	0	77	68	0	**145**	0	**0**	0	11	78	0	0	**89**	0	**272**
5:30PM	0	36	12	2	**50**	0	78	63	0	**141**	0	**0**	0	6	60	0	2	**68**	0	**259**
5:45PM	0	31	7	1	**39**	0	66	60	0	**126**	0	**0**	0	11	80	0	0	**91**	0	**256**
Hourly Total	3	139	32	11	**185**	0	304	264	0	**568**	0	**0**	0	40	302	0	5	**347**	0	**1100**
6:00PM	0	25	7	0	**32**	0	68	54	0	**122**	0	**0**	0	6	59	0	0	**65**	0	**219**
6:15PM	0	33	3	2	**38**	0	55	32	0	**87**	0	**0**	0	7	39	0	0	**46**	0	**171**
6:30PM	1	18	4	3	**26**	0	44	56	0	**100**	0	**0**	0	4	48	0	0	**52**	0	**178**
6:45PM	0	17	1	0	**18**	0	50	46	1	**97**	0	**0**	0	4	33	0	0	**37**	0	**152**
Hourly Total	1	93	15	5	**114**	0	217	188	1	**406**	0	**0**	0	21	179	0	0	**200**	0	**720**
7:00PM	0	21	3	1	**25**	0	56	32	0	**88**	0	**0**	0	5	36	0	1	**42**	0	**155**
7:15PM	0	18	3	1	**22**	0	50	28	0	**78**	0	**0**	0	6	54	0	0	**60**	0	**160**
7:30PM	0	13	2	0	**15**	0	29	40	0	**69**	0	**0**	0	5	43	0	0	**48**	0	**132**
7:45PM	1	19	2	0	**22**	0	23	26	0	**49**	0	**0**	0	4	42	0	1	**47**	0	**118**
Hourly Total	1	71	10	2	**84**	0	158	126	0	**284**	0	**0**	0	20	175	0	2	**197**	0	**565**
Total	11	872	122	60	**1065**	1	2007	1618	4	**3629**	0	**0**	1	246	1571	1	19	**1837**	0	**6531**
% Approach	1.0%	81.9%	11.5%	5.6%	**-**	-	55.3%	44.6%	0.1%	**-**	-	**-**	-	13.4%	85.5%	0.1%	1.0%	**-**	-	-
% Total	0.2%	13.4%	1.9%	0.9%	**16.3%**	-	30.7%	24.8%	0.1%	**55.6%**	-	**0%**	-	3.8%	24.1%	0%	0.3%	**28.1%**	-	-
Motorcycles	0	0	0	0	**0**	-	3	4	0	**7**	-	**0**	-	2	2	0	0	**4**	-	11
% Motorcycles	0%	0%	0%	0%	**0%**	-	0.1%	0.2%	0%	**0.2%**	-	**-**	-	0.8%	0.1%	0%	0%	**0.2%**	-	0.2%
Lights	9	837	114	43	**1003**	-	1909	1489	4	**3402**	-	**0**	-	208	1499	1	18	**1726**	-	6131
% Lights	81.8%	96.0%	93.4%	71.7%	**94.2%**	-	95.1%	92.0%	100%	**93.7%**	-	**-**	-	84.6%	95.4%	100%	94.7%	**94.0%**	-	93.9%
Heavy	2	35	8	17	**62**	-	95	125	0	**220**	-	**0**	-	36	70	0	1	**107**	-	389
% Heavy	18.2%	4.0%	6.6%	28.3%	**5.8%**	-	4.7%	7.7%	0%	**6.1%**	-	**-**	-	14.6%	4.5%	0%	5.3%	**5.8%**	-	6.0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	0	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	0%	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	0	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	100%	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

Leg	Porter Rd Access Rd SB I-190						Packard Rd					I-190 SB On Ramp		Packard Rd						
Direction	Southbound						Westbound					Northbound		Eastbound						
Time	R	T	L	RR	**App**	Ped*	T	L	U	**App**	Ped*	**App**	Ped*	R	T	U	RR	**App**	Ped*	**Int**

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

Packard Rd/I-190 SB On Ramp - TMC
Thu Oct 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887506, Location: 43.106534, -78.990046

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Packard Rd/I-190 SB On Ramp - TMC

Thu Oct 14, 2021
AM Peak (7:30 AM - 8:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887506, Location: 43.106534, -78.990046



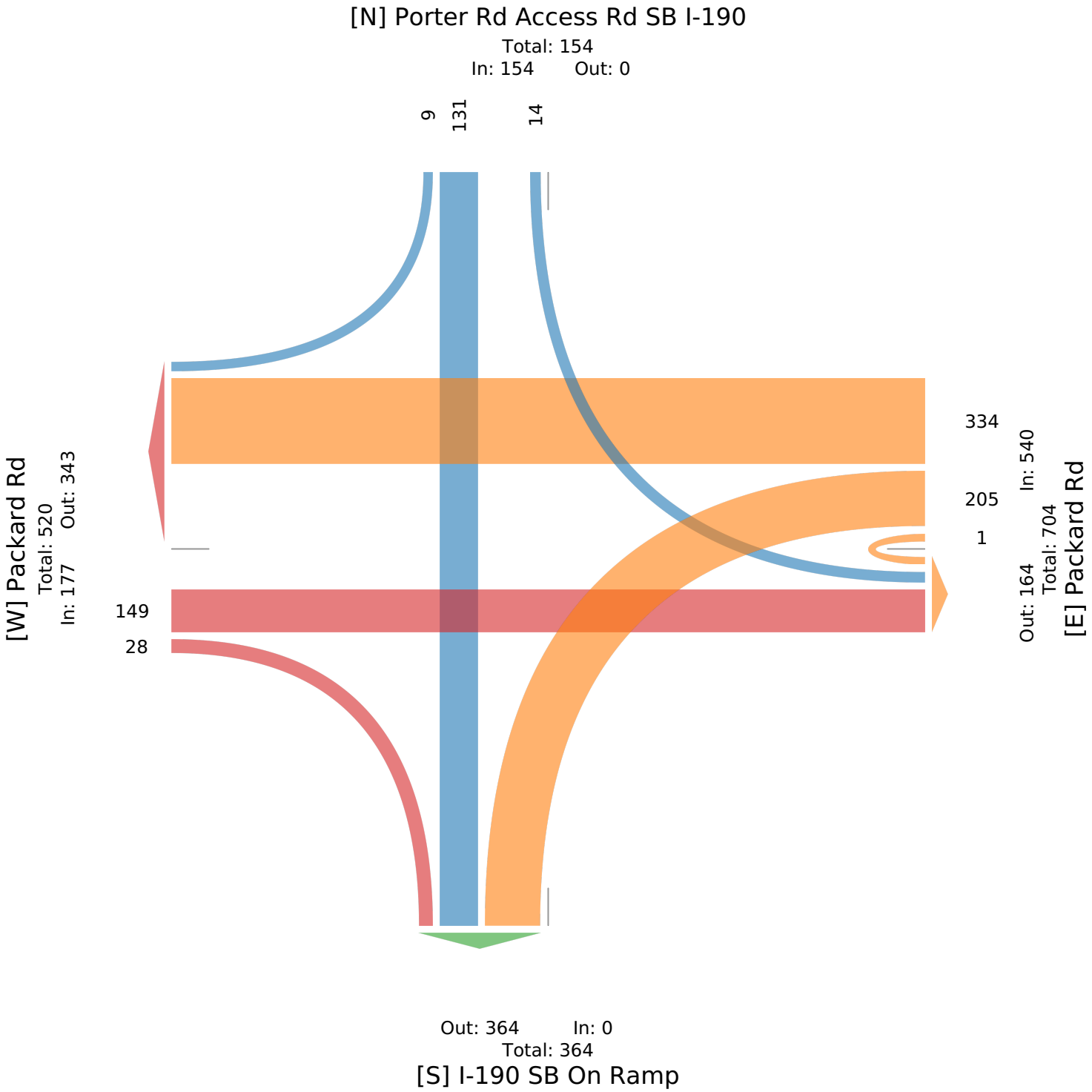
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Porter Rd Access Rd SB I-190 Southbound						Packard Rd Westbound					I-190 SB On Ramp Northbound		Packard Rd Eastbound						
Time	R	T	L	RR	**App**	Ped*	T	L	U	**App**	Ped*	**App**	Ped*	R	T	U	RR	**App**	Ped*	**Int**
2021-10-14 7:30AM	0	35	7	1	**43**	0	92	40	1	**133**	0	**0**	0	3	37	0	0	**40**	0	**216**
7:45AM	0	26	2	2	**30**	0	111	58	0	**169**	0	**0**	0	6	32	0	0	**38**	0	**237**
8:00AM	0	33	2	3	**38**	0	74	48	0	**122**	0	**0**	0	9	42	0	0	**51**	0	**211**
8:15AM	0	37	3	3	**43**	0	57	59	0	**116**	0	**0**	0	8	38	0	2	**48**	0	**207**
Total	0	131	14	9	**154**	0	334	205	1	**540**	0	**0**	0	26	149	0	2	**177**	0	**871**
% Approach	0%	85.1%	9.1%	5.8%	**-**	-	61.9%	38.0%	0.2%	**-**	-	**-**	-	14.7%	84.2%	0%	1.1%	**-**	-	-
% Total	0%	15.0%	1.6%	1.0%	**17.7%**	-	38.3%	23.5%	0.1%	**62.0%**	-	**0%**	-	3.0%	17.1%	0%	0.2%	**20.3%**	-	-
PHF	-	0.885	0.500	0.750	**0.895**	-	0.752	0.869	0.250	**0.799**	-	**-**	-	0.722	0.887	-	0.250	**0.868**	-	0.919
Motorcycles	0	0	0	0	**0**	-	0	0	0	**0**	-	**0**	-	0	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	**-**	-	0%	0%	0%	0%	**0%**	-	0%
Lights	0	125	12	8	**145**	-	322	183	1	**506**	-	**0**	-	21	135	0	1	**157**	-	808
% Lights	0%	95.4%	85.7%	88.9%	**94.2%**	-	96.4%	89.3%	100%	**93.7%**	-	**-**	-	80.8%	90.6%	0%	50.0%	**88.7%**	-	92.8%
Heavy	0	6	2	1	**9**	-	12	22	0	**34**	-	**0**	-	5	14	0	1	**20**	-	63
% Heavy	0%	4.6%	14.3%	11.1%	**5.8%**	-	3.6%	10.7%	0%	**6.3%**	-	**-**	-	19.2%	9.4%	0%	50.0%	**11.3%**	-	7.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	0	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Packard Rd/I-190 SB On Ramp - TMC
Thu Oct 14, 2021
AM Peak (7:30 AM - 8:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887506, Location: 43.106534, -78.990046

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Packard Rd/I-190 SB On Ramp - TMC

Thu Oct 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887506, Location: 43.106534, -78.990046



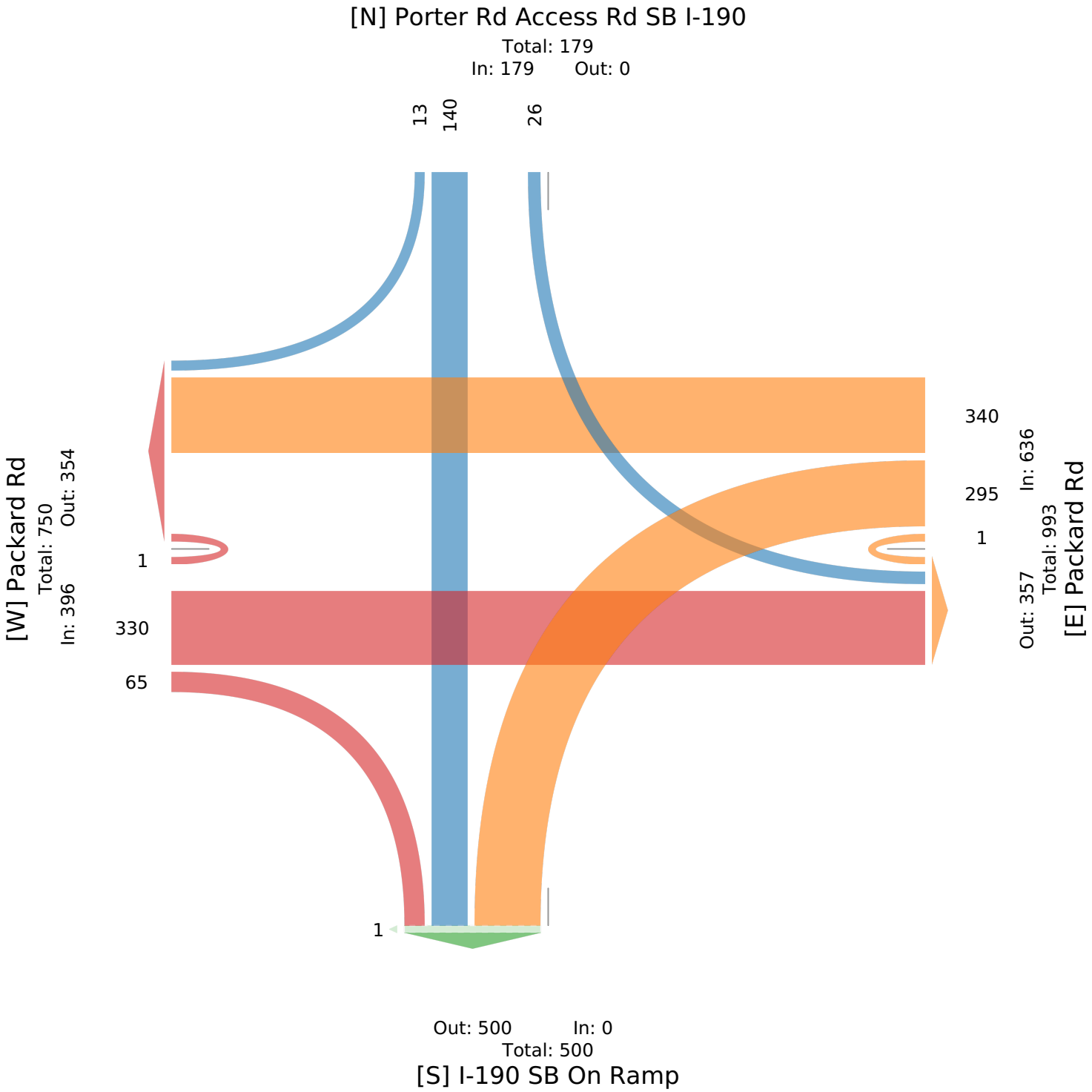
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Porter Rd Access Rd SB I-190 Southbound						Packard Rd Westbound					I-190 SB On Ramp Northbound		Packard Rd Eastbound						
Time	R	T	L	RR	**App**	Ped*	T	L	U	**App**	Ped*	**App**	Ped*	R	T	U	RR	**App**	Ped*	**Int**
2021-10-14 4:00PM	2	32	6	4	**44**	0	89	92	0	**181**	0	**0**	0	24	106	0	1	**131**	0	**356**
4:15PM	0	29	10	2	**41**	0	80	82	0	**162**	0	**0**	1	14	81	0	1	**96**	0	**299**
4:30PM	0	42	3	2	**47**	0	85	65	1	**151**	0	**0**	0	12	77	0	0	**89**	0	**287**
4:45PM	0	37	7	3	**47**	0	86	56	0	**142**	0	**0**	0	12	66	1	1	**80**	0	**269**
Total	2	140	26	11	**179**	0	340	295	1	**636**	0	**0**	1	62	330	1	3	**396**	0	**1211**
% Approach	1.1%	78.2%	14.5%	6.1%	**-**	-	53.5%	46.4%	0.2%	**-**	-	**-**	-	15.7%	83.3%	0.3%	0.8%	**-**	-	-
% Total	0.2%	11.6%	2.1%	0.9%	**14.8%**	-	28.1%	24.4%	0.1%	**52.5%**	-	**0%**	-	5.1%	27.3%	0.1%	0.2%	**32.7%**	-	-
PHF	0.250	0.833	0.650	0.688	**0.952**	-	0.955	0.802	0.250	**0.878**	-	**-**	-	0.646	0.778	0.250	0.750	**0.756**	-	0.850
Motorcycles	0	0	0	0	**0**	-	0	3	0	**3**	-	**0**	-	1	1	0	0	**2**	-	5
% Motorcycles	0%	0%	0%	0%	**0%**	-	0%	1.0%	0%	**0.5%**	-	**-**	-	1.6%	0.3%	0%	0%	**0.5%**	-	0.4%
Lights	2	136	24	6	**168**	-	325	270	1	**596**	-	**0**	-	58	324	1	3	**386**	-	1150
% Lights	100%	97.1%	92.3%	54.5%	**93.9%**	-	95.6%	91.5%	100%	**93.7%**	-	**-**	-	93.5%	98.2%	100%	100%	**97.5%**	-	95.0%
Heavy	0	4	2	5	**11**	-	15	22	0	**37**	-	**0**	-	3	5	0	0	**8**	-	56
% Heavy	0%	2.9%	7.7%	45.5%	**6.1%**	-	4.4%	7.5%	0%	**5.8%**	-	**-**	-	4.8%	1.5%	0%	0%	**2.0%**	-	4.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	0	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

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

Packard Rd/I-190 SB On Ramp - TMC
Thu Oct 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887506, Location: 43.106534, -78.990046

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Packard Rd/I-190 SB On Ramp - TMC

Thu Oct 14, 2021
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887506, Location: 43.106534, -78.990046



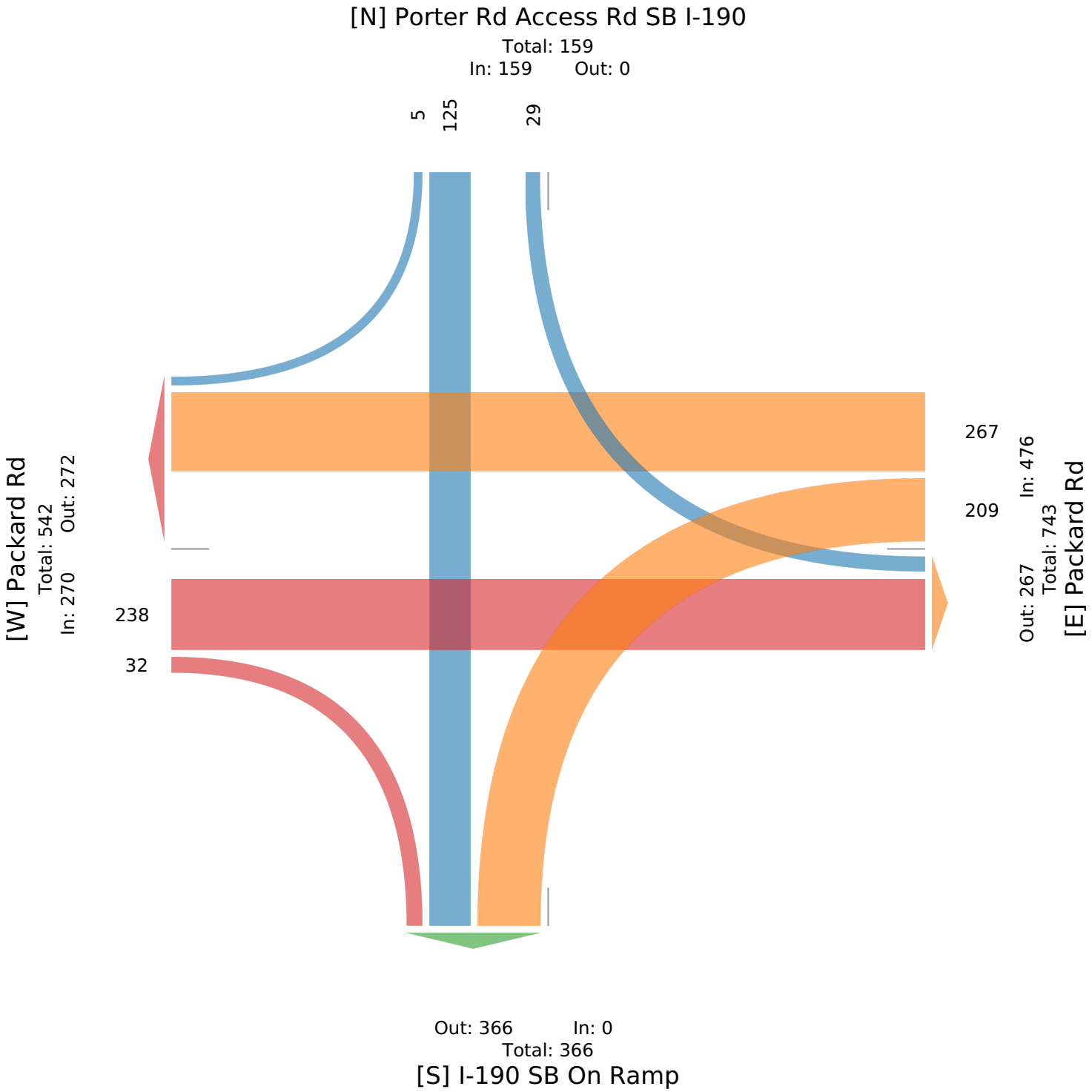
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg / Direction	Porter Rd Access Rd SB I-190 Southbound						Packard Rd Westbound					I-190 SB On Ramp Northbound		Packard Rd Eastbound						
Time	R	T	L	RR	**App**	Ped*	T	L	U	**App**	Ped*	**App**	Ped*	R	T	U	RR	**App**	Ped*	**Int**
2021-10-14 5:30PM	0	36	12	2	**50**	0	78	63	0	**141**	0	**0**	0	6	60	0	2	**68**	0	**259**
5:45PM	0	31	7	1	**39**	0	66	60	0	**126**	0	**0**	0	11	80	0	0	**91**	0	**256**
6:00PM	0	25	7	0	**32**	0	68	54	0	**122**	0	**0**	0	6	59	0	0	**65**	0	**219**
6:15PM	0	33	3	2	**38**	0	55	32	0	**87**	0	**0**	0	7	39	0	0	**46**	0	**171**
Total	0	125	29	5	**159**	0	267	209	0	**476**	0	**0**	0	30	238	0	2	**270**	0	**905**
% Approach	0%	78.6%	18.2%	3.1%	**-**	-	56.1%	43.9%	0%	**-**	-	**-**	-	11.1%	88.1%	0%	0.7%	**-**	-	-
% Total	0%	13.8%	3.2%	0.6%	**17.6%**	-	29.5%	23.1%	0%	**52.6%**	-	**0%**	-	3.3%	26.3%	0%	0.2%	**29.8%**	-	-
PHF	-	0.868	0.604	0.625	**0.795**	-	0.856	0.829	-	**0.844**	-	**-**	-	0.682	0.744	-	0.250	**0.742**	-	0.874
Motorcycles	0	0	0	0	**0**	-	1	0	0	**1**	-	**0**	-	0	0	0	0	**0**	-	1
% Motorcycles	0%	0%	0%	0%	**0%**	-	0.4%	0%	0%	**0.2%**	-	**-**	-	0%	0%	0%	0%	**0%**	-	0.1%
Lights	0	122	26	2	**150**	-	258	201	0	**459**	-	**0**	-	28	230	0	2	**260**	-	869
% Lights	0%	97.6%	89.7%	40.0%	**94.3%**	-	96.6%	96.2%	0%	**96.4%**	-	**-**	-	93.3%	96.6%	0%	100%	**96.3%**	-	96.0%
Heavy	0	3	3	3	**9**	-	8	8	0	**16**	-	**0**	-	2	8	0	0	**10**	-	35
% Heavy	0%	2.4%	10.3%	60.0%	**5.7%**	-	3.0%	3.8%	0%	**3.4%**	-	**-**	-	6.7%	3.4%	0%	0%	**3.7%**	-	3.9%
Pedestrians	-	-	-	-	-	0	-	-	-	-	0	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Packard Rd/I-190 SB On Ramp - TMC
Thu Oct 14, 2021
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887506, Location: 43.106534, -78.990046

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Packard Rd/Military Rd - TMC

Thu Oct 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887333, Location: 43.108529, -78.985914



Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Military Rd Southbound							Packard Rd Westbound						
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*
2021-10-14 6:00AM	10	10	14	0	12	**46**	0	11	32	6	0	0	**49**	1
6:15AM	13	16	23	0	10	**62**	0	19	47	8	0	3	**77**	0
6:30AM	16	24	30	0	11	**81**	0	19	68	9	0	2	**98**	0
6:45AM	19	41	25	0	16	**101**	0	21	95	17	0	2	**135**	0
Hourly Total	58	91	92	0	49	**290**	0	70	242	40	0	7	**359**	1
7:00AM	18	29	21	0	10	**78**	0	18	57	17	0	2	**94**	1
7:15AM	23	42	25	0	8	**98**	0	14	82	18	0	0	**114**	0
7:30AM	31	51	33	0	12	**127**	0	33	86	15	0	3	**137**	1
7:45AM	31	53	45	0	14	**143**	0	30	142	21	0	3	**196**	0
Hourly Total	103	175	124	0	44	**446**	0	95	367	71	0	8	**541**	2
8:00AM	27	50	41	0	5	**123**	0	17	91	13	0	3	**124**	0
8:15AM	34	58	47	0	9	**148**	0	34	85	28	0	2	**149**	0
8:30AM	17	50	38	0	10	**115**	0	46	102	30	0	3	**181**	0
8:45AM	22	86	40	0	12	**160**	0	37	97	35	0	2	**171**	0
Hourly Total	100	244	166	0	36	**546**	0	134	375	106	0	10	**625**	0
9:00AM	16	56	37	0	5	**114**	0	25	80	44	0	1	**150**	0
9:15AM	27	76	35	0	3	**141**	0	25	73	42	0	5	**145**	0
9:30AM	25	89	38	0	4	**156**	0	17	56	33	0	5	**111**	0
9:45AM	30	100	37	0	12	**179**	0	29	69	34	0	3	**135**	0
Hourly Total	98	321	147	0	24	**590**	0	96	278	153	0	14	**541**	0
10:00AM	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	32	103	48	0	0	**183**	0	40	152	51	0	5	**248**	0
4:15PM	40	123	47	0	7	**217**	0	28	125	47	0	9	**209**	0
4:30PM	30	123	34	0	1	**188**	0	44	123	43	0	3	**213**	0
4:45PM	28	112	55	0	6	**201**	0	32	110	49	0	1	**192**	1
Hourly Total	130	461	184	0	14	**789**	0	144	510	190	0	18	**862**	1
5:00PM	37	129	45	0	2	**213**	0	42	120	49	0	3	**214**	0
5:15PM	18	129	29	0	3	**179**	0	41	125	39	0	3	**208**	0
5:30PM	32	108	36	0	11	**187**	0	33	89	34	0	8	**164**	0
5:45PM	23	91	30	0	4	**148**	0	39	99	39	0	3	**180**	0
Hourly Total	110	457	140	0	20	**727**	0	155	433	161	0	17	**766**	0
6:00PM	26	116	26	0	1	**169**	0	27	92	43	0	2	**164**	0
6:15PM	19	104	25	0	2	**150**	0	27	72	46	0	1	**146**	0
6:30PM	19	88	24	0	4	**135**	0	19	70	33	0	3	**125**	1
6:45PM	22	83	30	0	7	**142**	0	16	59	17	0	0	**92**	0
Hourly Total	86	391	105	0	14	**596**	0	89	293	139	0	6	**527**	1
7:00PM	14	89	18	0	2	**123**	0	22	61	24	0	4	**111**	0
7:15PM	11	84	14	0	6	**115**	0	16	51	24	0	3	**94**	0
7:30PM	6	56	15	0	9	**86**	0	27	55	9	0	1	**92**	0
7:45PM	11	65	10	0	5	**91**	0	21	40	18	0	3	**82**	0
Hourly Total	42	294	57	0	22	**415**	0	86	207	75	0	11	**379**	0
8:00PM	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	727	2434	1015	0	223	**4399**	0	869	2705	935	0	91	**4600**	5
% Approach	16.5%	55.3%	23.1%	0%	5.1%	**-**	-	18.9%	58.8%	20.3%	0%	2.0%	**-**	-
% Total	3.7%	12.5%	5.2%	0%	1.1%	**22.5%**	-	4.5%	13.9%	4.8%	0%	0.5%	**23.6%**	-
Motorcycles	1	5	4	0	0	**10**	-	3	5	3	0	0	**11**	-
% Motorcycles	0.1%	0.2%	0.4%	0%	0%	**0.2%**	-	0.3%	0.2%	0.3%	0%	0%	**0.2%**	-
Lights	675	2400	978	0	208	**4261**	-	835	2535	912	0	87	**4369**	-
% Lights	92.8%	98.6%	96.4%	0%	93.3%	**96.9%**	-	96.1%	93.7%	97.5%	0%	95.6%	**95.0%**	-
Heavy	51	29	33	0	15	**128**	-	31	165	20	0	4	**220**	-
% Heavy	7.0%	1.2%	3.3%	0%	6.7%	**2.9%**	-	3.6%	6.1%	2.1%	0%	4.4%	**4.8%**	-

Leg	Military Rd							Packard Rd						
Direction	Southbound							Westbound						
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	4
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	80.0%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	1
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	20.0%

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

Packard Rd/Military Rd - TMC

Thu Oct 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887333, Location: 43.108529, -78.985914



Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

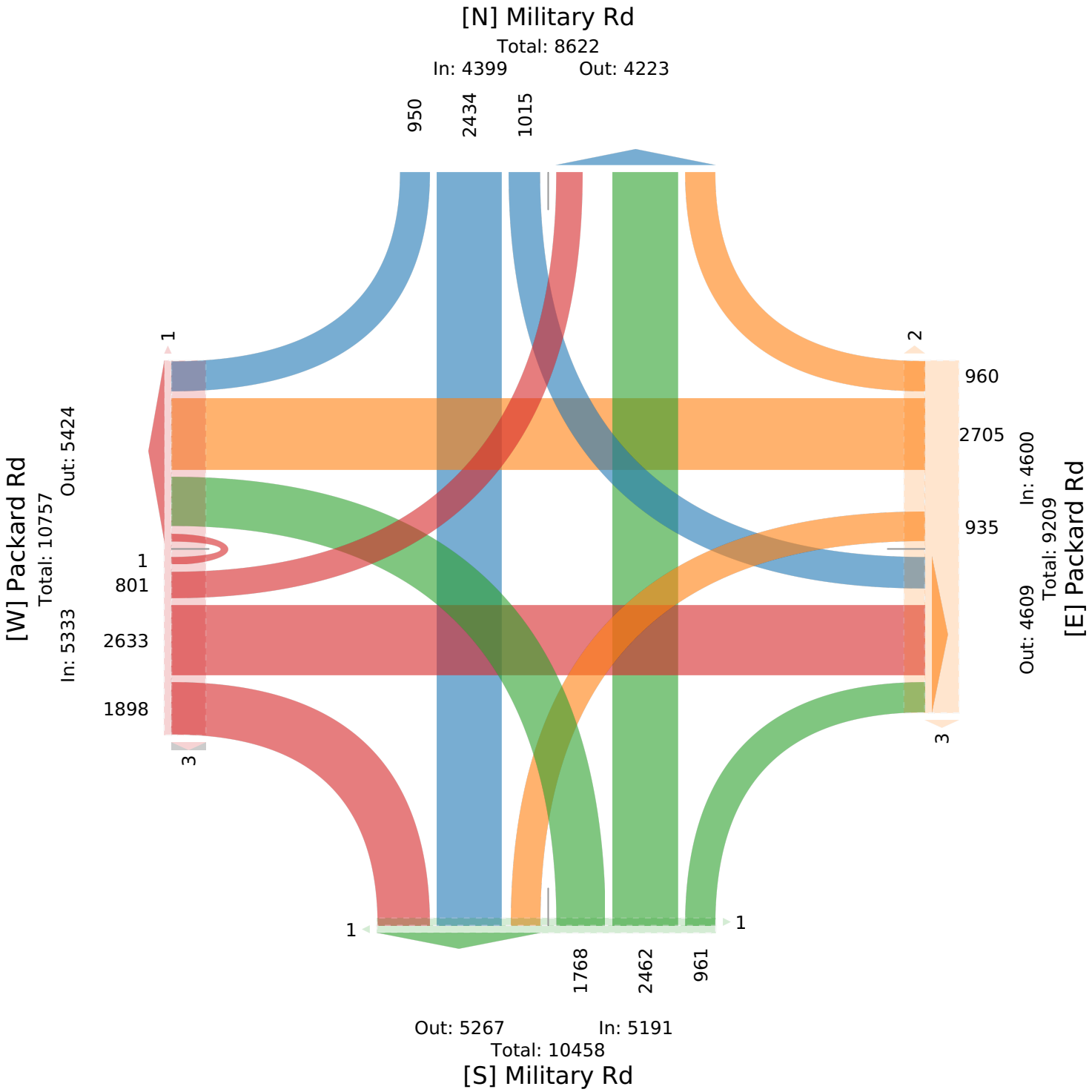
Leg	Military Rd							Packard Rd							
Direction	Northbound							Eastbound							
Time	R	T	L	U	RR	App	Ped*	R	T	L	U	RR	App	Ped*	Int
2021-10-14 6:00AM	0	9	5	0	0	**14**	0	5	38	9	0	3	**55**	0	**164**
6:15AM	1	16	5	0	3	**25**	0	7	58	8	0	9	**82**	0	**246**
6:30AM	3	27	11	0	2	**43**	0	5	44	26	0	8	**83**	0	**305**
6:45AM	5	29	20	0	3	**57**	0	10	100	23	0	12	**145**	0	**438**
Hourly Total	9	81	41	0	8	**139**	0	27	240	66	0	32	**365**	0	**1153**
7:00AM	5	30	19	0	7	**61**	0	2	64	14	0	15	**95**	0	**328**
7:15AM	4	39	24	0	4	**71**	0	4	87	15	0	12	**118**	0	**401**
7:30AM	6	31	14	0	7	**58**	0	6	93	30	0	22	**151**	0	**473**
7:45AM	6	39	46	0	6	**97**	0	16	75	19	0	23	**133**	0	**569**
Hourly Total	21	139	103	0	24	**287**	0	28	319	78	0	72	**497**	0	**1771**
8:00AM	11	49	27	0	5	**92**	0	27	96	20	0	14	**157**	0	**496**
8:15AM	11	34	27	0	8	**80**	1	27	111	34	0	24	**196**	0	**573**
8:30AM	16	46	24	0	13	**99**	0	30	93	15	0	17	**155**	0	**550**
8:45AM	28	53	38	0	6	**125**	0	51	94	27	0	16	**188**	0	**644**
Hourly Total	66	182	116	0	32	**396**	1	135	394	96	0	71	**696**	0	**2263**
9:00AM	10	54	43	0	7	**114**	0	31	81	28	0	34	**174**	0	**552**
9:15AM	18	58	41	0	5	**122**	0	40	72	16	0	12	**140**	0	**548**
9:30AM	15	62	35	0	4	**116**	1	32	76	22	0	27	**157**	1	**540**
9:45AM	14	71	38	0	10	**133**	0	43	69	20	0	26	**158**	0	**605**
Hourly Total	57	245	157	0	26	**485**	1	146	298	86	0	99	**629**	1	**2245**
10:00AM	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	37	102	114	0	11	**264**	0	75	139	39	0	39	**292**	0	**987**
4:15PM	41	147	88	0	10	**286**	0	78	129	42	0	33	**282**	0	**994**
4:30PM	38	119	108	0	11	**276**	0	61	110	42	0	33	**246**	0	**923**
4:45PM	38	111	76	0	16	**241**	0	69	108	43	1	40	**261**	0	**895**
Hourly Total	154	479	386	0	48	**1067**	0	283	486	166	1	145	**1081**	0	**3799**
5:00PM	35	135	118	0	7	**295**	0	57	103	39	0	25	**224**	0	**946**
5:15PM	44	108	91	0	12	**255**	0	65	126	38	0	37	**266**	1	**908**
5:30PM	43	123	89	0	7	**262**	0	45	86	22	0	39	**192**	0	**805**
5:45PM	17	97	74	0	10	**198**	0	38	91	34	0	30	**193**	1	**719**
Hourly Total	139	463	372	0	36	**1010**	0	205	406	133	0	131	**875**	2	**3378**
6:00PM	42	127	107	0	11	**287**	0	60	65	27	0	33	**185**	0	**805**
6:15PM	42	126	82	0	6	**256**	0	36	87	29	0	32	**184**	0	**736**
6:30PM	27	125	65	0	3	**220**	0	25	62	22	0	38	**147**	0	**627**
6:45PM	34	115	85	0	10	**244**	0	27	61	25	0	28	**141**	0	**619**
Hourly Total	145	493	339	0	30	**1007**	0	148	275	103	0	131	**657**	0	**2787**
7:00PM	38	92	66	0	9	**205**	0	42	58	23	0	25	**148**	0	**587**
7:15PM	37	108	71	0	12	**228**	0	33	60	20	0	26	**139**	0	**576**
7:30PM	19	91	68	0	20	**198**	0	36	46	15	0	33	**130**	0	**506**
7:45PM	23	89	49	0	8	**169**	0	22	51	15	0	28	**116**	1	**458**
Hourly Total	117	380	254	0	49	**800**	0	133	215	73	0	112	**533**	1	**2127**
8:00PM	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**
Total	708	2462	1768	0	253	**5191**	2	1105	2633	801	1	793	**5333**	4	**19523**
% Approach	13.6%	47.4%	34.1%	0%	4.9%	**-**	-	20.7%	49.4%	15.0%	0%	14.9%	**-**	-	-
% Total	3.6%	12.6%	9.1%	0%	1.3%	**26.6%**	-	5.7%	13.5%	4.1%	0%	4.1%	**27.3%**	-	-
Motorcycles	1	3	7	0	0	**11**	-	0	8	4	0	1	**13**	-	45
% Motorcycles	0.1%	0.1%	0.4%	0%	0%	**0.2%**	-	0%	0.3%	0.5%	0%	0.1%	**0.2%**	-	0.2%
Lights	690	2432	1731	0	245	**5098**	-	1082	2479	751	1	789	**5102**	-	18830
% Lights	97.5%	98.8%	97.9%	0%	96.8%	**98.2%**	-	97.9%	94.2%	93.8%	100%	99.5%	**95.7%**	-	96.5%
Heavy	17	27	30	0	8	**82**	-	23	146	46	0	3	**218**	-	648
% Heavy	2.4%	1.1%	1.7%	0%	3.2%	**1.6%**	-	2.1%	5.5%	5.7%	0%	0.4%	**4.1%**	-	3.3%

Leg	Military Rd							Packard Rd							
Direction	Northbound							Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
Pedestrians	-	-	-	-	-	-	2	-	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	75.0%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	25.0%	-

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

Packard Rd/Military Rd - TMC
Thu Oct 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887333, Location: 43.108529, -78.985914

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Packard Rd/Military Rd - TMC

Thu Oct 14, 2021
AM Peak (8:15 AM - 9:15 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887333, Location: 43.108529, -78.985914

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg	Military Rd							Packard Rd						
Direction	Southbound							Westbound						
Time	R	T	L	U	RR	App	Ped*	R	T	L	U	RR	App	Ped*
2021-10-14 8:15AM	34	58	47	0	9	**148**	0	34	85	28	0	2	**149**	0
8:30AM	17	50	38	0	10	**115**	0	46	102	30	0	3	**181**	0
8:45AM	22	86	40	0	12	**160**	0	37	97	35	0	2	**171**	0
9:00AM	16	56	37	0	5	**114**	0	25	80	44	0	1	**150**	0
Total	89	250	162	0	36	**537**	0	142	364	137	0	8	**651**	0
% Approach	16.6%	46.6%	30.2%	0%	6.7%	**-**	-	21.8%	55.9%	21.0%	0%	1.2%	**-**	-
% Total	3.8%	10.8%	7.0%	0%	1.6%	**23.2%**	-	6.1%	15.7%	5.9%	0%	0.3%	**28.1%**	-
PHF	0.654	0.727	0.862	-	0.750	**0.839**	-	0.772	0.892	0.778	-	0.667	**0.899**	-
Motorcycles	0	0	0	0	0	**0**	-	0	0	1	0	0	**1**	-
% Motorcycles	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0.7%	0%	0%	**0.2%**	-
Lights	74	245	155	0	33	**507**	-	135	311	128	0	7	**581**	-
% Lights	83.1%	98.0%	95.7%	0%	91.7%	**94.4%**	-	95.1%	85.4%	93.4%	0%	87.5%	**89.2%**	-
Heavy	15	5	7	0	3	**30**	-	7	53	8	0	1	**69**	-
% Heavy	16.9%	2.0%	4.3%	0%	8.3%	**5.6%**	-	4.9%	14.6%	5.8%	0%	12.5%	**10.6%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Packard Rd/Military Rd - TMC

Thu Oct 14, 2021
AM Peak (8:15 AM - 9:15 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887333, Location: 43.108529, -78.985914

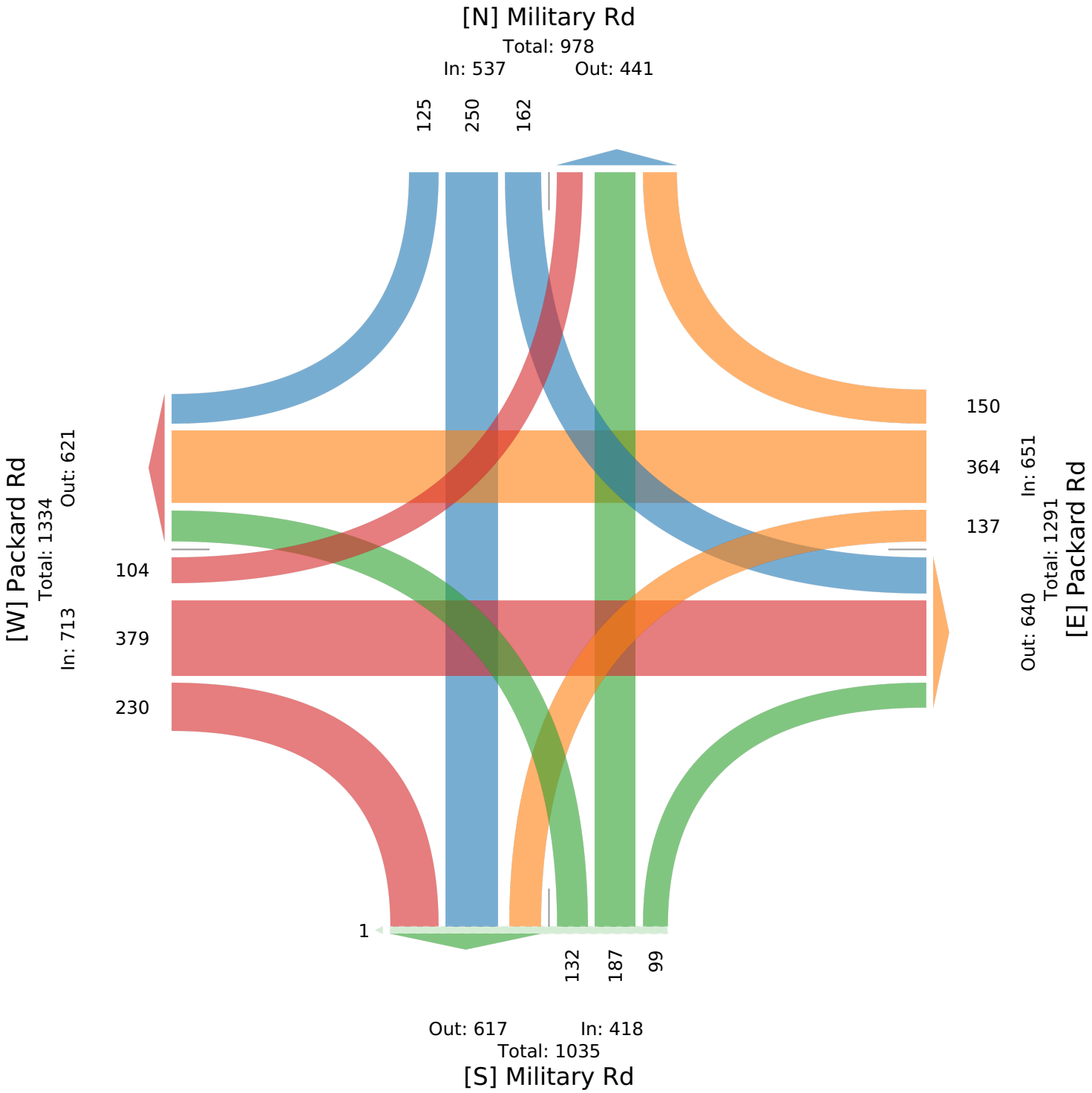
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Military Rd Northbound							Packard Rd Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2021-10-14 8:15AM	11	34	27	0	8	**80**	1	27	111	34	0	24	**196**	0	**573**
8:30AM	16	46	24	0	13	**99**	0	30	93	15	0	17	**155**	0	**550**
8:45AM	28	53	38	0	6	**125**	0	51	94	27	0	16	**188**	0	**644**
9:00AM	10	54	43	0	7	**114**	0	31	81	28	0	34	**174**	0	**552**
Total	65	187	132	0	34	**418**	1	139	379	104	0	91	**713**	0	**2319**
% Approach	15.6%	44.7%	31.6%	0%	8.1%	**-**	-	19.5%	53.2%	14.6%	0%	12.8%	**-**	-	-
% Total	2.8%	8.1%	5.7%	0%	1.5%	**18.0%**	-	6.0%	16.3%	4.5%	0%	3.9%	**30.7%**	-	-
PHF	0.580	0.866	0.767	-	0.654	**0.836**	-	0.681	0.854	0.765	-	0.669	**0.909**	-	0.900
Motorcycles	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	1
% Motorcycles	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0%
Lights	57	177	130	0	31	**395**	-	132	337	93	0	91	**653**	-	2136
% Lights	87.7%	94.7%	98.5%	0%	91.2%	**94.5%**	-	95.0%	88.9%	89.4%	0%	100%	**91.6%**	-	92.1%
Heavy	8	10	2	0	3	**23**	-	7	42	11	0	0	**60**	-	182
% Heavy	12.3%	5.3%	1.5%	0%	8.8%	**5.5%**	-	5.0%	11.1%	10.6%	0%	0%	**8.4%**	-	7.8%
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	0	
% 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

Packard Rd/Military Rd - TMC
Thu Oct 14, 2021
AM Peak (8:15 AM - 9:15 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887333, Location: 43.108529, -78.985914

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Packard Rd/Military Rd - TMC

Thu Oct 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887333, Location: 43.108529, -78.985914

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg	Military Rd							Packard Rd						
Direction	Southbound							Westbound						
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*
2021-10-14 4:00PM	32	103	48	0	0	**183**	0	40	152	51	0	5	**248**	0
4:15PM	40	123	47	0	7	**217**	0	28	125	47	0	9	**209**	0
4:30PM	30	123	34	0	1	**188**	0	44	123	43	0	3	**213**	0
4:45PM	28	112	55	0	6	**201**	0	32	110	49	0	1	**192**	1
Total	130	461	184	0	14	**789**	0	144	510	190	0	18	**862**	1
% Approach	16.5%	58.4%	23.3%	0%	1.8%	**-**	-	16.7%	59.2%	22.0%	0%	2.1%	**-**	-
% Total	3.4%	12.1%	4.8%	0%	0.4%	**20.8%**	-	3.8%	13.4%	5.0%	0%	0.5%	**22.7%**	-
PHF	0.813	0.937	0.836	-	0.500	**0.909**	-	0.818	0.839	0.931	-	0.500	**0.869**	-
Motorcycles	0	0	0	0	0	**0**	-	0	3	0	0	0	**3**	-
% Motorcycles	0%	0%	0%	0%	0%	**0%**	-	0%	0.6%	0%	0%	0%	**0.3%**	-
Lights	120	458	181	0	12	**771**	-	142	485	186	0	18	**831**	-
% Lights	92.3%	99.3%	98.4%	0%	85.7%	**97.7%**	-	98.6%	95.1%	97.9%	0%	100%	**96.4%**	-
Heavy	10	3	3	0	2	**18**	-	2	22	4	0	0	**28**	-
% Heavy	7.7%	0.7%	1.6%	0%	14.3%	**2.3%**	-	1.4%	4.3%	2.1%	0%	0%	**3.2%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	1
% 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

Packard Rd/Military Rd - TMC

Thu Oct 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887333, Location: 43.108529, -78.985914

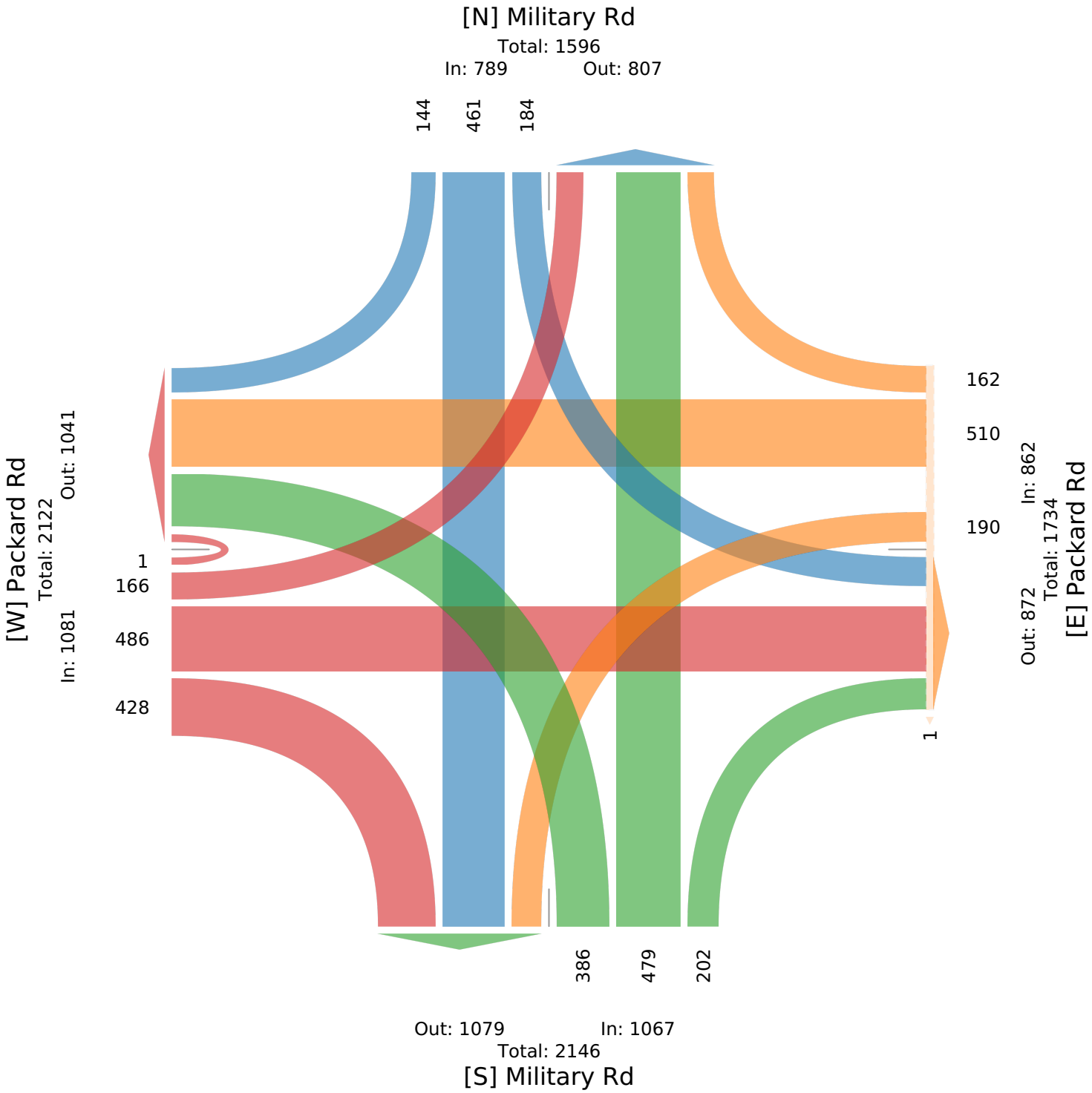
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Military Rd Northbound							Packard Rd Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2021-10-14 4:00PM	37	102	114	0	11	**264**	0	75	139	39	0	39	**292**	0	**987**
4:15PM	41	147	88	0	10	**286**	0	78	129	42	0	33	**282**	0	**994**
4:30PM	38	119	108	0	11	**276**	0	61	110	42	0	33	**246**	0	**923**
4:45PM	38	111	76	0	16	**241**	0	69	108	43	1	40	**261**	0	**895**
Total	154	479	386	0	48	**1067**	0	283	486	166	1	145	**1081**	0	**3799**
% Approach	14.4%	44.9%	36.2%	0%	4.5%	**-**	-	26.2%	45.0%	15.4%	0.1%	13.4%	**-**	-	-
% Total	4.1%	12.6%	10.2%	0%	1.3%	**28.1%**	-	7.4%	12.8%	4.4%	0%	3.8%	**28.5%**	-	-
PHF	0.939	0.815	0.846	-	0.750	**0.933**	-	0.907	0.874	0.965	0.250	0.906	**0.926**	-	0.955
Motorcycles	0	0	2	0	0	**2**	-	0	2	1	0	1	**4**	-	9
% Motorcycles	0%	0%	0.5%	0%	0%	**0.2%**	-	0%	0.4%	0.6%	0%	0.7%	**0.4%**	-	0.2%
Lights	151	477	380	0	47	**1055**	-	280	466	158	1	143	**1048**	-	3705
% Lights	98.1%	99.6%	98.4%	0%	97.9%	**98.9%**	-	98.9%	95.9%	95.2%	100%	98.6%	**96.9%**	-	97.5%
Heavy	3	2	4	0	1	**10**	-	3	18	7	0	1	**29**	-	85
% Heavy	1.9%	0.4%	1.0%	0%	2.1%	**0.9%**	-	1.1%	3.7%	4.2%	0%	0.7%	**2.7%**	-	2.2%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Packard Rd/Military Rd - TMC
Thu Oct 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887333, Location: 43.108529, -78.985914

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Packard Rd/Military Rd - TMC

Thu Oct 14, 2021
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887333, Location: 43.108529, -78.985914



Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Military Rd Southbound							Packard Rd Westbound						
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*
2021-10-14 5:30PM	32	108	36	0	11	**187**	0	33	89	34	0	8	**164**	0
5:45PM	23	91	30	0	4	**148**	0	39	99	39	0	3	**180**	0
6:00PM	26	116	26	0	1	**169**	0	27	92	43	0	2	**164**	0
6:15PM	19	104	25	0	2	**150**	0	27	72	46	0	1	**146**	0
Total	100	419	117	0	18	**654**	0	126	352	162	0	14	**654**	0
% Approach	15.3%	64.1%	17.9%	0%	2.8%	**-**	-	19.3%	53.8%	24.8%	0%	2.1%	**-**	-
% Total	3.3%	13.7%	3.8%	0%	0.6%	**21.3%**	-	4.1%	11.5%	5.3%	0%	0.5%	**21.3%**	-
PHF	0.781	0.903	0.813	-	0.409	**0.874**	-	0.808	0.889	0.880	-	0.438	**0.908**	-
Motorcycles	0	1	1	0	0	**2**	-	0	1	1	0	0	**2**	-
% Motorcycles	0%	0.2%	0.9%	0%	0%	**0.3%**	-	0%	0.3%	0.6%	0%	0%	**0.3%**	-
Lights	99	417	114	0	18	**648**	-	125	340	160	0	14	**639**	-
% Lights	99.0%	99.5%	97.4%	0%	100%	**99.1%**	-	99.2%	96.6%	98.8%	0%	100%	**97.7%**	-
Heavy	1	1	2	0	0	**4**	-	1	11	1	0	0	**13**	-
% Heavy	1.0%	0.2%	1.7%	0%	0%	**0.6%**	-	0.8%	3.1%	0.6%	0%	0%	**2.0%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Packard Rd/Military Rd - TMC

Thu Oct 14, 2021
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887333, Location: 43.108529, -78.985914

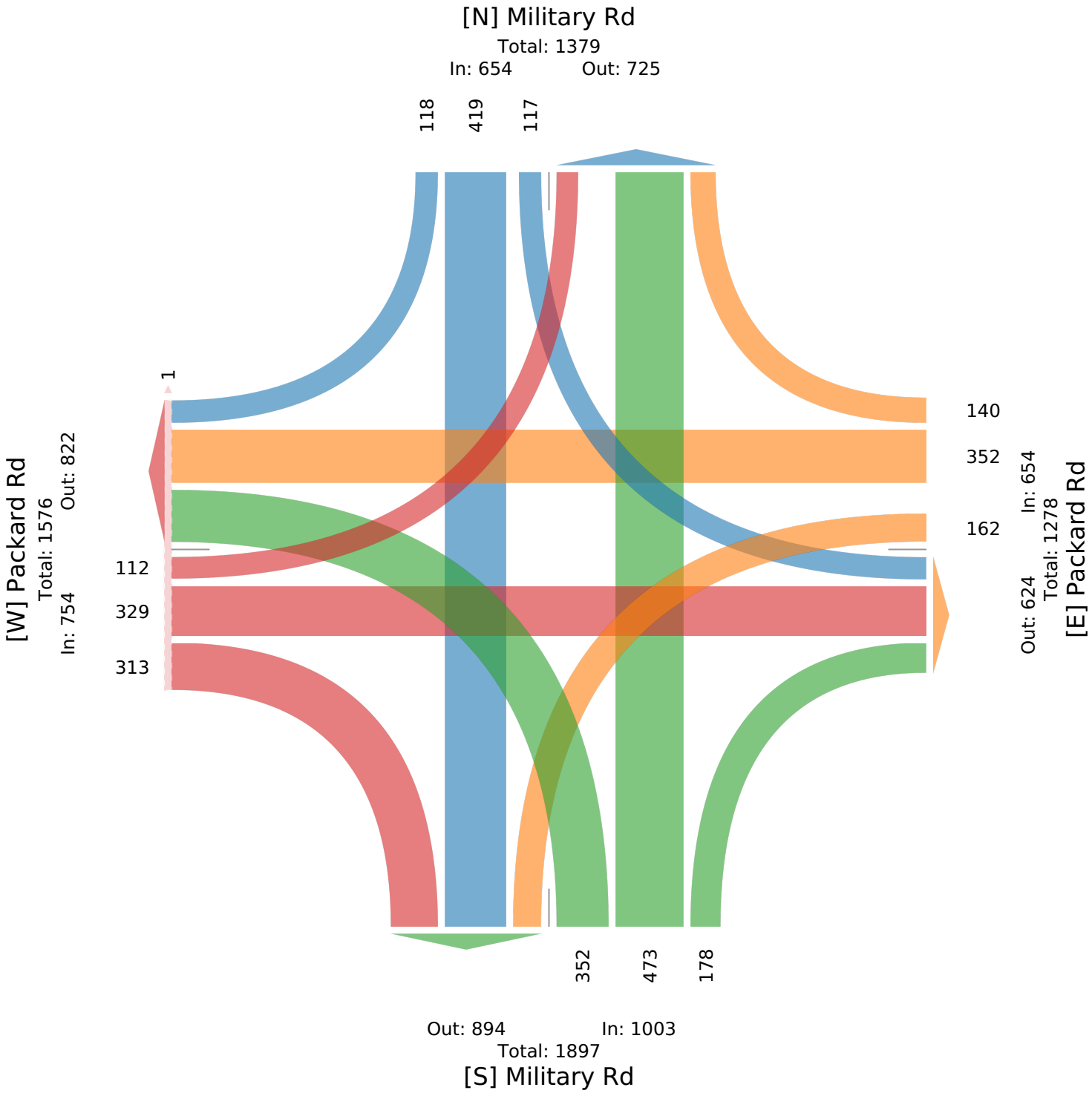
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Military Rd Northbound							Packard Rd Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2021-10-14 5:30PM	43	123	89	0	7	**262**	0	45	86	22	0	39	**192**	0	**805**
5:45PM	17	97	74	0	10	**198**	0	38	91	34	0	30	**193**	1	**719**
6:00PM	42	127	107	0	11	**287**	0	60	65	27	0	33	**185**	0	**805**
6:15PM	42	126	82	0	6	**256**	0	36	87	29	0	32	**184**	0	**736**
Total	144	473	352	0	34	**1003**	0	179	329	112	0	134	**754**	1	**3065**
% Approach	14.4%	47.2%	35.1%	0%	3.4%	**-**	-	23.7%	43.6%	14.9%	0%	17.8%	**-**	-	**-**
% Total	4.7%	15.4%	11.5%	0%	1.1%	**32.7%**	-	5.8%	10.7%	3.7%	0%	4.4%	**24.6%**	-	**-**
PHF	0.837	0.931	0.822	-	0.773	**0.874**	-	0.746	0.904	0.824	-	0.859	**0.977**	-	0.952
Motorcycles	1	1	4	0	0	**6**	-	0	1	2	0	0	**3**	-	13
% Motorcycles	0.7%	0.2%	1.1%	0%	0%	**0.6%**	-	0%	0.3%	1.8%	0%	0%	**0.4%**	-	0.4%
Lights	143	471	344	0	34	**992**	-	176	322	109	0	133	**740**	-	3019
% Lights	99.3%	99.6%	97.7%	0%	100%	**98.9%**	-	98.3%	97.9%	97.3%	0%	99.3%	**98.1%**	-	98.5%
Heavy	0	1	4	0	0	**5**	-	3	6	1	0	1	**11**	-	33
% Heavy	0%	0.2%	1.1%	0%	0%	**0.5%**	-	1.7%	1.8%	0.9%	0%	0.7%	**1.5%**	-	1.1%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	1	
% 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

Packard Rd/Military Rd - TMC
Thu Oct 14, 2021
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887333, Location: 43.108529, -78.985914

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Packard Rd/Porter Rd - TMC

Thu Oct 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887334, Location: 43.107838, -78.987461

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Porter Rd Southbound							Packard Rd Westbound						
Time	R	T	L	U	RR	App	Ped*	R	T	L	U	RR	App	Ped*
2021-10-14 6:00AM	2	0	14	0	0	**16**	0	11	49	0	0	1	**61**	0
6:15AM	5	0	17	0	0	**22**	0	16	68	0	0	4	**88**	0
6:30AM	3	0	18	0	0	**21**	0	20	94	0	0	5	**119**	0
6:45AM	7	0	38	0	0	**45**	0	26	108	0	0	8	**142**	0
Hourly Total	17	0	87	0	0	**104**	0	73	319	0	0	18	**410**	0
7:00AM	1	0	31	0	4	**36**	0	17	75	0	0	11	**103**	0
7:15AM	1	0	37	0	3	**41**	0	35	92	0	0	12	**139**	0
7:30AM	3	0	43	0	1	**47**	0	32	95	0	0	7	**134**	0
7:45AM	3	0	77	0	1	**81**	0	55	142	0	0	21	**218**	0
Hourly Total	8	0	188	0	9	**205**	0	139	404	0	0	51	**594**	0
8:00AM	2	0	45	0	2	**49**	0	34	102	0	0	16	**152**	0
8:15AM	1	0	79	0	1	**81**	0	45	93	0	0	28	**166**	0
8:30AM	5	0	58	0	1	**64**	0	50	86	0	0	12	**148**	0
8:45AM	2	0	76	0	0	**78**	0	41	104	0	0	24	**169**	0
Hourly Total	10	0	258	0	4	**272**	0	170	385	0	0	80	**635**	0
9:00AM	2	0	76	0	0	**78**	0	27	91	0	0	21	**139**	0
9:15AM	1	0	70	0	0	**71**	0	27	87	0	0	25	**139**	0
9:30AM	4	0	79	0	1	**84**	0	29	76	0	0	21	**126**	0
9:45AM	1	0	63	0	1	**65**	0	36	84	0	0	24	**144**	0
Hourly Total	8	0	288	0	2	**298**	0	119	338	0	0	91	**548**	0
10:00AM	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	1	0	109	0	1	**111**	0	68	166	0	0	59	**293**	0
4:15PM	1	0	112	0	2	**115**	0	66	146	0	0	56	**268**	0
4:30PM	3	0	108	0	0	**111**	0	78	131	0	0	44	**253**	0
4:45PM	0	0	113	0	1	**114**	0	65	115	0	0	42	**222**	0
Hourly Total	5	0	442	0	4	**451**	0	277	558	0	0	201	**1036**	0
5:00PM	0	0	98	0	0	**98**	0	59	148	0	0	60	**267**	0
5:15PM	0	0	113	0	5	**118**	0	61	132	0	0	39	**232**	0
5:30PM	1	0	97	0	0	**98**	0	54	132	0	0	47	**233**	0
5:45PM	0	0	60	0	0	**60**	0	52	114	0	0	37	**203**	0
Hourly Total	1	0	368	0	5	**374**	0	226	526	0	0	183	**935**	0
6:00PM	0	0	76	0	0	**76**	0	65	117	0	0	41	**223**	0
6:15PM	0	0	91	0	0	**91**	0	52	83	0	0	39	**174**	0
6:30PM	0	0	53	0	0	**53**	0	54	94	0	0	14	**162**	0
6:45PM	0	0	72	0	0	**72**	0	62	82	0	0	23	**167**	0
Hourly Total	0	0	292	0	0	**292**	0	233	376	0	0	117	**726**	0
7:00PM	0	0	57	0	0	**57**	0	38	84	0	0	19	**141**	0
7:15PM	0	0	66	0	0	**66**	0	52	70	0	0	19	**141**	0
7:30PM	0	0	55	0	0	**55**	0	50	67	0	0	23	**140**	0
7:45PM	0	0	47	0	0	**47**	0	35	50	0	0	17	**102**	0
Hourly Total	0	0	225	0	0	**225**	0	175	271	0	0	78	**524**	0
Total	49	0	2148	0	24	**2221**	0	1412	3177	0	0	819	**5408**	0
% Approach	2.2%	0%	96.7%	0%	1.1%	**-**	-	26.1%	58.7%	0%	0%	15.1%	**-**	-
% Total	0.4%	0%	19.0%	0%	0.2%	**19.6%**	-	12.5%	28.1%	0%	0%	7.2%	**47.8%**	-
Motorcycles	0	0	4	0	0	**4**	-	3	7	0	0	3	**13**	-
% Motorcycles	0%	0%	0.2%	0%	0%	**0.2%**	-	0.2%	0.2%	0%	0%	0.4%	**0.2%**	-
Lights	46	0	2106	0	24	**2176**	-	1367	2956	0	0	810	**5133**	-
% Lights	93.9%	0%	98.0%	0%	100%	**98.0%**	-	96.8%	93.0%	0%	0%	98.9%	**94.9%**	-
Heavy	3	0	38	0	0	**41**	-	42	214	0	0	6	**262**	-
% Heavy	6.1%	0%	1.8%	0%	0%	**1.8%**	-	3.0%	6.7%	0%	0%	0.7%	**4.8%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Leg	Porter Rd							Packard Rd						
Direction	Southbound							Westbound						
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Packard Rd/Porter Rd - TMC

Thu Oct 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887334, Location: 43.107838, -78.987461

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

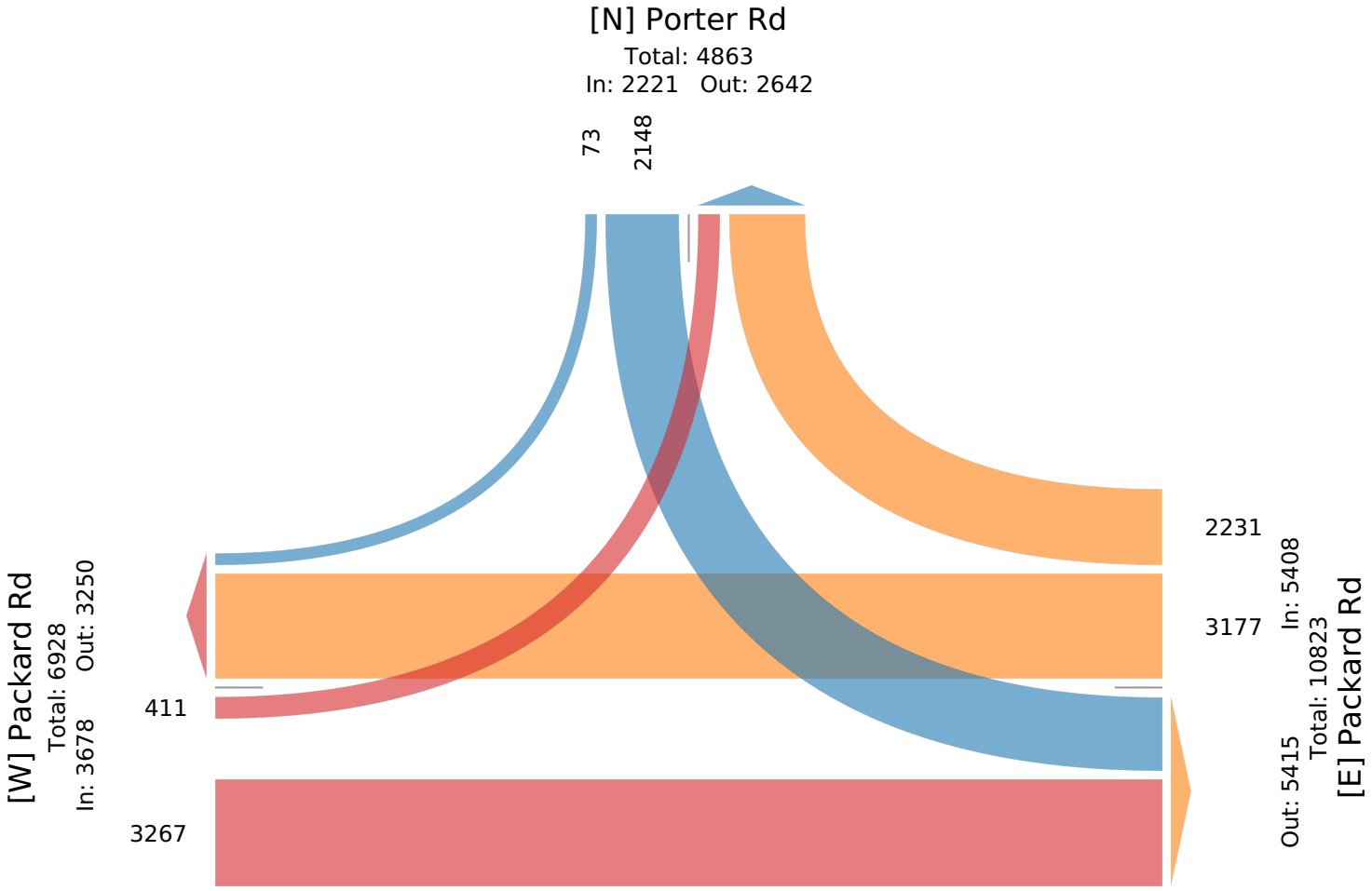
Leg Direction	South Northbound							Packard Rd Eastbound							
Time	R	T	L	U	RR	App	Ped*	R	T	L	U	RR	App	Ped*	Int
2021-10-14 6:00AM	0	0	0	0	0	**0**	0	0	45	9	0	0	**54**	0	**131**
6:15AM	0	0	0	0	0	**0**	0	0	74	6	0	0	**80**	0	**190**
6:30AM	0	0	0	0	0	**0**	0	0	76	18	0	0	**94**	0	**234**
6:45AM	0	0	0	0	0	**0**	0	0	103	24	0	0	**127**	0	**314**
Hourly Total	0	0	0	0	0	**0**	0	0	298	57	0	0	**355**	0	**869**
7:00AM	0	0	0	0	0	**0**	0	0	68	16	0	0	**84**	0	**223**
7:15AM	0	0	0	0	0	**0**	0	0	82	18	0	0	**100**	0	**280**
7:30AM	0	0	0	0	0	**0**	0	0	106	15	0	0	**121**	0	**302**
7:45AM	0	0	0	0	0	**0**	0	0	72	13	0	0	**85**	0	**384**
Hourly Total	0	0	0	0	0	**0**	0	0	328	62	0	0	**390**	0	**1189**
8:00AM	0	0	0	0	0	**0**	0	0	107	21	0	0	**128**	0	**329**
8:15AM	0	0	0	0	0	**0**	0	0	119	28	0	0	**147**	0	**394**
8:30AM	0	0	0	0	0	**0**	0	0	86	15	0	0	**101**	0	**313**
8:45AM	0	0	0	0	0	**0**	0	0	121	18	0	0	**139**	0	**386**
Hourly Total	0	0	0	0	0	**0**	0	0	433	82	0	0	**515**	0	**1422**
9:00AM	0	0	0	0	0	**0**	0	0	111	11	0	0	**122**	0	**339**
9:15AM	0	0	0	0	0	**0**	0	0	80	15	0	0	**95**	0	**305**
9:30AM	0	0	0	0	0	**0**	0	0	80	6	0	0	**86**	0	**296**
9:45AM	0	0	0	0	0	**0**	0	0	83	9	0	0	**92**	0	**301**
Hourly Total	0	0	0	0	0	**0**	0	0	354	41	0	0	**395**	0	**1241**
10:00AM	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	0	0	0	0	**0**	0	0	184	9	0	0	**193**	0	**597**
4:15PM	0	0	0	0	0	**0**	0	0	179	10	0	0	**189**	0	**572**
4:30PM	0	0	0	0	0	**0**	0	0	130	13	0	0	**143**	0	**507**
4:45PM	0	0	0	0	0	**0**	0	0	148	11	0	0	**159**	0	**495**
Hourly Total	0	0	0	0	0	**0**	0	0	641	43	0	0	**684**	0	**2171**
5:00PM	0	0	0	0	0	**0**	0	0	134	15	0	0	**149**	0	**514**
5:15PM	0	0	0	0	0	**0**	0	0	145	8	0	0	**153**	0	**503**
5:30PM	0	0	0	0	0	**0**	0	0	118	18	0	0	**136**	0	**467**
5:45PM	0	0	0	0	0	**0**	0	0	131	10	0	0	**141**	0	**404**
Hourly Total	0	0	0	0	0	**0**	0	0	528	51	0	0	**579**	0	**1888**
6:00PM	0	0	0	0	0	**0**	0	0	120	10	0	0	**130**	0	**429**
6:15PM	0	0	0	0	0	**0**	0	0	95	15	0	0	**110**	0	**375**
6:30PM	0	0	0	0	0	**0**	0	0	85	13	0	0	**98**	0	**313**
6:45PM	0	0	0	0	0	**0**	0	0	88	11	0	0	**99**	0	**338**
Hourly Total	0	0	0	0	0	**0**	0	0	388	49	0	0	**437**	0	**1455**
7:00PM	0	0	0	0	0	**0**	0	0	77	8	0	0	**85**	0	**283**
7:15PM	0	0	0	0	0	**0**	0	0	77	6	0	0	**83**	0	**290**
7:30PM	0	0	0	0	0	**0**	0	0	76	7	0	0	**83**	0	**278**
7:45PM	0	0	0	0	0	**0**	0	0	67	5	0	0	**72**	0	**221**
Hourly Total	0	0	0	0	0	**0**	0	0	297	26	0	0	**323**	0	**1072**
Total	0	0	0	0	0	**0**	0	0	3267	411	0	0	**3678**	0	**11307**
% Approach	0%	0%	0%	0%	0%	**-**	-	0%	88.8%	11.2%	0%	0%	**-**	-	-
% Total	0%	0%	0%	0%	0%	**0%**	-	0%	28.9%	3.6%	0%	0%	**32.5%**	-	-
Motorcycles	0	0	0	0	0	**0**	-	0	7	1	0	0	**8**	-	25
% Motorcycles	0%	0%	0%	0%	0%	**-**	-	0%	0.2%	0.2%	0%	0%	**0.2%**	-	0.2%
Lights	0	0	0	0	0	**0**	-	0	3081	395	0	0	**3476**	-	10785
% Lights	0%	0%	0%	0%	0%	**-**	-	0%	94.3%	96.1%	0%	0%	**94.5%**	-	95.4%
Heavy	0	0	0	0	0	**0**	-	0	179	15	0	0	**194**	-	497
% Heavy	0%	0%	0%	0%	0%	**-**	-	0%	5.5%	3.6%	0%	0%	**5.3%**	-	4.4%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Leg	South							Packard Rd							
Direction	Northbound							Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Packard Rd/Porter Rd - TMC
Thu Oct 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887334, Location: 43.107838, -78.987461

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Packard Rd/Porter Rd - TMC

Thu Oct 14, 2021
AM Peak (8:15 AM - 9:15 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887334, Location: 43.107838, -78.987461

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Porter Rd Southbound							Packard Rd Westbound						
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*
2021-10-14 8:15AM	1	0	79	0	1	**81**	0	45	93	0	0	28	**166**	0
8:30AM	5	0	58	0	1	**64**	0	50	86	0	0	12	**148**	0
8:45AM	2	0	76	0	0	**78**	0	41	104	0	0	24	**169**	0
9:00AM	2	0	76	0	0	**78**	0	27	91	0	0	21	**139**	0
Total	10	0	289	0	2	**301**	0	163	374	0	0	85	**622**	0
% Approach	3.3%	0%	96.0%	0%	0.7%	**-**	-	26.2%	60.1%	0%	0%	13.7%	**-**	-
% Total	0.7%	0%	20.2%	0%	0.1%	**21.0%**	-	11.4%	26.1%	0%	0%	5.9%	**43.4%**	-
PHF	0.500	-	0.915	-	0.500	**0.929**	-	0.815	0.899	-	-	0.759	**0.920**	-
Motorcycles	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-
% Motorcycles	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-
Lights	9	0	274	0	2	**285**	-	149	312	0	0	85	**546**	-
% Lights	90.0%	0%	94.8%	0%	100%	**94.7%**	-	91.4%	83.4%	0%	0%	100%	**87.8%**	-
Heavy	1	0	15	0	0	**16**	-	14	62	0	0	0	**76**	-
% Heavy	10.0%	0%	5.2%	0%	0%	**5.3%**	-	8.6%	16.6%	0%	0%	0%	**12.2%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Packard Rd/Porter Rd - TMC

Thu Oct 14, 2021
AM Peak (8:15 AM - 9:15 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887334, Location: 43.107838, -78.987461

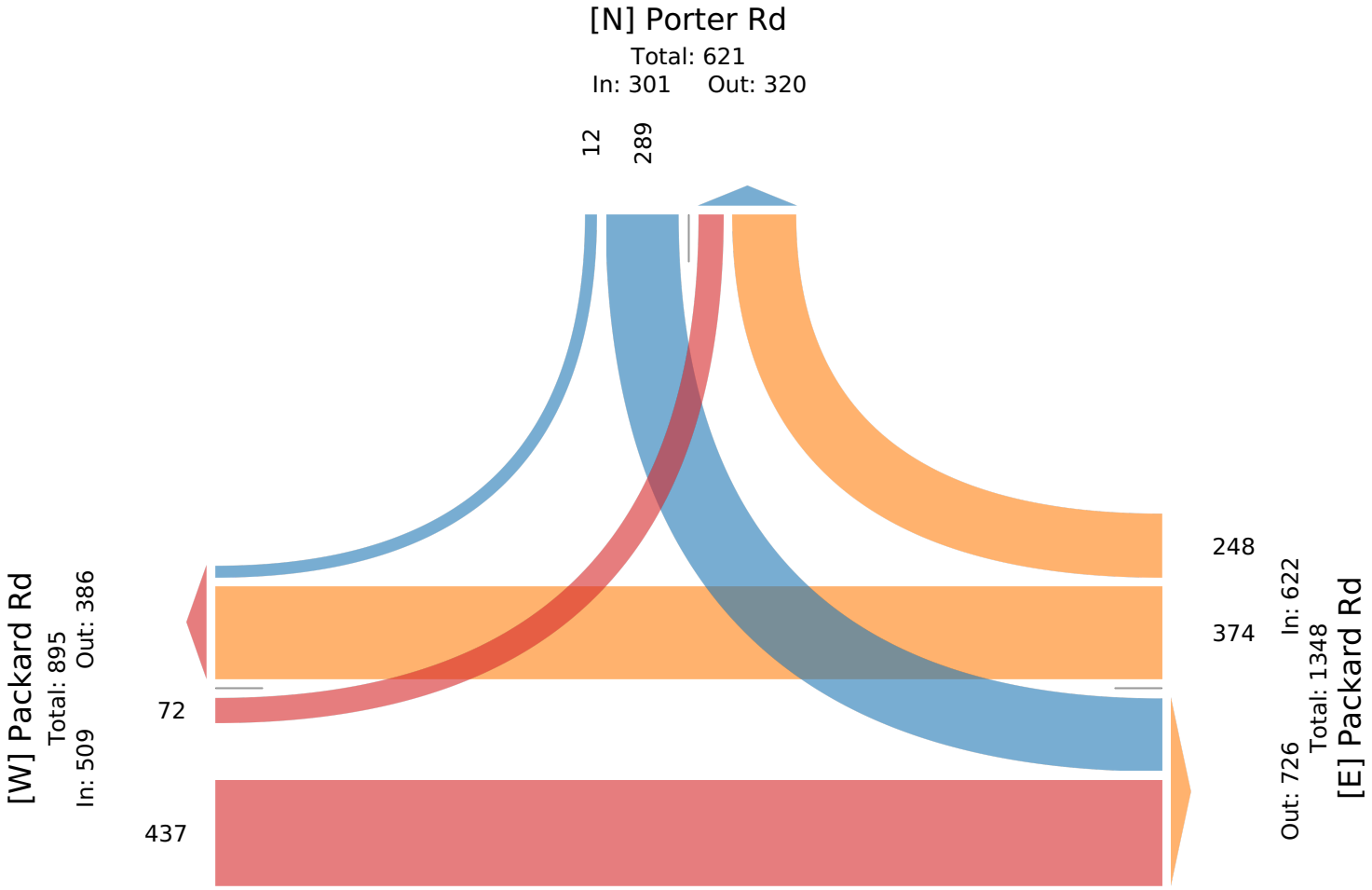
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	South Northbound							Packard Rd Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2021-10-14 8:15AM	0	0	0	0	0	**0**	0	0	119	28	0	0	**147**	0	**394**
8:30AM	0	0	0	0	0	**0**	0	0	86	15	0	0	**101**	0	**313**
8:45AM	0	0	0	0	0	**0**	0	0	121	18	0	0	**139**	0	**386**
9:00AM	0	0	0	0	0	**0**	0	0	111	11	0	0	**122**	0	**339**
Total	0	0	0	0	0	**0**	0	0	437	72	0	0	**509**	0	**1432**
% Approach	0%	0%	0%	0%	0%	**-**	-	0%	85.9%	14.1%	0%	0%	**-**	-	-
% Total	0%	0%	0%	0%	0%	**0%**	-	0%	30.5%	5.0%	0%	0%	**35.5%**	-	-
PHF	-	-	-	-	-	**-**	-	-	0.903	0.643	-	-	**0.866**	-	0.909
Motorcycles	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	0%	**0%**	-	0%
Lights	0	0	0	0	0	**0**	-	0	394	67	0	0	**461**	-	1292
% Lights	0%	0%	0%	0%	0%	**-**	-	0%	90.2%	93.1%	0%	0%	**90.6%**	-	90.2%
Heavy	0	0	0	0	0	**0**	-	0	43	5	0	0	**48**	-	140
% Heavy	0%	0%	0%	0%	0%	**-**	-	0%	9.8%	6.9%	0%	0%	**9.4%**	-	9.8%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Packard Rd/Porter Rd - TMC
Thu Oct 14, 2021
AM Peak (8:15 AM - 9:15 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887334, Location: 43.107838, -78.987461

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Packard Rd/Porter Rd - TMC

Thu Oct 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887334, Location: 43.107838, -78.987461

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Porter Rd Southbound							Packard Rd Westbound						
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*
2021-10-14 4:00PM	1	0	109	0	1	**111**	0	68	166	0	0	59	**293**	0
4:15PM	1	0	112	0	2	**115**	0	66	146	0	0	56	**268**	0
4:30PM	3	0	108	0	0	**111**	0	78	131	0	0	44	**253**	0
4:45PM	0	0	113	0	1	**114**	0	65	115	0	0	42	**222**	0
Total	5	0	442	0	4	**451**	0	277	558	0	0	201	**1036**	0
% Approach	1.1%	0%	98.0%	0%	0.9%	**-**	-	26.7%	53.9%	0%	0%	19.4%	**-**	-
% Total	0.2%	0%	20.4%	0%	0.2%	**20.8%**	-	12.8%	25.7%	0%	0%	9.3%	**47.7%**	-
PHF	0.417	-	0.978	-	0.500	**0.980**	-	0.888	0.840	-	-	0.852	**0.884**	-
Motorcycles	0	0	1	0	0	**1**	-	1	3	0	0	1	**5**	-
% Motorcycles	0%	0%	0.2%	0%	0%	**0.2%**	-	0.4%	0.5%	0%	0%	0.5%	**0.5%**	-
Lights	5	0	440	0	4	**449**	-	272	522	0	0	199	**993**	-
% Lights	100%	0%	99.5%	0%	100%	**99.6%**	-	98.2%	93.5%	0%	0%	99.0%	**95.8%**	-
Heavy	0	0	1	0	0	**1**	-	4	33	0	0	1	**38**	-
% Heavy	0%	0%	0.2%	0%	0%	**0.2%**	-	1.4%	5.9%	0%	0%	0.5%	**3.7%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Packard Rd/Porter Rd - TMC

Thu Oct 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887334, Location: 43.107838, -78.987461

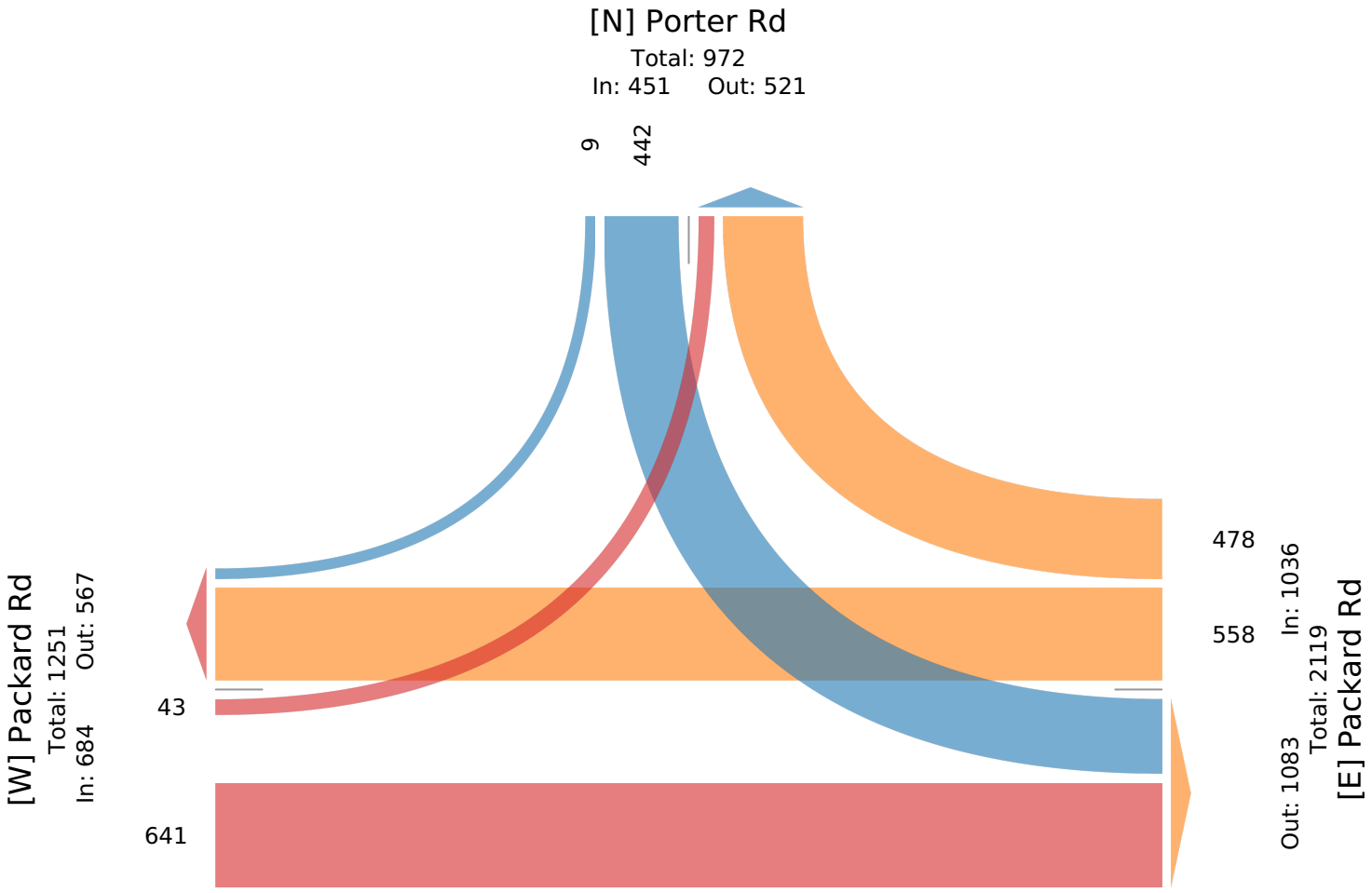
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	South Northbound							Packard Rd Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2021-10-14 4:00PM	0	0	0	0	0	**0**	0	0	184	9	0	0	**193**	0	**597**
4:15PM	0	0	0	0	0	**0**	0	0	179	10	0	0	**189**	0	**572**
4:30PM	0	0	0	0	0	**0**	0	0	130	13	0	0	**143**	0	**507**
4:45PM	0	0	0	0	0	**0**	0	0	148	11	0	0	**159**	0	**495**
Total	0	0	0	0	0	**0**	0	0	641	43	0	0	**684**	0	**2171**
% Approach	0%	0%	0%	0%	0%	**-**	-	0%	93.7%	6.3%	0%	0%	**-**	-	**-**
% Total	0%	0%	0%	0%	0%	**0%**	-	0%	29.5%	2.0%	0%	0%	**31.5%**	-	**-**
PHF	-	-	-	-	-	**-**	-	-	0.871	0.827	-	-	**0.886**	-	0.909
Motorcycles	0	0	0	0	0	**0**	-	0	4	0	0	0	**4**	-	10
% Motorcycles	0%	0%	0%	0%	0%	**-**	-	0%	0.6%	0%	0%	0%	**0.6%**	-	0.5%
Lights	0	0	0	0	0	**0**	-	0	608	43	0	0	**651**	-	2093
% Lights	0%	0%	0%	0%	0%	**-**	-	0%	94.9%	100%	0%	0%	**95.2%**	-	96.4%
Heavy	0	0	0	0	0	**0**	-	0	29	0	0	0	**29**	-	68
% Heavy	0%	0%	0%	0%	0%	**-**	-	0%	4.5%	0%	0%	0%	**4.2%**	-	3.1%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Packard Rd/Porter Rd - TMC
Thu Oct 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887334, Location: 43.107838, -78.987461

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Packard Rd/Porter Rd - TMC

Thu Oct 14, 2021
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887334, Location: 43.107838, -78.987461

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Porter Rd Southbound							Packard Rd Westbound						
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*
2021-10-14 5:30PM	1	0	97	0	0	**98**	0	54	132	0	0	47	**233**	0
5:45PM	0	0	60	0	0	**60**	0	52	114	0	0	37	**203**	0
6:00PM	0	0	76	0	0	**76**	0	65	117	0	0	41	**223**	0
6:15PM	0	0	91	0	0	**91**	0	52	83	0	0	39	**174**	0
Total	1	0	324	0	0	**325**	0	223	446	0	0	164	**833**	0
% Approach	0.3%	0%	99.7%	0%	0%	**-**	-	26.8%	53.5%	0%	0%	19.7%	**-**	-
% Total	0.1%	0%	19.3%	0%	0%	**19.4%**	-	13.3%	26.6%	0%	0%	9.8%	**49.7%**	-
PHF	0.250	-	0.835	-	-	**0.829**	-	0.858	0.845	-	-	0.872	**0.894**	-
Motorcycles	0	0	1	0	0	**1**	-	1	2	0	0	2	**5**	-
% Motorcycles	0%	0%	0.3%	0%	0%	**0.3%**	-	0.4%	0.4%	0%	0%	1.2%	**0.6%**	-
Lights	1	0	321	0	0	**322**	-	220	432	0	0	161	**813**	-
% Lights	100%	0%	99.1%	0%	0%	**99.1%**	-	98.7%	96.9%	0%	0%	98.2%	**97.6%**	-
Heavy	0	0	2	0	0	**2**	-	2	12	0	0	1	**15**	-
% Heavy	0%	0%	0.6%	0%	0%	**0.6%**	-	0.9%	2.7%	0%	0%	0.6%	**1.8%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Packard Rd/Porter Rd - TMC

Thu Oct 14, 2021
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887334, Location: 43.107838, -78.987461

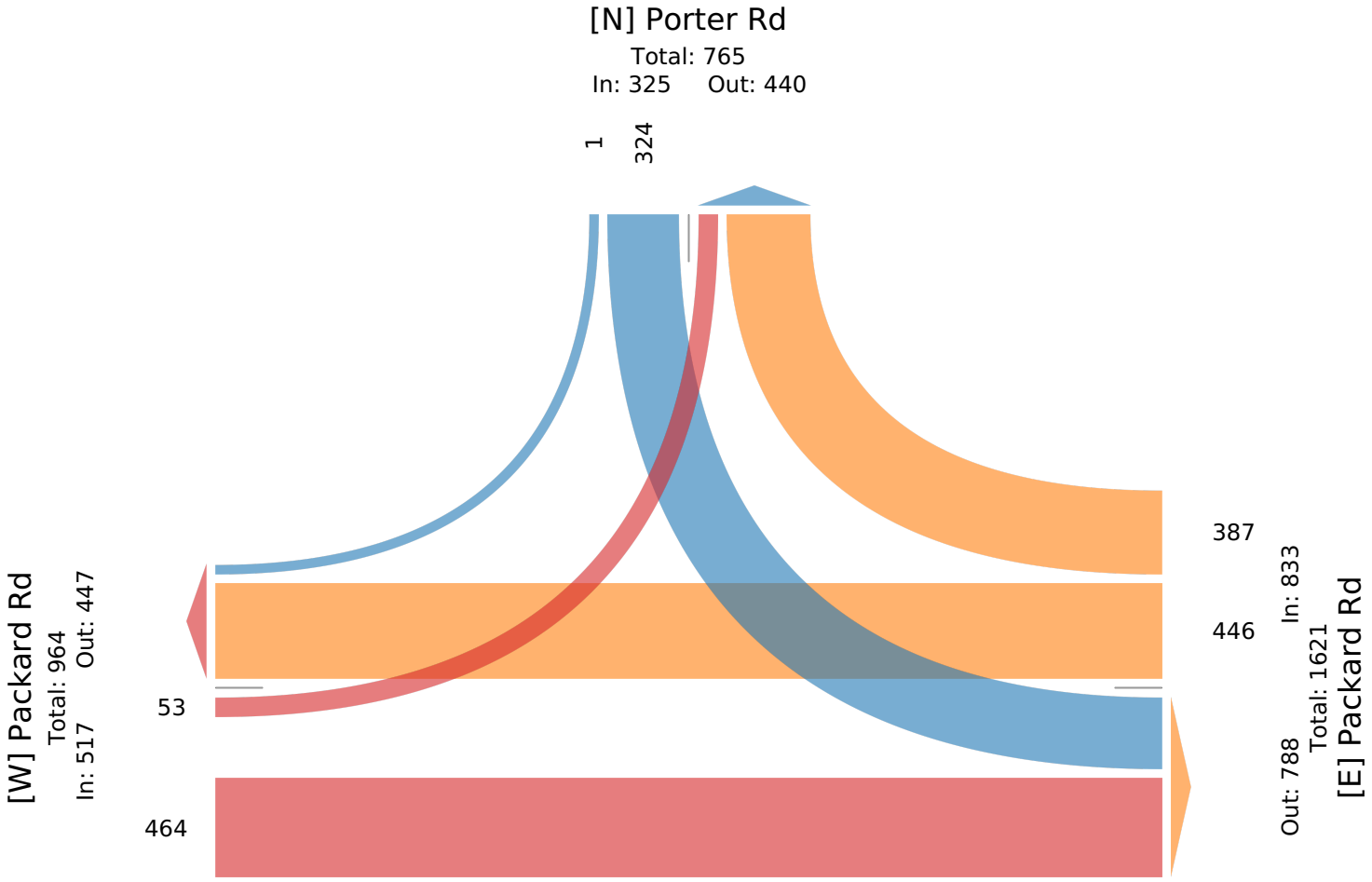
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg / Direction	South Northbound							Packard Rd Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2021-10-14 5:30PM	0	0	0	0	0	**0**	0	0	118	18	0	0	**136**	0	**467**
5:45PM	0	0	0	0	0	**0**	0	0	131	10	0	0	**141**	0	**404**
6:00PM	0	0	0	0	0	**0**	0	0	120	10	0	0	**130**	0	**429**
6:15PM	0	0	0	0	0	**0**	0	0	95	15	0	0	**110**	0	**375**
Total	0	0	0	0	0	**0**	0	0	464	53	0	0	**517**	0	**1675**
% Approach	0%	0%	0%	0%	0%	**-**	-	0%	89.7%	10.3%	0%	0%	**-**	-	-
% Total	0%	0%	0%	0%	0%	**0%**	-	0%	27.7%	3.2%	0%	0%	**30.9%**	-	-
PHF	-	-	-	-	-	**-**	-	-	0.885	0.736	-	-	**0.917**	-	0.897
Motorcycles	0	0	0	0	0	**0**	-	0	0	1	0	0	**1**	-	7
% Motorcycles	0%	0%	0%	0%	0%	**-**	-	0%	0%	1.9%	0%	0%	**0.2%**	-	0.4%
Lights	0	0	0	0	0	**0**	-	0	454	51	0	0	**505**	-	1640
% Lights	0%	0%	0%	0%	0%	**-**	-	0%	97.8%	96.2%	0%	0%	**97.7%**	-	97.9%
Heavy	0	0	0	0	0	**0**	-	0	10	1	0	0	**11**	-	28
% Heavy	0%	0%	0%	0%	0%	**-**	-	0%	2.2%	1.9%	0%	0%	**2.1%**	-	1.7%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Packard Rd/Porter Rd - TMC
Thu Oct 14, 2021
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887334, Location: 43.107838, -78.987461

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Porter Rd/Packard Rd (east) - TMC

Tue Dec 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911616, Location: 43.109264, -78.984311

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	North Southbound						Packard Rd Westbound					
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*
2021-12-14 6:00AM	0	0	0	0	**0**	0	0	36	0	0	**36**	0
6:15AM	0	0	0	0	**0**	0	0	54	1	0	**55**	0
6:30AM	0	0	0	0	**0**	0	0	73	1	0	**74**	0
6:45AM	0	0	0	0	**0**	0	0	64	1	0	**65**	0
Hourly Total	0	0	0	0	**0**	0	0	227	3	0	**230**	0
7:00AM	0	0	0	0	**0**	0	0	75	2	0	**77**	0
7:15AM	0	0	0	0	**0**	0	0	81	2	0	**83**	0
7:30AM	1	0	0	0	**1**	0	0	90	4	0	**94**	0
7:45AM	0	0	0	0	**0**	0	0	92	1	0	**93**	0
Hourly Total	1	0	0	0	**1**	0	0	338	9	0	**347**	0
8:00AM	0	0	0	0	**0**	0	0	73	0	0	**73**	0
8:15AM	0	0	0	0	**0**	0	0	91	1	0	**92**	0
8:30AM	0	0	0	0	**0**	0	0	68	4	0	**72**	0
8:45AM	0	0	0	0	**0**	0	0	81	3	0	**84**	0
Hourly Total	0	0	0	0	**0**	0	0	313	8	0	**321**	0
9:00AM	0	0	0	0	**0**	0	0	95	0	0	**95**	0
9:15AM	0	0	0	0	**0**	0	0	90	3	0	**93**	0
9:30AM	0	0	0	0	**0**	0	0	82	0	0	**82**	0
9:45AM	0	0	0	0	**0**	0	0	92	1	0	**93**	0
Hourly Total	0	0	0	0	**0**	0	0	359	4	0	**363**	0
10:00AM	0	0	0	0	**0**	0	0	3	0	0	**3**	0
Hourly Total	0	0	0	0	**0**	0	0	3	0	0	**3**	0
4:00PM	0	0	0	0	**0**	0	0	116	4	0	**120**	0
4:15PM	0	0	0	0	**0**	0	0	116	7	0	**123**	0
4:30PM	0	1	0	0	**1**	0	0	136	4	0	**140**	0
4:45PM	0	0	0	0	**0**	0	0	86	2	0	**88**	0
Hourly Total	0	1	0	0	**1**	0	0	454	17	0	**471**	0
5:00PM	0	0	0	0	**0**	0	0	105	2	0	**107**	0
5:15PM	1	0	0	0	**1**	0	0	99	2	0	**101**	0
5:30PM	0	0	0	0	**0**	0	0	79	3	0	**82**	0
5:45PM	0	0	0	0	**0**	0	0	88	2	0	**90**	0
Hourly Total	1	0	0	0	**1**	0	0	371	9	0	**380**	0
6:00PM	0	0	0	0	**0**	0	0	51	2	0	**53**	0
6:15PM	0	0	0	0	**0**	0	0	80	1	0	**81**	0
6:30PM	0	0	0	0	**0**	0	0	65	4	0	**69**	0
6:45PM	0	0	0	0	**0**	0	0	48	2	0	**50**	0
Hourly Total	0	0	0	0	**0**	0	0	244	9	0	**253**	0
7:00PM	0	0	0	0	**0**	0	0	52	1	0	**53**	0
7:15PM	0	0	0	0	**0**	0	0	49	4	0	**53**	0
7:30PM	0	0	0	0	**0**	0	0	55	4	0	**59**	0
7:45PM	0	0	0	0	**0**	0	0	35	2	0	**37**	0
Hourly Total	0	0	0	0	**0**	0	0	191	11	0	**202**	0
8:00PM	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
Total	2	1	0	0	**3**	0	0	2500	70	0	**2570**	0
% Approach	66.7%	33.3%	0%	0%	**-**	-	0%	97.3%	2.7%	0%	**-**	-
% Total	0%	0%	0%	0%	**0%**	-	0%	28.9%	0.8%	0%	**29.7%**	-
Motorcycles	1	0	0	0	**1**	-	0	2	0	0	**2**	-
% Motorcycles	50.0%	0%	0%	0%	**33.3%**	-	0%	0.1%	0%	0%	**0.1%**	-
Lights	1	1	0	0	**2**	-	0	2338	69	0	**2407**	-
% Lights	50.0%	100%	0%	0%	**66.7%**	-	0%	93.5%	98.6%	0%	**93.7%**	-
Heavy	0	0	0	0	**0**	-	0	160	1	0	**161**	-
% Heavy	0%	0%	0%	0%	**0%**	-	0%	6.4%	1.4%	0%	**6.3%**	-

Leg	North						Packard Rd					
Direction	Southbound						Westbound					
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-

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

Porter Rd/Packard Rd (east) - TMC

Tue Dec 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911616, Location: 43.109264, -78.984311

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

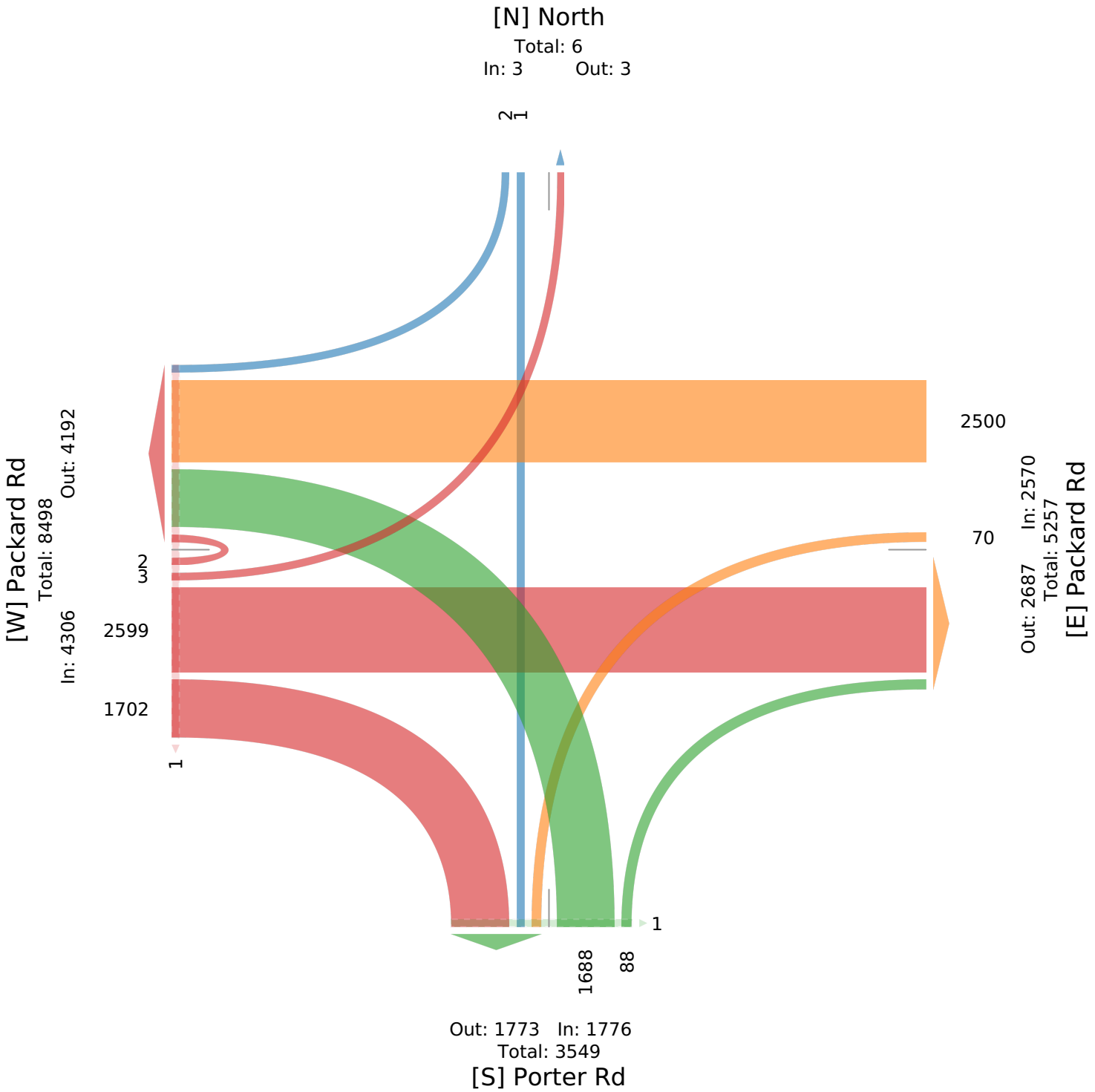
Leg / Direction	Porter Rd Northbound							Packard Rd Eastbound							
Time	R	T	L	U	RR	App	Ped*	R	T	L	U	RR	App	Ped*	Int
2021-12-14 6:00AM	0	0	15	0	0	**15**	0	14	46	0	0	4	**64**	0	**115**
6:15AM	1	0	16	0	0	**17**	0	27	59	0	0	4	**90**	0	**162**
6:30AM	1	0	33	0	1	**35**	0	23	91	0	0	7	**121**	0	**230**
6:45AM	0	0	36	0	1	**37**	0	19	84	0	0	14	**117**	0	**219**
Hourly Total	2	0	100	0	2	**104**	0	83	280	0	0	29	**392**	0	**726**
7:00AM	0	0	27	0	0	**27**	0	26	76	0	0	3	**105**	0	**209**
7:15AM	3	0	32	0	2	**37**	0	24	76	0	0	9	**109**	0	**229**
7:30AM	3	0	39	0	0	**42**	0	56	72	1	0	5	**134**	0	**271**
7:45AM	0	0	61	0	0	**61**	0	61	83	0	0	14	**158**	0	**312**
Hourly Total	6	0	159	0	2	**167**	0	167	307	1	0	31	**506**	0	**1021**
8:00AM	0	0	59	0	0	**59**	0	45	82	0	0	7	**134**	0	**266**
8:15AM	1	0	51	0	0	**52**	0	51	74	0	0	19	**144**	0	**288**
8:30AM	3	0	66	0	0	**69**	0	51	84	0	1	24	**160**	0	**301**
8:45AM	2	0	63	0	0	**65**	0	49	91	0	0	14	**154**	0	**303**
Hourly Total	6	0	239	0	0	**245**	0	196	331	0	1	64	**592**	0	**1158**
9:00AM	1	0	52	0	1	**54**	0	60	70	0	0	10	**140**	0	**289**
9:15AM	1	0	67	0	1	**69**	0	52	70	0	0	13	**135**	0	**297**
9:30AM	2	0	46	0	0	**48**	0	46	65	0	0	24	**135**	0	**265**
9:45AM	3	0	50	0	0	**53**	0	58	51	0	0	10	**119**	0	**265**
Hourly Total	7	0	215	0	2	**224**	0	216	256	0	0	57	**529**	0	**1116**
10:00AM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**3**
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**3**
4:00PM	5	0	95	0	1	**101**	1	35	119	0	0	37	**191**	0	**412**
4:15PM	5	0	91	0	2	**98**	0	81	120	1	0	28	**230**	0	**451**
4:30PM	4	0	106	0	2	**112**	0	67	133	0	0	32	**232**	1	**485**
4:45PM	8	0	87	0	1	**96**	0	54	99	0	0	25	**178**	0	**362**
Hourly Total	22	0	379	0	6	**407**	1	237	471	1	0	122	**831**	1	**1710**
5:00PM	4	0	74	0	1	**79**	0	54	143	0	1	11	**209**	0	**395**
5:15PM	0	0	66	0	2	**68**	0	62	102	0	0	14	**178**	0	**348**
5:30PM	5	0	67	0	0	**72**	0	42	94	0	0	8	**144**	0	**298**
5:45PM	3	0	52	0	1	**56**	0	43	68	0	0	5	**116**	0	**262**
Hourly Total	12	0	259	0	4	**275**	0	201	407	0	1	38	**647**	0	**1303**
6:00PM	5	0	54	0	0	**59**	0	31	69	1	0	19	**120**	0	**232**
6:15PM	1	0	55	0	0	**56**	0	34	80	0	0	3	**117**	0	**254**
6:30PM	1	0	61	0	1	**63**	0	28	80	0	0	3	**111**	0	**243**
6:45PM	2	0	35	0	0	**37**	0	26	53	0	0	1	**80**	0	**167**
Hourly Total	9	0	205	0	1	**215**	0	119	282	1	0	26	**428**	0	**896**
7:00PM	1	0	39	0	0	**40**	0	30	62	0	0	7	**99**	0	**192**
7:15PM	2	0	28	0	2	**32**	0	24	70	0	0	3	**97**	0	**182**
7:30PM	0	0	36	0	0	**36**	0	22	79	0	0	2	**103**	0	**198**
7:45PM	1	0	29	0	1	**31**	0	25	54	0	0	3	**82**	0	**150**
Hourly Total	4	0	132	0	3	**139**	0	101	265	0	0	15	**381**	0	**722**
8:00PM	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**
Total	68	0	1688	0	20	**1776**	1	1320	2599	3	2	382	**4306**	1	**8655**
% Approach	3.8%	0%	95.0%	0%	1.1%	**-**	-	30.7%	60.4%	0.1%	0%	8.9%	**-**	-	-
% Total	0.8%	0%	19.5%	0%	0.2%	**20.5%**	-	15.3%	30.0%	0%	0%	4.4%	**49.8%**	-	-
Motorcycles	0	0	1	0	0	**1**	-	2	1	0	0	0	**3**	-	7
% Motorcycles	0%	0%	0.1%	0%	0%	**0.1%**	-	0.2%	0%	0%	0%	0%	**0.1%**	-	0.1%
Lights	63	0	1625	0	18	**1706**	-	1272	2468	3	2	371	**4116**	-	8231
% Lights	92.6%	0%	96.3%	0%	90.0%	**96.1%**	-	96.4%	95.0%	100%	100%	97.1%	**95.6%**	-	95.1%
Heavy	5	0	62	0	2	**69**	-	46	130	0	0	11	**187**	-	417
% Heavy	7.4%	0%	3.7%	0%	10.0%	**3.9%**	-	3.5%	5.0%	0%	0%	2.9%	**4.3%**	-	4.8%

Leg	Porter Rd							Packard Rd							
Direction	Northbound							Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	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

Porter Rd/Packard Rd (east) - TMC
Tue Dec 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911616, Location: 43.109264, -78.984311

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Porter Rd/Packard Rd (east) - TMC

Tue Dec 14, 2021
AM Peak (8:30 AM - 9:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911616, Location: 43.109264, -78.984311



Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	North Southbound						Packard Rd Westbound					
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*
2021-12-14 8:30AM	0	0	0	0	**0**	0	0	68	4	0	**72**	0
8:45AM	0	0	0	0	**0**	0	0	81	3	0	**84**	0
9:00AM	0	0	0	0	**0**	0	0	95	0	0	**95**	0
9:15AM	0	0	0	0	**0**	0	0	90	3	0	**93**	0
Total	0	0	0	0	**0**	0	0	334	10	0	**344**	0
% Approach	0%	0%	0%	0%	**-**	-	0%	97.1%	2.9%	0%	**-**	-
% Total	0%	0%	0%	0%	**0%**	-	0%	28.1%	0.8%	0%	**28.9%**	-
PHF	-	-	-	-	**-**	-	-	0.879	0.625	-	**0.905**	-
Motorcycles	0	0	0	0	**0**	-	0	0	0	0	**0**	-
% Motorcycles	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-
Lights	0	0	0	0	**0**	-	0	303	10	0	**313**	-
% Lights	0%	0%	0%	0%	**-**	-	0%	90.7%	100%	0%	**91.0%**	-
Heavy	0	0	0	0	**0**	-	0	31	0	0	**31**	-
% Heavy	0%	0%	0%	0%	**-**	-	0%	9.3%	0%	0%	**9.0%**	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-

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

Porter Rd/Packard Rd (east) - TMC

Tue Dec 14, 2021
AM Peak (8:30 AM - 9:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911616, Location: 43.109264, -78.984311

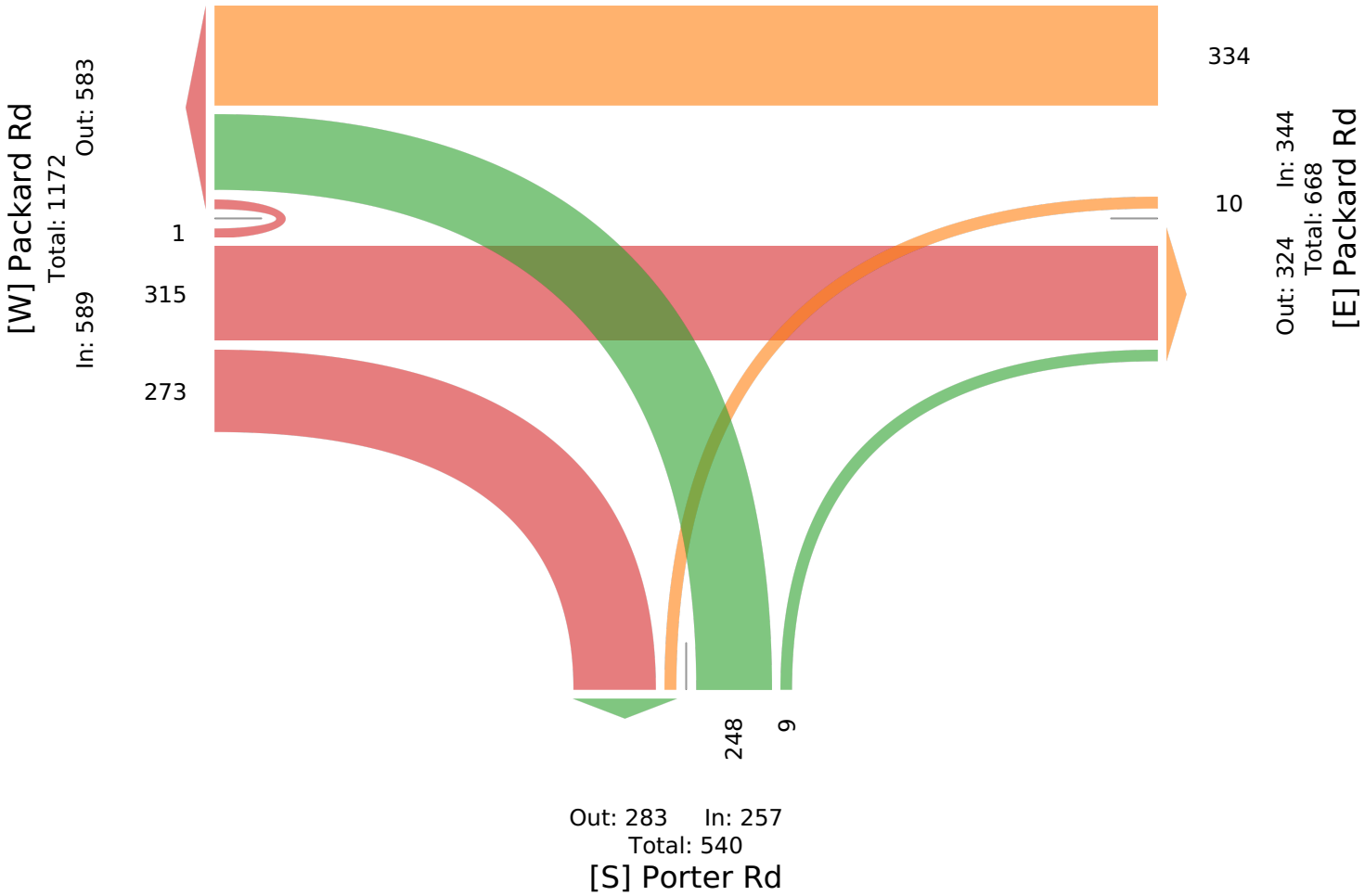
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Porter Rd Northbound							Packard Rd Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2021-12-14 8:30AM	3	0	66	0	0	**69**	0	51	84	0	1	24	**160**	0	**301**
8:45AM	2	0	63	0	0	**65**	0	49	91	0	0	14	**154**	0	**303**
9:00AM	1	0	52	0	1	**54**	0	60	70	0	0	10	**140**	0	**289**
9:15AM	1	0	67	0	1	**69**	0	52	70	0	0	13	**135**	0	**297**
Total	7	0	248	0	2	**257**	0	212	315	0	1	61	**589**	0	**1190**
% Approach	2.7%	0%	96.5%	0%	0.8%	**-**	-	36.0%	53.5%	0%	0.2%	10.4%	**-**	-	**-**
% Total	0.6%	0%	20.8%	0%	0.2%	**21.6%**	-	17.8%	26.5%	0%	0.1%	5.1%	**49.5%**	-	**-**
PHF	0.583	-	0.925	-	0.500	**0.931**	-	0.883	0.865	-	0.250	0.635	**0.920**	-	0.982
Motorcycles	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0%
Lights	6	0	237	0	1	**244**	-	199	279	0	1	60	**539**	-	1096
% Lights	85.7%	0%	95.6%	0%	50.0%	**94.9%**	-	93.9%	88.6%	0%	100%	98.4%	**91.5%**	-	92.1%
Heavy	1	0	11	0	1	**13**	-	13	36	0	0	1	**50**	-	94
% Heavy	14.3%	0%	4.4%	0%	50.0%	**5.1%**	-	6.1%	11.4%	0%	0%	1.6%	**8.5%**	-	7.9%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Porter Rd/Packard Rd (east) - TMC
Tue Dec 14, 2021
AM Peak (8:30 AM - 9:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911616, Location: 43.109264, -78.984311

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Porter Rd/Packard Rd (east) - TMC

Tue Dec 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911616, Location: 43.109264, -78.984311

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	North Southbound						Packard Rd Westbound					
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*
2021-12-14 4:00PM	0	0	0	0	**0**	0	0	116	4	0	**120**	0
4:15PM	0	0	0	0	**0**	0	0	116	7	0	**123**	0
4:30PM	0	1	0	0	**1**	0	0	136	4	0	**140**	0
4:45PM	0	0	0	0	**0**	0	0	86	2	0	**88**	0
Total	0	1	0	0	**1**	0	0	454	17	0	**471**	0
% Approach	0%	100%	0%	0%	**-**	-	0%	96.4%	3.6%	0%	**-**	-
% Total	0%	0.1%	0%	0%	**0.1%**	-	0%	26.5%	1.0%	0%	**27.5%**	-
PHF	-	0.250	-	-	**0.250**	-	-	0.835	0.607	-	**0.841**	-
Motorcycles	0	0	0	0	**0**	-	0	0	0	0	**0**	-
% Motorcycles	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-
Lights	0	1	0	0	**1**	-	0	432	17	0	**449**	-
% Lights	0%	100%	0%	0%	**100%**	-	0%	95.2%	100%	0%	**95.3%**	-
Heavy	0	0	0	0	**0**	-	0	22	0	0	**22**	-
% Heavy	0%	0%	0%	0%	**0%**	-	0%	4.8%	0%	0%	**4.7%**	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-

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

Porter Rd/Packard Rd (east) - TMC

Tue Dec 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911616, Location: 43.109264, -78.984311



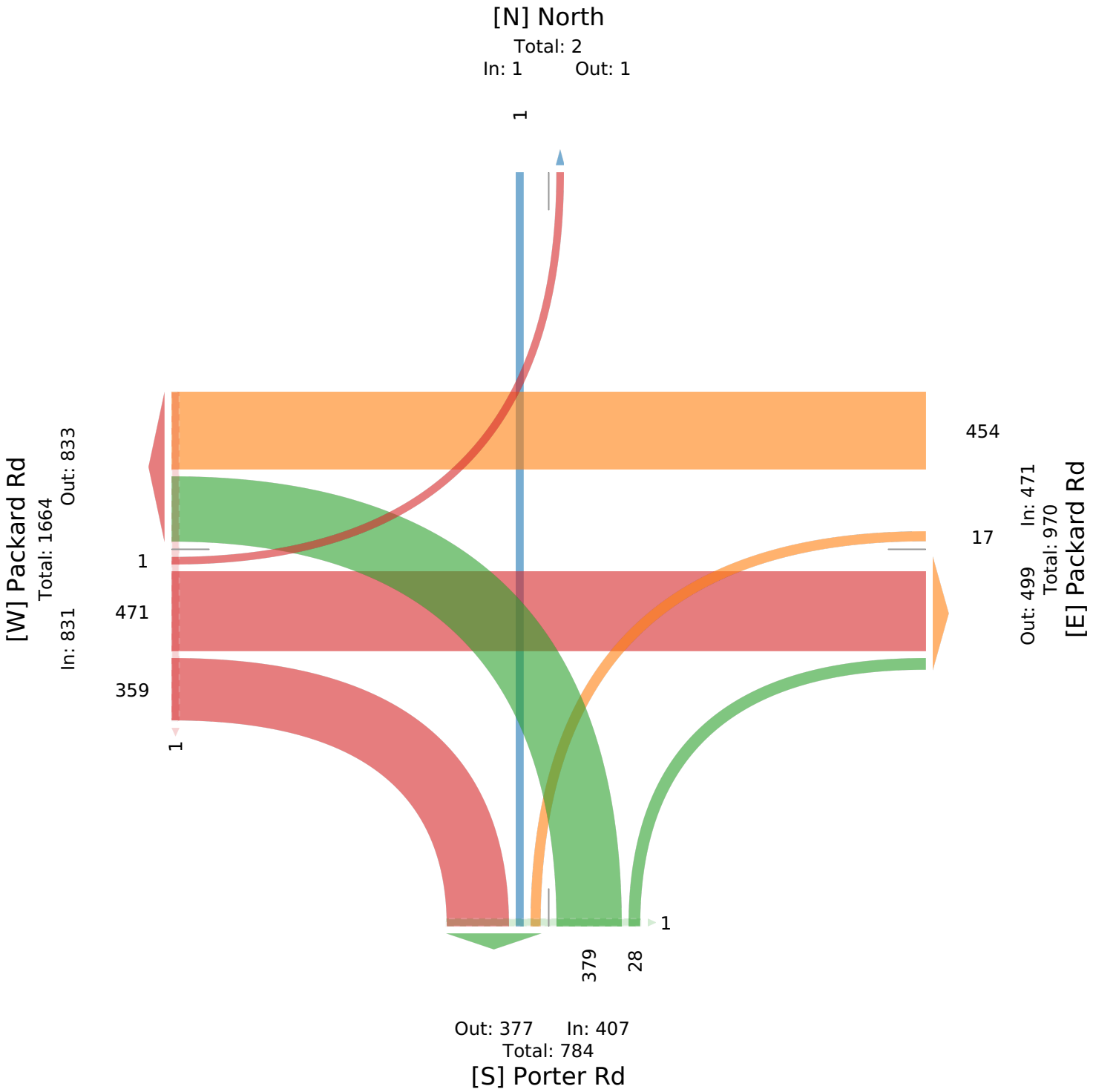
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Porter Rd Northbound							Packard Rd Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2021-12-14 4:00PM	5	0	95	0	1	**101**	1	35	119	0	0	37	**191**	0	**412**
4:15PM	5	0	91	0	2	**98**	0	81	120	1	0	28	**230**	0	**451**
4:30PM	4	0	106	0	2	**112**	0	67	133	0	0	32	**232**	1	**485**
4:45PM	8	0	87	0	1	**96**	0	54	99	0	0	25	**178**	0	**362**
Total	22	0	379	0	6	**407**	1	237	471	1	0	122	**831**	1	**1710**
% Approach	5.4%	0%	93.1%	0%	1.5%	**-**	-	28.5%	56.7%	0.1%	0%	14.7%	**-**	-	-
% Total	1.3%	0%	22.2%	0%	0.4%	**23.8%**	-	13.9%	27.5%	0.1%	0%	7.1%	**48.6%**	-	-
PHF	0.688	-	0.894	-	0.750	**0.908**	-	0.731	0.885	0.250	-	0.824	**0.895**	-	0.881
Motorcycles	0	0	0	0	0	**0**	-	0	1	0	0	0	**1**	-	1
% Motorcycles	0%	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	0%	**0.1%**	-	0.1%
Lights	22	0	365	0	6	**393**	-	232	454	1	0	121	**808**	-	1651
% Lights	100%	0%	96.3%	0%	100%	**96.6%**	-	97.9%	96.4%	100%	0%	99.2%	**97.2%**	-	96.5%
Heavy	0	0	14	0	0	**14**	-	5	16	0	0	1	**22**	-	58
% Heavy	0%	0%	3.7%	0%	0%	**3.4%**	-	2.1%	3.4%	0%	0%	0.8%	**2.6%**	-	3.4%
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	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

Porter Rd/Packard Rd (east) - TMC
Tue Dec 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911616, Location: 43.109264, -78.984311

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Porter Rd/Packard Rd (east) - TMC

Tue Dec 14, 2021
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911616, Location: 43.109264, -78.984311

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	North Southbound						Packard Rd Westbound					
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*
2021-12-14 5:30PM	0	0	0	0	**0**	0	0	79	3	0	**82**	0
5:45PM	0	0	0	0	**0**	0	0	88	2	0	**90**	0
6:00PM	0	0	0	0	**0**	0	0	51	2	0	**53**	0
6:15PM	0	0	0	0	**0**	0	0	80	1	0	**81**	0
Total	0	0	0	0	**0**	0	0	298	8	0	**306**	0
% Approach	0%	0%	0%	0%	**-**	-	0%	97.4%	2.6%	0%	**-**	-
% Total	0%	0%	0%	0%	**0%**	-	0%	28.5%	0.8%	0%	**29.3%**	-
PHF	-	-	-	-	**-**	-	-	0.847	0.667	-	**0.850**	-
Motorcycles	0	0	0	0	**0**	-	0	2	0	0	**2**	-
% Motorcycles	0%	0%	0%	0%	**-**	-	0%	0.7%	0%	0%	**0.7%**	-
Lights	0	0	0	0	**0**	-	0	287	8	0	**295**	-
% Lights	0%	0%	0%	0%	**-**	-	0%	96.3%	100%	0%	**96.4%**	-
Heavy	0	0	0	0	**0**	-	0	9	0	0	**9**	-
% Heavy	0%	0%	0%	0%	**-**	-	0%	3.0%	0%	0%	**2.9%**	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-

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

Porter Rd/Packard Rd (east) - TMC

Tue Dec 14, 2021
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911616, Location: 43.109264, -78.984311



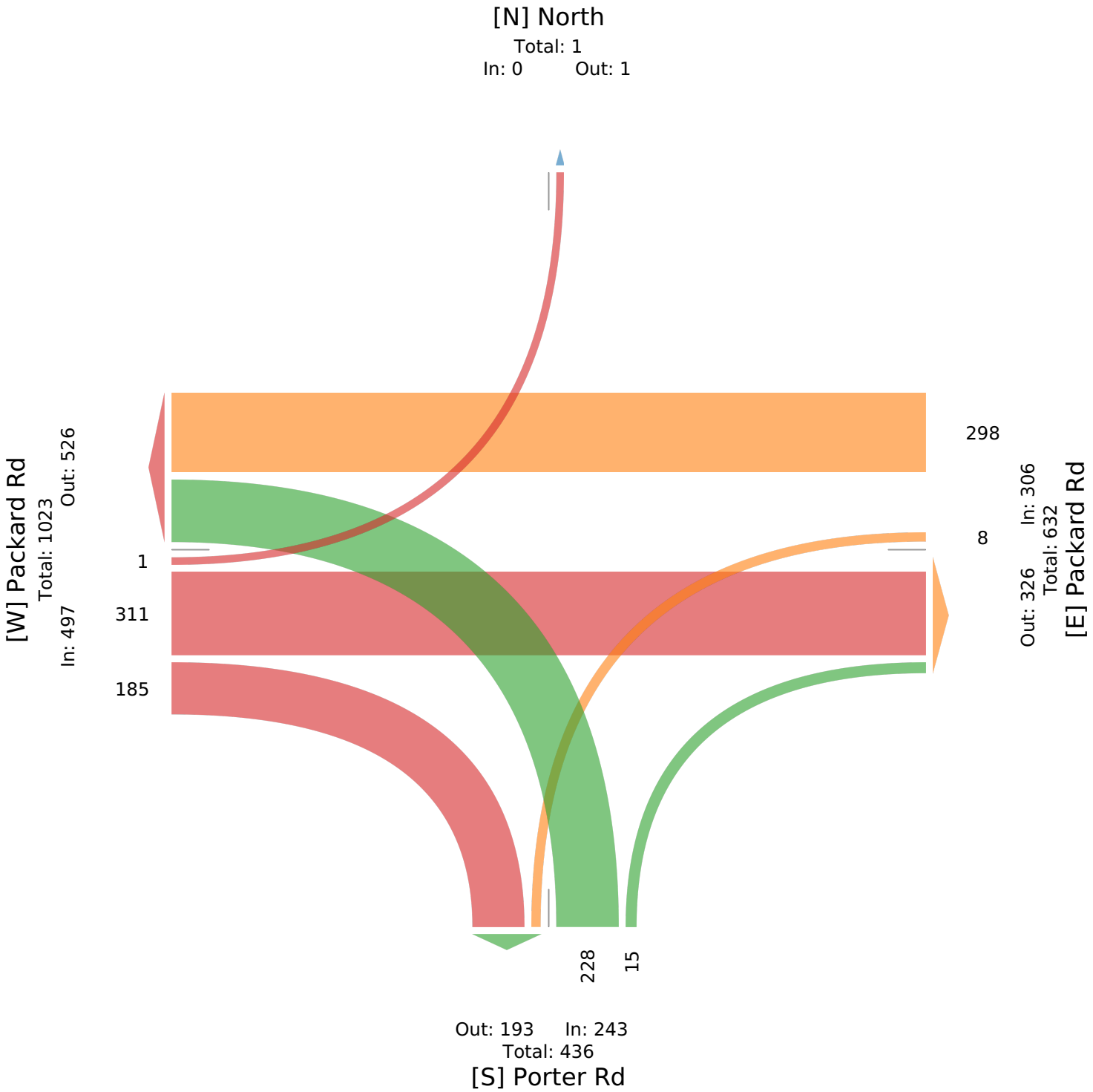
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Porter Rd Northbound							Packard Rd Eastbound							
Time	R	T	L	U	RR	**App**	Ped*	R	T	L	U	RR	**App**	Ped*	**Int**
2021-12-14 5:30PM	5	0	67	0	0	**72**	0	42	94	0	0	8	**144**	0	**298**
5:45PM	3	0	52	0	1	**56**	0	43	68	0	0	5	**116**	0	**262**
6:00PM	5	0	54	0	0	**59**	0	31	69	1	0	19	**120**	0	**232**
6:15PM	1	0	55	0	0	**56**	0	34	80	0	0	3	**117**	0	**254**
Total	14	0	228	0	1	**243**	0	150	311	1	0	35	**497**	0	**1046**
% Approach	5.8%	0%	93.8%	0%	0.4%	**-**	-	30.2%	62.6%	0.2%	0%	7.0%	**-**	-	-
% Total	1.3%	0%	21.8%	0%	0.1%	**23.2%**	-	14.3%	29.7%	0.1%	0%	3.3%	**47.5%**	-	-
PHF	0.700	-	0.851	-	0.250	**0.844**	-	0.872	0.827	0.250	-	0.461	**0.863**	-	0.878
Motorcycles	0	0	1	0	0	**1**	-	1	0	0	0	0	**1**	-	4
% Motorcycles	0%	0%	0.4%	0%	0%	**0.4%**	-	0.7%	0%	0%	0%	0%	**0.2%**	-	0.4%
Lights	14	0	226	0	1	**241**	-	149	309	1	0	35	**494**	-	1030
% Lights	100%	0%	99.1%	0%	100%	**99.2%**	-	99.3%	99.4%	100%	0%	100%	**99.4%**	-	98.5%
Heavy	0	0	1	0	0	**1**	-	0	2	0	0	0	**2**	-	12
% Heavy	0%	0%	0.4%	0%	0%	**0.4%**	-	0%	0.6%	0%	0%	0%	**0.4%**	-	1.1%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Porter Rd/Packard Rd (east) - TMC
Tue Dec 14, 2021
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 911616, Location: 43.109264, -78.984311

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Porter Rd/ I-190 Off Ramp - TMC

Thu Oct 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887507, Location: 43.108122, -78.990805

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

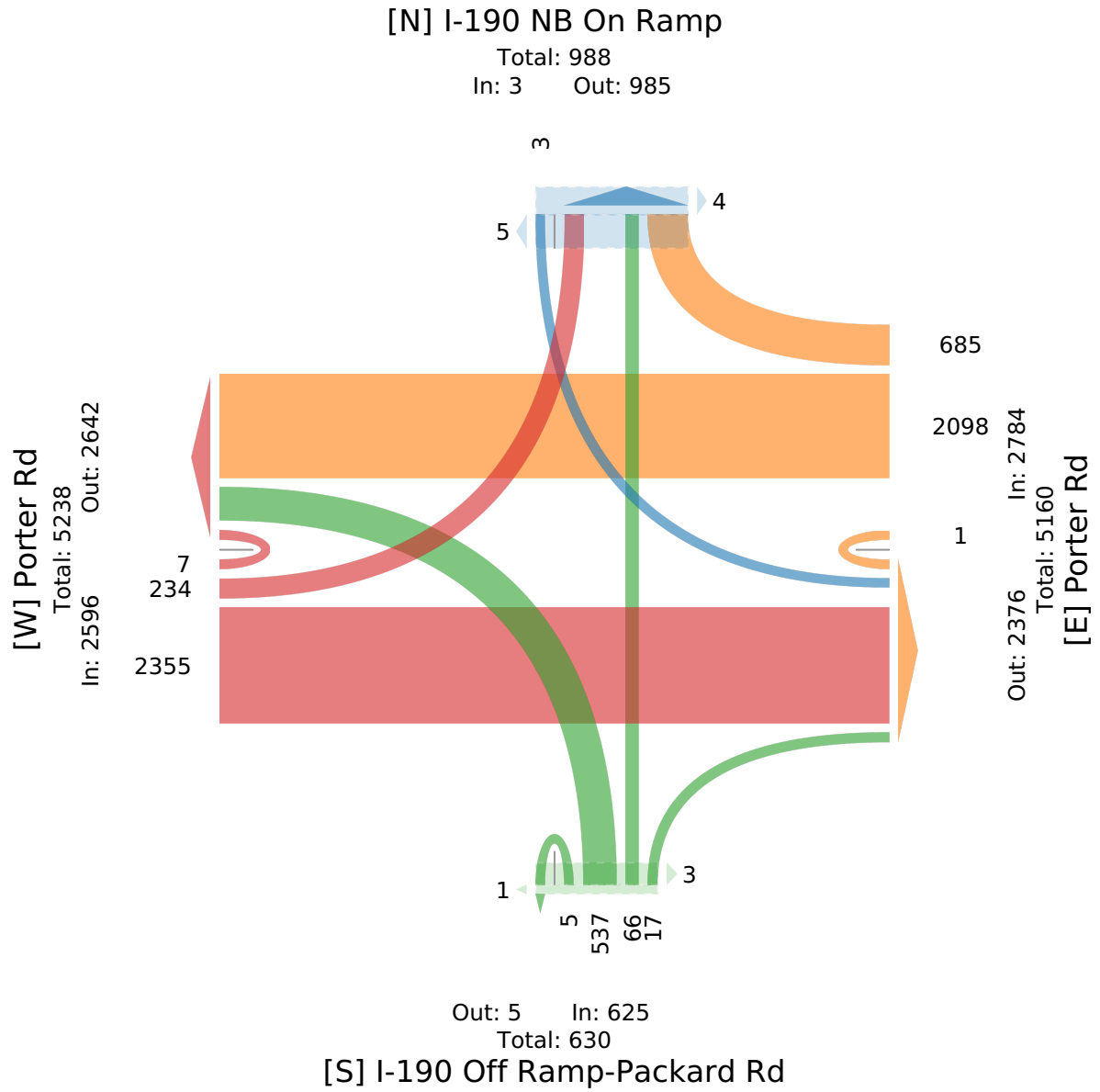
Leg	Porter Rd							Porter Rd							I-190 Off Ramp-Packard Rd							I-190 NB On Ramp							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2021-10-14 6:00AM	1	18	0	1	0	**20**	0	0	13	2	0	0	**15**	0	3	0	0	0	0	**3**	0	0	0	0	0	0	**0**	0	**38**
6:15AM	3	29	0	0	0	**32**	0	0	21	6	0	0	**27**	0	3	1	0	0	0	**4**	1	0	0	0	0	0	**0**	0	**63**
6:30AM	1	26	0	0	0	**27**	0	0	25	14	0	0	**39**	0	8	2	0	0	1	**11**	0	0	0	0	0	0	**0**	0	**77**
6:45AM	3	49	0	0	0	**52**	0	0	50	12	0	0	**62**	0	5	0	0	0	0	**5**	0	1	0	0	0	0	**1**	0	**120**
Hourly Total	8	122	0	1	0	**131**	0	0	109	34	0	0	**143**	0	19	3	0	0	1	**23**	1	1	0	0	0	0	**1**	0	**298**
7:00AM	1	31	0	0	0	**32**	0	0	32	6	0	0	**38**	0	3	0	0	0	0	**3**	1	0	0	0	0	0	**0**	0	**73**
7:15AM	2	48	0	0	0	**50**	0	0	50	13	0	1	**64**	0	6	1	0	0	1	**8**	0	0	0	0	0	0	**0**	0	**122**
7:30AM	2	61	0	0	0	**63**	0	0	37	15	0	0	**52**	0	9	3	1	0	0	**13**	0	0	0	0	0	0	**0**	1	**128**
7:45AM	1	94	0	0	0	**95**	0	0	81	10	0	0	**91**	0	7	1	0	0	2	**10**	0	0	0	0	0	0	**0**	1	**196**
Hourly Total	6	234	0	0	0	**240**	0	0	200	44	0	1	**245**	0	25	5	1	0	3	**34**	1	0	0	0	0	0	**0**	2	**519**
8:00AM	10	66	0	0	0	**76**	0	0	64	18	0	3	**85**	0	33	1	0	0	1	**35**	0	0	0	0	0	0	**0**	1	**196**
8:15AM	9	97	0	0	0	**106**	0	0	76	16	0	2	**94**	0	19	1	0	0	0	**20**	0	0	0	0	0	0	**0**	1	**220**
8:30AM	3	67	0	0	0	**70**	0	0	54	23	0	0	**77**	0	11	3	1	0	0	**15**	0	0	0	0	0	0	**0**	0	**162**
8:45AM	5	93	0	0	0	**98**	0	0	59	23	0	2	**84**	0	20	1	0	0	1	**22**	0	0	0	0	0	0	**0**	1	**204**
Hourly Total	27	323	0	0	0	**350**	0	0	253	80	0	7	**340**	0	83	6	1	0	2	**92**	0	0	0	0	0	0	**0**	3	**782**
9:00AM	4	83	0	0	0	**87**	0	0	43	17	0	0	**60**	0	14	3	1	1	0	**19**	0	0	0	0	0	0	**0**	0	**166**
9:15AM	5	70	0	0	0	**75**	0	0	60	19	0	1	**80**	0	8	4	1	0	1	**14**	0	0	0	0	0	0	**0**	0	**169**
9:30AM	5	82	0	0	0	**87**	0	0	54	7	0	0	**61**	0	10	5	0	0	0	**15**	1	0	0	0	0	0	**0**	1	**163**
9:45AM	9	74	0	0	0	**83**	0	0	61	12	0	0	**73**	0	14	1	0	0	1	**16**	0	0	0	0	0	0	**0**	1	**172**
Hourly Total	23	309	0	0	0	**332**	0	0	218	55	0	1	**274**	0	46	13	2	1	2	**64**	1	0	0	0	0	0	**0**	2	**670**
4:00PM	17	129	0	0	0	**146**	0	0	106	36	0	1	**143**	0	17	5	0	1	0	**23**	0	0	0	0	0	0	**0**	0	**312**
4:15PM	8	103	0	1	0	**112**	0	0	100	43	0	4	**147**	0	36	2	0	1	0	**39**	0	0	0	0	0	0	**0**	0	**298**
4:30PM	15	108	0	1	0	**124**	0	0	102	38	0	1	**141**	0	13	0	1	0	0	**14**	0	0	0	0	0	0	**0**	0	**279**
4:45PM	16	110	0	0	0	**126**	0	0	98	33	0	2	**133**	0	30	1	0	0	1	**32**	0	0	0	0	0	0	**0**	0	**291**
Hourly Total	56	450	0	2	0	**508**	0	0	406	150	0	8	**564**	0	96	8	1	2	1	**108**	0	0	0	0	0	0	**0**	0	**1180**
5:00PM	10	100	0	1	0	**111**	0	0	108	33	0	0	**141**	0	30	4	0	0	1	**35**	0	0	0	0	0	0	**0**	0	**287**
5:15PM	18	108	0	1	0	**127**	0	0	95	33	0	0	**128**	0	25	2	0	0	1	**28**	0	0	0	0	0	0	**0**	0	**283**
5:30PM	13	97	0	0	0	**110**	0	0	95	33	0	0	**128**	0	40	2	0	1	0	**43**	0	1	0	0	0	0	**1**	0	**282**
5:45PM	12	68	0	0	0	**80**	0	0	78	31	0	0	**109**	0	39	0	0	0	0	**39**	0	0	0	0	0	0	**0**	0	**228**
Hourly Total	53	373	0	2	0	**428**	0	0	376	130	0	0	**506**	0	134	8	0	1	2	**145**	0	1	0	0	0	0	**1**	0	**1080**
6:00PM	8	79	0	1	0	**88**	0	0	108	17	0	1	**126**	0	29	5	0	0	0	**34**	0	0	0	0	0	0	**0**	0	**248**
6:15PM	9	88	0	1	0	**98**	0	0	77	29	1	1	**108**	0	19	2	0	0	0	**21**	0	0	0	0	0	0	**0**	0	**227**
6:30PM	7	61	0	0	0	**68**	0	0	66	23	0	0	**89**	0	19	2	0	0	0	**21**	1	0	0	0	0	0	**0**	0	**178**
6:45PM	7	75	0	0	0	**82**	0	0	78	20	0	0	**98**	0	19	0	0	0	0	**19**	0	0	0	0	0	0	**0**	0	**199**
Hourly Total	31	303	0	2	0	**336**	0	0	329	89	1	2	**421**	0	86	9	0	0	0	**95**	1	0	0	0	0	0	**0**	0	**852**
7:00PM	7	68	0	0	0	**75**	0	0	47	15	0	0	**62**	0	13	4	0	0	0	**17**	0	1	0	0	0	0	**1**	1	**155**
7:15PM	4	66	0	0	0	**70**	0	0	59	25	0	0	**84**	0	12	1	0	0	0	**13**	0	0	0	0	0	0	**0**	0	**167**
7:30PM	11	56	0	0	0	**67**	0	0	59	23	0	0	**82**	0	17	5	0	0	0	**22**	0	0	0	0	0	0	**0**	1	**171**

Leg	Porter Rd							Porter Rd							I-190 Off Ramp-Packard Rd							I-190 NB On Ramp							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
7:45PM	8	51	0	0	0	**59**	0	0	42	21	0	0	**63**	0	6	4	1	1	0	**12**	0	0	0	0	0	0	**0**	0	**134**
Hourly Total	30	241	0	0	0	**271**	0	0	207	84	0	0	**291**	0	48	14	1	1	0	**64**	0	1	0	0	0	0	**1**	2	**627**
8:00PM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	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**
Total	234	2355	0	7	0	**2596**	0	0	2098	666	1	19	**2784**	0	537	66	6	5	11	**625**	4	3	0	0	0	0	**3**	9	**6008**
% Approach	9.0%	90.7%	0%	0.3%	0%	**-**	-	0%	75.4%	23.9%	0%	0.7%	**-**	-	85.9%	10.6%	1.0%	0.8%	1.8%	**-**	-	100%	0%	0%	0%	0%	**-**	-	-
% Total	3.9%	39.2%	0%	0.1%	0%	**43.2%**	-	0%	34.9%	11.1%	0%	0.3%	**46.3%**	-	8.9%	1.1%	0.1%	0.1%	0.2%	**10.4%**	-	0%	0%	0%	0%	0%	**0%**	-	-
Motorcycles	1	7	0	0	0	**8**	-	0	5	1	0	0	**6**	-	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	14
% Motorcycles	0.4%	0.3%	0%	0%	0%	**0.3%**	-	0%	0.2%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0.2%
Lights	220	2308	0	6	0	**2534**	-	0	2056	640	1	19	**2716**	-	522	54	6	5	10	**597**	-	3	0	0	0	0	**3**	-	5850
% Lights	94.0%	98.0%	0%	85.7%	0%	**97.6%**	-	0%	98.0%	96.1%	100%	100%	**97.6%**	-	97.2%	81.8%	100%	100%	90.9%	**95.5%**	-	100%	0%	0%	0%	0%	**100%**	-	97.4%
Heavy	13	40	0	1	0	**54**	-	0	37	25	0	0	**62**	-	15	12	0	0	1	**28**	-	0	0	0	0	0	**0**	-	144
% Heavy	5.6%	1.7%	0%	14.3%	0%	**2.1%**	-	0%	1.8%	3.8%	0%	0%	**2.2%**	-	2.8%	18.2%	0%	0%	9.1%	**4.5%**	-	0%	0%	0%	0%	0%	**0%**	-	2.4%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	3	-	-	-	-	-	-	9	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	75.0%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	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

Porter Rd/ I-190 Off Ramp - TMC
Thu Oct 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887507, Location: 43.108122, -78.990805

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Porter Rd/ I-190 Off Ramp - TMC

Thu Oct 14, 2021
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887507, Location: 43.108122, -78.990805



Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

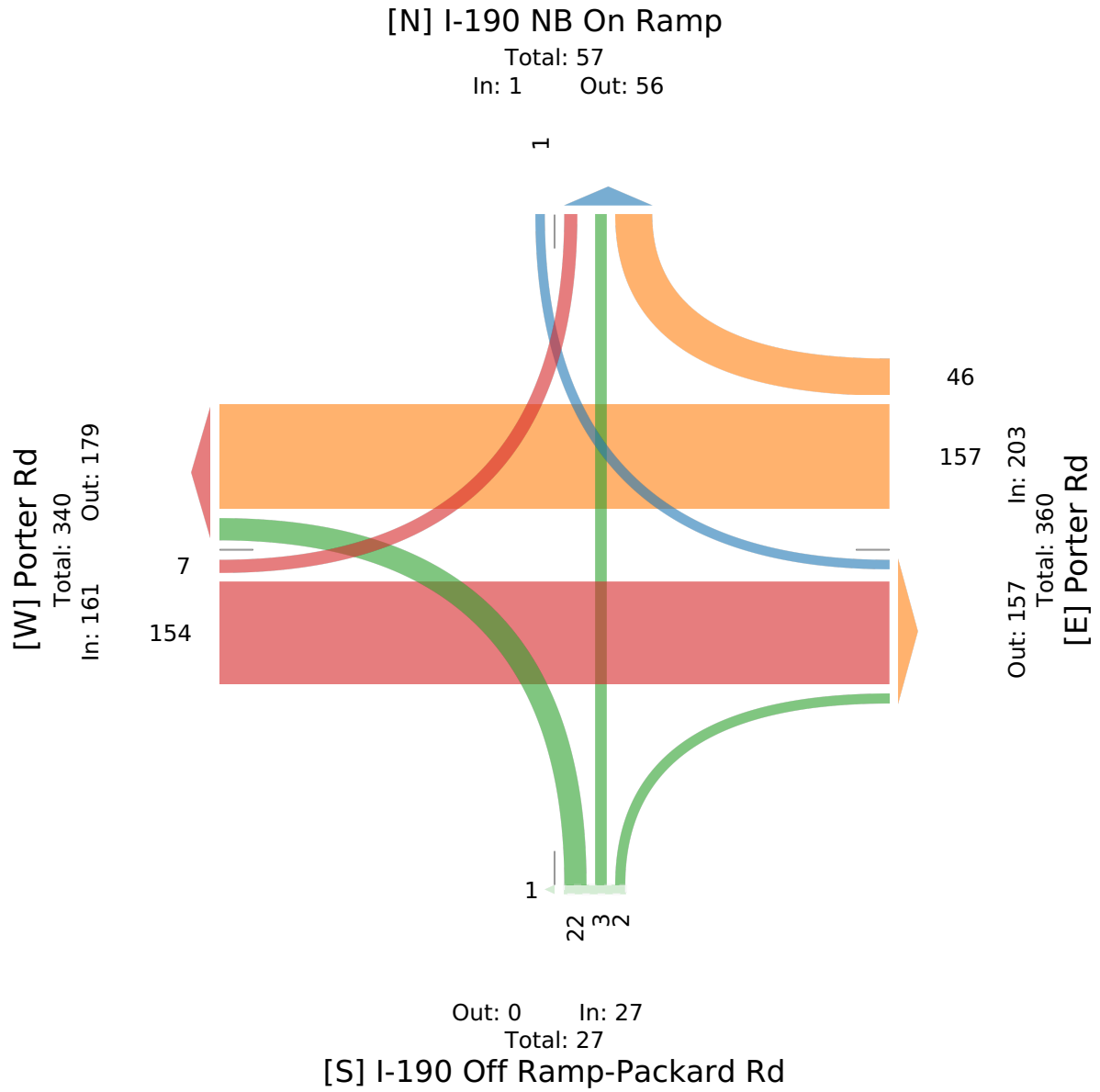
Leg	Porter Rd							Porter Rd							I-190 Off Ramp-Packard Rd							I-190 NB On Ramp							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2021-10-14 6:30AM	1	26	0	0	0	**27**	0	0	25	14	0	0	**39**	0	8	2	0	0	1	**11**	0	0	0	0	0	0	**0**	0	**77**
6:45AM	3	49	0	0	0	**52**	0	0	50	12	0	0	**62**	0	5	0	0	0	0	**5**	0	1	0	0	0	0	**1**	0	**120**
7:00AM	1	31	0	0	0	**32**	0	0	32	6	0	0	**38**	0	3	0	0	0	0	**3**	1	0	0	0	0	0	**0**	0	**73**
7:15AM	2	48	0	0	0	**50**	0	0	50	13	0	1	**64**	0	6	1	0	0	1	**8**	0	0	0	0	0	0	**0**	0	**122**
Total	7	154	0	0	0	**161**	0	0	157	45	0	1	**203**	0	22	3	0	0	2	**27**	1	1	0	0	0	0	**1**	0	**392**
% Approach	4.3%	95.7%	0%	0%	0%	**-**	-	0%	77.3%	22.2%	0%	0.5%	**-**	-	81.5%	11.1%	0%	0%	7.4%	**-**	-	100%	0%	0%	0%	0%	**-**	-	-
% Total	1.8%	39.3%	0%	0%	0%	**41.1%**	-	0%	40.1%	11.5%	0%	0.3%	**51.8%**	-	5.6%	0.8%	0%	0%	0.5%	**6.9%**	-	0.3%	0%	0%	0%	0%	**0.3%**	-	-
PHF	0.583	0.786	-	-	-	**0.774**	-	-	0.785	0.804	-	0.250	**0.793**	-	0.688	0.375	-	-	0.500	**0.614**	-	0.250	-	-	-	-	**0.250**	-	0.803
Motorcycles	0	2	0	0	0	**2**	-	0	1	0	0	0	**1**	-	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	3
% Motorcycles	0%	1.3%	0%	0%	0%	**1.2%**	-	0%	0.6%	0%	0%	0%	**0.5%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0.8%
Lights	7	146	0	0	0	**153**	-	0	149	43	0	1	**193**	-	22	3	0	0	2	**27**	-	1	0	0	0	0	**1**	-	374
% Lights	100%	94.8%	0%	0%	0%	**95.0%**	-	0%	94.9%	95.6%	0%	100%	**95.1%**	-	100%	100%	0%	0%	100%	**100%**	-	100%	0%	0%	0%	0%	**100%**	-	95.4%
Heavy	0	6	0	0	0	**6**	-	0	7	2	0	0	**9**	-	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	15
% Heavy	0%	3.9%	0%	0%	0%	**3.7%**	-	0%	4.5%	4.4%	0%	0%	**4.4%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	3.8%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-

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

Porter Rd/ I-190 Off Ramp - TMC
Thu Oct 14, 2021
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887507, Location: 43.108122, -78.990805

TRI-STATE TRAFFIC DATA

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Porter Rd/ I-190 Off Ramp - TMC

Thu Oct 14, 2021
AM Peak (8 AM - 9 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887507, Location: 43.108122, -78.990805



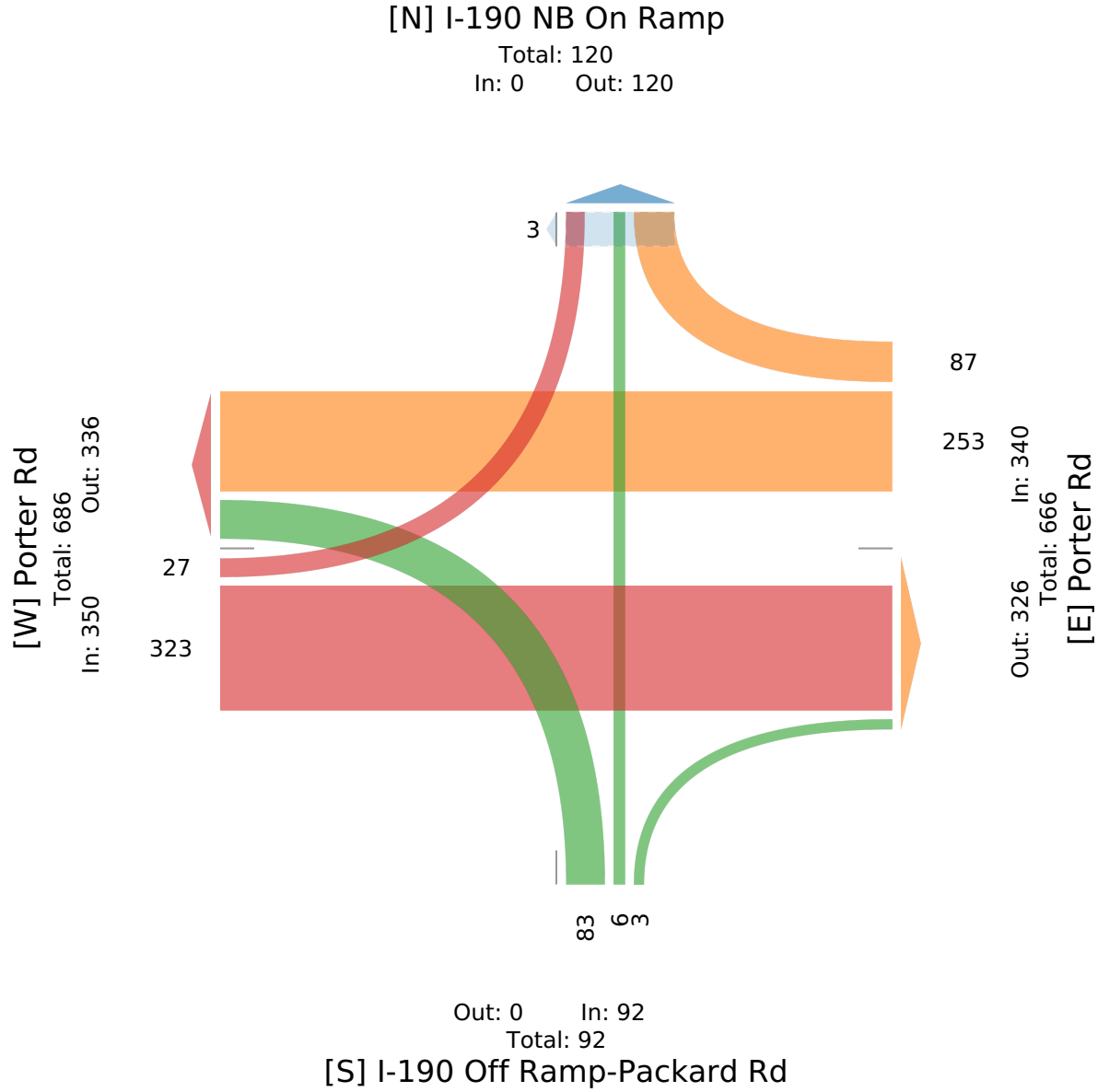
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg	Porter Rd							Porter Rd							I-190 Off Ramp-Packard Rd							I-190 NB On Ramp							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2021-10-14 8:00AM	10	66	0	0	0	**76**	0	0	64	18	0	3	**85**	0	33	1	0	0	1	**35**	0	0	0	0	0	0	**0**	1	**196**
8:15AM	9	97	0	0	0	**106**	0	0	76	16	0	2	**94**	0	19	1	0	0	0	**20**	0	0	0	0	0	0	**0**	1	**220**
8:30AM	3	67	0	0	0	**70**	0	0	54	23	0	0	**77**	0	11	3	1	0	0	**15**	0	0	0	0	0	0	**0**	0	**162**
8:45AM	5	93	0	0	0	**98**	0	0	59	23	0	2	**84**	0	20	1	0	0	1	**22**	0	0	0	0	0	0	**0**	1	**204**
Total	27	323	0	0	0	**350**	0	0	253	80	0	7	**340**	0	83	6	1	0	2	**92**	0	0	0	0	0	0	**0**	3	**782**
% Approach	7.7%	92.3%	0%	0%	0%	**-**	-	0%	74.4%	23.5%	0%	2.1%	**-**	-	90.2%	6.5%	1.1%	0%	2.2%	**-**	-	0%	0%	0%	0%	0%	**-**	-	-
% Total	3.5%	41.3%	0%	0%	0%	**44.8%**	-	0%	32.4%	10.2%	0%	0.9%	**43.5%**	-	10.6%	0.8%	0.1%	0%	0.3%	**11.8%**	-	0%	0%	0%	0%	0%	**0%**	-	-
PHF	0.675	0.832	-	-	-	**0.825**	-	-	0.832	0.870	-	0.583	**0.904**	-	0.629	0.500	0.250	-	0.500	**0.657**	-	-	-	-	-	-	**-**	-	0.889
Motorcycles	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**-**	-	0%
Lights	26	309	0	0	0	**335**	-	0	241	72	0	7	**320**	-	80	4	1	0	2	**87**	-	0	0	0	0	0	**0**	-	742
% Lights	96.3%	95.7%	0%	0%	0%	**95.7%**	-	0%	95.3%	90.0%	0%	100%	**94.1%**	-	96.4%	66.7%	100%	0%	100%	**94.6%**	-	0%	0%	0%	0%	0%	**-**	-	94.9%
Heavy	1	14	0	0	0	**15**	-	0	12	8	0	0	**20**	-	3	2	0	0	0	**5**	-	0	0	0	0	0	**0**	-	40
% Heavy	3.7%	4.3%	0%	0%	0%	**4.3%**	-	0%	4.7%	10.0%	0%	0%	**5.9%**	-	3.6%	33.3%	0%	0%	0%	**5.4%**	-	0%	0%	0%	0%	0%	**-**	-	5.1%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

Porter Rd/ I-190 Off Ramp - TMC
Thu Oct 14, 2021
AM Peak (8 AM - 9 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887507, Location: 43.108122, -78.990805

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Porter Rd/ I-190 Off Ramp - TMC

Thu Oct 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887507, Location: 43.108122, -78.990805



Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

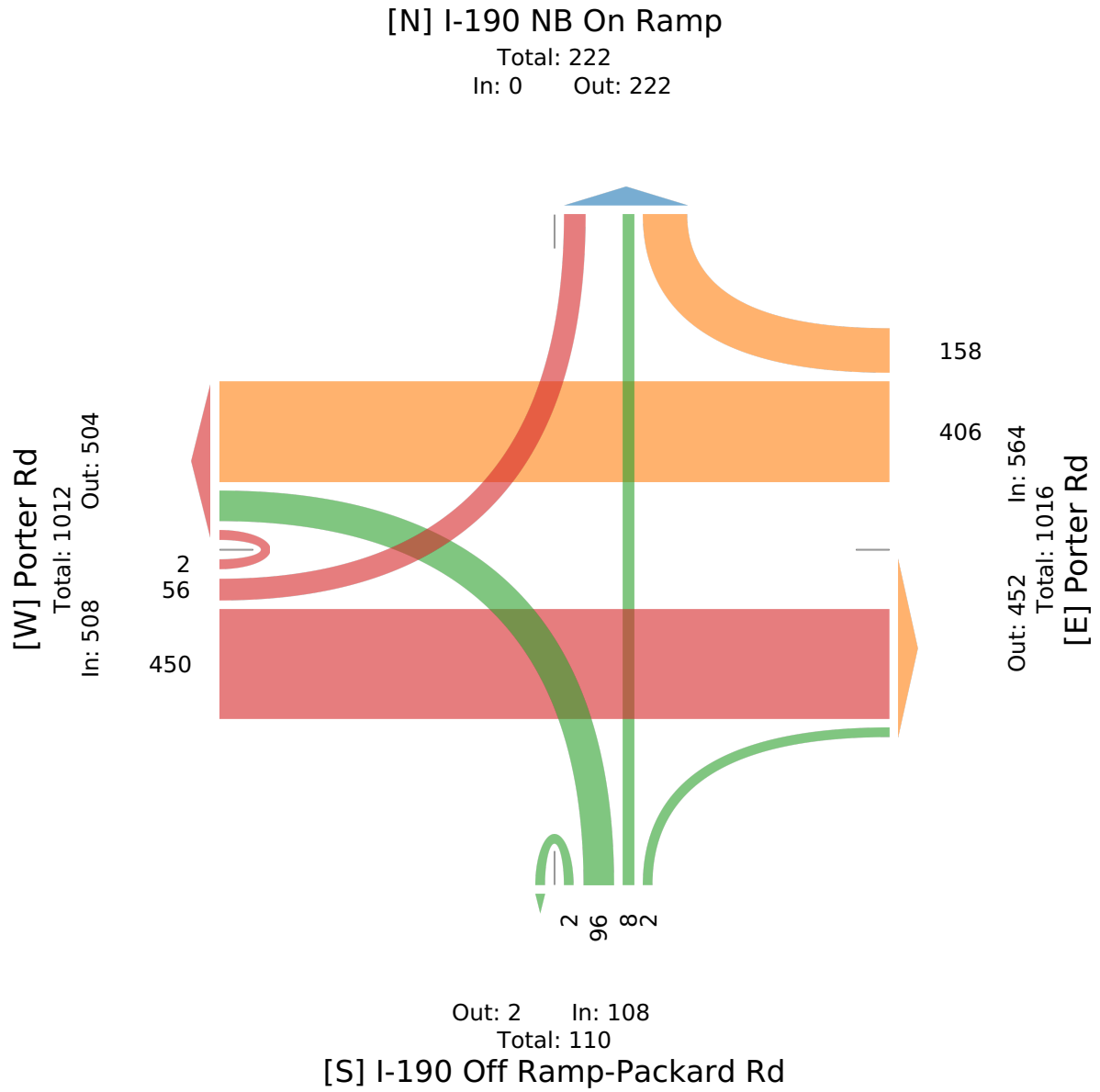
Leg	Porter Rd							Porter Rd							I-190 Off Ramp-Packard Rd							I-190 NB On Ramp							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2021-10-14 4:00PM	17	129	0	0	0	**146**	0	0	106	36	0	1	**143**	0	17	5	0	1	0	**23**	0	0	0	0	0	0	**0**	0	**312**
4:15PM	8	103	0	1	0	**112**	0	0	100	43	0	4	**147**	0	36	2	0	1	0	**39**	0	0	0	0	0	0	**0**	0	**298**
4:30PM	15	108	0	1	0	**124**	0	0	102	38	0	1	**141**	0	13	0	1	0	0	**14**	0	0	0	0	0	0	**0**	0	**279**
4:45PM	16	110	0	0	0	**126**	0	0	98	33	0	2	**133**	0	30	1	0	0	1	**32**	0	0	0	0	0	0	**0**	0	**291**
Total	56	450	0	2	0	**508**	0	0	406	150	0	8	**564**	0	96	8	1	2	1	**108**	0	0	0	0	0	0	**0**	0	**1180**
% Approach	11.0%	88.6%	0%	0.4%	0%	**-**	-	0%	72.0%	26.6%	0%	1.4%	**-**	-	88.9%	7.4%	0.9%	1.9%	0.9%	**-**	-	0%	0%	0%	0%	0%	**-**	-	-
% Total	4.7%	38.1%	0%	0.2%	0%	**43.1%**	-	0%	34.4%	12.7%	0%	0.7%	**47.8%**	-	8.1%	0.7%	0.1%	0.2%	0.1%	**9.2%**	-	0%	0%	0%	0%	0%	**0%**	-	-
PHF	0.824	0.872	-	0.500	-	**0.870**	-	-	0.958	0.872	-	0.500	**0.959**	-	0.667	0.400	0.250	0.500	0.250	**0.692**	-	-	-	-	-	-	**-**	-	0.946
Motorcycles	1	1	0	0	0	**2**	-	0	1	1	0	0	**2**	-	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	4
% Motorcycles	1.8%	0.2%	0%	0%	0%	**0.4%**	-	0%	0.2%	0.7%	0%	0%	**0.4%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**-**	-	0.3%
Lights	53	448	0	2	0	**503**	-	0	401	148	0	8	**557**	-	93	8	1	2	1	**105**	-	0	0	0	0	0	**0**	-	1165
% Lights	94.6%	99.6%	0%	100%	0%	**99.0%**	-	0%	98.8%	98.7%	0%	100%	**98.8%**	-	96.9%	100%	100%	100%	100%	**97.2%**	-	0%	0%	0%	0%	0%	**-**	-	98.7%
Heavy	2	1	0	0	0	**3**	-	0	4	1	0	0	**5**	-	3	0	0	0	0	**3**	-	0	0	0	0	0	**0**	-	11
% Heavy	3.6%	0.2%	0%	0%	0%	**0.6%**	-	0%	1.0%	0.7%	0%	0%	**0.9%**	-	3.1%	0%	0%	0%	0%	**2.8%**	-	0%	0%	0%	0%	0%	**-**	-	0.9%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Porter Rd/ I-190 Off Ramp - TMC
Thu Oct 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887507, Location: 43.108122, -78.990805

TRI-STATE TRAFFIC DATA

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Porter Rd/ I-190 SB On Ramp - TMC

Thu Oct 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887516, Location: 43.107867, -78.993057



Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg	Porter Rd						Porter Rd					I-190 SB On Ramp -Packard Rd		I-190 SB Offf Ramp						
Direction	Eastbound						Westbound					Northbound		Southbound						
Time	T	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	**App**	Ped*	L	T	R	RR	**App**	Ped*	**Int**
2021-10-14 6:00AM	14	13	0	0	**27**	0	0	19	0	**19**	0	**0**	0	4	3	0	2	**9**	0	**55**
6:15AM	28	11	0	2	**41**	0	0	21	0	**21**	0	**0**	0	4	1	0	4	**9**	1	**71**
6:30AM	18	27	0	9	**54**	0	0	34	0	**34**	0	**0**	0	7	2	0	3	**12**	0	**100**
6:45AM	38	27	0	3	**68**	0	1	53	0	**54**	0	**0**	0	10	4	4	11	**29**	0	**151**
Hourly Total	98	78	0	14	**190**	0	1	127	0	**128**	0	**0**	0	25	10	4	20	**59**	1	**377**
7:00AM	33	21	0	1	**55**	0	0	40	0	**40**	0	**0**	0	6	1	2	3	**12**	0	**107**
7:15AM	37	24	0	3	**64**	0	1	57	0	**58**	0	**0**	1	11	2	0	5	**18**	0	**140**
7:30AM	44	30	0	5	**79**	0	1	43	0	**44**	0	**0**	0	13	2	2	10	**27**	1	**150**
7:45AM	68	25	0	4	**97**	0	3	87	0	**90**	0	**0**	0	23	1	7	8	**39**	1	**226**
Hourly Total	182	100	0	13	**295**	0	5	227	0	**232**	0	**0**	1	53	6	11	26	**96**	2	**623**
8:00AM	66	29	0	3	**98**	0	1	96	0	**97**	0	**0**	0	11	1	3	6	**21**	0	**216**
8:15AM	87	33	1	10	**131**	0	1	98	0	**99**	0	**0**	0	22	8	3	2	**35**	1	**265**
8:30AM	64	33	0	2	**99**	0	4	59	0	**63**	0	**0**	0	7	3	0	5	**15**	1	**177**
8:45AM	81	28	0	4	**113**	0	3	73	0	**76**	0	**0**	0	16	0	2	7	**25**	1	**214**
Hourly Total	298	123	1	19	**441**	0	9	326	0	**335**	0	**0**	0	56	12	8	20	**96**	3	**872**
9:00AM	68	24	0	3	**95**	0	1	57	0	**58**	0	**0**	0	19	2	2	7	**30**	0	**183**
9:15AM	57	16	0	3	**76**	0	2	72	0	**74**	0	**0**	0	17	3	1	6	**27**	0	**177**
9:30AM	66	21	0	5	**92**	0	2	67	0	**69**	0	**0**	1	25	2	1	6	**34**	1	**195**
9:45AM	55	21	0	5	**81**	0	3	73	0	**76**	0	**0**	0	27	2	1	5	**35**	1	**192**
Hourly Total	246	82	0	16	**344**	0	8	269	0	**277**	0	**0**	1	88	9	5	24	**126**	2	**747**
10:00AM	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**
4:00PM	97	30	1	3	**131**	0	3	117	0	**120**	0	**0**	0	39	11	7	6	**63**	0	**314**
4:15PM	83	31	0	1	**115**	0	4	134	0	**138**	0	**0**	1	33	6	3	5	**47**	0	**300**
4:30PM	90	34	0	4	**128**	0	5	108	0	**113**	0	**0**	0	24	5	0	8	**37**	0	**278**
4:45PM	101	32	0	2	**135**	0	6	120	1	**127**	0	**0**	0	25	6	3	7	**41**	0	**303**
Hourly Total	371	127	1	10	**509**	0	18	479	1	**498**	0	**0**	1	121	28	13	26	**188**	0	**1195**
5:00PM	82	41	0	3	**126**	0	11	125	0	**136**	0	**0**	0	30	8	3	7	**48**	0	**310**
5:15PM	102	27	0	4	**133**	0	8	99	0	**107**	0	**0**	0	19	2	4	6	**31**	0	**271**
5:30PM	87	30	0	4	**121**	0	6	121	1	**128**	0	**0**	0	19	9	0	6	**34**	0	**283**
5:45PM	61	29	0	6	**96**	0	3	106	0	**109**	0	**0**	0	20	1	3	9	**33**	0	**238**
Hourly Total	332	127	0	17	**476**	0	28	451	1	**480**	0	**0**	0	88	20	10	28	**146**	0	**1102**
6:00PM	69	25	0	4	**98**	0	1	119	0	**120**	0	**0**	0	18	2	5	5	**30**	0	**248**
6:15PM	69	28	0	5	**102**	0	2	100	0	**102**	0	**0**	0	20	4	5	7	**36**	0	**240**
6:30PM	53	25	0	3	**81**	0	2	82	0	**84**	0	**0**	1	14	2	1	4	**21**	0	**186**
6:45PM	64	14	0	2	**80**	0	3	95	0	**98**	0	**0**	0	14	2	1	1	**18**	0	**196**
Hourly Total	255	92	0	14	**361**	0	8	396	0	**404**	0	**0**	1	66	10	12	17	**105**	0	**870**
7:00PM	55	17	0	3	**75**	0	0	59	0	**59**	0	**0**	0	18	1	2	7	**28**	1	**162**

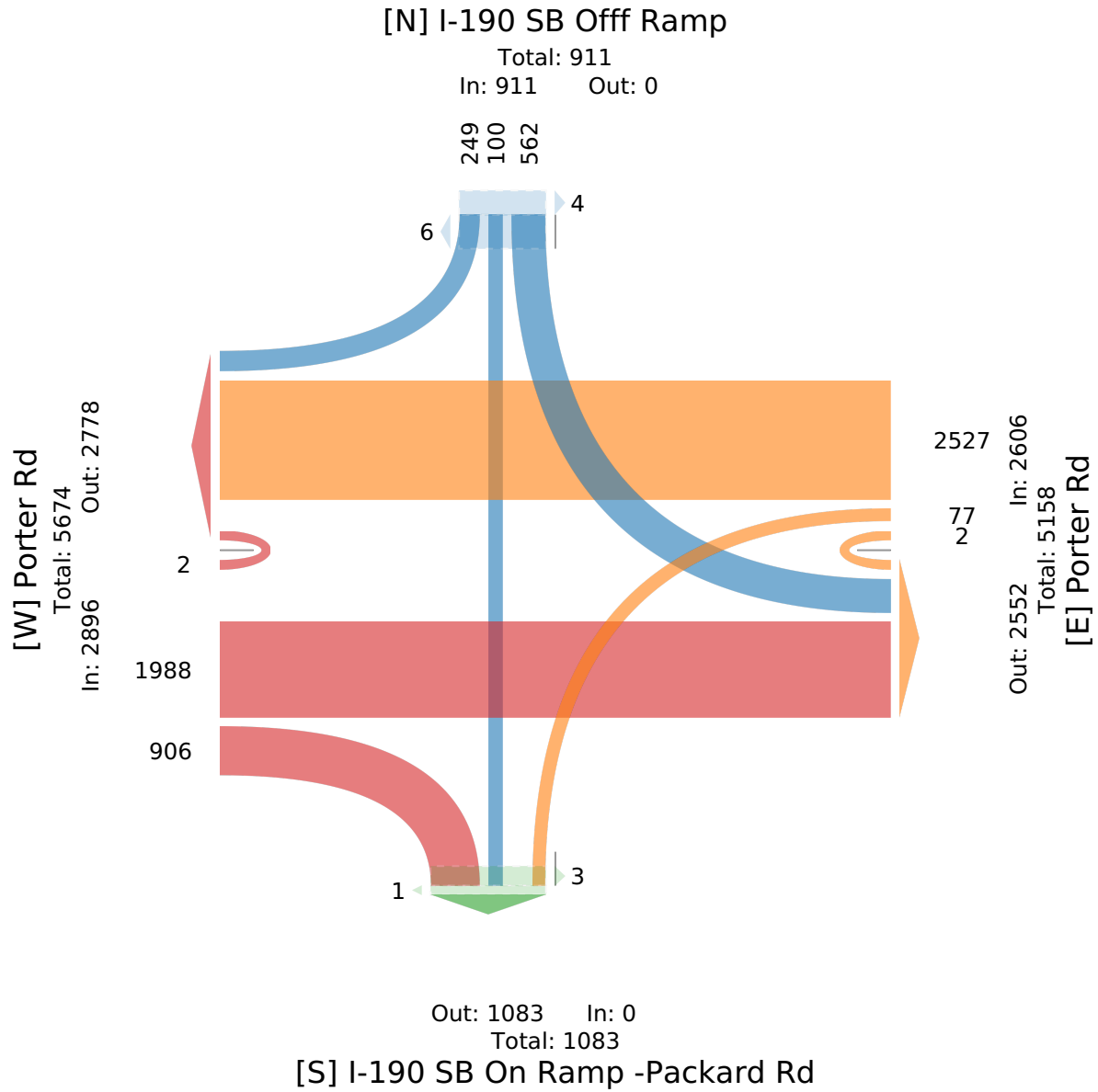
Leg Direction	Porter Rd Eastbound						Porter Rd Westbound					I-190 SB On Ramp -Packard Rd Northbound		I-190 SB Offf Ramp Southbound						
Time	T	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	**App**	Ped*	L	T	R	RR	**App**	Ped*	**Int**
7:15PM	53	16	0	2	**71**	0	0	69	0	**69**	0	**0**	0	20	2	2	5	**29**	0	**169**
7:30PM	45	17	0	1	**63**	0	0	73	0	**73**	0	**0**	0	21	1	1	5	**28**	1	**164**
7:45PM	53	16	0	2	**71**	0	0	51	0	**51**	0	**0**	0	6	1	0	3	**10**	0	**132**
Hourly Total	206	66	0	8	**280**	0	0	252	0	**252**	0	**0**	0	65	5	5	20	**95**	2	**627**
Total	1988	795	2	111	**2896**	0	77	2527	2	**2606**	0	**0**	4	562	100	68	181	**911**	10	**6413**
% Approach	68.6%	27.5%	0.1%	3.8%	**-**	-	3.0%	97.0%	0.1%	**-**	-	**-**	-	61.7%	11.0%	7.5%	19.9%	**-**	-	**-**
% Total	31.0%	12.4%	0%	1.7%	**45.2%**	-	1.2%	39.4%	0%	**40.6%**	-	**0%**	-	8.8%	1.6%	1.1%	2.8%	**14.2%**	-	**-**
Motorcycles	5	0	0	0	**5**	-	0	5	0	**5**	-	**0**	-	1	0	0	1	**2**	-	12
% Motorcycles	0.3%	0%	0%	0%	**0.2%**	-	0%	0.2%	0%	**0.2%**	-	**-**	-	0.2%	0%	0%	0.6%	**0.2%**	-	0.2%
Lights	1938	763	2	108	**2811**	-	74	2471	2	**2547**	-	**0**	-	547	82	63	174	**866**	-	6224
% Lights	97.5%	96.0%	100%	97.3%	**97.1%**	-	96.1%	97.8%	100%	**97.7%**	-	**-**	-	97.3%	82.0%	92.6%	96.1%	**95.1%**	-	97.1%
Heavy	45	32	0	3	**80**	-	3	51	0	**54**	-	**0**	-	14	18	5	6	**43**	-	177
% Heavy	2.3%	4.0%	0%	2.7%	**2.8%**	-	3.9%	2.0%	0%	**2.1%**	-	**-**	-	2.5%	18.0%	7.4%	3.3%	**4.7%**	-	2.8%
Pedestrians	-	-	-	-	-	0	-	-	-	-	0	-	1	-	-	-	-	-	10	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	25.0%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	3	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	75.0%	-	-	-	-	-	0%	-

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

Porter Rd/ I-190 SB On Ramp - TMC
Thu Oct 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887516, Location: 43.107867, -78.993057

TRI-STATE TRAFFIC DATA

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Porter Rd/ I-190 SB On Ramp - TMC

Thu Oct 14, 2021
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887516, Location: 43.107867, -78.993057



Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

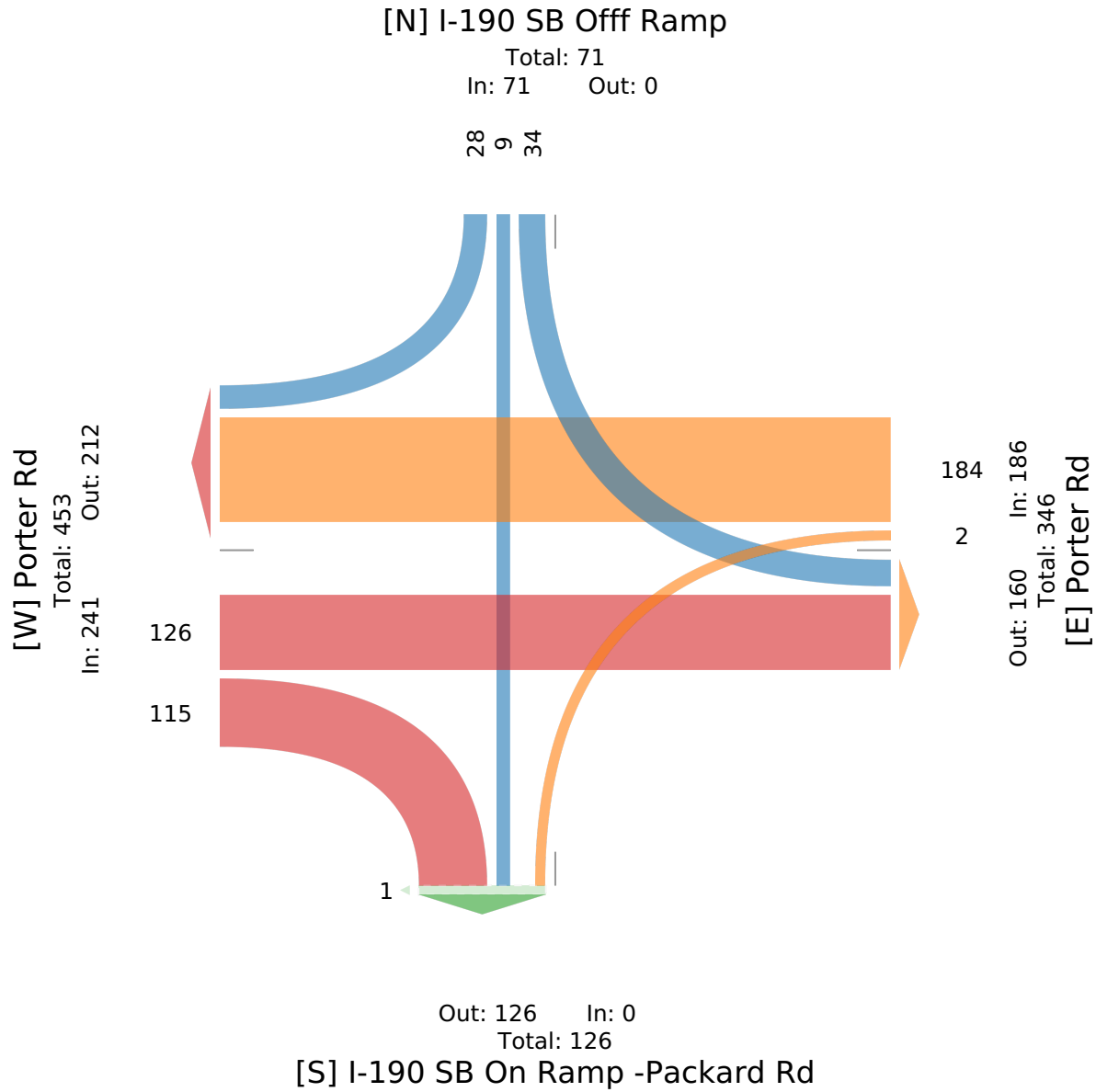
Leg / Direction	Porter Rd Eastbound						Porter Rd Westbound					I-190 SB On Ramp -Packard Rd Northbound		I-190 SB Offf Ramp Southbound						
Time	T	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	**App**	Ped*	L	T	R	RR	**App**	Ped*	**Int**
2021-10-14 6:30AM	18	27	0	9	**54**	0	0	34	0	**34**	0	**0**	0	7	2	0	3	**12**	0	**100**
6:45AM	38	27	0	3	**68**	0	1	53	0	**54**	0	**0**	0	10	4	4	11	**29**	0	**151**
7:00AM	33	21	0	1	**55**	0	0	40	0	**40**	0	**0**	0	6	1	2	3	**12**	0	**107**
7:15AM	37	24	0	3	**64**	0	1	57	0	**58**	0	**0**	1	11	2	0	5	**18**	0	**140**
Total	126	99	0	16	**241**	0	2	184	0	**186**	0	**0**	1	34	9	6	22	**71**	0	**498**
% Approach	52.3%	41.1%	0%	6.6%	**-**	-	1.1%	98.9%	0%	**-**	-	**-**	-	47.9%	12.7%	8.5%	31.0%	**-**	-	-
% Total	25.3%	19.9%	0%	3.2%	**48.4%**	-	0.4%	36.9%	0%	**37.3%**	-	**0%**	-	6.8%	1.8%	1.2%	4.4%	**14.3%**	-	-
PHF	0.829	0.917	-	0.444	**0.886**	-	0.500	0.807	-	**0.802**	-	**-**	-	0.773	0.563	0.375	0.500	**0.612**	-	0.825
Motorcycles	1	0	0	0	**1**	-	0	1	0	**1**	-	**0**	-	0	0	0	0	**0**	-	2
% Motorcycles	0.8%	0%	0%	0%	**0.4%**	-	0%	0.5%	0%	**0.5%**	-	**-**	-	0%	0%	0%	0%	**0%**	-	0.4%
Lights	120	90	0	16	**226**	-	2	176	0	**178**	-	**0**	-	32	9	6	22	**69**	-	473
% Lights	95.2%	90.9%	0%	100%	**93.8%**	-	100%	95.7%	0%	**95.7%**	-	**-**	-	94.1%	100%	100%	100%	**97.2%**	-	95.0%
Heavy	5	9	0	0	**14**	-	0	7	0	**7**	-	**0**	-	2	0	0	0	**2**	-	23
% Heavy	4.0%	9.1%	0%	0%	**5.8%**	-	0%	3.8%	0%	**3.8%**	-	**-**	-	5.9%	0%	0%	0%	**2.8%**	-	4.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	0	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-

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

Porter Rd/ I-190 SB On Ramp - TMC
Thu Oct 14, 2021
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887516, Location: 43.107867, -78.993057

TRI-STATE TRAFFIC DATA

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Porter Rd/ I-190 SB On Ramp - TMC

Thu Oct 14, 2021
AM Peak (7:45 AM - 8:45 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887516, Location: 43.107867, -78.993057



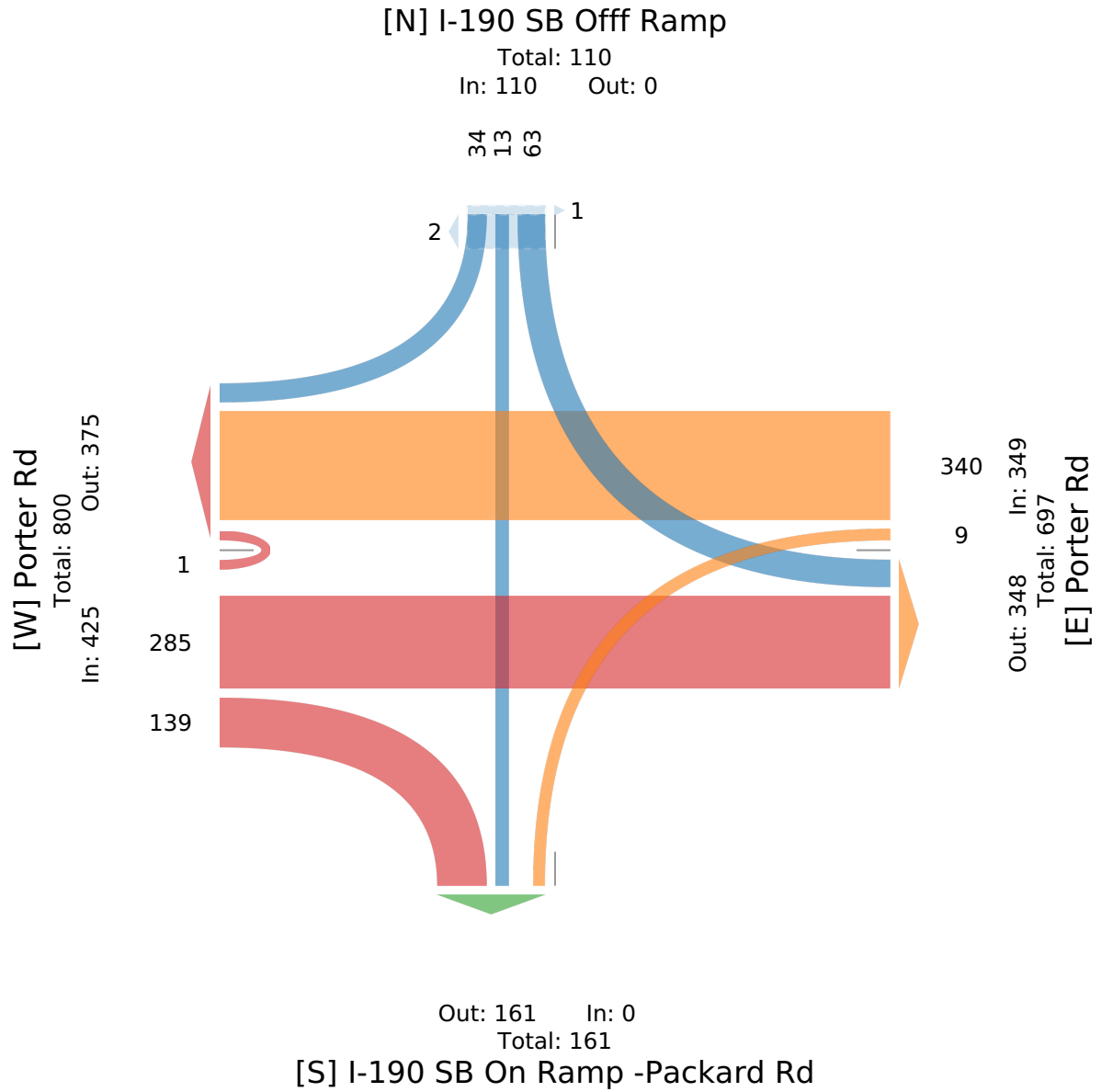
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg	Porter Rd						Porter Rd					I-190 SB On Ramp -Packard Rd		I-190 SB Offf Ramp						
Direction	Eastbound						Westbound					Northbound		Southbound						
Time	T	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	**App**	Ped*	L	T	R	RR	**App**	Ped*	**Int**
2021-10-14 7:45AM	68	25	0	4	**97**	0	3	87	0	**90**	0	**0**	0	23	1	7	8	**39**	1	**226**
8:00AM	66	29	0	3	**98**	0	1	96	0	**97**	0	**0**	0	11	1	3	6	**21**	0	**216**
8:15AM	87	33	1	10	**131**	0	1	98	0	**99**	0	**0**	0	22	8	3	2	**35**	1	**265**
8:30AM	64	33	0	2	**99**	0	4	59	0	**63**	0	**0**	0	7	3	0	5	**15**	1	**177**
Total	285	120	1	19	**425**	0	9	340	0	**349**	0	**0**	0	63	13	13	21	**110**	3	**884**
% Approach	67.1%	28.2%	0.2%	4.5%	**-**	-	2.6%	97.4%	0%	**-**	-	**-**	-	57.3%	11.8%	11.8%	19.1%	**-**	-	-
% Total	32.2%	13.6%	0.1%	2.1%	**48.1%**	-	1.0%	38.5%	0%	**39.5%**	-	**0%**	-	7.1%	1.5%	1.5%	2.4%	**12.4%**	-	-
PHF	0.819	0.909	0.250	0.475	**0.811**	-	0.563	0.867	-	**0.881**	-	**-**	-	0.685	0.406	0.464	0.656	**0.705**	-	0.834
Motorcycles	0	0	0	0	**0**	-	0	0	0	**0**	-	**0**	-	0	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	**-**	-	0%	0%	0%	0%	**0%**	-	0%
Lights	270	116	1	19	**406**	-	7	328	0	**335**	-	**0**	-	61	13	12	20	**106**	-	847
% Lights	94.7%	96.7%	100%	100%	**95.5%**	-	77.8%	96.5%	0%	**96.0%**	-	**-**	-	96.8%	100%	92.3%	95.2%	**96.4%**	-	95.8%
Heavy	15	4	0	0	**19**	-	2	12	0	**14**	-	**0**	-	2	0	1	1	**4**	-	37
% Heavy	5.3%	3.3%	0%	0%	**4.5%**	-	22.2%	3.5%	0%	**4.0%**	-	**-**	-	3.2%	0%	7.7%	4.8%	**3.6%**	-	4.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	0	-	0	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

Porter Rd/ I-190 SB On Ramp - TMC
Thu Oct 14, 2021
AM Peak (7:45 AM - 8:45 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887516, Location: 43.107867, -78.993057

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Porter Rd/ I-190 SB On Ramp - TMC

Thu Oct 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887516, Location: 43.107867, -78.993057

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

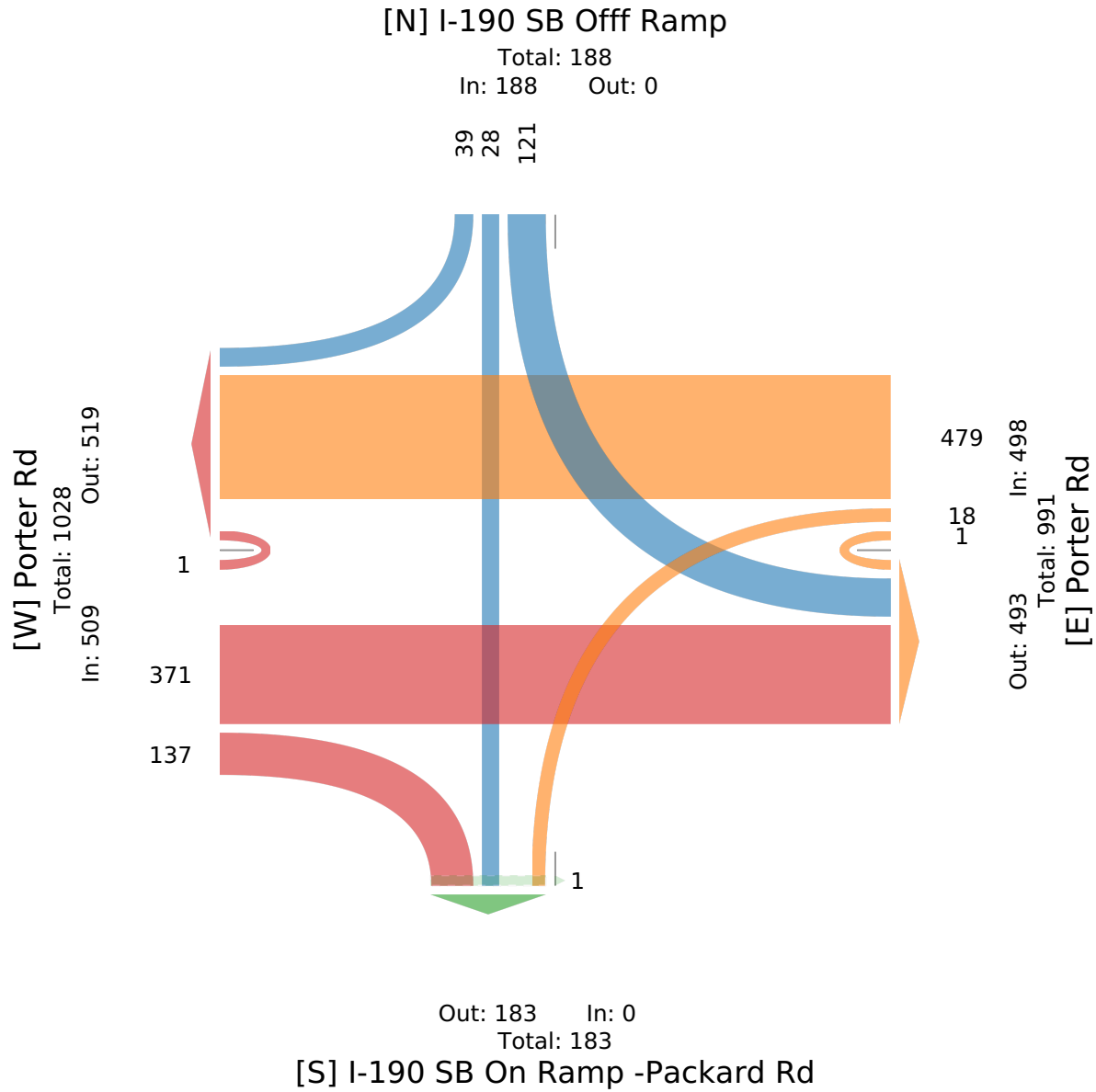
Leg	Porter Rd						Porter Rd					I-190 SB On Ramp -Packard Rd		I-190 SB Offf Ramp						
Direction	Eastbound						Westbound					Northbound		Southbound						
Time	T	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	**App**	Ped*	L	T	R	RR	**App**	Ped*	**Int**
2021-10-14 4:00PM	97	30	1	3	**131**	0	3	117	0	**120**	0	**0**	0	39	11	7	6	**63**	0	**314**
4:15PM	83	31	0	1	**115**	0	4	134	0	**138**	0	**0**	1	33	6	3	5	**47**	0	**300**
4:30PM	90	34	0	4	**128**	0	5	108	0	**113**	0	**0**	0	24	5	0	8	**37**	0	**278**
4:45PM	101	32	0	2	**135**	0	6	120	1	**127**	0	**0**	0	25	6	3	7	**41**	0	**303**
Total	371	127	1	10	**509**	0	18	479	1	**498**	0	**0**	1	121	28	13	26	**188**	0	**1195**
% Approach	72.9%	25.0%	0.2%	2.0%	**-**	-	3.6%	96.2%	0.2%	**-**	-	**-**	-	64.4%	14.9%	6.9%	13.8%	**-**	-	-
% Total	31.0%	10.6%	0.1%	0.8%	**42.6%**	-	1.5%	40.1%	0.1%	**41.7%**	-	**0%**	-	10.1%	2.3%	1.1%	2.2%	**15.7%**	-	-
PHF	0.918	0.934	0.250	0.625	**0.943**	-	0.750	0.894	0.250	**0.902**	-	**-**	-	0.776	0.636	0.464	0.813	**0.746**	-	0.951
Motorcycles	2	0	0	0	**2**	-	0	1	0	**1**	-	**0**	-	0	0	0	0	**0**	-	3
% Motorcycles	0.5%	0%	0%	0%	**0.4%**	-	0%	0.2%	0%	**0.2%**	-	**-**	-	0%	0%	0%	0%	**0%**	-	0.3%
Lights	366	122	1	10	**499**	-	18	472	1	**491**	-	**0**	-	121	22	12	26	**181**	-	1171
% Lights	98.7%	96.1%	100%	100%	**98.0%**	-	100%	98.5%	100%	**98.6%**	-	**-**	-	100%	78.6%	92.3%	100%	**96.3%**	-	98.0%
Heavy	3	5	0	0	**8**	-	0	6	0	**6**	-	**0**	-	0	6	1	0	**7**	-	21
% Heavy	0.8%	3.9%	0%	0%	**1.6%**	-	0%	1.3%	0%	**1.2%**	-	**-**	-	0%	21.4%	7.7%	0%	**3.7%**	-	1.8%
Pedestrians	-	-	-	-	-	0	-	-	-	-	0	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-

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

Porter Rd/ I-190 SB On Ramp - TMC
Thu Oct 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887516, Location: 43.107867, -78.993057

TRI-STATE TRAFFIC DATA

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



SRF ASSOCIATES, D.P.C.

3495 Winton Place, Building E, Suite 110
Rochester, New York 14623

File Name : Packard Rd-Woodland Heights Dr AM Peak
Site Code : 00041095
Start Date : 4/19/2022
Page No : 1

Groups Printed- Unshifted

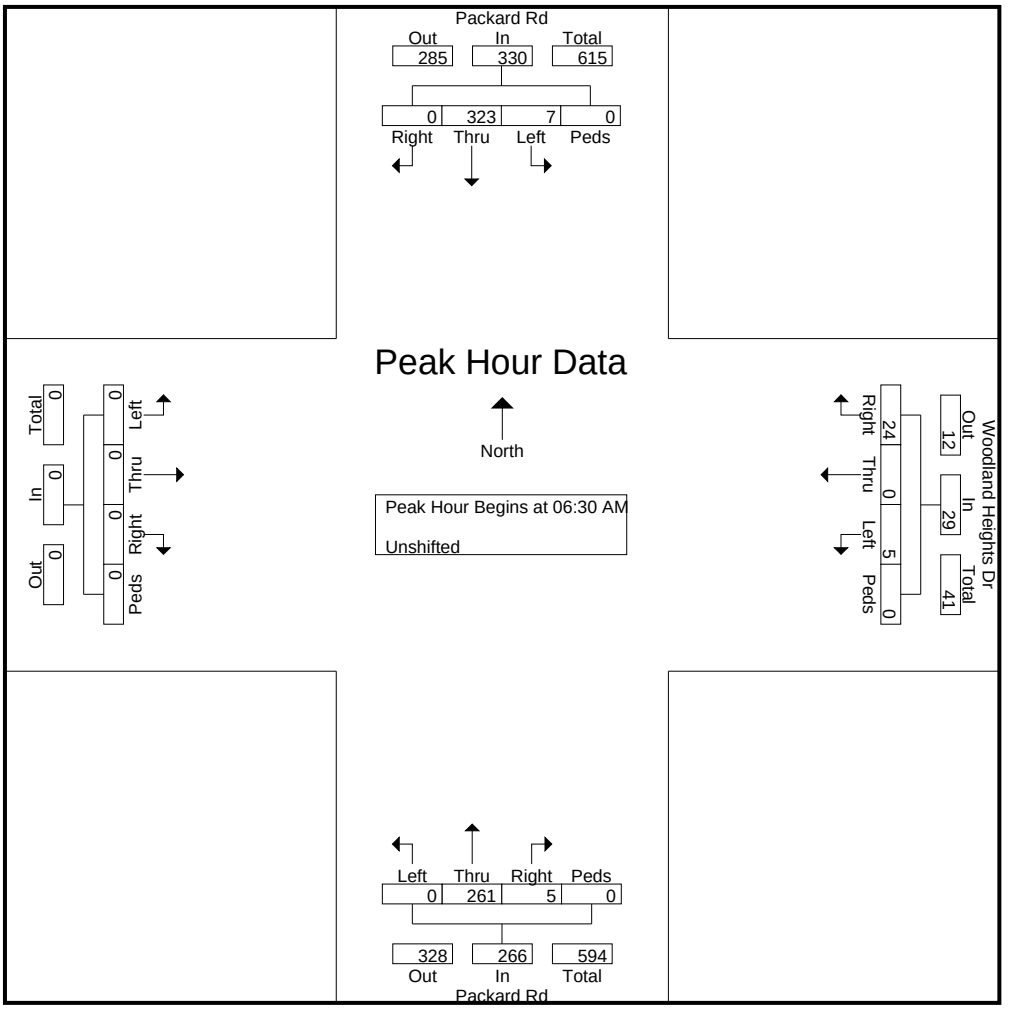
	Packard Rd From North					Woodland Heights Dr From East					Packard Rd From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	0	40	0	0	40	2	0	0	0	2	0	29	0	0	29	0	0	0	0	0	71
06:15 AM	0	61	0	0	61	1	0	3	0	4	0	57	0	0	57	0	0	0	0	0	122
06:30 AM	0	46	2	0	48	3	0	1	0	4	0	77	0	0	77	0	0	0	0	0	129
06:45 AM	0	100	1	0	101	3	0	0	0	3	1	50	0	0	51	0	0	0	0	0	155
Total	0	247	3	0	250	9	0	4	0	13	1	213	0	0	214	0	0	0	0	0	477
07:00 AM	0	88	0	0	88	7	0	1	0	8	2	57	0	0	59	0	0	0	0	0	155
07:15 AM	0	89	4	0	93	11	0	3	0	14	2	77	0	0	79	0	0	0	0	0	186
07:30 AM	0	56	2	0	58	4	0	5	0	9	5	89	0	0	94	0	0	0	0	0	161
07:45 AM	0	75	2	0	77	5	0	3	0	8	1	103	0	0	104	0	0	0	0	0	189
Total	0	308	8	0	316	27	0	12	0	39	10	326	0	0	336	0	0	0	0	0	691
08:00 AM	0	55	1	0	56	6	0	2	0	8	2	75	0	0	77	0	0	0	0	0	141
08:15 AM	0	63	3	0	66	7	0	1	0	8	3	60	0	0	63	0	0	0	0	0	137
08:30 AM	0	66	4	0	70	8	0	2	0	10	3	65	0	0	68	0	0	0	0	0	148
08:45 AM	0	65	4	0	69	14	0	3	0	17	0	53	0	0	53	0	0	0	0	0	139
Total	0	249	12	0	261	35	0	8	0	43	8	253	0	0	261	0	0	0	0	0	565
Grand Total	0	804	23	0	827	71	0	24	0	95	19	792	0	0	811	0	0	0	0	0	1733
Apprch %	0	97.2	2.8	0		74.7	0	25.3	0		2.3	97.7	0	0		0	0	0	0		
Total %	0	46.4	1.3	0	47.7	4.1	0	1.4	0	5.5	1.1	45.7	0	0	46.8	0	0	0	0	0	

SRF ASSOCIATES, D.P.C.

3495 Winton Place, Building E, Suite 110
Rochester, New York 14623

File Name : Packard Rd-Woodland Heights Dr AM Peak
Site Code : 00041095
Start Date : 4/19/2022

	Packard Rd From North					Woodland Heights Dr From East					Packard Rd From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 07:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30 AM																					
06:30 AM	0	46	2	0	48	3	0	1	0	4	0	**77**	0	0	77	0	0	0	0	0	129
06:45 AM	0	**100**	1	0	**101**	3	0	0	0	3	1	50	0	0	51	0	0	0	0	0	155
07:00 AM	0	88	0	0	88	7	0	1	0	8	**2**										
07:15 AM	**0**	**89**	**4**	**0**	**93**	**11**	**0**	**3**	**0**	**14**	2	77	0	0	**79**	0	0	0	0	0	**186**
Total Volume	0	323	7	0	330	24	0	5	0	29	5	261	0	0	266	0	0	0	0	0	625
% App. Total	0	97.9	2.1	0		82.8	0	17.2	0		1.9	98.1	0	0		0	0	0	0		
PHF	.000	.808	.438	.000	.817	.545	.000	.417	.000	.518	.625	.847	.000	.000	.842	.000	.000	.000	.000	.000	.840



Porter Rd/ I-190 Off Ramp - TMC

Thu Oct 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887507, Location: 43.108122, -78.990805

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

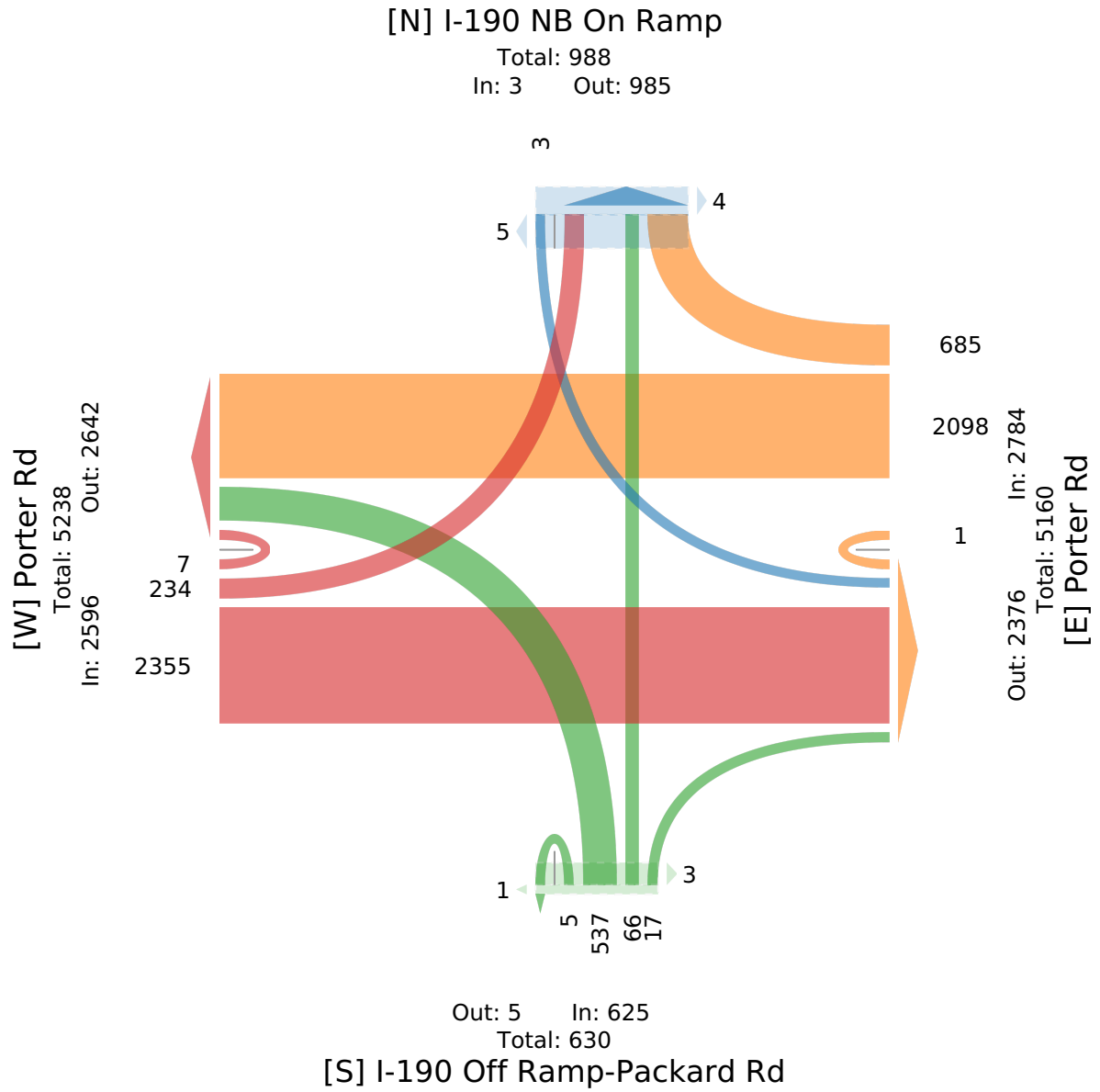
Leg	Porter Rd							Porter Rd							I-190 Off Ramp-Packard Rd							I-190 NB On Ramp							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2021-10-14 6:00AM	1	18	0	1	0	**20**	0	0	13	2	0	0	**15**	0	3	0	0	0	0	**3**	0	0	0	0	0	0	**0**	0	**38**
6:15AM	3	29	0	0	0	**32**	0	0	21	6	0	0	**27**	0	3	1	0	0	0	**4**	1	0	0	0	0	0	**0**	0	**63**
6:30AM	1	26	0	0	0	**27**	0	0	25	14	0	0	**39**	0	8	2	0	0	1	**11**	0	0	0	0	0	0	**0**	0	**77**
6:45AM	3	49	0	0	0	**52**	0	0	50	12	0	0	**62**	0	5	0	0	0	0	**5**	0	1	0	0	0	0	**1**	0	**120**
Hourly Total	8	122	0	1	0	**131**	0	0	109	34	0	0	**143**	0	19	3	0	0	1	**23**	1	1	0	0	0	0	**1**	0	**298**
7:00AM	1	31	0	0	0	**32**	0	0	32	6	0	0	**38**	0	3	0	0	0	0	**3**	1	0	0	0	0	0	**0**	0	**73**
7:15AM	2	48	0	0	0	**50**	0	0	50	13	0	1	**64**	0	6	1	0	0	1	**8**	0	0	0	0	0	0	**0**	0	**122**
7:30AM	2	61	0	0	0	**63**	0	0	37	15	0	0	**52**	0	9	3	1	0	0	**13**	0	0	0	0	0	0	**0**	1	**128**
7:45AM	1	94	0	0	0	**95**	0	0	81	10	0	0	**91**	0	7	1	0	0	2	**10**	0	0	0	0	0	0	**0**	1	**196**
Hourly Total	6	234	0	0	0	**240**	0	0	200	44	0	1	**245**	0	25	5	1	0	3	**34**	1	0	0	0	0	0	**0**	2	**519**
8:00AM	10	66	0	0	0	**76**	0	0	64	18	0	3	**85**	0	33	1	0	0	1	**35**	0	0	0	0	0	0	**0**	1	**196**
8:15AM	9	97	0	0	0	**106**	0	0	76	16	0	2	**94**	0	19	1	0	0	0	**20**	0	0	0	0	0	0	**0**	1	**220**
8:30AM	3	67	0	0	0	**70**	0	0	54	23	0	0	**77**	0	11	3	1	0	0	**15**	0	0	0	0	0	0	**0**	0	**162**
8:45AM	5	93	0	0	0	**98**	0	0	59	23	0	2	**84**	0	20	1	0	0	1	**22**	0	0	0	0	0	0	**0**	1	**204**
Hourly Total	27	323	0	0	0	**350**	0	0	253	80	0	7	**340**	0	83	6	1	0	2	**92**	0	0	0	0	0	0	**0**	3	**782**
9:00AM	4	83	0	0	0	**87**	0	0	43	17	0	0	**60**	0	14	3	1	1	0	**19**	0	0	0	0	0	0	**0**	0	**166**
9:15AM	5	70	0	0	0	**75**	0	0	60	19	0	1	**80**	0	8	4	1	0	1	**14**	0	0	0	0	0	0	**0**	0	**169**
9:30AM	5	82	0	0	0	**87**	0	0	54	7	0	0	**61**	0	10	5	0	0	0	**15**	1	0	0	0	0	0	**0**	1	**163**
9:45AM	9	74	0	0	0	**83**	0	0	61	12	0	0	**73**	0	14	1	0	0	1	**16**	0	0	0	0	0	0	**0**	1	**172**
Hourly Total	23	309	0	0	0	**332**	0	0	218	55	0	1	**274**	0	46	13	2	1	2	**64**	1	0	0	0	0	0	**0**	2	**670**
4:00PM	17	129	0	0	0	**146**	0	0	106	36	0	1	**143**	0	17	5	0	1	0	**23**	0	0	0	0	0	0	**0**	0	**312**
4:15PM	8	103	0	1	0	**112**	0	0	100	43	0	4	**147**	0	36	2	0	1	0	**39**	0	0	0	0	0	0	**0**	0	**298**
4:30PM	15	108	0	1	0	**124**	0	0	102	38	0	1	**141**	0	13	0	1	0	0	**14**	0	0	0	0	0	0	**0**	0	**279**
4:45PM	16	110	0	0	0	**126**	0	0	98	33	0	2	**133**	0	30	1	0	0	1	**32**	0	0	0	0	0	0	**0**	0	**291**
Hourly Total	56	450	0	2	0	**508**	0	0	406	150	0	8	**564**	0	96	8	1	2	1	**108**	0	0	0	0	0	0	**0**	0	**1180**
5:00PM	10	100	0	1	0	**111**	0	0	108	33	0	0	**141**	0	30	4	0	0	1	**35**	0	0	0	0	0	0	**0**	0	**287**
5:15PM	18	108	0	1	0	**127**	0	0	95	33	0	0	**128**	0	25	2	0	0	1	**28**	0	0	0	0	0	0	**0**	0	**283**
5:30PM	13	97	0	0	0	**110**	0	0	95	33	0	0	**128**	0	40	2	0	1	0	**43**	0	1	0	0	0	0	**1**	0	**282**
5:45PM	12	68	0	0	0	**80**	0	0	78	31	0	0	**109**	0	39	0	0	0	0	**39**	0	0	0	0	0	0	**0**	0	**228**
Hourly Total	53	373	0	2	0	**428**	0	0	376	130	0	0	**506**	0	134	8	0	1	2	**145**	0	1	0	0	0	0	**1**	0	**1080**
6:00PM	8	79	0	1	0	**88**	0	0	108	17	0	1	**126**	0	29	5	0	0	0	**34**	0	0	0	0	0	0	**0**	0	**248**
6:15PM	9	88	0	1	0	**98**	0	0	77	29	1	1	**108**	0	19	2	0	0	0	**21**	0	0	0	0	0	0	**0**	0	**227**
6:30PM	7	61	0	0	0	**68**	0	0	66	23	0	0	**89**	0	19	2	0	0	0	**21**	1	0	0	0	0	0	**0**	0	**178**
6:45PM	7	75	0	0	0	**82**	0	0	78	20	0	0	**98**	0	19	0	0	0	0	**19**	0	0	0	0	0	0	**0**	0	**199**
Hourly Total	31	303	0	2	0	**336**	0	0	329	89	1	2	**421**	0	86	9	0	0	0	**95**	1	0	0	0	0	0	**0**	0	**852**
7:00PM	7	68	0	0	0	**75**	0	0	47	15	0	0	**62**	0	13	4	0	0	0	**17**	0	1	0	0	0	0	**1**	1	**155**
7:15PM	4	66	0	0	0	**70**	0	0	59	25	0	0	**84**	0	12	1	0	0	0	**13**	0	0	0	0	0	0	**0**	0	**167**
7:30PM	11	56	0	0	0	**67**	0	0	59	23	0	0	**82**	0	17	5	0	0	0	**22**	0	0	0	0	0	0	**0**	1	**171**

Leg	Porter Rd							Porter Rd							I-190 Off Ramp-Packard Rd							I-190 NB On Ramp							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
7:45PM	8	51	0	0	0	**59**	0	0	42	21	0	0	**63**	0	6	4	1	1	0	**12**	0	0	0	0	0	0	**0**	0	**134**
Hourly Total	30	241	0	0	0	**271**	0	0	207	84	0	0	**291**	0	48	14	1	1	0	**64**	0	1	0	0	0	0	**1**	2	**627**
8:00PM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	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**
Total	234	2355	0	7	0	**2596**	0	0	2098	666	1	19	**2784**	0	537	66	6	5	11	**625**	4	3	0	0	0	0	**3**	9	**6008**
% Approach	9.0%	90.7%	0%	0.3%	0%	**-**	-	0%	75.4%	23.9%	0%	0.7%	**-**	-	85.9%	10.6%	1.0%	0.8%	1.8%	**-**	-	100%	0%	0%	0%	0%	**-**	-	-
% Total	3.9%	39.2%	0%	0.1%	0%	**43.2%**	-	0%	34.9%	11.1%	0%	0.3%	**46.3%**	-	8.9%	1.1%	0.1%	0.1%	0.2%	**10.4%**	-	0%	0%	0%	0%	0%	**0%**	-	-
Motorcycles	1	7	0	0	0	**8**	-	0	5	1	0	0	**6**	-	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	14
% Motorcycles	0.4%	0.3%	0%	0%	0%	**0.3%**	-	0%	0.2%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0.2%
Lights	220	2308	0	6	0	**2534**	-	0	2056	640	1	19	**2716**	-	522	54	6	5	10	**597**	-	3	0	0	0	0	**3**	-	5850
% Lights	94.0%	98.0%	0%	85.7%	0%	**97.6%**	-	0%	98.0%	96.1%	100%	100%	**97.6%**	-	97.2%	81.8%	100%	100%	90.9%	**95.5%**	-	100%	0%	0%	0%	0%	**100%**	-	97.4%
Heavy	13	40	0	1	0	**54**	-	0	37	25	0	0	**62**	-	15	12	0	0	1	**28**	-	0	0	0	0	0	**0**	-	144
% Heavy	5.6%	1.7%	0%	14.3%	0%	**2.1%**	-	0%	1.8%	3.8%	0%	0%	**2.2%**	-	2.8%	18.2%	0%	0%	9.1%	**4.5%**	-	0%	0%	0%	0%	0%	**0%**	-	2.4%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	3	-	-	-	-	-	-	9	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	75.0%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	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

Porter Rd/ I-190 Off Ramp - TMC
Thu Oct 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887507, Location: 43.108122, -78.990805

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Porter Rd/ I-190 Off Ramp - TMC

Thu Oct 14, 2021
AM Peak (8 AM - 9 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887507, Location: 43.108122, -78.990805



Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

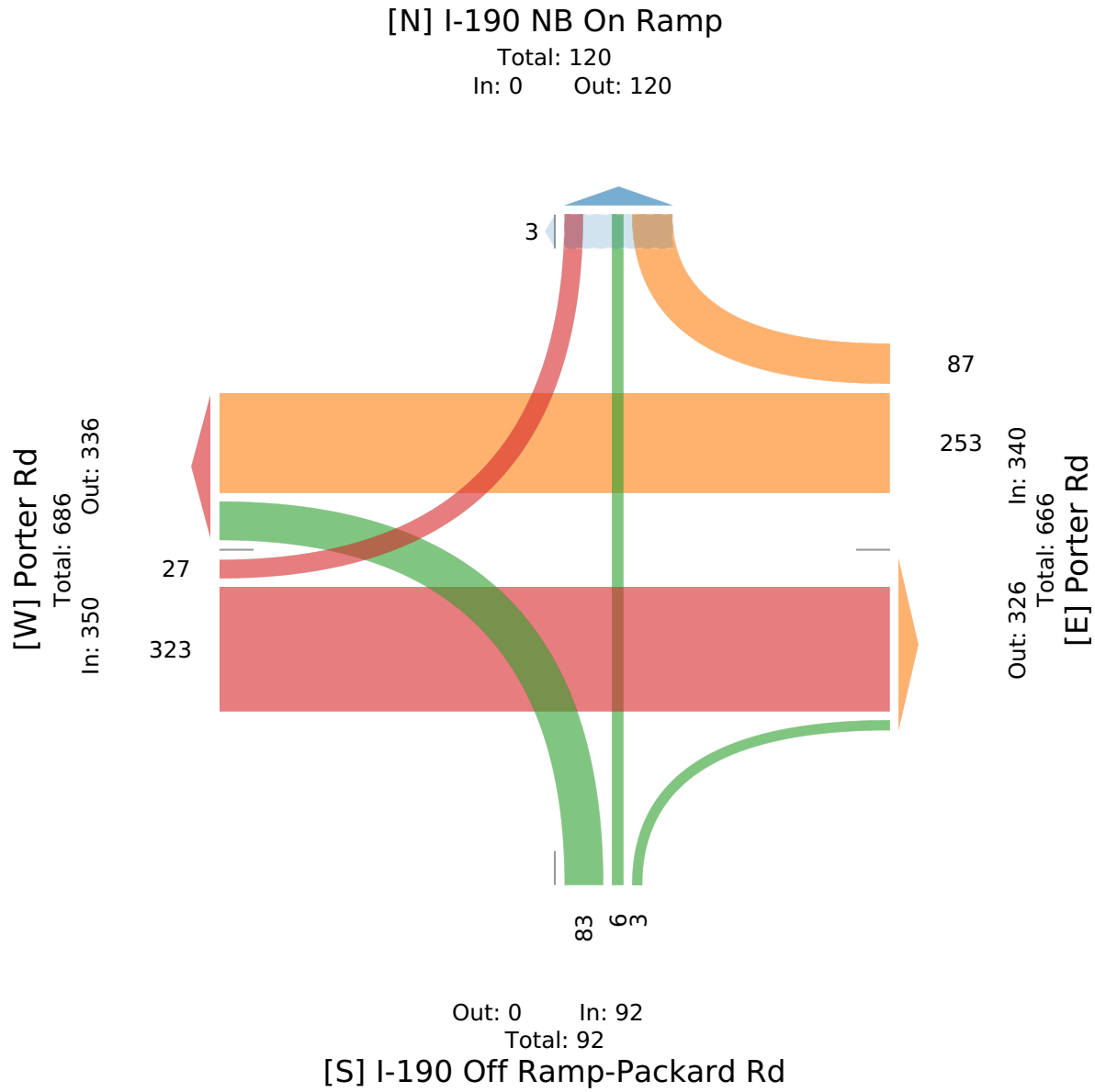
Leg	Porter Rd							Porter Rd							I-190 Off Ramp-Packard Rd							I-190 NB On Ramp							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2021-10-14 8:00AM	10	66	0	0	0	**76**	0	0	64	18	0	3	**85**	0	33	1	0	0	1	**35**	0	0	0	0	0	0	**0**	1	**196**
8:15AM	9	97	0	0	0	**106**	0	0	76	16	0	2	**94**	0	19	1	0	0	0	**20**	0	0	0	0	0	0	**0**	1	**220**
8:30AM	3	67	0	0	0	**70**	0	0	54	23	0	0	**77**	0	11	3	1	0	0	**15**	0	0	0	0	0	0	**0**	0	**162**
8:45AM	5	93	0	0	0	**98**	0	0	59	23	0	2	**84**	0	20	1	0	0	1	**22**	0	0	0	0	0	0	**0**	1	**204**
Total	27	323	0	0	0	**350**	0	0	253	80	0	7	**340**	0	83	6	1	0	2	**92**	0	0	0	0	0	0	**0**	3	**782**
% Approach	7.7%	92.3%	0%	0%	0%	**-**	-	0%	74.4%	23.5%	0%	2.1%	**-**	-	90.2%	6.5%	1.1%	0%	2.2%	**-**	-	0%	0%	0%	0%	0%	**-**	-	**-**
% Total	3.5%	41.3%	0%	0%	0%	**44.8%**	-	0%	32.4%	10.2%	0%	0.9%	**43.5%**	-	10.6%	0.8%	0.1%	0%	0.3%	**11.8%**	-	0%	0%	0%	0%	0%	**0%**	-	**-**
PHF	0.675	0.832	-	-	-	**0.825**	-	-	0.832	0.870	-	0.583	**0.904**	-	0.629	0.500	0.250	-	0.500	**0.657**	-	-	-	-	-	-	**-**	-	0.889
Motorcycles	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**-**	-	0%
Lights	26	309	0	0	0	**335**	-	0	241	72	0	7	**320**	-	80	4	1	0	2	**87**	-	0	0	0	0	0	**0**	-	742
% Lights	96.3%	95.7%	0%	0%	0%	**95.7%**	-	0%	95.3%	90.0%	0%	100%	**94.1%**	-	96.4%	66.7%	100%	0%	100%	**94.6%**	-	0%	0%	0%	0%	0%	**-**	-	94.9%
Heavy	1	14	0	0	0	**15**	-	0	12	8	0	0	**20**	-	3	2	0	0	0	**5**	-	0	0	0	0	0	**0**	-	40
% Heavy	3.7%	4.3%	0%	0%	0%	**4.3%**	-	0%	4.7%	10.0%	0%	0%	**5.9%**	-	3.6%	33.3%	0%	0%	0%	**5.4%**	-	0%	0%	0%	0%	0%	**-**	-	5.1%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

Porter Rd/ I-190 Off Ramp - TMC
Thu Oct 14, 2021
AM Peak (8 AM - 9 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887507, Location: 43.108122, -78.990805

TRI-STATE TRAFFIC DATA

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Porter Rd/ I-190 Off Ramp - TMC

Thu Oct 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887507, Location: 43.108122, -78.990805

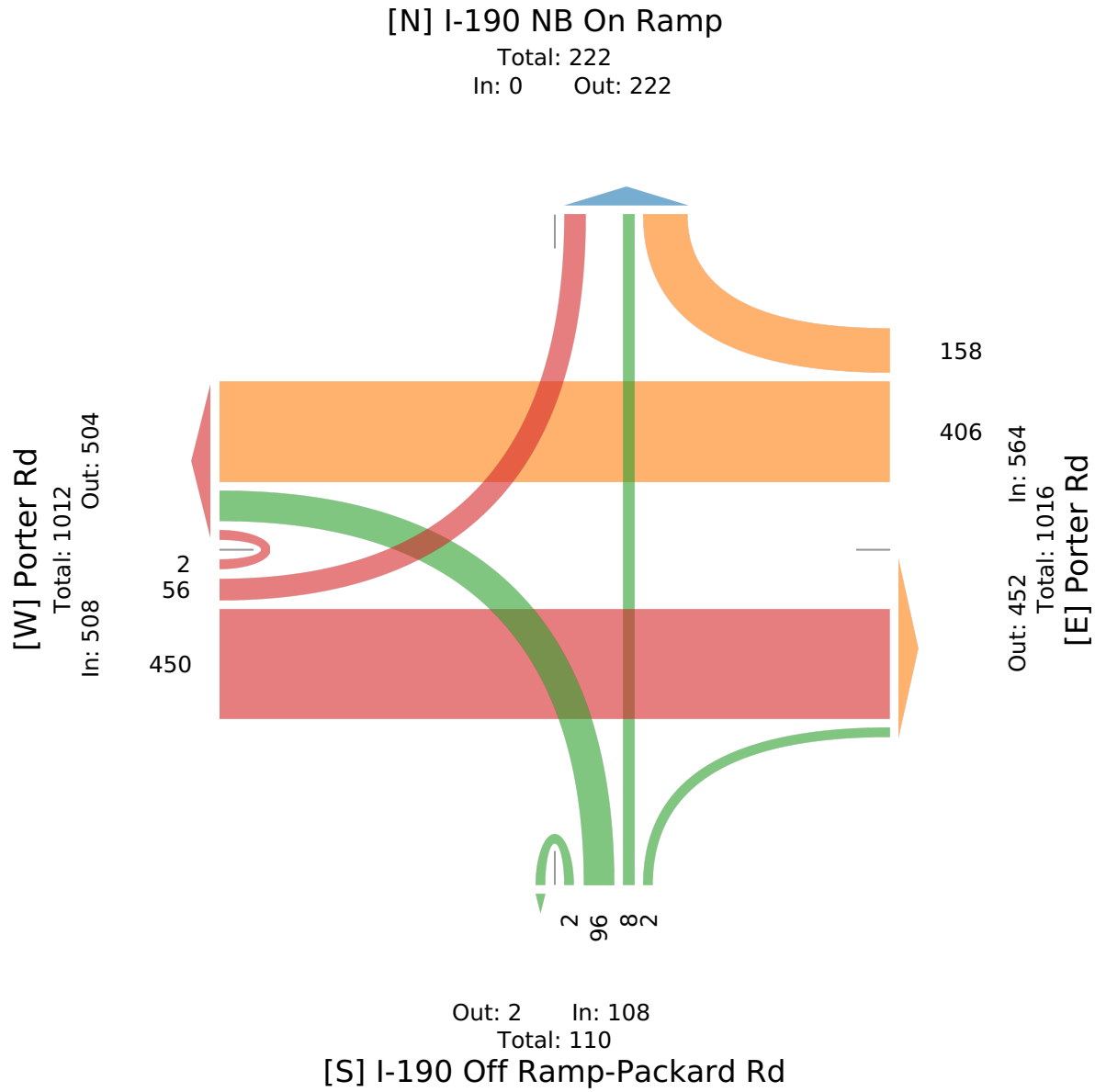
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg / Direction	Porter Rd Eastbound							Porter Rd Westbound							I-190 Off Ramp-Packard Rd Northbound							I-190 NB On Ramp Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2021-10-14 4:00PM	17	129	0	0	0	**146**	0	0	106	36	0	1	**143**	0	17	5	0	1	0	**23**	0	0	0	0	0	0	**0**	0	**312**
4:15PM	8	103	0	1	0	**112**	0	0	100	43	0	4	**147**	0	36	2	0	1	0	**39**	0	0	0	0	0	0	**0**	0	**298**
4:30PM	15	108	0	1	0	**124**	0	0	102	38	0	1	**141**	0	13	0	1	0	0	**14**	0	0	0	0	0	0	**0**	0	**279**
4:45PM	16	110	0	0	0	**126**	0	0	98	33	0	2	**133**	0	30	1	0	0	1	**32**	0	0	0	0	0	0	**0**	0	**291**
Total	56	450	0	2	0	**508**	0	0	406	150	0	8	**564**	0	96	8	1	2	1	**108**	0	0	0	0	0	0	**0**	0	**1180**
% Approach	11.0%	88.6%	0%	0.4%	0%	**-**	-	0%	72.0%	26.6%	0%	1.4%	**-**	-	88.9%	7.4%	0.9%	1.9%	0.9%	**-**	-	0%	0%	0%	0%	0%	**-**	-	-
% Total	4.7%	38.1%	0%	0.2%	0%	**43.1%**	-	0%	34.4%	12.7%	0%	0.7%	**47.8%**	-	8.1%	0.7%	0.1%	0.2%	0.1%	**9.2%**	-	0%	0%	0%	0%	0%	**0%**	-	-
PHF	0.824	0.872	-	0.500	-	**0.870**	-	-	0.958	0.872	-	0.500	**0.959**	-	0.667	0.400	0.250	0.500	0.250	**0.692**	-	-	-	-	-	-	**-**	-	0.946
Motorcycles	1	1	0	0	0	**2**	-	0	1	1	0	0	**2**	-	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	4
% Motorcycles	1.8%	0.2%	0%	0%	0%	**0.4%**	-	0%	0.2%	0.7%	0%	0%	**0.4%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**-**	-	0.3%
Lights	53	448	0	2	0	**503**	-	0	401	148	0	8	**557**	-	93	8	1	2	1	**105**	-	0	0	0	0	0	**0**	-	1165
% Lights	94.6%	99.6%	0%	100%	0%	**99.0%**	-	0%	98.8%	98.7%	0%	100%	**98.8%**	-	96.9%	100%	100%	100%	100%	**97.2%**	-	0%	0%	0%	0%	0%	**-**	-	98.7%
Heavy	2	1	0	0	0	**3**	-	0	4	1	0	0	**5**	-	3	0	0	0	0	**3**	-	0	0	0	0	0	**0**	-	11
% Heavy	3.6%	0.2%	0%	0%	0%	**0.6%**	-	0%	1.0%	0.7%	0%	0%	**0.9%**	-	3.1%	0%	0%	0%	0%	**2.8%**	-	0%	0%	0%	0%	0%	**-**	-	0.9%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Porter Rd/ I-190 Off Ramp - TMC
Thu Oct 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887507, Location: 43.108122, -78.990805

TRI-STATE TRAFFIC DATA
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Porter Rd/ I-190 Off Ramp - TMC

Thu Oct 14, 2021
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887507, Location: 43.108122, -78.990805

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

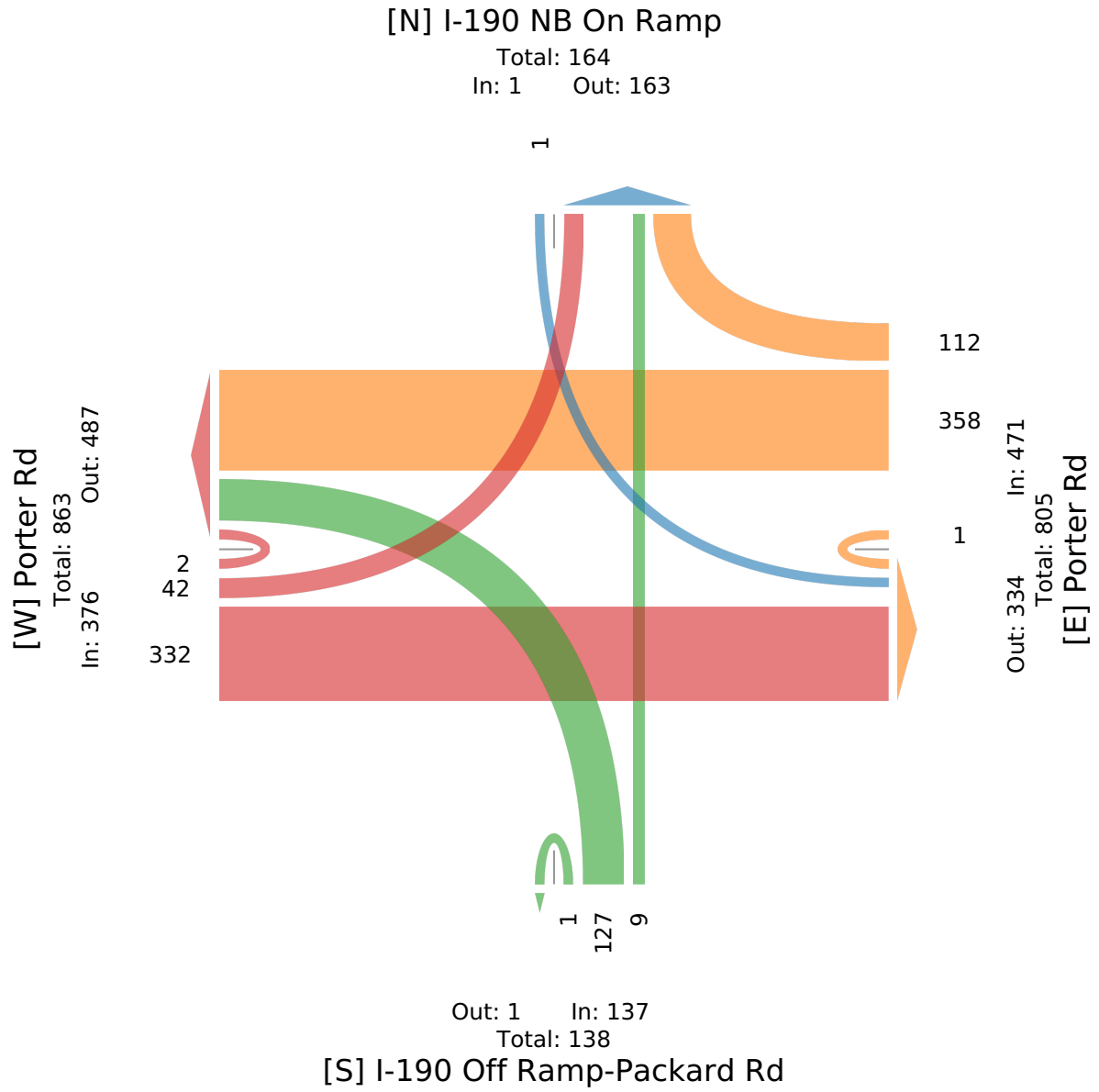
Leg	Porter Rd							Porter Rd							I-190 Off Ramp-Packard Rd							I-190 NB On Ramp							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2021-10-14 5:30PM	13	97	0	0	0	**110**	0	0	95	33	0	0	**128**	0	40	2	0	1	0	**43**	0	1	0	0	0	0	**1**	0	**282**
5:45PM	12	68	0	0	0	**80**	0	0	78	31	0	0	**109**	0	39	0	0	0	0	**39**	0	0	0	0	0	0	**0**	0	**228**
6:00PM	8	79	0	1	0	**88**	0	0	108	17	0	1	**126**	0	29	5	0	0	0	**34**	0	0	0	0	0	0	**0**	0	**248**
6:15PM	9	88	0	1	0	**98**	0	0	77	29	1	1	**108**	0	19	2	0	0	0	**21**	0	0	0	0	0	0	**0**	0	**227**
Total	42	332	0	2	0	**376**	0	0	358	110	1	2	**471**	0	127	9	0	1	0	**137**	0	1	0	0	0	0	**1**	0	**985**
% Approach	11.2%	88.3%	0%	0.5%	0%	**-**	-	0%	76.0%	23.4%	0.2%	0.4%	**-**	-	92.7%	6.6%	0%	0.7%	0%	**-**	-	100%	0%	0%	0%	0%	**-**	-	-
% Total	4.3%	33.7%	0%	0.2%	0%	**38.2%**	-	0%	36.3%	11.2%	0.1%	0.2%	**47.8%**	-	12.9%	0.9%	0%	0.1%	0%	**13.9%**	-	0.1%	0%	0%	0%	0%	**0.1%**	-	-
PHF	0.808	0.856	-	0.500	-	**0.855**	-	-	0.829	0.833	0.250	0.500	**0.920**	-	0.794	0.450	-	0.250	-	**0.797**	-	0.250	-	-	-	-	**0.250**	-	0.873
Motorcycles	0	3	0	0	0	**3**	-	0	3	0	0	0	**3**	-	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	6
% Motorcycles	0%	0.9%	0%	0%	0%	**0.8%**	-	0%	0.8%	0%	0%	0%	**0.6%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0.6%
Lights	42	327	0	2	0	**371**	-	0	353	108	1	2	**464**	-	125	6	0	1	0	**132**	-	1	0	0	0	0	**1**	-	968
% Lights	100%	98.5%	0%	100%	0%	**98.7%**	-	0%	98.6%	98.2%	100%	100%	**98.5%**	-	98.4%	66.7%	0%	100%	0%	**96.4%**	-	100%	0%	0%	0%	0%	**100%**	-	98.3%
Heavy	0	2	0	0	0	**2**	-	0	2	2	0	0	**4**	-	2	3	0	0	0	**5**	-	0	0	0	0	0	**0**	-	11
% Heavy	0%	0.6%	0%	0%	0%	**0.5%**	-	0%	0.6%	1.8%	0%	0%	**0.8%**	-	1.6%	33.3%	0%	0%	0%	**3.6%**	-	0%	0%	0%	0%	0%	**0%**	-	1.1%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Porter Rd/ I-190 Off Ramp - TMC
Thu Oct 14, 2021
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887507, Location: 43.108122, -78.990805

TRI-STATE TRAFFIC DATA

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Porter Rd/ I-190 SB On Ramp - TMC

Thu Oct 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887516, Location: 43.107867, -78.993057



Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg	Porter Rd						Porter Rd					I-190 SB On Ramp -Packard Rd		I-190 SB Offf Ramp						
Direction	Eastbound						Westbound					Northbound		Southbound						
Time	T	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	**App**	Ped*	L	T	R	RR	**App**	Ped*	**Int**
2021-10-14 6:00AM	14	13	0	0	**27**	0	0	19	0	**19**	0	**0**	0	4	3	0	2	**9**	0	**55**
6:15AM	28	11	0	2	**41**	0	0	21	0	**21**	0	**0**	0	4	1	0	4	**9**	1	**71**
6:30AM	18	27	0	9	**54**	0	0	34	0	**34**	0	**0**	0	7	2	0	3	**12**	0	**100**
6:45AM	38	27	0	3	**68**	0	1	53	0	**54**	0	**0**	0	10	4	4	11	**29**	0	**151**
Hourly Total	98	78	0	14	**190**	0	1	127	0	**128**	0	**0**	0	25	10	4	20	**59**	1	**377**
7:00AM	33	21	0	1	**55**	0	0	40	0	**40**	0	**0**	0	6	1	2	3	**12**	0	**107**
7:15AM	37	24	0	3	**64**	0	1	57	0	**58**	0	**0**	1	11	2	0	5	**18**	0	**140**
7:30AM	44	30	0	5	**79**	0	1	43	0	**44**	0	**0**	0	13	2	2	10	**27**	1	**150**
7:45AM	68	25	0	4	**97**	0	3	87	0	**90**	0	**0**	0	23	1	7	8	**39**	1	**226**
Hourly Total	182	100	0	13	**295**	0	5	227	0	**232**	0	**0**	1	53	6	11	26	**96**	2	**623**
8:00AM	66	29	0	3	**98**	0	1	96	0	**97**	0	**0**	0	11	1	3	6	**21**	0	**216**
8:15AM	87	33	1	10	**131**	0	1	98	0	**99**	0	**0**	0	22	8	3	2	**35**	1	**265**
8:30AM	64	33	0	2	**99**	0	4	59	0	**63**	0	**0**	0	7	3	0	5	**15**	1	**177**
8:45AM	81	28	0	4	**113**	0	3	73	0	**76**	0	**0**	0	16	0	2	7	**25**	1	**214**
Hourly Total	298	123	1	19	**441**	0	9	326	0	**335**	0	**0**	0	56	12	8	20	**96**	3	**872**
9:00AM	68	24	0	3	**95**	0	1	57	0	**58**	0	**0**	0	19	2	2	7	**30**	0	**183**
9:15AM	57	16	0	3	**76**	0	2	72	0	**74**	0	**0**	0	17	3	1	6	**27**	0	**177**
9:30AM	66	21	0	5	**92**	0	2	67	0	**69**	0	**0**	1	25	2	1	6	**34**	1	**195**
9:45AM	55	21	0	5	**81**	0	3	73	0	**76**	0	**0**	0	27	2	1	5	**35**	1	**192**
Hourly Total	246	82	0	16	**344**	0	8	269	0	**277**	0	**0**	1	88	9	5	24	**126**	2	**747**
10:00AM	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**
4:00PM	97	30	1	3	**131**	0	3	117	0	**120**	0	**0**	0	39	11	7	6	**63**	0	**314**
4:15PM	83	31	0	1	**115**	0	4	134	0	**138**	0	**0**	1	33	6	3	5	**47**	0	**300**
4:30PM	90	34	0	4	**128**	0	5	108	0	**113**	0	**0**	0	24	5	0	8	**37**	0	**278**
4:45PM	101	32	0	2	**135**	0	6	120	1	**127**	0	**0**	0	25	6	3	7	**41**	0	**303**
Hourly Total	371	127	1	10	**509**	0	18	479	1	**498**	0	**0**	1	121	28	13	26	**188**	0	**1195**
5:00PM	82	41	0	3	**126**	0	11	125	0	**136**	0	**0**	0	30	8	3	7	**48**	0	**310**
5:15PM	102	27	0	4	**133**	0	8	99	0	**107**	0	**0**	0	19	2	4	6	**31**	0	**271**
5:30PM	87	30	0	4	**121**	0	6	121	1	**128**	0	**0**	0	19	9	0	6	**34**	0	**283**
5:45PM	61	29	0	6	**96**	0	3	106	0	**109**	0	**0**	0	20	1	3	9	**33**	0	**238**
Hourly Total	332	127	0	17	**476**	0	28	451	1	**480**	0	**0**	0	88	20	10	28	**146**	0	**1102**
6:00PM	69	25	0	4	**98**	0	1	119	0	**120**	0	**0**	0	18	2	5	5	**30**	0	**248**
6:15PM	69	28	0	5	**102**	0	2	100	0	**102**	0	**0**	0	20	4	5	7	**36**	0	**240**
6:30PM	53	25	0	3	**81**	0	2	82	0	**84**	0	**0**	1	14	2	1	4	**21**	0	**186**
6:45PM	64	14	0	2	**80**	0	3	95	0	**98**	0	**0**	0	14	2	1	1	**18**	0	**196**
Hourly Total	255	92	0	14	**361**	0	8	396	0	**404**	0	**0**	1	66	10	12	17	**105**	0	**870**
7:00PM	55	17	0	3	**75**	0	0	59	0	**59**	0	**0**	0	18	1	2	7	**28**	1	**162**

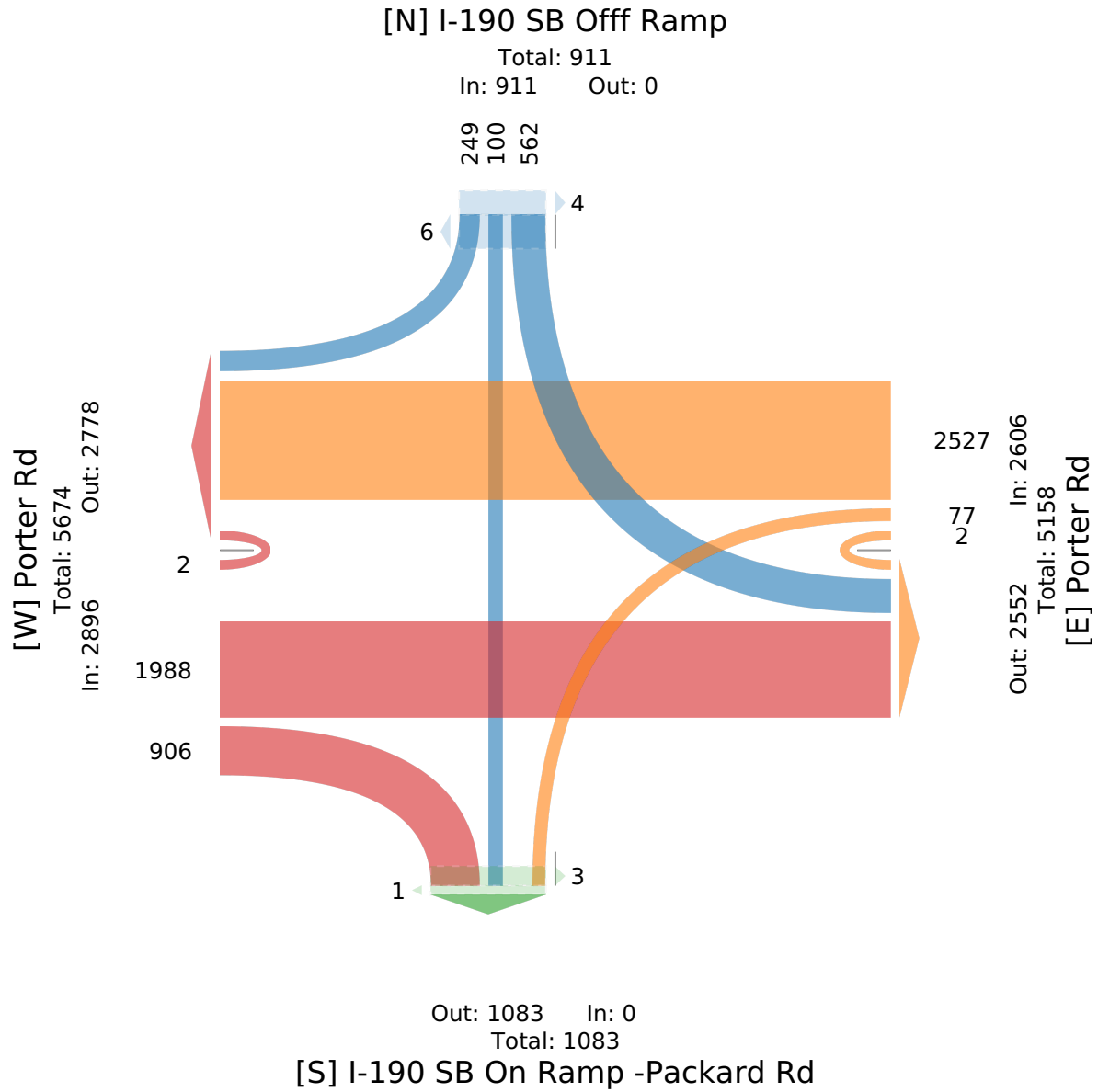
Leg Direction	Porter Rd Eastbound						Porter Rd Westbound					I-190 SB On Ramp -Packard Rd Northbound		I-190 SB Offf Ramp Southbound						
Time	T	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	**App**	Ped*	L	T	R	RR	**App**	Ped*	**Int**
7:15PM	53	16	0	2	**71**	0	0	69	0	**69**	0	**0**	0	20	2	2	5	**29**	0	**169**
7:30PM	45	17	0	1	**63**	0	0	73	0	**73**	0	**0**	0	21	1	1	5	**28**	1	**164**
7:45PM	53	16	0	2	**71**	0	0	51	0	**51**	0	**0**	0	6	1	0	3	**10**	0	**132**
Hourly Total	206	66	0	8	**280**	0	0	252	0	**252**	0	**0**	0	65	5	5	20	**95**	2	**627**
Total	1988	795	2	111	**2896**	0	77	2527	2	**2606**	0	**0**	4	562	100	68	181	**911**	10	**6413**
% Approach	68.6%	27.5%	0.1%	3.8%	**-**	-	3.0%	97.0%	0.1%	**-**	-	**-**	-	61.7%	11.0%	7.5%	19.9%	**-**	-	**-**
% Total	31.0%	12.4%	0%	1.7%	**45.2%**	-	1.2%	39.4%	0%	**40.6%**	-	**0%**	-	8.8%	1.6%	1.1%	2.8%	**14.2%**	-	**-**
Motorcycles	5	0	0	0	**5**	-	0	5	0	**5**	-	**0**	-	1	0	0	1	**2**	-	12
% Motorcycles	0.3%	0%	0%	0%	**0.2%**	-	0%	0.2%	0%	**0.2%**	-	**-**	-	0.2%	0%	0%	0.6%	**0.2%**	-	0.2%
Lights	1938	763	2	108	**2811**	-	74	2471	2	**2547**	-	**0**	-	547	82	63	174	**866**	-	6224
% Lights	97.5%	96.0%	100%	97.3%	**97.1%**	-	96.1%	97.8%	100%	**97.7%**	-	**-**	-	97.3%	82.0%	92.6%	96.1%	**95.1%**	-	97.1%
Heavy	45	32	0	3	**80**	-	3	51	0	**54**	-	**0**	-	14	18	5	6	**43**	-	177
% Heavy	2.3%	4.0%	0%	2.7%	**2.8%**	-	3.9%	2.0%	0%	**2.1%**	-	**-**	-	2.5%	18.0%	7.4%	3.3%	**4.7%**	-	2.8%
Pedestrians	-	-	-	-	-	0	-	-	-	-	0	-	1	-	-	-	-	-	10	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	25.0%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	3	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	75.0%	-	-	-	-	-	0%	-

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

Porter Rd/ I-190 SB On Ramp - TMC
Thu Oct 14, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887516, Location: 43.107867, -78.993057

TRI-STATE TRAFFIC DATA

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Porter Rd/ I-190 SB On Ramp - TMC

Thu Oct 14, 2021
AM Peak (7:45 AM - 8:45 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887516, Location: 43.107867, -78.993057

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

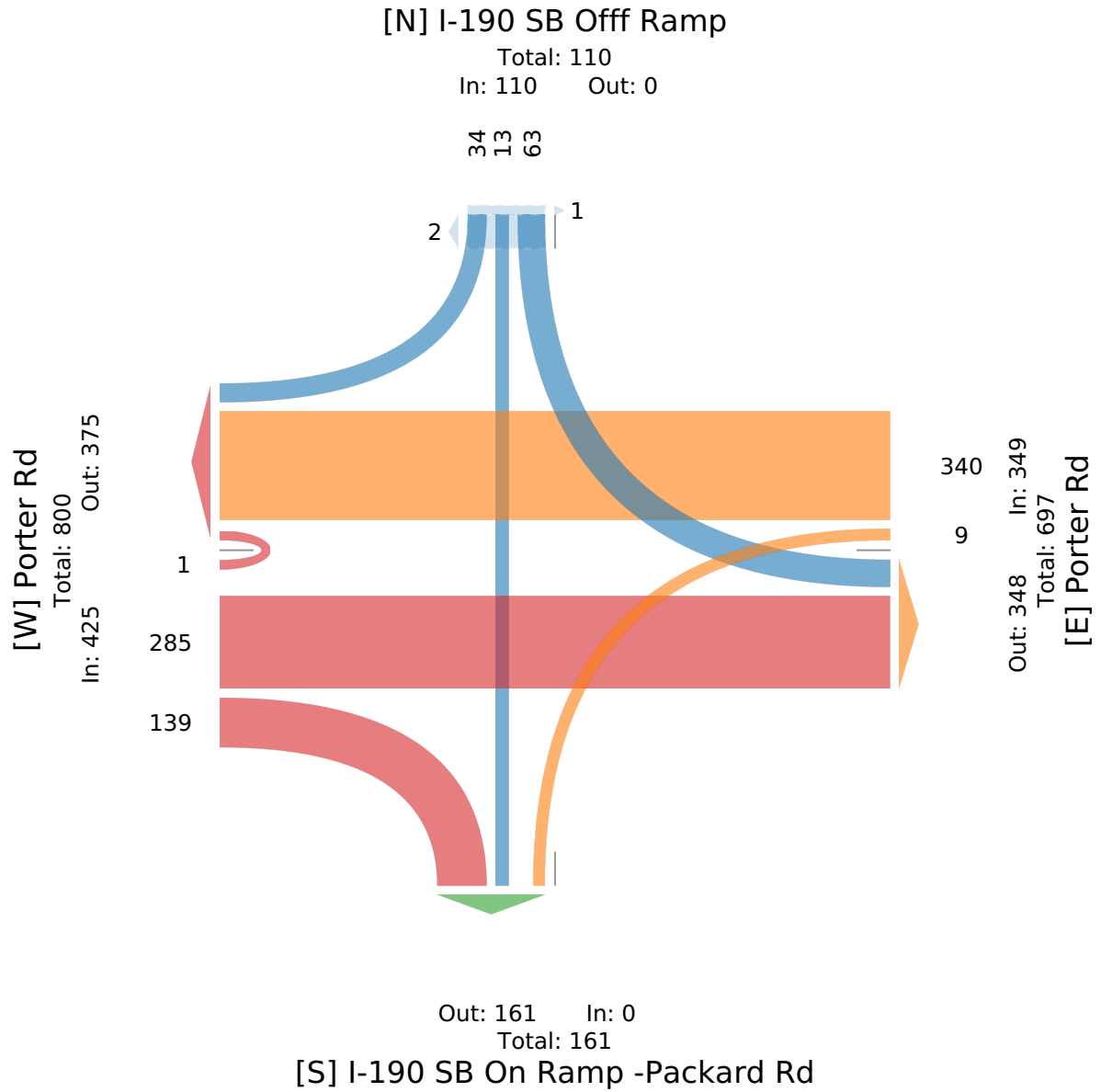
Leg / Direction	Porter Rd Eastbound						Porter Rd Westbound					I-190 SB On Ramp -Packard Rd Northbound		I-190 SB Offf Ramp Southbound						
Time	T	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	**App**	Ped*	L	T	R	RR	**App**	Ped*	**Int**
2021-10-14 7:45AM	68	25	0	4	**97**	0	3	87	0	**90**	0	**0**	0	23	1	7	8	**39**	1	**226**
8:00AM	66	29	0	3	**98**	0	1	96	0	**97**	0	**0**	0	11	1	3	6	**21**	0	**216**
8:15AM	87	33	1	10	**131**	0	1	98	0	**99**	0	**0**	0	22	8	3	2	**35**	1	**265**
8:30AM	64	33	0	2	**99**	0	4	59	0	**63**	0	**0**	0	7	3	0	5	**15**	1	**177**
Total	285	120	1	19	**425**	0	9	340	0	**349**	0	**0**	0	63	13	13	21	**110**	3	**884**
% Approach	67.1%	28.2%	0.2%	4.5%	**-**	-	2.6%	97.4%	0%	**-**	-	**-**	-	57.3%	11.8%	11.8%	19.1%	**-**	-	-
% Total	32.2%	13.6%	0.1%	2.1%	**48.1%**	-	1.0%	38.5%	0%	**39.5%**	-	**0%**	-	7.1%	1.5%	1.5%	2.4%	**12.4%**	-	-
PHF	0.819	0.909	0.250	0.475	**0.811**	-	0.563	0.867	-	**0.881**	-	**-**	-	0.685	0.406	0.464	0.656	**0.705**	-	0.834
Motorcycles	0	0	0	0	**0**	-	0	0	0	**0**	-	**0**	-	0	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	**-**	-	0%	0%	0%	0%	**0%**	-	0%
Lights	270	116	1	19	**406**	-	7	328	0	**335**	-	**0**	-	61	13	12	20	**106**	-	847
% Lights	94.7%	96.7%	100%	100%	**95.5%**	-	77.8%	96.5%	0%	**96.0%**	-	**-**	-	96.8%	100%	92.3%	95.2%	**96.4%**	-	95.8%
Heavy	15	4	0	0	**19**	-	2	12	0	**14**	-	**0**	-	2	0	1	1	**4**	-	37
% Heavy	5.3%	3.3%	0%	0%	**4.5%**	-	22.2%	3.5%	0%	**4.0%**	-	**-**	-	3.2%	0%	7.7%	4.8%	**3.6%**	-	4.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	0	-	0	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

Porter Rd/ I-190 SB On Ramp - TMC
Thu Oct 14, 2021
AM Peak (7:45 AM - 8:45 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887516, Location: 43.107867, -78.993057

TRI-STATE TRAFFIC DATA

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Porter Rd/ I-190 SB On Ramp - TMC

Thu Oct 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887516, Location: 43.107867, -78.993057



Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

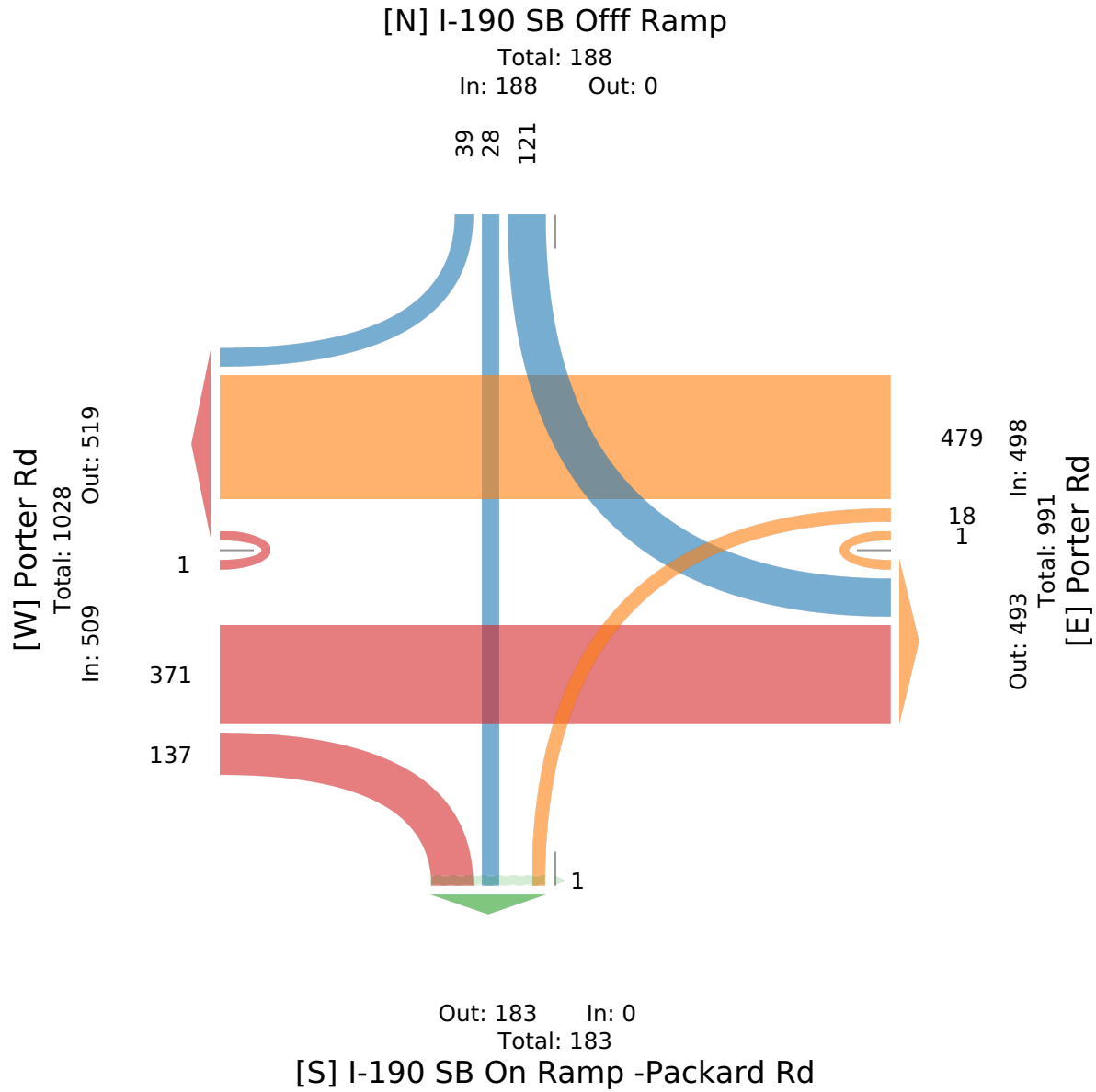
Leg Direction	Porter Rd Eastbound						Porter Rd Westbound					I-190 SB On Ramp -Packard Rd Northbound		I-190 SB Offf Ramp Southbound						
Time	T	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	**App**	Ped*	L	T	R	RR	**App**	Ped*	**Int**
2021-10-14 4:00PM	97	30	1	3	**131**	0	3	117	0	**120**	0	**0**	0	39	11	7	6	**63**	0	**314**
4:15PM	83	31	0	1	**115**	0	4	134	0	**138**	0	**0**	1	33	6	3	5	**47**	0	**300**
4:30PM	90	34	0	4	**128**	0	5	108	0	**113**	0	**0**	0	24	5	0	8	**37**	0	**278**
4:45PM	101	32	0	2	**135**	0	6	120	1	**127**	0	**0**	0	25	6	3	7	**41**	0	**303**
Total	371	127	1	10	**509**	0	18	479	1	**498**	0	**0**	1	121	28	13	26	**188**	0	**1195**
% Approach	72.9%	25.0%	0.2%	2.0%	**-**	-	3.6%	96.2%	0.2%	**-**	-	**-**	-	64.4%	14.9%	6.9%	13.8%	**-**	-	-
% Total	31.0%	10.6%	0.1%	0.8%	**42.6%**	-	1.5%	40.1%	0.1%	**41.7%**	-	**0%**	-	10.1%	2.3%	1.1%	2.2%	**15.7%**	-	-
PHF	0.918	0.934	0.250	0.625	**0.943**	-	0.750	0.894	0.250	**0.902**	-	**-**	-	0.776	0.636	0.464	0.813	**0.746**	-	0.951
Motorcycles	2	0	0	0	**2**	-	0	1	0	**1**	-	**0**	-	0	0	0	0	**0**	-	3
% Motorcycles	0.5%	0%	0%	0%	**0.4%**	-	0%	0.2%	0%	**0.2%**	-	**-**	-	0%	0%	0%	0%	**0%**	-	0.3%
Lights	366	122	1	10	**499**	-	18	472	1	**491**	-	**0**	-	121	22	12	26	**181**	-	1171
% Lights	98.7%	96.1%	100%	100%	**98.0%**	-	100%	98.5%	100%	**98.6%**	-	**-**	-	100%	78.6%	92.3%	100%	**96.3%**	-	98.0%
Heavy	3	5	0	0	**8**	-	0	6	0	**6**	-	**0**	-	0	6	1	0	**7**	-	21
% Heavy	0.8%	3.9%	0%	0%	**1.6%**	-	0%	1.3%	0%	**1.2%**	-	**-**	-	0%	21.4%	7.7%	0%	**3.7%**	-	1.8%
Pedestrians	-	-	-	-	-	0	-	-	-	-	0	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-

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

Porter Rd/ I-190 SB On Ramp - TMC
Thu Oct 14, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887516, Location: 43.107867, -78.993057

TRI-STATE TRAFFIC DATA

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Porter Rd/ I-190 SB On Ramp - TMC

Thu Oct 14, 2021
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887516, Location: 43.107867, -78.993057

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

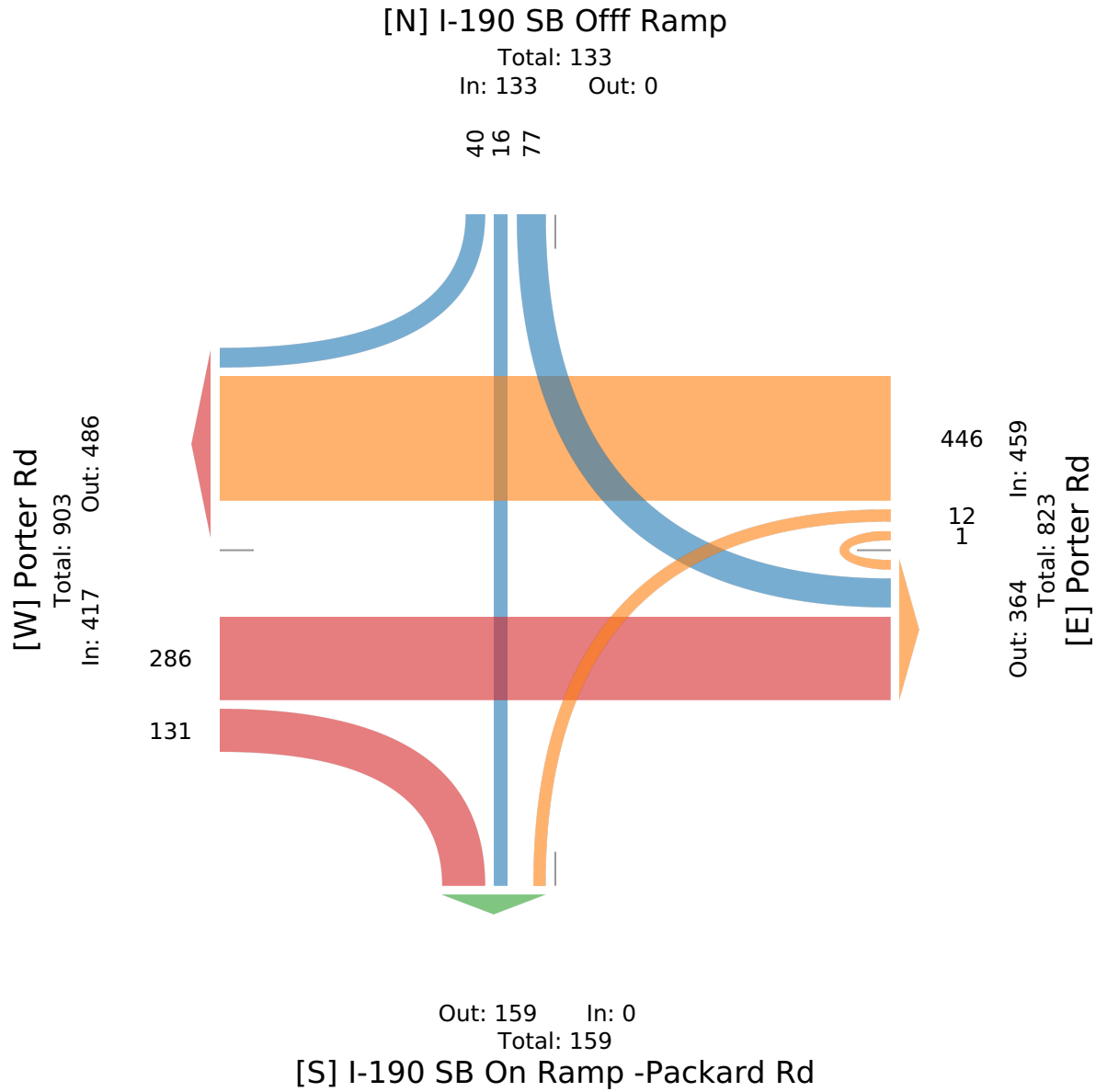
Leg	Porter Rd						Porter Rd					I-190 SB On Ramp -Packard Rd		I-190 SB Offf Ramp						
Direction	Eastbound						Westbound					Northbound		Southbound						
Time	T	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	**App**	Ped*	L	T	R	RR	**App**	Ped*	**Int**
2021-10-14 5:30PM	87	30	0	4	**121**	0	6	121	1	**128**	0	**0**	0	19	9	0	6	**34**	0	**283**
5:45PM	61	29	0	6	**96**	0	3	106	0	**109**	0	**0**	0	20	1	3	9	**33**	0	**238**
6:00PM	69	25	0	4	**98**	0	1	119	0	**120**	0	**0**	0	18	2	5	5	**30**	0	**248**
6:15PM	69	28	0	5	**102**	0	2	100	0	**102**	0	**0**	0	20	4	5	7	**36**	0	**240**
Total	286	112	0	19	**417**	0	12	446	1	**459**	0	**0**	0	77	16	13	27	**133**	0	**1009**
% Approach	68.6%	26.9%	0%	4.6%	**-**	-	2.6%	97.2%	0.2%	**-**	-	**-**	-	57.9%	12.0%	9.8%	20.3%	**-**	-	-
% Total	28.3%	11.1%	0%	1.9%	**41.3%**	-	1.2%	44.2%	0.1%	**45.5%**	-	**0%**	-	7.6%	1.6%	1.3%	2.7%	**13.2%**	-	-
PHF	0.822	0.933	-	0.792	**0.862**	-	0.500	0.921	0.250	**0.896**	-	**-**	-	0.963	0.444	0.650	0.750	**0.924**	-	0.891
Motorcycles	2	0	0	0	**2**	-	0	3	0	**3**	-	**0**	-	0	0	0	0	**0**	-	5
% Motorcycles	0.7%	0%	0%	0%	**0.5%**	-	0%	0.7%	0%	**0.7%**	-	**-**	-	0%	0%	0%	0%	**0%**	-	0.5%
Lights	283	110	0	19	**412**	-	12	437	1	**450**	-	**0**	-	76	11	13	25	**125**	-	987
% Lights	99.0%	98.2%	0%	100%	**98.8%**	-	100%	98.0%	100%	**98.0%**	-	**-**	-	98.7%	68.8%	100%	92.6%	**94.0%**	-	97.8%
Heavy	1	2	0	0	**3**	-	0	6	0	**6**	-	**0**	-	1	5	0	2	**8**	-	17
% Heavy	0.3%	1.8%	0%	0%	**0.7%**	-	0%	1.3%	0%	**1.3%**	-	**-**	-	1.3%	31.3%	0%	7.4%	**6.0%**	-	1.7%
Pedestrians	-	-	-	-	-	0	-	-	-	-	0	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Porter Rd/ I-190 SB On Ramp - TMC
Thu Oct 14, 2021
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 887516, Location: 43.107867, -78.993057

TRI-STATE TRAFFIC DATA

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



SRF ASSOCIATES, D.P.C.

3495 Winton Place, Building E, Suite 110
Rochester, New York 14623

File Name : Packard Rd-Woodland Heights Dr PM Peak
Site Code : 00041095
Start Date : 4/19/2022
Page No : 1

Groups Printed- Unshifted

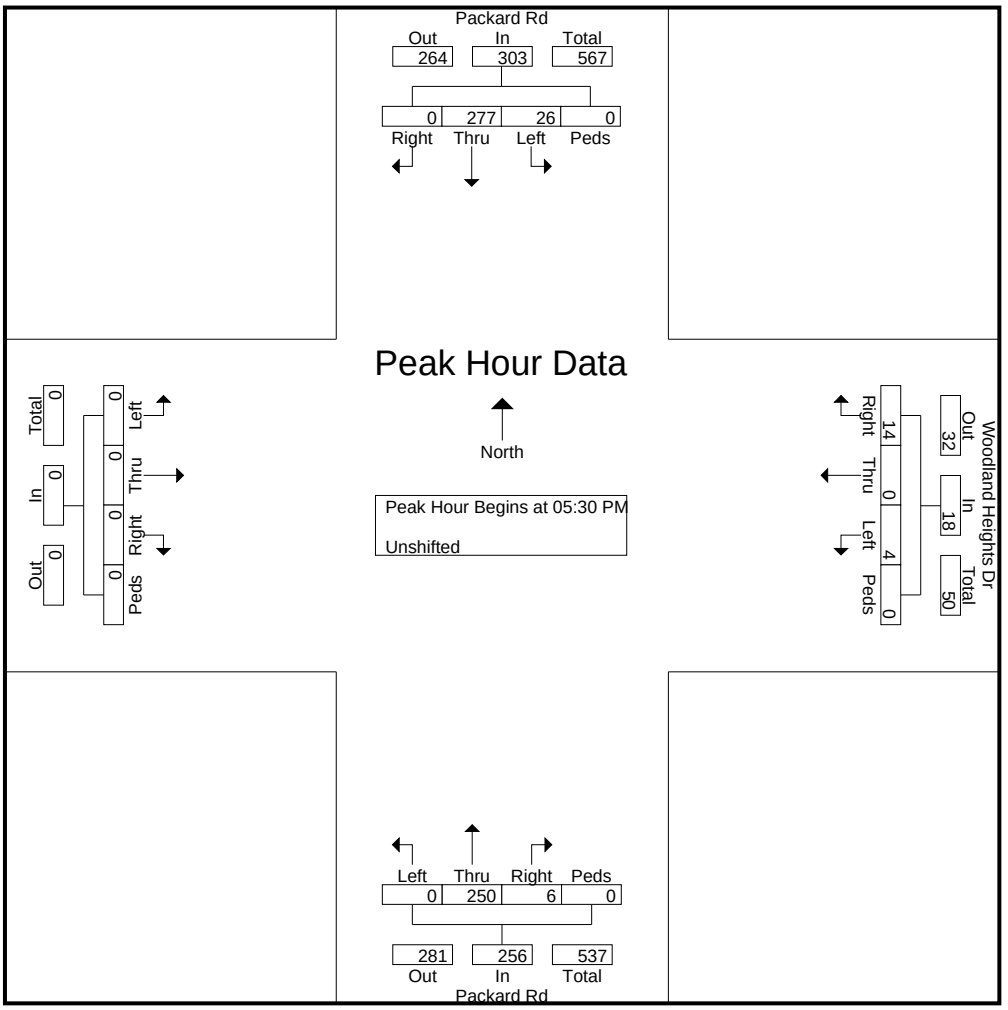
	Packard Rd From North					Woodland Heights Dr From East					Packard Rd From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	130	10	0	140	1	0	0	0	1	7	116	0	0	123	0	0	0	0	0	264
04:15 PM	0	99	9	0	108	7	0	0	0	7	3	81	0	0	84	0	0	0	0	0	199
04:30 PM	0	107	7	0	114	3	0	4	0	7	5	129	0	0	134	0	0	0	0	0	255
04:45 PM	0	104	10	0	114	7	0	1	0	8	2	92	0	0	94	0	0	0	0	0	216
Total	0	440	36	0	476	18	0	5	0	23	17	418	0	0	435	0	0	0	0	0	934
05:00 PM	0	102	10	0	112	3	0	4	0	7	3	86	0	0	89	0	0	0	0	0	208
05:15 PM	0	103	6	0	109	5	0	4	0	9	5	69	0	0	74	0	0	0	0	0	192
05:30 PM	0	78	8	0	86	1	0	2	0	3	2	68	0	0	70	0	0	0	0	0	159
05:45 PM	0	77	9	0	86	5	0	0	0	5	1	62	0	0	63	0	0	0	0	0	154
Total	0	360	33	0	393	14	0	10	0	24	11	285	0	0	296	0	0	0	0	0	713
06:00 PM	0	64	4	0	68	2	0	0	0	2	1	58	0	0	59	0	0	0	0	0	129
06:15 PM	0	58	5	0	63	6	0	2	0	8	2	62	0	0	64	0	0	0	0	0	135
06:30 PM	0	60	9	0	69	6	0	0	0	6	2	41	0	0	43	0	0	0	0	0	118
06:45 PM	0	63	4	0	67	3	0	3	0	6	0	49	0	0	49	0	0	0	0	0	122
Total	0	245	22	0	267	17	0	5	0	22	5	210	0	0	215	0	0	0	0	0	504
Grand Total	0	1045	91	0	1136	49	0	20	0	69	33	913	0	0	946	0	0	0	0	0	2151
Apprch %	0	92	8	0		71	0	29	0		3.5	96.5	0	0		0	0	0	0		
Total %	0	48.6	4.2	0	52.8	2.3	0	0.9	0	3.2	1.5	42.4	0	0	44	0	0	0	0	0	

SRF ASSOCIATES, D.P.C.

3495 Winton Place, Building E, Suite 110
Rochester, New York 14623

File Name : Packard Rd-Woodland Heights Dr PM Peak
Site Code : 00041095
Start Date : 4/19/2022

	Packard Rd From North					Woodland Heights Dr From East					Packard Rd From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:30 PM																					
05:30 PM	0	**78**	8	0	**86**	1	0	**2**			**2**	**68**	0	0	**70**	0	0	0	0	0	**159**
05:45 PM	0	77	**9**																		
06:00 PM	**0**	**64**	**4**	**0**	**68**	**2**	**0**	**0**	**0**	**2**	**1**	**58**	**0**	**0**	**59**	**0**	**0**	**0**	**0**	**0**	**129**
06:15 PM	**0**	**58**	**5**	**0**	**63**	**6**	**0**	**2**	**0**	**8**	2	62	0	0	64	0	0	0	0	0	135
Total Volume	0	277	26	0	303	14	0	4	0	18	6	250	0	0	256	0	0	0	0	0	577
% App. Total	0	91.4	8.6	0		77.8	0	22.2	0		2.3	97.7	0	0		0	0	0	0		
PHF	.000	.888	.722	.000	.881	.583	.000	.500	.000	.563	.750	.919	.000	.000	.914	.000	.000	.000	.000	.000	.907



Lockport Rd/Tuscarora Rd - TMC

Tue Nov 23, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904520, Location: 43.12123, -78.95096

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

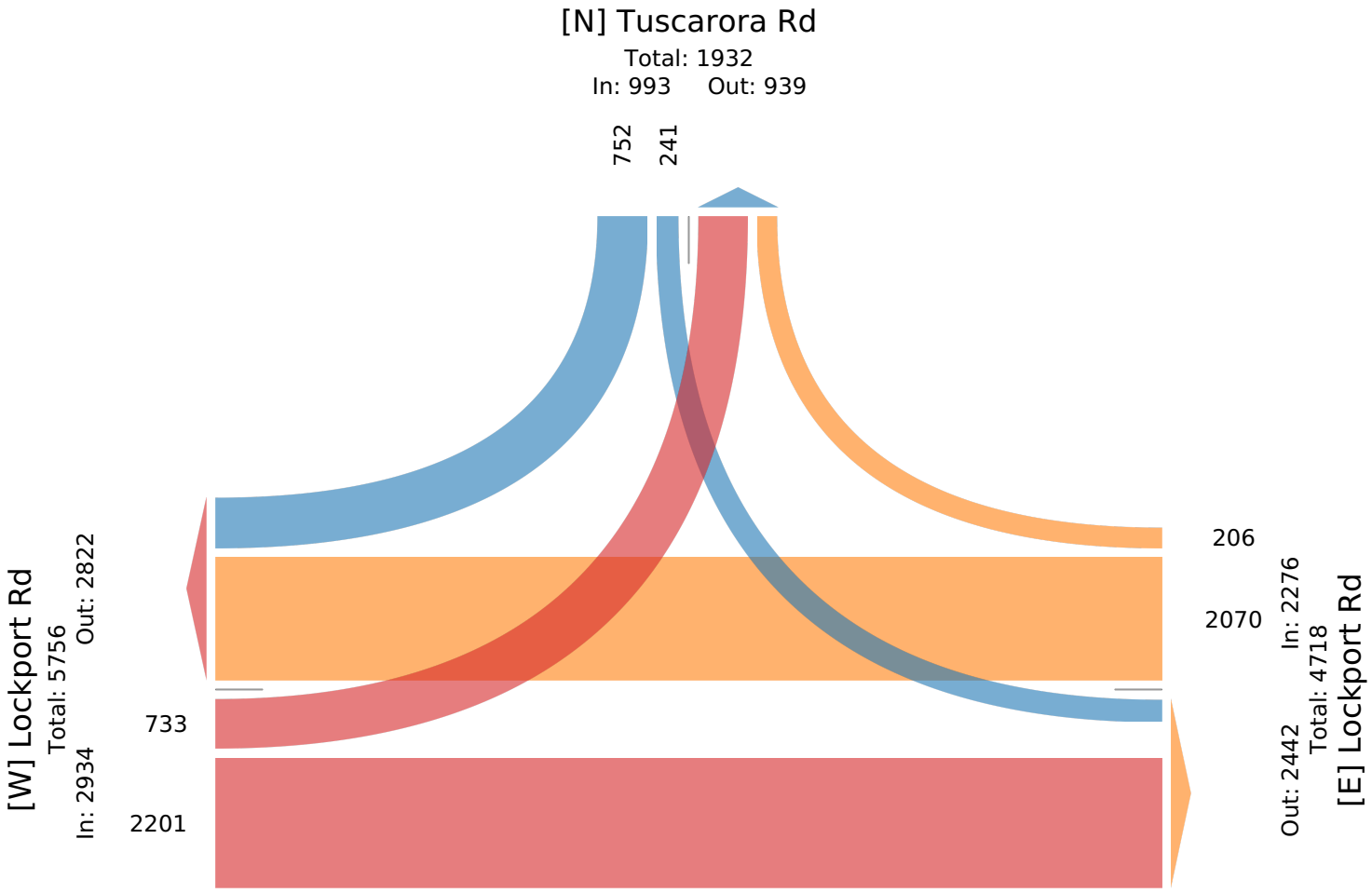
Leg Direction	Tuscarora Rd Southbound					Lockport Rd Westbound					Lockport Rd Eastbound					
Time	R	L	U	App	Ped*	R	T	U	App	Ped*	T	L	U	App	Ped*	Int
2021-11-23 6:00AM	13	2	0	**15**	0	1	30	0	**31**	0	41	5	0	**46**	0	**92**
6:15AM	22	5	0	**27**	0	1	43	0	**44**	0	60	4	0	**64**	0	**135**
6:30AM	24	13	0	**37**	0	2	67	0	**69**	0	54	8	0	**62**	0	**168**
6:45AM	22	11	0	**33**	0	2	68	0	**70**	0	69	14	0	**83**	0	**186**
Hourly Total	81	31	0	**112**	0	6	208	0	**214**	0	224	31	0	**255**	0	**581**
7:00AM	17	4	0	**21**	0	8	37	0	**45**	0	73	13	0	**86**	0	**152**
7:15AM	16	9	0	**25**	0	3	70	0	**73**	0	77	33	0	**110**	0	**208**
7:30AM	30	10	0	**40**	0	1	75	0	**76**	0	63	17	0	**80**	0	**196**
7:45AM	35	9	0	**44**	0	2	81	0	**83**	0	76	18	0	**94**	0	**221**
Hourly Total	98	32	0	**130**	0	14	263	0	**277**	0	289	81	0	**370**	0	**777**
8:00AM	20	11	0	**31**	0	4	81	0	**85**	0	70	19	0	**89**	0	**205**
8:15AM	24	11	0	**35**	0	7	61	0	**68**	0	77	16	0	**93**	0	**196**
8:30AM	22	12	0	**34**	0	10	78	0	**88**	0	73	16	0	**89**	0	**211**
8:45AM	30	11	0	**41**	0	7	79	0	**86**	0	92	14	0	**106**	0	**233**
Hourly Total	96	45	0	**141**	0	28	299	0	**327**	0	312	65	0	**377**	0	**845**
9:00AM	12	15	0	**27**	0	8	71	0	**79**	0	84	26	0	**110**	0	**216**
9:15AM	29	17	0	**46**	0	4	57	0	**61**	0	71	11	0	**82**	0	**189**
9:30AM	20	6	0	**26**	0	7	56	0	**63**	0	52	27	0	**79**	0	**168**
9:45AM	23	2	0	**25**	0	6	68	0	**74**	0	51	20	0	**71**	0	**170**
Hourly Total	84	40	0	**124**	0	25	252	0	**277**	0	258	84	0	**342**	0	**743**
10:00AM	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**
4:00PM	31	6	0	**37**	0	12	128	0	**140**	0	116	33	0	**149**	0	**326**
4:15PM	37	7	0	**44**	0	15	93	0	**108**	0	109	44	0	**153**	0	**305**
4:30PM	27	11	0	**38**	0	14	138	0	**152**	0	112	51	0	**163**	0	**353**
4:45PM	29	8	0	**37**	0	11	80	0	**91**	0	81	38	0	**119**	0	**247**
Hourly Total	124	32	0	**156**	0	52	439	0	**491**	0	418	166	0	**584**	0	**1231**
5:00PM	34	8	0	**42**	0	13	68	0	**81**	0	95	19	0	**114**	0	**237**
5:15PM	23	9	0	**32**	0	7	83	0	**90**	0	82	29	0	**111**	0	**233**
5:30PM	24	6	0	**30**	0	15	78	0	**93**	0	82	31	0	**113**	0	**236**
5:45PM	23	5	0	**28**	0	9	57	0	**66**	0	71	27	0	**98**	0	**192**
Hourly Total	104	28	0	**132**	0	44	286	0	**330**	0	330	106	0	**436**	0	**898**
6:00PM	28	7	0	**35**	0	4	62	0	**66**	0	41	32	0	**73**	0	**174**
6:15PM	21	4	0	**25**	0	4	66	0	**70**	0	55	24	0	**79**	0	**174**
6:30PM	24	9	0	**33**	0	5	35	0	**40**	0	58	25	0	**83**	0	**156**
6:45PM	23	7	0	**30**	0	4	31	0	**35**	0	44	25	0	**69**	0	**134**
Hourly Total	96	27	0	**123**	0	17	194	0	**211**	0	198	106	0	**304**	0	**638**
7:00PM	18	2	0	**20**	0	7	42	0	**49**	0	47	20	0	**67**	0	**136**
7:15PM	16	2	0	**18**	0	3	25	0	**28**	0	41	23	0	**64**	0	**110**
7:30PM	21	1	0	**22**	0	5	34	0	**39**	0	42	25	0	**67**	0	**128**
7:45PM	14	1	0	**15**	0	5	28	0	**33**	0	42	26	0	**68**	0	**116**
Hourly Total	69	6	0	**75**	0	20	129	0	**149**	0	172	94	0	**266**	0	**490**
8:00PM	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**
Total	752	241	0	**993**	0	206	2070	0	**2276**	0	2201	733	0	**2934**	0	**6203**
% Approach	75.7%	24.3%	0%	**-**	-	9.1%	90.9%	0%	**-**	-	75.0%	25.0%	0%	**-**	-	-
% Total	12.1%	3.9%	0%	**16.0%**	-	3.3%	33.4%	0%	**36.7%**	-	35.5%	11.8%	0%	**47.3%**	-	-
Motorcycles	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Lights	720	228	0	**948**	-	194	1929	0	**2123**	-	2077	712	0	**2789**	-	5860
% Lights	95.7%	94.6%	0%	**95.5%**	-	94.2%	93.2%	0%	**93.3%**	-	94.4%	97.1%	0%	**95.1%**	-	94.5%
Heavy	32	13	0	**45**	-	12	141	0	**153**	-	124	21	0	**145**	-	343
% Heavy	4.3%	5.4%	0%	**4.5%**	-	5.8%	6.8%	0%	**6.7%**	-	5.6%	2.9%	0%	**4.9%**	-	5.5%

Leg	Tuscarora Rd					Lockport Rd					Lockport Rd					
Direction	Southbound					Westbound					Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Tuscarora Rd - TMC
Tue Nov 23, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904520, Location: 43.12123, -78.95096

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Tuscarora Rd - TMC

Tue Nov 23, 2021
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904520, Location: 43.12123, -78.95096

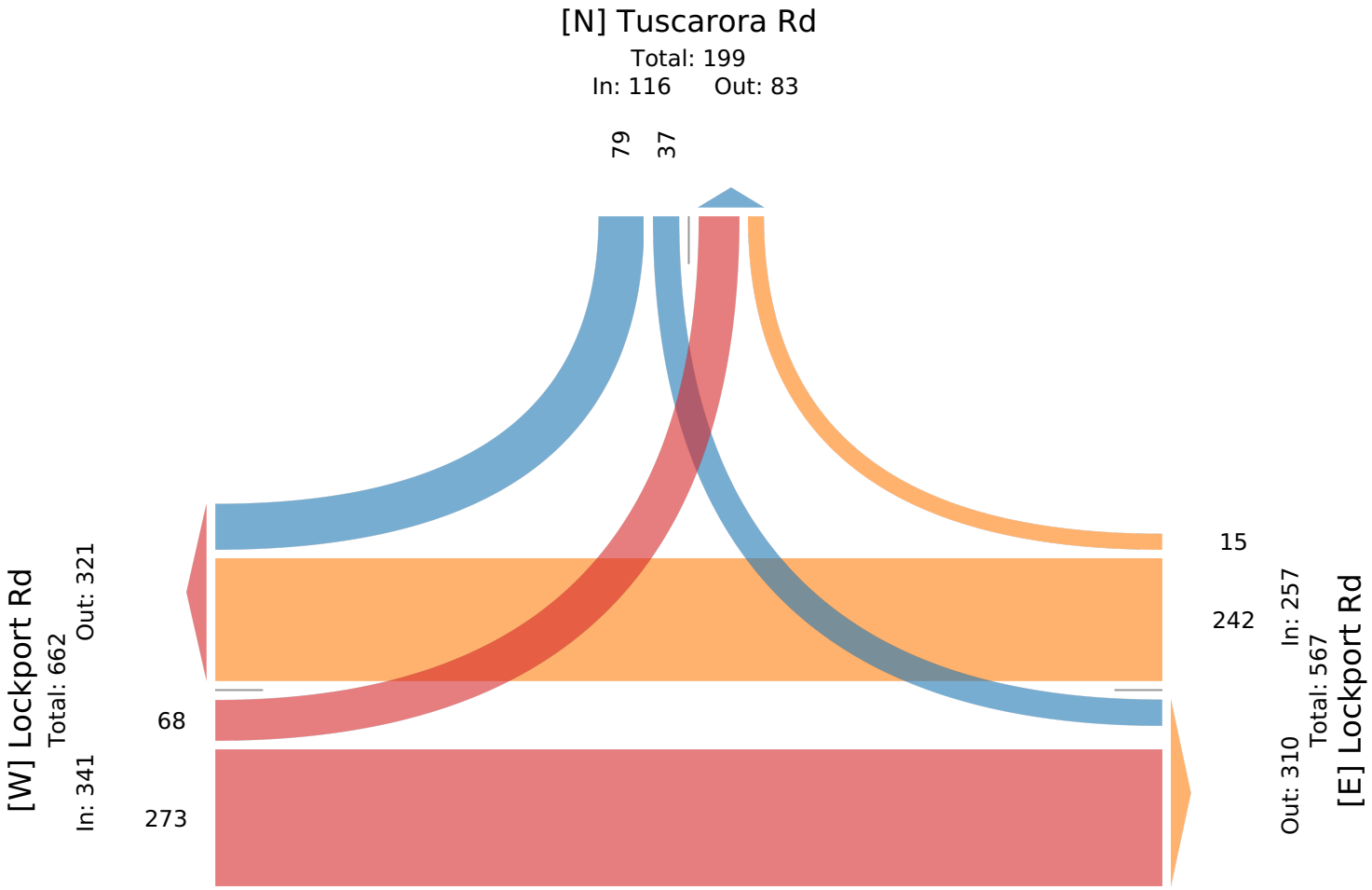
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Tuscarora Rd Southbound					Lockport Rd Westbound					Lockport Rd Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2021-11-23 6:30AM	24	13	0	**37**	0	2	67	0	**69**	0	54	8	0	**62**	0	**168**
6:45AM	22	11	0	**33**	0	2	68	0	**70**	0	69	14	0	**83**	0	**186**
7:00AM	17	4	0	**21**	0	8	37	0	**45**	0	73	13	0	**86**	0	**152**
7:15AM	16	9	0	**25**	0	3	70	0	**73**	0	77	33	0	**110**	0	**208**
Total	79	37	0	**116**	0	15	242	0	**257**	0	273	68	0	**341**	0	**714**
% Approach	68.1%	31.9%	0%	**-**	-	5.8%	94.2%	0%	**-**	-	80.1%	19.9%	0%	**-**	-	**-**
% Total	11.1%	5.2%	0%	**16.2%**	-	2.1%	33.9%	0%	**36.0%**	-	38.2%	9.5%	0%	**47.8%**	-	**-**
PHF	0.823	0.712	-	**0.784**	-	0.469	0.864	-	**0.880**	-	0.886	0.515	-	**0.775**	-	0.858
Motorcycles	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Lights	72	36	0	**108**	-	13	219	0	**232**	-	252	65	0	**317**	-	657
% Lights	91.1%	97.3%	0%	**93.1%**	-	86.7%	90.5%	0%	**90.3%**	-	92.3%	95.6%	0%	**93.0%**	-	92.0%
Heavy	7	1	0	**8**	-	2	23	0	**25**	-	21	3	0	**24**	-	57
% Heavy	8.9%	2.7%	0%	**6.9%**	-	13.3%	9.5%	0%	**9.7%**	-	7.7%	4.4%	0%	**7.0%**	-	8.0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Tuscarora Rd - TMC
Tue Nov 23, 2021
Forced Peak (6:30 AM - 7:30 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904520, Location: 43.12123, -78.95096

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Tuscarora Rd - TMC

Tue Nov 23, 2021
AM Peak (8:15 AM - 9:15 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904520, Location: 43.12123, -78.95096

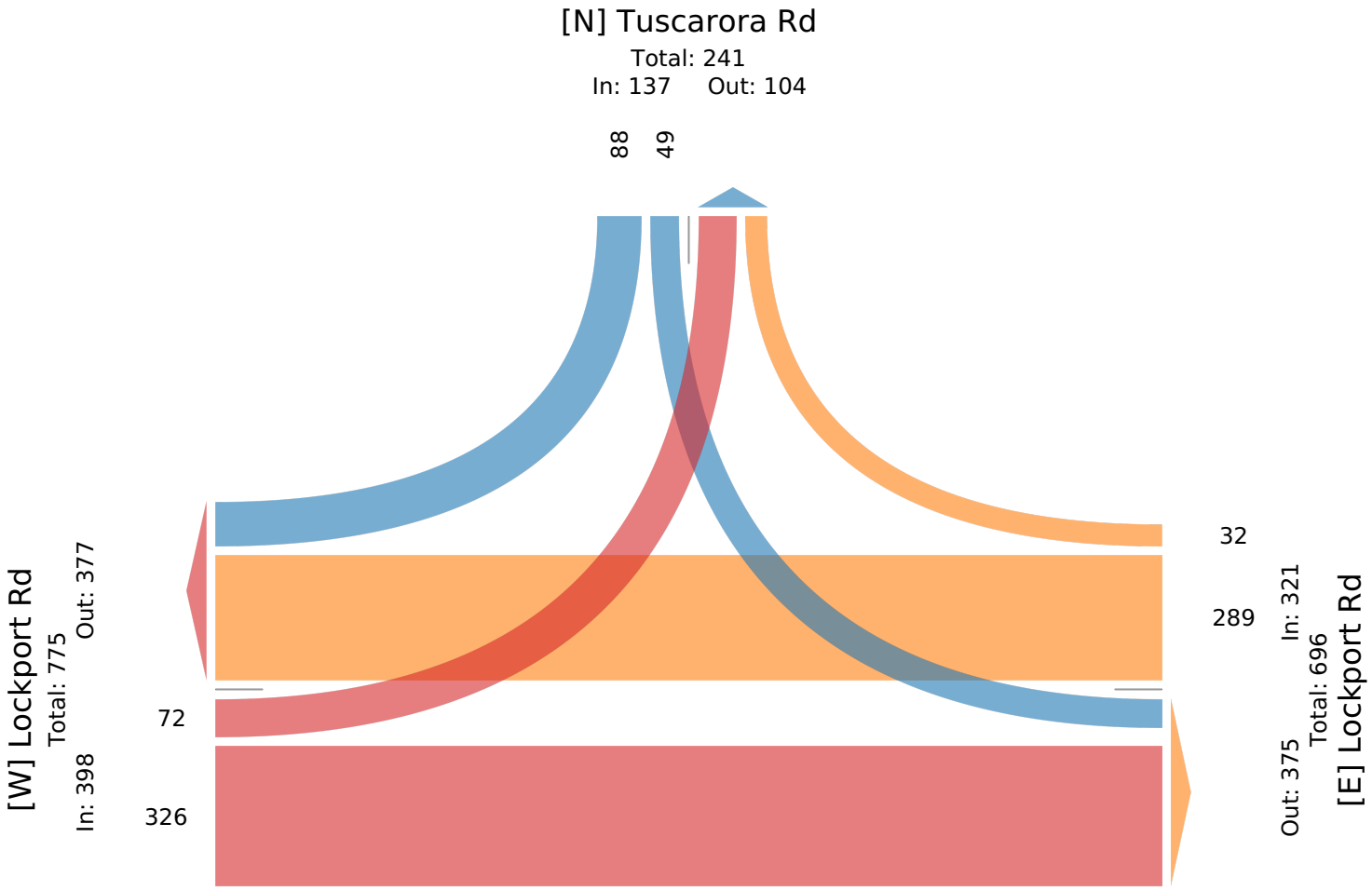
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Tuscarora Rd Southbound					Lockport Rd Westbound					Lockport Rd Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2021-11-23 8:15AM	24	11	0	**35**	0	7	61	0	**68**	0	77	16	0	**93**	0	**196**
8:30AM	22	12	0	**34**	0	10	78	0	**88**	0	73	16	0	**89**	0	**211**
8:45AM	30	11	0	**41**	0	7	79	0	**86**	0	92	14	0	**106**	0	**233**
9:00AM	12	15	0	**27**	0	8	71	0	**79**	0	84	26	0	**110**	0	**216**
Total	88	49	0	**137**	0	32	289	0	**321**	0	326	72	0	**398**	0	**856**
% Approach	64.2%	35.8%	0%	**-**	-	10.0%	90.0%	0%	**-**	-	81.9%	18.1%	0%	**-**	-	**-**
% Total	10.3%	5.7%	0%	**16.0%**	-	3.7%	33.8%	0%	**37.5%**	-	38.1%	8.4%	0%	**46.5%**	-	**-**
PHF	0.733	0.817	-	**0.835**	-	0.800	0.915	-	**0.912**	-	0.886	0.692	-	**0.905**	-	0.918
Motorcycles	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Lights	85	46	0	**131**	-	24	254	0	**278**	-	289	71	0	**360**	-	769
% Lights	96.6%	93.9%	0%	**95.6%**	-	75.0%	87.9%	0%	**86.6%**	-	88.7%	98.6%	0%	**90.5%**	-	89.8%
Heavy	3	3	0	**6**	-	8	35	0	**43**	-	37	1	0	**38**	-	87
% Heavy	3.4%	6.1%	0%	**4.4%**	-	25.0%	12.1%	0%	**13.4%**	-	11.3%	1.4%	0%	**9.5%**	-	10.2%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Tuscarora Rd - TMC
Tue Nov 23, 2021
AM Peak (8:15 AM - 9:15 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904520, Location: 43.12123, -78.95096

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Tuscarora Rd - TMC

Tue Nov 23, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904520, Location: 43.12123, -78.95096

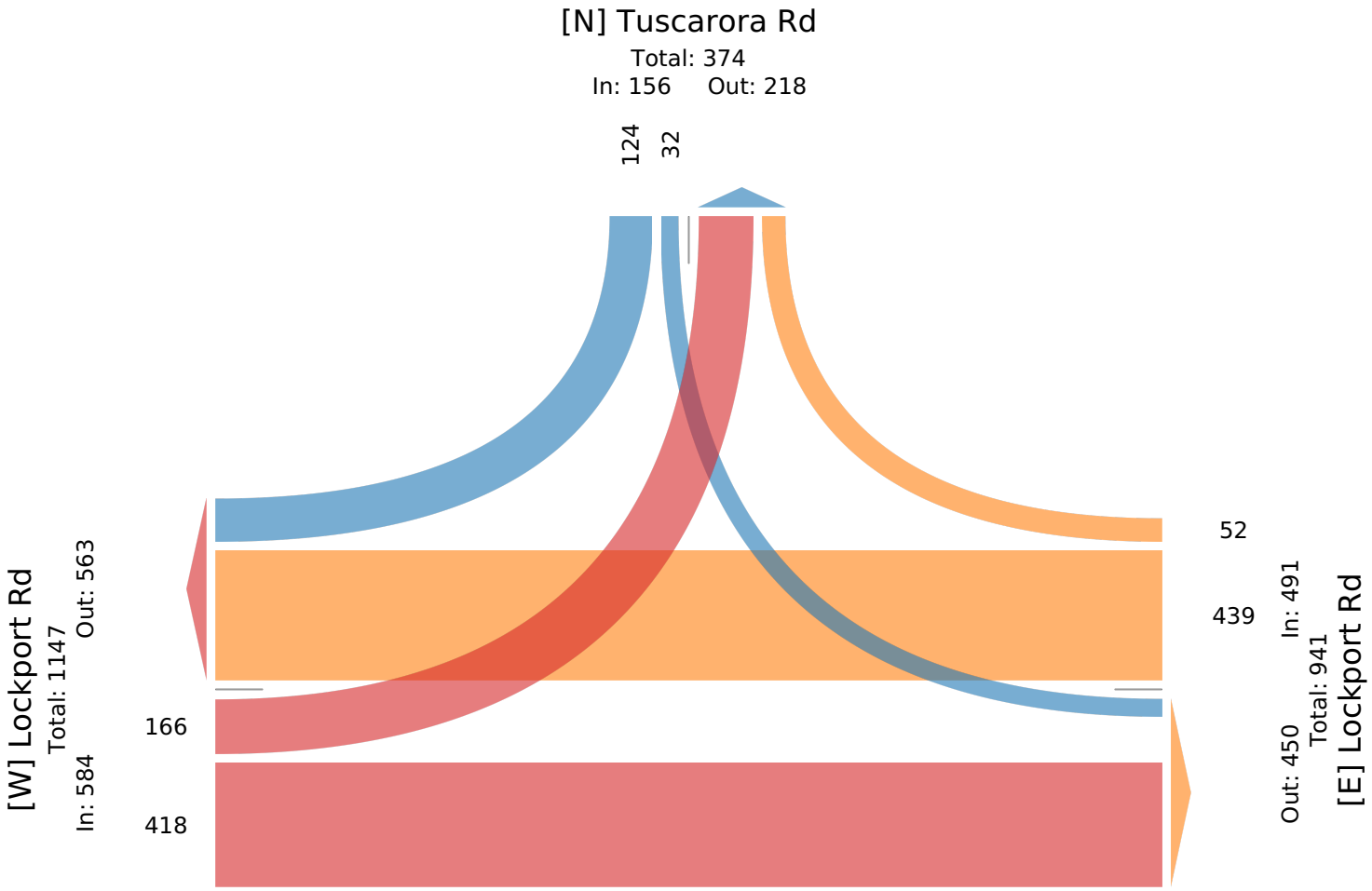
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Tuscarora Rd Southbound					Lockport Rd Westbound					Lockport Rd Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2021-11-23 4:00PM	31	6	0	**37**	0	12	128	0	**140**	0	116	33	0	**149**	0	**326**
4:15PM	37	7	0	**44**	0	15	93	0	**108**	0	109	44	0	**153**	0	**305**
4:30PM	27	11	0	**38**	0	14	138	0	**152**	0	112	51	0	**163**	0	**353**
4:45PM	29	8	0	**37**	0	11	80	0	**91**	0	81	38	0	**119**	0	**247**
Total	124	32	0	**156**	0	52	439	0	**491**	0	418	166	0	**584**	0	**1231**
% Approach	79.5%	20.5%	0%	**-**	-	10.6%	89.4%	0%	**-**	-	71.6%	28.4%	0%	**-**	-	**-**
% Total	10.1%	2.6%	0%	**12.7%**	-	4.2%	35.7%	0%	**39.9%**	-	34.0%	13.5%	0%	**47.4%**	-	**-**
PHF	0.838	0.727	-	**0.886**	-	0.867	0.795	-	**0.808**	-	0.901	0.814	-	**0.896**	-	0.872
Motorcycles	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Lights	120	32	0	**152**	-	51	419	0	**470**	-	399	159	0	**558**	-	1180
% Lights	96.8%	100%	0%	**97.4%**	-	98.1%	95.4%	0%	**95.7%**	-	95.5%	95.8%	0%	**95.5%**	-	95.9%
Heavy	4	0	0	**4**	-	1	20	0	**21**	-	19	7	0	**26**	-	51
% Heavy	3.2%	0%	0%	**2.6%**	-	1.9%	4.6%	0%	**4.3%**	-	4.5%	4.2%	0%	**4.5%**	-	4.1%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Tuscarora Rd - TMC
Tue Nov 23, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904520, Location: 43.12123, -78.95096

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Tuscarora Rd - TMC

Tue Nov 23, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904520, Location: 43.12123, -78.95096

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

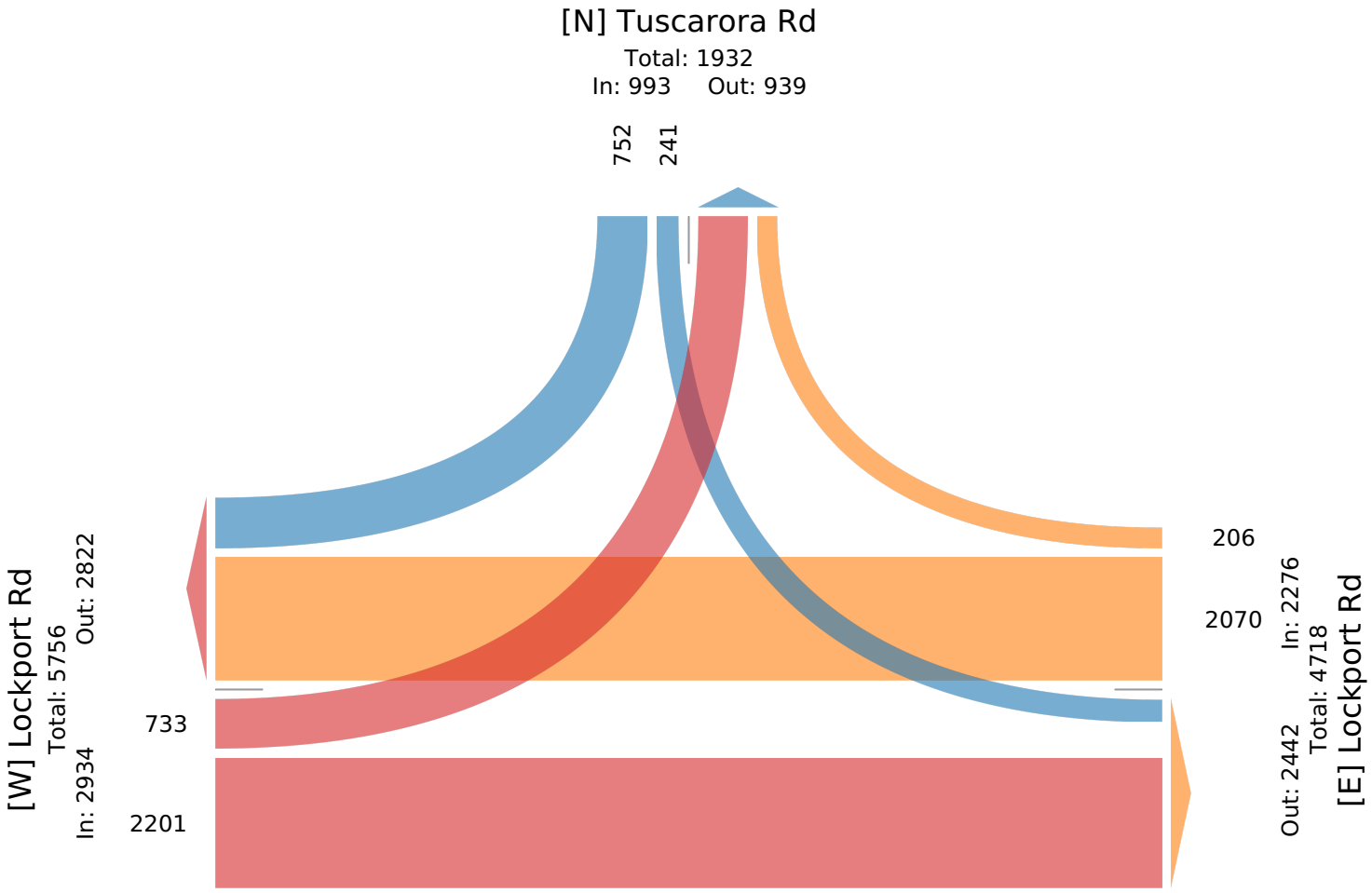
Leg Direction	Tuscarora Rd Southbound					Lockport Rd Westbound					Lockport Rd Eastbound					
Time	R	L	U	App	Ped*	R	T	U	App	Ped*	T	L	U	App	Ped*	Int
2021-11-23 6:00AM	13	2	0	**15**	0	1	30	0	**31**	0	41	5	0	**46**	0	**92**
6:15AM	22	5	0	**27**	0	1	43	0	**44**	0	60	4	0	**64**	0	**135**
6:30AM	24	13	0	**37**	0	2	67	0	**69**	0	54	8	0	**62**	0	**168**
6:45AM	22	11	0	**33**	0	2	68	0	**70**	0	69	14	0	**83**	0	**186**
Hourly Total	81	31	0	**112**	0	6	208	0	**214**	0	224	31	0	**255**	0	**581**
7:00AM	17	4	0	**21**	0	8	37	0	**45**	0	73	13	0	**86**	0	**152**
7:15AM	16	9	0	**25**	0	3	70	0	**73**	0	77	33	0	**110**	0	**208**
7:30AM	30	10	0	**40**	0	1	75	0	**76**	0	63	17	0	**80**	0	**196**
7:45AM	35	9	0	**44**	0	2	81	0	**83**	0	76	18	0	**94**	0	**221**
Hourly Total	98	32	0	**130**	0	14	263	0	**277**	0	289	81	0	**370**	0	**777**
8:00AM	20	11	0	**31**	0	4	81	0	**85**	0	70	19	0	**89**	0	**205**
8:15AM	24	11	0	**35**	0	7	61	0	**68**	0	77	16	0	**93**	0	**196**
8:30AM	22	12	0	**34**	0	10	78	0	**88**	0	73	16	0	**89**	0	**211**
8:45AM	30	11	0	**41**	0	7	79	0	**86**	0	92	14	0	**106**	0	**233**
Hourly Total	96	45	0	**141**	0	28	299	0	**327**	0	312	65	0	**377**	0	**845**
9:00AM	12	15	0	**27**	0	8	71	0	**79**	0	84	26	0	**110**	0	**216**
9:15AM	29	17	0	**46**	0	4	57	0	**61**	0	71	11	0	**82**	0	**189**
9:30AM	20	6	0	**26**	0	7	56	0	**63**	0	52	27	0	**79**	0	**168**
9:45AM	23	2	0	**25**	0	6	68	0	**74**	0	51	20	0	**71**	0	**170**
Hourly Total	84	40	0	**124**	0	25	252	0	**277**	0	258	84	0	**342**	0	**743**
10:00AM	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**
4:00PM	31	6	0	**37**	0	12	128	0	**140**	0	116	33	0	**149**	0	**326**
4:15PM	37	7	0	**44**	0	15	93	0	**108**	0	109	44	0	**153**	0	**305**
4:30PM	27	11	0	**38**	0	14	138	0	**152**	0	112	51	0	**163**	0	**353**
4:45PM	29	8	0	**37**	0	11	80	0	**91**	0	81	38	0	**119**	0	**247**
Hourly Total	124	32	0	**156**	0	52	439	0	**491**	0	418	166	0	**584**	0	**1231**
5:00PM	34	8	0	**42**	0	13	68	0	**81**	0	95	19	0	**114**	0	**237**
5:15PM	23	9	0	**32**	0	7	83	0	**90**	0	82	29	0	**111**	0	**233**
5:30PM	24	6	0	**30**	0	15	78	0	**93**	0	82	31	0	**113**	0	**236**
5:45PM	23	5	0	**28**	0	9	57	0	**66**	0	71	27	0	**98**	0	**192**
Hourly Total	104	28	0	**132**	0	44	286	0	**330**	0	330	106	0	**436**	0	**898**
6:00PM	28	7	0	**35**	0	4	62	0	**66**	0	41	32	0	**73**	0	**174**
6:15PM	21	4	0	**25**	0	4	66	0	**70**	0	55	24	0	**79**	0	**174**
6:30PM	24	9	0	**33**	0	5	35	0	**40**	0	58	25	0	**83**	0	**156**
6:45PM	23	7	0	**30**	0	4	31	0	**35**	0	44	25	0	**69**	0	**134**
Hourly Total	96	27	0	**123**	0	17	194	0	**211**	0	198	106	0	**304**	0	**638**
7:00PM	18	2	0	**20**	0	7	42	0	**49**	0	47	20	0	**67**	0	**136**
7:15PM	16	2	0	**18**	0	3	25	0	**28**	0	41	23	0	**64**	0	**110**
7:30PM	21	1	0	**22**	0	5	34	0	**39**	0	42	25	0	**67**	0	**128**
7:45PM	14	1	0	**15**	0	5	28	0	**33**	0	42	26	0	**68**	0	**116**
Hourly Total	69	6	0	**75**	0	20	129	0	**149**	0	172	94	0	**266**	0	**490**
8:00PM	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**
Total	752	241	0	**993**	0	206	2070	0	**2276**	0	2201	733	0	**2934**	0	**6203**
% Approach	75.7%	24.3%	0%	**-**	-	9.1%	90.9%	0%	**-**	-	75.0%	25.0%	0%	**-**	-	-
% Total	12.1%	3.9%	0%	**16.0%**	-	3.3%	33.4%	0%	**36.7%**	-	35.5%	11.8%	0%	**47.3%**	-	-
Motorcycles	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Lights	720	228	0	**948**	-	194	1929	0	**2123**	-	2077	712	0	**2789**	-	5860
% Lights	95.7%	94.6%	0%	**95.5%**	-	94.2%	93.2%	0%	**93.3%**	-	94.4%	97.1%	0%	**95.1%**	-	94.5%
Heavy	32	13	0	**45**	-	12	141	0	**153**	-	124	21	0	**145**	-	343
% Heavy	4.3%	5.4%	0%	**4.5%**	-	5.8%	6.8%	0%	**6.7%**	-	5.6%	2.9%	0%	**4.9%**	-	5.5%

Leg	Tuscarora Rd					Lockport Rd					Lockport Rd					
Direction	Southbound					Westbound					Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Tuscarora Rd - TMC
Tue Nov 23, 2021
Full Length (6 AM-10 AM, 4 PM-8 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904520, Location: 43.12123, -78.95096

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Tuscarora Rd - TMC

Tue Nov 23, 2021
AM Peak (8:15 AM - 9:15 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904520, Location: 43.12123, -78.95096

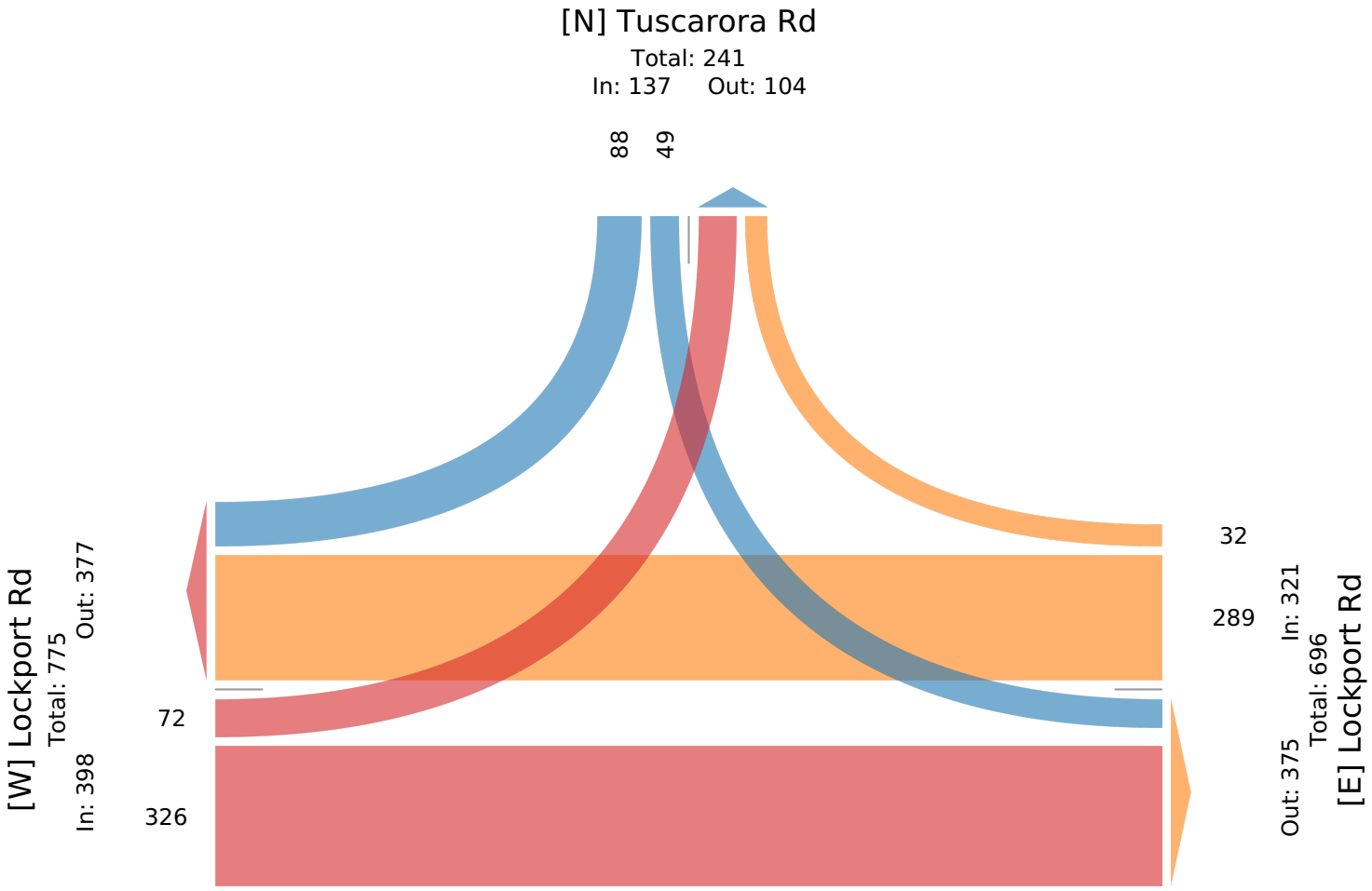
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Tuscarora Rd Southbound					Lockport Rd Westbound					Lockport Rd Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2021-11-23 8:15AM	24	11	0	**35**	0	7	61	0	**68**	0	77	16	0	**93**	0	**196**
8:30AM	22	12	0	**34**	0	10	78	0	**88**	0	73	16	0	**89**	0	**211**
8:45AM	30	11	0	**41**	0	7	79	0	**86**	0	92	14	0	**106**	0	**233**
9:00AM	12	15	0	**27**	0	8	71	0	**79**	0	84	26	0	**110**	0	**216**
Total	88	49	0	**137**	0	32	289	0	**321**	0	326	72	0	**398**	0	**856**
% Approach	64.2%	35.8%	0%	**-**	-	10.0%	90.0%	0%	**-**	-	81.9%	18.1%	0%	**-**	-	**-**
% Total	10.3%	5.7%	0%	**16.0%**	-	3.7%	33.8%	0%	**37.5%**	-	38.1%	8.4%	0%	**46.5%**	-	**-**
PHF	0.733	0.817	-	**0.835**	-	0.800	0.915	-	**0.912**	-	0.886	0.692	-	**0.905**	-	0.918
Motorcycles	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Lights	85	46	0	**131**	-	24	254	0	**278**	-	289	71	0	**360**	-	769
% Lights	96.6%	93.9%	0%	**95.6%**	-	75.0%	87.9%	0%	**86.6%**	-	88.7%	98.6%	0%	**90.5%**	-	89.8%
Heavy	3	3	0	**6**	-	8	35	0	**43**	-	37	1	0	**38**	-	87
% Heavy	3.4%	6.1%	0%	**4.4%**	-	25.0%	12.1%	0%	**13.4%**	-	11.3%	1.4%	0%	**9.5%**	-	10.2%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Tuscarora Rd - TMC
Tue Nov 23, 2021
AM Peak (8:15 AM - 9:15 AM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904520, Location: 43.12123, -78.95096

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Tuscarora Rd - TMC

Tue Nov 23, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904520, Location: 43.12123, -78.95096

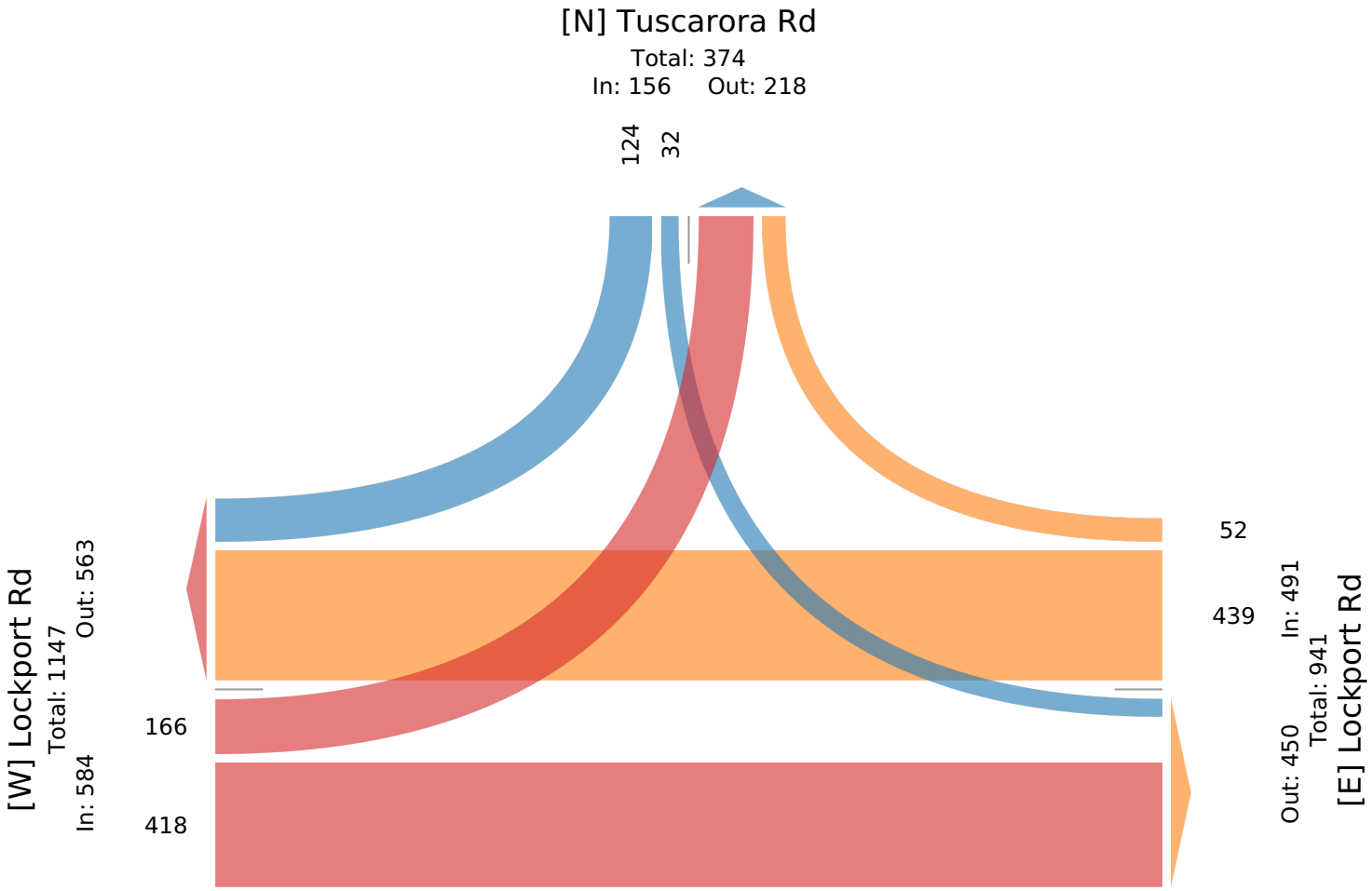
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Tuscarora Rd Southbound					Lockport Rd Westbound					Lockport Rd Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2021-11-23 4:00PM	31	6	0	**37**	0	12	128	0	**140**	0	116	33	0	**149**	0	**326**
4:15PM	37	7	0	**44**	0	15	93	0	**108**	0	109	44	0	**153**	0	**305**
4:30PM	27	11	0	**38**	0	14	138	0	**152**	0	112	51	0	**163**	0	**353**
4:45PM	29	8	0	**37**	0	11	80	0	**91**	0	81	38	0	**119**	0	**247**
Total	124	32	0	**156**	0	52	439	0	**491**	0	418	166	0	**584**	0	**1231**
% Approach	79.5%	20.5%	0%	**-**	-	10.6%	89.4%	0%	**-**	-	71.6%	28.4%	0%	**-**	-	**-**
% Total	10.1%	2.6%	0%	**12.7%**	-	4.2%	35.7%	0%	**39.9%**	-	34.0%	13.5%	0%	**47.4%**	-	**-**
PHF	0.838	0.727	-	**0.886**	-	0.867	0.795	-	**0.808**	-	0.901	0.814	-	**0.896**	-	0.872
Motorcycles	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Lights	120	32	0	**152**	-	51	419	0	**470**	-	399	159	0	**558**	-	1180
% Lights	96.8%	100%	0%	**97.4%**	-	98.1%	95.4%	0%	**95.7%**	-	95.5%	95.8%	0%	**95.5%**	-	95.9%
Heavy	4	0	0	**4**	-	1	20	0	**21**	-	19	7	0	**26**	-	51
% Heavy	3.2%	0%	0%	**2.6%**	-	1.9%	4.6%	0%	**4.3%**	-	4.5%	4.2%	0%	**4.5%**	-	4.1%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Tuscarora Rd - TMC
Tue Nov 23, 2021
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904520, Location: 43.12123, -78.95096

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



Lockport Rd/Tuscarora Rd - TMC

Tue Nov 23, 2021
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904520, Location: 43.12123, -78.95096

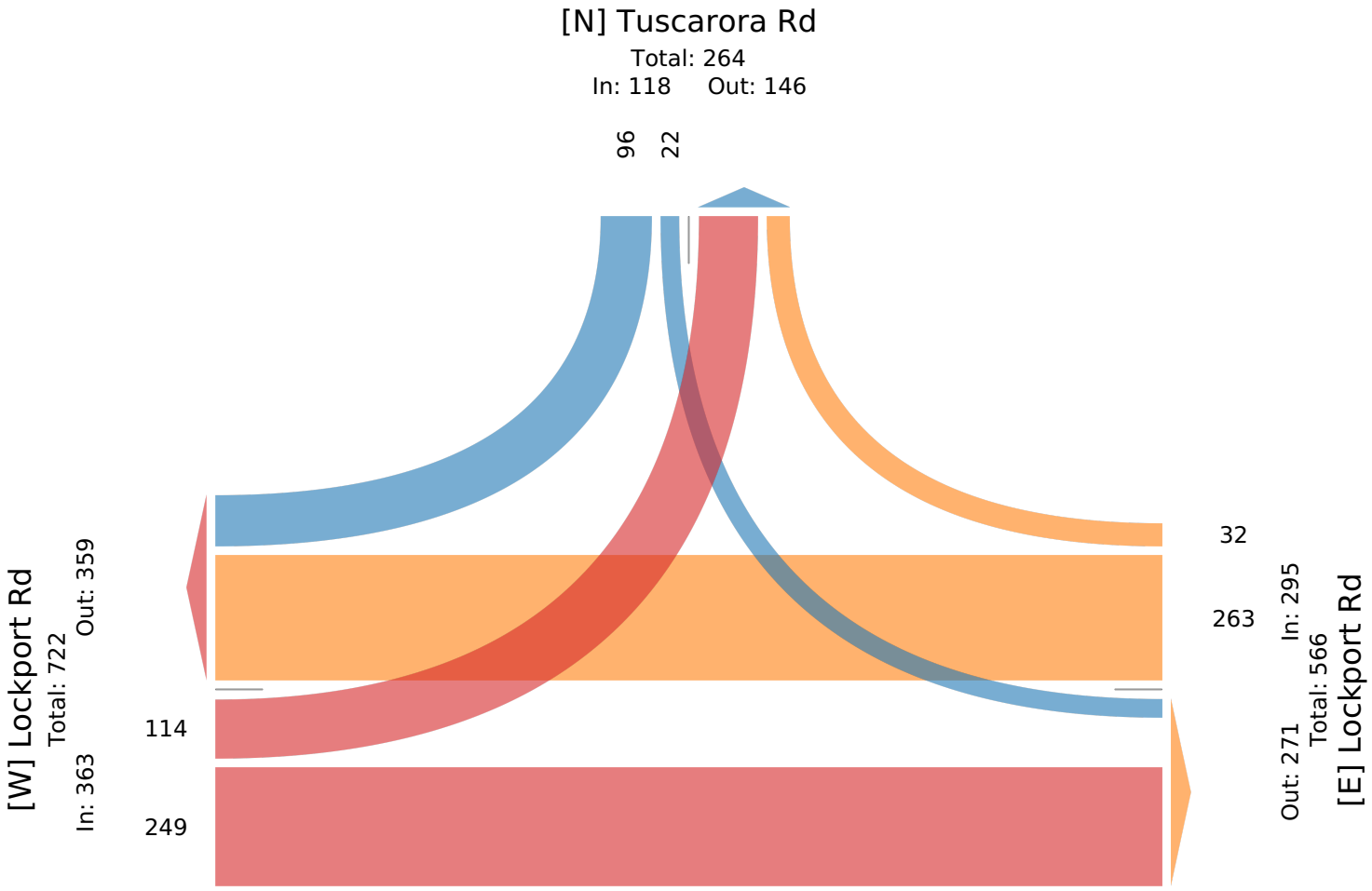
Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US

Leg Direction	Tuscarora Rd Southbound					Lockport Rd Westbound					Lockport Rd Eastbound					
Time	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	**Int**
2021-11-23 5:30PM	24	6	0	**30**	0	15	78	0	**93**	0	82	31	0	**113**	0	**236**
5:45PM	23	5	0	**28**	0	9	57	0	**66**	0	71	27	0	**98**	0	**192**
6:00PM	28	7	0	**35**	0	4	62	0	**66**	0	41	32	0	**73**	0	**174**
6:15PM	21	4	0	**25**	0	4	66	0	**70**	0	55	24	0	**79**	0	**174**
Total	96	22	0	**118**	0	32	263	0	**295**	0	249	114	0	**363**	0	**776**
% Approach	81.4%	18.6%	0%	**-**	-	10.8%	89.2%	0%	**-**	-	68.6%	31.4%	0%	**-**	-	-
% Total	12.4%	2.8%	0%	**15.2%**	-	4.1%	33.9%	0%	**38.0%**	-	32.1%	14.7%	0%	**46.8%**	-	-
PHF	0.857	0.786	-	**0.843**	-	0.533	0.843	-	**0.793**	-	0.759	0.891	-	**0.803**	-	0.822
Motorcycles	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Lights	93	22	0	**115**	-	32	257	0	**289**	-	246	114	0	**360**	-	764
% Lights	96.9%	100%	0%	**97.5%**	-	100%	97.7%	0%	**98.0%**	-	98.8%	100%	0%	**99.2%**	-	98.5%
Heavy	3	0	0	**3**	-	0	6	0	**6**	-	3	0	0	**3**	-	12
% Heavy	3.1%	0%	0%	**2.5%**	-	0%	2.3%	0%	**2.0%**	-	1.2%	0%	0%	**0.8%**	-	1.5%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Lockport Rd/Tuscarora Rd - TMC
Tue Nov 23, 2021
Forced Peak (5:30 PM - 6:30 PM)
All Classes (Motorcycles, Lights, Heavy, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 904520, Location: 43.12123, -78.95096

Provided by: Tri-State Traffic Data: New York Division
1016 Hoosick Rd, Troy, NY, 12180, US



SRF ASSOCIATES, D.P.C.

3495 Winton Place, Building E, Suite 110
Rochester, New York 14623

File Name : Lockport Road at Entrance AM
Site Code : 11111111
Start Date : 4/7/2022
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

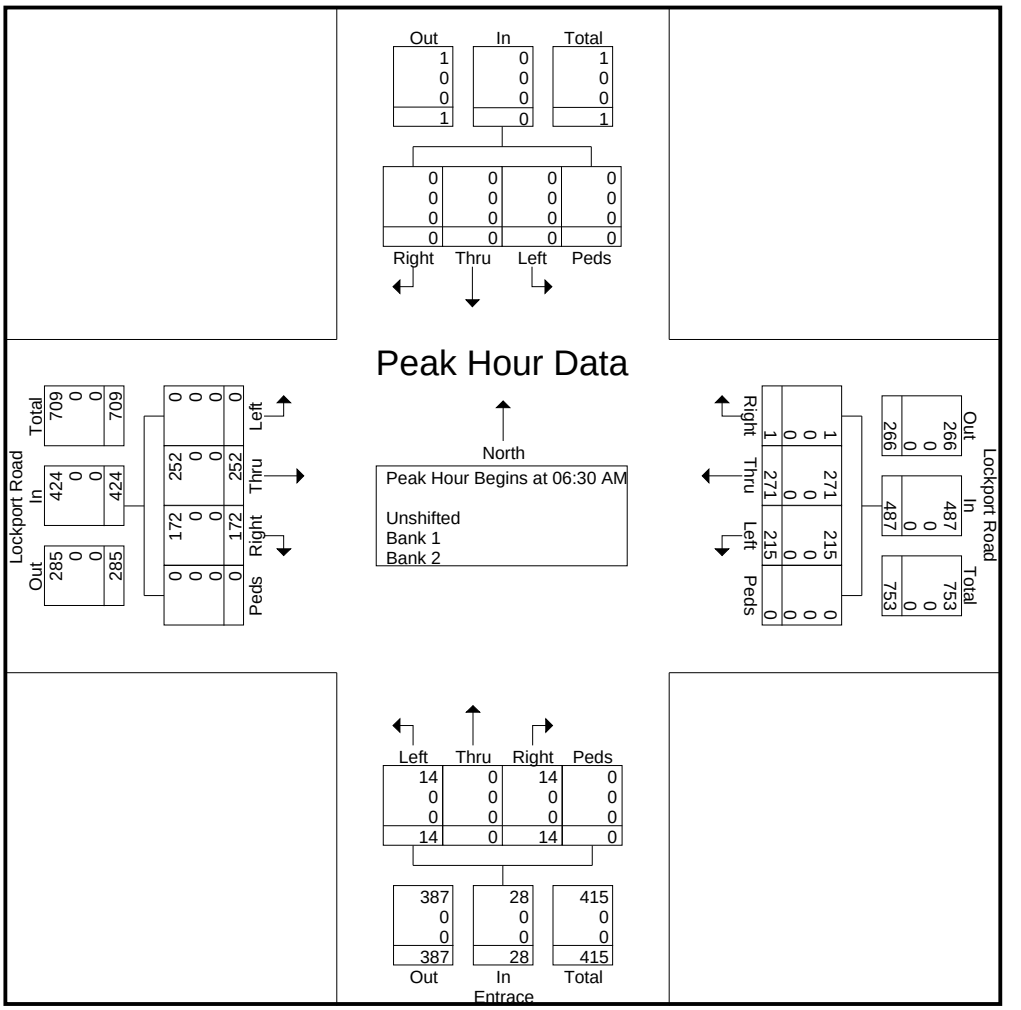
	Southbound				Lockport Road Westbound				Entrace Northbound				Lockport Road Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
06:00 AM	0	0	0	0	0	29	36	0	3	0	4	0	29	29	1	0	131
06:15 AM	0	0	0	0	0	50	46	0	5	0	2	0	35	44	0	0	182
06:30 AM	0	0	0	0	1	78	57	0	1	0	5	0	37	56	0	0	235
06:45 AM	0	0	0	0	0	61	81	0	2	0	2	0	58	69	0	0	273
Total	0	0	0	0	1	218	220	0	11	0	13	0	159	198	1	0	821
07:00 AM	0	0	0	0	0	61	38	0	8	0	3	0	45	67	0	0	222
07:15 AM	0	0	0	0	0	71	39	0	3	0	4	0	32	60	0	0	209
07:30 AM	0	0	0	0	0	79	24	0	4	0	1	0	25	79	0	0	212
07:45 AM	0	0	0	0	0	86	19	0	0	0	1	0	15	75	0	0	196
Total	0	0	0	0	0	297	120	0	15	0	9	0	117	281	0	0	839
08:00 AM	0	0	0	0	0	86	26	0	1	0	0	0	17	67	0	0	197
08:15 AM	0	0	0	0	0	70	9	0	4	0	10	0	5	72	0	0	170
08:30 AM	0	0	0	0	0	86	13	0	3	0	1	0	12	77	0	0	192
08:45 AM	0	0	0	0	0	85	15	0	4	0	1	0	18	100	0	0	223
Total	0	0	0	0	0	327	63	0	12	0	12	0	52	316	0	0	782
Grand Total	0	0	0	0	1	842	403	0	38	0	34	0	328	795	1	0	2442
Apprch %	0	0	0	0	0.1	67.6	32.3	0	52.8	0	47.2	0	29.2	70.7	0.1	0	
Total %	0	0	0	0	0	34.5	16.5	0	1.6	0	1.4	0	13.4	32.6	0	0	
Unshifted	0	0	0	0	1	842	403	0	38	0	34	0	328	795	1	0	2442
% Unshifted	0	0	0	0	100	100	100	0	100	0	100	0	100	100	100	0	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SRF ASSOCIATES, D.P.C.

3495 Winton Place, Building E, Suite 110
Rochester, New York 14623

File Name : Lockport Road at Entrance AM
Site Code : 11111111
Start Date : 4/7/2022

	Southbound					Lockport Road Westbound					Entrace Northbound					Lockport Road Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 07:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30 AM																					
06:30 AM	0	0	0	0	0	**1**	**78**	57	0	136	1	0	**5**	0	6	37	56	0	0	93	235
06:45 AM	0	0	0	0	0	0	61	**81**	0	**142**	2	0	2	0	4	**58**	**69**	0	0	**127**	**273**
07:00 AM	0	0	0	0	0	0	61	38	0	99	**8**	0	3	0	**11**	45	67	0	0	112	222
07:15 AM	0	0	0	0	0	0	71	39	0	110	3	0	4	0	7	32	60	0	0	92	209
Total Volume	0	0	0	0	0	1	271	215	0	487	14	0	14	0	28	172	252	0	0	424	939
% App. Total	0	0	0	0		0.2	55.6	44.1	0		50	0	50	0		40.6	59.4	0	0		
PHF	.000	.000	.000	.000	.000	.250	.869	.664	.000	.857	.438	.000	.700	.000	.636	.741	.913	.000	.000	.835	.860
Unshifted	0	0	0	0	0	1	271	215	0	487	14	0	14	0	28	172	252	0	0	424	939
% Unshifted	0	0	0	0	0	100	100	100	0	100	100	0	100	0	100	100	100	0	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



SRF ASSOCIATES, D.P.C.

3495 Winton Place, Building E, Suite 110
Rochester, New York 14623

File Name : Lockport Rd-Entrance Ave PM Peak
Site Code : 11111111
Start Date : 4/7/2022
Page No : 1

Groups Printed- Unshifted

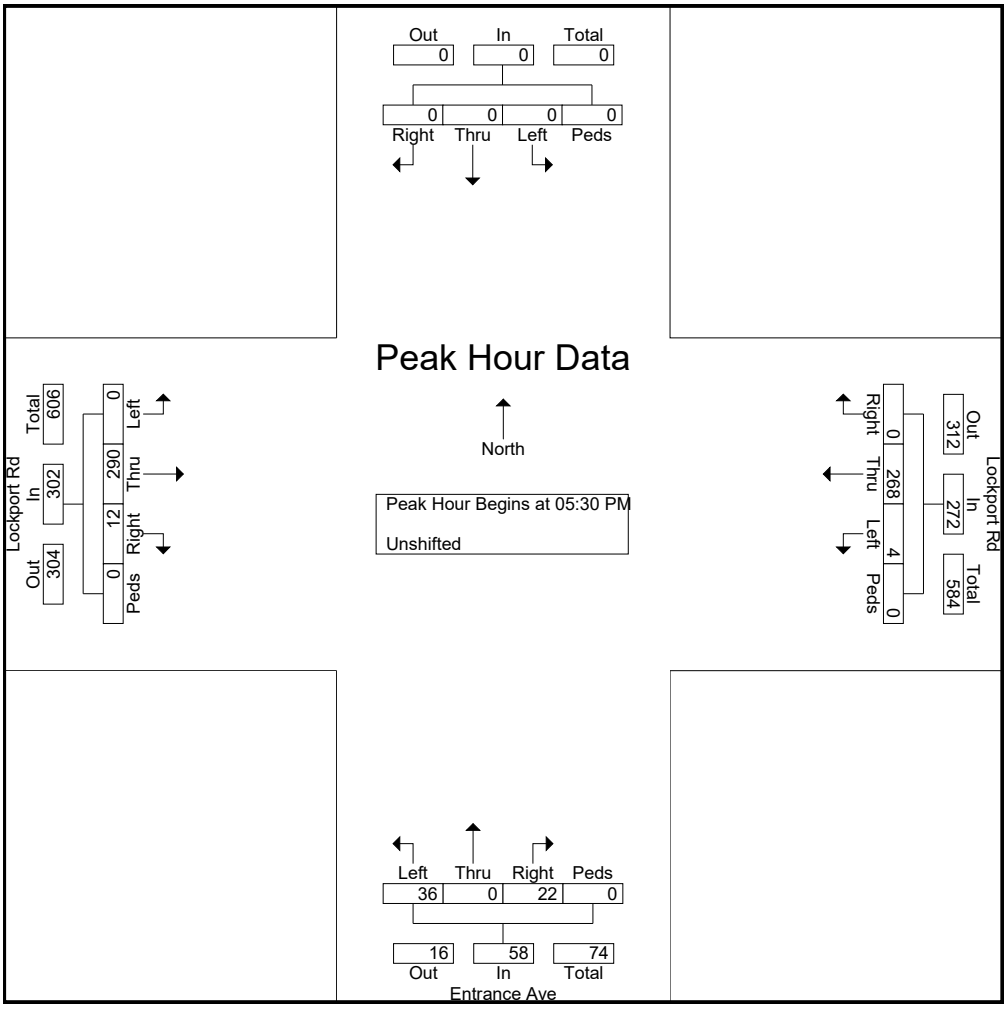
	From North					Lockport Rd From East					Entrance Ave From South					Lockport Rd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	111	1	0	112	41	0	52	0	93	1	104	0	0	105	310
04:15 PM	0	0	0	0	0	0	104	0	0	104	40	0	30	0	70	1	117	0	0	118	292
04:30 PM	0	0	0	0	0	0	118	1	0	119	33	0	32	0	65	1	111	0	0	112	296
04:45 PM	0	0	0	0	0	0	83	3	0	86	23	0	15	0	38	0	111	0	0	111	235
Total	0	0	0	0	0	0	416	5	0	421	137	0	129	0	266	3	443	0	0	446	1133
05:00 PM	0	0	0	0	0	0	82	2	0	84	10	0	8	0	18	5	122	0	0	127	229
05:15 PM	0	0	0	0	0	0	81	3	0	84	13	0	13	0	26	4	96	0	0	100	210
05:30 PM	0	0	0	0	0	0	87	1	0	88	8	0	10	0	18	1	85	0	0	86	192
05:45 PM	0	0	0	0	0	0	70	2	0	72	9	0	8	0	17	1	84	0	0	85	174
Total	0	0	0	0	0	0	320	8	0	328	40	0	39	0	79	11	387	0	0	398	805
06:00 PM	0	0	0	0	0	0	62	0	0	62	4	0	10	0	14	6	71	0	0	77	153
06:15 PM	0	0	0	0	0	0	49	1	0	50	1	0	8	0	9	4	50	0	0	54	113
06:30 PM	0	0	0	0	0	0	48	0	0	48	3	0	4	0	7	5	60	0	0	65	120
06:45 PM	0	0	0	0	0	0	35	2	0	37	0	0	2	0	2	6	52	0	0	58	97
Total	0	0	0	0	0	0	194	3	0	197	8	0	24	0	32	21	233	0	0	254	483
Grand Total	0	0	0	0	0	0	930	16	0	946	185	0	192	0	377	35	1063	0	0	1098	2421
Apprch %	0	0	0	0		0	98.3	1.7	0		49.1	0	50.9	0		3.2	96.8	0	0		
Total %	0	0	0	0	0	0	38.4	0.7	0	39.1	7.6	0	7.9	0	15.6	1.4	43.9	0	0	45.4	

SRF ASSOCIATES, D.P.C.

3495 Winton Place, Building E, Suite 110
Rochester, New York 14623

File Name : Lockport Rd-Entrance Ave PM Peak
Site Code : 11111111
Start Date : 4/7/2022

	From North					Lockport Rd From East					Entrance Ave From South					Lockport Rd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:30 PM																					
05:30 PM	0	0	0	0	0	0	**87**	1	0	**88**	8	0	**10**		**18**	1	**85**	0	0	**86**	**192**
05:45 PM	0	0	0	0	0	0	70	**2**			**9**										
06:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**62**	**0**	**0**	**62**	**4**	**0**	**10**	**0**	**14**	**6**	**71**	**0**	**0**	**77**	**153**
06:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**49**	**1**	**0**	**50**	**1**	**0**	**8**	**0**	**9**	**4**	**50**	**0**	**0**	**54**	**113**
Total Volume	0	0	0	0	0	0	268	4	0	272	22	0	36	0	58	12	290	0	0	302	632
% App. Total	0	0	0	0		0	98.5	1.5	0		37.9	0	62.1	0		4	96	0	0		
PHF	.000	.000	.000	.000	.000	.000	.770	.500	.000	.773	.611	.000	.900	.000	.806	.500	.853	.000	.000	.878	.823



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Niagara Falls, NY

Saturday, April 23, 2022
Location: 43.121452, -78.942147

Count Name: Entrance Ave & Lockport Rd (SAT)
Site Code:
Start Date: 04/23/2022

Turning Movement Data

Start Time	Lockport Rd Eastbound					Lockport Rd Westbound					Entrance Ave Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
12:00 AM	6	2	0	0	8	1	9	0	0	10	1	0	0	0	1	19
12:15 AM	8	0	0	0	8	1	5	0	0	6	0	0	0	0	0	14
12:30 AM	4	1	0	0	5	0	8	0	0	8	0	0	0	0	0	13
12:45 AM	5	0	0	0	5	1	2	0	0	3	0	0	0	0	0	8
Hourly Total	23	3	0	0	26	3	24	0	0	27	1	0	0	0	1	54
1:00 AM	5	1	0	0	6	0	5	0	0	5	0	0	0	0	0	11
1:15 AM	4	1	0	0	5	0	1	0	0	1	0	1	0	0	1	7
1:30 AM	1	0	0	0	1	1	7	0	0	8	1	1	0	0	2	11
1:45 AM	3	0	0	0	3	0	3	0	0	3	0	0	0	0	0	6
Hourly Total	13	2	0	0	15	1	16	0	0	17	1	2	0	0	3	35
2:00 AM	3	0	0	0	3	0	3	0	0	3	0	0	0	0	0	6
2:15 AM	1	0	0	0	1	1	1	0	0	2	0	1	0	0	1	4
2:30 AM	6	0	0	0	6	0	3	0	0	3	1	0	0	0	1	10
2:45 AM	4	1	0	0	5	0	2	0	0	2	1	0	0	0	1	8
Hourly Total	14	1	0	0	15	1	9	0	0	10	2	1	0	0	3	28
3:00 AM	3	0	0	0	3	1	2	0	0	3	0	1	0	0	1	7
3:15 AM	4	0	0	0	4	0	2	0	0	2	0	0	0	0	0	6
3:30 AM	4	0	0	0	4	0	3	0	0	3	0	0	0	0	0	7
3:45 AM	3	0	0	0	3	0	3	0	0	3	0	0	0	0	0	6
Hourly Total	14	0	0	0	14	1	10	0	0	11	0	1	0	0	1	26
4:00 AM	4	0	0	0	4	0	1	0	0	1	0	1	0	0	1	6
4:15 AM	4	0	0	0	4	1	7	0	0	8	0	2	0	0	2	14
4:30 AM	1	1	0	0	2	0	8	0	0	8	0	0	0	0	0	10
4:45 AM	5	4	0	0	9	2	4	0	0	6	1	1	0	0	2	17
Hourly Total	14	5	0	0	19	3	20	0	0	23	1	4	0	0	5	47
5:00 AM	5	1	0	0	6	4	9	0	0	13	0	0	0	0	0	19
5:15 AM	7	4	0	0	11	3	4	0	0	7	1	1	0	0	2	20
5:30 AM	9	8	0	0	17	9	9	0	0	18	0	1	0	0	1	36
5:45 AM	17	18	0	0	35	26	7	0	0	33	4	4	0	0	8	76
Hourly Total	38	31	0	0	69	42	29	0	0	71	5	6	0	0	11	151
6:00 AM	12	25	0	0	37	36	8	0	0	44	2	2	0	0	4	85
6:15 AM	6	79	0	0	85	38	11	0	0	49	2	5	0	0	7	141
6:30 AM	15	104	0	0	119	39	15	0	0	54	2	1	0	0	3	176
6:45 AM	27	77	0	0	104	26	15	0	0	41	1	3	0	0	4	149
Hourly Total	60	285	0	0	345	139	49	0	0	188	7	11	0	0	18	551
7:00 AM	18	64	0	0	82	33	22	0	0	55	3	7	0	0	10	147
7:15 AM	20	34	0	0	54	8	20	0	0	28	3	1	0	0	4	86
7:30 AM	26	11	0	0	37	6	17	0	0	23	2	0	0	0	2	62
7:45 AM	34	5	0	0	39	6	27	0	0	33	0	1	0	0	1	73
Hourly Total	98	114	0	0	212	53	86	0	0	139	8	9	0	0	17	368
8:00 AM	20	3	0	0	23	1	27	0	0	28	5	0	0	0	5	56
8:15 AM	39	1	0	0	40	2	28	0	0	30	1	1	0	0	2	72
8:30 AM	42	2	0	0	44	7	43	0	0	50	0	1	0	0	1	95
8:45 AM	42	4	0	0	46	1	38	0	0	39	3	4	0	0	7	92
Hourly Total	143	10	0	0	153	11	136	0	0	147	9	6	0	0	15	315
9:00 AM	50	0	0	0	50	4	40	0	0	44	5	1	0	0	6	100
9:15 AM	28	7	0	0	35	3	43	0	0	46	1	4	0	0	5	86
9:30 AM	60	2	0	0	62	0	46	0	0	46	2	4	0	0	6	114
9:45 AM	36	2	0	0	38	7	53	0	0	60	3	4	0	0	7	105
Hourly Total	174	11	0	0	185	14	182	0	0	196	11	13	0	0	24	405
10:00 AM	43	1	0	0	44	4	59	0	0	63	3	4	0	0	7	114
10:15 AM	46	3	0	0	49	5	45	0	0	50	4	4	0	0	8	107
10:30 AM	48	2	0	0	50	3	58	0	0	61	6	4	0	0	10	121
10:45 AM	52	2	0	0	54	2	58	0	0	60	13	3	0	0	16	130
Hourly Total	189	8	0	0	197	14	220	0	0	234	26	15	0	0	41	472
11:00 AM	49	10	0	0	59	1	56	0	0	57	48	14	0	0	62	178
11:15 AM	75	9	0	0	84	4	65	0	0	69	27	11	0	0	38	191
11:30 AM	59	20	0	0	79	6	60	0	0	66	30	8	0	0	38	183
11:45 AM	84	36	0	0	120	8	72	0	0	80	24	8	0	0	32	232

Hourly Total	267	75	0	0	342	19	253	0	0	272	129	41	0	0	170	784
12:00 PM	75	23	0	0	98	4	79	0	0	83	19	8	0	0	27	208
12:15 PM	69	25	0	0	94	5	56	0	0	61	18	7	0	0	25	180
12:30 PM	65	32	0	0	97	5	58	0	0	63	14	5	0	0	19	179
12:45 PM	61	29	0	0	90	10	58	0	0	68	9	2	0	0	11	169
Hourly Total	270	109	0	0	379	24	251	0	0	275	60	22	0	0	82	736
1:00 PM	66	18	0	0	84	5	67	0	0	72	5	1	0	0	6	162
1:15 PM	62	15	0	0	77	2	71	0	0	73	4	0	0	0	4	154
1:30 PM	79	9	0	0	88	2	65	0	0	67	1	3	0	0	4	159
1:45 PM	84	6	0	0	90	3	82	0	0	85	7	0	0	0	7	182
Hourly Total	291	48	0	0	339	12	285	0	0	297	17	4	0	0	21	657
2:00 PM	51	5	0	0	56	2	81	0	0	83	4	4	0	0	8	147
2:15 PM	65	9	0	0	74	7	84	0	0	91	5	3	0	0	8	173
2:30 PM	65	8	0	0	73	9	69	0	0	78	2	1	0	0	3	154
2:45 PM	77	5	0	0	82	4	58	0	0	62	9	6	0	0	15	159
Hourly Total	258	27	0	0	285	22	292	0	0	314	20	14	0	0	34	633
3:00 PM	77	4	0	0	81	2	52	0	0	54	12	7	0	0	19	154
3:15 PM	73	3	0	0	76	1	62	0	0	63	7	11	0	0	18	157
3:30 PM	79	3	0	0	82	3	72	0	0	75	7	1	0	0	8	165
3:45 PM	65	2	0	0	67	0	63	0	0	63	25	24	0	0	49	179
Hourly Total	294	12	0	0	306	6	249	0	0	255	51	43	0	0	94	655
4:00 PM	70	1	0	0	71	1	67	0	0	68	97	61	0	0	158	297
4:15 PM	67	4	0	0	71	3	56	0	0	59	57	24	0	0	81	211
4:30 PM	67	5	0	0	72	0	60	0	0	60	69	64	0	0	133	265
4:45 PM	64	6	0	0	70	1	66	0	0	67	61	39	0	0	100	237
Hourly Total	268	16	0	0	284	5	249	0	0	254	284	188	0	0	472	1010
5:00 PM	58	4	0	0	62	2	45	0	0	47	34	24	0	0	58	167
5:15 PM	47	4	0	0	51	4	61	0	0	65	20	16	0	0	36	152
5:30 PM	60	4	0	0	64	2	62	0	0	64	23	10	0	0	33	161
5:45 PM	49	4	0	0	53	1	49	0	0	50	13	15	0	0	28	131
Hourly Total	214	16	0	0	230	9	217	0	0	226	90	65	0	0	155	611
6:00 PM	40	4	0	0	44	1	49	0	0	50	10	13	0	0	23	117
6:15 PM	52	3	0	0	55	1	49	0	0	50	17	7	0	0	24	129
6:30 PM	50	3	0	0	53	2	46	0	0	48	12	5	0	0	17	118
6:45 PM	43	3	0	0	46	4	49	0	0	53	6	4	1	1	11	110
Hourly Total	185	13	0	0	198	8	193	0	0	201	45	29	1	1	75	474
7:00 PM	47	5	0	0	52	2	57	0	0	59	6	7	0	0	13	124
7:15 PM	45	3	0	0	48	1	34	0	0	35	8	5	1	0	14	97
7:30 PM	43	4	0	0	47	1	38	0	0	39	9	4	0	1	13	99
7:45 PM	40	5	0	0	45	0	23	0	0	23	5	7	0	0	12	80
Hourly Total	175	17	0	0	192	4	152	0	0	156	28	23	1	1	52	400
8:00 PM	56	2	0	0	58	3	28	0	0	31	3	1	0	0	4	93
8:15 PM	42	4	0	0	46	2	25	0	0	27	2	2	0	0	4	77
8:30 PM	31	8	0	0	39	2	22	0	0	24	0	2	0	0	2	65
8:45 PM	30	3	0	0	33	2	33	0	0	35	0	1	0	0	1	69
Hourly Total	159	17	0	0	176	9	108	0	0	117	5	6	0	0	11	304
9:00 PM	38	4	0	0	42	1	26	0	0	27	1	1	0	0	2	71
9:15 PM	15	5	0	0	20	0	21	0	0	21	1	0	0	0	1	42
9:30 PM	31	1	0	0	32	3	15	0	0	18	0	2	0	0	2	52
9:45 PM	33	0	0	0	33	1	19	0	0	20	0	2	0	0	2	55
Hourly Total	117	10	0	0	127	5	81	0	0	86	2	5	0	0	7	220
10:00 PM	28	1	0	0	29	1	20	0	0	21	2	1	0	0	3	53
10:15 PM	23	1	0	0	24	1	23	0	0	24	0	0	0	0	0	48
10:30 PM	15	0	0	0	15	2	17	0	0	19	1	0	0	0	1	35
10:45 PM	18	2	0	0	20	2	16	0	0	18	1	0	0	0	1	39
Hourly Total	84	4	0	0	88	6	76	0	0	82	4	1	0	0	5	175
11:00 PM	17	2	0	0	19	0	14	0	0	14	2	0	0	0	2	35
11:15 PM	10	1	0	0	11	0	8	0	0	8	2	0	0	0	2	21
11:30 PM	16	0	0	0	16	0	8	0	0	8	0	1	0	0	1	25
11:45 PM	11	0	0	0	11	0	8	0	0	8	0	1	0	0	1	20
Hourly Total	54	3	0	0	57	0	38	0	0	38	4	2	0	0	6	101
Grand Total	3416	837	0	0	4253	411	3225	0	0	3636	810	511	2	2	1323	9212
Approach %	80.3	19.7	0.0	-	-	11.3	88.7	0.0	-	-	61.2	38.6	0.2	-	-	-
Total %	37.1	9.1	0.0	-	46.2	4.5	35.0	0.0	-	39.5	8.8	5.5	0.0	-	14.4	-
Lights	3377	837	0	-	4214	411	3196	0	-	3607	810	511	2	-	1323	9144
% Lights	98.9	100.0	-	-	99.1	100.0	99.1	-	-	99.2	100.0	100.0	100.0	-	100.0	99.3
Buses	7	0	0	-	7	0	3	0	-	3	0	0	0	-	0	10
% Buses	0.2	0.0	-	-	0.2	0.0	0.1	-	-	0.1	0.0	0.0	0.0	-	0.0	0.1
Trucks	32	0	0	-	32	0	26	0	-	26	0	0	0	-	0	58
% Trucks	0.9	0.0	-	-	0.8	0.0	0.8	-	-	0.7	0.0	0.0	0.0	-	0.0	0.6
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

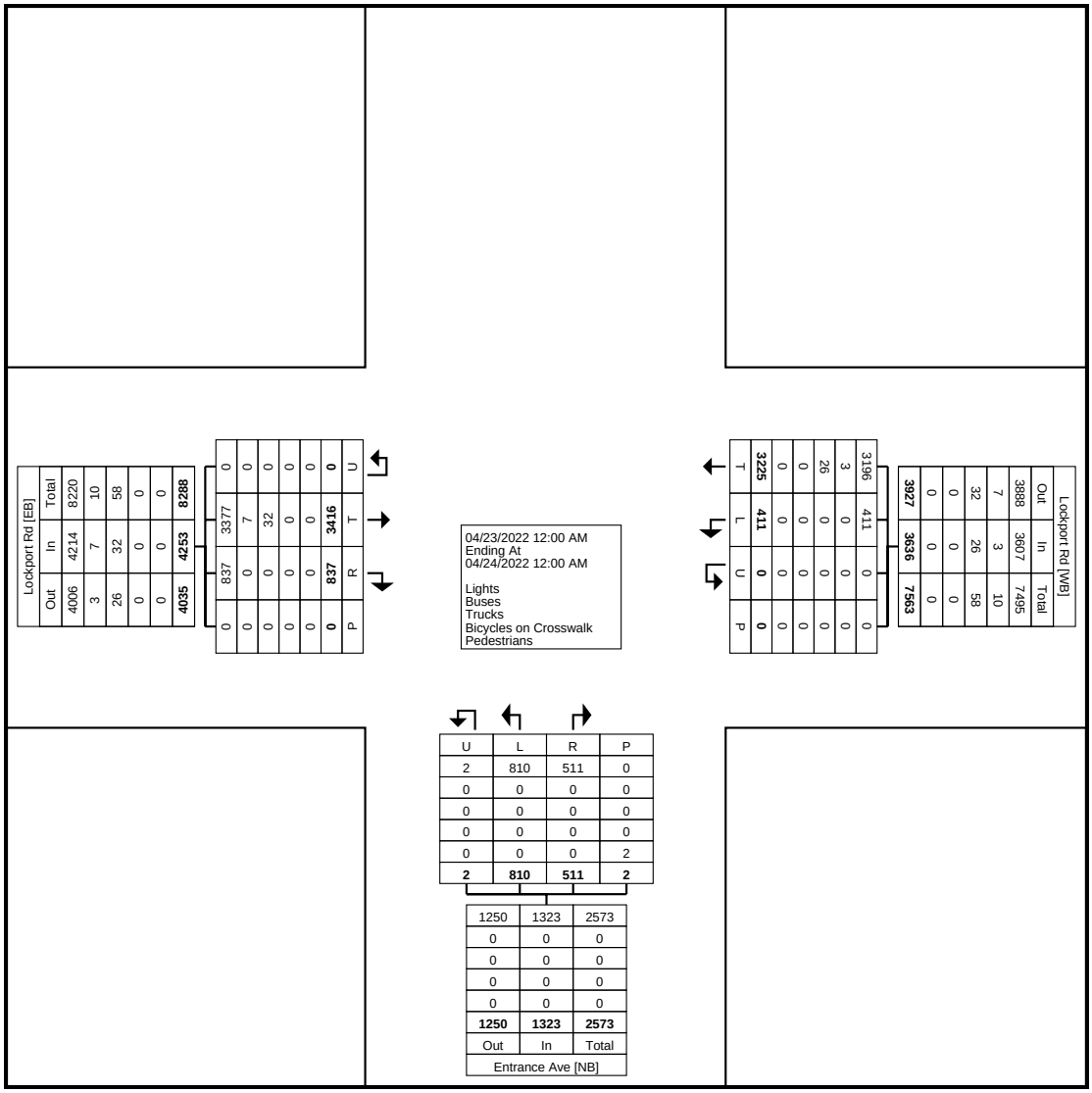
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Niagara Falls, NY

Saturday, April 23, 2022
Location: 43.121452, -78.942147

Count Name: Entrance Ave & Lockport Rd (SAT)
Site Code:
Start Date: 04/23/2022



Turning Movement Data Plot

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184 Baker Rd

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Niagara Falls, NY

Saturday, April 23, 2022
Location: 43.121452, -78.942147

Count Name: Entrance Ave & Lockport Rd (SAT)
Site Code:
Start Date: 04/23/2022

Turning Movement Peak Hour Data (11:00 AM)

Start Time	Lockport Rd Eastbound					Lockport Rd Westbound					Entrance Ave Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
11:00 AM	49	10	0	0	59	1	56	0	0	57	48	14	0	0	62	178
11:15 AM	75	9	0	0	84	4	65	0	0	69	27	11	0	0	38	191
11:30 AM	59	20	0	0	79	6	60	0	0	66	30	8	0	0	38	183
11:45 AM	84	36	0	0	120	8	72	0	0	80	24	8	0	0	32	232
Total	267	75	0	0	342	19	253	0	0	272	129	41	0	0	170	784
Approach %	78.1	21.9	0.0	-	-	7.0	93.0	0.0	-	-	75.9	24.1	0.0	-	-	-
Total %	34.1	9.6	0.0	-	43.6	2.4	32.3	0.0	-	34.7	16.5	5.2	0.0	-	21.7	-
PHF	0.795	0.521	0.000	-	0.713	0.594	0.878	0.000	-	0.850	0.672	0.732	0.000	-	0.685	0.845
Lights	261	75	0	-	336	19	252	0	-	271	129	41	0	-	170	777
% Lights	97.8	100.0	-	-	98.2	100.0	99.6	-	-	99.6	100.0	100.0	-	-	100.0	99.1
Buses	1	0	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Buses	0.4	0.0	-	-	0.3	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.1
Trucks	5	0	0	-	5	0	1	0	-	1	0	0	0	-	0	6
% Trucks	1.9	0.0	-	-	1.5	0.0	0.4	-	-	0.4	0.0	0.0	-	-	0.0	0.8
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

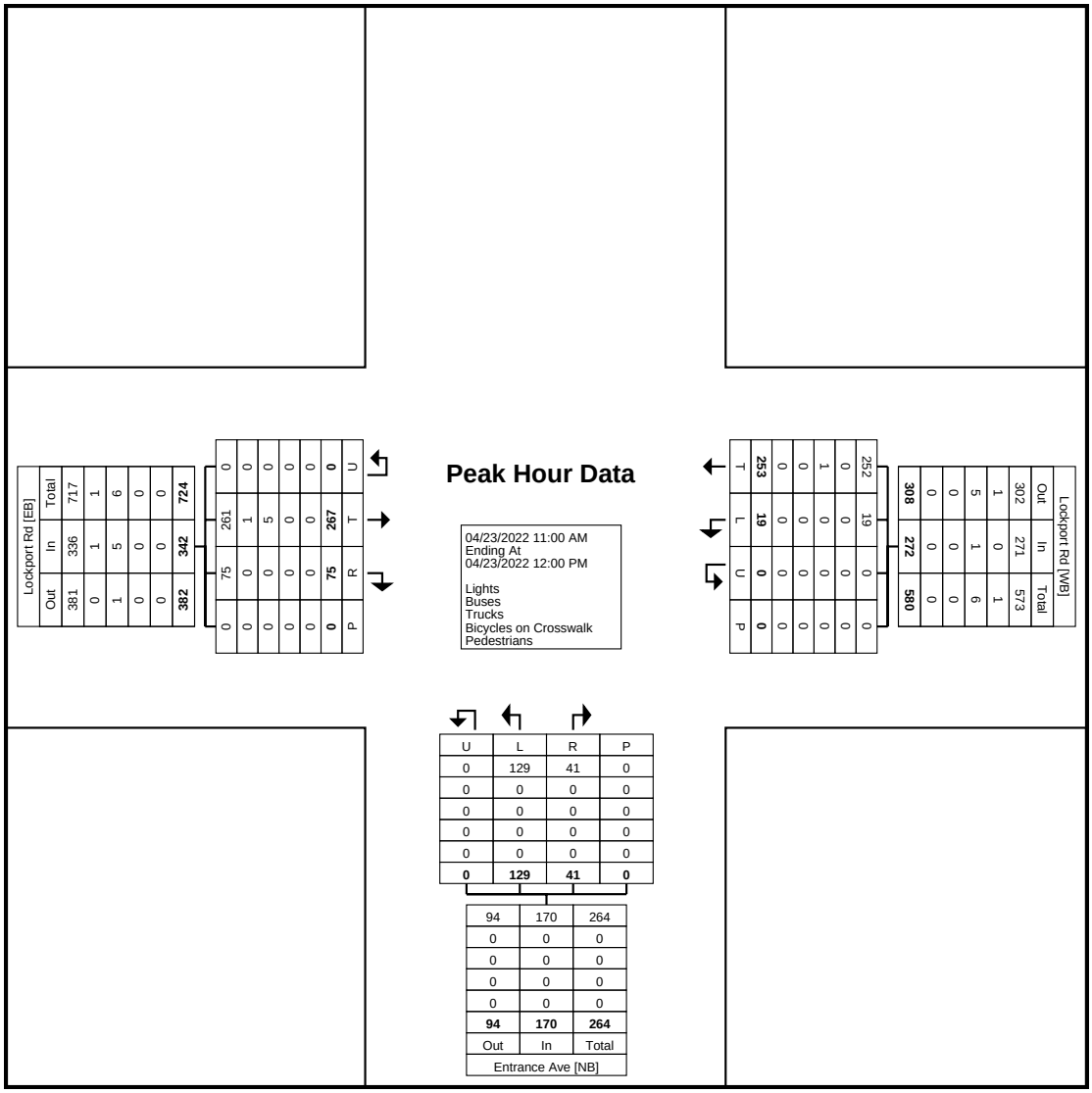
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Niagara Falls, NY

Saturday, April 23, 2022
Location: 43.121452, -78.942147

Count Name: Entrance Ave & Lockport Rd (SAT)
Site Code:
Start Date: 04/23/2022
Page No: 5



Turning Movement Peak Hour Data Plot (11:00 AM)

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Saturday, April 23, 2022
Location: 43.121452, -78.942147

Count Name: Entrance Ave & Lockport Rd (SAT)
Site Code:
Start Date: 04/23/2022

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Lockport Rd Eastbound					Lockport Rd Westbound					Entrance Ave Northbound					
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Int. Total
4:00 PM	70	1	0	0	71	1	67	0	0	68	97	61	0	0	158	297
4:15 PM	67	4	0	0	71	3	56	0	0	59	57	24	0	0	81	211
4:30 PM	67	5	0	0	72	0	60	0	0	60	69	64	0	0	133	265
4:45 PM	64	6	0	0	70	1	66	0	0	67	61	39	0	0	100	237
Total	268	16	0	0	284	5	249	0	0	254	284	188	0	0	472	1010
Approach %	94.4	5.6	0.0	-	-	2.0	98.0	0.0	-	-	60.2	39.8	0.0	-	-	-
Total %	26.5	1.6	0.0	-	28.1	0.5	24.7	0.0	-	25.1	28.1	18.6	0.0	-	46.7	-
PHF	0.957	0.667	0.000	-	0.986	0.417	0.929	0.000	-	0.934	0.732	0.734	0.000	-	0.747	0.850
Lights	267	16	0	-	283	5	248	0	-	253	284	188	0	-	472	1008
% Lights	99.6	100.0	-	-	99.6	100.0	99.6	-	-	99.6	100.0	100.0	-	-	100.0	99.8
Buses	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Buses	0.0	0.0	-	-	0.0	0.0	0.4	-	-	0.4	0.0	0.0	-	-	0.0	0.1
Trucks	1	0	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Trucks	0.4	0.0	-	-	0.4	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

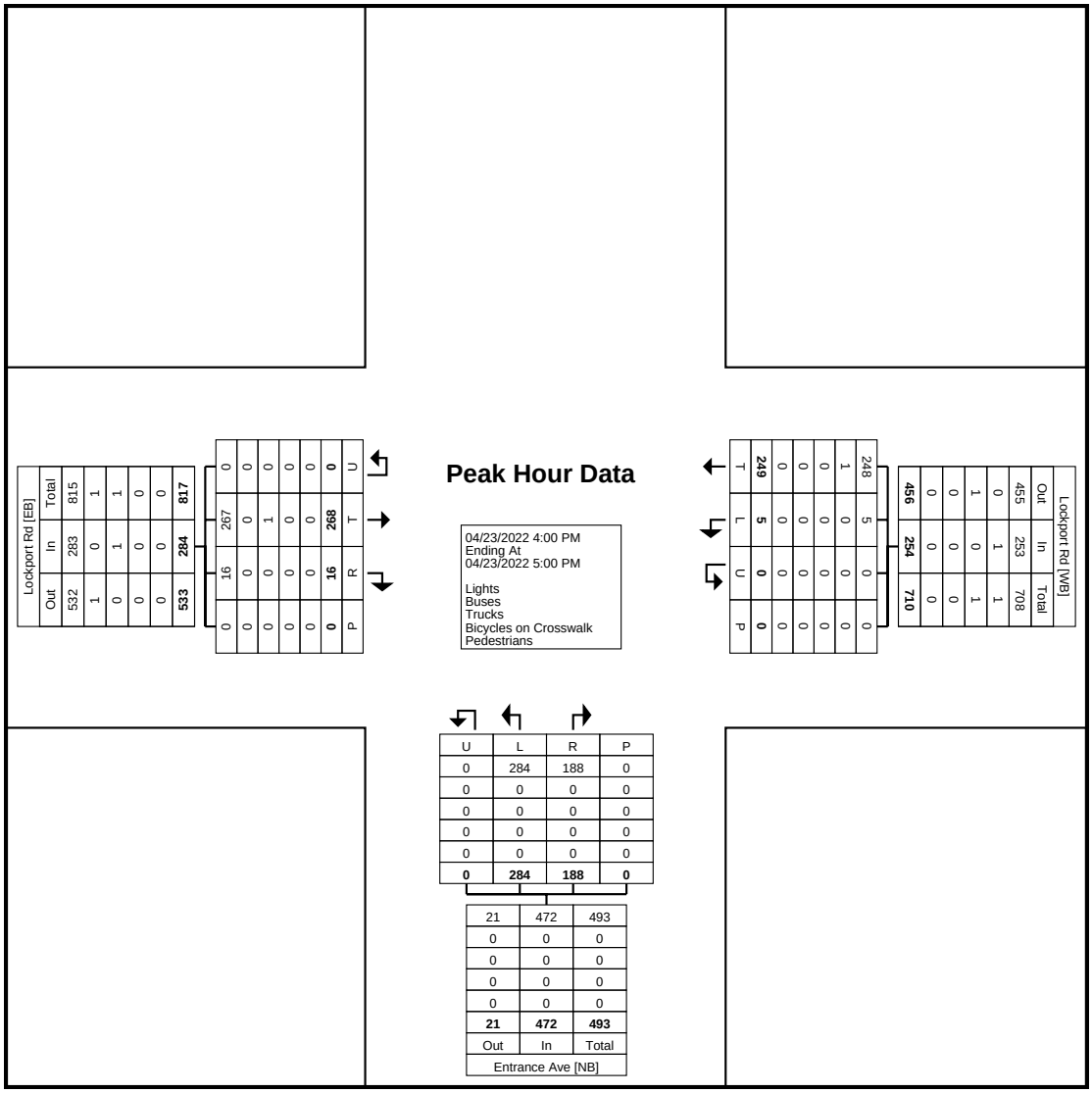
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Saturday, April 23, 2022
Location: 43.121452, -78.942147

Count Name: Entrance Ave & Lockport Rd (SAT)
Site Code:
Start Date: 04/23/2022



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

TRI-STATE TRAFFIC DATA
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Niagara Falls, NY

Sunday, Aprilf 24, 2022
Location: 43.121452, -78.942147

Count Name: Entrance Ave & Lockport Rd (SUN)
Site Code:
Start Date: 04/24/2022

Turning Movement Data

Start Time	Lockport Rd Eastbound					Lockport Rd Westbound					Entrance Ave Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
12:00 AM	5	1	0	0	6	0	8	0	0	8	0	0	0	0	0	14
12:15 AM	10	0	0	0	10	0	9	0	0	9	1	1	0	0	2	21
12:30 AM	11	0	0	0	11	0	11	0	0	11	0	1	0	0	1	23
12:45 AM	11	0	0	0	11	0	9	0	0	9	0	0	0	0	0	20
Hourly Total	37	1	0	0	38	0	37	0	0	37	1	2	0	0	3	78
1:00 AM	3	1	0	0	4	0	3	0	0	3	0	0	0	0	0	7
1:15 AM	1	0	0	0	1	0	6	1	0	7	1	2	0	0	3	11
1:30 AM	6	0	0	0	6	1	6	0	0	7	0	1	0	0	1	14
1:45 AM	3	0	0	0	3	0	2	0	0	2	0	0	0	0	0	5
Hourly Total	13	1	0	0	14	1	17	1	0	19	1	3	0	0	4	37
2:00 AM	4	0	0	0	4	0	2	0	0	2	1	0	0	0	1	7
2:15 AM	4	0	0	0	4	0	3	0	0	3	0	0	0	0	0	7
2:30 AM	4	1	0	0	5	1	1	0	0	2	0	0	0	0	0	7
2:45 AM	2	0	0	0	2	0	4	0	0	4	0	1	0	0	1	7
Hourly Total	14	1	0	0	15	1	10	0	0	11	1	1	0	0	2	28
3:00 AM	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	4
3:15 AM	0	1	0	0	1	0	3	0	0	3	0	1	0	0	1	5
3:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
3:45 AM	2	0	0	0	2	0	2	0	0	2	0	1	0	0	1	5
Hourly Total	4	1	0	0	5	0	9	0	0	9	0	2	0	0	2	16
4:00 AM	5	0	0	0	5	0	1	0	0	1	0	0	0	0	0	6
4:15 AM	3	1	0	0	4	0	6	0	0	6	0	1	0	0	1	11
4:30 AM	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	3
4:45 AM	1	2	0	0	3	3	5	0	0	8	0	0	0	0	0	11
Hourly Total	10	3	0	0	13	4	13	0	0	17	0	1	0	0	1	31
5:00 AM	5	3	0	0	8	3	5	0	0	8	0	1	0	0	1	17
5:15 AM	3	5	0	0	8	4	3	0	0	7	0	1	0	0	1	16
5:30 AM	8	4	0	0	12	8	6	0	0	14	1	0	0	0	1	27
5:45 AM	8	14	0	0	22	17	7	0	0	24	2	3	0	0	5	51
Hourly Total	24	26	0	0	50	32	21	0	0	53	3	5	0	0	8	111
6:00 AM	7	22	0	0	29	25	7	0	0	32	1	6	0	0	7	68
6:15 AM	7	65	0	0	72	37	12	0	0	49	2	5	0	0	7	128
6:30 AM	14	145	0	0	159	49	18	0	0	67	2	1	0	0	3	229
6:45 AM	17	84	0	0	101	28	6	0	0	34	4	6	0	0	10	145
Hourly Total	45	316	0	0	361	139	43	0	0	182	9	18	0	0	27	570
7:00 AM	17	30	0	0	47	7	16	0	0	23	4	3	0	0	7	77
7:15 AM	12	22	0	0	34	6	18	0	0	24	2	1	0	0	3	61
7:30 AM	14	5	0	0	19	5	13	0	0	18	3	1	0	0	4	41
7:45 AM	19	7	0	0	26	5	12	0	0	17	5	4	0	0	9	52
Hourly Total	62	64	0	0	126	23	59	0	0	82	14	9	0	0	23	231
8:00 AM	14	4	0	0	18	4	14	0	0	18	3	2	0	0	5	41
8:15 AM	26	4	0	0	30	0	18	0	0	18	7	2	0	0	9	57
8:30 AM	21	3	0	0	24	2	26	0	0	28	3	0	0	0	3	55
8:45 AM	20	7	0	0	27	1	25	0	0	26	1	1	0	0	2	55
Hourly Total	81	18	0	0	99	7	83	0	0	90	14	5	0	0	19	208
9:00 AM	28	3	0	0	31	2	32	0	0	34	4	1	0	0	5	70
9:15 AM	18	4	0	0	22	0	31	0	0	31	1	1	0	0	2	55
9:30 AM	44	2	0	0	46	3	42	0	0	45	3	0	0	0	3	94
9:45 AM	46	8	0	0	54	2	38	0	0	40	6	1	0	0	7	101
Hourly Total	136	17	0	0	153	7	143	0	0	150	14	3	0	0	17	320
10:00 AM	57	6	0	0	63	4	46	0	0	50	4	4	0	0	8	121
10:15 AM	46	3	0	0	49	7	48	2	0	57	3	6	0	0	9	115
10:30 AM	65	5	0	0	70	7	61	0	0	68	5	0	0	0	5	143
10:45 AM	54	3	0	0	57	5	49	0	0	54	23	9	0	0	32	143
Hourly Total	222	17	0	0	239	23	204	2	0	229	35	19	0	0	54	522
11:00 AM	44	4	0	0	48	2	43	0	0	45	43	12	0	0	55	148
11:15 AM	52	6	0	0	58	4	42	0	0	46	31	6	0	0	37	141
11:30 AM	51	12	0	0	63	2	56	1	0	59	29	6	0	0	35	157
11:45 AM	52	27	0	0	79	4	60	0	0	64	31	7	0	0	38	181

Hourly Total	199	49	0	0	248	12	201	1	0	214	134	31	0	0	165	627
12:00 PM	67	30	0	0	97	6	69	0	0	75	17	11	0	0	28	200
12:15 PM	54	34	0	0	88	14	64	0	0	78	10	5	0	0	15	181
12:30 PM	85	39	0	0	124	1	68	0	0	69	1	1	0	0	2	195
12:45 PM	90	23	0	0	113	10	66	0	0	76	9	7	0	0	16	205
Hourly Total	296	126	0	0	422	31	267	0	0	298	37	24	0	0	61	781
1:00 PM	59	9	0	0	68	1	60	0	0	61	3	4	0	0	7	136
1:15 PM	50	3	0	0	53	4	53	0	0	57	7	3	0	0	10	120
1:30 PM	56	1	0	0	57	3	53	0	0	56	3	3	0	0	6	119
1:45 PM	67	7	0	0	74	2	66	0	0	68	6	3	0	0	9	151
Hourly Total	232	20	0	0	252	10	232	0	0	242	19	13	0	0	32	526
2:00 PM	69	3	0	0	72	0	57	0	0	57	5	5	0	0	10	139
2:15 PM	49	8	0	0	57	2	48	0	0	50	8	6	0	0	14	121
2:30 PM	68	3	0	0	71	5	59	0	0	64	5	5	0	0	10	145
2:45 PM	55	5	0	0	60	3	79	0	0	82	11	11	0	0	22	164
Hourly Total	241	19	0	0	260	10	243	0	0	253	29	27	0	0	56	569
3:00 PM	62	2	0	0	64	2	53	0	0	55	26	10	0	0	36	155
3:15 PM	66	1	0	0	67	0	53	0	0	53	35	19	0	0	54	174
3:30 PM	59	1	0	0	60	1	67	0	0	68	42	31	0	0	73	201
3:45 PM	65	3	0	0	68	3	68	0	0	71	49	44	0	0	93	232
Hourly Total	252	7	0	0	259	6	241	0	0	247	152	104	0	0	256	762
4:00 PM	58	0	1	0	59	0	80	0	0	80	103	63	0	0	166	305
4:15 PM	62	1	0	0	63	1	57	0	0	58	96	65	0	0	161	282
4:30 PM	54	1	0	0	55	2	45	0	0	47	34	24	0	0	58	160
4:45 PM	65	2	0	0	67	1	50	0	0	51	14	15	0	0	29	147
Hourly Total	239	4	1	0	244	4	232	0	0	236	247	167	0	0	414	894
5:00 PM	46	4	0	0	50	6	56	0	0	62	17	15	0	0	32	144
5:15 PM	49	5	0	0	54	0	43	0	0	43	9	4	0	0	13	110
5:30 PM	53	1	0	0	54	2	53	0	0	55	0	7	0	0	7	116
5:45 PM	42	2	0	0	44	3	35	0	0	38	5	5	0	0	10	92
Hourly Total	190	12	0	0	202	11	187	0	0	198	31	31	0	0	62	462
6:00 PM	44	0	0	0	44	1	42	0	0	43	7	5	0	0	12	99
6:15 PM	46	3	0	0	49	1	35	0	0	36	3	1	0	0	4	89
6:30 PM	63	1	0	0	64	0	32	0	0	32	4	3	0	0	7	103
6:45 PM	50	1	0	0	51	1	42	0	0	43	1	5	0	0	6	100
Hourly Total	203	5	0	0	208	3	151	0	0	154	15	14	0	0	29	391
7:00 PM	43	2	0	0	45	1	33	0	0	34	2	4	0	0	6	85
7:15 PM	54	4	0	0	58	0	39	0	0	39	1	0	0	0	1	98
7:30 PM	37	0	0	0	37	1	34	0	0	35	1	2	0	0	3	75
7:45 PM	46	0	0	0	46	0	38	0	0	38	0	1	0	0	1	85
Hourly Total	180	6	0	0	186	2	144	0	0	146	4	7	0	0	11	343
8:00 PM	35	2	0	0	37	2	29	0	0	31	1	1	0	0	2	70
8:15 PM	37	0	0	0	37	0	38	0	0	38	3	3	0	0	6	81
8:30 PM	30	3	0	0	33	0	25	0	0	25	3	0	0	0	3	61
8:45 PM	20	0	1	0	21	2	20	0	0	22	1	0	0	0	1	44
Hourly Total	122	5	1	0	128	4	112	0	0	116	8	4	0	0	12	256
9:00 PM	26	1	0	0	27	0	27	0	0	27	0	2	0	0	2	56
9:15 PM	26	2	0	0	28	0	14	0	0	14	0	1	0	0	1	43
9:30 PM	23	1	0	0	24	3	16	0	0	19	0	0	0	0	0	43
9:45 PM	25	0	0	0	25	0	17	0	0	17	1	0	0	0	1	43
Hourly Total	100	4	0	0	104	3	74	0	0	77	1	3	0	0	4	185
10:00 PM	17	0	0	0	17	0	25	0	0	25	0	0	0	0	0	42
10:15 PM	17	1	0	0	18	1	13	0	0	14	1	0	0	0	1	33
10:30 PM	11	0	0	0	11	2	15	0	0	17	0	1	0	0	1	29
10:45 PM	13	1	0	0	14	1	9	0	0	10	0	0	0	0	0	24
Hourly Total	58	2	0	0	60	4	62	0	0	66	1	1	0	0	2	128
11:00 PM	9	0	0	0	9	0	12	0	0	12	1	0	0	0	1	22
11:15 PM	13	1	0	0	14	0	7	0	0	7	0	0	0	0	0	21
11:30 PM	7	0	0	0	7	0	4	0	0	4	0	1	0	0	1	12
11:45 PM	5	0	0	0	5	0	1	0	0	1	0	0	0	0	0	6
Hourly Total	34	1	0	0	35	0	24	0	0	24	1	1	0	0	2	61
Grand Total	2994	725	2	0	3721	337	2809	4	0	3150	771	495	0	0	1266	8137
Approach %	80.5	19.5	0.1	-	-	10.7	89.2	0.1	-	-	60.9	39.1	0.0	-	-	-
Total %	36.8	8.9	0.0	-	45.7	4.1	34.5	0.0	-	38.7	9.5	6.1	0.0	-	15.6	-
Lights	2976	725	2	-	3703	337	2789	4	-	3130	771	495	0	-	1266	8099
% Lights	99.4	100.0	100.0	-	99.5	100.0	99.3	100.0	-	99.4	100.0	100.0	-	-	100.0	99.5
Buses	3	0	0	-	3	0	2	0	-	2	0	0	0	-	0	5
% Buses	0.1	0.0	0.0	-	0.1	0.0	0.1	0.0	-	0.1	0.0	0.0	-	-	0.0	0.1
Trucks	15	0	0	-	15	0	18	0	-	18	0	0	0	-	0	33
% Trucks	0.5	0.0	0.0	-	0.4	0.0	0.6	0.0	-	0.6	0.0	0.0	-	-	0.0	0.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

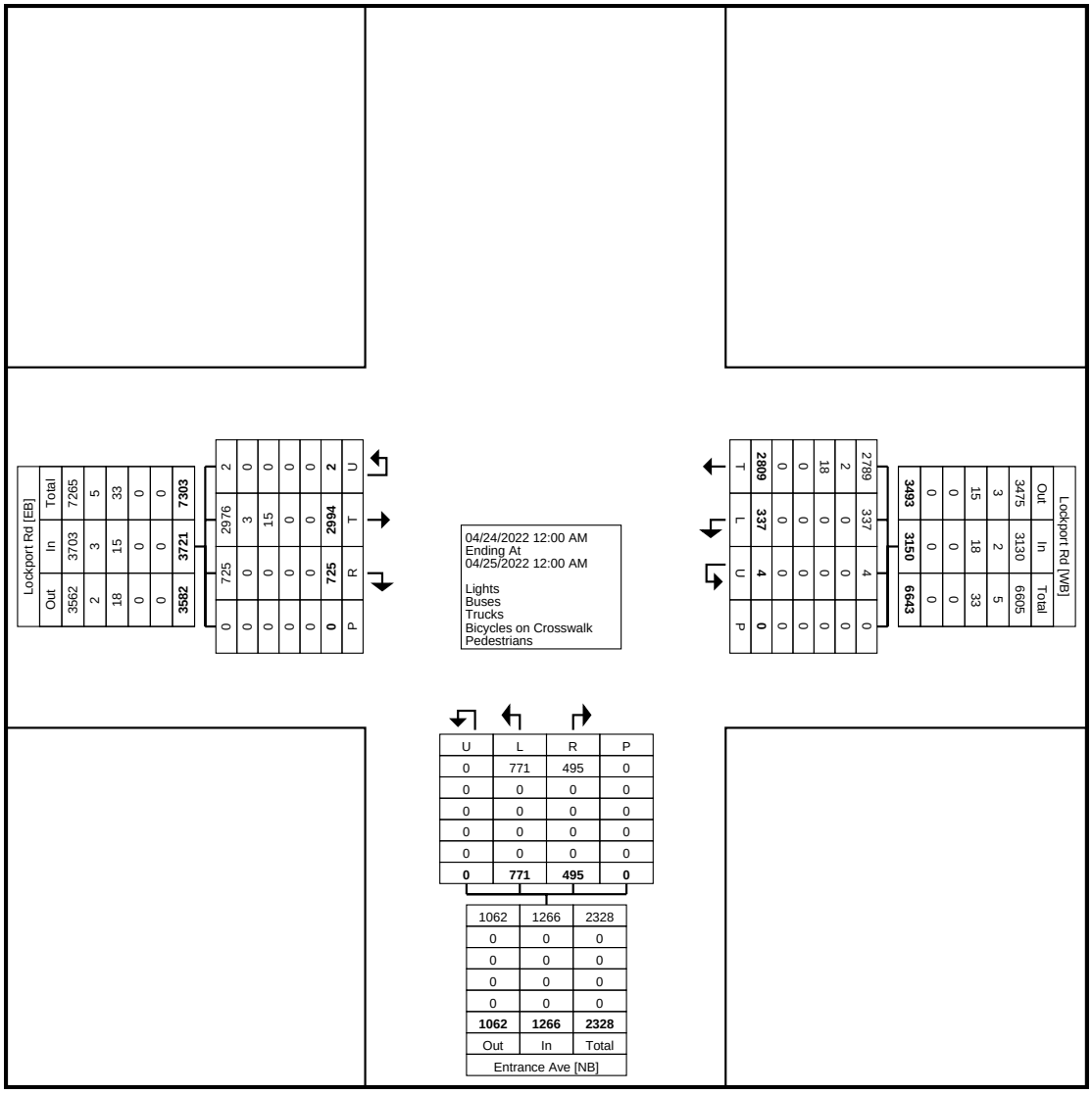
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Sunday, Aprilf 24, 2022
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Start Date: 04/24/2022

Turning Movement Peak Hour Data (11:00 AM)

Start Time	Lockport Rd Eastbound					Lockport Rd Westbound					Entrance Ave Northbound					
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Int. Total
11:00 AM	44	4	0	0	48	2	43	0	0	45	43	12	0	0	55	148
11:15 AM	52	6	0	0	58	4	42	0	0	46	31	6	0	0	37	141
11:30 AM	51	12	0	0	63	2	56	1	0	59	29	6	0	0	35	157
11:45 AM	52	27	0	0	79	4	60	0	0	64	31	7	0	0	38	181
Total	199	49	0	0	248	12	201	1	0	214	134	31	0	0	165	627
Approach %	80.2	19.8	0.0	-	-	5.6	93.9	0.5	-	-	81.2	18.8	0.0	-	-	-
Total %	31.7	7.8	0.0	-	39.6	1.9	32.1	0.2	-	34.1	21.4	4.9	0.0	-	26.3	-
PHF	0.957	0.454	0.000	-	0.785	0.750	0.838	0.250	-	0.836	0.779	0.646	0.000	-	0.750	0.866
Lights	197	49	0	-	246	12	201	1	-	214	134	31	0	-	165	625
% Lights	99.0	100.0	-	-	99.2	100.0	100.0	100.0	-	100.0	100.0	100.0	-	-	100.0	99.7
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0
Trucks	2	0	0	-	2	0	0	0	-	0	0	0	0	-	0	2
% Trucks	1.0	0.0	-	-	0.8	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.3
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

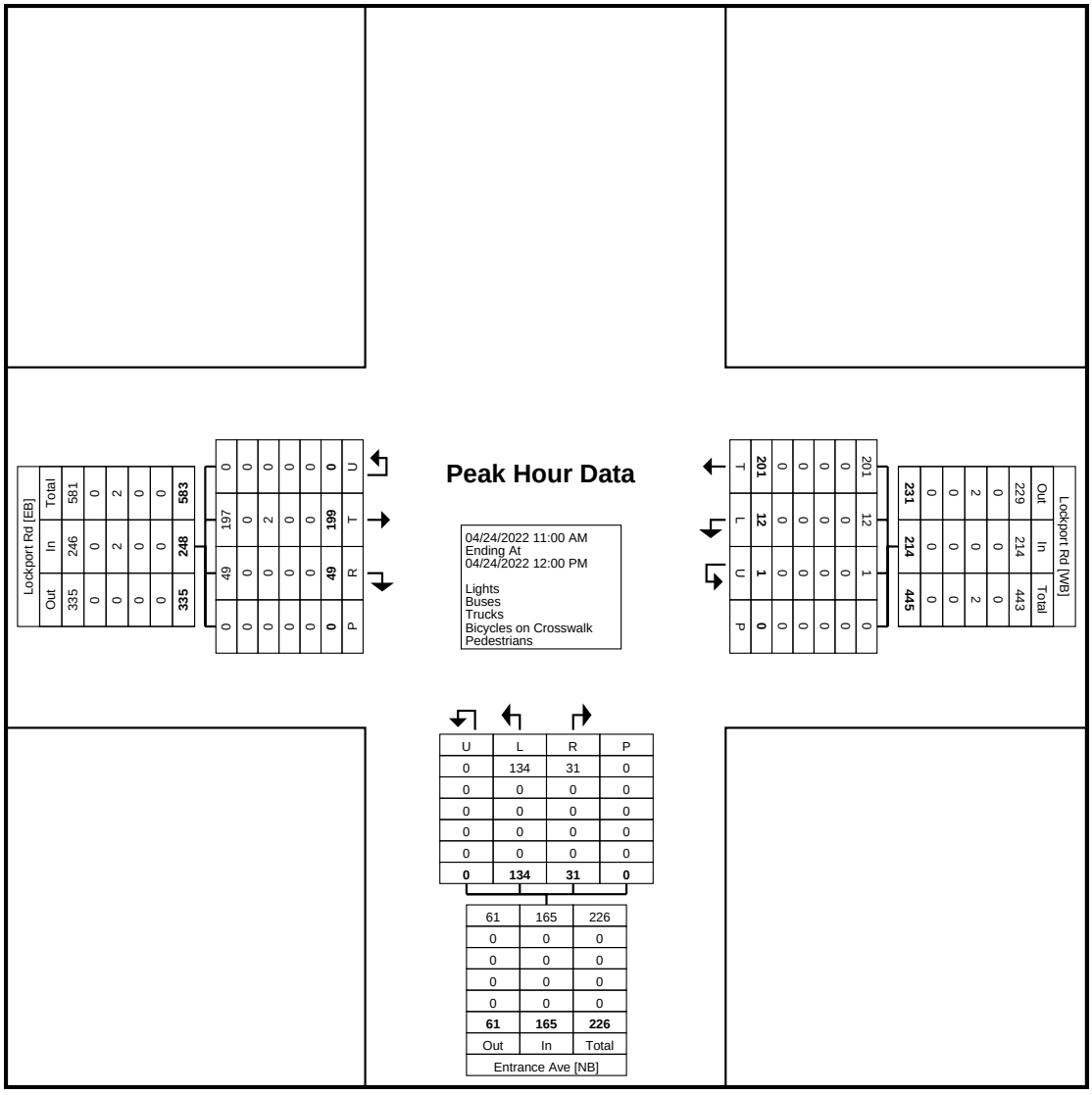
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Niagara Falls, NY

Sunday, Aprilf 24, 2022
Location: 43.121452, -78.942147

Count Name: Entrance Ave & Lockport Rd (SUN)
Site Code:
Start Date: 04/24/2022



Lockport Rd [EB]							
	Total	581	0	2	0	0	**583**
	In	246	0	2	0	0	**248**
	Out	335	0	0	0	0	**335**

0	0	0	0	0	**0**	U
197	0	2	0	0	**199**	T
49	0	0	0	0	**49**	R
0	0	0	0	0	**0**	P

T	**201**	0	0	0	201	
L	**12**	0	0	0	12	
U	**1**	0	0	0	1	
P	**0**	0	0	0	0	

Lockport Rd [WB]							
	Out	229	0	2	0	0	**231**
	In	214	0	0	0	0	**214**
	Total	443	0	2	0	0	**445**

U	L	R	P
0	134	31	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	**134**	**31**	**0**

61	165	226
0	0	0
0	0	0
0	0	0
0	0	0
61	**165**	**226**
Out	In	Total
Entrance Ave [NB]		

Turning Movement Peak Hour Data Plot (11:00 AM)

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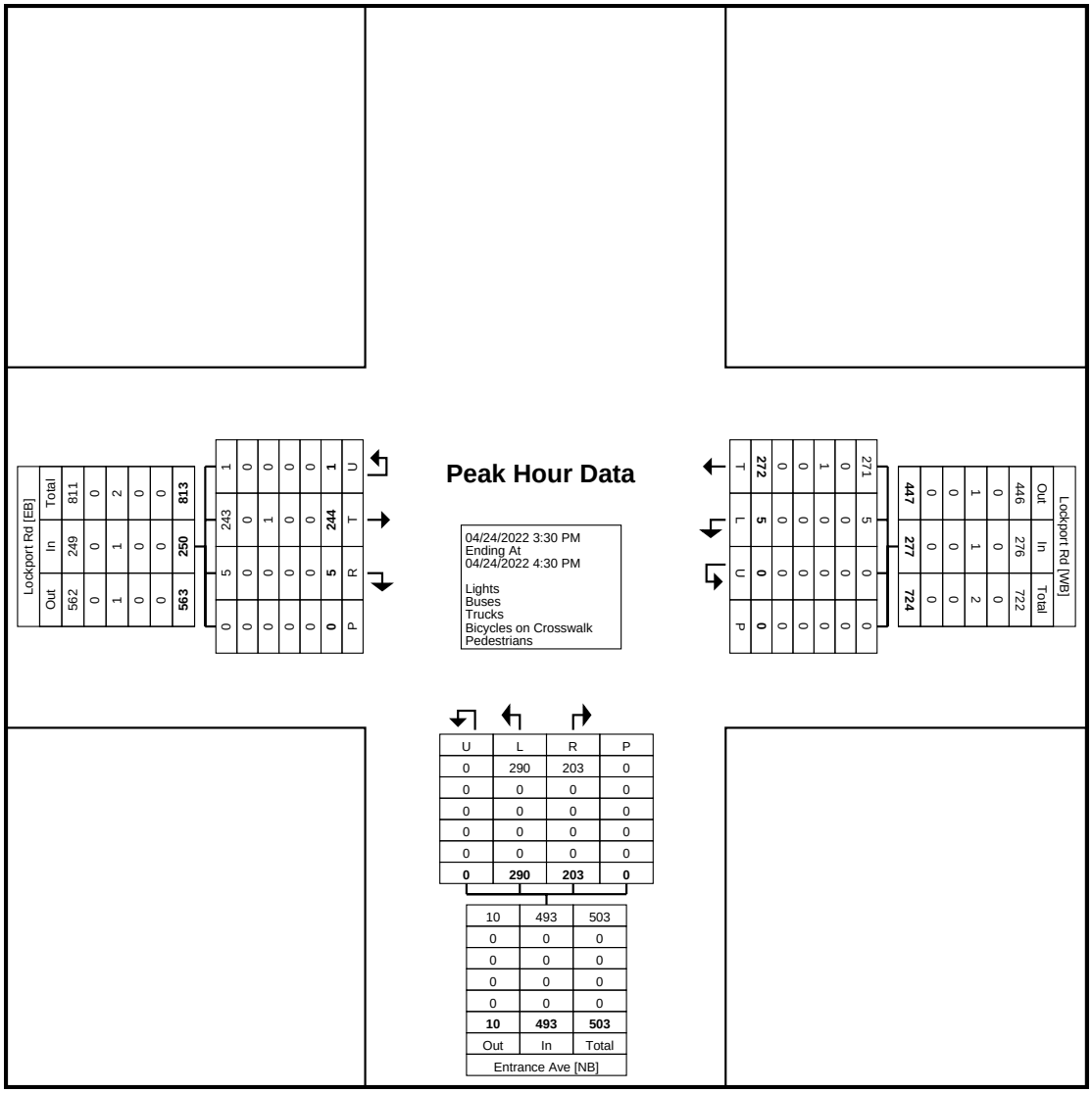
Niagara Falls, NY

Sunday, Aprilf 24, 2022
Location: 43.121452, -78.942147

Count Name: Entrance Ave & Lockport Rd (SUN)
Site Code:
Start Date: 04/24/2022

Turning Movement Peak Hour Data (3:30 PM)

Start Time	Lockport Rd Eastbound					Lockport Rd Westbound					Entrance Ave Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
3:30 PM	59	1	0	0	60	1	67	0	0	68	42	31	0	0	73	201
3:45 PM	65	3	0	0	68	3	68	0	0	71	49	44	0	0	93	232
4:00 PM	58	0	1	0	59	0	80	0	0	80	103	63	0	0	166	305
4:15 PM	62	1	0	0	63	1	57	0	0	58	96	65	0	0	161	282
Total	244	5	1	0	250	5	272	0	0	277	290	203	0	0	493	1020
Approach %	97.6	2.0	0.4	-	-	1.8	98.2	0.0	-	-	58.8	41.2	0.0	-	-	-
Total %	23.9	0.5	0.1	-	24.5	0.5	26.7	0.0	-	27.2	28.4	19.9	0.0	-	48.3	-
PHF	0.938	0.417	0.250	-	0.919	0.417	0.850	0.000	-	0.866	0.704	0.781	0.000	-	0.742	0.836
Lights	243	5	1	-	249	5	271	0	-	276	290	203	0	-	493	1018
% Lights	99.6	100.0	100.0	-	99.6	100.0	99.6	-	-	99.6	100.0	100.0	-	-	100.0	99.8
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Trucks	1	0	0	-	1	0	1	0	-	1	0	0	0	-	0	2
% Trucks	0.4	0.0	0.0	-	0.4	0.0	0.4	-	-	0.4	0.0	0.0	-	-	0.0	0.2
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (3:30 PM)

TRI-STATE TRAFFIC DATA

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Niagara Falls, NY

Saturday, April 23, 2022
Location: 43.118621, -78.952914

Count Name: Tuscarora Rd_& Air Force W Ent (SAT)
Site Code:
Start Date: 04/23/2022
Page No: 1

Turning Movement Data

Start Time	Air Force W Entrance Westbound					Tuscarora Rd Northbound					Tuscarora Rd Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	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
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	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
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	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
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	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
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	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
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	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
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	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
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	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
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	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
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	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
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	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	1	0	1	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	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
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	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
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	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
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	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
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	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
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	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
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	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	1	0	1	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	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
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	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
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	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
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	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
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	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
Grand Total	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	3
Approach %	0.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	0.0	0.0	-	0.0	33.3	0.0	0.0	-	33.3	0.0	0.0	66.7	-	66.7	-
Lights	0	0	0	-	0	1	0	0	-	1	0	0	2	-	2	3
% Lights	-	-	-	-	-	100.0	-	-	-	100.0	-	-	100.0	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	-	-	-	-	0.0	-	-	-	0.0	-	-	0.0	-	0.0	0.0
Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Trucks	-	-	-	-	-	0.0	-	-	-	0.0	-	-	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

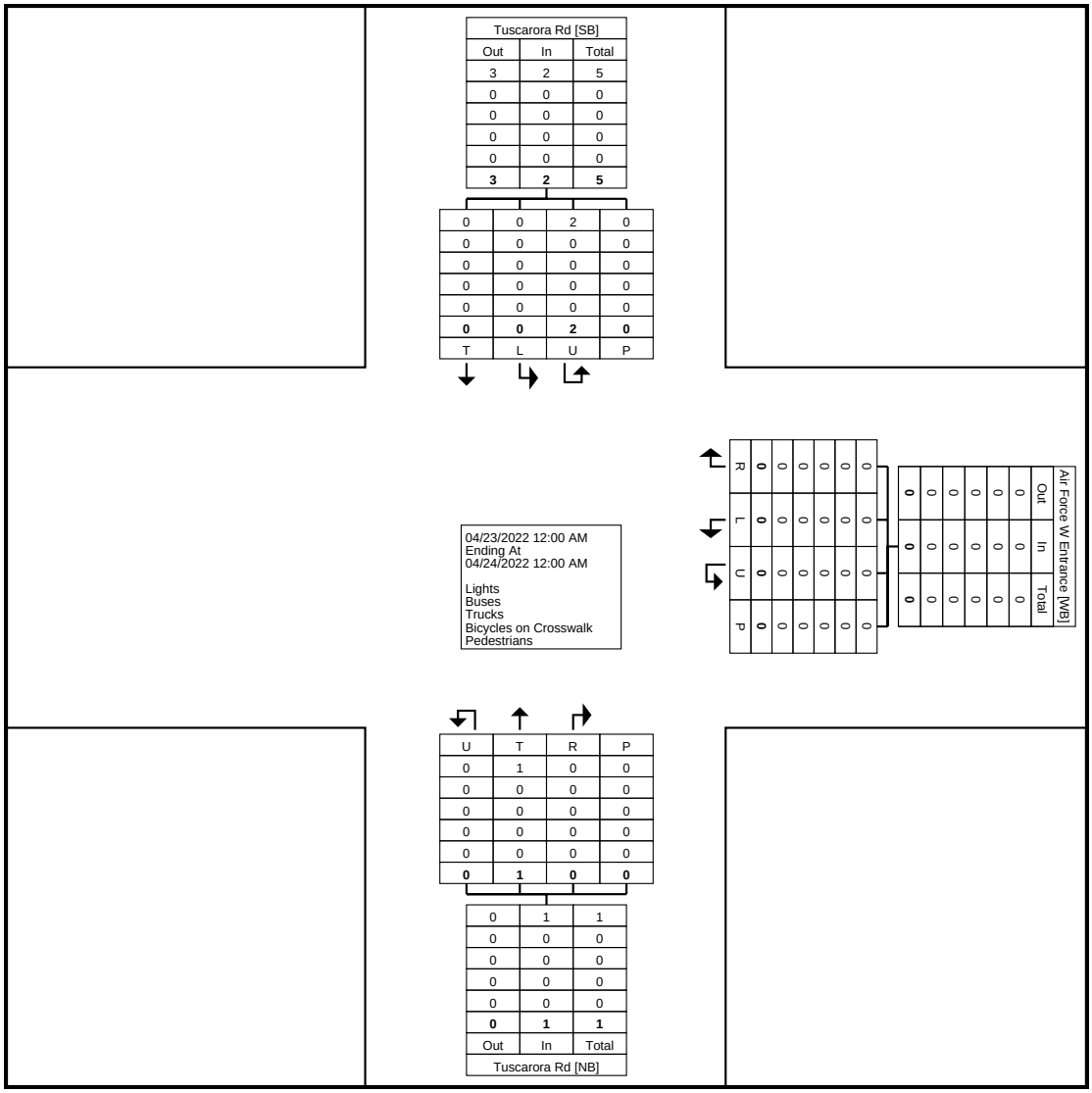
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Niagara Falls, NY

Saturday, April 23, 2022
Location: 43.118621, -78.952914

Count Name: Tuscarora Rd_& Air Force W Ent (SAT)
Site Code:
Start Date: 04/23/2022



Turning Movement Data Plot

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Niagara Falls, NY

Saturday, April 23, 2022
Location: 43.118621, -78.952914

Count Name: Tuscarora Rd_& Air Force W Ent (SAT)
Site Code:
Start Date: 04/23/2022

Turning Movement Peak Hour Data (9:30 AM)

Start Time	Air Force W Entrance Westbound					Tuscarora Rd Northbound					Tuscarora Rd Southbound					
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Int. Total
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Approach %	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	100.0	-	100.0	-
PHF	0.000	0.000	0.000	-	0.000	0.000	0.000	0.000	-	0.000	0.000	0.000	0.250	-	0.250	0.250
Lights	0	0	0	-	0	0	0	0	-	0	0	0	1	-	1	1
% Lights	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	0.0	0.0
Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Trucks	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

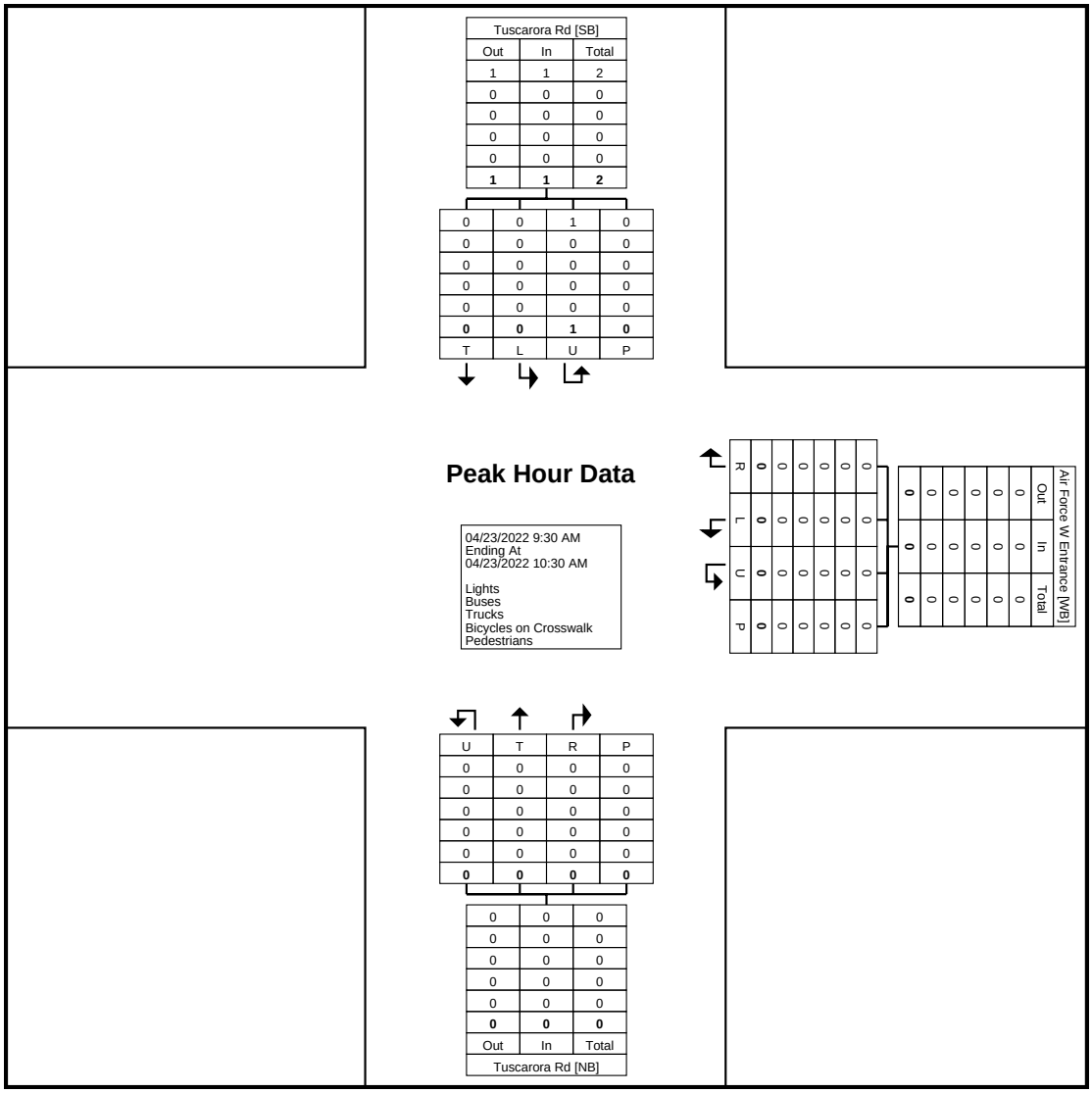
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Saturday, April 23, 2022
Location: 43.118621, -78.952914

Count Name: Tuscarora Rd_& Air Force W Ent (SAT)
Site Code:
Start Date: 04/23/2022



Turning Movement Peak Hour Data Plot (9:30 AM)

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Saturday, April 23, 2022
Location: 43.118621, -78.952914

Count Name: Tuscarora Rd_& Air Force W Ent (SAT)
Site Code:
Start Date: 04/23/2022

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Air Force W Entrance Westbound					Tuscarora Rd Northbound					Tuscarora Rd Southbound					
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Int. Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Approach %	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	100.0	-	100.0	-
PHF	0.000	0.000	0.000	-	0.000	0.000	0.000	0.000	-	0.000	0.000	0.000	0.250	-	0.250	0.250
Lights	0	0	0	-	0	0	0	0	-	0	0	0	1	-	1	1
% Lights	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	0.0	0.0
Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Trucks	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

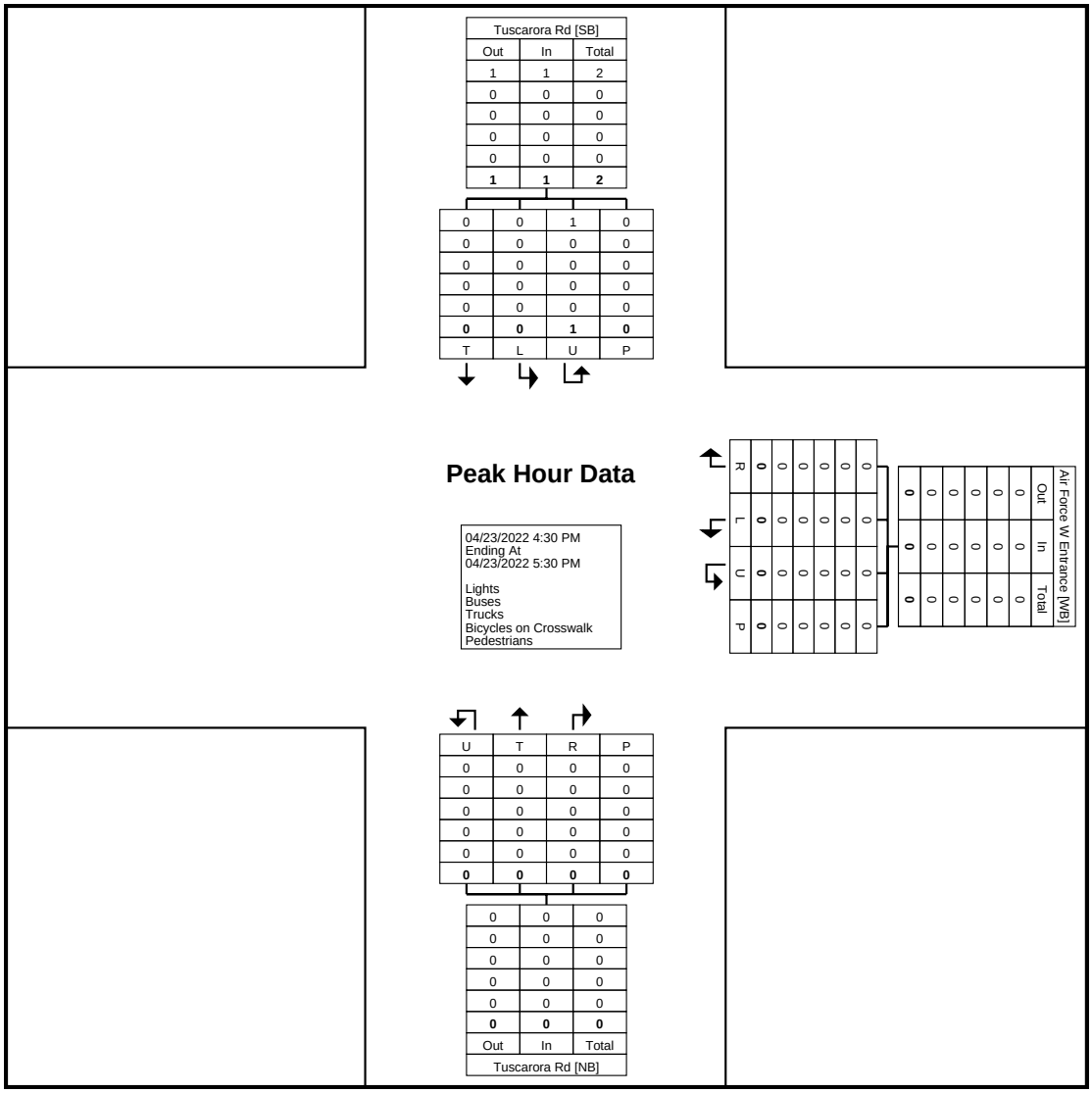
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Saturday, April 23, 2022
Location: 43.118621, -78.952914

Count Name: Tuscarora Rd_& Air Force W Ent (SAT)
Site Code:
Start Date: 04/23/2022



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

TRI-STATE TRAFFIC DATA

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Niagara Falls, NY

Sunday, Aprilf 24, 2022
Location: 43.118621, -78.952914

Count Name: Tuscarora Rd_& Air Force W Ent (SUN)
Site Code:
Start Date: 04/24/2022
Page No: 1

Turning Movement Data

Start Time	Air Force W Entrance Westbound					Tuscarora Rd Northbound					Tuscarora Rd Southbound					
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Int. Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	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
1:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	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
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	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
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	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
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
6:45 AM	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	1	0	1	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	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
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	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
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	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
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	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
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	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
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	0	0	0	1	0	0	0	1	0	1	1	0	2	3
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	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
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
Hourly Total	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	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
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	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
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
6:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	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
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	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
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	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
Grand Total	0	1	0	0	1	7	0	0	0	7	0	4	2	0	6	14
Approach %	0.0	100.0	0.0	-	-	100.0	0.0	0.0	-	-	0.0	66.7	33.3	-	-	-
Total %	0.0	7.1	0.0	-	7.1	50.0	0.0	0.0	-	50.0	0.0	28.6	14.3	-	42.9	-
Lights	0	1	0	-	1	7	0	0	-	7	0	4	2	-	6	14
% Lights	-	100.0	-	-	100.0	100.0	-	-	-	100.0	-	100.0	100.0	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	-	-	0.0	0.0	-	-	-	0.0	-	0.0	0.0	-	0.0	0.0
Trucks	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
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

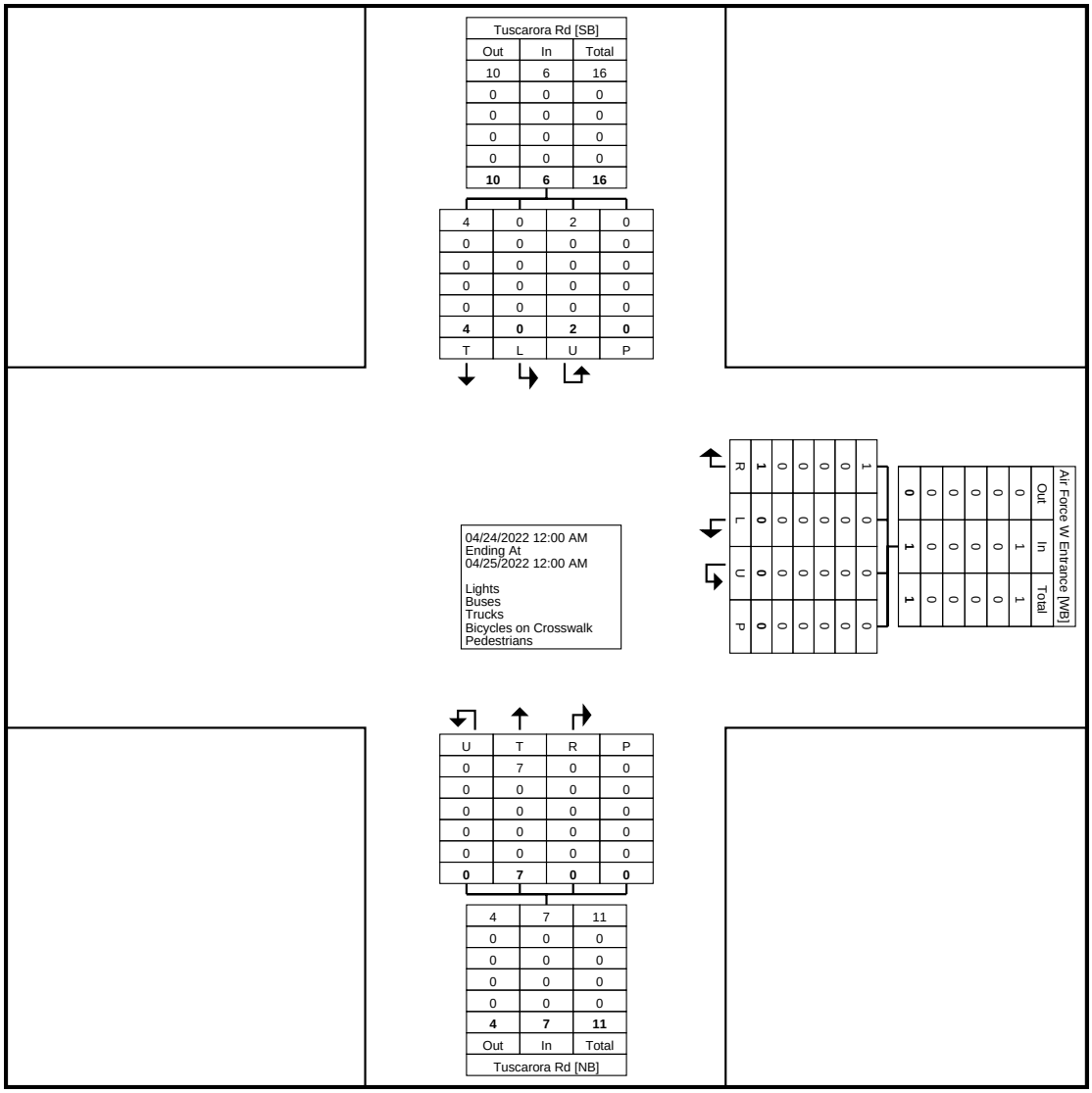
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Niagara Falls, NY

Sunday, Aprilf 24, 2022
Location: 43.118621, -78.952914

Count Name: Tuscarora Rd_& Air Force W Ent (SUN)
Site Code:
Start Date: 04/24/2022



Turning Movement Data Plot

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Niagara Falls, NY

Sunday, Aprilf 24, 2022
Location: 43.118621, -78.952914

Count Name: Tuscarora Rd_& Air Force W Ent (SUN)
Site Code:
Start Date: 04/24/2022

Turning Movement Peak Hour Data (12:15 AM)

Start Time	Air Force W Entrance Westbound					Tuscarora Rd Northbound					Tuscarora Rd Southbound					
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Int. Total
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-
Total %	0.0	0.0	0.0	-	0.0	100.0	0.0	0.0	-	100.0	0.0	0.0	0.0	-	0.0	-
PHF	0.000	0.000	0.000	-	0.000	0.250	0.000	0.000	-	0.250	0.000	0.000	0.000	-	0.000	0.250
Lights	0	0	0	-	0	1	0	0	-	1	0	0	0	-	0	1
% Lights	-	-	-	-	-	100.0	-	-	-	100.0	-	-	-	-	-	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	-	-	-	-	0.0	-	-	-	0.0	-	-	-	-	-	0.0
Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Trucks	-	-	-	-	-	0.0	-	-	-	0.0	-	-	-	-	-	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

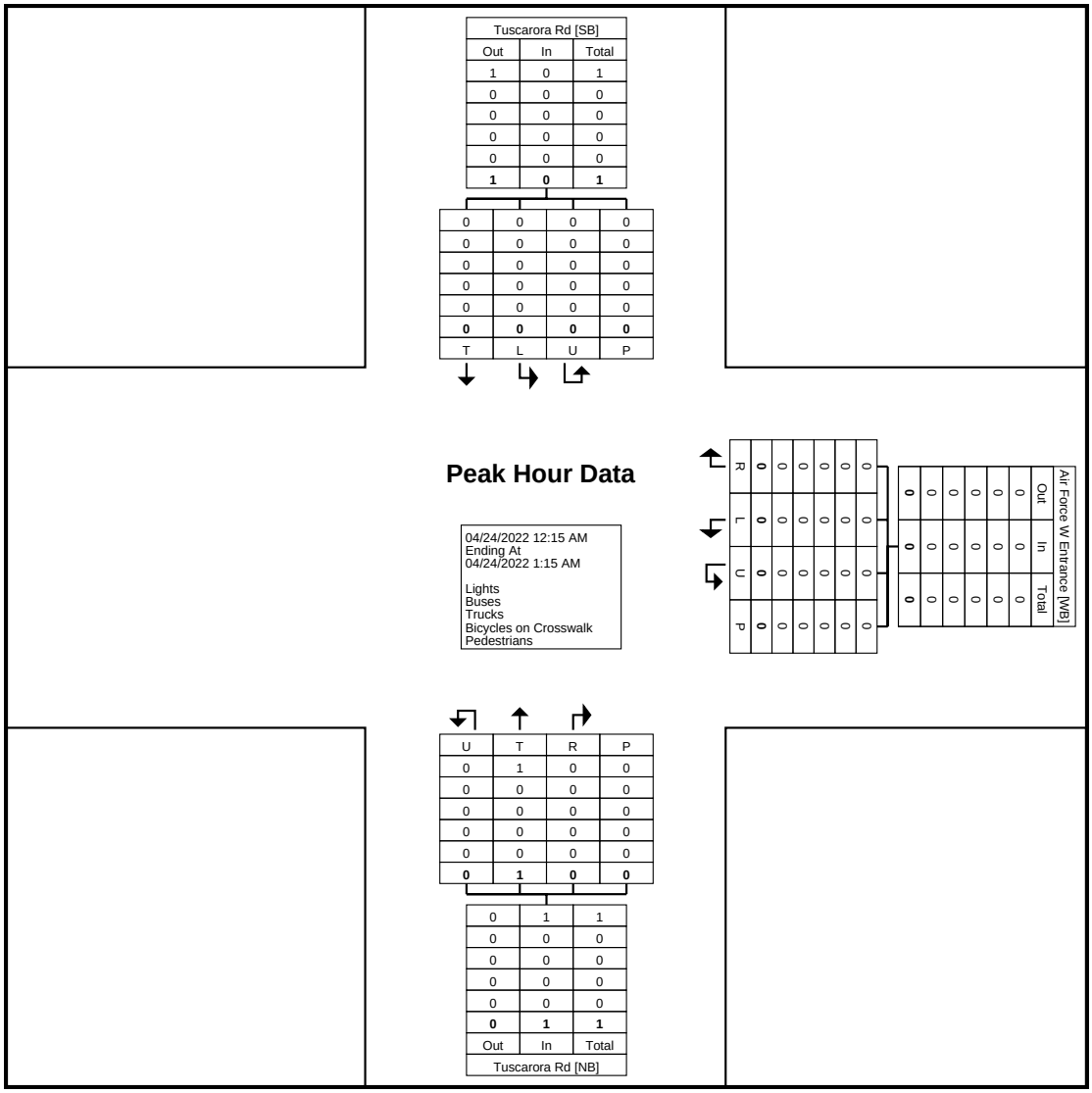
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Niagara Falls, NY

Sunday, Aprilf 24, 2022
Location: 43.118621, -78.952914

Count Name: Tuscarora Rd_& Air Force W Ent (SUN)
Site Code:
Start Date: 04/24/2022



Turning Movement Peak Hour Data Plot (12:15 AM)

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Niagara Falls, NY

Sunday, Aprilf 24, 2022
Location: 43.118621, -78.952914

Count Name: Tuscarora Rd_& Air Force W Ent (SUN)
Site Code:
Start Date: 04/24/2022

Turning Movement Peak Hour Data (12:00 PM)

Start Time	Air Force W Entrance Westbound					Tuscarora Rd Northbound					Tuscarora Rd Southbound					
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	1	0	0	0	1	0	1	1	0	2	3
Approach %	0.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	0.0	50.0	50.0	-	-	-
Total %	0.0	0.0	0.0	-	0.0	33.3	0.0	0.0	-	33.3	0.0	33.3	33.3	-	66.7	-
PHF	0.000	0.000	0.000	-	0.000	0.250	0.000	0.000	-	0.250	0.000	0.250	0.250	-	0.500	0.375
Lights	0	0	0	-	0	1	0	0	-	1	0	1	1	-	2	3
% Lights	-	-	-	-	-	100.0	-	-	-	100.0	-	100.0	100.0	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	-	-	-	-	0.0	-	-	-	0.0	-	0.0	0.0	-	0.0	0.0
Trucks	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
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

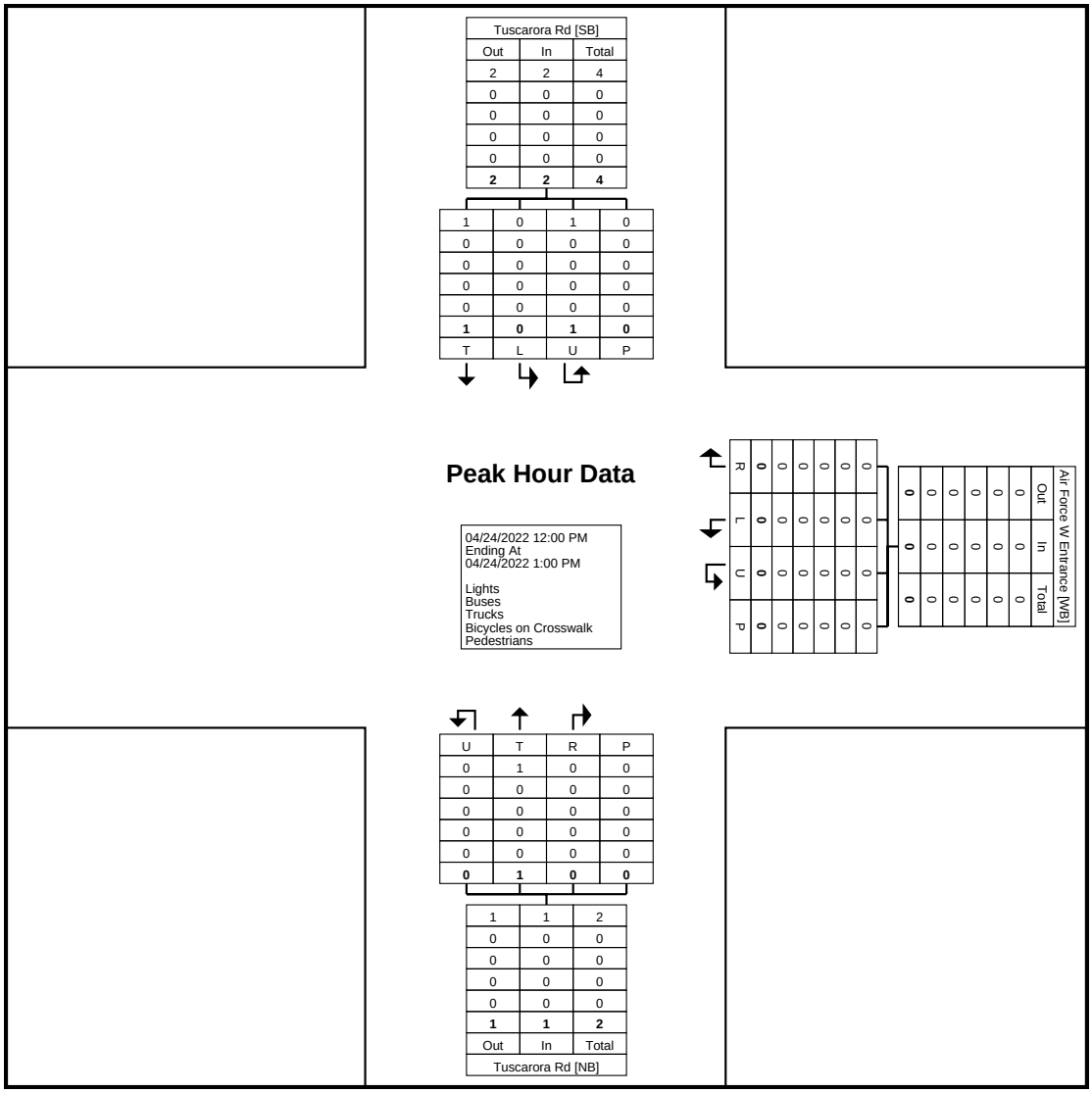
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Sunday, Aprilf 24, 2022
Location: 43.118621, -78.952914

Count Name: Tuscarora Rd_& Air Force W Ent (SUN)
Site Code:
Start Date: 04/24/2022



Turning Movement Peak Hour Data Plot (12:00 PM)

TRI-STATE TRAFFIC DATA
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Niagara Falls, NY

Saturday, April 23, 2022
Location: 43.116566, -78.926901

Count Name: Utzig Dr & Walmore Rd (SAT)
Site Code:
Start Date: 04/23/2022

Turning Movement Data

Start Time	Utzig Dr Eastbound					Walmore Rd Northbound					Walmore Rd Southbound					
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
12:00 AM	0	0	0	0	0	0	8	0	0	8	5	0	0	0	5	13
12:15 AM	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	5
12:30 AM	0	0	0	0	0	0	6	0	0	6	5	0	0	0	5	11
12:45 AM	0	0	0	0	0	0	5	0	0	5	5	0	0	0	5	10
Hourly Total	0	0	0	0	0	0	23	0	0	23	16	0	0	0	16	39
1:00 AM	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	4
1:15 AM	0	0	0	0	0	0	7	0	0	7	6	0	0	0	6	13
1:30 AM	0	0	0	0	0	0	6	0	0	6	3	0	0	0	3	9
1:45 AM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	3
Hourly Total	0	0	0	0	0	0	15	0	0	15	14	0	0	0	14	29
2:00 AM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	3
2:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
2:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
2:45 AM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	3
Hourly Total	0	0	0	0	0	0	5	0	0	5	3	0	0	0	3	8
3:00 AM	0	0	0	0	0	0	5	0	0	5	2	0	0	0	2	7
3:15 AM	0	0	0	0	0	0	2	0	0	2	3	0	0	0	3	5
3:30 AM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	4
3:45 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
Hourly Total	0	0	0	0	0	0	11	0	0	11	7	0	0	0	7	18
4:00 AM	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	4
4:15 AM	0	0	0	0	0	0	2	0	0	2	4	0	0	0	4	6
4:30 AM	0	0	0	0	0	0	4	0	0	4	3	0	0	0	3	7
4:45 AM	0	0	0	0	0	0	2	0	0	2	3	0	0	0	3	5
Hourly Total	0	0	0	0	0	0	9	0	0	9	13	0	0	0	13	22
5:00 AM	0	0	0	0	0	0	6	0	0	6	3	0	0	0	3	9
5:15 AM	0	0	0	0	0	0	4	0	0	4	3	0	0	0	3	7
5:30 AM	0	0	0	0	0	0	10	0	0	10	5	0	0	0	5	15
5:45 AM	0	0	0	0	0	0	16	0	0	16	12	0	0	0	12	28
Hourly Total	0	0	0	0	0	0	36	0	0	36	23	0	0	0	23	59
6:00 AM	0	0	0	0	0	0	30	0	0	30	4	0	1	0	5	35
6:15 AM	1	0	0	0	1	47	18	0	0	65	11	3	0	0	14	80
6:30 AM	0	0	0	0	0	38	15	0	0	53	9	5	0	0	14	67
6:45 AM	0	0	0	0	0	33	15	0	0	48	17	4	0	0	21	69
Hourly Total	1	0	0	0	1	118	78	0	0	196	41	12	1	0	54	251
7:00 AM	0	0	0	0	0	23	22	0	0	45	13	4	0	0	17	62
7:15 AM	0	0	0	0	0	8	13	0	0	21	15	0	0	0	15	36
7:30 AM	0	0	0	0	0	0	16	0	0	16	16	0	0	0	16	32
7:45 AM	0	0	0	0	0	0	16	0	0	16	15	0	0	0	15	31
Hourly Total	0	0	0	0	0	31	67	0	0	98	59	4	0	0	63	161
8:00 AM	0	0	0	0	0	0	21	0	0	21	13	0	0	0	13	34
8:15 AM	0	0	0	0	0	0	15	0	0	15	23	0	0	0	23	38
8:30 AM	0	0	0	0	0	0	30	0	0	30	30	0	0	0	30	60
8:45 AM	0	0	0	0	0	0	23	0	0	23	37	0	0	0	37	60
Hourly Total	0	0	0	0	0	0	89	0	0	89	103	0	0	0	103	192
9:00 AM	0	0	0	0	0	0	26	0	0	26	28	0	0	0	28	54
9:15 AM	0	0	0	0	0	0	28	0	0	28	34	0	0	0	34	62
9:30 AM	0	0	0	0	0	0	33	0	0	33	37	0	0	0	37	70
9:45 AM	0	0	0	0	0	0	33	0	0	33	33	0	0	0	33	66
Hourly Total	0	0	0	0	0	0	120	0	0	120	132	0	0	0	132	252
10:00 AM	0	0	0	0	0	0	39	0	0	39	36	0	0	0	36	75
10:15 AM	0	0	0	0	0	0	38	0	0	38	42	0	0	0	42	80
10:30 AM	0	0	0	0	0	0	40	0	0	40	45	0	0	0	45	85
10:45 AM	0	0	0	0	0	0	37	0	0	37	37	0	0	0	37	74
Hourly Total	0	0	0	0	0	0	154	0	0	154	160	0	0	0	160	314
11:00 AM	0	0	0	0	0	0	36	0	0	36	43	0	0	0	43	79
11:15 AM	0	0	0	0	0	0	39	0	0	39	49	0	0	0	49	88
11:30 AM	0	0	0	0	0	0	51	0	0	51	44	0	0	0	44	95
11:45 AM	0	0	0	0	0	0	52	0	0	52	54	0	0	0	54	106

Hourly Total	0	0	0	0	0	0	178	0	0	178	190	0	0	0	190	368
12:00 PM	0	0	0	0	0	0	46	0	0	46	52	0	0	0	52	98
12:15 PM	0	0	0	0	0	0	51	0	0	51	36	0	0	0	36	87
12:30 PM	0	0	0	0	0	0	40	0	0	40	78	0	0	0	78	118
12:45 PM	0	0	0	0	0	0	52	0	0	52	48	0	0	0	48	100
Hourly Total	0	0	0	0	0	0	189	0	0	189	214	0	0	0	214	403
1:00 PM	0	0	0	0	0	0	42	0	0	42	36	0	0	0	36	78
1:15 PM	0	0	0	0	0	0	47	0	0	47	28	0	0	0	28	75
1:30 PM	0	0	0	0	0	0	45	0	0	45	54	0	0	0	54	99
1:45 PM	0	0	0	0	0	0	47	0	0	47	63	0	0	0	63	110
Hourly Total	0	0	0	0	0	0	181	0	0	181	181	0	0	0	181	362
2:00 PM	0	0	0	0	0	0	50	0	0	50	49	0	0	0	49	99
2:15 PM	0	0	0	0	0	0	43	0	0	43	32	0	0	0	32	75
2:30 PM	0	0	0	0	0	0	37	0	0	37	32	0	0	0	32	69
2:45 PM	0	0	0	0	0	0	46	0	0	46	44	0	1	0	45	91
Hourly Total	0	0	0	0	0	0	176	0	0	176	157	0	1	0	158	334
3:00 PM	0	0	0	0	0	0	42	0	0	42	36	0	0	0	36	78
3:15 PM	0	0	0	1	0	0	40	0	0	40	46	0	0	0	46	86
3:30 PM	0	0	0	0	0	0	39	0	0	39	37	0	0	0	37	76
3:45 PM	0	0	0	0	0	0	30	0	0	30	45	0	0	0	45	75
Hourly Total	0	0	0	1	0	0	151	0	0	151	164	0	0	0	164	315
4:00 PM	6	17	0	0	23	0	31	0	0	31	55	0	0	0	55	109
4:15 PM	3	5	0	0	8	0	44	0	0	44	48	0	0	0	48	100
4:30 PM	5	14	0	0	19	0	37	0	0	37	67	0	0	0	67	123
4:45 PM	0	2	0	0	2	0	39	0	0	39	60	0	0	0	60	101
Hourly Total	14	38	0	0	52	0	151	0	0	151	230	0	0	0	230	433
5:00 PM	0	0	0	0	0	0	46	0	0	46	51	0	0	0	51	97
5:15 PM	0	0	0	0	0	0	38	0	0	38	48	0	0	0	48	86
5:30 PM	0	0	0	0	0	0	43	0	0	43	34	0	0	0	34	77
5:45 PM	0	0	0	0	0	0	35	0	0	35	51	0	0	0	51	86
Hourly Total	0	0	0	0	0	0	162	0	0	162	184	0	0	0	184	346
6:00 PM	0	0	0	0	0	0	39	0	0	39	36	0	0	0	36	75
6:15 PM	0	0	0	0	0	0	30	0	0	30	39	0	0	0	39	69
6:30 PM	0	0	0	0	0	0	42	0	0	42	33	0	0	0	33	75
6:45 PM	0	0	0	0	0	0	36	0	0	36	28	0	0	0	28	64
Hourly Total	0	0	0	0	0	0	147	0	0	147	136	0	0	0	136	283
7:00 PM	0	0	0	0	0	0	36	0	0	36	34	0	0	0	34	70
7:15 PM	0	0	0	0	0	0	25	0	0	25	30	0	0	0	30	55
7:30 PM	0	0	0	0	0	0	29	0	0	29	24	0	0	0	24	53
7:45 PM	0	0	0	0	0	0	30	0	0	30	33	0	0	0	33	63
Hourly Total	0	0	0	0	0	0	120	0	0	120	121	0	0	0	121	241
8:00 PM	0	0	0	0	0	0	21	0	0	21	26	0	0	0	26	47
8:15 PM	0	0	0	0	0	0	29	0	0	29	22	0	0	0	22	51
8:30 PM	0	0	0	0	0	0	23	0	0	23	21	0	0	0	21	44
8:45 PM	0	0	0	0	0	0	20	0	0	20	15	0	0	0	15	35
Hourly Total	0	0	0	0	0	0	93	0	0	93	84	0	0	0	84	177
9:00 PM	0	0	0	0	0	0	13	0	0	13	17	0	0	0	17	30
9:15 PM	0	0	0	0	0	0	11	0	0	11	15	0	0	0	15	26
9:30 PM	0	0	0	0	0	0	14	0	0	14	15	0	0	0	15	29
9:45 PM	0	0	0	0	0	0	9	0	0	9	15	0	0	0	15	24
Hourly Total	0	0	0	0	0	0	47	0	0	47	62	0	0	0	62	109
10:00 PM	0	0	0	0	0	0	22	0	0	22	14	0	0	0	14	36
10:15 PM	0	0	0	0	0	0	8	0	0	8	10	0	0	0	10	18
10:30 PM	0	0	0	0	0	0	17	0	0	17	10	0	0	0	10	27
10:45 PM	0	0	0	0	0	0	14	0	0	14	16	0	0	0	16	30
Hourly Total	0	0	0	0	0	0	61	0	0	61	50	0	0	0	50	111
11:00 PM	0	0	0	0	0	0	11	0	0	11	9	0	0	0	9	20
11:15 PM	0	0	0	0	0	0	7	0	0	7	6	0	0	0	6	13
11:30 PM	0	0	0	0	0	0	7	0	0	7	3	0	0	0	3	10
11:45 PM	0	0	0	0	0	0	4	0	0	4	12	0	0	0	12	16
Hourly Total	0	0	0	0	0	0	29	0	0	29	30	0	0	0	30	59
Grand Total	15	38	0	1	53	149	2292	0	0	2441	2374	16	2	0	2392	4886
Approach %	28.3	71.7	0.0	-	-	6.1	93.9	0.0	-	-	99.2	0.7	0.1	-	-	-
Total %	0.3	0.8	0.0	-	1.1	3.0	46.9	0.0	-	50.0	48.6	0.3	0.0	-	49.0	-
Lights	15	38	0	-	53	149	2258	0	-	2407	2339	16	2	-	2357	4817
% Lights	100.0	100.0	-	-	100.0	100.0	98.5	-	-	98.6	98.5	100.0	100.0	-	98.5	98.6
Buses	0	0	0	-	0	0	7	0	-	7	7	0	0	-	7	14
% Buses	0.0	0.0	-	-	0.0	0.0	0.3	-	-	0.3	0.3	0.0	0.0	-	0.3	0.3
Trucks	0	0	0	-	0	0	27	0	-	27	28	0	0	-	28	55
% Trucks	0.0	0.0	-	-	0.0	0.0	1.2	-	-	1.1	1.2	0.0	0.0	-	1.2	1.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

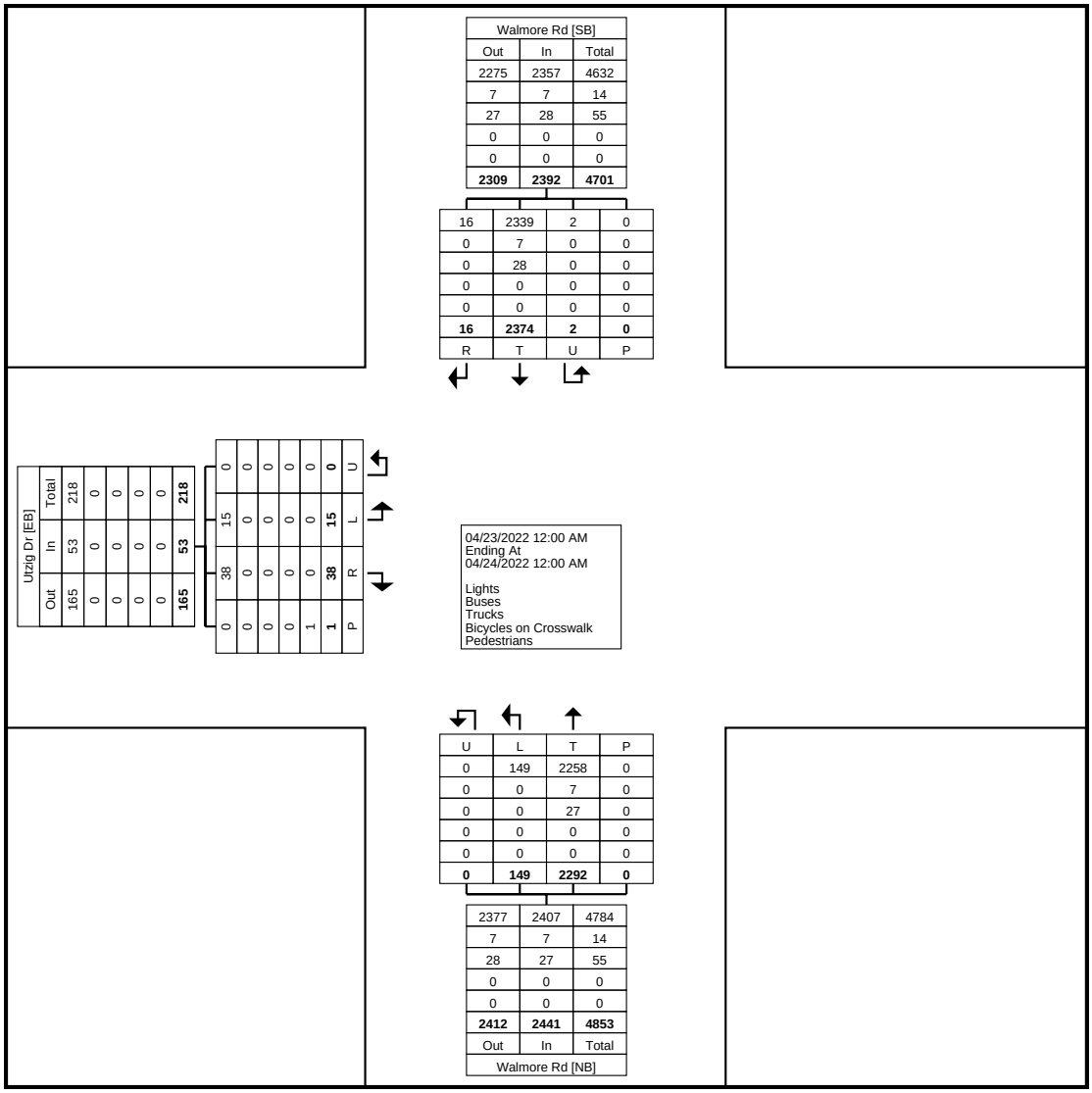
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Niagara Falls, NY

Saturday, April 23, 2022
Location: 43.116566, -78.926901

Count Name: Utzig Dr & Walmore Rd (SAT)
Site Code:
Start Date: 04/23/2022



Turning Movement Data Plot

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Niagara Falls, NY

Saturday, April 23, 2022
Location: 43.116566, -78.926901

Count Name: Utzig Dr & Walmore Rd (SAT)
Site Code:
Start Date: 04/23/2022

Turning Movement Peak Hour Data (11:00 AM)

Start Time	Utzig Dr Eastbound					Walmore Rd Northbound					Walmore Rd Southbound					
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
11:00 AM	0	0	0	0	0	0	36	0	0	36	43	0	0	0	43	79
11:15 AM	0	0	0	0	0	0	39	0	0	39	49	0	0	0	49	88
11:30 AM	0	0	0	0	0	0	51	0	0	51	44	0	0	0	44	95
11:45 AM	0	0	0	0	0	0	52	0	0	52	54	0	0	0	54	106
Total	0	0	0	0	0	0	178	0	0	178	190	0	0	0	190	368
Approach %	0.0	0.0	0.0	-	-	0.0	100.0	0.0	-	-	100.0	0.0	0.0	-	-	-
Total %	0.0	0.0	0.0	-	0.0	0.0	48.4	0.0	-	48.4	51.6	0.0	0.0	-	51.6	-
PHF	0.000	0.000	0.000	-	0.000	0.000	0.856	0.000	-	0.856	0.880	0.000	0.000	-	0.880	0.868
Lights	0	0	0	-	0	0	176	0	-	176	184	0	0	-	184	360
% Lights	-	-	-	-	-	-	98.9	-	-	98.9	96.8	-	-	-	96.8	97.8
Buses	0	0	0	-	0	0	0	0	-	0	1	0	0	-	1	1
% Buses	-	-	-	-	-	-	0.0	-	-	0.0	0.5	-	-	-	0.5	0.3
Trucks	0	0	0	-	0	0	2	0	-	2	5	0	0	-	5	7
% Trucks	-	-	-	-	-	-	1.1	-	-	1.1	2.6	-	-	-	2.6	1.9
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

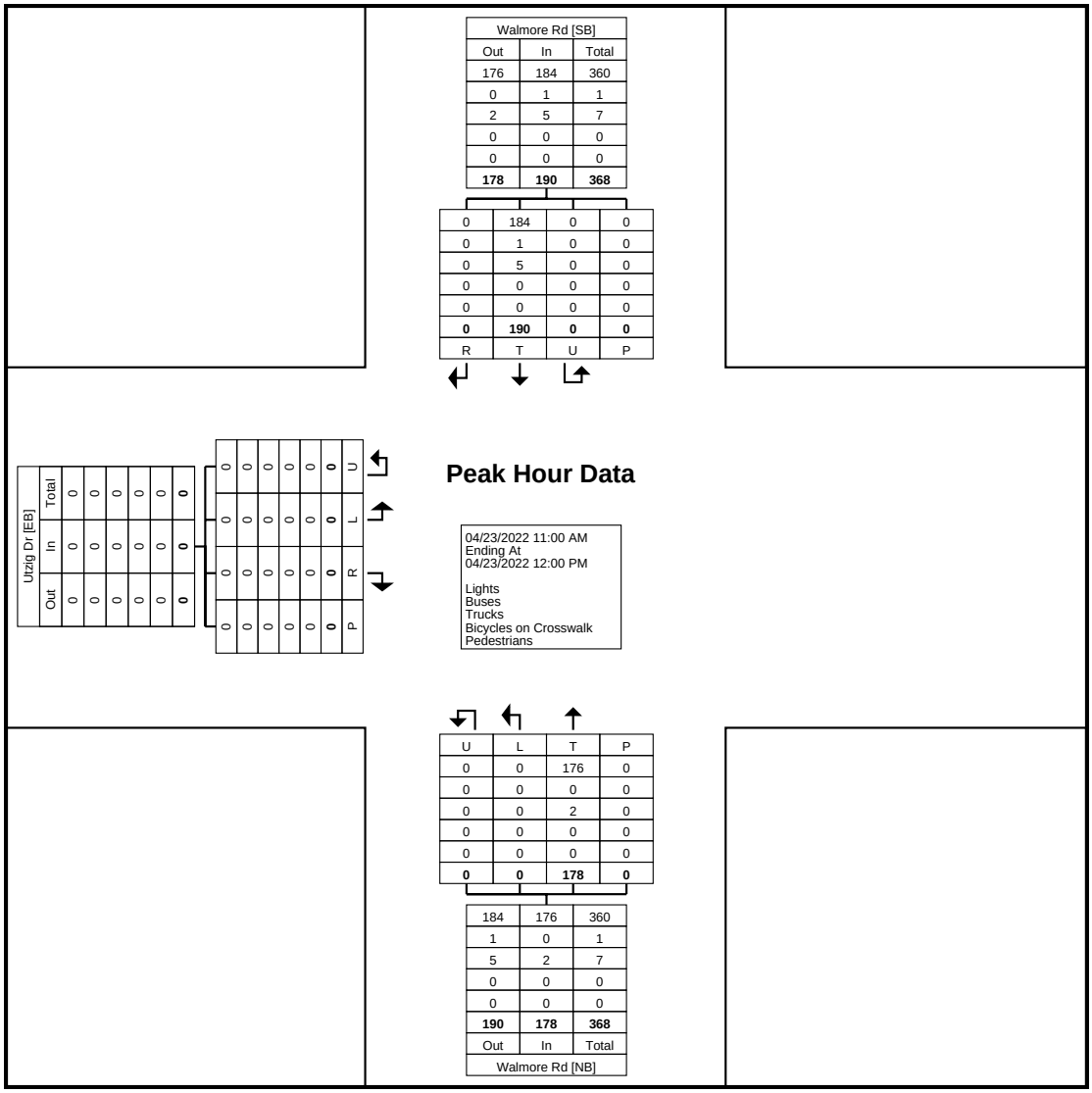
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Saturday, April 23, 2022
Location: 43.116566, -78.926901

Count Name: Utzig Dr & Walmore Rd (SAT)
Site Code:
Start Date: 04/23/2022



Turning Movement Peak Hour Data Plot (11:00 AM)

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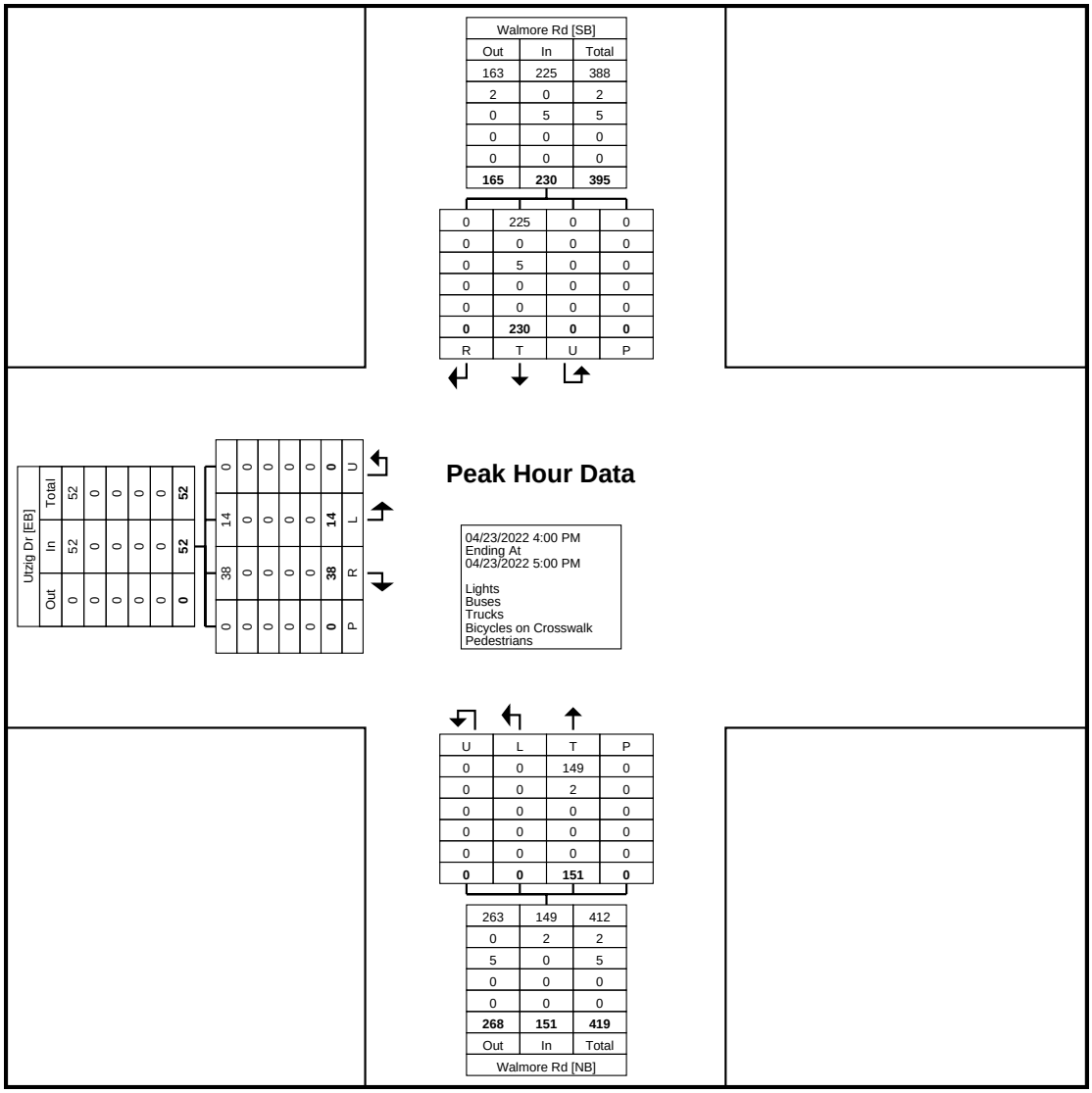
Niagara Falls, NY

Saturday, April 23, 2022
Location: 43.116566, -78.926901

Count Name: Utzig Dr & Walmore Rd (SAT)
Site Code:
Start Date: 04/23/2022

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Utzig Dr Eastbound					Walmore Rd Northbound					Walmore Rd Southbound					
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
4:00 PM	6	17	0	0	23	0	31	0	0	31	55	0	0	0	55	109
4:15 PM	3	5	0	0	8	0	44	0	0	44	48	0	0	0	48	100
4:30 PM	5	14	0	0	19	0	37	0	0	37	67	0	0	0	67	123
4:45 PM	0	2	0	0	2	0	39	0	0	39	60	0	0	0	60	101
Total	14	38	0	0	52	0	151	0	0	151	230	0	0	0	230	433
Approach %	26.9	73.1	0.0	-	-	0.0	100.0	0.0	-	-	100.0	0.0	0.0	-	-	-
Total %	3.2	8.8	0.0	-	12.0	0.0	34.9	0.0	-	34.9	53.1	0.0	0.0	-	53.1	-
PHF	0.583	0.559	0.000	-	0.565	0.000	0.858	0.000	-	0.858	0.858	0.000	0.000	-	0.858	0.880
Lights	14	38	0	-	52	0	149	0	-	149	225	0	0	-	225	426
% Lights	100.0	100.0	-	-	100.0	-	98.7	-	-	98.7	97.8	-	-	-	97.8	98.4
Buses	0	0	0	-	0	0	2	0	-	2	0	0	0	-	0	2
% Buses	0.0	0.0	-	-	0.0	-	1.3	-	-	1.3	0.0	-	-	-	0.0	0.5
Trucks	0	0	0	-	0	0	0	0	-	0	5	0	0	-	5	5
% Trucks	0.0	0.0	-	-	0.0	-	0.0	-	-	0.0	2.2	-	-	-	2.2	1.2
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

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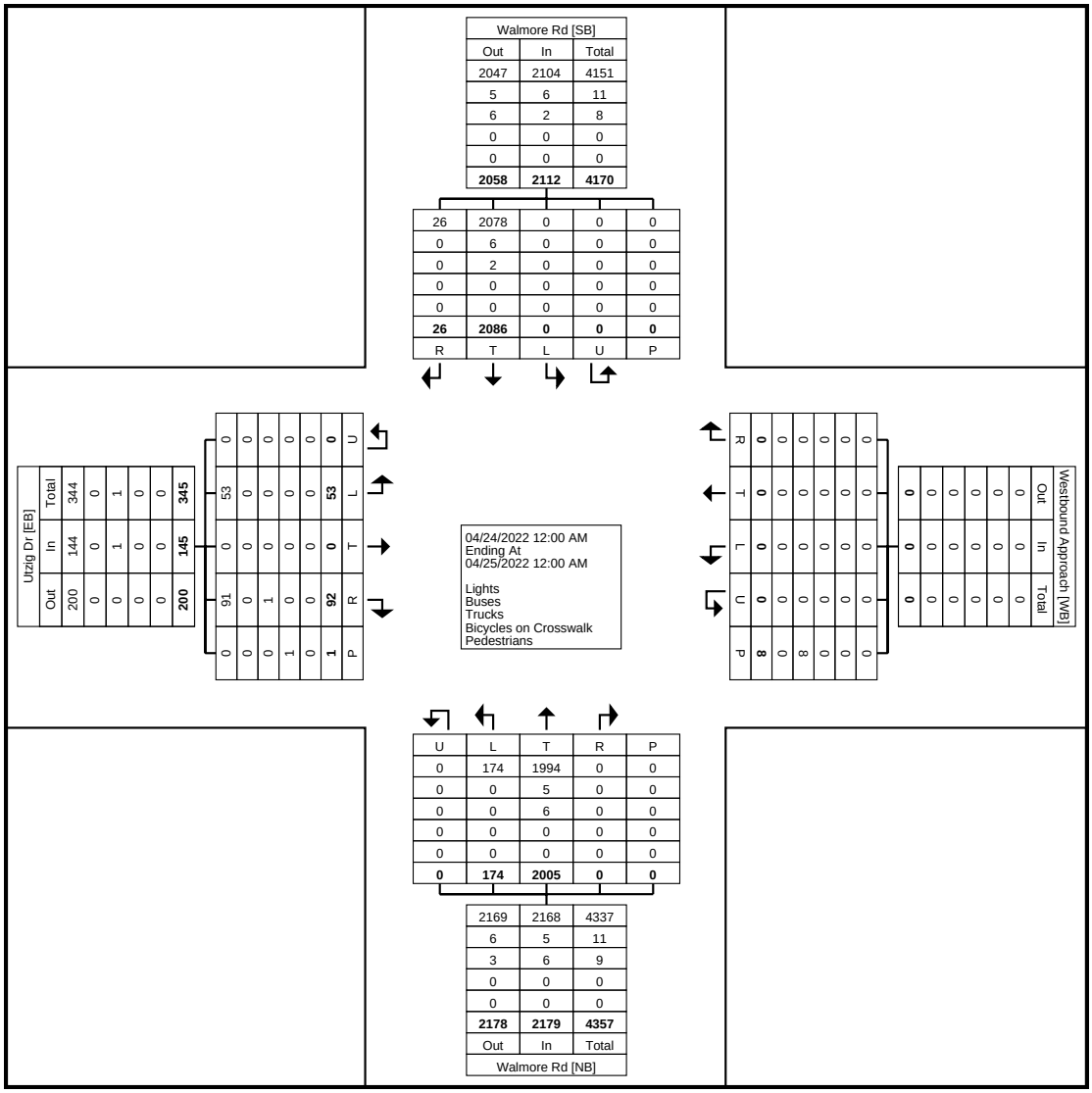
Sunday, Aprilf 24, 2022
Location: 43.116566, -78.926901

Count Name: Utzig Dr & Walmore Rd (SUN)
Site Code:
Start Date: 04/24/2022

Turning Movement Data

Start Time	Utzig Dr Eastbound						Westbound Approach Westbound						Walmore Rd Northbound						Walmore Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	5	0	0	0	5	9
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	6	0	0	0	6	9
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	5	0	0	0	5	9
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	4	0	0	0	4	10
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	17	0	20	0	0	0	20	37
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	5
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	2	0	0	0	2	7
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	3
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	5	0	0	0	5	10
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	18	0	7	0	0	0	7	25
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	2	3
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	2	3
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	3
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	6	0	0	0	6	11
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	2	3
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
3:45 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	4	0	0	0	4	0	5	0	0	0	5	9
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	5	0	0	0	5	7
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	4	0	0	0	4	7
4:45 AM	0	0	0	0	0	0	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	0	0	0	0	0	0	6	0	0	0	6	0	12	0	0	0	12	18
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	2	3
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	3
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	3	0	0	0	3	11
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	0	6	0	0	0	6	16
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	22	0	11	0	0	0	11	33
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	16	9	0	0	0	25	0	9	0	0	0	9	34
6:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	26	17	0	0	0	43	0	3	4	0	0	7	51
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	72	11	0	0	0	83	0	12	9	0	0	21	104
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	42	10	0	0	0	52	0	13	10	0	0	23	75
Hourly Total	0	0	1	0	0	1	0	0	0	0	0	0	156	47	0	0	0	203	0	37	23	0	0	60	264
7:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	8	9	0	0	0	17	0	5	1	0	0	6	24
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	11	0	0	0	13	0	6	1	0	0	7	20
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	11	0	0	0	11	22
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	19	0	0	0	19	28
Hourly Total	1	0	0	0	0	1	0	0	0	0	0	0	10	40	0	0	0	50	0	41	2	0	0	43	94
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	10	0	0	0	10	21
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	8	0	0	0	8	19
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	18	0	20	0	0	0	20	38
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	0	20	0	0	0	20	32
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	52	0	0	0	52	0	58	0	0	0	58	110
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	22	0	27	0	0	0	27	49
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	16	0	24	0	0	0	24	40
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	23	0	36	0	0	0	36	59
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	0	31	0	30	0	0	0	30	61
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	92	0	0	0	92	0	117	0	0	0	117	209
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	41	0	0	0	41	0	24	0	0	0	24	65
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	0	0	28	0	37	0	0	0	37	65
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	46	0	0	0	46	0	22	0	0	0	22	68
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	32	0	0	0	32	0	40	0	0	0	40	72
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	147	0	0	0	147	0	123	0	0	0	123	270
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	26	0	44	0	0	0	44	70
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	38	0	0	0	38	0	39	0	0	0	39	77
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	35	0	0	0	35	0	39	0	0	0	39	74
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	54	0	0	0	54	0	48	0	0	0	48	102

Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	153	0	0	0	153	0	170	0	0	0	170	323
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	47	0	0	0	47	0	51	0	0	0	51	98
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	51	0	0	0	51	0	40	0	0	0	40	91
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	44	0	0	0	44	0	42	0	0	0	42	86
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	48	0	0	0	48	0	39	0	0	0	39	87
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	190	0	0	0	190	0	172	0	0	0	172	362
1:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	37	0	0	0	38	0	40	0	0	0	40	79
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	46	0	0	0	46	0	42	0	0	0	42	88
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	52	0	0	0	52	0	46	0	0	0	46	98
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	34	0	0	0	34	0	39	0	0	0	39	73
Hourly Total	1	0	0	0	0	1	0	0	0	0	0	0	1	169	0	0	0	170	0	167	0	0	0	167	338
2:00 PM	1	0	0	0	0	1	0	0	0	0	6	0	1	55	0	0	0	56	0	37	0	0	0	37	94
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	35	0	0	0	35	0	54	0	0	0	54	89
2:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	43	0	0	0	43	0	54	0	0	0	54	97
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	56	0	0	0	56	0	37	0	0	0	37	93
Hourly Total	1	0	0	0	1	1	0	0	0	0	6	0	1	189	0	0	0	190	0	182	0	0	0	182	373
3:00 PM	2	0	9	0	0	11	0	0	0	0	0	0	0	40	0	0	0	40	0	54	0	0	0	54	105
3:15 PM	0	0	3	0	0	3	0	0	0	0	0	0	0	36	0	0	0	36	0	57	0	0	0	57	96
3:30 PM	5	0	11	0	0	16	0	0	0	0	0	0	0	34	0	0	0	34	0	55	0	0	0	55	105
3:45 PM	6	0	8	0	0	14	0	0	0	0	0	0	1	43	0	0	0	44	0	57	0	0	0	57	115
Hourly Total	13	0	31	0	0	44	0	0	0	0	0	0	1	153	0	0	0	154	0	223	0	0	0	223	421
4:00 PM	22	0	30	0	0	52	0	0	0	0	0	0	0	39	0	0	0	39	0	52	0	0	0	52	143
4:15 PM	11	0	22	0	0	33	0	0	0	0	0	0	0	53	0	0	0	53	0	65	0	0	0	65	151
4:30 PM	1	0	6	0	0	7	0	0	0	0	0	0	0	38	0	0	0	38	0	49	0	0	0	49	94
4:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	30	0	0	0	30	0	43	1	0	0	44	75
Hourly Total	35	0	58	0	0	93	0	0	0	0	0	0	0	160	0	0	0	160	0	209	1	0	0	210	463
5:00 PM	2	0	0	0	0	2	0	0	0	0	2	0	2	31	0	0	0	33	0	29	0	0	0	29	64
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	34	0	0	0	34	0	39	0	0	0	39	73
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	0	0	27	0	32	0	0	0	32	59
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	0	0	28	0	20	0	0	0	20	48
Hourly Total	2	0	0	0	0	2	0	0	0	0	2	0	2	120	0	0	0	122	0	120	0	0	0	120	244
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	26	0	0	0	27	0	28	0	0	0	28	55
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	32	0	0	0	32	0	28	0	0	0	28	60
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	0	0	27	0	30	0	0	0	30	57
6:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	1	38	0	0	0	39	0	27	0	0	0	27	67
Hourly Total	0	0	1	0	0	1	0	0	0	0	0	0	2	123	0	0	0	125	0	113	0	0	0	113	239
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	22	0	35	0	0	0	35	57
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	0	22	0	0	0	22	52
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	24	0	34	0	0	0	34	58
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	0	0	28	0	18	0	0	0	18	46
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	104	0	0	0	104	0	109	0	0	0	109	213
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	18	0	16	0	0	0	16	34
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	0	0	28	0	29	0	0	0	29	57
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	17	0	14	0	0	0	14	31
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	20	0	13	0	0	0	13	33
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	83	0	0	0	83	0	72	0	0	0	72	155
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	19	0	0	0	19	30
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	15	0	12	0	0	0	12	27
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	15	0	14	0	0	0	14	29
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	19	0	12	0	0	0	12	31
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	60	0	0	0	60	0	57	0	0	0	57	117
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	14	0	0	0	15	0	14	0	0	0	14	29
10:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	4	0	0	0	4	0	12	0	0	0	12	17
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	10	0	0	0	10	19
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	5	0	0	0	5	14
Hourly Total	0	0	1	0	0	1	0	0	0	0	0	0	1	36	0	0	0	37	0	41	0	0	0	41	79
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	6	0	0	0	6	10
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	3	0	0	0	3	5
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	3	0	0	0	3	8
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	2	0	0	0	2	6
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	15	0	14	0	0	0	14	29
Grand Total	53	0	92	0	1	145	0	0	0	0	8	0	174	2005	0	0	0	2179	0	2086	26	0	0	2112	4436
Approach %	36.6	0.0	63.4	0.0	-	-	0.0	0.0	0.0	0.0	-	-	8.0	92.0	0.0	0.0	-	-	0.0	98.8	1.2	0.0	-	-	-
Total %	1.2	0.0	2.1	0.0	-	3.3	0.0	0.0	0.0	0.0	-	0.0	3.9	45.2	0.0	0.0	-	49.1	0.0	47.0	0.6	0.0	-	47.6	-
Lights	53	0	91	0	-	144	0	0	0	0	-	0	174	1994	0	0	-	2168	0	2078	26	0	-	2104	4416
% Lights	100.0	-	98.9	-	-	99.3	-	-	-	-	-	-	100.0	99.5	-	-	-	99.5	-	99.6	100.0	-	-	99.6	99.5
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	5	0	0	-	5	0	6	0	0	-	6	11
% Buses	0.0	-	0.0	-	-	0.0	-	-	-	-	-	-	0.0	0.2	-	-	-	0.2	-	0.3	0.0	-	-	0.3	0.2
Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	6	0	0	-	6	0	2	0	0	-	2	9
% Trucks	0.0	-	1.1	-	-	0.7	-	-	-	-	-	-	0.0	0.3	-	-	-	0.3	-	0.1	0.0	-	-	0.1	0.2
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	8	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Turning Movement Data Plot

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Niagara Falls, NY

Sunday, Aprilf 24, 2022
Location: 43.116566, -78.926901

Count Name: Utzig Dr & Walmore Rd (SUN)
Site Code:
Start Date: 04/24/2022

Turning Movement Peak Hour Data (11:00 AM)

Start Time	Utzig Dr Eastbound						Westbound Approach Westbound						Walmore Rd Northbound						Walmore Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	26	0	44	0	0	0	44	70
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	38	0	0	0	38	0	39	0	0	0	39	77
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	35	0	0	0	35	0	39	0	0	0	39	74
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	54	0	0	0	54	0	48	0	0	0	48	102
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	153	0	0	0	153	0	170	0	0	0	170	323
Approach %	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	100.0	0.0	0.0	-	-	0.0	100.0	0.0	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	47.4	0.0	0.0	-	47.4	0.0	52.6	0.0	0.0	-	52.6	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.000	0.000	0.000	0.000	-	0.000	0.000	0.708	0.000	0.000	-	0.708	0.000	0.885	0.000	0.000	-	0.885	0.792
Lights	0	0	0	0	-	0	0	0	0	0	-	0	0	153	0	0	-	153	0	169	0	0	-	169	322
% Lights	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	100.0	-	99.4	-	-	-	99.4	99.7
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	1
% Buses	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	0.0	-	0.6	-	-	-	0.6	0.3
Trucks	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
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

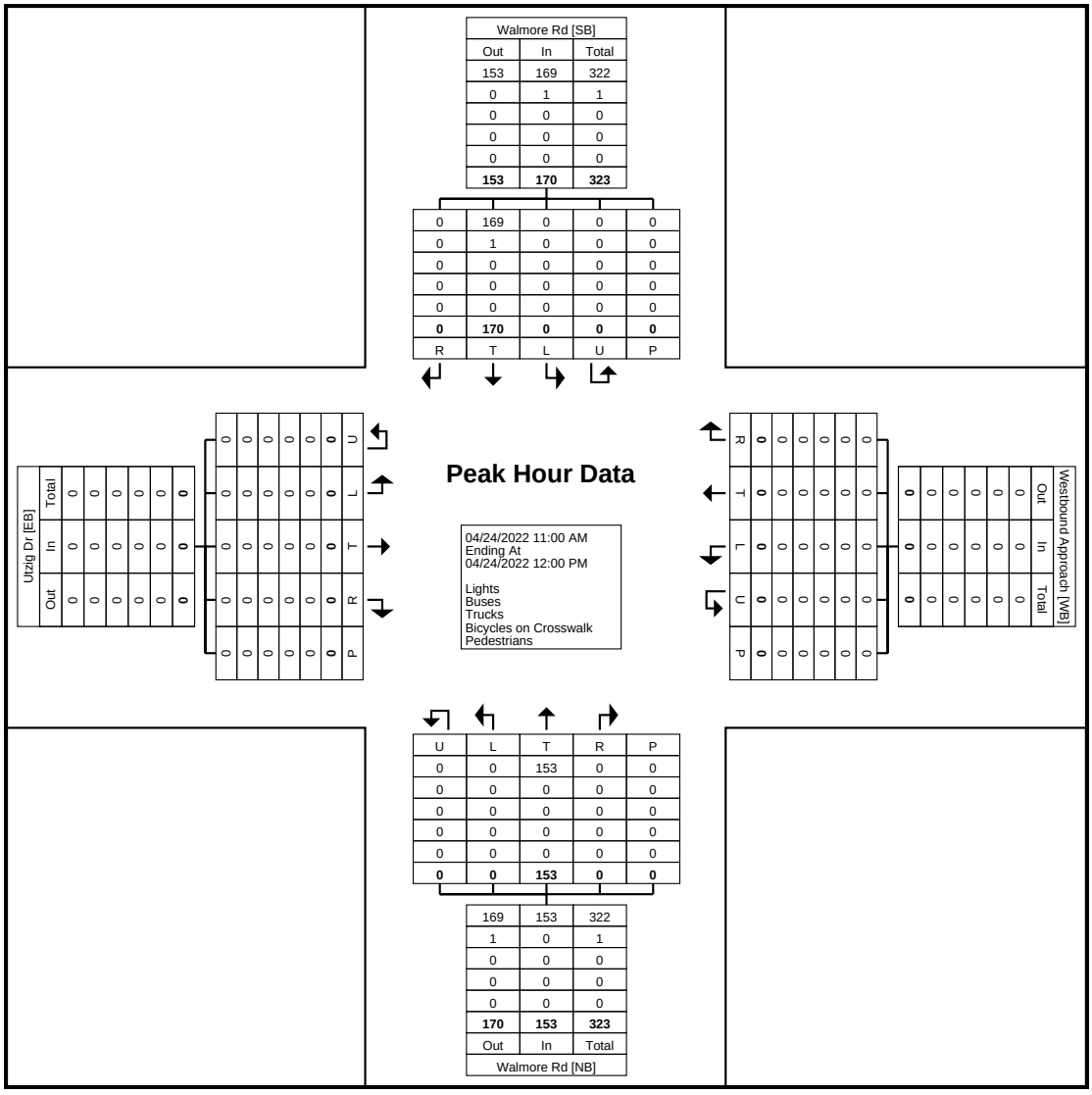
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Niagara Falls, NY

Sunday, Aprilf 24, 2022
Location: 43.116566, -78.926901

Count Name: Utzig Dr & Walmore Rd (SUN)
Site Code:
Start Date: 04/24/2022



Turning Movement Peak Hour Data Plot (11:00 AM)

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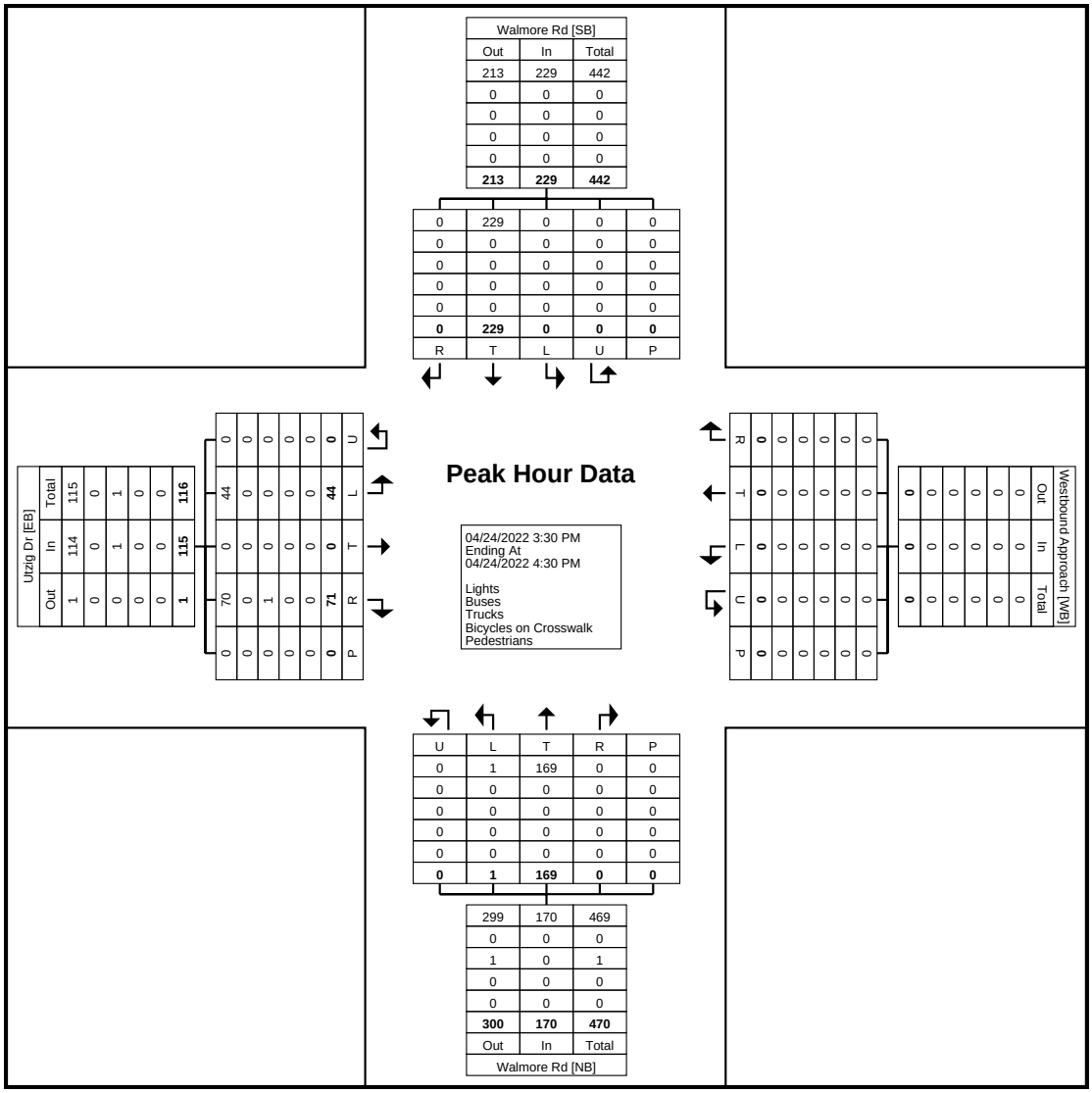
Niagara Falls, NY

Sunday, Aprilf 24, 2022
Location: 43.116566, -78.926901

Count Name: Utzig Dr & Walmore Rd (SUN)
Site Code:
Start Date: 04/24/2022

Turning Movement Peak Hour Data (3:30 PM)

Start Time	Utzig Dr Eastbound						Westbound Approach Westbound						Walmore Rd Northbound						Walmore Rd Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
3:30 PM	5	0	11	0	0	16	0	0	0	0	0	0	0	34	0	0	0	34	0	55	0	0	0	55	105
3:45 PM	6	0	8	0	0	14	0	0	0	0	0	0	1	43	0	0	0	44	0	57	0	0	0	57	115
4:00 PM	22	0	30	0	0	52	0	0	0	0	0	0	0	39	0	0	0	39	0	52	0	0	0	52	143
4:15 PM	11	0	22	0	0	33	0	0	0	0	0	0	0	53	0	0	0	53	0	65	0	0	0	65	151
Total	44	0	71	0	0	115	0	0	0	0	0	0	1	169	0	0	0	170	0	229	0	0	0	229	514
Approach %	38.3	0.0	61.7	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.6	99.4	0.0	0.0	-	-	0.0	100.0	0.0	0.0	-	-	-
Total %	8.6	0.0	13.8	0.0	-	22.4	0.0	0.0	0.0	0.0	-	0.0	0.2	32.9	0.0	0.0	-	33.1	0.0	44.6	0.0	0.0	-	44.6	-
PHF	0.500	0.000	0.592	0.000	-	0.553	0.000	0.000	0.000	0.000	-	0.000	0.250	0.797	0.000	0.000	-	0.802	0.000	0.881	0.000	0.000	-	0.881	0.851
Lights	44	0	70	0	-	114	0	0	0	0	-	0	1	169	0	0	-	170	0	229	0	0	-	229	513
% Lights	100.0	-	98.6	-	-	99.1	-	-	-	-	-	-	100.0	100.0	-	-	-	100.0	-	100.0	-	-	-	100.0	99.8
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	-	0.0	-	-	0.0	-	-	-	-	-	-	0.0	0.0	-	-	-	0.0	-	0.0	-	-	-	0.0	0.0
Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Trucks	0.0	-	1.4	-	-	0.9	-	-	-	-	-	-	0.0	0.0	-	-	-	0.0	-	0.0	-	-	-	0.0	0.2
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (3:30 PM)

A2

Miscellaneous Traffic Data and Calculations

SRF ASSOCIATES
Transportation Planning / Engineering / Design

Project Fifi Proposed Distribution Center, Town of Niagara Falls, Niagara County, NY

Documentation of Ambient Traffic Volume Growth

Roadway	Segment starts at	Segment end at	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Annual Growth
Military Rd	Packard Rd	Lockport Rd						18,656				17,115	-2.13%
Packard Rd	Porter Rd	Military Rd	23,353						24,008	21,174		22,375	-0.47%
Packard Rd	Niagara Falls CL	I-190 SB				8,015		8,048			8,410		0.97%
Porter Rd	I-190	Packard Rd	13,663				14,496		11,670	11,236		11,223	-2.16%
Porter Rd	Packard Rd	Rte 62	9,217			8,502			8,258	8,760	8,392		-1.17%
Lockport Rd	Lockport TL	Bear Ridge Rd		6,663					4,930			6,762	0.18%
Lockport Rd	Comstock Rd	Campbell Blvd			6,365			5,775		5,202			-3.96%
Walmore Rd	Lockport Rd	Wheatfield/Lewiston		4,787		3,904					3,893	3,621	-3.43%
Lockport Rd	Meahl Rd	Comstock Rd	6,802					6,004	6,530				-0.68%
Walmore Rd	Niagara Rd	Lockport Rd			6,147						7,124	6,562	0.94%
Niagara Falls Blvd	Walmore Rd	Williams Rd					16,166	19,318				18,490	2.72%
Cayuga Dr Ext	Williams Rd	Niagara Rd	7,991			6,599			7,674			7,088	-1.32%
												AVERAGE	**-0.88%**

Timing Report, Sorted By Phase
3: Military Road/Military Rd & Porter-Packard

Signal #4

5/26/2016

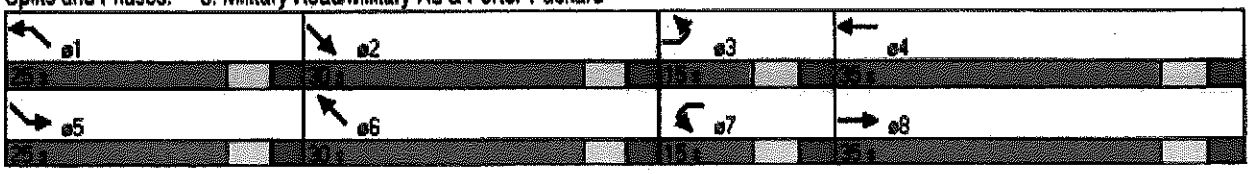
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Phase Number	1	2	3	4	5	6	7	8
Movement	NWL	SET	EBL	WBTL	SEL	NWT	WBL	EBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	C-Max	None	Max	None	C-Max
Maximum Split (s)	25	30	15	35	25	30	15	35
Maximum Split (%)	23.8%	28.6%	14.3%	33.3%	23.8%	28.6%	14.3%	33.3%
Minimum Split (s)	15.2	17.2	10.2	17.2	13.2	17.2	10.2	17.2
Yellow Time (s)	3.6	3.6	3.9	3.9	3.6	3.6	3.9	3.9
All-Red Time (s)	2.8	2.8	3.3	3.3	2.8	2.8	3.3	3.3
Minimum Initial (s)	8	10	3	10	6	10	3	10
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		24		24		24		24
Dual Entry	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	7.2	32.2	62.2	77.2	7.2	32.2	62.2	77.2
End Time (s)	32.2	62.2	77.2	7.2	32.2	62.2	77.2	7.2
Yield/Force Off (s)	25.8	55.8	70	0	25.8	55.8	70	0
Yield/Force Off 170(s)	25.8	31.8	70	81	25.8	31.8	70	81
Local Start Time (s)	7.2	32.2	62.2	77.2	7.2	32.2	62.2	77.2
Local Yield (s)	25.8	55.8	70	0	25.8	55.8	70	0
Local Yield 170(s)	25.8	31.8	70	81	25.8	31.8	70	81

Intersection Summary	
Cycle Length	105
Control Type	Actuated-Coordinated
Natural Cycle	80

Offset: 0 (0%), Referenced to phase 4:WBTL and 8:EBTL, Start of Yellow, Master Intersection

Splits and Phases: 3: Military Road/Military Rd & Porter-Packard



Phase Number	1	3
Movement	EBWB	NWTL
Lead/Lag		
Lead-Lag Optimize		
Recall Mode	C-Max	None
Maximum Split (s)	65	40
Maximum Split (%)	61.9%	38.1%
Minimum Split (s)	60	11.2
Yellow Time (s)	4.3	3.6
All-Red Time (s)	1.1	1.6
Minimum Initial (s)	34.6	6
Vehicle Extension (s)	3	3
Minimum Gap (s)	3	3
Time Before Reduce (s)	0	0
Time To Reduce (s)	0	0
Walk Time (s)		
Flash Dont Walk (s)		
Dual Entry	Yes	Yes
Inhibit Max	Yes	Yes
Start Time (s)	60.4	20.4
End Time (s)	20.4	60.4
Yield/Force Off (s)	15	55.2
Yield/Force Off 170(s)	15	55.2
Local Start Time (s)	45.4	5.4
Local Yield (s)	0	40.2
Local Yield 170(s)	0	40.2

Intersection Summary	
Cycle Length	105
Control Type	Actuated-Coordinated
Natural Cycle	75

Offset: 15 (14%), Referenced to phase 1:EBWB, Start of Yellow

Splits and Phases: 4: I-190N Off Ramp & Packard

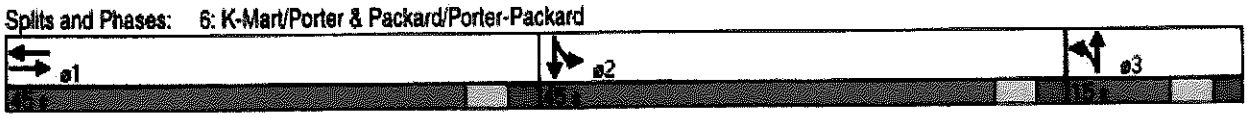


Phase Number	1	2	3
Movement	EBWB	SBTL	NBTL
Lead/Lag	Lead	Lag	
Lead-Lag Optimize	Yes	Yes	
Recall Mode	C-Max	None	None
Maximum Split (s)	45	45	15
Maximum Split (%)	42.9%	42.9%	14.3%
Minimum Split (s)	45	21.2	14.2
Yellow Time (s)	3.6	3.6	3.6
All-Red Time (s)	2.6	2.6	2.6
Minimum Initial (s)	28.8	15	8
Vehicle Extension (s)	3	3	3
Minimum Gap (s)	3	3	3
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)			
Flash Dont Walk (s)			
Dual Entry	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes
Start Time (s)	74.2	14.2	59.2
End Time (s)	14.2	59.2	74.2
Yield/Force Off (s)	8	53	68
Yield/Force Off 170(s)	8	53	68
Local Start Time (s)	66.2	6.2	51.2
Local Yield (s)	0	45	60
Local Yield 170(s)	0	45	60

Intersection Summary	
Cycle Length	105
Control Type	Actuated-Coordinated
Natural Cycle	85

Offset: 8 (8%), Referenced to phase 1:EBWB, Start of Yellow

Splits and Phases: 6: K-Mart/Porter & Packard/Porter-Packard



Station : 4076 - 182 @ Porter (Standard File)

Phase [1.1.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	21	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
Max1	35	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	3.6	3.5	3.9	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	2.7	1.5	1.8	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Exit																
Rest In Walk																

Phase Option [1.1.2]

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

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

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

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

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

Alternate Phase Program 1, Interval Times [1.1.6.1]

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

Alternate Phase Program 2, Interval Times [1.1.6.1]

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

Prepared By	Date Implemented	Reviewed By	Traffic Engineer

NYSDOT - Region 5 Timing Sheet 1/12/2022 11:40:40 AM

Station : 4076 - 182 @ Porter (Standard File)

Unit Parameters [1.2.1]

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

COMM, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	PORT	System-Up	Sys-Down	PC/Print	Aux 232
4076								

Port Parameters [6.2]

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

Overlap General Parameters [1.5.1]

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

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1	3																NORMAL		3.9	1.3
Overlap 2																	NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

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

Detector, Vehicle Parameters 1-16 [5.1]

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

Detector, Vehicle Parameters 17-32 [5.1]

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

Station : 4076 - 182 @ Porter (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

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

Channels/SDLC, Assign to Phases [1.3.1]

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

Channel/SDLC, Parameters [1.3.3]

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

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

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

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Channel/SDLC, Permissive [1.3.7]

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

Ring Sequence [1.2.4]

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

Station : 4076 - 182 @ Porter (Standard File)

Alarms, Enable Events [1.6.1]

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

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	ON
2	ON
3	
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	
14	ON
15	
16	
17	
18	
19	
20	ON
21	
22	
23	
24	
25	ON
26	
27	ON
28	
29	
30	
31	
32	
33	
34	
35	
36	
37	
38	
39	
40	
41	
42	
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57	
58	
59	
60	
61	
62	
63	
64	

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

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

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
45	20	PH OVER	D-CONN

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
OFF	OFF

Alarms, Phases/Overlaps [1.4.2]

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

Station : 4076 - 182 @ Porter (Standard File)

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

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

Coordination, Modes,+ [2.1]

Modes

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

Modes+

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

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	105															
Offset Time	8															
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

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

Station : 4076 - 182 @ Porter (Standard File)

Coordination, Splits [2.7.1]

Split Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	60		45													
Mode	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph	ON															

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

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

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

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

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

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

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

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

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

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

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

Station : 4076 - 182 @ Porter (Standard File)

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

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

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

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

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

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

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

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

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

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

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

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

Station : 4076 - 182 @ Porter (Standard File)

TB Coor, Advanced Scheduler [4.3]

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

TB Coor, Day Plan [4.4]

Day Plan Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	6	21														
Minute																
Action	1	25														

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

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

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

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

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

Station : 4076 - 182 @ Porter (Standard File)

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

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

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

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

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

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

Station : 4076 - 182 @ Porter (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14				0	0						
15	15				0	0						
16	16				0	0						
17	17				0	0						
18	18				0	0						
19	19				0	0						
20	20				0	0						
21	21				0	0						
22	22				0	0						
23	23				0	0						
24	24				0	0						
25					0	0						
26					0	0						
27					0	0						
28					0	0						
29					0	0						
30					0	0						
31					0	0						
32					0	0						
33					0	0						
34					0	0						
35					0	0						
36					0	0						
37					0	0						
38					0	0						
39					0	0						
40					0	0						
41					0	0						
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56					0	0						
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58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99					0	0						
100	255				0	0						

Station : 4035 - 265 @ Lockport Rd (Standard File)

Phase [1.1.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	15	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	20	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
Max1	40	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	4.3	3.5	4.3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Exit																
Rest In Walk																

Phase Option [1.1.2]

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

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

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

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

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

Alternate Phase Program 1, Interval Times [1.1.6.1]

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

Alternate Phase Program 2, Interval Times [1.1.6.1]

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

Prepared By	Date Implemented	Reviewed By	Traffic Engineer

NYSDOT - Region 5 Timing Sheet 1/12/2022 11:32:58 AM

Station : 4035 - 265 @ Lockport Rd (Standard File)

Unit Parameters [1.2.1]

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

COMM, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	PORT	System-Up	Sys-Down	PC/Print	Aux 232
4035								

Port Parameters [6.2]

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

Overlap General Parameters [1.5.1]

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

Overlap Program Parameters [1.5.2.1]

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

Overlap Conflict Parameters+ [1.5.2.2]

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

Detector, Vehicle Parameters 1-16 [5.1]

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

Detector, Vehicle Parameters 17-32 [5.1]

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

Station : 4035 - 265 @ Lockport Rd (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

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

Channels/SDLC, Assign to Phases [1.3.1]

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

Channel/SDLC, Parameters [1.3.3]

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

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

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

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

Ring Sequence [1.2.4]

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

Station : 4035 - 265 @ Lockport Rd (Standard File)

Alarms, Enable Events [1.6.1]

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

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	ON
2	ON
3	
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	
14	ON
15	
16	
17	
18	
19	
20	ON
21	
22	
23	
24	
25	ON
26	
27	ON
28	
29	
30	
31	
32	
33	
34	
35	
36	
37	
38	
39	
40	
41	
42	
43	
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57	
58	
59	
60	
61	
62	
63	
64	

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

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

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
45	20	PH OVER	D-CONN

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
OFF	OFF

Alarms, Phases/Overlaps [1.4.2]

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

Station : 4035 - 265 @ Lockport Rd (Standard File)

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

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

Coordination, Modes,+ [2.1]

Modes

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

Modes+

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

Coordination, Pattern 1-16 [2.1]

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

Coordination, Pattern 17-32 [2.1]

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

Station : 4035 - 265 @ Lockport Rd (Standard File)

Coordination, Splits [2.7.1]

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

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

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

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

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

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

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

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

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

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

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

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

Station : 4035 - 265 @ Lockport Rd (Standard File)

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

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

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

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

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

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

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

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

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

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

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

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

Station : 4035 - 265 @ Lockport Rd (Standard File)

TB Coor, Advanced Scheduler [4.3]

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

TB Coor, Day Plan [4.4]

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

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

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

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

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

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

Station : 4035 - 265 @ Lockport Rd (Standard File)

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

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

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

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

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

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

Station : 4035 - 265 @ Lockport Rd (Standard File)

TB Coor, Action Table [4.5]

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

Station : 54002 - 62 @ Walmore Rd. (Standard File)

Phase [1.1.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	6	10	0	0	6	10	6	20	0	0	0	0	0	0	0	0
Gap Ext	3	4	0	0	3	4	2	2	0	0	0	0	0	0	0	0
Max1	15	50	0	0	15	50	30	30	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clr	3.2	4	3.5	3.5	3.2	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	1.1	2	1.5	1.5	1.1	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Flash Entry																
Auto Flash Exit																
Non-Actuated 1																
Non-Actuated 2																
Lock Calls																
Guarantd Passage																
Rest In Walk																
Added Init Calc																

Phase Option [1.1.2]

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

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

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

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

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

Alternate Phase Program 1, Interval Times [1.1.6.1]

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

Alternate Phase Program 2, Interval Times [1.1.6.1]

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

Prepared By	Date Implemented	Reviewed By	Traffic Engineer

NYSDOT - Region 5 Timing Sheet 1/26/2022 1:56:52 PM

Station : 54002 - 62 @ Walmore Rd. (Standard File)

Unit Parameters [1.2.1]

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

COMM, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	PORT	System-Up	Sys-Down	PC/Print	Aux 232
4002								

Port Parameters [6.2]

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

Overlap General Parameters [1.5.1]

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

Overlap Program Parameters [1.5.2.1]

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

Overlap Conflict Parameters+ [1.5.2.2]

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

Detector, Vehicle Parameters 1-16 [5.1]

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

Detector, Vehicle Parameters 17-32 [5.1]

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

Station : 54002 - 62 @ Walmore Rd. (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

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

Channels/SDLC, Assign to Phases [1.3.1]

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

Channel/SDLC, Parameters [1.3.3]

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

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

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

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

Channel/SDLC, Permissive [1.3.7]

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

Ring Sequence [1.2.4]

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

Station : 54002 - 62 @ Walmore Rd. (Standard File)

Alarms, Enable Events [1.6.1]

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

Alarms, Enable Alarms [1.6.4]

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

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

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

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
45	20		

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
OFF	OFF

Alarms, Phases/Overlaps [1.4.2]

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

Station : 54002 - 62 @ Walmore Rd. (Standard File)

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

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

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	LONG	MAX 1	FLOAT

Modes+

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

Coordination, Pattern 1-16 [2.1]

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

Coordination, Pattern 17-32 [2.1]

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

Station : 54002 - 62 @ Walmore Rd. (Standard File)

Coordination, Splits [2.7.1]

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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TB Coor, Advanced Scheduler [4.3]

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

TB Coor, Day Plan [4.4]

Day Plan Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	6	10	15	22												
Minute	30															
Action	1	2	3	25												

Day Plan Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	10	22														
Minute																
Action	2	25														

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

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

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

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

Station : 54002 - 62 @ Walmore Rd. (Standard File)

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

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

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

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

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

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

Station : 54002 - 62 @ Walmore Rd. (Standard File)

TB Coor, Action Table [4.5]

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

SRF & Associates
Traffic Engineering & Planning Consultants

3495 Winton Place, Building E, Suite 110
Rochester, New York 14623
(585) 272-4660 (Phone) (585) 272-4662 (Fax)

Project: Project Fif

Project No: 41095
Date: 1/25/22
Observer: NBM
Peak: PM

Signal Timing Worksheet

Street: Wolmore (North)

			15/2.5
			20
			17
			17
			16
			16
			16
			17

Street: Lockport

			46/2.5
			92
			55
			48
			107
			46
			88
			114

Average Timings

			16.75

			74.5

Phasing Plan

SRF & Associates
Traffic Engineering & Planning Consultants

3495 Winton Place, Building E, Suite 110
Rochester, New York 14623
(585) 272-4660 (Phone) (585) 272-4662 (Fax)

Project: Project Fif:

Project No: 41095
Date: 1/25/22
Observer: NSm
Peak: PM

Signal Timing Worksheet

Street: Walmore (South)			
↰↳	↓↳	↰↑	↓↑
			29/3.5
			29
			15
			31
			24
			17
			28
			29

Street: Lockport			
↑↓	⇉	↙	←
			40/3.5
			40
			41
			57
			41
			47
			53
			43

Average Timings

			25.25

			45.25

Phasing Plan

Int #																
1	**Packard Rd/I-190 SB On-Ramp**															
	Left turn	Rear-end	Overtaking	Right Angle	Right Turn	Head On	Side-swipe	Fixed Object	Backing	Other	Animal	Bike/Ped	**Total**	Injury	Non Injury	Non-Repo	**Sum**
		1		2	1			1					**5**		1	4	**5**
TOTALS	**0**	**1**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**		**0**	**1**	**4**	

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

---

1 **Packard Rd/I-190 SB On-Ramp - 36 months**

ADT = Peak hour entering volume / k factor

ADT = 1211 VPH / 0.10 = 12747.37 VPD

$$\text{Rate} = \frac{5 \text{ Acc.} \times 1{,}000{,}000}{12747.368 \text{ VPD} \times 365 \text{ Days} \times 3.000 \text{ Yrs.}} = 0.36 \text{ Crash / MEV}$$

Int #	
2	**Packard Rd/I-190 NB Off-Ramp**

	Left turn	Rear-end	Overtaking	Right Angle	Right Turn	Head On	Side-swipe	Fixed Object	Backing	Other	Animal	Bike/Ped	**Total**	Injury	Non Injury	Non-Repo	**Sum**
		7	2	5						2			**16**	3	9	4	**16**
TOTALS	**0**	**7**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**		**3**	**9**	**4**	

	Northbound	Southbound	Eastbound	Westbound	Unknown	**Totals**
Left turn	2					**2**
Rear-end	6	1				**7**
Overtaking						**0**
Right Angle	4		1			**5**
Right Turn						**0**
Head On						**0**
Side-swipe						**0**
Fixed Object						**0**
Backing						**0**
Other				1	1	**2**
Bike/Ped						**0**
Animal						**0**
Totals	**12**	**1**	**1**	**1**	**1**	**16**

---

2 **Packard Rd/I-190 NB Off-Ramp - 36 months**

ADT = Peak hour entering volume / k factor

ADT = 1404 VPH / 0.10 = 14778.95 VPD

Rate = $\frac{16 \text{ Acc.} \times 1{,}000{,}000}{14778.947 \text{ VPD} \times 365 \text{ Days} \times 3.000 \text{ Yrs.}}$ = 0.99 Crash / MEV

Int #																	
3	**Packard Rd/Porter Rd/Vacant Store Dwy**																
	Left turn	Rear-end	Overtaking	Right Angle	Right Turn	Head On	Side-swipe	Fixed Object	Backing	Other	Animal	Bike/Ped	**Total**	Injury	Non Injury	Non-Repo	**Sum**
	7	16	9	9	3		1	2		2		1	**50**	11	30	9	**50**
TOTALS	**7**	**16**	**9**	**9**	**3**	**0**	**1**	**2**	**0**	**2**	**0**	**1**		**11**	**30**	**9**	

	Northbound	Southbound	Eastbound	Westbound	Unknown	**Totals**
Left turn	1	2	2	2		**7**
Rear-end	4	3	5	3	1	**16**
Overtaking		1	5	3		**9**
Right Angle	1		5	3		**9**
Right Turn			1	2		**3**
Head On						**0**
Side-swipe			1			**1**
Fixed Object		1		1		**2**
Backing						**0**
Other			1	1		**2**
Bike/Ped	1					**1**
Animal						**0**
Totals	**7**	**7**	**20**	**15**	**1**	**50**

---

3 **Packard Rd/Porter Rd/Vacant Store Dwy - 36 months**

ADT = Peak hour entering volume / k factor

ADT = 2171 VPH / 0.10 = 22852.6316 VPD

Rate = $\frac{50 \text{ Acc.} \times 1{,}000{,}000}{22852.6316 \text{ VPD} \times 365 \text{ Days} \times 3.000 \text{ Yrs.}}$ = 2.00 Crash / MEV

Int #	Packard Rd/Military Rd															
4	Left turn	Rear-end	Overtaking	Right Angle	Right Turn	Head On	Side-swipe	Fixed Object	Backing	Other	Animal	Bike/Ped	**Total**	Injury	Non Injury	Non-Repo	**Sum**
	13	31	14	8	2	1	1	2		11			**83**	21	50	12	**83**
TOTALS	**13**	**31**	**14**	**8**	**2**	**1**	**1**	**2**	**0**	**11**	**0**	**0**		**21**	**50**	**12**	

	Northbound	Southbound	Eastbound	Westbound	Unknown	**Totals**
Left turn	5	2	2	4		**13**
Rear-end	10	6	5	8	2	**31**
Overtaking	4	2	5	3		**14**
Right Angle		4	3	1		**8**
Right Turn		1	1			**2**
Head On		1				**1**
Side-swipe	1					**1**
Fixed Object		1	1			**2**
Backing						**0**
Other	2	4	2	3		**11**
Bike/Ped						**0**
Animal						**0**
Totals	**22**	**21**	**19**	**19**	**2**	**83**

---

4 **Packard Rd/Military Rd - 36 months**

ADT = Peak hour entering volume / k factor

ADT = 3799 VPH / 0.095 = 39989.4737 VPD

Rate = 83 Acc. / (39989.4737 VPD x 365 Days x 3.000 Yrs.) = 1.90 Crash / MEV

Int #																
5	**Packard Rd/Porter Rd**															
	Left turn	Rear-end	Overtaking	Right Angle	Right Turn	Head On	Side-swipe	Fixed Object	Backing	Other	Animal	Bike/Ped	**Total**	Injury	Non Injury	Non-Repo	**Sum**
		3	1	2						1			**7**	4	2	1	**7**
TOTALS	**0**	**3**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**		**4**	**2**	**1**	

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

5 **Packard Rd/Porter Rd - 36 months**

ADT = Peak hour entering volume / k factor

ADT = 1710 VPH / 0.10 = 18000 VPD

$$\text{Rate} = \frac{7 \text{ Acc.} \times 1{,}000{,}000}{18000 \text{ VPD} \times 365 \text{ Days} \times 3.000 \text{ Yrs.}} = 0.36 \text{ Crash / MEV}$$

Int #																
6	**Packard Rd/Lockport Rd**															
	Left turn	Rear-end	Overtaking	Right Angle	Right Turn	Head On	Side-swipe	Fixed Object	Backing	Other	Animal	Bike/Ped	**Total**	Injury	Non Injury	Non-Repo	**Sum**
	3		1	3						1	1		**9**	6	1	2	**9**
TOTALS	**3**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**		**6**	**1**	**2**	

	Northbound	Southbound	Eastbound	Westbound	Unknown	**Totals**
Left turn		2	1			**3**
Rear-end						**0**
Overtaking				1		**1**
Right Angle		3				**3**
Right Turn						**0**
Head On						**0**
Side-swipe						**0**
Fixed Object						**0**
Backing						**0**
Other			1			**1**
Bike/Ped						**0**
Animal			1			**1**
Totals	**0**	**5**	**3**	**1**	**0**	**9**

---

6 **Packard Rd/Lockport Rd - 36 months**

ADT = Peak hour entering volume / k factor

ADT = 1135 VPH / 0.10 = 11947.37 VPD

Rate = 9 Acc. x 1,000,000 / (11947.368 VPD x 365 Days x 3.000 Yrs.) = 0.69 Crash / MEV

Int #																	
7	**Lockport Rd/Tuscarora Rd**																
	Left turn	Rear-end	Overtaking	Right Angle	Right Turn	Head On	Side-swipe	Fixed Object	Backing	Other	Animal	Bike/Ped	**Total**	Injury	Non Injury	Non-Repo	**Sum**
		4	1	1			1	1		1	1		**10**	3	5	2	**10**
TOTALS	**0**	**4**	**1**	**1**	**0**	**0**	**1**	**1**	**0**	**1**	**1**	**0**		**3**	**5**	**2**	

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

---

7 **Lockport Rd/Tuscarora Rd - 36 months**

ADT = Peak hour entering volume / k factor

ADT = 1049 VPH / 0.10 = 11042.11 VPD

$$\text{Rate} = \frac{10 \text{ Acc.} \times 1{,}000{,}000}{11042.105 \text{ VPD} \times 365 \text{ Days} \times 3.000 \text{ Yrs.}} = 0.83 \text{ Crash / MEV}$$

Int #																	
8	**Lockport Rd/Walmore Rd (North)**																
	Left turn	Rear-end	Overtaking	Right Angle	Right Turn	Head On	Side-swipe	Fixed Object	Backing	Other	Animal	Bike/Ped	**Total**	Injury	Non Injury	Non-Repo	**Sum**
	1	3	1	1				2		3	1		**12**	2	10		**12**
TOTALS	**1**	**3**	**1**	**1**	**0**	**0**	**0**	**2**	**0**	**3**	**1**	**0**		**2**	**10**	**0**	

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

---

8 **Lockport Rd/Walmore Rd (North) - 36 months**

ADT = Peak hour entering volume / k factor

ADT = 1199 VPH / 0.10 = 12621.05 VPD

$$\text{Rate} = \frac{9 \text{ Acc.} \times 1{,}000{,}000}{12621.053 \text{ VPD} \times 365 \text{ Days} \times 3.000 \text{ Yrs.}} = 0.65 \text{ Crash / MEV}$$

Int #																	
9	**Lockport Rd/Walmore Rd (South)**																
	Left turn	Rear-end	Overtaking	Right Angle	Right Turn	Head On	Side-swipe	Fixed Object	Backing	Other	Animal	Bike/Ped	**Total**	Injury	Non Injury	Non-Repo	**Sum**
		3	1	3				1		1			**9**	2	6	1	**9**
TOTALS	**0**	**3**	**1**	**3**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**		**2**	**6**	**1**	

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

---

9 **Lockport Rd/Walmore Rd (South) - 36 months**

ADT = Peak hour entering volume / k factor

ADT = 1223 VPH / 0.10 = 12873.68 VPD

Rate = $\frac{9 \text{ Acc.} \times 1{,}000{,}000}{12873.684 \text{ VPD} \times 365 \text{ Days} \times 3.000 \text{ Yrs.}}$ = 0.64 Crash / MEV

Int #																	
10	**Walmore Rd/Niagara Rd/Niagara Falls Blvd/Cayuga Drive**																
	Left turn	Rear-end	Overtaking	Right Angle	Right Turn	Head On	Side-swipe	Fixed Object	Backing	Other	Animal	Bike/Ped	**Total**	Injury	Non Injury	Non-Repo	**Sum**
	2	15	2	1	1	1		1		3	1	1	**28**	8	16	4	**28**
TOTALS	**2**	**15**	**2**	**1**	**1**	**1**	**0**	**1**	**0**	**3**	**1**	**1**		**8**	**16**	**4**	

	Northbound	Southbound	Northeastbound	Southwestbound	Northwestbound	Southeastbound	Unknown	**Totals**
Left turn	1					1		**2**
Rear-end		5	1		4	5		**15**
Overtaking		1			1			**2**
Right Angle				1				**1**
Right Turn					1			**1**
Head On						1		**1**
Side-swipe								**0**
Fixed Object					1			**1**
Backing								**0**
Other	1			1	1			**3**
Bike/Ped		1						**1**
Animal					1			**1**
Totals	**2**	**7**	**1**	**2**	**9**	**7**	**0**	**28**

---

10 **Walmore Rd/Niagara Rd/Niagara Falls Blvd/Cayuga Drive - 36 months**

ADT = Peak hour entering volume / k factor

ADT = 2236 VPH / 0.10 = 23536.84 VPD

$$\text{Rate} = \frac{28 \text{ Acc.} \times 1{,}000{,}000}{23536.842 \text{ VPD} \times 365 \text{ Days} \times 3.000 \text{ Yrs.}} = 1.09 \text{ Crash / MEV}$$

Int #	
11	**Military Rd/Lockport Rd**

	Left turn	Rear-end	Overtaking	Right Angle	Right Turn	Head On	Side-swipe	Fixed Object	Backing	Other	Animal	Bike/Ped	**Total**	Injury	Non Injury	Non-Repo	**Sum**
		10	2	2	1								**15**	3	10	2	**15**
TOTALS	**0**	**10**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**3**	**10**	**2**	

	Northbound	Southbound	Eastbound	Westbound	Unknown	**Totals**
Left turn						**0**
Rear-end	5	2	2	1		**10**
Overtaking	1	1				**2**
Right Angle		1		1		**2**
Right Turn	1					**1**
Head On						**0**
Side-swipe						**0**
Fixed Object						**0**
Backing						**0**
Other						**0**
Bike/Ped						**0**
Animal						**0**
Totals	**7**	**4**	**2**	**2**	**0**	**15**

---

11 **Military Rd/Lockport Rd - 36 months**

ADT = Peak hour entering volume / k factor

ADT = 1724 VPH / 0.10 = 18147.37 VPD

$$\text{Rate} = \frac{15 \text{ Acc.} \times 1{,}000{,}000}{18147.368 \text{ VPD} \times 365 \text{ Days} \times 3.000 \text{ Yrs.}} = 0.75 \text{ Crash / MEV}$$

COMMUTING CHARACTERISTICS
2019: 5-Year Estimates

United States Census Bureau

Lockport, NY (City)

MEANS OF TRANSPORTATION TO WORK	Estimate (in %)
Car, truck, or van	92.7
Drove alone	84
Carpooled	8.8
In 2-person carpool	7.6
In 3-person carpool	1.1
In 4-or-more person carpool	0.1
Workers per car, truck, or van	1.05
Public transportation (excluding taxicab)	0.4
Walked	2.9
Bicycle	0.2
Taxicab, motorcycle, or other means	2
Worked from home	1.8
VEHICLES AVAILABLE	
Workers 16 years and over in households	9531
No vehicle available	5.2
1 vehicle available	27.2
2 vehicles available	45.5
3 or more vehicles available	22.1

Niagara Falls, NY

MEANS OF TRANSPORTATION TO WORK	Estimate (in %)
Car, truck, or van	88.8
Drove alone	80.2
Carpooled	8.6
In 2-person carpool	7.5
In 3-person carpool	0.8
In 4-or-more person carpool	0.4
Workers per car, truck, or van	1.05
Public transportation (excluding taxicab)	2.8
Walked	3.4
Bicycle	0.6
Taxicab, motorcycle, or other means	1.8
Worked from home	2.5
VEHICLES AVAILABLE	
Workers 16 years and over in households	20061
No vehicle available	8.7
1 vehicle available	35
2 vehicles available	39.3
3 or more vehicles available	16.9

North Tonawanda, NY (City)

MEANS OF TRANSPORTATION TO WORK	Estimate (in %)
Car, truck, or van	93.7
Drove alone	85.9
Carpooled	7.8
In 2-person carpool	6.9
In 3-person carpool	0.7
In 4-or-more person carpool	0.2
Workers per car, truck, or van	1.05
Public transportation (excluding taxicab)	0.5
Walked	2
Bicycle	0.5
Taxicab, motorcycle, or other means	0.7
Worked from home	2.7
VEHICLES AVAILABLE	
Workers 16 years and over in households	15290
No vehicle available	3
1 vehicle available	22
2 vehicles available	46.1
3 or more vehicles available	28.8

Tonawanda, NY (City)

MEANS OF TRANSPORTATION TO WORK	Estimate (in %)
Car, truck, or van	92.8
Drove alone	86.3
Carpooled	6.6
In 2-person carpool	6.5
In 3-person carpool	0
In 4-or-more person carpool	0
Workers per car, truck, or van	1.04
Public transportation (excluding taxicab)	1.6
Walked	2.4
Bicycle	0.8
Taxicab, motorcycle, or other means	0.8
Worked from home	1.6
VEHICLES AVAILABLE	
Workers 16 years and over in households	7380
No vehicle available	1
1 vehicle available	24.2
2 vehicles available	49.4
3 or more vehicles available	25.4

Tonawanda, NY (Town)

MEANS OF TRANSPORTATION TO WORK	Estimate (in %)
Car, truck, or van	92.4
Drove alone	83.8
Carpooled	8.7
In 2-person carpool	6.6
In 3-person carpool	0.4
In 4-or-more person carpool	1.6
Workers per car, truck, or van	1.06
Public transportation (excluding taxicab)	2.2
Walked	1.8
Bicycle	0.6
Taxicab, motorcycle, or other means	0.2
Worked from home	2.7
VEHICLES AVAILABLE	
Workers 16 years and over in households	39410
No vehicle available	0.6
1 vehicle available	23.8
2 vehicles available	50.5
3 or more vehicles available	25

United States Census Bureau OnTheMap

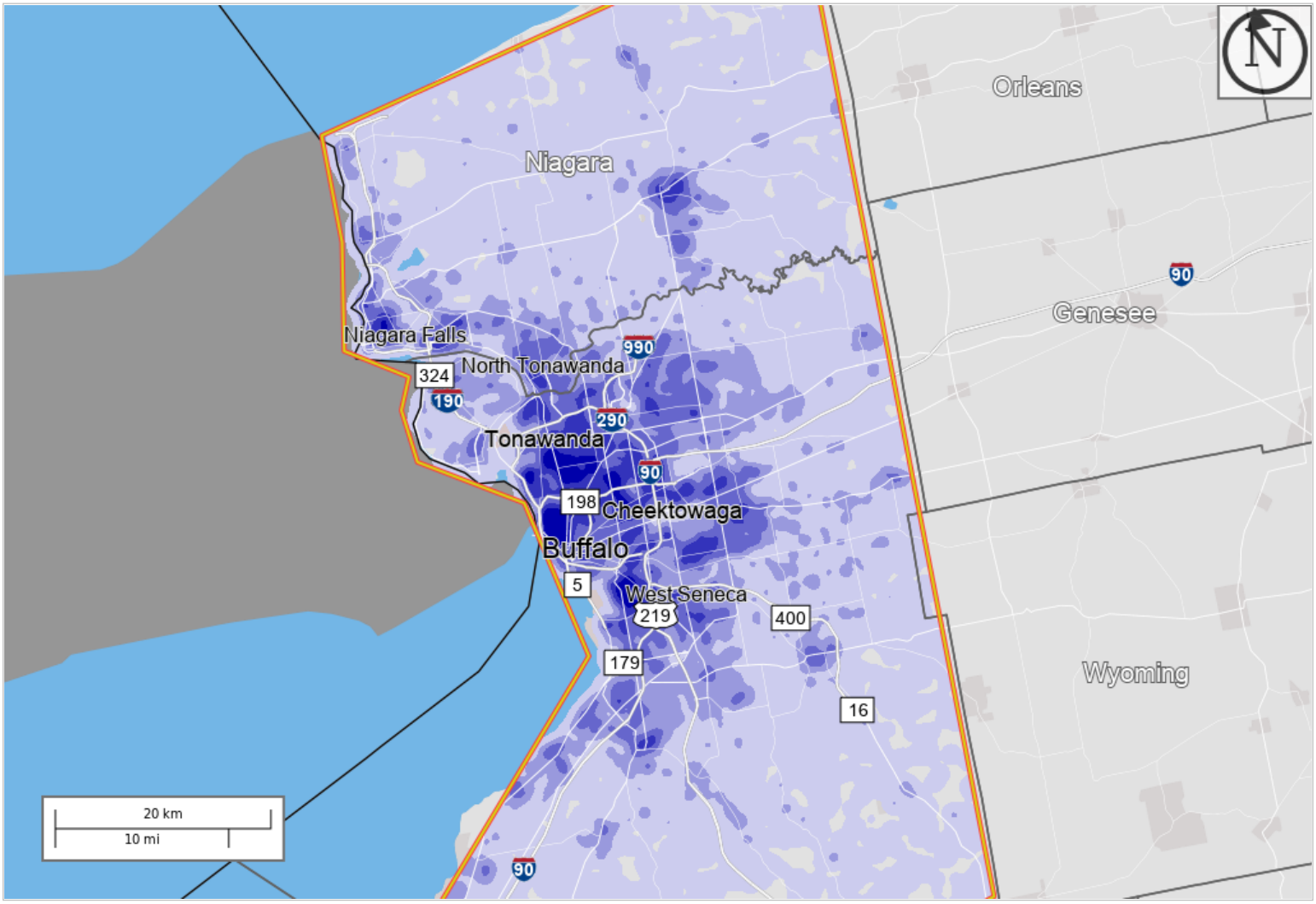
Home Area Profile Report

All Jobs for All Workers in 2019

Created by the U.S. Census Bureau's OnTheMap `https://onthemap.ces.census.gov` on 12/21/2021

Density of All Jobs in Home Selection Area in 2019

All Workers



Map Legend

Job Density [Jobs/Sq. Mile]

- 5 - 253
- 254 - 999
- 1,000 - 2,242
- 2,243 - 3,981
- 3,982 - 6,219

Selection Areas

- Analysis Selection



United States Census Bureau

AR Sortable Gen 11.5 1M OB TASRS FC - Traffic Schedule

TRAFFIC DATA FOR ENTITLEMENT USE

Headcount

	Total
Headcount - Day Shift	661
Headcount - Night Shift	661

Shift Structure

		Start	End
Adjustment below accounts for	Day Shift - Inbound Employees	7:00:00 AM	5:30:00 PM
mass transit and carpool users.	Day Shift - Outbound Employees	7:30:00 AM	6:00:00 PM
Adjust as needed for jurisdiction	Night Shift - Inbound Employees	6:00:00 PM	4:30:00 AM
Net Cars Factor 98%	Night Shift - Outbound Employees	6:30:00 PM	5:00:00 AM

Traffic Schedule

Cars

Average Weekday

Time	In	Out	Total
00:00	2	4	6
01:00	1	3	4
02:00	4	9	13
03:00	5	9	14
04:00	12	124	136
05:00	25	328	353
06:00	19	11	30
06:15	51	12	63
06:30	88	7	95
06:45	118	5	123
07:00	116	6	122
07:15	151	3	154
07:30	22	4	26
07:45	5	4	9
08:00	18	12	30
09:00	11	7	18
10:00	14	12	26
11:00	26	28	54
12:00	7	12	19
13:00	9	10	19
14:00	8	17	25
15:00	20	26	46
16:00	31	22	53
17:00	18	23	41
17:15	35	11	46
17:30	76	89	165
17:45	99	51	150
18:00	123	170	293
18:15	119	115	234
18:30	16	77	93
18:45	4	28	32
19:00	13	24	37
20:00	5	5	10
21:00	10	11	21
22:00	12	15	27
23:00	2	4	6
Total	**1,295**	**1,298**	**2,593**

Trucks

Average Weekday

Time	In	Out	Total
00:00	18	18	36
01:00	30	30	60
02:00	13	13	26
03:00	24	24	48
04:00	13	13	26
05:00	18	18	36
06:00	5	5	10
06:15	5	5	10
06:30	5	5	10
06:45	5	5	10
07:00	7	7	14
07:15	7	7	14
07:30	7	7	14
07:45	7	7	14
08:00	24	24	48
09:00	35	35	70
10:00	24	24	48
11:00	25	25	50
12:00	25	25	50
13:00	16	16	32
14:00	16	16	32
15:00	16	16	32
16:00	18	18	36
17:00	5	5	10
17:15	5	5	10
17:30	5	5	10
17:45	5	5	10
18:00	5	5	10
18:15	5	5	10
18:30	5	5	10
18:45	5	5	10
19:00	15	15	30
20:00	22	22	44
21:00	16	16	32
22:00	22	22	44
23:00	16	16	32
Total	**494**	**494**	**988**

Total Vehicles

Cars + Trucks Average Weekday

	In	Out	Total
00:00	20	22	42
01:00	31	33	64
02:00	17	22	39
03:00	29	33	62
04:00	25	137	162
05:00	43	346	389
06:00	24	16	40
06:15	56	17	73
06:30	93	12	105
06:45	123	10	133
07:00	123	13	136
07:15	158	10	168
07:30	29	11	40
07:45	12	11	23
08:00	42	36	78
09:00	46	42	88
10:00	38	36	74
11:00	51	53	104
12:00	32	37	69
13:00	25	26	51
14:00	24	33	57
15:00	36	42	78
16:00	49	40	89
17:00	23	28	51
17:15	40	16	56
17:30	81	94	175
17:45	104	56	160
18:00	128	175	303
18:15	124	120	244
18:30	21	82	103
18:45	9	33	42
19:00	28	39	67
20:00	27	27	54
21:00	26	27	53
22:00	34	37	71
23:00	18	20	38
Total	**1,789**	**1,792**	**3,581**

Morning Peak Hour of Generator (6:30 - 7:30 AM)

	Enter	Exit	Total
Cars	473	21	494
Trucks	24	24	48
Total	497	45	542

Morning Peak Hour of Adjacent Street (7:00 - 8:00 AM)

	Enter	Exit	Total
Cars	294	17	311
Trucks	28	28	56
Total	322	45	367

Evening Peak Hour of Generator (5:30 - 6:30 PM)

	Enter	Exit	Total
Cars	417	425	842
Trucks	20	20	40
Total	437	445	882

Evening Peak Hour of Adjacent Street (5:00 - 6:00 PM)

	Enter	Exit	Total
Cars	228	174	402
Trucks	20	20	40
Total	248	194	442

PROJECT: **Project Fifi Proposed Distribution Center**
LOCATION: **Lockport Rd, Town of Niagara, New York**
PEAK HOUR: **AM Peak**

Figure Number: 3 4 6A 7A 6B 7B 7C 8

Num of yrs: 3

LOCATION NUMBER	INTERSECTION DESCRIPTION	Unadjusted Volumes	2024 Bkgd Vol 0.5%	Royal Car Wash	Speedway	Quicklee's	Total Bkgd Vol	Proposed Distribution Facility - Trailers				Total Trailer Trips	Proposed Distribution Facility - Autos				Total Auto Trips	Total Combined Trips	Full Build Volumes
								Enter Dist. %	Exit Dist. %	Trips IN 24	Trips OUT 24		Enter Dist. %	Exit Dist. %	Trips IN 473	Trips OUT 21			
1	Packard Rd/ I-190 SB On-Ramp																		
	SR	10	10				10												10
	ST	105	107				107												107
	SL	9	9				9												9
	WR																		
	WT	255	259		5	22	286							10%		2	2	2	288
	WL	195	198		4		202		92%		22	22		20%		4	4	26	228
	NR																		
	NT																		
	NL																		
	ER	30	30			23	53												53
	ET	115	117	3	3	4	127						10%		47		47	47	174
	EL																		
2	Packard Rd/ I-190 NB Off-Ramp																		
	SR																		
	ST																		
	SL																		
	WR	1	1				1												1
	WT	389	395		9	5	409		92%		22	22		30%		6	6	28	438
	WL																		
	NR	285	289	4	6		299	92%		22		22	20%		95		95	117	416
	NT	22	22				22												22
	NL	54	55			17	72												72
	ER																		
	ET	123	125	3	3	4	135						10%		47		47	47	182
	EL	1	1				1												1
3	Packard Rd/ Porter Rd/Vacant Store Dwy																		
	SR	19	19				19												19
	ST			3			3												3
	SL	124	126		5	34	165						5%		24		24	24	189
	WR	134	136		5	32	173							5%		1	1	1	175
	WT	369	375		9	5	389		92%		22	22		30%		6	6	28	418
	WL			10			10												10
	NR			10			10												10
	NT			3			3												3
	NL			6			6												6
	ER			7			7												7
	ET	329	334		9	4	347	92%		22		22	30%		142		142	164	511
	EL	76	77				77												77
4	Packard Rd/ Military Rd																		
	SR	121	123	7		9	139		92%		22	22						22	161
	ST	136	138		-23		115												115
	SL	101	103		37		140												140
	WR	78	79		2		81												81
	WT	302	307	3	14	15	339							35%		7	7	7	346
	WL	61	62		30		92							4%		1	1	1	93
	NR	33	33				33						4%		19		19	19	52
	NT	125	127		11		138												138
	NL	74	75			13	88												88
	ER	68	69			13	82												82
	ET	295	299	3	14	15	331	92%		22		22	35%		166		166	188	518
	EL	78	79	7		10	96												96

PROJECT: **Project Fifi Proposed Distribution Center**
LOCATION: **Lockport Rd, Town of Niagara, New York**
PEAK HOUR: **AM Peak**

Figure Number: 3 4 6A 7A 6B 7B 7C 8

Num of yrs: 3

LOCATION NUMBER	INTERSECTION DESCRIPTION	Unadjusted Volumes	2024 Bkgd Vol 0.5%	Royal Car Wash	Speedway	Quicklee's	Total Bkgd Vol	Proposed Distribution Facility - Trailers				Total Trailer Trips	Proposed Distribution Facility - Autos				Total Auto Trips	Total Combined Trips	Full Build Volumes
								Enter Dist. %	Exit Dist. %	Trips IN 24	Trips OUT 24		Enter Dist. %	Exit Dist. %	Trips IN 473	Trips OUT 21			
5	Packard Rd/ Porter Rd																		
	SR																		
	ST																		
	SL																		
	WR																		
	WT	293	297	2	-19	10	290							39%		8	8	8	298
	WL	6	6		28		34							1%		0	0	0	34
	NR	8	8		16		24						1%		5		5	5	29
	NT																		
	NL	128	130	1	65	5	201												201
	ER	125	127	1		5	133												133
	ET	327	332	2	-6	10	338	92%		22		22	39%		184		184	207	545
	EL																		
6	Packard Rd/ Lockport Rd																		
	SR	2	2				2												2
	ST							4%		1		1	8%		38		38	39	39
	SL	87	88				88						2%		9		9	9	97
	WR	78	79				79							2%		0	0	0	79
	WT	247	251	2	9	10	272							11%		2	2	2	274
	WL							4%		1		1	3%		14		14	15	15
	NR								4%		1	1						1	1
	NT								96%		23	23		8%		2	2	25	25
	NL													29%		6	6	6	6
	ER							92%		22		22	30%		142		142	164	164
	ET	255	259	2	10	10	281						10%		47		47	47	328
	EL																		
7	Lockport Rd/ Tuscarora Rd (South)																		
	SR																		
	ST																		
	SL																		
	WR																		
	WT	328	333	2	9	10	354	4%		1		1	50%		237		237	237	591
	WL																		
	NR																		
	NT																		
	NL																		
	ER																		
	ET	330	335	2	10	10	357		4%		1	1		50%		11	11	11	368
	EL																		
8	Lockport Rd/ Walmore Rd (North)																		
	SR	22	22		1		23												23
	ST																		
	SL	51	52				52												52
	WR	114	116				116												116
	WT	362	367	2	8	10	387	4%		1		1	50%		237		237	237	624
	WL																		
	NR																		
	NT																		
	NL																		
	ER																		
	ET	205	208	2	9	10	229		4%		1	1		50%		11	11	11	240
	EL	23	23		1		24												24

PROJECT: **Project Fifi Proposed Distribution Center**
LOCATION: **Lockport Rd, Town of Niagara, New York**
PEAK HOUR: **AM Peak**

Figure Number:	3					4	6A				7A	6B				7B	7C	8
		Num of yrs																
		3																

LOCATION NUMBER	INTERSECTION DESCRIPTION	Unadjusted Volumes	2024 Bkgd Vol 0.5%	Royal Car Wash	Speedway	Quicklee's	Total Bkgd Vol	Proposed Distribution Facility - Trailers				Total Trailer Trips	Proposed Distribution Facility - Autos				Total Auto Trips	Total Combined Trips	Full Build Volumes
								Enter Dist. %	Exit Dist. %	Trips IN 24	Trips OUT 24		Enter Dist. %	Exit Dist. %	Trips IN 473	Trips OUT 21			
9	Lockport Rd/ Walmore Rd (South)																		
	SR																		
	ST																		
	SL																		
	WR																		
	WT	278	282	2	8	10	302	4%		1		1	10%		47		47	48	350
	WL	76	77				77												77
	NR	73	74				74												74
	NT																		
	NL	199	202				202						40%		189		189	189	391
	ER	84	85				85							40%		8	8	8	93
	ET	155	157	2	9	10	178		4%		1	1		10%		2	2	3	181
	EL																		
10	Niagara Falls Blvd/ Niagara Rd/Walmore Rd																		
	SRR	18	18				18												18
	SR	44	45				45							5%		1	1	1	46
	ST	10	10				10												10
	SL	43	44				44							35%		7	7	7	51
	SLL	3	3				3												3
	SWRR	5	5				5												5
	SWR	48	49				49												49
	SWT	60	61				61												61
	SWL	1	1				1												1
	SWLL																		
	WRR																		
	WR	132	134				134						35%		166		166	166	300
	WT	229	232				232												232
	WL	20	20				20												20
	WLL	8	8				8												8
	NRR	2	2				2												2
	NR	3	3				3												3
	NT	47	48				48												48
	NL	10	10				10												10
	NLL																		
	NERR																		
	NER	34	35				35												35
	NET	54	55				55												55
	NEL	79	80				80						5%		24		24	24	104
	NELL	2	2				2												2
	ERR																		
	ER	8	8				8												8
	ET	223	226				226												226
	EL	27	27				27												27
	ELL	56	57				57												57

PROJECT: **Project Fifi Proposed Distribution Center**
LOCATION: **Lockport Rd, Town of Niagara, New York**
PEAK HOUR: **AM Peak**

Figure Number: 3 4 6A 7A 6B 7B 7C 8

Num of yrs: 3

LOCATION NUMBER	INTERSECTION DESCRIPTION	Unadjusted Volumes	2024 Bkgd Vol 0.5%	Royal Car Wash	Speedway	Quicklee's	Total Bkgd Vol	Proposed Distribution Facility - Trailers				Total Trailer Trips	Proposed Distribution Facility - Autos				Total Auto Trips	Total Combined Trips	Full Build Volumes
								Enter Dist. %	Exit Dist. %	Trips IN 24	Trips OUT 24		Enter Dist. %	Exit Dist. %	Trips IN 473	Trips OUT 21			
11	Lockport Rd/ Military Rd																		
	SR	24	24				24												24
	ST	196	199	3	5	9	216												216
	SL	40	41				41	4%		1		1	2%		9		9	10	51
	WR	35	36				36		4%		1	1		2%		0	0	1	37
	WT	39	40				40							8%		2	2	2	42
	WL	36	37	2	4		43		92%		22	22						22	65
	NR	29	29		3		32												32
	NT	147	149		5	10	164												164
	NL	54	55		5		60												60
	ER	41	42	2	5		49												49
	ET	43	44				44						8%		38		38	38	82
	EL	14	14				14												14
12	Lockport Rd/ Proposed Driveway #2																		
	SR																		
	ST																		
	SL																		
	WR																		
	WT	325	330	2	9	10	351	4%		1		1	3%	13%	14	3	17	18	369
	WL																		
	NR													15%		3	3	3	3
	NT																		
	NL																		
	ER												10%		47		47	47	47
	ET	342	347	2	10	10	369		4%		1	1	2%		9		9	10	379
	EL																		
13	Lockport Rd/ Proposed Driveway #3																		
	SR																		
	ST																		
	SL																		
	WR																		
	WT	325	330	2	9	10	351	4%		1		1	3%		14		14	15	366
	WL												47%		222		222	222	222
	NR													35%		7	7	7	7
	NT																		
	NL													13%		3	3	3	3
	ER												2%		9		9	9	9
	ET	342	347	2	10	10	369		4%		1	1		15%		3	3	4	373
	EL																		
14	Lockport Rd/ Tuscarora Rd (North)																		
	SR	79	80				80												80
	ST																		
	SL	37	38				38												38
	WR	15	15				15												15
	WT	242	246	2	9	10	267	4%		1		1	50%		237		237	237	504
	WL																		
	NR																		
	NT																		
	NL																		
	ER																		
	ET	273	277	2	10	10	299		4%		1	1		50%		11	11	11	310
	EL	68	69				69												69

PROJECT: **Project Fifi Proposed Distribution Center**
LOCATION: **Lockport Rd, Town of Niagara, New York**
PEAK HOUR: **AM Peak**

Figure Number: 3 4 6A 7A 6B 7B 7C 8

Num of yrs: 3

LOCATION NUMBER	INTERSECTION DESCRIPTION	Unadjusted Volumes	2024 Bkgd Vol 0.5%	Royal Car Wash	Speedway	Quicklee's	Total Bkgd Vol	Proposed Distribution Facility - Trailers				Total Trailer Trips	Proposed Distribution Facility - Autos				Total Auto Trips	Total Combined Trips	Full Build Volumes
								Enter Dist. %	Exit Dist. %	Trips IN 24	Trips OUT 24		Enter Dist. %	Exit Dist. %	Trips IN 473	Trips OUT 21			
15	Lockport Rd/ ARS Main Gate																		
	SR																		
	ST																		
	SL																		
	WR																		
	WT	271	275	2	9	10	296	4%		1		1	50%		237		237	237	533
	WL	215	218				218												218
	NR	14	14				14												14
	NT																		
	NL	14	14				14												14
	ER	172	175				175												175
	ET	252	256	2	10	10	278		4%		1	1		50%		11	11	11	289
	EL																		
16	Packard Rd/ Woodland Heights																		
	SR	24	24				24												24
	ST																		
	SL	5	5				5												5
	WR	5	5				5												5
	WT	261	265	2	9	10	286							40%		8	8	8	294
	WL																		
	NR																		
	NT																		
	NL																		
	ER																		
	ET	323	328	2	10	10	350	92%		22		22	40%		189		189	211	561
	EL	7	7				7												7
17	Porter Rd/ I-190 NB Ramps																		
	SR																		
	ST																		
	SL																		
	WR	46	47	1	1		49												49
	WT	157	159	2	4	32	197							5%		1	1	1	199
	WL																		
	NR	2	2				2												2
	NT	3	3				3												3
	NL	22	22				22												22
	ER																		
	ET	154	156		5	34	195						5%		24		24	24	219
	EL	7	7			27	34												34
18	Porter Rd/ I-190 SB Ramps																		
	SR	28	28			22	50												50
	ST	9	9				9												9
	SL	34	35	1	1		37												37
	WR																		
	WT	184	187	2	4	32	225							5%		1	1	1	227
	WL	2	2				2												2
	NR																		
	NT																		
	NL																		
	ER	115	117				117												117
	ET	126	128	2	4	62	196						5%		24		24	24	219
	EL																		

PROJECT: Project Fifi Proposed Distribution Center
LOCATION: Lockport Rd, Town of Niagara, New York
PEAK HOUR: PM Peak

Figure Number: 3 4 6A 7A 6B 7B 7C 8

Num of yrs: 3

LOCATION NUMBER	INTERSECTION DESCRIPTION	Unadjusted Volumes	Adjusted Volumes	2024 Bkgd Vol 0.5%	Royal Car Wash	Speedway	Quicklee's	Total Bkgd Vol	Proposed Distribution Facility - Trailers				Total Trailer Trips	Proposed Distribution Facility - Autos				Total Auto Trips	Total Combined Trips	Full Build Volumes
									Enter Dist. %	Exit Dist. %	Trips IN 20	Trips OUT 20		Enter Dist. %	Exit Dist. %	Trips IN 417	Trips OUT 425			
1	Packard Rd/ I-190 SB On-Ramp																			
	SR	5	6	6				6												6
	ST	125	138	140				140												140
	SL	29	32	32				32												32
	WR																			
	WT	267	294	298		4	18	320							10%		43	43	43	362
	WL	209	230	233		4		237		92%		18	18		20%		85	85	103	340
	NR																			
	NT																			
	NL																			
	ER	32	35	36			18	54												54
	ET	238	262	266	3	4	4	277						10%		42		42	42	319
	EL																			
2	Packard Rd/ I-190 NB Off-Ramp																			
	SR																			
	ST																			
	SL																			
	WR	6	7	7				7												7
	WT	446	491	498		8	4	510		92%		18	18		30%		128	128	146	656
	WL																			
	NR	270	297	301	4	4		309	92%		18		18	20%		83		83	102	411
	NT	91	100	102				102												102
	NL	31	34	35			14	49												49
	ER																			
	ET	239	263	267	3	4	4	278						10%		42		42	42	320
	EL	7	8	8				8												8
3	Packard Rd/ Porter Rd/Vacant Store Dwy																			
	SR	1	1	1				1												1
	ST				3			3												3
	SL	324	356	362		5	25	392						5%		21		21	21	413
	WR	387	426	432		6	25	463							5%		21	21	21	484
	WT	446	491	498		8	4	510		92%		18	18		30%		128	128	146	656
	WL				10			10												10
	NR				10			10												10
	NT				3			3												3
	NL				6			6												6
	ER				7			7												7
	ET	464	510	518		8	4	530	92%		18		18	30%		125		125	144	673
	EL	53	58	59				59												59
4	Packard Rd/ Military Rd																			
	SR	118	130	132	7		6	145		92%		18	18						18	164
	ST	419	461	468		-9		459												459
	SL	117	129	131		15		146												146
	WR	140	154	156		2		158												158
	WT	352	387	393	3	14	10	420							35%		149	149	149	569
	WL	162	178	181		22		203							4%		17	17	17	220
	NR	178	196	199				199						4%		17		17	17	216
	NT	473	520	528		4		532												532
	NL	352	387	393			10	403												403
	ER	313	344	349			11	360												360
	ET	329	362	367	3	13	11	394	92%		18		18	35%		146		146	164	558
	EL	112	123	125	7		7	139												139

PROJECT: Project Fifi Proposed Distribution Center
LOCATION: Lockport Rd, Town of Niagara, New York
PEAK HOUR: PM Peak

Figure Number: 3 4 6A 7A 6B 7B 7C 8

Num of yrs: 3

LOCATION NUMBER	INTERSECTION DESCRIPTION	Unadjusted Volumes	Adjusted Volumes	2024 Bkgd Vol 0.5%	Royal Car Wash	Speedway	Quicklee's	Total Bkgd Vol	Proposed Distribution Facility - Trailers				Total Trailer Trips	Proposed Distribution Facility - Autos				Total Auto Trips	Total Combined Trips	Full Build Volumes
									Enter Dist. %	Exit Dist. %	Trips IN 20	Trips OUT 20		Enter Dist. %	Exit Dist. %	Trips IN 417	Trips OUT 425			
5	Packard Rd/ Porter Rd																			
	SR																			
	ST																			
	SL																			
	WR																			
	WT	298	328	333	2	-14	6	327							39%		166	166	166	493
	WL	8	9	9		23		32							1%		4	4	4	36
	NR	15	17	17		13		30						1%		4		4	4	34
	NT																			
	NL	228	251	255	1	52	5	313												313
	ER	185	204	207	1		3	211												211
	ET	311	342	347	2	-3	8	354	92%		18		18	39%		163		163	181	535
	EL																			
6	Packard Rd/ Lockport Rd																			
	SR	2	2	2				2						8%		33		33	34	2
	ST								4%		1		1							34
	SL	78	86	87				87						2%		8		8	8	95
	WR	67	74	75				75							2%		9	9	9	84
	WT	277	305	309	2	11	6	328							11%		47	47	47	375
	WL								4%		1		1	3%		13		13	13	13
	NR									4%		1	1						1	1
	NT									96%		19	19		8%		34	34	53	53
	NL														29%		123	123	123	123
	ER								92%		18		18	30%		125		125	144	144
	ET	287	316	320	2	10	8	340						10%		42		42	42	382
	EL	2	2	2				2												2
7	Lockport Rd/ Tuscarora Rd																			
	SR																			
	ST																			
	SL																			
	WR																			
	WT	293	322	327	2	11	6	346	4%		1		1	50%		209		209	209	555
	WL																			
	NR																			
	NT																			
	NL																			
	ER																			
	ET	324	356	362	2	10	8	382		4%		1	1		50%		213	213	213	595
	EL																			
8	Lockport Rd/ Walmore Rd																			
	SR	25	28	28		1		29												29
	ST																			
	SL	73	80	82				82												82
	WR	89	98	99				99												99
	WT	231	254	258	2	10	6	276	4%		1		1	50%		209		209	209	485
	WL																			
	NR																			
	NT																			
	NL																			
	ER																			
	ET	240	264	268	2	9	8	287		4%		1	1		50%		213	213	213	500
	EL	34	37	38		1		39												39

PROJECT: **Project Fifi Proposed Distribution Center**
LOCATION: **Lockport Rd, Town of Niagara, New York**
PEAK HOUR: **PM Peak**

Figure Number: 3 4 6A 7A 6B 7B 7C 8

Num of yrs: 3

LOCATION NUMBER	INTERSECTION DESCRIPTION	Unadjusted Volumes	Adjusted Volumes	2024 Bkgd Vol 0.5%	Royal Car Wash	Speedway	Quicklee's	Total Bkgd Vol	Proposed Distribution Facility - Trailers				Total Trailer Trips	Proposed Distribution Facility - Autos				Total Auto Trips	Total Combined Trips	Full Build Volumes
									Enter Dist. %	Exit Dist. %	Trips IN 20	Trips OUT 20		Enter Dist. %	Exit Dist. %	Trips IN 417	Trips OUT 425			
9	Lockport Rd/ Walmore Rd																			
	SR																			
	ST																			
	SL																			
	WR																			
	WT	178	196	199	2	10	6	217	4%		1		1	10%		42		42	43	260
	WL	70	77	78				78												78
	NR	61	67	68				68												68
	NT																			
	NL	121	133	135				135						40%		167		167	167	302
	ER	119	131	133				133							40%		170	170	170	303
	ET	218	240	243	2	9	8	262		4%		1	1		10%		43	43	43	305
	EL																			
10	Niagara Falls Blvd/ Niagara Rd/Walmore Rd																			
	SRR	64	70	71				71												71
	SR	38	42	42				42							5%		21	21	21	63
	ST	18	20	20				20												20
	SL	60	66	67				67							35%		149	149	149	216
	SLL	12	13	13				13												13
	SWRR	8	9	9				9												9
	SWR	77	85	86				86												86
	SWT	44	48	49				49												49
	SWL	8	9	9				9												9
	SWLL	4	4	4				4												4
	WRR	4	4	4				4												4
	WR	43	47	48				48						35%		146		146	146	194
	WT	465	512	519				519												519
	WL	60	66	67				67												67
	WLL	8	9	9				9												9
	NRR	4	4	4				4												4
	NR	6	7	7				7												7
	NT	12	13	13				13												13
	NL	10	11	11				11												11
	NLL																			
	NERR	1	1	1				1												1
	NER	83	91	93				93												93
	NET	55	61	61				61												61
	NEL	37	41	41				41						5%		21		21	21	62
	NELL	4	4	4				4												4
	ERR	2	2	2				2												2
	ER	14	15	16				16												16
	ET	428	471	478				478												478
	EL	95	105	106				106												106
	ELL	64	70	71				71												71

PROJECT: Project Fifi Proposed Distribution Center
LOCATION: Lockport Rd, Town of Niagara, New York
PEAK HOUR: PM Peak

Figure Number: 3 4 6A 7A 6B 7B 7C 8

Num of yrs: 3

LOCATION NUMBER	INTERSECTION DESCRIPTION	Unadjusted Volumes	Adjusted Volumes	2024 Bkgd Vol 0.5%	Royal Car Wash	Speedway	Quicklee's	Total Bkgd Vol	Proposed Distribution Facility - Trailers				Total Trailer Trips	Proposed Distribution Facility - Autos				Total Auto Trips	Total Combined Trips	Full Build Volumes
									Enter Dist. %	Exit Dist. %	Trips IN 20	Trips OUT 20		Enter Dist. %	Exit Dist. %	Trips IN 417	Trips OUT 425			
11	Lockport Rd/ Military Rd																			
	SR	32	35	36				36												36
	ST	378	416	422	3	2	6	433												433
	SL	32	35	36				36	4%		1		1	2%		8		8	9	45
	WR	34	37	38				38		4%		1	1		2%		9	9	9	47
	WT	32	35	36				36							8%		34	34	34	70
	WL	40	44	45	2	2		49		92%		18	18						18	67
	NR	46	51	51		1		52												52
	NT	486	535	543		3	7	553												553
	NL	91	100	102		2		104												104
	ER	75	83	84	2	2		88												88
	ET	45	50	50				50						8%		33		33	33	83
	EL	23	25	26				26												26
12	Lockport Rd/ Proposed Driveway #2																			
	SR																			
	ST																			
	SL																			
	WR																			
	WT	344	378	384	2	11	6	403	4%		1		1	3%	13%	13	55	68	69	472
	WL																			
	NR														15%		64	64	64	64
	NT																			
	NL																			
	ER													10%		42		42	42	42
	ET	365	402	408	2	10	8	428		4%		1	1	2%		8		8	9	437
	EL																			
13	Lockport Rd/ Proposed Driveway #3																			
	SR																			
	ST																			
	SL																			
	WR																			
	WT	344	378	384	2	11	6	403	4%		1		1	3%		13		13	13	416
	WL													47%		196		196	196	196
	NR														35%		149	149	149	149
	NT																			
	NL														13%		55	55	55	55
	ER													2%		8		8	8	8
	ET	365	402	408	2	10	8	428		4%		1	1		15%		64	64	65	493
	EL																			
14	Lockport Rd/ Tuscarora Rd (North)																			
	SR	96	106	107				107												107
	ST																			
	SL	22	24	25				25												25
	WR	32	35	36				36												36
	WT	263	289	294	2	11	6	313	4%		1		1	50%		209		209	209	522
	WL																			
	NR																			
	NT																			
	NL																			
	ER																			
	ET	249	274	278	2	10	8	298		4%		1	1		50%		213	213	213	511
	EL	114	125	127				127												127

PROJECT: **Project Fifi Proposed Distribution Center**
LOCATION: **Lockport Rd, Town of Niagara, New York**
PEAK HOUR: **PM Peak**

Figure Number: 3 4 6A 7A 6B 7B 7C 8

Num of yrs: 3

LOCATION NUMBER	INTERSECTION DESCRIPTION	Unadjusted Volumes	Adjusted Volumes	2024 Bkgd Vol 0.5%	Royal Car Wash	Speedway	Quicklee's	Total Bkgd Vol	Proposed Distribution Facility - Trailers				Total Trailer Trips	Proposed Distribution Facility - Autos				Total Auto Trips	Total Combined Trips	Full Build Volumes
									Enter Dist. %	Exit Dist. %	Trips IN 20	Trips OUT 20		Enter Dist. %	Exit Dist. %	Trips IN 417	Trips OUT 425			
15	Lockport Rd/ ARS Main Gate																			
	SR																			
	ST																			
	SL																			
	WR																			
	WT	268	295	299	2	11	6	318	4%		1		1	50%		209		209	209	527
	WL	4	4	4				4												4
	NR	22	24	25				25												25
	NT																			
	NL	36	40	40				40												40
	ER	12	13	13				13												13
	ET	290	319	324	2	10	8	344		4%		1	1		50%		213	213	213	557
	EL																			
16	Packard Rd/ Woodland Heights																			
	SR	14	15	16				16												16
	ST																			
	SL	4	4	4				4												4
	WR	6	7	7	1	2		10												10
	WT	250	275	279	2	4	6	291							40%		170	170	170	461
	WL																			
	NR																			
	NT																			
	NL																			
	ER																			
	ET	277	305	309		5	8	322	92%		18		18	40%		167		167	185	507
	EL	26	29	29				29												29
17	Porter Rd/ I-190 NB Ramps																			
	SR																			
	ST																			
	SL																			
	WR	112	123	125	1	2		128												128
	WT	358	394	400	2	4	25	431							5%		21	21	21	452
	WL																			
	NR																			
	NT	9	10	10				10												10
	NL	127	140	142				142												142
	ER																			
	ET	332	365	371		5	25	401						5%		21		21	21	422
	EL	42	46	47			24	71												71
18	Porter Rd/ I-190 SB Ramps																			
	SR	40	44	45			18	63												63
	ST	16	18	18				18												18
	SL	77	85	86	1	1		88												88
	WR																			
	WT	446	491	498	2	4	25	529							5%		21	21	21	550
	WL	12	13	13				13												13
	NR																			
	NT																			
	NL																			
	ER	131	144	146				146												146
	ET	286	315	319	2	4	49	374						5%		21		21	21	395
	EL																			

Guideline for determining left-turn Lane at a two-way stop-controlled intersection
TWO LANE ROADWAY

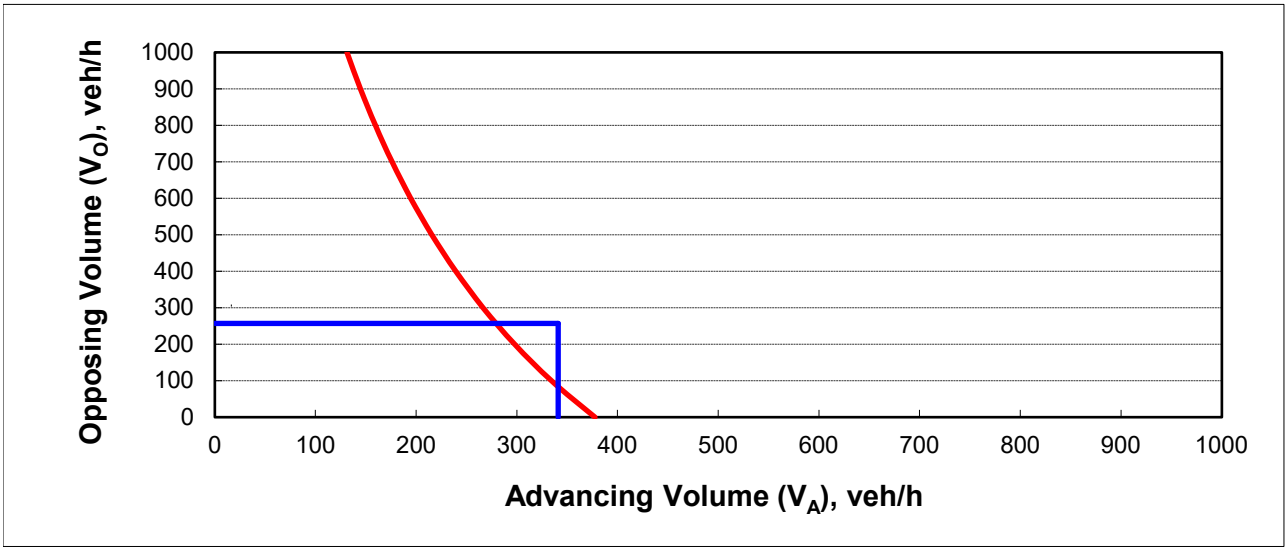
INPUT

Variable	Value
Major Approach	Lockport Rd/Tuscarora (North) - AM Peak
Approach	Eastbound (Existing)
Design Speed Limit - MPH	50
Percent of left-turns in advancing volume (V_A), %:	20%
Advancing volume (V_A), veh/h:	341
Opposing volume (V_O), veh/h:	257

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PLOT - LINE 1		PLOT - LINE 2	
0	257	341	0
341	257	341	257



OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	279
Guidance for determining the need for a major-road left-turn bay:	
Eastbound (Existing) Left-turn treatment warranted at Lockport Rd/Tuscarora (North) - AM Peak Interse	

Guideline for determining left-turn Lane at a two-way stop-controlled intersection
TWO LANE ROADWAY

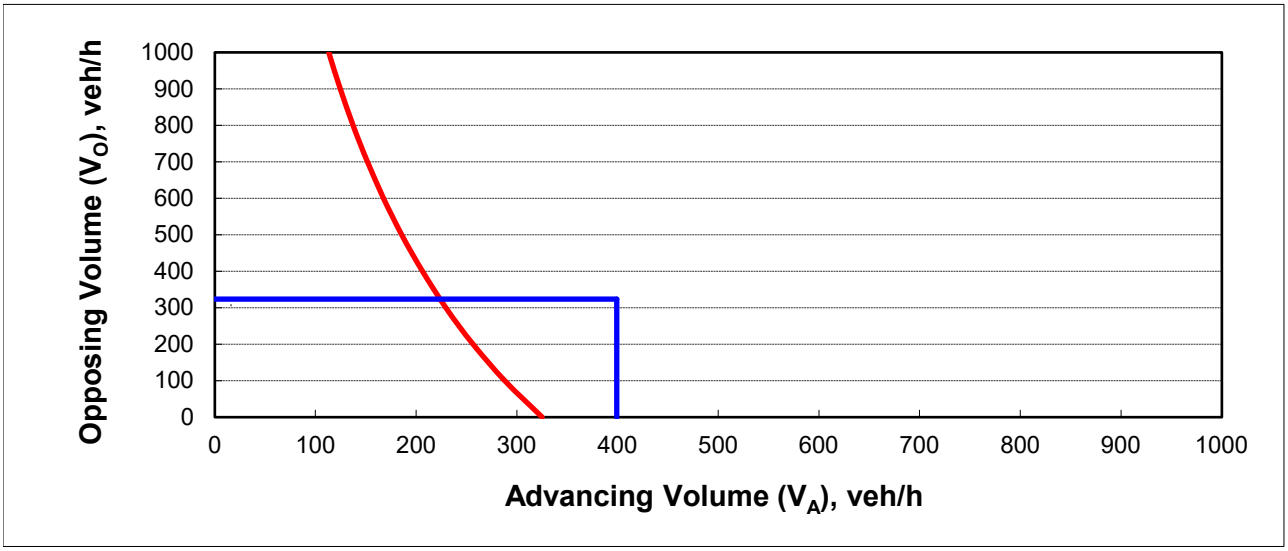
INPUT

Variable	Value
Major Approach	Lockport Rd/Tuscarora (North) - PM Peak
Approach	Eastbound (Existing)
Design Speed Limit - MPH	50
Percent of left-turns in advancing volume (V_A), %:	31%
Advancing volume (V_A), veh/h:	399
Opposing volume (V_O), veh/h:	324

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PLOT - LINE 1		PLOT - LINE 2	
0	324	399	0
399	324	399	324



OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	224
Guidance for determining the need for a major-road left-turn bay:	
Eastbound (Existing) Left-turn treatment warranted at Lockport Rd/Tuscarora (North) - PM Peak Interse	

Guideline for determining left-turn Lane at a two-way stop-controlled intersection
TWO LANE ROADWAY

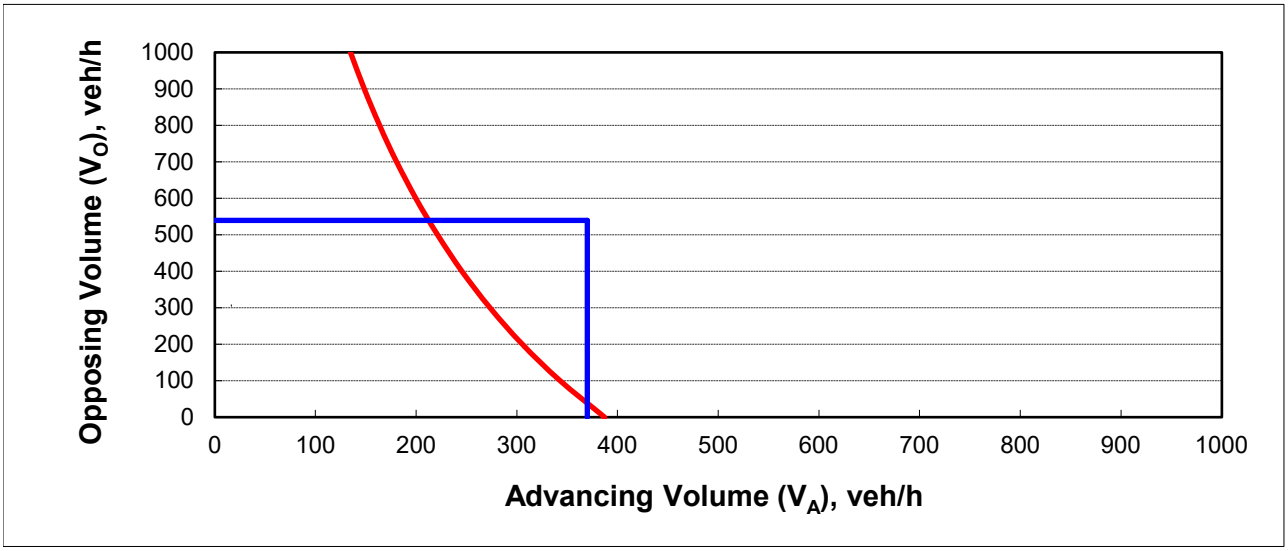
INPUT

Variable	Value
Major Approach	Lockport Rd/Tuscarora (North) - AM Peak
Approach	Eastbound (Full Build)
Design Speed Limit - MPH	50
Percent of left-turns in advancing volume (V_A), %:	19%
Advancing volume (V_A), veh/h:	370
Opposing volume (V_O), veh/h:	540

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PLOT - LINE 1		PLOT - LINE 2	
0	540	370	0
370	540	370	540



OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	212
Guidance for determining the need for a major-road left-turn bay:	
Eastbound (Full Build) Left-turn treatment warranted at Lockport Rd/Tuscarora (North) - AM Peak Inters	

Guideline for determining left-turn Lane at a two-way stop-controlled intersection
TWO LANE ROADWAY

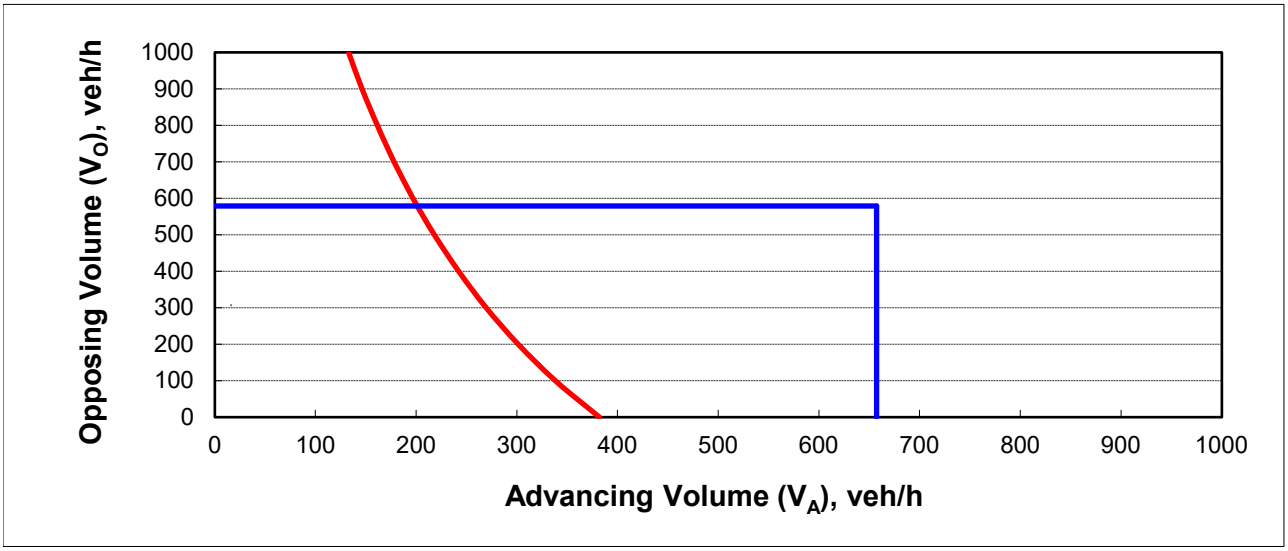
INPUT

Variable	Value
Major Approach	Lockport Rd/Tuscarora (North) - PM Peak
Approach	Eastbound (Full Build)
Design Speed Limit - MPH	50
Percent of left-turns in advancing volume (V_A), %:	19%
Advancing volume (V_A), veh/h:	657
Opposing volume (V_O), veh/h:	579

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PLOT - LINE 1		PLOT - LINE 2	
0	579	657	0
657	579	657	579



OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	201
Guidance for determining the need for a major-road left-turn bay:	
Eastbound (Full Build) Left-turn treatment warranted at Lockport Rd/Tuscarora (North) - PM Peak Inters	

Guideline for determining left-turn Lane at a two-way stop-controlled intersection
TWO LANE ROADWAY

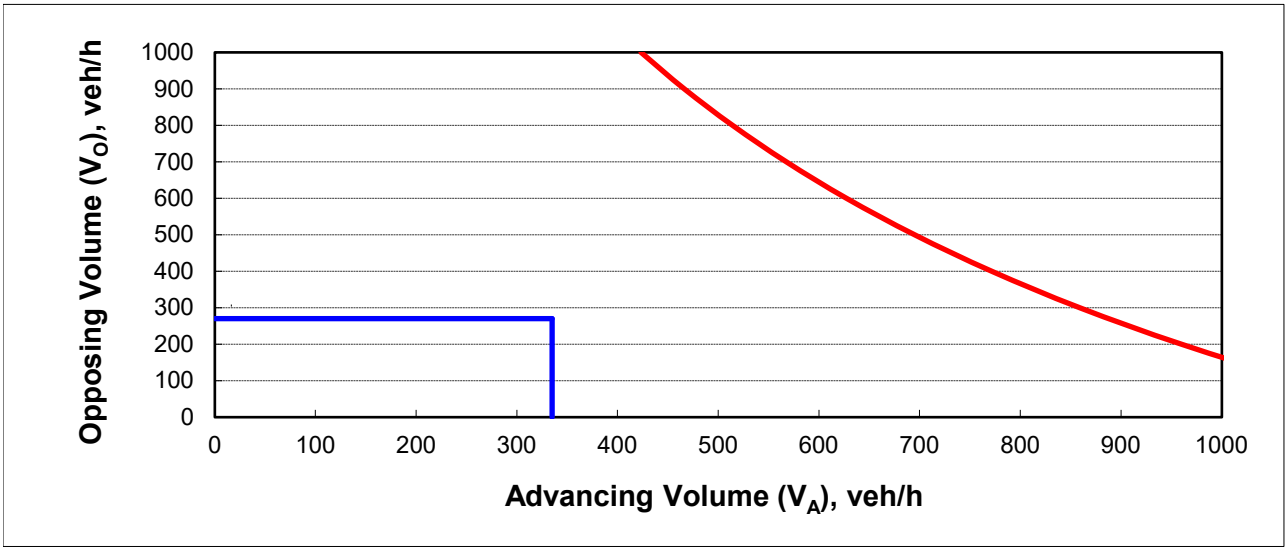
INPUT

Variable	Value
Major Approach	Packard Rd/Woodland Heights - AM Peak
Approach	Eastbound (Existing)
Design Speed Limit - MPH	40
Percent of left-turns in advancing volume (V_A), %:	2%
Advancing volume (V_A), veh/h:	335
Opposing volume (V_O), veh/h:	270

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PLOT - LINE 1		PLOT - LINE 2	
0	270	335	0
335	270	335	270



OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	888
Guidance for determining the need for a major-road left-turn bay:	
Eastbound (Existing) Left-turn treatment NOT warranted at Packard Rd/Woodland Heights - AM Peak Int	

Guideline for determining left-turn Lane at a two-way stop-controlled intersection
TWO LANE ROADWAY

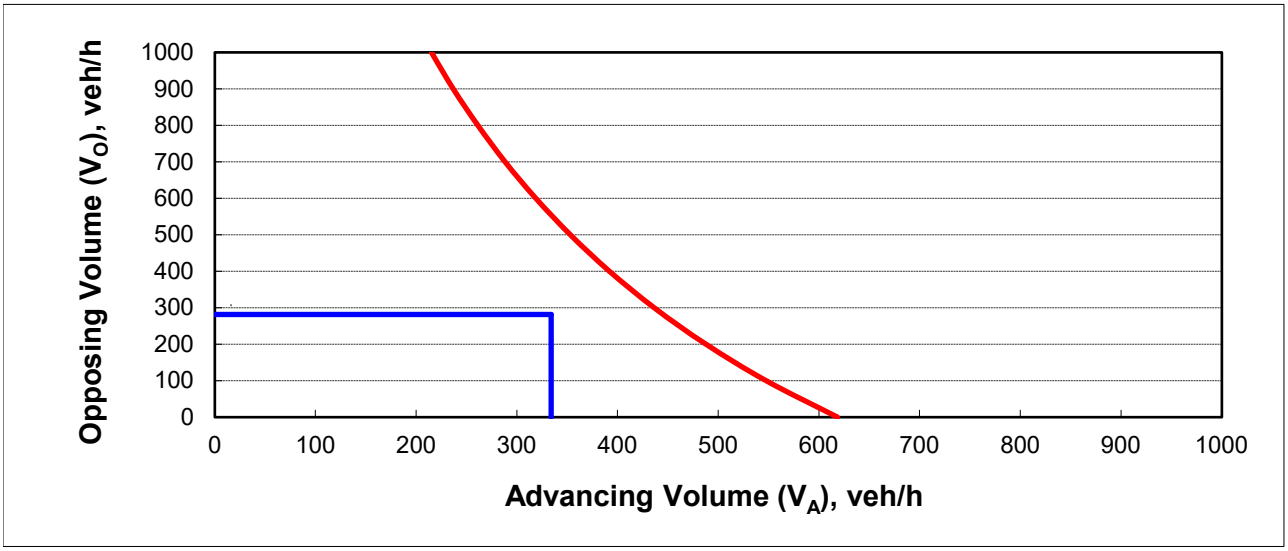
INPUT

Variable	Value
Major Approach	Packard Rd/Woodland Heights - PM Peak
Approach	Eastbound (Existing)
Design Speed Limit - MPH	40
Percent of left-turns in advancing volume (V_A), %:	9%
Advancing volume (V_A), veh/h:	334
Opposing volume (V_O), veh/h:	282

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PLOT - LINE 1		PLOT - LINE 2	
0	282	334	0
334	282	334	282



OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	445
Guidance for determining the need for a major-road left-turn bay:	
Eastbound (Existing) Left-turn treatment NOT warranted at Packard Rd/Woodland Heights - PM Peak Int	

Guideline for determining left-turn Lane at a two-way stop-controlled intersection
TWO LANE ROADWAY

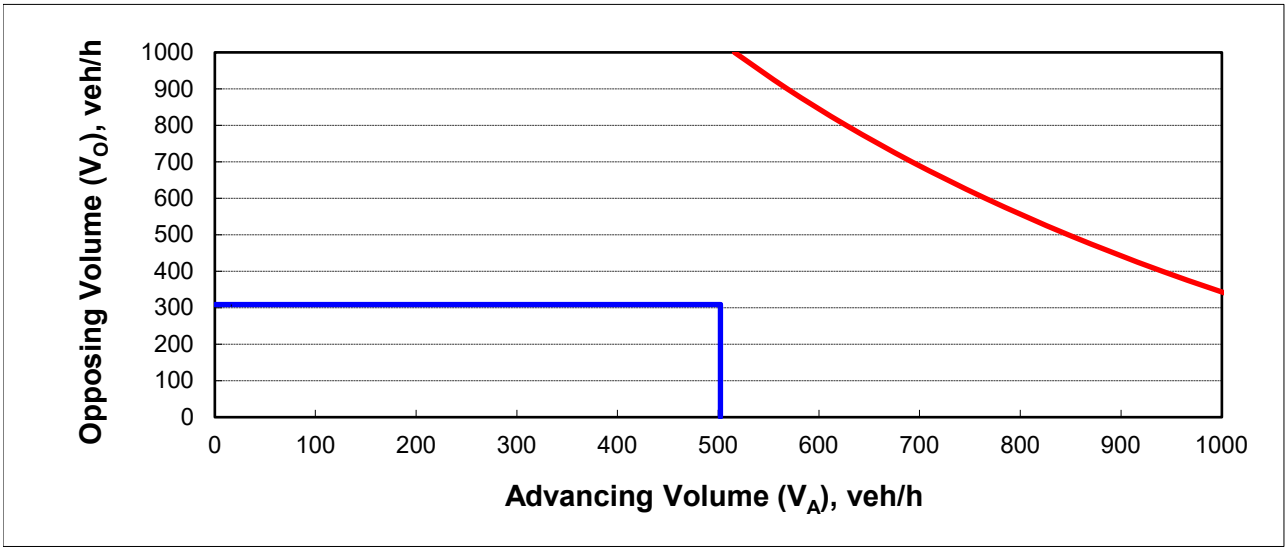
INPUT

Variable	Value
Major Approach	Packard Rd/Woodland Heights - AM Peak
Approach	Eastbound (Full Build)
Design Speed Limit - MPH	40
Percent of left-turns in advancing volume (V_A), %:	1%
Advancing volume (V_A), veh/h:	502
Opposing volume (V_O), veh/h:	309

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PLOT - LINE 1		PLOT - LINE 2	
0	309	502	0
502	309	502	309



OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1038
Guidance for determining the need for a major-road left-turn bay:	
Eastbound (Full Build) Left-turn treatment NOT warranted at Packard Rd/Woodland Heights - AM Peak I	

Guideline for determining left-turn Lane at a two-way stop-controlled intersection
TWO LANE ROADWAY

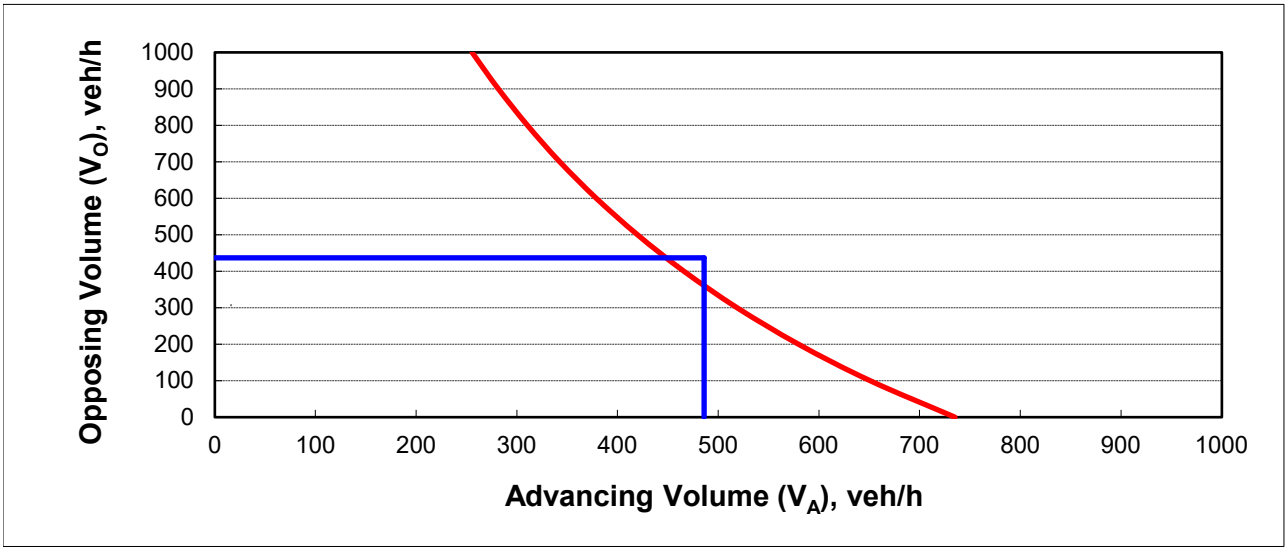
INPUT

Variable	Value
Major Approach	Packard Rd/Woodland Heights - PM Peak
Approach	Eastbound (Full Build)
Design Speed Limit - MPH	40
Percent of left-turns in advancing volume (V_A), %:	6%
Advancing volume (V_A), veh/h:	486
Opposing volume (V_O), veh/h:	437

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PLOT - LINE 1		PLOT - LINE 2	
0	437	486	0
486	437	486	437



OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	448
Guidance for determining the need for a major-road left-turn bay:	
Eastbound (Full Build) Left-turn treatment warranted at Packard Rd/Woodland Heights - PM Peak Inters	

Guideline for determining left-turn Lane at a two-way stop-controlled intersection
TWO LANE ROADWAY

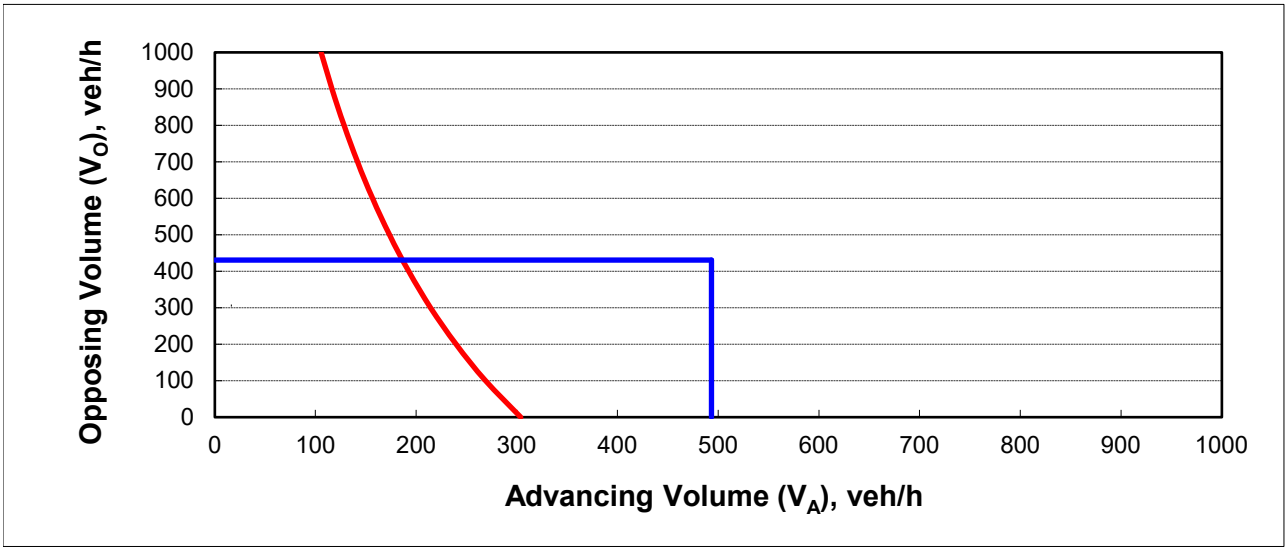
INPUT

Variable	Value
Major Approach	Lockport Rd/Air Base Main Gate - AM Peak
Approach	Westbound (Existing)
Design Speed Limit - MPH	50
Percent of left-turns in advancing volume (V_A), %:	44%
Advancing volume (V_A), veh/h:	493
Opposing volume (V_O), veh/h:	431

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PLOT - LINE 1		PLOT - LINE 2	
0	431	493	0
493	431	493	431



OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	186
Guidance for determining the need for a major-road left-turn bay:	
Westbound (Existing) Left-turn treatment warranted at Lockport Rd/Air Base Main Gate - AM Peak Inters	

Guideline for determining left-turn Lane at a two-way stop-controlled intersection
TWO LANE ROADWAY

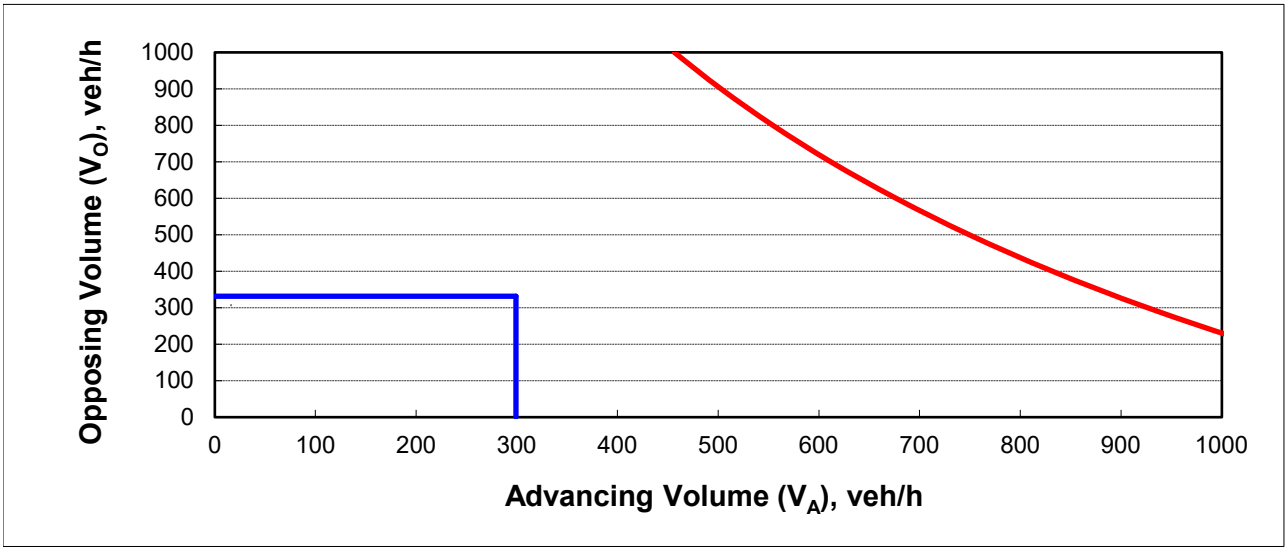
INPUT

Variable	Value
Major Approach	Lockport Rd/Air Base Main Gate - PM Peak
Approach	Westbound (Existing)
Design Speed Limit - MPH	50
Percent of left-turns in advancing volume (V_A), %:	1%
Advancing volume (V_A), veh/h:	299
Opposing volume (V_O), veh/h:	332

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PLOT - LINE 1		PLOT - LINE 2	
0	332	299	0
299	332	299	332



OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	895
Guidance for determining the need for a major-road left-turn bay:	
Westbound (Existing) Left-turn treatment NOT warranted at Lockport Rd/Air Base Main Gate - PM Peak	

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Traffic Signal Warrant Analysis Lockport Road and Driveway #1
Town of Niagara, Niagara County

Hour			Existing Fluctuation in Artery Volumes per 2018 NYSDOT count on Lockport Rd	Existing Fluctuation in Artery Volumes Hourly Fluctuation	**Full Development Artery Volume on Lockport Rd at Driveway #1**	Hourly Fluctuation of Traffic Exiting Lockport Rd per 2015 NYSDOT count on Lockport Rd		**Total Future Hourly Volumes Exiting Lockport Rd**	**Total Future Hourly Volumes Exiting Driveway #1 Based on Hourly Exiting Site Trips**	2024 Warrant Analysis Warrant 1 Condition A	2024 Warrant Analysis Warrant 1 Condition B	2024 Warrant Analysis Warrant 2 (4 hour)
			Two-Way	Two-Way	**Total**		Exiting			350/140	525/70	80 vph min
5:00 AM	to	6:00 AM	260	1.99%	**347**	39	1.77%	**31**	**140**	Y	Y	Y
6:00 AM	to	7:00 AM	681	5.22%	**908**	92	4.17%	**72**	**35**	N	Y	N
7:00 AM	to	8:00 AM	893	6.84%	**1191**	133	6.03%	**138**	**37**	N	Y	Y
8:00 AM	to	9:00 AM	892	6.83%	**1189**	145	6.58%	**114**	**29**	N	Y	Y
9:00 AM	to	10:00 AM	713	5.46%	**951**	127	5.76%	**100**	**38**	N	Y	Y
10:00 AM	to	11:00 AM	741	5.68%	**988**	115	5.22%	**91**	**29**	N	Y	Y
11:00 AM	to	12:00 PM	1003	7.69%	**1337**	118	5.35%	**93**	**36**	N	Y	Y
12:00 PM	to	1:00 PM	983	7.53%	**1311**	136	6.17%	**107**	**30**	N	Y	Y
1:00 PM	to	2:00 PM	927	7.10%	**1236**	139	6.31%	**109**	**20**	N	Y	Y
2:00 PM	to	3:00 PM	959	7.35%	**1279**	153	6.94%	**121**	**23**	N	Y	Y
3:00 PM	to	4:00 PM	1157	8.87%	**1543**	225	10.21%	**177**	**26**	Y	Y	Y
4:00 PM	to	5:00 PM	1170	8.96%	**1560**	195	8.85%	**154**	**27**	Y	Y	Y
5:00 PM	to	6:00 PM	1036	7.94%	**1381**	180	8.17%	**142**	**86**	Y	Y	Y
6:00 PM	to	7:00 PM	750	5.75%	**1000**	113	5.13%	**131**	**166**	Y	Y	Y
7:00 PM	to	8:00 PM	558	4.28%	**744**	81	3.68%	**64**	**24**	N	N	N
8:00 PM	to	9:00 PM	456	3.49%	**608**	73	3.31%	**57**	**24**	N	N	N
9:00 PM	to	10:00 PM	448	3.43%	**597**	49	2.22%	**39**	**21**	N	N	N
10:00 PM	to	11:00 PM	286	2.19%	**381**	29	1.32%	**23**	**28**	N	N	N
			13051		17401	2204		**1736**	**3238**			
										5	14	13

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raffic Signal Warrant Analysis Lockport Road and Driveway
Town of Niagara, Niagara County

Hour			Existing Fluctuation in Artery Volumes		**Full Development Artery Volume on Lockport Rd at Driveway #3**	**Total Future Hourly Volumes Exiting Driveway #3 Based on Hourly Exiting Site Trips**	2024 Warrant Analysis		
			per 2018 NYSDOT count on Lockport Rd	Hourly Fluctuation			Warrant 1 Condition A	Warrant 1 Condition B	Warrant 2 (4-hour) per
			Two-Way	Two-Way	**Total**		350/140	525/70	80 vph min
5:00 AM	to	6:00 AM	**260**	1.99%	**396**	**101**	N	N	N
6:00 AM	to	7:00 AM	**681**	5.22%	**1037**	**13**	N	N	N
7:00 AM	to	8:00 AM	**893**	6.84%	**1360**	**7**	N	N	N
8:00 AM	to	9:00 AM	**892**	6.83%	**1358**	**4**	N	N	N
9:00 AM	to	10:00 AM	**713**	5.46%	**1086**	**3**	N	N	N
10:00 AM	to	11:00 AM	**741**	5.68%	**1128**	**4**	N	N	N
11:00 AM	to	12:00 PM	**1003**	7.69%	**1527**	**9**	N	N	N
12:00 PM	to	1:00 PM	**983**	7.53%	**1497**	**4**	N	N	N
1:00 PM	to	2:00 PM	**927**	7.10%	**1412**	**4**	N	N	N
2:00 PM	to	3:00 PM	**959**	7.35%	**1460**	**6**	N	N	N
3:00 PM	to	4:00 PM	**1157**	8.87%	**1762**	**8**	N	N	N
4:00 PM	to	5:00 PM	**1170**	8.96%	**1782**	**7**	N	N	N
5:00 PM	to	6:00 PM	**1036**	7.94%	**1577**	**56**	N	N	N
6:00 PM	to	7:00 PM	**750**	5.75%	**1142**	**121**	N	Y	Y
7:00 PM	to	8:00 PM	**558**	4.28%	**850**	**8**	N	N	N
8:00 PM	to	9:00 PM	**456**	3.49%	**694**	**2**	N	N	N
9:00 PM	to	10:00 PM	**448**	3.43%	**682**	**4**	N	N	N
10:00 PM	to	11:00 PM	**286**	2.19%	**435**	**5**	N	N	N
			13051		19872				
							0	1	1

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Rochester, New York 14623

File Name : Packard Rd-Woodland Heights Dr AM Gap Study
Site Code : 11111111
Start Date : 4/26/2022
Page No : 1

Directions Printed: Direction 1

Start Time	Volume	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29	Int. Total	Average
06:30 AM	0	9	5	4	3	2	3	2	2	1	1	2	3	3	0	8	48	12 - 13
06:45 AM	0	9	1	5	4	0	2	3	3	3	4	1	0	1	0	7	43	14 - 15
Total	0	18	6	9	7	2	5	5	5	4	5	3	3	4	0	15	91	12 - 13
07:00 AM	0	8	4	4	2	1	3	5	1	5	3	1	2	2	2	5	48	14 - 15
07:15 AM	0	7	9	9	7	2	3	2	2	3	1	0	2	0	0	7	54	8 - 9
Grand Total	0	33	19	22	16	5	11	12	8	12	9	4	7	6	2	27	193	12 - 13
Total %		17.1	9.8	11.4	8.3	2.6	5.7	6.2	4.1	6.2	4.7	2.1	3.6	3.1	1.0	14.0		

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File Name : Packard Rd-Woodland Heights Dr PM Gap Study
Site Code : 11111111
Start Date : 4/26/2022
Page No : 1

Directions Printed: Direction 1

Start Time	Volume	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29	Int. Total	Average
05:30 PM	0	7	7	5	3	2	3	3	3	1	3	0	1	0	1	9	48	12 - 13
05:45 PM	0	3	6	3	5	2	2	9	2	3	1	0	0	0	3	8	47	14 - 15
Total	0	10	13	8	8	4	5	12	5	4	4	0	1	0	4	17	95	12 - 13
06:00 PM	0	6	6	4	4	1	2	3	3	2	4	0	1	0	1	8	45	12 - 13
06:15 PM	0	2	4	6	5	3	2	2	0	2	1	1	3	0	0	10	41	12 - 13
Grand Total	0	18	23	18	17	8	9	17	8	8	9	1	5	0	5	35	181	12 - 13
Total %		9.9	12.7	9.9	9.4	4.4	5.0	9.4	4.4	4.4	5.0	0.6	2.8	0.0	2.8	19.3		

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File Name : Packard Rd-Woodland Heights Dr AM Gap Study
Site Code : 11111111
Start Date : 4/26/2022
Page No : 1

Directions Printed: Combined

Start Time	Volume	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29	Int. Total	Average
06:30 AM	0	17	12	10	6	8	4	2	2	3	2	3	1	1	2	2	75	6 - 7
06:45 AM	0	28	20	4	7	6	4	7	4	5	1	2	0	0	0	2	90	4 - 5
Total	0	45	32	14	13	14	8	9	6	8	3	5	1	1	2	4	165	6 - 7
07:00 AM	0	32	15	10	6	4	2	10	3	3	2	1	1	2	0	0	91	4 - 5
07:15 AM	0	34	15	10	11	6	5	2	1	3	3	2	0	1	0	1	94	4 - 5
Grand Total	0	111	62	34	30	24	15	21	10	14	8	8	2	4	2	5	350	6 - 7
Total %		31.7	17.7	9.7	8.6	6.9	4.3	6.0	2.9	4.0	2.3	2.3	0.6	1.1	0.6	1.4		

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File Name : Packard Rd-Woodland Heights Dr PM Gap Study
Site Code : 11111111
Start Date : 4/26/2022
Page No : 1

Directions Printed: Combined

Start Time	Volume	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29	Int. Total	Average
05:30 PM	0	21	11	17	8	5	3	4	5	2	1	1	1	1	0	1	81	6 - 7
05:45 PM	0	10	16	10	8	7	5	8	4	3	3	0	1	0	1	2	78	8 - 9
Total	0	31	27	27	16	12	8	12	9	5	4	1	2	1	1	3	159	6 - 7
06:00 PM	0	26	16	10	7	5	4	6	4	2	3	0	2	1	3	0	89	6 - 7
06:15 PM	0	17	16	12	11	2	3	2	1	2	1	0	5	0	0	5	77	6 - 7
Grand Total	0	74	59	49	34	19	15	20	14	9	8	1	9	2	4	8	325	6 - 7
Total %		22.8	18.2	15.1	10.5	5.8	4.6	6.2	4.3	2.8	2.5	0.3	2.8	0.6	1.2	2.5		

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Project Fifi, Niagara, NY

Major Roadway: Packard Rd

Minor Roadway: Woodland Heights Dr

Vehicle Movement: Right Turn from Minor Roadway

AM Peak Hour # of *one-way* gaps (in seconds) between:

6.2	9.5	12.8	16.1	19.4	22.7	26.0	or greater	Right Turn Capacity
31								31
	13							26
		19						57
			16					64
				14				70
					9			54
						35		245
								547

PM Peak Hour # of *one-way* gaps (in seconds) between:

6.2	9.5	12.8	16.1	19.4	22.7	26.0	or greater	Right Turn Capacity
28								28
	15							30
		22						66
			13					52
				11				55
					5			30
						40		280
								541

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Project Fifi, Niagara, NY

Major Roadway: Packard Rd

Minor Roadway: Woodland Heights Dr

Vehicle Movement: Left Turn from Major Roadway

AM Peak Hour # of *one-way* gaps (in seconds) between:

4.1	6.3	8.5	10.7	12.9	15.1	17	19.5	21.7	23.9	26.1	28.3	or greater	Left Turn Capacity
21													21
	22												44
		13											39
			8										32
				12									60
					10								60
						11							77
							10						80
								5					45
									7				70
										6			66
											28		336
													930

PM Peak Hour # of *one-way* gaps (in seconds) between:

4.1	6.3	8.5	10.7	12.9	15.1	17	19.5	21.7	23.9	26.1	28.3	or greater	Left Turn Capacity
24													24
	19												38
		15											45
			9										36
				14									70
					12								72
						8							56
							8						64
								2					18
									5				50
										0			0
											39		468
													941

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Project Fifi, Niagara, NY

Major Roadway: Packard Rd

Minor Roadway: Woodland Heights Dr

Vehicle Movement: Left Turn from Minor Roadway

AM Peak Hour # of *one-way* gaps (in seconds) between:

7.1	10.6	14.1	17.6	21.1	24.6	28.1	or greater	Left Turn Capacity
55								55
	32							64
		27						81
			20					80
				12				60
					5			30
						6		42
								412

PM Peak Hour # of *one-way* gaps (in seconds) between:

7.1	10.6	14.1	17.6	21.1	24.6	28.1	or greater	Left Turn Capacity
66								66
	29							58
		30						90
			16					64
				7				35
					8			48
						11		77
								438

A3

Level of Service:
Criteria and Definitions

Level of Service Criteria

Highway Capacity Manual 2016

SIGNALIZED INTERSECTIONS

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

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

UNSIGNALIZED INTERSECTIONS

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

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

A4

Level of Service Calculations: Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	115	30	195	255	0	9	105	10	0	0	0
Future Volume (vph)	0	115	30	195	255	0	9	105	10	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		70	0		0
Storage Lanes	0		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.969							0.850			
Flt Protected					0.979		0.950					
Satd. Flow (prot)	0	3277	0	0	3393	0	1626	1776	1615	0	0	0
Flt Permitted					0.748		0.950					
Satd. Flow (perm)	0	3277	0	0	2592	0	1626	1776	1615	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34							41			
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		868			171			486			696	
Travel Time (s)		13.2			2.6			11.0			15.8	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	3%	21%	7%	2%	0%	11%	7%	0%	0%	0%	0%
Adj. Flow (vph)	0	129	34	219	287	0	10	118	11	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	163	0	0	506	0	10	118	11	0	0	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
Number of Detectors		2		2	2		2	2	2			
Detector Template				Left								
Leading Detector (ft)		49		49	49		49	49	49			
Trailing Detector (ft)		-1		-1	-1		-1	-1	-1			
Detector 1 Position(ft)		-1		-1	-1		-1	-1	-1			
Detector 1 Size(ft)		20		20	20		20	20	20			
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)		0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)		0.0		0.0	0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		29		29	29		29	29	29			
Detector 2 Size(ft)		20		20	20		20	20	20			
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0	0.0			
Turn Type		NA		Perm	NA		Perm	NA	Perm			
Protected Phases		2			6			4				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Permitted Phases				6			4		4			
Detector Phase	2			6	6		4	4	4			
Switch Phase												
Minimum Initial (s)	28.7			28.7	28.7		6.0	6.0	6.0			
Minimum Split (s)	60.0			60.0	60.0		12.1	12.1	12.1			
Total Split (s)	66.0			66.0	66.0		34.0	34.0	34.0			
Total Split (%)	66.0%			66.0%	66.0%		34.0%	34.0%	34.0%			
Maximum Green (s)	59.2			59.2	59.2		27.9	27.9	27.9			
Yellow Time (s)	4.3			4.3	4.3		4.3	4.3	4.3			
All-Red Time (s)	2.5			2.5	2.5		1.8	1.8	1.8			
Lost Time Adjust (s)	0.0				0.0		0.0	0.0	0.0			
Total Lost Time (s)	6.8				6.8		6.1	6.1	6.1			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0			3.0	3.0		3.0	3.0	3.0			
Recall Mode	C-Max			C-Max	C-Max		None	None	None			
Act Effct Green (s)	75.1				75.1		12.0	12.0	12.0			
Actuated g/C Ratio	0.75				0.75		0.12	0.12	0.12			
v/c Ratio	0.07				0.26		0.05	0.55	0.05			
Control Delay	3.0				7.0		37.1	50.7	0.4			
Queue Delay	0.0				0.0		0.0	0.0	0.0			
Total Delay	3.0				7.0		37.1	50.7	0.4			
LOS	A				A		D	D	A			
Approach Delay	3.0				7.0			45.8				
Approach LOS	A				A			D				

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 12.9		Intersection LOS: B	
Intersection Capacity Utilization 69.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: I-190 SB On-Ramp & Packard Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	1	123	0	0	389	1	0	0	0	54	22	285
Future Volume (vph)	1	123	0	0	389	1	0	0	0	54	22	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt												0.850
Flt Protected											0.966	
Satd. Flow (prot)	0	3439	0	0	3438	0	0	0	0	0	1810	1553
Flt Permitted		0.954									0.966	
Satd. Flow (perm)	0	3281	0	0	3438	0	0	0	0	0	1810	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												343
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		326			342			341			521	
Travel Time (s)		4.9			5.2			7.8			11.8	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	5%	0%	0%	5%	0%	0%	0%	0%	2%	0%	4%
Adj. Flow (vph)	1	148	0	0	469	1	0	0	0	65	27	343
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	149	0	0	470	0	0	0	0	0	92	343
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	2	2			2					2	2	2
Detector Template	Left									Left		
Leading Detector (ft)	49	49			49					49	49	49
Trailing Detector (ft)	-1	-1			-1					-1	-1	-1
Detector 1 Position(ft)	-1	-1			-1					-1	-1	-1
Detector 1 Size(ft)	20	20			20					20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0					0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0					0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0					0.0	0.0	0.0
Detector 2 Position(ft)	29	29			29					29	29	29
Detector 2 Size(ft)	20	20			20					20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0					0.0	0.0	0.0
Turn Type	Perm	NA			NA					Perm	NA	Perm
Protected Phases		1			1						3	
Permitted Phases	1									3		3
Detector Phase	1	1			1					3	3	3
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Minimum Initial (s)	34.6	34.6			34.6					6.0	6.0	6.0
Minimum Split (s)	60.0	60.0			60.0					12.0	12.0	12.0
Total Split (s)	66.0	66.0			66.0					34.0	34.0	34.0
Total Split (%)	66.0%	66.0%			66.0%					34.0%	34.0%	34.0%
Maximum Green (s)	60.6	60.6			60.6					28.8	28.8	28.8
Yellow Time (s)	4.3	4.3			4.3					3.6	3.6	3.6
All-Red Time (s)	1.1	1.1			1.1					1.6	1.6	1.6
Lost Time Adjust (s)		0.0			0.0						0.0	0.0
Total Lost Time (s)		5.4			5.4						5.2	5.2
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0					3.0	3.0	3.0
Recall Mode	C-Max	C-Max			C-Max					None	None	None
Act Effct Green (s)		78.3			78.3						11.1	11.1
Actuated g/C Ratio		0.78			0.78						0.11	0.11
v/c Ratio		0.06			0.17						0.46	0.72
Control Delay		2.6			11.7						47.7	13.6
Queue Delay		0.0			0.0						0.0	0.0
Total Delay		2.6			11.7						47.7	13.6
LOS		A			B						D	B
Approach Delay		2.6			11.7						20.8	
Approach LOS		A			B						C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 95 (95%), Referenced to phase 1:EBWB, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 14.2		Intersection LOS: B	
Intersection Capacity Utilization 55.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: I-190 NB Off-Ramp & Packard Rd

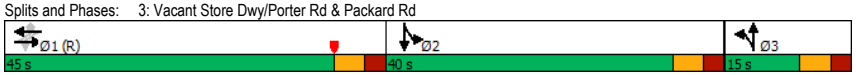


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	329	0	0	369	134	0	0	0	124	0	19
Future Volume (vph)	76	329	0	0	369	134	0	0	0	124	0	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	150		0	0		0	0		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.91	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt						0.850					0.959	
Flt Protected		0.991								0.950	0.965	
Satd. Flow (prot)	0	4913	0	1900	3438	1553	1900	1900	0	1633	1612	0
Flt Permitted		0.787								0.950	0.965	
Satd. Flow (perm)	0	3902	0	1900	3438	1553	1900	1900	0	1633	1612	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						160					103	
Link Speed (mph)		45			35			30			35	
Link Distance (ft)		342			475			302			290	
Travel Time (s)		5.2			9.3			6.9			5.6	
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	0.84
Heavy Vehicles (%)	3%	5%	0%	0%	5%	4%	0%	0%	0%	5%	0%	0%
Adj. Flow (vph)	90	392	0	0	439	160	0	0	0	148	0	23
Shared Lane Traffic (%)										41%		
Lane Group Flow (vph)	0	482	0	0	439	160	0	0	0	87	84	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	
Detector Template	Left											
Leading Detector (ft)	49	49		49	49	49	49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1	-1	-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1	-1	-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20	20	20	20		20	20	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	29	29		29	29	29	29	29		29	29	
Detector 2 Size(ft)	20	20		20	20	20	20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Split			Split	NA	
Protected Phases		1			1		3	3		2	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			1		1						
Detector Phase	1	1		1	1	1	3	3		2	2	
Switch Phase												
Minimum Initial (s)	28.8	28.8		28.8	28.8	28.8	3.8	3.8		15.0	15.0	
Minimum Split (s)	45.0	45.0		45.0	45.0	45.0	10.0	10.0		24.2	24.2	
Total Split (s)	45.0	45.0		45.0	45.0	45.0	15.0	15.0		40.0	40.0	
Total Split (%)	45.0%	45.0%		45.0%	45.0%	45.0%	15.0%	15.0%		40.0%	40.0%	
Maximum Green (s)	38.8	38.8		38.8	38.8	38.8	8.8	8.8		33.8	33.8	
Yellow Time (s)	3.6	3.6		3.6	3.6	3.6	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.6	2.6		2.6	2.6	2.6	2.6	2.6		2.6	2.6	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.2		6.2	6.2	6.2	6.2	6.2		6.2	6.2	
Lead/Lag	Lead	Lead		Lead	Lead	Lead				Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes				Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)		72.6			72.6	72.6				15.0	15.0	
Actuated g/C Ratio		0.73			0.73	0.73				0.15	0.15	
v/c Ratio		0.17			0.18	0.14				0.36	0.26	
Control Delay		4.0			2.9	1.0				42.9	7.3	
Queue Delay		0.0			0.0	0.0				0.0	0.0	
Total Delay		4.0			2.9	1.0				42.9	7.3	
LOS		A			A	A				D	A	
Approach Delay		4.0			2.4						25.4	
Approach LOS		A			A						C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 61 (61%), Referenced to phase 1:EBWB, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.36			
Intersection Signal Delay: 6.2		Intersection LOS: A	
Intersection Capacity Utilization 76.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3: Vacant Store Dwy/Porter Rd & Packard Rd

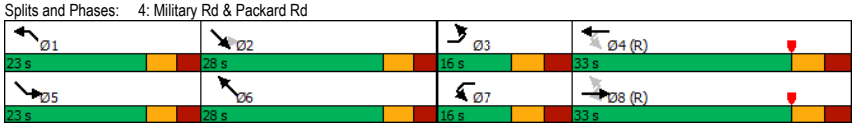


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	78	295	68	61	302	78	101	136	121	74	125	33
Future Volume (vph)	78	295	68	61	302	78	101	136	121	74	125	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	160		0	180		0	170		0	335		0
Storage Lanes	1		1	1		0	1		0	2		0
Taper Length (ft)	70			75			50			250		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	0.95
Frt			0.850		0.969			0.929			0.969	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3406	1553	1719	3305	0	1719	3152	0	3367	3402	0
Flt Permitted	0.411			0.524			0.581			0.950		
Satd. Flow (perm)	751	3406	1553	948	3305	0	1051	3152	0	3367	3402	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			185		31			144			30	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		475			510			1089			1785	
Travel Time (s)		9.3			9.9			18.6			30.4	
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%	6%	4%	5%	4%	13%	5%	5%	8%	4%	2%	6%
Adj. Flow (vph)	93	351	81	73	360	93	120	162	144	88	149	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	351	81	73	453	0	120	306	0	88	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)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2		2	2	
Detector Template												
Leading Detector (ft)	49	49	49	49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1	-1	-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1	-1	-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20	20	20	20		20	20		20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	29	29	29	29	29		29	29		29	29	
Detector 2 Size(ft)	20	20	20	20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		Prot	NA	
Protected Phases	3	8		7	4		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Permitted Phases	8		8	4			2					
Detector Phase	3	8	8	7	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		6.0	10.0		8.0	10.0	
Minimum Split (s)	10.2	38.2	38.2	10.2	38.2		13.2	37.4		15.2	32.4	
Total Split (s)	16.0	33.0	33.0	16.0	33.0		23.0	28.0		23.0	28.0	
Total Split (%)	16.0%	33.0%	33.0%	16.0%	33.0%		23.0%	28.0%		23.0%	28.0%	
Maximum Green (s)	8.8	25.8	25.8	8.8	25.8		16.6	21.6		16.6	21.6	
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9		3.6	3.6		3.6	3.6	
All-Red Time (s)	3.3	3.3	3.3	3.3	3.3		2.8	2.8		2.8	2.8	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.2	7.2	7.2	7.2	7.2		6.4	6.4		6.4	6.4	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		24.0	24.0		24.0			24.0			19.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	36.3	29.5	29.5	35.8	29.3		40.8	32.4		8.7	28.4	
Actuated g/C Ratio	0.36	0.30	0.30	0.36	0.29		0.41	0.32		0.09	0.28	
v/c Ratio	0.26	0.35	0.14	0.18	0.46		0.24	0.27		0.30	0.19	
Control Delay	21.4	30.4	1.0	15.0	23.1		18.1	14.8		45.4	23.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	21.4	30.4	1.0	15.0	23.1		18.1	14.8		45.4	23.9	
LOS	C	C	A	B	C		B	B		D	C	
Approach Delay		24.2			21.9			15.7			30.8	
Approach LOS		C			C			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 4:WBTL and 8:EBTL, Start of Yellow, Master Intersection			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 22.5		Intersection LOS: C	
Intersection Capacity Utilization 52.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Military Rd & Packard Rd

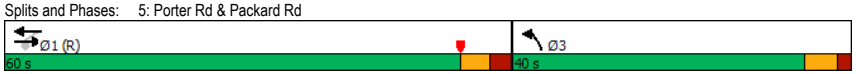


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	327	125	6	293	128	8
Future Volume (vph)	327	125	6	293	128	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		200	0
Storage Lanes		1	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.97	0.95
Frt		0.850			0.991	
Flt Protected				0.999	0.955	
Satd. Flow (prot)	1776	1495	0	3427	3201	0
Flt Permitted				0.949	0.955	
Satd. Flow (perm)	1776	1495	0	3256	3201	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		130			7	
Link Speed (mph)	35			35	40	
Link Distance (ft)	510			1105	538	
Travel Time (s)	9.9			21.5	9.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	7%	8%	17%	5%	8%	25%
Adj. Flow (vph)	341	130	6	305	133	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	341	130	0	311	141	0
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)		60	60		60	60
Number of Detectors	2	2	2	2	2	
Detector Template			Left			
Leading Detector (ft)	49	49	49	49	49	
Trailing Detector (ft)	-1	-1	-1	-1	-1	
Detector 1 Position(ft)	-1	-1	-1	-1	-1	
Detector 1 Size(ft)	20	20	20	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	29	29	29	29	29	
Detector 2 Size(ft)	20	20	20	20	20	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Turn Type	NA	Perm	Perm	NA	Prot	
Protected Phases	1			1	3	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Permitted Phases		1	1			
Detector Phase	1	1	1	1	3	
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	1.0	
Minimum Split (s)	12.3	12.3	12.3	12.3	7.6	
Total Split (s)	60.0	60.0	60.0	60.0	40.0	
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%	
Maximum Green (s)	53.7	53.7	53.7	53.7	34.3	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.9	
All-Red Time (s)	2.7	2.7	2.7	2.7	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	5.7	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	21.0	21.0	21.0	21.0	21.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	
Act Effct Green (s)	78.3	78.3		78.3	9.7	
Actuated g/C Ratio	0.78	0.78		0.78	0.10	
v/c Ratio	0.25	0.11		0.12	0.45	
Control Delay	1.9	0.2		2.9	44.5	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	1.9	0.2		2.9	44.5	
LOS	A	A		A	D	
Approach Delay	1.4			2.9	44.5	
Approach LOS	A			A	D	

Intersection Summary		
Area Type:	Other	
Cycle Length: 100		
Actuated Cycle Length: 100		
Offset: 55 (55%), Referenced to phase 1:EBWB, Start of Yellow		
Natural Cycle: 40		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.45		
Intersection Signal Delay: 8.5	Intersection LOS: A	
Intersection Capacity Utilization 31.1%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 5: Porter Rd & Packard Rd



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	87	2	0	255	247	78
Future Volume (vph)	87	2	0	255	247	78
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	0.997				0.968	
Flt Protected	0.953					
Satd. Flow (prot)	1689	0	0	1743	1688	0
Flt Permitted	0.953					
Satd. Flow (perm)	1689	0	0	1743	1688	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	217			505	881	
Travel Time (s)	3.3			7.7	13.3	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	7%	0%	0%	9%	7%	15%
Adj. Flow (vph)	100	2	0	293	284	90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	102	0	0	293	374	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	29.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (veh/h)	87	2	0	255	247	78
Future Volume (Veh/h)	87	2	0	255	247	78
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	100	2	0	293	284	90
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	622	329	374			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	622	329	374			
tC, single (s)	6.5	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.3	2.2			
p0 queue free %	77	100	100			
cM capacity (veh/h)	442	717	1196			

Direction, Lane #	SE 1	NE 1	SW 1
Volume Total	102	293	374
Volume Left	100	0	0
Volume Right	2	0	90
cSH	446	1196	1700
Volume to Capacity	0.23	0.00	0.22
Queue Length 95th (ft)	22	0	0
Control Delay (s)	15.5	0.0	0.0
Lane LOS	C		
Approach Delay (s)	15.5	0.0	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	29.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	330	0	0	328	0	0
Future Volume (vph)	330	0	0	328	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1759	0	0	1759	1900	0
Flt Permitted						
Satd. Flow (perm)	1759	0	0	1759	1900	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	1802			540	2048	
Travel Time (s)	27.3			8.2	46.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	8%	0%	0%	8%	0%	0%
Adj. Flow (vph)	359	0	0	357	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	359	0	0	357	0	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
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	20.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	330	0	0	328	0	0
Future Volume (Veh/h)	330	0	0	328	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	359	0	0	357	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			359		716	359
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			359		716	359
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1211		400	690

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	359	357	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1211	1700
Volume to Capacity	0.21	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			A
Approach Delay (s)	0.0	0.0	0.0
Approach LOS			A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	20.7%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	23	205	362	114	51	22
Future Volume (vph)	23	205	362	114	51	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125			125	0	115
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1736	1792	1827	1495	1583	1538
Flt Permitted	0.520				0.950	
Satd. Flow (perm)	950	1792	1827	1495	1583	1538
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				128		25
Link Speed (mph)		45	45		35	
Link Distance (ft)		697	1100		1227	
Travel Time (s)		10.6	16.7		23.9	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	4%	6%	4%	8%	14%	5%
Adj. Flow (vph)	26	230	407	128	57	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	230	407	128	57	25
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	49	49	49	49	49	49
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1
Detector 1 Size(ft)	20	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	29	29	29	29	29	29
Detector 2 Size(ft)	20	20	20	20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		4	8		6	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	27.0	27.0	27.0	27.0	13.0	13.0
Total Split (%)	67.5%	67.5%	67.5%	67.5%	32.5%	32.5%
Maximum Green (s)	22.5	22.5	22.5	22.5	8.5	8.5
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	C-Max	C-Max	Min	Min
Act Effct Green (s)	24.1	24.1	24.1	24.1	6.9	6.9
Actuated g/C Ratio	0.60	0.60	0.60	0.60	0.17	0.17
v/c Ratio	0.05	0.21	0.37	0.13	0.21	0.09
Control Delay	4.0	4.6	6.5	3.1	15.6	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.0	4.6	6.5	3.1	15.6	7.5
LOS	A	A	A	A	B	A
Approach Delay		4.5	5.7		13.2	
Approach LOS		A	A		B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 40			
Actuated Cycle Length: 40			
Offset: 35.5 (89%), Referenced to phase 4:EBTL and 8:WBT, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.37			
Intersection Signal Delay: 6.0		Intersection LOS: A	
Intersection Capacity Utilization 30.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Lockport Rd & Walmore Rd

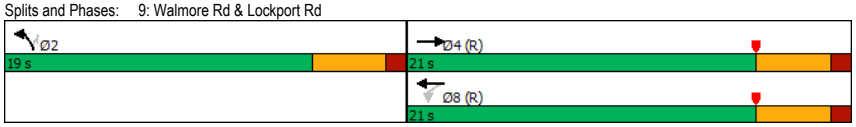


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	155	84	76	278	199	73
Future Volume (vph)	155	84	76	278	199	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	200		0	200
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.953					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1645	0	1719	1792	1687	1553
Flt Permitted			0.596		0.950	
Satd. Flow (perm)	1645	0	1078	1792	1687	1553
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	83					81
Link Speed (mph)	45			45	40	
Link Distance (ft)	1100			957	738	
Travel Time (s)	16.7			14.5	12.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	9%	12%	5%	6%	7%	4%
Adj. Flow (vph)	172	93	84	309	221	81
Shared Lane Traffic (%)						
Lane Group Flow (vph)	265	0	84	309	221	81
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	49		49	49	49	49
Trailing Detector (ft)	-1		-1	-1	-1	-1
Detector 1 Position(ft)	-1		-1	-1	-1	-1
Detector 1 Size(ft)	20		20	20	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	29		29	29	29	29
Detector 2 Size(ft)	20		20	20	20	20
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	4			8	2	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Permitted Phases			8			2
Detector Phase	4		8	8	2	2
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	10.0		10.0	10.0	10.0	10.0
Total Split (s)	21.0		21.0	21.0	19.0	19.0
Total Split (%)	52.5%		52.5%	52.5%	47.5%	47.5%
Maximum Green (s)	16.5		16.5	16.5	14.5	14.5
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		C-Max	C-Max	Min	Min
Act Effct Green (s)	20.6		20.6	20.6	10.4	10.4
Actuated g/C Ratio	0.52		0.52	0.52	0.26	0.26
v/c Ratio	0.30		0.15	0.34	0.50	0.17
Control Delay	4.1		7.4	8.1	15.9	4.1
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	4.1		7.4	8.1	15.9	4.1
LOS	A		A	A	B	A
Approach Delay	4.1			7.9	12.7	
Approach LOS	A			A	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 40			
Actuated Cycle Length: 40			
Offset: 35.5 (89%), Referenced to phase 4:EBT and 8:WBTL, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 8.4		Intersection LOS: A	
Intersection Capacity Utilization 39.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 9: Walmore Rd & Lockport Rd



Lane Group	EBL2	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2
Lane Configurations												
Traffic Volume (vph)	56	27	223	8	8	20	229	132	10	47	3	2
Future Volume (vph)	56	27	223	8	8	20	229	132	10	47	3	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		175		0		250		0	0		0	
Storage Lanes		1		0		1		0	0		0	
Taper Length (ft)		25				25			25			
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.995				0.945			0.988		
Flt Protected		0.950				0.950				0.992		
Satd. Flow (prot)	0	1660	3427	0	0	1743	3210	0	0	1780	0	0
Flt Permitted		0.950				0.950				0.930		
Satd. Flow (perm)	0	1660	3427	0	0	1743	3210	0	0	1668	0	0
Right Turn on Red												No
Satd. Flow (RTOR)												
Link Speed (mph)			30				30			30		
Link Distance (ft)			1254				1395			917		
Travel Time (s)			28.5				31.7			20.8		
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 (%)	11%	4%	5%	0%	0%	5%	7%	5%	10%	4%	0%	0%
Adj. Flow (vph)	70	34	279	10	10	25	286	165	13	59	4	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	104	289	0	0	35	451	0	0	79	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left	Left	Right	Left	Left	Right	Right
Median Width(ft)			12				12			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	15		9	15	15		9	15		9	9
Number of Detectors	2	2	2		2	2	2		2	2		
Detector Template	Left				Left				Left			
Leading Detector (ft)	49	49	49		49	49	49		49	49		
Trailing Detector (ft)	-1	-1	-1		-1	-1	-1		-1	-1		
Detector 1 Position(ft)	-1	-1	-1		-1	-1	-1		-1	-1		
Detector 1 Size(ft)	20	20	20		20	20	20		20	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		
Detector 2 Position(ft)	29	29	29		29	29	29		29	29		
Detector 2 Size(ft)	20	20	20		20	20	20		20	20		
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA		
Protected Phases	5	5	2		1	1	6			8		

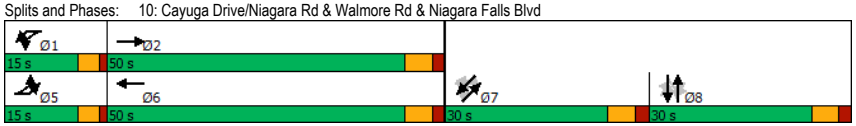
Lane Group	SBL2	SBL	SBT	SBR	SBR2	NEL2	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	3	43	10	44	18	2	79	54	34	1	60	48
Future Volume (vph)	3	43	10	44	18	2	79	54	34	1	60	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		335			0		0	0		100
Storage Lanes		0		1			0		0	0		1
Taper Length (ft)		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				0.850				0.973				0.850
Flt Protected			0.961					0.977			0.999	
Satd. Flow (prot)	0	0	1652	1565	0	0	0	1737	0	0	1873	1615
Flt Permitted			0.739					0.809			0.996	
Satd. Flow (perm)	0	0	1270	1565	0	0	0	1438	0	0	1868	1615
Right Turn on Red					No							No
Satd. Flow (RTOR)												
Link Speed (mph)			40					30			30	
Link Distance (ft)			812					1156			1223	
Travel Time (s)			13.8					26.3			27.8	
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 (%)	33%	9%	10%	2%	6%	0%	5%	2%	5%	100%	0%	0%
Adj. Flow (vph)	4	54	13	55	23	3	99	68	43	1	75	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	71	78	0	0	0	213	0	0	76	66
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Right	Left	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	15		9	9	15	15		9	15		9
Number of Detectors	2	2	2	2		2	2	2		2	2	2
Detector Template	Left	Left				Left	Left			Left		
Leading Detector (ft)	49	49	49	49		49	49	49		49	49	49
Trailing Detector (ft)	-1	-1	-1	-1		-1	-1	-1		-1	-1	-1
Detector 1 Position(ft)	-1	-1	-1	-1		-1	-1	-1		-1	-1	-1
Detector 1 Size(ft)	20	20	20	20		20	20	20		20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	29	29	29	29		29	29	29		29	29	29
Detector 2 Size(ft)	20	20	20	20		20	20	20		20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	Perm	NA	Perm		Perm	Perm	NA		Perm	NA	Perm
Protected Phases			8					7			7	

Lane Group	SWR2
Lane Configurations	
Traffic Volume (vph)	5
Future Volume (vph)	5
Ideal Flow (vphpl)	1900
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.80
Heavy Vehicles (%)	0%
Adj. Flow (vph)	6
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
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	
Protected Phases	

Lane Group	EBL2	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2
Permitted Phases									8			
Detector Phase	5	5	2		1	1	6		8	8		
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0		
Minimum Split (s)	10.0	10.0	23.0		10.0	10.0	23.0		23.0	23.0		
Total Split (s)	15.0	15.0	50.0		15.0	15.0	50.0		30.0	30.0		
Total Split (%)	12.0%	12.0%	40.0%		12.0%	12.0%	40.0%		24.0%	24.0%		
Maximum Green (s)	10.7	10.7	44.0		10.7	10.7	44.0		24.0	24.0		
Yellow Time (s)	3.2	3.2	4.0		3.2	3.2	4.0		4.0	4.0		
All-Red Time (s)	1.1	1.1	2.0		1.1	1.1	2.0		2.0	2.0		
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0		
Total Lost Time (s)		4.3	6.0			4.3	6.0			6.0		
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	4.0		3.0	3.0	4.0		2.0	2.0		
Recall Mode	None	None	Max		None	None	Max		None	None		
Act Effct Green (s)		10.1	51.3			7.7	44.3			10.5		
Actuated g/C Ratio		0.09	0.48			0.07	0.41			0.10		
v/c Ratio		0.66	0.18			0.28	0.34			0.48		
Control Delay		69.6	19.3			55.1	23.7			56.9		
Queue Delay		0.0	0.0			0.0	0.0			0.0		
Total Delay		69.6	19.3			55.1	23.7			56.9		
LOS		E	B			E	C			E		
Approach Delay			32.6				25.9			56.9		
Approach LOS			C				C			E		

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 106.9			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 40.3		Intersection LOS: D	
Intersection Capacity Utilization 65.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 10: Cayuga Drive/Niagara Rd & Walmore Rd & Niagara Falls Blvd



Lane Group	SBL2	SBL	SBT	SBR	SBR2	NEL2	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	8	8		8		7	7			7		7
Detector Phase	8	8	8	8		7	7	7		7	7	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0		23.0	23.0	23.0		23.0	23.0	23.0
Total Split (s)	30.0	30.0	30.0	30.0		30.0	30.0	30.0		30.0	30.0	30.0
Total Split (%)	24.0%	24.0%	24.0%	24.0%		24.0%	24.0%	24.0%		24.0%	24.0%	24.0%
Maximum Green (s)	24.0	24.0	24.0	24.0		24.0	24.0	24.0		24.0	24.0	24.0
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)			0.0	0.0				0.0			0.0	0.0
Total Lost Time (s)			6.0	6.0				6.0			6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lag		Lead	Lead	Lead		Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	None	None	None		None	None	None		None	None	None
Act Effct Green (s)			10.5	10.5				19.5			19.5	19.5
Actuated g/C Ratio			0.10	0.10				0.18			0.18	0.18
v/c Ratio			0.57	0.51				0.81			0.22	0.22
Control Delay			65.6	58.7				66.4			39.6	40.0
Queue Delay			0.0	0.0				0.0			0.0	0.0
Total Delay			65.6	58.7				66.4			39.6	40.0
LOS			E	E				E			D	D
Approach Delay			62.0					66.4			39.8	
Approach LOS			E					E			D	
Intersection Summary												

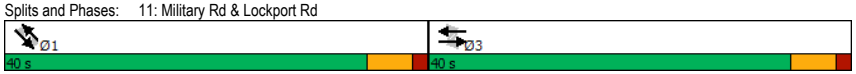
Lane Group	SWR2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

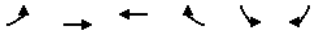
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	14	43	41	36	39	35	40	196	24	54	147	29
Future Volume (vph)	14	43	41	36	39	35	40	196	24	54	147	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	200		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.927			0.929			0.983			0.975	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	1631	0	1583	1573	0	1752	3405	0	1703	3326	0
Flt Permitted	0.702			0.695			0.625			0.595		
Satd. Flow (perm)	1247	1631	0	1158	1573	0	1153	3405	0	1067	3326	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		47			40			21			33	
Link Speed (mph)		40			45			40			40	
Link Distance (ft)		906			1287			883			1055	
Travel Time (s)		15.4			19.5			15.1			18.0	
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 (%)	7%	9%	7%	14%	8%	17%	3%	3%	14%	6%	5%	10%
Adj. Flow (vph)	16	49	47	41	45	40	46	225	28	62	169	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	96	0	41	85	0	46	253	0	62	202	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template												
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	29	29		29	29		29	29		29	29	
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		3			3			1			1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Permitted Phases	3			3			1			1		
Detector Phase	3	3		3	3		1	1		1	1	
Switch Phase												
Minimum Initial (s)	9.2	9.2		9.2	9.2		14.2	14.2		14.2	14.2	
Minimum Split (s)	28.0	28.0		28.0	28.0		28.0	28.0		28.0	28.0	
Total Split (s)	40.0	40.0		40.0	40.0		40.0	40.0		40.0	40.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	34.2	34.2		34.2	34.2		34.2	34.2		34.2	34.2	
Yellow Time (s)	4.3	4.3		4.3	4.3		4.3	4.3		4.3	4.3	
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		0.0	0.0	
Total Lost Time (s)	5.8	5.8		5.8	5.8		5.8	5.8		5.8	5.8	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	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)	10.6	10.6		10.6	10.6		16.1	16.1		16.1	16.1	
Actuated g/C Ratio	0.34	0.34		0.34	0.34		0.52	0.52		0.52	0.52	
v/c Ratio	0.04	0.16		0.10	0.15		0.08	0.14		0.11	0.11	
Control Delay	10.1	7.0		10.8	7.2		7.0	6.2		7.4	5.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.1	7.0		10.8	7.2		7.0	6.2		7.4	5.8	
LOS	B	A		B	A		A	A		A	A	
Approach Delay		7.5			8.4			6.3			6.1	
Approach LOS		A			A			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 30.8			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.16			
Intersection Signal Delay: 6.8		Intersection LOS: A	
Intersection Capacity Utilization 46.8%		ICU Level of Service A	
Analysis Period (min) 15			

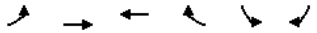
Splits and Phases: 11: Military Rd & Lockport Rd





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	68	273	242	15	37	79
Future Volume (vph)	68	273	242	15	37	79
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		0.908	
Flt Protected		0.990			0.984	
Satd. Flow (prot)	0	1755	1711	0	1585	0
Flt Permitted		0.990			0.984	
Satd. Flow (perm)	0	1755	1711	0	1585	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		540	929		894	
Travel Time (s)		12.3	21.1		20.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	4%	8%	10%	13%	3%	9%
Adj. Flow (vph)	79	317	281	17	43	92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	396	298	0	135	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)	60			60	60	60
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	68	273	242	15	37	79
Future Volume (Veh/h)	68	273	242	15	37	79
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	79	317	281	17	43	92
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	298				764	290
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	298				764	290
tC, single (s)	4.1				6.4	6.3
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.4
p0 queue free %	94				88	87
cM capacity (veh/h)	1252				347	733

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	396	298	135
Volume Left	79	0	43
Volume Right	0	17	92
cSH	1252	1700	541
Volume to Capacity	0.06	0.18	0.25
Queue Length 95th (ft)	5	0	24
Control Delay (s)	2.1	0.0	13.8
Lane LOS	A		B
Approach Delay (s)	2.1	0.0	13.8
Approach LOS			B

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	48.7%	ICU Level of Service	A
Analysis Period (min)	15		

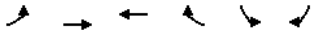
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	252	172	215	271	14	14
Future Volume (vph)	252	172	215	271	14	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		255	0
Storage Lanes		0	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.945					0.850
Flt Protected				0.978	0.950	
Satd. Flow (prot)	1707	0	0	1762	1787	1599
Flt Permitted				0.978	0.950	
Satd. Flow (perm)	1707	0	0	1762	1787	1599
Link Speed (mph)	30			30	30	
Link Distance (ft)	1438			2267	510	
Travel Time (s)	32.7			51.5	11.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	8%	1%	1%	9%	1%	1%
Adj. Flow (vph)	293	200	250	315	16	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	493	0	0	565	16	16
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)		60	60		60	60
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	63.3%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	252	172	215	271	14	14
Future Volume (Veh/h)	252	172	215	271	14	14
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	293	200	250	315	16	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			493		1208	393
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			493		1208	393
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			77		90	98
cM capacity (veh/h)			1076		156	658

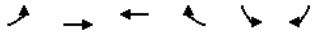
Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	493	565	16	16
Volume Left	0	250	16	0
Volume Right	200	0	0	16
cSH	1700	1076	156	658
Volume to Capacity	0.29	0.23	0.10	0.02
Queue Length 95th (ft)	0	23	8	2
Control Delay (s)	0.0	5.6	30.7	10.6
Lane LOS		A	D	B
Approach Delay (s)	0.0	5.6	20.7	
Approach LOS			C	

Intersection Summary			
Average Delay	3.5		
Intersection Capacity Utilization	63.3%	ICU Level of Service	B
Analysis Period (min)	15		



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	7	323	261	5	5	24
Future Volume (vph)	7	323	261	5	5	24
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			0.997		0.888	
Flt Protected		0.999			0.992	
Satd. Flow (prot)	0	1861	1857	0	1641	0
Flt Permitted		0.999			0.992	
Satd. Flow (perm)	0	1861	1857	0	1641	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		584	626		257	
Travel Time (s)		13.3	14.2		5.8	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	8	385	311	6	6	29
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	393	317	0	35	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)	60			60	60	60
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.6%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	7	323	261	5	5	24
Future Volume (Veh/h)	7	323	261	5	5	24
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	8	385	311	6	6	29
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	317				715	314
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	317				715	314
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				98	96
cM capacity (veh/h)	1243				395	726

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	393	317	35
Volume Left	8	0	6
Volume Right	0	6	29
cSH	1243	1700	635
Volume to Capacity	0.01	0.19	0.06
Queue Length 95th (ft)	0	0	4
Control Delay (s)	0.2	0.0	11.0
Lane LOS	A		B
Approach Delay (s)	0.2	0.0	11.0
Approach LOS			B

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	32.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	262	35	230	294	0	32	138	6	0	0	0
Future Volume (vph)	0	262	35	230	294	0	32	138	6	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		70	0		0
Storage Lanes	0		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.982							0.850			
Flt Protected					0.979		0.950					
Satd. Flow (prot)	0	3434	0	0	3417	0	1641	1863	1009	0	0	0
Flt Permitted					0.680		0.950					
Satd. Flow (perm)	0	3434	0	0	2373	0	1641	1863	1009	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25							41			
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		868			171			486			696	
Travel Time (s)		13.2			2.6			11.0			15.8	
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 (%)	0%	3%	5%	4%	3%	0%	10%	2%	60%	0%	0%	0%
Adj. Flow (vph)	0	301	40	264	338	0	37	159	7	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	341	0	0	602	0	37	159	7	0	0	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
Number of Detectors		2		2	2		2	2	2			
Detector Template				Left								
Leading Detector (ft)		49		49	49		49	49	49			
Trailing Detector (ft)		-1		-1	-1		-1	-1	-1			
Detector 1 Position(ft)		-1		-1	-1		-1	-1	-1			
Detector 1 Size(ft)		20		20	20		20	20	20			
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)		0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)		0.0		0.0	0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		29		29	29		29	29	29			
Detector 2 Size(ft)		20		20	20		20	20	20			
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0	0.0			
Turn Type		NA		Perm	NA		Perm	NA	Perm			
Protected Phases		2			6			4				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Permitted Phases				6			4		4			
Detector Phase	2			6	6		4	4	4			
Switch Phase												
Minimum Initial (s)	28.7			28.7	28.7		5.9	5.9	5.9			
Minimum Split (s)	60.0			60.0	60.0		12.0	12.0	12.0			
Total Split (s)	66.0			66.0	66.0		34.0	34.0	34.0			
Total Split (%)	66.0%			66.0%	66.0%		34.0%	34.0%	34.0%			
Maximum Green (s)	59.2			59.2	59.2		27.9	27.9	27.9			
Yellow Time (s)	4.3			4.3	4.3		4.3	4.3	4.3			
All-Red Time (s)	2.5			2.5	2.5		1.8	1.8	1.8			
Lost Time Adjust (s)	0.0				0.0		0.0	0.0	0.0			
Total Lost Time (s)	6.8				6.8		6.1	6.1	6.1			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0			3.0	3.0		3.0	3.0	3.0			
Recall Mode	C-Max			C-Max	C-Max		None	None	None			
Act Effct Green (s)	73.2				73.2		13.9	13.9	13.9			
Actuated g/C Ratio	0.73				0.73		0.14	0.14	0.14			
v/c Ratio	0.14				0.35		0.16	0.62	0.04			
Control Delay	4.2				7.5		37.7	50.4	0.5			
Queue Delay	0.0				0.0		0.0	0.0	0.0			
Total Delay	4.2				7.5		37.7	50.4	0.5			
LOS	A				A		D	D	A			
Approach Delay	4.2				7.5			46.4				
Approach LOS	A				A			D				

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 13.4		Intersection LOS: B	
Intersection Capacity Utilization 71.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: I-190 SB On-Ramp & Packard Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	8	263	0	0	491	7	0	0	0	34	100	297
Future Volume (vph)	8	263	0	0	491	7	0	0	0	34	100	297
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.998							0.850
Flt Protected		0.999									0.987	
Satd. Flow (prot)	0	3512	0	0	3499	0	0	0	0	0	1815	1568
Flt Permitted		0.939									0.987	
Satd. Flow (perm)	0	3301	0	0	3499	0	0	0	0	0	1815	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					3							330
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		326			342			341			521	
Travel Time (s)		4.9			5.2			7.8			11.8	
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 (%)	57%	1%	0%	0%	3%	0%	0%	0%	0%	10%	1%	3%
Adj. Flow (vph)	9	292	0	0	546	8	0	0	0	38	111	330
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	301	0	0	554	0	0	0	0	0	149	330
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	2	2			2					2	2	2
Detector Template	Left									Left		
Leading Detector (ft)	49	49			49					49	49	49
Trailing Detector (ft)	-1	-1			-1					-1	-1	-1
Detector 1 Position(ft)	-1	-1			-1					-1	-1	-1
Detector 1 Size(ft)	20	20			20					20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0					0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0					0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0					0.0	0.0	0.0
Detector 2 Position(ft)	29	29			29					29	29	29
Detector 2 Size(ft)	20	20			20					20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0					0.0	0.0	0.0
Turn Type	Perm	NA			NA					Perm	NA	Perm
Protected Phases		1			1						3	
Permitted Phases	1									3		3
Detector Phase	1	1			1					3	3	3
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Minimum Initial (s)	34.6	34.6			34.6					6.0	6.0	6.0
Minimum Split (s)	60.0	60.0			60.0					12.0	12.0	12.0
Total Split (s)	66.0	66.0			66.0					34.0	34.0	34.0
Total Split (%)	66.0%	66.0%			66.0%					34.0%	34.0%	34.0%
Maximum Green (s)	60.6	60.6			60.6					28.8	28.8	28.8
Yellow Time (s)	4.3	4.3			4.3					3.6	3.6	3.6
All-Red Time (s)	1.1	1.1			1.1					1.6	1.6	1.6
Lost Time Adjust (s)		0.0			0.0						0.0	0.0
Total Lost Time (s)		5.4			5.4						5.2	5.2
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0					3.0	3.0	3.0
Recall Mode	C-Max	C-Max			C-Max					None	None	None
Act Effct Green (s)		75.7			75.7						13.7	13.7
Actuated g/C Ratio		0.76			0.76						0.14	0.14
v/c Ratio		0.12			0.21						0.60	0.66
Control Delay		3.1			9.7						50.0	11.1
Queue Delay		0.0			0.4						0.0	0.0
Total Delay		3.1			10.0						50.0	11.1
LOS		A			B						D	B
Approach Delay		3.1			10.0						23.2	
Approach LOS		A			B						C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 95 (95%), Referenced to phase 1:EBWB, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 13.2		Intersection LOS: B	
Intersection Capacity Utilization 56.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: I-190 NB Off-Ramp & Packard Rd

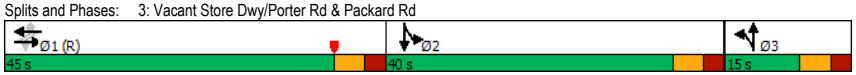


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	510	0	0	491	426	0	0	0	356	0	1
Future Volume (vph)	58	510	0	0	491	426	0	0	0	356	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	150		0	0		0	0		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.91	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt						0.850					0.999	
Flt Protected		0.995								0.950	0.953	
Satd. Flow (prot)	0	5060	0	1900	3505	1599	1900	1900	0	1698	1702	0
Flt Permitted		0.829								0.950	0.953	
Satd. Flow (perm)	0	4216	0	1900	3505	1599	1900	1900	0	1698	1702	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						473					103	
Link Speed (mph)		45			35			30			35	
Link Distance (ft)		342			475			302			290	
Travel Time (s)		5.2			9.3			6.9			5.6	
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 (%)	2%	2%	0%	0%	3%	1%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	64	567	0	0	546	473	0	0	0	396	0	1
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	631	0	0	546	473	0	0	0	198	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	
Detector Template	Left											
Leading Detector (ft)	49	49		49	49	49	49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1	-1	-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1	-1	-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20	20	20	20		20	20	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	29	29		29	29	29	29	29		29	29	
Detector 2 Size(ft)	20	20		20	20	20	20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Split			Split	NA	
Protected Phases		1			1		3	3		2	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			1		1						
Detector Phase	1	1		1	1	1	3	3		2	2	
Switch Phase												
Minimum Initial (s)	28.8	28.8		28.8	28.8	28.8	3.8	3.8		15.0	15.0	
Minimum Split (s)	45.0	45.0		45.0	45.0	45.0	10.0	10.0		24.2	24.2	
Total Split (s)	45.0	45.0		45.0	45.0	45.0	15.0	15.0		40.0	40.0	
Total Split (%)	45.0%	45.0%		45.0%	45.0%	45.0%	15.0%	15.0%		40.0%	40.0%	
Maximum Green (s)	38.8	38.8		38.8	38.8	38.8	8.8	8.8		33.8	33.8	
Yellow Time (s)	3.6	3.6		3.6	3.6	3.6	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.6	2.6		2.6	2.6	2.6	2.6	2.6		2.6	2.6	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.2		6.2	6.2	6.2	6.2	6.2		6.2	6.2	
Lead/Lag	Lead	Lead		Lead	Lead	Lead				Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes				Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)		69.6			69.6	69.6				18.0	18.0	
Actuated g/C Ratio		0.70			0.70	0.70				0.18	0.18	
v/c Ratio		0.22			0.22	0.38				0.65	0.51	
Control Delay		5.2			2.3	1.9				47.8	22.1	
Queue Delay		0.0			0.0	0.7				0.0	0.0	
Total Delay		5.2			2.3	2.6				47.8	22.1	
LOS		A			A	A				D	C	
Approach Delay		5.2			2.4						34.9	
Approach LOS		A			A						C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 61 (61%), Referenced to phase 1:EBWB, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 9.6		Intersection LOS: A	
Intersection Capacity Utilization 73.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3: Vacant Store Dwy/Porter Rd & Packard Rd

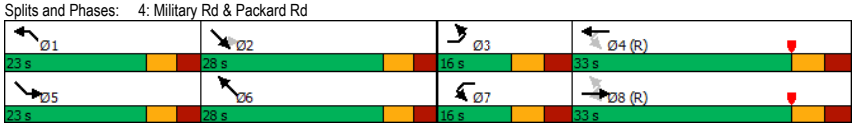


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	123	362	344	178	387	154	129	461	130	387	520	196
Future Volume (vph)	123	362	344	178	387	154	129	461	130	387	520	196
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	160		0	180		0	170		0	335		0
Storage Lanes	1		1	1		0	1		0	2		0
Taper Length (ft)	70			75			50			250		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	0.95
Frt			0.850		0.957			0.967			0.959	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3539	1599	1787	3373	0	1770	3483	0	3467	3462	0
Flt Permitted	0.316			0.478			0.225			0.950		
Satd. Flow (perm)	594	3539	1599	899	3373	0	419	3483	0	3467	3462	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			362		57			33			50	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		475			510			1089			1785	
Travel Time (s)		9.3			9.9			18.6			30.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	2%	1%	1%	3%	1%	2%	0%	1%	1%	0%	0%
Adj. Flow (vph)	129	381	362	187	407	162	136	485	137	407	547	206
Shared Lane Traffic (%)												
Lane Group Flow (vph)	129	381	362	187	569	0	136	622	0	407	753	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2		2	2	
Detector Template												
Leading Detector (ft)	49	49	49	49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1	-1	-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1	-1	-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20	20	20	20		20	20		20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	29	29	29	29	29		29	29		29	29	
Detector 2 Size(ft)	20	20	20	20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		Prot	NA	
Protected Phases	3	8		7	4		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Permitted Phases	8		8	4			2					
Detector Phase	3	8	8	7	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		6.0	10.0		8.0	10.0	
Minimum Split (s)	10.2	38.2	38.2	10.2	38.2		13.2	37.4		15.2	32.4	
Total Split (s)	16.0	33.0	33.0	16.0	33.0		23.0	28.0		23.0	28.0	
Total Split (%)	16.0%	33.0%	33.0%	16.0%	33.0%		23.0%	28.0%		23.0%	28.0%	
Maximum Green (s)	8.8	25.8	25.8	8.8	25.8		16.6	21.6		16.6	21.6	
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9		3.6	3.6		3.6	3.6	
All-Red Time (s)	3.3	3.3	3.3	3.3	3.3		2.8	2.8		2.8	2.8	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.2	7.2	7.2	7.2	7.2		6.4	6.4		6.4	6.4	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		24.0	24.0		24.0			24.0			19.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	34.3	25.9	25.9	34.9	26.2		32.9	22.7		15.5	27.9	
Actuated g/C Ratio	0.34	0.26	0.26	0.35	0.26		0.33	0.23		0.16	0.28	
v/c Ratio	0.43	0.42	0.53	0.48	0.61		0.49	0.76		0.76	0.75	
Control Delay	23.4	31.2	8.3	17.2	21.7		24.1	41.7		50.1	36.8	
Queue Delay	0.0	0.0	0.1	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	23.4	31.2	8.3	17.2	21.7		24.1	41.7		50.1	36.8	
LOS	C	C	A	B	C		C	D		D	D	
Approach Delay		20.6			20.6			38.5			41.5	
Approach LOS		C			C			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 4:WBTL and 8:EBTL, Start of Yellow, Master Intersection			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 31.2		Intersection LOS: C	
Intersection Capacity Utilization 73.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 4: Military Rd & Packard Rd

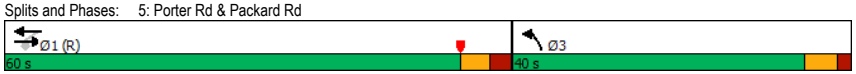


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	342	204	9	328	251	17
Future Volume (vph)	342	204	9	328	251	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		200	0
Storage Lanes		1	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.97	0.95
Frt		0.850			0.991	
Flt Protected				0.999	0.955	
Satd. Flow (prot)	1881	1615	0	3504	3488	0
Flt Permitted				0.944	0.955	
Satd. Flow (perm)	1881	1615	0	3311	3488	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		232			8	
Link Speed (mph)	30			30	30	
Link Distance (ft)	510			1105	538	
Travel Time (s)	11.6			25.1	12.2	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	0%	0%	3%	0%	0%
Adj. Flow (vph)	389	232	10	373	285	19
Shared Lane Traffic (%)						
Lane Group Flow (vph)	389	232	0	383	304	0
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)		60	60		60	60
Number of Detectors	2	2	2	2	2	
Detector Template			Left			
Leading Detector (ft)	49	49	49	49	49	
Trailing Detector (ft)	-1	-1	-1	-1	-1	
Detector 1 Position(ft)	-1	-1	-1	-1	-1	
Detector 1 Size(ft)	20	20	20	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	29	29	29	29	29	
Detector 2 Size(ft)	20	20	20	20	20	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Turn Type	NA	Perm	Perm	NA	Prot	
Protected Phases	1			1	3	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Permitted Phases		1	1			
Detector Phase	1	1	1	1	3	
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	1.0	
Minimum Split (s)	12.3	12.3	12.3	12.3	7.6	
Total Split (s)	60.0	60.0	60.0	60.0	40.0	
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%	
Maximum Green (s)	53.7	53.7	53.7	53.7	34.3	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.9	
All-Red Time (s)	2.7	2.7	2.7	2.7	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	5.7	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	21.0	21.0	21.0	21.0	21.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	
Act Effct Green (s)	74.1	74.1		74.1	13.9	
Actuated g/C Ratio	0.74	0.74		0.74	0.14	
v/c Ratio	0.28	0.18		0.16	0.62	
Control Delay	2.5	0.4		4.2	44.8	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	2.5	0.4		4.2	44.8	
LOS	A	A		A	D	
Approach Delay	1.7			4.2	44.8	
Approach LOS	A			A	D	

Intersection Summary		
Area Type:	Other	
Cycle Length: 100		
Actuated Cycle Length: 100		
Offset: 55 (55%), Referenced to phase 1:EBWB, Start of Yellow		
Natural Cycle: 40		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.62		
Intersection Signal Delay: 12.5		Intersection LOS: B
Intersection Capacity Utilization 35.7%		ICU Level of Service A
Analysis Period (min) 15		

Splits and Phases: 5: Porter Rd & Packard Rd



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	86	2	2	316	305	74
Future Volume (vph)	86	2	2	316	305	74
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	0.997				0.974	
Flt Protected	0.953					
Satd. Flow (prot)	1755	0	0	1881	1797	0
Flt Permitted	0.953					
Satd. Flow (perm)	1755	0	0	1881	1797	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	217			505	881	
Travel Time (s)	4.9			11.5	20.0	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	1%	100%	0%	1%	3%	3%
Adj. Flow (vph)	104	2	2	381	367	89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	106	0	0	383	456	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)	60	60	60			60
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	32.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (veh/h)	86	2	2	316	305	74
Future Volume (Veh/h)	86	2	2	316	305	74
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	104	2	2	381	367	89
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	796	412	456			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	796	412	456			
tC, single (s)	6.4	7.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	4.2	2.2			
p0 queue free %	71	100	100			
cM capacity (veh/h)	357	474	1115			

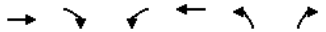
Direction, Lane #	SE 1	NE 1	SW 1
Volume Total	106	383	456
Volume Left	104	2	0
Volume Right	2	0	89
cSH	358	1115	1700
Volume to Capacity	0.30	0.00	0.27
Queue Length 95th (ft)	30	0	0
Control Delay (s)	19.2	0.1	0.0
Lane LOS	C	A	
Approach Delay (s)	19.2	0.1	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	32.1%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	356	0	0	322	0	0
Future Volume (vph)	356	0	0	322	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1845	0	0	1863	1900	0
Flt Permitted						
Satd. Flow (perm)	1845	0	0	1863	1900	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1802			540	2048	
Travel Time (s)	41.0			12.3	46.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	3%	0%	0%	2%	0%	0%
Adj. Flow (vph)	409	0	0	370	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	409	0	0	370	0	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)		60	60		60	60
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	22.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	356	0	0	322	0	0
Future Volume (Veh/h)	356	0	0	322	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	409	0	0	370	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			409		779	409
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			409		779	409
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1161		367	647

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	409	370	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1161	1700
Volume to Capacity	0.24	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			A
Approach Delay (s)	0.0	0.0	0.0
Approach LOS			A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	22.1%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	37	264	254	98	80	28
Future Volume (vph)	37	264	254	98	80	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125			125	0	115
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	1900	1827	1599	1805	1615
Flt Permitted	0.581				0.950	
Satd. Flow (perm)	1072	1900	1827	1599	1805	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				113		32
Link Speed (mph)		30	30		30	
Link Distance (ft)		697	1100		1227	
Travel Time (s)		15.8	25.0		27.9	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	3%	0%	4%	1%	0%	0%
Adj. Flow (vph)	43	303	292	113	92	32
Shared Lane Traffic (%)						
Lane Group Flow (vph)	43	303	292	113	92	32
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	49	49	49	49	49	49
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1
Detector 1 Size(ft)	20	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	29	29	29	29	29	29
Detector 2 Size(ft)	20	20	20	20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		4	8		6	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	20.0	20.0	20.0	20.0	10.0	10.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%
Maximum Green (s)	15.5	15.5	15.5	15.5	5.5	5.5
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	C-Max	C-Max	Min	Min
Act Effct Green (s)	15.5	15.5	15.5	15.5	5.5	5.5
Actuated g/C Ratio	0.52	0.52	0.52	0.52	0.18	0.18
v/c Ratio	0.08	0.31	0.31	0.13	0.28	0.10
Control Delay	4.1	5.2	5.1	1.8	13.0	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.1	5.2	5.1	1.8	13.0	5.7
LOS	A	A	A	A	B	A
Approach Delay		5.1	4.2		11.1	
Approach LOS		A	A		B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 30			
Actuated Cycle Length: 30			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBT, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.31			
Intersection Signal Delay: 5.5		Intersection LOS: A	
Intersection Capacity Utilization 33.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Lockport Rd & Walmore Rd



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	240	131	77	196	133	67
Future Volume (vph)	240	131	77	196	133	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	200		0	200
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1786	0	1805	1863	1787	1615
Flt Permitted			0.484		0.950	
Satd. Flow (perm)	1786	0	920	1863	1787	1615
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	87					80
Link Speed (mph)	30			30	30	
Link Distance (ft)	1100			957	738	
Travel Time (s)	25.0			21.8	16.8	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	2%	0%	0%	2%	1%	0%
Adj. Flow (vph)	286	156	92	233	158	80
Shared Lane Traffic (%)						
Lane Group Flow (vph)	442	0	92	233	158	80
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		60	60		60	60
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	49		49	49	49	49
Trailing Detector (ft)	-1		-1	-1	-1	-1
Detector 1 Position(ft)	-1		-1	-1	-1	-1
Detector 1 Size(ft)	20		20	20	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	29		29	29	29	29
Detector 2 Size(ft)	20		20	20	20	20
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	4			8	2	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Permitted Phases			8			2
Detector Phase	4		8	8	2	2
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	10.0		10.0	10.0	10.0	10.0
Total Split (s)	42.0		42.0	42.0	18.0	18.0
Total Split (%)	70.0%		70.0%	70.0%	30.0%	30.0%
Maximum Green (s)	37.5		37.5	37.5	13.5	13.5
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		C-Max	C-Max	Min	Min
Act Effct Green (s)	40.7		40.7	40.7	10.3	10.3
Actuated g/C Ratio	0.68		0.68	0.68	0.17	0.17
v/c Ratio	0.36		0.15	0.18	0.51	0.23
Control Delay	6.8		4.9	4.5	28.0	7.4
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	6.8		4.9	4.5	28.0	7.4
LOS	A		A	A	C	A
Approach Delay	6.8			4.6	21.1	
Approach LOS	A			A	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 18 (30%), Referenced to phase 4:EBT and 8:WBTL, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 9.5		Intersection LOS: A	
Intersection Capacity Utilization 43.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 9: Walmore Rd & Lockport Rd



Lane Group	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBL	NBT
Lane Configurations												
Traffic Volume (vph)	70	105	471	15	2	9	66	512	47	4	11	13
Future Volume (vph)	70	105	471	15	2	9	66	512	47	4	11	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		175		0			250		0		0	
Storage Lanes		1		0			1		0		0	
Taper Length (ft)		25					25				25	
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.995					0.986				0.958
Flt Protected		0.950					0.950					0.985
Satd. Flow (prot)	0	1805	3558	0	0	0	1774	3559	0	0	0	1793
Flt Permitted		0.950					0.950					0.881
Satd. Flow (perm)	0	1805	3558	0	0	0	1774	3559	0	0	0	1604
Right Turn on Red					No					No		
Satd. Flow (RTOR)												
Link Speed (mph)			30					30				30
Link Distance (ft)			1254					1395				917
Travel Time (s)			28.5					31.7				20.8
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	79	118	529	17	2	10	74	575	53	4	12	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	197	548	0	0	0	84	632	0	0	0	39
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Right	Left	Left	Left	Right	Right	Left	Left
Median Width(ft)			12					12				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)	60	60		60	60	60	60		60	60	60	
Number of Detectors	2	2	2			2	2	2			2	2
Detector Template	Left					Left					Left	
Leading Detector (ft)	49	49	49			49	49	49			49	49
Trailing Detector (ft)	-1	-1	-1			-1	-1	-1			-1	-1
Detector 1 Position(ft)	-1	-1	-1			-1	-1	-1			-1	-1
Detector 1 Size(ft)	20	20	20			20	20	20			20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)	29	29	29			29	29	29			29	29
Detector 2 Size(ft)	20	20	20			20	20	20			20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0
Turn Type	Prot	Prot	NA			Prot	Prot	NA			Perm	NA
Protected Phases	5	5	2			1	1	6				8

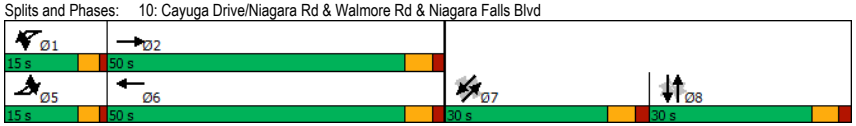
Lane Group	NBR	NBR2	SBL2	SBL	SBT	SBR	SBR2	NEL2	NEL	NET	NER	NER2
Lane Configurations												
Traffic Volume (vph)	7	4	13	66	20	42	70	4	41	61	91	1
Future Volume (vph)	7	4	13	66	20	42	70	4	41	61	91	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0		335			0		0	
Storage Lanes	0			0		1			0		0	
Taper Length (ft)				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						0.850				0.937		
Flt Protected					0.961					0.989		
Satd. Flow (prot)	0	0	0	0	1826	1595	0	0	0	1750	0	0
Flt Permitted					0.742					0.903		
Satd. Flow (perm)	0	0	0	0	1410	1595	0	0	0	1598	0	0
Right Turn on Red		No					No					No
Satd. Flow (RTOR)												
Link Speed (mph)					30					30		
Link Distance (ft)					812					1156		
Travel Time (s)					18.5					26.3		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	0%	3%	0%	0%	0%
Adj. Flow (vph)	8	4	15	74	22	47	79	4	46	69	102	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	111	126	0	0	0	222	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Left	Left	Left	Right	Right	Left	Left	Left	Right	Right
Median Width(ft)					0					0		
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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60	60		60	60	60	60		60	60
Number of Detectors			2	2	2	2		2	2	2		
Detector Template			Left	Left				Left	Left			
Leading Detector (ft)			49	49	49	49		49	49	49		
Trailing Detector (ft)			-1	-1	-1	-1		-1	-1	-1		
Detector 1 Position(ft)			-1	-1	-1	-1		-1	-1	-1		
Detector 1 Size(ft)			20	20	20	20		20	20	20		
Detector 1 Type			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)			0.0	0.0	0.0	0.0		0.0	0.0	0.0		
Detector 1 Queue (s)			0.0	0.0	0.0	0.0		0.0	0.0	0.0		
Detector 1 Delay (s)			0.0	0.0	0.0	0.0		0.0	0.0	0.0		
Detector 2 Position(ft)			29	29	29	29		29	29	29		
Detector 2 Size(ft)			20	20	20	20		20	20	20		
Detector 2 Type			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0	0.0	0.0	0.0		0.0	0.0	0.0		
Turn Type			Perm	Perm	NA	Perm		Perm	Perm	NA		
Protected Phases					8					7		

Lane Group	SWL2	SWL	SWT	SWR	SWR2
Lane Configurations					
Traffic Volume (vph)	4	9	48	85	9
Future Volume (vph)	4	9	48	85	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Storage Length (ft)		0		100	
Storage Lanes		0		1	
Taper Length (ft)		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00
Frt				0.850	
Flt Protected			0.990		
Satd. Flow (prot)	0	0	1881	1615	0
Flt Permitted			0.876		
Satd. Flow (perm)	0	0	1664	1615	0
Right Turn on Red					No
Satd. Flow (RTOR)					
Link Speed (mph)			30		
Link Distance (ft)			1223		
Travel Time (s)			27.8		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	0%
Adj. Flow (vph)	4	10	54	96	10
Shared Lane Traffic (%)					
Lane Group Flow (vph)	0	0	68	106	0
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Right
Median Width(ft)			0		
Link Offset(ft)			0		
Crosswalk Width(ft)			16		
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60
Number of Detectors	2	2	2	2	
Detector Template	Left	Left			
Leading Detector (ft)	49	49	49	49	
Trailing Detector (ft)	-1	-1	-1	-1	
Detector 1 Position(ft)	-1	-1	-1	-1	
Detector 1 Size(ft)	20	20	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel					
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	29	29	29	29	
Detector 2 Size(ft)	20	20	20	20	
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	Perm	NA	Perm	
Protected Phases			7		

Lane Group	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBL	NBT
Permitted Phases											8	
Detector Phase	5	5	2			1	1	6			8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0			5.0	5.0	5.0			5.0	5.0
Minimum Split (s)	10.0	10.0	23.0			10.0	10.0	23.0			23.0	23.0
Total Split (s)	15.0	15.0	50.0			15.0	15.0	50.0			30.0	30.0
Total Split (%)	12.0%	12.0%	40.0%			12.0%	12.0%	40.0%			24.0%	24.0%
Maximum Green (s)	10.7	10.7	44.0			10.7	10.7	44.0			24.0	24.0
Yellow Time (s)	3.2	3.2	4.0			3.2	3.2	4.0			4.0	4.0
All-Red Time (s)	1.1	1.1	2.0			1.1	1.1	2.0			2.0	2.0
Lost Time Adjust (s)		0.0	0.0				0.0	0.0				0.0
Total Lost Time (s)		4.3	6.0				4.3	6.0				6.0
Lead/Lag	Lead	Lead	Lag			Lead	Lead	Lag			Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	Yes	Yes			Yes	Yes
Vehicle Extension (s)	3.0	3.0	4.0			3.0	3.0	4.0			2.0	2.0
Recall Mode	None	None	Max			None	None	Max			None	None
Act Effct Green (s)		10.8	48.1				9.4	44.3				13.1
Actuated g/C Ratio		0.10	0.44				0.09	0.40				0.12
v/c Ratio		1.11	0.35				0.55	0.44				0.20
Control Delay		147.9	23.8				64.2	26.1				46.6
Queue Delay		0.0	0.0				0.0	0.0				0.0
Total Delay		147.9	23.8				64.2	26.1				46.6
LOS		F	C				E	C				D
Approach Delay			56.7					30.6				46.6
Approach LOS			E					C				D

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 109.4			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.11			
Intersection Signal Delay: 48.6		Intersection LOS: D	
Intersection Capacity Utilization 82.3%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 10: Cayuga Drive/Niagara Rd & Walmore Rd & Niagara Falls Blvd



Lane Group	NBR	NBR2	SBL2	SBL	SBT	SBR	SBR2	NEL2	NEL	NET	NER	NER2
Permitted Phases			8	8		8		7	7			
Detector Phase			8	8	8	8		7	7	7		
Switch Phase												
Minimum Initial (s)			5.0	5.0	5.0	5.0		5.0	5.0	5.0		
Minimum Split (s)			23.0	23.0	23.0	23.0		23.0	23.0	23.0		
Total Split (s)			30.0	30.0	30.0	30.0		30.0	30.0	30.0		
Total Split (%)			24.0%	24.0%	24.0%	24.0%		24.0%	24.0%	24.0%		
Maximum Green (s)			24.0	24.0	24.0	24.0		24.0	24.0	24.0		
Yellow Time (s)			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		
Lost Time Adjust (s)					0.0	0.0				0.0		
Total Lost Time (s)					6.0	6.0				6.0		
Lead/Lag			Lag	Lag	Lag	Lag		Lead	Lead	Lead		
Lead-Lag Optimize?			Yes	Yes	Yes	Yes		Yes	Yes	Yes		
Vehicle Extension (s)			2.0	2.0	2.0	2.0		2.0	2.0	2.0		
Recall Mode			None	None	None	None		None	None	None		
Act Effct Green (s)					13.1	13.1				18.8		
Actuated g/C Ratio					0.12	0.12				0.17		
v/c Ratio					0.66	0.66				0.81		
Control Delay					65.4	63.5				66.6		
Queue Delay					0.0	0.0				0.0		
Total Delay					65.4	63.5				66.6		
LOS					E	E				E		
Approach Delay					64.4					66.6		
Approach LOS					E					E		

Intersection Summary

Lane Group	SWL2	SWL	SWT	SWR	SWR2
Permitted Phases	7	7		7	
Detector Phase	7	7	7	7	
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	
Minimum Split (s)	23.0	23.0	23.0	23.0	
Total Split (s)	30.0	30.0	30.0	30.0	
Total Split (%)	24.0%	24.0%	24.0%	24.0%	
Maximum Green (s)	24.0	24.0	24.0	24.0	
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	
Total Lost Time (s)			6.0	6.0	
Lead/Lag	Lead	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	
Recall Mode	None	None	None	None	
Act Effct Green (s)			18.8	18.8	
Actuated g/C Ratio			0.17	0.17	
v/c Ratio			0.24	0.38	
Control Delay			41.9	44.9	
Queue Delay			0.0	0.0	
Total Delay			41.9	44.9	
LOS			D	D	
Approach Delay			43.8		
Approach LOS			D		

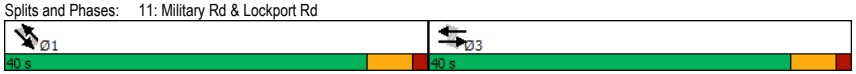
Intersection Summary

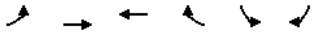
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	25	50	83	44	35	37	35	416	35	100	535	51
Future Volume (vph)	25	50	83	44	35	37	35	416	35	100	535	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	200		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.906			0.922			0.988			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1700	0	1719	1735	0	1752	3534	0	1770	3545	0
Flt Permitted	0.704			0.662			0.402			0.466		
Satd. Flow (perm)	1286	1700	0	1198	1735	0	742	3534	0	868	3545	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		93			42			14			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		906			1287			883			1055	
Travel Time (s)		20.6			29.3			20.1			24.0	
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%	0%	2%	5%	2%	0%	3%	1%	0%	2%	0%	6%
Adj. Flow (vph)	28	56	93	49	39	42	39	467	39	112	601	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	149	0	49	81	0	39	506	0	112	658	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)	60		60	60		60	60		60	60		60
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template												
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	29	29		29	29		29	29		29	29	
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		3			3			1			1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Permitted Phases	3			3			1			1		
Detector Phase	3	3		3	3		1	1		1	1	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	27.8	27.8		27.8	27.8		27.8	27.8		27.8	27.8	
Total Split (s)	40.0	40.0		40.0	40.0		40.0	40.0		40.0	40.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	34.2	34.2		34.2	34.2		34.2	34.2		34.2	34.2	
Yellow Time (s)	4.3	4.3		4.3	4.3		4.3	4.3		4.3	4.3	
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		0.0	0.0	
Total Lost Time (s)	5.8	5.8		5.8	5.8		5.8	5.8		5.8	5.8	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	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)	16.3	16.3		16.3	16.3		27.3	27.3		27.3	27.3	
Actuated g/C Ratio	0.35	0.35		0.35	0.35		0.58	0.58		0.58	0.58	
v/c Ratio	0.06	0.23		0.12	0.13		0.09	0.24		0.22	0.32	
Control Delay	15.9	8.7		16.3	10.0		7.6	7.4		9.1	7.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	15.9	8.7		16.3	10.0		7.6	7.4		9.1	7.8	
LOS	B	A		B	A		A	A		A	A	
Approach Delay		9.8			12.4			7.4			8.0	
Approach LOS		A			B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 46.7			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.32			
Intersection Signal Delay: 8.3		Intersection LOS: A	
Intersection Capacity Utilization 77.7%		ICU Level of Service D	
Analysis Period (min) 15			

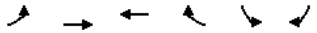
Splits and Phases: 11: Military Rd & Lockport Rd





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	125	274	289	35	24	106
Future Volume (vph)	125	274	289	35	24	106
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		0.890	
Flt Protected		0.985			0.991	
Satd. Flow (prot)	0	1859	1839	0	1636	0
Flt Permitted		0.985			0.991	
Satd. Flow (perm)	0	1859	1839	0	1636	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		540	929		894	
Travel Time (s)		12.3	21.1		20.3	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	1%	2%	0%	0%	3%
Adj. Flow (vph)	152	334	352	43	29	129
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	486	395	0	158	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)	60			60	60	60
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	56.5%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	125	274	289	35	24	106
Future Volume (Veh/h)	125	274	289	35	24	106
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	152	334	352	43	29	129
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	395				1012	374
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	395				1012	374
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	87				88	81
cM capacity (veh/h)	1175				233	670

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	486	395	158
Volume Left	152	0	29
Volume Right	0	43	129
cSH	1175	1700	499
Volume to Capacity	0.13	0.23	0.32
Queue Length 95th (ft)	11	0	34
Control Delay (s)	3.6	0.0	15.5
Lane LOS	A		C
Approach Delay (s)	3.6	0.0	15.5
Approach LOS			C

Intersection Summary				
Average Delay		4.0		
Intersection Capacity Utilization		56.5%	ICU Level of Service	B
Analysis Period (min)		15		

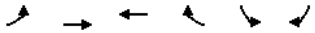
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	319	13	4	295	40	24
Future Volume (vph)	319	13	4	295	40	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		255	0
Storage Lanes		0	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995					0.850
Flt Protected				0.999	0.950	
Satd. Flow (prot)	1873	0	0	1861	1805	1615
Flt Permitted				0.999	0.950	
Satd. Flow (perm)	1873	0	0	1861	1805	1615
Link Speed (mph)	30			30	30	
Link Distance (ft)	1438			2267	510	
Travel Time (s)	32.7			51.5	11.6	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	1%	0%	0%	2%	0%	0%
Adj. Flow (vph)	389	16	5	360	49	29
Shared Lane Traffic (%)						
Lane Group Flow (vph)	405	0	0	365	49	29
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)		60	60		60	60
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	28.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	319	13	4	295	40	24
Future Volume (Veh/h)	319	13	4	295	40	24
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	389	16	5	360	49	29
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			405		767	397
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			405		767	397
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		87	96
cM capacity (veh/h)			1165		372	657

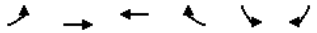
Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	405	365	49	29
Volume Left	0	5	49	0
Volume Right	16	0	0	29
cSH	1700	1165	372	657
Volume to Capacity	0.24	0.00	0.13	0.04
Queue Length 95th (ft)	0	0	11	3
Control Delay (s)	0.0	0.2	16.2	10.7
Lane LOS		A	C	B
Approach Delay (s)	0.0	0.2	14.1	
Approach LOS			B	

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	28.7%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	29	305	275	7	4	15
Future Volume (vph)	29	305	275	7	4	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			0.997		0.892	
Flt Protected		0.996			0.990	
Satd. Flow (prot)	0	1855	1857	0	1645	0
Flt Permitted		0.996			0.990	
Satd. Flow (perm)	0	1855	1857	0	1645	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		584	626		257	
Travel Time (s)		13.3	14.2		5.8	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	32	335	302	8	4	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	367	310	0	20	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	45.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	29	305	275	7	4	15
Future Volume (Veh/h)	29	305	275	7	4	15
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	32	335	302	8	4	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	310				705	306
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	310				705	306
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				99	98
cM capacity (veh/h)	1250				392	734

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	367	310	20
Volume Left	32	0	4
Volume Right	0	8	16
cSH	1250	1700	625
Volume to Capacity	0.03	0.18	0.03
Queue Length 95th (ft)	2	0	2
Control Delay (s)	0.9	0.0	10.9
Lane LOS	A		B
Approach Delay (s)	0.9	0.0	10.9
Approach LOS			B

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	45.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection: 10: Cayuga Drive/Niagara Rd & Walmore Rd & Niagara Falls Blvd

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB	NE	SW	SW
Directions Served	<L	T	TR>	<L	T	TR>	LTR>	<LT	R>	<LTR>	<LT	R>
Maximum Queue (ft)	200	349	314	81	203	215	50	136	130	232	81	96
Average Queue (ft)	123	127	109	35	139	124	22	74	65	100	31	43
95th Queue (ft)	207	256	216	68	196	203	53	126	121	184	66	86
Link Distance (ft)		1158	1158		1323	1323	860	751		1040	1142	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	175			250					335			100
Storage Blk Time (%)	14	0									0	1
Queuing Penalty (veh)	33	0									0	0

A5

Level of Service Calculations: Background Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	127	53	202	286	0	9	107	10	0	0	0
Future Volume (vph)	0	127	53	202	286	0	9	107	10	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		70	0		0
Storage Lanes	0		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.956							0.850			
Flt Protected					0.980		0.950					
Satd. Flow (prot)	0	3186	0	0	3399	0	1626	1776	1615	0	0	0
Flt Permitted					0.738		0.950					
Satd. Flow (perm)	0	3186	0	0	2560	0	1626	1776	1615	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		60							41			
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		868			171			486			696	
Travel Time (s)		13.2			2.6			11.0			15.8	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	3%	21%	7%	2%	0%	11%	7%	0%	0%	0%	0%
Adj. Flow (vph)	0	143	60	227	321	0	10	120	11	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	203	0	0	548	0	10	120	11	0	0	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
Number of Detectors		2		2	2		2	2	2			
Detector Template				Left								
Leading Detector (ft)		49		49	49		49	49	49			
Trailing Detector (ft)		-1		-1	-1		-1	-1	-1			
Detector 1 Position(ft)		-1		-1	-1		-1	-1	-1			
Detector 1 Size(ft)		20		20	20		20	20	20			
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)		0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)		0.0		0.0	0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		29		29	29		29	29	29			
Detector 2 Size(ft)		20		20	20		20	20	20			
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0	0.0			
Turn Type		NA		Perm	NA		Perm	NA	Perm			
Protected Phases		2			6			4				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Permitted Phases				6			4		4			
Detector Phase	2			6	6		4	4	4			
Switch Phase												
Minimum Initial (s)	28.7			28.7	28.7		5.9	5.9	5.9			
Minimum Split (s)	60.0			60.0	60.0		12.0	12.0	12.0			
Total Split (s)	66.0			66.0	66.0		34.0	34.0	34.0			
Total Split (%)	66.0%			66.0%	66.0%		34.0%	34.0%	34.0%			
Maximum Green (s)	59.2			59.2	59.2		27.9	27.9	27.9			
Yellow Time (s)	4.3			4.3	4.3		4.3	4.3	4.3			
All-Red Time (s)	2.5			2.5	2.5		1.8	1.8	1.8			
Lost Time Adjust (s)	0.0				0.0		0.0	0.0	0.0			
Total Lost Time (s)	6.8				6.8		6.1	6.1	6.1			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0			3.0	3.0		3.0	3.0	3.0			
Recall Mode	C-Max			C-Max	C-Max		None	None	None			
Act Effct Green (s)	75.0				75.0		12.1	12.1	12.1			
Actuated g/C Ratio	0.75				0.75		0.12	0.12	0.12			
v/c Ratio	0.08				0.29		0.05	0.56	0.05			
Control Delay	2.8				8.1		37.0	50.9	0.4			
Queue Delay	0.0				0.0		0.0	0.0	0.0			
Total Delay	2.8				8.1		37.0	50.9	0.4			
LOS	A				A		D	D	A			
Approach Delay	2.8				8.1			45.9				
Approach LOS	A				A			D				

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 12.9		Intersection LOS: B	
Intersection Capacity Utilization 69.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: I-190 SB On-Ramp & Packard Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	1	135	0	0	409	1	0	0	0	72	22	299
Future Volume (vph)	1	135	0	0	409	1	0	0	0	72	22	299
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt												0.850
Flt Protected											0.963	
Satd. Flow (prot)	0	3439	0	0	3438	0	0	0	0	0	1802	1553
Flt Permitted		0.954									0.963	
Satd. Flow (perm)	0	3281	0	0	3438	0	0	0	0	0	1802	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												360
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		326			342			341			521	
Travel Time (s)		4.9			5.2			7.8			11.8	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	5%	0%	0%	5%	0%	0%	0%	0%	2%	0%	4%
Adj. Flow (vph)	1	163	0	0	493	1	0	0	0	87	27	360
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	164	0	0	494	0	0	0	0	0	114	360
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	2	2			2					2	2	2
Detector Template	Left									Left		
Leading Detector (ft)	49	49			49					49	49	49
Trailing Detector (ft)	-1	-1			-1					-1	-1	-1
Detector 1 Position(ft)	-1	-1			-1					-1	-1	-1
Detector 1 Size(ft)	20	20			20					20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0					0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0					0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0					0.0	0.0	0.0
Detector 2 Position(ft)	29	29			29					29	29	29
Detector 2 Size(ft)	20	20			20					20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0					0.0	0.0	0.0
Turn Type	Perm	NA			NA					Perm	NA	Perm
Protected Phases		1			1						3	
Permitted Phases	1									3		3
Detector Phase	1	1			1					3	3	3
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Minimum Initial (s)	34.6	34.6			34.6					6.0	6.0	6.0
Minimum Split (s)	60.0	60.0			60.0					12.0	12.0	12.0
Total Split (s)	66.0	66.0			66.0					34.0	34.0	34.0
Total Split (%)	66.0%	66.0%			66.0%					34.0%	34.0%	34.0%
Maximum Green (s)	60.6	60.6			60.6					28.8	28.8	28.8
Yellow Time (s)	4.3	4.3			4.3					3.6	3.6	3.6
All-Red Time (s)	1.1	1.1			1.1					1.6	1.6	1.6
Lost Time Adjust (s)		0.0			0.0						0.0	0.0
Total Lost Time (s)		5.4			5.4						5.2	5.2
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0					3.0	3.0	3.0
Recall Mode	C-Max	C-Max			C-Max					None	None	None
Act Effct Green (s)		77.3			77.3						12.1	12.1
Actuated g/C Ratio		0.77			0.77						0.12	0.12
v/c Ratio		0.06			0.19						0.52	0.71
Control Delay		2.9			10.2						48.9	12.8
Queue Delay		0.0			0.3						0.0	0.0
Total Delay		2.9			10.5						48.9	12.8
LOS		A			B						D	B
Approach Delay		2.9			10.5						21.5	
Approach LOS		A			B						C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 95 (95%), Referenced to phase 1:EBWB, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 14.0		Intersection LOS: B	
Intersection Capacity Utilization 56.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: I-190 NB Off-Ramp & Packard Rd

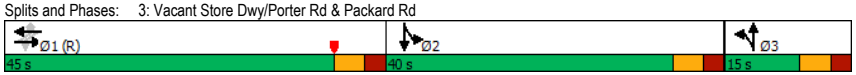


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	347	7	10	389	173	6	3	10	165	3	19
Future Volume (vph)	77	347	7	10	389	173	6	3	10	165	3	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	150		0	0		0	0		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.91	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.998				0.850		0.887			0.968	
Flt Protected		0.991		0.950			0.950			0.950	0.964	
Satd. Flow (prot)	0	4906	0	1805	3438	1553	1805	1685	0	1633	1623	0
Flt Permitted		0.783		0.453			0.950			0.950	0.964	
Satd. Flow (perm)	0	3876	0	861	3438	1553	1805	1685	0	1633	1623	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				206		12			15	
Link Speed (mph)		45			35			30			35	
Link Distance (ft)		342			475			302			290	
Travel Time (s)		5.2			9.3			6.9			5.6	
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	0.84
Heavy Vehicles (%)	3%	5%	0%	0%	5%	4%	0%	0%	0%	5%	0%	0%
Adj. Flow (vph)	92	413	8	12	463	206	7	4	12	196	4	23
Shared Lane Traffic (%)										42%		
Lane Group Flow (vph)	0	513	0	12	463	206	7	16	0	114	109	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	
Detector Template	Left											
Leading Detector (ft)	49	49		49	49	49	49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1	-1	-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1	-1	-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20	20	20	20		20	20	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	29	29		29	29	29	29	29		29	29	
Detector 2 Size(ft)	20	20		20	20	20	20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Split	NA		Split	NA	
Protected Phases		1			1		3	3		2	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			1		1						
Detector Phase	1	1		1	1	1	3	3		2	2	
Switch Phase												
Minimum Initial (s)	28.8	28.8		28.8	28.8	28.8	3.8	3.8		15.0	15.0	
Minimum Split (s)	45.0	45.0		45.0	45.0	45.0	10.0	10.0		24.2	24.2	
Total Split (s)	45.0	45.0		45.0	45.0	45.0	15.0	15.0		40.0	40.0	
Total Split (%)	45.0%	45.0%		45.0%	45.0%	45.0%	15.0%	15.0%		40.0%	40.0%	
Maximum Green (s)	38.8	38.8		38.8	38.8	38.8	8.8	8.8		33.8	33.8	
Yellow Time (s)	3.6	3.6		3.6	3.6	3.6	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.6	2.6		2.6	2.6	2.6	2.6	2.6		2.6	2.6	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.2		6.2	6.2	6.2	6.2	6.2		6.2	6.2	
Lead/Lag	Lead	Lead		Lead	Lead	Lead				Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes				Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)		66.9		66.9	66.9	66.9	6.1	6.1		15.5	15.5	
Actuated g/C Ratio		0.67		0.67	0.67	0.67	0.06	0.06		0.16	0.16	
v/c Ratio		0.20		0.02	0.20	0.19	0.06	0.14		0.45	0.41	
Control Delay		6.5		6.6	6.3	4.0	45.0	28.4		44.5	37.8	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		6.5		6.6	6.3	4.0	45.0	28.4		44.5	37.8	
LOS		A		A	A	A	D	C		D	D	
Approach Delay		6.5			5.7			33.4			41.3	
Approach LOS		A			A			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 61 (61%), Referenced to phase 1:EBWB, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay: 11.9		Intersection LOS: B	
Intersection Capacity Utilization 76.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3: Vacant Store Dwy/Porter Rd & Packard Rd

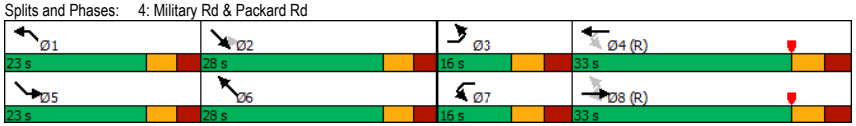


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	96	331	82	92	339	81	140	115	139	88	138	33
Future Volume (vph)	96	331	82	92	339	81	140	115	139	88	138	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	160		0	180		0	170		0	335		0
Storage Lanes	1		1	1		0	1		0	2		0
Taper Length (ft)	70			75			50			250		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	0.95
Frt			0.850		0.971			0.918			0.971	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1524	1703	3157	0	1736	3010	0	3433	3277	0
Flt Permitted	0.362			0.469			0.541			0.950		
Satd. Flow (perm)	625	3282	1524	841	3157	0	988	3010	0	3433	3277	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			185		28			165			26	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		475			510			1089			1785	
Travel Time (s)		9.3			9.9			18.6			30.4	
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 (%)	10%	10%	6%	6%	12%	7%	4%	3%	16%	2%	6%	11%
Adj. Flow (vph)	114	394	98	110	404	96	167	137	165	105	164	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	114	394	98	110	500	0	167	302	0	105	203	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2		2	2	
Detector Template												
Leading Detector (ft)	49	49	49	49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1	-1	-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1	-1	-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20	20	20	20		20	20		20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	29	29	29	29	29		29	29		29	29	
Detector 2 Size(ft)	20	20	20	20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		Prot	NA	
Protected Phases	3	8		7	4		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Permitted Phases	8		8	4			2					
Detector Phase	3	8	8	7	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		6.0	10.0		8.0	10.0	
Minimum Split (s)	10.2	38.2	38.2	10.2	38.2		13.2	37.4		15.2	32.4	
Total Split (s)	16.0	33.0	33.0	16.0	33.0		23.0	28.0		23.0	28.0	
Total Split (%)	16.0%	33.0%	33.0%	16.0%	33.0%		23.0%	28.0%		23.0%	28.0%	
Maximum Green (s)	8.8	25.8	25.8	8.8	25.8		16.6	21.6		16.6	21.6	
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9		3.6	3.6		3.6	3.6	
All-Red Time (s)	3.3	3.3	3.3	3.3	3.3		2.8	2.8		2.8	2.8	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.2	7.2	7.2	7.2	7.2		6.4	6.4		6.4	6.4	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		24.0	24.0		24.0			24.0			19.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	34.7	26.4	26.4	34.5	26.3		42.1	32.1		8.9	26.6	
Actuated g/C Ratio	0.35	0.26	0.26	0.34	0.26		0.42	0.32		0.09	0.27	
v/c Ratio	0.38	0.46	0.18	0.30	0.59		0.33	0.28		0.34	0.23	
Control Delay	22.8	31.8	5.0	14.9	24.1		19.1	13.1		45.7	26.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	22.8	31.8	5.0	14.9	24.1		19.1	13.1		45.7	26.5	
LOS	C	C	A	B	C		B	B		D	C	
Approach Delay		25.8			22.5			15.2			33.0	
Approach LOS		C			C			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 4:WBTL and 8:EBTL, Start of Yellow, Master Intersection			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 23.4		Intersection LOS: C	
Intersection Capacity Utilization 56.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: Military Rd & Packard Rd

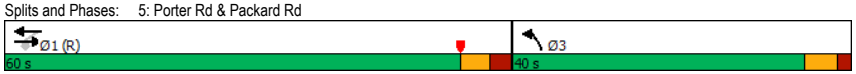


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	338	133	34	290	201	24
Future Volume (vph)	338	133	34	290	201	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		200	0
Storage Lanes		1	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.97	0.95
Frt		0.850			0.984	
Flt Protected				0.995	0.957	
Satd. Flow (prot)	1776	1495	0	3381	3161	0
Flt Permitted				0.890	0.957	
Satd. Flow (perm)	1776	1495	0	3024	3161	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		139			14	
Link Speed (mph)	35			35	40	
Link Distance (ft)	510			1105	538	
Travel Time (s)	9.9			21.5	9.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	7%	8%	17%	5%	8%	25%
Adj. Flow (vph)	352	139	35	302	209	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	352	139	0	337	234	0
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)		60	60		60	60
Number of Detectors	2	2	2	2	2	
Detector Template			Left			
Leading Detector (ft)	49	49	49	49	49	
Trailing Detector (ft)	-1	-1	-1	-1	-1	
Detector 1 Position(ft)	-1	-1	-1	-1	-1	
Detector 1 Size(ft)	20	20	20	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	29	29	29	29	29	
Detector 2 Size(ft)	20	20	20	20	20	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Turn Type	NA	Perm	Perm	NA	Prot	
Protected Phases	1			1	3	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Permitted Phases		1	1			
Detector Phase	1	1	1	1	3	
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	1.0	
Minimum Split (s)	12.3	12.3	12.3	12.3	7.6	
Total Split (s)	60.0	60.0	60.0	60.0	40.0	
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%	
Maximum Green (s)	53.7	53.7	53.7	53.7	34.3	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.9	
All-Red Time (s)	2.7	2.7	2.7	2.7	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	5.7	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	21.0	21.0	21.0	21.0	21.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	
Act Effct Green (s)	75.6	75.6		75.6	12.4	
Actuated g/C Ratio	0.76	0.76		0.76	0.12	
v/c Ratio	0.26	0.12		0.15	0.58	
Control Delay	1.3	0.2		3.8	44.2	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	1.3	0.2		3.8	44.2	
LOS	A	A		A	D	
Approach Delay	1.0			3.8	44.2	
Approach LOS	A			A	D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 55 (55%), Referenced to phase 1:EBWB, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 11.4		Intersection LOS: B	
Intersection Capacity Utilization 48.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Porter Rd & Packard Rd



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	88	2	0	281	272	79
Future Volume (vph)	88	2	0	281	272	79
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	0.997				0.970	
Flt Protected	0.953					
Satd. Flow (prot)	1689	0	0	1743	1694	0
Flt Permitted	0.953					
Satd. Flow (perm)	1689	0	0	1743	1694	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	217			505	881	
Travel Time (s)	3.3			7.7	13.3	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	7%	0%	0%	9%	7%	15%
Adj. Flow (vph)	101	2	0	323	313	91
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	0	0	323	404	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	30.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (veh/h)	88	2	0	281	272	79
Future Volume (Veh/h)	88	2	0	281	272	79
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	101	2	0	323	313	91
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	682	358	404			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	682	358	404			
tC, single (s)	6.5	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.3	2.2			
p0 queue free %	75	100	100			
cM capacity (veh/h)	408	690	1166			

Direction, Lane #	SE 1	NE 1	SW 1
Volume Total	103	323	404
Volume Left	101	0	0
Volume Right	2	0	91
cSH	411	1166	1700
Volume to Capacity	0.25	0.00	0.24
Queue Length 95th (ft)	24	0	0
Control Delay (s)	16.6	0.0	0.0
Lane LOS	C		
Approach Delay (s)	16.6	0.0	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	30.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	357	0	0	354	0	0
Future Volume (vph)	357	0	0	354	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1759	0	0	1759	1900	0
Flt Permitted						
Satd. Flow (perm)	1759	0	0	1759	1900	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	1802			540	2048	
Travel Time (s)	27.3			8.2	46.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	8%	0%	0%	8%	0%	0%
Adj. Flow (vph)	388	0	0	385	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	388	0	0	385	0	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
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	22.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	357	0	0	354	0	0
Future Volume (Veh/h)	357	0	0	354	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	388	0	0	385	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			388		773	388
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			388		773	388
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1182		370	665

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	388	385	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1182	1700
Volume to Capacity	0.23	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			A
Approach Delay (s)	0.0	0.0	0.0
Approach LOS			A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	22.1%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	24	229	387	116	52	23
Future Volume (vph)	24	229	387	116	52	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125			125	0	115
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1736	1792	1827	1495	1583	1538
Flt Permitted	0.498				0.950	
Satd. Flow (perm)	910	1792	1827	1495	1583	1538
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				130		26
Link Speed (mph)		45	45		35	
Link Distance (ft)		697	1100		1227	
Travel Time (s)		10.6	16.7		23.9	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	4%	6%	4%	8%	14%	5%
Adj. Flow (vph)	27	257	435	130	58	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	257	435	130	58	26
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	49	49	49	49	49	49
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1
Detector 1 Size(ft)	20	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	29	29	29	29	29	29
Detector 2 Size(ft)	20	20	20	20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		4	8		6	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	27.0	27.0	27.0	27.0	13.0	13.0
Total Split (%)	67.5%	67.5%	67.5%	67.5%	32.5%	32.5%
Maximum Green (s)	22.5	22.5	22.5	22.5	8.5	8.5
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	C-Max	C-Max	Min	Min
Act Effct Green (s)	24.1	24.1	24.1	24.1	6.9	6.9
Actuated g/C Ratio	0.60	0.60	0.60	0.60	0.17	0.17
v/c Ratio	0.05	0.24	0.40	0.14	0.21	0.09
Control Delay	4.1	4.7	7.0	3.2	15.7	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.1	4.7	7.0	3.2	15.7	7.4
LOS	A	A	A	A	B	A
Approach Delay		4.7	6.2		13.1	
Approach LOS		A	A		B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 40			
Actuated Cycle Length: 40			
Offset: 13 (33%), Referenced to phase 4:EBTL and 8:WBT, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay: 6.3		Intersection LOS: A	
Intersection Capacity Utilization 32.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Lockport Rd & Walmore Rd

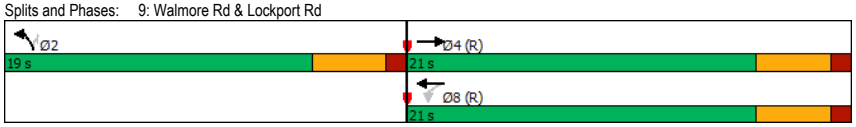


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	178	85	77	302	202	74
Future Volume (vph)	178	85	77	302	202	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	200		0	200
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.957					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1654	0	1719	1792	1687	1553
Flt Permitted			0.581		0.950	
Satd. Flow (perm)	1654	0	1051	1792	1687	1553
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	73					82
Link Speed (mph)	45			45	40	
Link Distance (ft)	1100			957	738	
Travel Time (s)	16.7			14.5	12.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	9%	12%	5%	6%	7%	4%
Adj. Flow (vph)	198	94	86	336	224	82
Shared Lane Traffic (%)						
Lane Group Flow (vph)	292	0	86	336	224	82
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	49		49	49	49	49
Trailing Detector (ft)	-1		-1	-1	-1	-1
Detector 1 Position(ft)	-1		-1	-1	-1	-1
Detector 1 Size(ft)	20		20	20	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	29		29	29	29	29
Detector 2 Size(ft)	20		20	20	20	20
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	4			8	2	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Permitted Phases			8			2
Detector Phase	4		8	8	2	2
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	10.0		10.0	10.0	10.0	10.0
Total Split (s)	21.0		21.0	21.0	19.0	19.0
Total Split (%)	52.5%		52.5%	52.5%	47.5%	47.5%
Maximum Green (s)	16.5		16.5	16.5	14.5	14.5
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		C-Max	C-Max	Min	Min
Act Effct Green (s)	20.5		20.5	20.5	10.5	10.5
Actuated g/C Ratio	0.51		0.51	0.51	0.26	0.26
v/c Ratio	0.33		0.16	0.37	0.50	0.17
Control Delay	4.8		7.5	8.4	15.8	4.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	4.8		7.5	8.4	15.8	4.0
LOS	A		A	A	B	A
Approach Delay	4.8			8.2	12.7	
Approach LOS	A			A	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 40			
Actuated Cycle Length: 40			
Offset: 19 (48%), Referenced to phase 4:EBT and 8:WBTL, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 8.6		Intersection LOS: A	
Intersection Capacity Utilization 41.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 9: Walmore Rd & Lockport Rd



Lane Group	EBL2	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2
Lane Configurations												
Traffic Volume (vph)	57	27	226	8	8	20	232	134	10	48	3	2
Future Volume (vph)	57	27	226	8	8	20	232	134	10	48	3	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		175		0		250		0	0		0	
Storage Lanes		1		0		1		0	0		0	
Taper Length (ft)		25				25			25			
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.995				0.945			0.988		
Flt Protected		0.950				0.950				0.992		
Satd. Flow (prot)	0	1660	3426	0	0	1743	3210	0	0	1780	0	0
Flt Permitted		0.950				0.950				0.931		
Satd. Flow (perm)	0	1660	3426	0	0	1743	3210	0	0	1670	0	0
Right Turn on Red												No
Satd. Flow (RTOR)												
Link Speed (mph)			30				30			30		
Link Distance (ft)			1254				1395			917		
Travel Time (s)			28.5				31.7			20.8		
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 (%)	11%	4%	5%	0%	0%	5%	7%	5%	10%	4%	0%	0%
Adj. Flow (vph)	71	34	283	10	10	25	290	168	13	60	4	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	105	293	0	0	35	458	0	0	80	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left	Left	Right	Left	Left	Right	Right
Median Width(ft)			12				12			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	15		9	15	15		9	15		9	9
Number of Detectors	2	2	2		2	2	2		2	2		
Detector Template	Left				Left				Left			
Leading Detector (ft)	49	49	49		49	49	49		49	49		
Trailing Detector (ft)	-1	-1	-1		-1	-1	-1		-1	-1		
Detector 1 Position(ft)	-1	-1	-1		-1	-1	-1		-1	-1		
Detector 1 Size(ft)	20	20	20		20	20	20		20	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		
Detector 2 Position(ft)	29	29	29		29	29	29		29	29		
Detector 2 Size(ft)	20	20	20		20	20	20		20	20		
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA		
Protected Phases	5	5	2		1	1	6			8		

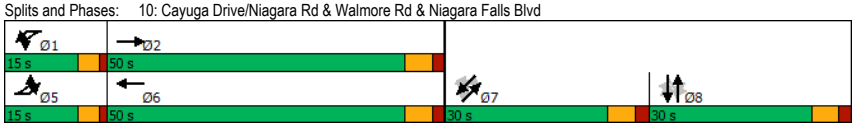
Lane Group	SBL2	SBL	SBT	SBR	SBR2	NEL2	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	3	44	10	45	18	2	80	55	35	1	61	49
Future Volume (vph)	3	44	10	45	18	2	80	55	35	1	61	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		335			0		0	0		100
Storage Lanes		0		1			0		0	0		1
Taper Length (ft)		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				0.850				0.972				0.850
Flt Protected			0.961					0.977			0.999	
Satd. Flow (prot)	0	0	1652	1565	0	0	0	1735	0	0	1874	1615
Flt Permitted			0.733					0.810			0.996	
Satd. Flow (perm)	0	0	1260	1565	0	0	0	1439	0	0	1868	1615
Right Turn on Red					No							0.850
Satd. Flow (RTOR)												
Link Speed (mph)			40					30			30	
Link Distance (ft)			812					1156			1223	
Travel Time (s)			13.8					26.3			27.8	
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 (%)	33%	9%	10%	2%	6%	0%	5%	2%	5%	100%	0%	0%
Adj. Flow (vph)	4	55	13	56	23	3	100	69	44	1	76	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	72	79	0	0	0	216	0	0	77	67
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Right	Left	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	15		9	9	15	15		9	15		9
Number of Detectors	2	2	2	2		2	2	2		2	2	2
Detector Template	Left	Left				Left	Left			Left		
Leading Detector (ft)	49	49	49	49		49	49	49		49	49	49
Trailing Detector (ft)	-1	-1	-1	-1		-1	-1	-1		-1	-1	-1
Detector 1 Position(ft)	-1	-1	-1	-1		-1	-1	-1		-1	-1	-1
Detector 1 Size(ft)	20	20	20	20		20	20	20		20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	29	29	29	29		29	29	29		29	29	29
Detector 2 Size(ft)	20	20	20	20		20	20	20		20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	Perm	NA	Perm		Perm	Perm	NA		Perm	NA	Perm
Protected Phases			8					7			7	

Lane Group	SWR2
Lane Configurations	
Traffic Volume (vph)	5
Future Volume (vph)	5
Ideal Flow (vphpl)	1900
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.80
Heavy Vehicles (%)	0%
Adj. Flow (vph)	6
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
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	
Protected Phases	

Lane Group	EBL2	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2
Permitted Phases									8			
Detector Phase	5	5	2		1	1	6		8	8		
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0		
Minimum Split (s)	10.0	10.0	23.0		10.0	10.0	23.0		23.0	23.0		
Total Split (s)	15.0	15.0	50.0		15.0	15.0	50.0		30.0	30.0		
Total Split (%)	12.0%	12.0%	40.0%		12.0%	12.0%	40.0%		24.0%	24.0%		
Maximum Green (s)	10.7	10.7	44.0		10.7	10.7	44.0		24.0	24.0		
Yellow Time (s)	3.2	3.2	4.0		3.2	3.2	4.0		4.0	4.0		
All-Red Time (s)	1.1	1.1	2.0		1.1	1.1	2.0		2.0	2.0		
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0		
Total Lost Time (s)		4.3	6.0			4.3	6.0			6.0		
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	4.0		3.0	3.0	4.0		2.0	2.0		
Recall Mode	None	None	Max		None	None	Max		None	None		
Act Effct Green (s)		10.2	51.3			7.7	44.3			10.6		
Actuated g/C Ratio		0.10	0.48			0.07	0.41			0.10		
v/c Ratio		0.67	0.18			0.28	0.35			0.49		
Control Delay		70.3	19.4			55.2	23.9			56.9		
Queue Delay		0.0	0.0			0.0	0.0			0.0		
Total Delay		70.3	19.4			55.2	23.9			56.9		
LOS		E	B			E	C			E		
Approach Delay			32.8				26.1			56.9		
Approach LOS			C				C			E		

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 107.2			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 40.5		Intersection LOS: D	
Intersection Capacity Utilization 66.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 10: Cayuga Drive/Niagara Rd & Walmore Rd & Niagara Falls Blvd



Lane Group	SBL2	SBL	SBT	SBR	SBR2	NEL2	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	8	8		8		7	7			7		7
Detector Phase	8	8	8	8		7	7	7		7	7	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0		23.0	23.0	23.0		23.0	23.0	23.0
Total Split (s)	30.0	30.0	30.0	30.0		30.0	30.0	30.0		30.0	30.0	30.0
Total Split (%)	24.0%	24.0%	24.0%	24.0%		24.0%	24.0%	24.0%		24.0%	24.0%	24.0%
Maximum Green (s)	24.0	24.0	24.0	24.0		24.0	24.0	24.0		24.0	24.0	24.0
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)			0.0	0.0				0.0			0.0	0.0
Total Lost Time (s)			6.0	6.0				6.0			6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lag		Lead	Lead	Lead		Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	None	None	None		None	None	None		None	None	None
Act Effct Green (s)			10.6	10.6				19.7			19.7	19.7
Actuated g/C Ratio			0.10	0.10				0.18			0.18	0.18
v/c Ratio			0.58	0.51				0.82			0.22	0.23
Control Delay			66.1	58.8				66.9			39.6	40.0
Queue Delay			0.0	0.0				0.0			0.0	0.0
Total Delay			66.1	58.8				66.9			39.6	40.0
LOS			E	E				E			D	D
Approach Delay			62.3					66.9			39.8	
Approach LOS			E					E			D	
Intersection Summary												

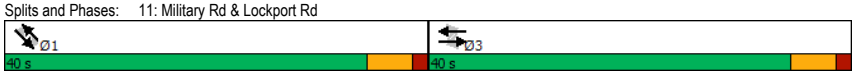
Lane Group	SWR2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

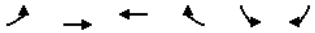
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	14	44	49	43	40	36	41	216	24	60	164	32
Future Volume (vph)	14	44	49	43	40	36	41	216	24	60	164	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	200		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.921			0.929			0.985			0.975	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	1621	0	1583	1573	0	1752	3415	0	1703	3326	0
Flt Permitted	0.701			0.688			0.611			0.582		
Satd. Flow (perm)	1245	1621	0	1147	1573	0	1127	3415	0	1043	3326	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		56			41			19			35	
Link Speed (mph)		40			45			40			40	
Link Distance (ft)		906			1287			883			1055	
Travel Time (s)		15.4			19.5			15.1			18.0	
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 (%)	7%	9%	7%	14%	8%	17%	3%	3%	14%	6%	5%	10%
Adj. Flow (vph)	16	51	56	49	46	41	47	248	28	69	189	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	107	0	49	87	0	47	276	0	69	226	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template												
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	29	29		29	29		29	29		29	29	
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		3			3			1			1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Permitted Phases	3			3			1			1		
Detector Phase	3	3		3	3		1	1		1	1	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	27.8	27.8		27.8	27.8		27.8	27.8		27.8	27.8	
Total Split (s)	40.0	40.0		40.0	40.0		40.0	40.0		40.0	40.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	34.2	34.2		34.2	34.2		34.2	34.2		34.2	34.2	
Yellow Time (s)	4.3	4.3		4.3	4.3		4.3	4.3		4.3	4.3	
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		0.0	0.0	
Total Lost Time (s)	5.8	5.8		5.8	5.8		5.8	5.8		5.8	5.8	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	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)	18.2	18.2		18.2	18.2		21.6	21.6		21.6	21.6	
Actuated g/C Ratio	0.46	0.46		0.46	0.46		0.54	0.54		0.54	0.54	
v/c Ratio	0.03	0.14		0.09	0.12		0.08	0.15		0.12	0.12	
Control Delay	11.2	7.2		12.0	7.7		8.5	7.7		9.0	7.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.2	7.2		12.0	7.7		8.5	7.7		9.0	7.0	
LOS	B	A		B	A		A	A		A	A	
Approach Delay		7.8			9.3			7.8			7.5	
Approach LOS		A			A			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 39.7			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.15			
Intersection Signal Delay: 7.9		Intersection LOS: A	
Intersection Capacity Utilization 60.3%		ICU Level of Service B	
Analysis Period (min) 15			

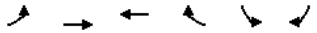
Splits and Phases: 11: Military Rd & Lockport Rd





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	69	299	267	15	38	80
Future Volume (vph)	69	299	267	15	38	80
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			0.993		0.908	
Flt Protected		0.991			0.984	
Satd. Flow (prot)	0	1756	1713	0	1585	0
Flt Permitted		0.991			0.984	
Satd. Flow (perm)	0	1756	1713	0	1585	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		540	929		894	
Travel Time (s)		12.3	21.1		20.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	4%	8%	10%	13%	3%	9%
Adj. Flow (vph)	80	348	310	17	44	93
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	428	327	0	137	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)	60			60	60	60
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	51.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	69	299	267	15	38	80
Future Volume (Veh/h)	69	299	267	15	38	80
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	80	348	310	17	44	93
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	327				826	318
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	327				826	318
tC, single (s)	4.1				6.4	6.3
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.4
p0 queue free %	93				86	87
cM capacity (veh/h)	1221				318	706

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	428	327	137
Volume Left	80	0	44
Volume Right	0	17	93
cSH	1221	1700	507
Volume to Capacity	0.07	0.19	0.27
Queue Length 95th (ft)	5	0	27
Control Delay (s)	2.1	0.0	14.7
Lane LOS	A		B
Approach Delay (s)	2.1	0.0	14.7
Approach LOS			B

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	51.5%	ICU Level of Service	A
Analysis Period (min)	15		

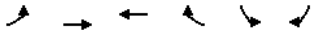
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	278	175	218	296	14	14
Future Volume (vph)	278	175	218	296	14	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		255	0
Storage Lanes		0	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.948					0.850
Flt Protected				0.979	0.950	
Satd. Flow (prot)	1711	0	0	1761	1787	1599
Flt Permitted				0.979	0.950	
Satd. Flow (perm)	1711	0	0	1761	1787	1599
Link Speed (mph)	30			30	30	
Link Distance (ft)	1438			2267	510	
Travel Time (s)	32.7			51.5	11.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	8%	1%	1%	9%	1%	1%
Adj. Flow (vph)	323	203	253	344	16	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	526	0	0	597	16	16
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)		60	60		60	60
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	66.3%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	278	175	218	296	14	14
Future Volume (Veh/h)	278	175	218	296	14	14
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	323	203	253	344	16	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			526		1274	424
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			526		1274	424
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			76		89	97
cM capacity (veh/h)			1046		140	632

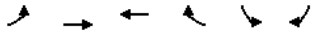
Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	526	597	16	16
Volume Left	0	253	16	0
Volume Right	203	0	0	16
cSH	1700	1046	140	632
Volume to Capacity	0.31	0.24	0.11	0.03
Queue Length 95th (ft)	0	24	9	2
Control Delay (s)	0.0	5.7	33.9	10.8
Lane LOS		A	D	B
Approach Delay (s)	0.0	5.7	22.4	
Approach LOS			C	

Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	66.3%	ICU Level of Service	C
Analysis Period (min)	15		



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	7	350	286	5	5	24
Future Volume (vph)	7	350	286	5	5	24
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			0.998		0.888	
Flt Protected		0.999			0.992	
Satd. Flow (prot)	0	1861	1859	0	1641	0
Flt Permitted		0.999			0.992	
Satd. Flow (perm)	0	1861	1859	0	1641	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		584	626		257	
Travel Time (s)		13.3	14.2		5.8	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	8	417	340	6	6	29
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	425	346	0	35	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)	60			60	60	60
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	34.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	7	350	286	5	5	24
Future Volume (Veh/h)	7	350	286	5	5	24
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	8	417	340	6	6	29
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	346				776	343
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	346				776	343
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				98	96
cM capacity (veh/h)	1213				363	700

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	425	346	35
Volume Left	8	0	6
Volume Right	0	6	29
cSH	1213	1700	604
Volume to Capacity	0.01	0.20	0.06
Queue Length 95th (ft)	0	0	5
Control Delay (s)	0.2	0.0	11.3
Lane LOS	A		B
Approach Delay (s)	0.2	0.0	11.3
Approach LOS			B

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	34.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	277	54	237	320	0	32	140	6	0	0	0
Future Volume (vph)	0	277	54	237	320	0	32	140	6	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		70	0		0
Storage Lanes	0		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.976							0.850			
Flt Protected					0.979		0.950					
Satd. Flow (prot)	0	3410	0	0	3417	0	1641	1863	1009	0	0	0
Flt Permitted					0.671		0.950					
Satd. Flow (perm)	0	3410	0	0	2342	0	1641	1863	1009	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		40							41			
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		868			171			486			696	
Travel Time (s)		13.2			2.6			11.0			15.8	
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 (%)	0%	3%	5%	4%	3%	0%	10%	2%	60%	0%	0%	0%
Adj. Flow (vph)	0	318	62	272	368	0	37	161	7	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	380	0	0	640	0	37	161	7	0	0	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
Number of Detectors		2		2	2		2	2	2			
Detector Template				Left								
Leading Detector (ft)		49		49	49		49	49	49			
Trailing Detector (ft)		-1		-1	-1		-1	-1	-1			
Detector 1 Position(ft)		-1		-1	-1		-1	-1	-1			
Detector 1 Size(ft)		20		20	20		20	20	20			
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)		0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)		0.0		0.0	0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		29		29	29		29	29	29			
Detector 2 Size(ft)		20		20	20		20	20	20			
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0	0.0			
Turn Type		NA		Perm	NA		Perm	NA	Perm			
Protected Phases		2			6			4				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Permitted Phases				6			4		4			
Detector Phase		2		6	6		4	4	4			
Switch Phase												
Minimum Initial (s)		28.7		28.7	28.7		5.9	5.9	5.9			
Minimum Split (s)		60.0		60.0	60.0		12.0	12.0	12.0			
Total Split (s)		66.0		66.0	66.0		34.0	34.0	34.0			
Total Split (%)		66.0%		66.0%	66.0%		34.0%	34.0%	34.0%			
Maximum Green (s)		59.2		59.2	59.2		27.9	27.9	27.9			
Yellow Time (s)		4.3		4.3	4.3		4.3	4.3	4.3			
All-Red Time (s)		2.5		2.5	2.5		1.8	1.8	1.8			
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0			
Total Lost Time (s)		6.8			6.8		6.1	6.1	6.1			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0	3.0			
Recall Mode		C-Max		C-Max	C-Max		None	None	None			
Act Effct Green (s)		73.1			73.1		14.0	14.0	14.0			
Actuated g/C Ratio		0.73			0.73		0.14	0.14	0.14			
v/c Ratio		0.15			0.37		0.16	0.62	0.04			
Control Delay		4.1			7.9		37.6	50.4	0.5			
Queue Delay		0.0			0.0		0.0	0.0	0.0			
Total Delay		4.1			7.9		37.6	50.4	0.5			
LOS		A			A		D	D	A			
Approach Delay		4.1			7.9			46.4				
Approach LOS		A			A			D				

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 13.2		Intersection LOS: B	
Intersection Capacity Utilization 71.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: I-190 SB On-Ramp & Packard Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	8	278	0	0	510	7	0	0	0	49	102	309
Future Volume (vph)	8	278	0	0	510	7	0	0	0	49	102	309
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.998							0.850
Flt Protected		0.999									0.984	
Satd. Flow (prot)	0	3516	0	0	3499	0	0	0	0	0	1799	1568
Flt Permitted		0.940									0.984	
Satd. Flow (perm)	0	3308	0	0	3499	0	0	0	0	0	1799	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					2							343
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		326			342			341			521	
Travel Time (s)		4.9			5.2			7.8			11.8	
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 (%)	57%	1%	0%	0%	3%	0%	0%	0%	0%	10%	1%	3%
Adj. Flow (vph)	9	309	0	0	567	8	0	0	0	54	113	343
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	318	0	0	575	0	0	0	0	0	167	343
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	2	2			2					2	2	2
Detector Template	Left									Left		
Leading Detector (ft)	49	49			49					49	49	49
Trailing Detector (ft)	-1	-1			-1					-1	-1	-1
Detector 1 Position(ft)	-1	-1			-1					-1	-1	-1
Detector 1 Size(ft)	20	20			20					20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0					0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0					0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0					0.0	0.0	0.0
Detector 2 Position(ft)	29	29			29					29	29	29
Detector 2 Size(ft)	20	20			20					20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0					0.0	0.0	0.0
Turn Type	Perm	NA			NA					Perm	NA	Perm
Protected Phases		1			1						3	
Permitted Phases	1									3		3
Detector Phase	1	1			1					3	3	3
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Minimum Initial (s)	34.6	34.6			34.6					6.0	6.0	6.0
Minimum Split (s)	60.0	60.0			60.0					12.0	12.0	12.0
Total Split (s)	66.0	66.0			66.0					34.0	34.0	34.0
Total Split (%)	66.0%	66.0%			66.0%					34.0%	34.0%	34.0%
Maximum Green (s)	60.6	60.6			60.6					28.8	28.8	28.8
Yellow Time (s)	4.3	4.3			4.3					3.6	3.6	3.6
All-Red Time (s)	1.1	1.1			1.1					1.6	1.6	1.6
Lost Time Adjust (s)		0.0			0.0						0.0	0.0
Total Lost Time (s)		5.4			5.4						5.2	5.2
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0					3.0	3.0	3.0
Recall Mode	C-Max	C-Max			C-Max					None	None	None
Act Effct Green (s)		74.5			74.5						14.9	14.9
Actuated g/C Ratio		0.74			0.74						0.15	0.15
v/c Ratio		0.13			0.22						0.62	0.65
Control Delay		3.5			8.0						49.4	10.3
Queue Delay		0.0			0.3						0.0	0.0
Total Delay		3.5			8.3						49.4	10.3
LOS		A			A						D	B
Approach Delay		3.5			8.3						23.1	
Approach LOS		A			A						C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 95 (95%), Referenced to phase 1:EBWB, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 12.6		Intersection LOS: B	
Intersection Capacity Utilization 56.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: I-190 NB Off-Ramp & Packard Rd

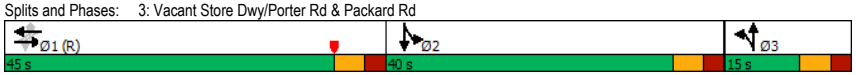


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	530	7	10	510	463	6	3	10	392	3	1
Future Volume (vph)	59	530	7	10	510	463	6	3	10	392	3	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	150		0	0		0	0		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.91	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.998				0.850		0.882			0.999	
Flt Protected		0.995		0.950			0.950			0.950	0.953	
Satd. Flow (prot)	0	5051	0	1805	3505	1599	1805	1676	0	1698	1702	0
Flt Permitted		0.824		0.388			0.950			0.950	0.953	
Satd. Flow (perm)	0	4183	0	737	3505	1599	1805	1676	0	1698	1702	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				514		11				
Link Speed (mph)		45			35			30			35	
Link Distance (ft)		342			475			302			290	
Travel Time (s)		5.2			9.3			6.9			5.6	
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 (%)	2%	2%	0%	0%	3%	1%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	66	589	8	11	567	514	7	3	11	436	3	1
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	663	0	11	567	514	7	14	0	218	222	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	
Detector Template	Left											
Leading Detector (ft)	49	49		49	49	49	49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1	-1	-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1	-1	-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20	20	20	20		20	20	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	29	29		29	29	29	29	29		29	29	
Detector 2 Size(ft)	20	20		20	20	20	20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Split	NA		Split	NA	
Protected Phases		1			1		3	3		2	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			1		1						
Detector Phase	1	1		1	1	1	3	3		2	2	
Switch Phase												
Minimum Initial (s)	28.8	28.8		28.8	28.8	28.8	3.8	3.8		15.0	15.0	
Minimum Split (s)	45.0	45.0		45.0	45.0	45.0	10.0	10.0		25.0	25.0	
Total Split (s)	45.0	45.0		45.0	45.0	45.0	15.0	15.0		40.0	40.0	
Total Split (%)	45.0%	45.0%		45.0%	45.0%	45.0%	15.0%	15.0%		40.0%	40.0%	
Maximum Green (s)	38.8	38.8		38.8	38.8	38.8	8.8	8.8		33.8	33.8	
Yellow Time (s)	3.6	3.6		3.6	3.6	3.6	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.6	2.6		2.6	2.6	2.6	2.6	2.6		2.6	2.6	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.2		6.2	6.2	6.2	6.2	6.2		6.2	6.2	
Lead/Lag	Lead	Lead		Lead	Lead	Lead				Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes				Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)		63.1		63.1	63.1	63.1	6.1	6.1		19.3	19.3	
Actuated g/C Ratio		0.63		0.63	0.63	0.63	0.06	0.06		0.19	0.19	
v/c Ratio		0.25		0.02	0.26	0.43	0.06	0.12		0.67	0.68	
Control Delay		8.6		7.0	5.7	4.0	45.0	28.2		47.1	47.7	
Queue Delay		0.0		0.0	0.0	0.8	0.0	0.0		0.0	0.0	
Total Delay		8.6		7.0	5.7	4.8	45.0	28.2		47.1	47.7	
LOS		A		A	A	A	D	C		D	D	
Approach Delay		8.6			5.3			33.8			47.4	
Approach LOS		A			A			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 61 (61%), Referenced to phase 1:EBWB, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 14.9		Intersection LOS: B	
Intersection Capacity Utilization 79.6%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3: Vacant Store Dwy/Porter Rd & Packard Rd

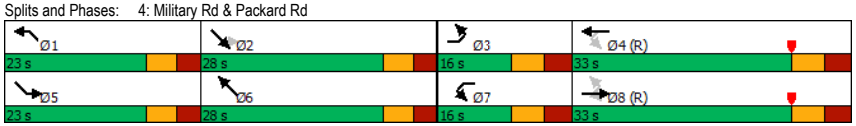


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	139	394	360	203	420	158	146	459	145	403	532	199
Future Volume (vph)	139	394	360	203	420	158	146	459	145	403	532	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	160		0	180		0	170		0	335		0
Storage Lanes	1		1	1		0	1		0	2		0
Taper Length (ft)	70			75			50			250		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	0.95
Frt			0.850		0.959			0.964			0.959	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3539	1599	1787	3379	0	1770	3472	0	3467	3462	0
Flt Permitted	0.283			0.444			0.200			0.950		
Satd. Flow (perm)	532	3539	1599	835	3379	0	373	3472	0	3467	3462	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			379		52			39			49	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		475			510			1089			1785	
Travel Time (s)		9.3			9.9			18.6			30.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	2%	1%	1%	3%	1%	2%	0%	1%	1%	0%	0%
Adj. Flow (vph)	146	415	379	214	442	166	154	483	153	424	560	209
Shared Lane Traffic (%)												
Lane Group Flow (vph)	146	415	379	214	608	0	154	636	0	424	769	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2		2	2	
Detector Template												
Leading Detector (ft)	49	49	49	49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1	-1	-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1	-1	-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20	20	20	20		20	20		20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	29	29	29	29	29		29	29		29	29	
Detector 2 Size(ft)	20	20	20	20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		Prot	NA	
Protected Phases	3	8		7	4		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Permitted Phases	8		8	4			2					
Detector Phase	3	8	8	7	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		6.0	10.0		8.0	10.0	
Minimum Split (s)	10.2	38.2	38.2	10.2	38.2		13.2	37.4		15.2	32.4	
Total Split (s)	16.0	33.0	33.0	16.0	33.0		23.0	28.0		23.0	28.0	
Total Split (%)	16.0%	33.0%	33.0%	16.0%	33.0%		23.0%	28.0%		23.0%	28.0%	
Maximum Green (s)	8.8	25.8	25.8	8.8	25.8		16.6	21.6		16.6	21.6	
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9		3.6	3.6		3.6	3.6	
All-Red Time (s)	3.3	3.3	3.3	3.3	3.3		2.8	2.8		2.8	2.8	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.2	7.2	7.2	7.2	7.2		6.4	6.4		6.4	6.4	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		24.0	24.0		24.0			24.0			19.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	34.3	25.8	25.8	34.9	26.1		33.5	22.5		15.7	27.2	
Actuated g/C Ratio	0.34	0.26	0.26	0.35	0.26		0.34	0.22		0.16	0.27	
v/c Ratio	0.51	0.45	0.55	0.57	0.66		0.55	0.79		0.78	0.79	
Control Delay	21.3	26.3	8.7	20.4	23.7		25.9	42.5		51.1	39.1	
Queue Delay	0.0	0.0	0.1	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	21.3	26.3	8.8	20.4	23.7		25.9	42.5		51.1	39.1	
LOS	C	C	A	C	C		C	D		D	D	
Approach Delay		18.5			22.8			39.3			43.4	
Approach LOS		B			C			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 4:WBTL and 8:EBTL, Start of Yellow, Master Intersection			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 31.8		Intersection LOS: C	
Intersection Capacity Utilization 76.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 4: Military Rd & Packard Rd

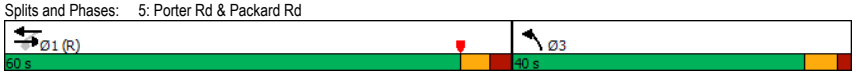


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	354	211	32	327	313	30
Future Volume (vph)	354	211	32	327	313	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		200	0
Storage Lanes		1	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.97	0.95
Frt		0.850			0.987	
Flt Protected				0.996	0.956	
Satd. Flow (prot)	1881	1615	0	3500	3478	0
Flt Permitted				0.892	0.956	
Satd. Flow (perm)	1881	1615	0	3134	3478	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		240			11	
Link Speed (mph)	30			30	30	
Link Distance (ft)	510			1105	538	
Travel Time (s)	11.6			25.1	12.2	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	0%	0%	3%	0%	0%
Adj. Flow (vph)	402	240	36	372	356	34
Shared Lane Traffic (%)						
Lane Group Flow (vph)	402	240	0	408	390	0
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)		60	60		60	60
Number of Detectors	2	2	2	2	2	
Detector Template			Left			
Leading Detector (ft)	49	49	49	49	49	
Trailing Detector (ft)	-1	-1	-1	-1	-1	
Detector 1 Position(ft)	-1	-1	-1	-1	-1	
Detector 1 Size(ft)	20	20	20	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	29	29	29	29	29	
Detector 2 Size(ft)	20	20	20	20	20	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Turn Type	NA	Perm	Perm	NA	Prot	
Protected Phases	1			1	3	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Permitted Phases		1	1			
Detector Phase	1	1	1	1	3	
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	1.0	
Minimum Split (s)	35.0	35.0	35.0	35.0	34.0	
Total Split (s)	60.0	60.0	60.0	60.0	40.0	
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%	
Maximum Green (s)	53.7	53.7	53.7	53.7	34.3	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.9	
All-Red Time (s)	2.7	2.7	2.7	2.7	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	5.7	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	21.0	21.0	21.0	21.0	21.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	
Act Effct Green (s)	71.7	71.7		71.7	16.3	
Actuated g/C Ratio	0.72	0.72		0.72	0.16	
v/c Ratio	0.30	0.20		0.18	0.68	
Control Delay	3.3	0.5		5.2	44.0	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	3.3	0.5		5.2	44.0	
LOS	A	A		A	D	
Approach Delay	2.3			5.2	44.0	
Approach LOS	A			A	D	

Intersection Summary		
Area Type:	Other	
Cycle Length: 100		
Actuated Cycle Length: 100		
Offset: 55 (55%), Referenced to phase 1:EBWB, Start of Yellow		
Natural Cycle: 70		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.68		
Intersection Signal Delay: 14.4		Intersection LOS: B
Intersection Capacity Utilization 53.7%		ICU Level of Service A
Analysis Period (min) 15		

Splits and Phases: 5: Porter Rd & Packard Rd



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	87	2	2	340	328	75
Future Volume (vph)	87	2	2	340	328	75
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	0.997				0.975	
Flt Protected	0.953					
Satd. Flow (prot)	1755	0	0	1881	1799	0
Flt Permitted	0.953					
Satd. Flow (perm)	1755	0	0	1881	1799	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	217			505	881	
Travel Time (s)	4.9			11.5	20.0	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	1%	100%	0%	1%	3%	3%
Adj. Flow (vph)	105	2	2	410	395	90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	107	0	0	412	485	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)	60	60	60			60
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	33.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (veh/h)	87	2	2	340	328	75
Future Volume (Veh/h)	87	2	2	340	328	75
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	105	2	2	410	395	90
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	854	440	485			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	854	440	485			
tC, single (s)	6.4	7.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	4.2	2.2			
p0 queue free %	68	100	100			
cM capacity (veh/h)	330	455	1088			

Direction, Lane #	SE 1	NE 1	SW 1
Volume Total	107	412	485
Volume Left	105	2	0
Volume Right	2	0	90
cSH	331	1088	1700
Volume to Capacity	0.32	0.00	0.29
Queue Length 95th (ft)	34	0	0
Control Delay (s)	21.0	0.1	0.0
Lane LOS	C	A	
Approach Delay (s)	21.0	0.1	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	33.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	382	0	0	346	0	0
Future Volume (vph)	382	0	0	346	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1845	0	0	1863	1900	0
Flt Permitted						
Satd. Flow (perm)	1845	0	0	1863	1900	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1802			540	2048	
Travel Time (s)	41.0			12.3	46.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	3%	0%	0%	2%	0%	0%
Adj. Flow (vph)	439	0	0	398	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	439	0	0	398	0	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)		60	60		60	60
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	23.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	382	0	0	346	0	0
Future Volume (Veh/h)	382	0	0	346	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	439	0	0	398	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			439		837	439
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			439		837	439
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1132		339	622

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	439	398	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1132	1700
Volume to Capacity	0.26	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			A
Approach Delay (s)	0.0	0.0	0.0
Approach LOS			A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	23.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	39	287	276	99	82	29
Future Volume (vph)	39	287	276	99	82	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125			125	0	115
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	1900	1827	1599	1805	1615
Flt Permitted	0.568				0.950	
Satd. Flow (perm)	1048	1900	1827	1599	1805	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				114		33
Link Speed (mph)		30	30		30	
Link Distance (ft)		697	1100		1227	
Travel Time (s)		15.8	25.0		27.9	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	3%	0%	4%	1%	0%	0%
Adj. Flow (vph)	45	330	317	114	94	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	45	330	317	114	94	33
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	49	49	49	49	49	49
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1
Detector 1 Size(ft)	20	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	29	29	29	29	29	29
Detector 2 Size(ft)	20	20	20	20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		4	8		6	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	20.0	20.0	20.0	20.0	10.0	10.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%
Maximum Green (s)	15.5	15.5	15.5	15.5	5.5	5.5
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	C-Max	C-Max	Min	Min
Act Effct Green (s)	15.5	15.5	15.5	15.5	5.5	5.5
Actuated g/C Ratio	0.52	0.52	0.52	0.52	0.18	0.18
v/c Ratio	0.08	0.34	0.34	0.13	0.28	0.10
Control Delay	4.1	5.4	5.4	1.8	13.1	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.1	5.4	5.4	1.8	13.1	5.7
LOS	A	A	A	A	B	A
Approach Delay		5.2	4.5		11.2	
Approach LOS		A	A		B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 30			
Actuated Cycle Length: 30			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBT, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.34			
Intersection Signal Delay: 5.7		Intersection LOS: A	
Intersection Capacity Utilization 34.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Lockport Rd & Walmore Rd



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	262	133	78	217	135	68
Future Volume (vph)	262	133	78	217	135	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	200		0	200
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.955					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1791	0	1805	1863	1787	1615
Flt Permitted			0.465		0.950	
Satd. Flow (perm)	1791	0	884	1863	1787	1615
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	81					81
Link Speed (mph)	30			30	30	
Link Distance (ft)	1100			957	738	
Travel Time (s)	25.0			21.8	16.8	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	2%	0%	0%	2%	1%	0%
Adj. Flow (vph)	312	158	93	258	161	81
Shared Lane Traffic (%)						
Lane Group Flow (vph)	470	0	93	258	161	81
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		60	60		60	60
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	49		49	49	49	49
Trailing Detector (ft)	-1		-1	-1	-1	-1
Detector 1 Position(ft)	-1		-1	-1	-1	-1
Detector 1 Size(ft)	20		20	20	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	29		29	29	29	29
Detector 2 Size(ft)	20		20	20	20	20
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	4			8	2	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Permitted Phases			8			2
Detector Phase	4		8	8	2	2
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	10.0		10.0	10.0	10.0	10.0
Total Split (s)	42.0		42.0	42.0	18.0	18.0
Total Split (%)	70.0%		70.0%	70.0%	30.0%	30.0%
Maximum Green (s)	37.5		37.5	37.5	13.5	13.5
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		C-Max	C-Max	Min	Min
Act Effct Green (s)	40.6		40.6	40.6	10.4	10.4
Actuated g/C Ratio	0.68		0.68	0.68	0.17	0.17
v/c Ratio	0.38		0.16	0.20	0.52	0.23
Control Delay	7.3		5.0	4.6	28.1	7.4
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	7.3		5.0	4.6	28.1	7.4
LOS	A		A	A	C	A
Approach Delay	7.3			4.7	21.2	
Approach LOS	A			A	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 18 (30%), Referenced to phase 4:EBT and 8:WBTL, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay: 9.6		Intersection LOS: A	
Intersection Capacity Utilization 44.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 9: Walmore Rd & Lockport Rd



Lane Group	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBL	NBT
Lane Configurations												
Traffic Volume (vph)	71	106	478	16	2	9	67	519	48	4	11	13
Future Volume (vph)	71	106	478	16	2	9	67	519	48	4	11	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		175		0			250		0		0	
Storage Lanes		1		0			1		0		0	
Taper Length (ft)		25					25				25	
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.995					0.986				0.958
Flt Protected		0.950					0.950					0.985
Satd. Flow (prot)	0	1805	3558	0	0	0	1774	3559	0	0	0	1793
Flt Permitted		0.950					0.950					0.881
Satd. Flow (perm)	0	1805	3558	0	0	0	1774	3559	0	0	0	1604
Right Turn on Red					No					No		
Satd. Flow (RTOR)												
Link Speed (mph)			30					30				30
Link Distance (ft)			1254					1395				917
Travel Time (s)			28.5					31.7				20.8
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	80	119	537	18	2	10	75	583	54	4	12	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	199	557	0	0	0	85	641	0	0	0	39
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Right	Left	Left	Left	Right	Right	Left	Left
Median Width(ft)			12					12				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)	60	60		60	60	60	60		60	60	60	
Number of Detectors	2	2	2			2	2	2			2	2
Detector Template	Left					Left					Left	
Leading Detector (ft)	49	49	49			49	49	49			49	49
Trailing Detector (ft)	-1	-1	-1			-1	-1	-1			-1	-1
Detector 1 Position(ft)	-1	-1	-1			-1	-1	-1			-1	-1
Detector 1 Size(ft)	20	20	20			20	20	20			20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)	29	29	29			29	29	29			29	29
Detector 2 Size(ft)	20	20	20			20	20	20			20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0
Turn Type	Prot	Prot	NA			Prot	Prot	NA			Perm	NA
Protected Phases	5	5	2			1	1	6				8

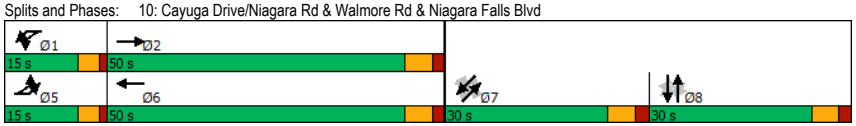
Lane Group	NBR	NBR2	SBL2	SBL	SBT	SBR	SBR2	NEL2	NEL	NET	NER	NER2
Lane Configurations												
Traffic Volume (vph)	7	4	13	67	20	42	71	4	41	61	93	1
Future Volume (vph)	7	4	13	67	20	42	71	4	41	61	93	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0		335			0		0	
Storage Lanes	0			0		1			0		0	
Taper Length (ft)				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						0.850				0.937		
Flt Protected					0.961					0.989		
Satd. Flow (prot)	0	0	0	0	1826	1595	0	0	0	1750	0	0
Flt Permitted					0.741					0.904		
Satd. Flow (perm)	0	0	0	0	1408	1595	0	0	0	1600	0	0
Right Turn on Red		No					No					No
Satd. Flow (RTOR)												
Link Speed (mph)					30					30		
Link Distance (ft)					812					1156		
Travel Time (s)					18.5					26.3		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	0%	3%	0%	0%	0%
Adj. Flow (vph)	8	4	15	75	22	47	80	4	46	69	104	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	112	127	0	0	0	224	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Left	Left	Left	Right	Right	Left	Left	Left	Right	Right
Median Width(ft)					0					0		
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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60	60		60	60	60	60		60	60
Number of Detectors			2	2	2	2		2	2	2		
Detector Template			Left	Left				Left	Left			
Leading Detector (ft)			49	49	49	49		49	49	49		
Trailing Detector (ft)			-1	-1	-1	-1		-1	-1	-1		
Detector 1 Position(ft)			-1	-1	-1	-1		-1	-1	-1		
Detector 1 Size(ft)			20	20	20	20		20	20	20		
Detector 1 Type			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)			0.0	0.0	0.0	0.0		0.0	0.0	0.0		
Detector 1 Queue (s)			0.0	0.0	0.0	0.0		0.0	0.0	0.0		
Detector 1 Delay (s)			0.0	0.0	0.0	0.0		0.0	0.0	0.0		
Detector 2 Position(ft)			29	29	29	29		29	29	29		
Detector 2 Size(ft)			20	20	20	20		20	20	20		
Detector 2 Type			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0	0.0	0.0	0.0		0.0	0.0	0.0		
Turn Type			Perm	Perm	NA	Perm		Perm	Perm	NA		
Protected Phases					8					7		

Lane Group	SWL2	SWL	SWT	SWR	SWR2
Lane Configurations					
Traffic Volume (vph)	4	9	49	86	9
Future Volume (vph)	4	9	49	86	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Storage Length (ft)		0		100	
Storage Lanes		0		1	
Taper Length (ft)		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00
Frt				0.850	
Flt Protected			0.990		
Satd. Flow (prot)	0	0	1881	1615	0
Flt Permitted			0.877		
Satd. Flow (perm)	0	0	1666	1615	0
Right Turn on Red					No
Satd. Flow (RTOR)					
Link Speed (mph)			30		
Link Distance (ft)			1223		
Travel Time (s)			27.8		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	0%
Adj. Flow (vph)	4	10	55	97	10
Shared Lane Traffic (%)					
Lane Group Flow (vph)	0	0	69	107	0
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Right
Median Width(ft)			0		
Link Offset(ft)			0		
Crosswalk Width(ft)			16		
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60
Number of Detectors	2	2	2	2	
Detector Template	Left	Left			
Leading Detector (ft)	49	49	49	49	
Trailing Detector (ft)	-1	-1	-1	-1	
Detector 1 Position(ft)	-1	-1	-1	-1	
Detector 1 Size(ft)	20	20	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel					
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	29	29	29	29	
Detector 2 Size(ft)	20	20	20	20	
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	Perm	NA	Perm	
Protected Phases			7		

Lane Group	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBL	NBT
Permitted Phases											8	
Detector Phase	5	5	2			1	1	6			8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0			5.0	5.0	5.0			5.0	5.0
Minimum Split (s)	10.0	10.0	23.0			10.0	10.0	23.0			23.0	23.0
Total Split (s)	15.0	15.0	50.0			15.0	15.0	50.0			30.0	30.0
Total Split (%)	12.0%	12.0%	40.0%			12.0%	12.0%	40.0%			24.0%	24.0%
Maximum Green (s)	10.7	10.7	44.0			10.7	10.7	44.0			24.0	24.0
Yellow Time (s)	3.2	3.2	4.0			3.2	3.2	4.0			4.0	4.0
All-Red Time (s)	1.1	1.1	2.0			1.1	1.1	2.0			2.0	2.0
Lost Time Adjust (s)		0.0	0.0				0.0	0.0				0.0
Total Lost Time (s)		4.3	6.0				4.3	6.0				6.0
Lead/Lag	Lead	Lead	Lag			Lead	Lead	Lag			Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	Yes	Yes			Yes	Yes
Vehicle Extension (s)	3.0	3.0	4.0			3.0	3.0	4.0			2.0	2.0
Recall Mode	None	None	Max			None	None	Max			None	None
Act Effct Green (s)		10.8	48.1				9.5	44.3				13.2
Actuated g/C Ratio		0.10	0.44				0.09	0.40				0.12
v/c Ratio		1.12	0.36				0.56	0.45				0.20
Control Delay		151.8	24.1				64.6	26.4				46.6
Queue Delay		0.0	0.0				0.0	0.0				0.0
Total Delay		151.8	24.1				64.6	26.4				46.6
LOS		F	C				E	C				D
Approach Delay			57.7					30.9				46.6
Approach LOS			E					C				D

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 109.7			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.12			
Intersection Signal Delay: 49.0		Intersection LOS: D	
Intersection Capacity Utilization 82.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 10: Cayuga Drive/Niagara Rd & Walmore Rd & Niagara Falls Blvd



Lane Group	NBR	NBR2	SBL2	SBL	SBT	SBR	SBR2	NEL2	NEL	NET	NER	NER2
Permitted Phases			8	8		8		7	7			
Detector Phase			8	8	8	8		7	7	7		
Switch Phase												
Minimum Initial (s)			5.0	5.0	5.0	5.0		5.0	5.0	5.0		
Minimum Split (s)			23.0	23.0	23.0	23.0		23.0	23.0	23.0		
Total Split (s)			30.0	30.0	30.0	30.0		30.0	30.0	30.0		
Total Split (%)			24.0%	24.0%	24.0%	24.0%		24.0%	24.0%	24.0%		
Maximum Green (s)			24.0	24.0	24.0	24.0		24.0	24.0	24.0		
Yellow Time (s)			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		
Lost Time Adjust (s)					0.0	0.0				0.0		
Total Lost Time (s)					6.0	6.0				6.0		
Lead/Lag			Lag	Lag	Lag	Lag		Lead	Lead	Lead		
Lead-Lag Optimize?			Yes	Yes	Yes	Yes		Yes	Yes	Yes		
Vehicle Extension (s)			2.0	2.0	2.0	2.0		2.0	2.0	2.0		
Recall Mode			None	None	None	None		None	None	None		
Act Effct Green (s)					13.2	13.2				19.0		
Actuated g/C Ratio					0.12	0.12				0.17		
v/c Ratio					0.66	0.66				0.81		
Control Delay					65.7	63.6				66.6		
Queue Delay					0.0	0.0				0.0		
Total Delay					65.7	63.6				66.6		
LOS					E	E				E		
Approach Delay					64.6					66.6		
Approach LOS					E					E		

Intersection Summary

Lane Group	SWL2	SWL	SWT	SWR	SWR2
Permitted Phases	7	7		7	
Detector Phase	7	7	7	7	
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	
Minimum Split (s)	23.0	23.0	23.0	23.0	
Total Split (s)	30.0	30.0	30.0	30.0	
Total Split (%)	24.0%	24.0%	24.0%	24.0%	
Maximum Green (s)	24.0	24.0	24.0	24.0	
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	
Total Lost Time (s)			6.0	6.0	
Lead/Lag	Lead	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	
Recall Mode	None	None	None	None	
Act Effct Green (s)			19.0	19.0	
Actuated g/C Ratio			0.17	0.17	
v/c Ratio			0.24	0.38	
Control Delay			41.9	45.0	
Queue Delay			0.0	0.0	
Total Delay			41.9	45.0	
LOS			D	D	
Approach Delay			43.8		
Approach LOS			D		

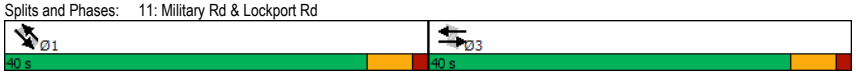
Intersection Summary

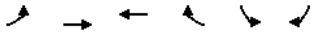
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	26	50	88	49	36	38	36	433	36	104	553	52
Future Volume (vph)	26	50	88	49	36	38	36	433	36	104	553	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	200		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.904			0.922			0.989			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1696	0	1719	1735	0	1752	3538	0	1770	3545	0
Flt Permitted	0.703			0.659			0.393			0.456		
Satd. Flow (perm)	1284	1696	0	1192	1735	0	725	3538	0	849	3545	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		99			43			13			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		906			1287			883			1055	
Travel Time (s)		20.6			29.3			20.1			24.0	
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%	0%	2%	5%	2%	0%	3%	1%	0%	2%	0%	6%
Adj. Flow (vph)	29	56	99	55	40	43	40	487	40	117	621	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	155	0	55	83	0	40	527	0	117	679	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)	60		60	60		60	60		60	60		60
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template												
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	29	29		29	29		29	29		29	29	
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		3			3			1			1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Permitted Phases	3			3			1			1		
Detector Phase	3	3		3	3		1	1		1	1	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	27.8	27.8		27.8	27.8		27.8	27.8		27.8	27.8	
Total Split (s)	40.0	40.0		40.0	40.0		40.0	40.0		40.0	40.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	34.2	34.2		34.2	34.2		34.2	34.2		34.2	34.2	
Yellow Time (s)	4.3	4.3		4.3	4.3		4.3	4.3		4.3	4.3	
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		0.0	0.0	
Total Lost Time (s)	5.8	5.8		5.8	5.8		5.8	5.8		5.8	5.8	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	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)	16.4	16.4		16.4	16.4		27.7	27.7		27.7	27.7	
Actuated g/C Ratio	0.35	0.35		0.35	0.35		0.59	0.59		0.59	0.59	
v/c Ratio	0.06	0.24		0.13	0.13		0.09	0.25		0.23	0.32	
Control Delay	16.2	8.6		16.7	10.1		7.6	7.4		9.2	7.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.2	8.6		16.7	10.1		7.6	7.4		9.2	7.8	
LOS	B	A		B	B		A	A		A	A	
Approach Delay		9.8			12.7			7.4			8.0	
Approach LOS		A			B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 47			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.32			
Intersection Signal Delay: 8.4		Intersection LOS: A	
Intersection Capacity Utilization 77.9%		ICU Level of Service D	
Analysis Period (min) 15			

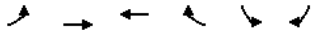
Splits and Phases: 11: Military Rd & Lockport Rd





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	127	298	313	36	25	107
Future Volume (vph)	127	298	313	36	25	107
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		0.890	
Flt Protected		0.985			0.991	
Satd. Flow (prot)	0	1858	1840	0	1636	0
Flt Permitted		0.985			0.991	
Satd. Flow (perm)	0	1858	1840	0	1636	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		540	929		894	
Travel Time (s)		12.3	21.1		20.3	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	1%	2%	0%	0%	3%
Adj. Flow (vph)	155	363	382	44	30	130
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	518	426	0	160	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)	60			60	60	60
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.3%		ICU Level of Service B	
Analysis Period (min) 15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	127	298	313	36	25	107
Future Volume (Veh/h)	127	298	313	36	25	107
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	155	363	382	44	30	130
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	426				1077	404
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	426				1077	404
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	86				86	80
cM capacity (veh/h)	1144				211	644

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	518	426	160
Volume Left	155	0	30
Volume Right	0	44	130
cSH	1144	1700	466
Volume to Capacity	0.14	0.25	0.34
Queue Length 95th (ft)	12	0	38
Control Delay (s)	3.6	0.0	16.7
Lane LOS	A		C
Approach Delay (s)	3.6	0.0	16.7
Approach LOS			C

Intersection Summary			
Average Delay	4.1		
Intersection Capacity Utilization	59.3%	ICU Level of Service	B
Analysis Period (min)	15		

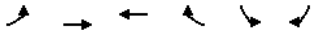
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	344	13	4	318	40	25
Future Volume (vph)	344	13	4	318	40	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		255	0
Storage Lanes		0	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995					0.850
Flt Protected				0.999	0.950	
Satd. Flow (prot)	1872	0	0	1861	1805	1615
Flt Permitted				0.999	0.950	
Satd. Flow (perm)	1872	0	0	1861	1805	1615
Link Speed (mph)	30			30	30	
Link Distance (ft)	1438			2267	510	
Travel Time (s)	32.7			51.5	11.6	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	1%	0%	0%	2%	0%	0%
Adj. Flow (vph)	420	16	5	388	49	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	436	0	0	393	49	30
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)		60	60		60	60
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	29.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	344	13	4	318	40	25
Future Volume (Veh/h)	344	13	4	318	40	25
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	420	16	5	388	49	30
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			436		826	428
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			436		826	428
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		86	95
cM capacity (veh/h)			1134		343	631

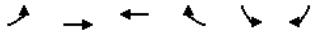
Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	436	393	49	30
Volume Left	0	5	49	0
Volume Right	16	0	0	30
cSH	1700	1134	343	631
Volume to Capacity	0.26	0.00	0.14	0.05
Queue Length 95th (ft)	0	0	12	4
Control Delay (s)	0.0	0.2	17.2	11.0
Lane LOS		A	C	B
Approach Delay (s)	0.0	0.2	14.9	
Approach LOS			B	

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	29.9%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	29	322	291	7	4	16
Future Volume (vph)	29	322	291	7	4	16
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			0.997		0.890	
Flt Protected		0.996			0.991	
Satd. Flow (prot)	0	1855	1857	0	1643	0
Flt Permitted		0.996			0.991	
Satd. Flow (perm)	0	1855	1857	0	1643	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		584	626		257	
Travel Time (s)		13.3	14.2		5.8	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	32	354	320	8	4	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	386	328	0	22	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	47.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	29	322	291	7	4	16
Future Volume (Veh/h)	29	322	291	7	4	16
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	32	354	320	8	4	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	328				742	324
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	328				742	324
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				99	97
cM capacity (veh/h)	1232				373	717

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	386	328	22
Volume Left	32	0	4
Volume Right	0	8	18
cSH	1232	1700	614
Volume to Capacity	0.03	0.19	0.04
Queue Length 95th (ft)	2	0	3
Control Delay (s)	0.9	0.0	11.1
Lane LOS	A		B
Approach Delay (s)	0.9	0.0	11.1
Approach LOS			B

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	47.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection: 10: Cayuga Drive/Niagara Rd & Walmore Rd & Niagara Falls Blvd

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB	NE	SW	SW
Directions Served	<L	T	TR>	<L	T	TR>	LTR>	<LT	R>	<LTR>	<LT	R>
Maximum Queue (ft)	200	311	281	99	218	220	134	113	154	232	105	109
Average Queue (ft)	125	120	82	43	132	122	38	66	79	93	34	47
95th Queue (ft)	215	266	187	86	202	195	92	107	133	180	76	96
Link Distance (ft)		1158	1158		1323	1323	860	751		1040	1142	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	175			250					335			100
Storage Blk Time (%)	17	0									1	2
Queuing Penalty (veh)	45	0									1	1

A6

Level of Service Calculations: Full Development Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	174	53	228	288	0	9	107	10	0	0	0
Future Volume (vph)	0	174	53	228	288	0	9	107	10	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		70	0		0
Storage Lanes	0		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.965							0.850			
Flt Protected					0.978		0.950					
Satd. Flow (prot)	0	3249	0	0	3388	0	1626	1776	1615	0	0	0
Flt Permitted					0.709		0.950					
Satd. Flow (perm)	0	3249	0	0	2456	0	1626	1776	1615	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		60							41			
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		868			171			486			696	
Travel Time (s)		13.2			2.6			11.0			15.8	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	3%	21%	7%	2%	0%	11%	7%	0%	0%	0%	0%
Adj. Flow (vph)	0	196	60	256	324	0	10	120	11	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	256	0	0	580	0	10	120	11	0	0	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
Number of Detectors		2		2	2		2	2	2			
Detector Template				Left								
Leading Detector (ft)		49		49	49		49	49	49			
Trailing Detector (ft)		-1		-1	-1		-1	-1	-1			
Detector 1 Position(ft)		-1		-1	-1		-1	-1	-1			
Detector 1 Size(ft)		20		20	20		20	20	20			
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)		0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)		0.0		0.0	0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		29		29	29		29	29	29			
Detector 2 Size(ft)		20		20	20		20	20	20			
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0	0.0			
Turn Type		NA		Perm	NA		Perm	NA	Perm			
Protected Phases		2			6			4				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Permitted Phases				6			4		4			
Detector Phase		2		6	6		4	4	4			
Switch Phase												
Minimum Initial (s)		28.7		28.7	28.7		5.9	5.9	5.9			
Minimum Split (s)		60.0		60.0	60.0		12.0	12.0	12.0			
Total Split (s)		66.0		66.0	66.0		34.0	34.0	34.0			
Total Split (%)		66.0%		66.0%	66.0%		34.0%	34.0%	34.0%			
Maximum Green (s)		59.2		59.2	59.2		27.9	27.9	27.9			
Yellow Time (s)		4.3		4.3	4.3		4.3	4.3	4.3			
All-Red Time (s)		2.5		2.5	2.5		1.8	1.8	1.8			
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0			
Total Lost Time (s)		6.8			6.8		6.1	6.1	6.1			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0	3.0			
Recall Mode		C-Max		C-Max	C-Max		None	None	None			
Act Effct Green (s)		75.0			75.0		12.1	12.1	12.1			
Actuated g/C Ratio		0.75			0.75		0.12	0.12	0.12			
v/c Ratio		0.10			0.31		0.05	0.56	0.05			
Control Delay		3.0			7.3		37.0	50.9	0.4			
Queue Delay		0.0			0.0		0.0	0.0	0.0			
Total Delay		3.0			7.3		37.0	50.9	0.4			
LOS		A			A		D	D	A			
Approach Delay		3.0			7.3			45.9				
Approach LOS		A			A			D				

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 11.8		Intersection LOS: B	
Intersection Capacity Utilization 69.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: I-190 SB On-Ramp & Packard Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	1	182	0	0	438	1	0	0	0	72	22	416
Future Volume (vph)	1	182	0	0	438	1	0	0	0	72	22	416
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt												0.850
Flt Protected											0.963	
Satd. Flow (prot)	0	3439	0	0	3438	0	0	0	0	0	1802	1553
Flt Permitted		0.954									0.963	
Satd. Flow (perm)	0	3281	0	0	3438	0	0	0	0	0	1802	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												501
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		326			342			341			521	
Travel Time (s)		4.9			5.2			7.8			11.8	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	5%	0%	0%	5%	0%	0%	0%	0%	2%	0%	4%
Adj. Flow (vph)	1	219	0	0	528	1	0	0	0	87	27	501
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	220	0	0	529	0	0	0	0	0	114	501
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	2	2			2					2	2	2
Detector Template	Left									Left		
Leading Detector (ft)	49	49			49					49	49	49
Trailing Detector (ft)	-1	-1			-1					-1	-1	-1
Detector 1 Position(ft)	-1	-1			-1					-1	-1	-1
Detector 1 Size(ft)	20	20			20					20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0					0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0					0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0					0.0	0.0	0.0
Detector 2 Position(ft)	29	29			29					29	29	29
Detector 2 Size(ft)	20	20			20					20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0					0.0	0.0	0.0
Turn Type	Perm	NA			NA					Perm	NA	Perm
Protected Phases		1			1						3	
Permitted Phases	1									3		3
Detector Phase	1	1			1					3	3	3
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Minimum Initial (s)	34.6	34.6			34.6					6.0	6.0	6.0
Minimum Split (s)	60.0	60.0			60.0					12.0	12.0	12.0
Total Split (s)	66.0	66.0			66.0					34.0	34.0	34.0
Total Split (%)	66.0%	66.0%			66.0%					34.0%	34.0%	34.0%
Maximum Green (s)	60.6	60.6			60.6					28.8	28.8	28.8
Yellow Time (s)	4.3	4.3			4.3					3.6	3.6	3.6
All-Red Time (s)	1.1	1.1			1.1					1.6	1.6	1.6
Lost Time Adjust (s)		0.0			0.0						0.0	0.0
Total Lost Time (s)		5.4			5.4						5.2	5.2
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0					3.0	3.0	3.0
Recall Mode	C-Max	C-Max			C-Max					None	None	None
Act Effct Green (s)		75.9			75.9						13.5	13.5
Actuated g/C Ratio		0.76			0.76						0.14	0.14
v/c Ratio		0.09			0.20						0.47	0.78
Control Delay		3.3			11.5						44.7	12.6
Queue Delay		0.0			0.3						0.0	0.0
Total Delay		3.3			11.8						44.7	12.6
LOS		A			B						D	B
Approach Delay		3.3			11.8						18.6	
Approach LOS		A			B						B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 95 (95%), Referenced to phase 1:EBWB, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 13.5		Intersection LOS: B	
Intersection Capacity Utilization 63.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: I-190 NB Off-Ramp & Packard Rd

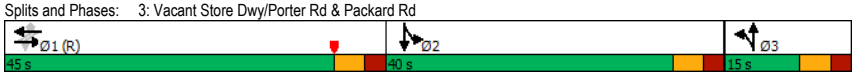


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	511	7	10	418	175	6	3	10	189	3	19
Future Volume (vph)	77	511	7	10	418	175	6	3	10	189	3	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	150		0	0		0	0		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.91	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.998				0.850		0.887			0.972	
Flt Protected		0.994		0.950			0.950			0.950	0.962	
Satd. Flow (prot)	0	4915	0	1805	3438	1553	1805	1685	0	1633	1624	0
Flt Permitted		0.801		0.371			0.950			0.950	0.962	
Satd. Flow (perm)	0	3961	0	705	3438	1553	1805	1685	0	1633	1624	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				208		12			12	
Link Speed (mph)		45			35			30			35	
Link Distance (ft)		342			475			302			290	
Travel Time (s)		5.2			9.3			6.9			5.6	
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	0.84
Heavy Vehicles (%)	3%	5%	0%	0%	5%	4%	0%	0%	0%	5%	0%	0%
Adj. Flow (vph)	92	608	8	12	498	208	7	4	12	225	4	23
Shared Lane Traffic (%)										43%		
Lane Group Flow (vph)	0	708	0	12	498	208	7	16	0	128	124	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	
Detector Template	Left											
Leading Detector (ft)	49	49		49	49	49	49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1	-1	-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1	-1	-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20	20	20	20		20	20	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	29	29		29	29	29	29	29		29	29	
Detector 2 Size(ft)	20	20		20	20	20	20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Split	NA		Split	NA	
Protected Phases		1			1		3	3		2	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			1		1						
Detector Phase	1	1		1	1	1	3	3		2	2	
Switch Phase												
Minimum Initial (s)	28.8	28.8		28.8	28.8	28.8	3.8	3.8		15.0	15.0	
Minimum Split (s)	45.0	45.0		45.0	45.0	45.0	10.0	10.0		24.2	24.2	
Total Split (s)	45.0	45.0		45.0	45.0	45.0	15.0	15.0		40.0	40.0	
Total Split (%)	45.0%	45.0%		45.0%	45.0%	45.0%	15.0%	15.0%		40.0%	40.0%	
Maximum Green (s)	38.8	38.8		38.8	38.8	38.8	8.8	8.8		33.8	33.8	
Yellow Time (s)	3.6	3.6		3.6	3.6	3.6	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.6	2.6		2.6	2.6	2.6	2.6	2.6		2.6	2.6	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.2		6.2	6.2	6.2	6.2	6.2		6.2	6.2	
Lead/Lag	Lead	Lead		Lead	Lead	Lead				Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes				Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)		66.6		66.6	66.6	66.6	6.1	6.1		15.8	15.8	
Actuated g/C Ratio		0.67		0.67	0.67	0.67	0.06	0.06		0.16	0.16	
v/c Ratio		0.27		0.03	0.22	0.19	0.06	0.14		0.50	0.47	
Control Delay		7.2		7.0	6.7	4.0	45.0	28.4		45.5	40.5	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		7.2		7.0	6.7	4.0	45.0	28.4		45.5	40.5	
LOS		A		A	A	A	D	C		D	D	
Approach Delay		7.2			5.9			33.4			43.0	
Approach LOS		A			A			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 61 (61%), Referenced to phase 1:EBWB, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 12.3		Intersection LOS: B	
Intersection Capacity Utilization 76.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3: Vacant Store Dwy/Porter Rd & Packard Rd

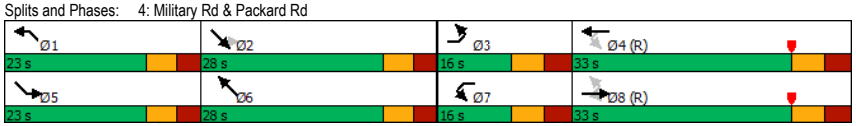


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	96	518	82	93	346	81	140	115	161	88	138	52
Future Volume (vph)	96	518	82	93	346	81	140	115	161	88	138	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	160		0	180		0	170		0	335		0
Storage Lanes	1		1	1		0	1		0	2		0
Taper Length (ft)	70			75			50			250		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	0.95
Frt			0.850		0.972			0.912			0.959	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1524	1703	3160	0	1736	2977	0	3433	3224	0
Flt Permitted	0.355			0.265			0.529			0.950		
Satd. Flow (perm)	613	3282	1524	475	3160	0	966	2977	0	3433	3224	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			185		27			192			50	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		475			510			1089			1785	
Travel Time (s)		9.3			9.9			18.6			30.4	
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 (%)	10%	10%	6%	6%	12%	7%	4%	3%	16%	2%	6%	11%
Adj. Flow (vph)	114	617	98	111	412	96	167	137	192	105	164	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	114	617	98	111	508	0	167	329	0	105	226	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2		2	2	
Detector Template												
Leading Detector (ft)	49	49	49	49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1	-1	-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1	-1	-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20	20	20	20		20	20		20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	29	29	29	29	29		29	29		29	29	
Detector 2 Size(ft)	20	20	20	20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		Prot	NA	
Protected Phases	3	8		7	4		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Permitted Phases	8		8	4			2					
Detector Phase	3	8	8	7	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		6.0	10.0		8.0	10.0	
Minimum Split (s)	10.2	38.2	38.2	10.2	38.2		13.2	37.4		15.2	32.4	
Total Split (s)	16.0	33.0	33.0	16.0	33.0		23.0	28.0		23.0	28.0	
Total Split (%)	16.0%	33.0%	33.0%	16.0%	33.0%		23.0%	28.0%		23.0%	28.0%	
Maximum Green (s)	8.8	25.8	25.8	8.8	25.8		16.6	21.6		16.6	21.6	
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9		3.6	3.6		3.6	3.6	
All-Red Time (s)	3.3	3.3	3.3	3.3	3.3		2.8	2.8		2.8	2.8	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.2	7.2	7.2	7.2	7.2		6.4	6.4		6.4	6.4	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		24.0	24.0		24.0			24.0			19.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	34.7	26.4	26.4	34.5	26.3		42.1	32.1		8.9	26.6	
Actuated g/C Ratio	0.35	0.26	0.26	0.34	0.26		0.42	0.32		0.09	0.27	
v/c Ratio	0.38	0.71	0.18	0.42	0.60		0.34	0.30		0.34	0.25	
Control Delay	24.5	40.7	5.7	19.0	24.7		19.2	12.2		45.7	23.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	24.5	40.7	5.7	19.0	24.7		19.2	12.2		45.7	23.9	
LOS	C	D	A	B	C		B	B		D	C	
Approach Delay		34.3			23.6			14.6			30.8	
Approach LOS		C			C			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 4:WBTL and 8:EBTL, Start of Yellow, Master Intersection			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 26.6		Intersection LOS: C	
Intersection Capacity Utilization 58.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: Military Rd & Packard Rd

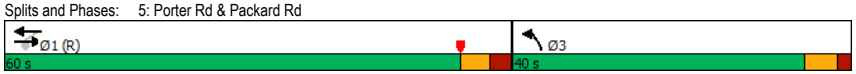


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	545	133	34	298	201	29
Future Volume (vph)	545	133	34	298	201	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		200	0
Storage Lanes		1	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.97	0.95
Frt		0.850			0.981	
Flt Protected				0.995	0.958	
Satd. Flow (prot)	1776	1495	0	3382	3145	0
Flt Permitted				0.865	0.958	
Satd. Flow (perm)	1776	1495	0	2940	3145	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		139			18	
Link Speed (mph)	35			35	40	
Link Distance (ft)	510			1105	538	
Travel Time (s)	9.9			21.5	9.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	7%	8%	17%	5%	8%	25%
Adj. Flow (vph)	568	139	35	310	209	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	568	139	0	345	239	0
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)		60	60		60	60
Number of Detectors	2	2	2	2	2	
Detector Template			Left			
Leading Detector (ft)	49	49	49	49	49	
Trailing Detector (ft)	-1	-1	-1	-1	-1	
Detector 1 Position(ft)	-1	-1	-1	-1	-1	
Detector 1 Size(ft)	20	20	20	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	29	29	29	29	29	
Detector 2 Size(ft)	20	20	20	20	20	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Turn Type	NA	Perm	Perm	NA	Prot	
Protected Phases	1			1	3	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Permitted Phases		1	1			
Detector Phase	1	1	1	1	3	
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	1.0	
Minimum Split (s)	12.3	12.3	12.3	12.3	7.6	
Total Split (s)	60.0	60.0	60.0	60.0	40.0	
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%	
Maximum Green (s)	53.7	53.7	53.7	53.7	34.3	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.9	
All-Red Time (s)	2.7	2.7	2.7	2.7	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	5.7	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	21.0	21.0	21.0	21.0	21.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	
Act Effct Green (s)	75.5	75.5		75.5	12.5	
Actuated g/C Ratio	0.76	0.76		0.76	0.12	
v/c Ratio	0.42	0.12		0.16	0.58	
Control Delay	2.9	0.2		3.9	43.6	
Queue Delay	0.8	0.0		0.0	0.0	
Total Delay	3.7	0.2		3.9	43.6	
LOS	A	A		A	D	
Approach Delay	3.0			3.9	43.6	
Approach LOS	A			A	D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 55 (55%), Referenced to phase 1:EBWB, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 10.8		Intersection LOS: B	
Intersection Capacity Utilization 51.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Porter Rd & Packard Rd



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	97	39	2	6	25	1	0	328	164	15	274	79
Future Volume (vph)	97	39	2	6	25	1	0	328	164	15	274	79
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		0.998			0.995			0.955			0.971	
Flt Protected		0.966		0.950							0.998	
Satd. Flow (prot)	0	1736	0	1770	1853	0	0	1701	0	0	1697	0
Flt Permitted		0.966		0.950							0.998	
Satd. Flow (perm)	0	1736	0	1770	1853	0	0	1701	0	0	1697	0
Link Speed (mph)		45			30			45			45	
Link Distance (ft)		217			504			505			881	
Travel Time (s)		3.3			11.5			7.7			13.3	
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 (%)	7%	2%	0%	2%	2%	2%	0%	9%	2%	2%	7%	15%
Adj. Flow (vph)	111	45	2	7	29	1	0	377	189	17	315	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	158	0	7	30	0	0	566	0	0	423	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	60		60	15		60	60		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	52.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	97	39	2	6	25	1	0	328	164	15	274	79
Future Volume (Veh/h)	97	39	2	6	25	1	0	328	164	15	274	79
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
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
Hourly flow rate (vph)	111	45	2	7	29	1	0	377	189	17	315	91
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	882	960	360	890	912	472	406			566		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	882	960	360	890	912	472	406			566		
tC, single (s)	7.2	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	53	82	100	97	89	100	100			98		
cM capacity (veh/h)	237	252	689	224	269	592	1164			1006		

Direction, Lane #	SE 1	NW 1	NW 2	NE 1	SW 1
Volume Total	158	7	30	566	423
Volume Left	111	7	0	0	17
Volume Right	2	0	1	189	91
cSH	243	224	274	1164	1006
Volume to Capacity	0.65	0.03	0.11	0.00	0.02
Queue Length 95th (ft)	101	2	9	0	1
Control Delay (s)	43.8	21.6	19.7	0.0	0.5
Lane LOS	E	C	C		A
Approach Delay (s)	43.8	20.1		0.0	0.5
Approach LOS	E	C			

Intersection Summary				
Average Delay	6.7			
Intersection Capacity Utilization	52.7%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	368	0	0	591	0	0
Future Volume (vph)	368	0	0	591	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1759	0	0	1759	1900	0
Flt Permitted						
Satd. Flow (perm)	1759	0	0	1759	1900	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	1233			540	2048	
Travel Time (s)	18.7			8.2	46.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	8%	0%	0%	8%	0%	0%
Adj. Flow (vph)	400	0	0	642	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	400	0	0	642	0	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
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	34.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	368	0	0	591	0	0
Future Volume (Veh/h)	368	0	0	591	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	400	0	0	642	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			400		1042	400
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			400		1042	400
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1170		257	654

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	400	642	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1170	1700
Volume to Capacity	0.24	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			A
Approach Delay (s)	0.0	0.0	0.0
Approach LOS			A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	34.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	24	240	624	116	52	23
Future Volume (vph)	24	240	624	116	52	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125			125	0	115
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1736	1792	1827	1495	1583	1538
Flt Permitted	0.305				0.950	
Satd. Flow (perm)	557	1792	1827	1495	1583	1538
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				130		26
Link Speed (mph)		45	45		35	
Link Distance (ft)		697	1100		1227	
Travel Time (s)		10.6	16.7		23.9	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	4%	6%	4%	8%	14%	5%
Adj. Flow (vph)	27	270	701	130	58	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	270	701	130	58	26
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	49	49	49	49	49	49
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1
Detector 1 Size(ft)	20	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	29	29	29	29	29	29
Detector 2 Size(ft)	20	20	20	20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		4	8		6	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	27.0	27.0	27.0	27.0	13.0	13.0
Total Split (%)	67.5%	67.5%	67.5%	67.5%	32.5%	32.5%
Maximum Green (s)	22.5	22.5	22.5	22.5	8.5	8.5
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	C-Max	C-Max	Min	Min
Act Effct Green (s)	24.1	24.1	24.1	24.1	6.9	6.9
Actuated g/C Ratio	0.60	0.60	0.60	0.60	0.17	0.17
v/c Ratio	0.08	0.25	0.64	0.14	0.21	0.09
Control Delay	4.6	4.8	9.6	2.7	15.7	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.6	4.8	9.6	2.7	15.7	7.4
LOS	A	A	A	A	B	A
Approach Delay		4.8	8.5		13.1	
Approach LOS		A	A		B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 40			
Actuated Cycle Length: 40			
Offset: 13 (33%), Referenced to phase 4:EBTL and 8:WBT, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 7.9		Intersection LOS: A	
Intersection Capacity Utilization 44.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Lockport Rd & Walmore Rd

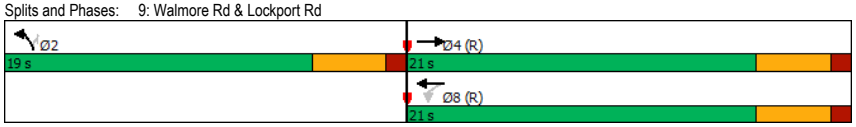


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	181	93	77	350	391	74
Future Volume (vph)	181	93	77	350	391	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	200		0	200
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.954					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1648	0	1719	1792	1687	1553
Flt Permitted			0.573		0.950	
Satd. Flow (perm)	1648	0	1037	1792	1687	1553
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	79					82
Link Speed (mph)	45			45	40	
Link Distance (ft)	1100			957	738	
Travel Time (s)	16.7			14.5	12.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	9%	12%	5%	6%	7%	4%
Adj. Flow (vph)	201	103	86	389	434	82
Shared Lane Traffic (%)						
Lane Group Flow (vph)	304	0	86	389	434	82
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	49		49	49	49	49
Trailing Detector (ft)	-1		-1	-1	-1	-1
Detector 1 Position(ft)	-1		-1	-1	-1	-1
Detector 1 Size(ft)	20		20	20	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	29		29	29	29	29
Detector 2 Size(ft)	20		20	20	20	20
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	4			8	2	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Permitted Phases			8			2
Detector Phase	4		8	8	2	2
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	10.0		10.0	10.0	10.0	10.0
Total Split (s)	21.0		21.0	21.0	19.0	19.0
Total Split (%)	52.5%		52.5%	52.5%	47.5%	47.5%
Maximum Green (s)	16.5		16.5	16.5	14.5	14.5
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		C-Max	C-Max	Min	Min
Act Effct Green (s)	17.6		17.6	17.6	13.4	13.4
Actuated g/C Ratio	0.44		0.44	0.44	0.34	0.34
v/c Ratio	0.39		0.19	0.49	0.77	0.14
Control Delay	6.1		8.9	11.2	23.4	3.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	6.1		8.9	11.2	23.4	3.6
LOS	A		A	B	C	A
Approach Delay	6.1			10.8	20.2	
Approach LOS	A			B	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 40			
Actuated Cycle Length: 40			
Offset: 19 (48%), Referenced to phase 4:EBT and 8:WBTL, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 13.5		Intersection LOS: B	
Intersection Capacity Utilization 52.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 9: Walmore Rd & Lockport Rd



Lane Group	EBL2	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2
Lane Configurations												
Traffic Volume (vph)	57	27	226	8	8	20	232	300	10	48	3	2
Future Volume (vph)	57	27	226	8	8	20	232	300	10	48	3	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		175		0		250		0	0		0	
Storage Lanes		1		0		1		0	0		0	
Taper Length (ft)		25				25			25			
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.995				0.915			0.988		
Flt Protected		0.950				0.950				0.992		
Satd. Flow (prot)	0	1660	3426	0	0	1743	3120	0	0	1780	0	0
Flt Permitted		0.950				0.950				0.932		
Satd. Flow (perm)	0	1660	3426	0	0	1743	3120	0	0	1672	0	0
Right Turn on Red												No
Satd. Flow (RTOR)												
Link Speed (mph)			30				30			30		
Link Distance (ft)			1254				1395			917		
Travel Time (s)			28.5				31.7			20.8		
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 (%)	11%	4%	5%	0%	0%	5%	7%	5%	10%	4%	0%	0%
Adj. Flow (vph)	71	34	283	10	10	25	290	375	13	60	4	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	105	293	0	0	35	665	0	0	80	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left	Left	Right	Left	Left	Right	Right
Median Width(ft)			12				12			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	15		9	15	15		9	15		9	9
Number of Detectors	2	2	2		2	2	2		2	2		
Detector Template	Left				Left				Left			
Leading Detector (ft)	49	49	49		49	49	49		49	49		
Trailing Detector (ft)	-1	-1	-1		-1	-1	-1		-1	-1		
Detector 1 Position(ft)	-1	-1	-1		-1	-1	-1		-1	-1		
Detector 1 Size(ft)	20	20	20		20	20	20		20	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		
Detector 2 Position(ft)	29	29	29		29	29	29		29	29		
Detector 2 Size(ft)	20	20	20		20	20	20		20	20		
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA		
Protected Phases	5	5	2		1	1	6			8		

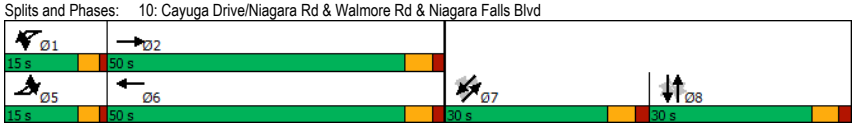
Lane Group	SBL2	SBL	SBT	SBR	SBR2	NEL2	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	3	51	10	46	18	2	104	55	35	1	61	49
Future Volume (vph)	3	51	10	46	18	2	104	55	35	1	61	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		335			0		0	0		100
Storage Lanes		0		1			0		0	0		1
Taper Length (ft)		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				0.850				0.976				0.850
Flt Protected			0.960					0.974			0.999	
Satd. Flow (prot)	0	0	1653	1566	0	0	0	1735	0	0	1874	1615
Flt Permitted			0.718					0.790			0.996	
Satd. Flow (perm)	0	0	1236	1566	0	0	0	1407	0	0	1868	1615
Right Turn on Red					No							No
Satd. Flow (RTOR)												
Link Speed (mph)			40					30			30	
Link Distance (ft)			812					1156			1223	
Travel Time (s)			13.8					26.3			27.8	
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 (%)	33%	9%	10%	2%	6%	0%	5%	2%	5%	100%	0%	0%
Adj. Flow (vph)	4	64	13	58	23	3	130	69	44	1	76	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	81	81	0	0	0	246	0	0	77	67
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Right	Left	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	15		9	9	15	15		9	15		9
Number of Detectors	2	2	2	2		2	2	2		2	2	2
Detector Template	Left	Left				Left	Left			Left		
Leading Detector (ft)	49	49	49	49		49	49	49		49	49	49
Trailing Detector (ft)	-1	-1	-1	-1		-1	-1	-1		-1	-1	-1
Detector 1 Position(ft)	-1	-1	-1	-1		-1	-1	-1		-1	-1	-1
Detector 1 Size(ft)	20	20	20	20		20	20	20		20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	29	29	29	29		29	29	29		29	29	29
Detector 2 Size(ft)	20	20	20	20		20	20	20		20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	Perm	NA	Perm		Perm	Perm	NA		Perm	NA	Perm
Protected Phases			8					7			7	

Lane Group	SWR2
Lane Configurations	
Traffic Volume (vph)	5
Future Volume (vph)	5
Ideal Flow (vphpl)	1900
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.80
Heavy Vehicles (%)	0%
Adj. Flow (vph)	6
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
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	
Protected Phases	

Lane Group	EBL2	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2
Permitted Phases									8			
Detector Phase	5	5	2		1	1	6		8	8		
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0		
Minimum Split (s)	10.0	10.0	23.0		10.0	10.0	23.0		23.0	23.0		
Total Split (s)	15.0	15.0	50.0		15.0	15.0	50.0		30.0	30.0		
Total Split (%)	12.0%	12.0%	40.0%		12.0%	12.0%	40.0%		24.0%	24.0%		
Maximum Green (s)	10.7	10.7	44.0		10.7	10.7	44.0		24.0	24.0		
Yellow Time (s)	3.2	3.2	4.0		3.2	3.2	4.0		4.0	4.0		
All-Red Time (s)	1.1	1.1	2.0		1.1	1.1	2.0		2.0	2.0		
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0		
Total Lost Time (s)		4.3	6.0			4.3	6.0			6.0		
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	4.0		3.0	3.0	4.0		2.0	2.0		
Recall Mode	None	None	Max		None	None	Max		None	None		
Act Effct Green (s)		10.2	51.0			7.7	44.2			11.6		
Actuated g/C Ratio		0.09	0.46			0.07	0.40			0.10		
v/c Ratio		0.69	0.19			0.29	0.53			0.46		
Control Delay		74.1	20.7			56.7	28.6			55.4		
Queue Delay		0.0	0.0			0.0	0.0			0.0		
Total Delay		74.1	20.7			56.7	28.6			55.4		
LOS		E	C			E	C			E		
Approach Delay			34.8				30.0			55.4		
Approach LOS			C				C			E		

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 110.9			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 42.1		Intersection LOS: D	
Intersection Capacity Utilization 72.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 10: Cayuga Drive/Niagara Rd & Walmore Rd & Niagara Falls Blvd



Lane Group	SBL2	SBL	SBT	SBR	SBR2	NEL2	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	8	8		8		7	7			7		7
Detector Phase	8	8	8	8		7	7	7		7	7	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0		23.0	23.0	23.0		23.0	23.0	23.0
Total Split (s)	30.0	30.0	30.0	30.0		30.0	30.0	30.0		30.0	30.0	30.0
Total Split (%)	24.0%	24.0%	24.0%	24.0%		24.0%	24.0%	24.0%		24.0%	24.0%	24.0%
Maximum Green (s)	24.0	24.0	24.0	24.0		24.0	24.0	24.0		24.0	24.0	24.0
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)			0.0	0.0				0.0			0.0	0.0
Total Lost Time (s)			6.0	6.0				6.0			6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lag		Lead	Lead	Lead		Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	None	None	None		None	None	None		None	None	None
Act Effct Green (s)			11.6	11.6				22.5			22.5	22.5
Actuated g/C Ratio			0.10	0.10				0.20			0.20	0.20
v/c Ratio			0.63	0.49				0.86			0.20	0.20
Control Delay			69.1	57.6				71.7			39.5	39.9
Queue Delay			0.0	0.0				0.0			0.0	0.0
Total Delay			69.1	57.6				71.7			39.5	39.9
LOS			E	E				E			D	D
Approach Delay			63.4					71.7			39.7	
Approach LOS			E					E			D	
Intersection Summary												

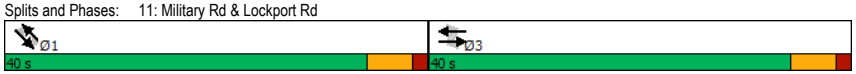
Lane Group	SWR2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	14	82	49	65	42	37	51	216	24	60	164	32
Future Volume (vph)	14	82	49	65	42	37	51	216	24	60	164	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	200		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.944			0.929			0.985			0.975	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	1657	0	1583	1572	0	1752	3415	0	1703	3326	0
Flt Permitted	0.698			0.662			0.611			0.582		
Satd. Flow (perm)	1239	1657	0	1103	1572	0	1127	3415	0	1043	3326	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		47			43			19			35	
Link Speed (mph)		40			45			40			40	
Link Distance (ft)		906			1287			883			1055	
Travel Time (s)		15.4			19.5			15.1			18.0	
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 (%)	7%	9%	7%	14%	8%	17%	3%	3%	14%	6%	5%	10%
Adj. Flow (vph)	16	94	56	75	48	43	59	248	28	69	189	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	150	0	75	91	0	59	276	0	69	226	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template												
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	29	29		29	29		29	29		29	29	
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		3			3			1			1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Permitted Phases	3			3			1			1		
Detector Phase	3	3		3	3		1	1		1	1	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	27.8	27.8		27.8	27.8		27.8	27.8		27.8	27.8	
Total Split (s)	40.0	40.0		40.0	40.0		40.0	40.0		40.0	40.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	34.2	34.2		34.2	34.2		34.2	34.2		34.2	34.2	
Yellow Time (s)	4.3	4.3		4.3	4.3		4.3	4.3		4.3	4.3	
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		0.0	0.0	
Total Lost Time (s)	5.8	5.8		5.8	5.8		5.8	5.8		5.8	5.8	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	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)	15.6	15.6		15.6	15.6		20.7	20.7		20.7	20.7	
Actuated g/C Ratio	0.36	0.36		0.36	0.36		0.48	0.48		0.48	0.48	
v/c Ratio	0.04	0.24		0.19	0.15		0.11	0.17		0.14	0.14	
Control Delay	11.3	9.8		13.1	7.9		8.8	7.8		9.1	7.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.3	9.8		13.1	7.9		8.8	7.8		9.1	7.1	
LOS	B	A		B	A		A	A		A	A	
Approach Delay		10.0			10.3			7.9			7.6	
Approach LOS		A			B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 43.1			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.24			
Intersection Signal Delay: 8.6		Intersection LOS: A	
Intersection Capacity Utilization 77.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 11: Military Rd & Lockport Rd



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	379	47	0	369	0	3
Future Volume (vph)	379	47	0	369	0	3
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					0.865
Flt Protected						
Satd. Flow (prot)	1835	0	0	1863	0	1611
Flt Permitted						
Satd. Flow (perm)	1835	0	0	1863	0	1611
Link Speed (mph)	45			45	30	
Link Distance (ft)	881			569	307	
Travel Time (s)	13.3			8.6	7.0	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	446	55	0	434	0	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	501	0	0	434	0	4
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	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
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	32.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	379	47	0	369	0	3
Future Volume (Veh/h)	379	47	0	369	0	3
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	446	55	0	434	0	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			501		908	474
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			501		908	474
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	99
cM capacity (veh/h)			1063		306	591

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	501	434	4
Volume Left	0	0	0
Volume Right	55	0	4
cSH	1700	1700	591
Volume to Capacity	0.29	0.26	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	0.0	0.0	11.1
Lane LOS			B
Approach Delay (s)	0.0	0.0	11.1
Approach LOS			B

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	32.8%	ICU Level of Service	A
Analysis Period (min)	15		

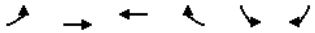
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	373	9	222	366	3	7
Future Volume (vph)	373	9	222	366	3	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.997					0.850
Flt Protected				0.981	0.950	
Satd. Flow (prot)	1857	0	0	1827	1770	1583
Flt Permitted				0.981	0.950	
Satd. Flow (perm)	1857	0	0	1827	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	569			1233	294	
Travel Time (s)	12.9			28.0	6.7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	439	11	261	431	4	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	450	0	0	692	4	8
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)		60	60		60	60
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	373	9	222	366	3	7
Future Volume (Veh/h)	373	9	222	366	3	7
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	439	11	261	431	4	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			450		1398	444
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			450		1398	444
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			76		97	99
cM capacity (veh/h)			1110		119	614

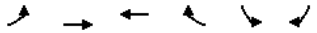
Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	450	692	4	8
Volume Left	0	261	4	0
Volume Right	11	0	0	8
cSH	1700	1110	119	614
Volume to Capacity	0.26	0.24	0.03	0.01
Queue Length 95th (ft)	0	23	3	1
Control Delay (s)	0.0	5.3	36.4	10.9
Lane LOS		A	E	B
Approach Delay (s)	0.0	5.3	19.4	
Approach LOS			C	

Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	69	310	504	15	38	80
Future Volume (vph)	69	310	504	15	38	80
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			0.996		0.908	
Flt Protected		0.991			0.984	
Satd. Flow (prot)	0	1755	1719	0	1585	0
Flt Permitted		0.991			0.984	
Satd. Flow (perm)	0	1755	1719	0	1585	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		540	929		894	
Travel Time (s)		12.3	21.1		20.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	4%	8%	10%	13%	3%	9%
Adj. Flow (vph)	80	360	586	17	44	93
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	440	603	0	137	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)	60			60	60	60
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.6%		ICU Level of Service C	
Analysis Period (min) 15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	69	310	504	15	38	80
Future Volume (Veh/h)	69	310	504	15	38	80
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	80	360	586	17	44	93
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	603				1114	594
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	603				1114	594
tC, single (s)	4.1				6.4	6.3
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.4
p0 queue free %	92				79	81
cM capacity (veh/h)	965				210	492

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	440	603	137
Volume Left	80	0	44
Volume Right	0	17	93
cSH	965	1700	344
Volume to Capacity	0.08	0.35	0.40
Queue Length 95th (ft)	7	0	46
Control Delay (s)	2.4	0.0	22.2
Lane LOS	A		C
Approach Delay (s)	2.4	0.0	22.2
Approach LOS			C

Intersection Summary			
Average Delay	3.5		
Intersection Capacity Utilization	64.6%	ICU Level of Service	C
Analysis Period (min)	15		

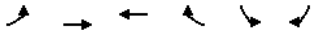
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	289	175	218	533	14	14
Future Volume (vph)	289	175	218	533	14	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		255	0
Storage Lanes		0	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.949					0.850
Flt Protected				0.986	0.950	
Satd. Flow (prot)	1711	0	0	1756	1787	1599
Flt Permitted				0.986	0.950	
Satd. Flow (perm)	1711	0	0	1756	1787	1599
Link Speed (mph)	30			30	30	
Link Distance (ft)	1438			2267	510	
Travel Time (s)	32.7			51.5	11.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	8%	1%	1%	9%	1%	1%
Adj. Flow (vph)	336	203	253	620	16	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	539	0	0	873	16	16
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)		60	60		60	60
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	79.3%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	289	175	218	533	14	14
Future Volume (Veh/h)	289	175	218	533	14	14
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	336	203	253	620	16	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			539		1564	438
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			539		1564	438
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			76		83	97
cM capacity (veh/h)			1034		93	621

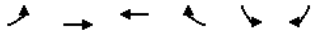
Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	539	873	16	16
Volume Left	0	253	16	0
Volume Right	203	0	0	16
cSH	1700	1034	93	621
Volume to Capacity	0.32	0.24	0.17	0.03
Queue Length 95th (ft)	0	24	15	2
Control Delay (s)	0.0	5.4	51.4	10.9
Lane LOS		A	F	B
Approach Delay (s)	0.0	5.4	31.2	
Approach LOS			D	

Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	79.3%	ICU Level of Service	D
Analysis Period (min)	15		



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	7	561	294	5	5	24
Future Volume (vph)	7	561	294	5	5	24
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			0.998		0.888	
Flt Protected		0.999			0.992	
Satd. Flow (prot)	0	1861	1859	0	1641	0
Flt Permitted		0.999			0.992	
Satd. Flow (perm)	0	1861	1859	0	1641	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		584	626		257	
Travel Time (s)		13.3	14.2		5.8	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	8	668	350	6	6	29
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	676	356	0	35	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)	60			60	60	60
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	45.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	7	561	294	5	5	24
Future Volume (Veh/h)	7	561	294	5	5	24
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	8	668	350	6	6	29
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	356				1037	353
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	356				1037	353
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				98	96
cM capacity (veh/h)	1203				254	691

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	676	356	35
Volume Left	8	0	6
Volume Right	0	6	29
cSH	1203	1700	534
Volume to Capacity	0.01	0.21	0.07
Queue Length 95th (ft)	1	0	5
Control Delay (s)	0.2	0.0	12.2
Lane LOS	A		B
Approach Delay (s)	0.2	0.0	12.2
Approach LOS			B

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	45.1%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	319	54	340	362	0	32	140	6	0	0	0
Future Volume (vph)	0	319	54	340	362	0	32	140	6	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		70	0		0
Storage Lanes	0		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.978							0.850			
Flt Protected					0.976		0.950					
Satd. Flow (prot)	0	3418	0	0	3405	0	1641	1863	1009	0	0	0
Flt Permitted					0.640		0.950					
Satd. Flow (perm)	0	3418	0	0	2233	0	1641	1863	1009	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33							41			
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		868			171			486			696	
Travel Time (s)		13.2			2.6			11.0			15.8	
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 (%)	0%	3%	5%	4%	3%	0%	10%	2%	60%	0%	0%	0%
Adj. Flow (vph)	0	367	62	391	416	0	37	161	7	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	429	0	0	807	0	37	161	7	0	0	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
Number of Detectors		2		2	2		2	2	2			
Detector Template				Left								
Leading Detector (ft)		49		49	49		49	49	49			
Trailing Detector (ft)		-1		-1	-1		-1	-1	-1			
Detector 1 Position(ft)		-1		-1	-1		-1	-1	-1			
Detector 1 Size(ft)		20		20	20		20	20	20			
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)		0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)		0.0		0.0	0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		29		29	29		29	29	29			
Detector 2 Size(ft)		20		20	20		20	20	20			
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0	0.0			
Turn Type		NA		Perm	NA		Perm	NA	Perm			
Protected Phases		2			6			4				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Permitted Phases				6			4		4			
Detector Phase		2		6	6		4	4	4			
Switch Phase												
Minimum Initial (s)		28.7		28.7	28.7		5.9	5.9	5.9			
Minimum Split (s)		60.0		60.0	60.0		12.0	12.0	12.0			
Total Split (s)		66.0		66.0	66.0		34.0	34.0	34.0			
Total Split (%)		66.0%		66.0%	66.0%		34.0%	34.0%	34.0%			
Maximum Green (s)		59.2		59.2	59.2		27.9	27.9	27.9			
Yellow Time (s)		4.3		4.3	4.3		4.3	4.3	4.3			
All-Red Time (s)		2.5		2.5	2.5		1.8	1.8	1.8			
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0			
Total Lost Time (s)		6.8			6.8		6.1	6.1	6.1			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0	3.0			
Recall Mode		C-Max		C-Max	C-Max		None	None	None			
Act Effct Green (s)		73.1			73.1		14.0	14.0	14.0			
Actuated g/C Ratio		0.73			0.73		0.14	0.14	0.14			
v/c Ratio		0.17			0.49		0.16	0.62	0.04			
Control Delay		4.3			10.2		37.6	50.4	0.5			
Queue Delay		0.0			0.0		0.0	0.0	0.0			
Total Delay		4.3			10.2		37.6	50.4	0.5			
LOS		A			B		D	D	A			
Approach Delay		4.3			10.2			46.4				
Approach LOS		A			B			D				

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 13.6		Intersection LOS: B	
Intersection Capacity Utilization 71.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: I-190 SB On-Ramp & Packard Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	8	320	0	0	656	7	0	0	0	49	102	411
Future Volume (vph)	8	320	0	0	656	7	0	0	0	49	102	411
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.998							0.850
Flt Protected		0.999									0.984	
Satd. Flow (prot)	0	3523	0	0	3499	0	0	0	0	0	1799	1568
Flt Permitted		0.938									0.984	
Satd. Flow (perm)	0	3307	0	0	3499	0	0	0	0	0	1799	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					2							457
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		326			342			341			521	
Travel Time (s)		4.9			5.2			7.8			11.8	
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 (%)	57%	1%	0%	0%	3%	0%	0%	0%	0%	10%	1%	3%
Adj. Flow (vph)	9	356	0	0	729	8	0	0	0	54	113	457
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	365	0	0	737	0	0	0	0	0	167	457
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	2	2			2					2	2	2
Detector Template	Left									Left		
Leading Detector (ft)	49	49			49					49	49	49
Trailing Detector (ft)	-1	-1			-1					-1	-1	-1
Detector 1 Position(ft)	-1	-1			-1					-1	-1	-1
Detector 1 Size(ft)	20	20			20					20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0					0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0					0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0					0.0	0.0	0.0
Detector 2 Position(ft)	29	29			29					29	29	29
Detector 2 Size(ft)	20	20			20					20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0					0.0	0.0	0.0
Turn Type	Perm	NA			NA					Perm	NA	Perm
Protected Phases		1			1						3	
Permitted Phases	1									3		3
Detector Phase	1	1			1					3	3	3
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Minimum Initial (s)	34.6	34.6			34.6					6.0	6.0	6.0
Minimum Split (s)	60.0	60.0			60.0					12.0	12.0	12.0
Total Split (s)	66.0	66.0			66.0					34.0	34.0	34.0
Total Split (%)	66.0%	66.0%			66.0%					34.0%	34.0%	34.0%
Maximum Green (s)	60.6	60.6			60.6					28.8	28.8	28.8
Yellow Time (s)	4.3	4.3			4.3					3.6	3.6	3.6
All-Red Time (s)	1.1	1.1			1.1					1.6	1.6	1.6
Lost Time Adjust (s)		0.0			0.0						0.0	0.0
Total Lost Time (s)		5.4			5.4						5.2	5.2
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0					3.0	3.0	3.0
Recall Mode	C-Max	C-Max			C-Max					None	None	None
Act Effct Green (s)		74.1			74.1						15.3	15.3
Actuated g/C Ratio		0.74			0.74						0.15	0.15
v/c Ratio		0.15			0.28						0.61	0.73
Control Delay		3.5			9.8						48.2	10.9
Queue Delay		0.0			0.4						0.0	0.0
Total Delay		3.5			10.2						48.2	10.9
LOS		A			B						D	B
Approach Delay		3.5			10.2						20.9	
Approach LOS		A			B						C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 95 (95%), Referenced to phase 1:EBWB, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 12.7		Intersection LOS: B	
Intersection Capacity Utilization 63.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: I-190 NB Off-Ramp & Packard Rd

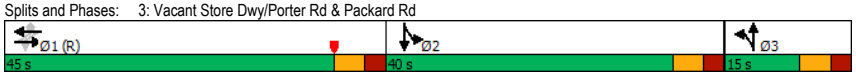


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	673	7	10	656	484	6	3	10	413	3	1
Future Volume (vph)	59	673	7	10	656	484	6	3	10	413	3	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	150		0	0		0	0		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.91	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.999				0.850		0.882			0.999	
Flt Protected		0.996		0.950			0.950			0.950	0.953	
Satd. Flow (prot)	0	5061	0	1805	3505	1599	1805	1676	0	1698	1702	0
Flt Permitted		0.815		0.318			0.950			0.950	0.953	
Satd. Flow (perm)	0	4141	0	604	3505	1599	1805	1676	0	1698	1702	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				538		11				
Link Speed (mph)		45			35			30			35	
Link Distance (ft)		342			475			302			290	
Travel Time (s)		5.2			9.3			6.9			5.6	
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 (%)	2%	2%	0%	0%	3%	1%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	66	748	8	11	729	538	7	3	11	459	3	1
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	822	0	11	729	538	7	14	0	229	234	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	
Detector Template	Left											
Leading Detector (ft)	49	49		49	49	49	49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1	-1	-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1	-1	-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20	20	20	20		20	20	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	29	29		29	29	29	29	29		29	29	
Detector 2 Size(ft)	20	20		20	20	20	20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Split	NA		Split	NA	
Protected Phases		1			1		3	3		2	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			1		1						
Detector Phase	1	1		1	1	1	3	3		2	2	
Switch Phase												
Minimum Initial (s)	28.8	28.8		28.8	28.8	28.8	3.8	3.8		15.0	15.0	
Minimum Split (s)	45.0	45.0		45.0	45.0	45.0	10.0	10.0		25.0	25.0	
Total Split (s)	45.0	45.0		45.0	45.0	45.0	15.0	15.0		40.0	40.0	
Total Split (%)	45.0%	45.0%		45.0%	45.0%	45.0%	15.0%	15.0%		40.0%	40.0%	
Maximum Green (s)	38.8	38.8		38.8	38.8	38.8	8.8	8.8		33.8	33.8	
Yellow Time (s)	3.6	3.6		3.6	3.6	3.6	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.6	2.6		2.6	2.6	2.6	2.6	2.6		2.6	2.6	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.2		6.2	6.2	6.2	6.2	6.2		6.2	6.2	
Lead/Lag	Lead	Lead		Lead	Lead	Lead				Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes				Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)		62.6		62.6	62.6	62.6	6.1	6.1		19.8	19.8	
Actuated g/C Ratio		0.63		0.63	0.63	0.63	0.06	0.06		0.20	0.20	
v/c Ratio		0.32		0.03	0.33	0.45	0.06	0.12		0.68	0.69	
Control Delay		9.4		7.6	7.1	4.7	45.0	28.2		47.1	47.8	
Queue Delay		0.3		0.0	0.0	1.0	0.0	0.0		0.0	0.0	
Total Delay		9.7		7.6	7.2	5.7	45.0	28.2		47.1	47.8	
LOS		A		A	A	A	D	C		D	D	
Approach Delay		9.7			6.6			33.8			47.4	
Approach LOS		A			A			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 61 (61%), Referenced to phase 1:EBWB, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 15.1		Intersection LOS: B	
Intersection Capacity Utilization 81.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3: Vacant Store Dwy/Porter Rd & Packard Rd

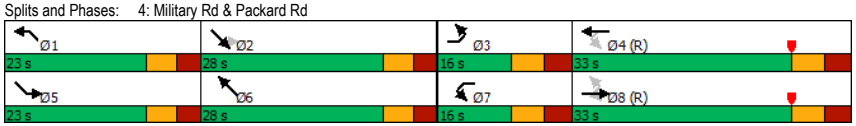


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	139	558	360	220	569	158	146	459	164	403	532	216
Future Volume (vph)	139	558	360	220	569	158	146	459	164	403	532	216
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	160		0	180		0	170		0	335		0
Storage Lanes	1		1	1		0	1		0	2		0
Taper Length (ft)	70			75			50			250		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	0.95
Frt			0.850		0.967			0.960			0.957	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3539	1599	1787	3404	0	1770	3456	0	3467	3455	0
Flt Permitted	0.168			0.291			0.186			0.950		
Satd. Flow (perm)	316	3539	1599	547	3404	0	346	3456	0	3467	3455	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			379		34			46			56	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		475			510			1089			1785	
Travel Time (s)		9.3			9.9			18.6			30.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	2%	1%	1%	3%	1%	2%	0%	1%	1%	0%	0%
Adj. Flow (vph)	146	587	379	232	599	166	154	483	173	424	560	227
Shared Lane Traffic (%)												
Lane Group Flow (vph)	146	587	379	232	765	0	154	656	0	424	787	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2		2	2	
Detector Template												
Leading Detector (ft)	49	49	49	49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1	-1	-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1	-1	-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20	20	20	20		20	20		20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	29	29	29	29	29		29	29		29	29	
Detector 2 Size(ft)	20	20	20	20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		Prot	NA	
Protected Phases	3	8		7	4		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Permitted Phases	8		8	4			2					
Detector Phase	3	8	8	7	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		6.0	10.0		8.0	10.0	
Minimum Split (s)	10.2	38.2	38.2	10.2	38.2		13.2	37.4		15.2	32.4	
Total Split (s)	16.0	33.0	33.0	16.0	33.0		23.0	28.0		23.0	28.0	
Total Split (%)	16.0%	33.0%	33.0%	16.0%	33.0%		23.0%	28.0%		23.0%	28.0%	
Maximum Green (s)	8.8	25.8	25.8	8.8	25.8		16.6	21.6		16.6	21.6	
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9		3.6	3.6		3.6	3.6	
All-Red Time (s)	3.3	3.3	3.3	3.3	3.3		2.8	2.8		2.8	2.8	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.2	7.2	7.2	7.2	7.2		6.4	6.4		6.4	6.4	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		24.0	24.0		24.0			24.0			19.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	34.3	25.8	25.8	34.9	26.1		33.5	22.5		15.7	27.2	
Actuated g/C Ratio	0.34	0.26	0.26	0.35	0.26		0.34	0.22		0.16	0.27	
v/c Ratio	0.63	0.64	0.55	0.77	0.84		0.57	0.81		0.78	0.80	
Control Delay	30.3	32.3	9.8	38.5	36.3		26.6	43.4		51.1	39.6	
Queue Delay	0.0	0.0	0.2	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.3	32.3	10.0	38.5	36.3		26.6	43.4		51.1	39.6	
LOS	C	C	B	D	D		C	D		D	D	
Approach Delay		24.5			36.8			40.2			43.6	
Approach LOS		C			D			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 4:WBTL and 8:EBTL, Start of Yellow, Master Intersection			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 36.1		Intersection LOS: D	
Intersection Capacity Utilization 80.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 4: Military Rd & Packard Rd

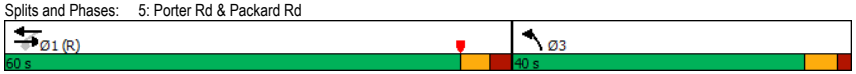


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	535	211	36	493	313	34
Future Volume (vph)	535	211	36	493	313	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		200	0
Storage Lanes		1	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.97	0.95
Frt		0.850			0.985	
Flt Protected				0.997	0.957	
Satd. Flow (prot)	1881	1615	0	3501	3475	0
Flt Permitted				0.879	0.957	
Satd. Flow (perm)	1881	1615	0	3087	3475	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		240			13	
Link Speed (mph)	30			30	30	
Link Distance (ft)	510			1105	538	
Travel Time (s)	11.6			25.1	12.2	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	0%	0%	3%	0%	0%
Adj. Flow (vph)	608	240	41	560	356	39
Shared Lane Traffic (%)						
Lane Group Flow (vph)	608	240	0	601	395	0
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)		60	60		60	60
Number of Detectors	2	2	2	2	2	
Detector Template			Left			
Leading Detector (ft)	49	49	49	49	49	
Trailing Detector (ft)	-1	-1	-1	-1	-1	
Detector 1 Position(ft)	-1	-1	-1	-1	-1	
Detector 1 Size(ft)	20	20	20	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	29	29	29	29	29	
Detector 2 Size(ft)	20	20	20	20	20	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Turn Type	NA	Perm	Perm	NA	Prot	
Protected Phases	1			1	3	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Permitted Phases		1	1			
Detector Phase	1	1	1	1	3	
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	1.0	
Minimum Split (s)	35.0	35.0	35.0	35.0	34.0	
Total Split (s)	60.0	60.0	60.0	60.0	40.0	
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%	
Maximum Green (s)	53.7	53.7	53.7	53.7	34.3	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.9	
All-Red Time (s)	2.7	2.7	2.7	2.7	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	5.7	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	21.0	21.0	21.0	21.0	21.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	
Act Effct Green (s)	71.6	71.6		71.6	16.4	
Actuated g/C Ratio	0.72	0.72		0.72	0.16	
v/c Ratio	0.45	0.20		0.27	0.68	
Control Delay	4.9	0.4		5.7	43.8	
Queue Delay	0.9	0.0		0.0	0.0	
Total Delay	5.8	0.4		5.7	43.8	
LOS	A	A		A	D	
Approach Delay	4.3			5.7	43.8	
Approach LOS	A			A	D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 55 (55%), Referenced to phase 1:EBWB, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 13.2		Intersection LOS: B	
Intersection Capacity Utilization 60.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 5: Porter Rd & Packard Rd



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	95	34	2	123	53	1	2	382	144	13	375	84
Future Volume (vph)	95	34	2	123	53	1	2	382	144	13	375	84
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		0.998			0.998			0.963			0.976	
Flt Protected		0.965		0.950							0.999	
Satd. Flow (prot)	0	1785	0	1770	1859	0	0	1807	0	0	1799	0
Flt Permitted		0.965		0.950							0.999	
Satd. Flow (perm)	0	1785	0	1770	1859	0	0	1807	0	0	1799	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		217			504			505			881	
Travel Time (s)		4.9			11.5			11.5			20.0	
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
Heavy Vehicles (%)	1%	2%	100%	2%	2%	2%	0%	1%	2%	2%	3%	3%
Adj. Flow (vph)	114	41	2	148	64	1	2	460	173	16	452	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	157	0	148	65	0	0	635	0	0	569	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)	60		60	15		9	60		9	15		60
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	55.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	95	34	2	123	53	1	2	382	144	13	375	84
Future Volume (Veh/h)	95	34	2	123	53	1	2	382	144	13	375	84
Sign Control		Stop			Stop			Free			Free	
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)	114	41	2	148	64	1	2	460	173	16	452	101
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1118	1172	502	1108	1136	546	553			633		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1118	1172	502	1108	1136	546	553			633		
tC, single (s)	7.1	6.5	7.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	4.2	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	17	78	100	3	68	100	100			98		
cM capacity (veh/h)	137	189	415	153	198	537	1027			950		

Direction, Lane #	SE 1	NW 1	NW 2	NE 1	SW 1
Volume Total	157	148	65	635	569
Volume Left	114	148	0	2	16
Volume Right	2	0	1	173	101
cSH	149	153	200	1027	950
Volume to Capacity	1.06	0.97	0.32	0.00	0.02
Queue Length 95th (ft)	205	178	33	0	1
Control Delay (s)	149.7	122.3	31.4	0.1	0.5
Lane LOS	F	F	D	A	A
Approach Delay (s)	149.7	94.5		0.1	0.5
Approach LOS	F	F			

Intersection Summary					
Average Delay		27.9			
Intersection Capacity Utilization	55.0%	ICU Level of Service		B	
Analysis Period (min)	15				

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	595	0	0	555	0	0
Future Volume (vph)	595	0	0	555	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1845	0	0	1863	1900	0
Flt Permitted						
Satd. Flow (perm)	1845	0	0	1863	1900	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1233			540	2048	
Travel Time (s)	28.0			12.3	46.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	3%	0%	0%	2%	0%	0%
Adj. Flow (vph)	684	0	0	638	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	684	0	0	638	0	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)		60	60		60	60
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	34.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	595	0	0	555	0	0
Future Volume (Veh/h)	595	0	0	555	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	684	0	0	638	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			684		1322	684
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			684		1322	684
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			919		174	452

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	684	638	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	919	1700
Volume to Capacity	0.40	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			A
Approach Delay (s)	0.0	0.0	0.0
Approach LOS			A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	34.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	39	500	485	99	82	29
Future Volume (vph)	39	500	485	99	82	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125			125	0	115
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	1900	1827	1599	1805	1615
Flt Permitted	0.397				0.950	
Satd. Flow (perm)	732	1900	1827	1599	1805	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				114		33
Link Speed (mph)		30	30		30	
Link Distance (ft)		697	1100		1227	
Travel Time (s)		15.8	25.0		27.9	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	3%	0%	4%	1%	0%	0%
Adj. Flow (vph)	45	575	557	114	94	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	45	575	557	114	94	33
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	49	49	49	49	49	49
Trailing Detector (ft)	-1	-1	-1	-1	-1	-1
Detector 1 Position(ft)	-1	-1	-1	-1	-1	-1
Detector 1 Size(ft)	20	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	29	29	29	29	29	29
Detector 2 Size(ft)	20	20	20	20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		4	8		6	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	20.0	20.0	20.0	20.0	10.0	10.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%
Maximum Green (s)	15.5	15.5	15.5	15.5	5.5	5.5
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	C-Max	C-Max	Min	Min
Act Effct Green (s)	15.5	15.5	15.5	15.5	5.5	5.5
Actuated g/C Ratio	0.52	0.52	0.52	0.52	0.18	0.18
v/c Ratio	0.12	0.59	0.59	0.13	0.28	0.10
Control Delay	4.7	8.0	8.1	1.5	13.1	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.7	8.0	8.1	1.5	13.1	5.7
LOS	A	A	A	A	B	A
Approach Delay		7.7	7.0		11.2	
Approach LOS		A	A		B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 30			
Actuated Cycle Length: 30			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBT, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 7.7		Intersection LOS: A	
Intersection Capacity Utilization 44.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Lockport Rd & Walmore Rd



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	305	303	78	260	302	68
Future Volume (vph)	305	303	78	260	302	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	200		0	200
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.933					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1755	0	1805	1863	1787	1615
Flt Permitted			0.279		0.950	
Satd. Flow (perm)	1755	0	530	1863	1787	1615
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	159					81
Link Speed (mph)	30			30	30	
Link Distance (ft)	1100			957	738	
Travel Time (s)	25.0			21.8	16.8	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	2%	0%	0%	2%	1%	0%
Adj. Flow (vph)	363	361	93	310	360	81
Shared Lane Traffic (%)						
Lane Group Flow (vph)	724	0	93	310	360	81
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		60	60		60	60
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	49		49	49	49	49
Trailing Detector (ft)	-1		-1	-1	-1	-1
Detector 1 Position(ft)	-1		-1	-1	-1	-1
Detector 1 Size(ft)	20		20	20	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	29		29	29	29	29
Detector 2 Size(ft)	20		20	20	20	20
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	4			8	2	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Permitted Phases			8			2
Detector Phase	4		8	8	2	2
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	10.0		10.0	10.0	10.0	10.0
Total Split (s)	42.0		42.0	42.0	18.0	18.0
Total Split (%)	70.0%		70.0%	70.0%	30.0%	30.0%
Maximum Green (s)	37.5		37.5	37.5	13.5	13.5
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		C-Max	C-Max	Min	Min
Act Effct Green (s)	37.5		37.5	37.5	13.5	13.5
Actuated g/C Ratio	0.62		0.62	0.62	0.22	0.22
v/c Ratio	0.63		0.28	0.27	0.90	0.19
Control Delay	11.9		7.9	5.8	51.7	6.8
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	11.9		7.9	5.8	51.7	6.8
LOS	B		A	A	D	A
Approach Delay	11.9			6.3	43.4	
Approach LOS	B			A	D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 18 (30%), Referenced to phase 4:EBT and 8:WBTL, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 19.3		Intersection LOS: B	
Intersection Capacity Utilization 66.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 9: Walmore Rd & Lockport Rd



Lane Group	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBL	NBT
Lane Configurations												
Traffic Volume (vph)	71	106	478	16	2	9	67	519	194	4	11	13
Future Volume (vph)	71	106	478	16	2	9	67	519	194	4	11	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		175		0			250		0		0	
Storage Lanes		1		0			1		0		0	
Taper Length (ft)		25					25				25	
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.995					0.959				0.958
Flt Protected		0.950					0.950					0.985
Satd. Flow (prot)	0	1805	3558	0	0	0	1774	3462	0	0	0	1793
Flt Permitted		0.950					0.950					0.745
Satd. Flow (perm)	0	1805	3558	0	0	0	1774	3462	0	0	0	1356
Right Turn on Red					No					No		
Satd. Flow (RTOR)												
Link Speed (mph)			30					30				30
Link Distance (ft)			1254					1395				917
Travel Time (s)			28.5					31.7				20.8
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	80	119	537	18	2	10	75	583	218	4	12	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	199	557	0	0	0	85	805	0	0	0	39
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Right	Left	Left	Left	Right	Right	Left	Left
Median Width(ft)			12					12				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)	60	60		60	60	60	60		60	60	60	
Number of Detectors	2	2	2			2	2	2			2	2
Detector Template	Left					Left					Left	
Leading Detector (ft)	49	49	49			49	49	49			49	49
Trailing Detector (ft)	-1	-1	-1			-1	-1	-1			-1	-1
Detector 1 Position(ft)	-1	-1	-1			-1	-1	-1			-1	-1
Detector 1 Size(ft)	20	20	20			20	20	20			20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)	29	29	29			29	29	29			29	29
Detector 2 Size(ft)	20	20	20			20	20	20			20	20
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0
Turn Type	Prot	Prot	NA			Prot	Prot	NA			Perm	NA
Protected Phases	5	5	2			1	1	6				8

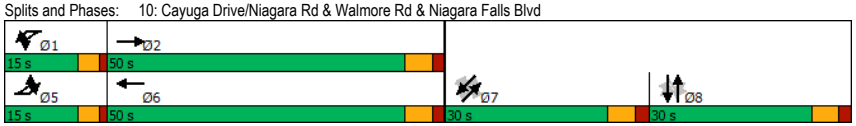
Lane Group	NBR	NBR2	SBL2	SBL	SBT	SBR	SBR2	NEL2	NEL	NET	NER	NER2
Lane Configurations												
Traffic Volume (vph)	7	4	13	216	20	63	71	4	62	61	93	1
Future Volume (vph)	7	4	13	216	20	63	71	4	62	61	93	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0		335			0		0	
Storage Lanes	0			0		1			0		0	
Taper Length (ft)				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						0.850				0.943		
Flt Protected					0.956					0.985		
Satd. Flow (prot)	0	0	0	0	1816	1598	0	0	0	1750	0	0
Flt Permitted					0.714					0.875		
Satd. Flow (perm)	0	0	0	0	1357	1598	0	0	0	1555	0	0
Right Turn on Red		No					No					No
Satd. Flow (RTOR)												
Link Speed (mph)					30					30		
Link Distance (ft)					812					1156		
Travel Time (s)					18.5					26.3		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	0%	3%	0%	0%	0%
Adj. Flow (vph)	8	4	15	243	22	71	80	4	70	69	104	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	280	151	0	0	0	248	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Left	Left	Left	Right	Right	Left	Left	Left	Right	Right
Median Width(ft)					0					0		
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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60	60		60	60	60	60		60	60
Number of Detectors			2	2	2	2		2	2	2		
Detector Template			Left	Left				Left	Left			
Leading Detector (ft)			49	49	49	49		49	49	49		
Trailing Detector (ft)			-1	-1	-1	-1		-1	-1	-1		
Detector 1 Position(ft)			-1	-1	-1	-1		-1	-1	-1		
Detector 1 Size(ft)			20	20	20	20		20	20	20		
Detector 1 Type			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)			0.0	0.0	0.0	0.0		0.0	0.0	0.0		
Detector 1 Queue (s)			0.0	0.0	0.0	0.0		0.0	0.0	0.0		
Detector 1 Delay (s)			0.0	0.0	0.0	0.0		0.0	0.0	0.0		
Detector 2 Position(ft)			29	29	29	29		29	29	29		
Detector 2 Size(ft)			20	20	20	20		20	20	20		
Detector 2 Type			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0	0.0	0.0	0.0		0.0	0.0	0.0		
Turn Type			Perm	Perm	NA	Perm		Perm	Perm	NA		
Protected Phases					8					7		

Lane Group	SWL2	SWL	SWT	SWR	SWR2
Lane Configurations					
Traffic Volume (vph)	4	9	49	86	9
Future Volume (vph)	4	9	49	86	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Storage Length (ft)		0		100	
Storage Lanes		0		1	
Taper Length (ft)		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00
Frt				0.850	
Flt Protected			0.990		
Satd. Flow (prot)	0	0	1881	1615	0
Flt Permitted			0.870		
Satd. Flow (perm)	0	0	1653	1615	0
Right Turn on Red					No
Satd. Flow (RTOR)					
Link Speed (mph)			30		
Link Distance (ft)			1223		
Travel Time (s)			27.8		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	0%
Adj. Flow (vph)	4	10	55	97	10
Shared Lane Traffic (%)					
Lane Group Flow (vph)	0	0	69	107	0
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Right
Median Width(ft)			0		
Link Offset(ft)			0		
Crosswalk Width(ft)			16		
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60
Number of Detectors	2	2	2	2	
Detector Template	Left	Left			
Leading Detector (ft)	49	49	49	49	
Trailing Detector (ft)	-1	-1	-1	-1	
Detector 1 Position(ft)	-1	-1	-1	-1	
Detector 1 Size(ft)	20	20	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel					
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	29	29	29	29	
Detector 2 Size(ft)	20	20	20	20	
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	Perm	NA	Perm	
Protected Phases			7		

Lane Group	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBL	NBT
Permitted Phases											8	
Detector Phase	5	5	2			1	1	6			8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0			5.0	5.0	5.0			5.0	5.0
Minimum Split (s)	10.0	10.0	23.0			10.0	10.0	23.0			23.0	23.0
Total Split (s)	15.0	15.0	50.0			15.0	15.0	50.0			30.0	30.0
Total Split (%)	12.0%	12.0%	40.0%			12.0%	12.0%	40.0%			24.0%	24.0%
Maximum Green (s)	10.7	10.7	44.0			10.7	10.7	44.0			24.0	24.0
Yellow Time (s)	3.2	3.2	4.0			3.2	3.2	4.0			4.0	4.0
All-Red Time (s)	1.1	1.1	2.0			1.1	1.1	2.0			2.0	2.0
Lost Time Adjust (s)		0.0	0.0				0.0	0.0				0.0
Total Lost Time (s)		4.3	6.0				4.3	6.0				6.0
Lead/Lag	Lead	Lead	Lag			Lead	Lead	Lag			Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	Yes	Yes			Yes	Yes
Vehicle Extension (s)	3.0	3.0	4.0			3.0	3.0	4.0			2.0	2.0
Recall Mode	None	None	Max			None	None	Max			None	None
Act Effct Green (s)		10.7	47.4				9.7	44.0				24.0
Actuated g/C Ratio		0.09	0.39				0.08	0.36				0.20
v/c Ratio		1.27	0.41				0.62	0.65				0.15
Control Delay		207.3	30.0				74.3	36.4				43.7
Queue Delay		0.0	0.0				0.0	0.0				0.0
Total Delay		207.3	30.0				74.3	36.4				43.7
LOS		F	C				E	D				D
Approach Delay			76.7					40.0				43.7
Approach LOS			E					D				D

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 123			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.27			
Intersection Signal Delay: 65.0		Intersection LOS: E	
Intersection Capacity Utilization 93.0%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 10: Cayuga Drive/Niagara Rd & Walmore Rd & Niagara Falls Blvd



Lane Group	NBR	NBR2	SBL2	SBL	SBT	SBR	SBR2	NEL2	NEL	NET	NER	NER2
Permitted Phases			8	8		8		7	7			
Detector Phase			8	8	8	8		7	7	7		
Switch Phase												
Minimum Initial (s)			5.0	5.0	5.0	5.0		5.0	5.0	5.0		
Minimum Split (s)			23.0	23.0	23.0	23.0		23.0	23.0	23.0		
Total Split (s)			30.0	30.0	30.0	30.0		30.0	30.0	30.0		
Total Split (%)			24.0%	24.0%	24.0%	24.0%		24.0%	24.0%	24.0%		
Maximum Green (s)			24.0	24.0	24.0	24.0		24.0	24.0	24.0		
Yellow Time (s)			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		
Lost Time Adjust (s)					0.0	0.0				0.0		
Total Lost Time (s)					6.0	6.0				6.0		
Lead/Lag			Lag	Lag	Lag	Lag		Lead	Lead	Lead		
Lead-Lag Optimize?			Yes	Yes	Yes	Yes		Yes	Yes	Yes		
Vehicle Extension (s)			2.0	2.0	2.0	2.0		2.0	2.0	2.0		
Recall Mode			None	None	None	None		None	None	None		
Act Effct Green (s)					24.0	24.0				21.9		
Actuated g/C Ratio					0.20	0.20				0.18		
v/c Ratio					1.06	0.49				0.90		
Control Delay					119.5	50.6				82.7		
Queue Delay					0.0	0.0				0.0		
Total Delay					119.5	50.6				82.7		
LOS					F	D				F		
Approach Delay					95.4					82.7		
Approach LOS					F					F		

Intersection Summary

Lane Group	SWL2	SWL	SWT	SWR	SWR2
Permitted Phases	7	7		7	
Detector Phase	7	7	7	7	
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	
Minimum Split (s)	23.0	23.0	23.0	23.0	
Total Split (s)	30.0	30.0	30.0	30.0	
Total Split (%)	24.0%	24.0%	24.0%	24.0%	
Maximum Green (s)	24.0	24.0	24.0	24.0	
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	
Total Lost Time (s)			6.0	6.0	
Lead/Lag	Lead	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	
Recall Mode	None	None	None	None	
Act Effct Green (s)			21.9	21.9	
Actuated g/C Ratio			0.18	0.18	
v/c Ratio			0.23	0.37	
Control Delay			45.2	48.3	
Queue Delay			0.0	0.0	
Total Delay			45.2	48.3	
LOS			D	D	
Approach Delay			47.1		
Approach LOS			D		

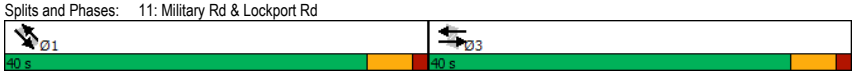
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	26	83	88	67	70	47	45	433	36	104	553	52
Future Volume (vph)	26	83	88	67	70	47	45	433	36	104	553	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	200		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.923			0.940			0.989			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1736	0	1719	1765	0	1752	3538	0	1770	3545	0
Flt Permitted	0.673			0.637			0.379			0.456		
Satd. Flow (perm)	1230	1736	0	1153	1765	0	699	3538	0	849	3545	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		84			53			13			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		906			1287			883			1055	
Travel Time (s)		20.6			29.3			20.1			24.0	
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%	0%	2%	5%	2%	0%	3%	1%	0%	2%	0%	6%
Adj. Flow (vph)	29	93	99	75	79	53	51	487	40	117	621	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	192	0	75	132	0	51	527	0	117	679	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)	60		60	60		60	60		60	60		60
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template												
Leading Detector (ft)	49	49		49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20		20	20		20	20	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	29	29		29	29		29	29		29	29	
Detector 2 Size(ft)	20	20		20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		3			3			1			1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Permitted Phases	3			3			1			1		
Detector Phase	3	3		3	3		1	1		1	1	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	27.8	27.8		27.8	27.8		27.8	27.8		27.8	27.8	
Total Split (s)	40.0	40.0		40.0	40.0		40.0	40.0		40.0	40.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	34.2	34.2		34.2	34.2		34.2	34.2		34.2	34.2	
Yellow Time (s)	4.3	4.3		4.3	4.3		4.3	4.3		4.3	4.3	
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		0.0	0.0	
Total Lost Time (s)	5.8	5.8		5.8	5.8		5.8	5.8		5.8	5.8	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	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)	15.4	15.4		15.4	15.4		24.5	24.5		24.5	24.5	
Actuated g/C Ratio	0.30	0.30		0.30	0.30		0.47	0.47		0.47	0.47	
v/c Ratio	0.08	0.33		0.22	0.23		0.15	0.31		0.29	0.40	
Control Delay	16.2	11.5		17.7	11.7		8.5	8.4		10.1	9.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.2	11.5		17.7	11.7		8.5	8.4		10.1	9.1	
LOS	B	B		B	B		A	A		B	A	
Approach Delay		12.1			13.9			8.4			9.3	
Approach LOS		B			B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 51.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay: 9.9		Intersection LOS: A	
Intersection Capacity Utilization 77.9%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 11: Military Rd & Lockport Rd



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	437	42	0	472	0	64
Future Volume (vph)	437	42	0	472	0	64
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	0.988					0.865
Flt Protected						
Satd. Flow (prot)	1840	0	0	1863	0	1611
Flt Permitted						
Satd. Flow (perm)	1840	0	0	1863	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	881			569	307	
Travel Time (s)	20.0			12.9	7.0	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	514	49	0	555	0	75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	563	0	0	555	0	75
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	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
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	36.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	437	42	0	472	0	64
Future Volume (Veh/h)	437	42	0	472	0	64
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	514	49	0	555	0	75
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			563		1094	538
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			563		1094	538
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	86
cM capacity (veh/h)			1008		237	543

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	563	555	75
Volume Left	0	0	0
Volume Right	49	0	75
cSH	1700	1700	543
Volume to Capacity	0.33	0.33	0.14
Queue Length 95th (ft)	0	0	12
Control Delay (s)	0.0	0.0	12.7
Lane LOS			B
Approach Delay (s)	0.0	0.0	12.7
Approach LOS			B

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	36.2%	ICU Level of Service	A
Analysis Period (min)	15		

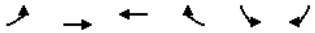
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	493	8	196	416	55	149
Future Volume (vph)	493	8	196	416	55	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998					0.850
Flt Protected				0.984	0.950	
Satd. Flow (prot)	1859	0	0	1833	1770	1583
Flt Permitted				0.984	0.950	
Satd. Flow (perm)	1859	0	0	1833	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	569			1233	294	
Travel Time (s)	12.9			28.0	6.7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	580	9	231	489	65	175
Shared Lane Traffic (%)						
Lane Group Flow (vph)	589	0	0	720	65	175
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
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	72.5%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	493	8	196	416	55	149
Future Volume (Veh/h)	493	8	196	416	55	149
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	580	9	231	489	65	175
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			589		1536	584
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			589		1536	584
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			77		34	66
cM capacity (veh/h)			986		98	511

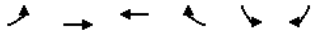
Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	589	720	65	175
Volume Left	0	231	65	0
Volume Right	9	0	0	175
cSH	1700	986	98	511
Volume to Capacity	0.35	0.23	0.66	0.34
Queue Length 95th (ft)	0	23	82	38
Control Delay (s)	0.0	5.3	95.4	15.7
Lane LOS		A	F	C
Approach Delay (s)	0.0	5.3	37.3	
Approach LOS			E	

Intersection Summary				
Average Delay	8.2			
Intersection Capacity Utilization	72.5%	ICU Level of Service		C
Analysis Period (min)	15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	127	511	522	36	25	107
Future Volume (vph)	127	511	522	36	25	107
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			0.991		0.890	
Flt Protected		0.990			0.991	
Satd. Flow (prot)	0	1866	1848	0	1636	0
Flt Permitted		0.990			0.991	
Satd. Flow (perm)	0	1866	1848	0	1636	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		540	929		894	
Travel Time (s)		12.3	21.1		20.3	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	1%	2%	0%	0%	3%
Adj. Flow (vph)	155	623	637	44	30	130
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	778	681	0	160	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)	60			60	60	60
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 81.6%		ICU Level of Service D	
Analysis Period (min) 15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	127	511	522	36	25	107
Future Volume (Veh/h)	127	511	522	36	25	107
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	155	623	637	44	30	130
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	681				1592	659
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	681				1592	659
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	83				70	72
cM capacity (veh/h)	921				99	462

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	778	681	160
Volume Left	155	0	30
Volume Right	0	44	130
cSH	921	1700	274
Volume to Capacity	0.17	0.40	0.58
Queue Length 95th (ft)	15	0	85
Control Delay (s)	4.0	0.0	35.0
Lane LOS	A		E
Approach Delay (s)	4.0	0.0	35.0
Approach LOS			E

Intersection Summary			
Average Delay	5.4		
Intersection Capacity Utilization	81.6%	ICU Level of Service	D
Analysis Period (min)	15		

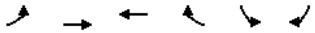
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	557	13	4	527	40	25
Future Volume (vph)	557	13	4	527	40	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		255	0
Storage Lanes		0	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.997					0.850
Flt Protected					0.950	
Satd. Flow (prot)	1876	0	0	1863	1805	1615
Flt Permitted					0.950	
Satd. Flow (perm)	1876	0	0	1863	1805	1615
Link Speed (mph)	30			30	30	
Link Distance (ft)	1438			2267	510	
Travel Time (s)	32.7			51.5	11.6	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	1%	0%	0%	2%	0%	0%
Adj. Flow (vph)	679	16	5	643	49	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	695	0	0	648	49	30
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)		60	60		60	60
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	40.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	557	13	4	527	40	25
Future Volume (Veh/h)	557	13	4	527	40	25
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	679	16	5	643	49	30
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			695		1340	687
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			695		1340	687
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		71	93
cM capacity (veh/h)			910		169	450

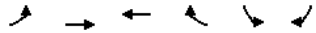
Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	695	648	49	30
Volume Left	0	5	49	0
Volume Right	16	0	0	30
cSH	1700	910	169	450
Volume to Capacity	0.41	0.01	0.29	0.07
Queue Length 95th (ft)	0	0	28	5
Control Delay (s)	0.0	0.1	34.8	13.6
Lane LOS		A	D	B
Approach Delay (s)	0.0	0.1	26.7	
Approach LOS			D	

Intersection Summary				
Average Delay	1.6			
Intersection Capacity Utilization	40.9%	ICU Level of Service		A
Analysis Period (min)	15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	29	507	461	10	4	16
Future Volume (vph)	29	507	461	10	4	16
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			0.997		0.890	
Flt Protected		0.997			0.991	
Satd. Flow (prot)	0	1857	1857	0	1643	0
Flt Permitted		0.997			0.991	
Satd. Flow (perm)	0	1857	1857	0	1643	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		584	626		257	
Travel Time (s)		13.3	14.2		5.8	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	32	557	507	11	4	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	589	518	0	22	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	60.4%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	29	507	461	10	4	16
Future Volume (Veh/h)	29	507	461	10	4	16
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	32	557	507	11	4	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	518				1134	512
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	518				1134	512
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				98	97
cM capacity (veh/h)	1048				217	562

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	589	518	22
Volume Left	32	0	4
Volume Right	0	11	18
cSH	1048	1700	436
Volume to Capacity	0.03	0.30	0.05
Queue Length 95th (ft)	2	0	4
Control Delay (s)	0.8	0.0	13.7
Lane LOS	A		B
Approach Delay (s)	0.8	0.0	13.7
Approach LOS			B

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	60.4%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection: 10: Cayuga Drive/Niagara Rd & Walmore Rd & Niagara Falls Blvd

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB	NE	SW	SW
Directions Served	<L	T	TR>	<L	T	TR>	LTR>	<LT	R>	<LTR>	<LT	R>
Maximum Queue (ft)	199	302	214	274	283	273	114	282	188	251	81	99
Average Queue (ft)	172	186	116	62	187	194	24	162	79	142	31	51
95th Queue (ft)	236	309	173	149	273	272	61	266	161	233	67	100
Link Distance (ft)		1158	1158		1323	1323	860	751		1040	1142	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	175			250					335			100
Storage Blk Time (%)	30	0			2						0	5
Queuing Penalty (veh)	72	1			1						0	3

A7

Level of Service Calculations: Full Development Conditions with Mitigation

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	174	53	228	288	0	9	107	10	0	0	0
Future Volume (vph)	0	174	53	228	288	0	9	107	10	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		70	0		0
Storage Lanes	0		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.965							0.850			
Flt Protected					0.978		0.950					
Satd. Flow (prot)	0	3249	0	0	3388	0	1626	1776	1615	0	0	0
Flt Permitted					0.709		0.950					
Satd. Flow (perm)	0	3249	0	0	2456	0	1626	1776	1615	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		60							41			
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		868			171			486			696	
Travel Time (s)		13.2			2.6			11.0			15.8	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	3%	21%	7%	2%	0%	11%	7%	0%	0%	0%	0%
Adj. Flow (vph)	0	196	60	256	324	0	10	120	11	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	256	0	0	580	0	10	120	11	0	0	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
Number of Detectors		2		2	2		2	2	2			
Detector Template				Left								
Leading Detector (ft)		49		49	49		49	49	49			
Trailing Detector (ft)		-1		-1	-1		-1	-1	-1			
Detector 1 Position(ft)		-1		-1	-1		-1	-1	-1			
Detector 1 Size(ft)		20		20	20		20	20	20			
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)		0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)		0.0		0.0	0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		29		29	29		29	29	29			
Detector 2 Size(ft)		20		20	20		20	20	20			
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0	0.0			
Turn Type		NA		Perm	NA		Perm	NA	Perm			
Protected Phases		2			6			4				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Permitted Phases				6			4		4			
Detector Phase	2			6	6		4	4	4			
Switch Phase												
Minimum Initial (s)	28.7			28.7	28.7		5.9	5.9	5.9			
Minimum Split (s)	60.0			60.0	60.0		12.0	12.0	12.0			
Total Split (s)	66.0			66.0	66.0		34.0	34.0	34.0			
Total Split (%)	66.0%			66.0%	66.0%		34.0%	34.0%	34.0%			
Maximum Green (s)	59.2			59.2	59.2		27.9	27.9	27.9			
Yellow Time (s)	4.3			4.3	4.3		4.3	4.3	4.3			
All-Red Time (s)	2.5			2.5	2.5		1.8	1.8	1.8			
Lost Time Adjust (s)	0.0				0.0		0.0	0.0	0.0			
Total Lost Time (s)	6.8				6.8		6.1	6.1	6.1			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0			3.0	3.0		3.0	3.0	3.0			
Recall Mode	C-Max			C-Max	C-Max		None	None	None			
Act Effct Green (s)	75.0				75.0		12.1	12.1	12.1			
Actuated g/C Ratio	0.75				0.75		0.12	0.12	0.12			
v/c Ratio	0.10				0.31		0.05	0.56	0.05			
Control Delay	3.0				7.3		37.0	50.9	0.4			
Queue Delay	0.0				0.0		0.0	0.0	0.0			
Total Delay	3.0				7.3		37.0	50.9	0.4			
LOS	A				A		D	D	A			
Approach Delay	3.0				7.3			45.9				
Approach LOS	A				A			D				

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 11.8		Intersection LOS: B	
Intersection Capacity Utilization 69.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: I-190 SB On-Ramp & Packard Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	1	182	0	0	438	1	0	0	0	72	22	416
Future Volume (vph)	1	182	0	0	438	1	0	0	0	72	22	416
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt												0.850
Flt Protected											0.963	
Satd. Flow (prot)	0	3439	0	0	3438	0	0	0	0	0	1802	1553
Flt Permitted		0.954									0.963	
Satd. Flow (perm)	0	3281	0	0	3438	0	0	0	0	0	1802	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												501
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		326			342			341			521	
Travel Time (s)		4.9			5.2			7.8			11.8	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	5%	0%	0%	5%	0%	0%	0%	0%	2%	0%	4%
Adj. Flow (vph)	1	219	0	0	528	1	0	0	0	87	27	501
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	220	0	0	529	0	0	0	0	0	114	501
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	2	2			2					2	2	2
Detector Template	Left									Left		
Leading Detector (ft)	49	49			49					49	49	49
Trailing Detector (ft)	-1	-1			-1					-1	-1	-1
Detector 1 Position(ft)	-1	-1			-1					-1	-1	-1
Detector 1 Size(ft)	20	20			20					20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0					0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0					0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0					0.0	0.0	0.0
Detector 2 Position(ft)	29	29			29					29	29	29
Detector 2 Size(ft)	20	20			20					20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0					0.0	0.0	0.0
Turn Type	Perm	NA			NA					Perm	NA	Perm
Protected Phases		1			1						3	
Permitted Phases	1									3		3
Detector Phase	1	1			1					3	3	3
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Minimum Initial (s)	34.6	34.6			34.6					6.0	6.0	6.0
Minimum Split (s)	60.0	60.0			60.0					12.0	12.0	12.0
Total Split (s)	66.0	66.0			66.0					34.0	34.0	34.0
Total Split (%)	66.0%	66.0%			66.0%					34.0%	34.0%	34.0%
Maximum Green (s)	60.6	60.6			60.6					28.8	28.8	28.8
Yellow Time (s)	4.3	4.3			4.3					3.6	3.6	3.6
All-Red Time (s)	1.1	1.1			1.1					1.6	1.6	1.6
Lost Time Adjust (s)		0.0			0.0						0.0	0.0
Total Lost Time (s)		5.4			5.4						5.2	5.2
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0					3.0	3.0	3.0
Recall Mode	C-Max	C-Max			C-Max					None	None	None
Act Effct Green (s)		75.9			75.9						13.5	13.5
Actuated g/C Ratio		0.76			0.76						0.14	0.14
v/c Ratio		0.09			0.20						0.47	0.78
Control Delay		3.3			11.5						44.7	12.6
Queue Delay		0.0			0.3						0.0	0.0
Total Delay		3.3			11.8						44.7	12.6
LOS		A			B						D	B
Approach Delay		3.3			11.8						18.6	
Approach LOS		A			B						B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 95 (95%), Referenced to phase 1:EBWB, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 13.5		Intersection LOS: B	
Intersection Capacity Utilization 63.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: I-190 NB Off-Ramp & Packard Rd

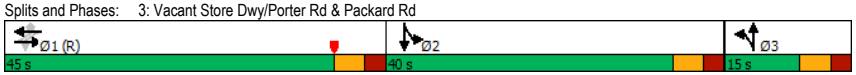


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	511	7	10	418	175	6	3	10	189	3	19
Future Volume (vph)	77	511	7	10	418	175	6	3	10	189	3	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	150		0	0		0	0		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.91	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.998				0.850		0.887			0.972	
Flt Protected		0.994		0.950			0.950			0.950	0.962	
Satd. Flow (prot)	0	4915	0	1805	3438	1553	1805	1685	0	1633	1624	0
Flt Permitted		0.801		0.371			0.950			0.950	0.962	
Satd. Flow (perm)	0	3961	0	705	3438	1553	1805	1685	0	1633	1624	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				208		12			12	
Link Speed (mph)		45			35			30			35	
Link Distance (ft)		342			475			302			290	
Travel Time (s)		5.2			9.3			6.9			5.6	
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	0.84
Heavy Vehicles (%)	3%	5%	0%	0%	5%	4%	0%	0%	0%	5%	0%	0%
Adj. Flow (vph)	92	608	8	12	498	208	7	4	12	225	4	23
Shared Lane Traffic (%)										43%		
Lane Group Flow (vph)	0	708	0	12	498	208	7	16	0	128	124	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	
Detector Template	Left											
Leading Detector (ft)	49	49		49	49	49	49	49		49	49	
Trailing Detector (ft)	-1	-1		-1	-1	-1	-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1		-1	-1	-1	-1	-1		-1	-1	
Detector 1 Size(ft)	20	20		20	20	20	20	20		20	20	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	29	29		29	29	29	29	29		29	29	
Detector 2 Size(ft)	20	20		20	20	20	20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Split	NA		Split	NA	
Protected Phases		1			1		3	3		2	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			1		1						
Detector Phase	1	1		1	1	1	3	3		2	2	
Switch Phase												
Minimum Initial (s)	28.8	28.8		28.8	28.8	28.8	3.8	3.8		15.0	15.0	
Minimum Split (s)	45.0	45.0		45.0	45.0	45.0	10.0	10.0		24.2	24.2	
Total Split (s)	45.0	45.0		45.0	45.0	45.0	15.0	15.0		40.0	40.0	
Total Split (%)	45.0%	45.0%		45.0%	45.0%	45.0%	15.0%	15.0%		40.0%	40.0%	
Maximum Green (s)	38.8	38.8		38.8	38.8	38.8	8.8	8.8		33.8	33.8	
Yellow Time (s)	3.6	3.6		3.6	3.6	3.6	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.6	2.6		2.6	2.6	2.6	2.6	2.6		2.6	2.6	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.2		6.2	6.2	6.2	6.2	6.2		6.2	6.2	
Lead/Lag	Lead	Lead		Lead	Lead	Lead				Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes				Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)		66.6		66.6	66.6	66.6	6.1	6.1		15.8	15.8	
Actuated g/C Ratio		0.67		0.67	0.67	0.67	0.06	0.06		0.16	0.16	
v/c Ratio		0.27		0.03	0.22	0.19	0.06	0.14		0.50	0.47	
Control Delay		7.2		7.0	6.8	4.1	45.0	28.4		45.5	40.5	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		7.2		7.0	6.8	4.1	45.0	28.4		45.5	40.5	
LOS		A		A	A	A	D	C		D	D	
Approach Delay		7.2			6.0			33.4			43.0	
Approach LOS		A			A			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 61 (61%), Referenced to phase 1:EBWB, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 12.4		Intersection LOS: B	
Intersection Capacity Utilization 76.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3: Vacant Store Dwy/Porter Rd & Packard Rd

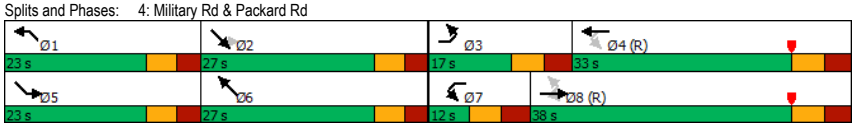


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	96	518	82	93	346	81	140	115	161	88	138	52
Future Volume (vph)	96	518	82	93	346	81	140	115	161	88	138	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	160		0	180		0	170		0	335		0
Storage Lanes	1		1	1		0	1		0	2		0
Taper Length (ft)	70			75			50			250		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	0.95
Frt			0.850		0.972			0.912			0.959	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3282	1524	1703	3160	0	1736	2977	0	3433	3224	0
Flt Permitted	0.310			0.349			0.524			0.950		
Satd. Flow (perm)	535	3282	1524	626	3160	0	957	2977	0	3433	3224	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			185		27			192			49	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		475			510			1089			1785	
Travel Time (s)		9.3			9.9			18.6			30.4	
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 (%)	10%	10%	6%	6%	12%	7%	4%	3%	16%	2%	6%	11%
Adj. Flow (vph)	114	617	98	111	412	96	167	137	192	105	164	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	114	617	98	111	508	0	167	329	0	105	226	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2		2	2	
Detector Template												
Leading Detector (ft)	49	49	49	49	49		49	49		49	49	
Trailing Detector (ft)	-1	-1	-1	-1	-1		-1	-1		-1	-1	
Detector 1 Position(ft)	-1	-1	-1	-1	-1		-1	-1		-1	-1	
Detector 1 Size(ft)	20	20	20	20	20		20	20		20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	29	29	29	29	29		29	29		29	29	
Detector 2 Size(ft)	20	20	20	20	20		20	20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		Prot	NA	
Protected Phases	3	8		7	4		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Permitted Phases	8		8	4			2					
Detector Phase	3	8	8	7	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		6.0	10.0		8.0	10.0	
Minimum Split (s)	10.2	38.2	38.2	10.2	38.2		13.2	37.4		15.2	32.4	
Total Split (s)	17.0	38.0	38.0	12.0	33.0		23.0	27.0		23.0	27.0	
Total Split (%)	17.0%	38.0%	38.0%	12.0%	33.0%		23.0%	27.0%		23.0%	27.0%	
Maximum Green (s)	9.8	30.8	30.8	4.8	25.8		16.6	20.6		16.6	20.6	
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9		3.6	3.6		3.6	3.6	
All-Red Time (s)	3.3	3.3	3.3	3.3	3.3		2.8	2.8		2.8	2.8	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.2	7.2	7.2	7.2	7.2		6.4	6.4		6.4	6.4	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		24.0	24.0		24.0			24.0			19.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	39.7	30.8	30.8	31.5	26.7		41.3	31.1		8.9	25.5	
Actuated g/C Ratio	0.40	0.31	0.31	0.32	0.27		0.41	0.31		0.09	0.26	
v/c Ratio	0.37	0.61	0.16	0.45	0.59		0.34	0.31		0.34	0.26	
Control Delay	23.4	34.2	5.4	18.9	24.3		19.9	12.6		45.7	24.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	23.4	34.2	5.4	18.9	24.3		19.9	12.6		45.7	24.8	
LOS	C	C	A	B	C		B	B		D	C	
Approach Delay		29.3			23.3			15.1			31.4	
Approach LOS		C			C			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 4:WBTL and 8:EBTL, Start of Yellow, Master Intersection			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 24.9		Intersection LOS: C	
Intersection Capacity Utilization 58.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: Military Rd & Packard Rd

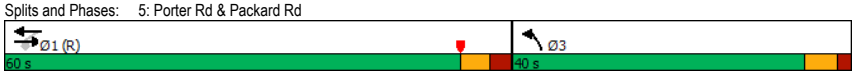


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	545	133	34	298	201	29
Future Volume (vph)	545	133	34	298	201	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		200	0
Storage Lanes		1	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.97	0.95
Frt		0.850			0.981	
Flt Protected				0.995	0.958	
Satd. Flow (prot)	1776	1495	0	3382	3145	0
Flt Permitted				0.865	0.958	
Satd. Flow (perm)	1776	1495	0	2940	3145	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		139			18	
Link Speed (mph)	35			35	40	
Link Distance (ft)	510			1105	538	
Travel Time (s)	9.9			21.5	9.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	7%	8%	17%	5%	8%	25%
Adj. Flow (vph)	568	139	35	310	209	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	568	139	0	345	239	0
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)		60	60		60	60
Number of Detectors	2	2	2	2	2	
Detector Template			Left			
Leading Detector (ft)	49	49	49	49	49	
Trailing Detector (ft)	-1	-1	-1	-1	-1	
Detector 1 Position(ft)	-1	-1	-1	-1	-1	
Detector 1 Size(ft)	20	20	20	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	29	29	29	29	29	
Detector 2 Size(ft)	20	20	20	20	20	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Turn Type	NA	Perm	Perm	NA	Prot	
Protected Phases	1			1	3	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Permitted Phases		1	1			
Detector Phase	1	1	1	1	3	
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	1.0	
Minimum Split (s)	12.3	12.3	12.3	12.3	7.6	
Total Split (s)	60.0	60.0	60.0	60.0	40.0	
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%	
Maximum Green (s)	53.7	53.7	53.7	53.7	34.3	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.9	
All-Red Time (s)	2.7	2.7	2.7	2.7	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	5.7	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	21.0	21.0	21.0	21.0	21.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	
Act Effct Green (s)	75.5	75.5		75.5	12.5	
Actuated g/C Ratio	0.76	0.76		0.76	0.12	
v/c Ratio	0.42	0.12		0.16	0.58	
Control Delay	4.4	0.3		3.9	43.6	
Queue Delay	0.8	0.0		0.0	0.0	
Total Delay	5.2	0.3		3.9	43.6	
LOS	A	A		A	D	
Approach Delay	4.3			3.9	43.6	
Approach LOS	A			A	D	

Intersection Summary		
Area Type:	Other	
Cycle Length: 100		
Actuated Cycle Length: 100		
Offset: 55 (55%), Referenced to phase 1:EBWB, Start of Yellow		
Natural Cycle: 40		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.58		
Intersection Signal Delay: 11.4		Intersection LOS: B
Intersection Capacity Utilization 51.4%		ICU Level of Service A
Analysis Period (min) 15		

Splits and Phases: 5: Porter Rd & Packard Rd



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	97	39	2	6	25	1	0	328	164	15	274	79
Future Volume (vph)	97	39	2	6	25	1	0	328	164	15	274	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275		0	0		0	275		275	275		275
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.995				0.850			0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1687	1853	0	1770	1853	0	1900	1743	1583	1770	1776	1404
Flt Permitted	0.930			0.930						0.538		
Satd. Flow (perm)	1651	1853	0	1732	1853	0	1900	1743	1583	1002	1776	1404
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			1				189			91
Link Speed (mph)		45			30			45			45	
Link Distance (ft)		560			504			505			881	
Travel Time (s)		8.5			11.5			7.7			13.3	
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 (%)	7%	2%	0%	2%	2%	2%	0%	9%	2%	2%	7%	15%
Adj. Flow (vph)	111	45	2	7	29	1	0	377	189	17	315	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	111	47	0	7	30	0	0	377	189	17	315	91
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	60		60	15		60	60		9
Number of Detectors	2	2		2	2		2	2	2	2	2	2
Detector Template												
Leading Detector (ft)	49	49		49	49		49	49	49	49	49	49
Trailing Detector (ft)	-1	-1		-1	-1		-1	-1	-1	-1	-1	-1
Detector 1 Position(ft)	-1	-1		-1	-1		-1	-1	-1	-1	-1	-1
Detector 1 Size(ft)	20	20		20	20		20	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	29	29		29	29		29	29	29	29	29	29
Detector 2 Size(ft)	20	20		20	20		20	20	20	20	20	20
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6			2			4			8	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	6			2			4		4	8		8
Detector Phase	6	6		2	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0		10.0	10.0		22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	20.0	20.0		20.0	20.0		50.0	50.0	50.0	50.0	50.0	50.0
Total Split (%)	28.6%	28.6%		28.6%	28.6%		71.4%	71.4%	71.4%	71.4%	71.4%	71.4%
Maximum Green (s)	15.0	15.0		15.0	15.0		45.0	45.0	45.0	45.0	45.0	45.0
Yellow Time (s)	3.5	3.5		3.5	3.5		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	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
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None	None	None	None	None
Act Effct Green (s)	9.6	9.6		9.1	9.1			15.5	15.5	15.4	15.4	15.4
Actuated g/C Ratio	0.37	0.37		0.35	0.35			0.59	0.59	0.59	0.59	0.59
v/c Ratio	0.18	0.07		0.01	0.05			0.36	0.19	0.03	0.30	0.11
Control Delay	10.6	9.8		10.0	10.0			7.1	1.9	5.9	6.6	2.3
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	0.0
Total Delay	10.6	9.8		10.0	10.0			7.1	1.9	5.9	6.6	2.3
LOS	B	A		A	A			A	A	A	A	A
Approach Delay		10.4			10.0			5.4			5.6	
Approach LOS		B			A			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 26.1			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.36			
Intersection Signal Delay: 6.3		Intersection LOS: A	
Intersection Capacity Utilization 37.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 6: Packard Rd & Proposed Driveway #1 & Lockport Rd

