

August 23, 2022

Mr. James Gillespie
 Stewart's Shops Corp.
 P.O. Box 435
 Saratoga Springs, NY 12866

**RE: Traffic Assessment, Stewart's Shop, 2634 Genesee Street, City of Utica, Oneida County, New York;
 CM Project No. 122-176**

Dear Mr. Gillespie:

Creighton Manning Engineering, LLP has completed a traffic assessment for the proposed construction of a *Stewart's Shop* located in the northwest quadrant of the signalized Genesee Street/Woodlawn Avenue intersection in the City of Utica. This evaluation is based on information provided in the "Proposed Site Plan," prepared by *Stewart's Shops* last revised May 23, 2022 included under Attachment A.

1.0 Project Description

The proposed project includes construction of a 3,975 square foot (SF) *Stewart's Shop* convenience market with six fueling positions (three gas pumps) at the northwest corner of the Genesee Street/Woodlawn Avenue intersection. The project site will combine two parcels and replace *Raspberries Café* (now closed) and a single-family home. Access to the café is currently provided via one curb cut on Genesee Street while access to the single-family house is provided via one driveway on Woodlawn Avenue. Access to the proposed convenience market will be provided via one full access driveway on Genesee Street located approximately 105-feet west of Woodlawn Avenue and via one full access driveway on Woodlawn Avenue located approximately 35-feet north of Genesee Street. Both driveways will be located on the property boundary in order to maximize the distance to the adjacent traffic signal. The proposed project is expected to be completed in 2023 and the location is shown on Figure 1.



Figure 1 – Project Area

2.0 Existing Conditions

Roadways Serving the Site

Genesee Street is a four-lane roadway adjacent to the site that provides east-west travel through the City of Utica from NY Route 5 to the I-90 interchange and is classified as an urban principal arterial other. Sidewalks are provided on both sides of the road adjacent to the site and the posted speed limit is 30-mph. The latest available traffic volume data published by the New York State Department of Transportation (NYSDOT) shows that the annual average daily traffic (AADT) on Genesee Street is approximately 10,455 vehicles per day (vpd) near the site. Land uses along Genesee Street generally include commercial and residential uses.

Woodlawn Avenue is a two-lane roadway that provides north-south travel from Sunset Avenue to a dead-end south of Genesee Street and is classified as an urban local road. Sidewalks are provided on both sides of Woodlawn Avenue north of Genesee Street and on the west side of the roadway south of Genesee Street. The speed limit is 30-mph and land uses along Woodlawn Avenue generally include residential uses and the *Canton-Potsdam Hospital*.

Study Intersections

The Genesee Street/Woodlawn Avenue intersection is a four-leg intersection operating under pre-timed traffic signal. The eastbound and westbound Genesee Street approaches provide two through lanes with shared left and right turn movements. The northbound and southbound Woodlawn Avenue approaches provide a single lane for shared travel movements. Marked crosswalks are provided for the north, south, and west legs of the intersection.

Data Collection

Turning movement counts were conducted at the study area intersection on Wednesday, July 13, 2022 during the morning peak period (7:00 to 9:00 a.m.) and during the afternoon peak period (4:00 to 6:00 p.m.). The observed peak hours occurred from 8:00 to 9:00 a.m. and 4:00 to 5:00 p.m. The raw turning movement count data is included under Attachment B.

In addition, automatic traffic recorders (ATRs) were installed on French Road near an existing NYSDOT count and on Genesee Street near the project driveways from Tuesday, July 12, 2022 to Thursday, July 21, 2022 to collect volume data. The ATR data is also included under Attachment B.

A comparison to traffic count data collected on French Road by NYSDOT in the *Traffic Data Viewer* in July 2017 indicates that the recent traffic data collected in July 2022 was higher during the AM and PM peak hours; therefore, a factor was not applied to account for altered traffic conditions associated with impacts related to travel and employment patterns resulting from the COVID-19 pandemic. The 2022 traffic volumes at the study area intersection during the weekday morning and afternoon peak hours are shown on Figure 2-1.

Crash Analysis

A crash analysis was performed in accordance with NYS Highway Design Manual Chapter 5. Crash data was requested from NYSDOT to quantify the number of crashes and identify any crash patterns or concentrations at the study area intersection. Safety Information Management System (SIMS) and Accident Location Information System (ALIS) data was provided by NYSDOT at the Genesee Street/Woodlawn Avenue intersection and on Genesee Street adjacent to the site for a three-year period (prior to the Covid pandemic) from January 1, 2017 through December 31, 2019. Table 1 summarizes the predominant crash types for the intersection and roadway segment.

Table 1 – Crash Type and Severity

Intersection and Segments	Collision Severity				Collision Type				
	Non-Reportable	Property Damage	Injury	Fatality	Sideswipe/ Overtaking	Rear-End	Right-Angle	Pedestrian	Total
Genesee Street/Woodlawn Avenue	3	1	1	0	0	4	1	0	5
Project Frontage on Genesee Street	1	0	0	0	1	0	0	0	1
Total	4	1	1	0	1	4	1	0	6

There were five total crashes at the Genesee Street/Woodlawn Avenue intersection and one crash on the segment of Genesee Street adjacent to the site. Of these crashes, the majority (approximately 83%) involved property damage or were non-reportable accidents which are collisions that result in damage less than \$1,000. Only one crash resulted in personal injury and there were no fatal crashes or collisions with pedestrians or bicyclists.

- Genesee Street (Along Project Frontage) – The only segment crash on Genesee Street occurred when a vehicle turned left from the Speedway driveway and merged into the adjacent lane of traffic striking a vehicle traveling southbound. This non-reportable crash was the result of an unsafe lane change.
- Genesee Street/Woodlawn Avenue Intersection – Three of the four rear-end collisions resulted in a non-reportable collision while the remaining crash resulted in an injury. Three of the rear-end collisions involved vehicles traveling northbound while the remaining rear-end collision involved vehicles traveling southbound and were mainly attributed to following too closely and driver inattention. There was one right-angle collision that occurred when a motorist made a westbound left-turn from Woodlawn Avenue and struck a northbound vehicle on Genesee Street that was waiting at the traffic signal. This property damage crash was the result of an improper turn.

The crashes reported near the proposed development were generally associated with driver error and not attributed to geometric conditions in the area. An accident summary (TE-213 equivalent) at the study area intersection and segment along the site frontage is included under Attachment C.

3.0 Traffic Assessment

Trip Generation

Trip generation determines the quantity of traffic expected to travel to/from a given site. The Institute of Transportation Engineers (ITE) *Trip Generation*, 11th edition, is the industry standard used for estimating trip generation for proposed land use based on data collected at similar uses. The trip generation of the proposed *Stewart's Shop* was estimated using land use code (LUC) 945 for a Convenience Store/Gas Station.

It can be expected that some trips to the gas station/convenience market originate from traffic that is already passing the site on Genesee Street and Woodlawn Avenue. Pass-by trips are vehicles that will stop at the site before continuing on to their primary destination. For example, a driver traveling westbound on Genesee Street leaving work may stop at the convenience store and then continue westbound towards home. This type of trip is considered a pass-by trip. Based on a review of data published by ITE, a pass-by trip percentage (60% to 65%) was applied to trips generated by the site as shown on Table 2.

Table 2 – Trip Generation Summary

Land Use	Size (SF)	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Proposed Stewart's Shop	3,975	81	81	162	96	97	193
Pass By Trips (60% AM Peak/65% PM peak)		-49	-49	-98	-63	-63	-126
Proposed Primary Trips		32	32	64	33	34	67

Accounting for pass-by trips, the proposed development will generate a total of 64 new vehicle trips during the AM peak hour and 67 new vehicle trips during the PM peak hour. The total number of trips expected at the Site Driveways is the sum of the new trips and the pass-by trips. The magnitude of the new vehicle trips generated at the site is less than the NYSDOT and ITE threshold of 100 site generated vehicles on any one intersection approach for needing off-site intersection analysis. This guidance was developed as a tool to identify locations where the magnitude of traffic generated has the potential to impact operations at off site intersections and screen out locations from requiring detailed analysis that do not reach the 100 vehicle threshold indicating that additional detailed intersection analysis is not needed and that the site generated traffic will be accommodated by the existing roadway network.

Future Traffic Volumes

To evaluate the impact of the proposed development, traffic projections were prepared for the expected year of completion, 2023. Historical traffic volume data found in the latest version of the *Traffic Data Report* published by NYSDOT indicates that traffic volumes on Genesee Street in the vicinity of the site and on French Road has decreased by approximately two to six percent per year. In order to provide a conservative assessment, a general background growth rate of $\frac{1}{4}$ percent per year was applied for one year. Additionally, the City of Utica Planning and Economic Development Department indicated that there is no other known approved developments in the area that will contribute to future background traffic volumes. The general background growth results in the 2023 No-Build traffic volumes (shown on Figure 2-2) which represents the expected traffic volumes in 2023 without the development.

It is noted that the traffic observed entering and exiting the parking lot associated with *Raspberries Café* (now closed) were removed from the Build 2023 volumes at the Genesee Street/Woodlawn Avenue intersection in order to represent traffic conditions after re-development of the area.

Trips associated with the proposed project were distributed at the study intersection and site driveways based on existing and anticipated travel patterns for patrons of the proposed *Stewart's Shop*. The primary trip distribution patterns are shown on Figure 3-1 while the pass-by trip distribution patterns are shown on Figure 3-2. Primary and Pass-by trips were assigned to the study area and site driveway intersections as shown on Figure 4-1 and Figure 4-2. The 2023 Build traffic volumes represent future traffic volumes after construction and occupancy of the site and are illustrated on Figure 5.

Traffic Operations

Intersection Level of Service (LOS) and capacity analysis relate traffic volumes to the physical characteristics of an intersection. Intersection evaluations were made using Synchro Software, which automates the procedures contained in the *Highway Capacity Manual*. Table 3 summarizes the results of the level of service calculations for the proposed project. The detailed levels of service analyses are included under Attachment D.

Table 3 – Level of Service Summary

Intersection	Control	AM Peak Hour			PM Peak Hour		
		2022 Existing	2023 No-Build	2023 Build	2022 Existing	2023 No-Build	2023 Build
Genesee Street/Woodlawn Avenue	S	A (9.1)	A (9.2)	A (9.2)	A (9.1)	A (9.1)	A (9.2)
		A (8.7)	A (8.7)	A (8.7)	A (9.2)	A (9.2)	A (9.3)
		B (13.8)	B (13.8)	B (13.8)	B (13.8)	B (13.8)	B (13.8)
		B (14.1)	B (14.1)	B (14.1)	B (14.3)	B (14.3)	B (14.3)
		Overall	A (9.5)	A (9.5)	A (9.6)	A (9.7)	A (9.7)
Genesee Street/Site Driveway	U	--	--	A (8.2)	--	--	A (8.6)
		--	--	B (13.8)	--	--	C (15.2)
		Woodlawn Avenue NB	L	--	--	--	A (7.3)
Woodlawn Avenue/Site Driveway	U	--	--	A (7.3)	--	--	A (8.9)
		Site Driveway EB	LR	--	--	--	

S, U = Signalized or Unsignalized intersection

EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches

L, T, R = Left-turn, Through, and/or Right-turn movements

X (Y.Y) = Level of service (Average delay in seconds per vehicle)

-- = Not Applicable

The following observations are noted regarding the capacity evaluations:

- Genesee Street/Woodlawn Avenue – The evaluation indicates that during Existing/No-Build conditions, this intersection will operate at an overall LOS A during the AM and PM peak hours with all movements operating at LOS B or better. After development of the proposed project, this intersection will continue to operate at similar levels of service during both peak hours with an increase in delay less than one second to any movement. No mitigation is recommended at this intersection.
- Genesee Street/Site Driveway – The level of service analysis indicates that after development of the *Stewart's Shop*, the southbound Site Driveway approach will operate at LOS B during the AM peak hour and LOS C during the PM peak hour. A review of the southbound Site Driveway volume to capacity (v/c) ratio indicates that adequate capacity will be provided. This conclusion is further validated with review of the 95th percentile queue of one vehicle on the southbound approach during both peak hours illustrating that long vehicle queues will not be experienced by vehicles exiting the Site Driveway. In addition, the eastbound left turn movement on Genesee Street will operate at LOS A during both peak hours after development of the project. It is recommended that the southbound Site Driveway approach operate unsignalized and that a single lane entering and exiting be provided.
- Woodlawn Avenue/Site Driveway – The level of service analysis indicates that after development of the *Stewart's Shop*, the eastbound Site Driveway approach and the northbound left-turn movement from Woodlawn Avenue will operate at LOS A during both peak hours. It is recommended that the eastbound Site Driveway approach operate unsignalized and that a single lane entering and exiting be provided.

A review of the existing conditions SimTraffic simulation indicates that the analysis is consistent with field observations and confirms that adequate access will be provided after re-development of the site. A field review of the unsignalized Site Driveway approaches indicates that more than adequate intersection and stopping sight distance is provided at these curb-cuts considering that access had already been provided to these parcels. It is recommended that any site signing be placed a minimum of fifteen feet back from the travel way and that the landscaping plan consider sight lines in order to maintain visibility at the site access locations.

Queuing Evaluation

A queuing evaluation was conducted on Genesee Street and Woodlawn Avenue adjacent to the proposed *Stewart's Shop* to determine if queuing associated with the traffic signal located at the Genesee Street/Woodlawn Avenue intersection will impact the unsignalized Site Driveway intersections. The Site Driveway on Genesee Street will be located approximately 105-feet west of the stop line while the Site Driveway on Woodlawn Avenue will be located approximately 35-feet north of the stop line. It is noted that the eastbound Genesee Street and southbound Woodlawn Avenue approaches can accommodate approximately four vehicles and one vehicle, respectively, in queue before operations of the Site Driveways will be impacted. Table 4 summarizes the queues on the eastbound Genesee Street and southbound Woodlawn Avenue approaches.

Table 4 – Queuing Summary (in feet)

Intersection	Available Storage	AM Peak Hour						PM Peak Hour					
		Existing		No-Build		Build		Existing		No-Build		Build	
		50 th	95 th										
Genesee Street/Woodlawn Avenue													
Genesee Street EB	105	42	55	42	55	44	58	43	67	43	67	45	69
Woodlawn Avenue SB	35	1	17	1	17	2	18	1	24	1	24	2	24

EB, SB = Eastbound and Southbound intersection approaches

L, T, R = Left-turn, Through, and/or Right-turn movements

Build Conditions – The Synchro model indicates that the eastbound Genesee Street approach will experience average vehicle queues of approximately two vehicles (50-feet) during the AM and PM peak hours while the 95th percentile queue is approximately three vehicles (75-feet) during the AM and PM peak hours. In addition, the model indicates that the southbound Woodlawn Avenue approach will experience average and 95th percentile vehicle queues of approximately one vehicle (25-feet) during the AM and PM peak hours. This indicates that average and 95th percentile queues on the eastbound Genesee Street approach and on the southbound Woodlawn Avenue approach will not typically block the Site Driveway intersections during both peak hours. A review of Table 4 indicates that development of the proposed project will increase queuing on these approaches less than five feet during both peak hours when compared to No-Build conditions. A review of the SimTraffic simulation indicates that adequate traffic operations will be provided at the Site Driveway intersections.

4.0 Conclusions

The proposed project includes construction of a 3,975 SF *Stewart's Shop* convenience market with six fueling positions (three gas pumps) at the northwest corner of the Genesee Street/Woodlawn Avenue intersection. The project site will combine two parcels and replace *Raspberries Café* and a single-family home. Access to the café is currently provided via one curb cut on Genesee Street while access to the single-family house is provided via one driveway on Woodlawn Avenue. Access to the proposed convenience market will be provided via one full access driveway on Genesee Street located approximately 105-feet west of Woodlawn Avenue and via one full access driveway on Woodlawn Avenue located approximately 35-feet north of Genesee Street. Both driveways will be located on the property boundary in order to maximize the distance to the adjacent traffic signal. The proposed project is expected to be completed in 2023. The following conclusions are noted:

- The proposed project is expected to generate 64 new primary vehicle trips during the AM peak hour and 67 new primary vehicle trips during the PM peak hour.
- The Genesee Street/Woodlawn Avenue intersection will continue to operate at an overall LOS A during both peak hours with minor increases in average vehicle delay after development of the site.

- The Site Driveway intersections on Genesee Street and Woodlawn Avenue will provide good levels of service after development of the *Stewart's Shop*.
- An AM and PM peak hour queuing assessment on Genesee Street and Woodlawn Avenue indicates that development of the proposed project will increase queuing on the eastbound and southbound approaches by less than five feet during both peak hours when compared to No-Build conditions. Average and 95th percentile queues on these approaches will not block the Site Driveway intersections during either peak hour.
- A field review of the unsignalized Site Driveway approaches indicates that more than adequate intersection and stopping sight distance is provided at these curb-cuts considering that access had already been provided to these parcels. It is recommended that any site signing be placed a minimum of fifteen feet back from the travel way and that the landscaping plan consider sight lines in order to maintain visibility at the site access locations.

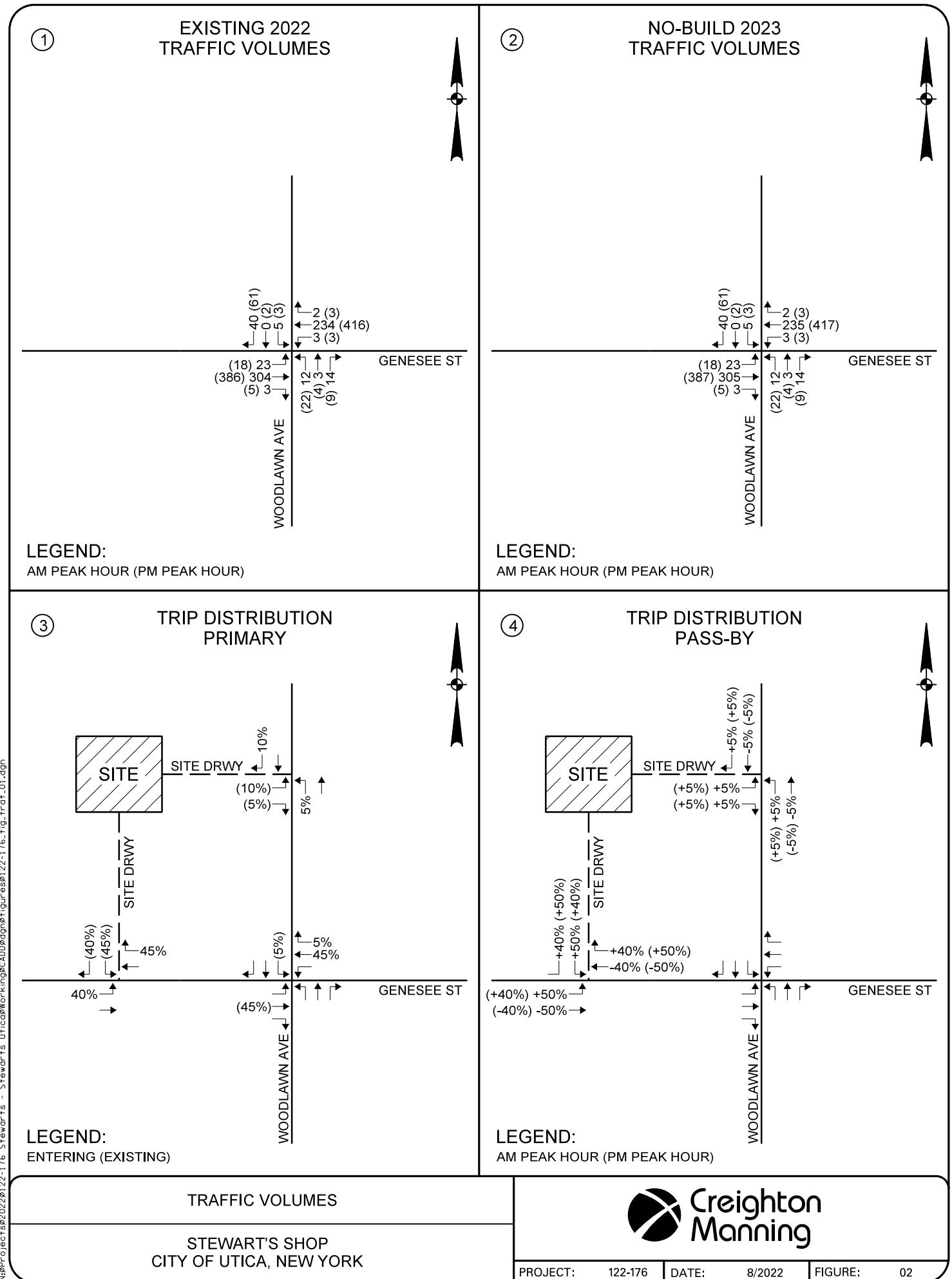
Based on the completed traffic evaluation, adequate access and traffic operations will be provided after development of the *Stewart's Shop*.

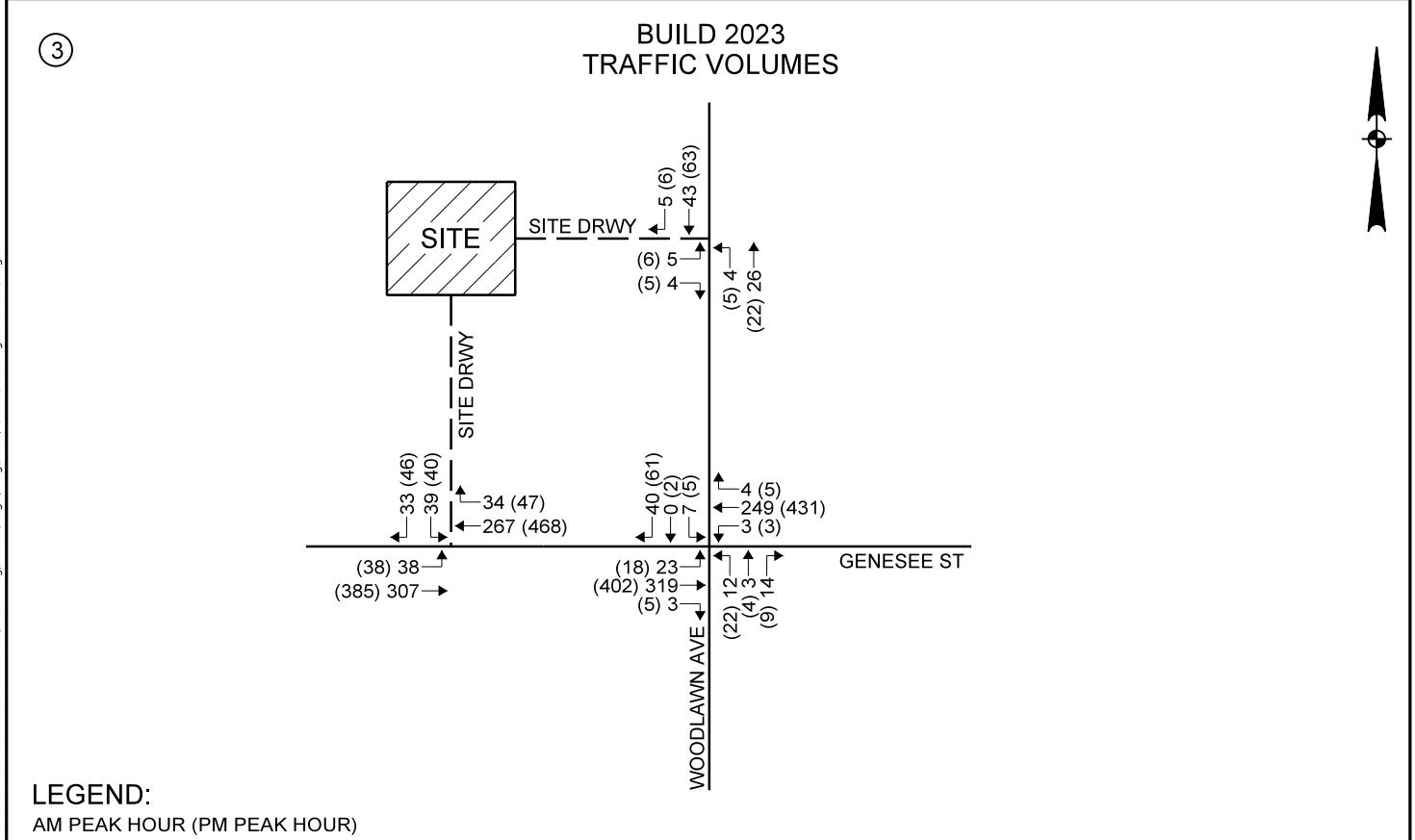
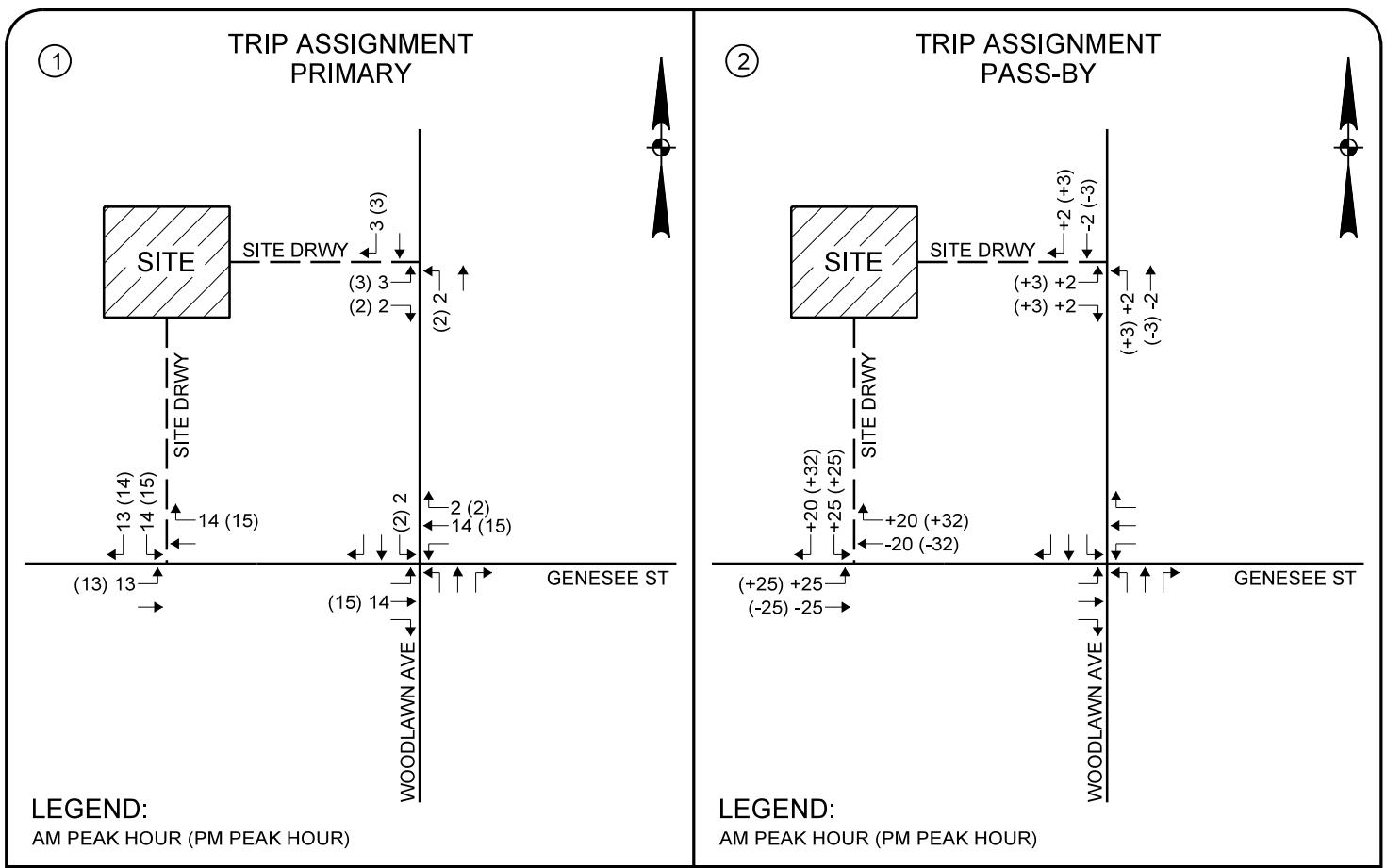
Please call our office if you have any questions or comments regarding the above analysis.

Respectfully submitted,
Creighton Manning Engineering, LLP

Mark D. Nadolny
Associate

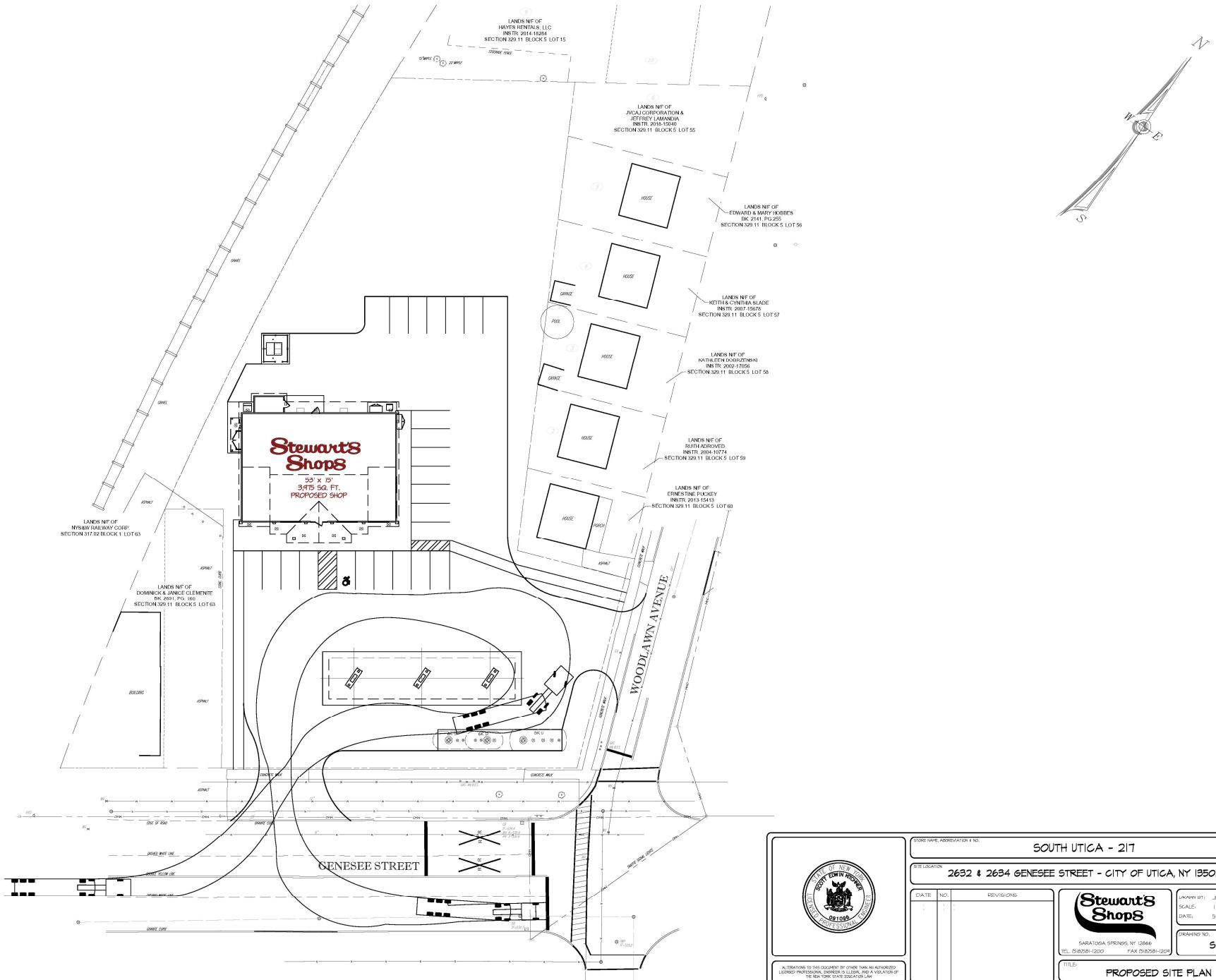
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Attachment A Concept Plan

Stewart's Shop
City of Utica, New York



Attachment B
Traffic Volume Data

Stewart's Shop
City of Utica, New York



TSTData.com

Project : VBH Malta NY
 Site : Site 4
 Location : 42.948550, -73.790036

Survey Date : 2021-04-28, Wednesday

Project	C Manning
Project Code	11075
Site Name	Genesee St & Woodlawn Av
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Survey Date	2022/07/13, Wednesday
Location	Genesee St & Woodlawn Av
Latitude and Longitude	43.077565, -75.279372

	Start	End	PHF
AM Peak	2022/07/13 08:00:00	2022/07/13 09:00:00	0.78
PM Peak	2022/07/13 16:00:00	2022/07/13 17:00:00	0.95

Turning Movement Data

Leg	Woodlawn Ave						Genesee St						Woodlawn Ave						Genesee St								
	Southbound			Westbound			Northbound			Eastbound			Southbound			Westbound			Northbound			Eastbound					
Direction	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total					
Start Time																											
7:00:00 AM	5	0	0	0	5	1	0	1	49	1	0	51	0	0	2	0	2	0	4	0	0	1	31	1	0		
7:15:00 AM	6	1	0	0	7	0	2	1	42	0	0	43	0	0	2	1	1	0	4	0	1	0	53	4	0		
7:30:00 AM	8	0	0	0	8	3	0	0	46	1	0	47	0	0	2	0	2	0	4	2	0	1	62	4	0		
7:45:00 AM	9	0	2	0	11	1	0	1	57	1	0	59	0	0	2	3	2	0	7	1	2	1	76	5	0		
Hourly Total	28	1	2	0	31	5	2	3	194	3	0	200	0	0	8	4	7	0	19	3	3	3	222	14	0		
8:00:00 AM	13	0	1	0	14	0	0	0	36	0	0	36	0	0	2	0	2	0	4	0	0	1	67	6	0		
8:15:00 AM	7	0	2	0	9	1	0	0	64	1	0	65	1	0	5	1	3	0	9	4	2	1	69	8	0		
8:30:00 AM	8	0	1	0	9	1	1	0	51	2	0	53	0	0	3	1	5	0	9	8	4	1	72	5	0		
8:45:00 AM	12	0	1	0	13	0	1	2	83	0	0	85	0	0	4	1	2	0	7	2	5	0	96	4	0		
Hourly Total	40	0	5	0	45	2	2	2	234	3	0	239	1	0	14	3	12	0	29	14	11	3	304	23	0		
4:00:00 PM	19	0	1	0	20	0	2	1	105	1	0	107	0	0	2	0	5	0	7	0	0	0	103	8	0		
4:15:00 PM	16	1	0	0	17	1	0	1	100	1	0	102	0	0	5	0	6	0	11	0	1	4	92	2	0		
4:30:00 PM	14	1	0	0	15	0	1	0	113	0	0	113	0	0	1	2	7	0	10	2	0	1	95	4	0		
4:45:00 PM	12	0	2	0	14	3	1	1	98	1	0	100	0	0	1	2	4	0	7	0	1	0	96	4	0		
Hourly Total	61	2	3	0	66	4	4	3	416	3	0	422	0	0	8	4	22	0	35	2	2	5	386	18	0		
5:00:00 PM	12	0	1	0	13	0	4	2	101	1	0	104	0	0	5	0	3	0	8	1	3	0	70	6	0		
5:15:00 PM	16	0	0	0	16	0	4	3	84	0	0	87	0	0	2	1	3	0	6	0	0	0	71	3	0		
5:30:00 PM	12	0	0	0	12	0	0	0	68	0	0	68	0	0	0	0	0	0	0	1	1	0	72	9	0		
5:45:00 PM	11	2	0	0	13	3	0	0	77	0	0	77	0	0	0	0	0	0	0	1	0	1	70	7	0		
Hourly Total	51	2	1	0	54	3	8	5	330	1	0	336	0	0	7	1	6	0	14	3	4	1	283	27	0		
Grand Total	180	5	11	0	196	14	16	13	1174	10	0	1197	1	0	38	12	47	0	97	22	20	12	1195	82	0		
% Approach	91.8%	2.6%	5.6%	0.0%	0.0%	0.0%	0.0%	1.1%	98.1%	0.8%	0.0%	0.0%	0.0%	0.0%	39.2%	12.4%	48.5%	0.0%	0.0%	0.0%	0.0%	0.9%	92.7%	6.4%	0.0%		
% Total	6.5%	0.2%	0.4%	0.0%	7.1%	0.0%	0.0%	0.5%	42.2%	0.4%	0.0%	43.1%	0.0%	0.0%	1.4%	0.4%	1.7%	0.0%	3.5%	0.0%	0.0%	0.4%	43.0%	3.0%	0.0%		
Lights	175	3	11	0	189	0	0	13	1133	10	0	1156	0	0	38	12	47	0	97	0	0	12	1164	81	0		
% Lights	97.2%	60.0%	100.0%	0.0%	96.4%	0.0%	0.0%	100.0%	96.5%	100.0%	0.0%	96.6%	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	97.4%	98.8%	0.0%		
Trucks	3	0	0	0	3	0	0	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	13	0	0		
% Trucks	1.7%	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%		
Buses	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	11	0	0		
% Buses	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%		
Pedestrians	0	0	0	0	0	14	12	0	0	0	0	0	1	0	0	0	0	0	22	19	0	0	0	0	0	2	
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	75.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	95.0%	0.0%	0.0%	0.0%	0.0%	66.7%	0.0%	
Bicycles on Crosswalk	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	100.0%	33.3%	0.0%

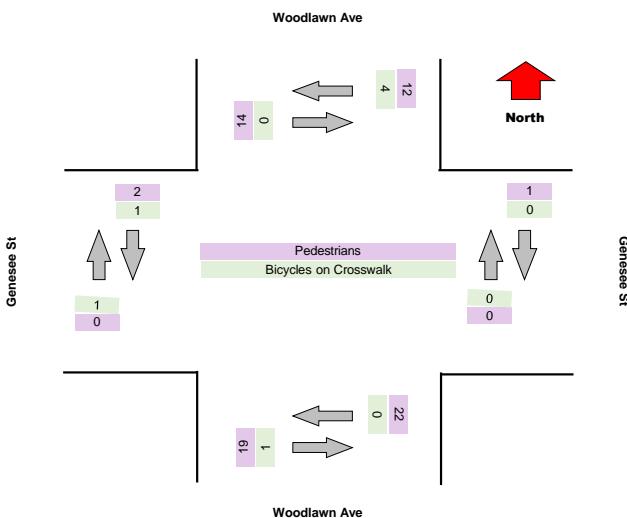
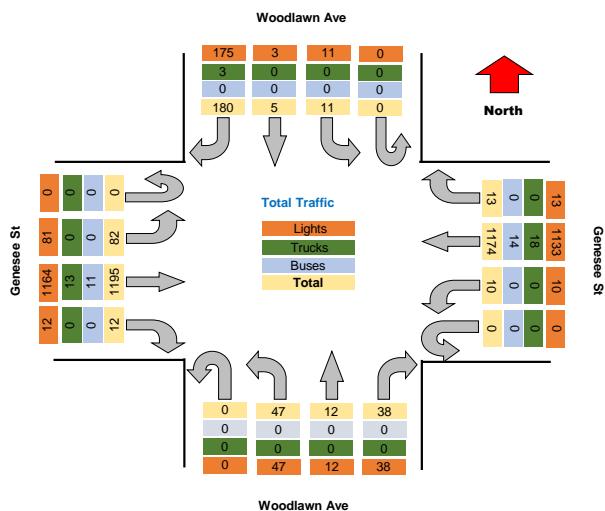


TSTData.com

Project : VBH Malta NY
Site : Site 4
Location : 42.948550, -73.790036

Survey Date : 2021-04-28, Wednesday

Turning Movement Data Plot



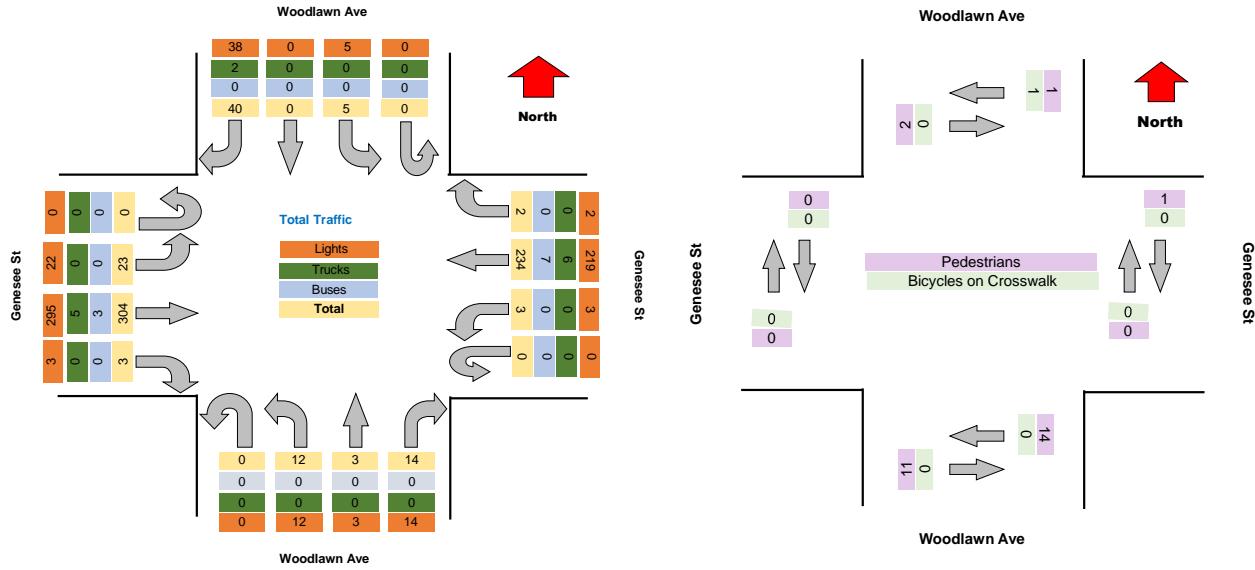
Project : VBH Malta NY
Site : Site 4
Location : 42.948550, -73.790036

Survey Date : 2021-04-28, Wednesday

Turning Movement Peak Hour Data (AM)

8:00:00 AM

Leg	Woodlawn Ave								Genesee St								Woodlawn Ave								Genesee St								
	Southbound				Westbound				Northbound				Eastbound				Southbound				Westbound				Northbound				Eastbound				
Direction	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total				
Start Time																																	
8:00:00 AM	13	0	1	0	14	0	0	0	36	0	0	36	0	0	2	0	2	0	4	0	0	1	67	6	0	74	0	0	128				
8:15:00 AM	7	0	2	0	9	1	0	0	64	1	0	65	1	0	5	1	3	0	9	4	2	1	69	8	0	78	0	0	161				
8:30:00 AM	8	0	1	0	9	1	1	0	51	2	0	53	0	0	3	1	5	0	9	8	4	1	72	5	0	78	0	0	149				
8:45:00 AM	12	0	1	0	13	0	1	2	83	0	0	85	0	0	4	1	2	0	7	2	5	0	96	4	0	100	0	0	205				
Grand Total	40	0	5	0	45	2	2	2	234	3	0	239	1	0	14	3	12	0	29	14	11	3	304	23	0	330	0	0	643				
% Approach	88.9%	0.0%	11.1%	0.0%	0.0%	0.0%	0.0%	0.8%	97.9%	1.3%	0.0%	0.0%	0.0%	0.0%	48.3%	10.3%	41.4%	0.0%	0.0%	0.0%	0.0%	0.9%	92.1%	7.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
% Total PHF	6.2%	0.0%	0.8%	0.0%	7.0%	0.0%	0.0%	0.3%	36.4%	0.5%	0.0%	37.2%	0.0%	0.0%	2.2%	0.5%	1.9%	0.0%	4.5%	0.0%	0.0%	0.5%	47.3%	3.6%	0.0%	51.3%	0.0%	0.0%	0.0%				
Lights % Lights	38	0	5	0	43	0	0	2	219	3	0	224	0	0	14	3	12	0	29	0	0	3	295	22	0	320	0	0	616				
Trucks % Trucks	2	0	0	0	2	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	13				
Buses % Buses	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	10				
Pedestrians % Pedestrians	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	14	11	0	0	0	0	0	0	0	0	16				
Bicycles on Crosswalk % Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				



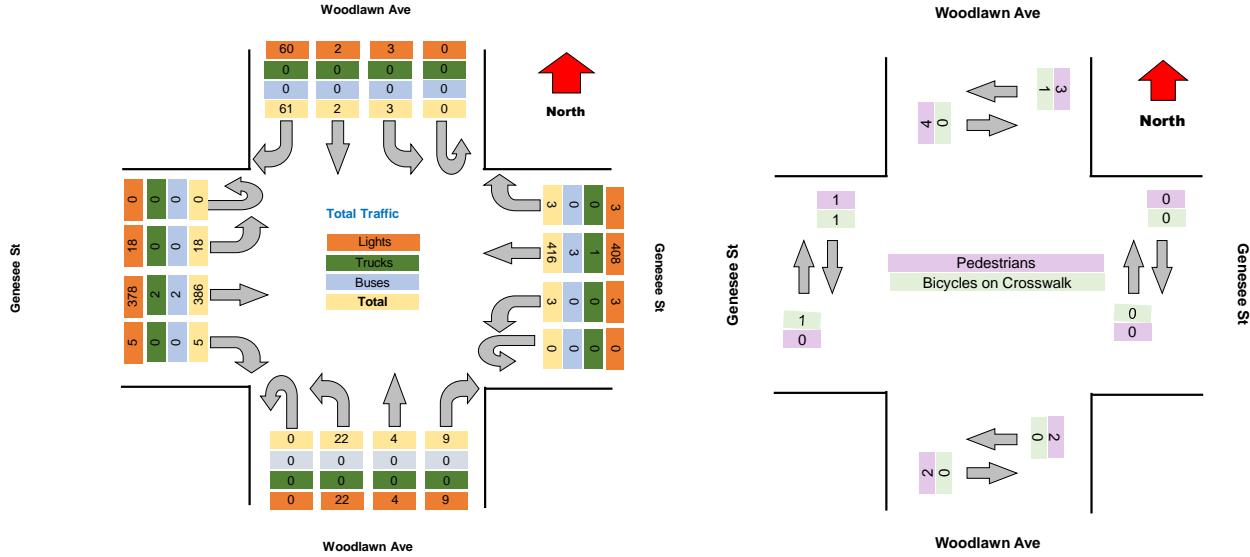
Project : VBH Malta NY
Site : Site 4
Location : 42.948550, -73.790036

Survey Date : 2021-04-28, Wednesday

Turning Movement Peak Hour Data (PM)

4:00:00 PM

Leg	Woodlawn Ave								Genesee St								Woodlawn Ave								Genesee St								
	Southbound				Westbound				Northbound				Eastbound				Southbound				Westbound				Northbound				Eastbound				
Direction	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total				
Start Time																																	
4:00:00 PM	19	0	1	0	20	0	2	1	105	1	0	107	0	0	2	0	5	0	7	0	0	0	0	103	8	0	111	0	1	245			
4:15:00 PM	16	1	0	0	17	1	0	1	100	1	0	102	0	0	5	0	6	0	11	0	1	4	92	2	0	98	0	0	228				
4:30:00 PM	14	1	0	0	15	0	1	0	113	0	0	113	0	0	1	2	7	0	10	2	0	1	95	4	0	100	0	0	238				
4:45:00 PM	12	0	2	0	14	3	1	1	98	1	0	100	0	0	1	2	4	0	7	0	1	0	96	4	0	100	1	1	221				
Grand Total	61	2	3	0	66	4	4	3	416	3	0	422	0	0	9	4	22	0	35	2	2	5	386	18	0	409	1	2	932				
% Approach	92.4%	3.0%	4.5%	0.0%	0.0%	0.0%	0.0%	0.7%	98.6%	0.7%	0.0%	0.0%	0.0%	0.0%	25.7%	11.4%	62.9%	0.0%	0.0%	0.0%	0.0%	1.2%	94.4%	4.4%	0.0%	0.0%	0.0%	0.0%	0.0%				
% Total PHF	6.5%	0.2%	0.3%	0.0%	7.1%	0.0%	0.0%	0.3%	44.6%	0.3%	0.0%	45.3%	0.0%	0.0%	1.0%	0.4%	2.4%	0.0%	3.8%	0.0%	0.0%	0.5%	41.4%	1.9%	0.0%	43.9%	0.0%	0.0%	0.0%				
Lights % Lights	60	2	3	0	65	0	0	3	408	3	0	414	0	0	9	4	22	0	35	0	0	5	378	18	0	401	0	0	915				
Trucks % Trucks	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	3				
Buses % Buses	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	5				
Pedestrians % Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Bicycles on Crosswalk % Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				



Tri-State Traffic Data Inc.

Location: Utica, New York
 Road Name: Genesee St_EB
 Segment: 120' W of Woodlawn Ave
 Date: 07/12/2022

184 Baker Rd
 Coatesville PA 19320
Serving Transportation Professionals since 1995

GPS: 43.077326, -75.279663

Start Time	Mon 11-Jul-22	Tue 12-Jul-22	Wed 13-Jul-22	Thu 14-Jul-22	Fri 15-Jul-22	Average Day	Sat 16-Jul-22	Sun 17-Jul-22	Week Average			
12:00 AM	*	*	24	31	39	31	45	51	38			
01:00	*	*	15	15	15	15	27	20	18			
02:00	*	*	17	10	8	12	20	21	15			
03:00	*	*	7	6	10	8	9	16	10			
04:00	*	*	18	16	15	16	7	9	13			
05:00	*	*	31	34	34	33	18	13	26			
06:00	*	*	135	128	114	126	54	39	94			
07:00	*	*	220	210	204	211	94	72	160			
08:00	*	*	311	265	272	283	110	131	218			
09:00	*	*	263	302	277	281	182	129	231			
10:00	*	*	297	304	301	301	212	215	266			
11:00	*	*	297	314	308	306	244	200	273			
12:00 PM	*	333	335	327	384	345	223	216	303			
01:00	*	313	308	346	337	326	236	191	288			
02:00	*	295	307	360	348	328	231	210	292			
03:00	*	317	346	384	341	347	307	199	316			
04:00	*	313	346	332	368	340	225	208	299			
05:00	*	308	284	338	306	309	232	206	279			
06:00	*	251	296	289	271	277	227	206	257			
07:00	*	229	226	199	218	218	208	211	215			
08:00	*	187	187	212	205	198	169	167	188			
09:00	*	127	125	138	176	142	149	117	139			
10:00	*	83	88	93	113	94	107	60	91			
11:00	*	48	61	57	62	57	67	29	54			
Day Total	0	2804	4544	4710	4726	4604	3403	2936	4083			
% Avg. WkDay	0.0%	60.9%	98.7%	102.3%	102.6%							
% Avg. Week	0.0%	68.7%	111.3%	115.4%	115.7%	112.8%	83.3%	71.9%				
AM Peak Vol.	-	-	08:00	11:00	11:00	-	11:00	10:00	-	11:00	-	-
PM Peak Vol.	-	12:00	15:00	15:00	12:00	-	15:00	12:00	-	15:00	-	-

Tri-State Traffic Data Inc.

Location: Utica, New York
 Road Name: Genesee St_EB
 Segment: 120' W of Woodlawn Ave
 Date: 07/12/2022

184 Baker Rd
 Coatesville PA 19320
Serving Transportation Professionals since 1995

GPS: 43.077326, -75.279663

Start Time	Mon 18-Jul-22	Tue 19-Jul-22	Wed 20-Jul-22	Thu 21-Jul-22	Fri 22-Jul-22	Average Day	Sat 23-Jul-22	Sun 24-Jul-22	Week Average
12:00 AM	24	33	40	31	*	32	*	*	32 
01:00	12	12	23	19	*	16	*	*	16 
02:00	11	6	8	6	*	8	*	*	8 
03:00	6	4	6	11	*	7	*	*	7 
04:00	11	9	13	24	*	14	*	*	14 
05:00	33	33	36	39	*	35	*	*	35 
06:00	116	144	140	143	*	136	*	*	136 
07:00	224	224	246	237	*	233	*	*	233 
08:00	246	287	319	279	*	283	*	*	283 
09:00	261	248	283	271	*	266	*	*	266 
10:00	242	341	299	232	*	278	*	*	278 
11:00	291	287	322	0	*	225	*	*	225 
12:00 PM	325	368	381	*	*	358	*	*	358 
01:00	315	355	303	*	*	324	*	*	324 
02:00	343	340	341	*	*	341	*	*	341 
03:00	304	302	314	*	*	307	*	*	307 
04:00	322	316	328	*	*	322	*	*	322 
05:00	281	283	291	*	*	285	*	*	285 
06:00	231	273	264	*	*	256	*	*	256 
07:00	194	210	231	*	*	212	*	*	212 
08:00	141	200	222	*	*	188	*	*	188 
09:00	102	144	156	*	*	134	*	*	134 
10:00	64	82	108	*	*	85	*	*	85 
11:00	40	49	49	*	*	46	*	*	46 
Day Total	4139	4550	4723	1292	0	4391	0	0	4391
% Avg. WkDay	94.3%	103.6%	107.6%	29.4%	0.0%				
% Avg. Week	94.3%	103.6%	107.6%	29.4%	0.0%	100.0%	0.0%	0.0%	
AM Peak Vol.	11:00	10:00	11:00	08:00	-	08:00	-	-	08:00
PM Peak Vol.	14:00	12:00	12:00	-	-	12:00	-	-	12:00
	343	368	381	-	-	358	-	-	358

Grand Total	4139	7354	9267	6002	4726	8995	3403	2936	8474
ADT		ADT 4,203		AADT 4,203					

Tri-State Traffic Data Inc.

Location: Utica, New York
 Road Name: Genesee ST_WB
 Segment: 120' W of Woodlawn Ave
 Date: 07/12/2022

184 Baker Rd
 Coatesville PA 19320
Serving Transportation Professionals since 1995

GPS: 43.077326, -75.279663

Start Time	Mon 11-Jul-22	Tue 12-Jul-22	Wed 13-Jul-22	Thu 14-Jul-22	Fri 15-Jul-22	Average Day	Sat 16-Jul-22	Sun 17-Jul-22	Week Average
12:00 AM	*	*	20	38	30	29	56	37	36 
01:00	*	*	17	22	15	18	20	24	20 
02:00	*	*	14	13	13	13	27	22	18 
03:00	*	*	11	7	9	9	12	14	11 
04:00	*	*	22	15	20	19	8	9	15 
05:00	*	*	48	37	46	44	30	21	36 
06:00	*	*	94	94	87	92	46	33	71 
07:00	*	*	216	166	202	195	115	101	160 
08:00	*	*	262	258	234	251	165	99	204 
09:00	*	*	279	316	314	303	211	183	261 
10:00	*	*	349	358	324	344	224	190	289 
11:00	*	*	368	374	382	375	264	255	329 
12:00 PM	*	518	432	417	422	447	286	270	391 
01:00	*	335	382	387	388	373	295	238	338 
02:00	*	353	377	369	386	371	262	240	331 
03:00	*	391	430	430	425	419	267	224	361 
04:00	*	474	463	477	413	457	278	185	382 
05:00	*	342	360	395	314	353	224	190	304 
06:00	*	290	297	261	277	281	205	197	254 
07:00	*	219	223	219	224	221	184	185	209 
08:00	*	175	183	189	197	186	159	151	176 
09:00	*	107	119	120	137	121	153	94	122 
10:00	*	62	85	98	94	85	86	61	81 
11:00	*	50	44	45	78	54	74	52	57 
Day Total	0	3316	5095	5105	5031	5060	3651	3075	4456
% Avg. WkDay	0.0%	65.5%	100.7%	100.9%	99.4%				
% Avg. Week	0.0%	74.4%	114.3%	114.6%	112.9%	113.6%	81.9%	69.0%	
AM Peak Vol.	-	-	11:00	11:00	11:00	-	11:00	11:00	-
PM Peak Vol.	-	12:00	16:00	16:00	15:00	-	16:00	13:00	12:00

Tri-State Traffic Data Inc.

Location: Utica, New York
 Road Name: Genesee ST_WB
 Segment: 120' W of Woodlawn Ave
 Date: 07/12/2022

184 Baker Rd
 Coatesville PA 19320
Serving Transportation Professionals since 1995

GPS: 43.077326, -75.279663

Start Time	Mon 18-Jul-22	Tue 19-Jul-22	Wed 20-Jul-22	Thu 21-Jul-22	Fri 22-Jul-22	Average Day	Sat 23-Jul-22	Sun 24-Jul-22	Week Average
12:00 AM	19	27	27	26	*	25	*	*	25 
01:00	15	12	19	20	*	16	*	*	16 
02:00	8	5	14	9	*	9	*	*	9 
03:00	9	13	14	15	*	13	*	*	13 
04:00	15	15	17	16	*	16	*	*	16 
05:00	38	48	51	47	*	46	*	*	46 
06:00	85	105	101	107	*	100	*	*	100 
07:00	179	195	212	190	*	194	*	*	194 
08:00	226	266	289	252	*	258	*	*	258 
09:00	281	292	306	295	*	294	*	*	294 
10:00	306	335	336	318	*	324	*	*	324 
11:00	300	372	367	0	*	260	*	*	260 
12:00 PM	355	406	435	*	*	399	*	*	399 
01:00	349	398	390	*	*	379	*	*	379 
02:00	371	382	357	*	*	370	*	*	370 
03:00	400	406	385	*	*	397	*	*	397 
04:00	452	469	485	*	*	469	*	*	469 
05:00	327	343	360	*	*	343	*	*	343 
06:00	255	280	261	*	*	265	*	*	265 
07:00	220	231	214	*	*	222	*	*	222 
08:00	163	191	215	*	*	190	*	*	190 
09:00	96	150	128	*	*	125	*	*	125 
10:00	53	63	81	*	*	66	*	*	66 
11:00	37	48	58	*	*	48	*	*	48 
Day Total	4559	5052	5122	1295	0	4828	0	0	4828
% Avg. WkDay	94.4%	104.6%	106.1%	26.8%	0.0%				
% Avg. Week	94.4%	104.6%	106.1%	26.8%	0.0%	100.0%	0.0%	0.0%	
AM Peak Vol.	10:00 306	11:00 372	11:00 367	10:00 318	-	10:00 324	-	-	10:00 324
PM Peak Vol.	16:00 452	16:00 469	16:00 485	-	-	16:00 469	-	-	16:00 469

Grand Total	4559	8368	10217	6400	5031	9888	3651	3075	9284
ADT		ADT 4,590		AADT 4,590					

Tri-State Traffic Data Inc.

Location: Utica, New York
 Road Name: Genesee St_EB
 Segment: 120' W of Woodlawn Ave
 Date: 07/12/2022

184 Baker Rd
 Coatesville PA 19320

Serving Transportation Professionals since 1995

GPS: 43.077326, -75.279663

EB

Start Time	1	10	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th Percent	95th Percent
07/12/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	11	57	83	77	42	43	26	12	2	0	0	0	0	353	32	38	
13:00	10	45	86	68	43	41	23	8	2	1	0	0	0	327	32	37	
14:00	14	24	62	48	37	63	35	22	1	0	0	0	0	306	35	40	
15:00	8	43	75	60	54	50	27	10	5	0	0	0	0	332	33	38	
16:00	6	36	72	66	32	63	39	10	2	0	0	0	0	326	34	38	
17:00	8	28	69	63	42	45	41	21	4	1	0	0	0	322	36	41	
18:00	13	28	60	79	28	19	26	10	2	0	0	0	0	265	33	38	
19:00	5	27	46	30	50	41	24	11	1	1	0	0	0	236	34	39	
20:00	3	20	49	33	20	30	28	6	6	2	0	1	0	198	36	43	
21:00	2	14	40	31	21	12	11	1	0	1	0	0	0	133	31	36	
22:00	1	5	6	13	14	20	20	5	0	0	0	0	0	84	37	39	
23:00	2	4	13	7	5	7	7	3	0	0	0	0	0	48	35	39	
Total	83	331	661	575	388	434	307	119	25	6	0	1	0	0	2930		
Percent	2.8%	11.3%	22.6%	19.6%	13.2%	14.8%	10.5%	4.1%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%			

AM Peak Vol.

PM Peak Vol.	14:00	12:00	13:00	18:00	15:00	14:00	17:00	14:00	20:00	20:00	20:00	20:00	12:00
	14	57	86	79	54	63	41	22	6	2		1	353

Tri-State Traffic Data Inc.

Location: Utica, New York
 Road Name: Genesee St_EB
 Segment: 120' W of Woodlawn Ave
 Date: 07/12/2022

184 Baker Rd
 Coatesville PA 19320

Serving Transportation Professionals since 1995

GPS: 43.077326, -75.279663

EB

Start Time	1	10	15	20	25	30	35	40	45	50	55	60	65	70	9999	Total	85th Percent	95th Percent
07/13/22	0	5	5	5	2	4	2	0	1	0	0	0	0	0	0	24	33	38
01:00	0	0	2	2	1	7	2	0	1	0	0	0	0	0	0	15	35	45
02:00	0	3	6	2	1	1	1	3	0	0	0	0	0	0	0	17	39	42
03:00	0	1	0	1	4	2	0	0	0	0	0	0	0	0	0	8	31	33
04:00	0	1	6	3	0	4	4	0	0	0	0	0	0	0	0	18	35	37
05:00	0	3	14	5	4	4	2	0	0	0	0	0	0	0	0	32	30	34
06:00	3	12	23	16	19	27	29	11	3	0	0	0	0	0	0	143	37	42
07:00	3	22	60	50	16	38	24	13	6	1	0	0	0	0	0	233	35	42
08:00	5	49	88	62	47	40	23	7	2	1	0	0	0	0	0	324	32	37
09:00	3	26	51	41	37	47	43	17	5	1	0	0	0	0	0	271	36	41
10:00	7	49	113	52	29	40	20	5	1	0	0	0	0	0	0	316	31	36
11:00	10	45	77	71	30	57	23	4	4	0	0	0	0	0	0	321	32	37
12 PM	11	67	82	60	39	41	48	12	2	0	0	0	0	0	0	362	34	38
13:00	13	55	87	67	44	39	18	5	1	0	0	0	0	0	0	329	30	36
14:00	9	30	61	60	40	52	51	11	3	0	1	1	0	0	0	319	35	39
15:00	10	66	96	70	35	36	26	17	3	0	0	0	0	0	0	359	32	39
16:00	15	51	95	65	46	54	34	16	3	0	0	0	0	0	0	379	33	39
17:00	7	38	69	46	32	55	42	8	1	0	0	0	0	0	0	298	34	38
18:00	13	56	76	64	40	31	19	11	2	0	0	0	0	0	0	312	31	38
19:00	6	26	44	39	50	38	26	3	2	0	0	0	0	0	0	234	33	37
20:00	5	24	55	38	32	24	17	3	2	0	0	0	0	0	0	200	32	37
21:00	0	18	49	30	10	12	9	1	1	0	0	0	0	0	0	130	30	36
22:00	0	4	16	13	12	25	13	6	1	0	0	0	0	0	0	90	36	41
23:00	1	4	17	8	7	10	8	5	0	1	0	0	0	0	0	61	37	41
Total	121	655	1192	870	577	688	484	158	44	4	1	1	0	0	0	4795		
Percent	2.5%	13.7%	24.9%	18.1%	12.0%	14.3%	10.1%	3.3%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.	11:00	08:00	10:00	11:00	08:00	11:00	09:00	09:00	07:00	07:00						08:00		
	10	49	113	71	47	57	43	17	6	1						324		
PM Peak Vol.	16:00	12:00	15:00	15:00	19:00	17:00	14:00	15:00	14:00	23:00	14:00	14:00				16:00		
	15	67	96	70	50	55	51	17	3	1	1	1				379		

Tri-State Traffic Data Inc.

Location: Utica, New York
 Road Name: Genesee St_EB
 Segment: 120' W of Woodlawn Ave
 Date: 07/12/2022

184 Baker Rd
 Coatesville PA 19320

Serving Transportation Professionals since 1995

GPS: 43.077326, -75.279663

EB

Start Time	1	10	15	20	25	30	35	40	45	50	55	60	65	70	9999	Total	85th Percent	95th Percent
07/14/22	0	4	8	7	5	6	1	1	0	0	0	0	0	0	0	32	31	36
01:00	0	1	3	2	4	4	1	0	0	0	0	0	0	0	0	15	32	35
02:00	0	0	1	1	1	3	2	1	1	0	0	0	0	0	0	10	41	46
03:00	0	0	1	1	1	1	3	0	0	0	0	0	0	0	0	7	37	38
04:00	0	1	0	4	2	4	1	3	1	0	0	0	0	0	0	16	41	44
05:00	0	2	5	8	3	10	3	3	0	0	0	0	0	0	0	34	35	41
06:00	3	11	20	19	13	20	30	8	6	0	0	0	0	0	0	130	38	43
07:00	5	26	41	45	20	34	26	20	1	1	0	0	0	0	0	219	36	41
08:00	9	28	86	56	31	33	25	6	3	0	1	0	0	0	0	278	32	38
09:00	6	30	71	51	55	57	41	9	2	0	0	0	0	0	0	322	34	38
10:00	12	54	75	66	34	40	31	7	1	0	0	0	0	0	0	320	32	37
11:00	10	39	60	75	39	62	31	15	1	0	0	0	0	0	0	332	33	38
12 PM	9	46	62	51	35	72	44	16	5	0	0	0	0	0	0	340	35	40
13:00	4	33	28	34	72	98	72	16	6	1	0	0	0	0	0	364	36	40
14:00	5	10	13	16	81	133	84	28	5	0	0	0	0	0	0	375	37	41
15:00	2	19	18	33	93	121	77	29	5	2	1	0	0	0	0	400	37	41
16:00	6	7	10	19	70	100	89	38	6	1	0	0	0	0	0	346	38	42
17:00	0	8	23	37	69	104	89	19	6	2	0	0	0	0	0	357	37	41
18:00	0	15	8	24	59	102	64	30	1	3	0	0	0	0	0	306	38	42
19:00	3	12	4	10	30	62	64	19	3	1	0	0	0	0	0	208	38	42
20:00	2	3	7	20	41	76	46	15	4	1	0	0	0	0	0	215	37	42
21:00	1	0	4	8	35	45	35	11	2	0	0	0	0	0	0	141	37	41
22:00	0	1	1	5	15	34	21	11	1	2	2	0	0	0	0	93	39	45
23:00	0	0	1	4	15	22	10	3	1	1	0	0	0	0	0	57	37	42
Total	77	350	550	596	823	1243	890	308	61	15	4	0	0	0	0	4917		
Percent	1.6%	7.1%	11.2%	12.1%	16.7%	25.3%	18.1%	6.3%	1.2%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.	10:00	12	54	86	75	55	62	41	20	6	1	1					11:00	
PM Peak Vol.	12:00	12:00	12:00	12:00	15:00	14:00	16:00	16:00	13:00	18:00	22:00					15:00		
	9	46	62	51	93	133	89	38	6	3	2					400		

Tri-State Traffic Data Inc.

Location: Utica, New York
 Road Name: Genesee St_EB
 Segment: 120' W of Woodlawn Ave
 Date: 07/12/2022

184 Baker Rd
 Coatesville PA 19320

Serving Transportation Professionals since 1995

GPS: 43.077326, -75.279663

EB

Start Time	1	10	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th Percent	95th Percent
07/15/22	0	0	0	3	7	11	14	3	1	0	0	0	0	0	39	38	42
01:00	0	0	0	0	4	2	7	1	1	0	0	0	0	0	15	38	45
02:00	0	0	0	0	1	3	1	1	0	1	0	0	1	0	8	53	66
03:00	0	0	1	0	0	5	4	1	0	0	0	0	0	0	11	38	41
04:00	0	0	0	0	5	5	3	3	0	0	0	0	0	0	16	40	42
05:00	0	0	0	0	2	3	9	14	5	0	1	0	0	0	34	39	43
06:00	1	8	2	10	17	28	29	20	4	0	1	1	0	0	121	40	43
07:00	3	5	6	11	26	59	68	29	2	1	1	0	0	0	211	39	42
08:00	4	5	6	26	50	95	72	22	3	0	0	0	0	0	283	37	41
09:00	2	5	15	25	57	88	79	14	3	0	1	0	0	0	289	37	40
10:00	3	8	12	29	64	118	62	18	1	0	1	0	0	0	316	36	40
11:00	5	12	16	21	75	90	68	22	11	1	0	0	0	0	321	37	43
12 PM	3	6	10	18	73	133	113	26	13	1	0	0	0	0	396	38	42
13:00	5	8	10	21	72	123	71	31	5	0	0	0	0	0	346	37	42
14:00	8	12	14	26	71	108	91	29	4	1	0	0	0	0	364	37	41
15:00	8	14	16	26	61	113	79	29	9	2	0	0	0	0	357	38	42
16:00	4	17	13	31	76	120	80	33	9	1	0	0	0	0	384	38	42
17:00	4	10	12	22	55	95	83	28	6	3	0	0	0	0	318	38	42
18:00	4	6	11	16	49	71	80	34	6	2	1	0	0	0	280	39	43
19:00	5	6	5	16	54	68	53	15	1	4	0	0	0	0	227	37	41
20:00	1	3	10	17	48	69	53	14	4	0	0	0	0	0	219	37	41
21:00	1	4	5	17	41	69	31	9	3	1	0	0	0	0	181	36	41
22:00	0	0	4	13	23	35	27	10	2	0	0	0	0	0	114	38	42
23:00	0	3	0	3	15	27	11	4	0	0	0	0	0	0	63	36	40
Total	61	132	168	353	947	1544	1193	401	88	19	5	1	1	0	4913		
Percent	1.2%	2.7%	3.4%	7.2%	19.3%	31.4%	24.3%	8.2%	1.8%	0.4%	0.1%	0.0%	0.0%	0.0%			
AM Peak Vol.	11:00	11:00	11:00	10:00	11:00	10:00	09:00	07:00	11:00	02:00	06:00	06:00	02:00		11:00		
PM Peak Vol.	14:00	16:00	15:00	16:00	16:00	12:00	12:00	18:00	12:00	19:00	18:00				12:00		
	8	17	16	31	76	133	113	34	13	4	1				396		

Tri-State Traffic Data Inc.

Location: Utica, New York
 Road Name: Genesee St_EB
 Segment: 120' W of Woodlawn Ave
 Date: 07/12/2022

184 Baker Rd
 Coatesville PA 19320

Serving Transportation Professionals since 1995

GPS: 43.077326, -75.279663

EB

Start Time	1	10	15	20	25	30	35	40	45	50	55	60	65	70	9999	Total	85th Percent	95th Percent
07/16/22	0	0	1	3	9	16	10	6	0	0	1	0	0	0	0	46	39	42
01:00	0	1	0	1	7	9	6	3	0	0	0	0	0	0	0	27	38	41
02:00	0	0	0	1	3	7	4	4	1	0	0	0	0	0	0	20	41	44
03:00	0	0	0	0	2	3	4	0	0	0	0	0	0	0	0	9	37	38
04:00	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	7	38	42
05:00	0	2	1	1	2	5	6	2	0	0	0	0	0	0	0	19	38	41
06:00	1	2	2	2	7	15	18	8	3	0	0	0	0	0	0	58	40	44
07:00	5	1	9	7	4	36	22	16	1	0	1	0	0	0	0	102	39	43
08:00	3	7	4	11	24	31	23	8	4	1	0	0	0	0	0	116	38	43
09:00	1	4	10	9	29	64	54	15	3	0	0	0	0	0	0	189	38	41
10:00	4	6	9	10	51	73	47	14	3	0	0	0	0	0	0	217	37	41
11:00	3	7	9	16	56	69	64	22	10	1	0	1	0	0	0	258	38	43
12 PM	2	6	7	17	44	78	52	17	2	2	0	0	0	0	0	227	37	41
13:00	0	6	12	19	54	82	56	10	6	1	0	0	0	0	0	246	37	41
14:00	3	7	6	25	39	90	45	21	4	1	0	0	0	0	0	241	37	42
15:00	4	9	9	32	66	106	63	23	2	1	0	0	0	0	0	315	37	41
16:00	1	4	12	19	42	77	51	22	5	0	0	0	0	0	0	233	38	42
17:00	1	5	6	15	36	64	69	26	12	2	0	0	0	0	0	236	39	44
18:00	1	7	7	10	38	82	62	22	6	0	0	0	0	0	0	235	38	42
19:00	3	10	9	10	42	68	55	21	3	0	0	0	0	0	0	221	38	42
20:00	0	7	2	14	31	61	44	14	0	1	0	0	0	0	0	174	37	41
21:00	0	1	5	17	41	49	30	8	0	2	0	0	0	0	0	153	36	40
22:00	0	0	2	9	19	42	23	10	1	0	0	0	0	0	0	106	37	41
23:00	0	1	0	2	18	18	21	5	2	0	0	0	0	0	0	67	38	42
Total	32	93	122	250	664	1148	832	298	68	12	2	1	0	0	0	3522		
Percent	0.9%	2.6%	3.5%	7.1%	18.9%	32.6%	23.6%	8.5%	1.9%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.	07:00 5	08:00 7	09:00 10	11:00 16	10:00 56	11:00 73	11:00 64	11:00 22	08:00 10	00:00 1	11:00 1	11:00 1					11:00 258	
PM Peak Vol.	15:00 4	19:00 10	13:00 12	15:00 32	15:00 66	15:00 106	17:00 69	26	17:00 12	17:00 2							15:00 315	

Tri-State Traffic Data Inc.

Location: Utica, New York
 Road Name: Genesee St_EB
 Segment: 120' W of Woodlawn Ave
 Date: 07/12/2022

184 Baker Rd
 Coatesville PA 19320
Serving Transportation Professionals since 1995

GPS: 43.077326, -75.279663

EB

Start Time	1	10	15	20	25	30	35	40	45	50	55	60	65	70	85th Percent	95th Percent
07/17/22	0	2	2	3	8	18	11	5	2	1	1	0	0	0	53	40
01:00	1	0	0	2	5	5	5	1	0	0	1	0	0	0	20	38
02:00	0	0	0	1	6	6	4	4	0	0	0	0	0	0	21	40
03:00	0	0	1	0	2	7	4	3	0	0	0	0	0	0	17	39
04:00	0	0	0	1	2	2	4	0	0	0	0	0	0	0	9	37
05:00	0	2	0	1	2	4	5	0	0	0	0	0	0	0	14	36
06:00	1	2	2	2	4	7	15	6	1	0	0	0	0	0	40	39
07:00	1	3	2	5	11	21	16	11	4	0	0	0	0	0	74	40
08:00	0	9	5	8	23	46	37	12	0	0	0	0	0	0	140	37
09:00	3	5	5	8	15	52	36	10	3	0	1	0	0	0	138	38
10:00	9	7	11	14	36	60	74	14	5	0	0	0	0	0	230	37
11:00	4	10	5	10	32	76	61	9	1	0	0	1	0	0	209	37
12 PM	0	9	10	19	41	70	57	19	3	0	2	0	0	0	230	38
13:00	1	2	14	14	30	74	47	16	5	0	0	0	0	0	203	37
14:00	0	4	8	12	37	70	59	28	2	0	0	0	0	0	220	38
15:00	0	8	16	13	37	64	44	21	8	0	0	0	0	0	211	38
16:00	4	7	8	9	35	74	55	25	2	1	0	0	0	0	220	38
17:00	6	8	6	15	39	63	53	21	5	1	0	1	0	0	218	38
18:00	2	4	4	6	32	89	56	12	5	0	0	0	0	0	210	37
19:00	3	6	5	5	55	76	52	11	3	2	1	0	0	0	219	37
20:00	1	8	10	19	24	65	37	10	2	2	0	0	0	0	178	37
21:00	2	6	2	9	22	41	25	8	6	2	1	0	0	0	124	38
22:00	0	0	1	1	6	19	25	6	2	0	0	0	0	0	60	38
23:00	0	0	0	1	7	9	10	1	1	1	0	0	0	0	30	38
Total	38	102	117	178	511	1018	792	253	60	10	7	2	0	0	3088	
Percent	1.2%	3.3%	3.8%	5.8%	16.5%	33.0%	25.6%	8.2%	1.9%	0.3%	0.2%	0.1%	0.0%	0.0%		
AM Peak Vol.	10:00 9	11:00 10	10:00 11	10:00 14	10:00 36	11:00 76	10:00 74	10:00 14	10:00 5	00:00 1	00:00 1	11:00 1			10:00 230	
PM Peak Vol.	17:00 6	12:00 9	15:00 16	12:00 19	19:00 55	18:00 89	14:00 59	14:00 28	15:00 8	19:00 2	12:00 2	17:00 1			12:00 230	

Tri-State Traffic Data Inc.

Location: Utica, New York
 Road Name: Genesee St_EB
 Segment: 120' W of Woodlawn Ave
 Date: 07/12/2022

184 Baker Rd
 Coatesville PA 19320

Serving Transportation Professionals since 1995

GPS: 43.077326, -75.279663

EB

Start Time	1	10	15	20	25	30	35	40	45	50	55	60	65	70	9999	Total	85th Percent	95th Percent
07/18/22	0	0	1	1	3	5	10	4	0	0	0	0	0	0	0	24	39	42
01:00	0	1	1	2	0	2	5	2	0	0	0	0	0	0	0	13	39	42
02:00	0	0	1	0	1	4	3	2	0	0	0	0	0	0	0	11	39	42
03:00	0	1	0	0	1	1	0	1	2	0	1	0	0	0	0	7	48	57
04:00	0	0	1	1	0	3	5	1	0	0	0	0	0	0	0	11	38	41
05:00	0	2	0	0	4	8	12	5	3	0	0	0	0	0	0	34	41	46
06:00	0	4	3	3	15	31	42	17	5	1	0	0	0	0	0	121	40	43
07:00	7	2	9	8	32	76	71	21	4	1	0	0	0	0	0	231	38	42
08:00	0	8	8	14	47	84	70	16	3	1	0	1	0	0	0	252	37	41
09:00	2	10	5	20	65	84	61	18	2	2	0	0	0	0	0	269	37	41
10:00	2	5	5	20	56	100	48	10	2	1	0	0	0	0	0	249	36	39
11:00	5	10	5	37	58	114	51	17	4	0	0	0	0	0	0	301	36	40
12 PM	2	4	8	20	62	119	86	29	5	0	0	0	0	0	0	335	38	41
13:00	3	6	8	21	48	120	96	18	4	2	0	0	0	0	0	326	37	41
14:00	1	2	12	39	81	112	80	18	3	0	0	0	0	0	0	348	37	40
15:00	5	3	8	21	46	105	80	36	6	0	0	0	0	0	0	310	38	42
16:00	5	3	11	22	67	93	93	25	8	2	0	0	0	0	0	329	38	42
17:00	0	2	8	15	65	91	75	26	5	0	1	0	0	0	0	288	38	42
18:00	6	9	4	9	36	76	70	26	3	0	0	0	0	0	0	239	38	42
19:00	0	12	5	9	39	58	55	23	1	2	0	0	0	0	0	204	38	42
20:00	0	3	6	11	22	39	37	18	3	3	1	0	0	0	0	143	39	43
21:00	1	2	1	7	19	36	31	8	0	1	1	0	0	0	0	107	38	41
22:00	0	1	0	4	11	22	17	8	1	1	0	0	0	0	0	65	39	43
23:00	0	0	0	2	12	13	8	4	0	1	0	0	0	0	0	40	38	42
Total	39	90	110	286	790	1396	1106	353	64	18	4	1	0	0	0	4257		
Percent	0.9%	2.1%	2.6%	6.7%	18.6%	32.8%	26.0%	8.3%	1.5%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.	07:00	09:00	07:00	11:00	09:00	11:00	07:00	07:00	06:00	09:00	03:00	08:00				11:00		
PM Peak Vol.	18:00	19:00	14:00	14:00	14:00	13:00	13:00	15:00	16:00	20:00	17:00					14:00		
	6	12	12	39	81	120	96	36	8	3	1					348		

Tri-State Traffic Data Inc.

Location: Utica, New York
 Road Name: Genesee St_EB
 Segment: 120' W of Woodlawn Ave
 Date: 07/12/2022

184 Baker Rd
 Coatesville PA 19320

Serving Transportation Professionals since 1995

GPS: 43.077326, -75.279663

EB

Start Time	1	10	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th Percent	95th Percent	
07/19/22	0	0	1	1	9	13	6	3	0	0	0	0	0	0	0	33	37	41
01:00	0	0	0	0	3	5	2	2	0	0	0	0	0	0	0	12	39	42
02:00	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	6	34	37
03:00	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	5	35	37
04:00	0	0	0	0	1	3	2	3	0	0	0	0	0	0	0	9	41	43
05:00	0	0	0	3	5	12	9	5	0	0	0	0	0	0	0	34	38	42
06:00	3	5	6	7	12	29	60	23	6	0	0	0	0	0	0	151	40	43
07:00	3	4	11	19	38	49	70	27	9	1	0	0	0	0	0	231	39	43
08:00	8	3	8	12	50	102	82	26	2	1	0	0	0	0	0	294	38	41
09:00	9	4	13	17	43	75	83	13	6	0	0	0	0	0	0	263	37	41
10:00	4	26	10	30	58	121	89	18	4	1	0	0	0	0	0	361	37	40
11:00	8	8	7	23	56	85	77	29	5	0	0	1	0	0	0	299	38	42
12 PM	1	7	8	29	75	135	84	33	7	0	0	0	0	0	0	379	37	42
13:00	7	6	8	14	72	122	99	30	8	0	0	0	0	0	0	366	38	42
14:00	5	12	15	31	67	116	81	28	7	0	1	0	0	0	0	363	37	42
15:00	5	5	9	22	52	99	78	31	7	4	0	0	0	0	0	312	38	43
16:00	9	10	16	35	47	104	86	18	9	2	0	0	0	0	0	336	37	42
17:00	4	11	10	16	40	88	92	32	8	1	0	0	0	0	0	302	38	43
18:00	3	6	10	19	40	86	74	36	8	2	1	0	0	0	0	285	39	43
19:00	6	10	5	5	33	65	68	19	5	2	0	0	0	0	0	218	38	42
20:00	2	11	10	24	51	61	38	9	5	2	0	0	0	0	0	213	36	41
21:00	2	5	4	21	23	47	36	7	3	1	0	0	0	0	0	149	37	41
22:00	0	0	1	3	8	32	28	6	2	2	0	0	0	0	0	82	38	43
23:00	0	0	1	4	7	17	14	4	1	1	0	0	0	0	0	49	38	43
Total	79	133	154	336	792	1471	1260	402	102	20	2	1	0	0	0	4752		
Percent	1.7%	2.8%	3.2%	7.1%	16.7%	31.0%	26.5%	8.5%	2.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.	09:00	10:00	09:00	10:00	10:00	10:00	11:00	07:00	07:00			11:00				10:00		
PM Peak Vol.	16:00	14:00	16:00	16:00	12:00	12:00	13:00	18:00	16:00	15:00	14:00					12:00		
	9	12	16	35	75	135	99	36	9	4	1					379		

Tri-State Traffic Data Inc.

Location: Utica, New York
 Road Name: Genesee St_EB
 Segment: 120' W of Woodlawn Ave
 Date: 07/12/2022

184 Baker Rd
 Coatesville PA 19320

Serving Transportation Professionals since 1995

GPS: 43.077326, -75.279663

EB

Start Time	1	10	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th Percent	95th Percent
07/20/22	0	0	1	3	5	13	13	3	1	1	0	0	0	0	40	38	44
01:00	0	0	1	5	2	7	7	1	0	0	0	0	0	0	23	37	38
02:00	0	0	0	2	2	4	0	0	0	0	0	0	0	0	8	32	33
03:00	0	1	0	1	2	1	2	0	0	0	0	0	0	0	7	36	38
04:00	0	0	0	0	0	3	8	2	0	0	0	0	0	0	13	39	42
05:00	0	0	1	4	6	12	9	5	0	0	0	0	0	0	37	38	42
06:00	1	6	1	4	11	43	54	22	3	0	1	0	0	0	146	39	43
07:00	5	12	9	11	37	63	78	30	8	1	0	0	0	0	254	39	43
08:00	5	3	9	21	54	111	90	24	6	2	0	0	0	0	325	38	42
09:00	3	3	7	14	54	104	77	23	4	0	0	0	0	0	289	37	41
10:00	4	16	18	26	55	105	57	31	3	0	0	0	0	1	316	37	41
11:00	2	4	7	15	68	107	90	25	7	5	1	0	0	0	331	38	43
12 PM	2	7	7	25	75	134	88	42	4	1	1	0	0	0	386	38	42
13:00	2	8	6	20	58	114	71	26	6	1	1	0	0	0	313	38	42
14:00	2	8	11	33	69	115	84	28	4	0	0	0	0	0	354	37	41
15:00	2	6	12	26	70	88	76	34	8	3	0	0	0	0	325	38	43
16:00	1	9	10	20	56	102	99	40	7	1	1	0	0	0	346	38	42
17:00	0	4	4	20	54	85	86	35	9	0	0	0	0	0	297	38	43
18:00	0	12	5	21	31	89	78	26	8	2	0	1	0	0	273	38	43
19:00	1	6	3	11	47	77	60	24	3	4	0	0	0	1	237	38	43
20:00	3	6	5	20	44	70	58	14	4	2	0	0	0	0	226	37	42
21:00	1	6	4	15	38	49	35	11	2	0	0	0	0	0	161	37	41
22:00	0	0	5	9	18	41	24	6	3	2	0	0	0	0	108	37	43
23:00	1	2	0	3	11	19	9	5	0	0	0	0	0	0	50	37	41
Total	35	119	126	329	867	1556	1253	457	90	25	5	1	0	2	4865		
Percent	0.7%	2.4%	2.6%	6.8%	17.8%	32.0%	25.8%	9.4%	1.8%	0.5%	0.1%	0.0%	0.0%	0.0%			
AM Peak Vol.	07:00	10:00	10:00	10:00	11:00	08:00	08:00	10:00	07:00	11:00	06:00				10:00	11:00	
PM Peak Vol.	20:00	18:00	15:00	14:00	12:00	12:00	16:00	12:00	17:00	19:00	12:00	18:00		19:00	12:00		
	3	12	12	33	75	134	99	42	9	4	1	1	1	1	386		

Tri-State Traffic Data Inc.

Location: Utica, New York
 Road Name: Genesee St_EB
 Segment: 120' W of Woodlawn Ave
 Date: 07/12/2022

184 Baker Rd
 Coatesville PA 19320

Serving Transportation Professionals since 1995

GPS: 43.077326, -75.279663

EB

Start Time	1	10	15	20	25	30	35	40	45	50	55	60	65	70	85th Percent	95th Percent
07/21/22	0	0	0	4	6	9	6	3	1	0	1	1	0	0	31	41
01:00	0	0	1	1	3	8	4	2	0	0	0	0	0	0	19	37
02:00	0	0	0	1	0	3	1	0	1	0	0	0	0	0	6	44
03:00	0	1	0	0	3	5	3	0	0	0	0	0	0	0	12	36
04:00	0	0	1	1	3	9	8	1	1	0	0	0	0	0	24	38
05:00	0	1	3	1	4	16	9	5	1	0	0	0	0	0	40	39
06:00	2	5	4	6	8	38	53	28	5	2	0	0	0	0	151	41
07:00	3	6	12	23	31	81	64	19	7	0	0	0	0	0	246	38
08:00	4	9	6	17	49	100	81	16	6	1	0	0	0	0	289	37
09:00	1	7	10	24	59	85	66	20	5	2	0	0	0	0	279	37
10:00	0	8	10	19	39	90	58	18	1	1	0	0	0	0	244	37
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	10	37	47	97	205	444	353	112	28	6	1	1	0	0	1341	
Percent	0.7%	2.8%	3.5%	7.2%	15.3%	33.1%	26.3%	8.4%	2.1%	0.4%	0.1%	0.1%	0.0%	0.0%		
AM Peak Vol.	08:00	08:00	07:00	09:00	09:00	08:00	08:00	06:00	07:00	06:00	00:00	00:00			08:00	
PM Peak Vol.																289

Total	575	2042	3247	3870	6564	10942	8470	2861	630	135	31	10	1	2	39380
Percent	1.5%	5.2%	8.2%	9.8%	16.7%	27.8%	21.5%	7.3%	1.6%	0.3%	0.1%	0.0%	0.0%	0.0%	

15th Percentile : 19 MPH

50th Percentile : 30 MPH

85th Percentile : 37 MPH

95th Percentile : 41 MPH

Stats	10 MPH Pace Speed :	30-39 MPH
	Number in Pace :	19412
	Percent in Pace :	49.3%
	Number of Vehicles > 30 MPH :	20894
	Percent of Vehicles > 30 MPH :	53.1%
	Mean Speed(Average) :	30 MPH

Tri-State Traffic Data Inc.

Location: Utica, New York
 Road Name: Genesee St_WB
 Segment: 120' W of Woodlawn Ave
 Date: 07/12/2022

184 Baker Rd
 Coatesville PA 19320

Serving Transportation Professionals since 1995

GPS: 43.077326, -75.279663

WB

Start Time	1 9	10 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th Percent	95th Percent
07/12/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	3	8	24	135	186	111	47	5	1	0	0	0	0	520	32	36	
13:00	0	6	4	55	135	85	41	8	2	0	0	0	0	0	336	34	38
14:00	4	2	21	59	123	93	45	8	1	0	0	0	0	0	356	34	38
15:00	0	2	11	56	144	105	59	8	6	1	0	0	0	0	392	35	38
16:00	0	4	17	73	197	110	54	16	5	0	0	0	0	0	476	34	38
17:00	4	6	7	42	132	87	41	18	4	2	0	0	0	0	343	35	40
18:00	3	2	4	32	118	87	33	10	1	0	0	1	0	0	291	34	38
19:00	0	3	4	12	92	60	37	10	2	1	0	0	0	0	221	36	39
20:00	0	3	1	22	61	53	26	8	0	1	1	0	0	0	176	35	39
21:00	1	1	2	18	35	31	13	5	2	0	1	0	0	0	109	35	41
22:00	0	0	2	4	21	21	6	7	0	0	1	0	0	0	62	37	42
23:00	0	1	0	7	19	13	6	3	2	0	1	0	0	0	52	37	45
Total	15	38	97	515	1263	856	408	106	26	5	4	1	0	0	3334		
Percent	0.4%	1.1%	2.9%	15.4%	37.9%	25.7%	12.2%	3.2%	0.8%	0.1%	0.1%	0.0%	0.0%	0.0%			

AM Peak Vol.

PM Peak Vol.	14:00	12:00	12:00	12:00	16:00	12:00	15:00	17:00	15:00	17:00	20:00	18:00		12:00
	4	8	24	135	197	111	59	18	6	2	1	1		520

Tri-State Traffic Data Inc.

Location: Utica, New York
 Road Name: Genesee St_WB
 Segment: 120' W of Woodlawn Ave
 Date: 07/12/2022

184 Baker Rd
 Coatesville PA 19320

Serving Transportation Professionals since 1995

GPS: 43.077326, -75.279663

WB

Start Time	1	10	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th Percent	95th Percent	
07/13/22	0	0	0	1	11	5	3	0	0	0	0	0	0	0	0	20	34	37
01:00	0	0	0	2	7	5	2	0	0	1	0	0	0	0	0	17	35	49
02:00	0	0	1	3	6	3	1	0	0	0	0	0	0	0	0	14	32	35
03:00	0	0	1	2	3	4	1	0	0	0	0	0	0	0	0	11	33	36
04:00	0	0	1	3	6	6	5	1	0	0	0	0	0	0	0	22	36	38
05:00	0	0	1	8	20	10	3	6	0	0	0	0	0	0	0	48	37	42
06:00	1	2	2	10	37	27	13	3	1	0	0	0	0	0	0	96	34	38
07:00	1	3	4	26	83	62	23	10	5	1	0	0	0	0	0	218	35	41
08:00	0	2	13	38	114	68	19	8	2	1	0	0	0	0	0	265	33	38
09:00	1	6	7	51	104	72	24	16	2	0	0	0	0	0	0	283	33	40
10:00	3	3	10	53	147	95	34	7	0	1	0	0	0	0	0	353	33	37
11:00	1	7	17	63	131	92	46	11	0	2	0	0	0	0	0	370	34	38
12 PM	1	5	15	81	171	103	47	8	3	0	0	0	0	0	0	434	33	37
13:00	2	7	14	62	165	97	27	14	2	0	0	0	0	0	0	390	33	38
14:00	0	8	14	51	155	89	48	16	5	0	0	0	0	0	0	386	35	39
15:00	1	8	13	78	182	107	35	10	2	0	0	0	0	0	0	436	33	37
16:00	0	5	6	57	172	146	57	16	6	0	0	0	0	0	0	465	34	38
17:00	0	2	12	63	127	105	35	12	6	0	0	0	0	0	0	362	33	38
18:00	2	7	10	44	118	67	39	12	3	0	0	0	0	0	0	302	35	38
19:00	3	4	8	38	81	56	31	6	1	0	0	0	0	0	0	228	34	38
20:00	0	6	11	29	60	52	20	5	0	1	0	0	0	0	0	184	33	38
21:00	0	1	6	18	40	31	16	6	1	0	0	0	0	0	0	119	35	39
22:00	0	1	3	9	29	24	9	11	0	0	0	0	0	0	0	86	37	42
23:00	0	0	1	9	13	12	4	3	2	0	0	0	0	0	0	44	37	43
Total	16	77	170	799	1982	1338	542	181	41	7	0	0	0	0	0	5153		
Percent	0.3%	1.5%	3.3%	15.5%	38.5%	26.0%	10.5%	3.5%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.	10:00	11:00	11:00	11:00	10:00	10:00	11:00	09:00	07:00	11:00						11:00		
	3	7	17	63	147	95	46	16	5	2						370		
PM Peak Vol.	19:00	14:00	12:00	12:00	15:00	16:00	16:00	14:00	14:00	16:00	20:00					16:00		
	3	8	15	81	182	146	57	16	6	1						465		

Tri-State Traffic Data Inc.

Location: Utica, New York
 Road Name: Genesee St_WB
 Segment: 120' W of Woodlawn Ave
 Date: 07/12/2022

184 Baker Rd
 Coatesville PA 19320

Serving Transportation Professionals since 1995

GPS: 43.077326, -75.279663

WB

Start Time	1	10	15	20	25	30	35	40	45	50	55	60	65	70	9999	Total	85th Percent	95th Percent
07/14/22	0	0	0	2	9	19	4	3	0	1	0	0	0	0	0	38	36	42
01:00	0	0	1	3	7	9	1	1	0	0	0	0	0	0	0	22	33	38
02:00	0	0	0	0	7	3	2	0	0	1	0	0	0	0	0	13	36	50
03:00	0	0	1	0	1	2	2	0	0	0	1	0	0	0	0	7	38	57
04:00	0	0	1	1	7	2	1	2	1	0	0	0	0	0	0	15	40	45
05:00	0	0	1	7	9	12	6	2	0	0	0	0	0	0	0	37	36	39
06:00	2	1	3	7	30	19	29	2	2	0	0	0	0	0	0	95	37	38
07:00	0	3	2	11	55	48	32	13	3	1	1	0	0	0	0	169	37	42
08:00	1	6	7	41	89	77	24	15	1	1	0	0	0	0	0	262	34	40
09:00	0	9	9	50	103	90	42	13	5	0	0	0	0	0	0	321	35	39
10:00	0	6	14	49	140	98	45	7	1	0	0	0	0	0	0	360	33	37
11:00	1	11	10	81	140	90	35	8	3	0	0	0	0	0	0	379	33	37
12 PM	0	10	19	74	176	91	40	10	1	1	0	0	0	0	0	422	33	37
13:00	2	8	10	33	120	112	78	21	5	0	1	0	0	0	0	390	36	40
14:00	0	7	5	30	81	141	77	28	4	0	0	0	0	0	0	373	37	41
15:00	3	4	8	27	117	151	88	24	7	2	1	0	0	0	0	432	37	41
16:00	1	3	13	45	97	150	112	51	8	3	0	0	0	0	0	483	38	42
17:00	0	3	7	28	82	134	98	36	6	2	0	0	0	0	0	396	38	42
18:00	2	3	5	22	47	87	75	21	3	0	0	1	0	0	0	266	38	41
19:00	0	4	2	7	47	75	49	29	4	1	1	0	0	0	0	219	39	43
20:00	0	4	2	10	44	68	42	17	2	1	0	0	0	0	0	190	37	42
21:00	1	2	3	3	25	47	26	13	2	1	0	0	0	0	0	123	38	42
22:00	0	1	3	4	17	33	26	11	2	2	0	0	0	0	0	99	39	43
23:00	0	0	0	3	9	17	13	3	1	0	0	0	0	0	0	46	37	41
Total	13	85	126	538	1459	1575	947	330	61	17	5	1	0	0	0	5157		
Percent	0.3%	1.6%	2.4%	10.4%	28.3%	30.5%	18.4%	6.4%	1.2%	0.3%	0.1%	0.0%	0.0%	0.0%				
AM Peak Vol.	06:00	11:00	10:00	11:00	10:00	10:00	10:00	08:00	09:00	00:00	03:00					11:00		
PM Peak Vol.	15:00	12:00	12:00	12:00	12:00	15:00	16:00	16:00	16:00	16:00	13:00	18:00				16:00		
	3	10	19	74	176	151	112	51	8	3	1	1				483		

Tri-State Traffic Data Inc.

Location: Utica, New York
 Road Name: Genesee St_WB
 Segment: 120' W of Woodlawn Ave
 Date: 07/12/2022

184 Baker Rd
 Coatesville PA 19320

Serving Transportation Professionals since 1995

GPS: 43.077326, -75.279663

WB

Start Time	1	10	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th Percent	95th Percent
07/15/22	0	0	0	2	0	11	12	4	0	0	0	0	0	0	29	38	42
01:00	0	0	0	2	4	6	2	1	0	0	0	0	0	0	15	35	40
02:00	0	0	0	0	3	6	3	1	0	0	0	0	0	0	13	37	40
03:00	0	0	0	0	4	0	2	2	0	0	0	1	0	0	9	43	61
04:00	0	0	0	0	5	7	4	3	1	0	0	0	0	0	20	40	44
05:00	0	0	0	4	12	10	16	4	1	0	0	0	0	0	47	38	42
06:00	0	2	2	5	20	21	25	13	1	0	0	0	0	0	89	39	42
07:00	0	0	1	12	26	77	55	28	3	1	0	0	0	0	203	39	42
08:00	0	7	7	18	44	77	61	16	4	0	1	2	0	0	237	37	42
09:00	0	6	3	14	60	114	87	29	3	1	0	0	0	0	317	38	41
10:00	1	3	5	38	82	107	66	21	3	0	0	0	0	0	326	37	40
11:00	1	5	6	35	92	122	82	36	4	0	0	0	0	0	383	37	41
12 PM	0	4	6	24	97	140	105	43	3	1	0	0	0	0	423	38	42
13:00	0	5	3	26	82	139	90	40	3	0	0	0	0	0	388	38	41
14:00	2	4	9	44	79	123	99	25	6	0	0	0	0	0	391	37	41
15:00	1	11	12	25	98	161	79	36	4	0	0	0	0	0	427	37	41
16:00	2	5	9	25	81	157	88	40	9	3	1	0	0	0	420	38	43
17:00	0	8	6	28	56	111	78	21	5	2	1	0	0	0	316	37	42
18:00	3	3	6	14	43	85	84	36	6	1	0	0	0	0	281	39	43
19:00	0	2	5	15	42	77	56	27	0	1	0	0	0	0	225	38	42
20:00	1	8	0	14	37	73	48	12	2	4	1	0	0	0	200	37	42
21:00	1	1	3	5	34	60	24	10	2	0	0	0	0	0	140	37	41
22:00	1	2	2	7	17	36	21	8	2	0	0	0	0	0	96	37	42
23:00	0	0	0	2	13	21	27	11	3	1	0	0	0	0	78	40	44
Total	13	76	85	359	1031	1741	1214	467	65	15	4	3	0	0	5073		
Percent	0.3%	1.5%	1.7%	7.1%	20.3%	34.3%	23.9%	9.2%	1.3%	0.3%	0.1%	0.1%	0.0%	0.0%			
AM Peak Vol.	10:00	08:00	08:00	10:00	11:00	11:00	09:00	11:00	08:00	07:00	08:00	08:00	08:00	08:00		11:00	
PM Peak Vol.	18:00	15:00	15:00	14:00	15:00	15:00	12:00	12:00	16:00	20:00	16:00	16:00	16:00	16:00		15:00	
	3	11	12	44	98	161	105	43	9	4	1	2			427		

Tri-State Traffic Data Inc.

Location: Utica, New York
 Road Name: Genesee St_WB
 Segment: 120' W of Woodlawn Ave
 Date: 07/12/2022

184 Baker Rd
 Coatesville PA 19320
Serving Transportation Professionals since 1995

GPS: 43.077326, -75.279663

WB

Start Time	1	10	15	20	25	30	35	40	45	50	55	60	65	70	9999	Total	85th Percent	95th Percent
07/16/22	0	0	0	4	14	19	11	6	1	1	0	1	0	0	0	57	39	44
01:00	0	0	0	1	3	7	8	1	0	0	0	0	0	0	0	20	37	39
02:00	0	0	0	3	4	7	7	5	1	0	0	0	0	0	0	27	40	43
03:00	0	0	0	0	1	7	2	2	0	0	0	0	0	0	0	12	39	42
04:00	0	0	0	0	2	4	1	1	0	0	0	0	0	0	0	8	37	41
05:00	0	0	0	4	5	9	7	4	1	0	0	0	0	0	0	30	39	43
06:00	0	0	1	4	9	13	14	5	1	0	0	0	0	0	0	47	38	42
07:00	0	3	4	7	17	36	31	14	2	1	0	0	0	0	0	115	38	43
08:00	0	3	2	15	23	59	46	14	2	1	0	0	0	0	0	165	38	42
09:00	1	1	3	20	44	69	52	19	2	1	0	0	0	0	0	212	38	41
10:00	0	7	7	19	45	78	51	18	3	0	0	0	0	0	0	228	37	41
11:00	0	3	8	19	44	108	60	17	4	1	0	0	0	0	0	264	37	41
12 PM	0	2	7	26	58	106	65	20	5	0	0	0	0	0	0	289	37	41
13:00	2	5	5	25	58	96	79	19	6	2	0	0	0	0	0	297	37	42
14:00	1	3	6	25	57	87	53	26	2	2	0	0	0	0	0	262	38	42
15:00	0	4	5	24	65	78	61	23	6	2	0	0	0	0	0	268	38	42
16:00	1	3	1	22	75	97	50	22	5	1	1	0	0	0	0	278	37	42
17:00	1	8	6	11	43	73	58	23	5	1	0	0	0	0	0	229	38	42
18:00	0	3	3	15	39	62	57	22	6	0	0	0	0	0	0	207	38	43
19:00	1	1	2	9	28	61	59	22	2	1	0	0	0	0	0	186	38	42
20:00	0	3	0	16	32	55	37	11	4	1	0	0	0	0	0	159	37	42
21:00	3	1	2	13	37	41	38	17	3	0	0	0	0	0	0	155	38	42
22:00	0	2	0	3	21	31	21	8	1	0	0	0	0	0	0	87	38	41
23:00	0	0	0	3	12	26	20	11	2	0	0	0	0	0	0	74	39	43
Total	10	52	62	288	736	1229	888	330	64	15	1	1	0	0	0	3676		
Percent	0.3%	1.4%	1.7%	7.8%	20.0%	33.4%	24.2%	9.0%	1.7%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.	09:00	10:00	11:00	09:00	10:00	11:00	11:00	09:00	11:00	00:00	00:00	00:00	00:00	00:00	00:00		11:00	
PM Peak Vol.	21:00	17:00	12:00	12:00	16:00	12:00	13:00	14:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00		13:00	
																297		

Tri-State Traffic Data Inc.

Location: Utica, New York
 Road Name: Genesee St_WB
 Segment: 120' W of Woodlawn Ave
 Date: 07/12/2022

184 Baker Rd
 Coatesville PA 19320
Serving Transportation Professionals since 1995

GPS: 43.077326, -75.279663

WB

Start Time	1	10	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th Percent	95th Percent	
07/17/22	0	0	2	2	6	13	11	3	0	0	0	0	0	0	0	37	37	40
01:00	1	0	0	2	6	7	3	3	2	0	0	0	0	0	0	24	41	45
02:00	0	0	0	1	4	7	5	5	0	0	0	0	0	0	0	22	40	42
03:00	0	0	0	1	3	5	2	2	0	0	1	0	0	0	0	14	41	55
04:00	0	0	0	0	1	3	3	2	0	0	0	0	0	0	0	9	40	42
05:00	0	0	0	2	4	5	7	3	0	0	0	0	0	0	0	21	38	42
06:00	0	1	0	3	9	7	10	2	1	0	1	0	0	0	0	34	38	45
07:00	0	1	0	5	18	33	27	11	6	0	0	0	0	0	0	101	39	44
08:00	0	0	1	3	19	29	27	15	2	2	2	0	0	0	0	100	41	46
09:00	1	0	4	11	27	71	52	14	4	1	0	0	0	0	0	185	38	42
10:00	0	4	3	15	36	54	53	20	4	1	0	0	0	0	0	190	38	42
11:00	2	1	2	10	48	107	65	18	4	0	0	0	0	0	0	257	37	41
12 PM	0	3	5	12	50	106	70	18	6	2	0	0	0	0	0	272	37	42
13:00	0	5	3	13	42	94	52	26	3	1	0	0	0	0	0	239	38	42
14:00	0	5	3	15	43	75	71	27	1	1	0	0	0	0	0	241	38	42
15:00	0	0	2	14	45	82	56	18	4	2	0	0	0	0	0	223	38	42
16:00	0	5	3	12	45	49	50	19	4	0	0	0	0	0	0	187	38	42
17:00	0	1	2	12	36	55	57	21	3	2	0	0	0	0	0	189	38	42
18:00	2	0	4	13	39	73	36	26	5	1	1	0	0	0	0	200	39	43
19:00	2	3	2	19	27	68	45	12	6	1	1	0	0	0	0	186	38	43
20:00	0	1	4	16	30	51	36	13	3	0	0	0	0	0	0	154	38	42
21:00	0	2	1	7	18	35	24	5	2	0	0	0	0	0	0	94	37	41
22:00	2	0	2	1	9	22	17	7	3	1	0	0	0	0	0	64	40	45
23:00	0	1	0	2	8	19	12	6	4	0	0	0	0	0	0	52	40	45
Total	10	33	43	191	573	1070	791	296	67	15	6	0	0	0	0	3095		
Percent	0.3%	1.1%	1.4%	6.2%	18.5%	34.6%	25.6%	9.6%	2.2%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.	11:00	10:00	09:00	10:00	11:00	11:00	10:00	07:00	08:00	08:00						11:00		
PM Peak Vol.	18:00	13:00	12:00	19:00	12:00	12:00	14:00	14:00	12:00	12:00	18:00					12:00		
	2	5	5	19	50	106	71	27	6	2	1					272		

Tri-State Traffic Data Inc.

Location: Utica, New York
 Road Name: Genesee St_WB
 Segment: 120' W of Woodlawn Ave
 Date: 07/12/2022

184 Baker Rd
 Coatesville PA 19320

Serving Transportation Professionals since 1995

GPS: 43.077326, -75.279663

WB

Start Time	1	10	15	20	25	30	35	40	45	50	55	60	65	70	9999	Total	85th Percent	95th Percent
07/18/22	1	0	1	2	6	2	6	0	0	1	0	0	0	0	0	19	37	49
01:00	1	0	0	3	3	5	3	0	0	0	0	0	0	0	0	15	35	37
02:00	0	0	0	1	2	1	3	0	1	0	0	0	0	0	0	8	38	46
03:00	0	0	1	1	3	1	3	0	0	0	1	0	0	0	0	10	38	56
04:00	0	1	0	0	4	4	4	1	2	0	0	0	0	0	0	16	41	46
05:00	0	0	3	4	7	12	7	4	2	0	0	0	0	0	0	39	39	44
06:00	0	1	2	11	16	23	25	6	1	0	0	0	0	0	0	85	37	41
07:00	1	2	5	14	31	58	47	21	2	1	0	0	0	0	0	182	38	42
08:00	0	2	7	13	54	73	59	18	1	0	0	0	0	0	0	227	37	41
09:00	0	6	3	8	79	83	81	19	4	0	0	0	0	0	0	283	37	41
10:00	0	3	7	22	71	119	62	16	8	1	0	0	0	0	0	309	37	41
11:00	0	1	8	18	51	119	80	22	5	0	0	0	0	0	0	304	37	41
12 PM	2	1	11	31	61	138	87	21	5	0	0	0	0	0	0	357	37	40
13:00	0	4	3	29	84	121	90	18	3	0	0	0	0	0	0	352	37	39
14:00	0	4	2	28	77	136	88	31	9	0	1	0	0	0	0	376	38	42
15:00	2	3	10	31	83	149	87	30	6	1	0	0	0	0	0	402	37	41
16:00	0	5	6	36	81	168	120	34	7	2	0	0	0	0	0	459	37	41
17:00	1	7	2	21	63	93	96	36	7	2	0	0	0	0	0	328	38	42
18:00	1	7	2	14	60	80	64	24	3	2	0	0	0	0	0	257	38	42
19:00	0	4	3	15	46	70	57	20	7	0	0	0	0	0	0	222	38	42
20:00	0	1	7	9	41	49	31	17	5	3	1	0	0	0	0	164	39	44
21:00	0	0	1	1	21	36	23	9	4	1	0	0	0	0	0	96	38	44
22:00	0	0	5	2	11	13	17	6	1	0	0	0	0	0	0	55	38	42
23:00	0	0	0	2	12	9	11	2	1	0	0	0	0	0	0	37	37	41
Total	9	52	89	316	967	1562	1151	355	84	14	3	0	0	0	0	4602		
Percent	0.2%	1.1%	1.9%	6.9%	21.0%	33.9%	25.0%	7.7%	1.8%	0.3%	0.1%	0.0%	0.0%	0.0%				
AM Peak Vol.	00:00	09:00	11:00	10:00	09:00	10:00	09:00	11:00	10:00	00:00	03:00					10:00		
PM Peak Vol.	12:00	17:00	12:00	16:00	13:00	16:00	16:00	17:00	14:00	20:00	14:00					16:00		
	2	7	11	36	84	168	120	36	9	3	1					459		

Tri-State Traffic Data Inc.

Location: Utica, New York
 Road Name: Genesee St_WB
 Segment: 120' W of Woodlawn Ave
 Date: 07/12/2022

184 Baker Rd
 Coatesville PA 19320

Serving Transportation Professionals since 1995

GPS: 43.077326, -75.279663

WB

Start Time	1	10	15	20	25	30	35	40	45	50	55	60	65	70	85th Percent	95th Percent
07/19/22	0	1	0	0	4	7	11	4	1	0	0	0	0	0	28	40
01:00	0	0	1	2	1	3	3	1	1	0	0	0	0	0	12	39
02:00	0	0	0	0	0	3	1	1	0	0	0	0	0	0	5	40
03:00	0	0	0	1	3	3	4	2	0	0	0	0	0	0	13	39
04:00	0	0	0	2	1	4	8	0	0	0	0	0	0	0	15	37
05:00	0	0	2	8	10	7	14	5	2	0	0	0	0	0	48	38
06:00	1	0	2	10	15	33	25	14	5	1	0	0	0	0	106	40
07:00	0	1	4	14	35	68	44	25	1	3	0	1	0	0	196	39
08:00	0	4	2	19	56	87	73	22	4	0	0	0	0	0	267	38
09:00	0	4	4	14	52	104	87	24	5	0	0	0	0	0	294	38
10:00	0	1	3	31	63	113	94	22	9	0	0	0	0	0	336	37
11:00	1	9	8	21	83	146	75	30	2	1	0	0	0	0	376	37
12 PM	0	4	10	29	95	124	105	32	4	2	2	0	0	0	407	37
13:00	2	9	12	30	90	123	105	25	6	0	0	0	0	0	402	37
14:00	0	3	5	24	70	138	94	41	8	1	0	0	0	0	384	38
15:00	2	3	9	25	94	152	90	27	7	1	0	1	0	0	411	37
16:00	2	6	14	29	98	164	105	44	7	0	1	0	1	0	471	38
17:00	0	5	3	16	69	100	100	40	8	1	1	0	0	0	343	38
18:00	1	6	4	17	60	81	74	22	10	2	1	0	2	0	280	38
19:00	2	9	7	17	49	55	62	28	3	1	1	0	0	0	234	38
20:00	1	1	9	16	37	60	47	21	0	0	0	0	0	0	192	38
21:00	0	2	4	10	42	46	30	14	4	0	0	0	0	0	152	38
22:00	0	3	2	3	16	21	12	3	3	0	0	0	0	0	63	37
23:00	1	2	0	2	8	15	19	2	1	1	0	0	0	0	51	38
Total	13	73	105	340	1051	1657	1282	449	91	14	6	2	3	0	5086	
Percent	0.3%	1.4%	2.1%	6.7%	20.7%	32.6%	25.2%	8.8%	1.8%	0.3%	0.1%	0.0%	0.1%	0.0%		
AM Peak Vol.	06:00	11:00	11:00	10:00	11:00	11:00	10:00	11:00	10:00	07:00	07:00				11:00	
PM Peak Vol.	13:00	13:00	16:00	13:00	16:00	16:00	12:00	16:00	18:00	12:00	12:00	15:00	18:00		16:00	
	2	9	14	30	98	164	105	44	10	2	2	1	2	0	471	

Tri-State Traffic Data Inc.

Location: Utica, New York
 Road Name: Genesee St_WB
 Segment: 120' W of Woodlawn Ave
 Date: 07/12/2022

184 Baker Rd
 Coatesville PA 19320

Serving Transportation Professionals since 1995

GPS: 43.077326, -75.279663

WB

Start Time	1	10	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th Percent	95th Percent
07/20/22	0	0	0	2	6	10	7	2	0	0	0	0	0	0	27	37	40
01:00	0	0	2	3	3	4	4	2	0	1	0	0	0	0	19	39	49
02:00	0	0	0	2	4	3	5	0	0	0	0	0	0	0	14	36	38
03:00	0	0	0	1	2	4	4	3	0	0	0	0	0	0	14	40	42
04:00	0	0	0	2	3	5	6	1	0	0	0	0	0	0	17	37	39
05:00	0	1	0	3	15	11	13	6	1	1	0	0	0	0	51	39	43
06:00	1	0	1	11	24	26	26	9	4	0	0	0	0	0	102	38	43
07:00	2	3	8	5	40	64	58	27	7	1	0	0	0	0	215	39	43
08:00	2	8	4	19	54	94	72	30	5	2	1	0	0	0	291	38	42
09:00	0	6	5	13	62	106	82	33	4	0	0	0	0	0	311	38	42
10:00	2	3	7	23	85	124	66	22	4	0	1	0	0	0	337	37	41
11:00	0	3	13	24	78	119	92	35	8	1	0	0	0	0	373	38	42
12 PM	0	6	6	33	106	146	122	13	1	3	0	0	0	0	436	37	38
13:00	0	7	10	15	87	145	99	28	5	1	0	0	0	0	397	37	41
14:00	1	3	8	26	72	122	95	25	6	1	0	0	0	0	359	37	41
15:00	0	3	2	24	70	140	102	38	8	0	1	0	0	0	388	38	42
16:00	0	5	5	28	93	184	129	40	5	2	0	0	0	0	491	37	41
17:00	0	4	6	21	48	132	99	44	4	2	0	0	0	0	360	38	42
18:00	2	3	9	9	38	78	82	34	9	0	0	2	0	1	267	39	43
19:00	0	3	4	9	46	76	55	18	2	2	0	0	0	0	215	38	42
20:00	2	4	2	10	44	76	58	15	7	0	0	0	0	0	218	38	42
21:00	0	0	4	11	26	38	36	13	1	1	0	0	0	0	130	38	42
22:00	0	2	2	2	18	22	33	2	0	0	0	0	0	0	81	37	38
23:00	0	0	0	6	9	12	23	6	2	0	0	0	0	0	58	38	43
Total	12	64	98	302	1033	1741	1368	446	83	18	3	2	0	1	5171		
Percent	0.2%	1.2%	1.9%	5.8%	20.0%	33.7%	26.5%	8.6%	1.6%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak Vol.	07:00	08:00	11:00	11:00	10:00	10:00	11:00	11:00	11:00	08:00	08:00				11:00		
PM Peak Vol.	18:00	13:00	13:00	12:00	12:00	16:00	16:00	17:00	18:00	12:00	15:00	18:00	18:00	18:00	16:00	491	

Tri-State Traffic Data Inc.

Location: Utica, New York
 Road Name: Genesee St_WB
 Segment: 120' W of Woodlawn Ave
 Date: 07/12/2022

184 Baker Rd
 Coatesville PA 19320

Serving Transportation Professionals since 1995

GPS: 43.077326, -75.279663

WB

Start Time	1	10	15	20	25	30	35	40	45	50	55	60	65	70	85th Percent	95th Percent
07/21/22	0	0	2	4	7	8	4	0	1	0	0	0	0	0	26	35
01:00	0	0	0	3	7	3	5	1	0	1	0	0	0	0	20	38
02:00	0	0	0	1	3	1	4	0	0	0	0	0	0	0	9	37
03:00	0	0	0	2	5	5	2	1	0	0	0	0	0	0	15	35
04:00	0	0	0	0	5	5	5	1	0	0	0	0	0	0	16	37
05:00	0	0	0	5	10	9	14	7	1	1	0	0	0	0	47	40
06:00	0	4	3	7	17	32	33	11	1	0	0	0	0	0	108	38
07:00	0	3	2	10	46	40	68	15	5	0	1	0	0	0	190	38
08:00	0	6	4	18	60	74	61	24	6	0	0	0	0	0	253	38
09:00	1	3	2	13	58	101	95	22	0	2	0	0	0	0	297	37
10:00	0	5	4	21	81	120	68	19	2	0	0	0	0	0	320	40
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	21	17	84	299	398	359	101	16	4	1	0	0	0	1301	
Percent	0.1%	1.6%	1.3%	6.5%	23.0%	30.6%	27.6%	7.8%	1.2%	0.3%	0.1%	0.0%	0.0%	0.0%		
AM Peak Vol.	09:00	08:00	08:00	10:00	10:00	10:00	09:00	08:00	08:00	09:00	07:00				10:00	
PM Peak Vol.															320	

Total	112	571	892	3732	10394	13167	8950	3061	598	124	33	10	3	1	41648
Percent	0.3%	1.4%	2.1%	9.0%	25.0%	31.6%	21.5%	7.3%	1.4%	0.3%	0.1%	0.0%	0.0%	0.0%	

15th Percentile : 24 MPH
 50th Percentile : 30 MPH
 85th Percentile : 37 MPH
 95th Percentile : 41 MPH

Stats	10 MPH Pace Speed :	25-34 MPH
	Number in Pace :	23561
	Percent in Pace :	56.6%
	Number of Vehicles > 30 MPH :	23314
	Percent of Vehicles > 30 MPH :	56.0%
	Mean Speed(Average) :	31 MPH

Attachment C

Crash Summary

Stewart's Shop
City of Utica, New York

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)															
STUDY NO. 122-176 P.I.N.. INVENTORY NO.			GENESEE STREET AT INTERSECTION WITH WOODLAWN AVE										COUNTY Oneida MUNICIPALITY Utica BY BP DATE 7/19/2022		
			NO. OF MONTHS 64		LIGHT CONDITIONS (LC)			ROADWAY CHARACTER (RC)							ROADWAY SURFACE CONDITION (RSC)
Begin Date 1/1/2017 End Date 12/31/2019			1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted			1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest					1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other			1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other	
NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION		
1	36980407	11/13/2017	9:47	2	PDO	1	1	4	4	18, YY		RIGHT ANGLE	Driver of vehicle 1 stated she was facing west on Woodlawn Ave E, preparing to make a left hand turn onto Genesee St. She stated the light was green and she started to make the turn. She said she did not see a vehicle in the left northbound lane of Genesee St and somehow struck the other vehicle. She stated the other vehicle was perhaps too far into the intersection. Damage was to the left front. Driver of vehicle 2 stated he was traveling north on Genesee St in the left lane and he stopped for the red light at the intersection with Woodlawn Ave. He stated a vehicle coming off of Woodlawn Ave took the corner too close and drove into the front of his vehicle while he was stopped at the light. Damage was to the left front. Based on the statements of the drivers and the position of the vehicles it appears V1 made too sharp of a left hand turn and struck V2, which was stopped prior to the intersection. V1 was faulted and ticketed for improper turn. V2 was ticketed for operating with suspended registration due to an insurance lapse, although the vehicle had insurance at the time of the accident. V1 was towed by Johnson's. V2 was off the roadway and wished to coordinate his own tow.		
2	37197116	3/14/2018	13:48	2	INJURY	1	1	2	4	04, 09, YY		REAR END	Operator of V1 stated she was traveling northbound on Genesee Street approaching the intersection with Woodlawn Ave and did not see V2 was stopped at the red light. V1 stated her front bumper collided into the rear bumper of V2. Operator of V2 stated he was stopped at the red light on Genesee Street northbound at the intersection with Woodlawn Ave. V2 stated he observed V1 approaching from the rear and it did not appear they were slowing down. V2 stated V1 then collided into his rear bumper with their front bumper. Witness stated he was driving southbound on Genesee Street at the intersection with Woodlawn Ave when he observed V1 collided into the rear bumper of V2. V1 stated it did not appear V1 even attempted to apply their brakes. V1 is at fault for following to close and inattention. No citations were issued and no injuries were reported. V1 sustained heavy front end damage and required a tow by West End Auto. V2 sustained heavy rear end damage and was towed by Precision Collision.		
3	37706672	1/24/2019	10:10	2	NR	1	1	2	2	04, 09, YY		REAR END	D1 states that she was traveling northbound on Genesee St., stopped for the light at Woodlawn E., when her foot slipped off the brake and she accidentally rear ended V2. DV2 states that she was traveling northbound on Genesee St., stopped for the light at Woodlawn E., when she was rear ended by V1. Upon my investigation at the scene, DV1 was faulted in this accident for following to close. No tickets were issued. No injuries reported.		
4	38063563	9/3/2019	10:21	2	NR	1	1	1	2	09, YY		REAR END	Operator of V1 stated that he was turning East from Genesee St onto Woodlawn Ave when he accidentally struck the rear of V2. V1 sustained minor front end damage. Operator of V2 stated that while traveling the same direction he was struck in the rear by V1 causing minor rear end damage. V1 is faulted for following too closely. No injuries, V1 was working on his own tow. Operator of V1 was issued a utt for 4011a.		
5	38234638	12/4/2019	11:51	2	NR	1	1	2	2	04, YY		REAR END	Driver of V1 stated that at approximately 11:51 AM on 12/04/2019 he was traveling Southbound on Genesee St approaching the intersection GENESEE ST / WOODLAWN AVE E when he took his eye off the road for one second and rear ended the vehicle in front of him. V1 sustained Minor damage to the front end. Operator of V1 did not sustain any injuries. Driver of V2 stated that at approximately 11:51 AM on 12/04/2019 she was stationary at a red light at the intersection of Genesee St and Woodlawn Ave E when her vehicle was rear ended. V2 sustained Minor damage to the rear end. Operator of V2 complained of lower back pain and was transported to St. Elizabeth Medical Center by UFD for a medical evaluation. Based on my investigation, V1 is faulted for the accident due to Following too closely..		

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)														
STUDY NO. 122-176 P.I.N.. INVENTORY NO.			GENESEE STREET BETWEEN WOODLAWN AVE AND LYON PL										COUNTY Oneida MUNICIPALITY Utica BY BP DATE 7/19/2022	
			NO. OF MONTHS 64	LIGHT CONDITIONS (LC)			ROADWAY CHARACTER (RC)					ROADWAY SURFACE CONDITION (RSC)		
Begin Date 1/1/2017 End Date 12/31/2019			1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted				1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest					1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other		
NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION	
1	36668638	3/20/2017	6:35	2	NR	2	1	1	2	20, YY		OVERTAKING	On March 20, 2017 the operator of V1, a 2010 Dodge 4d sedan, stated that he was pulling out of 2639 Genesee St, the Speedway gas station and went into the passing lane then merged right into the driving lane when he struck V2. He sustained damage to the front passenger side quarter panel of his vehicle. Operator of V2, a 2014 Dodge 4d sedan, states that he was traveling southbound on Genesee St in front of the Speedway when V1 merged into his lane, striking his vehicle on the back driver side door and quarter panel.	

Attachment D

Level of Service Analysis

Stewart's Shop
City of Utica, New York

LOS Definitions

The following is an excerpt from the Highway Capacity Manual, 6th Edition (HCM).

Level of Service for Signalized Intersections

Level of Service (LOS) can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for the entire intersection or an approach. Control delay *and* volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. Delay quantifies the increase in travel time due to traffic signal control. It is also a surrogate measure of driver discomfort and fuel consumption. The v/c ratio quantifies the degree to which a phase's capacity is utilized by a lane group. The following paragraphs describe each LOS.

LOS A describes operations with a control delay of 10 s/veh or less and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

LOS B describes operations with control delay between 10 and 20 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

LOS C describes operations with control delay between 20 and 35 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual *cycle failures* (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

LOS D describes operations with control delay between 35 and 55 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

LOS E describes operations with control delay between 55 and 80 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

LOS F describes operations with control delay exceeding 80 s/veh or a v/c ratio greater than 1.0. This level is typically assigned when the v/c ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

A lane group can incur a delay less than 80 s/veh when the v/c ratio exceeds 1.0. This condition typically occurs when the cycle length is short, the signal progression is favorable, or both. As a result, both the delay and v/c ratio are considered when lane group LOS is established. A ratio of 1.0 or more indicates that cycle capacity is fully utilized and represents failure from a capacity perspective (just as delay in excess of 80 s/veh represents failure from a delay perspective).

Average control delay and queue length at roundabout controlled intersections are calculated using SIDRA Intersection. The physical geometry such as entry lane width and approach flare, and traffic volume at the roundabout are factors that influence the intersection's performance. The average delay reported using SIDRA Intersection is based on the signalized HCM Method of Delay for Level-of-Service.

Level of Service Criteria for Unsignalized Intersections

Level of service (LOS) for Two-Way Stop-Controlled (TWSC) intersections is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns by using criteria given in Exhibit 20-2. LOS is not defined for the intersection as a whole or for major-street approaches for three primary reasons: (a) major-street through vehicles are assumed to experience zero delay; (b) the disproportionate number of major-street through vehicles at a typical TWSC intersection skews the weighted average of all movements, resulting in a very low overall average delay for all vehicles; and (c) the resulting low delay can mask important LOS deficiencies for minor movements. LOS F is assigned to the movement if the volume-to-capacity (v/c) ratio for the movement exceeds 1.0, regardless of the control delay.

The LOS criteria for TWSC intersections are somewhat different from the criteria used in Chapter 18 for signalized intersections, primarily because user perceptions differ among transportation facility types. The expectation is that a signalized intersection is designed to carry higher traffic volumes and will present greater delay than an unsignalized intersection. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable than they are at signals, which can reduce users' delay tolerance.

The LOS criteria for All-Way Stop-Controlled (AWSC) intersections are given in Exhibit 21-8. LOS F is assigned if the v/c ratio of a lane exceeds 1.0, regardless of the control delay. For assessment of LOS at the approach and intersection levels, LOS is based solely on control delay.

**Exhibits 20-2/21-8:
Level-of-Service Criteria for Stop Controlled Intersections**

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio	
	v/c \leq 1.0	v/c \geq 1.0
10.0	A	F
>10.0 and \leq 15.0	B	F
>15.0 and \leq 25.0	C	F
>25.0 and \leq 35.0	D	F
>35.0 and \leq 50.0	E	F
>50.0	F	F

HCM 6th Signalized Intersection Summary
Stewarts Utica, 122-176

1: Woodlawn Avenue & Genesee Street
Existing 2022_AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	304	3	3	234	2	12	3	14	5	0	40
Future Volume (veh/h)	23	304	3	3	234	2	12	3	14	5	0	40
Initial Q (Q _b), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.99		0.95	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1900	1900	1811	1900	1900	1900	1900	1976	1976	1899
Adj Flow Rate, veh/h	29	390	4	4	300	3	15	4	18	6	0	51
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	0	3	0	0	6	0	0	0	0	0	0	5
Cap, veh/h	137	1631	16	66	1701	17	261	91	253	91	34	501
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.33	0.33	0.33	0.33	0.00	0.33
Sat Flow, veh/h	138	3261	33	8	3402	34	529	272	759	75	102	1502
Grp Volume(v), veh/h	219	0	204	161	0	146	37	0	0	57	0	0
Grp Sat Flow(s), veh/h/ln	1750	0	1682	1804	0	1640	1560	0	0	1678	0	0
Q Serve(g_s), s	0.0	0.0	4.2	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.0	0.0	4.2	2.9	0.0	2.9	0.9	0.0	0.0	1.4	0.0	0.0
Prop In Lane	0.13		0.02	0.02		0.02	0.41		0.49	0.11		0.89
Lane Grp Cap(c), veh/h	943	0	841	963	0	820	604	0	0	626	0	0
V/C Ratio(X)	0.23	0.00	0.24	0.17	0.00	0.18	0.06	0.00	0.00	0.09	0.00	0.00
Avail Cap(c_a), veh/h	943	0	841	963	0	820	604	0	0	626	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.5	0.0	8.5	8.2	0.0	8.2	13.6	0.0	0.0	13.8	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.7	0.4	0.0	0.5	0.2	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	1.5	0.0	1.4	1.1	0.0	1.0	0.3	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.1	0.0	9.2	8.6	0.0	8.7	13.8	0.0	0.0	14.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h	423			307			37			57		
Approach Delay, s/veh	9.1			8.7			13.8			14.1		
Approach LOS	A			A			B			B		
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+R _c), s	25.0		35.0		25.0		35.0					
Change Period (Y+R _c), s	5.0		5.0		5.0		5.0					
Max Green Setting (Gmax), s	20.0		30.0		20.0		30.0					
Max Q Clear Time (g_c+l1), s	0.0		0.0		0.0		0.0					
Green Ext Time (p_c), s	0.0		0.0		0.0		0.0					
Intersection Summary												
HCM 6th Ctrl Delay			9.5									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary
Stewarts Utica, 122-176

1: Woodlawn Avenue & Genesee Street
Existing 2022_PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	386	5	3	416	3	22	4	9	3	2	61
Future Volume (veh/h)	18	386	5	3	416	3	22	4	9	3	2	61
Initial Q (Q _b), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1900	1870	1900	1900	1900	1900	1976	1976	1961
Adj Flow Rate, veh/h	19	406	5	3	438	3	23	4	9	3	2	64
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
Percent Heavy Veh, %	0	1	0	0	2	0	0	0	0	0	0	1
Cap, veh/h	100	1707	21	63	1768	12	394	77	124	68	35	515
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	70	3414	41	4	3536	24	887	231	373	16	105	1545
Grp Volume(v), veh/h	223	0	207	233	0	211	36	0	0	69	0	0
Grp Sat Flow(s), veh/h/ln	1817	0	1708	1867	0	1697	1491	0	0	1666	0	0
Q Serve(g_s), s	0.0	0.0	4.1	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.0	0.0	4.1	4.3	0.0	4.3	0.8	0.0	0.0	1.7	0.0	0.0
Prop In Lane	0.09		0.02	0.01		0.01	0.64		0.25	0.04		0.93
Lane Grp Cap(c), veh/h	974	0	854	994	0	848	595	0	0	618	0	0
V/C Ratio(X)	0.23	0.00	0.24	0.23	0.00	0.25	0.06	0.00	0.00	0.11	0.00	0.00
Avail Cap(c_a), veh/h	974	0	854	994	0	848	595	0	0	618	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.5	0.0	8.5	8.6	0.0	8.6	13.6	0.0	0.0	13.9	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.7	0.6	0.0	0.7	0.2	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	1.5	0.0	1.4	1.6	0.0	1.5	0.3	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.1	0.0	9.2	9.1	0.0	9.3	13.8	0.0	0.0	14.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h	430			444				36			69	
Approach Delay, s/veh	9.1			9.2				13.8			14.3	
Approach LOS	A			A				B			B	
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+R _c), s	25.0		35.0		25.0		35.0					
Change Period (Y+R _c), s	5.0		5.0		5.0		5.0					
Max Green Setting (Gmax), s	20.0		30.0		20.0		30.0					
Max Q Clear Time (g _{c+l1}), s	0.0		0.0		0.0		0.0					
Green Ext Time (p _c), s	0.0		0.0		0.0		0.0					
Intersection Summary												
HCM 6th Ctrl Delay			9.7									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary
Stewarts Utica, 122-176

1: Woodlawn Avenue & Genesee Street
No-Build 2023_AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	305	3	3	235	2	12	3	14	5	0	40
Future Volume (veh/h)	23	305	3	3	235	2	12	3	14	5	0	40
Initial Q (Q _b), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.99		0.95	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1900	1900	1811	1900	1900	1900	1900	1976	1976	1899
Adj Flow Rate, veh/h	29	391	4	4	301	3	15	4	18	6	0	51
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	0	3	0	0	6	0	0	0	0	0	0	5
Cap, veh/h	137	1631	16	66	1701	17	261	91	253	91	34	501
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.33	0.33	0.33	0.33	0.00	0.33
Sat Flow, veh/h	137	3262	33	8	3402	34	529	272	759	75	102	1502
Grp Volume(v), veh/h	219	0	205	161	0	147	37	0	0	57	0	0
Grp Sat Flow(s), veh/h/ln	1750	0	1682	1804	0	1640	1560	0	0	1678	0	0
Q Serve(g_s), s	0.0	0.0	4.2	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.0	0.0	4.2	2.9	0.0	2.9	0.9	0.0	0.0	1.4	0.0	0.0
Prop In Lane	0.13		0.02	0.02		0.02	0.41		0.49	0.11		0.89
Lane Grp Cap(c), veh/h	943	0	841	963	0	820	604	0	0	626	0	0
V/C Ratio(X)	0.23	0.00	0.24	0.17	0.00	0.18	0.06	0.00	0.00	0.09	0.00	0.00
Avail Cap(c_a), veh/h	943	0	841	963	0	820	604	0	0	626	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.5	0.0	8.5	8.2	0.0	8.2	13.6	0.0	0.0	13.8	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.7	0.4	0.0	0.5	0.2	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	1.5	0.0	1.4	1.1	0.0	1.0	0.3	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.1	0.0	9.2	8.6	0.0	8.7	13.8	0.0	0.0	14.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h	424			308			37			57		
Approach Delay, s/veh	9.2			8.7			13.8			14.1		
Approach LOS	A			A			B			B		
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+R _c), s	25.0		35.0		25.0		35.0					
Change Period (Y+R _c), s	5.0		5.0		5.0		5.0					
Max Green Setting (Gmax), s	20.0		30.0		20.0		30.0					
Max Q Clear Time (g_c+l1), s	0.0		0.0		0.0		0.0					
Green Ext Time (p_c), s	0.0		0.0		0.0		0.0					
Intersection Summary												
HCM 6th Ctrl Delay			9.5									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary
Stewarts Utica, 122-176

1: Woodlawn Avenue & Genesee Street
No-Build 2023_PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	387	5	3	417	3	22	4	9	3	2	61
Future Volume (veh/h)	18	387	5	3	417	3	22	4	9	3	2	61
Initial Q (Q _b), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1900	1870	1900	1900	1900	1900	1976	1976	1961
Adj Flow Rate, veh/h	19	407	5	3	439	3	23	4	9	3	2	64
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
Percent Heavy Veh, %	0	1	0	0	2	0	0	0	0	0	0	1
Cap, veh/h	100	1707	21	63	1768	12	394	77	124	68	35	515
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	70	3414	41	4	3536	24	887	231	373	16	105	1545
Grp Volume(v), veh/h	224	0	207	233	0	212	36	0	0	69	0	0
Grp Sat Flow(s), veh/h/ln	1817	0	1708	1867	0	1697	1491	0	0	1666	0	0
Q Serve(g_s), s	0.0	0.0	4.1	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.0	0.0	4.1	4.3	0.0	4.3	0.8	0.0	0.0	1.7	0.0	0.0
Prop In Lane	0.08		0.02	0.01		0.01	0.64		0.25	0.04		0.93
Lane Grp Cap(c), veh/h	974	0	854	994	0	848	595	0	0	618	0	0
V/C Ratio(X)	0.23	0.00	0.24	0.23	0.00	0.25	0.06	0.00	0.00	0.11	0.00	0.00
Avail Cap(c_a), veh/h	974	0	854	994	0	848	595	0	0	618	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.5	0.0	8.5	8.6	0.0	8.6	13.6	0.0	0.0	13.9	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.7	0.6	0.0	0.7	0.2	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	1.5	0.0	1.4	1.6	0.0	1.5	0.3	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.1	0.0	9.2	9.1	0.0	9.3	13.8	0.0	0.0	14.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h	431			445			36			69		
Approach Delay, s/veh	9.1			9.2			13.8			14.3		
Approach LOS	A			A			B			B		
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+R _c), s	25.0		35.0		25.0		35.0					
Change Period (Y+R _c), s	5.0		5.0		5.0		5.0					
Max Green Setting (Gmax), s	20.0		30.0		20.0		30.0					
Max Q Clear Time (g _{c+l1}), s	0.0		0.0		0.0		0.0					
Green Ext Time (p _c), s	0.0		0.0		0.0		0.0					
Intersection Summary												
HCM 6th Ctrl Delay			9.7									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary
Stewarts Utica, 122-176

1: Woodlawn Avenue & Genesee Street
Build 2023_AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	319	3	3	249	2	12	3	14	7	0	40
Future Volume (veh/h)	23	319	3	3	249	2	12	3	14	7	0	40
Initial Q (Q _b), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.99		0.95	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1900	1900	1811	1900	1900	1900	1900	1976	1976	1899
Adj Flow Rate, veh/h	29	409	4	4	319	3	15	4	18	9	0	51
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	0	3	0	0	6	0	0	0	0	0	0	5
Cap, veh/h	132	1637	16	65	1702	16	261	91	253	114	39	474
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.33	0.33	0.33	0.33	0.00	0.33
Sat Flow, veh/h	129	3275	31	8	3405	32	529	272	759	134	117	1421
Grp Volume(v), veh/h	228	0	214	171	0	155	37	0	0	60	0	0
Grp Sat Flow(s), veh/h/ln	1753	0	1682	1804	0	1641	1560	0	0	1672	0	0
Q Serve(g_s), s	0.0	0.0	4.4	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.2	0.0	4.4	3.1	0.0	3.1	0.9	0.0	0.0	1.5	0.0	0.0
Prop In Lane	0.13		0.02	0.02		0.02	0.41		0.49	0.15		0.85
Lane Grp Cap(c), veh/h	944	0	841	963	0	820	604	0	0	626	0	0
V/C Ratio(X)	0.24	0.00	0.25	0.18	0.00	0.19	0.06	0.00	0.00	0.10	0.00	0.00
Avail Cap(c_a), veh/h	944	0	841	963	0	820	604	0	0	626	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.6	0.0	8.6	8.3	0.0	8.3	13.6	0.0	0.0	13.8	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.7	0.4	0.0	0.5	0.2	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	1.6	0.0	1.5	1.1	0.0	1.0	0.3	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.2	0.0	9.3	8.7	0.0	8.8	13.8	0.0	0.0	14.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h	442			326			37			60		
Approach Delay, s/veh	9.2			8.7			13.8			14.1		
Approach LOS	A			A			B			B		
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+R _c), s	25.0		35.0		25.0		35.0					
Change Period (Y+R _c), s	5.0		5.0		5.0		5.0					
Max Green Setting (Gmax), s	20.0		30.0		20.0		30.0					
Max Q Clear Time (g _{c+l1}), s	0.0		0.0		0.0		0.0					
Green Ext Time (p _c), s	0.0		0.0		0.0		0.0					
Intersection Summary												
HCM 6th Ctrl Delay			9.6									
HCM 6th LOS			A									

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	38	307	267	34	39	33
Future Vol, veh/h	38	307	267	34	39	33
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	0	3	6	0	0	0
Mvmt Flow	49	394	342	44	50	42
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	389	0	-	0	662	196
Stage 1	-	-	-	-	367	-
Stage 2	-	-	-	-	295	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1181	-	-	-	399	819
Stage 1	-	-	-	-	677	-
Stage 2	-	-	-	-	736	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1178	-	-	-	375	817
Mov Cap-2 Maneuver	-	-	-	-	375	-
Stage 1	-	-	-	-	639	-
Stage 2	-	-	-	-	734	-
Approach	EB	WB	SB			
HCM Control Delay, s	1.1	0	13.8			
HCM LOS			B			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1178	-	-	-	499	
HCM Lane V/C Ratio	0.041	-	-	-	0.185	
HCM Control Delay (s)	8.2	0.2	-	-	13.8	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7	

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		A	B		
Traffic Vol, veh/h	5	4	4	26	43	5
Future Vol, veh/h	5	4	4	26	43	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	4	0
Mvmt Flow	6	5	5	33	55	6
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	101	58	61	0	-	0
Stage 1	58	-	-	-	-	-
Stage 2	43	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	902	1014	1555	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	985	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	899	1014	1555	-	-	-
Mov Cap-2 Maneuver	899	-	-	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	985	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.8	1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1555	-	947	-	-	
HCM Lane V/C Ratio	0.003	-	0.012	-	-	
HCM Control Delay (s)	7.3	0	8.8	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

HCM 6th Signalized Intersection Summary
Stewarts Utica, 122-176

1: Woodlawn Avenue & Genesee Street
Build 2023_PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	402	5	3	431	5	22	4	9	5	2	61
Future Volume (veh/h)	18	402	5	3	431	5	22	4	9	5	2	61
Initial Q (Q _b), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1900	1870	1900	1900	1900	1900	1976	1976	1961
Adj Flow Rate, veh/h	19	423	5	3	454	5	23	4	9	5	2	64
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
Percent Heavy Veh, %	0	1	0	0	2	0	0	0	0	0	0	1
Cap, veh/h	98	1711	20	63	1759	19	394	77	124	76	43	501
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	66	3422	40	4	3518	39	887	231	373	37	128	1503
Grp Volume(v), veh/h	232	0	215	242	0	220	36	0	0	71	0	0
Grp Sat Flow(s), veh/h/ln	1819	0	1708	1867	0	1694	1492	0	0	1668	0	0
Q Serve(g_s), s	0.0	0.0	4.3	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.2	0.0	4.3	4.5	0.0	4.5	0.8	0.0	0.0	1.8	0.0	0.0
Prop In Lane	0.08		0.02	0.01		0.02	0.64		0.25	0.07		0.90
Lane Grp Cap(c), veh/h	974	0	854	994	0	847	596	0	0	620	0	0
V/C Ratio(X)	0.24	0.00	0.25	0.24	0.00	0.26	0.06	0.00	0.00	0.11	0.00	0.00
Avail Cap(c_a), veh/h	974	0	854	994	0	847	596	0	0	620	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.6	0.0	8.6	8.6	0.0	8.6	13.6	0.0	0.0	13.9	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.7	0.6	0.0	0.7	0.2	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	1.6	0.0	1.5	1.7	0.0	1.5	0.3	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.1	0.0	9.3	9.2	0.0	9.4	13.8	0.0	0.0	14.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h	447				462				36			71
Approach Delay, s/veh	9.2				9.3				13.8			14.3
Approach LOS	A				A				B			B
Timer - Assigned Phs	2		4		6			8				
Phs Duration (G+Y+R _c), s	25.0		35.0		25.0			35.0				
Change Period (Y+R _c), s	5.0		5.0		5.0			5.0				
Max Green Setting (Gmax), s	20.0		30.0		20.0			30.0				
Max Q Clear Time (g _{c+l1}), s	0.0		0.0		0.0			0.0				
Green Ext Time (p _c), s	0.0		0.0		0.0			0.0				
Intersection Summary												
HCM 6th Ctrl Delay			9.8									
HCM 6th LOS			A									

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	38	385	468	47	40	46
Future Vol, veh/h	38	385	468	47	40	46
Conflicting Peds, #/hr	4	0	0	4	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	2	0	0	0
Mvmt Flow	40	405	493	49	42	48
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	546	0	-	0	805	275
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	283	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1033	-	-	-	324	729
Stage 1	-	-	-	-	566	-
Stage 2	-	-	-	-	746	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1029	-	-	-	305	726
Mov Cap-2 Maneuver	-	-	-	-	305	-
Stage 1	-	-	-	-	535	-
Stage 2	-	-	-	-	743	-
Approach	EB	WB	SB			
HCM Control Delay, s	1	0	15.2			
HCM LOS			C			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1029	-	-	-	442	
HCM Lane V/C Ratio	0.039	-	-	-	0.205	
HCM Control Delay (s)	8.6	0.2	-	-	15.2	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8	

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		A	B		
Traffic Vol, veh/h	6	5	5	22	63	6
Future Vol, veh/h	6	5	5	22	63	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	6	5	5	23	66	6
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	102	69	72	0	-	0
Stage 1	69	-	-	-	-	-
Stage 2	33	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	901	1000	1541	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	995	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	898	1000	1541	-	-	-
Mov Cap-2 Maneuver	898	-	-	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	995	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.9	1.4		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1541	-	942	-	-	
HCM Lane V/C Ratio	0.003	-	0.012	-	-	
HCM Control Delay (s)	7.3	0	8.9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	