

Table 1 - AM Weekday Capacity Analysis
 Buffalo - Niagara International Airport
 NY Route 33 (Genesee Street) / Airport Access Drives
 Alternative 2A (Final 2) Flyover Airport **WEST Access**

| EXISTING YEAR 2011 AM | NO - BUILD YEAR 2030 AM | BUILD - FLYOVER YEAR 2030 AM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|--|-----------|-----------|---|---|---|---|------|------|------|------|---|-----------|-----------|-----------|-----------|---|---|---|---|------|-------|-------|-------|---|-----------|-----------|-----------|-----------|---|---|---|---|------|-------|-------|-------|
| Overall LOS E (57 Secs.) V/C = 1.06 <u>Approaches</u> | Overall LOS F (210 Secs.) V/C = 1.63 <u>Approaches</u> | Overall LOS F (167 Secs.) V/C = 1.47 <u>Approaches</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="0"> <tr> <td><u>EB</u></td> <td><u>WB</u></td> <td><u>NB</u></td> <td><u>SB</u></td> </tr> <tr> <td>E</td> <td>D</td> <td>D</td> <td>E</td> </tr> <tr> <td>(71)</td> <td>(49)</td> <td>(55)</td> <td>(68)</td> </tr> </table> | <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | E | D | D | E | (71) | (49) | (55) | (68) | <table border="0"> <tr> <td><u>EB</u></td> <td><u>WB</u></td> <td><u>NB</u></td> <td><u>SB</u></td> </tr> <tr> <td>E</td> <td>F</td> <td>F</td> <td>F</td> </tr> <tr> <td>(76)</td> <td>(245)</td> <td>(219)</td> <td>(214)</td> </tr> </table> | <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | E | F | F | F | (76) | (245) | (219) | (214) | <table border="0"> <tr> <td><u>EB</u></td> <td><u>WB</u></td> <td><u>NB</u></td> <td><u>SB</u></td> </tr> <tr> <td>F</td> <td>F</td> <td>F</td> <td>F</td> </tr> <tr> <td>(93)</td> <td>(131)</td> <td>(240)</td> <td>(156)</td> </tr> </table> | <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | F | F | F | F | (93) | (131) | (240) | (156) |
| <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| E | D | D | E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (71) | (49) | (55) | (68) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| E | F | F | F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (76) | (245) | (219) | (214) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| F | F | F | F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (93) | (131) | (240) | (156) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Table 2 - PM Weekday Capacity Analysis
 Buffalo - Niagara International Airport
 NY Route 33 (Genesee Street) / Airport Access Drives
 Alternative 2A (Final 2) Flyover Airport **WEST Access**

| EXISTING YEAR 2011 PM | NO - BUILD YEAR 2030 PM | BUILD - FLYOVER YEAR 2030 PM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|--|-----------|-----------|---|---|---|---|------|------|------|------|---|-----------|-----------|-----------|-----------|---|---|---|---|------|-------|-------|-------|---|-----------|-----------|-----------|-----------|---|---|---|---|------|------|-------|------|
| Overall LOS F (86 Secs.) V/C = 1.20 <u>Approaches</u> | Overall LOS F (228 Secs.) V/C = 1.84 <u>Approaches</u> | Overall LOS F (106 Secs.) V/C = 1.40 <u>Approaches</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="0"> <tr> <td><u>EB</u></td> <td><u>WB</u></td> <td><u>NB</u></td> <td><u>SB</u></td> </tr> <tr> <td>E</td> <td>F</td> <td>F</td> <td>D</td> </tr> <tr> <td>(59)</td> <td>(90)</td> <td>(99)</td> <td>(51)</td> </tr> </table> | <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | E | F | F | D | (59) | (90) | (99) | (51) | <table border="0"> <tr> <td><u>EB</u></td> <td><u>WB</u></td> <td><u>NB</u></td> <td><u>SB</u></td> </tr> <tr> <td>E</td> <td>F</td> <td>F</td> <td>F</td> </tr> <tr> <td>(68)</td> <td>(276)</td> <td>(271)</td> <td>(103)</td> </tr> </table> | <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | E | F | F | F | (68) | (276) | (271) | (103) | <table border="0"> <tr> <td><u>EB</u></td> <td><u>WB</u></td> <td><u>NB</u></td> <td><u>SB</u></td> </tr> <tr> <td>F</td> <td>D</td> <td>F</td> <td>E</td> </tr> <tr> <td>(82)</td> <td>(39)</td> <td>(206)</td> <td>(80)</td> </tr> </table> | <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | F | D | F | E | (82) | (39) | (206) | (80) |
| <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| E | F | F | D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (59) | (90) | (99) | (51) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| E | F | F | F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (68) | (276) | (271) | (103) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| F | D | F | E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (82) | (39) | (206) | (80) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Table 3 - AM Weekday Capacity Analysis
 Buffalo - Niagara International Airport
 NY Route 33 (Genesee Street) / Airport Access Drives
 Alternative 2A (Final 2) Flyover Airport **EAST Access**

| EXISTING YEAR 2011 AM | NO - BUILD YEAR 2030 AM | BUILD - FLYOVER YEAR 2030 AM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---------------------------------|---------------------------------|-----------|-----------|---|---|---|---|------|------|------|------|--|-----------|-----------|-----------|-----------|---|---|---|---|------|------|------|------|--|-----------|-----------|-----------|-----------|---|---|---|---|------|------|------|------|
| Overall LOS B (15 Secs.) | Overall LOS B (16 Secs.) | Overall LOS B (15 Secs.) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| V/C = 0.71 | V/C = 0.78 | V/C = 0.83 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>Approaches</u> | <u>Approaches</u> | <u>Approaches</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="0"> <tr> <td><u>EB</u></td> <td><u>WB</u></td> <td><u>NB</u></td> <td><u>SB</u></td> </tr> <tr> <td>B</td> <td>B</td> <td>B</td> <td>B</td> </tr> <tr> <td>(15)</td> <td>(14)</td> <td>(14)</td> <td>(19)</td> </tr> </table> | <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | B | B | B | B | (15) | (14) | (14) | (19) | <table border="0"> <tr> <td><u>EB</u></td> <td><u>WB</u></td> <td><u>NB</u></td> <td><u>SB</u></td> </tr> <tr> <td>B</td> <td>B</td> <td>B</td> <td>C</td> </tr> <tr> <td>(14)</td> <td>(17)</td> <td>(15)</td> <td>(23)</td> </tr> </table> | <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | B | B | B | C | (14) | (17) | (15) | (23) | <table border="0"> <tr> <td><u>EB</u></td> <td><u>WB</u></td> <td><u>NB</u></td> <td><u>SB</u></td> </tr> <tr> <td>B</td> <td>B</td> <td>B</td> <td>C</td> </tr> <tr> <td>(12)</td> <td>(17)</td> <td>(11)</td> <td>(24)</td> </tr> </table> | <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | B | B | B | C | (12) | (17) | (11) | (24) |
| <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | B | B | B | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (15) | (14) | (14) | (19) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | B | B | C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (14) | (17) | (15) | (23) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | B | B | C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (12) | (17) | (11) | (24) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Table 4 - PM Weekday Capacity Analysis
 Buffalo - Niagara International Airport
 NY Route 33 (Genesee Street) / Airport Access Drives
 Alternative 2A (Final 2) Flyover Airport **EAST Access**

| EXISTING YEAR 2011 PM | NO - BUILD YEAR 2030 PM | BUILD - FLYOVER YEAR 2030 PM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---------------------------------|---------------------------------|-----------|-----------|---|---|---|---|------|------|------|------|--|-----------|-----------|-----------|-----------|---|---|---|---|------|------|------|------|--|-----------|-----------|-----------|-----------|---|---|---|---|------|------|------|------|
| Overall LOS B (13 Secs.) | Overall LOS C (22 Secs.) | Overall LOS D (36 Secs.) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| V/C = 0.72 | V/C = 0.95 | V/C = 0.99 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>Approaches</u> | <u>Approaches</u> | <u>Approaches</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="0"> <tr> <td><u>EB</u></td> <td><u>WB</u></td> <td><u>NB</u></td> <td><u>SB</u></td> </tr> <tr> <td>B</td> <td>B</td> <td>B</td> <td>C</td> </tr> <tr> <td>(10)</td> <td>(15)</td> <td>(16)</td> <td>(21)</td> </tr> </table> | <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | B | B | B | C | (10) | (15) | (16) | (21) | <table border="0"> <tr> <td><u>EB</u></td> <td><u>WB</u></td> <td><u>NB</u></td> <td><u>SB</u></td> </tr> <tr> <td>B</td> <td>C</td> <td>B</td> <td>D</td> </tr> <tr> <td>(13)</td> <td>(26)</td> <td>(18)</td> <td>(51)</td> </tr> </table> | <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | B | C | B | D | (13) | (26) | (18) | (51) | <table border="0"> <tr> <td><u>EB</u></td> <td><u>WB</u></td> <td><u>NB</u></td> <td><u>SB</u></td> </tr> <tr> <td>C</td> <td>D</td> <td>C</td> <td>E</td> </tr> <tr> <td>(25)</td> <td>(40)</td> <td>(27)</td> <td>(66)</td> </tr> </table> | <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | C | D | C | E | (25) | (40) | (27) | (66) |
| <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | B | B | C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (10) | (15) | (16) | (21) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | C | B | D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (13) | (26) | (18) | (51) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C | D | C | E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (25) | (40) | (27) | (66) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Table 5 - AM Weekday Capacity Analysis
 Buffalo – Niagara International Airport
 NY Route 33 (Genesee Street) / Airport Access Drives
 Alternative 3 (Final 1) Relocated Intersections Airport **WEST Access**

| NO - BUILD YEAR 2030 AM | BUILD – WEST Genesee RELOC. INTERSECTIONS YEAR 2030 AM | BUILD – WEST Airport Exit RELOC.INTERSECTIONS YEAR 2030 AM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|--|-----------|-----------|---|---|---|---|------|-------|-------|-------|--|-----------|-----------|-----------|-----------|---|---|----|---|------|-----|------|------|--|-----------|-----------|-----------|-----------|---|---|----|---|------|-----|------|------|
| Overall LOS F (210 Secs.) V/C = 1.63 <u>Approaches</u> <table border="0"> <tr> <td align="center"><u>EB</u></td> <td align="center"><u>WB</u></td> <td align="center"><u>NB</u></td> <td align="center"><u>SB</u></td> </tr> <tr> <td align="center">E</td> <td align="center">F</td> <td align="center">F</td> <td align="center">F</td> </tr> <tr> <td align="center">(76)</td> <td align="center">(245)</td> <td align="center">(219)</td> <td align="center">(214)</td> </tr> </table> | <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | E | F | F | F | (76) | (245) | (219) | (214) | Overall LOS B (11 Secs.) V/C = 0.79 <u>Approaches</u> <table border="0"> <tr> <td align="center"><u>EB</u></td> <td align="center"><u>WB</u></td> <td align="center"><u>NB</u></td> <td align="center"><u>SB</u></td> </tr> <tr> <td align="center">B</td> <td align="center">A</td> <td align="center">--</td> <td align="center">C</td> </tr> <tr> <td align="center">(14)</td> <td align="center">(3)</td> <td align="center">(--)</td> <td align="center">(26)</td> </tr> </table> | <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | B | A | -- | C | (14) | (3) | (--) | (26) | Overall LOS B (18 Secs.) V/C = 0.98 <u>Approaches</u> <table border="0"> <tr> <td align="center"><u>EB</u></td> <td align="center"><u>WB</u></td> <td align="center"><u>NB</u></td> <td align="center"><u>SB</u></td> </tr> <tr> <td align="center">B</td> <td align="center">A</td> <td align="center">--</td> <td align="center">D</td> </tr> <tr> <td align="center">(19)</td> <td align="center">(3)</td> <td align="center">(--)</td> <td align="center">(44)</td> </tr> </table> | <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | B | A | -- | D | (19) | (3) | (--) | (44) |
| <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| E | F | F | F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (76) | (245) | (219) | (214) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | A | -- | C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (14) | (3) | (--) | (26) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | A | -- | D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (19) | (3) | (--) | (44) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Table 6 - PM Weekday Capacity Analysis
 Buffalo – Niagara International Airport
 NY Route 33 (Genesee Street) / Airport Access Drives
 Alternative 3 (Final 1) Relocated Intersections Airport **WEST Access**

| NO - BUILD YEAR 2030 PM | BUILD – WEST Genesee RELOC. INTERSECTIONS YEAR 2030 PM | BUILD – WEST Airport Exit RELOC. INTERSECTIONS YEAR 2030 PM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|---|-----------|-----------|---|---|---|---|------|-------|-------|-------|--|-----------|-----------|-----------|-----------|---|---|----|---|------|-----|------|------|--|-----------|-----------|-----------|-----------|---|---|----|---|-------|------|------|-------|
| Overall LOS F (228 Secs.) V/C = 1.84 <u>Approaches</u> <table border="0"> <tr> <td align="center"><u>EB</u></td> <td align="center"><u>WB</u></td> <td align="center"><u>NB</u></td> <td align="center"><u>SB</u></td> </tr> <tr> <td align="center">E</td> <td align="center">F</td> <td align="center">F</td> <td align="center">F</td> </tr> <tr> <td align="center">(68)</td> <td align="center">(276)</td> <td align="center">(271)</td> <td align="center">(103)</td> </tr> </table> | <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | E | F | F | F | (68) | (276) | (271) | (103) | Overall LOS C (28 Secs.) V/C = 1.01 <u>Approaches</u> <table border="0"> <tr> <td align="center"><u>EB</u></td> <td align="center"><u>WB</u></td> <td align="center"><u>NB</u></td> <td align="center"><u>SB</u></td> </tr> <tr> <td align="center">D</td> <td align="center">A</td> <td align="center">--</td> <td align="center">F</td> </tr> <tr> <td align="center">(38)</td> <td align="center">(9)</td> <td align="center">(--)</td> <td align="center">(81)</td> </tr> </table> | <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | D | A | -- | F | (38) | (9) | (--) | (81) | Overall LOS F (127 Secs.) V/C = 1.38 <u>Approaches</u> <table border="0"> <tr> <td align="center"><u>EB</u></td> <td align="center"><u>WB</u></td> <td align="center"><u>NB</u></td> <td align="center"><u>SB</u></td> </tr> <tr> <td align="center">F</td> <td align="center">A</td> <td align="center">--</td> <td align="center">F</td> </tr> <tr> <td align="center">(193)</td> <td align="center">(10)</td> <td align="center">(--)</td> <td align="center">(157)</td> </tr> </table> | <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | F | A | -- | F | (193) | (10) | (--) | (157) |
| <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| E | F | F | F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (68) | (276) | (271) | (103) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D | A | -- | F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (38) | (9) | (--) | (81) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| F | A | -- | F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (193) | (10) | (--) | (157) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Table 7 - AM Weekday Capacity Analysis
 Buffalo - Niagara International Airport
 NY Route 33 (Genesee Street) / Airport Access Drives
 Alternative 3 (Final 1) Reloc Intersections Airport **CENTER - EAST Access**

| NO - BUILD YEAR 2030 AM | BUILD - CENTER ACCESS RELOC. INTERSECTIONS YEAR 2030 AM | BUILD - EAST ACCESS RELOC. INTERSECTIONS YEAR 2030 AM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|---|-----------|-----------|---|---|---|---|------|------|------|------|--|-----------|-----------|-----------|-----------|---|---|----|----|-----|-----|------|------|---|-----------|-----------|-----------|-----------|---|---|---|---|-----|------|------|------|
| Overall LOS B (16 Secs.) V/C = 0.78 <u>Approaches</u> | Overall LOS A (3 Secs.) V/C = 0.65 <u>Approaches</u> | Overall LOS B (14 Secs.) V/C = 0.77 <u>Approaches</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="0"> <tr> <td><u>EB</u></td> <td><u>WB</u></td> <td><u>NB</u></td> <td><u>SB</u></td> </tr> <tr> <td>B</td> <td>B</td> <td>B</td> <td>C</td> </tr> <tr> <td>(14)</td> <td>(17)</td> <td>(15)</td> <td>(23)</td> </tr> </table> | <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | B | B | B | C | (14) | (17) | (15) | (23) | <table border="0"> <tr> <td><u>EB</u></td> <td><u>WB</u></td> <td><u>NB</u></td> <td><u>SB</u></td> </tr> <tr> <td>A</td> <td>A</td> <td>--</td> <td>--</td> </tr> <tr> <td>(3)</td> <td>(2)</td> <td>(--)</td> <td>(--)</td> </tr> </table> | <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | A | A | -- | -- | (3) | (2) | (--) | (--) | <table border="0"> <tr> <td><u>EB</u></td> <td><u>WB</u></td> <td><u>NB</u></td> <td><u>SB</u></td> </tr> <tr> <td>A</td> <td>B</td> <td>B</td> <td>D</td> </tr> <tr> <td>(8)</td> <td>(16)</td> <td>(20)</td> <td>(43)</td> </tr> </table> | <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | A | B | B | D | (8) | (16) | (20) | (43) |
| <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | B | B | C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (14) | (17) | (15) | (23) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A | A | -- | -- | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (3) | (2) | (--) | (--) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A | B | B | D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (8) | (16) | (20) | (43) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Table 8 - PM Weekday Capacity Analysis
 Buffalo - Niagara International Airport
 NY Route 33 (Genesee Street) / Airport Access Drives
 Alternative 3 (Final 1) Reloc Intersections Airport **CENTER - EAST Access**

| NO - BUILD YEAR 2030 PM | BUILD - CENTER ACCESS RELOC. INTERSECTIONS YEAR 2030 PM | BUILD - EAST ACCESS RELOC. INTERSECTIONS YEAR 2030 PM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|---|-----------|-----------|---|---|---|---|------|------|------|------|--|-----------|-----------|-----------|-----------|---|---|----|----|-----|-----|------|------|--|-----------|-----------|-----------|-----------|---|---|---|---|------|------|------|------|
| Overall LOS C (22 Secs.) V/C = 0.95 <u>Approaches</u> | Overall LOS A (7 Secs.) V/C = 0.87 <u>Approaches</u> | Overall LOS C (33 Secs.) V/C = 1.01 <u>Approaches</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="0"> <tr> <td><u>EB</u></td> <td><u>WB</u></td> <td><u>NB</u></td> <td><u>SB</u></td> </tr> <tr> <td>B</td> <td>C</td> <td>B</td> <td>D</td> </tr> <tr> <td>(13)</td> <td>(26)</td> <td>(18)</td> <td>(51)</td> </tr> </table> | <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | B | C | B | D | (13) | (26) | (18) | (51) | <table border="0"> <tr> <td><u>EB</u></td> <td><u>WB</u></td> <td><u>NB</u></td> <td><u>SB</u></td> </tr> <tr> <td>A</td> <td>A</td> <td>--</td> <td>--</td> </tr> <tr> <td>(9)</td> <td>(4)</td> <td>(--)</td> <td>(--)</td> </tr> </table> | <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | A | A | -- | -- | (9) | (4) | (--) | (--) | <table border="0"> <tr> <td><u>EB</u></td> <td><u>WB</u></td> <td><u>NB</u></td> <td><u>SB</u></td> </tr> <tr> <td>B</td> <td>D</td> <td>C</td> <td>E</td> </tr> <tr> <td>(16)</td> <td>(43)</td> <td>(28)</td> <td>(70)</td> </tr> </table> | <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | B | D | C | E | (16) | (43) | (28) | (70) |
| <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | C | B | D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (13) | (26) | (18) | (51) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A | A | -- | -- | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (9) | (4) | (--) | (--) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <u>EB</u> | <u>WB</u> | <u>NB</u> | <u>SB</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | D | C | E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (16) | (43) | (28) | (70) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

NFTA 17493.00 BNIA
EXISTING Roadways AM

BNIA WEST Access Drive
Year 2011 AM Existing



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 36 | 428 | 5 | 1053 | 281 | 0 | 0 | 140 | 1445 | 204 | 145 | 48 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 260 | | 0 | 275 | | 0 | 0 | | 0 | 225 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | 25 | 25 | | 25 | 25 | | 25 | 25 | | 25 |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 1.00 | 1.00 | 0.91 | 0.91 | 1.00 | 0.95 | 0.95 |
| Frnt | | 0.997 | | | | | | 0.877 | 0.850 | | 0.965 | |
| Flt Protected | 0.950 | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 3529 | 0 | 3433 | 3539 | 0 | 0 | 2973 | 1441 | 1770 | 3415 | 0 |
| Flt Permitted | 0.388 | | | 0.950 | | | | | | 0.174 | | |
| Satd. Flow (perm) | 723 | 3529 | 0 | 3433 | 3539 | 0 | 0 | 2973 | 1441 | 324 | 3415 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 1 | | | | | | 575 | 60 | | 40 | |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 30 | |
| Link Distance (ft) | | 3833 | | | 4700 | | | 3688 | | | 3259 | |
| Travel Time (s) | | 58.1 | | | 71.2 | | | 55.9 | | | 74.1 | |
| Peak Hour Factor | 0.88 | 0.90 | 0.50 | 0.89 | 0.80 | 0.92 | 0.25 | 0.84 | 0.94 | 0.45 | 0.75 | 0.82 |
| Adj. Flow (vph) | 41 | 476 | 10 | 1183 | 351 | 0 | 0 | 167 | 1537 | 453 | 193 | 59 |
| Shared Lane Traffic (%) | | | | | | | | | 50% | | | |
| Lane Group Flow (vph) | 41 | 486 | 0 | 1183 | 351 | 0 | 0 | 936 | 768 | 453 | 252 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 24 | | | 24 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 3 | | 1 | 3 | | | 1 | 1 | 1 | 1 | |
| Detector Template | Left | Thru | | Left | Thru | | | Thru | Right | Left | Thru | |
| Leading Detector (ft) | 50 | 300 | | 50 | 300 | | | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 50 | | 0 | 50 | | | 0 | 0 | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 50 | | 0 | 50 | | | 0 | 0 | 0 | 0 | |
| Detector 1 Size(ft) | 50 | 6 | | 50 | 6 | | | 50 | 50 | 50 | 50 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 172 | | | 172 | | | | | | | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | | | | | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | | | | | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | | | | | |
| Detector 3 Position(ft) | | 294 | | | 294 | | | | | | | |
| Detector 3 Size(ft) | | 6 | | | 6 | | | | | | | |
| Detector 3 Type | | Cl+Ex | | | Cl+Ex | | | | | | | |
| Detector 3 Channel | | | | | | | | | | | | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|------|--------|--------|--------|-------|------|
| Detector 3 Extend (s) | | 0.0 | | | 0.0 | | | | | | | |
| Turn Type | pm+pt | | | Prot | | | | | custom | custom | | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | 7 | 4 8 | |
| Permitted Phases | 2 | | | | | | | | 1 8 | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | | 8 | 1 8 | 7 | 4 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | | 4.0 | | 4.0 | | |
| Minimum Split (s) | 20.5 | 20.5 | | 8.5 | 8.5 | | | 20.5 | | 8.5 | | |
| Total Split (s) | 20.5 | 22.6 | 0.0 | 45.2 | 47.3 | 0.0 | 0.0 | 23.0 | 68.2 | 29.2 | 75.2 | 0.0 |
| Total Split (%) | 17.1% | 18.8% | 0.0% | 37.7% | 39.4% | 0.0% | 0.0% | 19.2% | 56.8% | 24.3% | 62.7% | 0.0% |
| Maximum Green (s) | 16.0 | 18.1 | | 40.7 | 42.8 | | | 18.5 | | 24.7 | | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | | 3.5 | | 3.5 | | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | | 1.0 | | 1.0 | | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.5 | 4.0 | 4.5 | 4.5 | 4.0 | 4.0 | 4.5 | 4.5 | 4.5 | 4.5 | 4.0 |
| Lead/Lag | Lead | Lead | | Lag | Lag | | | Lag | | Lead | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | | Yes | | Yes | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | | 3.0 | | 3.0 | | |
| Recall Mode | None | C-Max | | None | C-Max | | | Max | | None | | |
| Walk Time (s) | 5.0 | 5.0 | | | | | | 5.0 | | | | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | | | | | 11.0 | | | | |
| Pedestrian Calls (#/hr) | 0 | 0 | | | | | | 0 | | | | |
| Act Effct Green (s) | 18.1 | 18.1 | | 40.7 | 52.8 | | | 18.5 | 59.2 | 47.7 | 47.7 | |
| Actuated g/C Ratio | 0.15 | 0.15 | | 0.34 | 0.44 | | | 0.15 | 0.49 | 0.40 | 0.40 | |
| v/c Ratio | 0.23 | 0.91 | | 1.02 | 0.23 | | | 1.07dr | 1.04 | 1.06 | 0.18 | |
| Control Delay | 47.8 | 72.7 | | 58.5 | 15.8 | | | 46.9 | 64.2 | 94.9 | 20.0 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 47.8 | 72.7 | | 58.5 | 15.8 | | | 46.9 | 64.2 | 94.9 | 20.0 | |
| LOS | D | E | | E | B | | | D | E | F | C | |
| Approach Delay | | 70.8 | | | 48.7 | | | 54.7 | | | 68.2 | |
| Approach LOS | | E | | | D | | | D | | | E | |
| Queue Length 50th (ft) | 28 | 197 | | ~485 | 81 | | | 173 | ~473 | ~336 | 54 | |
| Queue Length 95th (ft) | 61 | #297 | | #613 | 97 | | | #261 | #956 | 160 | 66 | |
| Internal Link Dist (ft) | | 3753 | | | 4620 | | | 3608 | | | 3179 | |
| Turn Bay Length (ft) | 260 | | | 275 | | | | | | 225 | | |
| Base Capacity (vph) | 249 | 533 | | 1164 | 1558 | | | 945 | 741 | 426 | 1382 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.16 | 0.91 | | 1.02 | 0.23 | | | 0.99 | 1.04 | 1.06 | 0.18 | |

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of FDW or yellow, Master Intersection

Natural Cycle: 130

Control Type: Actuated-Coordinated








Maximum v/c Ratio: 1.06 ←

| | |
|-----------------------------|------|
| Lane Group | ø4 |
| Detector 3 Extend (s) | |
| Turn Type | |
| Protected Phases | 4 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 4.0 |
| Minimum Split (s) | 20.5 |
| Total Split (s) | 52.2 |
| Total Split (%) | 44% |
| Maximum Green (s) | 47.7 |
| Yellow Time (s) | 3.5 |
| All-Red Time (s) | 1.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | |
| Lead-Lag Optimize? | |
| Vehicle Extension (s) | 3.0 |
| Recall Mode | Max |
| Walk Time (s) | 5.0 |
| Flash Dont Walk (s) | 11.0 |
| Pedestrian Calls (#/hr) | 0 |
| Act Effct Green (s) | |
| Actuated g/C Ratio | |
| v/c Ratio | |
| Control Delay | |
| Queue Delay | |
| Total Delay | |
| LOS | |
| Approach Delay | |
| Approach LOS | |
| Queue Length 50th (ft) | |
| Queue Length 95th (ft) | |
| Internal Link Dist (ft) | |
| Turn Bay Length (ft) | |
| Base Capacity (vph) | |
| Starvation Cap Reductn | |
| Spillback Cap Reductn | |
| Storage Cap Reductn | |
| Reduced v/c Ratio | |
| Intersection Summary | |

Intersection Signal Delay: 56.7 Intersection LOS: E
 Intersection Capacity Utilization 94.2% ICU Level of Service F
 Analysis Period (min) 15

- ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
- dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 1: Genesee St & Airport West Access Drive

| | | | |
|--|--|--|--|
|  Ø2 22.6 s |  Ø1 45.2 s |  Ø4 52.2 s | |
|  Ø5 20.5 s |  Ø6 47.3 s |  Ø7 29.2 s |  Ø8 23 s |

NFTA 17493.00 BNIA
EXISTING Roadways AM

BNIA EAST Access Drive
Year 2011 AM Existing



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 46 | 1390 | 16 | 48 | 1317 | 115 | 5 | 5 | 5 | 79 | 5 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 250 | | 0 | 250 | | 350 | 100 | | 0 | 0 | | 400 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 0 | 0 | | 1 |
| Taper Length (ft) | 25 | | 25 | 25 | | 25 | 25 | | 25 | 25 | | 25 |
| Lane Util. Factor | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.994 | | | | 0.850 | | 0.953 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | | | 0.958 |
| Satd. Flow (prot) | 1770 | 5055 | 0 | 1770 | 5085 | 1583 | 1770 | 1759 | 0 | 0 | 1785 | 1583 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.690 | | | | 0.745 | |
| Satd. Flow (perm) | 1770 | 5055 | 0 | 1770 | 5085 | 1583 | 1285 | 1759 | 0 | 0 | 1388 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 13 | | | | 144 | | 9 | | | | 8 |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | | 30 |
| Link Distance (ft) | | 4700 | | | 6560 | | | 659 | | | 1266 | |
| Travel Time (s) | | 71.2 | | | 99.4 | | | 15.0 | | | 28.8 | |
| Peak Hour Factor | 0.73 | 0.98 | 0.25 | 0.33 | 0.96 | 0.80 | 0.63 | 0.25 | 0.58 | 0.88 | 0.38 | 0.59 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 5% | 2% | 2% | 2% |
| Adj. Flow (vph) | 63 | 1418 | 64 | 145 | 1372 | 144 | 8 | 20 | 9 | 90 | 13 | 8 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 63 | 1482 | 0 | 145 | 1372 | 144 | 8 | 29 | 0 | 0 | 103 | 8 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 3 | | 1 | 3 | 1 | 1 | 1 | | 1 | 1 | 1 |
| Detector Template | Left | Thru | | Left | Thru | Right | Left | Thru | | Left | Thru | Right |
| Leading Detector (ft) | 50 | 300 | | 50 | 300 | 5 | 50 | 50 | | 20 | 50 | 50 |
| Trailing Detector (ft) | 0 | 50 | | 0 | 50 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Detector 1 Position(ft) | 0 | 50 | | 0 | 50 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Detector 1 Size(ft) | 50 | 6 | | 50 | 6 | 5 | 50 | 50 | | 20 | 50 | 50 |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | 172 | | | 172 | | | | | | | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | | | | | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | | | | | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | | | | | |
| Detector 3 Position(ft) | | 294 | | | 294 | | | | | | | |
| Detector 3 Size(ft) | | 6 | | | 6 | | | | | | | |
| Detector 3 Type | | Cl+Ex | | | Cl+Ex | | | | | | | |



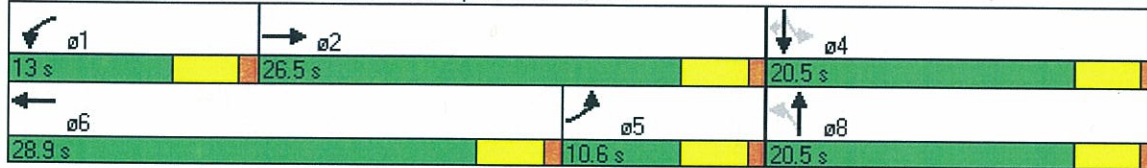
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|-------|
| Detector 3 Channel | | | | | | | | | | | | |
| Detector 3 Extend (s) | | 0.0 | | | 0.0 | | | | | | | |
| Turn Type | Prot | | | Prot | | Free | Perm | | | Perm | | Perm |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | | | | | | Free | 8 | | | 4 | | 4 |
| Detector Phase | 5 | 2 | | 1 | 6 | | 8 | 8 | | 4 | 4 | 4 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 8.5 | 20.5 | | 8.5 | 20.5 | | 20.5 | 20.5 | | 20.5 | 20.5 | 20.5 |
| Total Split (s) | 10.6 | 26.5 | 0.0 | 13.0 | 28.9 | 0.0 | 20.5 | 20.5 | 0.0 | 20.5 | 20.5 | 20.5 |
| Total Split (%) | 17.7% | 44.2% | 0.0% | 21.7% | 48.2% | 0.0% | 34.2% | 34.2% | 0.0% | 34.2% | 34.2% | 34.2% |
| Maximum Green (s) | 6.1 | 22.0 | | 8.5 | 24.4 | | 16.0 | 16.0 | | 16.0 | 16.0 | 16.0 |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.5 | 4.0 | 4.5 | 4.5 | 4.0 | 4.5 | 4.5 | 4.0 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | Lag | Lag | | Lead | Lead | | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | C-Max | | None | C-Max | | Max | Max | | Max | Max | Max |
| Walk Time (s) | | 5.0 | | | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| Flash Dont Walk (s) | | 11.0 | | | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | 0 | 0 | | 0 | 0 | 0 |
| Act Effct Green (s) | 6.0 | 24.6 | | 8.1 | 28.6 | 60.0 | 16.0 | 16.0 | | | 16.0 | 16.0 |
| Actuated g/C Ratio | 0.10 | 0.41 | | 0.14 | 0.48 | 1.00 | 0.27 | 0.27 | | | 0.27 | 0.27 |
| v/c Ratio | 0.36 | 0.71 | | 0.61 | 0.57 | 0.09 | 0.02 | 0.06 | | | 0.28 | 0.02 |
| Control Delay | 24.3 | 14.3 | | 36.4 | 13.4 | 0.1 | 16.6 | 13.5 | | | 19.9 | 10.2 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 |
| Total Delay | 24.3 | 14.3 | | 36.4 | 13.4 | 0.1 | 16.6 | 13.5 | | | 19.9 | 10.2 |
| LOS | C | B | | D | B | A | B | B | | | B | B |
| Approach Delay | | 14.8 | | | 14.3 | | | 14.2 | | | 19.2 | |
| Approach LOS | | B | | | B | | | B | | | B | |
| Queue Length 50th (ft) | 21 | 162 | | 50 | 141 | 0 | 2 | 5 | | | 29 | 0 |
| Queue Length 95th (ft) | m21 | m164 | | 33 | 185 | 0 | 8 | 4 | | | 25 | 5 |
| Internal Link Dist (ft) | | 4620 | | | 6480 | | | 579 | | | 1186 | |
| Turn Bay Length (ft) | 250 | | | 250 | | 350 | 100 | | | | | 400 |
| Base Capacity (vph) | 180 | 2080 | | 251 | 2427 | 1583 | 343 | 476 | | | 370 | 428 |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | 0.35 | 0.71 | | 0.58 | 0.57 | 0.09 | 0.02 | 0.06 | | | 0.28 | 0.02 |

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 37 (62%), Referenced to phase 2:EBT and 6:WBT, Start of FDW or yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 14.7
 Intersection Capacity Utilization 53.1%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Genesee St & East Airport Access Drive



NFTA 17493.00 BNIA
EXISTING Roadways PM

BNIA WEST Access Drive
Year 2011 PM Existing



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 99 | 385 | 10 | 1301 | 638 | 0 | 0 | 406 | 1636 | 148 | 347 | 150 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 260 | | 0 | 275 | | 0 | 0 | | 0 | 225 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | 25 | 25 | | 25 | 25 | | 25 | 25 | | 25 |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 1.00 | 1.00 | 0.91 | 0.91 | 1.00 | 0.95 | 0.95 |
| Frnt | | 0.995 | | | | | | 0.896 | 0.850 | | 0.945 | |
| Flt Protected | 0.950 | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 3522 | 0 | 3433 | 3539 | 0 | 0 | 3038 | 1441 | 1770 | 3345 | 0 |
| Flt Permitted | 0.513 | | | 0.950 | | | | | | 0.105 | | |
| Satd. Flow (perm) | 956 | 3522 | 0 | 3433 | 3539 | 0 | 0 | 3038 | 1441 | 196 | 3345 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 3 | | | | | | 472 | 41 | | 107 | |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 30 | |
| Link Distance (ft) | | 3833 | | | 4700 | | | 3688 | | | 3259 | |
| Travel Time (s) | | 58.1 | | | 71.2 | | | 55.9 | | | 74.1 | |
| Peak Hour Factor | 0.96 | 0.86 | 0.63 | 0.89 | 0.83 | 0.92 | 0.92 | 0.93 | 0.83 | 0.83 | 0.93 | 0.70 |
| Adj. Flow (vph) | 103 | 448 | 16 | 1462 | 769 | 0 | 0 | 437 | 1971 | 178 | 373 | 214 |
| Shared Lane Traffic (%) | | | | | | | | | 50% | | | |
| Lane Group Flow (vph) | 103 | 464 | 0 | 1462 | 769 | 0 | 0 | 1423 | 985 | 178 | 587 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 24 | | | 24 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 3 | | 1 | 3 | | | 1 | 1 | 1 | 1 | |
| Detector Template | Left | Thru | | Left | Thru | | | Thru | Right | Left | Thru | |
| Leading Detector (ft) | 50 | 300 | | 50 | 300 | | | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 50 | | 0 | 50 | | | 0 | 0 | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 50 | | 0 | 50 | | | 0 | 0 | 0 | 0 | |
| Detector 1 Size(ft) | 50 | 6 | | 50 | 6 | | | 50 | 50 | 50 | 50 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 172 | | | 172 | | | | | | | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | | | | | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | | | | | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | | | | | |
| Detector 3 Position(ft) | | 294 | | | 294 | | | | | | | |
| Detector 3 Size(ft) | | 6 | | | 6 | | | | | | | |
| Detector 3 Type | | Cl+Ex | | | Cl+Ex | | | | | | | |
| Detector 3 Channel | | | | | | | | | | | | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|------|--------|--------|--------|-------|------|
| Detector 3 Extend (s) | | 0.0 | | | 0.0 | | | | | | | |
| Turn Type | pm+pt | | | Prot | | | | | custom | custom | | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | 7 | 4 | 8 |
| Permitted Phases | 2 | | | | | | | | 1 | 8 | 4 | |
| Detector Phase | 5 | 2 | | 1 | 6 | | | 8 | 1 | 8 | 7 | 4 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | | 4.0 | | 4.0 | | |
| Minimum Split (s) | 20.5 | 20.5 | | 8.5 | 8.5 | | | 20.5 | | 8.5 | | |
| Total Split (s) | 20.5 | 24.0 | 0.0 | 47.0 | 50.5 | 0.0 | 0.0 | 38.0 | 85.0 | 11.0 | 87.0 | 0.0 |
| Total Split (%) | 17.1% | 20.0% | 0.0% | 39.2% | 42.1% | 0.0% | 0.0% | 31.7% | 70.8% | 9.2% | 72.5% | 0.0% |
| Maximum Green (s) | 16.0 | 19.5 | | 42.5 | 46.0 | | | 33.5 | | 6.5 | | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | | 3.5 | | 3.5 | | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | | 1.0 | | 1.0 | | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.5 | 4.0 | 4.5 | 4.5 | 4.0 | 4.0 | 4.5 | 4.5 | 4.5 | 4.5 | 4.0 |
| Lead/Lag | Lead | Lead | | Lag | Lag | | | Lag | | Lead | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | | Yes | | Yes | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | | 3.0 | | 3.0 | | |
| Recall Mode | None | C-Max | | None | C-Max | | | Max | | None | | |
| Walk Time (s) | 5.0 | 5.0 | | | | | | 5.0 | | | | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | | | | | 11.0 | | | | |
| Pedestrian Calls (#/hr) | 0 | 0 | | | | | | 0 | | | | |
| Act Effct Green (s) | 19.5 | 19.5 | | 42.5 | 50.3 | | | 33.5 | 76.0 | 44.5 | 44.5 | |
| Actuated g/C Ratio | 0.16 | 0.16 | | 0.35 | 0.42 | | | 0.28 | 0.63 | 0.37 | 0.37 | |
| v/c Ratio | 0.44 | 0.81 | | 1.20 | 0.52 | | | 1.30dr | 1.06 | 1.13 | 0.45 | |
| Control Delay | 51.2 | 60.1 | | 126.8 | 20.6 | | | 123.8 | 62.7 | 139.8 | 24.2 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 51.2 | 60.1 | | 126.8 | 20.6 | | | 123.8 | 62.7 | 139.8 | 24.2 | |
| LOS | D | E | | F | C | | | F | E | F | C | |
| Approach Delay | | 58.4 | | | 90.2 | | | 98.8 | | | 51.1 | |
| Approach LOS | | E | | | F | | | F | | | D | |
| Queue Length 50th (ft) | 72 | 183 | | ~712 | 187 | | | ~581 | ~542 | ~108 | 145 | |
| Queue Length 95th (ft) | 128 | 231 | | #829 | 213 | | | #729 | #687 | #222 | 197 | |
| Internal Link Dist (ft) | | 3753 | | | 4620 | | | 3608 | | | 3179 | |
| Turn Bay Length (ft) | 260 | | | 275 | | | | | | 225 | | |
| Base Capacity (vph) | 264 | 575 | | 1216 | 1484 | | | 1188 | 928 | 158 | 1308 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.39 | 0.81 | | 1.20 | 0.52 | | | 1.20 | 1.06 | 1.13 | 0.45 | |

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of FDW or yellow, Master Intersection
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.20

| | |
|-----------------------------|------|
| Lane Group | ø4 |
| Detector 3 Extend (s) | |
| Turn Type | |
| Protected Phases | 4 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 4.0 |
| Minimum Split (s) | 20.5 |
| Total Split (s) | 49.0 |
| Total Split (%) | 41% |
| Maximum Green (s) | 44.5 |
| Yellow Time (s) | 3.5 |
| All-Red Time (s) | 1.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | |
| Lead-Lag Optimize? | |
| Vehicle Extension (s) | 3.0 |
| Recall Mode | Max |
| Walk Time (s) | 5.0 |
| Flash Dont Walk (s) | 11.0 |
| Pedestrian Calls (#/hr) | 0 |
| Act Effct Green (s) | |
| Actuated g/C Ratio | |
| v/c Ratio | |
| Control Delay | |
| Queue Delay | |
| Total Delay | |
| LOS | |
| Approach Delay | |
| Approach LOS | |
| Queue Length 50th (ft) | |
| Queue Length 95th (ft) | |
| Internal Link Dist (ft) | |
| Turn Bay Length (ft) | |
| Base Capacity (vph) | |
| Starvation Cap Reductn | |
| Spillback Cap Reductn | |
| Storage Cap Reductn | |
| Reduced v/c Ratio | |
| Intersection Summary | |

Intersection Signal Delay: 85.6 ← Intersection LOS: F ←

Intersection Capacity Utilization 100.0% ICU Level of Service G

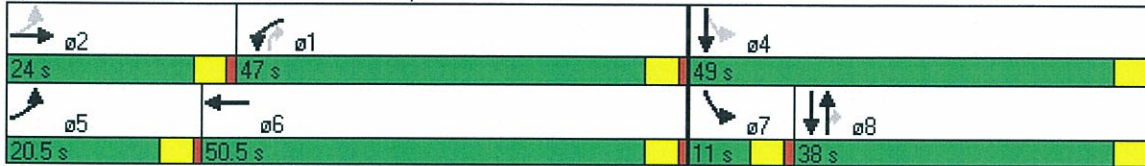
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 1: Genesee St & Airport West Access Drive



NFTA 17493.00 BNIA
EXISTING Roadways PM

BNIA EAST Access Drive
Year 2011 PM Existing



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 82 | 1766 | 5 | 5 | 1427 | 191 | 26 | 5 | 7 | 166 | 5 | 27 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 250 | | 0 | 250 | | 350 | 100 | | 0 | 0 | | 400 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 0 | 0 | | 1 |
| Taper Length (ft) | 25 | | 25 | 25 | | 25 | 25 | | 25 | 25 | | 25 |
| Lane Util. Factor | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frts | | 0.998 | | | | 0.850 | | 0.944 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | | 0.955 | |
| Satd. Flow (prot) | 1770 | 5075 | 0 | 1770 | 5085 | 1583 | 1770 | 1739 | 0 | 0 | 1779 | 1583 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.601 | | | | 0.716 | |
| Satd. Flow (perm) | 1770 | 5075 | 0 | 1770 | 5085 | 1583 | 1120 | 1739 | 0 | 0 | 1334 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 3 | | | | 239 | | 12 | | | | 46 |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | 30 | |
| Link Distance (ft) | | 4700 | | | 6560 | | | 659 | | | 1266 | |
| Travel Time (s) | | 71.2 | | | 99.4 | | | 15.0 | | | 28.8 | |
| Peak Hour Factor | 0.73 | 0.98 | 0.25 | 0.33 | 0.96 | 0.80 | 0.63 | 0.25 | 0.58 | 0.88 | 0.38 | 0.59 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 5% | 2% | 2% | 2% |
| Adj. Flow (vph) | 112 | 1802 | 20 | 15 | 1486 | 239 | 41 | 20 | 12 | 189 | 13 | 46 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 112 | 1822 | 0 | 15 | 1486 | 239 | 41 | 32 | 0 | 0 | 202 | 46 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 3 | | 1 | 3 | 1 | 1 | 1 | | 1 | 1 | 1 |
| Detector Template | Left | Thru | | Left | Thru | Right | Left | Thru | | Left | Thru | Right |
| Leading Detector (ft) | 50 | 300 | | 50 | 300 | 20 | 50 | 50 | | 20 | 50 | 50 |
| Trailing Detector (ft) | 0 | 50 | | 0 | 50 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Detector 1 Position(ft) | 0 | 50 | | 0 | 50 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Detector 1 Size(ft) | 50 | 6 | | 50 | 6 | 20 | 50 | 50 | | 20 | 50 | 50 |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | 172 | | | 172 | | | | | | | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | | | | | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | | | | | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | | | | | |
| Detector 3 Position(ft) | | 294 | | | 294 | | | | | | | |
| Detector 3 Size(ft) | | 6 | | | 6 | | | | | | | |
| Detector 3 Type | | Cl+Ex | | | Cl+Ex | | | | | | | |



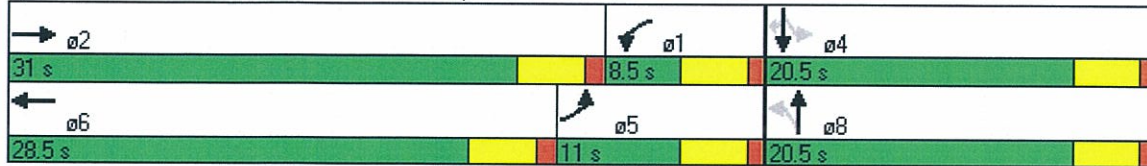
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Detector 3 Channel | | | | | | | | | | | | |
| Detector 3 Extend (s) | 0.0 | | | 0.0 | | | | | | | | |
| Turn Type | Prot | | | | Prot | | Free | | Perm | | Perm | |
| Protected Phases | 5 | 2 | | | 1 | 6 | | | 8 | | 4 | 4 |
| Permitted Phases | | | | | | | Free | 8 | | | 4 | 4 |
| Detector Phase | 5 | 2 | | | 1 | 6 | 8 | 8 | | | 4 | 4 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | | 4.0 | 4.0 | 4.0 | 4.0 | | | 4.0 | 4.0 |
| Minimum Split (s) | 8.5 | 20.5 | | | 8.5 | 20.5 | 20.5 | 20.5 | | | 20.5 | 20.5 |
| Total Split (s) | 11.0 | 31.0 | 0.0 | 8.5 | 28.5 | 0.0 | 20.5 | 20.5 | 0.0 | 20.5 | 20.5 | 20.5 |
| Total Split (%) | 18.3% | 51.7% | 0.0% | 14.2% | 47.5% | 0.0% | 34.2% | 34.2% | 0.0% | 34.2% | 34.2% | 34.2% |
| Maximum Green (s) | 6.5 | 26.5 | | | 4.0 | 24.0 | 16.0 | 16.0 | | | 16.0 | 16.0 |
| Yellow Time (s) | 3.5 | 3.5 | | | 3.5 | 3.5 | 3.5 | 3.5 | | | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | | | 1.0 | 1.0 | 1.0 | 1.0 | | | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.5 | 4.0 | 4.5 | 4.5 | 4.0 | 4.5 | 4.5 | 4.0 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | Lag | Lead | | | Lag | Lead | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | | Yes | Yes | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | 3.0 |
| Recall Mode | None | C-Max | | | None | C-Max | Max | Max | | | Max | Max |
| Walk Time (s) | 5.0 | | | | 5.0 | | 5.0 | 5.0 | | | 5.0 | 5.0 |
| Flash Dont Walk (s) | 11.0 | | | | 11.0 | | 11.0 | 11.0 | | | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | 0 | | | | 0 | | 0 | 0 | | | 0 | 0 |
| Act Effct Green (s) | 6.4 | 31.6 | | | 4.0 | 24.5 | 60.0 | 17.7 | 17.7 | | | 17.7 |
| Actuated g/C Ratio | 0.11 | 0.53 | | | 0.07 | 0.41 | 1.00 | 0.30 | 0.30 | | | 0.30 |
| v/c Ratio | 0.60 | 0.68 | | | 0.13 | 0.72 | 0.15 | 0.12 | 0.06 | | | 0.51 |
| Control Delay | 25.8 | 9.2 | | | 29.0 | 17.4 | 0.2 | 18.1 | 12.8 | | | 24.3 |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 |
| Total Delay | 25.8 | 9.2 | | | 29.0 | 17.4 | 0.2 | 18.1 | 12.8 | | | 24.3 |
| LOS | C | A | | | C | B | A | B | B | | | C |
| Approach Delay | 10.2 | | | | 15.1 | | 15.8 | | | | 21.0 | |
| Approach LOS | B | | | | B | | B | | | | C | |
| Queue Length 50th (ft) | 44 | 118 | | | 5 | 160 | 0 | 11 | 5 | | | 63 |
| Queue Length 95th (ft) | m41 | m184 | | | 7 | 208 | 0 | 22 | 4 | | | 43 |
| Internal Link Dist (ft) | 4620 | | | | 6480 | | 579 | | | | 1186 | |
| Turn Bay Length (ft) | 250 | | | 250 | 350 | | 100 | | | | | 400 |
| Base Capacity (vph) | 192 | 2674 | | | 118 | 2076 | 1583 | 331 | 522 | | | 394 |
| Starvation Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | | 0 |
| Spillback Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | | 0 |
| Storage Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | | 0 |
| Reduced v/c Ratio | 0.58 | 0.68 | | | 0.13 | 0.72 | 0.15 | 0.12 | 0.06 | | | 0.51 |

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 36 (60%), Referenced to phase 2:EBT and 6:WBT, Start of FDW or yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 13.1
 Intersection Capacity Utilization 64.9%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Genesee St & East Airport Access Drive



NFTA 17493.00 BNIA
 EXISTING ROADWAYS / NO-BUILD AM

BNIA WEST Access Drive
 Year 2030 AM NO-BUILD



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 59 | 548 | 5 | 1348 | 360 | 0 | 0 | 228 | 1850 | 333 | 236 | 78 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 260 | | 0 | 275 | | 0 | 0 | | 0 | 225 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | 25 | 25 | | 25 | 25 | | 25 | 25 | | 25 |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 1.00 | 1.00 | 0.91 | 0.91 | 1.00 | 0.95 | 0.95 |
| Fr t | | 0.998 | | | | | | 0.882 | 0.850 | | 0.965 | |
| Flt Protected | 0.950 | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 3532 | 0 | 3433 | 3539 | 0 | 0 | 2990 | 1441 | 1770 | 3415 | 0 |
| Flt Permitted | 0.323 | | | 0.950 | | | | | | 0.154 | | |
| Satd. Flow (perm) | 602 | 3532 | 0 | 3433 | 3539 | 0 | 0 | 2990 | 1441 | 287 | 3415 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 1 | | | | | | 476 | 17 | | 42 | |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 30 | |
| Link Distance (ft) | | 3833 | | | 4700 | | | 3688 | | | 3259 | |
| Travel Time (s) | | 58.1 | | | 71.2 | | | 55.9 | | | 74.1 | |
| Peak Hour Factor | 0.88 | 0.90 | 0.50 | 0.89 | 0.80 | 0.92 | 0.25 | 0.84 | 0.94 | 0.45 | 0.75 | 0.82 |
| Adj. Flow (vph) | 67 | 609 | 10 | 1515 | 450 | 0 | 0 | 271 | 1968 | 740 | 315 | 95 |
| Shared Lane Traffic (%) | | | | | | | | | 50% | | | |
| Lane Group Flow (vph) | 67 | 619 | 0 | 1515 | 450 | 0 | 0 | 1255 | 984 | 740 | 410 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 24 | | | 24 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 3 | | 1 | 3 | | | 1 | 1 | 1 | 1 | |
| Detector Template | Left | Thru | | Left | Thru | | | Thru | Right | Left | Thru | |
| Leading Detector (ft) | 50 | 300 | | 50 | 300 | | | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 50 | | 0 | 50 | | | 0 | 0 | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 50 | | 0 | 50 | | | 0 | 0 | 0 | 0 | |
| Detector 1 Size(ft) | 50 | 6 | | 50 | 6 | | | 50 | 50 | 50 | 50 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 172 | | | 172 | | | | | | | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | | | | | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | | | | | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | | | | | |
| Detector 3 Position(ft) | | 294 | | | 294 | | | | | | | |
| Detector 3 Size(ft) | | 6 | | | 6 | | | | | | | |
| Detector 3 Type | | Cl+Ex | | | Cl+Ex | | | | | | | |
| Detector 3 Channel | | | | | | | | | | | | |

NFTA 17493.00 BNIA
 EXISTING ROADWAYS / NO-BUILD AM

BNIA WEST Access Drive
 Year 2030 AM NO-BUILD



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|----------|------|----------|----------|------|------|----------|----------|----------|----------|------|
| Detector 3 Extend (s) | | 0.0 | | | 0.0 | | | | | | | |
| Turn Type | pm+pt | | | Prot | | | | | custom | custom | | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | 7 | 4 8 | |
| Permitted Phases | 2 | | | | | | | | 1 8 | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | | 8 | 1 8 | 7 | 4 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | | 4.0 | | 4.0 | | |
| Minimum Split (s) | 20.5 | 20.5 | | 8.5 | 8.5 | | | 20.5 | | 8.5 | | |
| Total Split (s) | 20.5 | 26.0 | 0.0 | 37.0 | 42.5 | 0.0 | 0.0 | 26.0 | 63.0 | 31.0 | 83.0 | 0.0 |
| Total Split (%) | 17.1% | 21.7% | 0.0% | 30.8% | 35.4% | 0.0% | 0.0% | 21.7% | 52.5% | 25.8% | 69.2% | 0.0% |
| Maximum Green (s) | 16.0 | 21.5 | | 32.5 | 38.0 | | | 21.5 | | 26.5 | | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | | 3.5 | | 3.5 | | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | | 1.0 | | 1.0 | | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.5 | 4.0 | 4.5 | 4.5 | 4.0 | 4.0 | 4.5 | 4.5 | 4.5 | 4.5 | 4.0 |
| Lead/Lag | Lead | Lead | | Lag | Lag | | | Lag | | Lead | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | | Yes | | Yes | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | | 3.0 | | 3.0 | | |
| Recall Mode | None | C-Max | | None | C-Max | | | Max | | None | | |
| Walk Time (s) | 5.0 | 5.0 | | | | | | 5.0 | | | | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | | | | | 11.0 | | | | |
| Pedestrian Calls (#/hr) | 0 | 0 | | | | | | 0 | | | | |
| Act Effct Green (s) | 21.5 | 21.5 | | 32.5 | 46.7 | | | 21.5 | 54.0 | 52.5 | 52.5 | |
| Actuated g/C Ratio | 0.18 | 0.18 | | 0.27 | 0.39 | | | 0.18 | 0.45 | 0.44 | 0.44 | |
| v/c Ratio | 0.34 | 0.98 | | 1.63 | 0.33 | | | 1.49dr | 1.50 | 1.63 | 0.27 | |
| Control Delay | 47.1 | 79.6 | | 312.3 | 18.1 | | | 191.6 | 253.3 | 321.9 | 19.7 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 47.1 | 79.6 | | 312.3 | 18.1 | | | 191.6 | 253.3 | 321.9 | 19.7 | |
| LOS | D | E | | F | B | | | F | F | F | B | |
| Approach Delay | | 76.4 | | | 244.9 | | | 218.7 | | | 214.2 | |
| Approach LOS | | E | | | F | | | F | | | F | |
| Queue Length 50th (ft) | 45 | 253 | | ~880 | 102 | | | ~527 | ~1165 | ~784 | 93 | |
| Queue Length 95th (ft) | 86 | #376 | | #973 | 117 | | | #587 | #1446 | 290 | 102 | |
| Internal Link Dist (ft) | | 3753 | | | 4620 | | | 3608 | | | 3179 | |
| Turn Bay Length (ft) | 260 | | | 275 | | | | | | 225 | | |
| Base Capacity (vph) | 264 | 634 | | 930 | 1378 | | | 926 | 658 | 453 | 1518 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.25 | 0.98 | | 1.63 | 0.33 | | | 1.36 | 1.50 | 1.63 | 0.27 | |

Intersection Summary

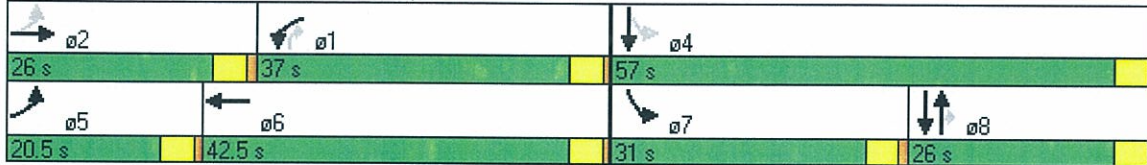
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of FDW or yellow, Master Intersection
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.63

| | |
|-----------------------------|------|
| Lane Group | ø4 |
| Detector 3 Extend (s) | |
| Turn Type | |
| Protected Phases | 4 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 4.0 |
| Minimum Split (s) | 20.5 |
| Total Split (s) | 57.0 |
| Total Split (%) | 48% |
| Maximum Green (s) | 52.5 |
| Yellow Time (s) | 3.5 |
| All-Red Time (s) | 1.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | |
| Lead-Lag Optimize? | |
| Vehicle Extension (s) | 3.0 |
| Recall Mode | Max |
| Walk Time (s) | 5.0 |
| Flash Dont Walk (s) | 11.0 |
| Pedestrian Calls (#/hr) | 0 |
| Act Effct Green (s) | |
| Actuated g/C Ratio | |
| v/c Ratio | |
| Control Delay | |
| Queue Delay | |
| Total Delay | |
| LOS | |
| Approach Delay | |
| Approach LOS | |
| Queue Length 50th (ft) | |
| Queue Length 95th (ft) | |
| Internal Link Dist (ft) | |
| Turn Bay Length (ft) | |
| Base Capacity (vph) | |
| Starvation Cap Reductn | |
| Spillback Cap Reductn | |
| Storage Cap Reductn | |
| Reduced v/c Ratio | |
| Intersection Summary | |

Intersection Signal Delay: 210.2 Intersection LOS: F
 Intersection Capacity Utilization 121.4% ICU Level of Service H
 Analysis Period (min) 15

- ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
- dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 1: Genesee St & Airport West Access Drive



NFTA 17493.00 BNIA
EXISTING ROADWAYS / NO-BUILD AM

BNIA EAST Access Drive
Year 2030 AM NO-BUILD



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 75 | 1779 | 20 | 15 | 1686 | 187 | 6 | 8 | 6 | 129 | 8 | 8 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 250 | | 0 | 250 | | 350 | 100 | | 0 | 0 | | 400 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 0 | 0 | | 1 |
| Taper Length (ft) | 25 | | 25 | 25 | | 25 | 25 | | 25 | 25 | | 25 |
| Lane Util. Factor | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.994 | | | | 0.850 | | 0.964 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | | 0.958 | |
| Satd. Flow (prot) | 1770 | 5055 | 0 | 1770 | 5085 | 1583 | 1770 | 1783 | 0 | 0 | 1785 | 1583 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.650 | | | | 0.723 | |
| Satd. Flow (perm) | 1770 | 5055 | 0 | 1770 | 5085 | 1583 | 1211 | 1783 | 0 | 0 | 1347 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 14 | | | | 234 | | 10 | | | | 14 |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | 30 | |
| Link Distance (ft) | | 4700 | | | 6560 | | | 659 | | | 1266 | |
| Travel Time (s) | | 71.2 | | | 99.4 | | | 15.0 | | | 28.8 | |
| Peak Hour Factor | 0.73 | 0.98 | 0.25 | 0.33 | 0.96 | 0.80 | 0.63 | 0.25 | 0.58 | 0.88 | 0.38 | 0.59 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 5% | 2% | 2% | 2% |
| Adj. Flow (vph) | 103 | 1815 | 80 | 45 | 1756 | 234 | 10 | 32 | 10 | 147 | 21 | 14 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 103 | 1895 | 0 | 45 | 1756 | 234 | 10 | 42 | 0 | 0 | 168 | 14 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 3 | | 1 | 3 | 1 | 1 | 1 | | 1 | 1 | 1 |
| Detector Template | Left | Thru | | Left | Thru | Right | Left | Thru | | Left | Thru | Right |
| Leading Detector (ft) | 50 | 300 | | 50 | 300 | 5 | 50 | 50 | | 20 | 50 | 50 |
| Trailing Detector (ft) | 0 | 50 | | 0 | 50 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Detector 1 Position(ft) | 0 | 50 | | 0 | 50 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Detector 1 Size(ft) | 50 | 6 | | 50 | 6 | 5 | 50 | 50 | | 20 | 50 | 50 |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | 172 | | | 172 | | | | | | | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | | | | | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | | | | | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | | | | | |
| Detector 3 Position(ft) | | 294 | | | 294 | | | | | | | |
| Detector 3 Size(ft) | | 6 | | | 6 | | | | | | | |
| Detector 3 Type | | Cl+Ex | | | Cl+Ex | | | | | | | |



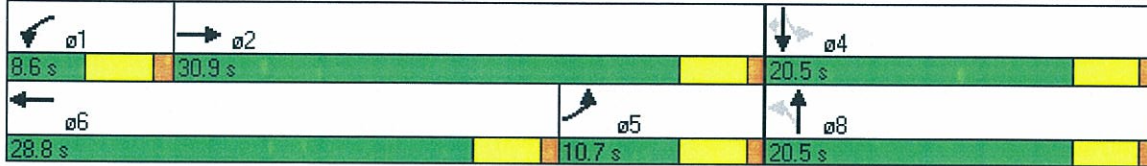
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Detector 3 Channel | | | | | | | | | | | | |
| Detector 3 Extend (s) | 0.0 | | | | 0.0 | | | | | | | |
| Turn Type | Prot | | | | Prot | | Free | | Perm | | Perm | |
| Protected Phases | 5 | 2 | | | 1 | 6 | | | 8 | | | 4 |
| Permitted Phases | | | | | | | Free | 8 | | | 4 | 4 |
| Detector Phase | 5 | 2 | | | 1 | 6 | 8 | 8 | | | 4 | 4 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | | 4.0 | 4.0 | 4.0 | 4.0 | | | 4.0 | 4.0 |
| Minimum Split (s) | 8.5 | 20.5 | | | 8.5 | 20.5 | 20.5 | 20.5 | | | 20.5 | 20.5 |
| Total Split (s) | 10.7 | 30.9 | 0.0 | 8.6 | 28.8 | 0.0 | 20.5 | 20.5 | 0.0 | 20.5 | 20.5 | 20.5 |
| Total Split (%) | 17.8% | 51.5% | 0.0% | 14.3% | 48.0% | 0.0% | 34.2% | 34.2% | 0.0% | 34.2% | 34.2% | 34.2% |
| Maximum Green (s) | 6.2 | 26.4 | | | 4.1 | 24.3 | 16.0 | 16.0 | | | 16.0 | 16.0 |
| Yellow Time (s) | 3.5 | 3.5 | | | 3.5 | 3.5 | 3.5 | 3.5 | | | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | | | 1.0 | 1.0 | 1.0 | 1.0 | | | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.5 | 4.0 | 4.5 | 4.5 | 4.0 | 4.5 | 4.5 | 4.0 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | Lag | Lag | | | Lead | Lead | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | | Yes | Yes | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | 3.0 |
| Recall Mode | None | C-Max | | | None | C-Max | Max | Max | | | Max | Max |
| Walk Time (s) | 5.0 | | | | 5.0 | | 5.0 | 5.0 | | | 5.0 | 5.0 |
| Flash Dont Walk (s) | 11.0 | | | | 11.0 | | 11.0 | 11.0 | | | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | 0 | | | | 0 | | 0 | 0 | | | 0 | 0 |
| Act Effct Green (s) | 6.1 | 29.8 | | | 4.1 | 26.4 | 60.0 | 16.0 | | | 16.0 | 16.0 |
| Actuated g/C Ratio | 0.10 | 0.50 | | | 0.07 | 0.44 | 1.00 | 0.27 | | | 0.27 | 0.27 |
| v/c Ratio | 0.57 | 0.75 | | | 0.37 | 0.78 | 0.15 | 0.03 | | | 0.47 | 0.03 |
| Control Delay | 26.7 | 12.9 | | | 35.8 | 18.6 | 0.2 | 16.7 | | | 14.3 | 23.6 |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 |
| Total Delay | 26.7 | 12.9 | | | 35.8 | 18.6 | 0.2 | 16.7 | | | 14.3 | 23.6 |
| LOS | C | B | | | D | B | A | B | | | B | A |
| Approach Delay | 13.7 | | | | 16.9 | | 14.7 | | | | 22.5 | |
| Approach LOS | B | | | | B | | B | | | | C | |
| Queue Length 50th (ft) | 37 | 222 | | | 16 | 202 | 0 | 3 | | | 9 | 51 |
| Queue Length 95th (ft) | m27 | m148 | | | 15 | #262 | 0 | 9 | | | 6 | 37 |
| Internal Link Dist (ft) | 4620 | | | | 6480 | | 579 | | | | 1186 | |
| Turn Bay Length (ft) | 250 | | | | 250 | | 350 | 100 | | | 400 | |
| Base Capacity (vph) | 183 | 2521 | | | 121 | 2240 | 1583 | 323 | | | 483 | 359 |
| Starvation Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | 0 | | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | 0 | | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | 0.56 | 0.75 | | | 0.37 | 0.78 | 0.15 | 0.03 | | | 0.09 | 0.47 |

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 26 (43%), Referenced to phase 2:EBT and 6:WBT, Start of FDW or yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 15.6
 Intersection Capacity Utilization 63.6%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Genesee St & East Airport Access Drive



NFTA 17493.00 BNIA
 EXISTING ROADWAYS / NO-BUILD PM

BNIA WEST Access Drive
 Year 2030 PM NO-BUILD



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 161 | 493 | 13 | 1665 | 817 | 0 | 0 | 662 | 2094 | 241 | 566 | 245 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 260 | | 0 | 275 | | 0 | 0 | | 0 | 225 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | 25 | 25 | | 25 | 25 | | 25 | 25 | | 25 |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 1.00 | 1.00 | 0.91 | 0.91 | 1.00 | 0.95 | 0.95 |
| Frnt | | 0.995 | | | | | | 0.904 | 0.850 | | 0.945 | |
| Flt Protected | 0.950 | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 3522 | 0 | 3433 | 3539 | 0 | 0 | 3065 | 1441 | 1770 | 3345 | 0 |
| Flt Permitted | 0.548 | | | 0.950 | | | | | | 0.095 | | |
| Satd. Flow (perm) | 1021 | 3522 | 0 | 3433 | 3539 | 0 | 0 | 3065 | 1441 | 177 | 3345 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 3 | | | | | | 388 | 15 | | 115 | |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | | 30 |
| Link Distance (ft) | | 3833 | | | 4700 | | | 3688 | | | 3259 | |
| Travel Time (s) | | 58.1 | | | 71.2 | | | 55.9 | | | 74.1 | |
| Peak Hour Factor | 0.96 | 0.86 | 0.63 | 0.89 | 0.83 | 0.92 | 0.92 | 0.93 | 0.83 | 0.83 | 0.93 | 0.70 |
| Adj. Flow (vph) | 168 | 573 | 21 | 1871 | 984 | 0 | 0 | 712 | 2523 | 290 | 609 | 350 |
| Shared Lane Traffic (%) | | | | | | | | | 50% | | | |
| Lane Group Flow (vph) | 168 | 594 | 0 | 1871 | 984 | 0 | 0 | 1974 | 1261 | 290 | 959 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 24 | | | 24 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 3 | | 1 | 3 | | | 1 | 1 | 1 | 1 | |
| Detector Template | Left | Thru | | Left | Thru | | | Thru | Right | Left | Thru | |
| Leading Detector (ft) | 50 | 300 | | 50 | 300 | | | 50 | 50 | 50 | 50 | |
| Trailing Detector (ft) | 0 | 50 | | 0 | 50 | | | 0 | 0 | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 50 | | 0 | 50 | | | 0 | 0 | 0 | 0 | |
| Detector 1 Size(ft) | 50 | 6 | | 50 | 6 | | | 50 | 50 | 50 | 50 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 172 | | | 172 | | | | | | | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | | | | | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | | | | | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | | | | | |
| Detector 3 Position(ft) | | 294 | | | 294 | | | | | | | |
| Detector 3 Size(ft) | | 6 | | | 6 | | | | | | | |
| Detector 3 Type | | Cl+Ex | | | Cl+Ex | | | | | | | |
| Detector 3 Channel | | | | | | | | | | | | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|--------|-------|------|------|--------|--------|--------|-------|------|
| Detector 3 Extend (s) | | 0.0 | | | 0.0 | | | | | | | |
| Turn Type | pm+pt | | | Prot | | | | | custom | custom | | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | 7 | 4 | 8 |
| Permitted Phases | 2 | | | | | | | | 1 8 | 4 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | | 8 | 1 8 | 7 | 4 | 8 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | | 4.0 | | 4.0 | | |
| Minimum Split (s) | 20.5 | 20.5 | | 8.5 | 8.5 | | | 20.5 | | 8.5 | | |
| Total Split (s) | 20.5 | 26.0 | 0.0 | 40.0 | 45.5 | 0.0 | 0.0 | 42.0 | 82.0 | 12.0 | 96.0 | 0.0 |
| Total Split (%) | 17.1% | 21.7% | 0.0% | 33.3% | 37.9% | 0.0% | 0.0% | 35.0% | 68.3% | 10.0% | 80.0% | 0.0% |
| Maximum Green (s) | 16.0 | 21.5 | | 35.5 | 41.0 | | | 37.5 | | 7.5 | | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | | 3.5 | | 3.5 | | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | | 1.0 | | 1.0 | | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.5 | 4.0 | 4.5 | 4.5 | 4.0 | 4.0 | 4.5 | 4.5 | 4.5 | 4.5 | 4.0 |
| Lead/Lag | Lead | Lead | | Lag | Lag | | | Lag | | Lead | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | | Yes | | Yes | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | | 3.0 | | 3.0 | | |
| Recall Mode | None | C-Max | | None | C-Max | | | Max | | None | | |
| Walk Time (s) | 5.0 | 5.0 | | | | | | 5.0 | | | | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | | | | | 11.0 | | | | |
| Pedestrian Calls (#/hr) | 0 | 0 | | | | | | 0 | | | | |
| Act Effct Green (s) | 21.5 | 21.5 | | 35.5 | 42.8 | | | 37.5 | 73.0 | 49.5 | 49.5 | |
| Actuated g/C Ratio | 0.18 | 0.18 | | 0.30 | 0.36 | | | 0.31 | 0.61 | 0.41 | 0.41 | |
| v/c Ratio | 0.62 | 0.94 | | 1.84 | 0.78 | | | 1.71dr | 1.43 | 1.68 | 0.66 | |
| Control Delay | 55.5 | 72.1 | | 405.7 | 28.5 | | | 303.9 | 220.0 | 351.0 | 27.4 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 55.5 | 72.1 | | 405.7 | 28.5 | | | 303.9 | 220.0 | 351.0 | 27.4 | |
| LOS | E | E | | F | C | | | F | F | F | C | |
| Approach Delay | | 68.4 | | | 275.7 | | | 271.2 | | | 102.6 | |
| Approach LOS | | E | | | F | | | F | | | F | |
| Queue Length 50th (ft) | 119 | 240 | | ~1128 | 257 | | | ~1095 | ~1459 | ~280 | 275 | |
| Queue Length 95th (ft) | 193 | #325 | | m#1210 | m275 | | | #1241 | #1551 | #408 | 349 | |
| Internal Link Dist (ft) | | 3753 | | | 4620 | | | 3608 | | | 3179 | |
| Turn Bay Length (ft) | 260 | | | 275 | | | | | | 225 | | |
| Base Capacity (vph) | 283 | 633 | | 1016 | 1262 | | | 1225 | 882 | 173 | 1447 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.59 | 0.94 | | 1.84 | 0.78 | | | 1.61 | 1.43 | 1.68 | 0.66 | |

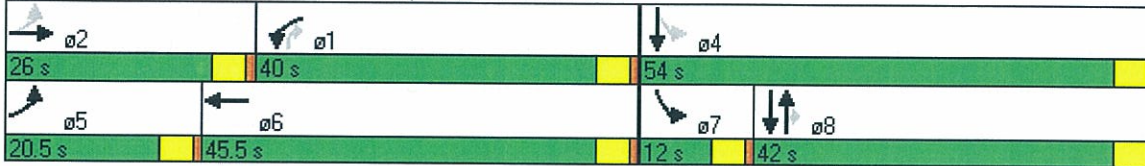
Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of FDW or yellow, Master Intersection
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.84 ←

| | |
|-----------------------------|------|
| Lane Group | ø4 |
| Detector 3 Extend (s) | |
| Turn Type | |
| Protected Phases | 4 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 4.0 |
| Minimum Split (s) | 20.5 |
| Total Split (s) | 54.0 |
| Total Split (%) | 45% |
| Maximum Green (s) | 49.5 |
| Yellow Time (s) | 3.5 |
| All-Red Time (s) | 1.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | |
| Lead-Lag Optimize? | |
| Vehicle Extension (s) | 3.0 |
| Recall Mode | Max |
| Walk Time (s) | 5.0 |
| Flash Dont Walk (s) | 11.0 |
| Pedestrian Calls (#/hr) | 0 |
| Act Effct Green (s) | |
| Actuated g/C Ratio | |
| v/c Ratio | |
| Control Delay | |
| Queue Delay | |
| Total Delay | |
| LOS | |
| Approach Delay | |
| Approach LOS | |
| Queue Length 50th (ft) | |
| Queue Length 95th (ft) | |
| Internal Link Dist (ft) | |
| Turn Bay Length (ft) | |
| Base Capacity (vph) | |
| Starvation Cap Reductn | |
| Spillback Cap Reductn | |
| Storage Cap Reductn | |
| Reduced v/c Ratio | |
| Intersection Summary | |

Intersection Signal Delay: 227.7 Intersection LOS: F
 Intersection Capacity Utilization 130.6% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 1: Genesee St & Airport West Access Drive





| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↘ | ↑↑↑ | | ↘ | ↑↑↑ | ↗ | ↘ | ↗ | | | ↖ | ↗ |
| Volume (vph) | 134 | 2260 | 6 | 6 | 1827 | 311 | 33 | 8 | 9 | 271 | 8 | 44 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 250 | | 0 | 250 | | 350 | 100 | | 0 | 0 | | 400 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 0 | 0 | | 1 |
| Taper Length (ft) | 25 | | 25 | 25 | | 25 | 25 | | 25 | 25 | | 25 |
| Lane Util. Factor | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.998 | | | | 0.850 | | 0.950 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | | 0.955 | |
| Satd. Flow (prot) | 1770 | 5075 | 0 | 1770 | 5085 | 1583 | 1770 | 1752 | 0 | 0 | 1779 | 1583 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.374 | | | | 0.705 | |
| Satd. Flow (perm) | 1770 | 5075 | 0 | 1770 | 5085 | 1583 | 697 | 1752 | 0 | 0 | 1313 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 3 | | | | 389 | | 16 | | | | 75 |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | | 30 |
| Link Distance (ft) | | 4700 | | | 6560 | | | 659 | | | 1266 | |
| Travel Time (s) | | 71.2 | | | 99.4 | | | 15.0 | | | 28.8 | |
| Peak Hour Factor | 0.73 | 0.98 | 0.25 | 0.33 | 0.96 | 0.80 | 0.63 | 0.25 | 0.58 | 0.88 | 0.38 | 0.59 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 5% | 2% | 2% | 2% |
| Adj. Flow (vph) | 184 | 2306 | 24 | 18 | 1903 | 389 | 52 | 32 | 16 | 308 | 21 | 75 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 184 | 2330 | 0 | 18 | 1903 | 389 | 52 | 48 | 0 | 0 | 329 | 75 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 3 | | 1 | 3 | 1 | 1 | 1 | | 1 | 1 | 1 |
| Detector Template | Left | Thru | | Left | Thru | Right | Left | Thru | | Left | Thru | Right |
| Leading Detector (ft) | 50 | 300 | | 50 | 300 | 5 | 50 | 50 | | 20 | 50 | 50 |
| Trailing Detector (ft) | 0 | 50 | | 0 | 50 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Detector 1 Position(ft) | 0 | 50 | | 0 | 50 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Detector 1 Size(ft) | 50 | 6 | | 50 | 6 | 5 | 50 | 50 | | 20 | 50 | 50 |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | 172 | | | 172 | | | | | | | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | | | | | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | | | | | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | | | | | |
| Detector 3 Position(ft) | | 294 | | | 294 | | | | | | | |
| Detector 3 Size(ft) | | 6 | | | 6 | | | | | | | |
| Detector 3 Type | | Cl+Ex | | | Cl+Ex | | | | | | | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Detector 3 Channel | | | | | | | | | | | | |
| Detector 3 Extend (s) | 0.0 | | | 0.0 | | | | | | | | |
| Turn Type | Prot | | | | Prot | | Free | | Perm | | Perm | |
| Protected Phases | 5 | 2 | | | 1 | 6 | | | 8 | | | 4 |
| Permitted Phases | | | | | | | Free | 8 | | | 4 | 4 |
| Detector Phase | 5 | 2 | | | 1 | 6 | 8 | 8 | | | 4 | 4 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | | 4.0 | 4.0 | 4.0 | 4.0 | | | 4.0 | 4.0 |
| Minimum Split (s) | 8.5 | 20.5 | | | 8.5 | 20.5 | 20.5 | 20.5 | | | 20.5 | 20.5 |
| Total Split (s) | 11.4 | 31.0 | 0.0 | 8.5 | 28.1 | 0.0 | 20.5 | 20.5 | 0.0 | 20.5 | 20.5 | 20.5 |
| Total Split (%) | 19.0% | 51.7% | 0.0% | 14.2% | 46.8% | 0.0% | 34.2% | 34.2% | 0.0% | 34.2% | 34.2% | 34.2% |
| Maximum Green (s) | 6.9 | 26.5 | | | 4.0 | 23.6 | 16.0 | 16.0 | | | 16.0 | 16.0 |
| Yellow Time (s) | 3.5 | 3.5 | | | 3.5 | 3.5 | 3.5 | 3.5 | | | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | | | 1.0 | 1.0 | 1.0 | 1.0 | | | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.5 | 4.0 | 4.5 | 4.5 | 4.0 | 4.5 | 4.5 | 4.0 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | Lag | Lead | | | Lag | Lead | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | | Yes | Yes | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | 3.0 |
| Recall Mode | None | C-Max | | | None | C-Max | Max | Max | | | Max | Max |
| Walk Time (s) | 5.0 | | | | 5.0 | | 5.0 | 5.0 | | | 5.0 | 5.0 |
| Flash Dont Walk (s) | 11.0 | | | | 11.0 | | 11.0 | 11.0 | | | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | 0 | | | | 0 | | 0 | 0 | | | 0 | 0 |
| Act Effct Green (s) | 6.9 | 33.3 | | | 4.0 | 23.6 | 60.0 | 16.0 | | | 16.0 | 16.0 |
| Actuated g/C Ratio | 0.12 | 0.56 | | | 0.07 | 0.39 | 1.00 | 0.27 | 0.27 | | | 0.27 |
| v/c Ratio | 0.90 | 0.83 | | | 0.15 | 0.95 | 0.25 | 0.28 | 0.10 | | | 0.94 |
| Control Delay | 36.5 | 11.6 | | | 29.5 | 30.8 | 0.4 | 22.3 | 13.1 | | | 61.2 |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 |
| Total Delay | 36.5 | 11.6 | | | 29.5 | 30.8 | 0.4 | 22.3 | 13.1 | | | 61.2 |
| LOS | D | B | | | C | C | A | C | B | | | E |
| Approach Delay | 13.4 | | | | 25.6 | | 17.9 | | | | 50.9 | |
| Approach LOS | B | | | | C | | B | | | | D | |
| Queue Length 50th (ft) | 76 | 186 | | | 6 | 235 | 0 | 15 | 9 | | | 116 |
| Queue Length 95th (ft) | m52 | m194 | | | 8 | #345 | 0 | 28 | 5 | | | 67 |
| Internal Link Dist (ft) | 4620 | | | | 6480 | | 579 | | | | 1186 | |
| Turn Bay Length (ft) | 250 | | | | 250 | | 350 | 100 | | | 400 | |
| Base Capacity (vph) | 204 | 2818 | | | 118 | 2000 | 1583 | 186 | 479 | | | 350 |
| Starvation Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | | 0 |
| Spillback Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | | 0 |
| Storage Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | | 0 |
| Reduced v/c Ratio | 0.90 | 0.83 | | | 0.15 | 0.95 | 0.25 | 0.28 | 0.10 | | | 0.94 |

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 29 (48%), Referenced to phase 2:EBT and 6:WBT, Start of FDW or yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 21.6
 Intersection Capacity Utilization 80.5%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Genesee St & East Airport Access Drive





| Lane Group | EBL | EBT | WBT | WBR | SEL | SER |
|----------------------------|------|-------|-------|-------|-------|-------|
| Lane Configurations | | ↑↑↑ | ↑↑↑ | ↑ | ↑↑ | ↑ |
| Volume (vph) | 0 | 2142 | 1658 | 462 | 623 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | | 450 | 0 | 0 |
| Storage Lanes | 0 | | | 1 | 2 | 1 |
| Taper Length (ft) | 25 | | | 25 | 25 | 25 |
| Lane Util. Factor | 1.00 | 0.91 | 0.91 | 1.00 | 0.97 | 1.00 |
| Frt | | | | 0.850 | | 0.850 |
| Flt Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 5085 | 5085 | 1583 | 3433 | 1583 |
| Flt Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 5085 | 5085 | 1583 | 3433 | 1583 |
| Right Turn on Red | | | | Yes | | Yes |
| Satd. Flow (RTOR) | | | | 578 | | 10 |
| Link Speed (mph) | | 45 | 45 | | 30 | |
| Link Distance (ft) | | 889 | 541 | | 1462 | |
| Travel Time (s) | | 13.5 | 8.2 | | 33.2 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.89 | 0.80 | 0.90 | 0.50 |
| Adj. Flow (vph) | 0 | 2328 | 1863 | 578 | 692 | 10 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 2328 | 1863 | 578 | 692 | 10 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 24 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Number of Detectors | | 3 | 3 | 1 | 1 | 1 |
| Detector Template | | Thru | Thru | Right | Left | Right |
| Leading Detector (ft) | | 300 | 300 | 5 | 50 | 50 |
| Trailing Detector (ft) | | 50 | 50 | 0 | 0 | 0 |
| Detector 1 Position(ft) | | 50 | 50 | 0 | 0 | 0 |
| Detector 1 Size(ft) | | 6 | 6 | 5 | 50 | 50 |
| Detector 1 Type | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | |
| Detector 1 Extend (s) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | 172 | 172 | | | |
| Detector 2 Size(ft) | | 6 | 6 | | | |
| Detector 2 Type | | Cl+Ex | Cl+Ex | | | |
| Detector 2 Channel | | | | | | |
| Detector 2 Extend (s) | | 0.0 | 0.0 | | | |
| Detector 3 Position(ft) | | 294 | 294 | | | |
| Detector 3 Size(ft) | | 6 | 6 | | | |
| Detector 3 Type | | Cl+Ex | Cl+Ex | | | |
| Detector 3 Channel | | | | | | |



| Lane Group | EBL | EBT | WBT | WBR | SEL | SER |
|-------------------------|------|-------|-------|------|-------|-------|
| Detector 3 Extend (s) | | 0.0 | 0.0 | | | |
| Turn Type | | | | Free | | Perm |
| Protected Phases | | 2 | 2 | | 4 | |
| Permitted Phases | | | | Free | | 4 |
| Detector Phase | | 2 | 2 | | 4 | 4 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | | 4.0 | 4.0 | | 4.0 | 4.0 |
| Minimum Split (s) | | 20.5 | 20.5 | | 20.5 | 20.5 |
| Total Split (s) | 0.0 | 45.0 | 45.0 | 0.0 | 25.0 | 25.0 |
| Total Split (%) | 0.0% | 64.3% | 64.3% | 0.0% | 35.7% | 35.7% |
| Maximum Green (s) | | 40.5 | 40.5 | | 20.5 | 20.5 |
| Yellow Time (s) | | 3.5 | 3.5 | | 3.5 | 3.5 |
| All-Red Time (s) | | 1.0 | 1.0 | | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 4.5 | 4.5 | 4.0 | 4.5 | 4.5 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 |
| Recall Mode | | C-Max | C-Max | | Max | Max |
| Walk Time (s) | | 5.0 | 5.0 | | 5.0 | 5.0 |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | 0 |
| Act Effct Green (s) | | 40.5 | 40.5 | 70.0 | 20.5 | 20.5 |
| Actuated g/C Ratio | | 0.58 | 0.58 | 1.00 | 0.29 | 0.29 |
| v/c Ratio | | 0.79 | 0.63 | 0.37 | 0.69 | 0.02 |
| Control Delay | | 14.0 | 3.7 | 0.5 | 26.2 | 10.4 |
| Queue Delay | | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | | 14.2 | 3.7 | 0.5 | 26.2 | 10.4 |
| LOS | | B | A | A | C | B |
| Approach Delay | | 14.2 | 3.0 | | 25.9 | |
| Approach LOS | | B | A | | C | |
| Queue Length 50th (ft) | | 257 | 67 | 0 | 135 | 0 |
| Queue Length 95th (ft) | | 320 | 77 | 0 | 190 | 4 |
| Internal Link Dist (ft) | | 809 | 461 | | 1382 | |
| Turn Bay Length (ft) | | | | 450 | | |
| Base Capacity (vph) | | 2942 | 2942 | 1583 | 1005 | 471 |
| Starvation Cap Reductn | | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | | 91 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | | 0.82 | 0.63 | 0.37 | 0.69 | 0.02 |

Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of FDW or yellow, Master Intersection
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79 ←

Intersection Signal Delay: 10.7 Intersection LOS: B
Intersection Capacity Utilization 66.7% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Genesee Street & Genesee Street (Relocated)





| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|------|-------|-------|-------|-------|-------|
| Lane Configurations | | ↑↑↑ | ↑↑↑ | | ↑ | ↑↑ |
| Volume (vph) | 0 | 2765 | 1708 | 0 | 435 | 412 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 0.91 | 0.91 | 1.00 | 1.00 | 0.88 |
| Fr t | | | | | | 0.850 |
| Flt Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 5085 | 5085 | 0 | 1770 | 2787 |
| Flt Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 5085 | 5085 | 0 | 1770 | 2787 |
| Right Turn on Red | | | | Yes | | Yes |
| Satd. Flow (RTOR) | | | | | | 23 |
| Link Speed (mph) | | 45 | 45 | | 30 | |
| Link Distance (ft) | | 541 | 2749 | | 1020 | |
| Travel Time (s) | | 8.2 | 41.7 | | 23.2 | |
| Peak Hour Factor | 0.86 | 0.94 | 0.89 | 0.80 | 0.90 | 0.82 |
| Adj. Flow (vph) | 0 | 2941 | 1919 | 0 | 483 | 502 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 2941 | 1919 | 0 | 483 | 502 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 24 | 24 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Number of Detectors | | 3 | 3 | | 1 | 1 |
| Detector Template | | Thru | Thru | | Left | Right |
| Leading Detector (ft) | | 300 | 300 | | 50 | 50 |
| Trailing Detector (ft) | | 50 | 50 | | 0 | 0 |
| Detector 1 Position(ft) | | 50 | 50 | | 0 | 0 |
| Detector 1 Size(ft) | | 6 | 6 | | 50 | 50 |
| Detector 1 Type | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | |
| Detector 1 Extend (s) | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Detector 1 Queue (s) | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Detector 1 Delay (s) | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Detector 2 Position(ft) | | 172 | 172 | | | |
| Detector 2 Size(ft) | | 6 | 6 | | | |
| Detector 2 Type | | Cl+Ex | Cl+Ex | | | |
| Detector 2 Channel | | | | | | |
| Detector 2 Extend (s) | | 0.0 | 0.0 | | | |
| Detector 3 Position(ft) | | 294 | 294 | | | |
| Detector 3 Size(ft) | | 6 | 6 | | | |
| Detector 3 Type | | Cl+Ex | Cl+Ex | | | |
| Detector 3 Channel | | | | | | |
| Detector 3 Extend (s) | | 0.0 | 0.0 | | | |
| Turn Type | | | | | | Perm |
| Protected Phases | | 2 | 2 | | 4 | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-------------------------|------|-------|-------|------|----------|-------|
| Permitted Phases | | | | | | 4 |
| Detector Phase | | 2 | 2 | | 4 | 4 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | | 4.0 | 4.0 | | 4.0 | 4.0 |
| Minimum Split (s) | | 22.0 | 22.0 | | 20.5 | 20.5 |
| Total Split (s) | 0.0 | 46.0 | 46.0 | 0.0 | 24.0 | 24.0 |
| Total Split (%) | 0.0% | 65.7% | 65.7% | 0.0% | 34.3% | 34.3% |
| Maximum Green (s) | | 41.5 | 41.5 | | 19.5 | 19.5 |
| Yellow Time (s) | | 3.5 | 3.5 | | 3.5 | 3.5 |
| All-Red Time (s) | | 1.0 | 1.0 | | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 4.5 | 4.5 | 4.0 | 4.5 | 4.5 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 |
| Recall Mode | | C-Max | C-Max | | Max | Max |
| Walk Time (s) | | 5.0 | 5.0 | | 5.0 | 5.0 |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | 0 |
| Act Effct Green (s) | | 41.5 | 41.5 | | 19.5 | 19.5 |
| Actuated g/C Ratio | | 0.59 | 0.59 | | 0.28 | 0.28 |
| v/c Ratio | | 0.98 | 0.64 | | 0.98 | 0.63 |
| Control Delay | | 18.3 | 2.7 | | 64.1 | 25.3 |
| Queue Delay | | 0.3 | 0.0 | | 0.0 | 0.0 |
| Total Delay | | 18.6 | 2.7 | | 64.1 | 25.3 |
| LOS | | B | A | | E | C |
| Approach Delay | | 18.6 | 2.7 | | 44.3 | |
| Approach LOS | | B | A | | D | |
| Queue Length 50th (ft) | | 167 | 12 | | 205 | 101 |
| Queue Length 95th (ft) | | #565 | 14 | | #387 | 136 |
| Internal Link Dist (ft) | | 461 | 2669 | | 940 | |
| Turn Bay Length (ft) | | | | | | |
| Base Capacity (vph) | | 3015 | 3015 | | 493 | 793 |
| Starvation Cap Reductn | | 8 | 0 | | 0 | 0 |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | | 0.98 | 0.64 | | 0.98 | 0.63 |

Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of FDW or yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 17.7
 Intersection Capacity Utilization 85.0%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service E

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Genesee Street & Airport West Access Drive





| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|-------|-------|-------|------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 367 | 1896 | 1686 | 180 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 350 | | | 0 | 0 | 0 |
| Storage Lanes | 2 | | | 0 | 0 | 0 |
| Taper Length (ft) | 25 | | | 25 | 25 | 25 |
| Lane Util. Factor | 0.97 | 0.91 | 0.91 | 0.91 | 1.00 | 1.00 |
| Flt | | | 0.985 | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 3433 | 5085 | 5009 | 0 | 0 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 3433 | 5085 | 5009 | 0 | 0 | 0 |
| Right Turn on Red | | | | Yes | | Yes |
| Satd. Flow (RTOR) | | | 48 | | | |
| Link Speed (mph) | | 45 | 45 | | 10 | |
| Link Distance (ft) | | 2749 | 1746 | | 1067 | |
| Travel Time (s) | | 41.7 | 26.5 | | 72.8 | |
| Peak Hour Factor | 0.73 | 0.86 | 0.96 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 503 | 2205 | 1756 | 196 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 503 | 2205 | 1952 | 0 | 0 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 24 | 24 | | 0 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Number of Detectors | 1 | 3 | 3 | | | |
| Detector Template | Left | Thru | Thru | | | |
| Leading Detector (ft) | 50 | 300 | 300 | | | |
| Trailing Detector (ft) | 0 | 50 | 50 | | | |
| Detector 1 Position(ft) | 0 | 50 | 50 | | | |
| Detector 1 Size(ft) | 50 | 6 | 6 | | | |
| Detector 1 Type | Cl+Ex | Cl+Ex | Cl+Ex | | | |
| Detector 1 Channel | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | | | |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | | | |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | | | |
| Detector 2 Position(ft) | | 172 | 172 | | | |
| Detector 2 Size(ft) | | 6 | 6 | | | |
| Detector 2 Type | | Cl+Ex | Cl+Ex | | | |
| Detector 2 Channel | | | | | | |
| Detector 2 Extend (s) | | 0.0 | 0.0 | | | |
| Detector 3 Position(ft) | | 294 | 294 | | | |
| Detector 3 Size(ft) | | 6 | 6 | | | |
| Detector 3 Type | | Cl+Ex | Cl+Ex | | | |
| Detector 3 Channel | | | | | | |



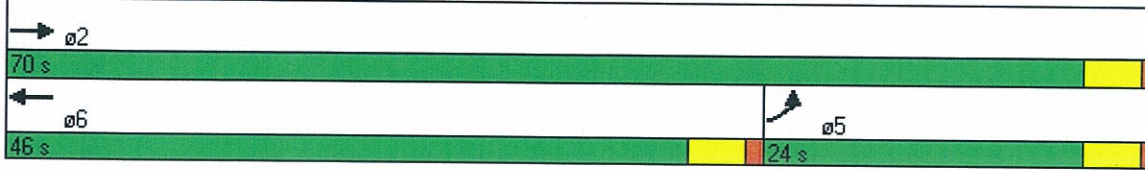
| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-------------------------|-------|--------|-------|------|------|------|
| Detector 3 Extend (s) | | 0.0 | 0.0 | | | |
| Turn Type | Prot | | | | | |
| Protected Phases | 5 | 2 | 6 | | | |
| Permitted Phases | | | | | | |
| Detector Phase | 5 | 2 | 6 | | | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | | | |
| Minimum Split (s) | 8.5 | 20.5 | 20.5 | | | |
| Total Split (s) | 24.0 | 70.0 | 46.0 | 0.0 | 0.0 | 0.0 |
| Total Split (%) | 34.3% | 100.0% | 65.7% | 0.0% | 0.0% | 0.0% |
| Maximum Green (s) | 19.5 | 65.5 | 41.5 | | | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | | | |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | | | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.5 | 4.5 | 4.0 | 4.0 | 4.0 |
| Lead/Lag | Lag | | Lead | | | |
| Lead-Lag Optimize? | Yes | | Yes | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | | | |
| Recall Mode | None | C-Max | C-Max | | | |
| Walk Time (s) | | 5.0 | 5.0 | | | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | | |
| Act Effct Green (s) | 19.5 | 70.0 | 41.5 | | | |
| Actuated g/C Ratio | 0.28 | 1.00 | 0.59 | | | |
| v/c Ratio | 0.53 | 0.43 | 0.65 | | | |
| Control Delay | 15.7 | 0.1 | 1.7 | | | |
| Queue Delay | 0.0 | 0.0 | 0.0 | | | |
| Total Delay | 15.7 | 0.1 | 1.7 | | | |
| LOS | B | A | A | | | |
| Approach Delay | | 3.0 | 1.7 | | | |
| Approach LOS | | A | A | | | |
| Queue Length 50th (ft) | 85 | 0 | 2 | | | |
| Queue Length 95th (ft) | m86 | m0 | 0 | | | |
| Internal Link Dist (ft) | | 2669 | 1666 | | 987 | |
| Turn Bay Length (ft) | 350 | | | | | |
| Base Capacity (vph) | 956 | 5085 | 2989 | | | |
| Starvation Cap Reductn | 0 | 0 | 0 | | | |
| Spillback Cap Reductn | 0 | 0 | 0 | | | |
| Storage Cap Reductn | 0 | 0 | 0 | | | |
| Reduced v/c Ratio | 0.53 | 0.43 | 0.65 | | | |

Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 20 (29%), Referenced to phase 2:EBT and 6:WBT, Start of FDW or yellow
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.65

Intersection Signal Delay: 2.5 Intersection LOS: A
 Intersection Capacity Utilization 85.0% ICU Level of Service E
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Genesee Street & Airport New Entrance Drive





| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 97 | 1779 | 20 | 15 | 1866 | 63 | 6 | 11 | 6 | 164 | 11 | 9 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 250 | | 0 | 250 | | 350 | 100 | | 0 | 0 | | 400 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 0 | 0 | | 1 |
| Taper Length (ft) | 25 | | 25 | 25 | | 25 | 25 | | 25 | 25 | | 25 |
| Lane Util. Factor | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.994 | | | | 0.850 | | 0.972 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | | 0.959 | |
| Satd. Flow (prot) | 1770 | 5055 | 0 | 1770 | 5085 | 1583 | 1770 | 1811 | 0 | 0 | 1786 | 1583 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.496 | | | | 0.717 | |
| Satd. Flow (perm) | 1770 | 5055 | 0 | 1770 | 5085 | 1583 | 924 | 1811 | 0 | 0 | 1336 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 14 | | | | 79 | | 10 | | | | 15 |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1746 | | | 1917 | | | 422 | | | 779 | |
| Travel Time (s) | | 26.5 | | | 29.0 | | | 9.6 | | | 17.7 | |
| Peak Hour Factor | 0.96 | 0.98 | 0.25 | 0.33 | 0.96 | 0.80 | 0.63 | 0.25 | 0.58 | 0.88 | 0.38 | 0.59 |
| Adj. Flow (vph) | 101 | 1815 | 80 | 45 | 1944 | 79 | 10 | 44 | 10 | 186 | 29 | 15 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 101 | 1895 | 0 | 45 | 1944 | 79 | 10 | 54 | 0 | 0 | 215 | 15 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 3 | | 1 | 3 | 1 | 1 | 1 | | 1 | 1 | 1 |
| Detector Template | Left | Thru | | Left | Thru | Right | Left | Thru | | Left | Thru | Right |
| Leading Detector (ft) | 50 | 300 | | 50 | 300 | 50 | 50 | 50 | | 20 | 50 | 50 |
| Trailing Detector (ft) | 0 | 50 | | 0 | 50 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Detector 1 Position(ft) | 0 | 50 | | 0 | 50 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Detector 1 Size(ft) | 50 | 6 | | 50 | 6 | 50 | 50 | 50 | | 20 | 50 | 50 |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | 172 | | | 172 | | | | | | | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | | | | | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | | | | | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | | | | | |
| Detector 3 Position(ft) | | 294 | | | 294 | | | | | | | |
| Detector 3 Size(ft) | | 6 | | | 6 | | | | | | | |
| Detector 3 Type | | Cl+Ex | | | Cl+Ex | | | | | | | |
| Detector 3 Channel | | | | | | | | | | | | |



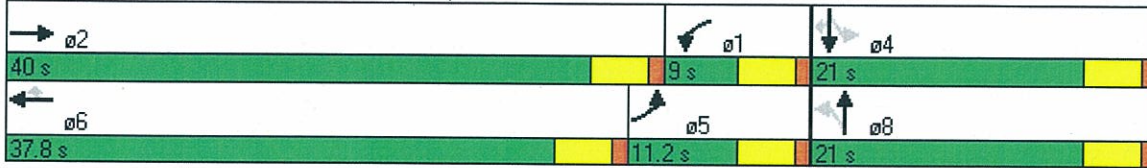
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Detector 3 Extend (s) | | 0.0 | | | 0.0 | | | | | | | |
| Turn Type | Prot | | | Prot | | Perm | Perm | | | Perm | | Perm |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | | | | | | 6 | 8 | | | 4 | | 4 |
| Detector Phase | 5 | 2 | | 1 | 6 | 6 | 8 | 8 | | 4 | 4 | 4 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 8.5 | 20.5 | | 8.5 | 20.5 | 20.5 | 20.5 | 20.5 | | 20.5 | 20.5 | 20.5 |
| Total Split (s) | 11.2 | 40.0 | 0.0 | 9.0 | 37.8 | 37.8 | 21.0 | 21.0 | 0.0 | 21.0 | 21.0 | 21.0 |
| Total Split (%) | 16.0% | 57.1% | 0.0% | 12.9% | 54.0% | 54.0% | 30.0% | 30.0% | 0.0% | 30.0% | 30.0% | 30.0% |
| Maximum Green (s) | 6.7 | 35.5 | | 4.5 | 33.3 | 33.3 | 16.5 | 16.5 | | 16.5 | 16.5 | 16.5 |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.5 | 4.0 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.0 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | Lag | Lead | | Lag | Lead | Lead | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | Yes | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | C-Max | | None | C-Max | C-Max | None | None | | None | None | None |
| Walk Time (s) | | 5.0 | | | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| Flash Dont Walk (s) | | 11.0 | | | 11.0 | 11.0 | 11.0 | 11.0 | | 11.0 | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Act Effct Green (s) | 6.6 | 40.9 | | 4.5 | 37.3 | 37.3 | 14.7 | 14.7 | | | 14.7 | 14.7 |
| Actuated g/C Ratio | 0.09 | 0.58 | | 0.06 | 0.53 | 0.53 | 0.21 | 0.21 | | | 0.21 | 0.21 |
| v/c Ratio | 0.61 | 0.64 | | 0.39 | 0.72 | 0.09 | 0.05 | 0.14 | | | 0.77 | 0.04 |
| Control Delay | 43.6 | 5.9 | | 42.0 | 15.6 | 3.1 | 21.7 | 19.2 | | | 44.9 | 11.3 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 |
| Total Delay | 43.6 | 5.9 | | 42.0 | 15.6 | 3.1 | 21.7 | 19.2 | | | 44.9 | 11.3 |
| LOS | D | A | | D | B | A | C | B | | | D | B |
| Approach Delay | | 7.8 | | | 15.7 | | | 19.6 | | | 42.7 | |
| Approach LOS | | A | | | B | | | B | | | D | |
| Queue Length 50th (ft) | 47 | 87 | | 19 | 246 | 0 | 3 | 15 | | | 85 | 0 |
| Queue Length 95th (ft) | #109 | 141 | | 17 | 307 | 15 | 10 | 8 | | | 55 | 7 |
| Internal Link Dist (ft) | | 1666 | | | 1837 | | | 342 | | | 699 | |
| Turn Bay Length (ft) | 250 | | | 250 | | 350 | 100 | | | | | 400 |
| Base Capacity (vph) | 169 | 2960 | | 114 | 2713 | 881 | 218 | 435 | | | 315 | 385 |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | 0.60 | 0.64 | | 0.39 | 0.72 | 0.09 | 0.05 | 0.12 | | | 0.68 | 0.04 |

Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 64 (91%), Referenced to phase 2:EBT and 6:WBT, Start of FDW or yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77

Intersection Signal Delay: 13.5 Intersection LOS: B
 Intersection Capacity Utilization 69.0% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Genesee Street & Airport East Access Drive





| Lane Group | EBL | EBT | WBT | WBR | SEL | SER |
|----------------------------|------|-------|-------|-------|-------|-------|
| Lane Configurations | | ↑↑↑ | ↑↑↑ | ↑ | ↑↑ | ↑ |
| Volume (vph) | 0 | 2980 | 2425 | 1144 | 710 | 13 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | | 450 | 0 | 0 |
| Storage Lanes | 0 | | | 1 | 2 | 1 |
| Taper Length (ft) | 25 | | | 25 | 25 | 25 |
| Lane Util. Factor | 1.00 | 0.91 | 0.91 | 1.00 | 0.97 | 1.00 |
| Frt | | | | 0.850 | | 0.850 |
| Flt Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 5085 | 5085 | 1583 | 3433 | 1583 |
| Flt Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 5085 | 5085 | 1583 | 3433 | 1583 |
| Right Turn on Red | | | | Yes | | Yes |
| Satd. Flow (RTOR) | | | | 787 | | 4 |
| Link Speed (mph) | | 45 | 45 | | 30 | |
| Link Distance (ft) | | 889 | 541 | | 1462 | |
| Travel Time (s) | | 13.5 | 8.2 | | 33.2 | |
| Peak Hour Factor | 0.92 | 0.86 | 0.89 | 0.83 | 0.86 | 0.63 |
| Adj. Flow (vph) | 0 | 3465 | 2725 | 1378 | 826 | 21 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 3465 | 2725 | 1378 | 826 | 21 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 24 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Number of Detectors | | 3 | 3 | 1 | 1 | 1 |
| Detector Template | | Thru | Thru | Right | Left | Right |
| Leading Detector (ft) | | 300 | 300 | 5 | 50 | 50 |
| Trailing Detector (ft) | | 50 | 50 | 0 | 0 | 0 |
| Detector 1 Position(ft) | | 50 | 50 | 0 | 0 | 0 |
| Detector 1 Size(ft) | | 6 | 6 | 5 | 50 | 50 |
| Detector 1 Type | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | |
| Detector 1 Extend (s) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | 172 | 172 | | | |
| Detector 2 Size(ft) | | 6 | 6 | | | |
| Detector 2 Type | | Cl+Ex | Cl+Ex | | | |
| Detector 2 Channel | | | | | | |
| Detector 2 Extend (s) | | 0.0 | 0.0 | | | |
| Detector 3 Position(ft) | | 294 | 294 | | | |
| Detector 3 Size(ft) | | 6 | 6 | | | |
| Detector 3 Type | | Cl+Ex | Cl+Ex | | | |
| Detector 3 Channel | | | | | | |



| Lane Group | EBL | EBT | WBT | WBR | SEL | SER |
|-------------------------|------|-------|-------|-------|-------|-------|
| Detector 3 Extend (s) | | 0.0 | 0.0 | | | |
| Turn Type | | | | Free | | Perm |
| Protected Phases | | 2 | 2 | | 4 | |
| Permitted Phases | | | | Free | | 4 |
| Detector Phase | | 2 | 2 | | 4 | 4 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | | 4.0 | 4.0 | | 4.0 | 4.0 |
| Minimum Split (s) | | 20.5 | 20.5 | | 20.5 | 20.5 |
| Total Split (s) | 0.0 | 87.0 | 87.0 | 0.0 | 33.0 | 33.0 |
| Total Split (%) | 0.0% | 72.5% | 72.5% | 0.0% | 27.5% | 27.5% |
| Maximum Green (s) | | 82.5 | 82.5 | | 28.5 | 28.5 |
| Yellow Time (s) | | 3.5 | 3.5 | | 3.5 | 3.5 |
| All-Red Time (s) | | 1.0 | 1.0 | | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 4.5 | 4.5 | 4.0 | 4.5 | 4.5 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 |
| Recall Mode | | C-Max | C-Max | | Max | Max |
| Walk Time (s) | | 5.0 | 5.0 | | 5.0 | 5.0 |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | 0 |
| Act Effct Green (s) | | 82.5 | 82.5 | 120.0 | 28.5 | 28.5 |
| Actuated g/C Ratio | | 0.69 | 0.69 | 1.00 | 0.24 | 0.24 |
| v/c Ratio | | 0.99 | 0.78 | 0.87 | 1.01 | 0.06 |
| Control Delay | | 32.1 | 9.6 | 4.7 | 80.4 | 31.1 |
| Queue Delay | | 6.0 | 2.0 | 0.0 | 1.8 | 0.0 |
| Total Delay | | 38.0 | 11.6 | 4.7 | 82.2 | 31.1 |
| LOS | | D | B | A | F | C |
| Approach Delay | | 38.0 | 9.3 | | 81.0 | |
| Approach LOS | | D | A | | F | |
| Queue Length 50th (ft) | | 872 | 330 | 35 | ~338 | 10 |
| Queue Length 95th (ft) | | 850 | m301 | m0 | #436 | 21 |
| Internal Link Dist (ft) | | 809 | 461 | | 1382 | |
| Turn Bay Length (ft) | | | | 450 | | |
| Base Capacity (vph) | | 3496 | 3496 | 1583 | 815 | 379 |
| Starvation Cap Reductn | | 0 | 592 | 0 | 0 | 0 |
| Spillback Cap Reductn | | 82 | 0 | 0 | 5 | 0 |
| Storage Cap Reductn | | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | | 1.01 | 0.94 | 0.87 | 1.02 | 0.06 |

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of FDW or yellow, Master Intersection
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.01

Intersection Signal Delay: 28.3 Intersection LOS: C
Intersection Capacity Utilization 85.3% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Genesee Street & Genesee Street (Relocated)





| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|------|-------|-------|-------|-------|-------|
| Lane Configurations | | ↑↑↑ | ↑↑↑ | | ↘ | ↘↘ |
| Volume (vph) | 0 | 3690 | 2482 | 0 | 324 | 1087 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 0.91 | 0.91 | 1.00 | 1.00 | 0.88 |
| Frt | | | | | | 0.850 |
| Flt Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 5085 | 5085 | 0 | 1770 | 2787 |
| Flt Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 5085 | 5085 | 0 | 1770 | 2787 |
| Right Turn on Red | | | | Yes | | Yes |
| Satd. Flow (RTOR) | | | | | | 3 |
| Link Speed (mph) | | 45 | 45 | | 30 | |
| Link Distance (ft) | | 541 | 2749 | | 1020 | |
| Travel Time (s) | | 8.2 | 41.7 | | 23.2 | |
| Peak Hour Factor | 0.86 | 0.86 | 0.89 | 0.92 | 0.83 | 0.93 |
| Adj. Flow (vph) | 0 | 4291 | 2789 | 0 | 390 | 1169 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 4291 | 2789 | 0 | 390 | 1169 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 24 | 24 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Number of Detectors | | 3 | 3 | | 1 | 1 |
| Detector Template | | Thru | Thru | | Left | Right |
| Leading Detector (ft) | | 300 | 300 | | 50 | 50 |
| Trailing Detector (ft) | | 50 | 50 | | 0 | 0 |
| Detector 1 Position(ft) | | 50 | 50 | | 0 | 0 |
| Detector 1 Size(ft) | | 6 | 6 | | 50 | 50 |
| Detector 1 Type | | CI+Ex | CI+Ex | | CI+Ex | CI+Ex |
| Detector 1 Channel | | | | | | |
| Detector 1 Extend (s) | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Detector 1 Queue (s) | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Detector 1 Delay (s) | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Detector 2 Position(ft) | | 172 | 172 | | | |
| Detector 2 Size(ft) | | 6 | 6 | | | |
| Detector 2 Type | | CI+Ex | CI+Ex | | | |
| Detector 2 Channel | | | | | | |
| Detector 2 Extend (s) | | 0.0 | 0.0 | | | |
| Detector 3 Position(ft) | | 294 | 294 | | | |
| Detector 3 Size(ft) | | 6 | 6 | | | |
| Detector 3 Type | | CI+Ex | CI+Ex | | | |
| Detector 3 Channel | | | | | | |
| Detector 3 Extend (s) | | 0.0 | 0.0 | | | |
| Turn Type | | | | | | Perm |
| Protected Phases | | 2 | 2 | | 4 | |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-------------------------|------|-------|-------|------|-------|-------|
| Permitted Phases | | | | | | 4 |
| Detector Phase | | 2 | 2 | | 4 | 4 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | | 4.0 | 4.0 | | 4.0 | 4.0 |
| Minimum Split (s) | | 22.0 | 22.0 | | 20.5 | 20.5 |
| Total Split (s) | 0.0 | 78.0 | 78.0 | 0.0 | 42.0 | 42.0 |
| Total Split (%) | 0.0% | 65.0% | 65.0% | 0.0% | 35.0% | 35.0% |
| Maximum Green (s) | | 73.5 | 73.5 | | 37.5 | 37.5 |
| Yellow Time (s) | | 3.5 | 3.5 | | 3.5 | 3.5 |
| All-Red Time (s) | | 1.0 | 1.0 | | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 4.5 | 4.5 | 4.0 | 4.5 | 4.5 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 |
| Recall Mode | | C-Max | C-Max | | Max | Max |
| Walk Time (s) | | 5.0 | 5.0 | | 5.0 | 5.0 |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | 0 |
| Act Effct Green (s) | | 73.5 | 73.5 | | 37.5 | 37.5 |
| Actuated g/C Ratio | | 0.61 | 0.61 | | 0.31 | 0.31 |
| v/c Ratio | | 1.38 | 0.90 | | 0.71 | 1.34 |
| Control Delay | | 191.5 | 9.2 | | 44.5 | 194.6 |
| Queue Delay | | 1.0 | 0.5 | | 0.0 | 0.0 |
| Total Delay | | 192.5 | 9.7 | | 44.5 | 194.6 |
| LOS | | F | A | | D | F |
| Approach Delay | | 192.5 | 9.7 | | 157.1 | |
| Approach LOS | | F | A | | F | |
| Queue Length 50th (ft) | | ~1617 | 113 | | 266 | ~674 |
| Queue Length 95th (ft) | | #1562 | 140 | | 341 | #823 |
| Internal Link Dist (ft) | | 461 | 2669 | | 940 | |
| Turn Bay Length (ft) | | | | | | |
| Base Capacity (vph) | | 3115 | 3115 | | 553 | 873 |
| Starvation Cap Reductn | | 5 | 0 | | 0 | 0 |
| Spillback Cap Reductn | | 0 | 79 | | 0 | 0 |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | | 1.38 | 0.92 | | 0.71 | 1.34 |

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of FDW or yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.38
 Intersection Signal Delay: 127.1
 Intersection Capacity Utilization 96.7%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service F

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Genesee Street & Airport West Access Drive





| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|-------|-------|-------|------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 1103 | 2446 | 1827 | 210 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 350 | | | 0 | 0 | 0 |
| Storage Lanes | 2 | | | 0 | 0 | 0 |
| Taper Length (ft) | 25 | | | 25 | 25 | 25 |
| Lane Util. Factor | 0.97 | 0.91 | 0.91 | 0.91 | 1.00 | 1.00 |
| Frnt | | | 0.984 | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 3433 | 5085 | 5004 | 0 | 0 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 3433 | 5085 | 5004 | 0 | 0 | 0 |
| Right Turn on Red | | | | Yes | | Yes |
| Satd. Flow (RTOR) | | | 22 | | | |
| Link Speed (mph) | | 45 | 45 | | 10 | |
| Link Distance (ft) | | 2749 | 1746 | | 1067 | |
| Travel Time (s) | | 41.7 | 26.5 | | 72.8 | |
| Peak Hour Factor | 0.88 | 0.98 | 0.96 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 1253 | 2496 | 1903 | 228 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 1253 | 2496 | 2131 | 0 | 0 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 24 | 24 | | 0 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Number of Detectors | 1 | 3 | 3 | | | |
| Detector Template | Left | Thru | Thru | | | |
| Leading Detector (ft) | 50 | 300 | 300 | | | |
| Trailing Detector (ft) | 0 | 50 | 50 | | | |
| Detector 1 Position(ft) | 0 | 50 | 50 | | | |
| Detector 1 Size(ft) | 50 | 6 | 6 | | | |
| Detector 1 Type | Cl+Ex | Cl+Ex | Cl+Ex | | | |
| Detector 1 Channel | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | | | |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | | | |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | | | |
| Detector 2 Position(ft) | | 172 | 172 | | | |
| Detector 2 Size(ft) | | 6 | 6 | | | |
| Detector 2 Type | | Cl+Ex | Cl+Ex | | | |
| Detector 2 Channel | | | | | | |
| Detector 2 Extend (s) | | 0.0 | 0.0 | | | |
| Detector 3 Position(ft) | | 294 | 294 | | | |
| Detector 3 Size(ft) | | 6 | 6 | | | |
| Detector 3 Type | | Cl+Ex | Cl+Ex | | | |
| Detector 3 Channel | | | | | | |



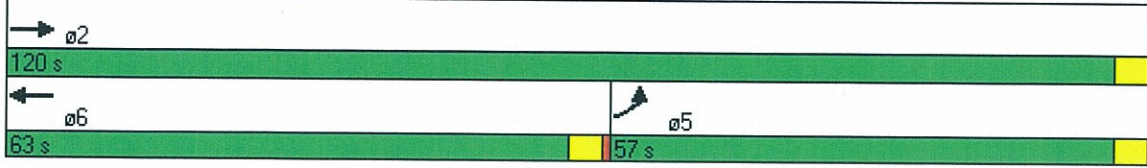
| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-------------------------|-------|--------|-------|------|------|------|
| Detector 3 Extend (s) | | 0.0 | 0.0 | | | |
| Turn Type | Prot | | | | | |
| Protected Phases | 5 | 2 | 6 | | | |
| Permitted Phases | | | | | | |
| Detector Phase | 5 | 2 | 6 | | | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | | | |
| Minimum Split (s) | 8.5 | 20.5 | 20.5 | | | |
| Total Split (s) | 57.0 | 120.0 | 63.0 | 0.0 | 0.0 | 0.0 |
| Total Split (%) | 47.5% | 100.0% | 52.5% | 0.0% | 0.0% | 0.0% |
| Maximum Green (s) | 52.5 | 115.5 | 58.5 | | | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | | | |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | | | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.5 | 4.5 | 4.0 | 4.0 | 4.0 |
| Lead/Lag | Lag | | Lead | | | |
| Lead-Lag Optimize? | Yes | | Yes | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | | | |
| Recall Mode | None | C-Max | C-Max | | | |
| Walk Time (s) | | 5.0 | 5.0 | | | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | | |
| Act Effct Green (s) | 52.5 | 120.0 | 58.5 | | | |
| Actuated g/C Ratio | 0.44 | 1.00 | 0.49 | | | |
| v/c Ratio | 0.83 | 0.49 | 0.87 | | | |
| Control Delay | 25.9 | 0.0 | 3.7 | | | |
| Queue Delay | 0.0 | 0.0 | 0.0 | | | |
| Total Delay | 25.9 | 0.0 | 3.7 | | | |
| LOS | C | A | A | | | |
| Approach Delay | | 8.7 | 3.7 | | | |
| Approach LOS | | A | A | | | |
| Queue Length 50th (ft) | 321 | 0 | 25 | | | |
| Queue Length 95th (ft) | m188 | m0 | m32 | | | |
| Internal Link Dist (ft) | | 2669 | 1666 | | 987 | |
| Turn Bay Length (ft) | 350 | | | | | |
| Base Capacity (vph) | 1502 | 5085 | 2451 | | | |
| Starvation Cap Reductn | 0 | 0 | 0 | | | |
| Spillback Cap Reductn | 0 | 0 | 0 | | | |
| Storage Cap Reductn | 0 | 0 | 0 | | | |
| Reduced v/c Ratio | 0.83 | 0.49 | 0.87 | | | |

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 80 (67%), Referenced to phase 2:EBT and 6:WBT, Start of FDW or yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87 ←

Intersection Signal Delay: 6.9 Intersection LOS: A
Intersection Capacity Utilization 96.7% ICU Level of Service F
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Genesee Street & Airport New Entrance Drive





| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↘ | ↑↑↑ | | ↘ | ↑↑↑ | ↗ | ↘ | ↗ | | | ↗ | ↗ |
| Volume (vph) | 180 | 2260 | 6 | 6 | 2037 | 212 | 33 | 11 | 9 | 371 | 12 | 61 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 250 | | 0 | 250 | | 350 | 100 | | 0 | 0 | | 400 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 0 | 0 | | 1 |
| Taper Length (ft) | 25 | | 25 | 25 | | 25 | 25 | | 25 | 25 | | 25 |
| Lane Util. Factor | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.998 | | | | 0.850 | | 0.960 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | | 0.956 | |
| Satd. Flow (prot) | 1770 | 5075 | 0 | 1770 | 5085 | 1583 | 1770 | 1788 | 0 | 0 | 1781 | 1583 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.236 | | | | 0.698 | |
| Satd. Flow (perm) | 1770 | 5075 | 0 | 1770 | 5085 | 1583 | 440 | 1788 | 0 | 0 | 1300 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 2 | | | | 265 | | 16 | | | | 103 |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1746 | | | 1917 | | | 422 | | | 779 | |
| Travel Time (s) | | 26.5 | | | 29.0 | | | 9.6 | | | 17.7 | |
| Peak Hour Factor | 0.96 | 0.98 | 0.25 | 0.33 | 0.96 | 0.80 | 0.63 | 0.25 | 0.58 | 0.88 | 0.38 | 0.59 |
| Adj. Flow (vph) | 188 | 2306 | 24 | 18 | 2122 | 265 | 52 | 44 | 16 | 422 | 32 | 103 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 188 | 2330 | 0 | 18 | 2122 | 265 | 52 | 60 | 0 | 0 | 454 | 103 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 3 | | 1 | 3 | 1 | 1 | 1 | | 1 | 1 | 1 |
| Detector Template | Left | Thru | | Left | Thru | Right | Left | Thru | | Left | Thru | Right |
| Leading Detector (ft) | 50 | 300 | | 50 | 300 | 50 | 50 | 50 | | 20 | 50 | 50 |
| Trailing Detector (ft) | 0 | 50 | | 0 | 50 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Detector 1 Position(ft) | 0 | 50 | | 0 | 50 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Detector 1 Size(ft) | 50 | 6 | | 50 | 6 | 50 | 50 | 50 | | 20 | 50 | 50 |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | 172 | | | 172 | | | | | | | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | | | | | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | | | | | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | | | | | |
| Detector 3 Position(ft) | | 294 | | | 294 | | | | | | | |
| Detector 3 Size(ft) | | 6 | | | 6 | | | | | | | |
| Detector 3 Type | | Cl+Ex | | | Cl+Ex | | | | | | | |
| Detector 3 Channel | | | | | | | | | | | | |



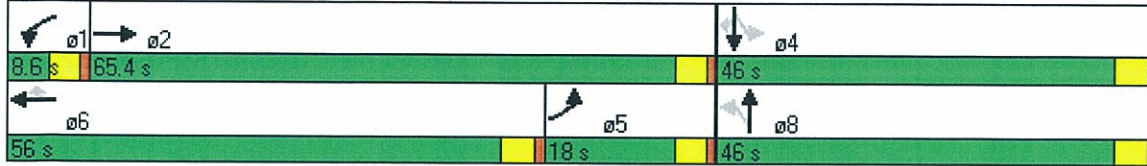
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|------|-------|-------|-------|-------|------|-------|-------|-------|
| Detector 3 Extend (s) | | 0.0 | | | 0.0 | | | | | | | |
| Turn Type | Prot | | | Prot | | Perm | Perm | | | Perm | | Perm |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | | | | | | 6 | 8 | | | 4 | | 4 |
| Detector Phase | 5 | 2 | | 1 | 6 | 6 | 8 | 8 | | 4 | 4 | 4 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 8.5 | 20.5 | | 8.5 | 20.5 | 20.5 | 20.5 | 20.5 | | 20.5 | 20.5 | 20.5 |
| Total Split (s) | 18.0 | 65.4 | 0.0 | 8.6 | 56.0 | 56.0 | 46.0 | 46.0 | 0.0 | 46.0 | 46.0 | 46.0 |
| Total Split (%) | 15.0% | 54.5% | 0.0% | 7.2% | 46.7% | 46.7% | 38.3% | 38.3% | 0.0% | 38.3% | 38.3% | 38.3% |
| Maximum Green (s) | 13.5 | 60.9 | | 4.1 | 51.5 | 51.5 | 41.5 | 41.5 | | 41.5 | 41.5 | 41.5 |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.5 | 4.0 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.0 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | Lag | Lag | | Lead | Lead | Lead | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | Yes | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | C-Max | | None | C-Max | C-Max | None | None | | None | None | None |
| Walk Time (s) | | 5.0 | | | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| Flash Dont Walk (s) | | 11.0 | | | 11.0 | 11.0 | 11.0 | 11.0 | | 11.0 | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Act Effct Green (s) | 13.5 | 66.1 | | 4.1 | 51.5 | 51.5 | 41.5 | 41.5 | | | 41.5 | 41.5 |
| Actuated g/C Ratio | 0.11 | 0.55 | | 0.03 | 0.43 | 0.43 | 0.35 | 0.35 | | | 0.35 | 0.35 |
| v/c Ratio | 0.94 | 0.83 | | 0.30 | 0.97 | 0.32 | 0.34 | 0.10 | | | 1.01 | 0.17 |
| Control Delay | 85.1 | 10.5 | | 69.5 | 47.6 | 3.6 | 37.2 | 20.8 | | | 84.4 | 5.8 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 |
| Total Delay | 85.1 | 10.5 | | 69.5 | 47.6 | 3.6 | 37.2 | 20.8 | | | 84.4 | 5.8 |
| LOS | F | B | | E | D | A | D | C | | | F | A |
| Approach Delay | | 16.1 | | | 42.9 | | | 28.4 | | | 69.9 | |
| Approach LOS | | B | | | D | | | C | | | E | |
| Queue Length 50th (ft) | 141 | 139 | | 14 | 579 | 0 | 30 | 23 | | | ~357 | 0 |
| Queue Length 95th (ft) | #290 | 476 | | 14 | #703 | 29 | 45 | 9 | | | 152 | 6 |
| Internal Link Dist (ft) | | 1666 | | | 1837 | | | 342 | | | 699 | |
| Turn Bay Length (ft) | 250 | | | 250 | | 350 | 100 | | | | | 400 |
| Base Capacity (vph) | 199 | 2795 | | 60 | 2182 | 831 | 152 | 629 | | | 450 | 615 |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | 0.94 | 0.83 | | 0.30 | 0.97 | 0.32 | 0.34 | 0.10 | | | 1.01 | 0.17 |

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 50 (42%), Referenced to phase 2:EBT and 6:WBT, Start of FDW or yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.01

Intersection Signal Delay: 33.2 Intersection LOS: C
 Intersection Capacity Utilization 88.4% ICU Level of Service E
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Genesee Street & Airport East Access Drive





| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|------|------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 75 | 548 | 5 | 1348 | 360 | 50 | 0 | 0 | 1850 | 435 | 310 | 102 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 8 | 8 | 12 | 12 | 12 | 12 |
| Storage Length (ft) | 260 | | 0 | 275 | | 700 | 0 | | 0 | 225 | | 500 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 0 | | 2 | 1 | | 1 |
| Taper Length (ft) | 25 | | 25 | 25 | | 25 | 25 | | 25 | 25 | | 25 |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 1.00 | 1.00 | 1.00 | 0.88 | 1.00 | 0.95 | 1.00 |
| Frt | | 0.998 | | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 3532 | 0 | 3433 | 3539 | 1583 | 0 | 0 | 2787 | 1770 | 3539 | 1583 |
| Flt Permitted | 0.377 | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (perm) | 702 | 3532 | 0 | 3433 | 3539 | 1583 | 0 | 0 | 2787 | 1770 | 3539 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 1 | | | | 54 | | | 45 | | | 124 |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | | 30 |
| Link Distance (ft) | | 3833 | | | 4700 | | | 3688 | | | | 3259 |
| Travel Time (s) | | 58.1 | | | 71.2 | | | 55.9 | | | | 74.1 |
| Peak Hour Factor | 0.88 | 0.90 | 0.50 | 0.89 | 0.80 | 0.92 | 0.25 | 0.25 | 0.94 | 0.45 | 0.75 | 0.82 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 0% | 0% | 2% | 2% | 2% | 2% |
| Adj. Flow (vph) | 85 | 609 | 10 | 1515 | 450 | 54 | 0 | 0 | 1968 | 967 | 413 | 124 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 85 | 619 | 0 | 1515 | 450 | 54 | 0 | 0 | 1968 | 967 | 413 | 124 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 24 | | | 24 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.20 | 1.20 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 3 | | 1 | 3 | 1 | | | 1 | 1 | 1 | 1 |
| Detector Template | Left | Thru | | Left | Thru | Right | | | Right | Left | Thru | Right |
| Leading Detector (ft) | 50 | 300 | | 50 | 300 | 5 | | | 50 | 50 | 50 | 50 |
| Trailing Detector (ft) | 0 | 50 | | 0 | 50 | 0 | | | 0 | 0 | 0 | 0 |
| Detector 1 Position(ft) | 0 | 50 | | 0 | 50 | 0 | | | 0 | 0 | 0 | 0 |
| Detector 1 Size(ft) | 50 | 0 | | 50 | 6 | 5 | | | 50 | 50 | 50 | 50 |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | 172 | | | 172 | | | | | | | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | | | | | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | | | | | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | | | | | |
| Detector 3 Position(ft) | | 294 | | | 294 | | | | | | | |
| Detector 3 Size(ft) | | 6 | | | 6 | | | | | | | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|-------|------|------|--------|-------|-------|-------|
| Detector 3 Type | Cl+Ex | | | Cl+Ex | | | | | | | | |
| Detector 3 Channel | | | | | | | | | | | | |
| Detector 3 Extend (s) | 0.0 | | | 0.0 | | | | | | | | |
| Turn Type | pm+pt | | | Prot | | Perm | | | custom | pm+pt | | pm+ov |
| Protected Phases | 5 | 2 | | 1 | 6 | | | | | 7 | 4 8 | 5 |
| Permitted Phases | 2 | | | | | 6 | | | 1 8 | 4 8 | | 4 8 |
| Detector Phase | 5 | 2 | | 1 | 6 | 6 | | | 1 8 | 7 | 4 8 | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | | | | 4.0 | | 4.0 |
| Minimum Split (s) | 15.0 | 20.5 | | 8.5 | 8.5 | 8.5 | | | | 8.5 | | 15.0 |
| Total Split (s) | 15.0 | 24.5 | 0.0 | 45.0 | 54.5 | 54.5 | 0.0 | 0.0 | 65.5 | 30.0 | 71.0 | 15.0 |
| Total Split (%) | 12.5% | 20.4% | 0.0% | 37.5% | 45.4% | 45.4% | 0.0% | 0.0% | 54.6% | 25.0% | 59.2% | 12.5% |
| Maximum Green (s) | 10.5 | 20.0 | | 40.5 | 50.0 | 50.0 | | | | 25.5 | | 10.5 |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | | | | 3.5 | | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | | | | 1.0 | | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.5 | 4.0 | 4.5 | 4.5 | 4.5 | 4.0 | 4.0 | 4.5 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | Lead | Lead | | Lag | Lag | Lag | | | | Lead | | Lead |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | Yes | | | | Yes | | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | | | | 3.0 | | 3.0 |
| Recall Mode | None | C-Max | | None | C-Max | C-Max | | | | None | | None |
| Walk Time (s) | 5.0 | | | | | | | | | | | |
| Flash Dont Walk (s) | 11.0 | | | | | | | | | | | |
| Pedestrian Calls (#/hr) | 0 | | | | | | | | | | | |
| Act Effct Green (s) | 20.0 | 20.0 | | 40.5 | 51.1 | 51.1 | | | 56.5 | 46.0 | 46.0 | 59.9 |
| Actuated g/C Ratio | 0.17 | 0.17 | | 0.34 | 0.43 | 0.43 | | | 0.47 | 0.38 | 0.38 | 0.50 |
| v/c Ratio | 0.42 | 1.05 | | 1.31 | 0.30 | 0.08 | | | 1.47 | 1.42 | 0.30 | 0.15 |
| Control Delay | 50.9 | 98.8 | | 169.0 | 16.0 | 6.6 | | | 240.5 | 230.2 | 26.6 | 3.0 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 50.9 | 98.8 | | 169.0 | 16.0 | 6.6 | | | 240.5 | 230.2 | 26.6 | 3.0 |
| LOS | D | F | | F | B | A | | | F | F | C | A |
| Approach Delay | 93.0 | | | 130.6 | | | | | | 155.6 | | |
| Approach LOS | F | | | F | | | | | | F | | |
| Queue Length 50th (ft) | 58 | ~275 | | ~781 | 104 | 8 | | | ~1194 | ~1012 | 116 | 0 |
| Queue Length 95th (ft) | 106 | #395 | | #877 | 125 | m15 | | | #1346 | 388 | 126 | 23 |
| Internal Link Dist (ft) | 3753 | | | 4620 | | | | 3608 | | 3179 | | |
| Turn Bay Length (ft) | 260 | | | 275 | | 700 | | | | 225 | | 500 |
| Base Capacity (vph) | 210 | 590 | | 1159 | 1508 | 705 | | | 1336 | 679 | 1357 | 866 |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.40 | 1.05 | | 1.31 | 0.30 | 0.08 | | | 1.47 | 1.42 | 0.30 | 0.14 |

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

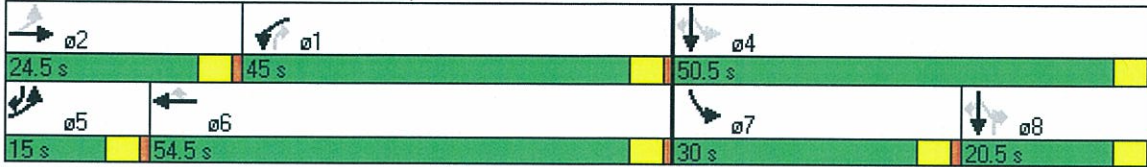
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of FDW or yellow, Master Intersection

Natural Cycle: 150

| Lane Group | ø4 | ø8 |
|-----------------------------|------|------|
| Detector 3 Type | | |
| Detector 3 Channel | | |
| Detector 3 Extend (s) | | |
| Turn Type | | |
| Protected Phases | 4 | 8 |
| Permitted Phases | | |
| Detector Phase | | |
| Switch Phase | | |
| Minimum Initial (s) | 4.0 | 4.0 |
| Minimum Split (s) | 20.5 | 20.5 |
| Total Split (s) | 50.5 | 20.5 |
| Total Split (%) | 42% | 17% |
| Maximum Green (s) | 46.0 | 16.0 |
| Yellow Time (s) | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 |
| Lost Time Adjust (s) | | |
| Total Lost Time (s) | | |
| Lead/Lag | | Lag |
| Lead-Lag Optimize? | | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 |
| Recall Mode | Max | Max |
| Walk Time (s) | 5.0 | 5.0 |
| Flash Dont Walk (s) | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | 0 | 0 |
| Act Effct Green (s) | | |
| Actuated g/C Ratio | | |
| v/c Ratio | | |
| Control Delay | | |
| Queue Delay | | |
| Total Delay | | |
| LOS | | |
| Approach Delay | | |
| Approach LOS | | |
| Queue Length 50th (ft) | | |
| Queue Length 95th (ft) | | |
| Internal Link Dist (ft) | | |
| Turn Bay Length (ft) | | |
| Base Capacity (vph) | | |
| Starvation Cap Reductn | | |
| Spillback Cap Reductn | | |
| Storage Cap Reductn | | |
| Reduced v/c Ratio | | |
| Intersection Summary | | |

Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.47
 Intersection Signal Delay: 167.3
 Intersection Capacity Utilization 115.4%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Genesee St & Airport West Access Drive





| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 97 | 1779 | 20 | 15 | 1686 | 243 | 6 | 11 | 6 | 164 | 11 | 9 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 250 | | 0 | 250 | | 350 | 100 | | 0 | 0 | | 400 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 0 | 0 | | 1 |
| Taper Length (ft) | 25 | | 25 | 25 | | 25 | 25 | | 25 | 25 | | 25 |
| Lane Util. Factor | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.996 | | | | 0.850 | | 0.900 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | | 0.955 | |
| Satd. Flow (prot) | 1770 | 5065 | 0 | 1770 | 5085 | 1583 | 1770 | 1644 | 0 | 0 | 1779 | 1583 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.607 | | | | 0.713 | |
| Satd. Flow (perm) | 1770 | 5065 | 0 | 1770 | 5085 | 1583 | 1131 | 1644 | 0 | 0 | 1328 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 9 | | | | 289 | | 24 | | | | 3 |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | | 30 |
| Link Distance (ft) | | 4700 | | | 6560 | | | 659 | | | 1266 | |
| Travel Time (s) | | 71.2 | | | 99.4 | | | 15.0 | | | 28.8 | |
| Peak Hour Factor | 0.73 | 0.86 | 0.34 | 0.61 | 0.96 | 0.84 | 0.75 | 0.92 | 0.25 | 0.91 | 0.92 | 0.42 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 5% | 2% | 2% | 2% |
| Adj. Flow (vph) | 133 | 2069 | 59 | 25 | 1756 | 289 | 8 | 12 | 24 | 180 | 12 | 21 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 133 | 2128 | 0 | 25 | 1756 | 289 | 8 | 36 | 0 | 0 | 192 | 21 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 3 | | 1 | 3 | 1 | 1 | 1 | | 1 | 1 | 1 |
| Detector Template | Left | Thru | | Left | Thru | Right | Left | Thru | | Left | Thru | Right |
| Leading Detector (ft) | 50 | 300 | | 50 | 300 | 5 | 50 | 50 | | 20 | 50 | 50 |
| Trailing Detector (ft) | 0 | 50 | | 0 | 50 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Detector 1 Position(ft) | 0 | 50 | | 0 | 50 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Detector 1 Size(ft) | 50 | 6 | | 50 | 6 | 5 | 50 | 50 | | 20 | 50 | 50 |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | 172 | | | 172 | | | | | | | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | | | | | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | | | | | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | | | | | |
| Detector 3 Position(ft) | | 294 | | | 294 | | | | | | | |
| Detector 3 Size(ft) | | 6 | | | 6 | | | | | | | |
| Detector 3 Type | | Cl+Ex | | | Cl+Ex | | | | | | | |



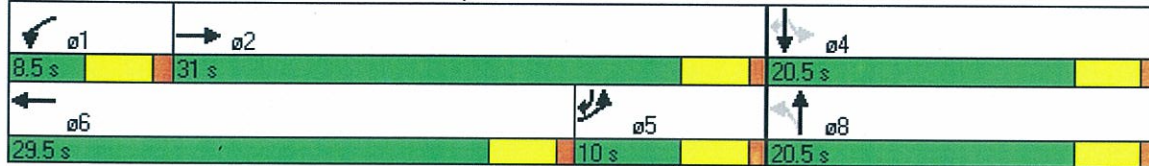
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|-------|
| Detector 3 Channel | | | | | | | | | | | | |
| Detector 3 Extend (s) | 0.0 | | | 0.0 | | | | | | | | |
| Turn Type | Prot | | Prot | | Free | | Perm | | Perm | | pm+ov | |
| Protected Phases | 5 | 2 | 1 | | 6 | 8 | | 8 | | 4 | | 5 |
| Permitted Phases | | | | | | Free | 8 | | | 4 | 4 | |
| Detector Phase | 5 | 2 | 1 | | 6 | 8 | | 8 | | 4 | 4 | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 8.5 | 20.5 | 8.5 | | 20.5 | 20.5 | | 20.5 | | 20.5 | 20.5 | 8.5 |
| Total Split (s) | 10.0 | 31.0 | 0.0 | 8.5 | 29.5 | 0.0 | 20.5 | 20.5 | 0.0 | 20.5 | 20.5 | 10.0 |
| Total Split (%) | 16.7% | 51.7% | 0.0% | 14.2% | 49.2% | 0.0% | 34.2% | 34.2% | 0.0% | 34.2% | 34.2% | 16.7% |
| Maximum Green (s) | 5.5 | 26.5 | 4.0 | | 25.0 | 16.0 | | 16.0 | | 16.0 | 16.0 | 5.5 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.5 | 4.0 | 4.5 | 4.5 | 4.0 | 4.5 | 4.5 | 4.0 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | Lag | Lag | Lead | | Lead | Lag | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | | Yes | Yes | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | C-Max | None | | C-Max | Max | | Max | | Max | Max | None |
| Walk Time (s) | 5.0 | | 5.0 | | 5.0 | | 5.0 | | 5.0 | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | | 11.0 | | 11.0 | | 11.0 | | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Act Effct Green (s) | 5.5 | 31.6 | 4.0 | | 25.0 | 60.0 | 16.0 | 16.0 | | | 16.0 | 26.0 |
| Actuated g/C Ratio | 0.09 | 0.53 | 0.07 | | 0.42 | 1.00 | 0.27 | 0.27 | | | 0.27 | 0.43 |
| v/c Ratio | 0.82 | 0.80 | 0.21 | | 0.83 | 0.18 | 0.03 | 0.08 | | | 0.54 | 0.03 |
| Control Delay | 30.6 | 10.7 | 31.0 | | 20.0 | 0.3 | 16.7 | 10.2 | | | 25.6 | 9.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 |
| Total Delay | 30.6 | 10.7 | 31.0 | | 20.0 | 0.3 | 16.7 | 10.2 | | | 25.6 | 9.2 |
| LOS | C | B | C | | C | A | B | B | | | C | A |
| Approach Delay | 11.9 | | 17.4 | | 11.4 | | 24.0 | | | | | |
| Approach LOS | B | | B | | B | | C | | | | | |
| Queue Length 50th (ft) | 45 | 120 | 9 | | 198 | 0 | 2 | 3 | | | 59 | 4 |
| Queue Length 95th (ft) | m32 | m121 | 19 | | 256 | 0 | 9 | 21 | | | 117 | 6 |
| Internal Link Dist (ft) | 4620 | | 6480 | | 579 | | 1186 | | | | | |
| Turn Bay Length (ft) | 250 | | 250 | | 350 | | 100 | | | | 400 | |
| Base Capacity (vph) | 162 | 2672 | 118 | | 2119 | 1583 | 302 | 456 | | | 354 | 688 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | 0.82 | 0.80 | 0.21 | | 0.83 | 0.18 | 0.03 | 0.08 | | | 0.54 | 0.03 |






















Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 36 (60%), Referenced to phase 2:EBT and 6:WBT, Start of FDW or yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 14.9
 Intersection Capacity Utilization 65.7%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Genesee St & East Airport Access Drive



| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  |  | | |  |  |  |  |
| Volume (vph) | 217 | 493 | 13 | 1665 | 817 | 50 | 0 | 0 | 2094 | 324 | 760 | 327 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 8 | 8 | 12 | 12 | 12 | 12 |
| Storage Length (ft) | 260 | | 0 | 275 | | 700 | 0 | | 0 | 225 | | 500 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 0 | | 2 | 1 | | 1 |
| Taper Length (ft) | 25 | | 25 | 25 | | 25 | 25 | | 25 | 25 | | 25 |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 1.00 | 1.00 | 1.00 | 0.88 | 1.00 | 0.95 | 1.00 |
| Frt | | 0.995 | | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 3522 | 0 | 3433 | 3539 | 1583 | 0 | 0 | 2787 | 1770 | 3539 | 1583 |
| Flt Permitted | 0.000 | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 3522 | 0 | 3433 | 3539 | 1583 | 0 | 0 | 2787 | 1770 | 3539 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 3 | | | | 54 | | | 52 | | | 65 |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | | 30 |
| Link Distance (ft) | | 3833 | | | 4700 | | | 3688 | | | 3259 | |
| Travel Time (s) | | 58.1 | | | 71.2 | | | 55.9 | | | 74.1 | |
| Peak Hour Factor | 0.96 | 0.86 | 0.63 | 0.89 | 0.83 | 0.92 | 0.25 | 0.25 | 0.83 | 0.83 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 0% | 0% | 2% | 2% | 2% | 2% |
| Adj. Flow (vph) | 226 | 573 | 21 | 1871 | 984 | 54 | 0 | 0 | 2523 | 390 | 817 | 352 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 226 | 594 | 0 | 1871 | 984 | 54 | 0 | 0 | 2523 | 390 | 817 | 352 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 24 | | | 24 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.20 | 1.20 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 3 | | 1 | 3 | 1 | | | 1 | 1 | 1 | 1 |
| Detector Template | Left | Thru | | Left | Thru | Right | | | Right | Left | Thru | Right |
| Leading Detector (ft) | 50 | 300 | | 50 | 300 | 5 | | | 50 | 50 | 50 | 50 |
| Trailing Detector (ft) | 0 | 50 | | 0 | 50 | 0 | | | 0 | 0 | 0 | 0 |
| Detector 1 Position(ft) | 0 | 50 | | 0 | 50 | 0 | | | 0 | 0 | 0 | 0 |
| Detector 1 Size(ft) | 50 | 0 | | 50 | 6 | 5 | | | 50 | 50 | 50 | 50 |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | 172 | | | 172 | | | | | | | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | | | | | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | | | | | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | | | | | |
| Detector 3 Position(ft) | | 294 | | | 294 | | | | | | | |
| Detector 3 Size(ft) | | 6 | | | 6 | | | | | | | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|--------|------|-------|------|-------|-------|
| Detector 3 Type | Cl+Ex | | | Cl+Ex | | | | | | | | |
| Detector 3 Channel | | | | | | | | | | | | |
| Detector 3 Extend (s) | 0.0 | | | 0.0 | | | | | | | | |
| Turn Type | pm+pt | | Prot | | Perm | | custom | | pm+pt | | pm+ov | |
| Protected Phases | 5 | 2 | 1 | | 6 | | | | | 7 | 4 8 | 5 |
| Permitted Phases | 2 | | | | | 6 | 1 8 | | 4 8 | | | |
| Detector Phase | 5 | 2 | 1 | | 6 | 6 | 1 8 | | 7 | 4 8 | 5 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | | | | 4.0 | 4.0 |
| Minimum Split (s) | 15.0 | 20.5 | 8.5 | | 8.5 | 8.5 | | | | | 8.5 | 15.0 |
| Total Split (s) | 29.0 | 24.5 | 0.0 | 65.0 | 60.5 | 60.5 | 0.0 | 0.0 | 85.5 | 10.0 | 51.0 | 29.0 |
| Total Split (%) | 24.2% | 20.4% | 0.0% | 54.2% | 50.4% | 50.4% | 0.0% | 0.0% | 71.3% | 8.3% | 42.5% | 24.2% |
| Maximum Green (s) | 24.5 | 20.0 | 60.5 | | 56.0 | 56.0 | | | | | 5.5 | 24.5 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | | | | | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | | | | | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.5 | 4.0 | 4.5 | 4.5 | 4.5 | 4.0 | 4.0 | 4.5 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | Lead | Lead | Lag | | Lag | Lag | | | | | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | | Yes | Yes | | | | | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | | | | 3.0 | 3.0 |
| Recall Mode | None | C-Max | None | | C-Max | C-Max | | | | | None | None |
| Walk Time (s) | 5.0 | | | | | | | | | | | |
| Flash Dont Walk (s) | 11.0 | | | | | | | | | | | |
| Pedestrian Calls (#/hr) | 0 | | | | | | | | | | | |
| Act Effct Green (s) | 20.0 | 20.0 | 60.5 | | 60.5 | 60.5 | 76.5 | | 26.0 | 26.0 | 50.5 | |
| Actuated g/C Ratio | 0.17 | 0.17 | 0.50 | | 0.50 | 0.50 | 0.64 | | 0.22 | 0.22 | 0.42 | |
| v/c Ratio | 0.77 | 1.01 | 1.08 | | 0.55 | 0.07 | 1.40 | | 1.02 | 1.07 | 0.50 | |
| Control Delay | 64.4 | 88.4 | 57.0 | | 7.8 | 0.1 | 205.6 | | 96.8 | 96.3 | 22.5 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| Total Delay | 64.4 | 88.4 | 57.0 | | 7.8 | 0.1 | 205.6 | | 96.8 | 96.3 | 22.5 | |
| LOS | (E) | (F) | (E) | | A | A | (F) | | (F) | (F) | (F) | C |
| Approach Delay | 81.8 | | 39.3 | | | | | | | | | |
| Approach LOS | (F) | | D | | | | | | | | | |
| Queue Length 50th (ft) | 168 | ~246 | ~834 | | 85 | 0 | ~1496 | | ~312 | ~367 | 158 | |
| Queue Length 95th (ft) | 248 | #344 | m#891 | | m95 | m0 | #1447 | | #450 | #495 | 231 | |
| Internal Link Dist (ft) | 3753 | | 4620 | | 3608 | | 3179 | | | | | |
| Turn Bay Length (ft) | 260 | 275 | | 700 | | 225 | | 500 | | | | |
| Base Capacity (vph) | 361 | 590 | 1731 | | 1784 | 825 | 1796 | | 384 | 767 | 761 | |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.63 | 1.01 | 1.08 | | 0.55 | 0.07 | 1.40 | | 1.02 | 1.07 | 0.46 | |

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of FDW or yellow, Master Intersection
 Natural Cycle: 150

| Lane Group | ø4 | ø8 |
|-----------------------------|------|------|
| Detector 3 Type | | |
| Detector 3 Channel | | |
| Detector 3 Extend (s) | | |
| Turn Type | | |
| Protected Phases | 4 | 8 |
| Permitted Phases | | |
| Detector Phase | | |
| Switch Phase | | |
| Minimum Initial (s) | 4.0 | 4.0 |
| Minimum Split (s) | 20.5 | 20.5 |
| Total Split (s) | 30.5 | 20.5 |
| Total Split (%) | 25% | 17% |
| Maximum Green (s) | 26.0 | 16.0 |
| Yellow Time (s) | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 |
| Lost Time Adjust (s) | | |
| Total Lost Time (s) | | |
| Lead/Lag | | Lag |
| Lead-Lag Optimize? | | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 |
| Recall Mode | Max | Max |
| Walk Time (s) | 5.0 | 5.0 |
| Flash Dont Walk (s) | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | 0 | 0 |
| Act Effct Green (s) | | |
| Actuated g/C Ratio | | |
| v/c Ratio | | |
| Control Delay | | |
| Queue Delay | | |
| Total Delay | | |
| LOS | | |
| Approach Delay | | |
| Approach LOS | | |
| Queue Length 50th (ft) | | |
| Queue Length 95th (ft) | | |
| Internal Link Dist (ft) | | |
| Turn Bay Length (ft) | | |
| Base Capacity (vph) | | |
| Starvation Cap Reductn | | |
| Spillback Cap Reductn | | |
| Storage Cap Reductn | | |
| Reduced v/c Ratio | | |
| Intersection Summary | | |








Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.40
 Intersection Signal Delay: 105.6
 Intersection Capacity Utilization 116.5%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service H

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Genesee St & Airport West Access Drive

| | | | |
|--|--|---|--|
|  ø2 24.5 s |  ø1 65 s |  ø4 30.5 s | |
|  ø5 29 s |  ø6 60.5 s |  ø7 10 s |  ø8 20.5 s |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↘ | ↑↑↑ | | ↘ | ↑↑↑ | ↗ | ↘ | ↗ | | | ↗ | ↗ |
| Volume (vph) | 180 | 2260 | 6 | 6 | 1827 | 422 | 33 | 11 | 9 | 371 | 12 | 61 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 250 | | 0 | 250 | | 350 | 100 | | 0 | 0 | | 400 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 0 | 0 | | 1 |
| Taper Length (ft) | 25 | | 25 | 25 | | 25 | 25 | | 25 | 25 | | 25 |
| Lane Util. Factor | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.998 | | | | 0.850 | | 0.960 | | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | | 0.956 | |
| Satd. Flow (prot) | 1770 | 5075 | 0 | 1770 | 5085 | 1583 | 1770 | 1774 | 0 | 0 | 1781 | 1583 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.246 | | | | 0.698 | |
| Satd. Flow (perm) | 1770 | 5075 | 0 | 1770 | 5085 | 1583 | 458 | 1774 | 0 | 0 | 1300 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 2 | | | | 341 | | 16 | | | | 1 |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | 30 | |
| Link Distance (ft) | | 4700 | | | 6560 | | | 659 | | | 1266 | |
| Travel Time (s) | | 71.2 | | | 99.4 | | | 15.0 | | | 28.8 | |
| Peak Hour Factor | 0.73 | 0.98 | 0.25 | 0.33 | 0.96 | 0.80 | 0.63 | 0.25 | 0.58 | 0.88 | 0.38 | 0.59 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 5% | 2% | 2% | 2% |
| Adj. Flow (vph) | 247 | 2306 | 24 | 18 | 1903 | 528 | 52 | 44 | 16 | 422 | 32 | 103 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 247 | 2330 | 0 | 18 | 1903 | 528 | 52 | 60 | 0 | 0 | 454 | 103 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 3 | | 1 | 3 | 1 | 1 | 1 | | 1 | 1 | 1 |
| Detector Template | Left | Thru | | Left | Thru | Right | Left | Thru | | Left | Thru | Right |
| Leading Detector (ft) | 50 | 300 | | 50 | 300 | 20 | 50 | 50 | | 20 | 50 | 50 |
| Trailing Detector (ft) | 0 | 50 | | 0 | 50 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Detector 1 Position(ft) | 0 | 50 | | 0 | 50 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Detector 1 Size(ft) | 50 | 6 | | 50 | 6 | 20 | 50 | 50 | | 20 | 50 | 50 |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | 172 | | | 172 | | | | | | | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | | | | | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | | | | | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | | | | | |
| Detector 3 Position(ft) | | 294 | | | 294 | | | | | | | |
| Detector 3 Size(ft) | | 6 | | | 6 | | | | | | | |
| Detector 3 Type | | Cl+Ex | | | Cl+Ex | | | | | | | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|------|-------|-------|-------|-------|------|-------|-------|-------|
| Detector 3 Channel | | | | | | | | | | | | |
| Detector 3 Extend (s) | 0.0 | | | | 0.0 | | | | | | | |
| Turn Type | Prot | | Prot | | Free | | Perm | | Perm | | pm+ov | |
| Protected Phases | 5 | 2 | 1 | | 6 | 8 | | 8 | | 4 | | 5 |
| Permitted Phases | | | | | Free | | 8 | | 4 | | 4 | |
| Detector Phase | 5 | 2 | 1 | | 6 | 8 | | 8 | | 4 | | 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | | 4.0 | | 4.0 |
| Minimum Split (s) | 8.5 | 20.5 | 8.5 | | 20.5 | 20.5 | | 20.5 | | 20.5 | | 8.5 |
| Total Split (s) | 22.3 | 64.4 | 0.0 | 8.6 | 50.7 | 0.0 | 47.0 | 47.0 | 0.0 | 47.0 | 47.0 | 22.3 |
| Total Split (%) | 18.6% | 53.7% | 0.0% | 7.2% | 42.3% | 0.0% | 39.2% | 39.2% | 0.0% | 39.2% | 39.2% | 18.6% |
| Maximum Green (s) | 17.8 | 59.9 | 4.1 | | 46.2 | 42.5 | | 42.5 | | 42.5 | | 17.8 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | | 3.5 | | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | | 1.0 | | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.5 | 4.0 | 4.5 | 4.5 | 4.0 | 4.5 | 4.5 | 4.0 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | Lag | Lag | Lead | | Lead | Lag | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | | Yes | Yes | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | | 3.0 | | 3.0 |
| Recall Mode | None | C-Max | None | | C-Max | Max | | Max | | Max | | None |
| Walk Time (s) | 5.0 | | 5.0 | | 5.0 | | 5.0 | | 5.0 | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | | 11.0 | | 11.0 | | 11.0 | | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Act Effct Green (s) | 17.8 | 65.1 | 4.1 | | 46.2 | 120.0 | 42.5 | 42.5 | 42.5 | | 64.8 | |
| Actuated g/C Ratio | 0.15 | 0.54 | 0.03 | | 0.38 | 1.00 | 0.35 | 0.35 | 0.35 | | 0.54 | |
| v/c Ratio | 0.94 | 0.85 | 0.30 | | 0.97 | 0.33 | 0.32 | 0.09 | 0.99 | | 0.12 | |
| Control Delay | 55.4 | 21.4 | 69.5 | | 51.2 | 0.6 | 35.2 | 20.3 | 78.1 | | 13.9 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | |
| Total Delay | 55.4 | 21.4 | 69.5 | | 51.2 | 0.6 | 35.2 | 20.3 | 78.1 | | 13.9 | |
| LOS | E | C | E | | D | A | D | C | E | | B | |
| Approach Delay | 24.7 | | 40.4 | | 27.2 | | 66.2 | | | | | |
| Approach LOS | C | | D | | C | | E | | | | | |
| Queue Length 50th (ft) | 189 | 443 | 14 | | 524 | 0 | 29 | 22 | 346 | | 37 | |
| Queue Length 95th (ft) | m143 | m360 | 14 | | #641 | 0 | 44 | 9 | 150 | | 42 | |
| Internal Link Dist (ft) | 4620 | | 6480 | | 579 | | 1186 | | | | | |
| Turn Bay Length (ft) | 250 | | 250 | | 350 | | 100 | | 400 | | | |
| Base Capacity (vph) | 263 | 2752 | 60 | | 1958 | 1583 | 162 | 639 | 460 | | 855 | |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| Reduced v/c Ratio | 0.94 | 0.85 | 0.30 | | 0.97 | 0.33 | 0.32 | 0.09 | 0.99 | | 0.12 | |

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 113 (94%), Referenced to phase 2:EBT and 6:WBT, Start of FDW or yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 35.6
 Intersection Capacity Utilization 86.2%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Genesee St & East Airport Access Drive

