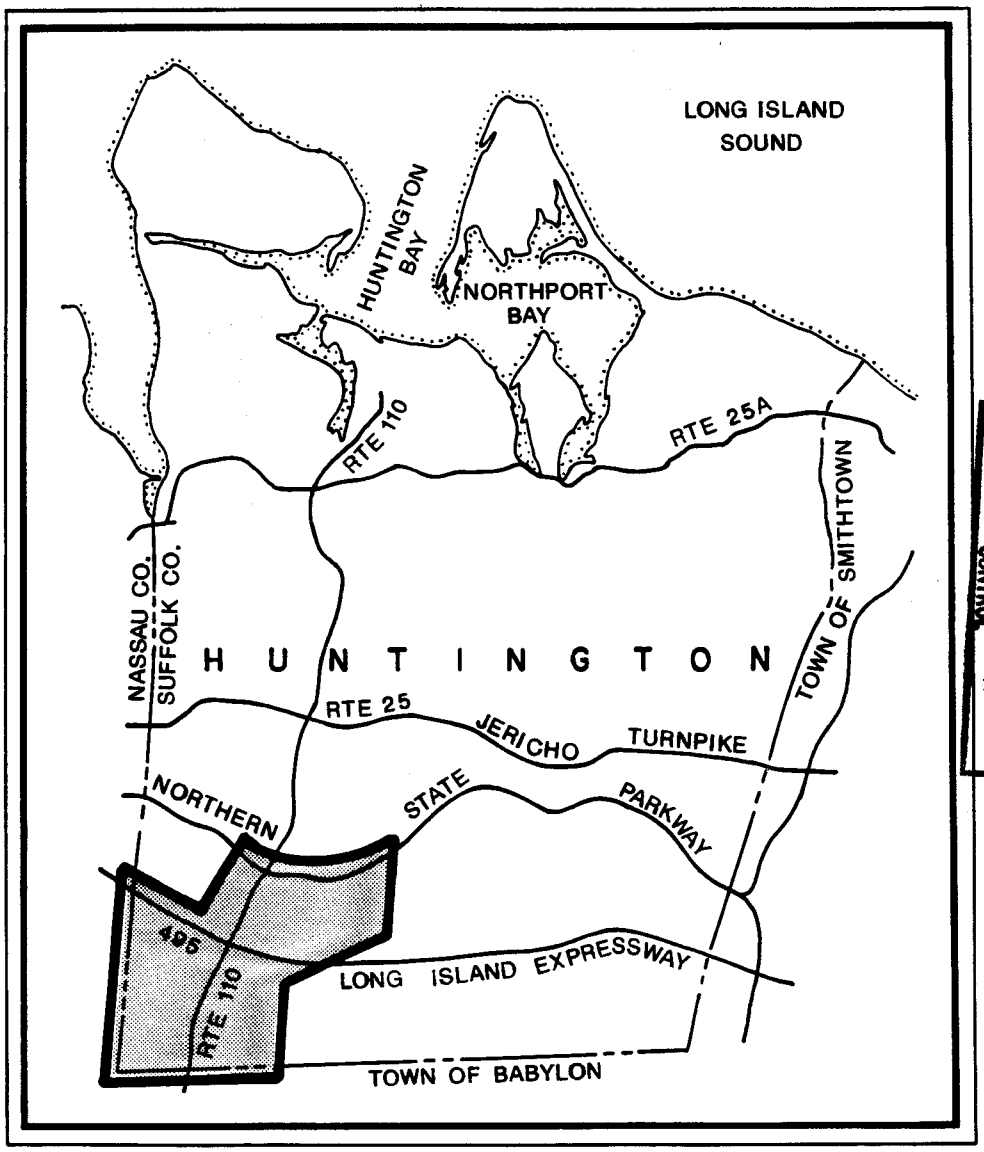
APPENDIX B - TRAFFIC IMPACT ANALYSIS, VOLUME II
DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT

MELVILLE - ROUTE 110 AREA



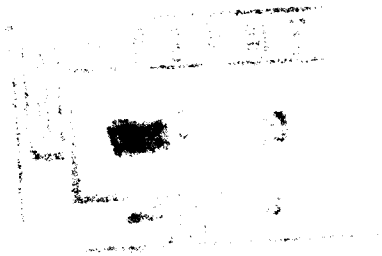
RECEIVED
DEC - 9
ENVIRONMENTAL CONTROL

TOWN OF HUNTINGTON

LOCKWOOD, KESSLER & BARTLETT, INC.
CONSULTING ENGINEERS SINCE 1889 SYOSSET, NEW YORK

RPPW INC PLANNING & DEVELOPMENT CONSULTANTS
TARRYTOWN, N.Y.

DECEMBER 1987



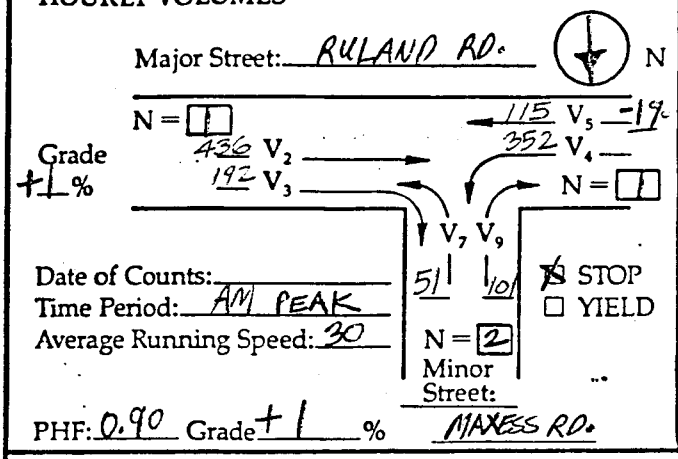
INTERSECTION 12

RULAND RD. / MAXESS RD.

WORKSHEET FOR ANALYSIS OF T-INTERSECTIONS

LOCATION: RULAND RD. / MAXESS RD. NAME: AM PEAK - 1986 - EXISTING

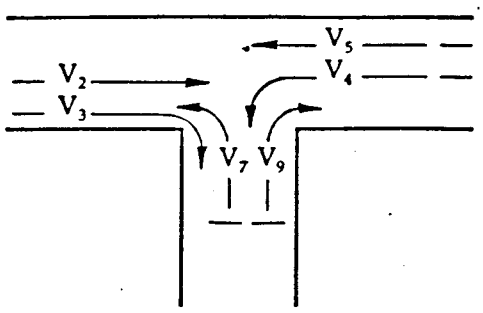
HOURLY VOLUMES



Date of Counts: ____
Time Period: AM PEAK
Average Running Speed: 30

PHF: 0.90 Grade +1 %

VOLUMES IN PCPH



VOLUME ADJUSTMENTS

Movement No.	2	3	4	5	7	9
Volume (vph)						
Vol. (pcph), see Table 10-1						

STEP 1: RT from Minor Street — V_9

Conflicting Flow, V_c: $1/2\ V_3 + V_2 =$ ____ + ____ = ____ vph (V_{c9})

Critical Gap, T_c, and Potential Capacity, c_p: $T_c =$ ____ sec (Table 10-2) $c_{p9} =$ ____ pcph (Fig. 10-3)

Actual Capacity, c_m: $c_{m9} = c_{p9} =$ ____ pcph

STEP 2: LT From Major Street — V_4

Conflicting Flow, V_c: $V_3 + V_2 =$ ____ + ____ = ____ vph (V_{c4})

Critical Gap, T_c, and Potential Capacity, c_p: $T_c =$ ____ sec (Table 10-2) $c_{p4} =$ ____ pcph (Fig. 10-3)

Percent of c_p Utilized and Impedance Factor (Fig. 10-5): $(v_4/c_{p4}) \times 100 =$ ____ $P_4 =$ ____

Actual Capacity, c_m: $c_{m4} = c_{p4} =$ ____ pcph

STEP 3: LT From Minor Street — V_7

Conflicting Flow, V_c: $1/2\ V_3 + V_2 + V_5 + V_4 =$ ____ + ____ + ____ + ____ = ____ vph (V_{c7})

Critical Gap, T_c, and Potential Capacity, c_p: $T_c =$ ____ sec (Table 10-2) $c_{p7} =$ ____ pcph (Fig. 10-3)

Actual Capacity, c_m: $c_{m7} = c_{p7} \times P_4 =$ ____ × ____ = ____ pcph

SHARED-LANE CAPACITY

$$SH = \frac{v_7 + v_9}{(v_7/c_{m7}) + (v_9/c_{m9})} \text{ if lane is shared}$$

Movement No.	v(pcph)	c_m (pcph)	c_{SH} (pcph)	c_R	LOS
7					
9					
4					

IPCU [illegible] WORKSHEET: UNSIGNALIZED - 3 APPROACHES
[illegible] TIME: 17:14:11

KEY: A- -B
|
C

GENERAL CHARACTERISTICS
POPULATION GREATER THAN 250,000: NO
CONTROLS: FROM C: STOP
FROM C RT LANE: STOP
PREVAILING SPEED: 30 MPH
MAIN STREET # OF LANES: 2 LANES

MINOR STREET LANES
APPROACH: C: SB MAXESS
SHARED LEFT AND RIGHT TURN LANE: NO
LARGE RIGHT TURN RADIUS OR SHALLOW RIGHT TURN ANGLE: NO
RIGHT TURN ACCELERATION LANE ON MAJOR: NO

APPROACH	A: WB RULAND			B: EB RULAND			C: SB MAXESS		
	LT	TH	RT	LT	TH	RT	LT	TH	RT
VOLUME	0	436	192	352	115	0	51	0	101
PERCENT GRADE	1.00			-1.00			1.00		
PASS CAR/HR	0			370			64	0	126

STEP 1 RIGHT TURNS FROM C:SB MAXESS

CONFLICTING FLOWS	532
CRITICAL GAPS	5.5
CAPACITY	601
ACTUAL CAPACITY	601

STEP 2 LEFT TURNS FROM B:EB RULAND

CONFLICTING FLOWS	628
CRITICAL GAPS	5.0
CAPACITY	632
CAPACITY USED	58%
ACTUAL CAPACITY	632

STEP 3 LEFT TURNS FROM C:SB MAXESS

CONFLICTING FLOWS	999
CRITICAL GAPS	6.5
CAPACITY	240
ACTUAL CAPACITY	117

SUMMARY OF LEVEL OF SERVICE BY MOVEMENT

MOVEMENT	DEMAND	CAPACITY	RESERVE	LOS
LT FROM B:	370	632	263	C
LT FROM C:	64	117	53	E
RT FROM C:	126	601	475	A

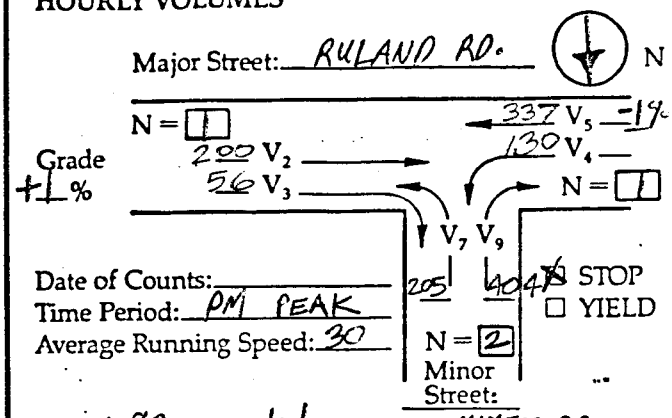
WORKSHEET FOR ANALYSIS OF T-INTERSECTIONS

LOCATION: RULAND RD. / MAXESS RD.

NAME: PM PEAK - 1986 - EXISTING

HOURLY VOLUMES

Major Street: RULAND RD.



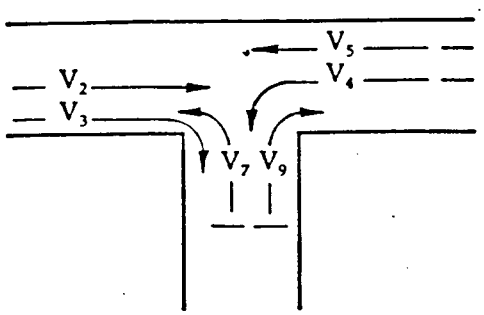
Date of Counts: _____

Time Period: PM PEAK

Average Running Speed: 30

PHF: 0.90 Grade +1 % MAXESS RD.

VOLUMES IN PCPH



VOLUME ADJUSTMENTS

Movement No.	2	3	4	5	7	9
Volume (vph)						
Vol. (pcph), see Table 10-1						

STEP 1: RT from Minor Street — V_9

Conflicting Flow, V_c: $1/2\ V_3 + V_2 = \_\_\_\_ + \_\_\_\_ = \_\_\_\_$ vph (V_{c9})

Critical Gap, T_c, and Potential Capacity, c_p: $T_c = \_\_\_\_$ sec (Table 10-2) $c_{p9} = \_\_\_\_$ pcph (Fig. 10-3)

Actual Capacity, c_m: $c_{m9} = c_{p9} = \_\_\_\_$ pcph

STEP 2: LT From Major Street — V_4

Conflicting Flow, V_c: $V_3 + V_2 = \_\_\_\_ + \_\_\_\_ = \_\_\_\_$ vph (V_{c4})

Critical Gap, T_c, and Potential Capacity, c_p: $T_c = \_\_\_\_$ sec (Table 10-2) $c_{p4} = \_\_\_\_$ pcph (Fig. 10-3)

Percent of c_p Utilized and Impedance Factor (Fig. 10-5): $(v_4/c_{p4}) \times 100 = \_\_\_\_$ $P_4 = \_\_\_\_$

Actual Capacity, c_m: $c_{m4} = c_{p4} = \_\_\_\_$ pcph

STEP 3: LT From Minor Street — V_7

Conflicting Flow, V_c: $1/2\ V_3 + V_2 + V_5 + V_4 = \_\_\_\_ + \_\_\_\_ + \_\_\_\_ + \_\_\_\_ = \_\_\_\_$ vph (V_{c7})

Critical Gap, T_c, and Potential Capacity, c_p: $T_c = \_\_\_\_$ sec (Table 10-2) $c_{p7} = \_\_\_\_$ pcph (Fig. 10-3)

Actual Capacity, c_m: $c_{m7} = c_{p7} \times P_4 = \_\_\_\_ \times \_\_\_\_ = \_\_\_\_$ pcph

SHARED-LANE CAPACITY

$$SH = \frac{v_7 + v_9}{(v_7/c_{m7}) + (v_9/c_{m9})} \text{ if lane is shared}$$

Movement No.	v(pcph)	c_m (pcph)	c_{SH} (pcph)	c_R	LOS
7					
9					
4					

IRCULAR 209 WORKSHEET: UNSIGNALIZED - 3 APPROACHES

KEY: C

ENERAL CHARACTERISTICS
POPULATION GREATER THAN 250,000: NO
ONTROLS: FROM C: STOP
FROM C RT LANE: STOP
REVAILING SPEED: 30 MPH
AIN STREET # OF LANES: 2 LANES

INOR STREET LANES
APPROACH: C: SB MAXESS
HARED LEFT AND RIGHT TURN LANE: NO
ARGE RIGHT TURN RADIUS OR SHALLOW RIGHT TURN ANGLE: NO
RIGHT TURN ACCELERATION LANE ON MAJOR: NO

APPROACH	A: WB RULAND			B: EB RULAND			C: SB MAXESS		
	LT	TH	RT	LT	TH	RT	LT	TH	RT
OLUME	0	200	56	130	337	0	205	0	404
ERCENT GRADE	1.00			-1.00			1.00		
PASS CAR/HR	0			137			254	0	505

STEP 1 RIGHT TURNS FROM C:SB MAXESS

ONFLICTING FLOWS	228
RITICAL GAPS	5.5
APACITY	856
ACTUAL CAPACITY	856

STEP 2 LEFT TURNS FROM B:EB RULAND

ONFLICTING FLOWS	256
RITICAL GAPS	5.0
CAPACITY	936
CAPACITY USED	15%
CTUAL CAPACITY	936

TEP 3 LEFT TURNS FROM C:SB MAXESS

ONFLICTING FLOWS	695
CRITICAL GAPS	6.5
APACITY	364
CTUAL CAPACITY	329

SUMMARY OF LEVEL OF SERVICE BY MOVEMENT

OVEMENT	DEMAND	CAPACITY	RESERVE	LOS
LT FROM B:	137	936	799	A
T FROM C:	254	329	75	E
RT FROM C:	505	856	351	B

IRCULAR 281 WORKSHEET: UNSIGNALIZED - 3 APPROACHES
ATE:02-02-1988 TIME:17:34:35
RULAND RD. / MAXESS RD. AM PEAK - 1992 - BUILD

KEY: A- -B
!
C

ENERAL CHARACTERISTICS
POPULATION GREATER THAN 250,000: NO
ONTROLS: FROM C: STOP
FROM C RT LANE: STOP
REVAILING SPEED: 30 MPH
MAIN STREET # OF LANES: 2 LANES

INOR STREET LANES
APPROACH: C: SB MAXESS
HARED LEFT AND RIGHT TURN LANE: NO
ARGE RIGHT TURN RADIUS OR SHALLOW RIGHT TURN ANGLE: NO
RIGHT TURN ACCELERATION LANE ON MAJOR: NO

APPROACH	A: WB RULAND			B: EB RULAND			C: SB MAXESS		
	LT	TH	RT	LT	TH	RT	LT	TH	RT
OLUME	0	690	252	513	366	0	92	0	442
ERCENT GRADE	1.00			-1.00			1.00		
PASS CAR/HR	0			539			115	0	553

STEP 1 RIGHT TURNS FROM C:SB MAXESS

ONFLICTING FLOWS	816
RITICAL GAPS	5.5
APACITY	432
ACTUAL CAPACITY	432

STEP 2 LEFT TURNS FROM B:EB RULAND

ONFLICTING FLOWS	942
RITICAL GAPS	5.0
APACITY	454
APACITY USED	119%
CTUAL CAPACITY	454

TEP 3 LEFT TURNS FROM C:SB MAXESS

ONFLICTING FLOWS	1695
RITICAL GAPS	6.5
APACITY	92
CTUAL CAPACITY	0

SUMMARY OF LEVEL OF SERVICE BY MOVEMENT

OVEMENT	DEMAND	CAPACITY	RESERVE	LOS
LT FROM B:	539	454	-85	E*
T FROM C:	115	0	-115	E*
RT FROM C:	553	432	-120	E*

IRCULAR 281 WORKSHEET: UNSIGNALIZED - 3 APPROACHES
ATE:02-02-1988 TIME:17:29:20
RULAND RD. / MAXESS RD. -- PM PEAK - 1992 - BUILD

KEY: A- -B
:
C

ENERAL CHARACTERISTICS
POPULATION GREATER THAN 250,000: NO
ONTROLS: FROM C: STOP
FROM C RT LANE: STOP
REVAILING SPEED: 30 MPH
AIN STREET # OF LANES: 2 LANES

INOR STREET LANES
APPROACH: C: SB MAXESS
HARED LEFT AND RIGHT TURN LANE: NO
ARGE RIGHT TURN RADIUS OR SHALLOW RIGHT TURN ANGLE: NO
RIGHT TURN ACCELERATION LANE ON MAJOR: NO

APPROACH	A: WB RULAND			B: EB RULAND			C: SB MAXESS		
	LT	TH	RT	LT	TH	RT	LT	TH	RT
OLUME	0	450	147	525	583	0	253	0	656
ERCENT GRADE	1.00			-1.00			1.00		
PASS CAR/HR	0			551			316	0	820

STEP 1 RIGHT TURNS FROM C:SB MAXESS
ONFLICTING FLOWS 524
RITICAL GAPS 5.5
APACITY 607
CTUAL CAPACITY 607

STEP 2 LEFT TURNS FROM B:EB RULAND
ONFLICTING FLOWS 597
RITICAL GAPS 5.0
APACITY 653
APACITY USED 84%
CTUAL CAPACITY 653

TEP 3 LEFT TURNS FROM C:SB MAXESS
ONFLICTING FLOWS 1632
RITICAL GAPS 6.5
APACITY 101
CTUAL CAPACITY 20

SUMMARY OF LEVEL OF SERVICE BY MOVEMENT

MOVEMENT	DEMAND	CAPACITY	RESERVE	LOS
LT FROM B:	551	653	102	D
T FROM C:	316	20	-296	E*
RT FROM C:	820	607	-213	E*

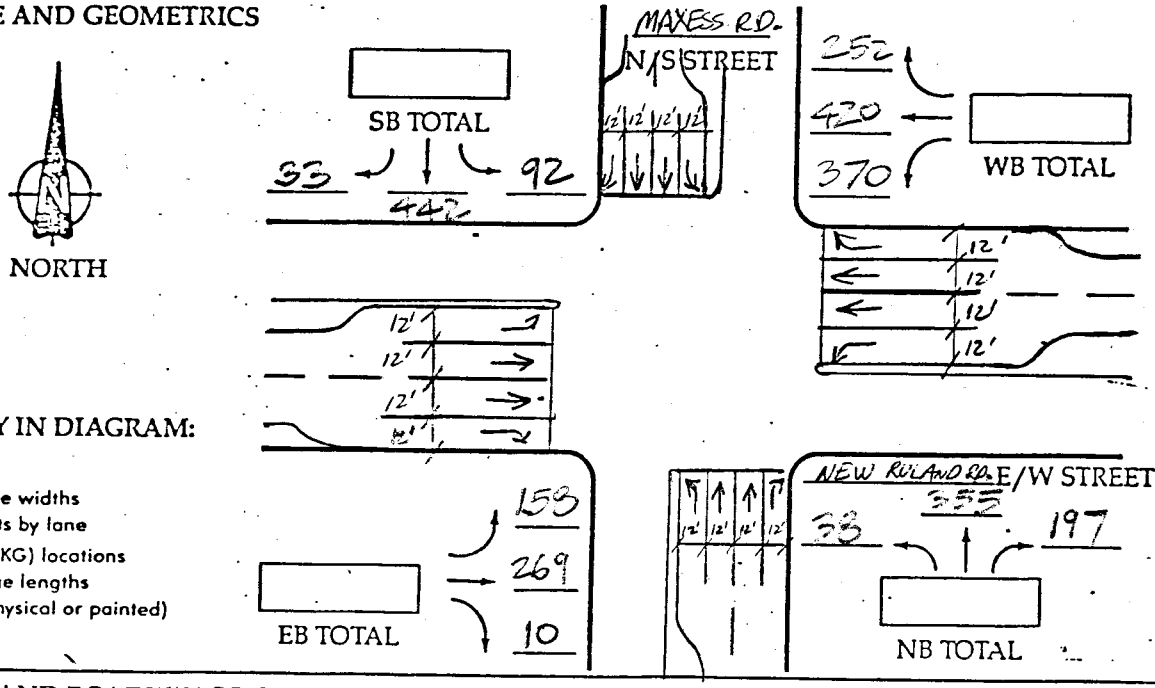
INPUT WORKSHEET

Intersection: (NEW) RULAND RD. / MAXESS RD. Date: 1992 – FUTURE BUILD W/ IMPACT

Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

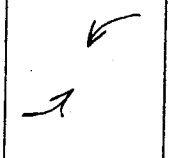
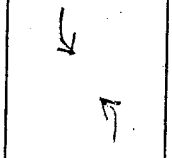
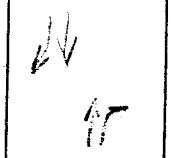
1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	-1%	2%	N	–	–	0.90	0	N	–	3
WB	+1%	2%	N	–	–	0.90	0	N	–	3
NB	+1%	2%	N	–	–	0.90	0	N	–	3
SB	+1%	2%	N	–	–	0.90	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING

DIAGRAM								
Timing	G = 20 Y + R =	G = 35 Y + R =	G = 15 Y + R =	G = 30 Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 115 Sec

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

NTERSECTION:NEW RULAND RD. / MAXESS RD. AREA TYPE:NON-CBD
NTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 AM PEAK - BUILD W/ IMPROV.
DDITIONAL INFORMATION:MELVILLE GEIS - PRJ. NO. 6136-01
NALYST:ML TODAY'S DATE:2-13-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
EFT TURNING VOLUME	38	92	158	370
HROUGH VOLUME	355	442	269	420
IGHT TURNING VOLUME	197	33	10	252
PEDESTRIANS	0	0	0	0
RRIVAL TYPE	3	3	3	3
EAK HOUR FACTOR	0.90	0.90	0.90	0.90
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.02
NUMBER OF BUSES	0	0	0	0
RADE	0.01	0.01	-.01	0.01
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	1.00
BASE SATURATION FLOW	1800	1800	1800	1800
UMBER OF LANES	4	4	4	4
ARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
IGNAL TYPE:	FULLY ACTUATED			
YCLE LENGTH:	115			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ANE GROUP CONFIGURATION	1	17	9
UMBER OF LANES	1	2	1
LANE WIDTH	12	12	12
REEN TIME	15.0	30.0	30.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ANE GROUP CONFIGURATION	1	17	9
NUMBER OF LANES	1	2	1
LANE WIDTH	12	12	12
REEN TIME	15.0	30.0	30.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ANE GROUP CONFIGURATION	1	17	10
UMBER OF LANES	1	2	1
LANE WIDTH	12	12	12
REEN TIME	20.0	35.0	35.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	3	17	9
UMBER OF LANES	1	2	1
ANE WIDTH	12	12	12
GREEN TIME	55.0	35.0	35.0
REEN, PROTECTED PHASE	20.0	0.0	0.0
REEN, PERMITTED PHASE	35.0	0.0	0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:NEW RULAND RD. / MAXESS RD. AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 AM PEAK - BUILD W/ IMPROV.
ADDITIONAL INFORMATION:MELVILLE GEIS - PRJ. NO. 6136-01
ANALYST:ML TODAY'S DATE:2-13-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 22.5
THE INTERSECTION LEVEL OF SERVICE IS: C

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	33.89	0.06	33.95	D		
NORTHBOUND	2	26.86	0.20	23.00	C	24.33	C
	3	27.93	1.33	24.87	C		
	1	35.18	1.15	36.33	D		
SOUTHBOUND	2	27.71	0.47	23.96	C	25.78	D
	3	24.47	0.00	20.80	C		
	1	33.25	2.30	35.55	D		
EASTBOUND	2	23.07	0.04	19.64	C	25.36	D
	3	21.30	0.00	18.11	C		
	1	12.02	0.00	12.02	B		
WESTBOUND	2	24.35	0.18	20.85	C	16.36	C
	3	25.97	1.70	23.53	C		

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	42	394	219
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1684	3546	1507
FLOW RATIO (V/S)	.025	.111	.145
GREEN/CYCLE RATIO (G/C)	.130	.261	.261
LANE GROUP CAPACITY (C)	220	925	393
VOLUME/CAPACITY RATIO (X)	0.192	0.426	0.557

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	102	491	37
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1684	3546	1507
FLOW RATIO (V/S)	.061	.138	.024
GREEN/CYCLE RATIO (G/C)	.130	.261	.261
LANE GROUP CAPACITY (C)	220	925	393
VOLUME/CAPACITY RATIO (X)	0.465	0.531	0.093

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	176	299	11
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1701	3562	1522
FLOW RATIO (V/S)	.103	.083	.007
GREEN/CYCLE RATIO (G/C)	.174	.304	.304
LANE GROUP CAPACITY (C)	296	1090	463
VOLUME/CAPACITY RATIO (X)	0.593	0.274	0.024

WESTBOUND:	LANE GROUP 1		LANE GROUP 2		LANE GROUP 3	
ADJUSTED FLOW (V)	0		467		280	
* PROT/PERM FLOWS	17	394	0	0	0	0
PROPORTION LEFT TURNS (PLT)	1.00		0.00		0.00	
PROPORTION RIGHT TURNS (PRT)	0.00		0.00		0.00	
ADJ. SATURATION FLOW RATE (S)	1684		3546		1507	
FLOW RATIO (V/S)	.000		.132		.186	
* PROT/PERM FLOW RATIOS	.010	.234	.000	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.478		.304		.304	
* PROT/PERM G/C RATIOS	.174	.304	.000	.000	.000	.000
LANE GROUP CAPACITY (C)	0		1079		459	
* PROT/PERM CAPACITIES	293	394	0	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000		0.432		0.610	
* PROT/PERM V/C RATIOS	.057	%1.000	.000	.000	.000	.000

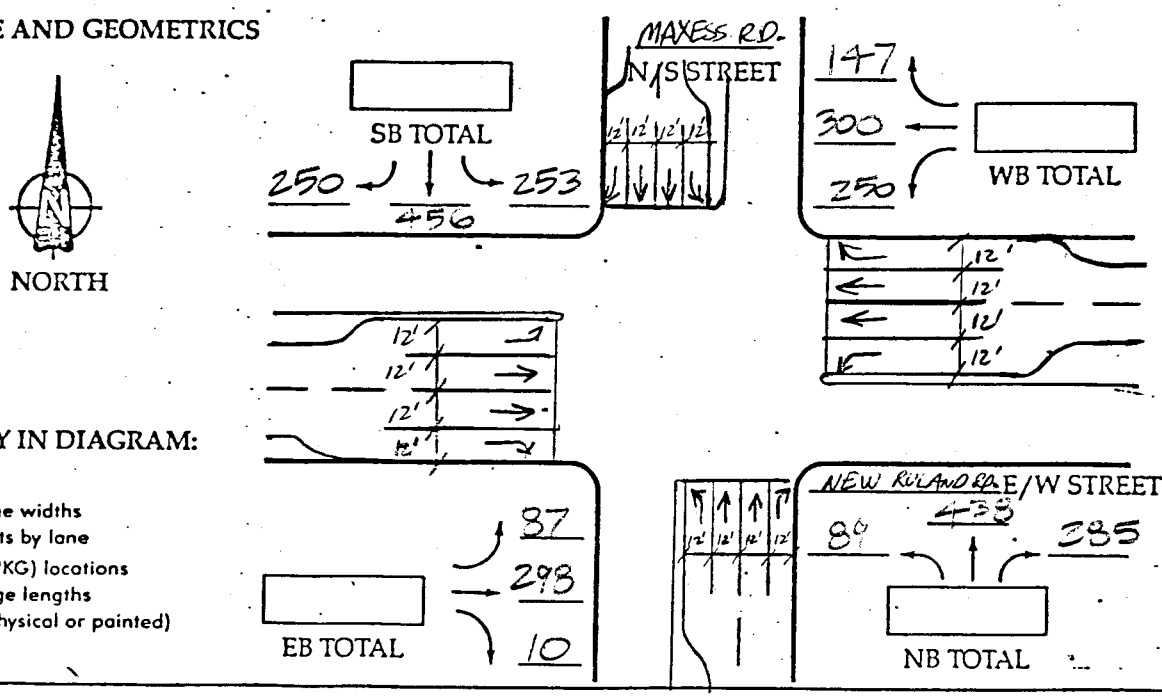
INPUT WORKSHEET

Intersection: (NEW) RULAND RD. / MAXESS RD. Year – FUTURE BUILD W/ IMPROV.

Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

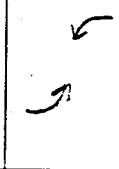
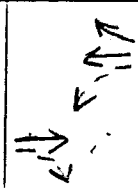
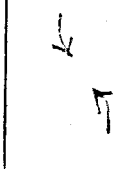
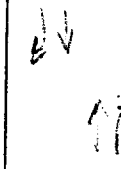
1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	-1%	2%	N	–	–	0.90	0	N	–	3
WB	+1%	2%	N	–	–	0.90	0	N	–	3
NB	+1%	2%	N	–	–	0.90	0	N	–	3
SB	+1%	2%	N	–	–	0.90	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING

DIAGRAM								
Timing	G = 15 Y + R =	G = 35 Y + R =	G = 23 Y + R =	G = 27 Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 115 Sec

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:NEW RULAND RD. / MAXESS RD. AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 PM PEAK - BUILD W/ IMPROV.
ADDITIONAL INFORMATION:MELVILLE GEIS - PRJ. NO. 6136-01
ANALYST:ML TODAY'S DATE:2-13-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	89	253	87	250
THROUGH VOLUME	438	456	298	300
RIGHT TURNING VOLUME	285	250	10	147
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	3
PEAK HOUR FACTOR	0.90	0.90	0.90	0.90
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	0.01	0.01	-.01	0.01
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	1.00
BASE SATURATION FLOW	1800	1800	1800	1800
NUMBER OF LANES	4	4	4	4
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0

SIGNAL TYPE: FULLY ACTUATED
CYCLE LENGTH: 115

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	9
NUMBER OF LANES	1	2	1
LANE WIDTH	12	12	12
GREEN TIME	23.0	27.0	27.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	9
NUMBER OF LANES	1	2	1
LANE WIDTH	12	12	12
GREEN TIME	23.0	27.0	27.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	10
NUMBER OF LANES	1	2	1
LANE WIDTH	12	12	12
GREEN TIME	15.0	35.0	35.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	3	17	9
NUMBER OF LANES	1	2	1
LANE WIDTH	12	12	12
GREEN TIME	50.0	35.0	35.0
GREEN, PROTECTED PHASE	15.0	0.0	0.0
GREEN, PERMITTED PHASE	35.0	0.0	0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:NEW RULAND RD. / MAXESS RD. AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 PM PEAK - BUILD W/ IMPROV.
ADDITIONAL INFORMATION:MELVILLE GEIS - PRJ. NO. 6136-01
ANALYST:ML TODAY'S DATE:2-13-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 27.2
THE INTERSECTION LEVEL OF SERVICE IS: D

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	29.71	0.15	29.86	D		
NORTHBOUND	2	29.66	0.79	25.88	D	31.93	D
	3	32.40	16.89	41.09	E		
	1	33.57	11.25	44.82	E		
SOUTHBOUND	2	29.85	0.94	26.17	D	32.89	D
	3	31.37	7.56	33.09	D		
	1	35.03	0.89	35.93	D		
EASTBOUND	2	23.30	0.05	19.85	C	23.35	C
	3	21.30	0.00	18.11	C		
	1	13.96	0.00	13.96	B		
WESTBOUND	2	23.34	0.05	19.89	C	17.38	C
	3	23.72	0.21	20.34	C		

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	99	487	317
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1684	3546	1507
FLOW RATIO (V/S)	.059	.137	.210
GREEN/CYCLE RATIO (G/C)	.200	.235	.235
LANE GROUP CAPACITY (C)	337	833	354
VOLUME/CAPACITY RATIO (X)	0.294	0.585	0.895

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	281	507	278
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1684	3546	1507
FLOW RATIO (V/S)	.167	.143	.184
GREEN/CYCLE RATIO (G/C)	.200	.235	.235
LANE GROUP CAPACITY (C)	337	833	354
VOLUME/CAPACITY RATIO (X)	0.834	0.609	0.785

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	97	331	11
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1701	3582	1522
FLOW RATIO (V/S)	.057	.092	.007
GREEN/CYCLE RATIO (G/C)	.130	.304	.304
LANE GROUP CAPACITY (C)	222	1090	463
VOLUME/CAPACITY RATIO (X)	0.436	0.304	0.024

WESTBOUND:	LANE GROUP 1		LANE GROUP 2			LANE GROUP 3
ADJUSTED FLOW (V)	0		333			163
* PROT/PERM FLOWS	0	278	0	0	0	0
PROPORTION LEFT TURNS (PLT)	1.00		0.00			0.00
PROPORTION RIGHT TURNS (PRT)	0.00		0.00			0.00
ADJ. SATURATION FLOW RATE (S)	1684		3546			1507
FLOW RATIO (V/S)	.000		.094			.108
* PROT/PERM FLOW RATIOS	.000	.228	.000	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.435		.304			.304
* PROT/PERM G/C RATIOS	.130	.304	.000	.000	.000	.000
LANE GROUP CAPACITY (C)	0		1079			459
* PROT/PERM CAPACITIES	220	385	0	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000		0.309			0.356
* PROT/PERM V/C RATIOS	.000	.722	.000	.000	.000	.000

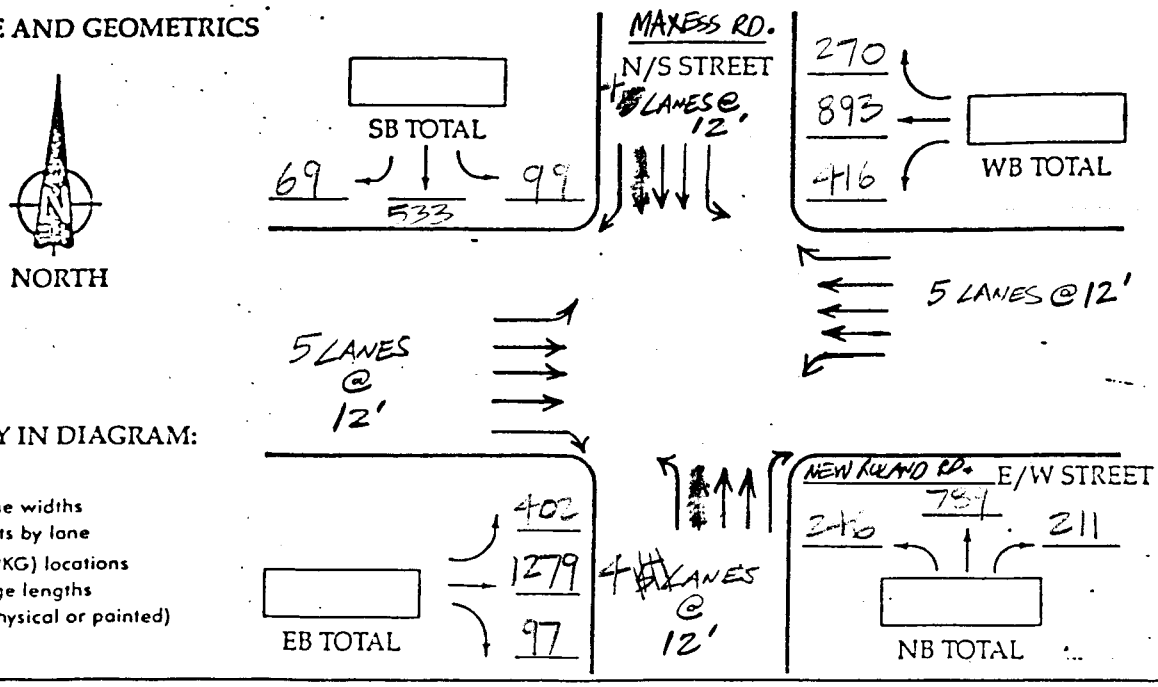
INPUT WORKSHEET

Intersection: (NEW) RULAND RD. / MAXESS RD. Date: 2007 - BUILD W/IMPROV.

Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	-1%	2%	N	—	—	0.90	0	N	—	3
WB	+1%	2%	N	—	—	0.90	0	N	—	3
NB	+1%	2%	N	—	—	0.90	0	N	—	3
SB	+1%	2%	N	—	—	0.90	0	N	—	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING FULLY ACT.

DIAGRAM								
Timing	G = 27 Y + R =	G = 34 Y + R =	G = 12 Y + R =	G = 30 Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 115 Sec

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION: NEW RULAND RD. / MAXESS RD. AREA TYPE: NON-CBD
INTERSECTION LOCATION: TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED: 2007 AM PEAK - BUILD W/ IMPROV.
ADDITIONAL INFORMATION: MELVILLE GEIS - PRJ. NO. 6136-01
ANALYST: ML TODAY'S DATE: 2-25-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	246	99	402	416
THROUGH VOLUME	789	533	1279	893
RIGHT TURNING VOLUME	211	69	97	270
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	3
PEAK HOUR FACTOR	0.90	0.90	0.90	0.90
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	0.01	0.01	-.01	0.01
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	1.00
BASE SATURATION FLOW	1800	1800	1800	1800
NUMBER OF LANES	4	4	5	5
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
SIGNAL TYPE:	FULLY ACTUATED			
CYCLE LENGTH:	115			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	3	17	10
NUMBER OF LANES	1	2	1
LANE WIDTH	12	12	12
GREEN TIME	42.0	30.0	30.0
GREEN, PROTECTED PHASE	12.0	0.0	0.0
G+C, PERMISSIVE PHASE	30.0	0.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	3	17	10
NUMBER OF LANES	1	2	1
LANE WIDTH	12	12	12
GREEN TIME	42.0	30.0	30.0
GREEN, PROTECTED PHASE	12.0	0.0	0.0
G+C, PERMISSIVE PHASE	30.0	0.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	3	17	10
NUMBER OF LANES	1	3	1
LANE WIDTH	12	12	12
GREEN TIME	61.0	34.0	34.0
GREEN, PROTECTED PHASE	27.0	0.0	0.0
G+C, PERMISSIVE PHASE	34.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	3	17	10
NUMBER OF LANES	1	3	1
LANE WIDTH	12	12	12
GREEN TIME	61.0	34.0	34.0
GREEN, PROTECTED PHASE	27.0	0.0	0.0
G+C, PERMISSIVE PHASE	34.0	0.0	0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:NEW RULAND RD. / MAXESS RD. AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:2007 AM PEAK - BUILD W/ IMPROV.
ADDITIONAL INFORMATION:MELVILLE GEIS - PRJ. NO. 6136-01
ANALYST:ML TODAY'S DATE:2-25-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 29.2
THE INTERSECTION LEVEL OF SERVICE IS: D

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	17.82	0.01	17.83	C		
NORTHBOUND	2	31.71	13.36	38.31	D	32.11	D
	3	28.27	1.78	25.55	D		
	1	17.61	0.00	17.61	C		
SOUTHBOUND	2	28.66	1.07	25.27	D	23.59	C
	3	25.15	0.03	21.41	C		
	1	12.15	13.95	26.10	D		
EASTBOUND	2	29.48	5.05	29.35	D	28.10	D
	3	23.33	0.06	19.88	C		
	1	12.63	37.61	50.24	E		
WESTBOUND	2	26.65	0.59	23.16	C	30.67	D
	3	27.07	2.75	25.35	D		

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1		LANE GROUP 2		LANE GROUP 3	
ADJUSTED FLOW (V)	0		877		234	
* PROT/PERM FLOWS	20	253	0	0	0	0
PROPORTION LEFT TURNS (PLT)	1.00		0.00		0.00	
PROPORTION RIGHT TURNS (PRT)	0.00		0.00		0.00	
ADJ. SATURATION FLOW RATE (S)	1684		3546		1507	
FLOW RATIO (V/S)	.000		.247		.156	
* PROT/PERM FLOW RATIOS	.012	.150	.000	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.365		.261		.261	
* PROT/PERM G/C RATIOS	.104	.261	.000	.000	.000	.000
LANE GROUP CAPACITY (C)	0		925		393	
* PROT/PERM CAPACITIES	176	253	0	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000		0.948		0.596	
* PROT/PERM V/C RATIOS	.114	%1.000	.000	.000	.000	.000

SOUTHBOUND:	LANE GROUP 1		LANE GROUP 2		LANE GROUP 3	
ADJUSTED FLOW (V)	0		592		77	
* PROT/PERM FLOWS	0	110	0	0	0	0
PROPORTION LEFT TURNS (PLT)	1.00		0.00		0.00	
PROPORTION RIGHT TURNS (PRT)	0.00		0.00		0.00	
ADJ. SATURATION FLOW RATE (S)	1684		3546		1507	
FLOW RATIO (V/S)	.000		.167		.051	
* PROT/PERM FLOW RATIOS	.000	.082	.000	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.365		.261		.261	
* PROT/PERM G/C RATIOS	.104	.261	.000	.000	.000	.000
LANE GROUP CAPACITY (C)	0		925		393	
* PROT/PERM CAPACITIES	176	138	0	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000		0.640		0.195	
* PROT/PERM V/C RATIOS	.000	.797	.000	.000	.000	.000

EASTBOUND:	LANE GROUP 1		LANE GROUP 2		LANE GROUP 3	
ADJUSTED FLOW (V)	0		1421		108	
* PROT/PERM FLOWS	352	94	0	0	0	0
PROPORTION LEFT TURNS (PLT)	1.00		0.00		0.00	
PROPORTION RIGHT TURNS (PRT)	0.00		0.00		0.00	
ADJ. SATURATION FLOW RATE (S)	1701		5373		1522	
FLOW RATIO (V/S)	.000		.265		.071	
* PROT/PERM FLOW RATIOS	.207	.056	.000	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.530		.296		.296	
* PROT/PERM G/C RATIOS	.235	.296	.000	.000	.000	.000
LANE GROUP CAPACITY (C)	0		1588		450	
* PROT/PERM CAPACITIES	399	94	0	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000		0.895		0.239	
* PROT/PERM V/C RATIOS	.882	%1.000	.000	.000	.000	.000

WESTBOUND:	LANE GROUP 1		LANE GROUP 2		LANE GROUP 3	
ADJUSTED FLOW (V)	0		992		300	
* PROT/PERM FLOWS	400	63	0	0	0	0
PROPORTION LEFT TURNS (PLT)	1.00		0.00		0.00	
PROPORTION RIGHT TURNS (PRT)	0.00		0.00		0.00	
ADJ. SATURATION FLOW RATE (S)	1684		5319		1507	
FLOW RATIO (V/S)	.000		.187		.199	
* PROT/PERM FLOW RATIOS	.237	.037	.000	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.530		.296		.296	

* PROT/PERM G/C Ratios	....	....	....	....	....	....
LANE GROUP CAPACITY (C)	0		1573		446	
* PROT/PERM CAPACITIES	395	63	0	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000		0.631		0.673	
* PROT/PERM V/C RATIOS	%1.010	%1.000	.000	.000	.000	.000

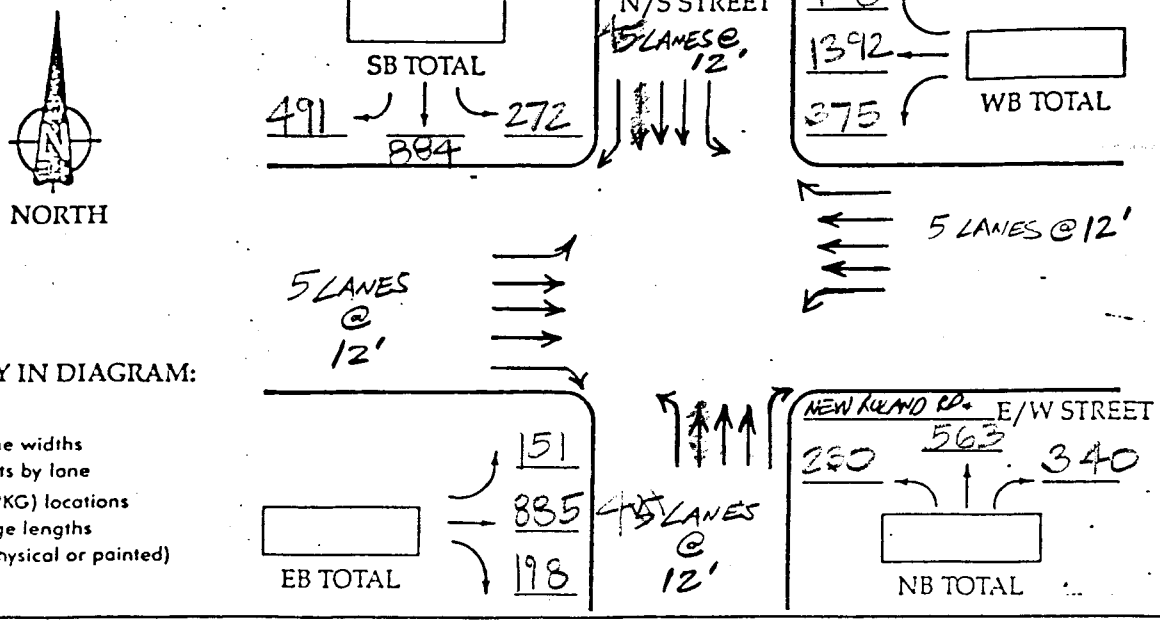
INPUT WORKSHEET

Intersection: (NEW) RULAND RD. / MAXESS RD. Date: 2007 - BUILD W/IMPROV.

Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS

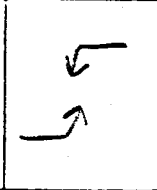
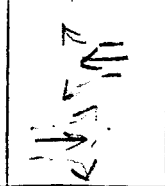
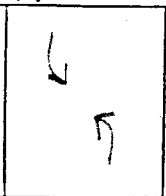


TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	-1%	2%	N	—	—	0.90	0	N	—	3
WB	+1%	2%	N	—	—	0.90	0	N	—	3
NB	+1%	2%	N	—	—	0.90	0	N	—	3
SB	+1%	2%	N	—	—	0.90	0	N	—	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING FULLY ACT.

DIAGRAM								
Timing	G = 20 Y + R =	G = 45 Y + R =	G = 12 Y + R =	G = 36 Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 115 Sec

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:NEW RULAND RD. / MAXESS RD. AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:2007 PM PEAK - BUILD W/ IMPROV.
ANALYST:RL

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	230	272	151	375
THROUGH VOLUME	563	884	885	1392
RIGHT TURNING VOLUME	340	491	198	158
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	3
PEAK HOUR FACTOR	0.90	0.90	0.90	0.90
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	0.01	0.01	-.01	0.01
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	1.00
BASE SATURATION FLOW	1800	1800	1800	1800
NUMBER OF LANES	4	4	5	5
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0

SIGNAL TYPE: FULLY ACTUATED
CYCLE LENGTH: 115

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	3	17	10
NUMBER OF LANES	1	2	1
LANE WIDTH	12	12	12
GREEN TIME	48.0	36.0	36.0
GREEN, PROTECTED PHASE	12.0	0.0	0.0
G+C, PERMISSIVE PHASE	36.0	0.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	3	17	10
NUMBER OF LANES	1	2	1
LANE WIDTH	12	12	12
GREEN TIME	48.0	36.0	36.0
GREEN, PROTECTED PHASE	12.0	0.0	0.0
G+C, PERMISSIVE PHASE	36.0	0.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	3	17	10
NUMBER OF LANES	1	3	1
LANE WIDTH	12	12	12
GREEN TIME	55.0	35.0	35.0
GREEN, PROTECTED PHASE	20.0	0.0	0.0
G+C, PERMISSIVE PHASE	35.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	3	17	10
NUMBER OF LANES	1	3	1
LANE WIDTH	12	12	12
GREEN TIME	55.0	35.0	35.0
GREEN, PROTECTED PHASE	20.0	0.0	0.0
G+C, PERMISSIVE PHASE	35.0	0.0	0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:NEW RULAND RD. / MAXESS RD. AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:2007 PM PEAK - BUILD W/ IMPROV.
ADDITIONAL INFORMATION:MELVILLE GEIS - PRJ. NO. 6136-01
ANALYST:ML TODAY'S DATE:2-25-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 38.5
THE INTERSECTION LEVEL OF SERVICE IS: D

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	16.75	89.35	106.11	F		
NORTHBOUND	2	25.04	0.51	21.71	C	41.03	E
	3	27.52	6.58	28.98	D		
	1	15.92	5.83	21.76	C		
SOUTHBOUND	2	28.52	6.25	29.55	D	51.60	E
	3	32.32	94.53	107.82	F		
	1	12.68	0.32	13.00	B		
EASTBOUND	2	25.89	0.46	22.39	C	21.10	C
	3	24.72	0.60	21.52	C		
	1	14.41	41.62	56.04	E		
WESTBOUND	2	29.82	9.84	33.71	D	36.98	D
	3	23.94	0.27	20.58	C		

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1		LANE GROUP 2			LANE GROUP 3	
ADJUSTED FLOW (V)	0		626			378	
* PROT/PERM FLOWS	193	63	0	0	0	0	
PROPORTION LEFT TURNS (PLT)	1.00		0.00			0.00	
PROPORTION RIGHT TURNS (PRT)	0.00		0.00			0.00	
ADJ. SATURATION FLOW RATE (S)	1684		3546			1507	
FLOW RATIO (V/S)	.000		.176			.251	
* PROT/PERM FLOW RATIOS	.115	.037	.000	.000	.000	.000	
GREEN/CYCLE RATIO (G/C)	.417		.313			.313	
* PROT/PERM G/C RATIOS	.104	.313	.000	.000	.000	.000	
LANE GROUP CAPACITY (C)	0		1110			472	
* PROT/PERM CAPACITIES	176	63	0	0	0	0	
VOLUME/CAPACITY RATIO (X)	0.000		0.564			0.801	
* PROT/PERM V/C RATIOS	%1.098	%1.000	.000	.000	.000	.000	

SOUTHBOUND:	LANE GROUP 1		LANE GROUP 2			LANE GROUP 3	
ADJUSTED FLOW (V)	0		982			546	
* PROT/PERM FLOWS	115	187	0	0	0	0	
PROPORTION LEFT TURNS (PLT)	1.00		0.00			0.00	
PROPORTION RIGHT TURNS (PRT)	0.00		0.00			0.00	
ADJ. SATURATION FLOW RATE (S)	1684		3546			1507	
FLOW RATIO (V/S)	.000		.277			.362	
* PROT/PERM FLOW RATIOS	.069	.111	.000	.000	.000	.000	
GREEN/CYCLE RATIO (G/C)	.417		.313			.313	
* PROT/PERM G/C RATIOS	.104	.313	.000	.000	.000	.000	
LANE GROUP CAPACITY (C)	0		1110			472	
* PROT/PERM CAPACITIES	176	187	0	0	0	0	
VOLUME/CAPACITY RATIO (X)	0.000		0.885			1.156	
* PROT/PERM V/C RATIOS	.657	%1.000	.000	.000	.000	.000	

EASTBOUND:	LANE GROUP 1		LANE GROUP 2			LANE GROUP 3	
ADJUSTED FLOW (V)	0		983			220	
* PROT/PERM FLOWS	105	63	0	0	0	0	
PROPORTION LEFT TURNS (PLT)	1.00		0.00			0.00	
PROPORTION RIGHT TURNS (PRT)	0.00		0.00			0.00	
ADJ. SATURATION FLOW RATE (S)	1701		5373			1522	
FLOW RATIO (V/S)	.000		.183			.145	
* PROT/PERM FLOW RATIOS	.062	.037	.000	.000	.000	.000	
GREEN/CYCLE RATIO (G/C)	.478		.304			.304	
* PROT/PERM G/C RATIOS	.174	.304	.000	.000	.000	.000	
LANE GROUP CAPACITY (C)	0		1635			463	
* PROT/PERM CAPACITIES	296	63	0	0	0	0	
VOLUME/CAPACITY RATIO (X)	0.000		0.601			0.475	
* PROT/PERM V/C RATIOS	.355	%1.000	.000	.000	.000	.000	

WESTBOUND:	LANE GROUP 1		LANE GROUP 2			LANE GROUP 3	
ADJUSTED FLOW (V)	0		1547			176	
* PROT/PERM FLOWS	294	122	0	0	0	0	
PROPORTION LEFT TURNS (PLT)	1.00		0.00			0.00	
PROPORTION RIGHT TURNS (PRT)	0.00		0.00			0.00	
ADJ. SATURATION FLOW RATE (S)	1684		5319			1507	
FLOW RATIO (V/S)	.000		.291			.116	
* PROT/PERM FLOW RATIOS	.175	.073	.000	.000	.000	.000	
GREEN/CYCLE RATIO (G/C)	.478		.304			.304	
* PROT/PERM G/C RATIOS	.174	.304	.000	.000	.000	.000	
LANE GROUP CAPACITY (C)	0		1618			458	

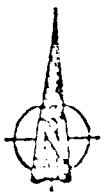
INPUT WORKSHEET PREFERRED PLAN (FAC -30) 10/87

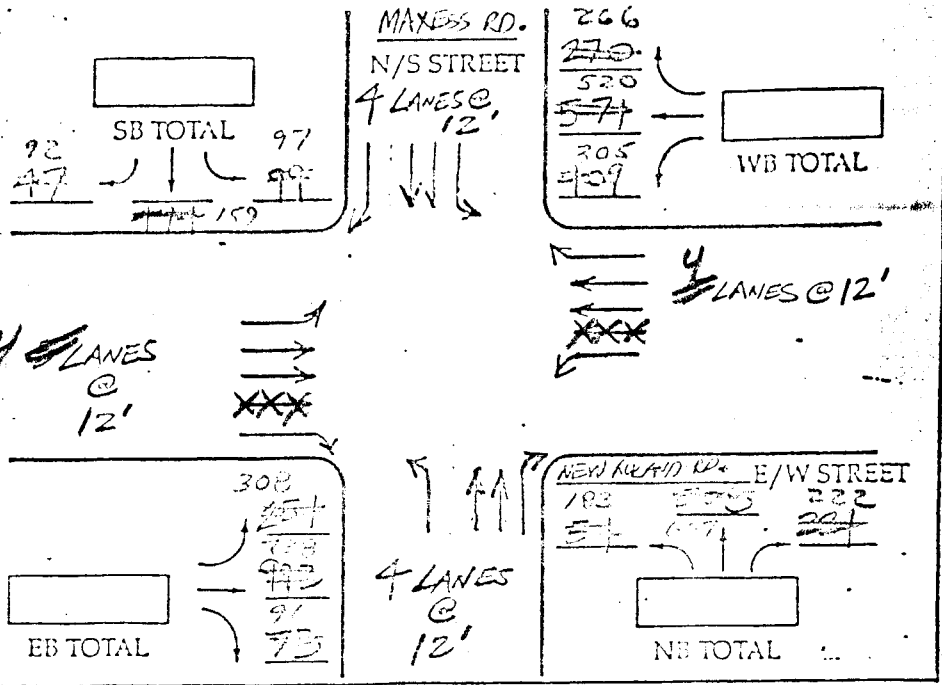
Intersection: (NEW) RULAND RD. / MAXESS RD. Date: 2007 - BUILD W/IMPROV.

Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS





IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	-1%	2%	N	—	—	0.90	0	N	—	3
WB	+1%	2%	N	—	—	0.90	0	N	—	3
NB	+1%	2%	N	—	—	0.90	0	N	—	3
SB	+1%	2%	N	—	—	0.90	0	N	—	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING FULLY ACT.

DIAGRAM								
Timing	G = 27 Y+R =	G = 54 Y+R =	G = 12 Y+R =	G = 30 Y+R =	G = Y+R =	G = Y+R =	G = Y+R =	G = Y+R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 115 Sec

MELV. GEIS - PREF PLAN (89-N7) 12A-P7N

INTERSECTION :
NEW RULAND RD. @
NEW RULAND RD. @
MAXESS RD. @
MAXESS RD.
WEEKDAY AM PEAK 2007 - NO IMPNT CBD ? N
ACTUATED SIGNAL

V O L U M E A D J U S T M E N T

APPROACH	LANE GROUP MVM	VOLUME	FLOW RATE IN GROUP	LANE UTIL FACTOR	ADJ FLOW RATE	PROP OF TURNS LT	RT
EB	L	308	342	1.00	342	1.00	0.00
	T	738	820	1.00	820	0.00	0.00
	R	91	101	1.00	101	0.00	1.00
WB	L	305	339	1.00	339	1.00	0.00
	T	520	578	1.00	578	0.00	0.00
	R	266	296	1.00	296	0.00	1.00
NB	L	183	203	1.00	203	1.00	0.00
	T	667	741	1.00	741	0.00	0.00
	R	222	247	1.00	247	0.00	1.00
SB	L	96	107	1.00	107	1.00	0.00
	T	159	177	1.00	177	0.00	0.00
	R	92	102	1.00	102	0.00	1.00

S A T U R A T I O N F L O W

APP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
EB	L	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.95	1693
	T	1800	2	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	3564
	R	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	0.85	1.00	1515
WB	L	1800	1	1.00	0.99	0.99	1.00	1.00	1.00	1.00	0.95	1676
	T	1900	2	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	3528
	R	1800	1	1.00	0.99	0.99	1.00	1.00	1.00	0.85	1.00	1500
NB	L	1800	1	1.00	0.99	0.99	1.00	1.00	1.00	1.00	0.95	1676
	T	1500	2	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	3528
	R	1800	1	1.00	0.99	0.99	1.00	1.00	1.00	0.85	1.00	1500
SB	L	1800	1	1.00	0.99	0.99	1.00	1.00	1.00	1.00	0.95	1676
	T	1800	2	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	3529
	R	1500	1	1.00	0.99	0.99	1.00	1.00	1.00	0.85	1.00	1500

MELV. SPIS - PREF PLAN (10-87) 12A-P7

INTERSECTION :
NEW RULAND RD. @
NEW RULAND RD. @
MAXESS RD. @
MAXESS RD.
WEEKDAY AM PEAK 2007 - NO IMPMT CBD ? N
ACTUATED SIGNAL

C A P A C I T Y A N A L Y S I S

APP	LN GR MVM	ADJ FLOW RATE	PMSV LT FLOW	ADJ SAT FLW RT	FLOW RATIO	CRIT ?	GREEN RATIO	LN GR CAPACITY	V/C RATIO
EB	L	186	156	1693	0.110	N	0.235	397	0.469
	T	820	0	3564	0.230	Y	0.296	1054	0.778
	R	101	0	1515	0.067	N	0.296	448	0.225
WB	L	197	142	1676	0.118	Y	0.235	393	0.501
	T	578	0	3528	0.164	N	0.296	1043	0.554
	R	296	0	1500	0.197	N	0.296	443	0.668
NB	L	3	200	1676	0.002	N	0.104	175	0.017
	T	741	0	3528	0.210	Y	0.261	920	0.805
	R	247	0	1500	0.165	N	0.261	391	0.632
SB	L	57	50	1676	0.034	Y	0.104	175	0.326
	T	177	0	3528	0.050	N	0.261	920	0.192
	R	102	0	1500	0.068	N	0.261	391	0.261

CYCLE LENGTH : 115.0 SUM OF CRITICAL LANES' FLOW RATIOS : 0.592
LOSS TIME PER CYCLE : 12 INTERSECTION V/C : 0.661

L E V E L O F S E R V I C E

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	APP LOS
EB	L	0.469	0.235	115	28.8	397	0.7	1.00	29.5	D		
	T	0.778	0.296	115	28.2	1054	2.6	0.85	26.2	D		
	R	0.225	0.296	115	23.2	448	0.0	0.85	19.7	C	26.6	D
WB	L	0.501	0.235	115	29.0	393	0.9	1.00	29.9	D		
	T	0.554	0.296	115	25.9	1043	0.5	0.85	22.4	C		
	R	0.668	0.296	115	27.0	443	2.7	0.85	25.2	D	25.2	D
NB	L	0.017	0.104	115	35.1	175	0.0	1.00	35.1	D		
	T	0.805	0.261	115	30.2	920	3.7	0.85	28.8	D		
	R	0.632	0.261	115	28.6	391	2.3	0.85	26.3	D	29.4	D
SB	L	0.326	0.104	115	36.3	175	0.4	1.00	36.7	D		
	T	0.192	0.261	115	25.1	920	0.0	0.85	21.3	C		
	R	0.261	0.261	115	25.6	391	0.1	0.85	21.8	C	25.7	D

INTERSECTION DELAY : 26.9 secs/veh
LEVEL OF SERVICE : D

LOCKWOOD, KESSLER & BARTLETT, INC. 10/29/1987

MELV. GETS - FREE PLAN (10-87) 12A-P7N

INTERSECTION :
NEW RULAND RD. @
NEW RULAND RD. @
MAXESS RD. @
MAXESS RD.
WEEKDAY AM PEAK 2007 - NO IMPMT CSDIN
ACTUATED SIGNAL

T R A F F I C & R O A D W A Y C O N D I T I O N S

APP	GRADE (%)	HV (%)	ADJ. PKG LN. Y/N	ADJ. PKG LN. No	BUSES (Nb)	PHF	CONF. PEDS (peds/hr)	PED BUTTON Y/N	PED BUTTON SEC	ARR TYPE
EB	0	2	N	0	0	0.90	0	N	0.0	3
WB	1	2	N	0	0	0.90	0	N	0.0	3
NB	1	2	N	0	0	0.90	0	N	0.0	3
SB	1	2	N	0	0	0.90	0	N	0.0	3

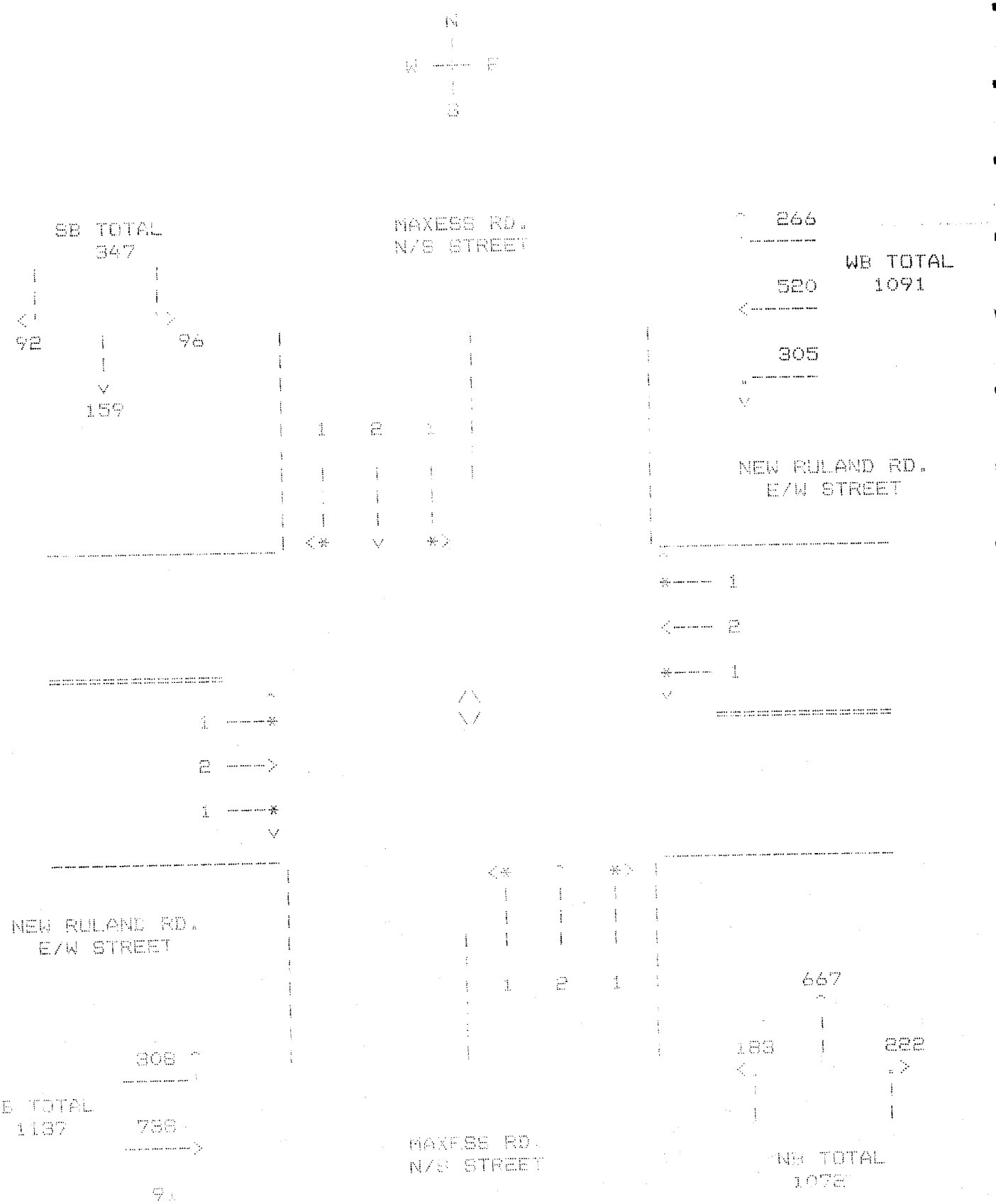
G E O M E T R I C S / V O L U M E S

APP	VOLUME LT	VOLUME TH	VOLUME RT	LANE GROUPS 1 MVM	1 LNS	1 WD	2 MVM	2 LNS	2 WD	3 MVM	3 LNS	3 WD
EB	308	738	91	L	1	12.0	T	2	24.0	R	1	12.0
WB	305	520	266	L	1	12.0	T	2	24.0	R	1	12.0
NB	183	667	222	L	1	12.0	T	2	24.0	R	1	12.0
SB	96	159	92	L	1	12.0	T	2	24.0	R	1	12.0

S I G N A L P H A S I N G

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PMSV	G	Y+R
EB	3	L			L		27	88
EB	4	L	T	R		LR	34	81
WB	3	L			L		27	88
WB	4	L	T	R		LR	34	81
NB	1	L			L		12	103
NB	2	L	T	R		LR	30	85
SB	1	L			L		12	103
SB	2	L	T	R		LR	30	85

10/29/1987 LOCKWOOD, KESSLER & BARTLETT, INC.
INTERSECTION 180-PM



12P-P7N 9-75

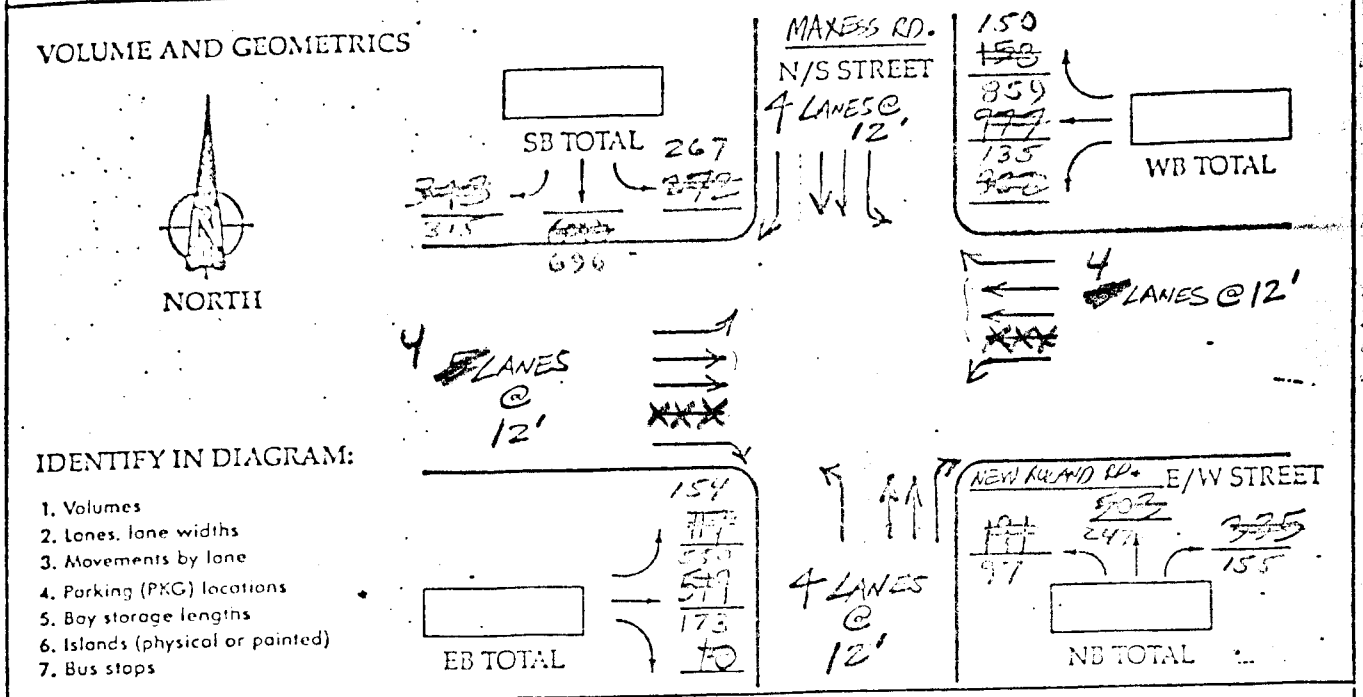
INPUT WORKSHEET PREFERED PLAN (FAR .30) (10/87)

Intersection: (NEW) RULAND RD. / MAXESS RD. Date: 2007 - BUILD W/IMPROV.

Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	-1%	2%	N	—	—	0.90	0	N	—	3
WB	+1%	2%	N	—	—	0.90	0	N	—	3
NB	+1%	2%	N	—	—	0.90	0	N	—	3
SB	+1%	2%	N	—	—	0.90	0	N	—	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING FULLY ACT.

DIAGRAM								
Timing	G = 20 Y + R =	G = 35 Y + R =	G = 12 Y + R =	G = 36 Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | ------- Pedestrian | Cycle Length 115 Sec

MELV. GEIS - PROP PLAN (10-87) 12P-P7N

INTERSECTION :
NEW RULAND RD. @
NEW RULAND RD. @
MAXESS RD. @
MAXESS RD.
WEEKDAY PM PEAK 200% - NO IMPMT CBD ? N
ACTUATED SIGNAL

V O L U M E A D J U S T M E N T

APPROACH	LANE GROUP MVM	VOLUME	FLOW RATE IN GROUP	LANE UTIL FACTOR	ADJ FLOW RATE	PROP OF TURNS LT	RT
EB	L	154	171	1.00	171	1.00	0.00
	T	550	611	1.00	611	0.00	0.00
	R	173	192	1.00	192	0.00	1.00
WB	L	123	130	1.00	130	1.00	0.00
	T	854	954	1.00	954	0.00	0.00
	R	150	167	1.00	167	0.00	1.00
NB	L	97	108	1.00	108	1.00	0.00
	T	247	274	1.00	274	0.00	0.00
	R	155	172	1.00	172	0.00	1.00
SB	L	267	297	1.00	297	1.00	0.00
	T	696	773	1.00	773	0.00	0.00
	R	315	350	1.00	350	0.00	1.00

S A T U R A T I O N F L O W

APP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
EB	L	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.95	1693
	T	1800	2	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	3564
	R	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	0.85	1.00	1515
WB	L	1800	1	1.00	0.99	0.99	1.00	1.00	1.00	1.00	0.95	1676
	T	1800	2	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	3528
	R	1800	1	1.00	0.99	0.99	1.00	1.00	1.00	0.85	1.00	1500
NB	L	1800	1	1.00	0.99	0.99	1.00	1.00	1.00	1.00	0.95	1676
	T	1800	2	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	3528
	R	1800	1	1.00	0.99	0.99	1.00	1.00	1.00	0.85	1.00	1500
SB	L	1800	1	1.00	0.99	0.99	1.00	1.00	1.00	1.00	0.95	1676
	T	1800	2	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	3528
	R	1800	1	1.00	0.99	0.99	1.00	1.00	1.00	0.85	1.00	1500

INTERSECTION :
NEW RULAND RD. &
NEW RULAND RD. &
MAXESS RD. &
MAXESS RD.
WEEKDAY PM PEAK 2007 - NO IMPMT CBD ? N
ACTUATED SIGNAL

C A P A C I T Y A N A L Y S I S

APP	LN GR MVM	ADJ FLOW RATE	PMSV LT FLOW	ADJ SAT FLW RT	FLOW RATIO	CRIT ?	GREEN RATIO	LN GR CAPACITY	V/C RATIO
EB	L	86	85	1693	0.051	N	0.174	294	0.293
	T	611	0	3564	0.171	N	0.304	1085	0.563
	R	192	0	1515	0.127	N	0.304	461	0.416
WB	L	100	50	1676	0.060	Y	0.174	291	0.344
	T	954	0	3528	0.270	Y	0.304	1074	0.888
	R	167	0	1500	0.111	N	0.304	457	0.365
NB	L	21	87	1676	0.013	N	0.104	175	0.120
	T	274	0	3528	0.078	N	0.313	1104	0.248
	R	172	0	1500	0.115	N	0.313	470	0.366
SB	L	97	200	1676	0.058	Y	0.104	175	0.554
	T	773	0	3528	0.219	N	0.313	1104	0.700
	R	350	0	1500	0.233	Y	0.313	470	0.745

CYCLE LENGTH : 115.0 SUM OF CRITICAL LANES' FLOW RATIOS : 0.621
LOSS TIME PER CYCLE : 12 INTERSECTION V/C : 0.693

L E V E L O F S E R V I C E

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	APP LOS
EB	L	0.293	0.174	115	31.4	294	0.2	1.00	31.6	D		
	T	0.563	0.304	115	25.5	1085	0.5	0.85	22.1	C		
	R	0.416	0.304	115	24.2	461	0.4	0.85	20.9	C	23.5	C
WB	L	0.344	0.174	115	31.7	291	0.3	1.00	32.0	D		
	T	0.888	0.304	115	29.0	1074	6.6	0.85	30.3	D		
	R	0.365	0.304	115	23.8	457	0.2	0.85	20.4	C	29.2	D
NB	L	0.120	0.104	115	35.5	175	0.0	1.00	35.5	D		
	T	0.248	0.313	115	22.4	1104	0.0	0.85	19.0	C		
	R	0.366	0.313	115	23.3	470	0.2	0.85	20.0	C	22.5	C
SB	L	0.554	0.104	115	37.2	175	2.8	1.00	40.0	D		
	T	0.700	0.313	115	26.4	1104	1.4	0.85	23.6	C		
	R	0.745	0.313	115	26.9	470	4.4	0.85	26.6	D	27.6	D

INTERSECTION DELAY : 26.5 secs/veh
LEVEL OF SERVICE : D

LOCKWOOD, KESSLER & BARTLETT, INC. 10/29/1987

MELV. GEIS - PREF PLAN (10-87) 12P-P7N

INTERSECTION :
NEW RULAND RD. @
NEW RULAND RD. @
MAXESS RD. @
MAXESS RD.
WEEKDAY PM PEAK 2007 - NO IMPMT CBD?N
ACTUATED SIGNAL

TRAFFIC & ROADWAY CONDITIONS

APP	GRADE (%)	HV (%)	ADJ. PKG LN. Y/N	ADJ. PKG LN. Nm	BUSES (Nb)	PHF	CONF. PEDS (peds/hr)	PED BUTTON Y/N	PED BUTTON SEC	ARR TYPE
EB	-1	2	N	0	0	0.90	0	N	0.0	3
WB	1	2	N	0	0	0.90	0	N	0.0	3
NB	1	2	N	0	0	0.90	0	N	0.0	3
SB	1	2	N	0	0	0.90	0	N	0.0	3

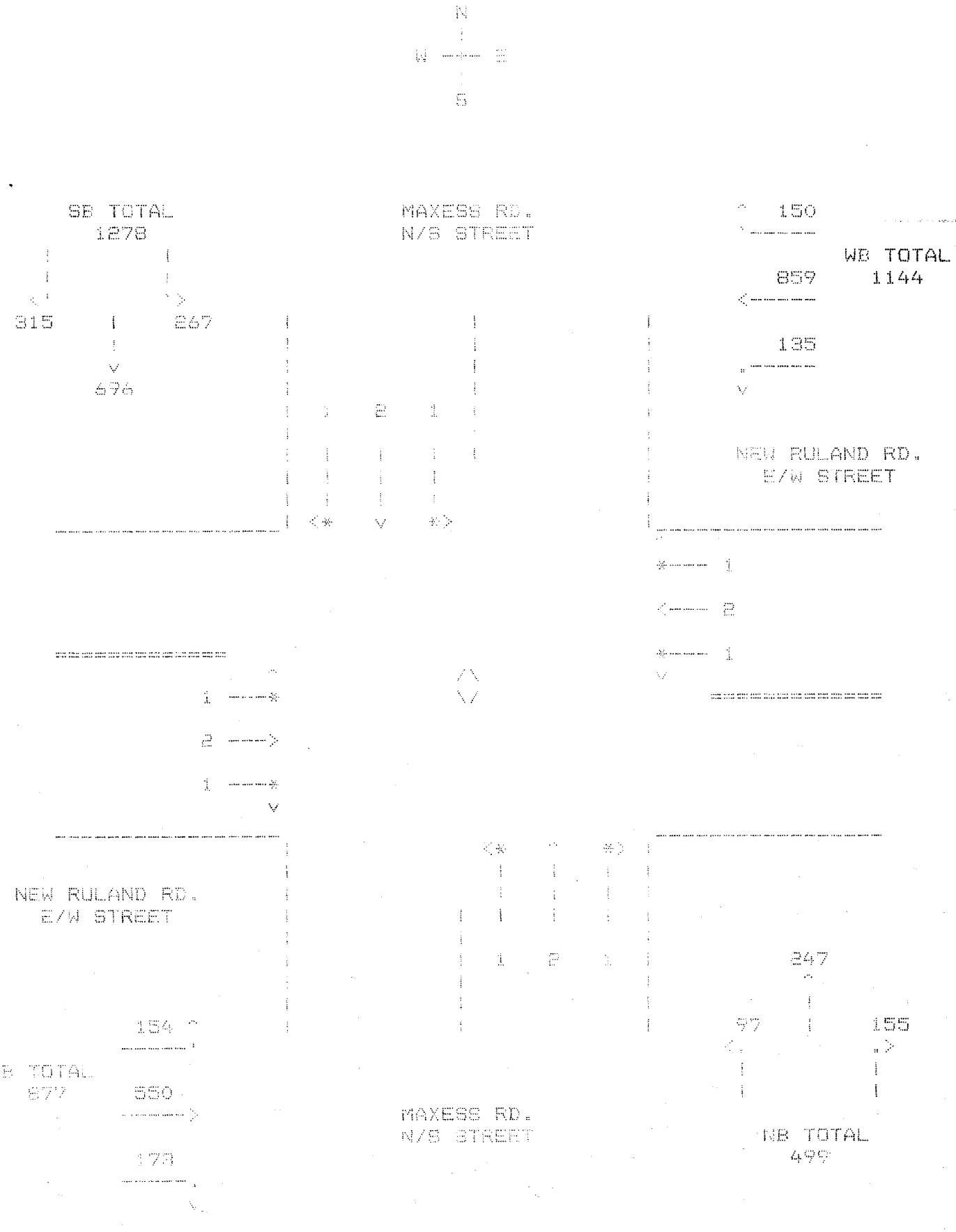
GEOMETRICS / VOLUMES

APP	VOLUME LT	VOLUME TH	VOLUME RT	LANE GROUPS 1 MVM	1 LNS	1 WD	2 MVM	2 LNS	2 WD	3 MVM	3 LNS	3 WD
EB	154	550	173	L	1	12.0	T	2	24.0	R	1	12.0
WB	135	859	150	L	1	12.0	T	2	24.0	R	1	12.0
NB	97	247	155	L	1	12.0	T	2	24.0	R	1	12.0
SB	267	696	315	L	1	12.0	T	2	24.0	R	1	12.0

SIGNAL PHASING

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PMSV	G	Y+R
EB	3	L			L		20	95
EB	4	L	T	R		LR	35	80
WB	3	L			L		20	95
WB	4	L	T	R		LR	35	80
NB	1	L			L		12	103
NB	2	L	T	R		LR	36	79
SB	1	L			L		12	103
SB	2	L	T	R		LR	36	79

10/29/1987 LOCKWOOD, KESSLER & BARTLETT, INC.
INTERSECTION TRAFFIC



INTERSECTION 13

PINELAWN RD. / COLONIAL SPRINGS RD.

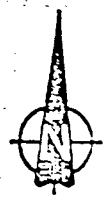
INPUT WORKSHEET

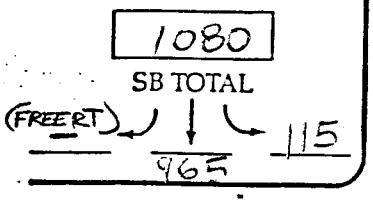
Intersection: PINELAWN RD./RULAND RD. & COLONIAL SPRINGS RD Date: EXISTING - 1986

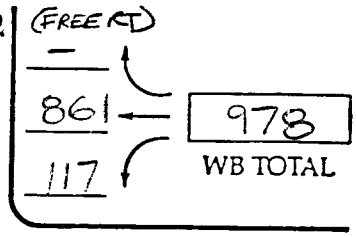
Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



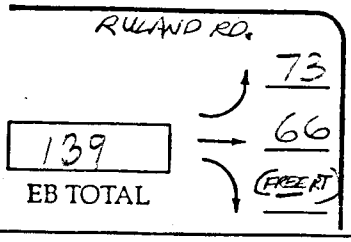


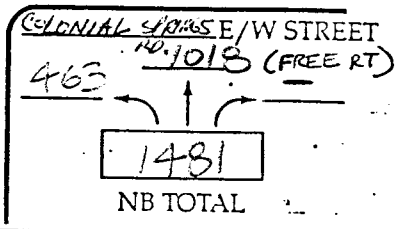


FOR INTERSECTION GEOMETRICS SEE SKETCH

IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops





TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	+1%	2%	N	–	–	0.89	0	N	–	3
WB	+3%	2%	N	–	–	0.94	0	N	–	3
NB	-3%	2%	N	–	–	0.89	0	N	–	3
SB	-1%	2%	N	–	–	0.95	0	N	–	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING

DIAGRAM								
Timing	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length _____ Sec

****

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION: PINELAND RD. & SOLOMON RD. & COLONIAL DRIVE, FLA.

AREA TYPE: CBD

INTERSECTION LOCATION: KISSIMMEE

TIME AND TIME PERIOD ANALYZED: AM PEAK - EXISTING

OPTIONAL INFORMATION: CITY OF ORLANDO - PRO. NO. 8135.01

ANALYST: TIMOTHY S. DATE: 1-21-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	463	113	73	117
THROUGH VOLUME	1015	925	66	861
RIGHT TURNING VOLUME	0	0	0	0
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	3
PEAK HOUR FACTOR	0.89	0.95	0.89	0.94
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	-.03	-.01	0.01	0.03
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	1.00
BASE SATURATION FLOW	1800	1800	1800	1800
NUMBER OF LANES	3	4	3	3
PARKING	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0

SIGNAL TYPE: FULLY ACTUATED

CYCLE LENGTH: 120

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	0
NUMBER OF LANES	1	2	0
LANE WIDTH	12	12	0
GREEN TIME	40.0	40.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	8	17	0
NUMBER OF LANES	2	2	0
LANE WIDTH	12	12	0
GREEN TIME	20.0	50.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	0
NUMBER OF LANES	1	2	0
LANE WIDTH	11	12	0
GREEN TIME	10.0	50.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	0
NUMBER OF LANES	1	2	0
LANE WIDTH	12	12	0
GREEN TIME	50.0	50.0	0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:PINELAWN RD. [illegible] AND RD. [illegible] COLONIAL SPRINGS RD.
AREA TYPE:NON CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1986 AM PEAK - EXISTING
ADDITIONAL INFORMATION:MELVILLE GEIS - PROJ. NO. [illegible]
ANALYST:ML TODAY'S DATE:[illegible]-21-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 27.[illegible]
THE INTERSECTION LEVEL OF SERVICE IS: D

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	29.07	13.14	42.21	E		
NORTHBOUND	2	29.64	11.21	34.72	D	37.06	D
	3	0.00	0.00	0.00			
	1	32.90	0.04	[illegible]	[illegible]		
SOUTHBOUND	2	21.66	0.90	[illegible]	[illegible]	20.64	C
	3	0.00	0.00	0.00			
	1	40.35	5.14	45.4[illegible]	E		
EASTBOUND	2	39.14	0.10	33.35	D	39.72	D
	3	0.00	0.00	0.00			
	1	16.86	0.02	16.8[illegible]	[illegible]		
WESTBOUND	2	20.99	0.61	18.3[illegible]	[illegible]	18.19	C
	3	0.00	0.00	0.00			

[illegible] ADDITIONAL OUTPUT INFORMATION [illegible]

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	520	[illegible]	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1718	3617	0
FLOW RATIO (V/S)	.303	.316	.000
GREEN/CYCLE RATIO (G/C)	.333	.333	.000
LANE GROUP CAPACITY (C)	573	1206	0
VOLUME/CAPACITY RATIO (X)	0.908	0.9[illegible]	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	121	1016	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3224	3582	0
FLOW RATIO (V/S)	.038	.284	.000
GREEN/CYCLE RATIO (G/C)	.167	.417	.000
LANE GROUP CAPACITY (C)	537	1492	0
VOLUME/CAPACITY RATIO (X)	0.225	0.68[illegible]	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	8[illegible]	74	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1630	3546	0
FLOW RATIO (V/S)	.050	.021	.000
GREEN/CYCLE RATIO (G/C)	.083	.083	.000
LANE GROUP CAPACITY (C)	136	296	0
VOLUME/CAPACITY RATIO (X)	0.604	0.251	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	124	916	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1559	3511	0
FLOW RATIO (V/S)	.080	.261	.000
GREEN/CYCLE RATIO (G/C)	.417	.417	.000
LANE GROUP CAPACITY (C)	650	1467	0
VOLUME/CAPACITY RATIO (X)	0.192	0.62[illegible]	0.000

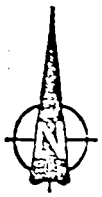
INPUT WORKSHEET

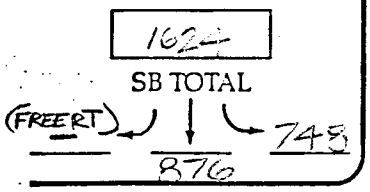
Intersection: PINELAWN RD./RULAND RD. & COLONIAL SPRINGS RD Date: EXISTING - 1986

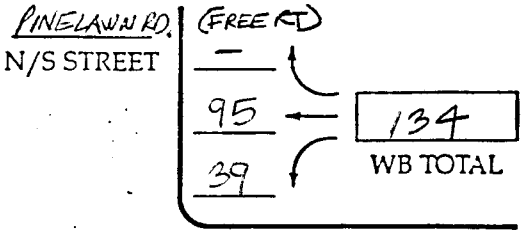
Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



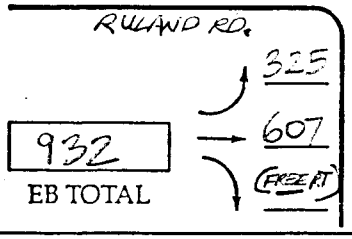


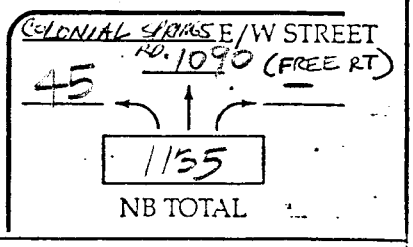


FOR INTERSECTION GEOMETRICS SEE SKETCH

IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops





TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	+1%	2%	N	–	–	0.80	0	N	–	3
WB	+3%	2%	N	–	–	0.73	0	N	–	3
NB	-3%	2%	N	–	–	0.95	0	N	–	3
SB	-1%	2%	N	–	–	0.93	0	N	–	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING

DIAGRAM								
Timing	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | --------Pedestrian | Cycle Length _____ Sec

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*****************************************************************************
                 HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS
*****************************************************************************
INTERSECTION: FINELAWN RD. / [illegible] RD. & COLONIAL SPRINGS RD.
                 AREA TYPE: NON-CBD
INTERSECTION LOCATION: TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED: 1986                    PM PEAK - EXISTING
ADDITIONAL INFORMATION: [illegible] GEIS - PRJ. NO. 6135-[illegible]
ANALYST: [illegible]                                   TODAY'S DATE: 1-21-87
```

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	45	746	325	39
THROUGH VOLUME	1090	876	607	95
RIGHT TURNING VOLUME	0	0	0	0
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	3
PEAK HOUR FACTOR	0.95	0.93	0.80	0.78
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	-.03	-.01	0.01	0.03
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	1.00
BASE SATURATION FLOW	1800	1800	1800	1800
NUMBER OF LANES	3	4	[illegible]	3
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
SIGNAL TYPE:	FULLY ACTUATED			
CYCLE LENGTH:	120			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	0
NUMBER OF LANES	1	2	0
LANE WIDTH	12	12	0
GREEN TIME	35.0	35.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	8	17	0
NUMBER OF LANES	2	2	0
LANE WIDTH	12	12	0
GREEN TIME	25.0	55.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	0
NUMBER OF LANES	1	[illegible]	0
LANE WIDTH	11	12	0
GREEN TIME	35.0	35.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	[illegible]	0
NUMBER OF LANES	1	2	0
LANE WIDTH	11	12	0
GREEN TIME	25.0	25.0	0.0

****

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:PINELAWN RD. - ROLAND RD. & [illegible] PRIMUS RD.

AREA TYPE:NON-CBD

INTERSECTION LOCATION:TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED:1986 PM PEAK - EXISTING

ADDITIONAL INFORMATION:MELVILLE GEIS - PROJ. NO. 6136-01

ANALYST:ML TODAY'S DATE:1-21-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 60.8

THE INTERSECTION LEVEL OF SERVICE IS: F

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	23.53	0.00	23.53	C		
NORTHBOUND	2	33.51	49.68	70.71	F	68.84	F
	3	0.00	0.00	0.00			
	1	38.08	113.53	151.61	F		
SOUTHBOUND	2	18.15	0.37	15.75	C	78.33	F
	3	0.00	0.00	0.00			
	1	30.48	9.86	40.34	E		
EASTBOUND	2	29.11	1.91	26.36	D	31.24	D
	3	0.00	0.00	0.00			
	1	29.54	0.02	29.54	D		
WESTBOUND	2	29.61	0.02	25.17	D	26.45	D
	3	0.00	0.00	0.00			

****

*** SIGNAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	47	1[illegible]	0
PROPORTION LEFT TURNS (PLT)	1.00	[illegible].00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1718	3[illegible]7	0
FLOW RATIO (V/S)	.028	.3[illegible]7	.000
GREEN/CYCLE RATIO (G/C)	.292	.292	.000
LANE GROUP CAPACITY (C)	501	1055	0
VOLUME/CAPACITY RATIO (X)	0.095	1.087	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	804	942	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3224	3582	0
FLOW RATIO (V/S)	.250	.263	.000
GREEN/CYCLE RATIO (G/C)	.296	.458	.000
LANE GROUP CAPACITY (C)	672	1642	0
VOLUME/CAPACITY RATIO (X)	1.192	0.574	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	40[illegible]	7[illegible]	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1630	3[illegible]6	0
FLOW RATIO (V/S)	.247	.218	.000
GREEN/CYCLE RATIO (G/C)	.297	.292	.000
LANE GROUP CAPACITY (C)	475	1034	0
VOLUME/CAPACITY RATIO (X)	0.855	0.734	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	50	122	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1559	351[illegible]	0
FLOW RATIO (V/S)	.032	.035	.000
GREEN/CYCLE RATIO (G/C)	.209	.209	.000
LANE GROUP CAPACITY (C)	325	73[illegible]	0
VOLUME/CAPACITY RATIO (X)	0.154	0.167	0.000

****

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:PINELAWN RD. / RULAND RD. & COLONIAL SPRINGS RD.

AREA TYPE:NON-CBD

INTERSECTION LOCATION:TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED:1992 AM PEAK - BUILD

ADDITIONAL INFORMATION:MELVILLE GEIS - PRJ. NO. 6136-01

ANALYST:ML TODAY'S DATE:2-2-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	527	137	288	126
THROUGH VOLUME	1260	1094	74	970
RIGHT TURNING VOLUME	0	0	0	0
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	3
PEAK HOUR FACTOR	0.89	0.95	0.89	0.94
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	-.03	-.01	0.01	0.03
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	1.00
BASE SATURATION FLOW	1800	1800	1800	1800
NUMBER OF LANES	3	4	3	3
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
SIGNAL TYPE:	FULLY ACTUATED			
CYCLE LENGTH:	120			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	0
NUMBER OF LANES	1	2	0
LANE WIDTH	12	12	0
GREEN TIME	40.0	40.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	8	17	0
NUMBER OF LANES	2	2	0
LANE WIDTH	12	12	0
GREEN TIME	20.0	50.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	0
NUMBER OF LANES	1	2	0
LANE WIDTH	11	12	0
GREEN TIME	10.0	10.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	0
NUMBER OF LANES	1	2	0
LANE WIDTH	10	12	0
GREEN TIME	50.0	50.0	0.0

****

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:PINELAWN RD. / RULAND RD. & COLONIAL SPRINGS RD.
AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 AM PEAK - BUILD
ADDITIONAL INFORMATION:MELVILLE GEIS - PRJ. NO. 6136-01
ANALYST:ML TODAY'S DATE:2-2-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: ****
THE INTERSECTION LEVEL OF SERVICE IS: OVERSATURATED

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	30.92	38.29	69.21	F		
NORTHBOUND	2	33.30	92.60	107.01	F	95.86	F
	3	0.00	0.00	0.00			
	1	33.15	0.07	33.22	D		
SOUTHBOUND	2	22.87	1.80	20.97	C	22.33	C
	3	0.00	0.00	0.00			
	1	47.81	2812.58	OVERSATURATED			
EASTBOUND	2	39.24	0.14	33.47	D		
	3	0.00	0.00	0.00			
	1	16.98	0.02	17.00	C		
WESTBOUND	2	21.98	1.10	19.62	C	19.32	C
	3	0.00	0.00	0.00			

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*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	592	1416	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1718	3617	0
FLOW RATIO (V/S)	.345	.391	.000
GREEN/CYCLE RATIO (G/C)	.333	.333	.000
LANE GROUP CAPACITY (C)	573	1206	0
VOLUME/CAPACITY RATIO (X)	1.034	1.174	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	144	1152	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3224	3582	0
FLOW RATIO (V/S)	.045	.322	.000
GREEN/CYCLE RATIO (G/C)	.167	.417	.000
LANE GROUP CAPACITY (C)	537	1492	0
VOLUME/CAPACITY RATIO (X)	0.268	0.772	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	324	83	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1630	3546	0
FLOW RATIO (V/S)	.199	.023	.000
GREEN/CYCLE RATIO (G/C)	.083	.083	.000
LANE GROUP CAPACITY (C)	136	296	0
VOLUME/CAPACITY RATIO (X)	2.383	0.281	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	134	1032	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1559	3511	0
FLOW RATIO (V/S)	.086	.294	.000
GREEN/CYCLE RATIO (G/C)	.417	.417	.000
LANE GROUP CAPACITY (C)	650	1463	0
VOLUME/CAPACITY RATIO (X)	0.206	0.705	0.000

(TM/1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:PINELAWN RD. / RULAND RD. & COLONIAL SPRINGS RD.
AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 PM PEAK - BUILD
ADDITIONAL INFORMATION:MELVILLE GEIS - PRJ. NO. 6136-01
ANALYST:ML TODAY'S DATE:2-2-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	58	849	589	42
THROUGH VOLUME	1234	1127	692	112
RIGHT TURNING VOLUME	0	0	0	0
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	3
PEAK HOUR FACTOR	0.95	0.93	0.80	0.78
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	-.03	-.01	0.01	0.03
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	1.00
BASE SATURATION FLOW	1800	1800	1800	1800
NUMBER OF LANES	3	4	3	3
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
SIGNAL TYPE:	FULLY ACTUATED			
CYCLE LENGTH:	120			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	0
NUMBER OF LANES	1	2	0
LANE WIDTH	12	12	0
GREEN TIME	35.0	35.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	8	17	0
NUMBER OF LANES	2	2	0
LANE WIDTH	12	12	0
GREEN TIME	25.0	55.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	0
NUMBER OF LANES	1	2	0
LANE WIDTH	11	12	0
GREEN TIME	35.0	35.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	0
NUMBER OF LANES	1	2	0
LANE WIDTH	10	12	0
GREEN TIME	25.0	25.0	0.0

HCM(1985): SIGNALIZED INTERSECTION OPERATIONS ANALYSIS

INTERSECTION:PINELAWN RD. / RULAND RD. & COLONIAL SPRINGS RD.
AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 PM PEAK - BUILD
ADDITIONAL INFORMATION:MELVILLE GEIS - PRJ. NO. 6136-01
ANALYST:ML TODAY'S DATE:2-2-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: ****
THE INTERSECTION LEVEL OF SERVICE IS: OVERSATURATED

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	23.72	0.01	23.73	C		
NORTHBOUND	2	35.70	131.00	OVERSATURATED			
	3	0.00	0.00	0.00			
	1	39.87	243.32	OVERSATURATED			
SOUTHBOUND	2	20.22	1.26	18.26	C		
	3	0.00	0.00	0.00			
	1	41.73	474.61	OVERSATURATED			
EASTBOUND	2	30.26	4.31	29.39	D		
	3	0.00	0.00	0.00			
	1	29.60	0.02	29.62	D		
WESTBOUND	2	29.80	0.02	25.34	D	26.51	D
	3	0.00	0.00	0.00			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	61	1299	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1718	3617	0
FLOW RATIO (V/S)	.036	.359	.000
GREEN/CYCLE RATIO (G/C)	.292	.292	.000
LANE GROUP CAPACITY (C)	501	1055	0
VOLUME/CAPACITY RATIO (X)	0.122	1.231	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	913	1212	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3224	3582	0
FLOW RATIO (V/S)	.283	.338	.000
GREEN/CYCLE RATIO (G/C)	.208	.458	.000
LANE GROUP CAPACITY (C)	672	1642	0
VOLUME/CAPACITY RATIO (X)	1.359	0.738	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	736	865	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1630	3546	0
FLOW RATIO (V/S)	.452	.244	.000
GREEN/CYCLE RATIO (G/C)	.292	.292	.000
LANE GROUP CAPACITY (C)	475	1034	0
VOLUME/CAPACITY RATIO (X)	1.549	0.836	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	54	144	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1559	3511	0
FLOW RATIO (V/S)	.035	.041	.000
GREEN/CYCLE RATIO (G/C)	.208	.208	.000
LANE GROUP CAPACITY (C)	325	731	0
VOLUME/CAPACITY RATIO (X)	0.166	0.196	0.000

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:PINELAWN RD. / RULAND RD. & COLONIAL SPRINGS RD.
AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 AM PEAK - BUILD W/ IMPROV.
ADDITIONAL INFORMATION:MELVILLE GEIS - PRJ. NO. 6136-01
ANALYST:ML TODAY'S DATE:2-2-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: ****
THE INTERSECTION LEVEL OF SERVICE IS: OVERSATURATED

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	30.92	38.29	69.21	F		
NORTHBOUND	2	33.30	92.60	107.01	F	95.86	F
	3	0.00	0.00	0.00			
	1	33.15	0.07	33.22	D		
SOUTHBOUND	2	22.87	1.80	20.97	C	22.33	C
	3	0.00	0.00	0.00			
	1	47.81	2812.58	OVERSATURATED			
EASTBOUND	2	40.55	3.73	37.64	D		
	3	0.00	0.00	0.00			
	1	16.98	0.02	17.00	C		
WESTBOUND	2	22.96	1.93	21.16	C	20.72	C
	3	0.00	0.00	0.00			

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	592	1416	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1718	3617	0
FLOW RATIO (V/S)	.345	.391	.000
GREEN/CYCLE RATIO (G/C)	.333	.333	.000
LANE GROUP CAPACITY (C)	573	1206	0
VOLUME/CAPACITY RATIO (X)	1.034	1.174	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	144	1152	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3224	3582	0
FLOW RATIO (V/S)	.045	.322	.000
GREEN/CYCLE RATIO (G/C)	.167	.417	.000
LANE GROUP CAPACITY (C)	537	1492	0
VOLUME/CAPACITY RATIO (X)	0.268	0.772	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	324	196	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1630	3546	0
FLOW RATIO (V/S)	.199	.055	.000
GREEN/CYCLE RATIO (G/C)	.083	.083	.000
LANE GROUP CAPACITY (C)	136	296	0
VOLUME/CAPACITY RATIO (X)	2.383	0.662	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	134	1138	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1559	3511	0
FLOW RATIO (V/S)	.086	.324	.000
GREEN/CYCLE RATIO (G/C)	.417	.417	.000
LANE GROUP CAPACITY (C)	650	1463	0
VOLUME/CAPACITY RATIO (X)	0.206	0.778	0.000

INTERSECTION:PINELAWN RD. / RULAND RD. & COLONIAL SPRINGS RD.
AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1990 PM PEAK - BUILD W/ IMPROV.
ADDITIONAL INFORMATION:MELVILLE GEIS - PRJ. NO. 6136-0
ANALYST:ML TODAY'S DATE:2-13-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: ****
THE INTERSECTION LEVEL OF SERVICE IS: OVERSATURATED

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	23.72	0.01	23.73	C		
NORTHBOUND	2	35.70	131.00	OVERSATURATED			
	3	0.00	0.00	0.00			
	1	39.87	243.32	OVERSATURATED			
SOUTHBOUND	2	20.22	1.26	18.26	C		
	3	0.00	0.00	0.00			
	1	41.73	474.61	OVERSATURATED			
EASTBOUND	2	31.74	13.66	30.59	D		
	3	0.00	0.00	0.00			
	1	29.60	0.02	29.62	D		
WESTBOUND	2	30.98	0.15	26.96	D	26.98	D
	3	0.00	0.00	0.00			

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	61	129*	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1710	3617	0
FLOW RATIO (V/S)	.036	.359	.000
GREEN/CYCLE RATIO (G/C)	.292	.292	.000
LANE GROUP CAPACITY (C)	501	1055	0
VOLUME/CAPACITY RATIO (X)	0.122	1.231	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	913	1212	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3224	3582	0
FLOW RATIO (V/S)	.283	.338	.000
GREEN/CYCLE RATIO (G/C)	.208	.458	.000
LANE GROUP CAPACITY (C)	672	1642	0
VOLUME/CAPACITY RATIO (X)	1.359	0.738	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	736	990	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1630	3546	0
FLOW RATIO (V/S)	.452	.279	.000
GREEN/CYCLE RATIO (G/C)	.292	.292	.000
LANE GROUP CAPACITY (C)	475	1034	0
VOLUME/CAPACITY RATIO (X)	1.549	0.957	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	54	272	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1559	3511	0
FLOW RATIO (V/S)	.035	.077	.000
GREEN/CYCLE RATIO (G/C)	.208	.208	.000
LANE GROUP CAPACITY (C)	325	731	0
VOLUME/CAPACITY RATIO (X)	0.166	0.372	0.000

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION: PINELAWN RD. / RULAND RD. & COLONIAL SPRINGS RD.
AREA TYPE: NON-CBD
INTERSECTION LOCATION: TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED: 2007 AM PEAK - BUILD W/ IMPROV.
ADDITIONAL INFORMATION: MELVILLE GEIS - PRJ. NO. 6136-01
ANALYST: ML TODAY'S DATE: 2-25-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 27.4
THE INTERSECTION LEVEL OF SERVICE IS: D

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	26.06	1.11	27.17	D		
NORTHBOUND	2	30.10	12.54	36.25	D	33.62	D
	3	0.00	0.00	0.00			
	1	36.82	0.42	37.24	D		
SOUTHBOUND	2	26.49	0.90	23.28	C	24.92	C
	3	0.00	0.00	0.00			
	1	36.83	8.04	44.87	E		
EASTBOUND	2	33.83	0.14	28.88	D	37.96	D
	3	0.00	0.00	0.00			
	1	14.61	0.01	14.62	B		
WESTBOUND	2	19.64	0.63	17.23	C	16.87	C
	3	0.00	0.00	0.00			

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	724	1773	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3256	5426	0
FLOW RATIO (V/S)	.222	.327	.000
GREEN/CYCLE RATIO (G/C)	.333	.333	.000
LANE GROUP CAPACITY (C)	1085	1809	0
VOLUME/CAPACITY RATIO (X)	0.667	0.980	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	167	1262	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3224	5373	0
FLOW RATIO (V/S)	.052	.235	.000
GREEN/CYCLE RATIO (G/C)	.125	.333	.000
LANE GROUP CAPACITY (C)	403	1791	0
VOLUME/CAPACITY RATIO (X)	0.415	0.705	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	447	340	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3192	5319	0
FLOW RATIO (V/S)	.140	.064	.000
GREEN/CYCLE RATIO (G/C)	.167	.167	.000
LANE GROUP CAPACITY (C)	532	887	0
VOLUME/CAPACITY RATIO (X)	0.841	0.384	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	266	1679	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3159	5266	0
FLOW RATIO (V/S)	.084	.319	.000
GREEN/CYCLE RATIO (G/C)	.458	.458	.000
LANE GROUP CAPACITY (C)	1448	2413	0
VOLUME/CAPACITY RATIO (X)	0.184	0.696	0.000

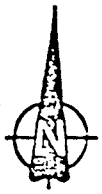
INPUT WORKSHEET

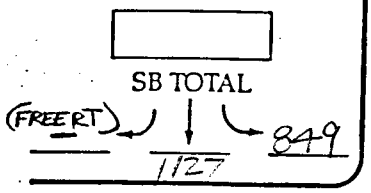
Intersection: PINELAWN RD./RULAND RD. & COLONIAL SPRINGS RD Date: FUTURE 1992 - BUILD w/ IMPROV.

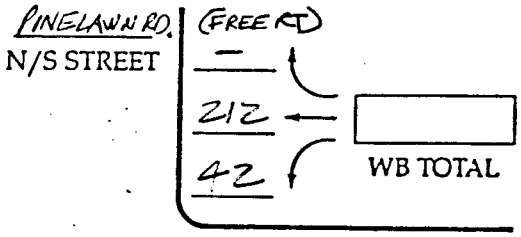
Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



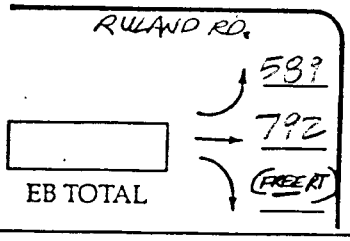


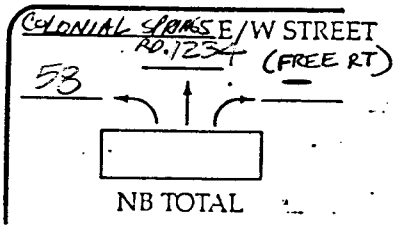


FOR INTERSECTION GEOMETRICS SEE SKETCH

IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops





TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	+1%	2%	N	–	–	0.80	0	N	–	3
WB	+3%	2%	N	–	–	0.78	0	N	–	3
NB	-3%	2%	N	–	–	0.95	0	N	–	3
SB	-1%	2%	N	–	–	0.93	0	N	–	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING

DIAGRAM								
Timing	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | -------- Pedestrian | Cycle Length _____ Sec

****

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:PINELAWN RD. / RULAND RD. & COLONIAL SPRINGS RD.

AREA TYPE:NON-CBD

INTERSECTION LOCATION:TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED:1992 PM PEAK - BUILD W/ IMPROV.

ADDITIONAL INFORMATION:MELVILLE GEIS - PRJ. NO. 6134-01

ANALYST:ML TODAY'S DATE:2-13-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	58	849	589	42
THROUGH VOLUME	1234	1127	792	212
RIGHT TURNING VOLUME	0	0	0	0
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	3
PEAK HOUR FACTOR	0.95	0.93	0.80	0.78
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	-.03	-.01	0.01	0.03
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	1.00
BASE SATURATION FLOW	1800	1800	1800	1800
NUMBER OF LANES	3	3	3	3
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
SIGNAL TYPE:	FULLY ACTUATED			
CYCLE LENGTH:	120			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	0
NUMBER OF LANES	1	2	0
LANE WIDTH	12	12	0
GREEN TIME	35.0	35.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	8	17	0
NUMBER OF LANES	2	2	0
LANE WIDTH	12	12	0
GREEN TIME	25.0	55.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	0
NUMBER OF LANES	1	2	0
LANE WIDTH	11	12	0
GREEN TIME	35.0	35.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	0
NUMBER OF LANES	1	2	0
LANE WIDTH	10	12	0
GREEN TIME	25.0	25.0	0.0

INTERSECTION:PINELAWN RD. / RT.110 & COLONIAL SPRINGS RD.
AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 PM PEAK - BUILD W/ IMPROV.
ADDITIONAL INFORMATION:MELVILLE GEIS - PRJ. NO. 6136-01
ANALYST:ML TODAY'S DATE:2-13-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: ****
THE INTERSECTION LEVEL OF SERVICE IS: OVERSATURATED

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	23.72	0.01	23.73	C		
NORTHBOUND	2	35.70	131.00	OVERSATURATED			
	3	0.00	0.00	0.00			
	1	39.87	243.32	OVERSATURATED			
SOUTHBOUND	2	20.22	1.26	18.26	C		
	3	0.00	0.00	0.00			
	1	41.73	474.61	OVERSATURATED			
EASTBOUND	2	31.74	13.66	38.59	D		
	3	0.00	0.00	0.00			
	1	29.60	0.02	29.62	D		
WESTBOUND	2	30.98	0.15	26.36	D	26.98	D
	3	0.00	0.00	0.00			

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	61	129?	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1718	3617	0
FLOW RATIO (V/S)	.036	.359	.000
GREEN/CYCLE RATIO (G/C)	.292	.292	.000
LANE GROUP CAPACITY (C)	501	1055	0
VOLUME/CAPACITY RATIO (X)	0.122	1.231	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	913	1212	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3224	3587	0
FLOW RATIO (V/S)	.283	.338	.000
GREEN/CYCLE RATIO (G/C)	.208	.458	.000
LANE GROUP CAPACITY (C)	672	1642	0
VOLUME/CAPACITY RATIO (X)	1.359	0.738	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	736	990	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1630	3546	0
FLOW RATIO (V/S)	.452	.279	.000
GREEN/CYCLE RATIO (G/C)	.292	.292	.000
LANE GROUP CAPACITY (C)	475	1034	0
VOLUME/CAPACITY RATIO (X)	1.549	0.957	0.000

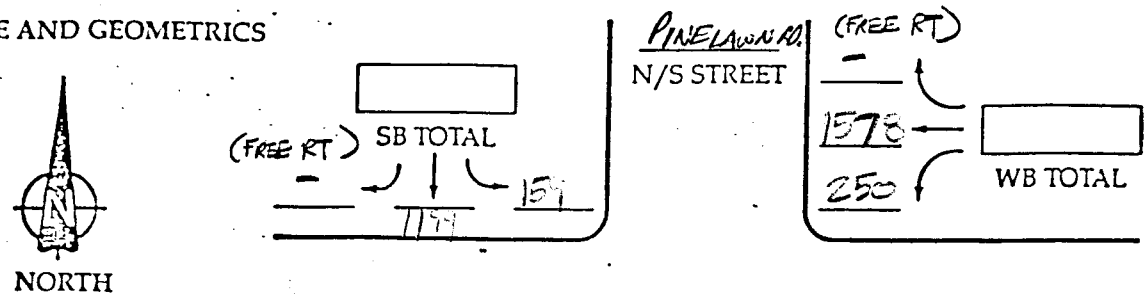
WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	54	272	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1559	3511	0
FLOW RATIO (V/S)	.035	.077	.000
GREEN/CYCLE RATIO (G/C)	.208	.208	.000
LANE GROUP CAPACITY (C)	325	731	0
VOLUME/CAPACITY RATIO (X)	0.166	0.372	0.000

Intersection: PINELAWN RD./RULAND RD. & COLONIAL SPRINGS RD. Date: 2007 - BUILD w/ IMPROV.

Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

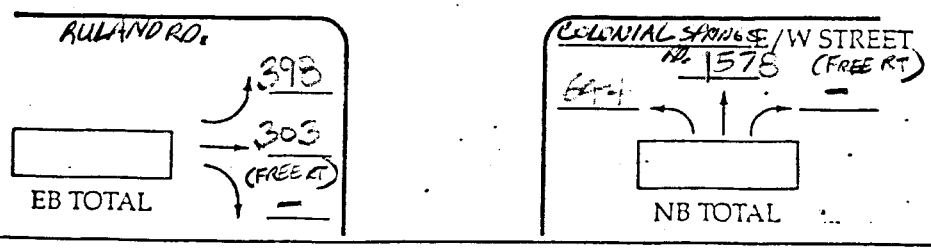
Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops



TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	+1%	2%	N	–	–	0.89	0	N	–	3
WB	+3%	2%	N	–	–	0.94	0	N	–	3
NB	-3%	2%	N	–	–	0.89	0	N	–	3
SB	-1%	2%	N	–	–	0.95	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING

DIAGRAM								
Timing	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | ------- Pedestrian | Cycle Length _____ Sec

INTERSECTION: PINELAWN RD. / RULAND RD. & COLONIAL SPRINGS RD.
AREA TYPE: NON-CBD
INTERSECTION LOCATION: TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED: 2007 AM PEAK - BUILD W/ IMPROV.
ADDITIONAL INFORMATION: MELVILLE GEIS - PRJ. NO. 6136-01
ANALYST: ML TODAY'S DATE: 2-25-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	644	159	398	250
THROUGH VOLUME	1578	1199	303	1578
RIGHT TURNING VOLUME	0	0	0	0
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	3
PEAK HOUR FACTOR	0.89	0.95	0.89	0.94
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	-.03	-.01	0.01	0.03
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	1.00
BASE SATURATION FLOW	1800	1800	1800	1800
NUMBER OF LANES	5	5	5	5
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0

SIGNAL TYPE: FULLY ACTUATED
CYCLE LENGTH: 120

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	8	17	0
NUMBER OF LANES	2	3	0
LANE WIDTH	12	12	0
GREEN TIME	40.0	40.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	8	17	0
NUMBER OF LANES	2	3	0
LANE WIDTH	12	12	0
GREEN TIME	15.0	40.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	8	17	0
NUMBER OF LANES	2	3	0
LANE WIDTH	12	12	0
GREEN TIME	20.0	20.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	8	17	0
NUMBER OF LANES	2	3	0
LANE WIDTH	12	12	0
GREEN TIME	55.0	55.0	0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION: PINELAWN RD. / RULAND RD. & COLONIAL SPRINGS RD.
AREA TYPE: NON-CBD
INTERSECTION LOCATION: TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED: 2007 AM PEAK - BUILD W/ IMPROV.
ADDITIONAL INFORMATION: MELVILLE GEIS - PRJ. NO. 6136-01
ANALYST: ML TODAY'S DATE: 2-25-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 27.4
THE INTERSECTION LEVEL OF SERVICE IS: D

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	26.06	1.11	27.17	D		
NORTHBOUND	2	30.10	12.54	36.25	D	33.62	D
	3	0.00	0.00	0.00			
	1	36.82	0.42	37.24	D		
SOUTHBOUND	2	26.49	0.90	23.28	C	24.92	C
	3	0.00	0.00	0.00			
	1	36.83	8.04	44.87	E		
EASTBOUND	2	33.83	0.14	28.88	D	37.96	D
	3	0.00	0.00	0.00			
	1	14.61	0.01	14.62	B		
WESTBOUND	2	19.64	0.63	17.23	C	16.87	C
	3	0.00	0.00	0.00			

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	724	1773	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3256	5426	0
FLOW RATIO (V/S)	.222	.327	.000
GREEN/CYCLE RATIO (G/C)	.333	.333	.000
LANE GROUP CAPACITY (C)	1085	1809	0
VOLUME/CAPACITY RATIO (X)	0.667	0.980	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	167	1262	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3224	5373	0
FLOW RATIO (V/S)	.052	.235	.000
GREEN/CYCLE RATIO (G/C)	.125	.333	.000
LANE GROUP CAPACITY (C)	403	1791	0
VOLUME/CAPACITY RATIO (X)	0.415	0.705	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	447	340	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3192	5319	0
FLOW RATIO (V/S)	.140	.064	.000
GREEN/CYCLE RATIO (G/C)	.167	.167	.000
LANE GROUP CAPACITY (C)	532	887	0
VOLUME/CAPACITY RATIO (X)	0.841	0.384	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	266	1679	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3159	5266	0
FLOW RATIO (V/S)	.084	.319	.000
GREEN/CYCLE RATIO (G/C)	.458	.458	.000
LANE GROUP CAPACITY (C)	1448	2413	0
VOLUME/CAPACITY RATIO (X)	0.184	0.696	0.000

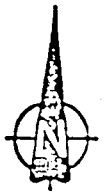
INPUT WORKSHEET

Intersection: PINELAWN RD. / RULAND RD. & COLONIAL SPRINGS RD. Date: 2007 - BUILD W/ IMPROV.

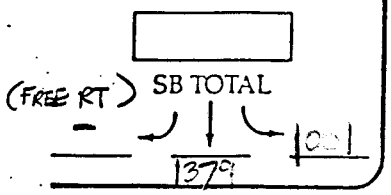
Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

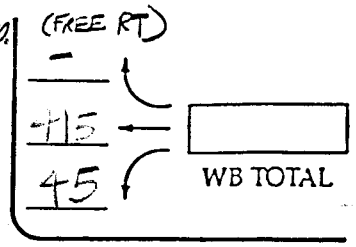
Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



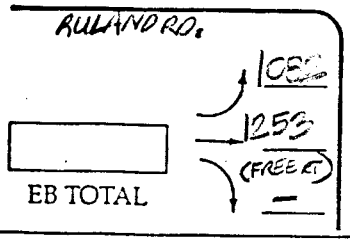
NORTH

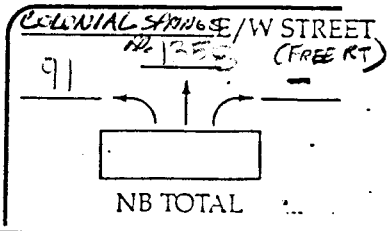




IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops





TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	+1%	2%	N	–	–	0.80	0	N	–	3
WB	+3%	2%	N	–	–	0.73	0	N	–	3
NB	-3%	2%	N	–	–	0.95	0	N	–	3
SB	-1%	2%	N	–	–	0.93	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING

DIAGRAM								
Timing G = / Y + R =	G = / Y + R =	G = / Y + R =	G = / Y + R =	G = / Y + R =	G = / Y + R =	G = / Y + R =	G = / Y + R =	G = / Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length _____ Sec

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:PINELAWN RD. / RULAND RD. & COLONIAL SPRINGS RD.
AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:2007 PM PEAK - BUILD W/ IMPROV.
ADDITIONAL INFORMATION:MELVILLE GEIS - PRJ. NO. 6136-01
ANALYST:ML TODAY'S DATE:2-25-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	91	1001	1082	45
THROUGH VOLUME	1358	1379	1253	415
RIGHT TURNING VOLUME	0	0	0	0
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	3
PEAK HOUR FACTOR	0.95	0.93	0.80	0.78
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	-.03	-.01	0.01	0.03
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	1.00
BASE SATURATION FLOW	1800	1800	1800	1800
NUMBER OF LANES	5	5	5	5
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0

SIGNAL TYPE: FULLY ACTUATED
CYCLE LENGTH: 120

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	8	17	0
NUMBER OF LANES	2	3	0
LANE WIDTH	12	12	0
GREEN TIME	30.0	30.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	8	17	0
NUMBER OF LANES	2	3	0
LANE WIDTH	12	12	0
GREEN TIME	40.0	45.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	8	17	0
NUMBER OF LANES	2	3	0
LANE WIDTH	12	12	0
GREEN TIME	45.0	45.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	8	17	0
NUMBER OF LANES	2	3	0
LANE WIDTH	12	12	0
GREEN TIME	15.0	15.0	0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION: PINELAWN RD. / RULAND RD. & COLONIAL SPRINGS RD.
AREA TYPE: NON-CBD
INTERSECTION LOCATION: TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED: 2007 PM PEAK - BUILD W/ IMPROV.
ADDITIONAL INFORMATION: MELVILLE GEIS - PRJ. NO. 6136-01
ANALYST: ML TODAY'S DATE: 2-25-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 48.2
THE INTERSECTION LEVEL OF SERVICE IS: E

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	26.43	0.00	26.43	D		
NORTHBOUND	2	34.82	34.10	58.59	E	56.57	E
	3	0.00	0.00	0.00			
	1	30.43	21.49	51.92	E		
SOUTHBOUND	2	24.60	1.02	21.78	C	34.45	D
	3	0.00	0.00	0.00			
	1	30.91	68.27	99.18	F		
EASTBOUND	2	25.25	1.51	22.75	C	58.17	E
	3	0.00	0.00	0.00			
	1	35.56	0.01	35.57	D		
WESTBOUND	2	38.84	5.17	37.41	D	37.23	D
	3	0.00	0.00	0.00			

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	96	1429	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3256	5426	0
FLOW RATIO (V/S)	.029	.263	.000
GREEN/CYCLE RATIO (G/C)	.250	.250	.000
LANE GROUP CAPACITY (C)	814	1357	0
VOLUME/CAPACITY RATIO (X)	0.118	1.054	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	1076	1483	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3224	5373	0
FLOW RATIO (V/S)	.334	.276	.000
GREEN/CYCLE RATIO (G/C)	.333	.375	.000
LANE GROUP CAPACITY (C)	1075	2015	0
VOLUME/CAPACITY RATIO (X)	1.002	0.736	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	1353	1566	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3192	5319	0
FLOW RATIO (V/S)	.424	.294	.000
GREEN/CYCLE RATIO (G/C)	.375	.375	.000
LANE GROUP CAPACITY (C)	1197	1995	0
VOLUME/CAPACITY RATIO (X)	1.130	0.785	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	58	532	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3159	5266	0
FLOW RATIO (V/S)	.018	.101	.000
GREEN/CYCLE RATIO (G/C)	.125	.125	.000
LANE GROUP CAPACITY (C)	395	658	0
VOLUME/CAPACITY RATIO (X)	0.146	0.808	0.000

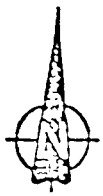
INPUT WORKSHEET PREFERRED PLAN (FAR.30) (10/97)

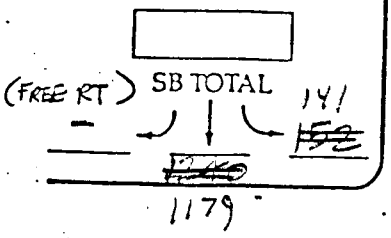
Intersection: PINELAWN RD./RULAND RD. & COLONIAL SPRINGS RD. Date: 2007 - BUILD w/ IMPROV.

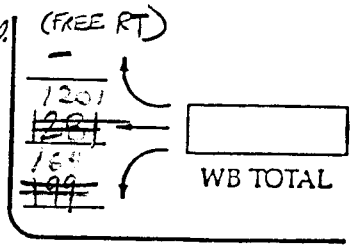
Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS

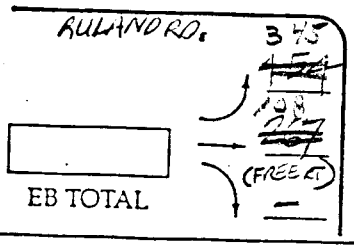


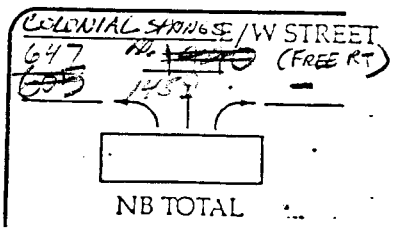




IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops





TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	+1%	2%	N	–	–	0.89	0	N	–	3
WB	+3%	2%	N	–	–	0.94	0	N	–	3
NB	-3%	2%	N	–	–	0.89	0	N	–	3
SB	-1%	2%	N	–	–	0.95	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING

DIAGRAM								
Timing	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Presumed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length _____ Sec

5) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:PINELAWN RD. / ROLAND RD. & COLONIAL SPRINGS RD.
AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:2007 AM PEAK - (FAR .30) - IMPROV.
ADDITIONAL INFORMATION:MELVILLE GEIS (8136-01) - PREF. PLAN
ANALYST:JE TODAY'S DATE:11-9-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	647	141	345	164
THROUGH VOLUME	1459	1179	108	1201
RIGHT TURNING VOLUME	0	0	0	0
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	3
PEAK HOUR FACTOR	0.89	0.95	0.89	0.94
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	-.03	-.01	0.01	0.03
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	1.00
BASE SATURATION FLOW	1800	1800	1800	1800
NUMBER OF LANES	5	5	5	5
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0

SIGNAL TYPE: FULLY ACTUATED
CYCLE LENGTH: 120

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	8	17	0
NUMBER OF LANES	2	3	0
LANE WIDTH	12	12	0
GREEN TIME	40.0	40.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	8	17	0
NUMBER OF LANES	2	3	0
LANE WIDTH	12	12	0
GREEN TIME	15.0	40.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	8	17	0
NUMBER OF LANES	2	3	0
LANE WIDTH	12	12	0
GREEN TIME	20.0	20.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	8	17	0
NUMBER OF LANES	2	3	0
LANE WIDTH	12	12	0
GREEN TIME	55.0	55.0	0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:PINELAWN RD. / RULAND RD. & COLONIAL SPRINGS RD.
AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:2007 AM PEAK - (FAR .30) - IMPROV.
ADDITIONAL INFORMATION:MELVILLE GEIS (6136-01) - PREF. PLAN
ANALYST:JE TODAY'S DATE:11-9-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 24.8
THE INTERSECTION LEVEL OF SERVICE IS: C

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	26.09	1.14	27.23	D		
NORTHBOUND	2	29.04	5.10	29.02	D	28.47	D
	3	0.00	0.00	0.00			
	1	36.60	0.27	36.87	D		
SOUTHBOUND	2	26.35	0.82	23.10	C	24.57	C
	3	0.00	0.00	0.00			
	1	36.04	3.47	39.52	D		
EASTBOUND	2	32.41	0.00	27.55	D	36.66	D
	3	0.00	0.00	0.00			
	1	14.16	0.00	14.16	B		
WESTBOUND	2	17.67	0.18	15.17	C	15.05	C
	3	0.00	0.00	0.00			

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	727	1639	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3256	5426	0
FLOW RATIO (V/S)	.223	.302	.000
GREEN/CYCLE RATIO (G/C)	.333	.333	.000
LANE GROUP CAPACITY (C)	1085	1809	0
VOLUME/CAPACITY RATIO (X)	0.670	0.906	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	148	1241	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3224	5373	0
FLOW RATIO (V/S)	.046	.231	.000
GREEN/CYCLE RATIO (G/C)	.125	.333	.000
LANE GROUP CAPACITY (C)	403	1791	0
VOLUME/CAPACITY RATIO (X)	0.368	0.693	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	388	121	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3192	5319	0
FLOW RATIO (V/S)	.121	.023	.000
GREEN/CYCLE RATIO (G/C)	.167	.167	.000
LANE GROUP CAPACITY (C)	532	887	0
VOLUME/CAPACITY RATIO (X)	0.729	0.137	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	174	1278	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3159	5266	0
FLOW RATIO (V/S)	.055	.243	.000
GREEN/CYCLE RATIO (G/C)	.458	.458	.000
LANE GROUP CAPACITY (C)	1448	2413	0
VOLUME/CAPACITY RATIO (X)	0.120	0.529	0.000

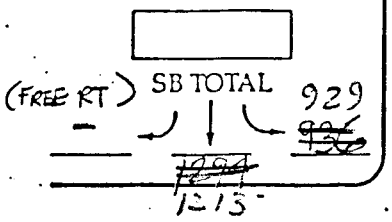
INPUT WORKSHEET PREFERRED PLAN (FAR .30) (10/87)

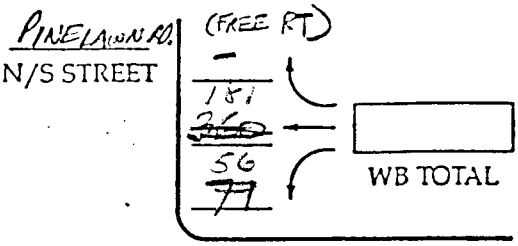
Intersection: PINELAWN RD./RULAND RD. & COLONIAL SPRINGS RD. Date: 2007 - BUILD w/IMPRV.

Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

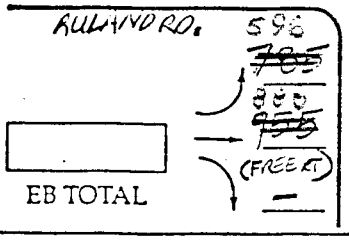
VOLUME AND GEOMETRICS

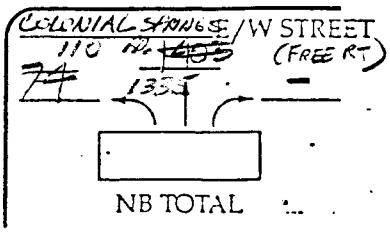




IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops





TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	+1%	2%	N	–	–	0.80	0	N	–	3
WB	+3%	2%	N	–	–	0.75	0	N	–	3
NB	-3%	2%	N	–	–	0.95	0	N	–	3
SB	-1%	2%	N	–	–	0.93	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING

DIAGRAM								
Timing G = / Y + R =	G = / Y + R =	G = / Y + R =	G = / Y + R =	G = / Y + R =	G = / Y + R =	G = / Y + R =	G = / Y + R =	G = / Y + R =
Phased or Actuated								

Protected turns | Permitted turns | --------Pedestrian | Cycle Length_____Sec

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:PINELAWN RD. / RULAND RD. & COLONIAL SPRINGS RD.
AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:2007 PM PEAK - (FAR .30) - IMPROV.
ADDITIONAL INFORMATION:MELVILLE GEIS (6136-01) - PREF. PLAN
ANALYST:JE TODAY'S DATE:11-9-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 28.1
THE INTERSECTION LEVEL OF SERVICE IS: D

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	24.28	0.00	24.29	C		
NORTHBOUND	2	31.61	6.37	32.28	D	31.67	D
	3	0.00	0.00	0.00			
	1	29.37	9.97	39.34	D		
SOUTHBOUND	2	23.52	0.52	20.44	C	28.64	D
	3	0.00	0.00	0.00			
	1	25.78	1.25	27.03	D		
EASTBOUND	2	24.97	0.44	21.60	C	23.78	C
	3	0.00	0.00	0.00			
	1	35.72	0.03	35.75	D		
WESTBOUND	2	36.52	0.14	31.16	D	32.25	D
	3	0.00	0.00	0.00			

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	116	1405	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3256	5426	0
FLOW RATIO (V/S)	.036	.259	.000
GREEN/CYCLE RATIO (G/C)	.283	.283	.000
LANE GROUP CAPACITY (C)	922	1537	0
VOLUME/CAPACITY RATIO (X)	0.126	0.914	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	999	1304	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3224	5373	0
FLOW RATIO (V/S)	.310	.243	.000
GREEN/CYCLE RATIO (G/C)	.333	.375	.000
LANE GROUP CAPACITY (C)	1075	2015	0
VOLUME/CAPACITY RATIO (X)	0.930	0.647	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	745	1110	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3192	5319	0
FLOW RATIO (V/S)	.233	.209	.000
GREEN/CYCLE RATIO (G/C)	.342	.342	.000
LANE GROUP CAPACITY (C)	1090	1817	0
VOLUME/CAPACITY RATIO (X)	0.683	0.611	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	72	232	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3159	5266	0
FLOW RATIO (V/S)	.023	.044	.000
GREEN/CYCLE RATIO (G/C)	.125	.125	.000
LANE GROUP CAPACITY (C)	395	658	0
VOLUME/CAPACITY RATIO (X)	0.182	0.353	0.000

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:PINELAWN RD. / ROLAND RD. & COLONIAL SPRINGS RD.
AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:2007 PM PEAK - (PAR .30) - IMPROV.
ADDITIONAL INFORMATION:MELVILLE GEIS (6136-01) - PREF. PLAN
ANALYST:JE TODAY'S DATE:11-9-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	110	929	596	56
THROUGH VOLUME	1335	1213	888	181
RIGHT TURNING VOLUME	0	0	0	0
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	3
PEAK HOUR FACTOR	0.95	0.93	0.80	0.78
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	-.03	-.01	0.01	0.03
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	1.00
BASE SATURATION FLOW	1800	1800	1800	1800
NUMBER OF LANES	5	5	5	5
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
SIGNAL TYPE:	FULLY ACTUATED			
CYCLE LENGTH:	120			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	6	17	0
NUMBER OF LANES	2	3	0
LANE WIDTH	12	12	0
GREEN TIME	34.0	34.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	8	17	0
NUMBER OF LANES	2	3	0
LANE WIDTH	12	12	0
GREEN TIME	40.0	45.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	8	17	0
NUMBER OF LANES	2	3	0
LANE WIDTH	12	12	0
GREEN TIME	41.0	41.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	8	17	0
NUMBER OF LANES	2	3	0
LANE WIDTH	12	12	0
GREEN TIME	15.0	15.0	0.0

INTERSECTION 14

PINELAWN RD. / HALF HOLLOW RD.

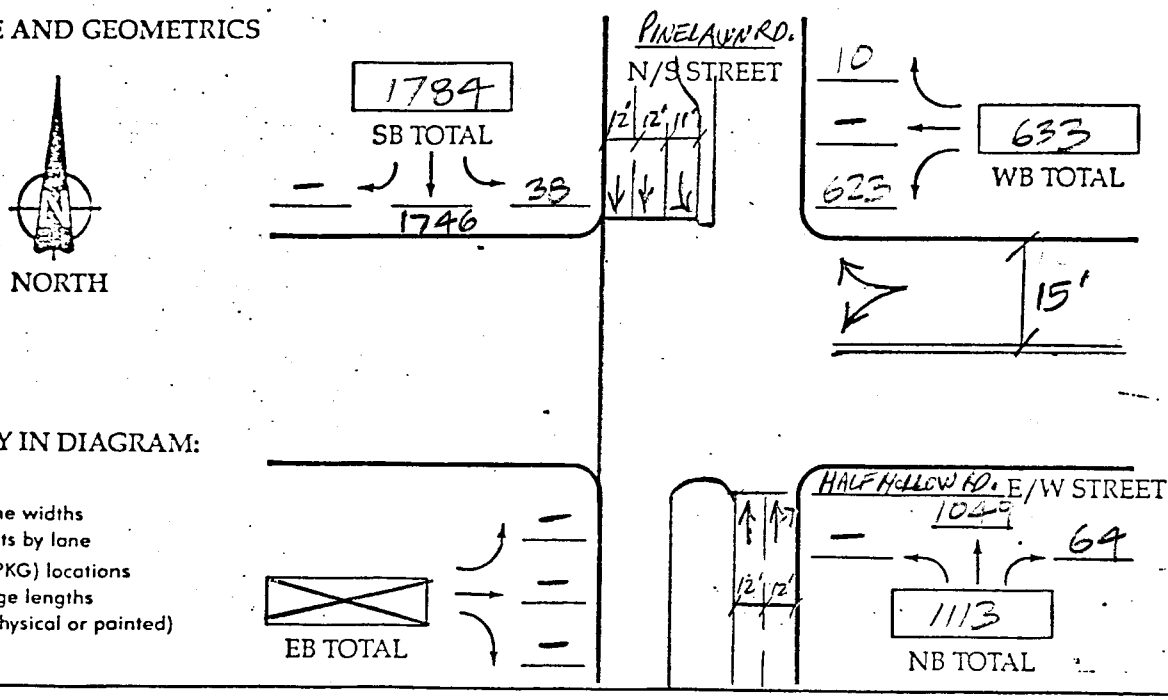
INPUT WORKSHEET

Intersection: PINELAWN RD. / HALF HOLLOW RD. Date: EXISTING-1986

Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

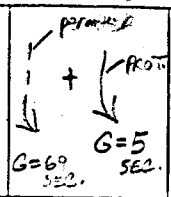
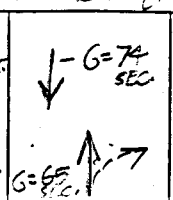
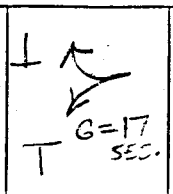
1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB										
WB	+3%	2%	N	–	0	0.84	0	N	–	3
NB	+1%	7%	N	–	0	0.92	0	N	–	3
SB	+1%	3%	N	–	0	0.94	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - NORTH/SOUTH)

DIAGRAM								
Timing	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 100 Sec

INTERSECTION: PINELAWN RD./HALF HOLLOW RD. AREA TYPE: NON-CBD
INTERSECTION LOCATION: TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED: 1990 A.M. PEAK - EXISTING
ADDITIONAL INFORMATION: MELVILLE AREA PROJ. NO. 6:87-V.
ANALYST: *** TODAY'S DATE: 1-16-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	1	36	0	623
THROUGH VOLUME	1045	1746	0	0
RIGHT TURNING VOLUME	64	0	0	10
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	0	3
PEAK HOUR FACTOR	0.92	0.94	0.00	0.84
PERCENT HEAVY VEHICLES	0.07	0.03	0.00	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	0.01	0.01	0.00	0.03
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	0.00	1.00
BASE SATURATION FLOW	1800	1800	0	1800
NUMBER OF LANES	2	2		1
PARKING?	N	N		N
PARKING MANUEVERS PER HOUR	0	0	0	0

SIGNAL TYPE: SEMI-ACTUATED
CYCLE LENGTH: 100

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	13	0	0
NUMBER OF LANES	2	0	0
LANE WIDTH	12	0	0
GREEN TIME	57.0	0.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	3	17	0
NUMBER OF LANES	1	2	0
LANE WIDTH	11	12	0
GREEN TIME	66.0	66.0	0.0
GREEN. PROTECTED PHASE	5.0	0.0	0.0
GREEN. PERMITTED PHASE	61.0	0.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	0	0
NUMBER OF LANES	0	0	0
LANE WIDTH	0	0	0
GREEN TIME	0.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	12	0	0
GREEN TIME	65.0	0.0	0.0

****

[illegible] SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:PINELAWN RD./HALF HOLLOW RD. AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1986 A.M. PEAK - EXISTING
ADDITIONAL INFORMATION:MELVILLE GEIS PROJ. NO. 6135-01
ANALYST:MK TODAY'S DATE:1-16-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: ****
THE INTERSECTION LEVEL OF SERVICE IS: OVERSATURATED

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	10.86	0.44	11.30	B		
NORTHBOUND	2	0.00	0.00	0.00		11.30	B
	3	0.00	0.00	0.00			
	1	4.39	0.00	4.39	A		
SOUTHBOUND	2	9.28	1.44	10.72	B	10.14	B
	3	0.00	0.00	0.00			
	1	0.00	0.00	0.00			
EASTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			
	1	2067.43	47.67	OVERSATURATED			
WESTBOUND	2	0.00	0.00	0.00			
	3	0.00	0.00	0.00			

****

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	1210	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.06	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3427	0	0
FLOW RATIO (V/S)	.353	.000	.000
GREEN/CYCLE RATIO (G/C)	.570	.000	.000
LANE GROUP CAPACITY (C)	1953	0	0
VOLUME/CAPACITY RATIO (X)	0.619	0.000	0.000

SOUTHBOUND:	LANE GROUP 1		LANE GROUP 2			LANE GROUP 3
ADJUSTED FLOW (V)	0		1857			0
* PROT/PERM FLOWS	0	40	0	0	0	0
PROPORTION LEFT TURNS (PLT)	1.00		0.00			0.00
PROPORTION RIGHT TURNS (PRT)	0.00		0.00			0.00
ADJ. SATURATION FLOW RATE (S)	1621		3528			0
FLOW RATIO (V/S)	.000		.526			.000
* PROT/PERM FLOW RATIOS	.000	.110	.000	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.650		.620			.000
* PROT/PERM G/C RATIOS	.050	.610	.000	.000	.000	.000
LANE GROUP CAPACITY (C)	0		2325			0
* PROT/PERM CAPACITIES	81	169	0	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000		0.799			0.000
* PROT/PERM V/C RATIOS	.000	.215	.000	.000	.000	.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	754	0	0
PROPORTION LEFT TURNS (PLT)	0.98	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.02	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1366	0	0
FLOW RATIO (V/S)	.552	.000	.000
GREEN/CYCLE RATIO (G/C)	.250	.000	.000
LANE GROUP CAPACITY (C)	342	0	0
VOLUME/CAPACITY RATIO (X)	2.205	0.000	0.000

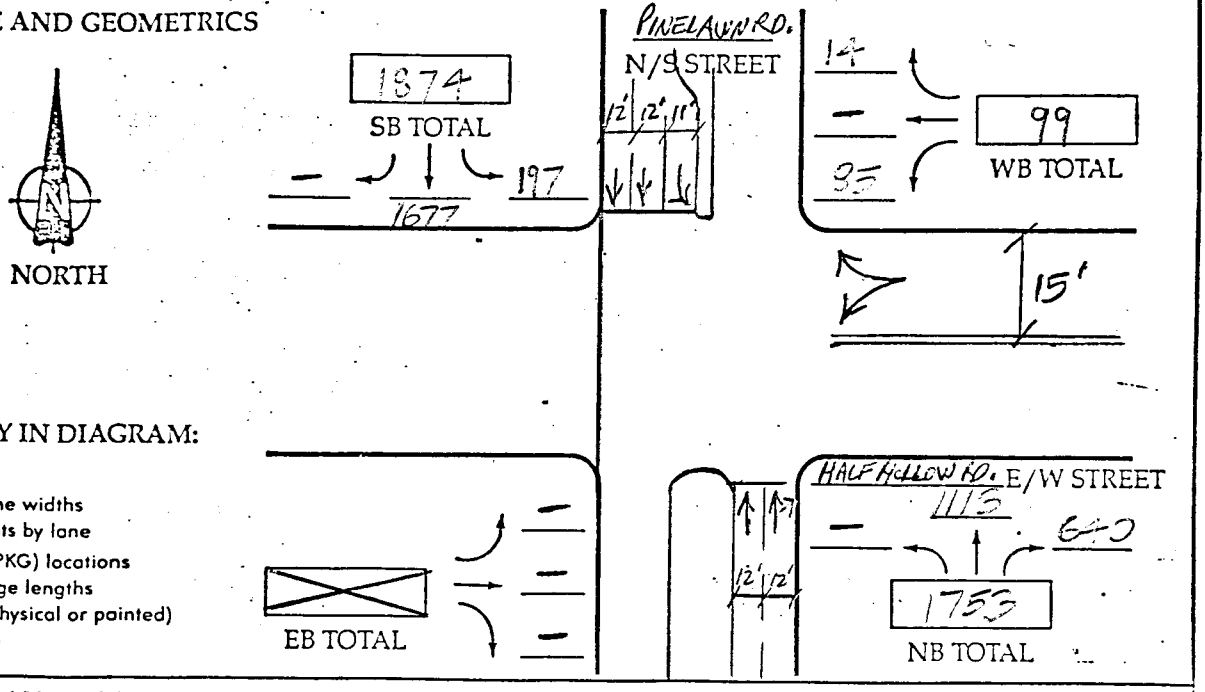
INPUT WORKSHEET

Intersection: PINELAWN RD. / HALF HOLLOW RD. Date: EXISTING - 1986

Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB										
WB	+3%	4%	N	–	0	0.74	0	N	–	3
NB	+1%	1%	N	–	0	0.94	0	N	–	3
SB	+1%	2%	N	–	0	0.86	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - NORTH/SOUTH)

DIAGRAM								
	permitted + prot. G=69 SEC. G=5 SEC.	G=74 SEC. G=65 SEC.	G=17 SEC.					
Timing	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | ------- Pedestrian | Cycle Length 100 Sec

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INTERSECTION:PINELAWN RD./HALF HOLLOW RD. AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:198[illegible] P.M. PEAK - EXISTING
ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. NO. [illegible]-01
ANALYST:MM TODAY'S DATE:1-16-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	1	[illegible]	0	85
THROUGH VOLUME	1113	[illegible]	0	0
RIGHT TURNING VOLUME	640	0	0	14
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	0	3
PEAK HOUR FACTOR	0.94	0.85	0.00	0.74
PERCENT HEAVY VEHICLES	0.01	0.02	0.00	0.04
NUMBER OF BUSES	0	0	0	0
GRADE	0.01	0.01	0.00	0.03
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	0.00	1.00
BASE SATURATION FLOW	1800	1800	0	1800
NUMBER OF LANES	2	3	0	1
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
SIGNAL TYPE:	SEMI-ACTUATED			
CYCLE LENGTH:	100			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	13	0	0
NUMBER OF LANES	2	0	0
LANE WIDTH	12	0	0
GREEN TIME	57.0	0.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	3	17	0
NUMBER OF LANES	1	2	0
LANE WIDTH	11	12	0
GREEN TIME	66.0	66.0	0.0
GREEN. PROTECTED PHASE	5.0	0.0	0.0
GREEN. PERMITTED PHASE	61.0	0.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	0	0
NUMBER OF LANES	0	0	0
LANE WIDTH	0	0	0
GREEN TIME	0.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	16	0	0
GREEN TIME	25.0	0.0	0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:PINELAWN RD./HALF HOLLOW R... AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1980 P.M. PEAK - EXISTING
ADDITIONAL INFORMATION:MELVILLE SEIS PRJ. No. 5135-01
ANALYST:MA COPYIS DATE:1-16-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 90.2
THE INTERSECTION LEVEL OF SERVICE IS: F

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	15.74	10.71	26.45	D		
NORTHBOUND	2	0.00	0.00	0.00		26.45	D
	3	0.00	0.00	0.00			
	1	4.86	103.79	108.65	F		
SOUTHBOUND	2	9.75	1.95	11.71	B	148.89	F
	3	0.00	0.00	0.00			
	1	0.00	0.00	0.00			
EASTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			
	1	23.71	0.41	24.12	C		
WESTBOUND	2	0.00	0.00	0.00		24.12	C
	3	0.00	0.00	0.00			

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	1661	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.37	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3365	0	0
FLOW RATIO (V/S)	.554	.000	.000
GREEN/CYCLE RATIO (G/C)	.570	.000	.000
LANE GROUP CAPACITY (C)	1920	0	0
VOLUME/CAPACITY RATIO (X)	0.971	0.000	0.000

SOUTHBOUND:	LANE GROUP 1		LANE GROUP 2			LANE GROUP 3
ADJUSTED FLOW (V)	0		1950			0
* PROT/PERM FLOWS	157	72	0	0	0	0
PROPORTION LEFT TURNS (PLT)	1.00		0.00			0.00
PROPORTION RIGHT TURNS (PRT)	0.00		0.00			0.00
ADJ. SATURATION FLOW RATE (S)	1630		3540			0
FLOW RATIO (V/S)	.000		.550			.000
* PROT/PERM FLOW RATIOS	.096	.044	.000	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.660		.660			.000
* PROT/PERM G/C RATIOS	.050	.610	.000	.000	.000	.000
LANE GROUP CAPACITY (C)	0		2340			0
* PROT/PERM CAPACITIES	81	72	0	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000		0.833			0.000
* PROT/PERM V/C RATIOS	%1.925	%1.000	.000	.000	.000	.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	134	0	0
PROPORTION LEFT TURNS (PLT)	0.85	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.14	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1358	0	0
FLOW RATIO (V/S)	.099	.000	.000
GREEN/CYCLE RATIO (G/C)	.250	.000	.000
LANE GROUP CAPACITY (C)	335	0	0
VOLUME/CAPACITY RATIO (X)	0.395	0.000	0.000

****

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:PINELAWN RD./HALF HOLLOW RD. AREA TYPE:NON-CBD

INTERSECTION LOCATION:TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED:1992 A.M. PEAK - BUILD

ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01

ANALYST:MM TODAY'S DATE:1-16-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	1	41	0	764
THROUGH VOLUME	1355	2695	0	0
RIGHT TURNING VOLUME	83	0	0	11
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	0	3
PEAK HOUR FACTOR	0.92	0.94	0.00	0.84
PERCENT HEAVY VEHICLES	0.07	0.03	0.00	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	0.01	0.01	0.00	0.03
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	0.00	1.00
BASE SATURATION FLOW	1800	1800	0	1800
NUMBER OF LANES	2	3	0	1
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0

SIGNAL TYPE: SEMI-ACTUATED

CYCLE LENGTH: 100

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	13	0	0
NUMBER OF LANES	2	0	0
LANE WIDTH	12	0	0
GREEN TIME	57.0	0.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	3	17	0
NUMBER OF LANES	1	2	0
LANE WIDTH	11	12	0
GREEN TIME	66.0	66.0	0.0
GREEN, PROTECTED PHASE	5.0	0.0	0.0
GREEN, PERMITTED PHASE	61.0	0.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	0	0
NUMBER OF LANES	0	0	0
LANE WIDTH	0	0	0
GREEN TIME	0.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	16	0	0
GREEN TIME	25.0	0.0	0.0

****

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:PINELAWN RD./HALF HOLLOW RD. AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 A.M. PEAK - BUILD
ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01
ANALYST:MM TODAY'S DATE:1-16-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: ****
THE INTERSECTION LEVEL OF SERVICE IS: OVERSATURATED

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	12.92	1.75	14.67	B		
NORTHBOUND	2	0.00	0.00	0.00		14.67	B
	3	0.00	0.00	0.00			
	1	4.39	0.00	4.39	A		
SOUTHBOUND	2	23.44	125.88	OVERSATURATED			
	3	0.00	0.00	0.00			
	1	0.00	0.00	0.00			
EASTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			
	1	4342.64	65.84	OVERSATURATED			
WESTBOUND	2	0.00	0.00	0.00			
	3	0.00	0.00	0.00			

****

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	1563	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.06	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3427	0	0
FLOW RATIO (V/S)	.456	.000	.000
GREEN/CYCLE RATIO (G/C)	.570	.000	.000
LANE GROUP CAPACITY (C)	1953	0	0
VOLUME/CAPACITY RATIO (X)	0.800	0.000	0.000

SOUTHBOUND:	LANE GROUP 1		LANE GROUP 2			LANE GROUP 3
ADJUSTED FLOW (V)	0		2867			0
* PROT/PERM FLOWS	0	44	0	0	0	0
PROPORTION LEFT TURNS (PLT)	1.00		0.00			0.00
PROPORTION RIGHT TURNS (PRT)	0.00		0.00			0.00
ADJ. SATURATION FLOW RATE (S)	1621		3528			0
FLOW RATIO (V/S)	.000		.813			.000
* PROT/PERM FLOW RATIOS	.000	.044	.000	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.660		.660			.000
* PROT/PERM G/C RATIOS	.050	.610	.000	.000	.000	.000
LANE GROUP CAPACITY (C)	0		2329			0
* PROT/PERM CAPACITIES	81	72	0	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000		1.231			0.000
* PROT/PERM V/C RATIOS	.000	.606	.000	.000	.000	.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	923	0	0
PROPORTION LEFT TURNS (PLT)	0.99	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.01	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1366	0	0
FLOW RATIO (V/S)	.675	.000	.000
GREEN/CYCLE RATIO (G/C)	.250	.000	.000
LANE GROUP CAPACITY (C)	342	0	0
VOLUME/CAPACITY RATIO (X)	2.701	0.000	0.000

****

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:PINELAWN RD./HALF HOLLOW RD. AREA TYPE:NON-CBD

INTERSECTION LOCATION:TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED:1992 P.M. PEAK - BUILD

ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01

ANALYST:MM TODAY'S DATE:1-16-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	1	212	0	110
THROUGH VOLUME	1959	2091	0	0
RIGHT TURNING VOLUME	765	0	0	15
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	0	3
PEAK HOUR FACTOR	0.94	0.86	0.00	0.74
PERCENT HEAVY VEHICLES	0.01	0.02	0.00	0.04
NUMBER OF BUSES	0	0	0	0
GRADE	0.01	0.01	0.00	0.03
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	0.00	1.00
BASE SATURATION FLOW	1800	1800	0	1800
NUMBER OF LANES	2	3	0	1
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0

SIGNAL TYPE: SEMI-ACTUATED

CYCLE LENGTH: 100

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	13	0	0
NUMBER OF LANES	2	0	0
LANE WIDTH	12	0	0
GREEN TIME	57.0	0.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	3	17	0
NUMBER OF LANES	1	2	0
LANE WIDTH	11	12	0
GREEN TIME	66.0	66.0	0.0
GREEN, PROTECTED PHASE	5.0	0.0	0.0
GREEN, PERMITTED PHASE	61.0	0.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	0	0
NUMBER OF LANES	0	0	0
LANE WIDTH	0	0	0
GREEN TIME	0.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	16	0	0
GREEN TIME	25.0	0.0	0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:PINELAWN RD./HALF HOLLOW RD. AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 P.M. PEAK - BUILD
ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01
ANALYST:MM TODAY'S DATE:1-16-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: ****
THE INTERSECTION LEVEL OF SERVICE IS: OVERSATURATED

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	46.48	380.09	OVERSATURATED			
NORTHBOUND	2	0.00	0.00	0.00			
	3	0.00	0.00	0.00			
	1	4.92	1947.73	1952.65	F		
SOUTHBOUND	2	13.97	24.58	38.55	D	214.75	F
	3	0.00	0.00	0.00			
	1	0.00	0.00	0.00			
EASTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			
	1	24.42	0.99	25.40	D		
WESTBOUND	2	0.00	0.00	0.00		25.40	D
	3	0.00	0.00	0.00			

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	2898	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.28	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3414	0	0
FLOW RATIO (V/S)	.849	.000	.000
GREEN/CYCLE RATIO (G/C)	.570	.000	.000
LANE GROUP CAPACITY (C)	1946	0	0
VOLUME/CAPACITY RATIO (X)	1.489	0.000	0.000

SOUTHBOUND:	LANE GROUP 1		LANE GROUP 2			LANE GROUP 3
ADJUSTED FLOW (V)	0		2431			0
* PROT/PERM FLOWS	175	72	0	0	0	0
PROPORTION LEFT TURNS (PLT)	1.00		0.00			0.00
PROPORTION RIGHT TURNS (PRT)	0.00		0.00			0.00
ADJ. SATURATION FLOW RATE (S)	1630		3546			0
FLOW RATIO (V/S)	.000		.686			.000
* PROT/PERM FLOW RATIOS	.107	.044	.000	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.660		.660			.000
* PROT/PERM G/C RATIOS	.050	.610	.000	.000	.000	.000
LANE GROUP CAPACITY (C)	0		2340			0
* PROT/PERM CAPACITIES	81	72	0	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000		1.039			0.000
* PROT/PERM V/C RATIOS	%2.142	%1.000	.000	.000	.000	.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	169	0	0
PROPORTION LEFT TURNS (PLT)	0.88	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.12	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1356	0	0
FLOW RATIO (V/S)	.125	.000	.000
GREEN/CYCLE RATIO (G/C)	.250	.000	.000
LANE GROUP CAPACITY (C)	339	0	0
VOLUME/CAPACITY RATIO (X)	0.498	0.000	0.000

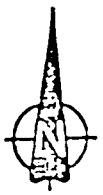
INPUT WORKSHEET

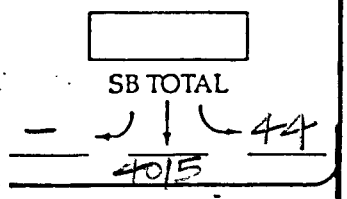
Intersection: PINELAWN RD. / HALF HOLLOW RD. Date: 2007 - BUILD W/ IMPROV.

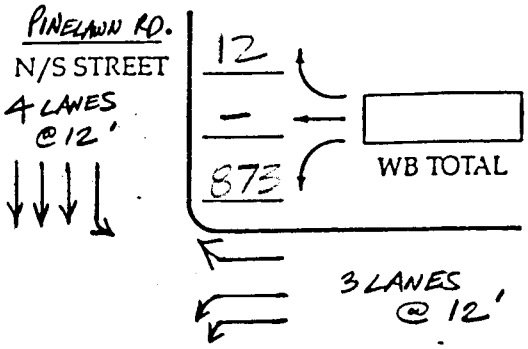
Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS

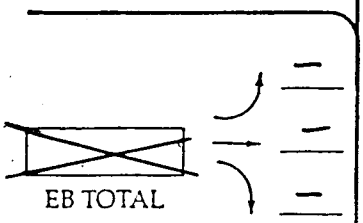


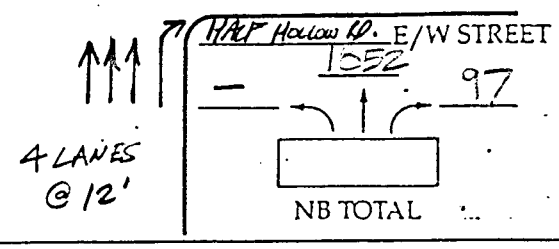




IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops





TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB										
WB	+3%	2%	N	–	0	0.84	0	N	–	3
NB	+1%	7%	N	–	0	0.92	0	N	–	3
SB	+1%	3%	N	–	0	0.94	0	N	–	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - NORTH/SOUTH)

DIAGRAM	↓	↓ ↑	← ←					
Timing	G = 10 Y + R =	G = 70 Y + R =	G = 25 Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 115 Sec

****

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:PINELAWN RD./HALF HOLLOW RD. AREA TYPE:NON-CBD

INTERSECTION LOCATION:TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED:2007 A.M. PEAK - BUILD W/IMPROV.

ADDITIONAL INFORMATION:MELVILLE GEIS - PRJ. No. 6136-01

ANALYST:MM TODAY'S DATE:2-20-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	1	44	0	873
THROUGH VOLUME	1852	4015	0	0
RIGHT TURNING VOLUME	97	0	0	12
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	0	3
PEAK HOUR FACTOR	0.92	0.94	0.00	0.84
PERCENT HEAVY VEHICLES	0.07	0.03	0.00	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	0.01	0.01	0.00	0.03
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	0.00	1.00
BASE SATURATION FLOW	1800	1800	0	1800
NUMBER OF LANES	4	4	0	3
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0

SIGNAL TYPE: SEMI-ACTUATED

CYCLE LENGTH: 115

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	17	9	0
NUMBER OF LANES	3	1	0
LANE WIDTH	12	12	0
GREEN TIME	70.0	70.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	0
NUMBER OF LANES	1	3	0
LANE WIDTH	12	12	0
GREEN TIME	10.0	70.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	0	0
NUMBER OF LANES	0	0	0
LANE WIDTH	0	0	0
GREEN TIME	0.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	8	9	0
NUMBER OF LANES	2	1	0
LANE WIDTH	12	12	0
GREEN TIME	25.0	25.0	0.0

****

1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:PINELAWN RD./HALF HOLLOW RD. AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:2007 A.M. PEAK - BUILD W/IMPROV.
ADDITIONAL INFORMATION:MELVILLE GEIS - PRJ. No. 6136-01
ANALYST:MM TODAY'S DATE:2-20-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: ****
THE INTERSECTION LEVEL OF SERVICE IS: OVERSATURATED

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	10.94	0.31	11.25	B		
NORTHBOUND	2	7.21	0.00	7.21	B	11.05	B
	3	0.00	0.00	0.00			
	1	37.48	0.46	37.93	D		
SOUTHBOUND	2	34.68	201.24	OVERSATURATED			
	3	0.00	0.00	0.00			
	1	0.00	0.00	0.00			
EASTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			
	1	419.67	39.89	OVERSATURATED			
WESTBOUND	2	27.02	0.00	27.02	D		
	3	0.00	0.00	0.00			

****

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	2013	105	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	5185	1469	0
FLOW RATIO (V/S)	.388	.072	.000
GREEN/CYCLE RATIO (G/C)	.609	.609	.000
LANE GROUP CAPACITY (C)	3156	894	0
VOLUME/CAPACITY RATIO (X)	0.638	0.118	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	47	4271	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1676	5292	0
FLOW RATIO (V/S)	.028	.807	.000
GREEN/CYCLE RATIO (G/C)	.067	.609	.000
LANE GROUP CAPACITY (C)	148	3221	0
VOLUME/CAPACITY RATIO (X)	0.321	1.326	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

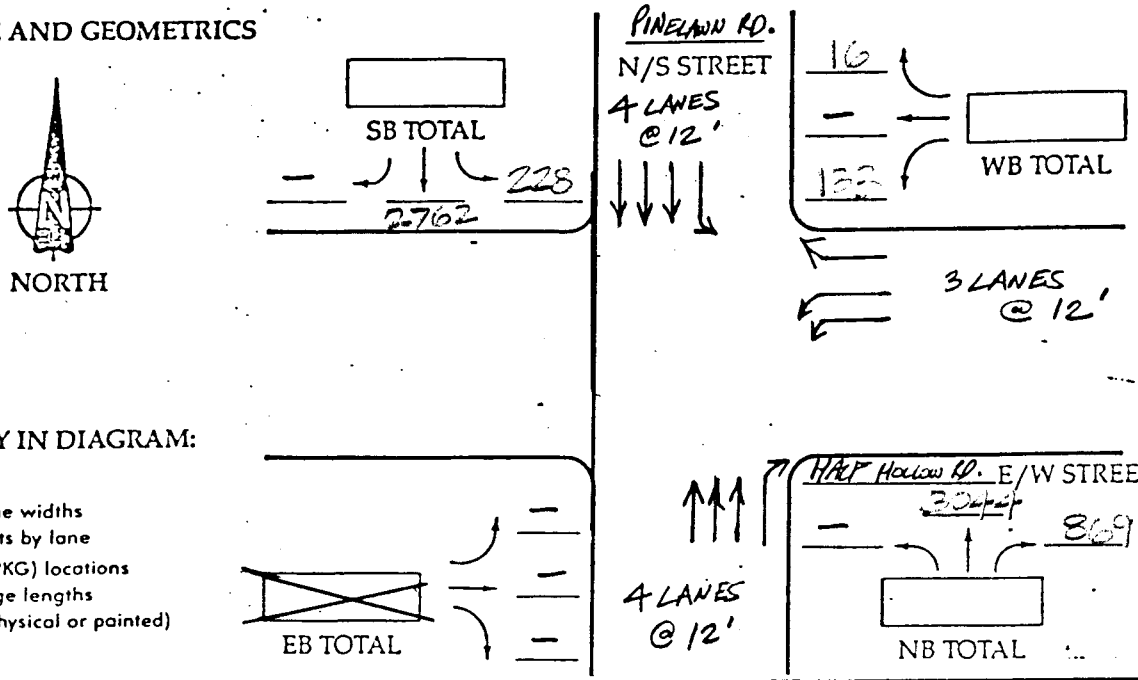
WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	1039	14	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3159	1492	0
FLOW RATIO (V/S)	.329	.010	.000
GREEN/CYCLE RATIO (G/C)	.217	.217	.000
LANE GROUP CAPACITY (C)	687	324	0
VOLUME/CAPACITY RATIO (X)	1.513	0.044	0.000

INPUT WORKSHEET

Analyst:_____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 636-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB										
WB	+3%	4%	N	–	0	0.74	0	N	–	3
NB	+1%	1%	N	–	0	0.94	0	N	–	3
SB	+1%	2%	N	–	0	0.86	0	N	–	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - NORTH/SOUTH)

DIAGRAM								
Timing	G = 10 Y + R =	G = 70 Y + R =	G = 25 Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 115 Sec

****

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:PINELAWN RD./HALF HOLLOW RD. AREA TYPE:NON-CBD

INTERSECTION LOCATION:TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED:2007 P.M. PEAK - BUILD W/IMPROV.

ADDITIONAL INFORMATION:MELVILLE GEIS - PRJ. No. 6136-01

ANALYST:MM TODAY'S DATE:2-20-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	1	228	0	133
THROUGH VOLUME	3044	2762	0	0
RIGHT TURNING VOLUME	869	0	0	16
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	0	3
PEAK HOUR FACTOR	0.94	0.86	0.00	0.74
PERCENT HEAVY VEHICLES	0.01	0.02	0.00	0.04
NUMBER OF BUSES	0	0	0	0
GRADE	0.01	0.01	0.00	0.03
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	0.00	1.00
BASE SATURATION FLOW	1800	1800	0	1800
NUMBER OF LANES	4	4	0	3
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0

SIGNAL TYPE: SEMI-ACTUATED

CYCLE LENGTH: 115

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	17	9	0
NUMBER OF LANES	3	1	0
LANE WIDTH	12	12	0
GREEN TIME	70.0	70.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	0
NUMBER OF LANES	1	3	0
LANE WIDTH	12	12	0
GREEN TIME	10.0	70.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	0	0
NUMBER OF LANES	0	0	0
LANE WIDTH	0	0	0
GREEN TIME	0.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	8	9	0
NUMBER OF LANES	2	1	0
LANE WIDTH	12	12	0
GREEN TIME	25.0	25.0	0.0

****

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:PINELAWN RD./HALF HOLLOW RD. AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:2007 P.M. PEAK - BUILD W/IMPROV.
ADDITIONAL INFORMATION:MELVILLE GEIS - PRJ. No. 6136-01
ANALYST:MM TODAY'S DATE:2-20-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: ****
THE INTERSECTION LEVEL OF SERVICE IS: OVERSATURATED

				STOPPED DELAY (SEC/VEH) LANE GROUP		APPROACH	
APPROACH	LANE GROUP	DELAY 1	DELAY 2	DELAY	LOS	DELAY	LOS
	1	16.97	11.18	28.15	D		
NORTHBOUND	2	17.17	23.41	40.58	E	30.91	D
	3	0.00	0.00	0.00			
	1	43.24	982.79	OVERSATURATED			
SOUTHBOUND	2	16.89	10.62	27.51	D		
	3	0.00	0.00	0.00			
	1	0.00	0.00	0.00			
EASTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			
	1	28.40	0.05	28.45	D		
WESTBOUND	2	27.16	0.00	27.16	D	28.31	D
	3	0.00	0.00	0.00			

****

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	3238	924	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	5346	1515	0
FLOW RATIO (V/S)	.606	.610	.000
GREEN/CYCLE RATIO (G/C)	.609	.609	.000
LANE GROUP CAPACITY (C)	3254	922	0
VOLUME/CAPACITY RATIO (X)	0.995	1.003	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	265	3212	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1684	5319	0
FLOW RATIO (V/S)	.157	.604	.000
GREEN/CYCLE RATIO (G/C)	.087	.609	.000
LANE GROUP CAPACITY (C)	145	3238	0
VOLUME/CAPACITY RATIO (X)	1.810	0.992	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	180	22	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3128	1477	0
FLOW RATIO (V/S)	.057	.015	.000
GREEN/CYCLE RATIO (G/C)	.217	.217	.000
LANE GROUP CAPACITY (C)	680	321	0
VOLUME/CAPACITY RATIO (X)	0.264	0.067	0.000

14A-PTF

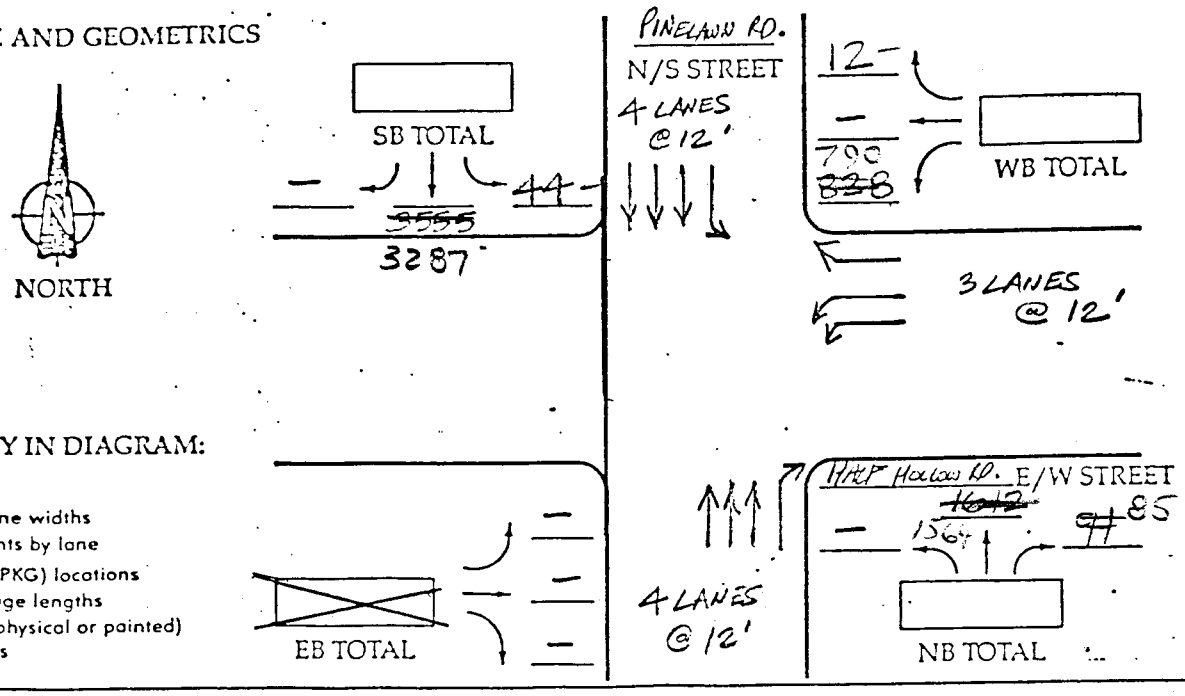
INPUT WORKSHEET PREFERED PLAN (FAR .30) (10/87)

Intersection: [illegible] Date: [illegible]

Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB										
WB	+3%	2%	N	–	0	0.84	0	N	–	3
NB	+1%	7%	N	–	0	0.92	0	N	–	3
SB	+1%	3%	N	–	0	0.94	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - NORTH/SOUTH)

DIAGRAM	①	②	③					
Timing	G = 7 Y + R =	G = 72 Y + R =	G = 35 Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 115 Sec

MELVILLE GEIS (613e-01) - PM1 14A-P71

INTERSECTION :
HALF HOLLOW RD. @
PINELAWN RD. &
PINELAWN RD.
WEEKDAY AM PEAK 2007 - IMPROV. CBD ? N
SEMI-ACTUATED SIGNAL - MAJOR STREET RUNS NORTH / SOUTH

V O L U M E A D J U S T M E N T

APPROACH	LANE MVM	GROUP VOLUME	FLOW RATE IN GROUP	LANE UTIL FACTOR	ADJ FLOW RATE	PROP OF TURNS LT	PROP OF TURNS RT
WB	L	790	940	1.00	940	1.00	0.00
	R	12	14	1.00	14	0.00	1.00
NB	T	1564	1700	1.00	1700	0.00	0.00
	R	85	92	1.00	92	0.00	1.00
SB	L	44	47	1.00	47	1.00	0.00
	T	3287	3497	1.00	3497	0.00	0.00

S A T U R A T I O N F L O W

APP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
WB	L	1800	2	1.00	0.99	0.98	1.00	1.00	1.00	1.00	0.75	2620
	R	1800	1	1.00	0.99	0.98	1.00	1.00	1.00	0.85	1.00	1484
NB	T	1800	3	1.00	0.97	0.99	1.00	1.00	1.00	1.00	1.00	5186
	R	1800	1	1.00	0.97	0.99	1.00	1.00	1.00	0.85	1.00	1469
SB	L	1800	1	1.00	0.99	0.99	1.00	1.00	1.00	1.00	0.95	1676
	T	1800	3	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	5293

MELVILLE GEIS (6136-01) - PREP 14A-P_J

INTERSECTION :
HALF HOLLOW RD. @
PINELAWN RD. @
PINELAWN RD.
WEEKDAY AM PEAK 2007 - IMPROV. CBD ? N
SEMI-ACTUATED SIGNAL - MAJOR STREET RUNS NORTH / SOUTH

C A P A C I T Y A N A L Y S I S

APP	LN GR MVM	ADJ FLOW RATE	PMSV LT FLOW	ADJ SAT FLW RT	FLOW RATIO	CRIT ?	GREEN RATIO	LN GR CAPACITY	V/C RATIO
WB	L	940	0	2620	0.359	Y	0.292	764	1.230
	R	14	0	1484	0.009	N	0.292	433	0.032
NB	T	1700	0	5186	0.328	N	0.600	3112	0.546
	R	92	0	1469	0.063	N	0.600	881	0.104
SB	L	47	0	1676	0.028	N	0.058	98	0.480
	T	3497	0	5293	0.661	Y	0.658	3485	1.003

CYCLE LENGTH : 120.0 SUM OF CRITICAL LANES' FLOW RATIOS : 1.020
LOSS TIME PER CYCLE : 9 INTERSECTION V/C : 1.103

L E V E L O F S E R V I C E

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	AP LOS
WB	L	1.230	0.292	120	35.7	764	133.6	1.00	169.3	F		
	R	0.032	0.292	120	23.1	433	0.0	1.00	23.1	C	167.0	F
NB	T	0.546	0.600	120	10.9	3112	0.2	1.00	11.1	B		
	R	0.104	0.600	120	7.8	881	0.0	1.00	7.8	B	10.9	B
SB	L	0.480	0.058	120	41.6	98	2.8	1.00	44.4	E		
	T	1.003	0.658	120	15.7	3485	12.3	1.00	28.0	D	28.2	D

INTERSECTION DELAY : 44.3 secs/veh
LEVEL OF SERVICE : E

INTERSECTION :
HALF HOLLOW RD. @
PINELAWN RD. @
PINELAWN RD.
WEEKDAY AM PEAK 2007 - IMPROV. CRD2N
SEMI-ACTUATED SIGNAL
- MAJOR STREET RUNS NORTH / SOUTH

TRAFFIC & ROADWAY CONDITIONS

APP	GRADE (%)	HV (%)	ADJ. PKG Y/N	LN. Nm	BUSES (Nb)	PHF	CONF. PEDS (peds/hr)	PED Y/N	BUTTON SEC	ARR TYPE
WB	3	2	N	0	0	0.84	0	N	0.0	3
NB	1	7	N	0	0	0.92	0	N	0.0	3
SB	1	3	N	0	0	0.94	0	N	0.0	3

GEOMETRICS / VOLUMES

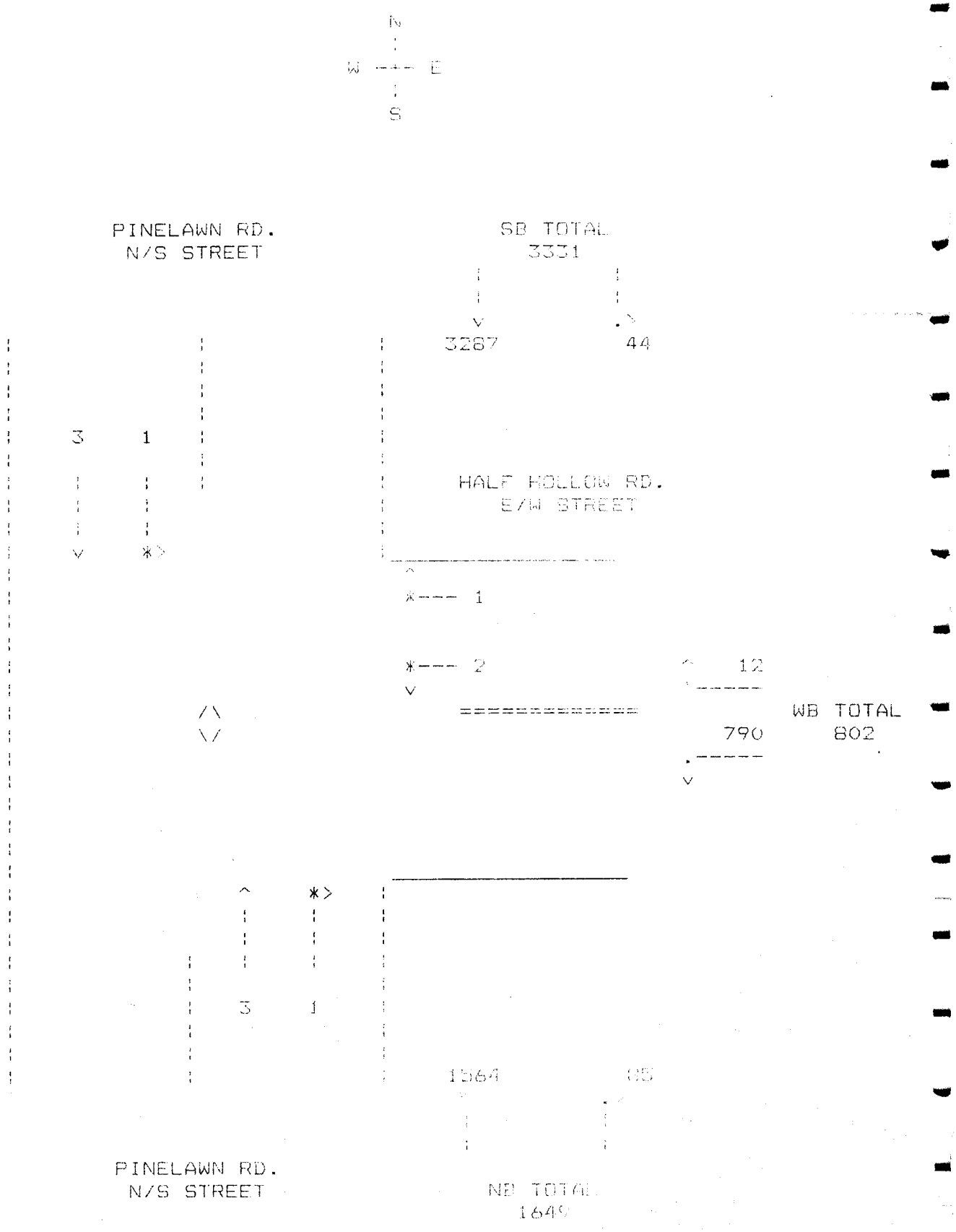
APP	VOLUME LT	VOLUME TH	VOLUME RT	LANE GROUPS 1 MVM	1 LNS	1 WD	2 MVM	2 LNS	2 WD	3 MVM	3 LNS	3 WD
WB	790	0	12	L	2	24.0	R	1	12.0			
NB	0	1564	85	T	3	36.0	R	1	12.0			
SB	44	3287	0	L	1	12.0	T	3	36.0			

SIGNAL PHASING

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PMSV	G	Y+R
WB	3	L	R		LR		35	85
NB	2	T	R		R		72	48
SB	1	L	T		L		7	113
SB	2	T					72	48

11/1/1987

LOCKWOOD, KESSLER & BARTLETT, INC.
INTERSECTION 140-P/1



1H - 17I

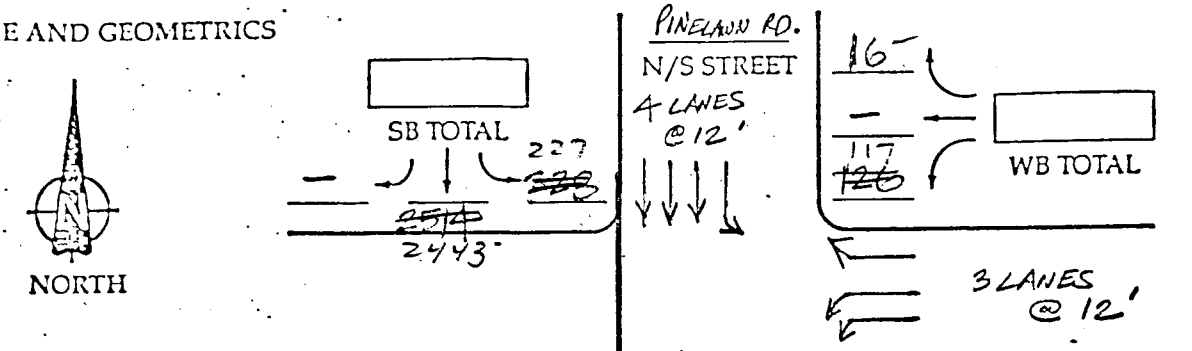
INPUT WORKSHEET PREFERRED PLAN (FAR .30 10/87)

Intersection: PINELAWN RD. / HALF HOLLOW RD. Date: 2007 - BUILD W/ IMPROV.

Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

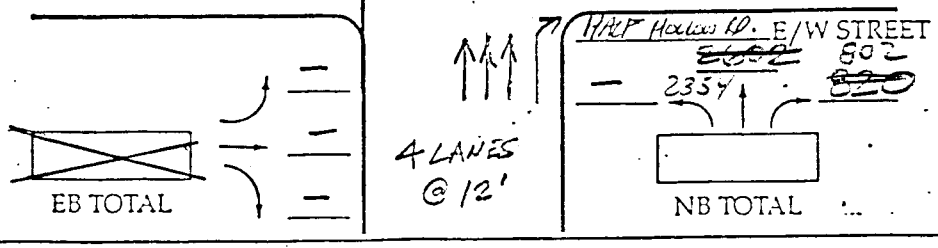
Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops



TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB										
WB	+3%	4%	N	–	0	0.74	0	N	–	3
NB	+1%	1%	N	–	0	0.94	0	N	–	3
SB	+1%	2%	N	–	0	0.86	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - NORTH/SOUTH)

DIAGRAM	①	②	③	4				
				17+75+22= 114 +6 = 120				
Timing G =	19	75	20					
Y + R =								
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 120 Sec

MELVILLE GEIS (0136-01) - PREP 14P-P7)

INTERSECTION :
HALF HOLLOW RD. @
PINELAWN RD. @
PINELAWN RD.
WEEKDAY PM PEAK 2007 - IMPROV. CONDITION
SEMI-ACTUATED SIGNAL - MAJOR STREET RUNS NORTH / SOUTH

V O L U M E A D J U S T M E N T

APPROACH	LANE MVM	GROUP VOLUME	FLOW RATE IN GROUP	LANE UTIL FACTOR	ADJ FLOW RATE	PROP OF TURNS LT	PROP OF TURNS RT
WB	L	117	158	1.00	158	1.00	0.00
	R	16	22	1.00	22	0.00	1.00
NB	T	2354	2504	1.00	2504	0.00	0.00
	R	802	853	1.00	853	0.00	1.00
SB	L	227	264	1.00	264	1.00	0.00
	T	2443	2841	1.00	2841	0.00	0.00

S A T U R A T I O N F L O W

APP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
WB	L	1800	2	1.00	0.98	0.98	1.00	1.00	1.00	1.00	0.75	2593
	R	1800	1	1.00	0.98	0.98	1.00	1.00	1.00	0.85	1.00	1469
NB	T	1800	3	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	5346
	R	1800	1	1.00	1.00	0.99	1.00	1.00	1.00	0.85	1.00	1515
SB	L	1800	1	1.00	0.99	0.99	1.00	1.00	1.00	1.00	0.95	1676
	T	1800	3	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	5293

INTERSECTION :
HALF HOLLOW RD. @
PINELAWN RD. @
PINELAWN RD.
WEEKDAY PM PEAK 2007 - IMPROV. CONDITIONS
SEMI-ACTUATED SIGNAL - MAJOR STREET RUNS NORTH / SOUTH

C A P A C I T Y A N A L Y S I S

APP	LN GR MVM	ADJ FLOW RATE	PMSV LT FLOW	ADJ SAT FLW RT	FLOW RATIO	CRIT ?	GREEN RATIO	LN GR CAPACITY	V/C RATIO
WB	L	158	0	2593	0.061	Y	0.167	432	0.366
	R	22	0	1469	0.015	N	0.167	245	0.090
NB	T	2504	0	5346	0.468	N	0.625	3341	0.749
	R	853	0	1515	0.563	Y	0.625	947	0.901
SB	L	264	0	1676	0.158	Y	0.158	265	0.996
	T	2841	0	5293	0.537	N	0.783	4146	0.685

CYCLE LENGTH : 120.0 SUM OF CRITICAL LANES' FLOW RATIOS : 0.782
LOSS TIME PER CYCLE : 9 INTERSECTION V/C : 0.948

L E V E L O F S E R V I C E

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	AP LOS
WB	L	0.366	0.167	120	33.7	432	0.2	1.00	33.9	D		
	R	0.090	0.167	120	32.1	245	0.0	1.00	32.1	D	33.5	D
NB	T	0.749	0.625	120	12.1	3341	0.7	1.00	12.8	B		
	R	0.901	0.625	120	14.7	947	8.3	1.00	23.0	C	15.4	C
SB	L	0.996	0.158	120	38.4	265	41.4	1.00	79.8	F		
	T	0.685	0.783	120	4.6	4146	0.3	1.00	4.9	A	11.3	B

INTERSECTION DELAY : 14.0 secs/veh
LEVEL OF SERVICE : B

INTERSECTION :
[illegible] HOLLOW RD. &
PINELAWN RD. @
PINELAWN RD.
WEEKDAY PM PEAK 2007 - IMPROV. CUD'S
SEMI-ACTUATED SIGNAL
- MAJOR STREET RUNS NORTH / SOUTH

T R A F F I C & R O A D W A Y C O N D I T I O N S

APP	GRADE (%)	HV (%)	ADJ. PKG LN. Y/N	ADJ. PKG LN. Nm	BUSES (Nb)	PHF	CONF. PEDS (peds/hr)	PED Y/N	BUTTON SEC	ARR TYPE
WB	3	4	N	0	0	0.74	0	N	0.0	3
NB	1	1	N	0	0	0.94	0	N	0.0	3
SB	1	2	N	0	0	0.86	0	N	0.0	3

G E O M E T R I C S / V O L U M E S

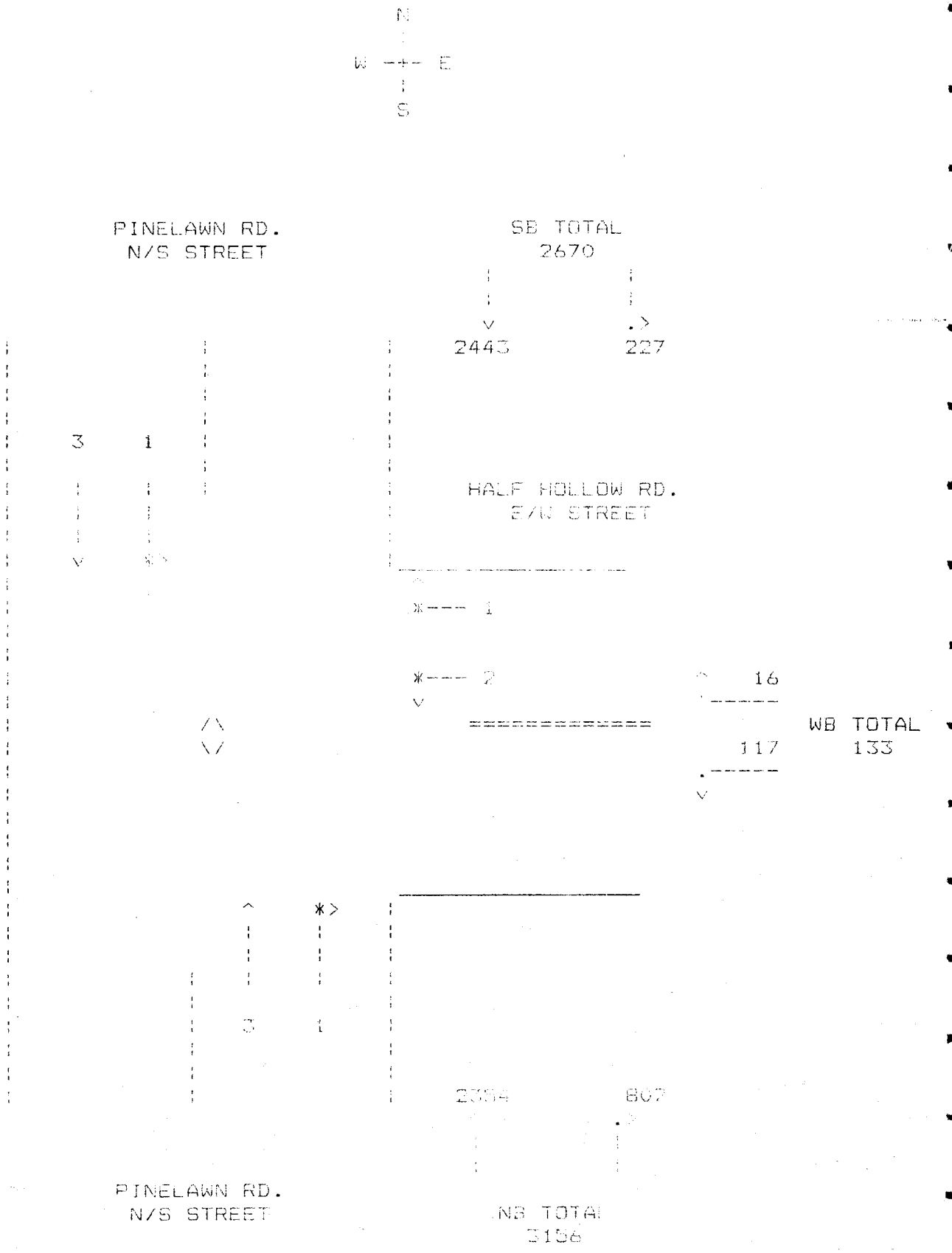
APP	VOLUME LT	VOLUME TH	VOLUME RT	LANE GROUPS 1 MVM	1 LNS	1 WD	2 MVM	2 LNS	2 WD	3 MVM	3 LNS	3 WD
WB	117	0	16	L	2	24.0	[illegible]	1	[illegible]			
NB	0	2354	802	T	3	36.0	[illegible]		[illegible]			
SB	227	2443	0	L	1	12.0	[illegible]		[illegible]			

S I G N A L P H A S I N G

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PERM	G	Y+R
WB	3	L	T			T	20	100
NB	2	T	T			T	75	45
SB	1	L	T				19	101
SB	2	T					75	45

11/1/1987

LOCKWOOD, KESSLER & BARTLETT, INC.
INTERSECTION 14A-P71



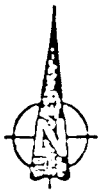
INPUT WORKSHEET 1992 -TIP + RECOMMENDED IMPROV.

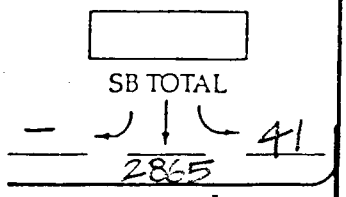
Intersection: PINELAWN RD. / HALF HOLLOW RD. Date: ~~2007~~ 1992 BUILD W/ IMPROV.

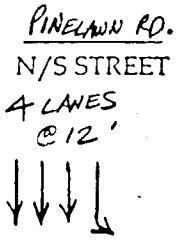
Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

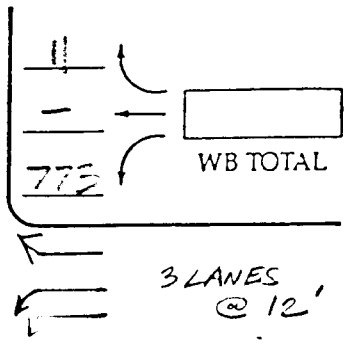
Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



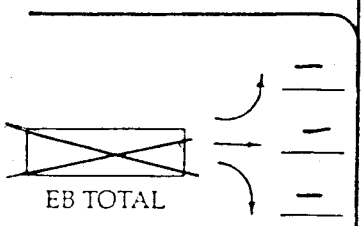


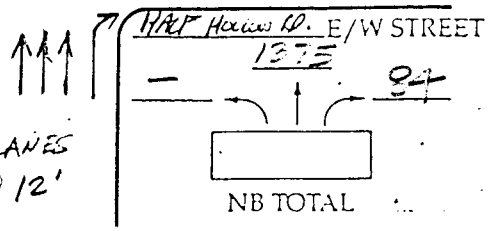




IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops





TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB										
WB	+3%	2%	N	–	0	0.84	0	N	–	3
NB	+1%	7%	N	–	0	0.92	0	N	–	3
SB	+1%	3%	N	–	0	0.94	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - NORTH/SOUTH)

DIAGRAM								
Timing G = / Y + R =	G = 7	G = 65	G = 42	G =	G =	G =	G =	G =
	Y + R =	Y + R =	Y + R =	Y + R =	Y + R =	Y + R =	Y + R =	Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 120 Sec

14A-92I

NTERSECTION :
ALF HOLLOW RD. @
PINELAWN RD. @
PINELAWN RD.
EEKDAY AM PEAK 1992 - IMPROV. CBD ? N
EMI-ACTUATED SIGNAL - MAJOR STREET RUNS NORTH / SOUTH

V O L U M E A D J U S T M E N T

APPROACH	LANE GROUP MVM	VOLUME	FLOW RATE IN GROUP	LANE UTIL FACTOR	ADJ FLOW RATE	PROP OF TURNS LT	RT
WB	L	773	920	1.00	920	1.00	0.00
	R	11	13	1.00	13	0.00	1.00
NB	T	1375	1495	1.00	1495	0.00	0.00
	R	84	91	1.00	91	0.00	1.00
SB	L	41	44	1.00	44	1.00	0.00
	T	2865	3048	1.00	3048	0.00	0.00

S A T U R A T I O N F L O W

APP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
WB	L	1800	2	1.00	0.99	0.98	1.00	1.00	1.00	1.00	0.75	2620
	R	1800	1	1.00	0.99	0.98	1.00	1.00	1.00	0.85	1.00	1484
NB	T	1800	3	1.00	0.97	0.99	1.00	1.00	1.00	1.00	1.00	5186
	R	1800	1	1.00	0.97	0.99	1.00	1.00	1.00	0.85	1.00	1469
SB	L	1800	1	1.00	0.99	0.99	1.00	1.00	1.00	1.00	0.95	1676
	T	1800	3	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	5293

MELVILLE GEIS (6136-01) 14A-92I

INTERSECTION :
HALF HOLLOW RD. @
PINELAWN RD. @
PINELAWN RD.
WEEKDAY AM PEAK 1992 - IMPROV. CBD ? N
SEMI-ACTUATED SIGNAL - MAJOR STREET RUNS NORTH / SOUTH

C A P A C I T Y A N A L Y S I S

APP	LN GR MVM	ADJ FLOW RATE	PMSV LT FLOW	ADJ SAT FLW RT	FLOW RATIO	CRIT ?	GREEN RATIO	LN GR CAPACITY	V/C RATIO
WB	L	920	0	2620	0.351	Y	0.350	917	1.003
	R	13	0	1484	0.009	N	0.350	519	0.025
NB	T	1495	0	5186	0.288	N	0.542	2809	0.532
	R	91	0	1469	0.062	N	0.542	796	0.114
SB	L	44	0	1676	0.026	N	0.058	98	0.449
	T	3048	0	5293	0.576	Y	0.600	3176	0.960

CYCLE LENGTH : 120.0 SUM OF CRITICAL LANES' FLOW RATIOS : 0.927
LOSS TIME PER CYCLE : 9 INTERSECTION V/C : 1.002

L E V E L O F S E R V I C E

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	APP LOS
WB	L	1.003	0.350	120	29.7	917	23.6	1.00	53.3	E		
	R	0.025	0.350	120	19.4	519	0.0	1.00	19.4	C	52.8	E
NB	T	0.532	0.542	120	13.5	2809	0.2	1.00	13.7	B		
	R	0.114	0.542	120	10.2	796	0.0	1.00	10.2	B	13.5	B
SB	L	0.449	0.058	120	41.5	98	2.2	1.00	43.7	E		
	T	0.960	0.600	120	17.2	3176	6.4	1.00	23.6	C	23.9	C

INTERSECTION DELAY : 25.8 secs/veh
LEVEL OF SERVICE : D

LOCKWOOD, KESSLER & BARTLETT, INC. 3/13/1988

MELVILLE GEIS (1134-01) 14A-92T

INTERSECTION :
HALF HOLLOW RD. @
PINELAWN RD. @
PINELAWN RD.
WEEKDAY AM PEAK 1992 - IMPROV. CBD?N
SEMI-ACTUATED SIGNAL
- MAJOR STREET RUNS NORTH / SOUTH

T R A F F I C & R O A D W A Y C O N D I T I O N S

APP	GRADE (%)	HV (%)	ADJ. PKG LN. Y/N	Nm	BUSES (Nb)	PHF	CONF. PEDS (peds/hr)	PED Y/N	BUTTON SEC	ARR TYPE
WB	3	2	N	0	0	0.84	0	N	0.0	3
NB	1	7	N	0	0	0.92	0	N	0.0	3
SB	1	3	N	0	0	0.94	0	N	0.0	3

G E O M E T R I C S / V O L U M E S

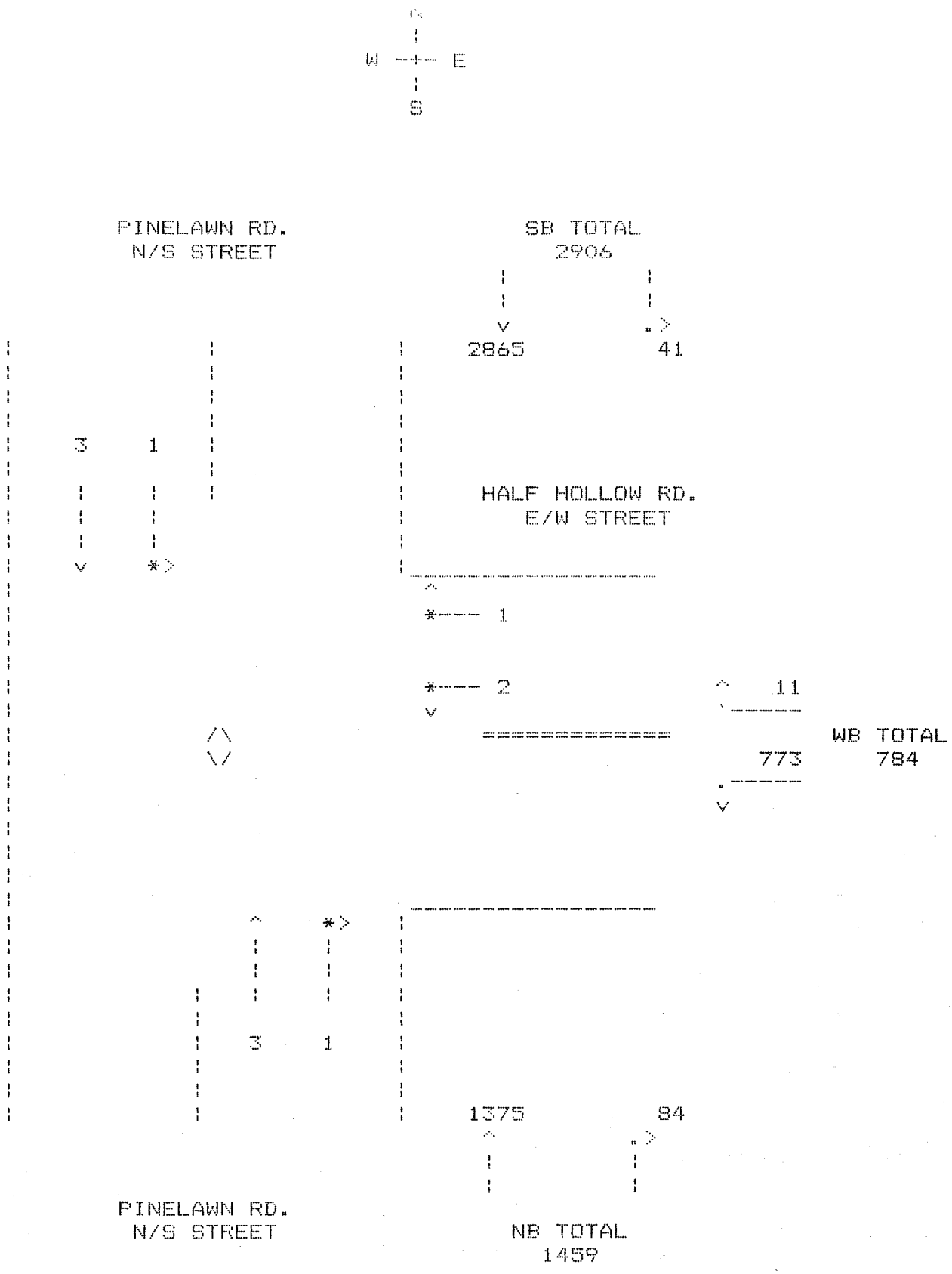
APP	VOLUME LT	TH	RT	LANE GROUPS 1 MVM	LNS	WD	2 MVM	LNS	WD	3 MVM	LNS	WD
WB	773	0	11	L	2	24.0	R	1	12.0			
NB	0	1375	84	T	3	36.0	R	1	12.0			
SB	41	2865	0	L	1	12.0	T	3	36.0			

S I G N A L P H A S I N G

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PMSV	G	Y+R
WB	3	L	R		LR		42	7S
NB	2	T	R		R		65	55
SB	1	L	T		L		7	113
SB	2	T					65	55

3/13/1988

LOCKWOOD, KESSLER & BARTLETT, INC.
INTERSECTION 14A-92I



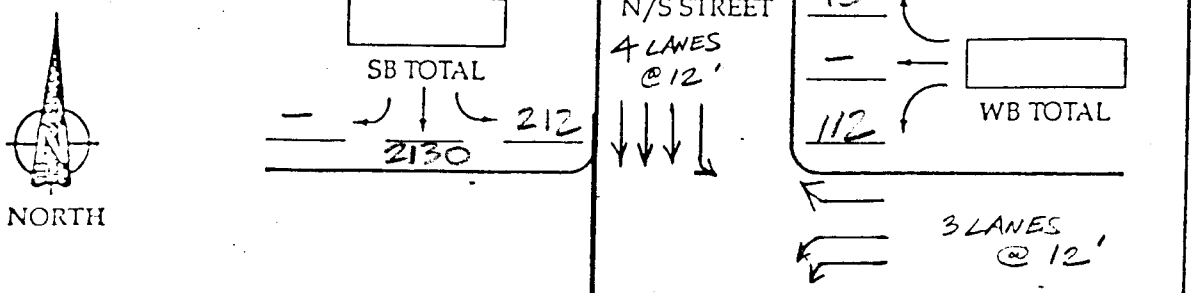
INPUT WORKSHEET 1992 - TIP + RECOMMENDED IMPROV.

PINELAWN RD. / [illegible] 1992 [illegible]

Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB										
WB	+3%	4%	N	–	0	0.74	0	N	–	3
NB	+1%	1%	N	–	0	0.94	0	N	–	3
SB	+1%	2%	N	–	0	0.86	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - NORTH/SOUTH)

DIAGRAM								
Timing	G = 21 Y + R =	G = 73 Y + R =	G = 20 Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 120 Sec

LOCKWOOD, KESSLER & BARTLETT, INC.

3/13/1988

MELVILLE GEIS (6136-01)

14P-92I

INTERSECTION :
ALF HOLLOW RD. @
PINELAWN RD. @
PINELAWN RD.
EEKDAY PM PEAK 1992 - IMPROV. CBD ? N
EMI-ACTUATED SIGNAL - MAJOR STREET RUNS NORTH / SOUTH

V O L U M E A D J U S T M E N T

APPROACH	LANE MVM	GROUP VOLUME	FLOW RATE IN GROUP	LANE UTIL FACTOR	ADJ FLOW RATE	PROP OF TURNS LT	PROP OF TURNS RT
WB	L	112	151	1.00	151	1.00	0.00
	R	15	20	1.00	20	0.00	1.00
NB	T	2113	2248	1.00	2248	0.00	0.00
	R	773	822	1.00	822	0.00	1.00
SB	L	212	247	1.00	247	1.00	0.00
	T	2130	2477	1.00	2477	0.00	0.00

S A T U R A T I O N F L O W

APP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
WB	L	1800	2	1.00	0.98	0.98	1.00	1.00	1.00	1.00	0.75	2593
	R	1800	1	1.00	0.98	0.98	1.00	1.00	1.00	0.85	1.00	1469
NB	T	1800	3	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	5346
	R	1800	1	1.00	1.00	0.99	1.00	1.00	1.00	0.85	1.00	1515
SB	L	1800	1	1.00	0.99	0.99	1.00	1.00	1.00	1.00	0.95	1676
	T	1800	3	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	5293

INTERSECTION :
HALF HOLLOW RD. @
PINELAWN RD. @
PINELAWN RD.
WEEKDAY PM PEAK 1992 - IMPROV. CBD ? N
SEMI-ACTUATED SIGNAL - MAJOR STREET RUNS NORTH / SOUTH

C A P A C I T Y A N A L Y S I S

APP	LN GR MVM	ADJ FLOW RATE	PMSV LT FLOW	ADJ SAT FLW RT	FLOW RATIO	CRIT ?	GREEN RATIO	LN GR CAPACITY	V/C RATIO
WB	L	151	0	2593	0.058	Y	0.167	432	0.350
	R	20	0	1469	0.014	N	0.167	245	0.082
NB	T	2248	0	5346	0.421	N	0.608	3252	0.691
	R	822	0	1515	0.543	Y	0.608	922	0.892
SB	L	247	0	1676	0.147	Y	0.175	293	0.843
	T	2477	0	5293	0.468	N	0.783	4146	0.597

CYCLE LENGTH : 120.0 SUM OF CRITICAL LANES' FLOW RATIOS : 0.748
LOSS TIME PER CYCLE : 9 INTERSECTION V/C : 0.809

L E V E L O F S E R V I C E

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	APP LOS
WB	L	0.350	0.167	120	33.6	432	0.2	1.00	33.8	D		
	R	0.082	0.167	120	32.1	245	0.0	1.00	32.1	D	33.4	D
NB	T	0.691	0.608	120	12.1	3252	0.5	1.00	12.6	B		
	R	0.892	0.608	120	15.3	922	7.8	1.00	23.1	C	15.4	C
SB	L	0.843	0.175	120	36.4	293	13.4	1.00	49.8	E		
	T	0.597	0.783	120	4.0	4146	0.2	1.00	4.2	A	8.3	B

INTERSECTION DELAY : 12.7 secs/veh
LEVEL OF SERVICE : B

LOCKWOOD, KESSLER & BARTLETT, INC. 3/13/1988

INTERSECTION :
HALF HOLLOW RD. @
PINELAWN RD. @
PINELAWN RD.
WEEKDAY PM PEAK 1992 - IMPROV. CBD?N
SEMI-ACTUATED SIGNAL
- MAJOR STREET RUNS NORTH / SOUTH

T R A F F I C & R O A D W A Y C O N D I T I O N S

APP	GRADE (%)	HV (%)	ADJ. PKG LN. Y/N	ADJ. PKG LN. Nm	BUSES (Nb)	PHF	CONF. PEDS (peds/hr)	PED BUTTON Y/N	PED BUTTON SEC	ARR TYPE
WB	3	4	N	0	0	0.74	0	N	0.0	3
NB	1	1	N	0	0	0.94	0	N	0.0	3
SB	1	2	N	0	0	0.86	0	N	0.0	3

G E O M E T R I C S / V O L U M E S

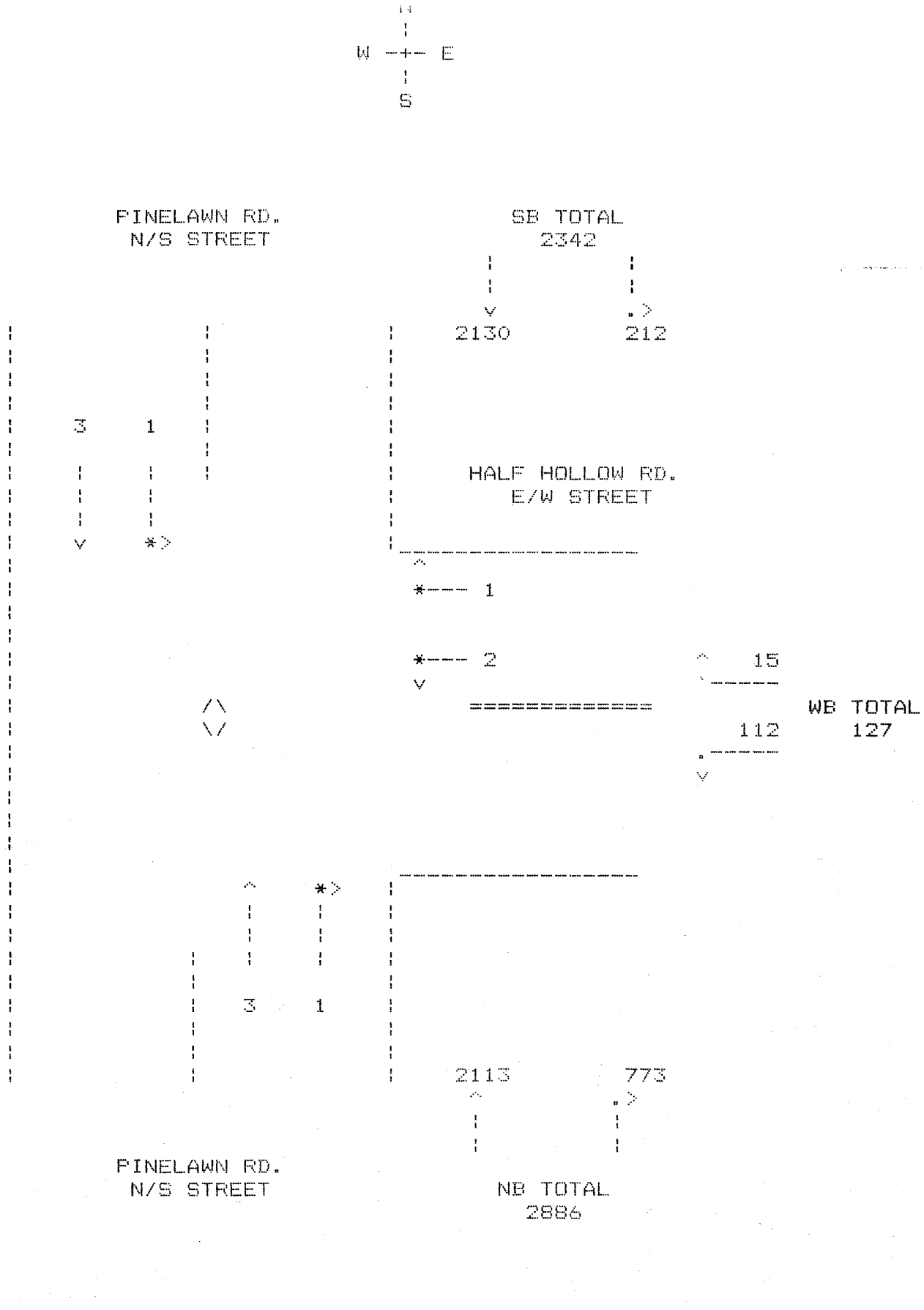
APP	VOLUME LT	VOLUME TH	VOLUME RT	LANE GROUPS 1 MVM	1 LNS	1 WD	2 MVM	2 LNS	2 WD	3 MVM	3 LNS	3 WD
WB	112	0	15	L	2	24.0	R	1	12.0			
NB	0	2113	773	T	3	36.0	R	1	12.0			
SB	212	2130	0	L	1	12.0	T	3	36.0			

S I G N A L P H A S I N G

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PMSV	G	Y+R
WB	3	L	R		LR		20	100
NB	2	T	R		R		73	47
SB	1	L	T		L		21	99
SB	2	T					73	47

3/13/1988

LOCKWOOD, KESSLER & BARTLETT, INC.
INTERSECTION 14P-921



INTERSECTION 15

PINELAWN RD. / SOUTH SERVICE RD. (LIE)

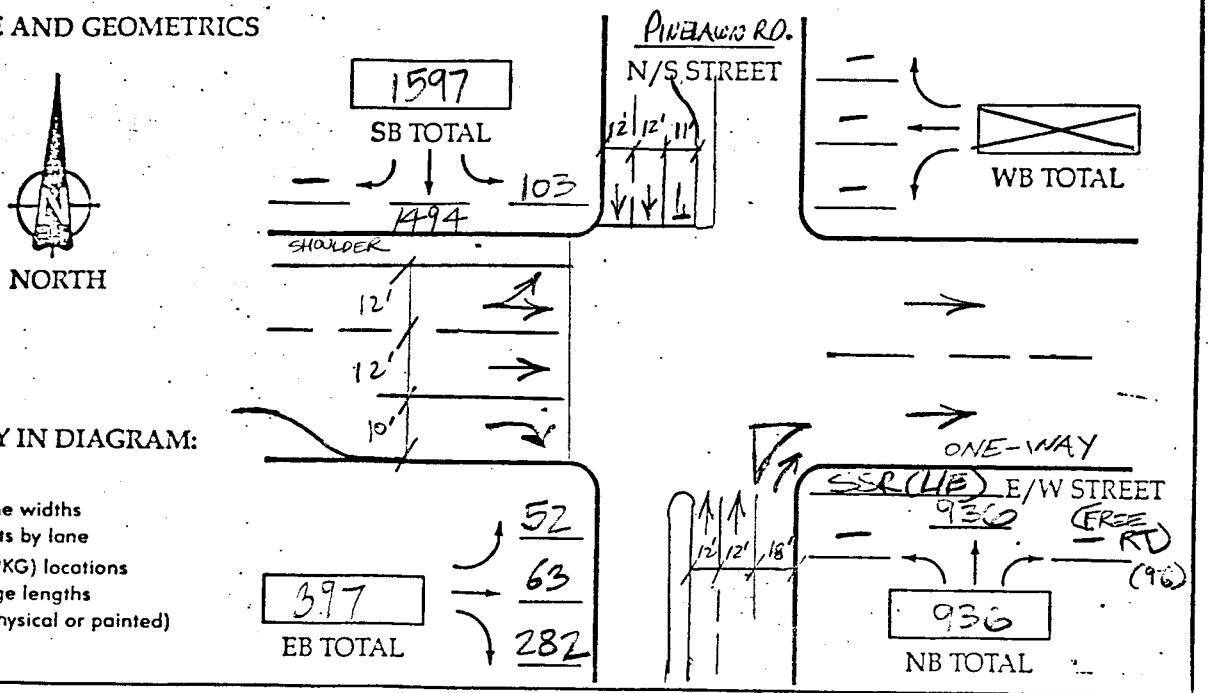
INPUT WORKSHEET

Intersection: PINELAWN RD. / SOUTH SERVICE RD. (LIE) Date: EXISTING - 1986

Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	+3%	2%	N	—	—	0.90	0	N	—	3
WB										
NB	+2%	2%	N	—	—	0.90	0	N	—	3
SB	-4%	2%	N	—	—	0.90	0	N	—	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - PINELAWN)

DIAGRAM								
	↓ G=5 SEC.	↓ G=41 SEC. ↑ G=31 SEC.	G=29 SEC.					
Timing	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 80 Sec

****

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:PINELAWN RD./So. SERV. RD. [illegible] AREA TYPE:NON-CBD

INTERSECTION LOCATION:TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED:1986 A.M. PEAK - EXISTING

ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01

ANALYST:MM TODAY'S DATE:1-16-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	1	103	52	0
THROUGH VOLUME	936	1494	63	0
RIGHT TURNING VOLUME	0	0	282	0
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	0
PEAK HOUR FACTOR	0.90	0.90	0.90	0.00
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.00
NUMBER OF BUSES	0	0	0	0
GRADE	0.02	-.04	0.03	0.00
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	0.00
BASE SATURATION FLOW	1800	1800	1800	0
NUMBER OF LANES	2	3	3	0
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
SIGNAL TYPE:	SEMI-ACTUATED			
CYCLE LENGTH:	80			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	17	0	0
NUMBER OF LANES	2	0	0
LANE WIDTH	12	0	0
GREEN TIME	31.0	0.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	0
NUMBER OF LANES	1	2	0
LANE WIDTH	11	12	0
GREEN TIME	5.0	41.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	4	9	0
NUMBER OF LANES	2	[illegible]	0
LANE WIDTH	12	10	0
GREEN TIME	29.0	29.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	0	0
NUMBER OF LANES	0	1	0
LANE WIDTH	0	0	0
GREEN TIME	0.0	0.0	0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:PINELAWN RD./So. SERV. RD. L.I.E. AREA TYPE:NON-C
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1988 A.M. PEAK - EXISTING
ADDITIONAL INFORMATION:MELVILLE DEIS PRJ. No. 6138-01
ANALYST:MM TODAY'S DATE:1-16-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 21.7
THE INTERSECTION LEVEL OF SERVICE IS: C

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	16.17	1.79	17.97	C		
NORTHBOUND	2	0.00	0.00	0.00		17.97	C
	3	0.00	0.00	0.00			
	1	28.68	107.45	136.13	F		
SOUTHBOUND	2	13.30	4.28	17.58	C	25.17	D
	3	0.00	0.00	0.00			
	1	12.63	0.00	12.63	B		
EASTBOUND	2	15.93	1.66	17.59	C	16.21	C
	3	0.00	0.00	0.00			
	1	0.00	0.00	0.00			
WESTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	1040	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3588	0	0
FLOW RATIO (V/S)	.295	.000	.000
GREEN/CYCLE RATIO (G/C)	.388	.000	.000
LANE GROUP CAPACITY (C)	1367	0	0
VOLUME/CAPACITY RATIO (X)	0.761	0.000	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	114	1560	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	167.	3635	0
FLOW RATIO (V/S)	.069	.437	.000
GREEN/CYCLE RATIO (G/C)	.088	.437	.000
LANE GROUP CAPACITY (C)	104	1588	0
VOLUME/CAPACITY RATIO (X)	1.095	0.981	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	125	313	0
PROPORTION LEFT TURNS (PLT)	0.48	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3423	1395	0
FLOW RATIO (V/S)	.037	.225	.000
GREEN/CYCLE RATIO (G/C)	.363	.363	.000
LANE GROUP CAPACITY (C)	1244	506	0
VOLUME/CAPACITY RATIO (X)	0.103	0.620	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

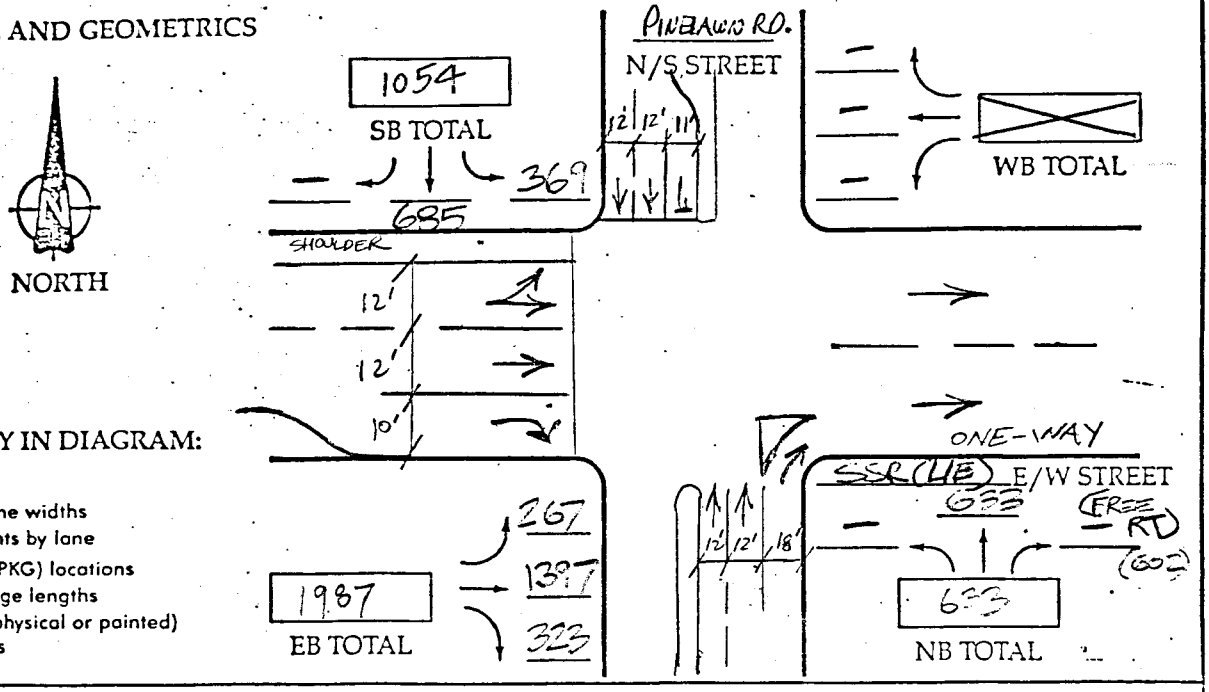
INPUT WORKSHEET

Intersection: PINELAWN RD. / SOUTH SERVICE RD. (LIE) Date: EXISTING-1986

Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	+3%	2%	N	—	—	0.90	0	N	—	3
WB										
NB	+2%	2%	N	—	—	0.90	0	N	—	3
SB	-4%	2%	N	—	—	0.90	0	N	—	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST.-PINELAWN)

DIAGRAM								
	G=21 SEC.	G=56 SEC. / G=30 SEC.	G=49 SEC.					
Timing	G = Y+R =	G = Y+R =	G = Y+R =	G = Y+R =	G = Y+R =	G = Y+R =	G = Y+R =	G = Y+R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 115 Sec

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:PINELAWN RD./So. SERV. RD. E. JCT. AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1988 P.M. PEAK - EXISTING
ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. NO. 6136-01
ANALYST:MN TODAY'S DATE:1-16-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	1	369	267	0
THROUGH VOLUME	633	620	1357	0
RIGHT TURNING VOLUME	0	0	323	0
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	0
PEAK HOUR FACTOR	0.90	0.90	0.90	0.00
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.00
NUMBER OF BUSES	0	0	0	0
GRADE	0.02	-.04	0.03	0.00
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	0.00
BASE SATURATION FLOW	1800	1800	1800	0
NUMBER OF LANES	2	2	3	0
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
SIGNAL TYPE:	SEMI-ACTUATED			
CYCLE LENGTH:	110			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	LT	0	0
NUMBER OF LANES	2	0	0
LANE WIDTH	12	0	0
GREEN TIME	30.0	0.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	L	LT	0
NUMBER OF LANES	1	2	0
LANE WIDTH	11	12	0
GREEN TIME	21.0	56.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	LT	R	0
NUMBER OF LANES	2	1	0
LANE WIDTH	12	10	0
GREEN TIME	45.0	45.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	0	0
NUMBER OF LANES	0	0	0
LANE WIDTH	0	0	0
GREEN TIME	0.0	0.0	0.0

MCM (1980) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:PINELAWN RD./SUL. SERV. RD. L.I.E. AREA TYPE:NON-CL
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1988 P.M. PEAK - EXISTING
ADDITIONAL INFORMATION:MELVILLE SEIS PRJ. No. 8135-01
ANALYST:MM TODAY'S DATE:1-16-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: ****
THE INTERSECTION LEVEL OF SERVICE IS: OVERSATURATED

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	29.82	2.69	32.51	D		
NORTHBOUND	2	0.00	0.00	0.00		32.51	D
	3	0.00	0.00	0.00			
	1	38.65	243.23	OVERSATURATED			
SOUTHBOUND	2	14.55	0.11	14.66	B		
	3	0.00	0.00	0.00			
	1	30.69	139.09	OVERSATURATED			
EASTBOUND	2	19.38	1.26	20.64	C		
	3	0.00	0.00	0.00			
	1	0.00	0.00	0.00			
WESTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	705	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3529	0	0
FLOW RATIO (V/S)	.199	.000	.000
GREEN/CYCLE RATIO (G/C)	.261	.000	.000
LANE GROUP CAPACITY (C)	920	0	0
VOLUME/CAPACITY RATIO (X)	0.764	0.000	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	410	761	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1671	3638	0
FLOW RATIO (V/S)	.245	.209	.000
GREEN/CYCLE RATIO (G/C)	.183	.487	.000
LANE GROUP CAPACITY (C)	305	1770	0
VOLUME/CAPACITY RATIO (X)	1.344	0.430	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	1849	359	0
PROPORTION LEFT TURNS (PLT)	0.16	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3483	1398	0
FLOW RATIO (V/S)	.531	.257	.000
GREEN/CYCLE RATIO (G/C)	.426	.426	.000
LANE GROUP CAPACITY (C)	1484	594	0
VOLUME/CAPACITY RATIO (X)	1.246	0.604	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

****
HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS
****

INTERSECTION: PINELAWN RD./So. SERV. RD. L.I.E. AREA TYPE: NON-CBD
INTERSECTION LOCATION: TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED: 1992 A.M. PEAK - BUILD
ADDITIONAL INFORMATION: MELVILLE GEIS PRJ. No. 6136-01
ANALYST: MM TODAY'S DATE: 1-16-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	1	155	186	0
THROUGH VOLUME	1183	2302	104	0
RIGHT TURNING VOLUME	0	0	425	0
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	0
PEAK HOUR FACTOR	0.90	0.90	0.90	0.00
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.00
NUMBER OF BUSES	0	0	0	0
GRADE	0.02	-.04	0.03	0.00
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	0.00
BASE SATURATION FLOW	1800	1800	1800	0
NUMBER OF LANES	2	3	3	0
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
SIGNAL TYPE:	SEMI-ACTUATED			
CYCLE LENGTH:	80			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	17	0	0
NUMBER OF LANES	2	0	0
LANE WIDTH	12	0	0
GREEN TIME	31.0	0.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	0
NUMBER OF LANES	1	2	0
LANE WIDTH	11	12	0.0
GREEN TIME	5.0	41.0	

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	4	9	0
NUMBER OF LANES	2	1	0
LANE WIDTH	12	10	0.0
GREEN TIME	29.0	29.0	

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	0	0
NUMBER OF LANES	0	0	0
LANE WIDTH	0	0	0
GREEN TIME	0.0	0.0	0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:PINELAWN RD./So. SERV. RD. L.I.E. AREA TYPE:NON-CB
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 A.M. PEAK - BUILD
ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01
ANALYST:MM TODAY'S DATE:1-16-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: ****
THE INTERSECTION LEVEL OF SERVICE IS: OVERSATURATED

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	18.18	11.87	30.05	D		
NORTHBOUND	2	0.00	0.00	0.00		30.05	D
	3	0.00	0.00	0.00			
	1	29.79	692.17	OVERSATURATED			
SOUTHBOUND	2	24.37	248.22	OVERSATURATED			
	3	0.00	0.00	0.00			
	1	13.65	0.03	13.67	B		
EASTBOUND	2	18.68	17.80	36.48	D	27.23	D
	3	0.00	0.00	0.00			
	1	0.00	0.00	0.00			
WESTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	1314	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3528	0	0
FLOW RATIO (V/S)	.373	.000	.000
GREEN/CYCLE RATIO (G/C)	.388	.000	.000
LANE GROUP CAPACITY (C)	1367	0	0
VOLUME/CAPACITY RATIO (X)	0.961	0.000	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	172	2558	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1671	3635	0
FLOW RATIO (V/S)	.103	.704	.000
GREEN/CYCLE RATIO (G/C)	.063	.513	.000
LANE GROUP CAPACITY (C)	104	1863	0
VOLUME/CAPACITY RATIO (X)	1.649	1.373	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	322	472	0
PROPORTION LEFT TURNS (PLT)	0.64	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3401	1395	0
FLOW RATIO (V/S)	.095	.339	.000
GREEN/CYCLE RATIO (G/C)	.363	.363	.000
LANE GROUP CAPACITY (C)	1233	506	0
VOLUME/CAPACITY RATIO (X)	0.261	0.934	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

AREA TYPE:NON-CBD

INTERSECTION:PINELAWN RD./So. SERV. RD. L.I.E.
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 P.M. PEAK - BUILD
ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01
ANALYST:MM TODAY'S DATE:1-16-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	1	578	415	0
THROUGH VOLUME	1084	952	1743	0
RIGHT TURNING VOLUME	0	0	413	0
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	0
PEAK HOUR FACTOR	0.90	0.90	0.90	0.00
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.00
NUMBER OF BUSES	0	0	0	0
GRADE	0.02	-.04	0.03	0.00
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	0.00
BASE SATURATION FLOW	1800	1800	1800	0
NUMBER OF LANES	2	3	3	0
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
SIGNAL TYPE:	SEMI-ACTUATED			
CYCLE LENGTH:	115			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	17	0	0
NUMBER OF LANES	2	0	0
LANE WIDTH	12	0	0
GREEN TIME	30.0	0.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	0
NUMBER OF LANES	1	2	0
LANE WIDTH	11	12	0
GREEN TIME	21.0	56.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	4	9	0
NUMBER OF LANES	2	1	0
LANE WIDTH	12	10	0
GREEN TIME	49.0	49.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	0	0
NUMBER OF LANES	0	0	0
LANE WIDTH	0	0	0
GREEN TIME	0.0	0.0	0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:PINELAWN RD./So. SERV. RD. L.I.E. AREA TYPE:NON-CB
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 P.M. PEAK - BUILD
ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01
ANALYST:MM TODAY'S DATE:1-16-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: ****
THE INTERSECTION LEVEL OF SERVICE IS: OVERSATURATED

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	36.25	193.14	OVERSATURATED			
NORTHBOUND	2	0.00	0.00	0.00			
	3	0.00	0.00	0.00			
	1	47.43	1732.03	OVERSATURATED			
SOUTHBOUND	2	16.26	0.42	16.69	C		
	3	0.00	0.00	0.00			
	1	46.37	566.80	OVERSATURATED			
EASTBOUND	2	21.45	4.31	25.76	D		
	3	0.00	0.00	0.00			
	1	0.00	0.00	0.00			
WESTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
DJUSTED FLOW (V)	1204	0	0
ROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
DJ. SATURATION FLOW RATE (S)	3528	0	0
LOW RATIO (V/S)	.341	.000	.000
GREEN/CYCLE RATIO (G/C)	.261	.000	.000
ANE GROUP CAPACITY (C)	920	0	0
OLUME/CAPACITY RATIO (X)	1.309	0.000	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
DJUSTED FLOW (V)	642	1064	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
ROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
DJ. SATURATION FLOW RATE (S)	1671	3635	0
LOW RATIO (V/S)	.384	.293	.000
GREEN/CYCLE RATIO (G/C)	.183	.487	.000
ANE GROUP CAPACITY (C)	305	1770	0
OLUME/CAPACITY RATIO (X)	2.105	0.601	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	2398	459	0
ROPORTION LEFT TURNS (PLT)	0.19	0.00	0.00
ROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3477	1395	0
FLOW RATIO (V/S)	.690	.329	.000
REEN/CYCLE RATIO (G/C)	.426	.426	.000
ANE GROUP CAPACITY (C)	1482	594	0
VOLUME/CAPACITY RATIO (X)	1.618	0.772	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
DJUSTED FLOW (V)	0	0	0
ROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
ROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
LOW RATIO (V/S)	.000	.000	.000
REEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
OLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

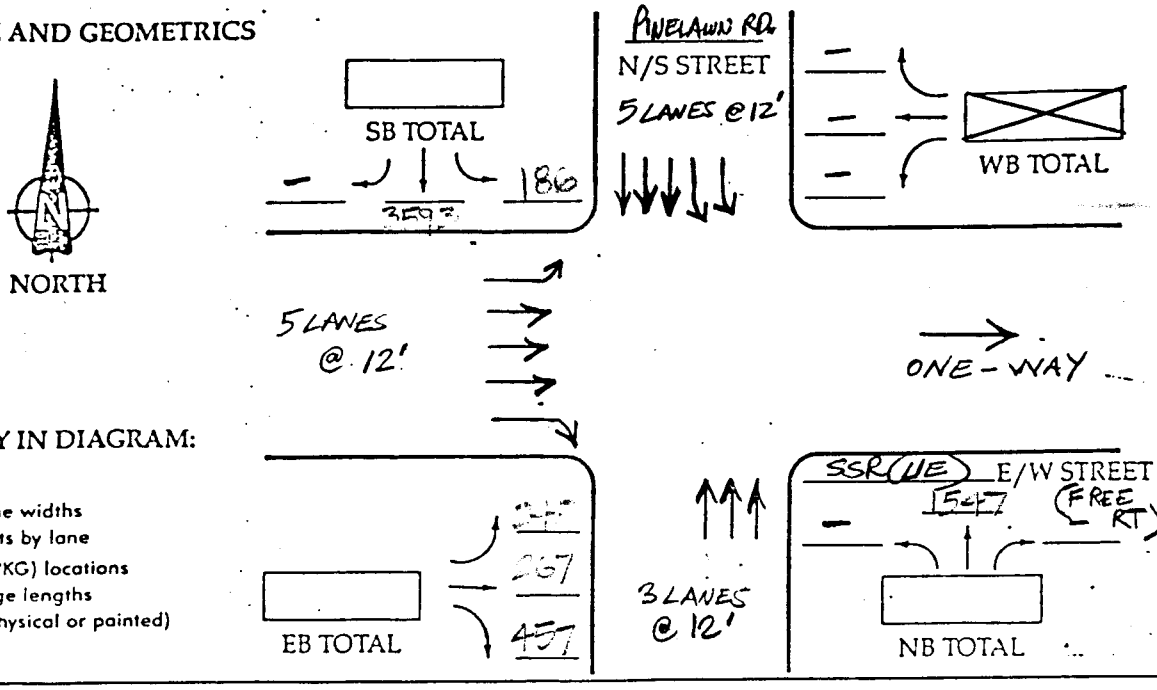
INPUT WORKSHEET

Intersection: PINELAWN RD. / SOUTH SERVICE RD. (LIE) Date: 2007 - BUILD W/ IMPROV.

Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	+3%	2%	N	—	—	0.90	0	N	—	3
WB										
NB	+2%	2%	N	—	—	0.90	0	N	—	3
SB	-4%	2%	N	—	—	0.90	0	N	—	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - NORTH/SOUTH)

DIAGRAM								
Timing	G = 10 Y+R =	G = 40 Y+R =	G = 30 Y+R =	G = Y+R =	G = Y+R =	G = Y+R =	G = Y+R =	G = Y+R =
Pretimed or Actuated								

Protected turns | Permitted turns | -------- Pedestrian | Cycle Length 90 Sec

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:PINELAWN RD./Sc. SERV. RD. (L.I.E.) AREA TYPE: NON-CBD

INTERSECTION LOCATION:TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED:2007 A.M. PEAK - BUILD W/IMPROV.

ADDITIONAL INFORMATION:MELVILLE GEIS - PRJ. No. 6136-01

ANALYST:MM TODAY'S DATE:2-20-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	1	186	245	0
THROUGH VOLUME	1547	3593	267	0
RIGHT TURNING VOLUME	0	0	457	0
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	0
PEAK HOUR FACTOR	0.90	0.90	0.90	0.00
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.00
NUMBER OF BUSES	0	0	0	0
GRADE	0.02	-.04	0.03	0.00
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	0.00
BASE SATURATION FLOW	1800	1800	1800	0
NUMBER OF LANES	3	5	5	0
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0

SIGNAL TYPE: SEMI-ACTUATED

CYCLE LENGTH: 90

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	17	0	0
NUMBER OF LANES	3	0	0
LANE WIDTH	12	0	0
GREEN TIME	40.0	0.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	8	17	0
NUMBER OF LANES	2	3	0
LANE WIDTH	12	12	0
GREEN TIME	10.0	40.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	9
NUMBER OF LANES	1	3	1
LANE WIDTH	12	12	12
GREEN TIME	30.0	30.0	30.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	0	0
NUMBER OF LANES	0	0	0
LANE WIDTH	0	0	0
GREEN TIME	0.0	0.0	0.0

****

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:PINELAWN RD./So. SERV. RD. (L.I.E.) AREA TYPE: NON-CBD

INTERSECTION LOCATION:TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED:2007 A.M. PEAK - BUILD W/IMPROV.

ADDITIONAL INFORMATION:MELVILLE GEIS - PRJ. No. 6136-01

ANALYST:MM TODAY'S DATE:2-20-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: ****

THE INTERSECTION LEVEL OF SERVICE IS: OVERSATURATED

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	15.63	0.84	16.47	C		
NORTHBOUND	2	0.00	0.00	0.00		16.47	C
	3	0.00	0.00	0.00			
	1	28.84	1.57	30.41	D		
SOUTHBOUND	2	39.40	611.64	OVERSATURATED			
	3	0.00	0.00	0.00			
	1	18.17	0.57	18.73	C		
EASTBOUND	2	16.11	0.00	16.11	C	37.35	D
	3	23.04	36.70	59.74	E		
	1	0.00	0.00	0.00			
WESTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			

****

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	1719	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	5293	0	0
FLOW RATIO (V/S)	.325	.000	.000
GREEN/CYCLE RATIO (G/C)	.444	.000	.000
LANE GROUP CAPACITY (C)	2352	0	0
VOLUME/CAPACITY RATIO (X)	0.731	0.000	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	207	3992	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3272	5453	0
FLOW RATIO (V/S)	.063	.732	.000
GREEN/CYCLE RATIO (G/C)	.111	.444	.000
LANE GROUP CAPACITY (C)	364	2424	0
VOLUME/CAPACITY RATIO (X)	0.569	1.647	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	272	297	508
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1668	5266	1492
FLOW RATIO (V/S)	.163	.056	.340
GREEN/CYCLE RATIO (G/C)	.333	.333	.333
LANE GROUP CAPACITY (C)	556	1755	497
VOLUME/CAPACITY RATIO (X)	0.490	0.169	1.021

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

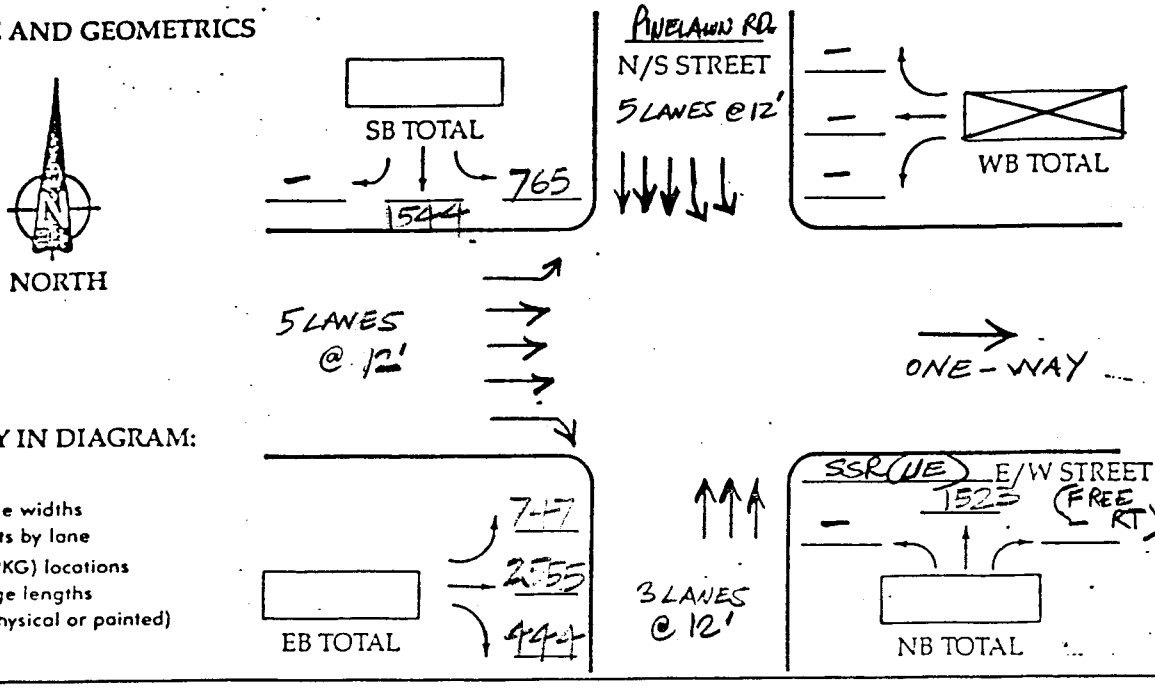
INPUT WORKSHEET

Intersection: PINELAWN RD. / SOUTH SERVICE RD. (LIE) Date: 2007 - BUILD W/ IMPROV.

Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	+3%	2%	N	–	–	0.90	0	N	–	3
WB										
NB	+2%	2%	N	–	–	0.90	0	N	–	3
SB	-4%	2%	N	–	–	0.90	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - NORTH/SOUTH)

DIAGRAM	↓↓	↓ ↑	→→→					
Timing G = / Y + R =	G = 10	G = 40	G = 30	G =	G =	G =	G =	G =
	Y + R =	Y + R =	Y + R =	Y + R =	Y + R =	Y + R =	Y + R =	Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | -------- Pedestrian | Cycle Length 90 Sec

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:PINELAWN RD./So. SERV. RD. (L.I.E.) AREA TYPE: NON-CBD

INTERSECTION LOCATION:TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED:2007 P.M. PEAK - BUILD W/IMPROV.

ADDITIONAL INFORMATION:MELVILLE GEIS - PRJ. No. 6136-01

ANALYST:MM TODAY'S DATE:2-20-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	1	765	747	0
THROUGH VOLUME	1523	1544	2555	0
RIGHT TURNING VOLUME	0	0	444	0
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	0
PEAK HOUR FACTOR	0.90	0.90	0.90	0.00
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.00
NUMBER OF BUSES	0	0	0	0
GRADE	0.02	-.04	0.03	0.00
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	0.00
BASE SATURATION FLOW	1800	1800	1800	0
NUMBER OF LANES	3	5	5	0
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
SIGNAL TYPE:	SEMI-ACTUATED			
CYCLE LENGTH:	90			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	17	0	0
NUMBER OF LANES	3	0	0
LANE WIDTH	12	0	0
GREEN TIME	40.0	0.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	8	17	0
NUMBER OF LANES	2	3	0
LANE WIDTH	12	12	0
GREEN TIME	10.0	40.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	9
NUMBER OF LANES	1	3	1
LANE WIDTH	12	12	12
GREEN TIME	30.0	30.0	30.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	0	0
NUMBER OF LANES	0	0	0
LANE WIDTH	0	0	0
GREEN TIME	0.0	0.0	0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:PINELAWN RD./So. SERV. RD. (L.I.E.) AREA TYPE: NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:2007 P.M. PEAK - BUILD W/IMPROV.
ADDITIONAL INFORMATION:MELVILLE GEIS - PRJ. No. 6136-01
ANALYST:MM TODAY'S DATE:2-20-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: ****
THE INTERSECTION LEVEL OF SERVICE IS: OVERSATURATED

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	15.52	0.77	16.29	C		
NORTHBOUND	2	0.00	0.00	0.00		16.29	C
	3	0.00	0.00	0.00			
	1	36.51	2567.25	OVERSATURATED			
SOUTHBOUND	2	15.40	0.68	16.09	C		
	3	0.00	0.00	0.00			
	1	30.26	396.67	OVERSATURATED			
EASTBOUND	2	32.98	564.10	OVERSATURATED			
	3	22.71	29.07	51.78	E		
	1	0.00	0.00	0.00			
WESTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	1692	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	5293	0	0
FLOW RATIO (V/S)	.320	.000	.000
GREEN/CYCLE RATIO (G/C)	.444	.000	.000
LANE GROUP CAPACITY (C)	2352	0	0
VOLUME/CAPACITY RATIO (X)	0.719	0.000	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	850	1716	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3272	5453	0
FLOW RATIO (V/S)	.260	.315	.000
GREEN/CYCLE RATIO (G/C)	.111	.444	.000
LANE GROUP CAPACITY (C)	364	2424	0
VOLUME/CAPACITY RATIO (X)	2.338	0.708	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	830	2839	493
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1668	5266	1492
FLOW RATIO (V/S)	.498	.539	.331
GREEN/CYCLE RATIO (G/C)	.333	.333	.333
LANE GROUP CAPACITY (C)	556	1755	497
VOLUME/CAPACITY RATIO (X)	1.493	1.617	0.992

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

DRAFT

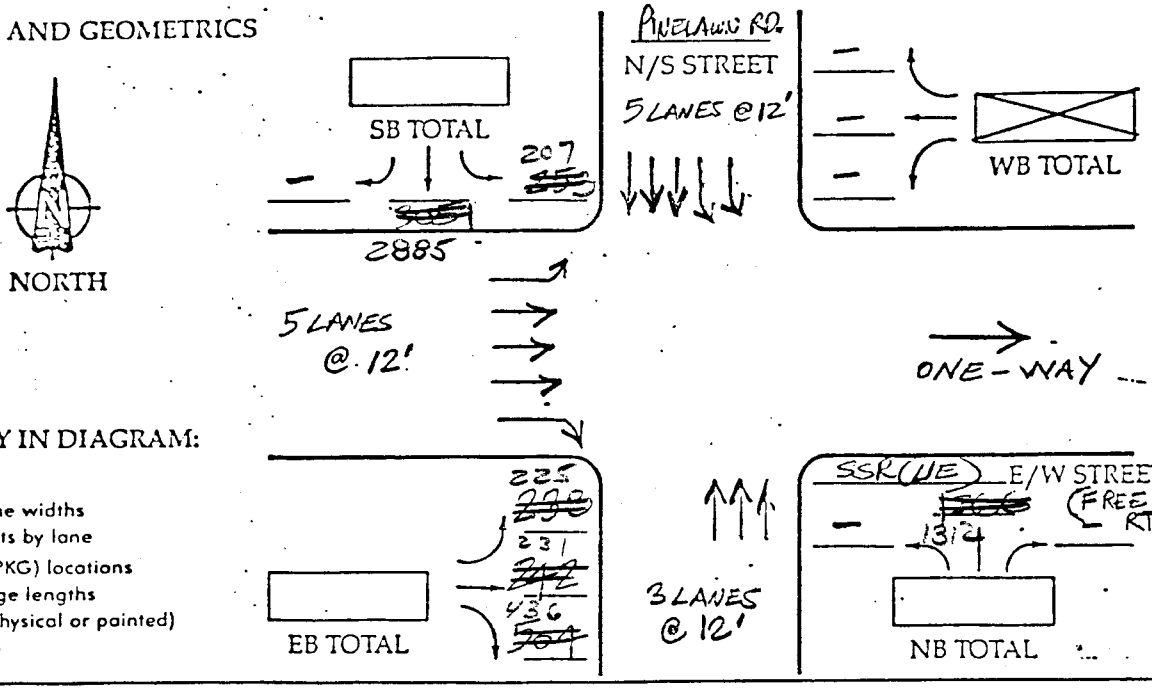
INPUT WORKSHEET PREFERED PLAN (FAR .30) (10/07)

Intersection: PINELAWN RD. / SOUTH SERVICE RD. (LIE) Date: 2007 - BUILD w/ IMPROV.

Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	+3%	2%	N	–	–	0.90	0	N	–	3
WB										
NB	+2%	2%	N	–	–	0.90	0	N	–	3
SB	-4%	2%	N	–	–	0.90	0	N	–	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING FULLY ACT.

DIAGRAM								
Timing	G = 10 Y + R =	G = 43 Y + R =	G = 23 Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 90 Sec

MELVILLE GEIS (6136-01) - PM&A 15A-P71

INTERSECTION :
SOUTH SERVICE RD. @
PINELAWN RD. @
PINELAWN RD.
WEEKDAY AM PEAK 2007 - IMPROV. CBD ? N
ACTUATED SIGNAL

V O L U M E A D J U S T M E N T

APPROACH	LANE MVM	GROUP VOLUME	FLOW RATE IN GROUP	LANE UTIL FACTOR	ADJ FLOW RATE	PROP OF TURNS LT	PROP OF TURNS RT
EB	L	225	250	1.00	250	1.00	0.00
	T	231	257	1.00	257	0.00	0.00
	R	436	484	1.00	484	0.00	1.00
WB							
NB	T	1312	1458	1.00	1458	0.00	0.00
SB	L	207	230	1.00	230	1.00	0.00
	T	2885	3206	1.00	3206	0.00	0.00

S A T U R A T I O N F L O W

APP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
EB	L	1800	1	1.00	0.99	0.98	1.00	1.00	1.00	1.00	0.85	1484
	T	1800	3	1.00	0.99	0.98	1.00	1.00	1.00	1.00	1.00	5239
	R	1800	1	1.00	0.99	0.98	1.00	1.00	1.00	0.85	1.00	1484
WB												
NB	T	1800	3	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	5293
SB	L	1800	2	1.00	0.99	1.02	1.00	1.00	1.00	1.00	0.92	3344
	T	1800	3	1.00	0.99	1.02	1.00	1.00	1.00	1.00	1.00	5453

INTERSECTION :
SOUTH SERVICE RD. @
PINELAWN RD. @
PINELAWN RD.
WEEKDAY AM PEAK 2007 - IMPROV. CHG 2 A
ACTUATED SIGNAL

C A P A C I T Y A N A L Y S I S

APP	LN GR MVM	ADJ FLOW RATE	PMSV LT FLOW	ADJ SAT FLW RT	FLOW RATIO	CRIT ?	GREEN RATIO	LN GR CAPACITY	V/C RATIO
EB	L	250	0	1484	0.168	N	0.311	462	0.541
	T	257	0	5239	0.049	N	0.311	1630	0.158
	R	484	0	1484	0.326	Y	0.311	462	1.048
WB									
NB	T	1458	0	5293	0.275	N	0.478	2529	0.577
SB	L	230	0	3344	0.069	N	0.111	372	0.618
	T	3206	0	5453	0.588	Y	0.589	3211	0.998

CYCLE LENGTH : 90.0 SUM OF CRITICAL LANES' FLOW RATIOS : 0.914
LOSS TIME PER CYCLE : 9 INTERSECTION V/C : 1.016

L E V E L O F S E R V I C E

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	APP LOS
EB	L	0.541	0.311	90	19.5	462	1.0	1.00	20.5	C		
	T	0.158	0.311	90	17.1	1630	0.0	0.85	14.5	B		
	R	1.048	0.311	90	24.1	462	46.4	0.85	59.9	E	38.2	D
WB												
NB	T	0.577	0.478	90	12.9	2529	0.2	0.85	11.1	B	11.1	B
SB	L	0.618	0.111	90	29.0	372	2.2	1.00	31.2	D		
	T	0.998	0.589	90	14.0	3211	11.0	0.85	21.9	C	22.5	C

INTERSECTION DELAY : 22.3 secs/veh
LEVEL OF SERVICE : C

INTERSECTION :
SOUTH SERVICE RD. @
PINELAWN RD. @
PINELAWN RD.
WEEKDAY AM PEAK 2007 - IMPROV. CBD'SN
ACTUATED SIGNAL

T R A F F I C & R O A D W A Y C O N D I T I O N S

APP	GRADE (%)	HV (%)	ADJ. PKG LN. Y/N	ADJ. PKG LN. Nm	BUSES (Nb)	PHF	CONF. PEDS (peds/hr)	PED BUTTON Y/N	PED BUTTON SEC	ARR TYPE
EB	3	2	N	0	0	0.90	0	N	0.0	3
WB	0	0	N	0	0	0.00	0	N	0.0	3
NB	2	2	N	0	0	0.90	0	N	0.0	3
SB	-4	2	N	0	0	0.90	0	N	0.0	3

G E O M E T R I C S / V O L U M E S

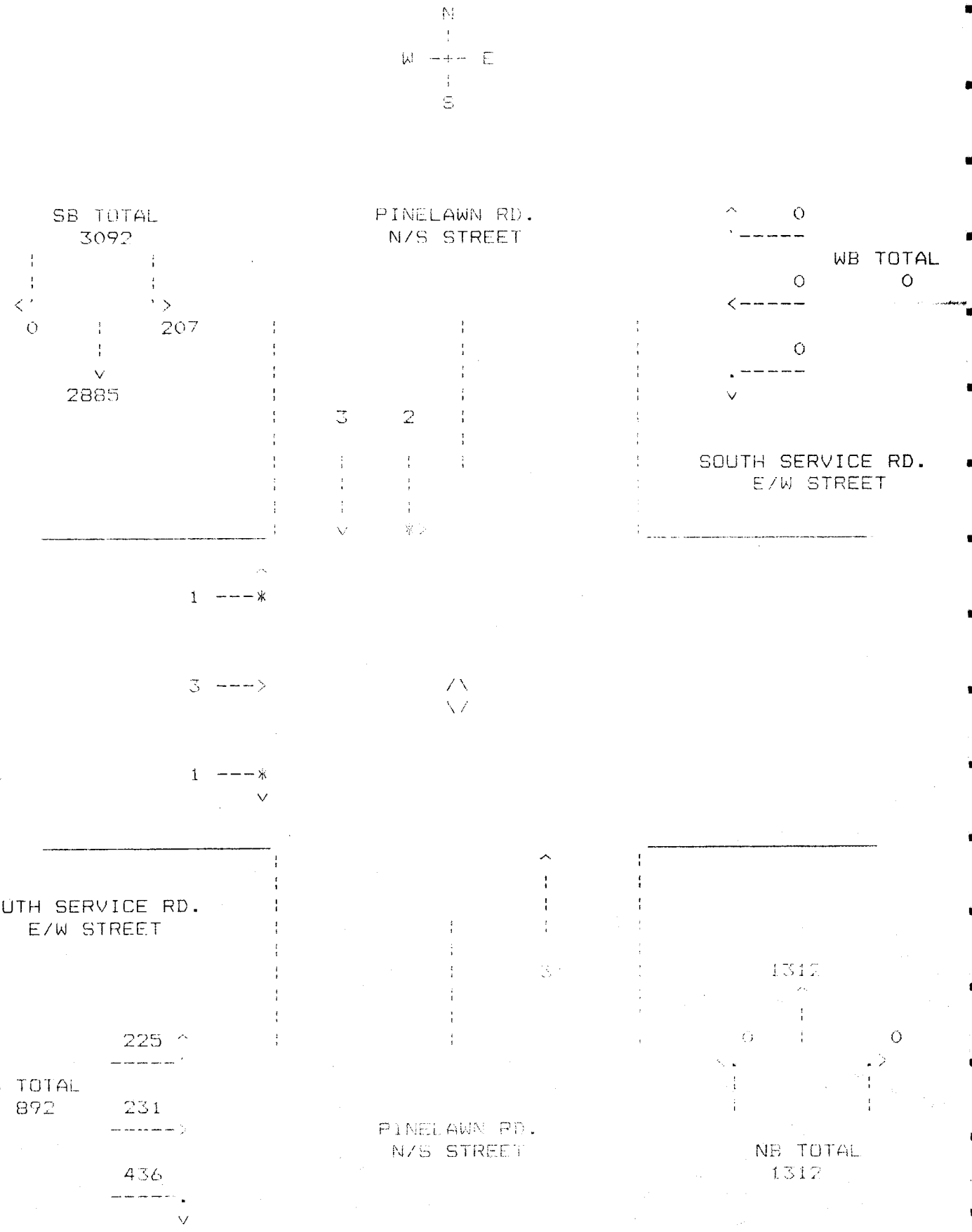
APP	VOLUME LT	VOLUME TH	VOLUME RT	LANE GROUPS 1 MVM	1 LNS	1 WD	2 MVM	2 LNS	2 WD	3 MVM	3 LNS	3 WD
EB	225	231	436	L	1	12.0	T	2	36.0	R	1	12.0
WB	0	0	0									
NB	0	1312	0	T	3	36.0						
SB	207	2885	0	L	2	24.0	T	3	36.0			

S I G N A L P H A S I N G

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PMSV	G	Y+R
EB	3	L	T	R	LR		28	62
NB	2	T					43	47
SB	1	L	T		L		10	80
SB	2	T					43	47

11/1/1987

LOCKWOOD, KESSLER & BARTLETT, INC.
INTERSECTION 154-47



151-PTI

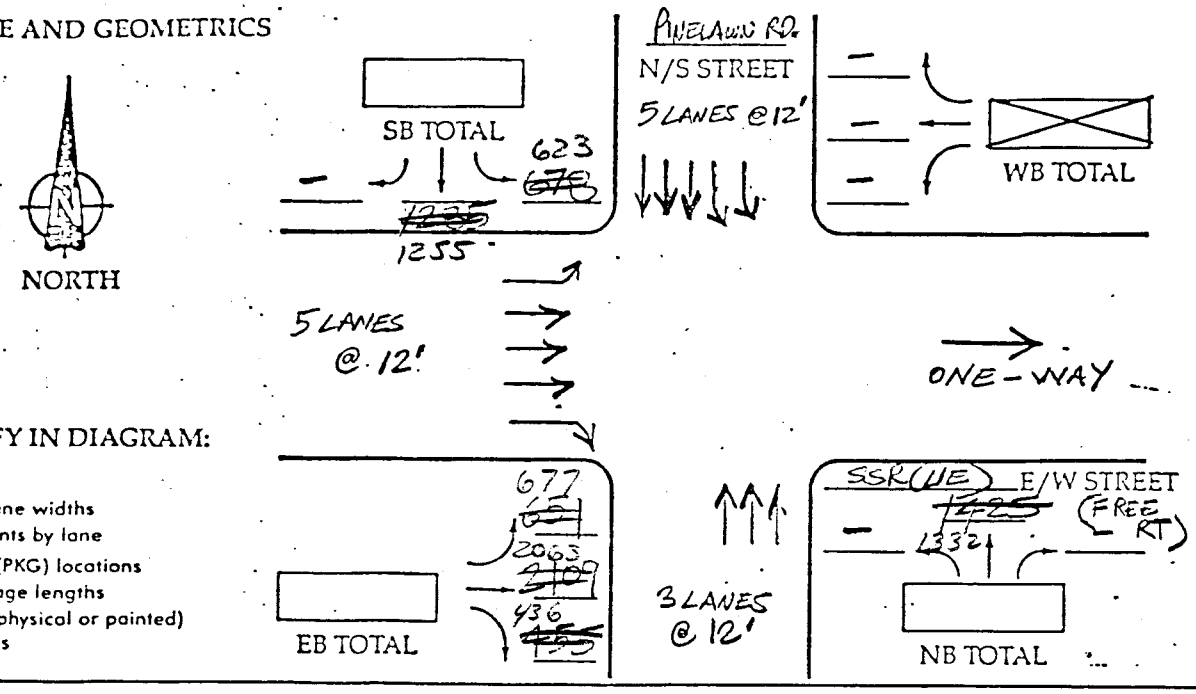
INPUT WORKSHEET PREFERED PLAN (FAR .30) (10/87)

Intersection: PINELAWN RD. / SOUTHSERVICE RD. (LIE) Date: 2007 - BUILD W/ IMPROV.

Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	+3%	2%	N	–	–	0.90	0	N	–	3
WB										
NB	+2%	2%	N	–	–	0.90	0	N	–	3
SB	-4%	2%	N	–	–	0.90	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING FULLY ACT.

DIAGRAM								
Timing	G = 25 Y + R =	G = 35 Y + R =	G = 50 Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | ------- Pedestrian | Cycle Length 120 Sec

MELVILLE GEIS (6136-01) - PREP 15P-P71

INTERSECTION :
SOUTH SERVICE RD. @
PINELAWN RD. @
PINELAWN RD.
WEEKDAY PM PEAK 2007 - IMPROV. CDD 7 N
ACTUATED SIGNAL

V O L U M E A D J U S T M E N T

APPROACH	LANE GROUP MVM	VOLUME	FLOW RATE IN GROUP	LANE UTIL FACTOR	ADJ FLOW RATE	PROP OF TURNS LT	RT
EB	L	677	752	1.00	752	1.00	0.00
	T	2063	2292	1.00	2292	0.00	0.00
	R	436	484	1.00	484	0.00	1.00
WB							
NB	T	1332	1480	1.00	1480	0.00	0.00
SB	L	623	692	1.00	692	1.00	0.00
	T	1255	1394	1.00	1394	0.00	0.00

S A T U R A T I O N F L O W

APP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
EB	L	1800	1	1.00	0.99	0.98	1.00	1.00	1.00	1.00	0.85	1484
	T	1800	3	1.00	0.99	0.98	1.00	1.00	1.00	1.00	1.00	5239
	R	1800	1	1.00	0.99	0.98	1.00	1.00	1.00	0.85	1.00	1484
WB												
NB	T	1800	3	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	5293
SB	L	1800	2	1.00	0.99	1.02	1.00	1.00	1.00	1.00	0.92	3344
	T	1800	3	1.00	0.99	1.02	1.00	1.00	1.00	1.00	1.00	5453

MELVILLE GEIS (6136-01) - PREP 15P-P 1

INTERSECTION :
SOUTH SERVICE RD. @
PINELAWN RD. @
PINELAWN RD.
WEEKDAY PM PEAK 2007 - IMPROV. CRD 7 N
ACTUATED SIGNAL

C A P A C I T Y A N A L Y S I S

APP	LN GR MVM	ADJ FLOW RATE	PMSV LT FLOW	ADJ SAT FLW RT	FLOW RATIO	CRIT ?	GREEN RATIO	LN GR CAPACITY	V/C RATIO
EB	L	752	0	1484	0.507	Y	0.417	618	1.217
	T	2292	0	5239	0.437	N	0.417	2183	1.050
	R	484	0	1484	0.326	N	0.417	618	0.783
WB									
NB	T	1480	0	5293	0.280	Y	0.292	1544	0.959
SB	L	692	0	3344	0.207	Y	0.208	697	0.993
	T	1354	0	5453	0.248	N	0.500	2726	0.511

CYCLE LENGTH : 120.0 SUM OF CRITICAL LANES' FLOW RATIOS : 0.994
LOSS TIME PER CYCLE : 9 INTERSECTION V/C : 1.075

L E V E L O F S E R V I C E

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	AP LO
EB	L	1.217	0.417	120	31.5	618	127.4	1.00	158.9	F		
	T	1.050	0.417	120	27.6	2183	28.8	0.85	47.9	E		
	R	0.783	0.417	120	23.0	618	4.5	0.85	23.4	C	68.2	F
WB												
NB	T	0.959	0.292	120	31.8	1544	10.6	0.85	36.0	D	36.0	D
SB	L	0.993	0.208	120	36.0	697	24.8	1.00	60.8	F		
	T	0.511	0.500	120	15.7	2726	0.1	0.85	13.1	B	28.8	D

INTERSECTION DELAY : 49.9 secs/veh
LEVEL OF SERVICE : F

LOCKWOOD, KESSLER & BARTLETT, INC. 11/1/1987

MELVILLE GEIM (6136-01) - PREP 15P-P71

INTERSECTION :
SOUTH SERVICE RD. @
PINELAWN RD. @
PINELAWN RD.
WEEKDAY PM PEAK 2007 - IMPROV. CONDN
ACTUATED SIGNAL

T R A F F I C & R O A D W A Y C O N D I T I O N S

APP	GRADE (%)	HV (%)	ADJ. PKG LN. Y/N	ADJ. PKG LN. Nm	BUSES (Nb)	PHF	CONF. PEDS (peds/hr)	PED BUTTON Y/N	PED BUTTON SEC	ARR TYPE
EB	3	2	N	0	0	0.90	0	N	0.0	3
WB	0	0	N	0	0	0.90	0	N	0.0	3
NB	2	2	N	0	0	0.90	0	N	0.0	3
SB	-4	2	N	0	0	0.90	0	N	0.0	3

G E O M E T R I C S / V O L U M E S

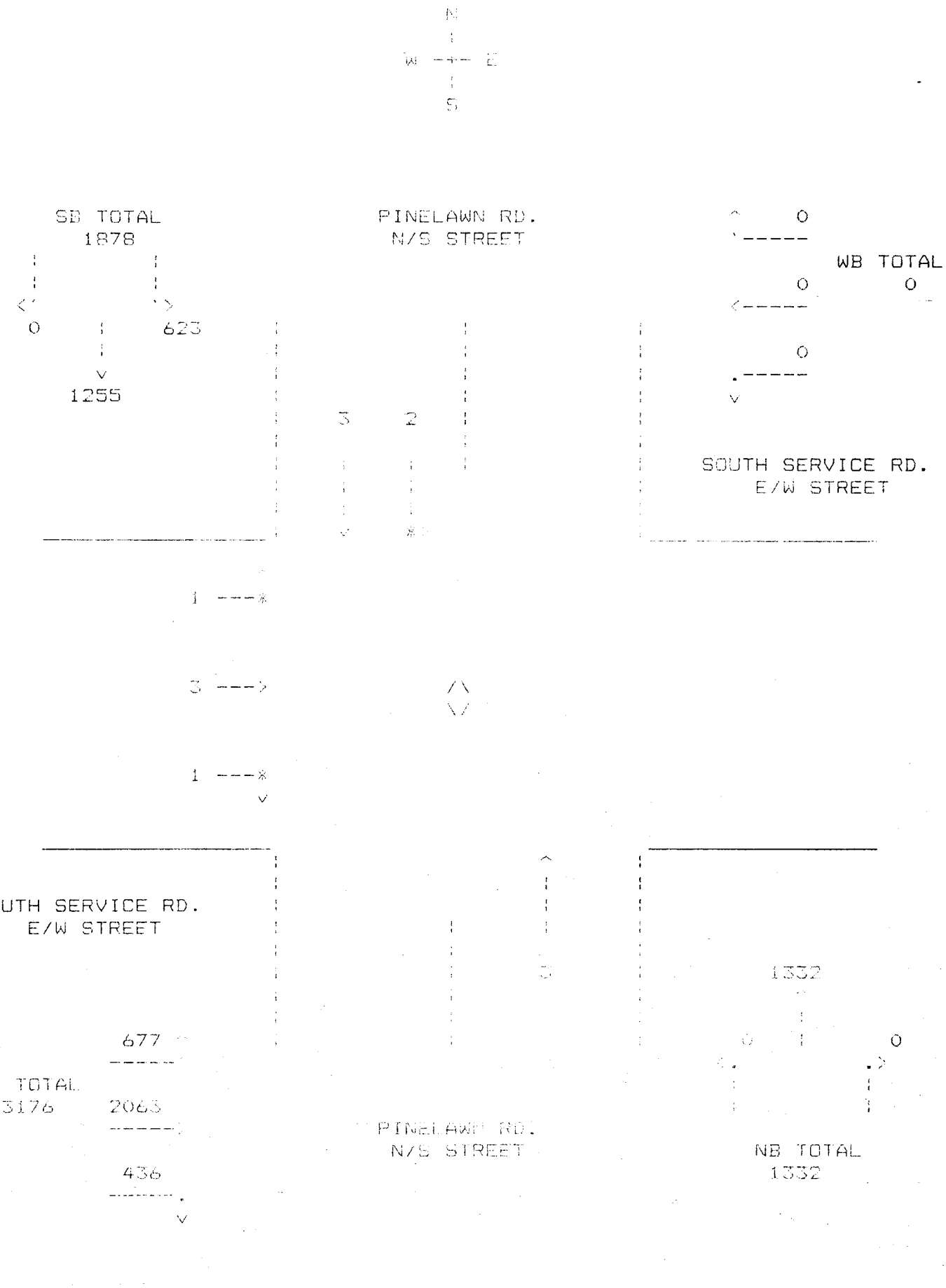
APP	VOLUME LT	VOLUME TH	VOLUME RT	LANE GROUPS 1 MVM	1 LNS	1 WD	2 MVM	2 LNS	2 WD	3 MVM	3 LNS	3 WD
EB	577	2063	436	L	1	12.0	T	3	36.0	R	1	12.0
WB	0	0	0									
NB	0	1332	0	T	3	36.0						
SB	623	1255	0	L	2	24.0	T	3	36.0			

S I G N A L P H A S I N G

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PMSV	G	Y+R
EB	3	L	T	R	LR		50	70
NB	2	T					35	85
SB	1	L	T		L		25	95
SB	2	T					35	85

11/1/1987

LOCKWOOD, KESSLER & BARTLETT, INC.
INTERSECTION 154-271



DA-9CE

SIGNALIZED INTERSECTION

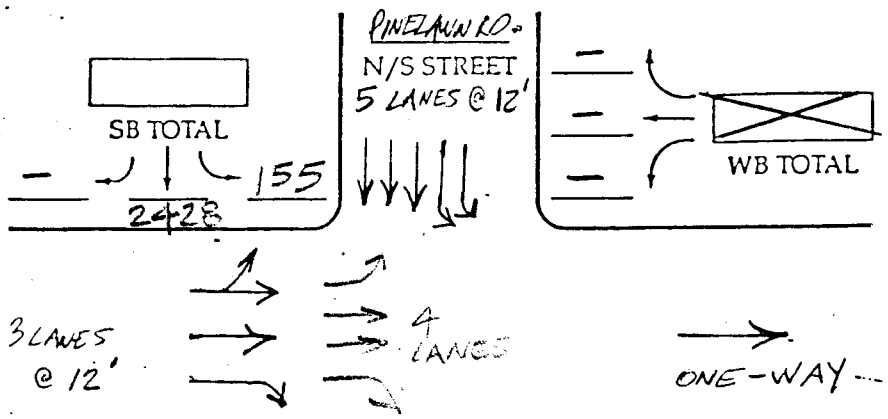
INTERSECTION WORK SHEET

Intersection: PINELAWN RD. / SOUTH SERVICE RD. (N/E) Date: 1992 - BIKE

Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ O

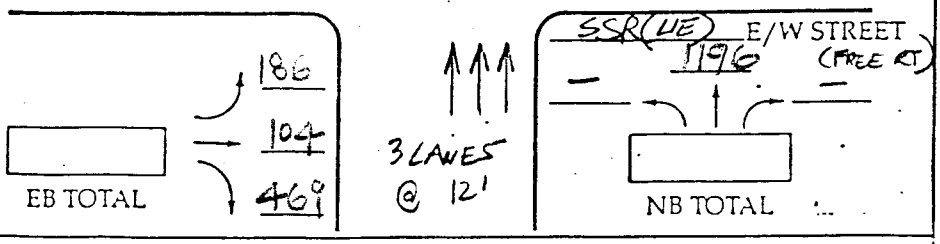
Job No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops



TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	+3%	2%	N	–	0	0.90	0	N	–	3
WB										
NB	+2%	2%	N	–	0	0.90	0	N	–	3
SB	-4%	2%	N	–	0	0.90	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - N/S)

DIAGRAM								
Timing	G = 7 Y+R =	G = 41 Y+R =	G = 32 Y+R =	G = Y+R =	G = Y+R =	G = Y+R =	G = Y+R =	G = Y+R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 90 Sec

INTERSECTION :
SOUTH SERVICE RD. @
PINELAWN RD. @
PINELAWN RD.
WEEKDAY AM PEAK 1992 - IMPROV. CBD ? N
ACTUATED SIGNAL

VOLUME ADJUSTMENT

APPROACH	LANE MVM	GROUP VOLUME	FLOW RATE IN GROUP	LANE UTIL FACTOR	ADJ FLOW RATE	PROP OF TURNS LT	PROP OF TURNS RT
EB	L	186	207	1.00	207	1.00	0.00
	T	104	116	1.00	116	0.00	0.00
	R	469	521	1.00	521	0.00	1.00
WB							
NB	T	1196	1329	1.00	1329	0.00	0.00
SB	L	155	172	1.00	172	1.00	0.00
	T	2428	2698	1.00	2698	0.00	0.00

SATURATION FLOW

APP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
EB	L	1800	1	1.00	0.99	0.98	1.00	1.00	1.00	1.00	0.85	1484
	T	1800	2	1.00	0.99	0.98	1.00	1.00	1.00	1.00	1.00	3493
	R	1800	1	1.00	0.99	0.98	1.00	1.00	1.00	0.85	1.00	1484
WB												
NB	T	1800	3	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	5293
SB	L	1800	2	1.00	0.99	1.02	1.00	1.00	1.00	1.00	0.92	3344
	T	1800	3	1.00	0.99	1.02	1.00	1.00	1.00	1.00	1.00	5453

MELVILLE GEIS (6136-01) 15A-92I

INTERSECTION :
SOUTH SERVICE RD. @
PINELAWN RD. @
PINELAWN RD.
WEEKDAY AM PEAK 1992 - IMPROV. CBD ? N
ACTUATED SIGNAL

C A P A C I T Y A N A L Y S I S

APP	LN GR MVM	ADJ FLOW RATE	PMSV LT FLOW	ADJ SAT FLW RT	FLOW RATIO	CRIT ?	GREEN RATIO	LN GR CAPACITY	V/C RATIO
EB	L	207	0	1484	0.139	N	0.356	528	0.392
	T	116	0	3493	0.033	N	0.356	1242	0.093
	R	521	0	1484	0.351	Y	0.356	528	0.987
WB									
NB	T	1329	0	5293	0.251	N	0.456	2411	0.551
SB	L	172	0	3344	0.051	N	0.078	260	0.662
	T	2698	0	5453	0.495	Y	0.533	2908	0.928

CYCLE LENGTH : 90.0 SUM OF CRITICAL LANES' FLOW RATIOS : 0.846
LOSS TIME PER CYCLE : 9 INTERSECTION V/C : 0.940

L E V E L O F S E R V I C E

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	APP LOS
EB	L	0.392	0.356	90	16.5	528	0.3	1.00	16.8	C		
	T	0.093	0.356	90	14.7	1242	0.0	0.85	12.5	B		
	R	0.987	0.356	90	21.9	528	27.0	0.85	41.6	E	31.5	D
WB												
NB	T	0.551	0.456	90	13.5	2411	0.2	0.85	11.6	B	11.6	B
SB	L	0.662	0.078	90	30.7	260	4.2	1.00	34.9	D		
	T	0.928	0.533	90	14.7	2908	4.4	0.85	16.2	C	17.3	C

INTERSECTION DELAY : 18.2 secs/veh
LEVEL OF SERVICE : C

LOCKWOOD, KESSLER & BARTLETT, INC. 3/16/1987

MELVILLE GEIS (6136-01) 15A-92I

INTERSECTION :
SOUTH SERVICE RD. @
PINELAWN RD. @
PINELAWN RD.
WEEKDAY AM PEAK 1992 - IMPROV. CBD?N
ACTUATED SIGNAL

T R A F F I C & R O A D W A Y C O N D I T I O N S

APP	GRADE (%)	HV (%)	ADJ. PKG LN. Y/N	ADJ. PKG LN. Nm	BUSES (Nb)	PHF	CONF. PEDS (peds/hr)	PED BUTTON Y/N	PED BUTTON SEC	ARR TYPE
EB	3	2	N	0	0	0.90	0	N	0.0	3
WB	0	0	N	0	0	0.00	0	N	0.0	3
NB	2	2	N	0	0	0.90	0	N	0.0	3
SB	-4	2	N	0	0	0.90	0	N	0.0	3

G E O M E T R I C S / V O L U M E S

APP	VOLUME LT	VOLUME TH	VOLUME RT	LANE GROUPS 1 MVM	1 LNS	1 WD	2 MVM	2 LNS	2 WD	3 MVM	3 LNS	3 WD
EB	186	104	469	L	1	12.0	T	2	24.0	R	1	12.0
WB	0	0	0									
NB	0	1196	0	T	3	36.0						
SB	155	2428	0	L	2	24.0	T	3	36.0			

S I G N A L P H A S I N G

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PMSV	G	Y+R
EB	3	L	T	R	LR		32	58
NB	2	T					41	49
SB	1	L	T		L		7	83
SB	2	T					41	49

3/18/1987 LOCKWOOD, KESSLER & BARTLETT, INC.
INTERSECTION 15A-921

```
                                  N
                                  |
                              W --+-- E
                                  |
                                  S


      SB TOTAL                  PINELAWN RD.                  ^     0
        2583                     N/S STREET                   `-----
    |         |                                                        WB TOTAL
    |         |                                                  0        0
   <'         `>                                              <-----
    0     |     155      |              |              |
          |              |              |              |            0
          v              |              |              |      .-----
       2428              |              |              |      v
                         |     3     2  |              |
                         |              |              |
                         |     |     |  |              |    SOUTH SERVICE RD.
                         |     |     |                 |        E/W STREET
                         |     |     |                 |
   ------------------------|     v     *>               |------------------
                         ^
                   1 ---*


                   2 --->              /\
                                       \/

                   1 ---*
                         v

   ------------------------                                ------------------
                         |                    ^           |
                         |                    |           |
SOUTH SERVICE RD.        |                    |           |
    E/W STREET           |            |       |           |
                         |            |                   |
                         |            |       3           |          1196
                         |            |                   |            ^
                         |            |                   |            |
          186 ^          |            |                   |        0   |       0
          ------'                                              <.           .>
EB TOTAL                                                        |            |
   759     104                                                  |            |
          ------>                PINELAWN RD.
                                  N/S STREET                      NB TOTAL
          469                                                       1196
          ------.
                v
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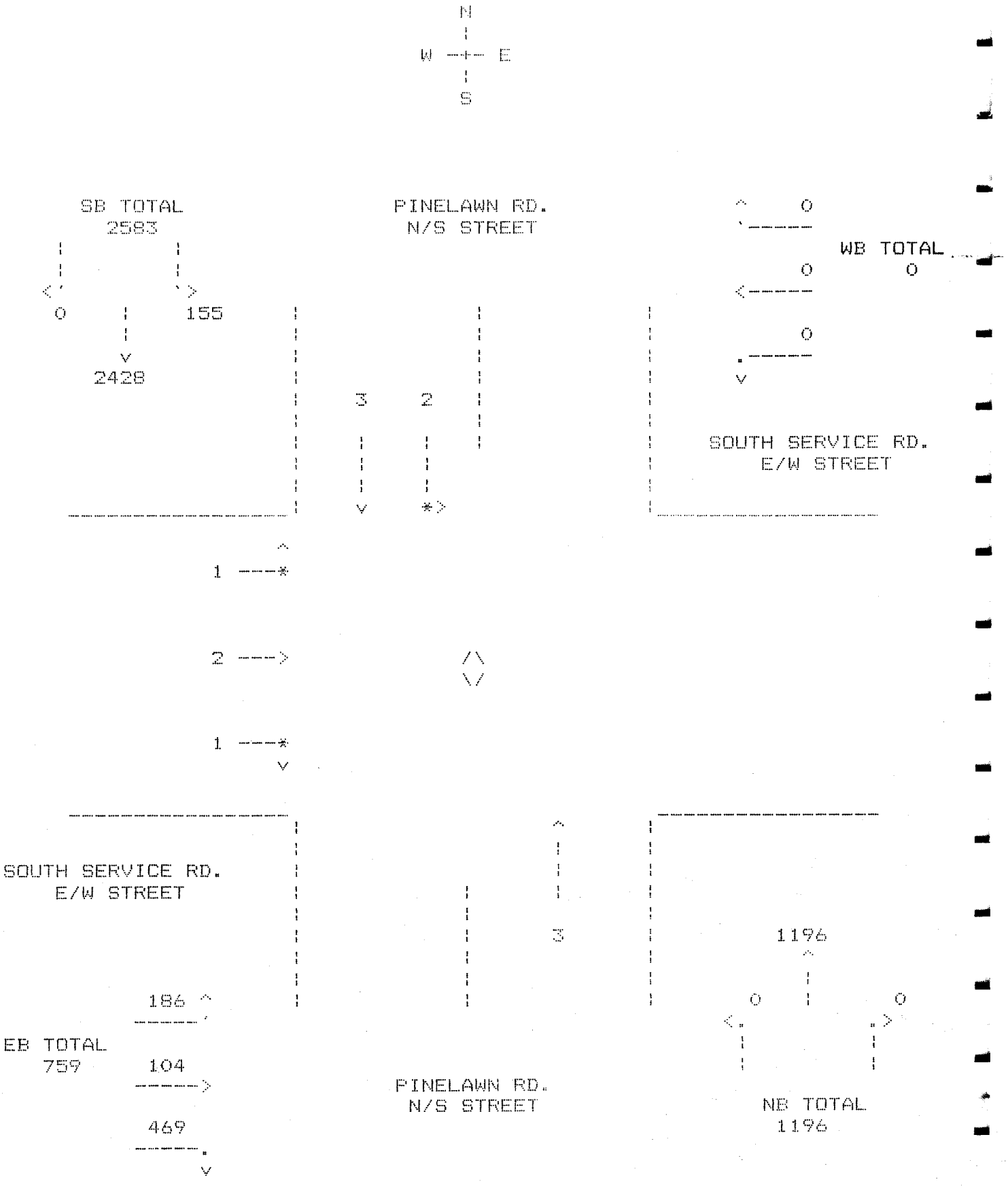


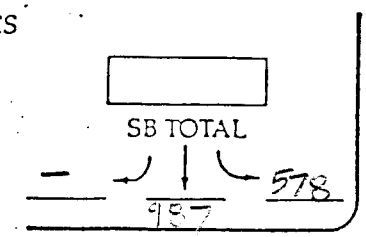
INPUT WORKSHEET

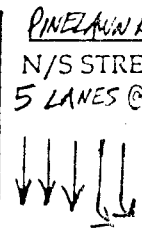
- PINELAWN RD. / SOUTH SERVICE RD. (LIE) Date: 1992-EVE

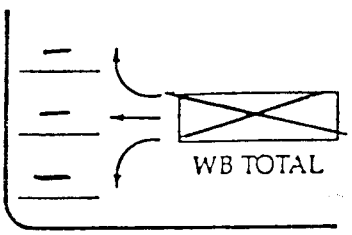
Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

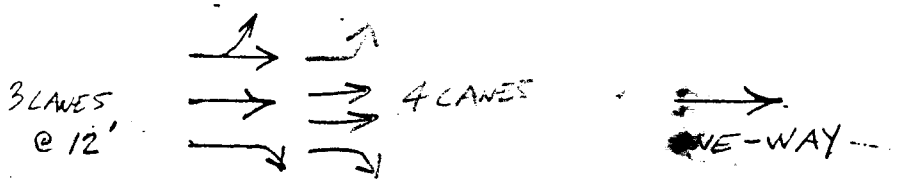
Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



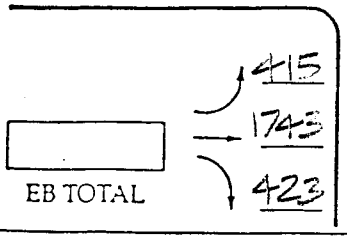


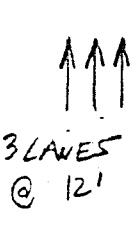


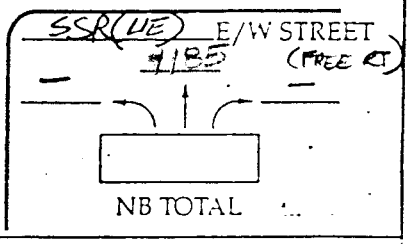


IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops





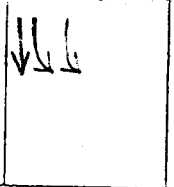


TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	+3%	2%	N	–	0	0.90	0	N	–	3
WB										
NB	+2%	2%	N	–	0	0.90	0	N	–	3
SB	-4%	2%	N	–	0	0.90	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - N/S)

DIAGRAM								
Timing	G = 23 Y + R =	G = 25 Y + R =	G = 59 Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | ------- Pedestrian | Cycle Length 120 Sec

MELVILLE GEIS (6136-01) 15P-92I

:NTERSECTION :
SOUTH SERVICE RD. @
PINELAWN RD. @
PINELAWN RD.
JEEKDAY PM PEAK 1992 - IMPROV. CBD ? N
ACTUATED SIGNAL

V O L U M E A D J U S T M E N T

APPROACH	LANE GROUP MVM	VOLUME	FLOW RATE IN GROUP	LANE UTIL FACTOR	ADJ FLOW RATE	PROP OF LT	TURNS RT
EB	L	415	461	1.00	461	1.00	0.00
	T	1743	1937	1.00	1937	0.00	0.00
	R	423	470	1.00	470	0.00	1.00
WB							
NB	T	1185	1317	1.00	1317	0.00	0.00
SB	L	578	642	1.00	642	1.00	0.00
	T	987	1097	1.00	1097	0.00	0.00

S A T U R A T I O N F L O W

APP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
EB	L	1800	1	1.00	0.99	0.98	1.00	1.00	1.00	1.00	0.85	1484
	T	1800	2	1.00	0.99	0.98	1.00	1.00	1.00	1.00	1.00	3493
	R	1800	1	1.00	0.99	0.98	1.00	1.00	1.00	0.85	1.00	1484
WB												
NB	T	1800	3	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	5293
SB	L	1800	2	1.00	0.99	1.02	1.00	1.00	1.00	1.00	0.92	3344
	T	1800	3	1.00	0.99	1.02	1.00	1.00	1.00	1.00	1.00	5453

MELVILLE GEIS (6136-01) 15P-92I

INTERSECTION :
SOUTH SERVICE RD. @
PINELAWN RD. @
PINELAWN RD.
WEEKDAY PM PEAK 1992 - IMPROV. CBD ? N
ACTUATED SIGNAL

C A P A C I T Y A N A L Y S I S

APP	LN GR MVM	ADJ FLOW RATE	PMSV LT FLOW	ADJ SAT FLW RT	FLOW RATIO	CRIT ?	GREEN RATIO	LN GR CAPACITY	V/C RATIO
EB	L	461	0	1484	0.311	N	0.492	730	0.632
	T	1937	0	3493	0.555	Y	0.492	1717	1.128
	R	470	0	1484	0.317	N	0.492	730	0.644
WB									
NB	T	1317	0	5293	0.249	Y	0.233	1235	1.066
SB	L	642	0	3344	0.192	Y	0.192	641	1.002
	T	1097	0	5453	0.201	N	0.425	2318	0.473

CYCLE LENGTH : 120.0 SUM OF CRITICAL LANES' FLOW RATIOS : 0.996
LOSS TIME PER CYCLE : 9 INTERSECTION V/C : 1.077

L E V E L O F S E R V I C E

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	APP LOS
EB	L	0.632	0.492	120	17.1	730	1.3	1.00	18.4	C		
	T	1.128	0.492	120	26.5	1717	64.3	0.85	77.2	F		
	R	0.644	0.492	120	17.2	730	1.4	0.85	15.8	C	57.7	E
WB												
NB	T	1.066	0.233	120	35.7	1235	39.5	0.85	63.9	F	63.8	F
SB	L	1.002	0.192	120	36.9	641	27.8	1.00	64.7	F		
	T	0.473	0.425	120	18.9	2318	0.1	0.85	16.1	C	34.0	D

INTERSECTION DELAY : 52.1 secs/veh
LEVEL OF SERVICE : E

LOCKWOOD, KESSLER & BARTLETT, INC. 3/16/1987

MELVILLE GEIS (6136-01) 15P-92I

NTERSECTION :
OUTH SERVICE RD. @
INELAWN RD. @
INELAWN RD.
EEKDAY PM PEAK 1992 - IMPROV. CBD?N
CTUATED SIGNAL

T R A F F I C & R O A D W A Y C O N D I T I O N S

APP	GRADE (%)	HV (%)	ADJ. PKG Y/N	LN. Nm	BUSES (Nb)	PHF	CONF. PEDS (peds/hr)	PED BUTTON Y/N	SEC	ARR TYPE
EB	3	2	N	0	0	0.90	0	N	0.0	3
WB	0	0	N	0	0	0.00	0	N	0.0	3
NB	2	2	N	0	0	0.90	0	N	0.0	3
SB	-4	2	N	0	0	0.90	0	N	0.0	3

G E O M E T R I C S / V O L U M E S

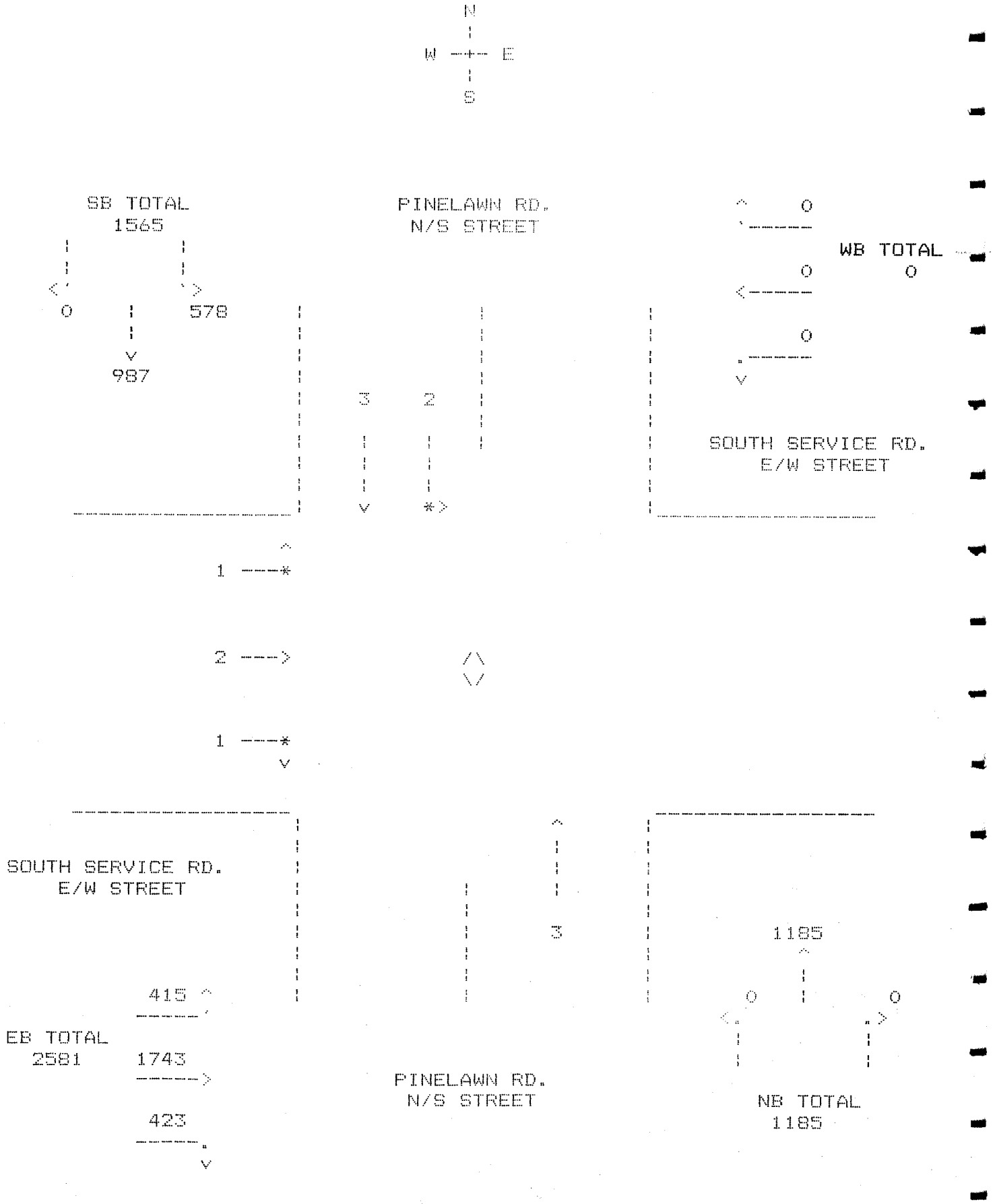
APP	VOLUME LT	TH	RT	LANE GROUPS 1 MVM	LNS	WD	2 MVM	LNS	WD	3 MVM	LNS	WD
EB	415	1743	423	L	1	12.0	T	2	24.0	R	1	12.0
WB	0	0	0									
NB	0	1185	0	T	3	36.0						
SB	578	987	0	L	2	24.0	T	3	36.0			

S I G N A L P H A S I N G

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PMSV	G	Y+R
EB	3	L	T	R	LR		59	61
NB	2	T					28	92
SB	1	L	T		L		23	97
SB	2	T					28	92

3/16/1987

LOCKWOOD, KESSLER & BARTLETT, INC.
INTERSECTION 15P-92I



INTERSECTION 16

PINELAWN RD. / NORTH SERVICE RD. (LIE)

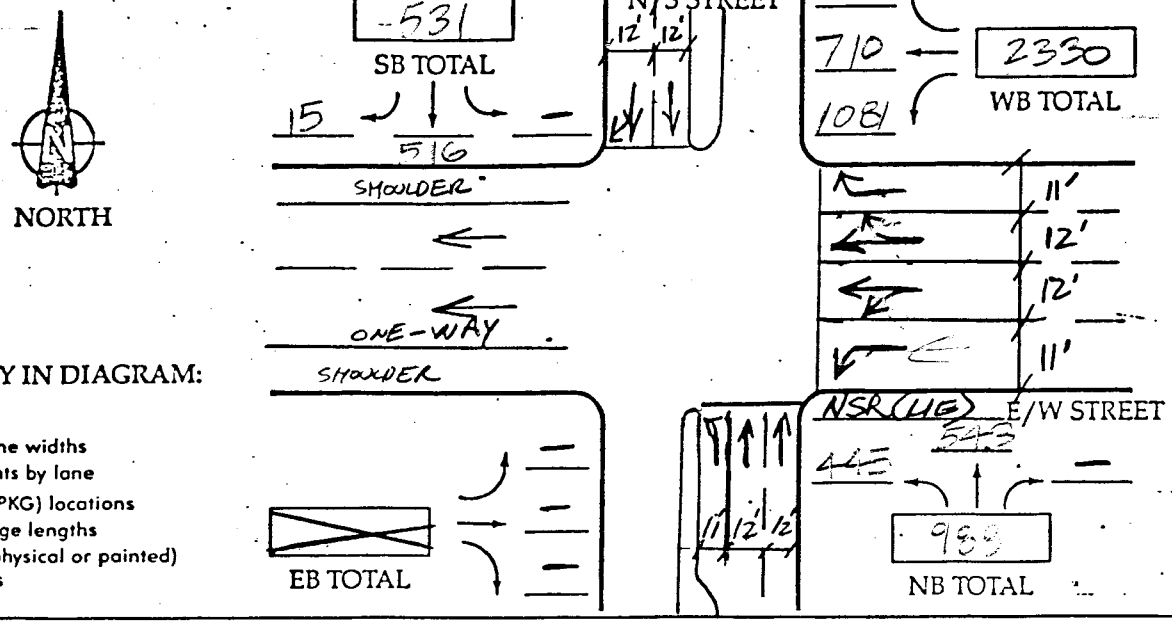
INPUT WORKSHEET

Intersection: PINELAWN RD. / NORTH SERVICE RD. (LIE) Date: EXISTING-1986

Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 436-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB										
WB	+2%	2%	N	—	—	0.90	0	N	—	3
NB	-4%	2%	N	—	—	0.90	0	N	—	3
SB	+1%	2%	N	—	—	0.90	0	N	—	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - PINELAWN)

DIAGRAM								
	G=19 SEC.	G=19 SEC. G=43 SEC.	G=27 SEC.					
Timing G = Y + R =								
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 80 Sec

****

[illegible] SIGNALIZED [illegible] CAPACITY ANALYSIS

****

INTERSECTION: [illegible] RD./NO. SE[illegible] AREA TYPE:NON-CBD

INTERSECTION LOCATION:TOWN OF [illegible]

DATE AND TIME PERIOD ANALYZED:1988 [illegible] EXISTING

ADDITIONAL INFORMATION:MELVILLE GEIS [illegible]

ANALYST:[illegible] [illegible] -16-87

*** INPUT INFORMATION [illegible]

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	445	0	0	1081
THROUGH VOLUME	543	510	0	710
RIGHT TURNING VOLUME	0	15	0	539
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	0	3
PEAK HOUR FACTOR	0.90	0.90	0.00	0.90
PERCENT HEAVY VEHICLES	0.02	0.02	0.00	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	-.04	0.01	0.00	0.02
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	0.00	1.00
BASE SATURATION FLOW	1800	1800	0	1800
NUMBER OF LANES	3	2	0	4
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
SIGNAL TYPE:	SEMI-ACTUATED			
CYCLE LENGTH:	80			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	0
NUMBER OF LANES	1	2	0
LANE WIDTH	11	12	0
GREEN TIME	24.0	43.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	12	0	0
NUMBER OF LANES	2	0	0
LANE WIDTH	12	0	0
GREEN TIME	19.0	0.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	0	0
NUMBER OF LANES	0	0	0
LANE WIDTH	0	0	0
GREEN TIME	0.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	[illegible]	[illegible]	9
NUMBER OF LANES	[illegible]	[illegible]	1
LANE WIDTH	[illegible]	[illegible]	11
GREEN TIME	27.0	27.0	27.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:PINELAWN RD./No. SERV. Rd. E.I.E. AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1986 A.M. PEAK - EXISTING
ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-11
ANALYST:MM TODAY'S DATE:1-16-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: ****
THE INTERSECTION LEVEL OF SERVICE IS: OVERSATURATED

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	21.16	27.70	48.86	E		
NORTHBOUND	2	7.80	0.03	7.83	B	26.31	D
	3	0.00	0.00	0.00			
	1	21.22	1.87	23.09	C		
SOUTHBOUND	2	0.00	0.00	0.00		23.09	C
	3	0.00	0.00	0.00			
	1	0.00	0.00	0.00			
EASTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			
	1	[illegible]	[illegible]	OVERSATURATED			
WESTBOUND	2	17.16	0.98	18.17	C		
	3	22.72	135.26	OVERSATURATED			

*** ADDITIONAL DETAIL INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	494	603	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1671	3535	0
FLOW RATIO (V/S)	.296	.171	.000
GREEN/CYCLE RATIO (G/C)	.300	.538	.000
LANE GROUP CAPACITY (C)	501	1954	0
VOLUME/CAPACITY RATIO (X)	0.987	0.309	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	590	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.03	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3531	0	0
FLOW RATIO (V/S)	.167	.000	.000
GREEN/CYCLE RATIO (G/C)	.238	.000	.000
LANE GROUP CAPACITY (C)	839	0	0
VOLUME/CAPACITY RATIO (X)	0.704	0.000	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	1201	789	599
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1622	3528	1451
FLOW RATIO (V/S)	.741	.224	.413
GREEN/CYCLE RATIO (G/C)	.338	.338	.338
LANE GROUP CAPACITY (C)	547	1191	490
VOLUME/CAPACITY RATIO (X)	2.195	0.662	1.223

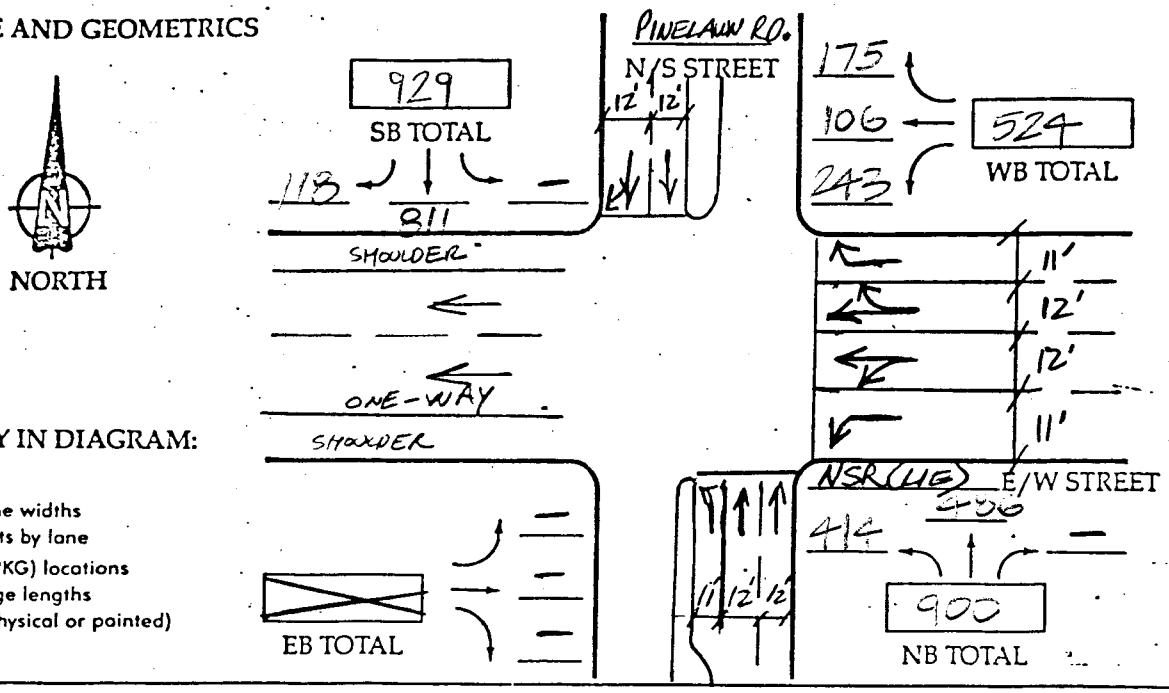
INPUT WORKSHEET

Intersection: PINELAWN RD. / NORTH SERVICE RD. (LIE) Date: EXISTING-1986

Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 636-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

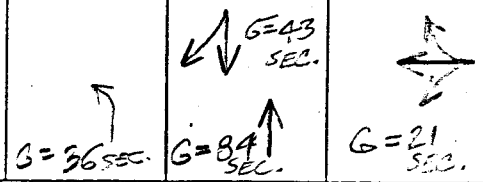
TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB										
WB	+2%	2%	N	—	—	0.90	0	N	—	3
NB	-4%	2%	N	—	—	0.90	0	N	—	3
SB	+1%	2%	N	—	—	0.90	0	N	—	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - PINELAWN)

DIAGRAM



Timing								
	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 115 Sec

****

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION: FAIRLAWN RD./[illegible] RD. E.I.S. AREA TYPE: NON-CBD

INTERSECTION LOCATION: TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED: 1986 P.M. PEAK - EXISTING

ADDITIONAL INFORMATION: MELVILLE GEIS PRJ. No. 6136-01

ANALYST: MM TODAY'S DATE: 1-16-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	414	0	0	243
THROUGH VOLUME	486	811	0	106
RIGHT TURNING VOLUME	0	118	0	175
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	0	3
PEAK HOUR FACTOR	0.90	0.90	0.00	0.90
PERCENT HEAVY VEHICLES	0.02	0.02	0.00	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	-.04	0.01	0.00	0.02
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	0.00	1.00
BASE SATURATION FLOW	1800	1800	0	1800
NUMBER OF LANES	3	2	0	4
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0

SIGNAL TYPE: SEMI-ACTUATED

CYCLE LENGTH: 115

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	0
NUMBER OF LANES	1	2	0
LANE WIDTH	11	12	0
GREEN TIME	36.0	84.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	12	0	0
NUMBER OF LANES	2	0	0
LANE WIDTH	12	0	0
GREEN TIME	43.0	0.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	0	0
NUMBER OF LANES	0	0	0
LANE WIDTH	0	0	0
GREEN TIME	0.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	9
NUMBER OF LANES	1	2	1
LANE WIDTH	11	12	11
GREEN TIME	21.0	21.0	21.0

****

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:PINELAWN RD./No. SERV. RD. L.I.E. AREA TYPE:NON-C

INTERSECTION LOCATION:TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED:1986 P.M. PEAK - EXISTING

ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01

ANALYST:MM TODAY'S DATE:1-16-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 29.6

THE INTERSECTION LEVEL OF SERVICE IS: D

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	28.46	11.12	39.58	D		
NORTHBOUND	2	3.73	0.01	3.73	A	20.22	C
	3	0.00	0.00	0.00			
	1	24.36	2.44	26.80	D		
SOUTHBOUND	2	43.70	0.00	43.70	E	29.54	D
	3	0.00	0.00	0.00			
	1	0.00	0.00	0.00			
EASTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			
	1	35.03	21.66	56.71	E		
WESTBOUND	2	30.21	0.02	30.22	D	45.95	E
	3	33.72	6.82	40.54	E		

****

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	460	540	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1671	3635	0
FLOW RATIO (V/S)	.275	.149	.000
GREEN/CYCLE RATIO (G/C)	.313	.730	.000
LANE GROUP CAPACITY (C)	523	2655	0
VOLUME/CAPACITY RATIO (X)	0.880	0.203	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	1032	200	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.13	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3479	0	0
FLOW RATIO (V/S)	.297	.000	.000
GREEN/CYCLE RATIO (G/C)	.374	.000	.000
LANE GROUP CAPACITY (C)	1301	0	0
VOLUME/CAPACITY RATIO (X)	0.794	0.398	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	270	118	194
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1622	3528	1451
FLOW RATIO (V/S)	.167	.033	.134
GREEN/CYCLE RATIO (G/C)	.183	.183	.183
LANE GROUP CAPACITY (C)	296	644	265
VOLUME/CAPACITY RATIO (X)	0.912	0.183	0.734

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:PINELAWN RD./No. SERV. RD. L.I.E. AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 A.M. PEAK - BUILD
ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01
ANALYST:MM TODAY'S DATE:1-16-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	648	0	0	1573
THROUGH VOLUME	721	884	0	983
RIGHT TURNING VOLUME	0	126	0	752
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	0	3
PEAK HOUR FACTOR	0.90	0.90	0.00	0.90
PERCENT HEAVY VEHICLES	0.02	0.02	0.00	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	-.04	0.01	0.00	0.02
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	0.00	1.00
BASE SATURATION FLOW	1800	1800	0	1800
NUMBER OF LANES	3	2	0	4
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0

SIGNAL TYPE: SEMI-ACTUATED
CYCLE LENGTH: 80

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	0
NUMBER OF LANES	1	2	0
LANE WIDTH	11	12	0
GREEN TIME	24.0	43.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	12	0	0
NUMBER OF LANES	2	0	0
LANE WIDTH	12	0	0
GREEN TIME	19.0	0.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	0	0
NUMBER OF LANES	0	0	0
LANE WIDTH	0	0	0
GREEN TIME	0.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	9
NUMBER OF LANES	1	2	1
LANE WIDTH	11	12	11
GREEN TIME	27.0	27.0	27.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:PINELAWN RD./No. SERV. RD. L.I.E. AREA TYPE:NON-C
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 A.M. PEAK - BUILD
ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01
ANALYST:MM TODAY'S DATE:1-16-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: ****
THE INTERSECTION LEVEL OF SERVICE IS: OVERSATURATED

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	26.18	329.48	OVERSATURATED			
NORTHBOUND	2	8.34	0.08	8.42	B		
	3	0.00	0.00	0.00			
	1	26.09	239.48	OVERSATURATED			
SOUTHBOUND	2	0.00	0.00	0.00			
	3	0.00	0.00	0.00			
	1	0.00	0.00	0.00			
EASTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			
	1	7779.22	-171.33	OVERSATURATED			
WESTBOUND	2	19.32	8.11	27.43	D		
	3	31.46	731.10	OVERSATURATED			

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	720	801	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1671	3635	0
FLOW RATIO (V/S)	.431	.220	.000
GREEN/CYCLE RATIO (G/C)	.300	.538	.000
LANE GROUP CAPACITY (C)	501	1954	0
VOLUME/CAPACITY RATIO (X)	1.437	0.410	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	1122	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.12	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3480	0	0
FLOW RATIO (V/S)	.322	.000	.000
GREEN/CYCLE RATIO (G/C)	.238	.000	.000
LANE GROUP CAPACITY (C)	826	0	0
VOLUME/CAPACITY RATIO (X)	1.358	0.000	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	1748	1092	836
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1622	3528	1451
FLOW RATIO (V/S)	%1.078	.310	.576
GREEN/CYCLE RATIO (G/C)	.338	.338	.338
LANE GROUP CAPACITY (C)	547	1191	490
VOLUME/CAPACITY RATIO (X)	3.194	0.917	1.706

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:PINELAWN RD./No. SERV. RD. L.I.E. AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 P.M. PEAK - BUILD
ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01
ANALYST:MM TODAY'S DATE:1-16-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	636	0	0	344
THROUGH VOLUME	863	1192	0	160
RIGHT TURNING VOLUME	0	167	0	238
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	0	3
PEAK HOUR FACTOR	0.90	0.90	0.00	0.90
PERCENT HEAVY VEHICLES	0.02	0.02	0.00	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	-.04	0.01	0.00	0.02
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	0.00	1.00
BASE SATURATION FLOW	1800	1800	0	1800
NUMBER OF LANES	3	2	0	4
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
SIGNAL TYPE:	SEMI-ACTUATED			
CYCLE LENGTH:	115			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	0
NUMBER OF LANES	1	2	0
LANE WIDTH	11	12	0
GREEN TIME	36.0	84.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	12	0	0
NUMBER OF LANES	2	0	0
LANE WIDTH	12	0	0
GREEN TIME	43.0	0.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	0	0
NUMBER OF LANES	0	0	0
LANE WIDTH	0	0	0
GREEN TIME	0.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	9
NUMBER OF LANES	1	2	1
LANE WIDTH	11	12	11
GREEN TIME	21.0	21.0	21.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:PINELAWN RD./No. SERV. RD. L.I.E. AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 P.M. PEAK - BUILD
ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01
ANALYST:MM TODAY'S DATE:1-16-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: ****
THE INTERSECTION LEVEL OF SERVICE IS: OVERSATURATED

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	35.74	239.13	OVERSATURATED			
NORTHBOUND	2	4.31	0.04	4.35	A		
	3	0.00	0.00	0.00			
	1	30.25	83.83	114.08	F		
SOUTHBOUND	2	43.70	0.00	43.70	E	105.85	F
	3	0.00	0.00	0.00			
	1	0.00	0.00	0.00			
EASTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			
	1	197.10	36.20	OVERSATURATED			
WESTBOUND	2	30.75	0.06	30.81	D		
	3	35.71	42.00	77.71	F		

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	707	959	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1671	3635	0
FLOW RATIO (V/S)	.423	.264	.000
GREEN/CYCLE RATIO (G/C)	.313	.730	.000
LANE GROUP CAPACITY (C)	523	2655	0
VOLUME/CAPACITY RATIO (X)	1.351	0.361	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	1510	200	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.12	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3481	0	0
FLOW RATIO (V/S)	.434	.000	.000
GREEN/CYCLE RATIO (G/C)	.374	.000	.000
LANE GROUP CAPACITY (C)	1302	0	0
VOLUME/CAPACITY RATIO (X)	1.160	0.398	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	382	178	264
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1622	3528	1451
FLOW RATIO (V/S)	.236	.050	.182
GREEN/CYCLE RATIO (G/C)	.183	.183	.183
LANE GROUP CAPACITY (C)	296	644	265
VOLUME/CAPACITY RATIO (X)	1.291	0.276	0.998

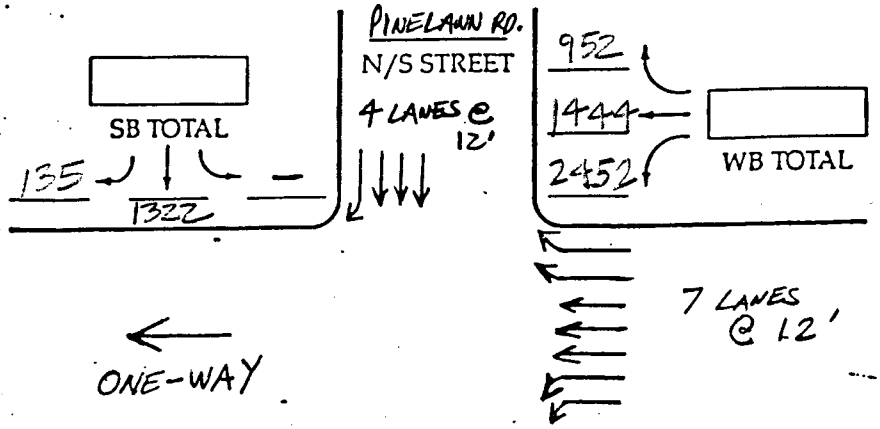
INPUT WORKSHEET

Intersection: PINELAWN RD. / NORTH SERVICE RD. (NS) Date: 2007 - BUILD / SUMM.

Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

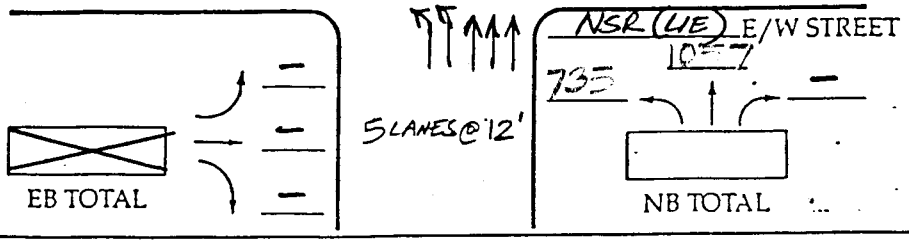
Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops



TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB										
WB	+2%	2%	N	–	–	0.90	0	N	–	3
NB	-4%	2%	N	–	–	0.90	0	N	–	3
SB	+1%	2%	N	–	–	0.90	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI - ACT. (MAIN ST. - NORTH/SOUTH)

DIAGRAM								
Timing	G = 20 Y + R =	G = 30 Y + R =	G = 30 Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 90 Sec

****

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:PINELAWN RD./No. SERV. RD. (L.I.E.) AREA TYPE: NON-CBD

INTERSECTION LOCATION:TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED:2007 A.M. PEAK - BUILD W/IMPROV.

ADDITIONAL INFORMATION:MELVILLE GEIS -PRJ. No. 6136-01

ANALYST:MM TODAY'S DATE:2-20-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	735	0	0	2452
THROUGH VOLUME	1057	1322	0	1444
RIGHT TURNING VOLUME	0	135	0	952
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	0	3
PEAK HOUR FACTOR	0.90	0.90	0.00	0.90
PERCENT HEAVY VEHICLES	0.02	0.02	0.00	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	-.04	0.01	0.00	0.02
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	0.00	1.00
BASE SATURATION FLOW	1800	1800	0	1800
NUMBER OF LANES	5	4	0	7
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
SIGNAL TYPE:	SEMI-ACTUATED			
CYCLE LENGTH:	90			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	8	17	0
NUMBER OF LANES	2	3	0
LANE WIDTH	12	12	0
GREEN TIME	20.0	30.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	17	9	0
NUMBER OF LANES	3	1	0
LANE WIDTH	12	12	0
GREEN TIME	30.0	30.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	0	0
NUMBER OF LANES	0	0	0
LANE WIDTH	0	0	0
GREEN TIME	0.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	8	17	16
NUMBER OF LANES	2	3	2
LANE WIDTH	12	12	12
GREEN TIME	30.0	30.0	30.0

****

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:PINELAWN RD./No. SERV. RD. (L.I.E.) AREA TYPE: NON-CBD

INTERSECTION LOCATION:TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED:2007 A.M. PEAK - BUILD W/IMPROV.

ADDITIONAL INFORMATION:MELVILLE GEIS -PRJ. No. 6136-01

ANALYST:MM TODAY'S DATE:2-20-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: ****

THE INTERSECTION LEVEL OF SERVICE IS: OVERSATURATED

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	27.57	70.51	98.08	F		
NORTHBOUND	2	19.37	0.57	19.95	C	51.99	E
	3	0.00	0.00	0.00			
	1	21.00	2.44	23.44	C		
SOUTHBOUND	2	16.88	0.10	16.98	C	22.84	C
	3	0.00	0.00	0.00			
	1	0.00	0.00	0.00			
EASTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			
	1	3621.62	107.01	OVERSATURATED			
WESTBOUND	2	21.81	5.39	27.21	D		
	3	25.32	111.20	136.53	F		

****

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	817	1174	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3272	5453	0
FLOW RATIO (V/S)	.250	.215	.000
GREEN/CYCLE RATIO (G/C)	.222	.333	.000
LANE GROUP CAPACITY (C)	727	1818	0
VOLUME/CAPACITY RATIO (X)	1.123	0.646	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	1469	150	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	5319	1507	0
FLOW RATIO (V/S)	.276	.100	.000
GREEN/CYCLE RATIO (G/C)	.333	.333	.000
LANE GROUP CAPACITY (C)	1773	502	0
VOLUME/CAPACITY RATIO (X)	0.828	0.299	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	2724	1604	1058
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3176	5293	2646
FLOW RATIO (V/S)	.858	.303	.400
GREEN/CYCLE RATIO (G/C)	.333	.333	.333
LANE GROUP CAPACITY (C)	1059	1764	882
VOLUME/CAPACITY RATIO (X)	2.574	0.909	1.199

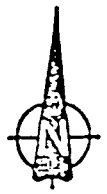
INPUT WORKSHEET

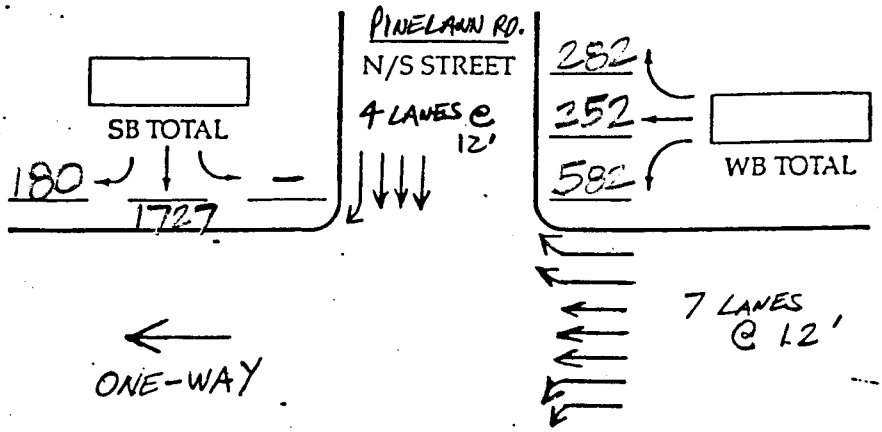
Intersection: PINELAWN RD. / NORTH SERVICE RD. (LIE) — 2007 - BUILD W/ IMPROV.

Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

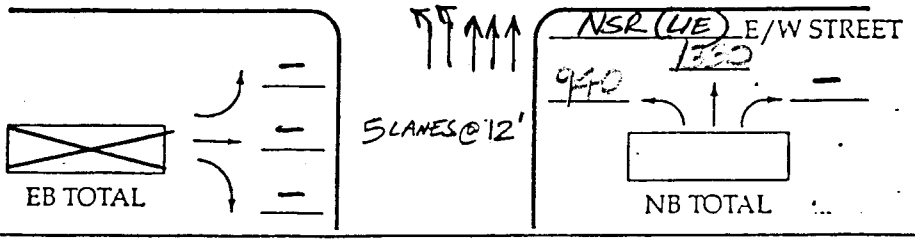
VOLUME AND GEOMETRICS





IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops



TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB										
WB	+2%	2%	N	–	–	0.90	0	N	–	3
NB	-4%	2%	N	–	–	0.90	0	N	–	3
SB	+1%	2%	N	–	–	0.90	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI - ACT. (MAIN ST. - NORTH/SOUTH)

DIAGRAM								
Timing	G = 20 Y + R =	G = 30 Y + R =	G = 30 Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 90 Sec

****

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:PINELAWN RD./No. SERV. RD. (L.I.E.) AREA TYPE:
NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:2007 P.M. PEAK - BUILD W/IMPROV.
ADDITIONAL INFORMATION:MELVILLE GEIS -PRJ. No. 6136-01
ANALYST:MM TODAY'S DATE:2-20-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	940	0	0	582
THROUGH VOLUME	1330	1727	0	252
RIGHT TURNING VOLUME	0	180	0	282
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	0	3
PEAK HOUR FACTOR	0.90	0.90	0.00	0.90
PERCENT HEAVY VEHICLES	0.02	0.02	0.00	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	-.04	0.01	0.00	0.02
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	0.00	1.00
BASE SATURATION FLOW	1800	1800	0	1800
NUMBER OF LANES	5	4	0	7
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
SIGNAL TYPE:	SEMI-ACTUATED			
CYCLE LENGTH:	90			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	8	17	0
NUMBER OF LANES	2	3	0
LANE WIDTH	12	12	0
GREEN TIME	20.0	30.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	17	9	0
NUMBER OF LANES	3	1	0
LANE WIDTH	12	12	0
GREEN TIME	30.0	30.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	0	0
NUMBER OF LANES	0	0	0
LANE WIDTH	0	0	0
GREEN TIME	0.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	6	17	16
NUMBER OF LANES	2	3	2
LANE WIDTH	12	12	12
GREEN TIME	30.0	30.0	30.0

****

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:PINELAWN RD./No. SERV. RD. (L.I.E.) AREA TYPE: NON-CBD

INTERSECTION LOCATION:TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED:2007 P.M. PEAK - BUILD W/IMPROV.

ADDITIONAL INFORMATION:MELVILLE GEIS -PRJ. No. 6136-01

ANALYST:MM TODAY'S DATE:2-20-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: ****

THE INTERSECTION LEVEL OF SERVICE IS: OVERSATURATED

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	30.39	324.13	OVERSATURATED			
NORTHBOUND	2	20.85	2.09	22.94	C		
	3	0.00	0.00	0.00			
	1	23.78	42.71	66.49	F		
SOUTHBOUND	2	17.53	0.29	17.81	C	61.89	F
	3	0.00	0.00	0.00			
	1	0.00	0.00	0.00			
EASTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			
	1	19.09	0.75	19.84	C		
WESTBOUND	2	16.05	0.00	16.05	C	18.36	C
	3	17.24	0.11	17.35	C		

****

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	1044	1478	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3272	5453	0
FLOW RATIO (V/S)	.319	.271	.000
GREEN/CYCLE RATIO (G/C)	.222	.333	.000
LANE GROUP CAPACITY (C)	727	1818	0
VOLUME/CAPACITY RATIO (X)	1.437	0.813	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	1919	200	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	5319	1507	0
FLOW RATIO (V/S)	.361	.133	.000
GREEN/CYCLE RATIO (G/C)	.333	.333	.000
LANE GROUP CAPACITY (C)	1773	502	0
VOLUME/CAPACITY RATIO (X)	1.082	0.398	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	647	280	313
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3176	5293	2646
FLOW RATIO (V/S)	.204	.053	.118
GREEN/CYCLE RATIO (G/C)	.333	.333	.333
LANE GROUP CAPACITY (C)	1059	1764	882
VOLUME/CAPACITY RATIO (X)	0.611	0.159	0.355

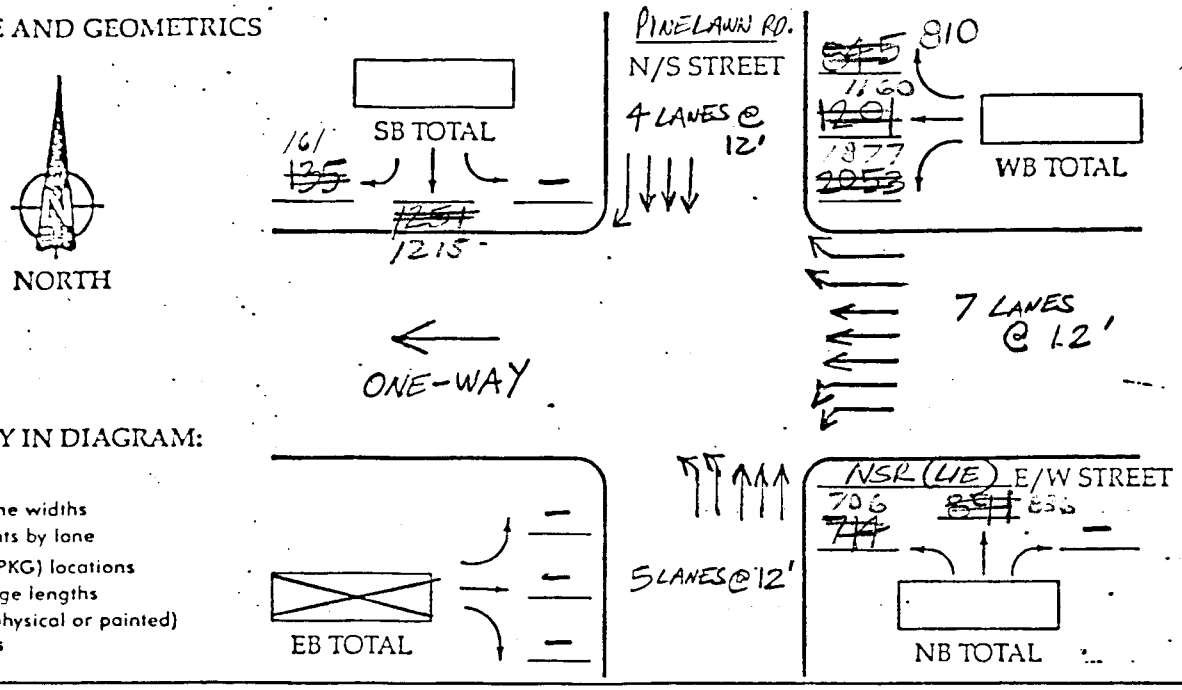
INPUT WORKSHEET PREFERRED PLAN (FAR .30) (10/87)

Intersection: PINELAWN RD. / NORTH SERVICE RD. (LIE) Date: 2007 - BUILD w/ IMPROV.

Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB										
WB	+2%	2%	N	–	–	0.90	0	N	–	3
NB	-4%	2%	N	–	–	0.90	0	N	–	3
SB	+1%	2%	N	–	–	0.90	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING FULLY ACT.

DIAGRAM								
Timing	G = 20 Y + R =	G = 20 Y + R =	G = 40 Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 90 Sec

NELV. GEIS - PREF PLAN (10-87) 16A-P7I

INTERSECTION
NORTH SERVICE RD. &
PINELAWN RD. &
PINELAWN RD.
WEEKDAY AM PEAK 2007 -- IMPROV CBD ? N
ACTUATED SIGNAL

V O L U M E A D J U S T M E N T

APPROACH	LANE GROUP MVM	VOLUME	FLOW RATE IN GROUP	LANE UTIL FACTOR	ADJ FLOW RATE	PROP OF TURNS LT	RT
EB							
WB	L	1877	2086	1.00	2086	1.00	0.00
	T	1160	1289	1.00	1289	0.00	0.00
	R	810	900	1.00	900	0.00	1.00
NB	L	706	784	1.00	784	1.00	0.00
	T	836	929	1.00	929	0.00	0.00
SB	T	1215	1350	1.00	1350	0.00	0.00
	R	161	179	1.00	179	0.00	1.00

S A T U R A T I O N F L O W

APP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
EB												
WB	L	1800	2	1.00	0.99	0.99	1.00	1.00	1.00	1.00	0.75	2646
	T	1800	3	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	5293
	R	1800	2	1.00	0.99	0.99	1.00	1.00	1.00	0.75	1.00	2646
NB	L	1800	2	1.00	0.99	1.02	1.00	1.00	1.00	1.00	0.92	3344
	T	1800	3	1.00	0.99	1.02	1.00	1.00	1.00	1.00	1.00	5453
SB	T	1800	3	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	5293
	R	1800	1	1.00	0.99	0.99	1.00	1.00	1.00	0.85	1.00	1500

MELV. GEIS - PREP PLAN (10-87) 16A-P7I

INTERSECTION :
NORTH SERVICE RD. &
PINELAWN RD. &
PINELAWN RD.
WEEKDAY AM PEAK 200[illegible] - IMPROV. CBD : N
ACTUATED SIGNAL

C A P A C I T Y A N A L Y S I S

APP	LN GR MVM	ADJ FLOW RATE	PMSV LT FLOW	ADJ SAT FLW RT	FLOW RATIO	CRIT ?	GREEN RATIO	LN GR CAPACITY	V/C RATIO
EB									
WB	L	2086	0	2646	0.788	Y	0.444	1176	1.774
	T	1289	0	5293	0.244	N	0.444	2352	0.548
	R	900	0	2646	0.340	N	0.444	1176	0.765
NB	L	784	0	3344	0.234	Y	0.222	743	1.055
	T	929	0	5453	0.170	N	0.456	2484	0.374
SB	T	1350	0	5293	0.255	Y	0.233	1235	1.093
	R	179	0	1500	0.119	N	0.233	350	0.511

CYCLE LENGTH : 90.0 SUM OF CRITICAL LANES' FLOW RATIOS : 1.277
LOSS TIME PER CYCLE : 9 INTERSECTION V/C : 1.419

L E V E L O F S E R V I C E

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	APP LOS
EB												
WB	L	1.774	0.444	90	49.9	1176	851.2	1.00	901.1	F		
	T	0.548	0.444	90	14.0	2352	0.2	0.85	12.1	B		
	R	0.765	0.444	90	16.0	1176	2.1	0.85	15.4	C	446.6	F
NB	L	1.055	0.222	90	27.0	743	41.5	1.00	68.5	F		
	T	0.374	0.456	90	12.2	2484	0.0	0.85	10.4	B	37.0	D
SB	T	1.093	0.233	90	27.0	1235	50.4	0.85	65.8	F		
	R	0.511	0.233	90	22.8	350	1.1	0.85	20.3	C	60.4	F

INTERSECTION DELAY :274.5 secs/veh
LEVEL OF SERVICE : F

INTERSECTION #
NORTH SERVICE RD. @
HINKLAWN RD. @
PINELAWN RD.
WEEKDAY AM PEAK 2007 - IMPROV. CSD7N
ACTUATED SIGNAL

T R A F F I C & R O A D W A Y C O N D I T I O N S

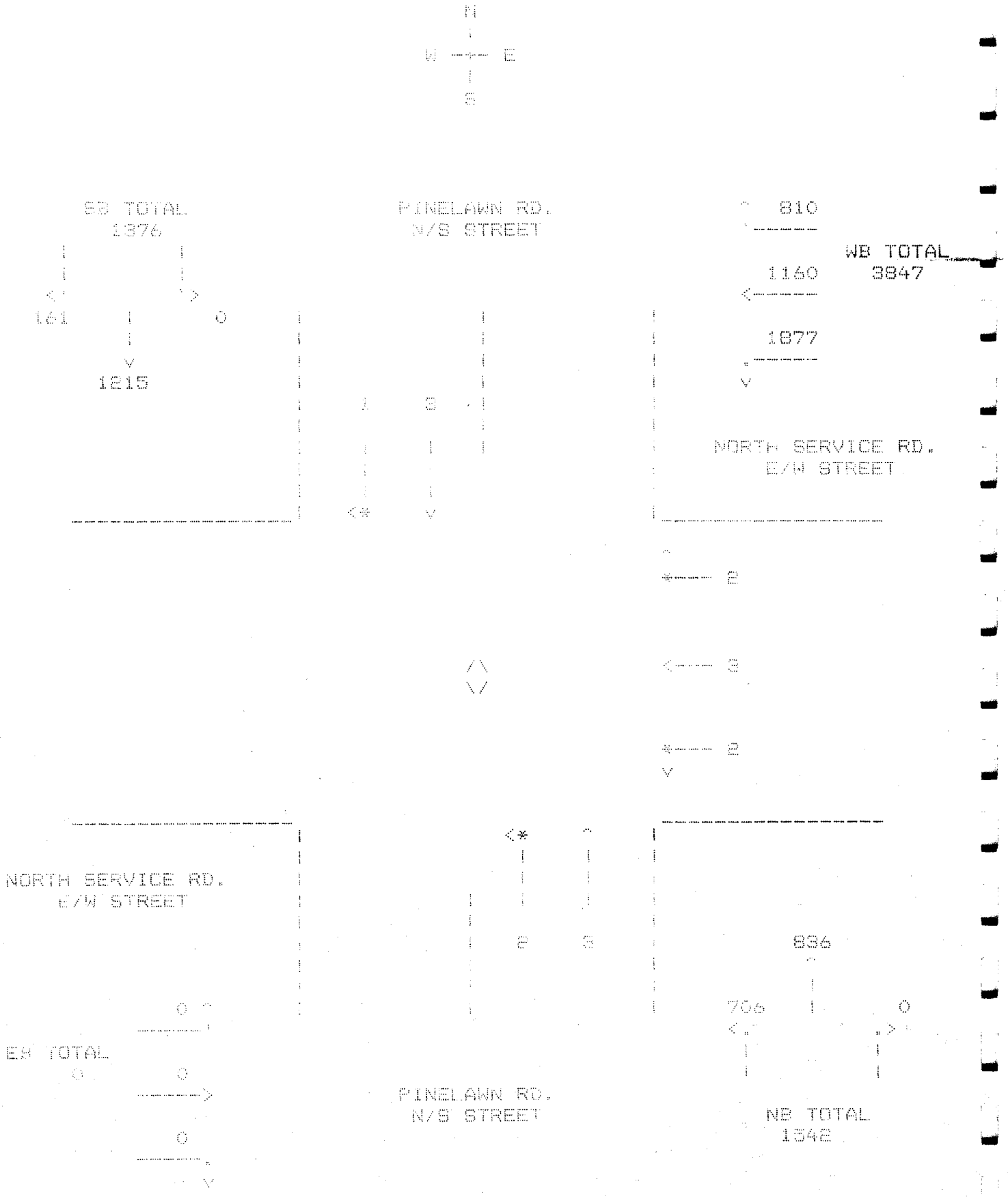
APP	GRADE (%)	HV (%)	ADJ. PKG LN. Y/N	ADJ. PKG LN. Nm	2USES (No)	PHF	CONF. PEDS (peds/hr)	PED BUTTON Y/N	PED BUTTON SEC	ARR TYPE
EB	0	0	N	0	0	0.00	0	N	0.0	3
WB	2	2	N	0	0	0.90	0	N	0.0	3
NB	-4	2	N	0	0	0.90	0	N	0.0	3
SB	1	2	N	0	0	0.90	0	N	0.0	3

G E O M E T R I C S / V O L U M E S

APP	VOLUME LT	VOLUME TH	VOLUME RT	LANE GROUP 1 MVM	1 LNS	1 WD	LANE GROUP 2 MVM	2 LNS	2 WD	LANE GROUP 3 MVM	3 LNS	3 WD
EB	0	0	0									
WB	1877	1160	910	L	2	24.0	T	3	36.0	R	2	24.0
NB	706	836	0	L	2	24.0	T	3	36.0			
SB	0	1215	161	T	3	36.0	R	1	12.0			

S I G N A L P H A S I N G

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PMSV	G	Y+R
WB	6	L	T	R	LR		40	5.0
NB	1	L	T		L		20	7.0
NB	2	T					21	6.9
SB	2	T	R		R		21	6.9


N
W
E
S
SB TOTAL
1376
PINELAWN RD.
N/S STREET
810
WB TOTAL
3847
1140
1877
NORTH SERVICE RD.
E/W STREET
161
0
1215
1
3
2
2
3
2
NORTH SERVICE RD.
E/W STREET
0
EB TOTAL
0
0
PINELAWN RD.
N/S STREET
2
3
836
706
0
NB TOTAL
1542

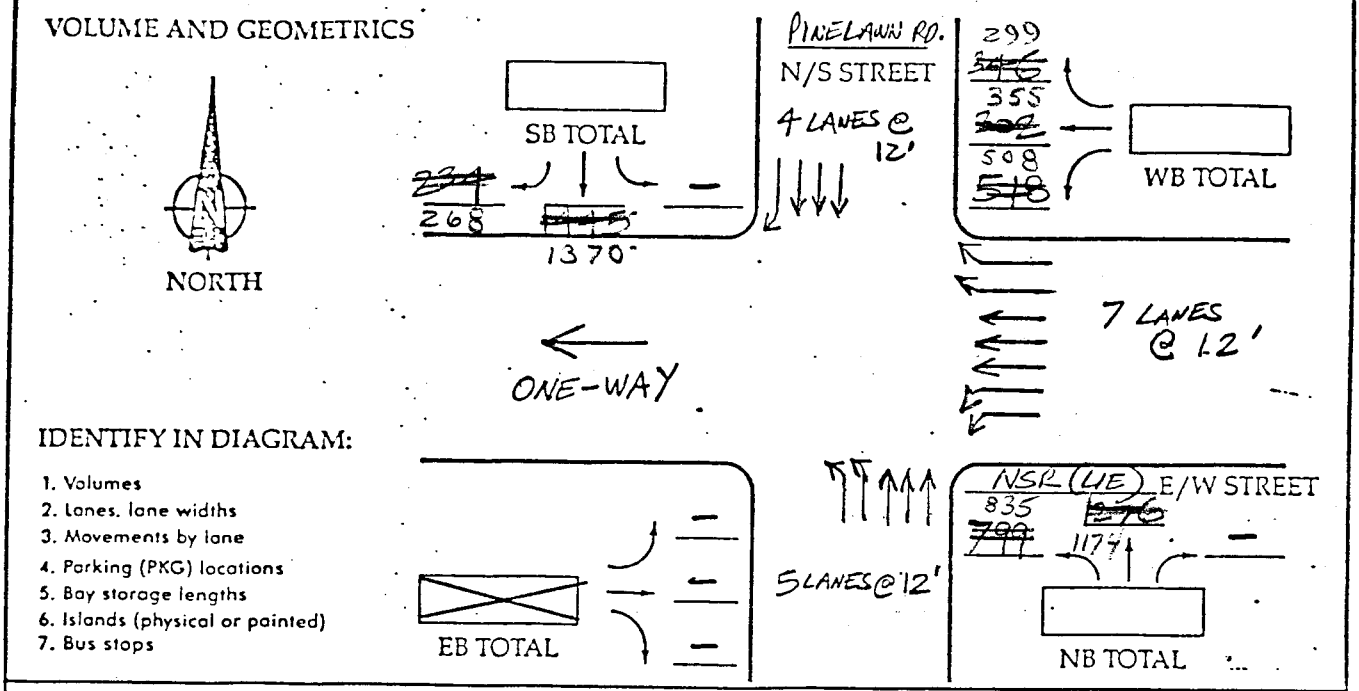
INPUT WORKSHEET PREFERRED PLAN (FAC. 80) (10/87)

Intersection: PINELAWN RD. / NORTH SERVICE RD. (LIE) Date: 2007 - BUILD W/ IMPROV.

Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB										
WB	+2%	2%	N	–	–	0.90	0	N	–	3
NB	-4%	2%	N	–	–	0.90	0	N	–	3
SB	+1%	2%	N	–	–	0.90	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING FULLY ACT.

DIAGRAM								
Timing	G = 36 Y + R =	G = 38 Y + R =	G = 36 Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | ------- Pedestrian | Cycle Length 120 Sec

MELV. GRIS - PREP PLAN (10-87) 16P-P71

INTERSECTION .
NORTH SERVICE RD. 1
PINELAWN RD. 2
PINELAWN RD.
WEEKDAY PM PEAK 2007 - IMPROV. CBD ? N
ACTUATED SIGNAL

V O L U M E A D J U S T M E N T

APPROACH	LANE GROUP MVM	LANE GROUP VOLUME	FLOW RATE IN GROUP	LANE UTIL FACTOR	ADJ FLOW RATE	PROP OF TURNS LT	PROP OF TURNS RT
EB							
WB	L	506	564	1.00	564	1.00	0.00
	T	355	394	1.00	394	0.00	0.00
	R	299	332	1.00	332	0.00	1.00
NB	L	835	928	1.00	928	1.00	0.00
	T	1174	1304	1.00	1304	0.00	0.00
SB	T	1370	1522	1.00	1522	0.00	0.00
	R	268	298	1.00	298	0.00	1.00

S A T U R A T I O N F L O W

APP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
EB												
WB	L	1800	2	1.00	0.99	0.99	1.00	1.00	1.00	1.00	0.75	2646
	T	1800	3	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	5293
	R	1800	2	1.00	0.99	0.99	1.00	1.00	1.00	0.75	1.00	2646
NB	L	1800	2	1.00	0.99	1.02	1.00	1.00	1.00	1.00	0.92	3344
	T	1800	3	1.00	0.99	1.02	1.00	1.00	1.00	1.00	1.00	5453
SB	T	1800	3	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	5293
	R	1800	1	1.00	0.99	0.99	1.00	1.00	1.00	0.25	1.00	1500

NEL - 3EIS - PREP PLAN (10-PM) 16P-PM

INTERSECTION :
NORTH SERVICE RD. @
PINELAWN RD. S
PINELAWN RD.
WEEKDAY PM PEAK 2007 - UNIMPROV. CRD ? Y
ACTUATED SIGNAL

C A P A C I T Y A N A L Y S I S

APP	LN GR MVM	ADJ FLOW RATE	PHF LT FLOW	ADJ SAT FLW RT	FLOW RATIO	CRIT ?	GREEN RATIO	LN GR CAPACITY	V/C RATIO
EB									
WB	L	564	0	2646	0.213	Y	0.300	794	0.710
	T	394	0	5293	0.074	N	0.300	1588	0.248
	R	332	0	2646	0.125	N	0.300	794	0.418
NB	L	932	0	3344	0.278	Y	0.300	1005	0.925
	T	1304	0	5453	0.239	N	0.617	3363	0.388
SB	T	1522	0	5296	0.288	Y	0.317	1676	0.908
	R	298	0	1500	0.199	N	0.317	475	0.627

CYCLE LENGTH : 120.0 SUM OF CRITICAL LANES' FLOW RATIOS : 0.779
LOST TIME PER CYCLE : 9 INTERSECTION V/C : 0.848

L E V E L O F S E R V I C E

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	APP LOS
EB												
WB	L	0.710	0.300	120	28.4	794	2.1	1.00	30.5	D		
	T	0.248	0.300	120	24.1	1588	0.3	0.53	20.5	C		
	R	0.418	0.300	120	25.5	794	0.6	0.83	21.2	C	25.2	D
NB	L	0.925	0.300	120	30.9	1005	10.0	1.00	40.9	E		
	T	0.388	0.617	120	8.0	3363	0.5	0.80	7.5	B	21.4	C
SB	T	0.908	0.317	120	29.4	1676	0.5	0.65	30.1	D		
	R	0.627	0.317	120	26.6	475	1.9	0.85	24.8	C	29.1	D

INTERSECTION DELAY : 24.9 secs/veh
LEVEL OF SERVICE : C

LOCKWOOD, KESSLER & BARTLETT, INC. 10/30/1987

NELV. SC13 - PREP PLAN (1987) 16P-P71

INTERSECTION #
NORTH SERVICE Rd. &
PINELAWN RD. @
PINELAWN RD.
WEEKDAY PM PEAK 2007 - IMPRVM. DESIGN
ACTUATED SIGNAL

T R A F F I C & R O A D W A Y C O N D I T I O N S

APP	GRADE (%)	HV (%)	ADJ. PRG Y/N	LN. Nm	BUSES (no)	PHF	CONF. PEDS (peds/hr)	PED BUTTON Y/N	SEC	ARR TYPE
EB	0	0	N	0	0	0.00	0	N	0.0	3
WB	2	2	N	0	0	0.90	0	N	0.0	3
NB	-1	2	N	0	0	0.90	0	N	0.0	3
SB	1	2	N	0	0	0.90	0	N	0.0	3

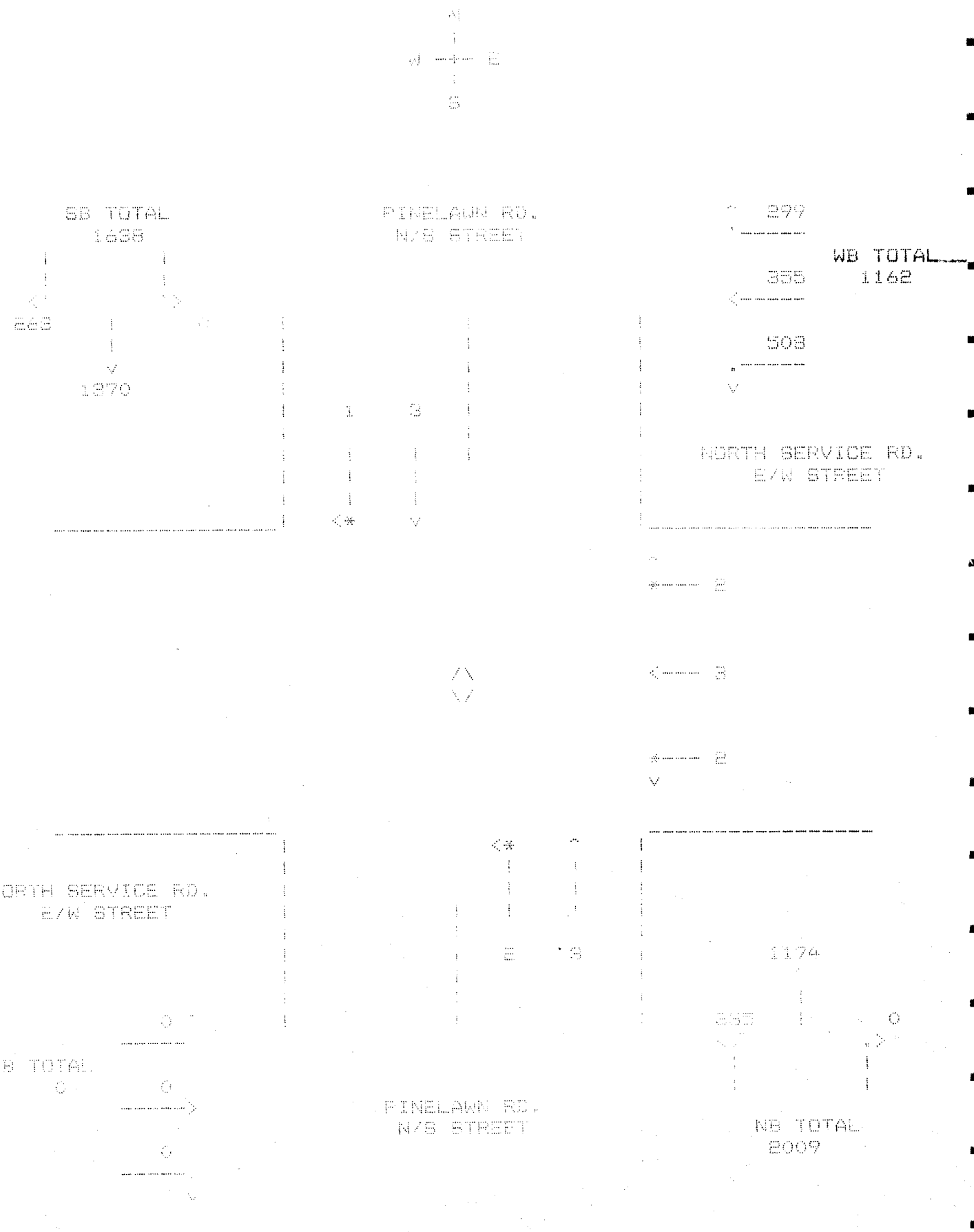
G E O M E T R I C S / V O L U M E S

APP	VOLUME LT	TH	RT	LANE GROUP 1 MVM	LNS	WD	MVM	2 LNS	WD	MVM	3 LNS	WD
EB	0	0	0									
WB	508	353	299	L	2	24.0	T	2	36.0	R	1	24.0
NB	935	1174	0	L	2	24.0	T	3	36.0			
SB	0	1270	248	T	3	36.0	R	1	12.0			

S I G N A L P H A S I N G

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PMSV	G	Y+R
WB	3	L	T	R	LR		36	84
NB	1	L	T		L		36	84
NB	2	T					38	82
SB	2	T	R		R		38	82

10/20/1987 LOCKWOOD, KESSLER & BARTLETT, INC.
INTERSECTION: [illegible]



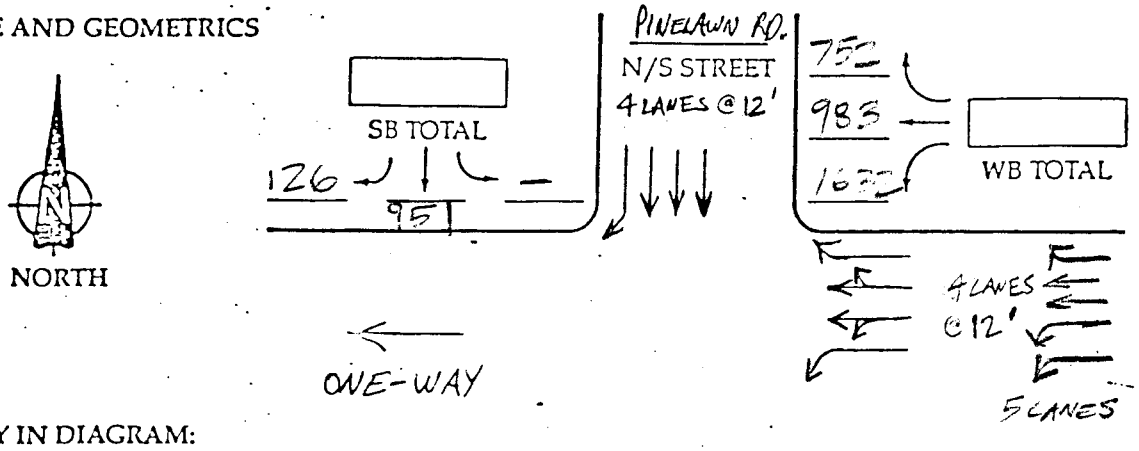
INPUT WORKSHEET 1992 RECOMMENDED IMPROV.

Intersection: PINELAWN RD. / NORTH SERVICE RD. (LIE) Date: 1992 - BUILD w/ IMPROV.

Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

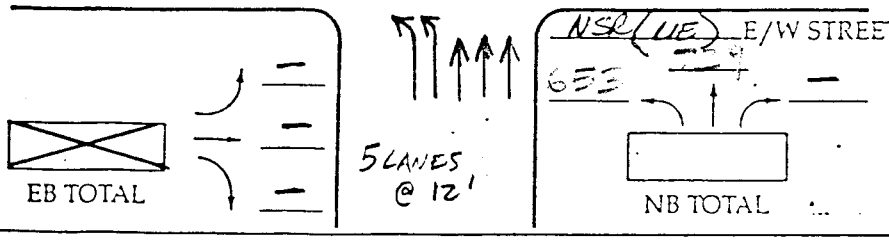
Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops



TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB										
WB	+2%	2%	N	–	0	0.90	0	N	–	3
NB	-4%	2%	N	–	0	0.90	0	N	–	3
SB	+1%	2%	N	–	0	0.90	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - N/S)

DIAGRAM								
Timing	G = 20 Y+R =	G = 15 Y+R =	G = 45 Y+R =	G = Y+R =	G = Y+R =	G = Y+R =	G = Y+R =	G = Y+R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 90 Sec

MELVILLE GEIS (6136-01) 16A-92I

INTERSECTION :
NORTH SERVICE RD. @
PINELAWN RD. @
PINELAWN RD.
WEEKDAY AM PEAK 1992 - IMPROV. CBD ? N
ACTUATED SIGNAL

V O L U M E A D J U S T M E N T

APPROACH	LANE MVM	GROUP VOLUME	FLOW RATE IN GROUP	LANE UTIL FACTOR	ADJ FLOW RATE	PROP OF TURNS LT	PROP OF TURNS RT
EB							
WB	L	1632	1813	1.00	1813	1.00	0.00
	T	983	1092	1.00	1092	0.00	0.00
	R	752	836	1.00	836	0.00	1.00
NB	L	653	726	1.00	726	1.00	0.00
	T	729	810	1.00	810	0.00	0.00
SB	T	951	1057	1.00	1057	0.00	0.00
	R	126	140	1.00	140	0.00	1.00

S A T U R A T I O N F L O W

APP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
EB												
WB	L	1800	2	1.00	0.99	0.99	1.00	1.00	1.00	1.00	0.75	2646
	T	1800	2	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	3528
	R	1800	1	1.00	0.99	0.99	1.00	1.00	1.00	0.85	1.00	1500
NB	L	1800	2	1.00	0.99	1.02	1.00	1.00	1.00	1.00	0.92	3344
	T	1800	3	1.00	0.99	1.02	1.00	1.00	1.00	1.00	1.00	5453
SB	T	1800	3	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	5293
	R	1800	1	1.00	0.99	0.99	1.00	1.00	1.00	0.85	1.00	1500

MELVILLE GEIS (6136-01) 16A-921

INTERSECTION :
NORTH SERVICE RD. @
PINELAWN RD. @
PINELAWN RD.
WEEKDAY AM PEAK 1992 - IMPROV. CBD ? N
ACTUATED SIGNAL

C A P A C I T Y A N A L Y S I S

APP	LN GR MVM	ADJ FLOW RATE	PMSV LT FLOW	ADJ SAT FLW RT	FLOW RATIO	CRIT ?	GREEN RATIO	LN GR CAPACITY	V/C RATIO
EB									
WB	L	1813	0	2646	0.685	Y	0.500	1323	1.370
	T	1092	0	3528	0.310	N	0.500	1764	0.619
	R	836	0	1500	0.557	N	0.500	750	1.115
NB	L	726	0	3344	0.217	Y	0.222	743	0.977
	T	810	0	5453	0.149	N	0.389	2121	0.382
SB	T	1057	0	5293	0.200	Y	0.167	882	1.198
	R	140	0	1500	0.093	N	0.167	250	0.560

CYCLE LENGTH : 90.0 SUM OF CRITICAL LANES' FLOW RATIOS : 1.102
LOSS TIME PER CYCLE : 9 INTERSECTION V/C : 1.224

L E V E L O F S E R V I C E

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	APP LOS
EB												
WB	L	1.370	0.500	90	27.1	1323	247.3	1.00	274.4	F		
	T	0.619	0.500	90	12.4	1764	0.5	0.85	11.0	B		
	R	1.115	0.500	90	19.3	750	66.1	0.85	72.6	F	152.4	F
NB	L	0.977	0.222	90	26.4	743	20.5	1.00	46.9	E		
	T	0.382	0.389	90	15.0	2121	0.1	0.85	12.6	B	28.9	D
SB	T	1.198	0.167	90	29.7	882	110.5	0.85	119.2	F		
	R	0.560	0.167	90	26.2	250	2.1	0.85	24.1	C	108.0	F

INTERSECTION DELAY :114.8 secs/veh
LEVEL OF SERVICE : F

LOCKWOOD, KESSLER & BARTLETT, INC. 3/17/1987

MELVILLE GEIS (6136-01) 16A-92I

INTERSECTION :
NORTH SERVICE RD. @
PINELAWN RD. @
PINELAWN RD.
WEEKDAY AM PEAK 1992 - IMPROV. CBD?N
ACTUATED SIGNAL

TRAFFIC & ROADWAY CONDITIONS

APP	GRADE (%)	HV (%)	ADJ. PKG LN. Y/N	Nm	BUSES (Nb)	PHF	CONF. PEDS (peds/hr)	PED BUTTON Y/N	SEC	ARR TYPE
EB	0	0	N	0	0	0.00	0	N	0.0	3
WB	2	2	N	0	0	0.90	0	N	0.0	3
NB	-4	2	N	0	0	0.90	0	N	0.0	3
SB	1	2	N	0	0	0.90	0	N	0.0	3

GEOMETRICS / VOLUMES

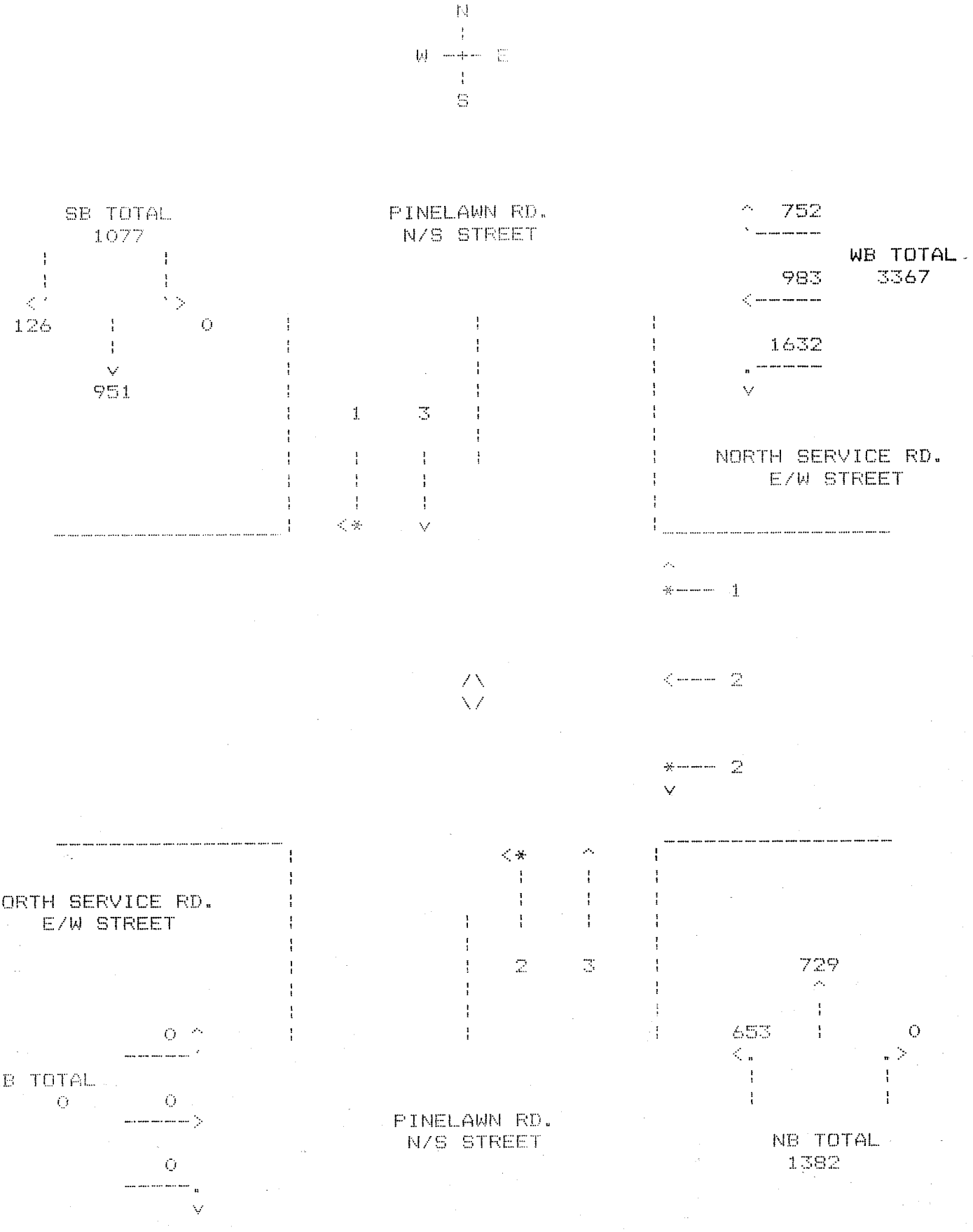
APP	VOLUME LT	TH	RT	LANE GROUPS 1 MVM	LNS	WD	2 MVM	LNS	WD	3 MVM	LNS	WD
EB	0	0	0									
WB	1632	983	752	L	2	24.0	T	2	24.0	R	1	12.0
NB	653	729	0	L	2	24.0	T	3	36.0			
SB	0	951	126	T	3	36.0	R	1	12.0			

SIGNAL PHASING

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PMSV	G	Y+R
WB	3	L	T	R	LR		45	45
NB	1	L	T		L		20	70
NB	2	T					15	75
SB	2	T	R		R		15	75

3/17/1987

LOCKWOOD, KESSLER & BARTLETT, INC.
INTERSECTION 16A-92I



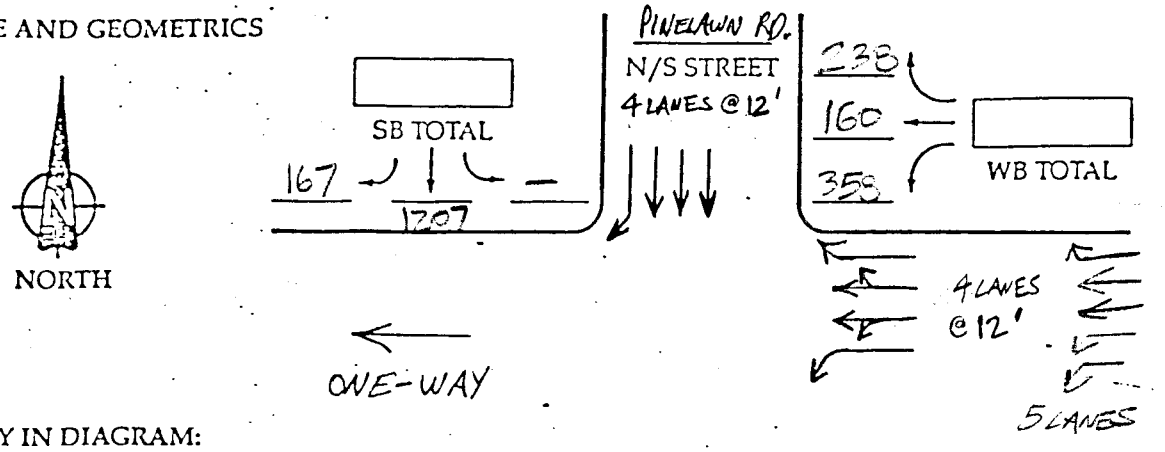
INPUT WORKSHEET 1992 - TIP + RECOMMENDED IMPROV.

Intersection: PINELAWN / NORTH SERVICE RD. (LIE) Date: 1992 - BUILD w/ IMPROV.

Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

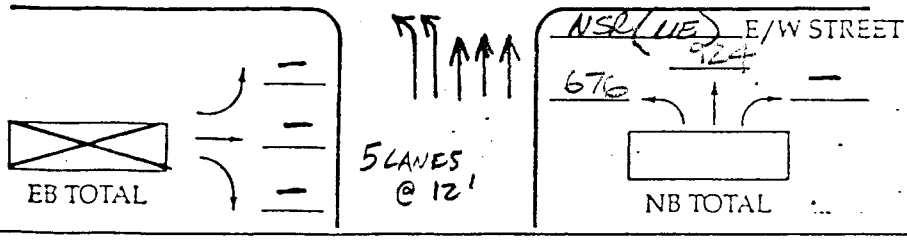
Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

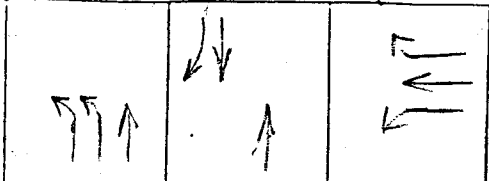


TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB										
WB	+2%	2%	N	–	0	0.90	0	N	–	3
NB	-4%	2%	N	–	0	0.90	0	N	–	3
SB	+1%	2%	N	–	0	0.90	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - N/S)

DIAGRAM								
Timing	G = 35 Y + R =	G = 45 Y + R =	G = 30 Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns ——↗ Permitted turns ------- Pedestrian Cycle Length 120 Sec

MELVILLE GEIS (6136-01) 16P-92I

INTERSECTION :
NORTH SERVICE RD. @
PINELAWN RD. @
PINELAWN RD.
WEEKDAY PM PEAK 1992 - IMPROV. CBD ? N
ACTUATED SIGNAL

V O L U M E A D J U S T M E N T

APPROACH	LANE MVM	GROUP VOLUME	FLOW RATE IN GROUP	LANE UTIL FACTOR	ADJ FLOW RATE	PROP OF TURNS LT	PROP OF TURNS RT
EB							
WB	L	358	398	1.00	398	1.00	0.00
	T	160	178	1.00	178	0.00	0.00
	R	238	264	1.00	264	0.00	1.00
NB	L	676	751	1.00	751	1.00	0.00
	T	924	1027	1.00	1027	0.00	0.00
SB	T	1207	1341	1.00	1341	0.00	0.00
	R	167	186	1.00	186	0.00	1.00

S A T U R A T I O N F L O W

APP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
EB												
WB	L	1800	2	1.00	0.99	0.99	1.00	1.00	1.00	1.00	0.75	2646
	T	1800	2	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	3528
	R	1800	1	1.00	0.99	0.99	1.00	1.00	1.00	0.85	1.00	1500
NB	L	1800	2	1.00	0.99	1.02	1.00	1.00	1.00	1.00	0.92	3344
	T	1800	3	1.00	0.99	1.02	1.00	1.00	1.00	1.00	1.00	5453
SB	T	1800	3	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	5293
	R	1800	1	1.00	0.99	0.99	1.00	1.00	1.00	0.85	1.00	1500

MELVILLE GEIS (6136-01) 16P-921

INTERSECTION :
NORTH SERVICE RD. @
PINELAWN RD. @
PINELAWN RD.
WEEKDAY PM PEAK 1992 - IMPROV. CBD ? N
ACTUATED SIGNAL

C A P A C I T Y A N A L Y S I S

APP	LN GR MVM	ADJ FLOW RATE	PMSV LT FLOW	ADJ SAT FLW RT	FLOW RATIO	CRIT ?	GREEN RATIO	LN GR CAPACITY	V/C RATIO
EB									
WB	L	398	0	2646	0.150	N	0.250	661	0.602
	T	178	0	3528	0.050	N	0.250	882	0.202
	R	264	0	1500	0.176	Y	0.250	375	0.704
NB	L	751	0	3344	0.225	Y	0.292	975	0.770
	T	1027	0	5453	0.188	N	0.667	3635	0.283
SB	T	1341	0	5293	0.253	Y	0.375	1985	0.676
	R	186	0	1500	0.124	N	0.375	562	0.331

CYCLE LENGTH : 120.0 SUM OF CRITICAL LANES' FLOW RATIOS : 0.654
LOSS TIME PER CYCLE : 9 * INTERSECTION V/C : 0.707

L E V E L O F S E R V I C E

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	APP LOS
EB												
WB	L	0.602	0.250	120	30.2	661	1.1	1.00	31.3	D		
	T	0.202	0.250	120	27.0	882	0.0	0.85	22.9	C		
	R	0.704	0.250	120	31.1	375	4.0	0.85	29.8	D	29.0	D
NB	L	0.770	0.292	120	29.5	975	2.7	1.00	32.2	D		
	T	0.283	0.667	120	6.2	3635	0.0	0.85	5.3	B	16.7	C
SB	T	0.676	0.375	120	23.9	1985	0.7	0.85	20.9	C		
	R	0.331	0.375	120	20.3	562	0.1	0.85	17.3	C	20.4	C

INTERSECTION DELAY : 20.5 secs/veh
LEVEL OF SERVICE : C

LOCKWOOD, KESSLER & BARTLETT, INC. 3/17/1987

MELVILLE GEIS (613a-01) 16P-921

INTERSECTION :
NORTH SERVICE RD. @
PINELAWN RD. @
PINELAWN RD.
WEEKDAY PM PEAK 1992 - IMPROV. CBD?N
ACTUATED SIGNAL

T R A F F I C & R O A D W A Y C O N D I T I O N S

APP	GRADE (%)	HV (%)	ADJ. PKG Y/N	LN. Nm	BUSES (Nb)	PHF	CONF. PEDS (peds/hr)	PED Y/N	BUTTON SEC	ARR TYPE
EB	0	0	N	0	0	0.00	0	N	0.0	3
WB	2	2	N	0	0	0.90	0	N	0.0	3
NB	-4	2	N	0	0	0.90	0	N	0.0	3
SB	1	2	N	0	0	0.90	0	N	0.0	3

G E O M E T R I C S / V O L U M E S

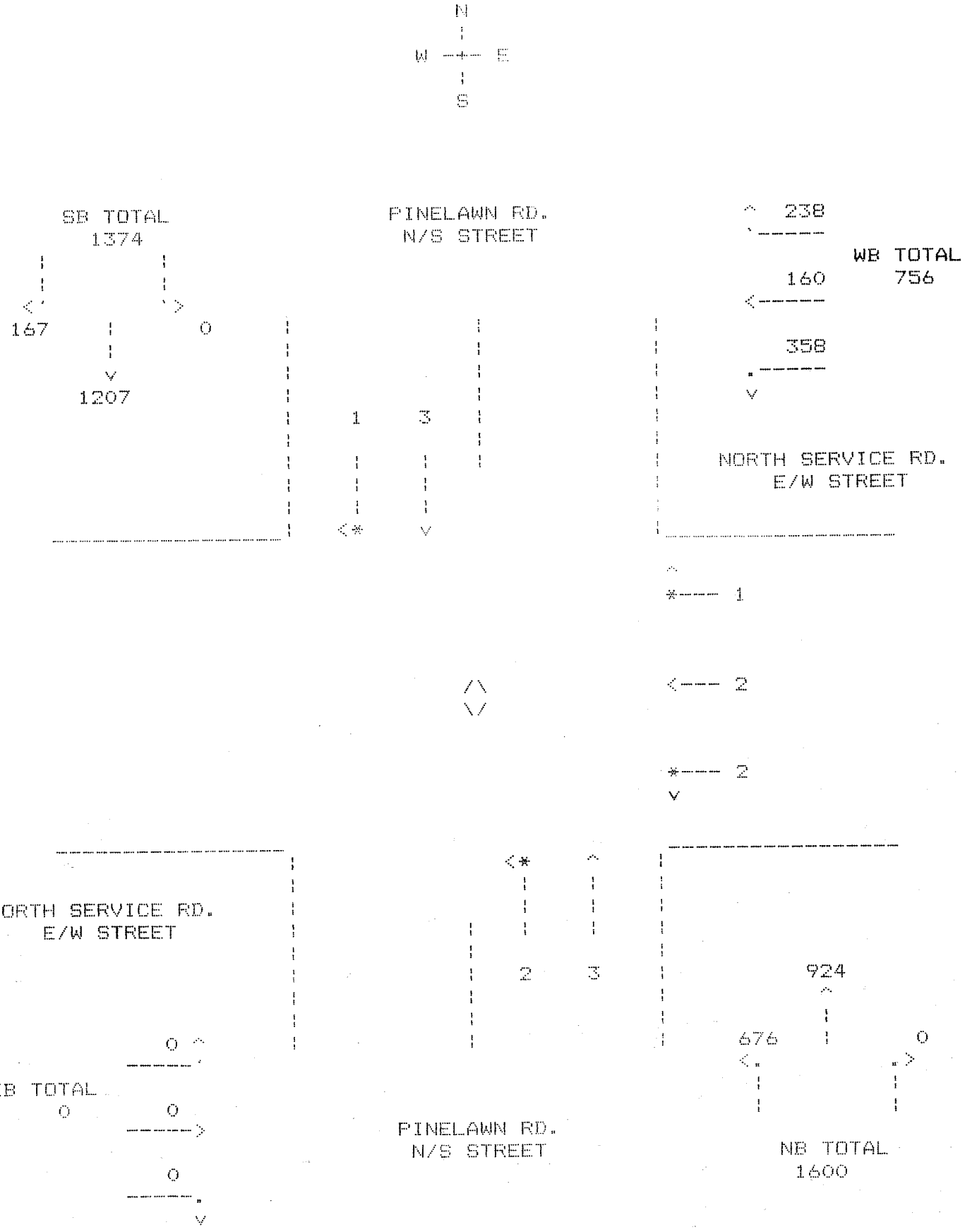
APP	VOLUME LT	TH	RT	LANE GROUPS 1 MVM	LNS	WD	2 MVM	LNS	WD	3 MVM	LNS	WD
EB	0	0	0									
WB	358	160	238	L	2	24.0	T	2	24.0	R	1	12.0
NB	676	924	0	L	2	24.0	T	3	36.0			
SB	0	1207	167	T	3	36.0	R	1	12.0			

S I G N A L P H A S I N G

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PMSV	G	Y+R
WB	3	L	T	R	LR		30	90
NB	1	L	T		L		35	85
NB	2	T					45	75
SB	2	T	R		R		45	75

3/17/1987

LOCKWOOD, KESSLER & BARTLETT, INC.
INTERSECTION 16P-92I



INTERSECTION 17

OLD COUNTRY RD. / NEW YORK AVE.

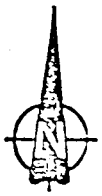
INPUT WORKSHEET

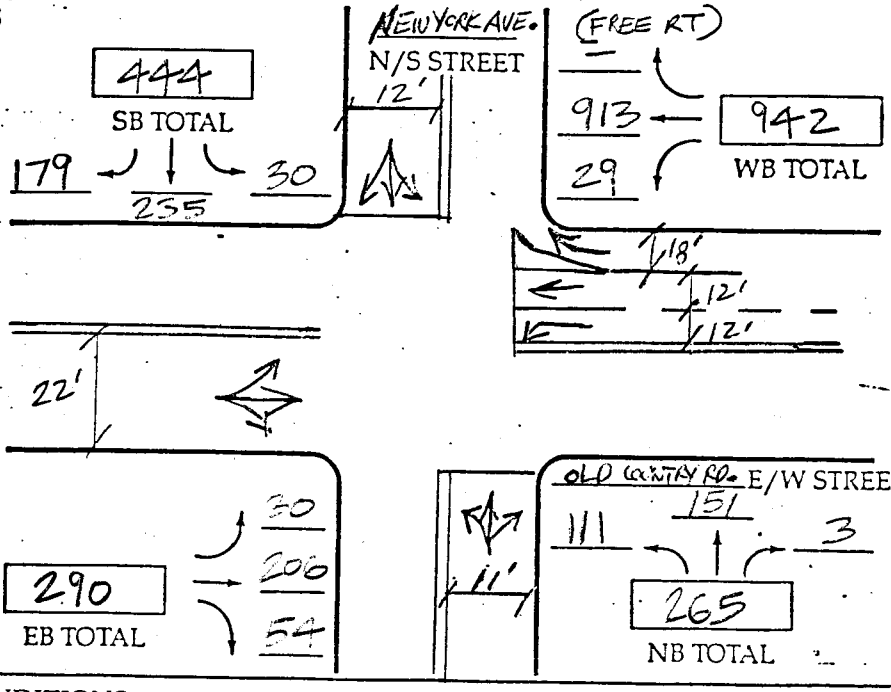
Intersection: NEW YORK AVE. / OLD COUNTRY RD. Date: EXISTING - 1986

Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS





IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	0%	2%	N	—	—	0.90	0	N	—	3
WB	0%	2%	N	—	—	0.90	0	N	—	3
NB	0%	2%	N	—	—	0.90	0	N	—	3
SB	0%	2%	N	—	—	0.90	0	N	—	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING RETIMED

DIAGRAM								
Timing	G = 20 Y + R =	G = 42 Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 75 Sec

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:NEW YORK AVE./OLD COUNTRY RD. AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1986 A.M. PEAK - EXISTING
ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. NO. 8135-01
ANALYST:MM TODAY'S DATE:1-16-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	111	30	30	29
THROUGH VOLUME	19.	225	200	913
RIGHT TURNING VOLUME	3	179	54	0
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	3
PEAK HOUR FACTOR	0.90	0.90	0.90	0.90
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	0.00	0.00	0.00	0.00
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	1.00
BASE SATURATION FLOW	1800	1800	1800	1800
NUMBER OF LANES	1	1	1	2
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
SIGNAL TYPE:	PRE-TIMED			
CYCLE LENGTH:	70			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	T	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	11	0	0
GREEN TIME	23.0	0.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	T	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	12	0	0
GREEN TIME	23.0	0.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	T	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	22	0	0
GREEN TIME	41.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	L	T	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	12	0
GREEN TIME	41.0	41.0	0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:NEW YORK AVE./OLD COUNTRY RD. AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1986 A.M. PEAK - EXISTING
ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01
ANALYST:MM TODAY'S DATE:1-16-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: ****
THE INTERSECTION LEVEL OF SERVICE IS: OVERSATURATED

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	21.23	233.94	OVERSATURATED			
NORTHBOUND	2	0.00	0.00	0.00			
	3	0.00	0.00	0.00			
	1	17.60	24.05	41.66	E		
SOUTHBOUND	2	0.00	0.00	0.00		41.66	E
	3	0.00	0.00	0.00			
	1	6.73	0.85	7.59	B		
EASTBOUND	2	0.00	0.00	0.00		7.59	B
	3	0.00	0.00	0.00			
	1	0.71	4.00	4.71	A		
WESTBOUND	2	13.30	13.30	26.48	D	25.81	D
	3	0.00	0.00	0.00			

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	294	0	0
PROPORTION LEFT TURNS (PLT)	0.42	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.01	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	677	0	0
FLOW RATIO (V/S)	.435	.000	.000
GREEN/CYCLE RATIO (G/C)	.329	.000	.000
LANE GROUP CAPACITY (C)	222	0	0
VOLUME/CAPACITY RATIO (X)	1.324	0.000	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	493	0	0
PROPORTION LEFT TURNS (PLT)	0.07	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.40	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1547	0	0
FLOW RATIO (V/S)	.319	.000	.000
GREEN/CYCLE RATIO (G/C)	.329	.000	.000
LANE GROUP CAPACITY (C)	508	0	0
VOLUME/CAPACITY RATIO (X)	0.970	0.000	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	328	0	0
PROPORTION LEFT TURNS (PLT)	0.10	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.19	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1001	0	0
FLOW RATIO (V/S)	.328	.000	.000
GREEN/CYCLE RATIO (G/C)	.586	.000	.000
LANE GROUP CAPACITY (C)	586	0	0
VOLUME/CAPACITY RATIO (X)	0.550	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	32	1014	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1053	1782	0
FLOW RATIO (V/S)	.031	.569	.000
GREEN/CYCLE RATIO (G/C)	.586	.586	.000
LANE GROUP CAPACITY (C)	617	1044	0
VOLUME/CAPACITY RATIO (X)	0.052	0.972	0.000

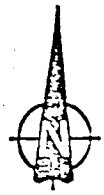
INPUT WORKSHEET

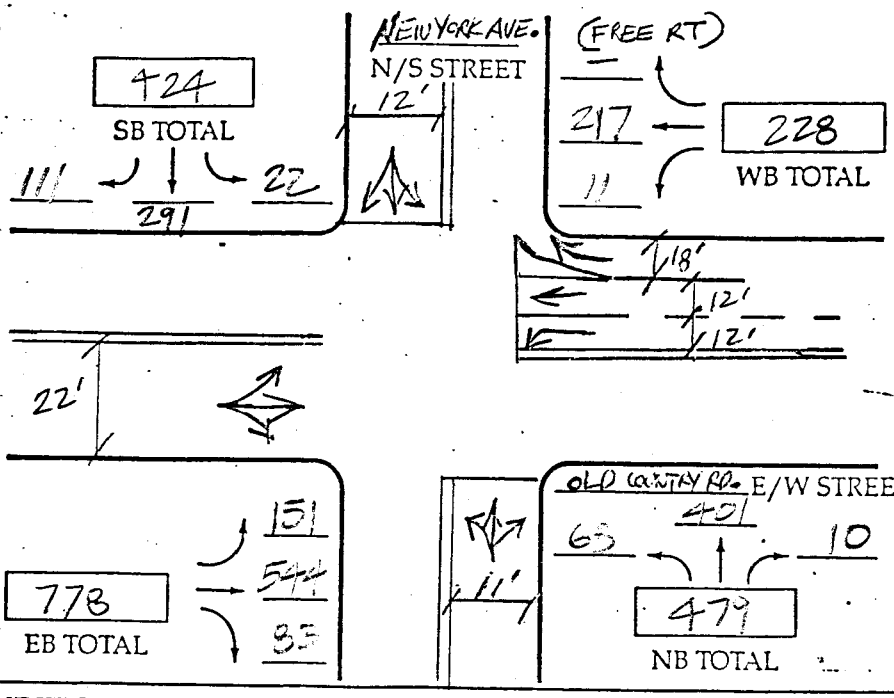
Intersection: NEW YORK AVE. / OLD COUNTRY RD. Date: EXISTING-1986

Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS





IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	0%	2%	N	—	—	0.90	0	N	—	3
WB	0%	2%	N	—	—	0.90	0	N	—	3
NB	0%	2%	N	—	—	0.90	0	N	—	3
SB	0%	2%	N	—	—	0.90	0	N	—	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING FREE TIMED

DIAGRAM								
Timing	G = 20 Y + R =	G = 42 Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 75 Sec

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:NEW YORK AVE./OLD COUNTRY RD AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1986 P.M. PEAK - EXISTING
ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01
ANALYST:MM TODAY'S DATE:1-16-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	68	22	151	11
THROUGH VOLUME	401	291	544	217
RIGHT TURNING VOLUME	10	111	83	0
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	3
PEAK HOUR FACTOR	0.90	0.90	0.90	0.90
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	0.00	0.00	0.00	0.00
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	1.00
BASE SATURATION FLOW	1800	1800	1800	1800
NUMBER OF LANES				2
PARKING?				N
PARKING MANUEVERS PER HOUR	0	0	0	0
SIGNAL TYPE:	PRE-TIMED			
CYCLE LENGTH:	70			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	11	0	0
GREEN TIME	23.0	0.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	12	0	0
GREEN TIME	23.0	0.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	12	0	0
GREEN TIME	41.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	2	17	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	12	0
GREEN TIME	41.0	41.0	0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:NEW YORK AVE./OLD COUNTRY RD. AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1985 P.M. PEAK - EXISTING
ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 8135-01
ANALYST:MP TODAY'S DATE:1-16-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: ****
THE INTERSECTION LEVEL OF SERVICE IS: OVERSATURATED

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	22.76	339.28	OVERSATURATED			
NORTHBOUND	2	0.00	0.00	0.00			
	3	0.00	0.00	0.00			
	1	16.22	42.38	20.51	C		
SOUTHBOUND	2	0.00	0.00	0.00		63.52	F
	3	0.00	0.00	0.00			
	1	6.15	1.96	10.11	B		
EASTBOUND	2	0.00	0.00	0.00		10.11	B
	3	0.00	0.00	0.00			
	1	4.68	0.00	4.80	A		
WESTBOUND	2	5.28	0.02	5.30	A	5.27	A
	3	0.00	0.00	0.00			

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	532	0	0
PROPORTION LEFT TURNS (PLT)	0.14	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.02	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1125	0	0
FLOW RATIO (V/S)	.473	.000	.000
GREEN/CYCLE RATIO (G/C)	.329	.000	.000
LANE GROUP CAPACITY (C)	370	0	0
VOLUME/CAPACITY RATIO (X)	1.440	0.000	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	471	0	0
PROPORTION LEFT TURNS (PLT)	0.05	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.25	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1374	0	0
FLOW RATIO (V/S)	.343	.000	.000
GREEN/CYCLE RATIO (G/C)	.329	.000	.000
LANE GROUP CAPACITY (C)	452	0	0
VOLUME/CAPACITY RATIO (X)	1.043	0.000	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	864	0	0
PROPORTION LEFT TURNS (PLT)	0.19	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.11	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1966	0	0
FLOW RATIO (V/S)	.440	.000	.000
GREEN/CYCLE RATIO (G/C)	.586	.000	.000
LANE GROUP CAPACITY (C)	1152	0	0
VOLUME/CAPACITY RATIO (X)	0.751	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	12	241	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	501	1781	0
FLOW RATIO (V/S)	.024	.135	.000
GREEN/CYCLE RATIO (G/C)	.586	.586	.000
LANE GROUP CAPACITY (C)	293	1044	0
VOLUME/CAPACITY RATIO (X)	0.042	0.231	0.000

****

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:NEW YORK AVE./OLD COUNTRY RD. AREA TYPE:NON-CBD

INTERSECTION LOCATION:TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED:1992 A.M. PEAK - BUILD

ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01

ANALYST:MM TODAY'S DATE:1-16-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	119	32	34	31
THROUGH VOLUME	162	253	230	1037
RIGHT TURNING VOLUME	3	207	58	0
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	3
PEAK HOUR FACTOR	0.90	0.90	0.90	0.90
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	0.00	0.00	0.00	0.00
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	1.00
BASE SATURATION FLOW	1800	1800	1800	1800
NUMBER OF LANES	1	1	1	2
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
SIGNAL TYPE:	PRE-TIMED			
CYCLE LENGTH:	70			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	11	0	0
GREEN TIME	23.0	0.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	12	0	0
GREEN TIME	23.0	0.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	22	0	0
GREEN TIME	41.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	2		0
NUMBER OF LANES	1		0
LANE WIDTH	12		0
GREEN TIME	41.0		0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:NEW YORK AVE./OLD COUNTRY RD. AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 A.M. PEAK - BUILD
ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01
ANALYST:MM TODAY'S DATE:1-16-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: ****
THE INTERSECTION LEVEL OF SERVICE IS: OVERSATURATED

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	28.57	878.97	OVERSATURATED			
NORTHBOUND	2	0.00	0.00	0.00			
	3	0.00	0.00	0.00			
	1	18.64	59.22	77.86	F		
SOUTHBOUND	2	0.00	0.00	0.00		77.86	F
	3	0.00	0.00	0.00			
	1	7.70	2.80	10.50	B		
EASTBOUND	2	0.00	0.00	0.00		10.50	B
	3	0.00	0.00	0.00			
	1	4.74	0.00	4.74	A		
WESTBOUND	2	12.92	57.02	69.94	F	68.04	F
	3	0.00	0.00	0.00			

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	316	0	0
PROPORTION LEFT TURNS (PLT)	0.42	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.01	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	544	0	0
FLOW RATIO (V/S)	.580	.000	.000
GREEN/CYCLE RATIO (G/C)	.329	.000	.000
LANE GROUP CAPACITY (C)	179	0	0
VOLUME/CAPACITY RATIO (X)	1.766	0.000	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	547	0	0
PROPORTION LEFT TURNS (PLT)	0.07	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.42	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1532	0	0
FLOW RATIO (V/S)	.357	.000	.000
GREEN/CYCLE RATIO (G/C)	.329	.000	.000
LANE GROUP CAPACITY (C)	503	0	0
VOLUME/CAPACITY RATIO (X)	1.086	0.000	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	358	0	0
PROPORTION LEFT TURNS (PLT)	0.11	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.18	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	879	0	0
FLOW RATIO (V/S)	.407	.000	.000
GREEN/CYCLE RATIO (G/C)	.586	.000	.000
LANE GROUP CAPACITY (C)	515	0	0
VOLUME/CAPACITY RATIO (X)	0.695	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	34	1152	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	926	1782	0
FLOW RATIO (V/S)	.037	.647	.000
GREEN/CYCLE RATIO (G/C)	.586	.586	.000
LANE GROUP CAPACITY (C)	542	1044	0
VOLUME/CAPACITY RATIO (X)	0.064	1.104	0.000

****

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:NEW YORK AVE./OLD COUNTRY RD. AREA TYPE:NON-CBD

INTERSECTION LOCATION:TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED:1992 P.M. PEAK - BUILD

ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01

ANALYST:MM TODAY'S DATE:1-16-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	73	24	173	12
THROUGH VOLUME	431	313	631	243
RIGHT TURNING VOLUME	11	122	89	
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	3
PEAK HOUR FACTOR	0.90	0.90	0.90	0.90
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	0.00	0.00	0.00	0.00
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	1.00
BASE SATURATION FLOW	1800	1800	1800	1800
NUMBER OF LANES	1	1	1	2
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
SIGNAL TYPE:	PRE-TIMED			
CYCLE LENGTH:	70			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	11	0	0
GREEN TIME	23.0	0.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	12	0	0
GREEN TIME	23.0	0.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	22	0	0
GREEN TIME	41.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	2	17	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	12	0
GREEN TIME	41.0	41.0	0.0

****

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:NEW YORK AVE./OLD COUNTRY RD. AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 P.M. PEAK - BUILD
ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01
ANALYST:MM TODAY'S DATE:1-16-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: ****
THE INTERSECTION LEVEL OF SERVICE IS: OVERSATURATED

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	26.76	690.92	OVERSATURATED			
NORTHBOUND	2	0.00	0.00	0.00			
	3	0.00	0.00	0.00			
	1	19.63	112.30	131.92	F		
SOUTHBOUND	2	0.00	0.00	0.00		131.92	F
	3	0.00	0.00	0.00			
	1	9.32	5.37	14.68	B		
EASTBOUND	2	0.00	0.00	0.00		14.68	B
	3	0.00	0.00	0.00			
	1	4.74	0.00	4.75	A		
WESTBOUND	2	5.38	0.03	5.41	B	5.38	B
	3	0.00	0.00	0.00			

****

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	572	0	0
PROPORTION LEFT TURNS (PLT)	0.14	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.02	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1037	0	0
FLOW RATIO (V/S)	.552	.000	.000
GREEN/CYCLE RATIO (G/C)	.329	.000	.000
LANE GROUP CAPACITY (C)	341	0	0
VOLUME/CAPACITY RATIO (X)	1.680	0.000	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	510	0	0
PROPORTION LEFT TURNS (PLT)	0.05	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.27	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1311	0	0
FLOW RATIO (V/S)	.389	.000	.000
GREEN/CYCLE RATIO (G/C)	.329	.000	.000
LANE GROUP CAPACITY (C)	431	0	0
VOLUME/CAPACITY RATIO (X)	1.184	0.000	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	992	0	0
PROPORTION LEFT TURNS (PLT)	0.19	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.10	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1945	0	0
FLOW RATIO (V/S)	.510	.000	.000
GREEN/CYCLE RATIO (G/C)	.586	.000	.000
LANE GROUP CAPACITY (C)	1139	0	0
VOLUME/CAPACITY RATIO (X)	0.871	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	13	270	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	355	1782	0
FLOW RATIO (V/S)	.038	.152	.000
GREEN/CYCLE RATIO (G/C)	.586	.586	.000
LANE GROUP CAPACITY (C)	208	1044	0
VOLUME/CAPACITY RATIO (X)	0.064	0.259	0.000

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:NEW YORK AVE. / OLD COUNTRY RD. AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 AM PEAK - BUILD W/ IMPROV.
ADDITIONAL INFORMATION:MELVILLE GEIS - PRJ. NO. 6136-01
ANALYST:ML TODAY'S DATE:2-12-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	119	32	34	31
THROUGH VOLUME	162	253	230	1037
RIGHT TURNING VOLUME	3	207	0	0
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	3
PEAK HOUR FACTOR	0.90	0.90	0.90	0.90
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	0.00	0.00	0.00	0.00
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	1.00
BASE SATURATION FLOW	1800	1800	1800	1800
NUMBER OF LANES	2	3	2	2
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
SIGNAL TYPE:	PRE-TIMED			
CYCLE LENGTH:	90			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	3	12	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	12	0
GREEN TIME	40.0	30.0	0.0
GREEN, PROTECTED PHASE	10.0	0.0	0.0
G+C, PERMISSIVE PHASE	30.0	0.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	10
NUMBER OF LANES	1	1	1
LANE WIDTH	12	12	12
GREEN TIME	10.0	30.0	30.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	5	0	0
NUMBER OF LANES	2	0	0
LANE WIDTH	12	0	0
GREEN TIME	40.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	5	0	0
NUMBER OF LANES	2	0	0
LANE WIDTH	12	0	0
GREEN TIME	40.0	0.0	0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:NEW YORK AVE. / OLD COUNTRY RD. AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 AM PEAK - BUILD W/ IMPROV.
ADDITIONAL INFORNATION:MELVILLE GEIS - PRJ. NO. 6136-01
ANALYST:ML TODAY'S DATE:2-12-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 16.2
THE INTERSECTION LEVEL OF SERVICE IS: C

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	10.56	0.00	10.56	B		
NORTHBOUND	2	17.05	0.12	17.17	C	12.72	B
	3	0.00	0.00	0.00			
	1	27.60	0.06	27.66	D		
SOUTHBOUND	2	18.05	0.46	18.51	C	19.06	C
	3	17.92	0.47	18.39	C		
	1	12.32	0.08	12.40	B		
EASTBOUND	2	0.00	0.00	0.00		12.40	B
	3	0.00	0.00	0.00			
	1	15.93	1.56	17.49	C		
WESTBOUND	2	0.00	0.00	0.00		17.49	C
	3	0.00	0.00	0.00			

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1		LANE GROUP 2			LANE GROUP 3
ADJUSTED FLOW (V)	0		183			0
* PROT/PERM FLOWS	0	132	0	0	0	0
PROPORTION LEFT TURNS (PLT)	1.00		0.00			0.00
PROPORTION RIGHT TURNS (PRT)	0.00		0.02			0.00
ADJ. SATURATION FLOW RATE (S)	1693		1693			0
FLOW RATIO (V/S)	.000		.108			.000
* PROT/PERM FLOW RATIOS	.000	.222	.000	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.444		.333			.000
* PROT/PERM G/C RATIOS	.111	.333	.000	.000	.000	.000
LANE GROUP CAPACITY (C)	0		564			0
* PROT/PERM CAPACITIES	188	376	0	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000		0.325			0.000
* PROT/PERM V/C RATIOS	.000	.351	.000	.000	.000	.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	36	261	230
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1693	1757	1515
FLOW RATIO (V/S)	.021	.150	.152
GREEN/CYCLE RATIO (G/C)	.111	.333	.333
LANE GROUP CAPACITY (C)	188	594	505
VOLUME/CAPACITY RATIO (X)	0.189	0.473	0.456

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	293	0	0
PROPORTION LEFT TURNS (PLT)	0.13	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	2044	0	0
FLOW RATIO (V/S)	.144	.000	.000
GREEN/CYCLE RATIO (G/C)	.444	.000	.000
LANE GROUP CAPACITY (C)	908	0	0
VOLUME/CAPACITY RATIO (X)	0.323	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	1187	0	0
PROPORTION LEFT TURNS (PLT)	0.03	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3517	0	0
FLOW RATIO (V/S)	.337	.000	.000
GREEN/CYCLE RATIO (G/C)	.444	.000	.000
LANE GROUP CAPACITY (C)	1563	0	0
VOLUME/CAPACITY RATIO (X)	0.759	0.000	0.000

INPUT WORKSHEET

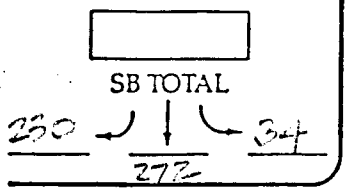
Intersection: NEW YORK AVE. / OLD COUNTRY RD. Date: 2007 - BUILD w/ IMPROV.

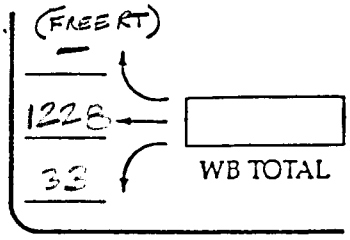
Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS

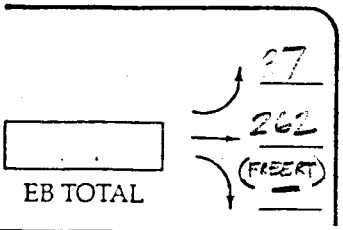
NORTH

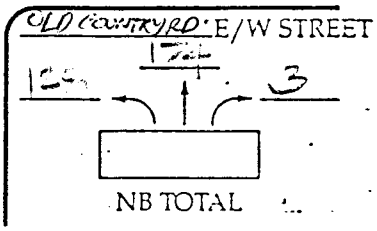




IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops



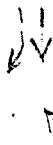
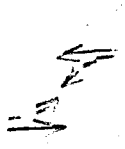


TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	0%	2%	N	–	–	0.90	0	N	–	3
WB	0%	2%	N	–	–	0.90	0	N	–	3
NB	0%	2%	N	–	–	0.90	0	N	–	3
SB	0%	2%	N	–	–	0.90	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING PRE TIMED

DIAGRAM								
Timing	G = 10 Y + R =	G = 30 Y + R =	G = 40 Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | --------Pedestrian | Cycle Length 90 Sec

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:NEW YORK AVE. / [illegible] RD. AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 PM PEAK - BUILD W/ IMPROV.
ADDITIONAL INFORMATION:MELVILLE GEIS - PRJ. NO. 615e-01
ANALYST:ML TODAY'S DATE:2-12-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	73	24	173	12
THROUGH VOLUME	431	313	631	243
RIGHT TURNING VOLUME	11	122	0	0
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	3
PEAK HOUR FACTOR	0.90	0.90	0.90	0.90
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	0.00	0.00	0.00	0.00
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	1.00
BASE SATURATION FLOW	1800	1800	1800	1800
NUMBER OF LANES	2	3	2	2
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
SIGNAL TYPE:	PRE-TIMED			
CYCLE LENGTH:	90			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	3	12	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	12	0
GREEN TIME	40.0	30.0	0.0
GREEN, PROTECTED PHASE	10.0	0.0	0.0
G+C, PERMISSIVE PHASE	30.0	0.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	10
NUMBER OF LANES	1	1	1
LANE WIDTH	12	12	12
GREEN TIME	10.0	30.0	30.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	5	0	0
NUMBER OF LANES	2	0	0
LANE WIDTH	12	0	0
GREEN TIME	40.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	5	0	0
NUMBER OF LANES	2	0	0
LANE WIDTH	12	0	0
GREEN TIME	40.0	0.0	0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:NEW YORK AVE. / OLD COUNTRY Rd. AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 PM PEAK - BUILD W/ IMPROV.
ADDITIONAL INFORMATION:MELVILLE GEIS - PRJ. NO. 6136-01
ANALYST:ML TODAY'S DATE:2-12-97

THE INTERSECTION AVERAGE STOPPED DELAY IS: 15.1
THE INTERSECTION LEVEL OF SERVICE IS: C

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	10.56	0.00	10.56	B		
NORTHBOUND	2	21.42	9.79	31.22	D	22.13	C
	3	0.00	0.00	0.00			
	1	27.45	0.02	27.48	D		
SOUTHBOUND	2	18.89	1.10	19.99	C	19.52	C
	3	16.69	0.07	16.77	C		
	1	14.68	0.66	15.34	C		
EASTBOUND	2	0.00	0.00	0.00		15.34	C
	3	0.00	0.00	0.00			
	1	11.76	0.02	11.78	B		
WESTBOUND	2	0.00	0.00	0.00		11.78	B
	3	0.00	0.00	0.00			

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1		LANE GROUP 2			LANE GROUP 3
ADJUSTED FLOW (V)		5		491		0
* PROT/PERM FLOWS	0	81	0	0	0	0
PROPORTION LEFT TURNS (PLT)	1.00			0.00		0.00
PROPORTION RIGHT TURNS (PRT)	0.00			0.02		0.00
ADJ. SATURATION FLOW RATE (S)	1693			1691		0
FLOW RATIO (V/S)	.006			.290		.000
* PROT/PERM FLOW RATIOS	.000	.220	.000	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.444			.333		.000
* PROT/PERM G/C RATIOS	.111	.333	.000	.000	.000	.000
LANE GROUP CAPACITY (C)	0			564		0
* PROT/PERM CAPACITIES	168	386	0	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000			0.871		0.000
* PROT/PERM V/C RATIOS	.000	.210	.000	.000	.000	.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	27	348	136
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1693	1782	1515
FLOW RATIO (V/S)	.016	.195	.089
GREEN/CYCLE RATIO (G/C)	.111	.333	.333
LANE GROUP CAPACITY (C)	188	594	505
VOLUME/CAPACITY RATIO (X)	0.142	0.585	0.268

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	893	0	0
PROPORTION LEFT TURNS (PLT)	0.22	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3180	0	0
FLOW RATIO (V/S)	.281	.000	.000
GREEN/CYCLE RATIO (G/C)	.444	.000	.000
LANE GROUP CAPACITY (C)	1413	0	0
VOLUME/CAPACITY RATIO (X)	0.632	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	283	0	0
PROPORTION LEFT TURNS (PLT)	0.05	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	2766	0	0
FLOW RATIO (V/S)	.102	.000	.000
GREEN/CYCLE RATIO (G/C)	.444	.000	.000
LANE GROUP CAPACITY (C)	1229	0	0
VOLUME/CAPACITY RATIO (X)	0.230	0.000	0.000

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HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION: [illegible] & OLD COUNTRY RD. [illegible]-CDD

INTERSECTION LOCATION: TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED: 2007 A.M. PEAK - BUILD W/IMPROV.

ADDITIONAL INFORMATION: MELVILLE GEIS - PRJ. NO. 6136-01

ANALYST: ML TODAY'S DATE: 2-12-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	128	34	37	33
THROUGH VOLUME	174	272	262	1228
RIGHT TURNING VOLUME	3	230	0	0
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	3
PEAK HOUR FACTOR	0.90	0.90	0.90	0.90
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	0.00	0.00	0.00	0.00
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	1.00
BASE SATURATION FLOW	1800	1800	1800	1800
NUMBER OF LANES	2	3	2	2
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
SIGNAL TYPE:	PRE-TIMED			
CYCLE LENGTH:	90			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	3	12	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	12	0
GREEN TIME	40.0	30.0	0.0
G, PROTECTED PHASE	10.0	0.0	0.0
G+C, PERMISSIVE PHASE	30.0	0.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	10
NUMBER OF LANES	1	1	1
LANE WIDTH	12	12	12
GREEN TIME	10.0	30.0	30.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	5	0	0
NUMBER OF LANES	2	0	0
LANE WIDTH	12	0	0
GREEN TIME	40.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	5	0	0
NUMBER OF LANES	2	0	0
LANE WIDTH	12	0	0
GREEN TIME	40.0	0.0	0.0

****

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:NEW YORK AVE. / OLD COUNTRY RD. AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:2007 A.M. PEAK - BUILD W/IMPROV.
ADDITIONAL INFORMATION:MELVILLE GEIS - PRJ. NO. 6136-0
ANALYST:ML TODAY'S DATE:2-12-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 18.5
THE INTERSECTION LEVEL OF SERVICE IS: C

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	10.56	0.00	10.56	B		
NORTHBOUND	2	17.20	0.16	17.36	C	12.96	B
	3	0.00	0.00	0.00			
	1	27.64	0.07	27.71	D		
SOUTHBOUND	2	18.30	0.62	18.92	C	19.51	C
	3	18.28	0.71	18.99	C		
	1	12.71	0.14	12.85	B		
EASTBOUND	2	0.00	0.00	0.00		12.85	B
	3	0.00	0.00	0.00			
	1	17.32	4.28	21.60	C		
WESTBOUND	2	0.00	0.00	0.00		21.60	C
	3	0.00	0.00	0.00			

****

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1		LANE GROUP 2			LANE GROUP 3
ADJUSTED FLOW (V)	0		197			0
* PROT/PERM FLOWS	0	142	0	0	0	0
PROPORTION LEFT TURNS (PLT)	1.00		0.00			0.00
PROPORTION RIGHT TURNS (PRT)	0.00		0.02			0.00
ADJ. SATURATION FLOW RATE (S)	1693		1693			0
FLOW RATIO (V/S)	.000		.116			.000
* PROT/PERM FLOW RATIOS	.000	.213	.000	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.444		.333			.000
* PROT/PERM G/C RATIOS	.111	.333	.000	.000	.000	.000
LANE GROUP CAPACITY (C)	0		564			0
* PROT/PERM CAPACITIES	188	361	0	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000		0.349			0.000
* PROT/PERM V/C RATIOS	.000	.394	.000	.000	.000	.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	38	302	256
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1693	1782	1515
FLOW RATIO (V/S)	.022	.170	.169
GREEN/CYCLE RATIO (G/C)	.111	.333	.333
LANE GROUP CAPACITY (C)	188	594	505
VOLUME/CAPACITY RATIO (X)	0.201	0.509	0.506

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	332	0	0
PROPORTION LEFT TURNS (PLT)	0.12	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1960	0	0
FLOW RATIO (V/S)	.170	.000	.000
GREEN/CYCLE RATIO (G/C)	.444	.000	.000
LANE GROUP CAPACITY (C)	871	0	0
VOLUME/CAPACITY RATIO (X)	0.381	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	1401	0	0
PROPORTION LEFT TURNS (PLT)	0.03	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3588	0	0
FLOW RATIO (V/S)	.390	.000	.000
GREEN/CYCLE RATIO (G/C)	.444	.000	.000
LANE GROUP CAPACITY (C)	1595	0	0
VOLUME/CAPACITY RATIO (X)	0.879	0.000	0.000

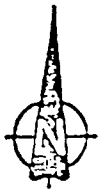
INPUT WORKSHEET

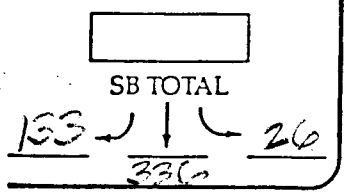
Intersection: NEW YORK AVE./OLD COUNTRY RD. Date: 2007- BUILD w/ IMPROV.

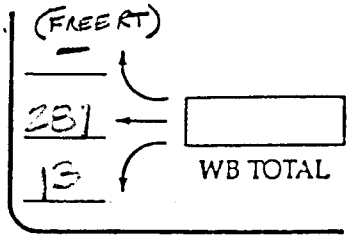
Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS

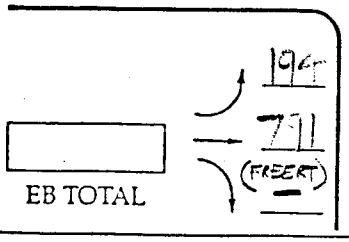


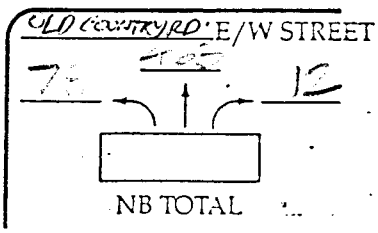




IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops



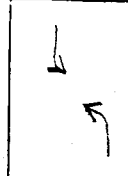
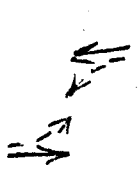


TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	0%	2%	N	–	–	0.90	0	N	–	3
WB	0%	2%	N	–	–	0.90	0	N	–	3
NB	0%	2%	N	–	–	0.90	0	N	–	3
SB	0%	2%	N	–	–	0.90	0	N	–	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING PRE TIMED

DIAGRAM								
Timing	G = 10 Y + R =	G = 30 Y + R =	G = 40 Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | -------Pedestrian | Cycle Length 90 Sec

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:NEW YORK AVE. / OLD COUNTRY RD. AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:2007 P.M. PEAK - BUILD W/IMPROV.
ADDITIONAL INFORMATION:MELVILLE GEIS - PRJ. NO. 6136-01
ANALYST:ML TODAY'S DATE:2-12-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	78	26	194	13
THROUGH VOLUME	463	336	791	281
RIGHT TURNING VOLUME	12	133	0	0
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	3
PEAK HOUR FACTOR	0.90	0.90	0.90	0.90
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	0.00	0.00	0.00	0.00
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	1.00
BASE SATURATION FLOW	1800	1800	1800	1800
NUMBER OF LANES	2	3	2	2
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
SIGNAL TYPE:	PRE-TIMED			
CYCLE LENGTH:	90			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	3	12	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	12	0
GREEN TIME	40.0	30.0	0.0
GREEN, PROTECTED PHASE	10.0	0.0	0.0
G+C, PERMISSIVE PHASE	30.0	0.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	10
NUMBER OF LANES	1	1	1
LANE WIDTH	12	12	12
GREEN TIME	10.0	30.0	30.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	5	0	0
NUMBER OF LANES	2	0	0
LANE WIDTH	12	0	0
GREEN TIME	40.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	5	0	0
NUMBER OF LANES	2	0	0
LANE WIDTH	12	0	0
GREEN TIME	40.0	0.0	0.0

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HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:NEW YORK AVE. / OLD COUNTRY RD. AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:2007 P.M. PEAK - BUILD W/IMPROV.
ADDITIONAL INFORMATION:MELVILLE GEIS - PRJ. NO. 6136-01
ANALYST:ML TODAY'S DATE:2-12-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 20.8
THE INTERSECTION LEVEL OF SERVICE IS: C

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	10.56	0.00	10.56	B		
NORTHBOUND	2	22.10	16.91	39.01	D	27.23	D
	3	0.00	0.00	0.00			
	1	27.49	0.03	27.52	C		
SOUTHBOUND	2	19.23	1.51	20.74	C	20.08	C
	3	16.84	0.10	16.94	C		
	1	16.23	2.17	18.41	C		
EASTBOUND	2	0.00	0.00	0.00		18.41	C
	3	0.00	0.00	0.00			
	1	12.25	0.06	12.31	B		
WESTBOUND	2	0.00	0.00	0.00		12.31	B
	3	0.00	0.00	0.00			

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*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1		LANE GROUP 2			LANE GROUP 3
ADJUSTED FLOW (V)	0		528			0
* PROT/PERM FLOWS	0	87	0	0	0	0
PROPORTION LEFT TURNS (PLT)	1.00		0.00			0.00
PROPORTION RIGHT TURNS (PRT)	0.00		0.03			0.00
ADJ. SATURATION FLOW RATE (S)	1693		1691			0
FLOW RATIO (V/S)	.000		.312			.000
* PROT/PERM FLOW RATIOS	.000	.220	.000	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.444		.333			.000
* PROT/PERM G/C RATIOS	.111	.333	.000	.000	.000	.000
LANE GROUP CAPACITY (C)	0		564			0
* PROT/PERM CAPACITIES	188	373	0	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000		0.936			0.000
* PROT/PERM V/C RATIOS	.000	.232	.000	.000	.000	.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	29	373	148
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1693	1782	1515
FLOW RATIO (V/S)	.017	.210	.098
GREEN/CYCLE RATIO (G/C)	.111	.333	.333
LANE GROUP CAPACITY (C)	188	594	505
VOLUME/CAPACITY RATIO (X)	0.154	0.629	0.293

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	1094	0	0
PROPORTION LEFT TURNS (PLT)	0.20	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3129	0	0
FLOW RATIO (V/S)	.350	.000	.000
GREEN/CYCLE RATIO (G/C)	.444	.000	.000
LANE GROUP CAPACITY (C)	1391	0	0
VOLUME/CAPACITY RATIO (X)	0.787	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	327	0	0
PROPORTION LEFT TURNS (PLT)	0.04	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	2362	0	0
FLOW RATIO (V/S)	.138	.000	.000
GREEN/CYCLE RATIO (G/C)	.444	.000	.000
LANE GROUP CAPACITY (C)	1050	0	0
VOLUME/CAPACITY RATIO (X)	0.311	0.000	0.000

PM-1TE

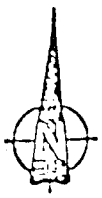
INPUT WORKSHEET PREFERRED PLAN (FAR=.30) (10/87)

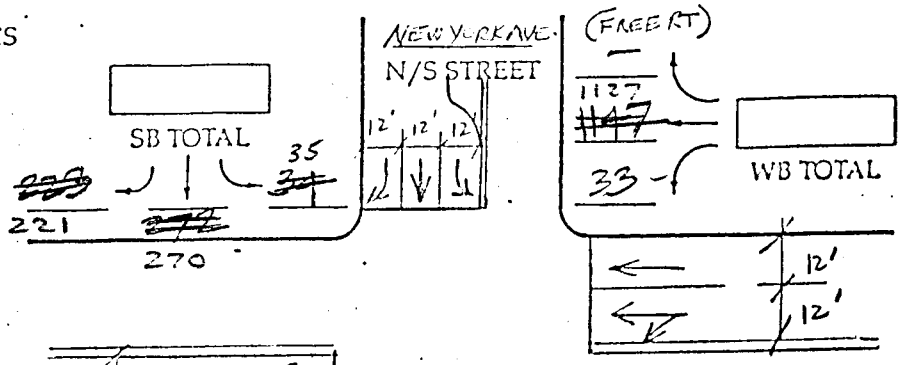
Intersection: NEW YORK AVE. / OLD COUNTRY RD. Date: 2007 - BUILD w/ IMPROV.

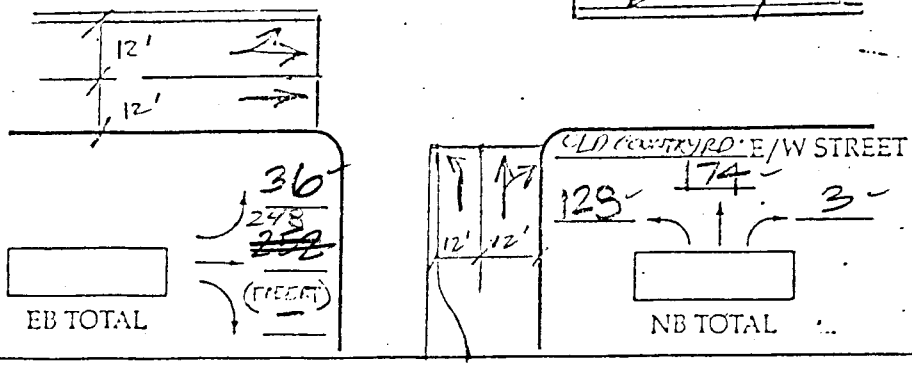
Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS







IDENTIFY IN DIAGRAM:

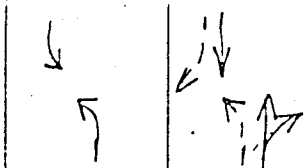
1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	0%	2%	N	–	–	0.90	0	N	–	3
WB	0%	2%	N	–	–	0.90	0	N	–	3
NB	0%	2%	N	–	–	0.90	0	N	–	3
SB	0%	2%	N	–	–	0.90	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING PRETIMED

DIAGRAM								
Timing	G = 10 Y + R =	G = 30 Y + R =	G = 40 Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | ------- Pedestrian | Cycle Length 90 Sec

MELVILLE OEIS (6136-01) - PRE 17A-P71

INTERSECTION :
OLD COUNTRY RD. @
OLD COUNTRY RD. @
NEW YORK AVE. @
NEW YORK AVE.
WEEKDAY AM PEAK 2007 - IMPROV. CBD ? N
PRETIMED SIGNAL

V O L U M E A D J U S T M E N T

APPROACH	LANE GROUP MVM	LANE GROUP VOLUME	FLOW RATE IN GROUP	LANE UTIL FACTOR	ADJ FLOW RATE	PROP OF TURNS LT	PROP OF TURNS RT
EB	LT	284	316	1.00	316	0.13	0.00
WB	LT	1160	1289	1.00	1289	0.03	0.00
NB	L	128	142	1.00	142	1.00	0.00
	TR	177	197	1.00	197	0.00	0.02
SB	L	35	39	1.00	39	1.00	0.00
	T	270	300	1.00	300	0.00	0.00
	R	221	246	1.00	246	0.00	1.00

S A T U R A T I O N F L O W

APP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
EB	LT	1800	2	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.56	1996
WB	LT	1800	2	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.94	3350
NB	L	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.95	1693
	TR	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1777
SB	L	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.95	1693
	T	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1782
	R	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	0.85	1.00	1515

INTERSECTION :
OLD COUNTRY RD. @
OLD COUNTRY RD. @
NEW YORK AVE. @
NEW YORK AVE.
WEEKDAY AM PEAK 2007 - IMPROV. CBD ? N
PRETIMED SIGNAL

C A P A C I T Y A N A L Y S I S

APP	LN GR MVM	ADJ FLOW RATE	PMSV LT FLOW	ADJ SAT FLW RT	FLOW RATIO	CRIT ?	GREEN RATIO	LN GR CAPACITY	V/C RATIO
EB	LT	316	0	1996	0.158	N	0.444	887	0.356
WB	LT	1289	0	3350	0.385	Y	0.444	1489	0.866
NB	L	92	50	1693	0.054	Y	0.111	188	0.489
	TR	197	0	1777	0.111	N	0.333	592	0.333
SB	L	39	0	1693	0.023	N	0.111	188	0.207
	T	300	0	1782	0.168	Y	0.333	594	0.505
	R	246	0	1515	0.162	N	0.333	505	0.487

CYCLE LENGTH : 90.0 SUM OF CRITICAL LANES' FLOW RATIOS : 0.607
LOSS TIME PER CYCLE : 9 INTERSECTION V/C : 0.674

L E V E L O F S E R V I C E

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	AP LOS
EB	LT	0.356	0.444	90	12.5	887	0.1	1.00	12.6	B	12.5	B
WB	LT	0.866	0.444	90	17.2	1489	4.0	1.00	21.2	C	21.2	C
NB	L	0.489	0.111	90	28.6	188	1.6	1.00	30.2	D		
	TR	0.333	0.333	90	17.1	592	0.1	1.00	17.2	C	22.6	C
SB	L	0.207	0.111	90	27.7	188	0.1	1.00	27.8	D		
	T	0.505	0.333	90	18.3	594	0.6	1.00	18.9	C		
	R	0.487	0.333	90	18.1	505	0.6	1.00	18.7	C	19.4	C

INTERSECTION DELAY : 19.9 secs/veh
LEVEL OF SERVICE : C

INTERSECTION :
OLD COUNTRY RD. @
OLD COUNTRY RD. @
NEW YORK AVE. &
NEW YORK AVE.
WEEKDAY AM PEAK 2007 - IMPROV. CUD?N
PRETIMED SIGNAL

T R A F F I C & R O A D W A Y C O N D I T I O N S

APP	GRADE (%)	HV (%)	ADJ. PKG LN. Y/N	ADJ. PKG LN. Nm	BUSES (Nb)	PHF	CONF. PEDS (peds/hr)	PED BUTTON Y/N	PED BUTTON SEC	ARR TYPE
EB	0	2	N	0	0	0.90	0	N	0.0	3
WB	0	2	N	0	0	0.90	0	N	0.0	3
NB	0	2	N	0	0	0.90	0	N	0.0	3
SB	0	2	N	0	0	0.90	0	N	0.0	3

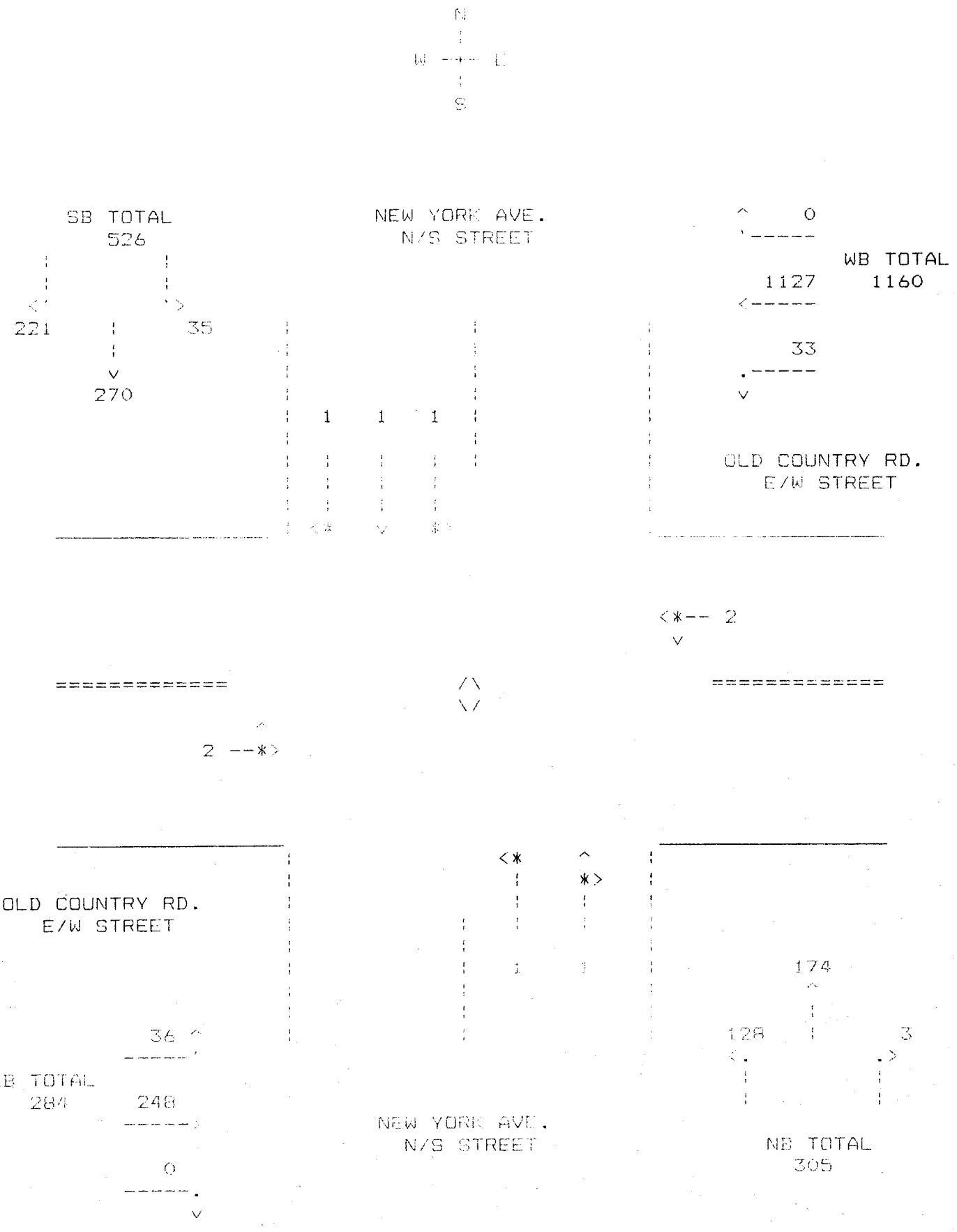
G E O M E T R I C S / V O L U M E S

APP	VOLUME LT	VOLUME TH	VOLUME RT	LANE GROUPS 1 MVM	1 LNS	1 WD	2 MVM	2 LNS	2 WD	3 MVM	3 LNS	3 WD
EB	36	248	0	LT	2	24.0						
WB	33	1127	0	LT	2	24.0						
NB	128	174	3	L	1	12.0	TR	1	12.0			
SB	35	270	221	L	1	12.0	T	1	12.0	R	1	12.0

S I G N A L P H A S I N G

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PMSV	G	Y+R
EB	3	LT				L	40	50
WB	3	LT				L	40	50
NB	1	L			L		10	80
NB	2	L	TR		R	L	30	60
SB	1	L			L		10	80
SB	2	T	R			R	30	60

11/1/1987 LOCKWOOD, KESSLER & BARTLETT, INC.
INTERSECTION 17A-PM



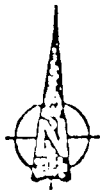
(10/87)

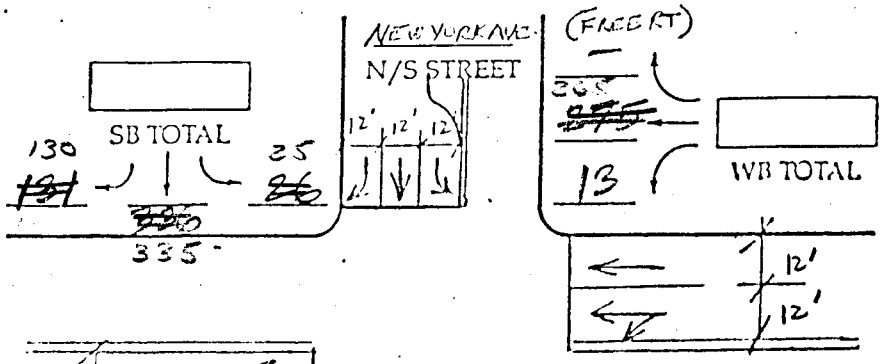
Intersection: NEW YORK AVE. / OLD COUNTRY RD. Date: 2007 - BUILD w/ IMPROV.

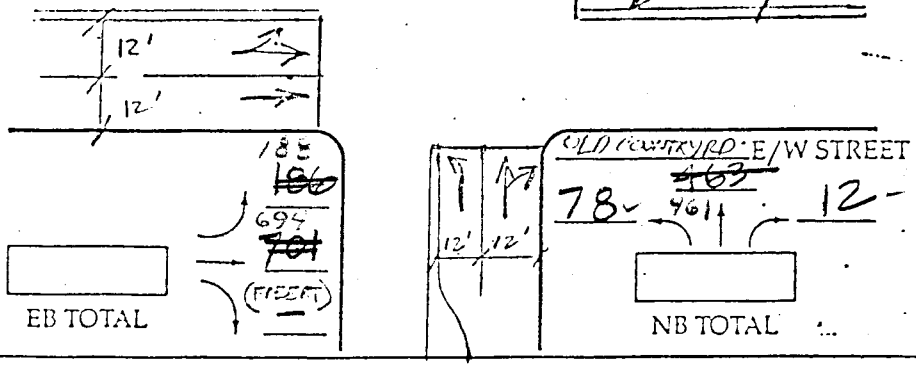
Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS







IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	0%	2%	N	–	–	0.90	0	N	–	3
WB	0%	2%	N	–	–	0.90	0	N	–	3
NB	0%	2%	N	–	–	0.90	0	N	–	3
SB	0%	2%	N	–	–	0.90	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING PRETIMED

DIAGRAM								
Timing	G = 10 Y + R =	G = 30 Y + R =	G = 40 Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 90 Sec

INTERSECTION :
OLD COUNTRY RD. @
OLD COUNTRY RD. @
NEW YORK AVE. @
NEW YORK AVE.
WEEKDAY PM PEAK 2007 - IMPROV. CBD
PRETIMED SIGNAL

V O L U M E A D J U S T M E N T

APPROACH	LANE MVM	GROUP VOLUME	FLOW RATE IN GROUP	LANE UTIL FACTOR	ADJ FLOW RATE	PROP OF TURNS LT	PROP OF TURNS RT
EB	LT	880	978	1.00	978	0.21	0.00
WB	LT	278	309	1.00	309	0.05	0.00
NB	L	78	87	1.00	87	1.00	0.00
	TR	473	526	1.00	526	0.00	0.03
SB	L	25	28	1.00	28	1.00	0.00
	T	335	372	1.00	372	0.00	0.00
	R	130	144	1.00	144	0.00	1.00

S A T U R A T I O N F L O W

APP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
EB	LT	1800	2	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.86	3136
WB	LT	1800	2	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.72	2566
NB	L	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.95	1693
	TR	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1774
SB	L	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.95	1693
	T	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1782
	R	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	0.85	1.00	1515

MELVILLE GEIS (6125-01) - PREP 17P-P

INTERSECTION :
OLD COUNTRY RD. @
OLD COUNTRY RD. @
NEW YORK AVE. @
NEW YORK AVE.
WEEKDAY PM PEAK 2007 - IMPROV. CBD ? N
PRETIMED SIGNAL

C A P A C I T Y A N A L Y S I S

APP	LN GR MVM	ADJ FLOW RATE	PMSV LT FLOW	ADJ SAT FLW RT	FLOW RATIO	CRIT ?	GREEN RATIO	LN GR CAPACITY	V/C RATIO
EB	LT	978	0	3136	0.312	Y	0.444	1394	0.702
WB	LT	309	0	2566	0.120	N	0.444	1140	0.271
NB	L	37	50	1693	0.022	Y	0.111	188	0.197
	TR	526	0	1774	0.297	Y	[illegible]	[illegible]	0.890
SB	L	28	0	1693	0.017	N	[illegible]	188	0.149
	T	372	0	1782	0.209	[illegible]	[illegible]	594	0.626
	R	144	0	1515	0.095	N	[illegible]	505	0.285

CYCLE LENGTH : 90.0 SUM OF CRITICAL LANES' FLOW RATIOS : 0.631
LOSS TIME PER CYCLE : 9 INTERSECTION V/C : 0.701

L E V E L O F S E R V I C E

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	APP LOS
EB	LT	0.702	0.444	90	15.3	1394	1.1	1.00	16.4	C	16.4	C
WB	LT	0.271	0.444	90	12.0	1140	0.0	1.00	12.0	B	11.9	B
NB	L	0.197	0.111	90	27.6	188	0.1	1.00	27.7	D		
	TR	0.890	0.333	90	21.6	591	11.0	1.00	32.6	D	31.9	D
SB	L	0.149	0.111	90	27.5	188	0.0	1.00	27.5	D		
	T	0.626	0.333	90	19.7	594	1.5	1.00	20.7	C		
	R	0.285	0.333	90	16.8	505	0.1	1.00	16.9	C	20.0	C

INTERSECTION DELAY : 20.0 secs/veh
LEVEL OF SERVICE : [illegible]

INTERSECTION :
OLD COUNTRY RD. @
OLD COUNTRY RD. @
NEW YORK AVE. @
NEW YORK AVE.
WEEKDAY PM PEAK 2007 - IMPROV. CB52N
PRETIMED SIGNAL

T R A F F I C & R O A D W A Y C O N D I T I O N S

APP	GRADE (%)	HV (%)	ADJ. PKG Y/N	LN. Nm	BUSES (Nb)	PHF	CONF. PEDS (peds/hr)	PED Y/N	BUTTON SEC	ARR TYPE
EB	0	2	N	0	0	0.90	0	N	0.0	3
WB	0	2	N	0	0	0.90	0	N	0.0	3
NB	0	2	N	0	0	0.90	0	N	0.0	3
SB	0	2	N	0	0	0.90	0	N	0.0	3

G E O M E T R I C S / V O L U M E S

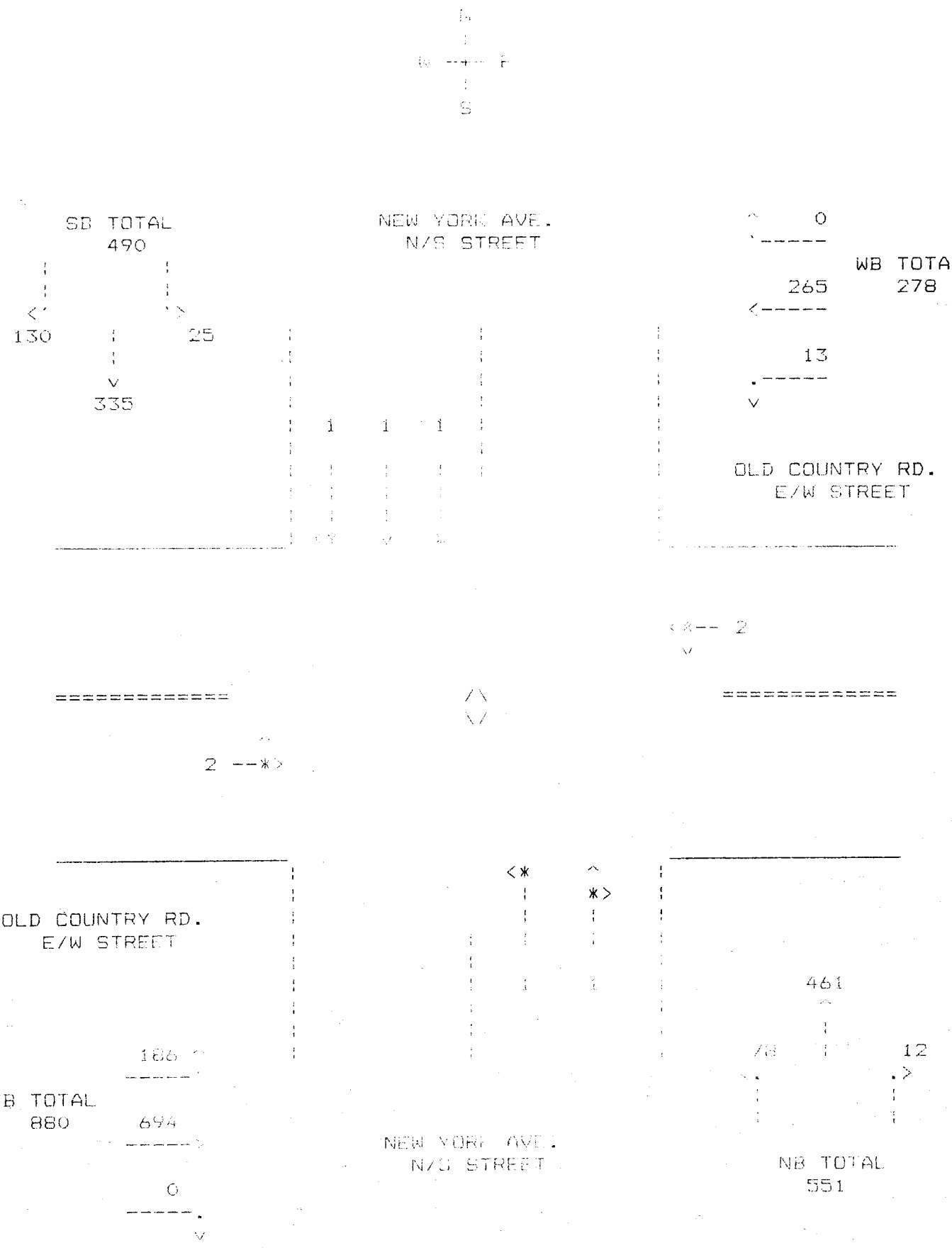
APP	VOLUME LT	TH	RT	LANE GROUPS 1 MVM	LNs	WD	2 MVM	LNs	WD	3 MVM	LNS	WD
EB	186	694	0	LT	2	24.0						
WB	13	265	0	LT	2	24.0						
NB	78	461	[illegible]	L	1	12.0	TR	1	12.0			
SB	25	335	130	L	1	12.0	T	1	12.0	R	1	12.0

S I G N A L P H A S I N G

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PMSV	G	Y+R
EB	3	LT				L	40	50
WB	3	LT				L	40	50
NB	1	L			L		10	80
NB	2	L	TR		R	L	30	60
SB	1	L			L		10	80
SB	2	T	R			R	30	60

11/1/1987

LOCKWOOD, KESSLER & BARTLETT, INC.
INTERSECTION 17B-27



INTERSECTION 18

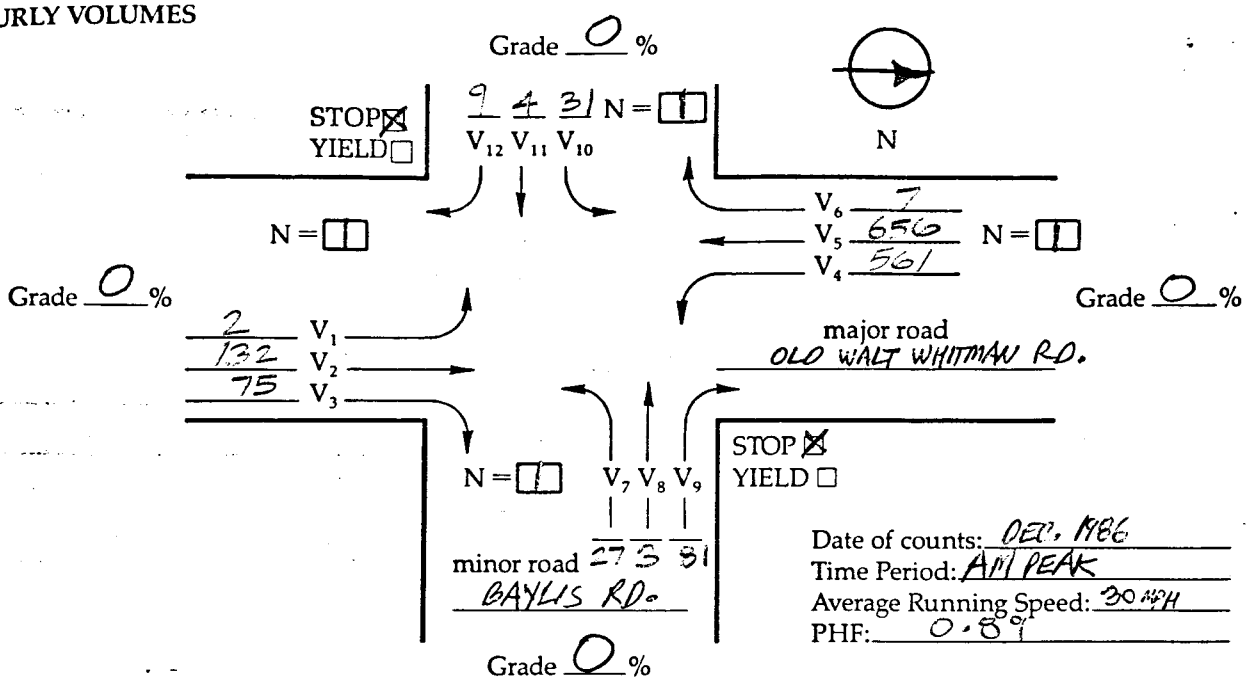
OLD WALT WHITMAN RD. / BAYLIS RD.

WORKSHEET FOR FOUR-LEG INTERSECTIONS

Page 1

Location: OLD WALT WHITMAN RD./BAYLIS RD. Name: AM PEAK - 1986 - EXISTING

HOURLY VOLUMES

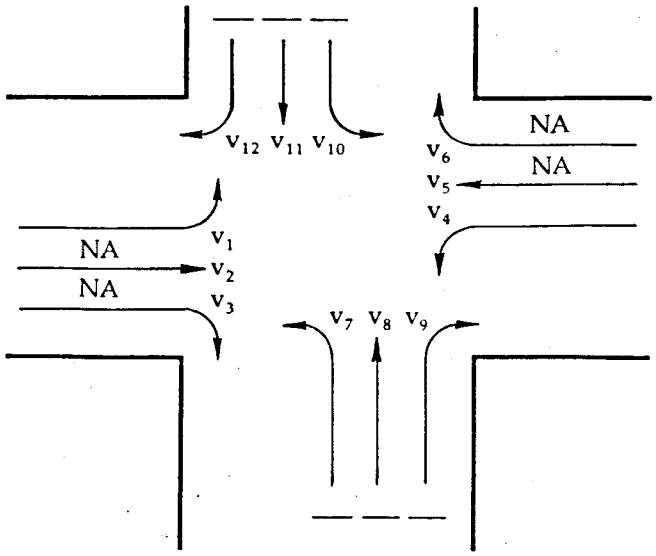


Date of counts: DEC. 1986
Time Period: AM PEAK
Average Running Speed: 30 MPH
PHF: 0.89

VOLUME ADJUSTMENTS

Movement No.	1	2	3	4	5	6	7	8	9	10	11	12
Volume (vph)												
Vol. (pcph), see Table 10-1												

VOLUMES IN PCPH



CIRCULAR 2000 WORKSHEET: UNSIGNALIZED [illegible]

[illegible]

LOCATION: [illegible]

```
        |
        |
    A   |   B
        |
        |
        C
```

GENERAL CHARACTERISTICS

SIMULATION GREATER THAN 250,000: NO

CONTROLS: FROM C: STOP
FROM D: STOP

PREVAILING SPEED: 30 MPH

MAIN STREET # OF LANES: 2 LANES

MINOR STREET LANES

APPROACH: C: WB BAYLIS

EXCLUSIVE LEFT TURN LANES: YES

EXCLUSIVE RIGHT TURN LANES: N

LARGE RIGHT TURN RADIUS OR SHALLOW RIGHT TURN ANGLE: NO

RIGHT TURN ACCELERATION LANE ON MAJOR: NO

APPROACH: D: EB BAYLIS

EXCLUSIVE LEFT TURN LANES: YES

EXCLUSIVE RIGHT TURN LANES: N

LARGE RIGHT TURN RADIUS OR SHALLOW RIGHT TURN ANGLE: NO

RIGHT TURN ACCELERATION LANE ON MAJOR: NO

APPROACH	A: NB OWW RD.			B: SB OWW RD.			C: WB BAYLIS			D: EB BAYLIS		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
VOLUME	2	132	75	561	656	7	27	3	62	31	4	9
PERCENT GRADE	0.00			0.00			0.00					
PASS CAR/HR	2			617			30	3	69	34	4	10

STEP 1 RIGHT TURNS FROM	C:WB BAYLIS	D:EB BAYLIS
CONFLICTING FLOWS	170	660
CRITICAL GAPS	5.5	5.5
CAPACITY	916	519
CAPACITY USED	10%	2%
IMPEDANCE FACTOR	0.94	0.98
ACTUAL CAPACITY	916	519

STEP 2 LEFT TURNS FROM	B:SB OWW RD.	A:NB OWW RD.
CONFLICTING FLOWS	207	677
CRITICAL GAPS	5.5	5.5
CAPACITY	984	609
CAPACITY USED	63%	0%
IMPEDANCE FACTOR	0.94	1.00
ACTUAL CAPACITY	984	609

DATE:01-20-1998 TIME:17:26:00
OLD WALT WHITMAN RD. / BAYLIS AVE. -- AM PEAK -- 1998 - EXISTING

STEP 3 TURN MOVES FROM	C:NB BAYLIS	D:EB BAYLIS
CONFLICTING FLOWS	1396	1430
CRITICAL GAPS	6.0	6.0
CAPACITY	175	167
CAPACITY USED	4%	6%
IMPEDANCE FACTOR	0.95	0.97
ACTUAL CAPACITY	77	74

STEP 4 LEFT TURNS FROM	C:WB BAYLIS	D:EB BAYLIS
CONFLICTING FLOWS	1409	1514
CRITICAL GAPS	6.5	6.5
CAPACITY	137	118
ACTUAL CAPACITY	59	48

SUMMARY OF LEVEL OF SERVICE BY MOVEMENT

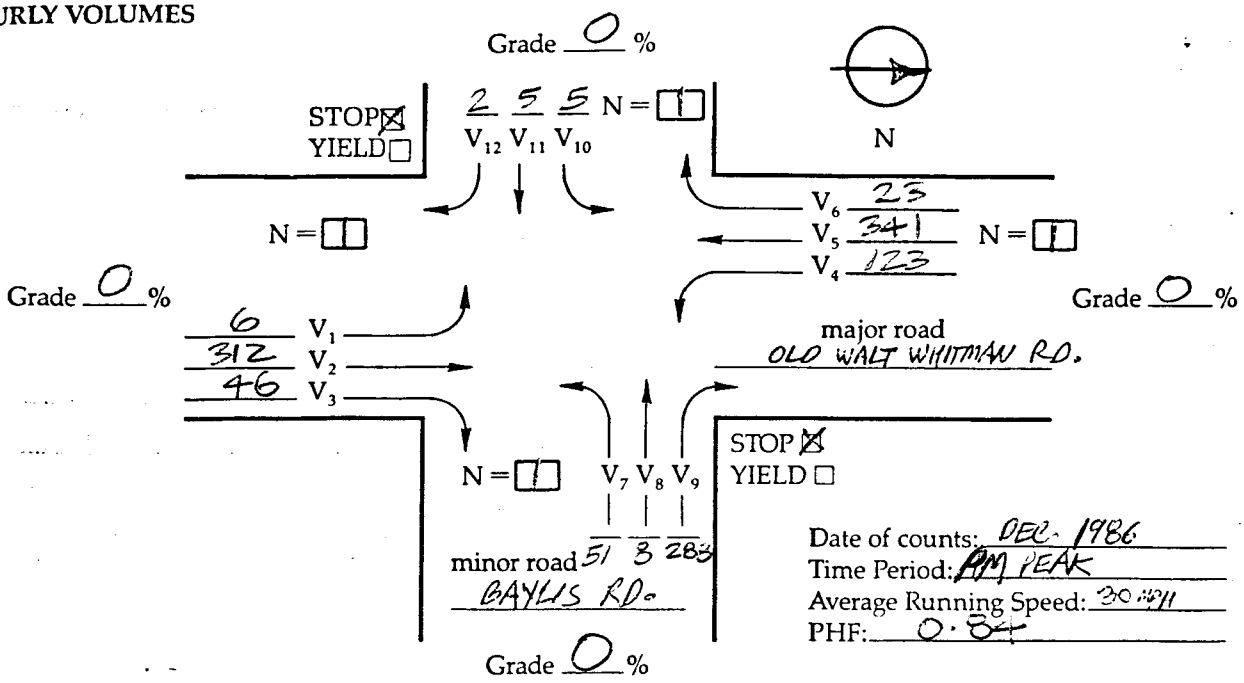
MOVEMENT	DEMAND	CAPACITY	RESERVE	LOS	AVG DEL(SEC)	AVG QUEL
LT FROM A:	3	609	60%	A	5.93	0.00
LT FROM B:	617	986	37%	D	39.77	1.67
ALL MOVES FROM C:	122	188	4%	E	54.91	1.86
ALL MOVES FROM D:	48	62	13	F	270.48	3.64

WORKSHEET FOR FOUR-LEG INTERSECTIONS

Page 1

Location: OLD WALT WHITMAN RD./BAYLIS RD. Name: PM PEAK - 1986 - EXISTING

HOURLY VOLUMES

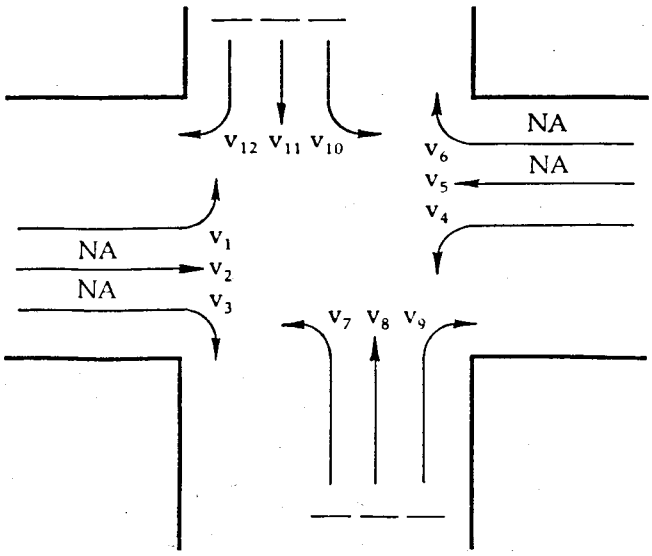


Date of counts: DEC. 1986
Time Period: PM PEAK
Average Running Speed: 30 MPH
PHF: 0.84

VOLUME ADJUSTMENTS

Movement No.	1	2	3	4	5	6	7	8	9	10	11	12
Volume (vph)												
Vol. (pcph), see Table 10-1												

VOLUMES IN PCPH



[illegible]

DATE: [illegible] 1988 TIME: 17:32:[illegible]

OLD WALT WHITMAN RD. / BAYLIS RD. -- [illegible] PEAK - 1986 - EXISTING

KEY: D
|
A- -B
|
C

GENERAL CHARACTERISTICS
POPULATION GREATER THAN 250,000: NO
CONTROLS: FROM C: STOP
FROM D: STOP
PREVAILING SPEED: 30 MPH
MAIN STREET # OF LANES: 2 LANES

MINOR STREET LANES
APPROACH: C: WB BAYLIS
EXCLUSIVE LEFT TURN LANES: YES
EXCLUSIVE RIGHT TURN LANES: N
LARGE RIGHT TURN RADIUS OR SHALLOW RIGHT TURN ANGLE: NO
RIGHT TURN ACCELERATION LANE ON MAJOR: NO

APPROACH: D: EB BAYLIS
EXCLUSIVE LEFT TURN LANES: YES
EXCLUSIVE RIGHT TURN LANES: N
LARGE RIGHT TURN RADIUS OR SHALLOW RIGHT TURN ANGLE: NO
RIGHT TURN ACCELERATION LANE ON MAJOR: NO

APPROACH	A: NO OWW RD.			B: SB OWW RD.			C: WB BAYLIS			D: EB BAYLIS		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
VOLUME	6	312	46	123	341	23	51	8	288	5	5	2
PERCENT GRADE	0.00			0.00			0.00					
PASS CAR/HR	7			135			56	9	317	6	6	2

STEP 1 RIGHT TURNS FROM	C:WB BAYLIS	D:EB BAYLIS
CONFLICTING FLOWS	335	353
CRITICAL GAPS	5.5	5.5
CAPACITY	756	740
CAPACITY USED	42%	[illegible]
IMPEDANCE FACTOR	0.66	[illegible]
ACTUAL CAPACITY	756	[illegible]

STEP 2 LEFT TURNS FROM	B:SB OWW RD.	A:NO OWW RD.
CONFLICTING FLOWS	358	564
CRITICAL GAPS	5.0	5.0
CAPACITY	84[illegible]	835
CAPACITY USED	1[illegible]%	1%
IMPEDANCE FACTOR	0.89	1.00
ACTUAL CAPACITY	840	835

CIRCULAR 201 WORKSHEET: UNSIGNALIZED [illegible]
DATE:01-20-1989 TIME:17:32:[illegible]
OLD WALT WHITMAN RD. / BAYLIS RD. -- [illegible]

STEP 3 THRU MOVES FROM	C:WB BAYLIS	D:[illegible] BAYLIS
CONFLICTING FLOWS	825	840
CRITICAL GAPS	6.0	6.0
CAPACITY	355	353
CAPACITY USED	3%	2%
IMPEDANCE FACTOR	0.99	0.99
ACTUAL CAPACITY	319	314

STEP 4 LEFT TURNS FROM	C:WB BAYLIS	D:EB BAYLIS
CONFLICTING FLOWS	835	1136
CRITICAL GAPS	6.5	6.5
CAPACITY	300	199
ACTUAL CAPACITY	265	115

SUMMARY OF LEVEL OF SERVICE BY MOVEMENT

MOVEMENT	DEMAND	CAPACITY	RESERVE	LOS	AVG DEL(SEC)	AVG QUEU
LT FROM A:	7	835	829	A	4.34	0.01
LT FROM B:	135	840	705	[illegible]	[illegible]	0.19
ALL MOVES FROM C:	382	579	196	D	10.22	1.93
ALL MOVES FROM D:	13	193	180	C	20.05	0.07

CIRCULAR 281 WORKSHEET: UNSIGNALIZED - 4 APPROACHES (PAGE 1 OF 2)
DATE:02-02-1988 TIME:17:37:16
OLD WALT WHITMAN RD. / BAYLIS RD. -- AM PEAK - 1992 - BUILD

KEY:
```
      D
      |
   A--  --B
      |
      C
```

GENERAL CHARACTERISTICS
POPULATION GREATER THAN 250,000: NO
CONTROLS: FROM C: STOP
FROM D: STOP
PREVAILING SPEED: 30 MPH
MAIN STREET # OF LANES: 2 LANES

MINOR STREET LANES
APPROACH: C: WB BAYLIS
EXCLUSIVE LEFT TURN LANES: YES
EXCLUSIVE RIGHT TURN LANES: N
LARGE RIGHT TURN RADIUS OR SHALLOW RIGHT TURN ANGLE: NO
RIGHT TURN ACCELERATION LANE ON MAJOR: NO

APPROACH: D: EB BAYLIS
EXCLUSIVE LEFT TURN LANES: YES
EXCLUSIVE RIGHT TURN LANES: N
LARGE RIGHT TURN RADIUS OR SHALLOW RIGHT TURN ANGLE: NO
RIGHT TURN ACCELERATION LANE ON MAJOR: NO

APPROACH	A: NB OWW RD.			B: SB OWW RD.			C: WB BAYLIS			D: EB BAYLIS		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
VOLUME	2	191	81	688	1027	8	29	3	94	33	4	10
PERCENT GRADE	0.00			0.00			0.00					
PASS CAR/HR	2			757			32	3	103	36	4	11

STEP 1 RIGHT TURNS FROM	C:WB BAYLIS	D:EB BAYLIS
CONFLICTING FLOWS	232	1031
CRITICAL GAPS	5.5	5.5
CAPACITY	852	337
CAPACITY USED	12%	3%
IMPEDANCE FACTOR	0.92	0.98
ACTUAL CAPACITY	852	337

STEP 2 LEFT TURNS FROM	B:SB OWW RD.	A:NB OWW RD.
CONFLICTING FLOWS	272	1035
CRITICAL GAPS	5.0	5.0
CAPACITY	920	411
CAPACITY USED	82%	1%
IMPEDANCE FACTOR	0.23	1.00
ACTUAL CAPACITY	920	411

CIRCULAR 212 WORKSHEET: UNSIGNALIZED - 4 APPROACHES (PAGE 2 OF 2)
DATE:02-02-1989 TIME:17:37:51
OLD WALT WHITMAN RD. / BAYLIS RD. -- AM PEAK - 1992 - BUILD

STEP 3 THRU MOVES FROM	C:WB BAYLIS	D:EB BAYLIS
CONFLICTING FLOWS	1957	1993
CRITICAL GAPS	6.0	6.0
CAPACITY	86	82
CAPACITY USED	17%	24%
IMPEDANCE FACTOR	0.89	0.83
ACTUAL CAPACITY	20	19

STEP 4 LEFT TURNS FROM	C:WB BAYLIS	D:EB BAYLIS
CONFLICTING FLOWS	1971	2090
CRITICAL GAPS	6.5	6.5
CAPACITY	63	54
ACTUAL CAPACITY	12	10

SUMMARY OF LEVEL OF SERVICE BY MOVEMENT

MOVEMENT	DEMAND	CAPACITY	RESERVE	LOS	AVG DEL(SEC)	AVG QUEUE
LT FROM A:	2	411	409	A	8.80	0.01
LT FROM B:	757	920	163	D	22.02	4.63
ALL MOVES FROM C:	139	46	-93	E*	INFINITE	INFINITE
ALL MOVES FROM D:	52	13	-38	E*	INFINITE	INFINITE

DATE:02-02-1988 TIME:17:41:19

OLD WALT WHITMAN RD. / BAYLIS RD. -- PM PEAK - 1992 - BUILD

KEY:

```
      D
      |
   A- -B
      |
      C
```

GENERAL CHARACTERISTICS

POPULATION GREATER THAN 250,000: NO

CONTROLS: FROM C: STOP
FROM D: STOP

PREVAILING SPEED: 30 MPH

MAIN STREET # OF LANES: 2 LANES

MINOR STREET LANES

APPROACH: C: WB BAYLIS

EXCLUSIVE LEFT TURN LANES: YES

EXCLUSIVE RIGHT TURN LANES: N

LARGE RIGHT TURN RADIUS OR SHALLOW RIGHT TURN ANGLE: NO

RIGHT TURN ACCELERATION LANE ON MAJOR: NO

APPROACH: D: EB BAYLIS

EXCLUSIVE LEFT TURN LANES: YES

EXCLUSIVE RIGHT TURN LANES: N

LARGE RIGHT TURN RADIUS OR SHALLOW RIGHT TURN ANGLE: NO

RIGHT TURN ACCELERATION LANE ON MAJOR: NO

APPROACH	A: NB OWW RD.			B: SB OWW RD.			C: WB BAYLIS			D: EB BAYLIS		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
VOLUME	6	508	49	158	468	25	55	9	358	5	5	2
PERCENT GRADE	0.00			0.00			0.00					
PASS CAR/HR	7			174			61	10	394	6	6	2

STEP 1 RIGHT TURNS FROM	C:WB BAYLIS	D:EB BAYLIS
CONFLICTING FLOWS	533	481
CRITICAL GAPS	5.5	5.5
CAPACITY	601	638
CAPACITY USED	66%	0%
IMPEDANCE FACTOR	0.41	1.00
ACTUAL CAPACITY	601	638

STEP 2 LEFT TURNS FROM	B:SB OWW RD.	A:NB OWW RD.
CONFLICTING FLOWS	557	493
CRITICAL GAPS	5.0	5.0
CAPACITY	681	729
CAPACITY USED	26%	1%
IMPEDANCE FACTOR	0.81	1.00
ACTUAL CAPACITY	681	729

DATE:02-02-1988 TIME:17:41:54
OLD WALT WHITMAN RD. / BAYLIS RD. -- PM PEAK - 1992 - BUILD

STEP 3 THRU MOVES FROM	C:WB BAYLIS	D:EB BAYLIS
CONFLICTING FLOWS	1190	1202
CRITICAL GAPS	6.0	6.0
CAPACITY	227	223
CAPACITY USED	5%	3%
IMPEDANCE FACTOR	0.97	0.99
ACTUAL CAPACITY	183	181

STEP 4 LEFT TURNS FROM	C:WB BAYLIS	D:ER BAYLIS
CONFLICTING FLOWS	1197	1569
CRITICAL GAPS	6.5	6.5
CAPACITY	183	110
ACTUAL CAPACITY	146	36

SUMMARY OF LEVEL OF SERVICE BY MOVEMENT

MOVEMENT	DEMAND	CAPACITY	RESERVE	LOS	AVG DEL(SEC)	AVG QUEL
LT FROM A:	7	729	722	A	4.98	0.01
LT FROM B:	174	681	508	A	7.09	0.34
ALL MOVES FROM C:	464	413	-52	E*	INFINITE	INFINITE
ALL MOVES FROM D:	13	70	57	E	63.40	0.23

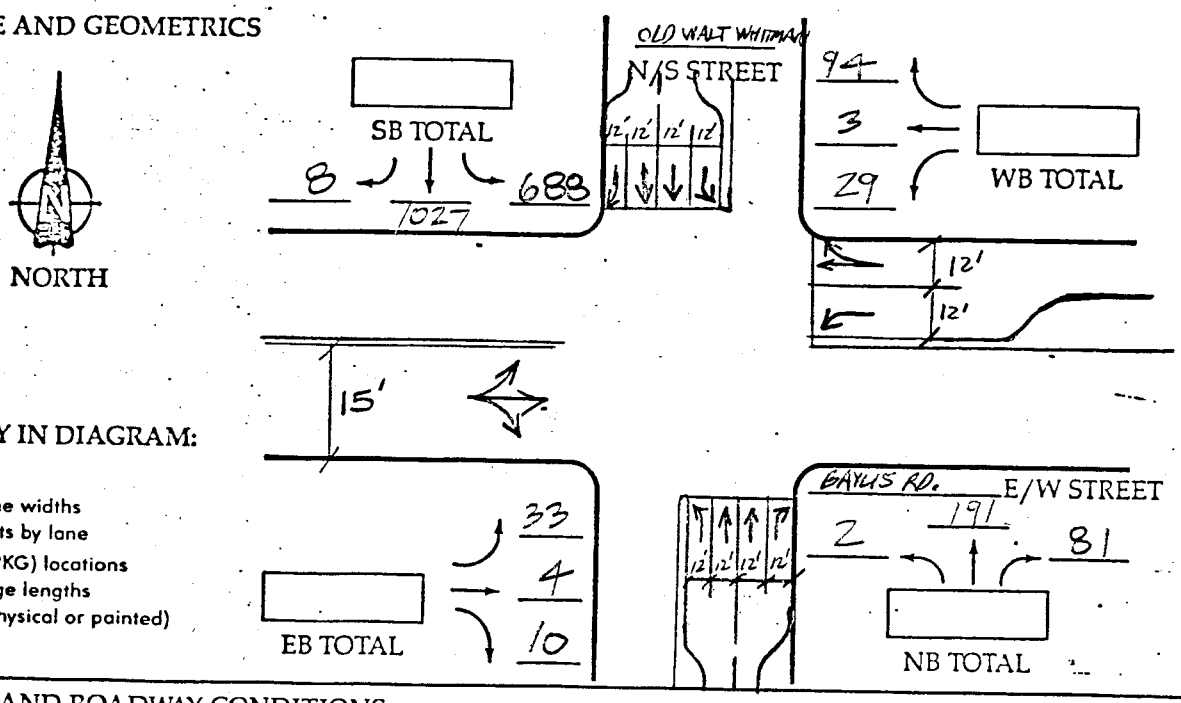
INPUT WORKSHEET

Intersection: OLD WALT WHITMAN RD./BAYLIS RD. Date: 1992 - FUTURE BUILD W/IMPROV.

Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	0%	0%	N	–	–	0.61	0	N	–	3
WB	0%	4%	N	–	–	0.82	0	N	–	3
NB	0%	5%	N	–	–	0.97	0	N	–	3
SB	0%	5%	N	–	←	0.88	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - OLD WALT WHITMAN)

DIAGRAM								
Timing	G = 20 Y+R =	G = 45 Y+R =	G = 25 Y+R =	G = Y+R =	G = Y+R =	G = Y+R =	G = Y+R =	G = Y+R =
Pretimed or Actuated								

Protected turns | Permitted turns | -------- Pedestrian | Cycle Length 110 Sec

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:OLD WALT WHITMAN RD. / BAYLIS RD. AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 AM PEAK - BUILD W/ IMPROV.
ADDITIONAL INFORMATION:MELVILLE GEIS - PRJ. NO. 6136-01
ANALYST:ML TODAY'S DATE:2-13-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	2	688	33	29
THROUGH VOLUME	191	1027	4	3
RIGHT TURNING VOLUME	81	8	10	94
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	3
PEAK HOUR FACTOR	0.97	0.88	0.61	0.82
PERCENT HEAVY VEHICLES	0.05	0.03	0.00	0.04
NUMBER OF BUSES	0	0	0	0
GRADE	0.00	0.00	0.00	0.00
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	1.00
BASE SATURATION FLOW	1800	1800	1800	1800
NUMBER OF LANES	2	2	1	2
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0

SIGNAL TYPE: SEMI-ACTUATED
CYCLE LENGTH: 110

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	2	17	10
NUMBER OF LANES	1	2	1
LANE WIDTH	12	12	12
GREEN TIME	45.0	45.0	45.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	3	17	11
NUMBER OF LANES	1	2	1
LANE WIDTH	12	12	12
GREEN TIME	65.0	45.0	65.0
GREEN, PROTECTED PHASE	20.0	0.0	20.0
GREEN, PERMITTED PHASE	45.0	0.0	45.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	15	0	0
GREEN TIME	25.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	17	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	12	0
GREEN TIME	25.0	25.0	0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:OLD WALT WHITMAN RD. / BAYLIS RD. AREA TYPE:NON-CB
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 AM PEAK - BUILD W/ IMPROV.
ADDITIONAL INFORMATION:MELVILLE GEIS - PRJ. NO. 6136-01
ANALYST:ML TODAY'S DATE:2-13-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 19.8
THE INTERSECTION LEVEL OF SERVICE IS: C

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	14.70	0.00	14.70	B		
NORTHBOUND	2	15.46	0.00	15.47	C	15.46	C
	3	15.46	0.01	15.47	C		
	1	8.28	13.91	22.19	C		
SOUTHBOUND	2	21.87	2.61	24.47	C	19.61	C
	3	7.00	0.00	7.00	B		
	1	26.74	0.19	26.92	D		
EASTBOUND	2	0.00	0.00	0.00		26.92	D
	3	0.00	0.00	0.00			
	1	25.54	0.00	25.54	D		
WESTBOUND	2	27.08	0.26	27.34	D	26.92	D
	3	0.00	0.00	0.00			

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	2	197	84
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	266	3510	1492
FLOW RATIO (V/S)	.007	.056	.056
GREEN/CYCLE RATIO (G/C)	.409	.409	.409
LANE GROUP CAPACITY (C)	117	1436	610
VOLUME/CAPACITY RATIO (X)	0.018	0.137	0.137

SOUTHBOUND:	LANE GROUP 1		LANE GROUP 2			LANE GROUP 3
ADJUSTED FLOW (V)	0		1167			0
* PROT/PERM FLOWS	258	533	0	0	0	9
PROPORTION LEFT TURNS (PLT)	1.00		0.00			0.00
PROPORTION RIGHT TURNS (PRT)	0.00		0.00			0.00
ADJ. SATURATION FLOW RATE (S)	1667		3510			1492
FLOW RATIO (V/S)	.000		.332			.000
* PROT/PERM FLOW RATIOS	.155	.314	.000	.000	.000	.409
GREEN/CYCLE RATIO (G/C)	.591		.409			.591
* PROT/PERM G/C RATIOS	.182	.409	.000	.000	.182	.409
LANE GROUP CAPACITY (C)	0		1436			0
* PROT/PERM CAPACITIES	303	523	0	0	271	610
VOLUME/CAPACITY RATIO (X)	0.000		0.813			0.000
* PROT/PERM V/C RATIOS	.852	%1.000	.000	.000	.000	%1.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	77	0	0
PROPORTION LEFT TURNS (PLT)	0.70	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.21	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1158	0	0
FLOW RATIO (V/S)	.067	.000	.000
GREEN/CYCLE RATIO (G/C)	.227	.000	.000
LANE GROUP CAPACITY (C)	263	0	0
VOLUME/CAPACITY RATIO (X)	0.293	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	35	116	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.87	0.00
ADJ. SATURATION FLOW RATE (S)	1555	1508	0
FLOW RATIO (V/S)	.023	.078	.000
GREEN/CYCLE RATIO (G/C)	.227	.227	.000
LANE GROUP CAPACITY (C)	353	343	0
VOLUME/CAPACITY RATIO (X)	0.100	0.345	0.000

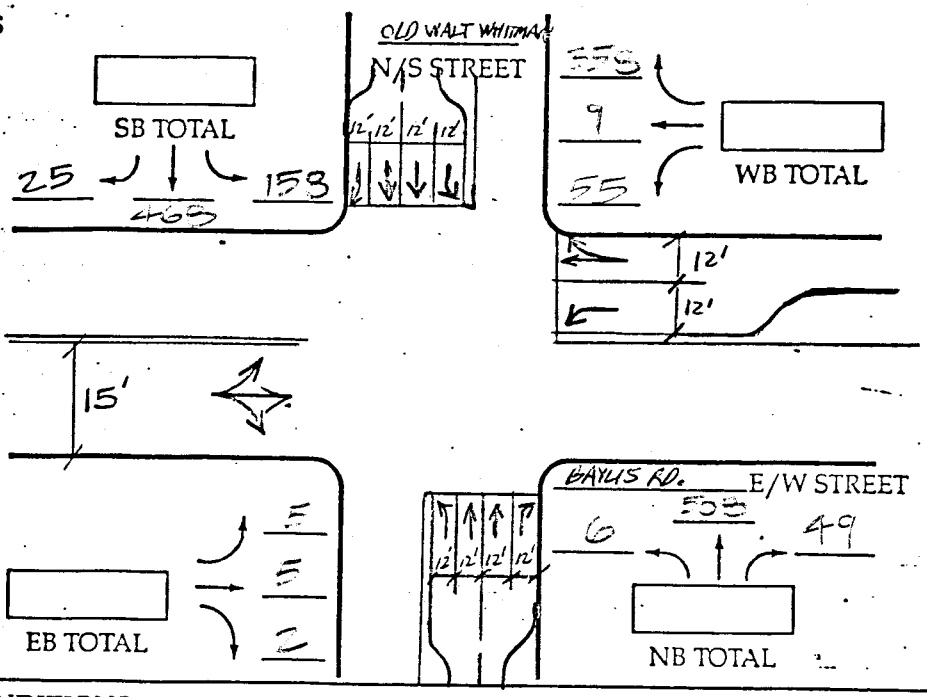
INPUT WORKSHEET

Intersection: OLD WALT WHITMAN RD. / BAYLIS RD. Date: 1992 - FUTURE BUILD W/ IMPROV.

Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

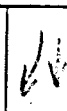
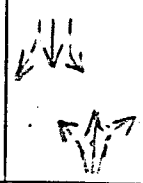
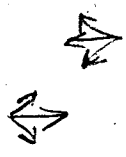
1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	0%	0%	N	–	–	0.73	0	N	–	3
WB	0%	1%	N	–	–	0.89	0	N	–	3
NB	0%	2%	N	–	–	0.91	0	N	–	3
SB	0%	12%	N	–	←	0.92	0	N	–	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - OLD WALT WHITMAN)

DIAGRAM								
Timing	G = 10 Y + R =	G = 40 Y + R =	G = 40 Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 110 Sec

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:OLD WALT WHITMAN RD. / BAYLIS RD. AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 PM PEAK - BUILD W/ IMPROV.
ADDITIONAL INFORMATION:MELVILLE GEIS - PRJ. NO. 6136-C1
ANALYST:ML TODAY'S DATE:2-13-97

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	6	158	5	55
THROUGH VOLUME	508	468	5	9
RIGHT TURNING VOLUME	49	25	2	358
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	3
PEAK HOUR FACTOR	0.91	0.92	0.75	0.69
PERCENT HEAVY VEHICLES	0.02	0.12	0.00	0.01
NUMBER OF BUSES	0	0	0	0
GRADE	0.00	0.00	0.00	0.00
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	1.00
BASE SATURATION FLOW	1800	1800	1800	1800
NUMBER OF LANES	4	4	1	2
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
SIGNAL TYPE:	SEMI-ACTUATED			
CYCLE LENGTH:	110			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	2	17	10
NUMBER OF LANES	1	2	1
LANE WIDTH	12	12	12
GREEN TIME	40.0	40.0	40.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	3	17	11
NUMBER OF LANES	1	2	1
LANE WIDTH	12	12	12
GREEN TIME	50.0	40.0	50.0
GREEN, PROTECTED PHASE	10.0	0.0	10.0
GREEN, PERMITTED PHASE	40.0	0.0	40.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	12	0	0
GREEN TIME	40.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	8	13	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	12	0
GREEN TIME	40.0	40.0	0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:OLD WALT WHITMAN RD. / BAYLIS RD. AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 PM PEAK - BUILD W/ IMPROV.
ADDITIONAL INFORMATION:MELVILLE GEIS - PRJ. NO. 6136-01
ANALYST:ML TODAY'S DATE:2-13-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 22.7
THE INTERSECTION LEVEL OF SERVICE IS: C

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	17.06	0.00	17.06	C		
NORTHBOUND	2	20.07	0.15	20.22	C	19.95	C
	3	17.55	0.00	17.55	C		
	1	12.44	0.00	12.44	B		
SOUTHBOUND	2	19.92	0.13	20.06	C	15.24	C
	3	12.44	0.00	12.44	B		
	1	17.50	0.01	17.50	C		
EASTBOUND	2	0.00	0.00	0.00		17.50	C
	3	0.00	0.00	0.00			
	1	17.85	0.01	17.85	C		
WESTBOUND	2	25.96	20.29	46.25	E	42.55	E
	3	0.00	0.00	0.00			

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	7	559	54
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	869	3564	1515
FLOW RATIO (V/S)	.008	.157	.036
GREEN/CYCLE RATIO (G/C)	.364	.364	.364
LANE GROUP CAPACITY (C)	316	1296	551
VOLUME/CAPACITY RATIO (X)	0.021	0.431	0.098

SOUTHBOUND:	LANE GROUP 1		LANE GROUP 2			LANE GROUP 3
ADJUSTED FLOW (V)	0		509			0
* PROT/PERM FLOWS	0	172	0	0	0	27
PROPORTION LEFT TURNS (PLT)	1.00		0.00			0.00
PROPORTION RIGHT TURNS (PRT)	0.00		0.00			0.00
ADJ. SATURATION FLOW RATE (S)	1607		3384			1438
FLOW RATIO (V/S)	.000		.150			.000
* PROT/PERM FLOW RATIOS	.000	.219	.000	.000	.000	.364
GREEN/CYCLE RATIO (G/C)	.455		.364			.455
* PROT/PERM G/C RATIOS	.091	.364	.000	.000	.091	.364
LANE GROUP CAPACITY (C)	0		1231			0
* PROT/PERM CAPACITIES	146	352	0	0	131	523
VOLUME/CAPACITY RATIO (X)	0.000		0.413			0.000
* PROT/PERM V/C RATIOS	.000	.488	.000	.000	.000	%1.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	16	0	0
PROPORTION LEFT TURNS (PLT)	0.42	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.17	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	493	0	0
FLOW RATIO (V/S)	.032	.000	.000
GREEN/CYCLE RATIO (G/C)	.364	.000	.000
LANE GROUP CAPACITY (C)	179	0	0
VOLUME/CAPACITY RATIO (X)	0.089	0.000	0.000

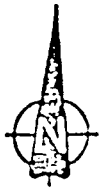
WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	80	53[illegible]	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1545	1[illegible]	0
FLOW RATIO (V/S)	.052	.03[illegible]	.000
GREEN/CYCLE RATIO (G/C)	.364	.364	.000
LANE GROUP CAPACITY (C)	562	6[illegible]	0
VOLUME/CAPACITY RATIO (X)	0.142	0.957	0.000

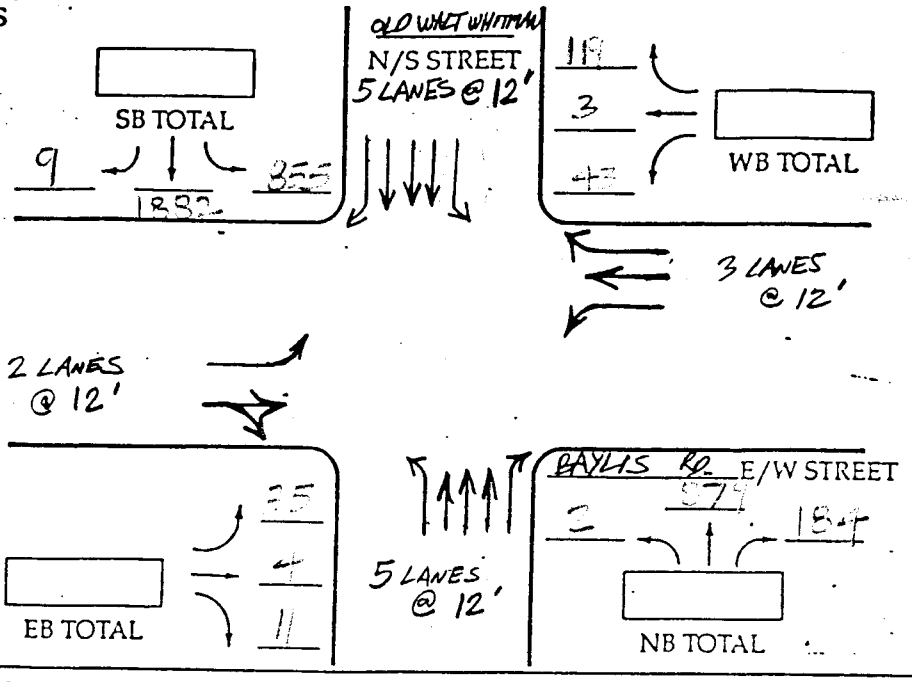
Intersection: OLD WALT WHITMAN RD. / BAYLIS RD. Date: 2007 - BUILD W/ TMAN.

Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS





IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

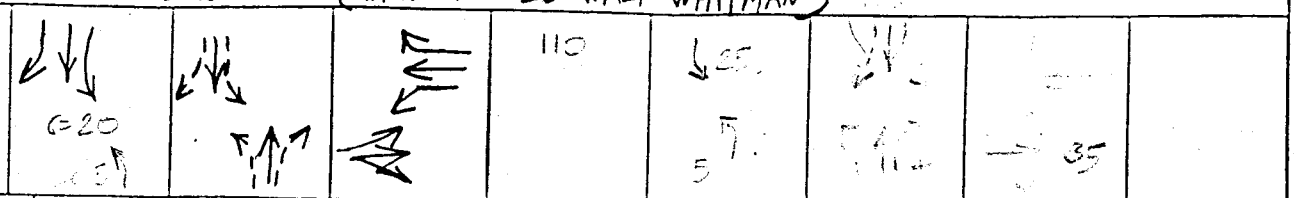
TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	0%	0%	N	–	–	0.61	0	N	–	3
WB	0%	4%	N	–	–	0.82	0	N	–	3
NB	0%	5%	N	–	–	0.97	0	N	–	3
SB	0%	5%	N	–	–	0.88	0	N	–	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - OLD WALT WHITMAN)

DIAGRAM



Timing								
	G = Y+R =	G = Y+R =	G = Y+R =	G = Y+R =	G = Y+R =	G = Y+R =	G = Y+R =	G = Y+R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 110 Sec

 LOCKWOOD, KESSLER & BARTLETT, INC. 3/2/1988

MELVILLE GEIS (6136-01) 18A-07I

NTERSECTION :
AYLIS RD. @
BAYLIS RD. @
LD WALT WHITMAN RD @
LD WALT WHITMAN RD
WEEKDAY AM PEAK 2007 - IMPROV. CBD ? N
SEMI-ACTUATED SIGNAL - MAJOR STREET RUNS NORTH / SOUTH

V O L U M E A D J U S T M E N T

PPROACH	LANE MVM	GROUP VOLUME	FLOW RATE IN GROUP	LANE UTIL FACTOR	ADJ FLOW RATE	PROP OF TURNS LT	RT
B	L	35	57	1.00	57	1.00	0.00
	TR	15	25	1.00	25	0.00	0.72
B	L	43	52	1.00	52	1.00	0.00
	T	3	4	1.00	4	0.00	0.00
	R	119	145	1.00	145	0.00	1.00
B	L	2	2	1.00	2	1.00	0.00
	T	879	906	1.00	906	0.00	0.00
	R	184	190	1.00	190	0.00	1.00
SB	L	855	972	1.00	972	1.00	0.00
	T	1882	2139	1.00	2139	0.00	0.00
	R	9	10	1.00	10	0.00	1.00

S A T U R A T I O N F L O W

PP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
EB	L	1800	1	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75	1350
	TR	1800	1	1.00	1.00	1.00	1.00	1.00	1.00	0.89	1.00	1602
WB	L	1800	1	1.00	0.98	1.00	1.00	1.00	1.00	1.00	0.87	1535
	T	1800	1	1.00	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1764
	R	1800	1	1.00	0.98	1.00	1.00	1.00	1.00	0.85	1.00	1499
NB	L	1800	1	1.00	0.98	1.00	1.00	1.00	1.00	1.00	0.95	1676
	T	1800	3	1.00	0.98	1.00	1.00	1.00	1.00	1.00	1.00	5292
	R	1800	1	1.00	0.98	1.00	1.00	1.00	1.00	0.85	1.00	1499
SB	L	1800	2	1.00	0.98	1.00	1.00	1.00	1.00	1.00	0.92	3246
	T	1800	3	1.00	0.98	1.00	1.00	1.00	1.00	1.00	1.00	5292
	R	1800	1	1.00	0.98	1.00	1.00	1.00	1.00	0.85	1.00	1499

MELVILLE GEIS (6136-01) 18A-07I

INTERSECTION :
BAYLIS RD. @
BAYLIS RD. @
OLD WALT WHITMAN RD @
OLD WALT WHITMAN RD
WEEKDAY AM PEAK 2007 - IMPROV. CBD ? N
SEMI-ACTUATED SIGNAL - MAJOR STREET RUNS NORTH / SOUTH

C A P A C I T Y A N A L Y S I S

APP	LN GR MVM	ADJ FLOW RATE	PMSV LT FLOW	ADJ SAT FLW RT	FLOW RATIO	CRIT ?	GREEN RATIO	LN GR CAPACITY	V/C RATIO
EB	L	57	0	1350	0.042	N	0.273	368	0.155
	TR	25	0	1602	0.016	N	0.273	437	0.057
WB	L	52	0	1535	0.034	N	0.273	419	0.124
	T	4	0	1764	0.002	N	0.273	481	0.008
	R	145	0	1499	0.097	Y	0.273	409	0.355
NB	L	2	0	1676	0.001	N	0.045	76	0.026
	T	906	0	5292	0.171	Y	0.364	1924	0.471
	R	190	0	1499	0.127	N	0.364	545	0.349
SB	L	972	0	3246	0.299	Y	0.273	885	1.098
	T	2139	0	5292	0.404	N	0.591	3127	0.684
	R	10	0	1499	0.007	N	0.591	886	0.011

CYCLE LENGTH : 110.0 SUM OF CRITICAL LANES' FLOW RATIOS : 0.567
LOSS TIME PER CYCLE : 12 INTERSECTION V/C : 0.636

L E V E L O F S E R V I C E

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	APP LOS
EB	L	0.155	0.273	110	23.1	368	0.0	1.00	23.1	C		
	TR	0.057	0.273	110	22.5	437	0.0	1.00	22.5	C	22.6	C
WB	L	0.124	0.273	110	22.9	419	0.0	1.00	22.9	C		
	T	0.008	0.273	110	22.2	481	0.0	1.00	22.2	C		
	R	0.355	0.273	110	24.5	409	0.2	1.00	24.7	C	24.2	C
NB	L	0.026	0.045	110	38.1	76	0.0	1.00	38.1	D		
	T	0.471	0.364	110	20.4	1924	0.1	1.00	20.5	C		
	R	0.349	0.364	110	19.4	545	0.2	1.00	19.6	C	20.4	C
SB	L	1.098	0.273	110	31.6	885	56.2	1.00	87.8	F		
	T	0.684	0.591	110	11.7	3127	0.4	1.00	12.1	B		
	R	0.011	0.591	110	7.0	886	0.0	1.00	7.0	B	35.7	D

INTERSECTION DELAY : 31.2 secs/veh
LEVEL OF SERVICE : D

LOCKWOOD, KESSLER & BARTLETT, INC. 3/2/1988

MELVILLE GEIS (6136-01) 18A-07I

INTERSECTION :
BAYLIS RD. @
BAYLIS RD. @
OLD WALT WHITMAN RD @
OLD WALT WHITMAN RD
WEEKDAY AM PEAK 2007 - IMPROV. CBD?N
SEMI-ACTUATED SIGNAL
- MAJOR STREET RUNS NORTH / SOUTH

T R A F F I C & R O A D W A Y C O N D I T I O N S

APP	GRADE (%)	HV (%)	ADJ. PKG LN. Y/N	Nm	BUSES (Nb)	PHF	CONF. PEDS (peds/hr)	PED Y/N	BUTTON SEC	ARR TYPE
EB	0	0	N	0	0	0.61	0	N	0.0	3
WB	0	4	N	0	0	0.82	0	N	0.0	3
NB	0	5	N	0	0	0.97	0	N	0.0	3
SB	0	5	N	0	0	0.88	0	N	0.0	3

G E O M E T R I C S / V O L U M E S

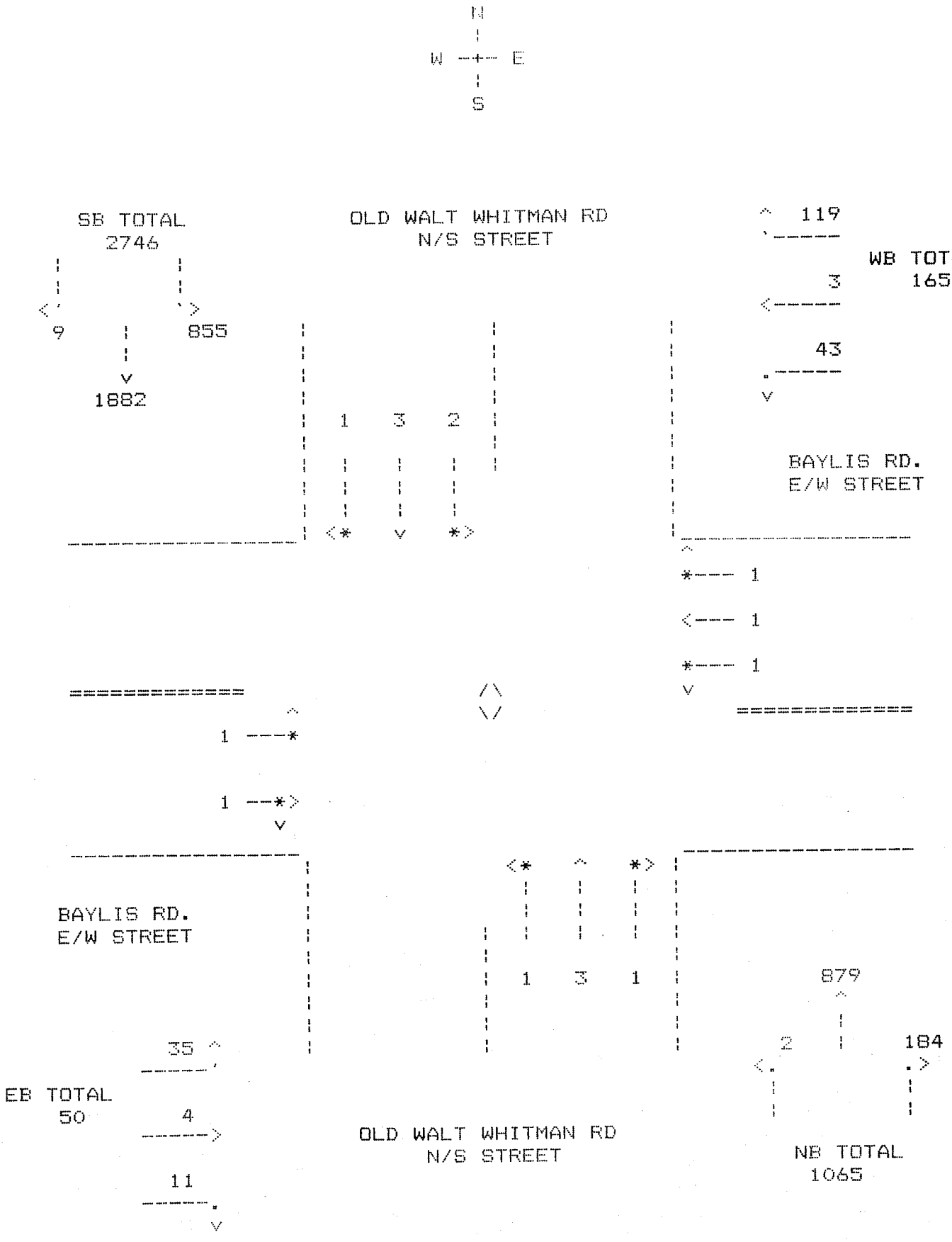
APP	VOLUME LT	TH	RT	LANE GROUPS 1 MVM	LNS	WD	2 MVM	LNS	WD	3 MVM	LNS	WD
EB	35	4	11	L	1	12.0	TR	1	12.0			
WB	43	3	119	L	1	12.0	T	1	12.0	R	1	12.0
NB	2	879	184	L	1	12.0	T	3	36.0	R	1	12.0
SB	855	1882	9	L	2	24.0	T	3	36.0	R	1	12.0

S I G N A L P H A S I N G

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PMSV	G	Y+R
EB	4	L	TR			LR	30	80
WB	4	L	T	R		LR	30	80
NB	1	L			L		5	105
NB	3	T	R		R		40	70
SB	1	L			L		5	105
SB	2	L	T	R	LR		25	85
SB	3	T	R		R		40	70

3/2/1988

LOCKWOOD, KESSLER & BARTLETT, INC.
INTERSECTION 18A-07I



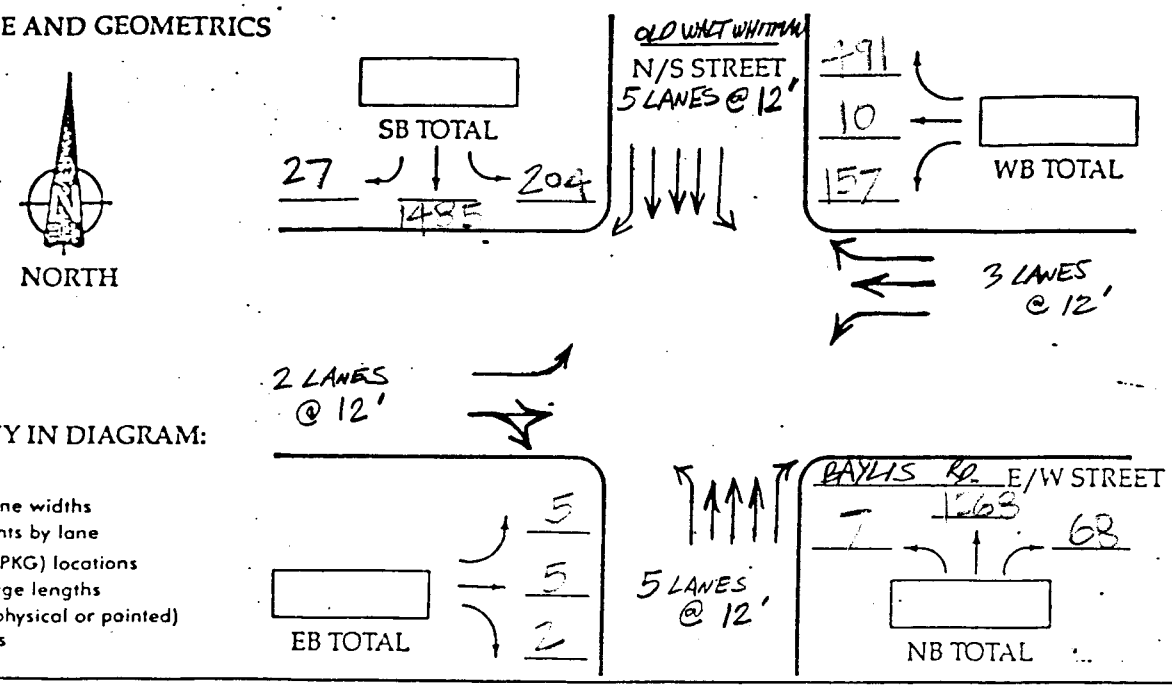
INPUT WORKSHEET

Intersection: OLD WALT WHITMAN RD. / BAYLIS RD. Date: 2007 – BUILD W/IMPROV.

Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	0%	0%	N	–	–	0.75	0	N	–	3
WB	0%	1%	N	–	–	0.69	0	N	–	3
NB	0%	2%	N	–	–	0.91	0	N	–	3
SB	0%	12%	N	–	–	0.92	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. – OLD WALT WHITMAN)

DIAGRAM								
Timing	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | ------- Pedestrian | Cycle Length 110 Sec

MELVILLE GEIS (6136-01) 18P-07I

INTERSECTION :
BAYLIS RD. @
BAYLIS RD. @
OLD WALT WHITMAN RD @
OLD WALT WHITMAN RD
WEEKDAY PM PEAK 2007 - IMPROV. CBD ? N
SEMI-ACTUATED SIGNAL - MAJOR STREET RUNS NORTH / SOUTH

V O L U M E A D J U S T M E N T

APPROACH	LANE GROUP MVM	VOLUME	FLOW RATE IN GROUP	LANE UTIL FACTOR	ADJ FLOW RATE	PROP OF TURNS LT	RT
EB	L	5	7	1.00	7	1.00	0.00
	TR	7	9	1.00	9	0.00	0.30
WB	L	157	228	1.00	228	1.00	0.00
	T	10	14	1.00	14	0.00	0.00
	R	491	712	1.00	712	0.00	1.00
NB	L	7	8	1.00	8	1.00	0.00
	T	1268	1393	1.00	1393	0.00	0.00
	R	68	75	1.00	75	0.00	1.00
SB	L	204	222	1.00	222	1.00	0.00
	T	1485	1614	1.00	1614	0.00	0.00
	R	27	29	1.00	29	0.00	1.00

S A T U R A T I O N F L O W

APP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
EB	L	1800	1	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	594
	TR	1800	1	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1710
WB	L	1800	1	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1548
	T	1800	1	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1800
	R	1800	1	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1530
NB	L	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.95	1693
	T	1800	3	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	5346
	R	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	0.85	1.00	1515
SB	L	1800	2	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.92	3146
	T	1800	3	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	5130
	R	1800	1	1.00	0.95	1.00	1.00	1.00	1.00	0.85	1.00	1453

MELVILLE GEIS (6136-01) 18P-07I

INTERSECTION :
BAYLIS RD. @
BAYLIS RD. @
OLD WALT WHITMAN RD @
OLD WALT WHITMAN RD
WEEKDAY PM PEAK 2007 - IMPROV. CBD ? N
SEMI-ACTUATED SIGNAL - MAJOR STREET RUNS NORTH / SOUTH

C A P A C I T Y A N A L Y S I S

APP	LN GR MVM	ADJ FLOW RATE	PMSV LT FLOW	ADJ SAT FLW RT	FLOW RATIO	CRIT ?	GREEN RATIO	LN GR CAPACITY	V/C RATIO
EB	L	7	0	594	0.012	N	0.409	243	0.029
	TR	9	0	1710	0.005	N	0.409	700	0.013
WB	L	228	0	1548	0.147	N	0.409	633	0.360
	T	14	0	1800	0.008	N	0.409	736	0.019
	R	712	0	1530	0.465	Y	0.409	626	1.137
NB	L	8	0	1693	0.005	N	0.045	77	0.104
	T	1393	0	5346	0.261	Y	0.364	1944	0.717
	R	75	0	1515	0.050	N	0.364	551	0.136
SB	L	222	0	3146	0.071	Y	0.136	429	0.517
	T	1614	0	5130	0.315	N	0.455	2332	0.692
	R	29	0	1453	0.020	N	0.455	660	0.044

CYCLE LENGTH : 110.0 SUM OF CRITICAL LANES' FLOW RATIOS : 0.797
LOSS TIME PER CYCLE : 12 INTERSECTION V/C : 0.895

L E V E L O F S E R V I C E

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	APP LOS
EB	L	0.029	0.409	110	14.8	243	0.0	1.00	14.8	B		
	TR	0.013	0.409	110	14.7	700	0.0	1.00	14.7	B	13.9	B
WB	L	0.360	0.409	110	17.1	633	0.2	1.00	17.3	C		
	T	0.019	0.409	110	14.7	736	0.0	1.00	14.7	B		
	R	1.137	0.409	110	27.3	626	79.6	1.00	106.9	F	84.1	F
NB	L	0.104	0.045	110	38.3	77	0.0	1.00	38.3	D		
	T	0.717	0.364	110	22.9	1944	0.9	1.00	23.8	C		
	R	0.136	0.364	110	17.8	551	0.0	1.00	17.8	C	23.6	C
SB	L	0.517	0.136	110	33.5	429	0.9	1.00	34.4	D		
	T	0.692	0.455	110	18.1	2332	0.6	1.00	18.7	C		
	R	0.044	0.455	110	12.7	660	0.0	1.00	12.7	B	20.5	C

INTERSECTION DELAY : 35.6 secs/veh
LEVEL OF SERVICE : D

LOCKWOOD, KESSLER & BARTLETT, INC. 3/2/1988

MELVILLE GEIS (6136-01) 18P-07I

INTERSECTION :
BAYLIS RD. @
BAYLIS RD. @
OLD WALT WHITMAN RD @
OLD WALT WHITMAN RD
WEEKDAY PM PEAK 2007 - IMPROV. CBD?N
SEMI-ACTUATED SIGNAL
- MAJOR STREET RUNS NORTH / SOUTH

TRAFFIC & ROADWAY CONDITIONS

APP	GRADE (%)	HV (%)	ADJ. PKG LN. Y/N	ADJ. PKG LN. Nm	BUSES (Nb)	PHF	CONF. PEDS (peds/hr)	PED BUTTON Y/N	PED BUTTON SEC	ARR TYPE
EB	0	0	N	0	0	0.75	0	N	0.0	3
WB	0	1	N	0	0	0.69	0	N	0.0	3
NB	0	2	N	0	0	0.91	0	N	0.0	3
SB	0	12	N	0	0	0.92	0	N	0.0	3

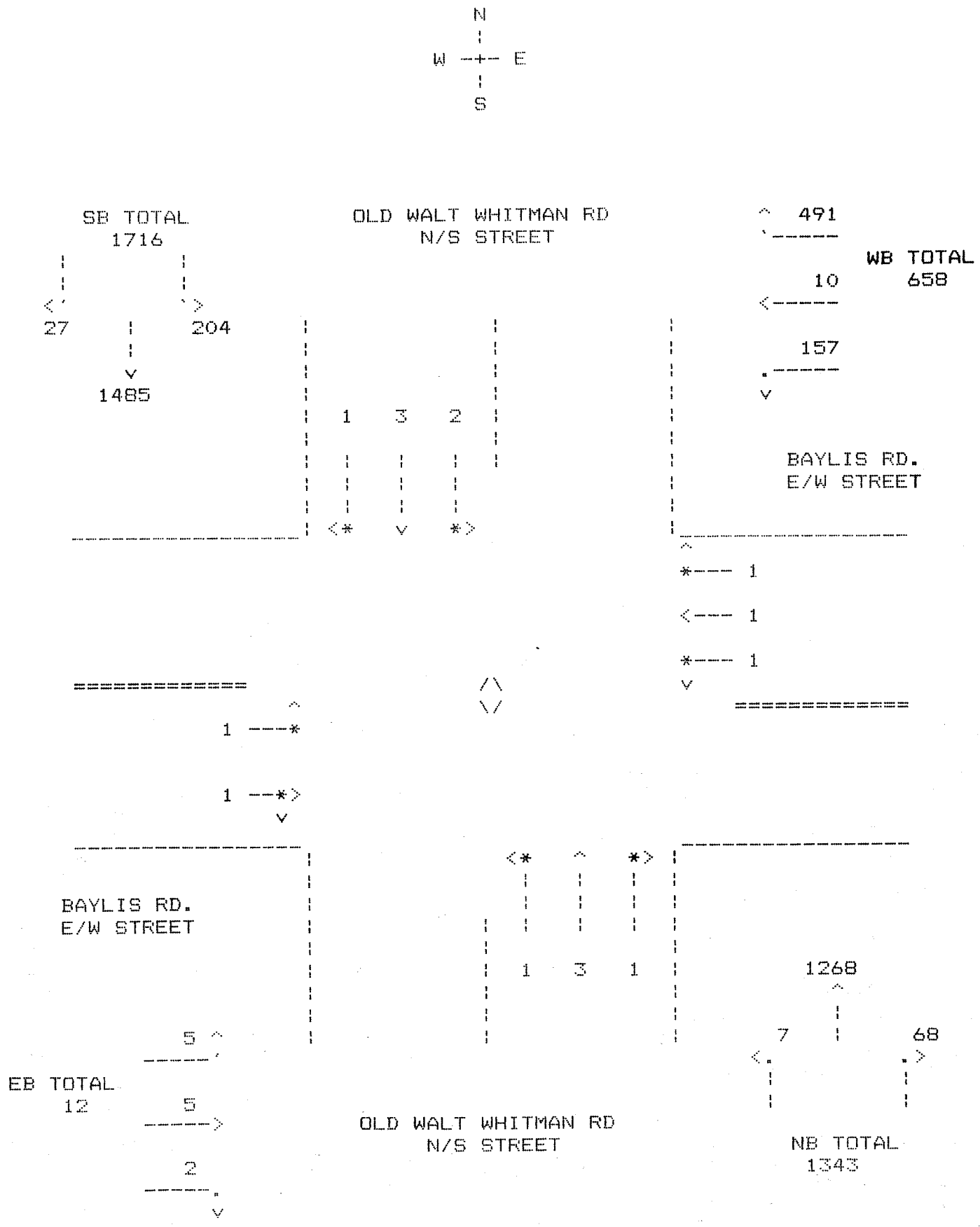
GEOMETRICS / VOLUMES

APP	VOLUME LT	VOLUME TH	VOLUME RT	LANE GROUPS 1 MVM	1 LNS	1 WD	2 MVM	2 LNS	2 WD	3 MVM	3 LNS	3 WD
EB	5	5	2	L	1	12.0	TR	1	12.0			
WB	157	10	491	L	1	12.0	T	1	12.0	R	1	12.0
NB	7	1268	68	L	1	12.0	T	3	36.0	R	1	12.0
SB	204	1485	27	L	2	24.0	T	3	36.0	R	1	12.0

SIGNAL PHASING

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PMSV	G	Y+R
EB	4	L	TR			LR	45	65
WB	4	L	T	R		LR	45	65
NB	1	L			L		5	105
NB	3	T	R		R		40	70
SB	1	L			L		5	105
SB	2	L	T	R	LR		10	100
SB	3	T	R		R		40	70

INTERSECTION 18P-071



SIGNALIZE

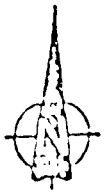
10A - P

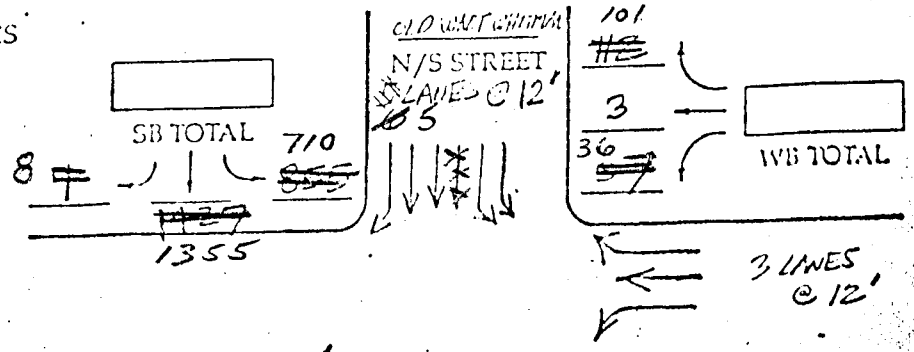
Intersection: OLD WALT WHITMAN RD. / BAYLIS RD. Date: 2007 - BUILD w/ IMPV.

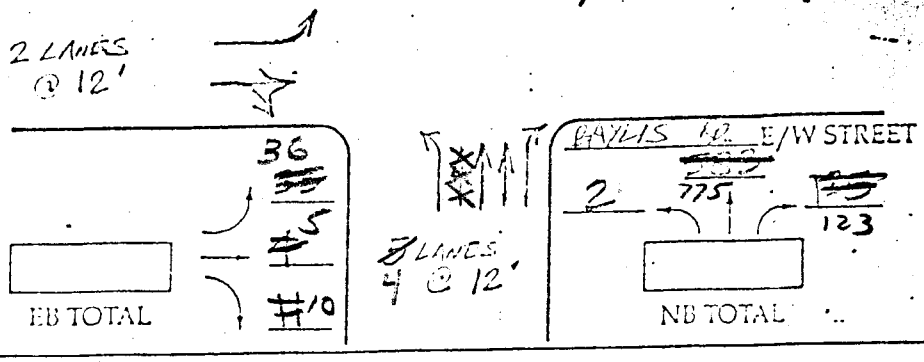
Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS







IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	0%		N	—	—		0	N	—	3
WB	0%		N	—	—		0	N	—	3
NB	0%		N	—	—		0	N	—	3
SB	0%		N	—	—		0	N	—	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - OLD WALT WHITMAN)

DIAGRAM								
Timing	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | ------- Pedestrian | Cycle Length _____ Sec

MELV. [illegible] - [illegible] PLAN ([illegible]) 18A-P7N

INTERSECTION
BAYLIS RD @
BAYLIS RD. @
OLD WALT WHITMAN RD @
OLD WALT WHITMAN RD
WEEKDAY AM PEAK 200[illegible] - [illegible] IMPMT CBD [illegible]
SEMI-ACTUATED SIGNAL - MAJOR STREET RUNS NORTH / SOUTH

V O L U M E A D J U S T M E N T

APPROACH	LANE GROUP MVM	LANE GROUP VOLUME	FLOW RATE IN GROUP	LANE UTIL FACTOR	ADJ FLOW RATE	PROP OF TURNS LT	PROP OF TURNS RT
EB	L	36	57	1.00	59	1.00	0.00
	TR	15	25	1.00	25	0.00	0.66
WB	L	36	44	1.00	44	1.00	0.00
	T	3	4	1.00	4	0.00	0.00
	R	101	123	1.00	123	0.00	1.00
NB	L	2	2	1.00	2	1.00	0.00
	T	775	799	1.00	799	0.00	0.00
	R	123	127	1.00	127	0.00	1.00
SB	L	710	807	1.00	807	1.00	0.00
	T	1355	1540	1.00	1540	0.00	0.00
	R	8	9	1.00	9	0.00	1.00

S A T U R A T I O N F L O W

APP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
EB	L	1800	1	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	1404
	TR	1800	1	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1620
WB	L	1800	1	1.00	0.98	1.00	1.00	1.00	1.00	1.00	0.88	1552
	T	1800	1	1.00	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1764
	R	1800	1	1.00	0.98	1.00	1.00	1.00	1.00	0.85	1.00	1499
NB	L	1800	1	1.00	0.98	1.00	1.00	1.00	1.00	1.00	0.95	1676
	T	1800	2	1.00	0.98	1.00	1.00	1.00	1.00	1.00	1.00	3528
	R	1800	1	1.00	0.98	1.00	1.00	1.00	1.00	0.85	1.00	1499
SB	L	1800	2	1.00	0.98	1.00	1.00	1.00	1.00	1.00	0.92	3246
	T	1800	2	1.00	0.98	1.00	1.00	1.00	1.00	1.00	1.00	3528
	R	1800	1	1.00	0.98	1.00	1.00	1.00	1.00	0.85	1.00	1499

MELV. GEIS - PREF PLAN (10-87) 18A-PM

INTERSECTION #
BARLIS RD. @
BARLIS RD. @
OLD WALT WHITMAN RD @
OLD WALT WHITMAN RD
WEEKDAY AM PEAK 2007 - NO IMPMT DSP ? N
SEMI-ACTUATED SIGNAL - MAJOR STREET RUNS NORTH / SOUTH

C A P A C I T Y A N A L Y S I S

APP	LN GR MVM	ADJ FLOW RATE	PMSV LT FLOW	ADJ SAT FLW RT	FLOW RATIO	CRIT ?	GREEN RATIO	LN GR CAPACITY	V/C RATIO
EB	L	59	0	1404	0.042	N	0.245	345	0.171
	TR	25	0	1620	0.015	N	0.245	398	0.063
WB	L	44	0	1558	0.028	N	0.245	381	0.115
	T	4	0	1784	0.002	N	0.240	433	0.009
	R	128	0	1695	0.082	Y	0.245	368	0.334
NB	L	2	0	1676	0.001	N	0.245	76	0.026
	T	794	0	3588	0.226	Y	0.564	1283	0.623
	R	197	0	1499	0.085	N	0.564	545	0.233
SB	L	807	0	3246	0.249	Y	0.300	974	0.829
	T	1540	0	3528	0.437	N	0.618	2161	0.706
	R	9	0	1499	0.006	N	0.618	927	0.010

CYCLE LENGTH : 110.0 SUM OF CRITICAL LANES' FLOW RATIOS : 0.557
LOSS TIME PER CYCLE : 12 INTERSECTION V/C : 0.625

L E V E L O F S E R V I C E

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	APP LOS
EB	L	0.171	0.245	110	24.8	345	0.0	1.00	24.8	C		
	TR	0.063	0.245	110	24.2	398	0.0	1.00	24.2	C	24.3	C
WB	L	0.115	0.245	110	24.5	381	0.0	1.00	24.5	C		
	T	0.009	0.240	110	28.9	433	0.0	1.00	28.9	C		
	R	0.334	0.245	110	25.9	368	0.2	1.00	26.1	D	25.6	D
NB	L	0.026	0.245	110	36.1	76	0.0	1.00	36.1	D		
	T	0.623	0.564	110	21.9	1283	0.7	1.00	22.6	C		
	R	0.233	0.564	110	16.5	545	0.0	1.00	16.5	C	22.1	C
SB	L	0.829	0.300	110	27.2	974	4.3	1.00	31.6	D		
	T	0.706	0.618	110	10.8	2161	0.7	1.00	11.5	B		
	R	0.010	0.618	110	8.1	927	0.0	1.00	8.1	B	18.4	C

INTERSECTION DELAY : 19.9 secs/veh
LEVEL OF SERVICE : C

LOCKWOOD, KESSLER & BARTLETT, INC. 10/29/1987

MELV. G[illegible] - PREP PLAN ([illegible]) 18A-P7N

INTERSECTION :
BAYLIS RD. @
BAYLIS RD. @
OLD WALT WHITMAN RD @
OLD WALT WHITMAN RD
WEEKDAY AM PEAK 2007 - NO IMPMT [illegible]
SEMI-ACTUATED SIGNAL
- MAJOR STREET RUNS NORTH / SOUTH

T R A F F I C & R O A D W A Y C O N D I T I O N S

APP	GRADE (%)	HV (%)	ADJ. PKG LN Y/N	ADJ. PKG LN Nm	BUSES (Nb)	PHF	CONF. PEDS (peds/hr)	PED BUTTON Y/N	PED BUTTON SEC	ARR TYPE
EB	0	0	N	0	0	0.61	0	N	0.0	3
WB	0	4	N	0	0	0.82	0	N	0.0	3
NB	0	5	N	0	0	0.97	0	N	0.0	3
SB	0	5	N	0	0	0.88	0	N	0.0	3

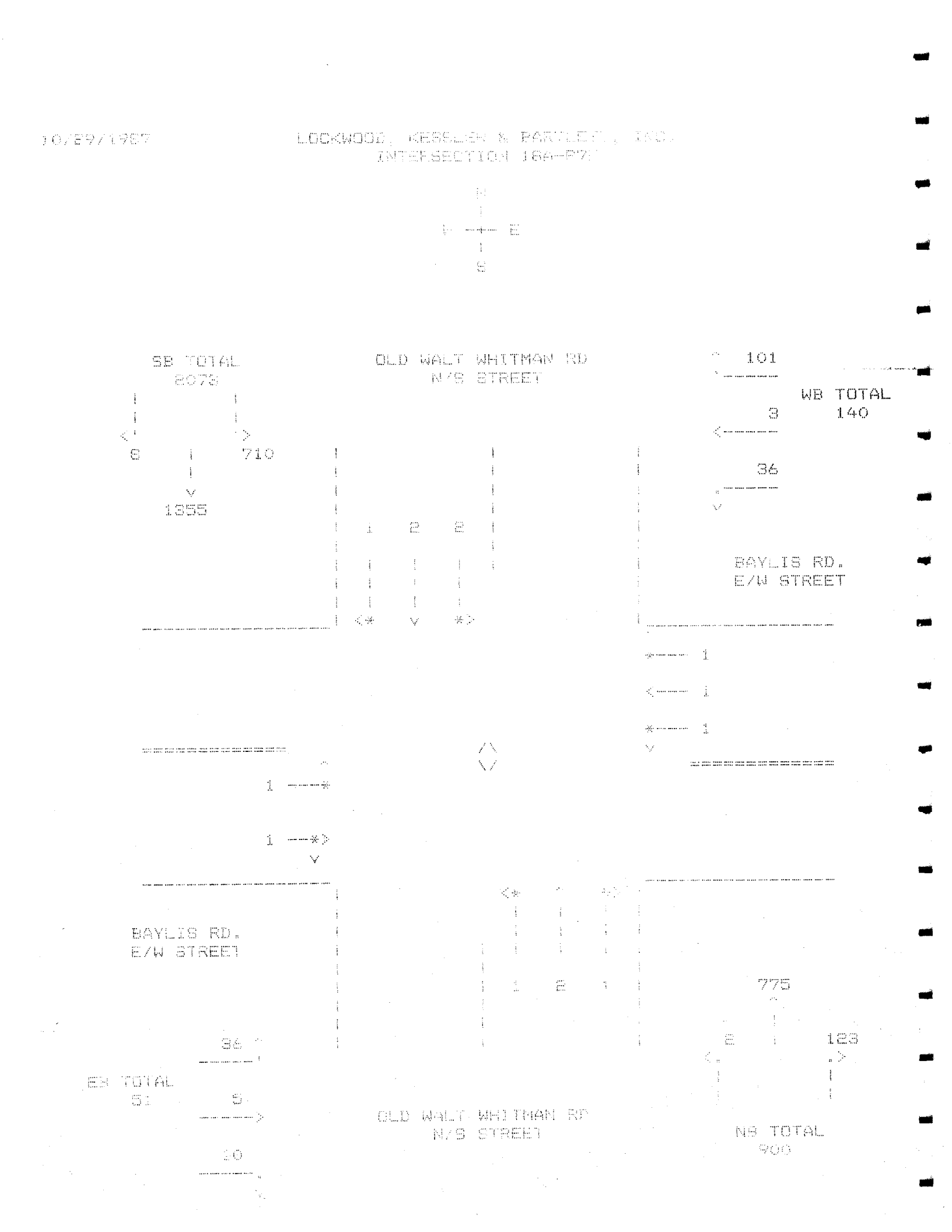
G E O M E T R I C S / V O L U M E S

APP	VOLUME LT	VOLUME TH	VOLUME RT	LANE GROUPS 1 MVM	1 LNS	1 WD	2 MVM	2 LNS	2 WD	3 MVM	3 LNS	3 WD
EB	36	5	10	L	1	12.0	TR	1	12.0			
WB	36	3	101	L	1	12.0	T	1	12.0	R	1	12.0
NB	2	775	123	L	1	12.0	T	2	24.0	R	1	12.0
SB	710	1355	8	L	2	24.0	T	2	24.0	R	1	12.0

S I G N A L P H A S I N G

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PMSV	G	Y+R
EB	4	L	TR			LR	27	83
WB	4	L	T	R		LR	27	83
NB	1	L			L		5	105
NB	2	T	R		R		40	70
SB	1	L			L		5	105
SB	2	L	T	R	L		28	82
SB	3	T	R		R		40	70

INTERSECTION 166-PM

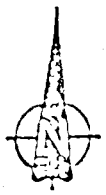


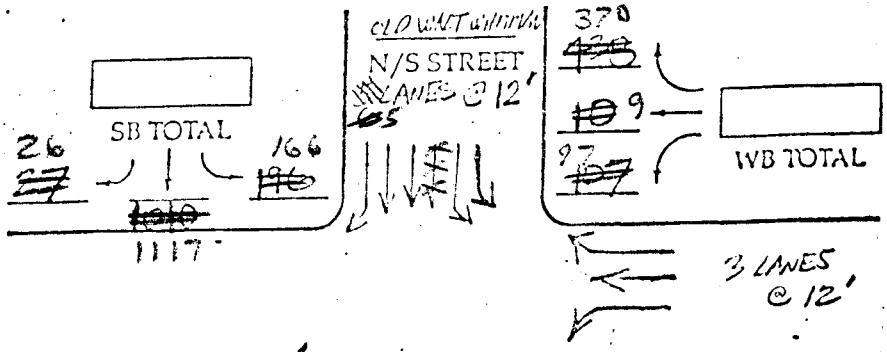
Intersection: OLD WALT WHITMAN RD. / BAYLIS RD. Date: 2007 - BUILD w/ IMPROV.

Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 61362-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS





IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian button Y or N	Pedestrian button Min. Timing	Arr. Type
EB	0%		N	–	–		0	N	–	3
WB	0%		N	–	–		0	N	–	3
NB	0%		N	–	–		0	N	–	3
SB	0%		N	–	–		0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - OLD WALT WHITMAN)

DIAGRAM								
Timing	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | --------Pedestrian | Cycle Length _____ Sec

NEAR. EIS. - PREF PLAN (10-87) 18P-P7N

INTERSECT'N: 1
BAY 35 N/S: 0
BAYLISS RTE: 6
JLD WALT WHITMAN RD 0
JLD WALT WHITMAN RD
WEEKDAY PM PEAK 2007 - NO IMPMT CBD 2 M
SEMI-ACTUATED SIGNAL - MAJOR STREET RUNS NORTH & SOUTH

V O L U M E A D J U S T M E N T

APPROACH	LANE GROUP MVM	VOLUME	FLOW RATE IN GROUP	LANE UTIL FACTOR	ADJ FLOW RATE	PROP OF TURNS LT	RT
EB	L	6	6	1.00	6	1.00	0.00
	TR	9	11	1.00	11	0.00	0.24
WB	L	97	101	1.00	101	1.00	0.00
	T	7	13	1.00	13	0.00	0.00
	R	370	386	1.00	386	0.00	1.00
NB	L	7	8	1.00	8	1.00	0.00
	T	1055	1159	1.00	1159	0.00	0.00
	R	62	68	1.00	68	0.00	1.00
SB	L	146	160	1.00	160	1.00	0.00
	T	1117	1216	1.00	1216	0.00	0.00
	R	27	29	1.00	29	0.00	1.00

S A T U R A T I O N F L O W

APP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
EB	L	1800	1	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.45	810
	TR	1800	1	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00	1728
WB	L	1800	1	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1530
	T	1800	1	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1800
	R	1800	1	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1530
NB	L	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.95	1693
	T	1800	2	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	3564
	R	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	0.85	1.00	1515
SB	L	1800	2	1.00	0.98	1.00	1.00	1.00	1.00	1.00	0.92	3146
	T	1800	2	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	3420
	R	1800	1	1.00	0.95	1.00	1.00	1.00	1.00	0.85	1.00	1453

INTERSECTION:
BAY 13 [illegible]
[illegible]
OLD WALT WHITMAN RD @
OLD WALT WHITMAN RD
WEEKDAY PM PEAK 2007 - NO IMPRT CBD Y N
SEMI-ACTUATED SIGNAL - MAJOR STREET RUNS NORTH / SOUTH

C A P A C I T Y A N A L Y S I S

APP	LN GR MVM	ADJ FLOW RATE	PMSV LT FLOW	ADJ SAT FLW RT	FLOW RATIO	CRIT ?	GREEN RATIO	LN GR CAPACITY	V/C RATIO
EB	L	8	0	810	0.010	N	0.436	353	0.023
	TR	11	0	1728	0.006	N	0.436	754	0.015
WB	L	141	0	1590	0.088	N	0.436	668	0.211
	T	13	0	1900	0.007	N	0.436	785	0.017
	R	536	0	1590	0.340	Y	0.436	668	0.802
NB	L	8	0	1692	0.005	N	0.045	77	0.104
	T	1130	0	3574	0.316	Y	0.336	1199	0.942
	R	38	0	1515	0.025	N	0.336	510	0.133
SB	L	180	0	2140	0.084	Y	0.156	429	0.420
	T	1214	0	3420	0.355	N	0.427	1461	0.831
	R	89	0	1485	0.060	N	0.427	621	0.143

CYCLE LENGTH = 110.0 SUM OF CRITICAL LANE FLOW RATIOS = 0.732
LOST TIME PER CYCLE = 12 INTERSECTION V/C = 0.665

L E V E L O F S E R V I C E

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	APP LOS
EB	L	0.023	0.436	110	13.4	353	0.0	1.00	13.4	B		
	TR	0.015	0.436	110	13.4	754	0.0	1.00	13.4	B	12.7	B
WB	L	0.211	0.436	110	14.6	668	0.0	1.00	14.6	B		
	T	0.017	0.436	110	13.4	785	0.0	1.00	13.4	B		
	R	0.802	0.436	110	20.4	668	4.9	1.00	25.3	D	22.9	C
NB	L	0.104	0.045	110	38.3	77	0.0	1.00	38.3	D		
	T	0.942	0.336	110	27.8	1199	13.3	1.00	41.1	E		
	R	0.133	0.336	110	19.3	510	0.0	1.00	19.3	C	39.9	D
SB	L	0.420	0.156	110	33.1	429	0.4	1.00	33.5	D		
	T	0.831	0.427	110	21.5	1461	3.0	1.00	24.5	C		
	R	0.047	0.427	110	14.0	ALL	0.0	1.00	14.0	B	25.3	D

INTERSECTION DELAY = 30.1 secs/veh
LEVEL OF SERVICE = D

LOCKWOOD, KESSLER & BARTLETT, INC. 10/30/1987

NELL, SEAT - PRE-PLAN (1987) 18F-P7N

INTERSECTION:
BAYLESS RD. N
BAYLESS RD. S
OLD WALT WHITMAN RD.
OLD WALT WHITMAN RD.
WEEKDAY AM PEAK PCU'S = NO IMPACT DECAYS
SEMI-ACTUATED SIGNAL
* MAJOR STREET RUNS NORTH / SOUTH

T R A F F I C & R O A D W A Y C O N D I T I O N S

APP	GRADE (%)	HV (%)	ADJ. PKG LN. Y/N	PKG LN. Nm	BUSES (Nb)	PHF	CONFL. PEDS (peds/hr)	FED BUTTON Y/N	ARR SEC	ARR TYPE
EB	0	0	N	0	0	0.75	0	N	0.0	3
WB	0	1	N	0	0	0.85	0	N	0.0	3
NB	0	2	N	0	0	0.91	0	N	0.0	3
SB	0	12	N	0	0	0.92	0	N	0.0	3

G E O M E T R I C S / V O L U M E S

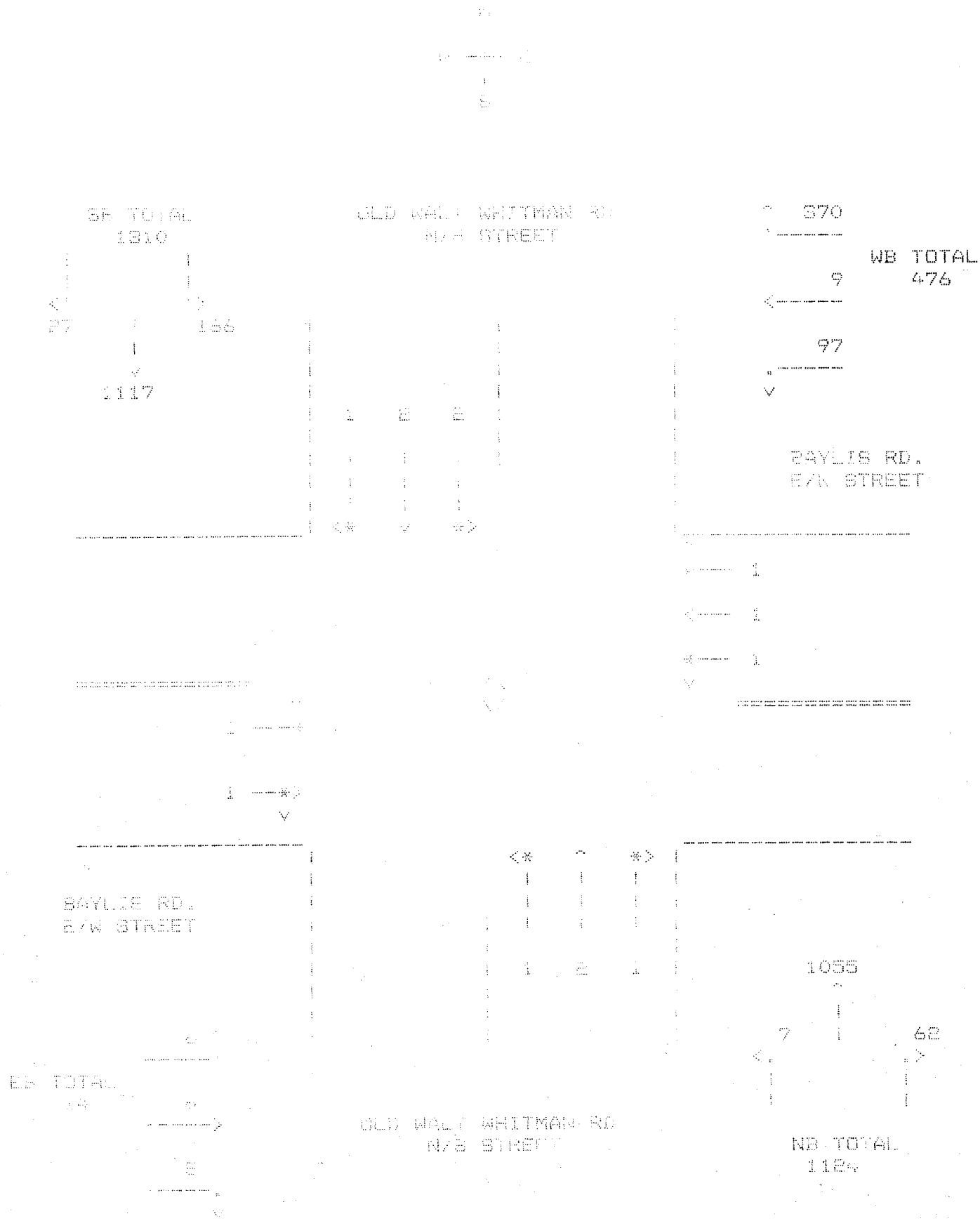
LANE GROUPS

APP	VOLUME LT	TH	RT	1 MVM	1 LNS	1 WD	2 MVM	2 LNS	2 LT	3 MVM	3 LNS	3 WD
EB	6	0	2	L	1	12.0	TR	1	12.0			
WB	92	9	575	L	1	12.0	T	1	12.0	R	1	12.0
NB	7	1055	66	L	1	12.0	T	2	24.0	R	1	12.0
SB	166	1117	67	L	2	24.0	T	2	24.0	R	1	12.0

S I G N A L P H A S I N G

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PMSV	G	Y+R
EB	4	L	TR			LR	48	62
WB	4	L	T	R		LR	48	62
NB	1	L			L		5	105
NB	3	T	R		R		37	73
SB	1	L			L		5	105
SB	8	L	T	R	L		10	100
SB	3	T	R		R		37	73

10/30/1995 LOCKWOOD, KESSLER & BARTLETT, INC.
INTERSECTION 18F-27K



INTERSECTION 19

OLD WALT WHITMAN RD / SOUTH SERVICE RD (LIE)

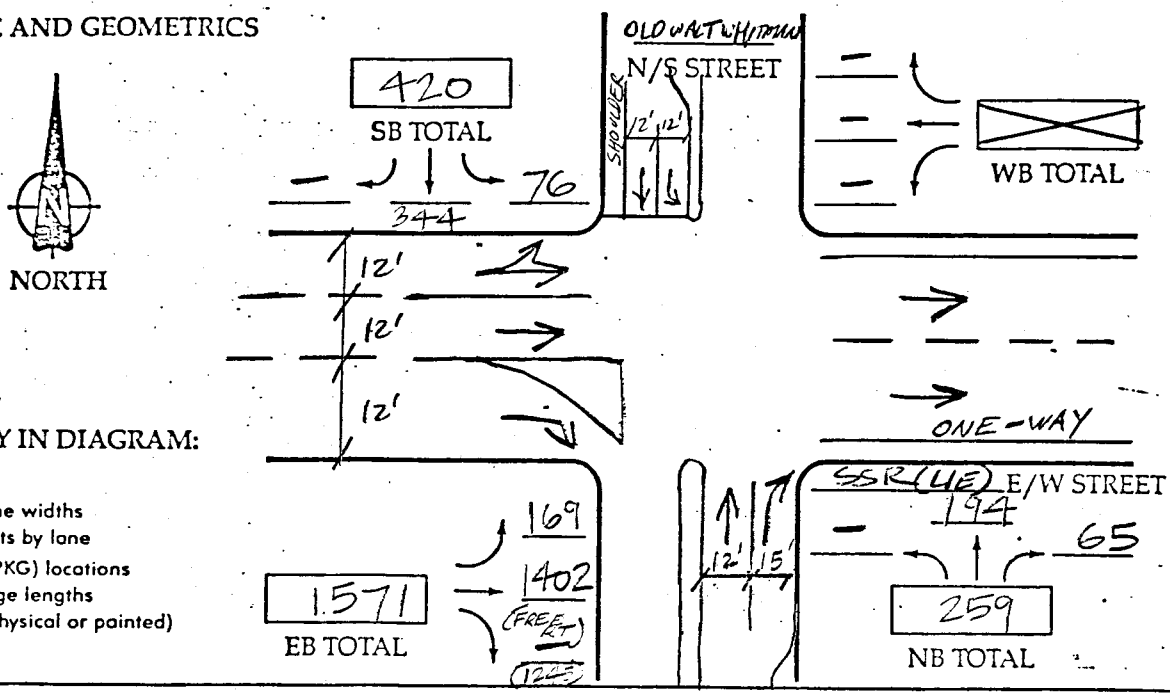
INPUT WORKSHEET

Intersection: OLD WALT WHITMAN RD. / SOUTH SERVICE RD. (LIE) Date: EXISTING-1986

Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

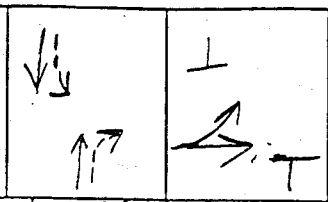
1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	+3%	2%	N	–	–	0.90	0	N	–	3
WB										
NB	+3%	2%	N	–	–	0.90	0	N	–	3
SB	-4%	2%	N	–	–	0.90	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT.

DIAGRAM								
Timing	G = 24 Y + R = 56	G = 46 Y + R = 34	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 80 Sec

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:OLD WALT WHITMAN RD./SL. SERV. RD. L.I.E.
AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1985 A.M. PEAK - EXISTING
ADDITIONAL INFORMATION:MELVILLE SEIS PRJ. No. 6136-01
ANALYST:MM TODAY'S DATE:1-16-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	1	76	169	0
THROUGH VOLUME	194	344	1402	0
RIGHT TURNING VOLUME	55	0	0	0
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	0
PEAK HOUR FACTOR	0.90	0.90	0.90	0.00
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.00
NUMBER OF BUSES	0	0	0	0
GRADE	0.03	-.04	0.03	0.00
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	0.00
BASE SATURATION FLOW	1800	1800	1800	0
NUMBER OF LANES	2	2	2	0
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0

SIGNAL TYPE: SEMI-ACTUATED
CYCLE LENGTH: 80

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	17	10	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	15	0
GREEN TIME	24.0	24.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	2	17	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	12	0
GREEN TIME	24.0	24.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	4	0	0
NUMBER OF LANES	2	0	0
LANE WIDTH	12	0	0
GREEN TIME	46.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	0	0
NUMBER OF LANES	0	0	0
LANE WIDTH	0	0	0
GREEN TIME	0.0	0.0	0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:OLD WALT WHITMAN RD./Sc. SERV. RD. L.I.E.
AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1985 A.M. PEAK - EXISTING
ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01
ANALYST:MM TODAY'S DATE:1-16-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 15.7
THE INTERSECTION LEVEL OF SERVICE IS: C

				STOPPED DELAY (SEC/VEH)			
				LANE GROUP		APPROACH	
APPROACH	LANE GROUP	DELAY 1	DELAY 2	DELAY	LOS	DELAY	LOS
	1	16.98	0.30	17.28	C		
NORTHBOUND	2	15.58	0.01	15.59	C	16.86	C
	3	0.00	0.00	0.00			
	1	16.03	0.06	16.09	C		
SOUTHBOUND	2	18.85	2.77	21.63	C	20.63	C
	3	0.00	0.00	0.00			
	1	10.98	3.17	14.15	B		
EASTBOUND	2	0.00	0.00	0.00		14.15	B
	3	0.00	0.00	0.00			
	1	0.00	0.00	0.00			
WESTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	216	72	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1758	1637	0
FLOW RATIO (V/S)	.123	.044	.000
GREEN/CYCLE RATIO (G/C)	.300	.300	.000
LANE GROUP CAPACITY (C)	527	491	0
VOLUME/CAPACITY RATIO (X)	0.409	0.147	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	84	382	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1198	1818	0
FLOW RATIO (V/S)	.070	.210	.000
GREEN/CYCLE RATIO (G/C)	.300	.300	.000
LANE GROUP CAPACITY (C)	360	545	0
VOLUME/CAPACITY RATIO (X)	0.235	0.701	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	1746	0	0
PROPORTION LEFT TURNS (PLT)	0.11	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3492	0	0
FLOW RATIO (V/S)	.500	.000	.000
GREEN/CYCLE RATIO (G/C)	.575	.000	.000
LANE GROUP CAPACITY (C)	2008	0	0
VOLUME/CAPACITY RATIO (X)	0.869	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

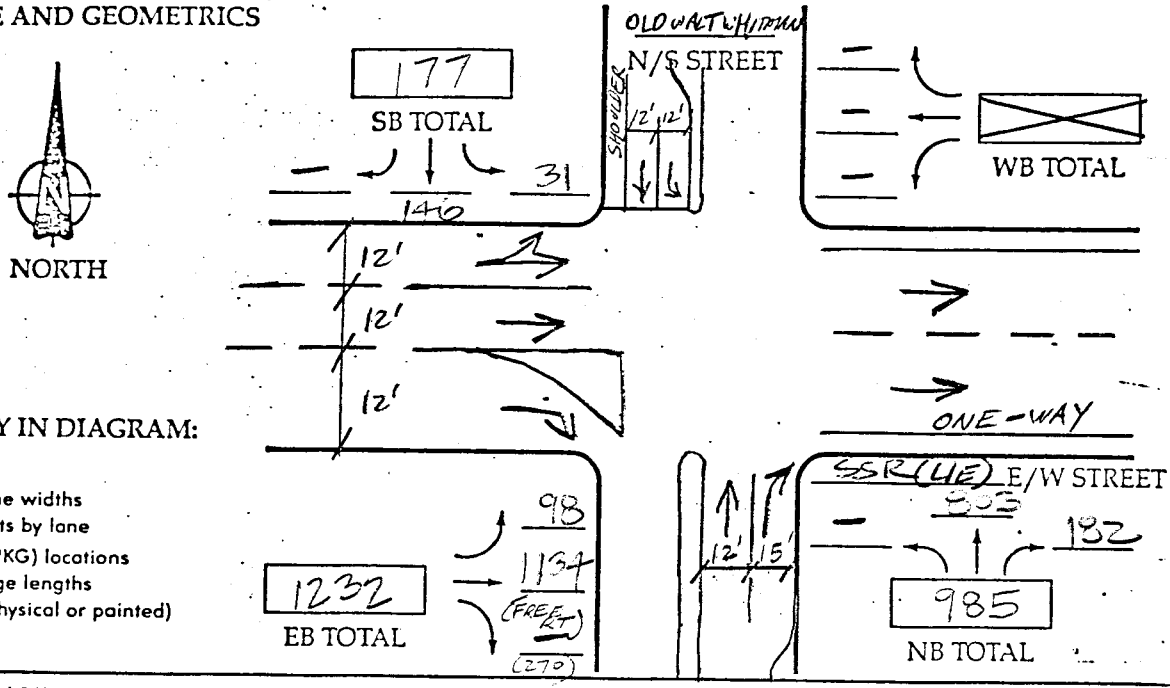
INPUT WORKSHEET

Intersection: OLD WALT WHITMAN RD. / SOUTH SERVICE RD. (LIE) Date: EXISTING - 1986

Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

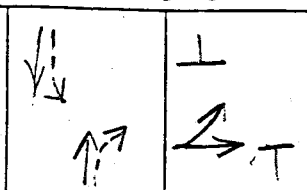
1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	+3%	2%	N	–	–	0.90	0	N	–	3
WB										
NB	+3%	2%	N	–	–	0.90	0	N	–	3
SB	-4%	2%	N	–	–	0.90	0	N	–	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT.

DIAGRAM								
Timing	G = 52 Y + R = 63	G = 53 Y + R = 62	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 115 Sec

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

NTERSECTION:OLD WALT WHITMAN RD./So. SERV. RD. L.I.E.
AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
ATE AND TIME PERIOD ANALYZED:1986 P.M. PEAK - EXISTING
DDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01
ANALYST:MM TODAY'S DATE:1-16-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
EFT TURNING VOLUME	1	31	98	0
HROUGH VOLUME	803	146	1134	0
RIGHT TURNING VOLUME	182	0	0	0
EDESTRIANS	0	0	0	0
RRIVAL TYPE	3	3	3	0
EAK HOUR FACTOR	0.90	0.90	0.90	0.00
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.00
UMBER OF BUSES	0	0	0	0
RADE	0.03	-.04	0.03	0.00
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	0.00
ASE SATURATION FLOW	1800	1800	1800	0
UMBER OF LANES	2	2	2	0
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
IGNAL TYPE:	SEMI-ACTUATED			
YCLE LENGTH:	115			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ANE GROUP CONFIGURATION	17	10	0
NUMBER OF LANES	1	1	0
ANE WIDTH	12	15	0
REEN TIME	52.0	52.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ANE GROUP CONFIGURATION	2	17	0
NUMBER OF LANES	1	1	0
ANE WIDTH	12	12	0
REEN TIME	52.0	52.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ANE GROUP CONFIGURATION	4	0	0
UMBER OF LANES	2	0	0
LANE WIDTH	12	0	0
REEN TIME	53.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ANE GROUP CONFIGURATION	0	0	0
UMBER OF LANES	0	0	0
LANE WIDTH	0	0	0
GREEN TIME	0.0	0.0	0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:OLD WALT WHITMAN RD./So. SERV. RD. L.I.E.
AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1986 P.M. PEAK - EXISTING
ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01
ANALYST:MM TODAY'S DATE:1-16-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 47.0
THE INTERSECTION LEVEL OF SERVICE IS: E

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	26.67	69.80	96.47	F		
NORTHBOUND	2	14.96	0.05	15.02	C	81.42	F
	3	0.00	0.00	0.00			
	1	14.92	0.28	15.19	C		
SOUTHBOUND	2	14.40	0.02	14.42	B	14.55	B
	3	0.00	0.00	0.00			
	1	20.87	3.22	24.09	C		
EASTBOUND	2	0.00	0.00	0.00		24.09	C
	3	0.00	0.00	0.00			
	1	0.00	0.00	0.00			
WESTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	892	202	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1755	1637	0
FLOW RATIO (V/S)	.508	.123	.000
GREEN/CYCLE RATIO (G/C)	.452	.452	.000
LANE GROUP CAPACITY (C)	794	740	0
VOLUME/CAPACITY RATIO (X)	1.124	0.273	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	34	162	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	285	1818	0
FLOW RATIO (V/S)	.121	.089	.000
GREEN/CYCLE RATIO (G/C)	.452	.452	.000
LANE GROUP CAPACITY (C)	129	822	0
VOLUME/CAPACITY RATIO (X)	0.267	0.197	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	1369	0	0
PROPORTION LEFT TURNS (PLT)	0.08	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3497	0	0
FLOW RATIO (V/S)	.391	.000	.000
GREEN/CYCLE RATIO (G/C)	.461	.000	.000
LANE GROUP CAPACITY (C)	1611	0	0
VOLUME/CAPACITY RATIO (X)	0.849	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

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HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:OLD WALT WHITMAN RD./So. SERV. RD. L.I.E.
AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 A.M. PEAK - BUILD
ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01
ANALYST:MM TODAY'S DATE:1-16-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	1	82	315	0
THROUGH VOLUME	257	427	1764	0
RIGHT TURNING VOLUME	77	0		0
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	0
PEAK HOUR FACTOR	0.90	0.90	0.90	0.00
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.00
NUMBER OF BUSES	0	0	0	0
GRADE	0.03	-.04	0.03	0.00
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	0.00
BASE SATURATION FLOW	1800	1800	1800	0
NUMBER OF LANES	2	2	2	0
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
SIGNAL TYPE:	SEMI-ACTUATED			
CYCLE LENGTH:	80			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	17	10	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	15	0
GREEN TIME	24.0	24.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	2	17	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	12	0
GREEN TIME	24.0	24.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	4	0	0
NUMBER OF LANES	2	0	0
LANE WIDTH	12	0	0
GREEN TIME	46.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	0	0
NUMBER OF LANES	0	0	0
LANE WIDTH	0	0	0
GREEN TIME	0.0	0.0	0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:OLD WALT WHITMAN RD./So. SERV. RD. L.I.E.
AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 A.M. PEAK - BUILD
ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01
ANALYST:MM TODAY'S DATE:1-16-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 73.1
THE INTERSECTION LEVEL OF SERVICE IS: F

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	17.79	0.90	18.69	C		
NORTHBOUND	2	15.72	0.02	15.74	C	18.01	C
	3	0.00	0.00	0.00			
	1	16.29	0.14	16.43	C		
SOUTHBOUND	2	20.16	9.96	30.11	D	27.91	D
	3	0.00	0.00	0.00			
	1	16.29	76.75	93.05	F		
EASTBOUND	2	0.00	0.00	0.00		93.05	F
	3	0.00	0.00	0.00			
	1	0.00	0.00	0.00			
WESTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	286	86	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1755	1637	0
FLOW RATIO (V/S)	.163	.052	.000
GREEN/CYCLE RATIO (G/C)	.300	.300	.000
LANE GROUP CAPACITY (C)	527	491	0
VOLUME/CAPACITY RATIO (X)	0.542	0.174	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	91	474	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1063	1818	0
FLOW RATIO (V/S)	.086	.261	.000
GREEN/CYCLE RATIO (G/C)	.300	.300	.000
LANE GROUP CAPACITY (C)	319	545	0
VOLUME/CAPACITY RATIO (X)	0.286	0.870	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	2310	0	0
PROPORTION LEFT TURNS (PLT)	0.15	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3484	0	0
FLOW RATIO (V/S)	.663	.000	.000
GREEN/CYCLE RATIO (G/C)	.575	.000	.000
LANE GROUP CAPACITY (C)	2003	0	0
VOLUME/CAPACITY RATIO (X)	1.153	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

****

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:OLD WALT WHITMAN RD./So. SERV. RD. L.I.E.

AREA TYPE:NON-CBD

INTERSECTION LOCATION:TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED:1992 P.M. PEAK - BUILD

ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01

ANALYST:MM TODAY'S DATE:1-16-97

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	1	33	133	0
THROUGH VOLUME	1038	186	1351	0
RIGHT TURNING VOLUME	242	0	0	0
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	0
PEAK HOUR FACTOR	0.90	0.90	0.90	0.00
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.00
NUMBER OF BUSES	0	0	0	0
GRADE	0.03	-.04	0.03	0.00
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	0.00
BASE SATURATION FLOW	1800	1800	1800	0
NUMBER OF LANES	2	2	2	0
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
SIGNAL TYPE:	SEMI-ACTUATED			
CYCLE LENGTH:	115			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	17	10	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	15	0
GREEN TIME	52.0	52.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	2	17	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	12	0
GREEN TIME	52.0	52.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	4	0	0
NUMBER OF LANES	2	0	0
LANE WIDTH	12	0	0
GREEN TIME	53.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	0	0
NUMBER OF LANES	0	0	0
LANE WIDTH	0	0	0
GREEN TIME	0.0	0.0	0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:OLD WALT WHITMAN RD./So. SERV. RD. L.I.E.
AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 P.M. PEAK - BUILD
ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01
ANALYST:MM TODAY'S DATE:1-16-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: ****
THE INTERSECTION LEVEL OF SERVICE IS: OVERSATURATED

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	38.24	342.48	OVERSATURATED			
NORTHBOUND	2	15.69	0.14	15.83	C		
	3	0.00	0.00	0.00			
	1	18.00	10.16	28.16	D		
SOUTHBOUND	2	14.80	0.04	14.83	B	16.84	C
	3	0.00	0.00	0.00			
	1	24.05	23.08	47.13	E		
EASTBOUND	2	0.00	0.00	0.00		47.13	E
	3	0.00	0.00	0.00			
	1	0.00	0.00	0.00			
WESTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			

*** ADDITIONAL OUTPUT INFORMATION: ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	1153	269	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1755	1637	0
FLOW RATIO (V/S)	.657	.164	.000
GREEN/CYCLE RATIO (G/C)	.452	.452	.000
LANE GROUP CAPACITY (C)	794	740	0
VOLUME/CAPACITY RATIO (X)	1.453	0.363	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	37	207	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	135	1818	0
FLOW RATIO (V/S)	.271	.114	.000
GREEN/CYCLE RATIO (G/C)	.452	.452	.000
LANE GROUP CAPACITY (C)	61	822	0
VOLUME/CAPACITY RATIO (X)	0.600	0.251	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	1649	0	0
PROPORTION LEFT TURNS (PLT)	0.09	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3495	0	0
FLOW RATIO (V/S)	.472	.000	.000
GREEN/CYCLE RATIO (G/C)	.461	.000	.000
LANE GROUP CAPACITY (C)	1611	0	0
VOLUME/CAPACITY RATIO (X)	1.024	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

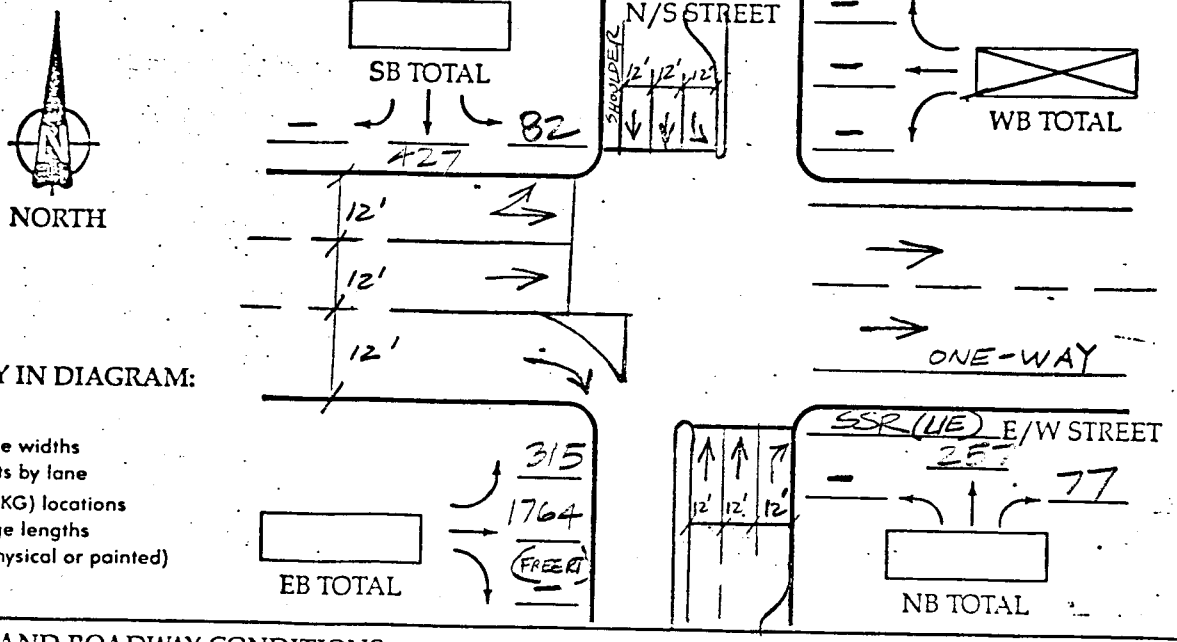
INPUT WORKSHEET

Intersection: OLD WALT WHITMAN RD. / SOUTH SERVICE RD. (LIE) Date: 199_ - FUTURE BUILD W/ IMPROV.

Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 636-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	+3%	2%	N	–	–	0.90	0	N	–	3
WB										
NB	+3%	2%	N	–	–	0.90	0	N	–	3
SB	-4%	2%	N	–	–	0.90	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - OLD WALT WHITMAN)

DIAGRAM	↓ ↓ ↑ ↗	⊥ ↗ T						
Timing	G = 24 Y+R =	G = 46 Y+R =	G = Y+R =	G = Y+R =	G = Y+R =	G = Y+R =	G = Y+R =	G = Y+R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 80 Sec

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HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

NTERSECTION:OLD WALT WHITMAN RD./Sc. SERV. RD. L.I.E.

AREA TYPE:NON-CBD

INTERSECTION LOCATION:TOWN OF HUNTINGTON

ATE AND TIME PERIOD ANALYZED:1992 AM PEAK - BUILD W/ IMPROV.

DDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01

ANALYST:ML TODAY'S DATE:2-12-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
EFT TURNING VOLUME	0	82	315	0
HROUGH VOLUME	257	427	1764	0
RIGHT TURNING VOLUME	77	0	0	0
EDESTRIANS	0	0	0	0
RRIVAL TYPE	3	3	3	0
PEAK HOUR FACTOR	0.90	0.90	0.90	0.00
ERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.00
UMBER OF BUSES	0	0	0	0
GRADE	0.03	-.04	0.03	0.00
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	0.00
ASE SATURATION FLOW	1800	1800	1800	0
UMBER OF LANES	3	3	2	0
PARKING?	N	N	N	N
ARKING MANUEVERS PER HOUR	0	0	0	0
IGNAL TYPE:	SEMI-ACTUATED			
CYCLE LENGTH:	80			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ANE GROUP CONFIGURATION	17	10	0
NUMBER OF LANES	2	1	0
ANE WIDTH	12	12	0
REEN TIME	24.0	24.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ANE GROUP CONFIGURATION	2	17	0
NUMBER OF LANES	1	2	0
ANE WIDTH	12	12	0
REEN TIME	24.0	24.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ANE GROUP CONFIGURATION	4	0	0
NUMBER OF LANES	2	0	0
ANE WIDTH	12	0	0
REEN TIME	46.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ANE GROUP CONFIGURATION	0	0	0
UMBER OF LANES	0	0	0
LANE WIDTH	0	0	0
REEN TIME	0.0	0.0	0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION: OLD WALT WHITMAN RD./Sq. SERV. RD. L.I.E.
AREA TYPE: NON-CBD
INTERSECTION LOCATION: TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED: 1992 AM PEAK - BUILD W/ IMPROV.
ADDITIONAL INFORMATION: MELVILLE GEIS PRJ. No. 6136-01
ANALYST: ML TODAY'S DATE: 2-12-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 71.0
THE INTERSECTION LEVEL OF SERVICE IS: F

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	16.21	0.04	16.25	C		
NORTHBOUND	2	15.80	0.03	15.83	C	16.15	C
	3	0.00	0.00	0.00			
	1	16.16	0.10	16.26	C		
SOUTHBOUND	2	17.13	0.18	17.32	C	17.15	C
	3	0.00	0.00	0.00			
	1	16.29	76.75	93.05	F		
EASTBOUND	2	0.00	0.00	0.00		93.05	F
	3	0.00	0.00	0.00			
	1	0.00	0.00	0.00			
WESTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	286	86	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3511	1492	0
FLOW RATIO (V/S)	.081	.057	.000
GREEN/CYCLE RATIO (G/C)	.300	.300	.000
LANE GROUP CAPACITY (C)	1053	448	0
VOLUME/CAPACITY RATIO (X)	0.271	0.191	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	91	474	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1163	3635	0
FLOW RATIO (V/S)	.078	.131	.000
GREEN/CYCLE RATIO (G/C)	.300	.300	.000
LANE GROUP CAPACITY (C)	349	1091	0
VOLUME/CAPACITY RATIO (X)	0.261	0.435	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	2310	0	0
PROPORTION LEFT TURNS (PLT)	0.15	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3484	0	0
FLOW RATIO (V/S)	.663	.000	.000
GREEN/CYCLE RATIO (G/C)	.575	.000	.000
LANE GROUP CAPACITY (C)	2003	0	0
VOLUME/CAPACITY RATIO (X)	1.153	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

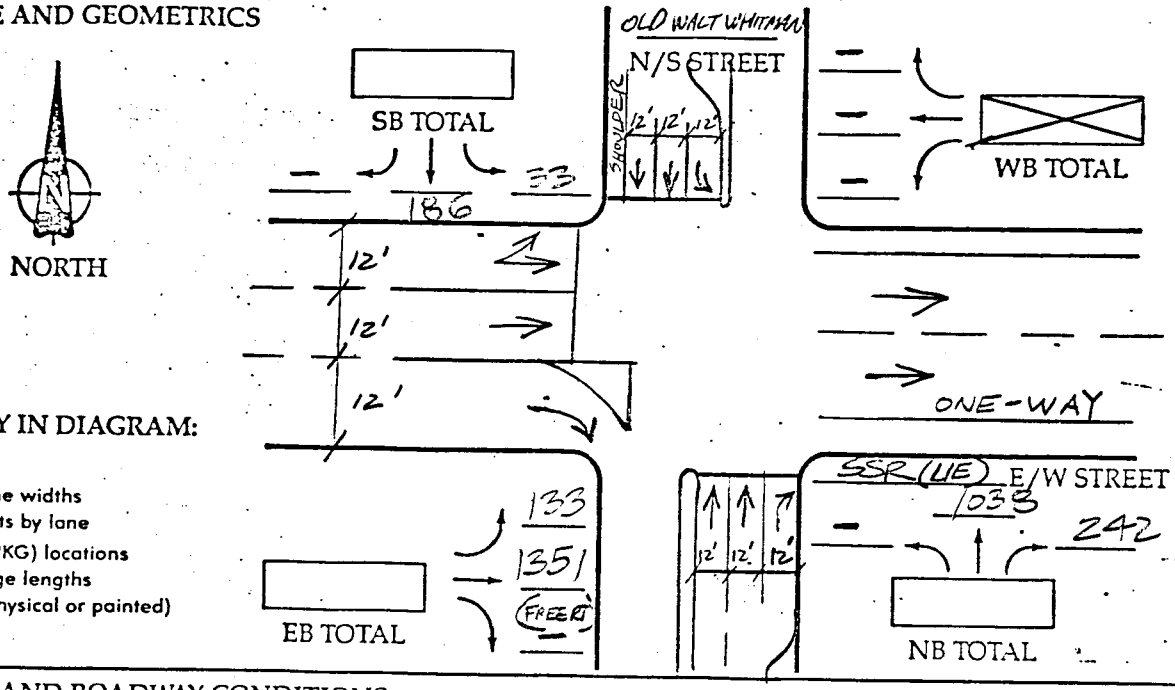
INPUT WORKSHEET

Intersection: OLD WALT WHITMAN RD. / SOUTH SERVICE RD. (LIE) Date: 1992 - FUTURE BUILD W/ IMPROV.

Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

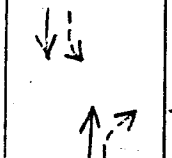
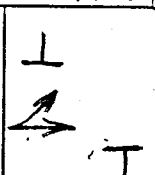
1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	+3%	2%	N	–	–	0.90	0	N	–	3
WB										
NB	+3%	2%	N	–	–	0.90	0	N	–	3
SB	-4%	2%	N	–	–	0.90	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - OLD WALT WHITMAN)

DIAGRAM								
Timing	G = 52 Y + R =	G = 53 Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 115 Sec

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:OLD WALT WHITMAN RD./So. SERV. RD. L.I.E.
AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 PM PEAK - BUILD W/ IMPROV.
ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01
ANALYST:ML TODAY'S DATE:2-12-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	0	33	133	0
THROUGH VOLUME	1038	186	1351	0
RIGHT TURNING VOLUME	242	0	0	0
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	0
PEAK HOUR FACTOR	0.90	0.90	0.90	0.00
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.00
NUMBER OF BUSES	0	0	0	0
GRADE	0.03	-.04	0.03	0.00
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	0.00
BASE SATURATION FLOW	1800	1800	1800	0
NUMBER OF LANES	3	3	2	0
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
SIGNAL TYPE:	SEMI-ACTUATED			
CYCLE LENGTH:	115			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	17	10	0
NUMBER OF LANES	2	1	0
LANE WIDTH	12	12	0
GREEN TIME	52.0	52.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	2	17	0
NUMBER OF LANES	1	2	0
LANE WIDTH	12	12	0
GREEN TIME	52.0	52.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	4	0	0
NUMBER OF LANES	2	0	0
LANE WIDTH	12	0	0
GREEN TIME	53.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	0	0
NUMBER OF LANES	0	0	0
LANE WIDTH	0	0	0
GREEN TIME	0.0	0.0	0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:OLD WALT WHITMAN RD./So. SERV. RD. L.I.E.
AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 PM PEAK - BUILD W/ IMPROV.
ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01
ANALYST:ML TODAY'S DATE:2-12-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 33.2
THE INTERSECTION LEVEL OF SERVICE IS: D

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	19.53	1.19	20.73	C		
NORTHBOUND	2	16.00	0.21	16.21	C	19.87	C
	3	0.00	0.00	0.00			
	1	18.43	13.63	32.06	D		
SOUTHBOUND	2	13.91	0.00	13.91	B	16.64	C
	3	0.00	0.00	0.00			
	1	24.05	23.08	47.13	E		
EASTBOUND	2	0.00	0.00	0.00		47.13	E
	3	0.00	0.00	0.00			
	1	0.00	0.00	0.00			
WESTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	1152	269	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3511	1492	0
FLOW RATIO (V/S)	.328	.180	.000
GREEN/CYCLE RATIO (G/C)	.452	.452	.000
LANE GROUP CAPACITY (C)	1587	675	0
VOLUME/CAPACITY RATIO (X)	0.727	0.399	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	37	207	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	127	3635	0
FLOW RATIO (V/S)	.286	.057	.000
GREEN/CYCLE RATIO (G/C)	.452	.452	.000
LANE GROUP CAPACITY (C)	57	1644	0
VOLUME/CAPACITY RATIO (X)	0.638	0.126	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	1649	0	0
PROPORTION LEFT TURNS (PLT)	0.09	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3495	0	0
FLOW RATIO (V/S)	.472	.000	.000
GREEN/CYCLE RATIO (G/C)	.461	.000	.000
LANE GROUP CAPACITY (C)	1611	0	0
VOLUME/CAPACITY RATIO (X)	1.024	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

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HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

NTERSECTION:OLD WALT WHITMAN RD./So. SERV. RD. (L.I.E.)

AREA TYPE:NON-CBD

INTERSECTION LOCATION:TOWN OF HUNTINGTON

ATE AND TIME PERIOD ANALYZED:2007 A.M. PEAK - BUILD W/IMPROV.

DDITIONAL INFORMATION:MELVILLE GEIS - PRJ. No. 6136-01

ANALYST:ML TODAY'S DATE:3-2-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
EFT TURNING VOLUME	0	130	577	0
HROUGH VOLUME	841	835	2324	0
RIGHT TURNING VOLUME	95	0	0	0
EDESTRIANS	0	0	0	0
RRIVAL TYPE	3	3	3	0
EAK HOUR FACTOR	0.90	0.90	0.90	0.00
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.00
UMBER OF BUSES	0	0	0	0
RADE	0.03	-.04	0.03	0.00
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	0.00
ASE SATURATION FLOW	1800	1800	1800	0
UMBER OF LANES	4	3	4	0
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
IGNAL TYPE:	SEMI-ACTUATED			
YCLE LENGTH:	90			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ANE GROUP CONFIGURATION	17	10	0
NUMBER OF LANES	3	1	0
ANE WIDTH	12	12	0
REEN TIME	25.0	25.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ANE GROUP CONFIGURATION	3	17	0
NUMBER OF LANES	1	2	0
ANE WIDTH	12	12	0
REEN TIME	35.0	25.0	0.0
GREEN, PROTECTED PHASE	10.0	0.0	0.0
REEN, PERMITTED PHASE	25.0	0.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	0
UMBER OF LANES	1	3	0
ANE WIDTH	12	12	0
GREEN TIME	45.0	45.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	0	0
NUMBER OF LANES	0	0	0
ANE WIDTH	0	0	0
REEN TIME	0.0	0.0	0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION: OLD WALT WHITMAN RD./So. SERV. RD. (L.I.E.)
AREA TYPE: NON-CBD
INTERSECTION LOCATION: TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED: 2007 A.M. PEAK - BUILD W/IMPROV.
ADDITIONAL INFORMATION: MELVILLE GEIS - PRJ. No. 6136-01
ANALYST: ML TODAY'S DATE: 3-2-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 25.4
THE INTERSECTION LEVEL OF SERVICE IS: D

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
NORTHBOUND	1	21.69	0.67	22.36	C		
	2	19.20	0.07	19.27	C	22.05	C
	3	0.00	0.00	0.00			
SOUTHBOUND	1	12.77	0.00	12.77	B		
	2	23.95	9.38	33.33	D	29.99	D
	3	0.00	0.00	0.00			
EASTBOUND	1	13.89	3.07	16.96	C		
	2	16.78	10.04	26.81	D	24.85	C
	3	0.00	0.00	0.00			
WESTBOUND	1	0.00	0.00	0.00			
	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	934	106	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	5266	1492	0
FLOW RATIO (V/S)	.177	.071	.000
GREEN/CYCLE RATIO (G/C)	.278	.278	.000
LANE GROUP CAPACITY (C)	1463	414	0
VOLUME/CAPACITY RATIO (X)	0.639	0.255	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	928	0
* PROT/PERM FLOWS	0 144	0 0 0	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1727	3635	0
FLOW RATIO (V/S)	.000	.255	.000
* PROT/PERM FLOW RATIOS	.000 .104	.000 .000 .000	.000
GREEN/CYCLE RATIO (G/C)	.389	.278	.000
* PROT/PERM G/C RATIOS	.111 .278	.000 .000 .000	.000
LANE GROUP CAPACITY (C)	0	1010	0
* PROT/PERM CAPACITIES	192 180	0 0 0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.919	0.000
* PROT/PERM V/C RATIOS	.000 .802	.000 .000 .000	.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	641	2582	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1668	5266	0
FLOW RATIO (V/S)	.384	.490	.000
GREEN/CYCLE RATIO (G/C)	.500	.500	.000
LANE GROUP CAPACITY (C)	834	2633	0
VOLUME/CAPACITY RATIO (X)	0.769	0.981	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

****

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

NTERSECTION:OLD WALT WHITMAN RD./So. SERV. RD. (L.I.E.)

AREA TYPE:NON-CBD

INTERSECTION LOCATION:TOWN OF HUNTINGTON

)ATE AND TIME PERIOD ANALYZED:2007 P.M. PEAK - BUILD W/IMPROV.

DDITIONAL INFORMATION:MELVILLE GEIS - PRJ. No. 6136-01

ANALYST:ML TODAY'S DATE:3-2-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
EFT TURNING VOLUME	0	352	186	0
HROUGH VOLUME	2298	788	1546	0
RIGHT TURNING VOLUME	266	0	0	0
EDESTRIANS	0	0	0	0
RRIVAL TYPE	3	3	3	0
PEAK HOUR FACTOR	0.90	0.90	0.90	0.00
ERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.00
UMBER OF BUSES	0	0	0	0
GRADE	0.03	-.04	0.03	0.00
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	0.00
ASE SATURATION FLOW	1800	1800	1800	0
UMBER OF LANES	4	3	4	0
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
IGNAL TYPE:	SEMI-ACTUATED			
CYCLE LENGTH:	90			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	17	10	0
NUMBER OF LANES	3	1	0
LANE WIDTH	12	12	0
GREEN TIME	40.0	40.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	3	17	0
NUMBER OF LANES	1	2	0
LANE WIDTH	12	12	0
GREEN TIME	52.0	40.0	0.0
GREEN, PROTECTED PHASE	12.0	0.0	0.0
GREEN, PERMITTED PHASE	40.0	0.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	0
NUMBER OF LANES	1	3	0
LANE WIDTH	12	12	0
GREEN TIME	28.0	28.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	0	0
NUMBER OF LANES	0	0	0
LANE WIDTH	0	0	0
GREEN TIME	0.0	0.0	0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:OLD WALT WHITMAN RD./So. SERV. RD. (L.I.E.)
AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:2007 P.M. PEAK - BUILD W/IMPROV.
ADDITIONAL INFORMATION:MELVILLE GEIS - PRJ. No. 6136-01
ANALYST:ML TODAY'S DATE:3-2-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 63.6
THE INTERSECTION LEVEL OF SERVICE IS: F

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	20.49	44.57	65.06	F		
NORTHBOUND	2	13.16	0.33	13.49	B	59.71	E
	3	0.00	0.00	0.00			
	1	7.44	258.22	265.66	F		
SOUTHBOUND	2	13.90	0.30	14.20	B	91.84	F
	3	0.00	0.00	0.00			
	1	18.53	0.28	18.80	C		
EASTBOUND	2	24.09	30.58	54.67	E	50.82	E
	3	0.00	0.00	0.00			
	1	0.00	0.00	0.00			
WESTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	2553	296	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	5266	1492	0
FLOW RATIO (V/S)	.485	.198	.000
GREEN/CYCLE RATIO (G/C)	.444	.444	.000
LANE GROUP CAPACITY (C)	2340	663	0
VOLUME/CAPACITY RATIO (X)	1.091	0.446	0.000

SOUTHBOUND:	LANE GROUP 1		LANE GROUP 2			LANE GROUP 3
ADJUSTED FLOW (V)	0		876			0
* PROT/PERM FLOWS	311	80	0	0	0	0
PROPORTION LEFT TURNS (PLT)	1.00		0.00			0.00
PROPORTION RIGHT TURNS (PRT)	0.00		0.00			0.00
ADJ. SATURATION FLOW RATE (S)	1727		3635			0
FLOW RATIO (V/S)	.000		.241			.000
* PROT/PERM FLOW RATIOS	.180	.046	.000	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.578		.444			.000
* PROT/PERM G/C RATIOS	.133	.444	.000	.000	.000	.000
LANE GROUP CAPACITY (C)	0		1616			0
* PROT/PERM CAPACITIES	230	80	0	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000		0.542			0.000
* PROT/PERM V/C RATIOS	%1.351	%1.000	.000	.000	.000	.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	207	1718	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1668	5266	0
FLOW RATIO (V/S)	.124	.326	.000
GREEN/CYCLE RATIO (G/C)	.311	.311	.000
LANE GROUP CAPACITY (C)	519	1638	0
VOLUME/CAPACITY RATIO (X)	0.398	1.049	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

 LOCKWOOD, KESSLER & HARTLEY, INC. 3/20/1987

MELVILLE GEIS (6136-01) - PREP 19A-P7I

INTERSECTION :
SOUTH SERVICE RD. &
OLD WALT WHITMAN RD &
OLD WALT WHITMAN RD
WEEKDAY AM PEAK 2007 - IMPROV. CBD ? N
ACTUATED SIGNAL

V O L U M E A D J U S T M E N T

APPROACH	LANE GROUP MVM	VOLUME	FLOW RATE IN GROUP	LANE UTIL FACTOR	ADJ FLOW RATE	PROP OF TURNS LT	RT
EB	L	409	454	1.00	454	1.00	0.00
	T	2125	2361	1.00	2361	0.00	0.00
WB							
NB	T	719	799	1.00	799	0.00	0.00
	R	164	182	1.00	182	0.00	1.00
SB	L	105	117	1.00	117	1.00	0.00
	T	650	722	1.00	722	0.00	0.00

S A T U R A T I O N F L O W

APP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
EB	L	1800	1	1.00	0.99	0.98	1.00	1.00	1.00	1.00	0.85	1484
	T	1800	3	1.00	0.99	0.98	1.00	1.00	1.00	1.00	1.00	5239
WB												
NB	T	1800	3	1.00	0.99	0.98	1.00	1.00	1.00	1.00	1.00	5239
	R	1800	1	1.00	0.99	0.98	1.00	1.00	1.00	0.85	1.00	1484
SB	L	1800	1	1.00	0.99	1.02	1.00	1.00	1.00	1.00	0.95	1727
	T	1800	2	1.00	0.99	1.02	1.00	1.00	1.00	1.00	1.00	3635

MELVILLE GRID (613a-01) - PREF 19A-P7I

INTERSECTION :
SOUTH SERVICE RD. @
OLD WALT WHITMAN RD @
OLD WALT WHITMAN RD
WEEKDAY AM PEAK 2007 - IMPROV. CCO ? N
ACTUATED SIGNAL

C A P A C I T Y A N A L Y S I S

APP	LN GR MVM	ADJ FLOW RATE	PMSV LT FLOW	ADJ SAT FLW RT	FLOW RATIO	CRIT ?	GREEN RATIO	LN GR CAPACITY	V/C RATIO
EB	L	454	0	1484	0.306	N	0.444	660	0.688
	T	2361	0	5239	0.451	Y	0.444	2328	1.014
WB									
NB	T	799	0	5239	0.153	Y	0.333	1746	0.458
	R	182	0	1484	0.123	N	0.333	495	0.368
SB	L	117	0	1727	0.068	Y	0.111	192	0.609
	T	722	0	3635	0.199	N	0.444	1616	0.447

CYCLE LENGTH : 90.0 SUM OF CRITICAL LANES' FLOW RATIOS : 0.672
LOSS TIME PER CYCLE : 9 INTERSECTION V/C : 0.747

L E V E L O F S E R V I C E

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	APP LOS
EB	L	0.688	0.444	90	15.2	660	2.1	1.00	17.3	C		
	T	1.014	0.444	90	19.2	2328	17.5	0.85	31.2	D	28.9	D
WB												
NB	T	0.458	0.333	90	17.9	1746	0.1	0.85	15.3	C		
	R	0.368	0.333	90	17.3	495	0.2	0.85	14.9	B	15.2	C
SB	L	0.609	0.111	90	29.0	192	3.9	1.00	32.9	D		
	T	0.447	0.444	90	13.2	1616	0.1	0.85	11.3	B	14.3	B

INTERSECTION DELAY : 23.3 secs/veh
LEVEL OF SERVICE : C

LOCKWOOD, KESSLER & BARTLETT, INC. 3/20/1987

MELVILLE GEIS (613a-01) - PM5P 19A-P7I

INTERSECTION :
SOUTH SERVICE RD. @
OLD WALT WHITMAN RD @
OLD WALT WHITMAN RD
WEEKDAY AM PEAK 2007 - IMPROV. CBDYN
ACTUATED SIGNAL

TRAFFIC & ROADWAY CONDITIONS

APP	GRADE (%)	HV (%)	ADJ. PKG LN. Y/N	ADJ. PKG LN. Nm	BUSES (Nb)	PHF	CONF. PEDS (peds/hr)	PED BUTTON Y/N	PED BUTTON SEC	ARR TYPE
EB	3	2	N	0	0	0.90	0	N	0.0	3
WB	0	0	N	0	0	0.00	0	N	0.0	3
NB	3	2	N	0	0	0.90	0	N	0.0	3
SB	-4	2	N	0	0	0.90	0	N	0.0	3

GEOMETRICS / VOLUMES

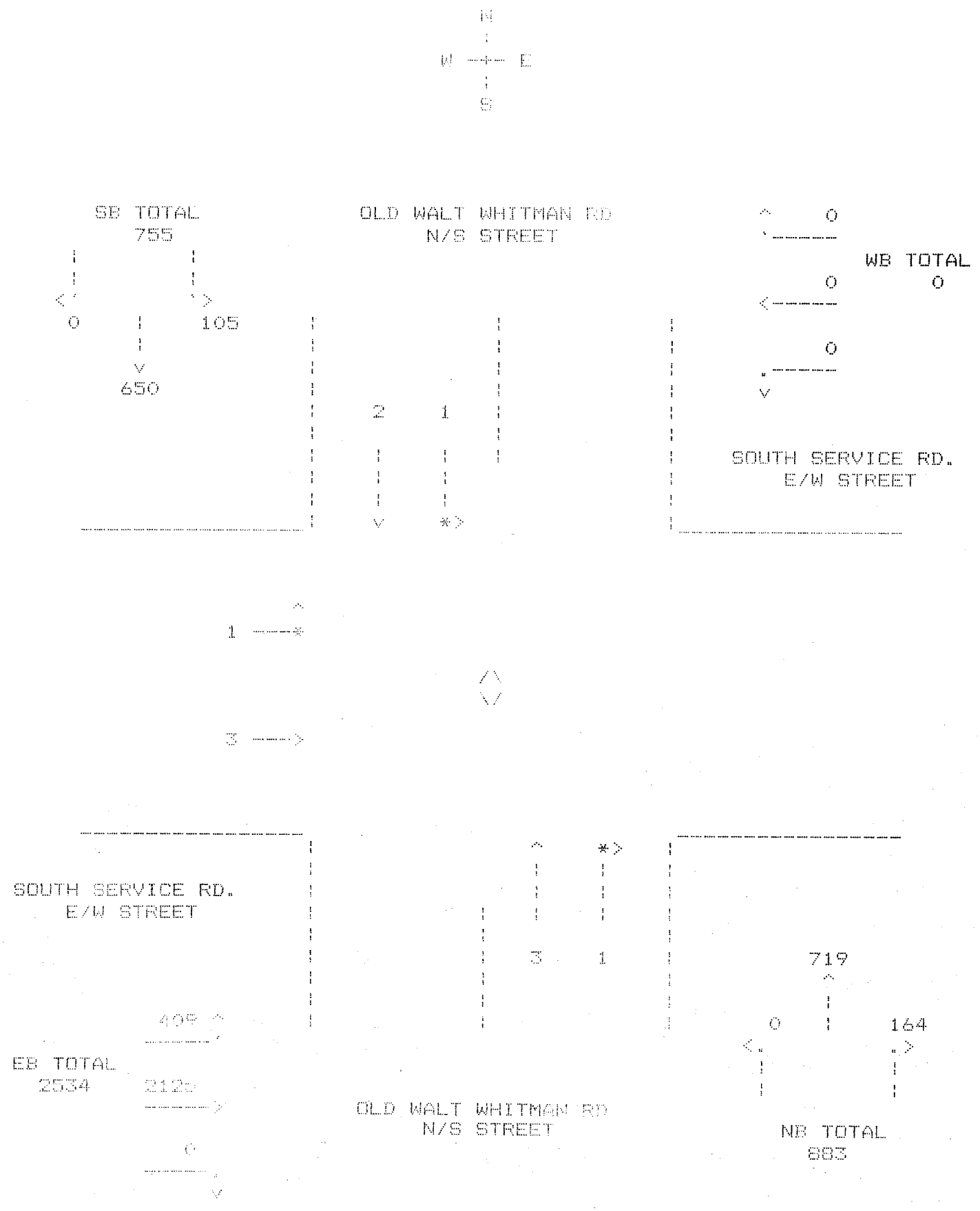
APP	VOLUME LT	VOLUME TH	VOLUME RT	LANE GROUPS 1 MVM	1 LNS	1 WD	2 MVM	2 LNS	2 WD	3 MVM	3 LNS	3 WD
EB	409	2125	0	L	1	12.0	T	3	36.0			
WB	0	0	0									
NB	0	719	164	T	3	36.0	R	1	12.0			
SB	105	650	0	L	1	12.0	T	2	24.0			

SIGNAL PHASING

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PMSV	G	Y+R
EB	3	L	T		L		40	5.0
NB	2	T	R		R		30	6.0
SB	1	L	T		L		10	8.0
SB	2	T					30	6.0

3/20/1987

LOCKWOOD, KESSLER & BARTLETT, INC.
INTERSECTION 19A-P71



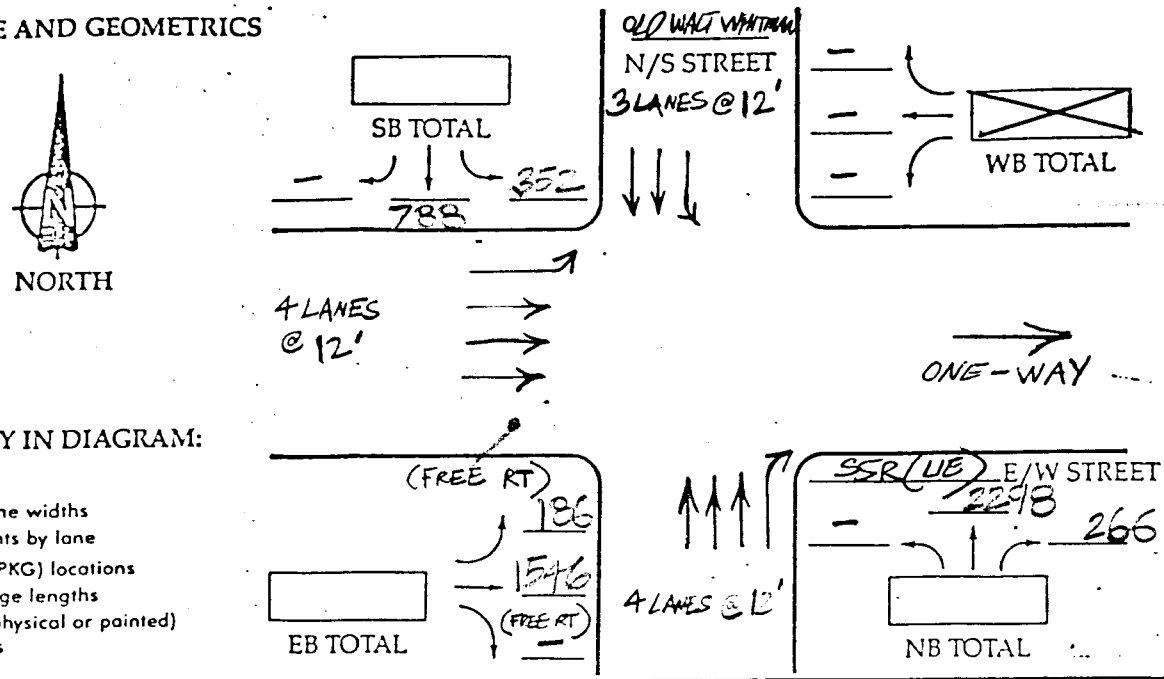
INPUT WORKSHEET

Intersection: OLD WALT WHITMAN RD./SOUTH SERVICE RD.(LIE) Date: 2007-BUILD W/IMPROV.

Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	+3%	2%	N	–	–	0.90	0	N	–	3
WB										
NB	+3%	2%	N	–	–	0.90	0	N	–	3
SB	-4%	2%	N	–	–	0.90	0	N	–	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr FULLY
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - NORTH/SOUTH)

DIAGRAM								120
Timing G = / Y+R =	G = 12	G = 40	G = 20	G =	G = 13	G = 53	G = 12	G =
	Y+R =	Y+R =	Y+R =	Y+R =	Y+R =	Y+R =	Y+R =	Y+R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 90 Sec

(120)

LOCKWOOD, KESSLER & BARTLETT, INC.

3/20/1987

MELVILLE GEIS (6106-01) - PREP

19P-P7I

INTERSECTION :
SOUTH SERVICE RD. @
OLD WALT WHITMAN RD @
OLD WALT WHITMAN RD
WEEKDAY PM PEAK
ACTUATED SIGNAL

2007 - IMPROV. CDD ? N

V O L U M E A D J U S T M E N T

APPROACH	LANE MVM	GROUP VOLUME	FLOW RATE IN GROUP	LANE UTIL FACTOR	ADJ FLOW RATE	PROP OF TURNS LT	PROP OF TURNS RT
EB	L	175	194	1.00	194	1.00	0.00
	T	1610	1789	1.00	1789	0.00	0.00
WB							
NB	T	1666	1851	1.00	1851	0.00	0.00
	R	301	334	1.00	334	0.00	1.00
SB	L	102	113	1.00	113	1.00	0.00
	T	532	591	1.00	591	0.00	0.00

S A T U R A T I O N F L O W

APP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS: WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
EB	L	1800	1	1.00	0.99	0.98	1.00	1.00	1.00	1.00	0.85	1484
	T	1800	3	1.00	0.99	0.98	1.00	1.00	1.00	1.00	1.00	5239
WB												
NB	T	1800	3	1.00	0.99	0.98	1.00	1.00	1.00	1.00	1.00	5239
	R	1800	1	1.00	0.99	0.99	1.00	1.00	1.00	0.85	1.00	1484
SB	L	1800	1	1.00	0.99	1.02	1.00	1.00	1.00	1.00	0.95	1727
	T	1800	2	1.00	0.99	1.02	1.00	1.00	1.00	1.00	1.00	3635

MELVILLE GEIS (4136-01) - PREP 19P-P7I

INTERSECTION :
SOUTH SERVICE RD. @
OLD WALT WHITMAN RD @
OLD WALT WHITMAN RD
WEEKDAY PM PEAK 2007 -- IMPROV. CDD ? N
ACTUATED SIGNAL

C A P A C I T Y A N A L Y S I S

APP	LN GR MVM	ADJ FLOW RATE	PMSV LT FLOW	ADJ SAT FLW RT	FLOW RATIO	CRIT ?	GREEN RATIO	LN GR CAPACITY	V/C RATIO
EB	L	194	0	1484	0.131	N	0.350	519	0.374
	T	1789	0	5239	0.341	Y	0.350	1834	0.975
WB									
NB	T	1851	0	5239	0.353	Y	0.442	2314	0.800
	R	334	0	1484	0.225	N	0.442	655	0.510
SB	L	113	0	1727	0.065	Y	0.125	216	0.523
	T	591	0	3635	0.163	N	0.567	2060	0.287

CYCLE LENGTH : 120.0 SUM OF CRITICAL LANES' FLOW RATIOS : 0.759
LOSS TIME PER CYCLE : 9 INTERSECTION V/C : 0.821

L E V E L O F S E R V I C E

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	APP LOS
EB	L	0.374	0.350	120	22.2	519	0.2	1.00	22.4	C		
	T	0.975	0.350	120	29.2	1834	11.6	0.85	34.7	D	33.5	D
WB												
NB	T	0.800	0.442	120	22.0	2314	1.5	0.85	20.0	C		
	R	0.510	0.442	120	18.3	655	0.6	0.85	16.1	C	19.4	C
SB	L	0.523	0.125	120	37.4	216	1.8	1.00	39.2	D		
	T	0.287	0.567	120	10.2	2060	0.0	0.85	5.7	B	13.6	B

INTERSECTION DELAY : 24.3 secs/veh
LEVEL OF SERVICE : C

LOCKWOOD, KESSLER & BARTLETT, INC. 3/20/1987

MELVILLE GEIS (4136-01) - PREF 19P-P7I

INTERSECTION :
SOUTH SERVICE RD. @
OLD WALT WHITMAN RD @
OLD WALT WHITMAN RD
WEEKDAY PM PEAK 2007 - UNMIT'D CBD?N
ACTUATED SIGNAL

TRAFFIC & ROADWAY CONDITIONS

APP	GRADE (%)	HV (%)	ADJ. PKG Y/N	PKG Nm	BUSES (Nb)	PHF	CONF. PEDS (peds/hr)	PED BUTTON Y/N	PED BUTTON SEC	ARR TYPE
EB	3	2	N	0	0	0.90	0	N	0.0	3
WB	0	0	N	0	0	0.00	0	N	0.0	3
NB	3	2	N	0	0	0.90	0	N	0.0	3
SB	-4	2	N	0	0	0.90	0	N	0.0	3

GEOMETRICS / VOLUMES

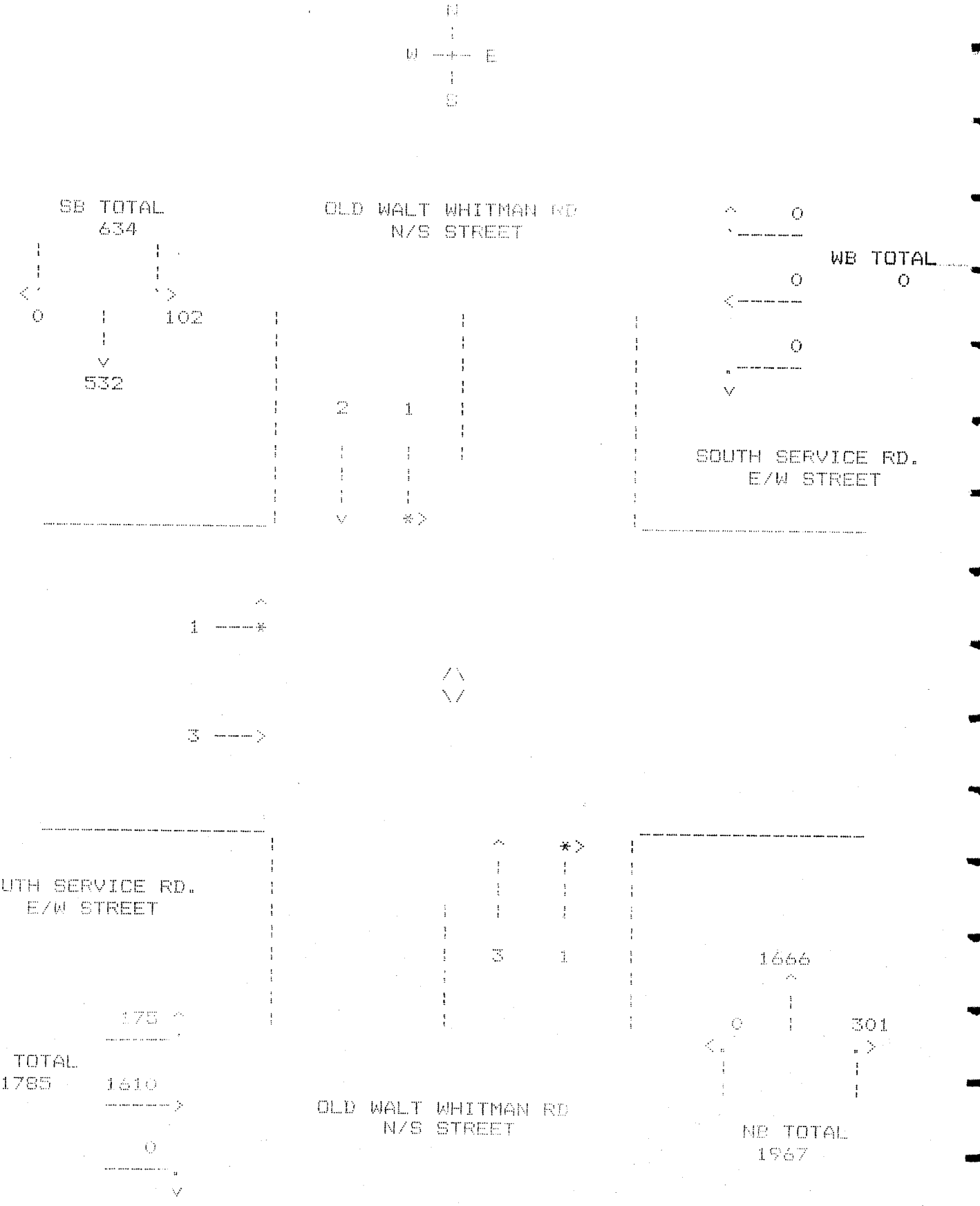
APP	VOLUME LT	VOLUME TH	VOLUME RT	LANE GROUPS 1 MVM	1 LNS	1 WD	2 MVM	2 LNS	2 WD	3 MVM	3 LNS	3 WD
EB	175	1610	0	L	1	12.0	T	3	36.0			
WB	0	0	0									
NB	0	1666	301	T	3	36.0	R	1	12.0			
SB	102	532	0	L	1	12.0	T	2	24.0			

SIGNAL PHASING

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PMSV	G	Y+R
EB	3	L	T		L		42	78
NB	2	T	R		R		53	67
SB	1	L	T		L		15	105
SB	2	T					53	67

3/20/1907

LOCKWOOD, KESSLER & BARTLETT, INC.
INTERSECTION: 19[illegible]



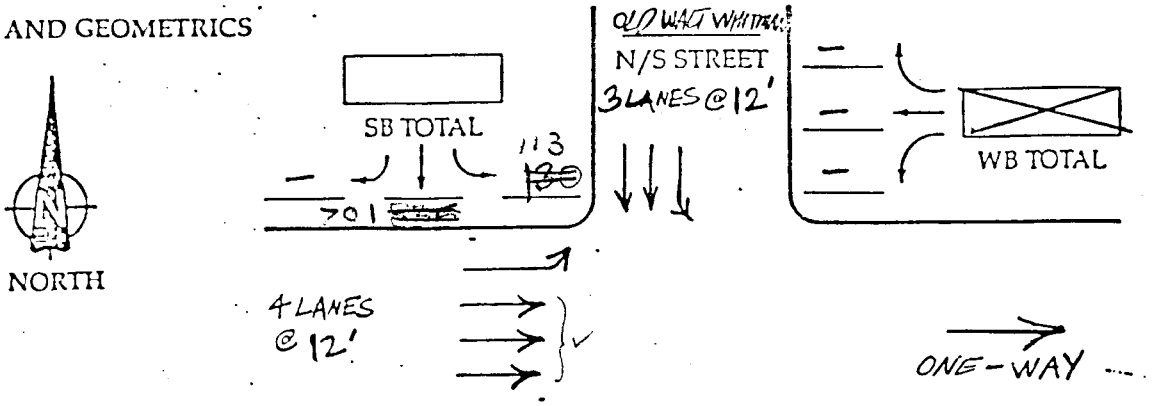
INPUT WORKSHEET PREFERRED PLAN (FIG. 3-9) (10/87)

Intersection: OLD WALT WHITMAN RD./SOUTH SERVICE RD./LIE Date: 2007 - BUILD W/ IMPROV

Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

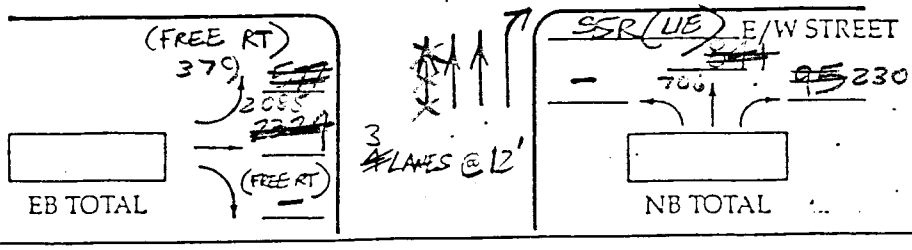
Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops



TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	+3%	2%	N	–	–	0.90	0	N	–	3
WB										
NB	+3%	2%	N	–	–	0.90	0	N	–	3
SB	-4%	2%	N	–	–	0.90	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr EMPTY
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. – NORTH/SOUTH)

DIAGRAM				FOR 2007 (FIG. 3-9) NO PERMITTED TURN				
Timing G = / Y + R =	G = 10	G = 30	G = 40	G =	G =	G =	G =	G =
	Y + R =	Y + R =	Y + R =	Y + R =	Y + R =	Y + R =	Y + R =	Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 90 Sec

MELV. GLTS - PRE- PLAN (10-87) 19A-P7N

INTERSECTION :
SOUTH SERVICE RD. @
OLD WALT WHITMAN RD /
OLD WALT WHITMAN RD
WEEKDAY AM PEAK 2007 - IMPROV CSE 1 N
ACTUATED SIGNAL

V O L U M E A D J U S T M E N T

APPROACH	LANE GROUP MVM	VOLUME	FLOW RATE IN GROUP	LANE UTIL FACTOR	ADJ FLOW RATE	PROP OF TURNS LT	RT
EB	L	379	421	1.00	421	1.00	0.00
	T	2085	2317	1.00	2317	0.00	0.00
WB							
NB	T	706	784	1.00	784	0.00	0.00
	R	230	256	1.00	256	0.00	1.00
SB	L	113	126	1.00	126	1.00	0.00
	T	701	779	1.00	779	0.00	0.00

S A T U R A T I O N F L O W

APP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
EB	L	1800	1	1.00	0.99	0.98	1.00	1.00	1.00	1.00	0.85	1484
	T	1800	3	1.00	0.99	0.98	1.00	1.00	1.00	1.00	1.00	5239
WB												
NB	T	1800	2	1.00	0.99	0.98	1.00	1.00	1.00	1.00	1.00	3493
	R	1800	1	1.00	0.99	0.98	1.00	1.00	1.00	0.85	1.00	1484
SB	L	1800	1	1.00	0.99	1.02	1.00	1.00	1.00	1.00	0.95	1727
	T	1800	2	1.00	0.99	1.02	1.00	1.00	1.00	1.00	1.00	3635

NEW SCIT - AM PEAK PLAN (YR-20

19A-P7M

INTERSECTION #
SOUTH SERVICE RD. &
OLD WALT WHITMAN RD &
OLD WALT WHITMAN RD
WEEKDAY AM PEAK 2007 - IMPACT CUR - R
ACTUATED SIGNAL

C A P A C I T Y A N A L Y S I S

APP	LN GR MVM	ADJ FLOW RATE	PHSV LT FLOW	ADJ SAT FLOW RT	FLOW RATIO	CRIT ?	GREEN RATIO	LN GR CAPACITY	V/C RATIO
EB	L	421	0	1484	0.284	N	0.444	660	0.638
	T	2317	0	5209	0.445	Y	0.444	2328	0.995
WB									
NB	T	784	0	3453	0.227	Y	0.333	1164	0.674
	R	230	0	1484	0.155	N	0.333	495	0.517
SB	L	126	0	1727	0.073	N	0.111	192	0.656
	T	779	0	3635	0.214	N	0.444	1616	0.482

CYCLE LENGTH : 90.0 SUM OF CRITICAL LANES' FLOW RATIOS : 0.739
LOST TIME PER CYCLE : 6 INTERSECTION V/C : 0.821

L E V E L O F S E R V I C E

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	APP LOS
EB	L	0.638	0.444	90.	14.7	660	1.5	1.00	16.2	C		
	T	0.995	0.444	90	18.9	2328	13.3	0.85	27.4	D	25.7	D
WB												
NB	T	0.674	0.333	90	19.0	1164	1.1	0.88	17.8	C		
	R	0.517	0.333	90	18.4	495	0.9	0.81	16.3	C	17.3	C
SB	L	0.656	0.111	90	39.1	192	8.4	1.00	47.5	D		
	T	0.482	0.444	90	13.4	1616	0.2	1.00	13.6	B	14.8	B

INTERSECTION DELAY : 21.7 secs/veh
LEVEL OF SERVICE : C

LOCKWOOD KESSLER & BARTLETT INC. 10/30/1987

MOLVI SOIL - FREE PLAN [illegible] 19A-P7N

INTERSECTION 1
SOUTH SERVICE RD. @
OLD WALT WHITMAN RD @
OLD WALT WHITMAN RD
WEEKDAY AM PEAK 2007 - IMPROV C8D7N
ACTUATED SIGNAL

T R A F F I C & R O A D W A Y C O N D I T I O N S

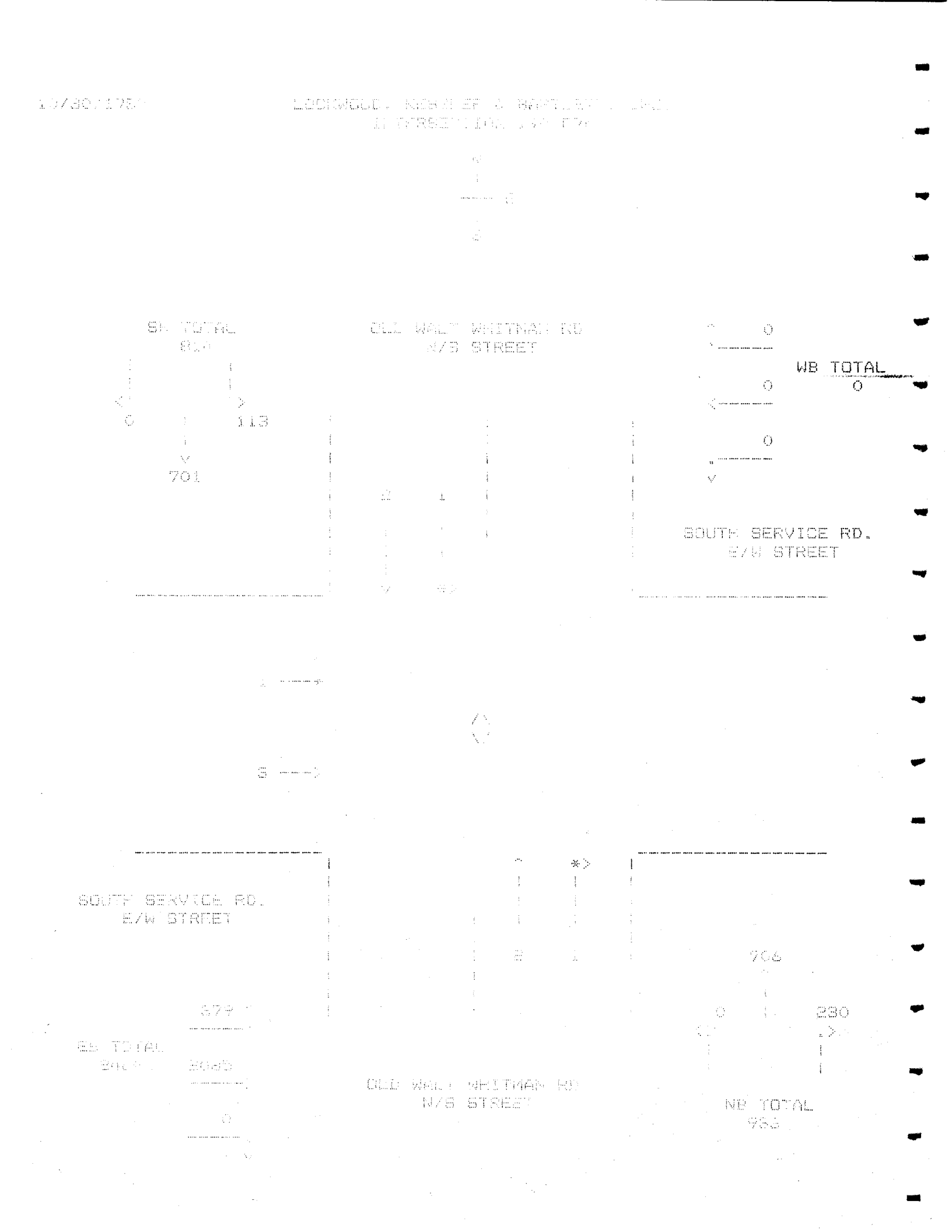
APP	GRADE (%)	LV (%)	ADJ. PKG LN Y/N	PKG LN No	BUSES (No)	PHF	CONF. PEDS (peds/hr)	PED BUTTON Y/N	PED BUTTON SEC	ARR TYPE
EB	2	2	N	0	0	0.90	0	N	0.0	3
WB	0	0	N	0	0	0.00	0	N	0.0	3
NB	3	2	N	0	0	0.90	0	N	0.0	3
SB	-4	2	N	0	0	0.90	0	N	0.0	3

G E O M E T R I C S / V O L U M E S

APP	VOLUME LT	VOLUME TH	VOLUME RT	LANE GROUPS 1 MVM	1 LNS	1 WD	2 MVM	2 LNS	2 WD	3 MVM	3 LNS	3 WD
EB	379	2035	0	L	1	12.0	T	3	26.0			
WB	0	0	0									
NB	0	706	230	T	2	24.0	R	1	12.0			
SB	110	701	0	L	1	12.0	T	2	24.0			

S I G N A L P H A S I N G

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PMSV	G	Y+R
EB	3	L	T		L		40	50
NB	2	T	R		R		30	60
SB	1	L	T		-		10	80
SB	2	T					30	60


SB TOTAL
96
113
701
OLD WALT WHITMAN RD
N/S STREET
WB TOTAL
0
SOUTH SERVICE RD.
E/W STREET
SOUTH SERVICE RD.
E/W STREET
379
EB TOTAL
OLD WALT WHITMAN RD
N/S STREET
706
230
NB TOTAL
96

~~[illegible]~~ 17P-P7N

INPUT WORKSHEET

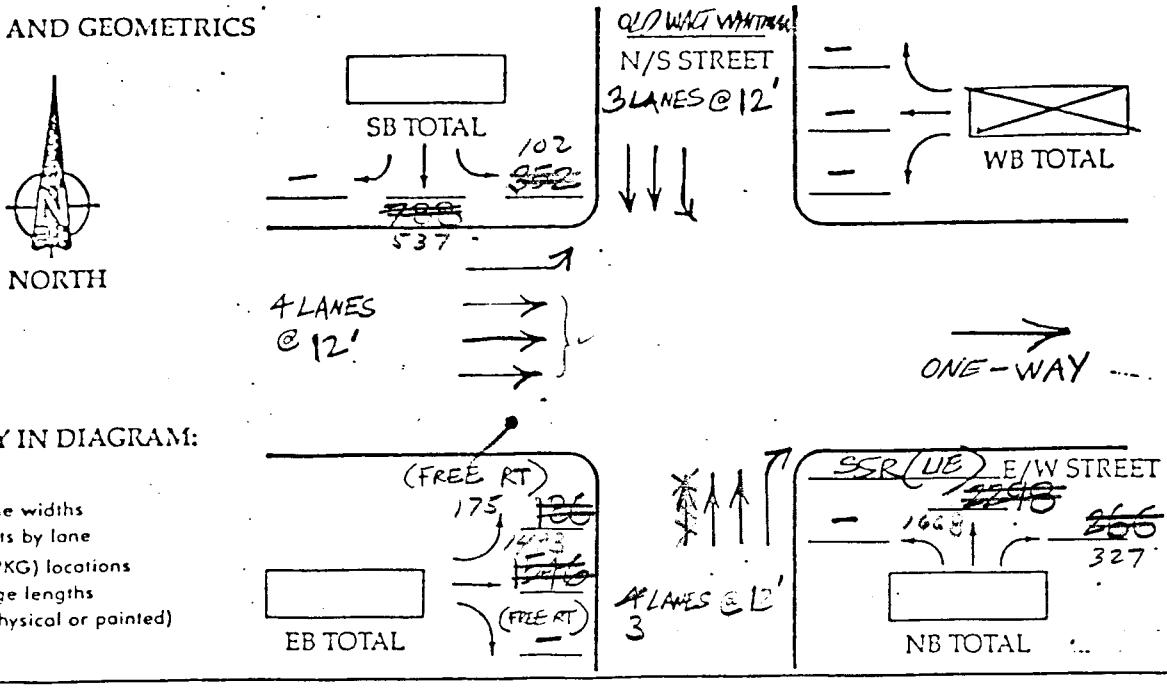
PREFERRED PLAN (FAC.30) (10/87)

Intersection: OLD WALT WHITMAN RD./SOUTH SERVICE RD.(LIE) Date: 2007-BUILD W/IMPROV

Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	+3%	2%	N	–	–	0.90	0	N	–	3
WB										
NB	+3%	2%	N	–	–	0.90	0	N	–	3
SB	-4%	2%	N	–	–	0.90	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr FULLY
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. – NORTH/SOUTH)

DIAGRAM								
								120
Timing	G = 12 Y + R =	G = 40 Y + R =	G = 28 Y + R =	G = Y + R =	G = 15 Y + R =	G = 53 Y + R =	G = 42 Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 90 Sec

(120)

INTERSECTION #
SOUTH SERVICE RD. &
OLD WALT WHITMAN RD &
OLD WALT WHITMAN RD
JERICHO [illegible]
NORTHERN PKWY

2000 - IMPROV. CND: Y N

V O L U M E A D J U S T M E N T

APPROACH	LANE GROUP MVM	VOLUME	FLOW RATE IN GROUP	LANE UTIL FACTOR	ADJ FLOW RATE	PROP OF TURNS LT	RT
ES	L	175	194	1.00	194	1.00	0.00
	T	1493	1659	1.00	1659	0.00	0.00
WB							
NB	T	1668	1853	1.00	1853	0.00	0.00
	R	327	363	1.00	363	0.00	1.00
SB	L	102	113	1.00	113	1.00	0.00
	T	537	597	1.00	597	0.00	0.00

S A T U R A T I O N F L O W

APP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
EB	L	1800	1	1.00	0.99	0.96	1.00	1.00	1.00	1.00	0.85	1484
	T	1800	3	1.00	0.99	0.98	1.00	1.00	1.00	1.00	1.00	5239
WB												
NB	T	1800	2	1.00	0.99	0.98	1.00	1.00	1.00	1.00	1.00	3493
	R	1800	1	1.00	0.99	0.98	1.00	1.00	1.00	0.85	1.00	1484
SB	L	1800	1	1.00	0.99	1.02	1.00	1.00	1.00	1.00	0.95	1727
	T	1800	2	1.00	0.99	1.02	1.00	1.00	1.00	1.00	1.00	3635

MELV. GEIS - PREP PLAN [illegible] 19P-P7N

INTERSECTION :
SOUTH SERVICE RD. @
OLD WALT WHITMAN RD @
CLD WALT WHITMAN RD
WEEKDAY PM PEAK 2007 - IMPROV. [illegible] N
ACTUATED SIGNAL

C A P A C I T Y A N A L Y S I S

APP	LN GR MVM	ADJ FLOW RATE	PMSV LT FLOW	ADJ SAT FLW RT	FLOW RATIO	CRIT ?	GREEN RATIO	LN GR CAPACITY	V/C RATIO
EB	L	194	0	1484	0.131	N	0.350	519	0.374
	T	1659	0	5239	0.317	Y	0.350	1834	0.905
WB									
NB	T	1853	0	3493	0.530	Y	0.442	1543	1.201
	R	363	0	1484	0.245	N	0.442	655	0.554
SB	L	113	0	1727	0.065	Y	0.125	216	0.523
	T	597	0	3635	0.164	N	0.567	2060	0.290

CYCLE LENGTH : 120.0 SUM OF CRITICAL LANES' FLOW RATIOS : 0.912
LOSS TIME PER CYCLE : 9 INTERSECTION V/C : 0.986

L E V E L O F S E R V I C E

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	APP LOS
EB	L	0.374	0.350	120	22.2	519	0.2	1.00	22.4	C		
	T	0.905	0.350	120	28.2	1834	5.0	0.85	28.2	D	27.6	D
WB												
NB	T	1.201	0.442	120	30.3	1543	107.5	0.85	117.1	F		
	R	0.554	0.442	120	18.8	655	0.8	0.85	16.7	C	100.6	F
SB	L	0.523	0.125	120	37.4	216	1.8	1.00	39.2	D		
	T	0.290	0.567	120	10.2	2060	[illegible]	[illegible]	8.7	B	13.5	B

INTERSECTION DELAY : 59.3 secs/veh
LEVEL OF SERVICE : [illegible]

LOCKWOOD, KESSLER & BARTLETT, INC. 10/30/1987

MELV. BETS - PRE PLAN 1 (1-02) 19P-P7N

INTERSECTION:
SOUTH SERVICE RD W
OLD WILLETT RD
OLD WILLETT RD
GEOMETRY - TWO PEAK SCOOT - IMPACT, ORDYN
ACTUATED SIGNAL

I S A P H I C S A N D G A T E W A Y C O N N E C T I O N S

APP	GRADE (%)	HV (%)	ADJ. PRO FLW VOL	ADJ. PRO FLW PHF	BUSES (NO)	PHF	CONF. PEDS (peds/hr)	PED Y/N	BUTTON SEC	ARR TYPE
EB	0	2	N	0	0	0.90	0	N	0.0	3
WB	0	2	N	0	0	0.90	0	N	0.0	3
NB	0	2	N	0	0	0.90	0	N	0.0	3
SB	0	2	N	0	0	0.90	0	N	0.0	3

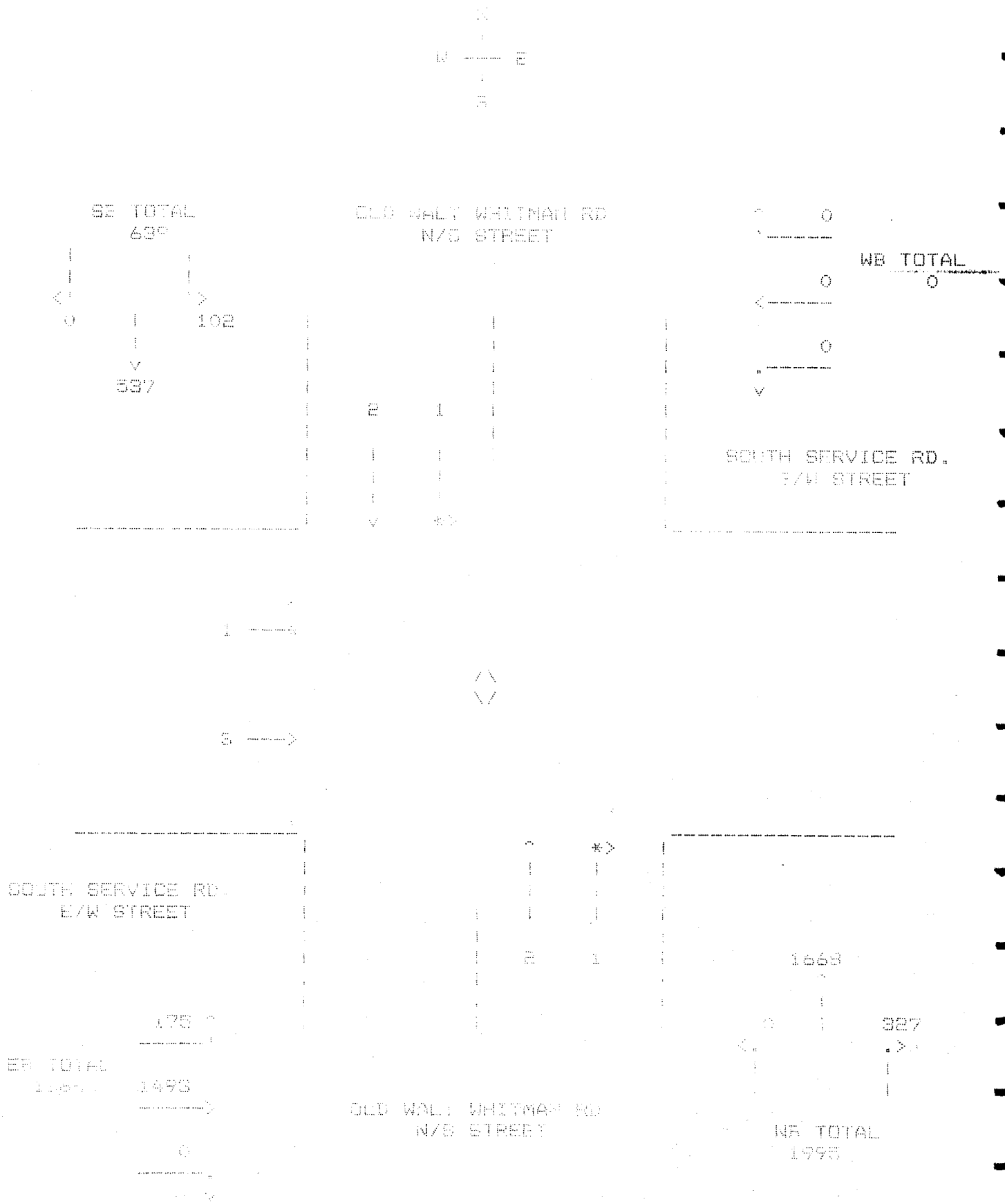
G E O M E T R I C S / V O L U M E S

APP	VOLUME LT	VOLUME TH	VOLUME RT	LANE GROUPS 1 MVM	1 LNS	1 WD	2 MVM	2 LNS	2 WD	3 MVM	3 LNS	3 WD
EB	175	1498	0	L	1	12.0	T	3	36.0			
WB	0	0	0									
NB	0	1663	80	T	2	24.0	R	1	12.0			
SB	158	567	0	L	1	12.0	T	2	24.0			

S I G N A L P H A S I N G

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PMSV	G	Y+R
EB	3	L	T				42	78
NB	8	T	R		R		53	67
SB	1	L	T		L		15	105
EB	2	T					53	67

[illegible]/30/1987 LOCKWOOD, KESSLER & BARTLETT, INC.
INTERSECTION [illegible]



INTERSECTION 20

OLD WALT WHITMAN RD / NORTH SERVICE RD (LIE)

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:OLD WALT WHITMAN RD./NO. SERV. RD. E.B.E.
AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
TIME AND TIME PERIOD ANALYZED:1985 A.M. PEAK - EXISTING
ADDITIONAL INFORMATION:MELVILLE DEIS PRO. No. 6.36-01
TODAY'S DATE:1-16-87
ANALYST:MM

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	126	0	0	60
THROUGH VOLUME	237	350	0	650
RIGHT TURNING VOLUME	0	69	0	0
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	0	3
PEAK HOUR FACTOR	0.90	0.90	0.00	0.90
PERCENT HEAVY VEHICLES	0.02	0.02	0.00	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	-.04	0.02	0.00	0.01
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	0.00	1.00
BASE SATURATION FLOW	1800	1800	0	1800
NUMBER OF LANES	2	2	0	2
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
SIGNAL TYPE:	SEMI-ACTUATED			
CYCLE LENGTH:	80			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	6	17	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	12	0
GREEN TIME	44.0	44.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	17	10	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	12	0
GREEN TIME	44.0	44.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	0	0
NUMBER OF LANES	0	0	0
LANE WIDTH	0	0	0
GREEN TIME	0.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	4	0	0
NUMBER OF LANES	2	0	0
LANE WIDTH	12	0	0
GREEN TIME	26.0	0.0	0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:OLD WALT WHITMAN RD./[illegible] [illegible] [illegible] L.I.E.
AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1986 A.M. PEAK - EXISTING
ADDITIONAL INFORMATION:MELVILLE GEIS PROJ. NO. [illegible]
ANALYST:MM TODAY'S DATE:[illegible]-16-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 13.[illegible]
THE INTERSECTION LEVEL OF SERVICE IS: B

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	7.18	0.06	7.24	B		
NORTHBOUND	2	7.20	0.03	7.23	B	7.24	B
	3	0.00	0.00	0.00			
	1	7.96	0.17	8.13	B		
SOUTHBOUND	2	6.49	0.00	6.49	B	7.87	B
	3	0.00	0.00	0.00			
	1	0.00	0.00	0.00			
EASTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			
	1	17.84	1.22	19.06	C		
WESTBOUND	2	0.00	0.00	0.00		19.06	C
	3	0.00	0.00	0.00			

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	140	263	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	981	1818	0
FLOW RATIO (V/S)	.143	.145	.000
GREEN/CYCLE RATIO (G/C)	.550	.550	.000
LANE GROUP CAPACITY (C)	540	1000	0
VOLUME/CAPACITY RATIO (X)	0.259	0.263	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	400	77	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1764	1500	0
FLOW RATIO (V/S)	.227	.051	.000
GREEN/CYCLE RATIO (G/C)	.550	.550	.000
LANE GROUP CAPACITY (C)	970	823	0
VOLUME/CAPACITY RATIO (X)	0.412	0.093	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	789	0	0
PROPORTION LEFT TURNS (PLT)	0.08	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3531	0	0
FLOW RATIO (V/S)	.223	.000	.000
GREEN/CYCLE RATIO (G/C)	.325	.000	.000
LANE GROUP CAPACITY (C)	1148	0	0
VOLUME/CAPACITY RATIO (X)	0.687	0.000	0.000

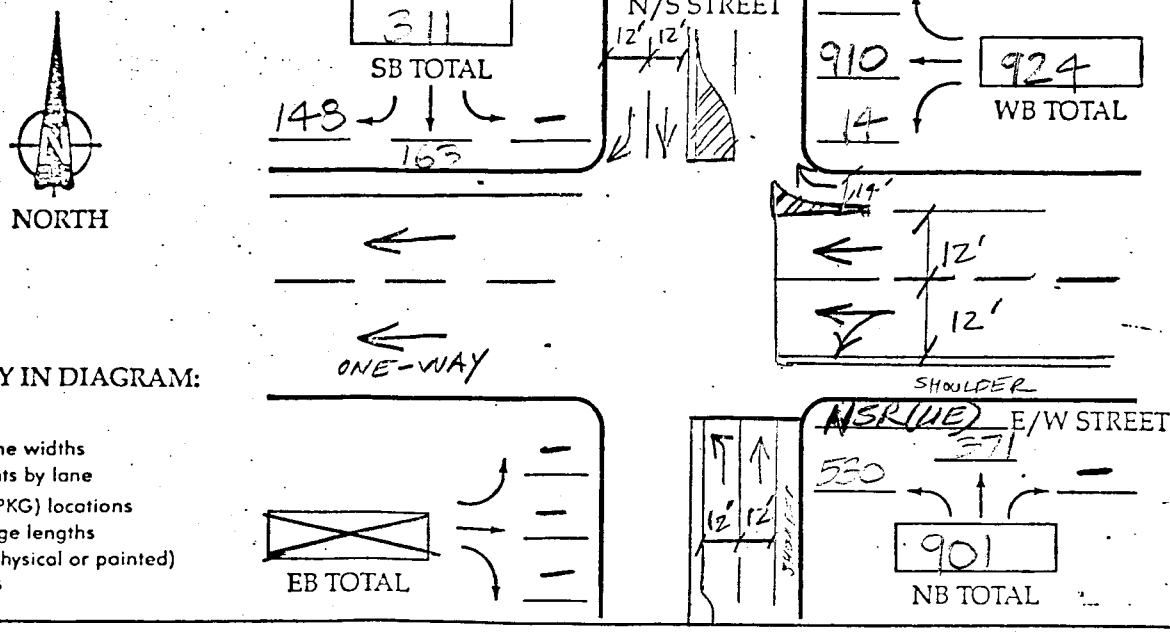
INPUT WORKSHEET

Intersection: OLD WALT WHITMAN RD./NORTH SERVICE RD.(LIE) Date: EXISTING-1986

Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

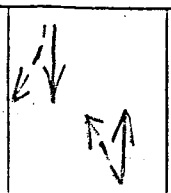
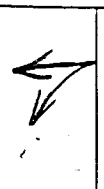
1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB										
WB	+1%	2%	N	—	—	0.90	0	N	—	3
NB	-4%	2%	N	—	—	0.90	0	N	—	3
SB	+2%	2%	N	—	—	0.90	0	N	—	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT.

DIAGRAM								
Timing	G = 70 Y + R = 45	G = 35 Y + R = 80	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 115 Sec

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:OLD WALT WHITMAN RD./Acc. EXPY. RD. L.I.E.
AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1986 A.M. PEAK - EXISTING
ADDITIONAL INFORMATION:MELVILLE SEIS PRJ. No. 8136-01
ANALYST:MM TODAY'S DATE:11-16-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	530	0	0	14
THROUGH VOLUME	371	163	0	910
RIGHT TURNING VOLUME	0	146	0	0
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	0	3
PEAK HOUR FACTOR	0.90	0.90	0.00	0.90
PERCENT HEAVY VEHICLES	0.02	0.02	0.00	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	-.04	0.02	0.00	0.01
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	0.00	1.00
BASE SATURATION FLOW	1800	1800	0	1800
NUMBER OF LANES	2	2	0	2
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
SIGNAL TYPE:	SEMI-ACTUATED			
CYCLE LENGTH:	115			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	2	17	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	12	0
GREEN TIME	70.0	70.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	17	10	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	12	0
GREEN TIME	70.0	70.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	0	0
NUMBER OF LANES	0	0	0
LANE WIDTH	0	0	0
GREEN TIME	0.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	4	0	0
NUMBER OF LANES	2	0	0
LANE WIDTH	12	0	0
GREEN TIME	35.0	0.0	0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:OLD WALT WHITMAN RD./No. SERV. RD. L.I.E.
AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1985 P.M. PEAK - EXISTING
ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6135-01
ANALYST:MM TODAY'S DATE:1-16-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 26.8
THE INTERSECTION LEVEL OF SERVICE IS: D

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	14.46	9.39	23.85	C		
NORTHBOUND	2	8.65	0.10	8.75	B	17.63	C
	3	0.00	0.00	0.00			
	1	7.46	0.01	7.46	B		
SOUTHBOUND	2	7.52	0.01	7.53	B	7.49	B
	3	0.00	0.00	0.00			
	1	0.00	0.00	0.00			
EASTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			
	1	29.77	12.57	42.34	E		
WESTBOUND	2	0.00	0.00	0.00		42.34	E
	3	0.00	0.00	0.00			

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	585	412	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1098	1818	0
FLOW RATIO (V/S)	.537	.227	.000
GREEN/CYCLE RATIO (G/C)	.609	.609	.000
LANE GROUP CAPACITY (C)	657	1106	0
VOLUME/CAPACITY RATIO (X)	0.883	0.373	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	181	164	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1764	1500	0
FLOW RATIO (V/S)	.103	.110	.000
GREEN/CYCLE RATIO (G/C)	.609	.609	.000
LANE GROUP CAPACITY (C)	1074	913	0
VOLUME/CAPACITY RATIO (X)	0.169	0.180	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	1027	0	0
PROPORTION LEFT TURNS (PLT)	0.02	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3543	0	0
FLOW RATIO (V/S)	.290	.000	.000
GREEN/CYCLE RATIO (G/C)	.304	.000	.000
LANE GROUP CAPACITY (C)	1078	0	0
VOLUME/CAPACITY RATIO (X)	0.952	0.000	0.000

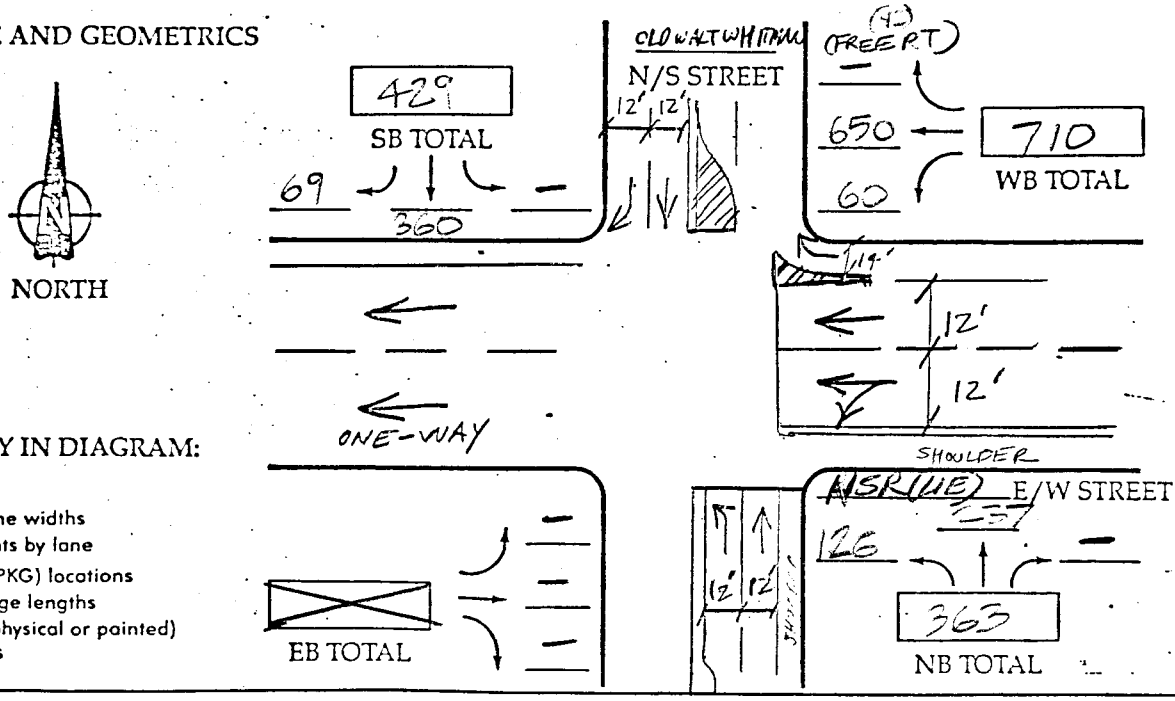
INPUT WORKSHEET

Intersection: OLD WALT WHITMAN RD./NORTH SERVICE RD.(LIE) Date: EXISTING - 1986

Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB										
WB	+1%	2%	N	–	–	0.90	0	N	–	3
NB	-4%	2%	N	–	–	0.90	0	N	–	3
SB	+2%	2%	N	–	–	0.90	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT.

DIAGRAM								
Timing	G = 42 Y+R = 6	G = 26 Y+R = 5	G = Y+R =	G = Y+R =	G = Y+R =	G = Y+R =	G = Y+R =	G = Y+R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 80 Sec

****

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:OLD WALT WHITMAN RD./No. SERV. RD. L.I.E.
AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 A.M. PEAK - BUILD
ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01
ANALYST:MM TODAY'S DATE:1-16-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	155	0	0	77
THROUGH VOLUME	417	432	0	788
RIGHT TURNING VOLUME	0	79	0	
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	0	3
PEAK HOUR FACTOR	0.90	0.90	0.00	0.90
PERCENT HEAVY VEHICLES	0.02	0.02	0.00	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	-.04	0.02	0.00	0.01
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	0.00	1.00
BASE SATURATION FLOW	1800	1800	0	1800
NUMBER OF LANES	2	2	0	2
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
SIGNAL TYPE:	SEMI-ACTUATED			
CYCLE LENGTH:	80			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	2	17	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	12	0
GREEN TIME	44.0	44.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	17	10	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	12	0
GREEN TIME	44.0	44.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	0	0
NUMBER OF LANES	0	0	0
LANE WIDTH	0	0	0
GREEN TIME	0.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	4	0	0
NUMBER OF LANES	2	0	0
LANE WIDTH	12	0	0
GREEN TIME	26.0	0.0	0.0

****

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:OLD WALT WHITMAN RD./No. SERV. RD. L.I.E.
AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 A.M. PEAK - BUILD
ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01
ANALYST:MM TODAY'S DATE:1-16-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 14.9
THE INTERSECTION LEVEL OF SERVICE IS: B

				STOPPED DELAY (SEC/VEH) LANE GROUP		APPROACH	
APPROACH	LANE GROUP	DELAY 1	DELAY 2	DELAY	LOS	DELAY	LOS
	1	7.66	0.20	7.86	B		
NORTHBOUND	2	8.26	0.26	8.52	B	8.34	B
	3	0.00	0.00	0.00			
	1	8.46	0.34	8.80	B		
SOUTHBOUND	2	6.54	0.00	6.54	B	8.45	B
	3	0.00	0.00	0.00			
	1	0.00	0.00	0.00			
EASTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			
	1	19.03	3.97	23.00	C		
WESTBOUND	2	0.00	0.00	0.00		23.00	C
	3	0.00	0.00	0.00			

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*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	172	463	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	877	1818	0
FLOW RATIO (V/S)	.196	.255	.000
GREEN/CYCLE RATIO (G/C)	.550	.550	.000
LANE GROUP CAPACITY (C)	482	1000	0
VOLUME/CAPACITY RATIO (X)	0.357	0.463	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	480	88	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1764	1500	0
FLOW RATIO (V/S)	.272	.059	.000
GREEN/CYCLE RATIO (G/C)	.550	.550	.000
LANE GROUP CAPACITY (C)	970	825	0
VOLUME/CAPACITY RATIO (X)	0.495	0.106	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	961	0	0
PROPORTION LEFT TURNS (PLT)	0.09	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3530	0	0
FLOW RATIO (V/S)	.272	.000	.000
GREEN/CYCLE RATIO (G/C)	.325	.000	.000
LANE GROUP CAPACITY (C)	1147	0	0
VOLUME/CAPACITY RATIO (X)	0.838	0.000	0.000

****

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:OLD WALT WHITMAN RD./No. SERV. RD. L.I.E.
AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 P.M. PEAK - BUILD
ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01
ANALYST:MM TODAY'S DATE:1-16-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	695	0	0	17
THROUGH VOLUME	476	202	0	1339
RIGHT TURNING VOLUME	0	186	0	
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	0	3
PEAK HOUR FACTOR	0.90	0.90	0.00	0.90
PERCENT HEAVY VEHICLES	0.02	0.02	0.00	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	-.04	0.02	0.00	0.01
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	0.00	1.00
BASE SATURATION FLOW	1800	1800	0	1800
NUMBER OF LANES	2	2	0	2
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0

SIGNAL TYPE: SEMI-ACTUATED
CYCLE LENGTH: 115

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	2	17	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	12	0
GREEN TIME	70.0	70.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	17	10	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	12	0
GREEN TIME	70.0	70.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	0	0
NUMBER OF LANES	0	0	0
LANE WIDTH	0	0	0
GREEN TIME	0.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	4	0	0
NUMBER OF LANES	2	0	0
LANE WIDTH	12	0	0
GREEN TIME	35.0	0.0	0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:OLD WALT WHITMAN RD./No. SERV. RD. L.I.E.
AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 P.M. PEAK - BUILD
ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01
ANALYST:MM TODAY'S DATE:1-16-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: ****
THE INTERSECTION LEVEL OF SERVICE IS: OVERSATURATED

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	29.71	168.61	OVERSATURATED			
NORTHBOUND	2	9.44	0.26	9.70	B		
	3	0.00	0.00	0.00			
	1	7.67	0.01	7.68	B		
SOUTHBOUND	2	7.76	0.02	7.78	B	7.73	B
	3	0.00	0.00	0.00			
	1	0.00	0.00	0.00			
EASTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			
	1	276.49	36.79	OVERSATURATED			
WESTBOUND	2	0.00	0.00	0.00			
	3	0.00	0.00	0.00			

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	772	529	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	997	1818	0
FLOW RATIO (V/S)	.775	.291	.000
GREEN/CYCLE RATIO (G/C)	.609	.609	.000
LANE GROUP CAPACITY (C)	607	1106	0
VOLUME/CAPACITY RATIO (X)	1.273	0.478	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	224	207	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1764	1500	0
FLOW RATIO (V/S)	.127	.138	.000
GREEN/CYCLE RATIO (G/C)	.609	.609	.000
LANE GROUP CAPACITY (C)	1074	913	0
VOLUME/CAPACITY RATIO (X)	0.209	0.228	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	1507	0	0
PROPORTION LEFT TURNS (PLT)	0.01	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3544	0	0
FLOW RATIO (V/S)	.425	.000	.000
GREEN/CYCLE RATIO (G/C)	.304	.000	.000
LANE GROUP CAPACITY (C)	1079	0	0
VOLUME/CAPACITY RATIO (X)	1.397	0.000	0.000

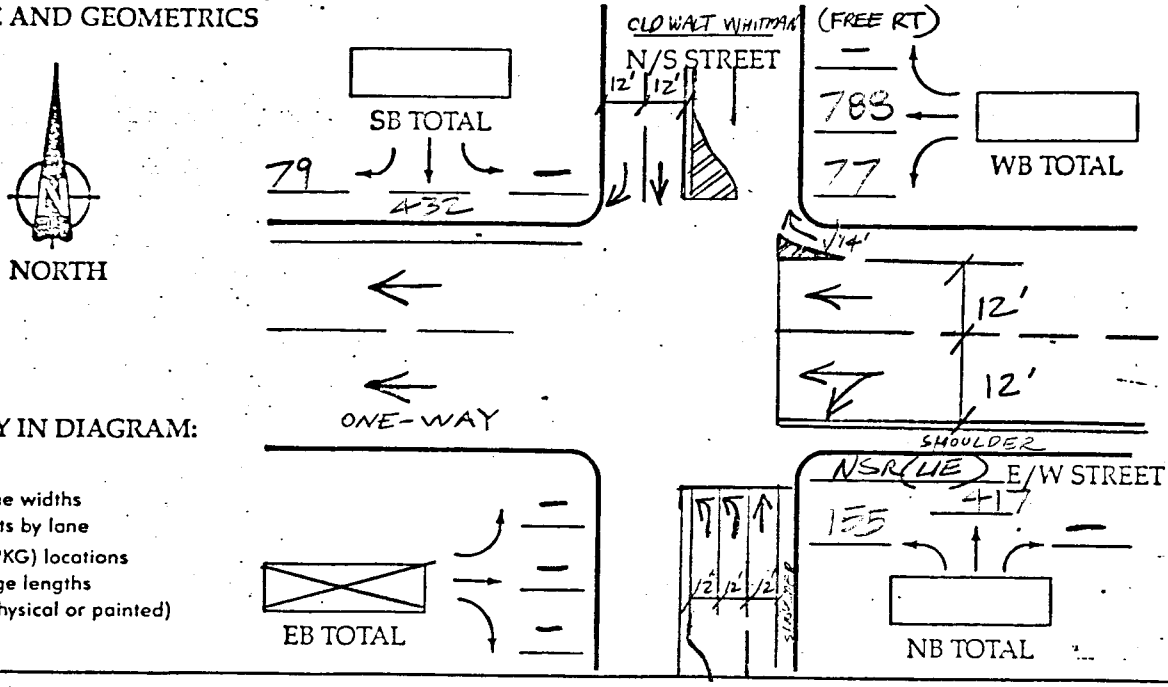
INPUT WORKSHEET

Intersection: OLD WALT W HITMAN RD./NORTH SERVICE RD. (LIE) Date: 1992 – FUTURE BUILD W/ IMPROV.

Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB										
WB	+1%	2%	N	–	–	0.90	0	N	–	3
NB	-4%	2%	N	–	–	0.90	0	N	–	3
SB	+2%	2%	N	–	–	0.90	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAINST. - OLD WALT WHITMAN)

DIAGRAM								
Timing	G = 15 Y + R =	G = 29 Y + R =	G = 20 Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 80 Sec

****

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:OLD WALT WHITMAN RD. / NO. SERV. RD. [illegible]

AREA TYPE:NON-CBD

INTERSECTION LOCATION:TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED:1992 AM PEAK - BUILD W/ IMPROV.

ADDITIONAL INFORMATION:MELVILLE GEIS - PRJ. NO. 61[illegible]

ANALYST:ML TODAY'S DATE:[illegible]-12-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	155	0	0	77
THROUGH VOLUME	417	432	0	788
RIGHT TURNING VOLUME	0	79	0	0
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	0	3
PEAK HOUR FACTOR	0.90	0.90	0.00	0.90
PERCENT HEAVY VEHICLES	0.02	0.02	0.00	0.02
NUMBER OF BUSES	[illegible]	0	0	0
GRADE	-.[illegible]	0.02	0.00	0.01
THROUGH LANE UTILIZATION FACTOR	[illegible]	[illegible]	0.00	1.00
BASE SATURATION FLOW	[illegible]	[illegible]	0	1800
NUMBER OF LANES	[illegible]	[illegible]	0	2
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0

SIGNAL TYPE: SEMI-ACTUATED

CYCLE LENGTH: 80

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	8	17	0
NUMBER OF LANES	2	1	0
LANE WIDTH	12	12	0
GREEN TIME	15.0	29.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	17	9	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	12	0
GREEN TIME	29.0	29.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	0	0
NUMBER OF LANES	0	0	0
LANE WIDTH	0	0	0
GREEN TIME	0.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	4	0	0
NUMBER OF LANES	2	0	0
LANE WIDTH	12	0	0
GREEN TIME	26.0	0.0	0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:OLD WALT WHITMAN RD. / NO. SERV. RD. (LIE)
AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 AM PEAK - BUILD W/ IMPROV.
ADDITIONAL INFORMATION:MELVILLE GEIS - PRJ. NO. 613a-C1
ANALYST:ML TODAY'S DATE:2-12-97

THE INTERSECTION AVERAGE STOPPED DELAY IS: 21.0
THE INTERSECTION LEVEL OF SERVICE IS: C

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	21.18	0.07	21.25	C		
NORTHBOUND	2	16.50	2.35	18.93	C	19.56	C
	3	0.01	0.00	0.00			
	1	16.97	3.43	20.40	C		
SOUTHBOUND	2	13.12	0.01	13.14	B	19.28	C
	3	0.00	0.00	0.00			
	1	0.00	0.00	0.00			
EASTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			
	1	19.83	3.17	23.00	C		
WESTBOUND	2	0.00	0.00	0.00		23.00	C
	3	0.00	0.00	0.00			

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	175	463	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3272	1818	0
FLOW RATIO (V/S)	.053	.255	.000
GREEN/CYCLE RATIO (G/C)	.188	.363	.000
LANE GROUP CAPACITY (C)	615	659	0
VOLUME/CAPACITY RATIO (X)	0.284	0.703	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	480	88	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1764	1500	0
FLOW RATIO (V/S)	.272	.059	.000
GREEN/CYCLE RATIO (G/C)	.363	.363	.000
LANE GROUP CAPACITY (C)	640	544	0
VOLUME/CAPACITY RATIO (X)	0.751	0.161	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	961	0	0
PROPORTION LEFT TURNS (PLT)	0.09	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3530	0	0
FLOW RATIO (V/S)	.272	.000	.000
GREEN/CYCLE RATIO (G/C)	.325	.000	.000
LANE GROUP CAPACITY (C)	1147	0	0
VOLUME/CAPACITY RATIO (X)	0.838	0.000	0.000

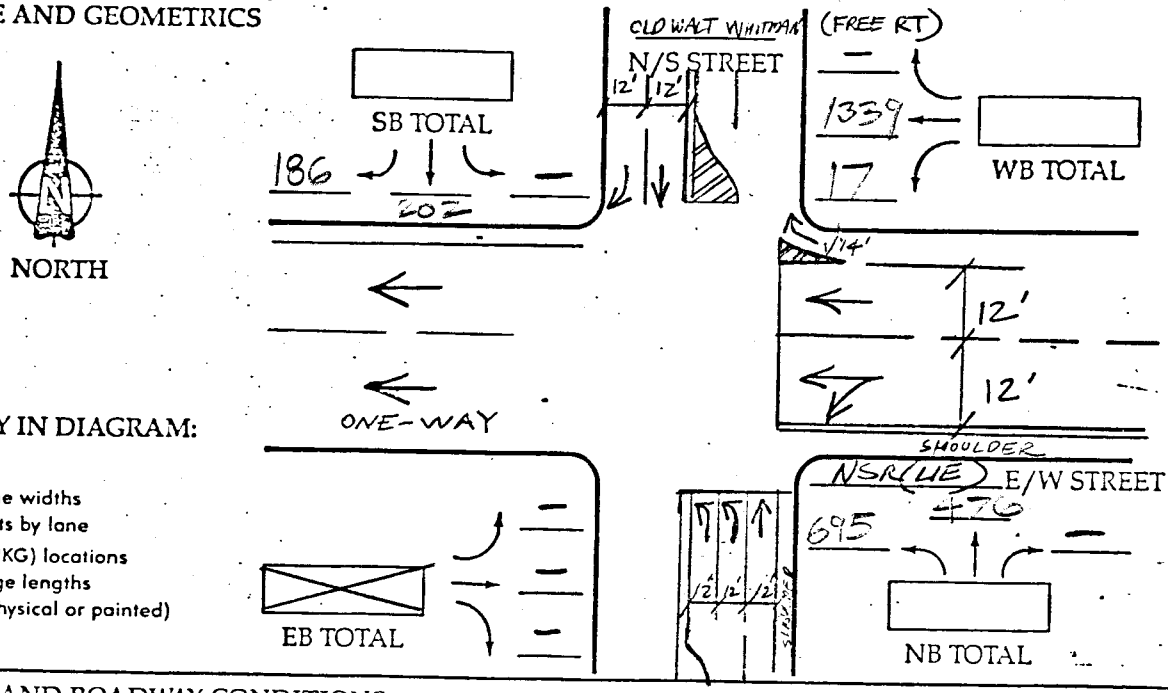
INPUT WORKSHEET

Intersection: OLD WALT W HITMAN RD./NORTH SERVICE RD. (LIE) Date: 1992 – FUTURE BUILD W/ IMPROV.

Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB										
WB	+1%	2%	N	–	–	0.90	0	N	–	3
NB	-4%	2%	N	–	–	0.90	0	N	–	3
SB	+2%	2%	N	–	–	0.90	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAINST. - OLD WALT WHITMAN)

DIAGRAM								
Timing	G = 30 Y + R =	G = 40 Y + R =	G = 35 Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 115 Sec

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:OLD WALT WHITMAN RD. / HOSP. SERV. RD. (LIE)
AREA TYPE:NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:19?? PM PEAK - BUILD W/ IMPROV.
ADDITIONAL INFORMATION:MELVILLE AREA - PRJ. NO. 6136-01
ANALYST:ML TODAY'S DATE:2-12-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	695	0	0	17
THROUGH VOLUME	476	202	0	1339
RIGHT TURNING VOLUME	0	186	0	0
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	0	3
PEAK HOUR FACTOR	0.90	0.90	0.00	0.90
PERCENT HEAVY VEHICLES	0.02	0.02	0.00	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	-.04	0.02	0.00	0.01
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	0.00	1.00
BASE SATURATION FLOW	1800	1900	0	1800
NUMBER OF LANES	[illegible]	2	0	2
PARKING?	[illegible]	N	N	N
PARKING MANUEVERS PER HOUR	[illegible]	0	0	0

SIGNAL TYPE: SEMI-ACTUATED
CYCLE LENGTH: 115

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	8	17	0
NUMBER OF LANES	2	1	0
LANE WIDTH	12	12	0
GREEN TIME	30.0	40.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	17	9	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	12	0
GREEN TIME	40.0	40.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	0	0
NUMBER OF LANES	0	0	0
LANE WIDTH	0	0	0
GREEN TIME	0.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	4	0	0
NUMBER OF LANES	2	0	0
LANE WIDTH	12	0	0
GREEN TIME	35.0	0.0	0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION: OLD WALT WHITMAN RD. / NO. SERV. RD. (LIC)
AREA TYPE: NON-CBD
INTERSECTION LOCATION: TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED: 1992 PM PEAK - BUILD W/ IMPROV.
ADDITIONAL INFORMATION: MELVILLE GEIS - PRJ. NO. 6136-01
ANALYST: ML TODAY'S DATE: 2-12-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: ****
THE INTERSECTION LEVEL OF SERVICE IS: OVERSATURATED

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	31.25	9.36	40.61	E		
NORTHBOUND	2	26.21	6.71	32.92	D	37.49	D
	3	0.00	0.00	0.00			
	1	21.30	0.17	21.47	C		
SOUTHBOUND	2	21.56	0.27	21.83	C	21.64	C
	3	0.00	0.00	0.00			
	1	0.00	0.00	0.00			
EASTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			
	1	276.49	36.79	OVERSATURATED			
WESTBOUND	2	0.00	0.00	0.00			
	3	0.00	0.00	0.00			

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	772	529	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3272	1818	0
FLOW RATIO (V/S)	.236	.291	.000
GREEN/CYCLE RATIO (G/C)	.261	.348	.000
LANE GROUP CAPACITY (C)	854	632	0
VOLUME/CAPACITY RATIO (X)	0.905	0.837	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	224	207	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1764	1500	0
FLOW RATIO (V/S)	.127	.138	.000
GREEN/CYCLE RATIO (G/C)	.348	.348	.000
LANE GROUP CAPACITY (C)	614	522	0
VOLUME/CAPACITY RATIO (X)	0.366	0.397	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	1507	0	0
PROPORTION LEFT TURNS (PLT)	0.01	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3544	0	0
FLOW RATIO (V/S)	.425	.000	.000
GREEN/CYCLE RATIO (G/C)	.304	.000	.000
LANE GROUP CAPACITY (C)	1079	0	0
VOLUME/CAPACITY RATIO (X)	1.397	0.000	0.000

20A-PTI

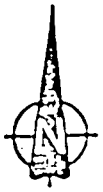
INPUT WORKSHEET

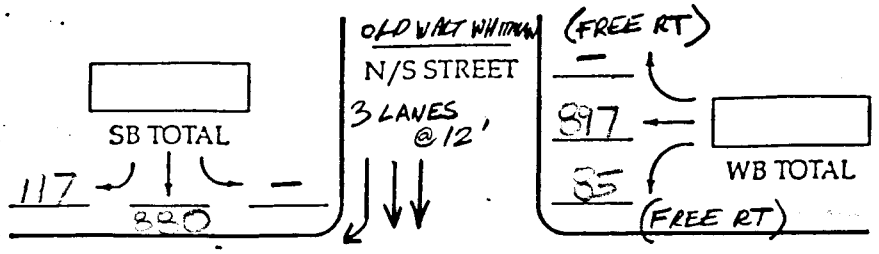
Intersection: OLD WALT WHITMAN RD. / NORTH SERVICE (LIE) RD. Date: 2007 – BUILD W/ IMPROV.

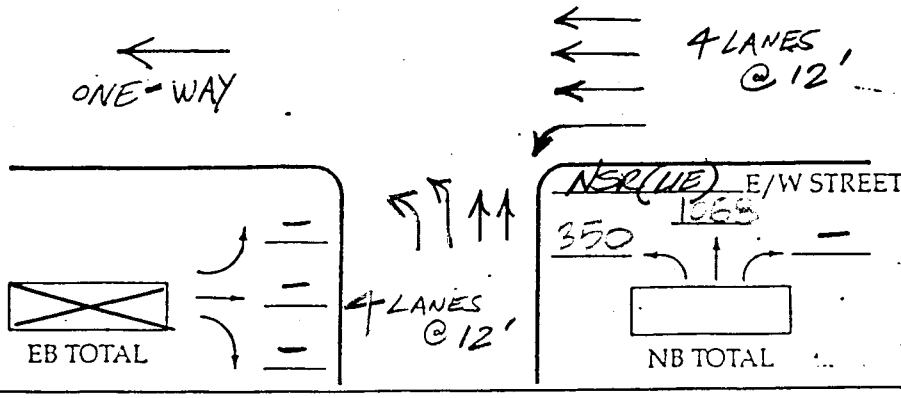
Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS







IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

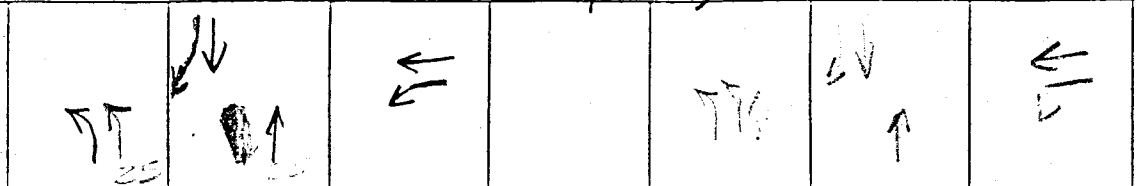
TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB										
WB	+1%	2%	N	–	–	0.90	0	N	–	3
NB	-4%	2%	N	–	–	0.90	0	N	–	3
SB	+2%	2%	N	–	–	0.90	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. – NORTH/SOUTH)

DIAGRAM



Timing								
	G = 20 Y+R =	G = 30 Y+R =	G = 30 Y+R =	G = Y+R =	G = 25 Y+R =	G = 25 Y+R =	G = 30 Y+R =	G = Y+R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 90 Sec

AGL) LOCKWOOD, KESSLER & [illegible], INC. 3/20/1987

MELVILLE GEIS (6[illegible]-01) -- PM ET 20A-P7I

INTERSECTION :
NORTH SERVICE RD. @
OLD WALT WHITMAN RD @
OLD WALT WHITMAN RD
WEEKDAY AM PEAK 2007 - IMPACT CONDITIONS
ACTUATED SIGNAL

V O L U M E A D J U S T M E N T

APPROACH	LANE GROUP MVM	VOLUME	FLOW RATE IN GROUP	LANE UTIL FACTOR	ADJ FLOW RATE	PROP OF TURNS LT	RT
EB							
WB	L	100	111	1.00	111	1.00	0.00
	T	866	962	1.00	962	0.00	0.00
NB	L	384	427	1.00	427	1.00	0.00
	T	744	827	1.00	827	0.00	0.00
SB	T	655	728	1.00	728	0.00	0.00
	R	98	109	1.00	109	0.00	1.00

S A T U R A T I O N F L O W

APP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
EB												
WB	L	1800	1	1.00	0.99	0.99	1.00	1.00	1.00	1.00	0.85	1500
	T	1800	3	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	5293
NB	L	1800	2	1.00	0.99	1.02	1.00	1.00	1.00	1.00	0.92	3344
	T	1800	2	1.00	0.99	1.02	1.00	1.00	1.00	1.00	1.00	3635
SB	T	1800	2	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	3528
	R	1800	1	1.00	0.99	0.99	1.00	1.00	1.00	0.85	1.00	1500

INTERSECTION :
NORTH SERVICE RD. @
OLD WALT WHITMAN RD @
OLD WALT WHITMAN RD
WEEKDAY AM PEAK 2007 - IMPROV. CDD ? N
ACTUATED SIGNAL

C A P A C I T Y A N A L Y S I S

APP	LN GR MVM	ADJ FLOW RATE	PMSV LT FLOW	ADJ SAT FLW RT	FLOW RATIO	CRIT ?	GREEN RATIO	LN GR CAPACITY	V/C RATIO
EB									
WB	L	111	0	1500	0.074	N	0.333	500	0.222
	T	962	0	5293	0.182	Y	0.333	1764	0.545
NB	L	427	0	3344	0.128	Y	0.278	929	0.460
	T	827	0	3635	0.228	N	0.556	2019	0.410
SB	T	728	0	3528	0.206	Y	0.278	980	0.743
	R	109	0	1500	0.073	N	0.278	417	0.261

CYCLE LENGTH : 90.0 SUM OF CRITICAL LANES' FLOW RATIOS : 0.516
LOSS TIME PER CYCLE : 9 INTERSECTION V/C : 0.573

L E V E L O F S E R V I C E

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	APP LOS
EB												
WB	L	0.222	0.333	90	16.4	500	0.0	1.00	16.4	C		
	T	0.545	0.333	90	18.6	1764	0.3	0.85	16.1	C	16.1	C
NB	L	0.460	0.278	90	20.5	929	0.3	1.00	20.8	C		
	T	0.410	0.556	90	8.7	2019	0.1	0.85	7.5	B	12.0	B
SB	T	0.743	0.278	90	22.5	980	2.2	0.85	21.0	C		
	R	0.261	0.278	90	19.2	417	0.1	0.85	16.4	C	20.4	C

INTERSECTION DELAY : 15.6 secs/veh
LEVEL OF SERVICE : C

INTERSECTION :
NORTH SERVICE RD. @
OLD WALT WHITMAN RD @
OLD WALT WHITMAN RD
WEEKDAY AM PEAK 2007 - IMPROV. CBD/SH
ACTUATED SIGNAL

TRAFFIC & ROADWAY CONDITIONS

APP	GRADE (%)	HV (%)	ADJ. PKG LN. Y/N	ADJ. PKG LN. Nm	BUSES (Nb)	PHF	CONF. PEDS (peds/hr)	PED BUTTON Y/N	PED BUTTON SEC	ARR TYPE
EB	0	0	N	0	0	0.00	0	N	0.0	3
WB	1	2	N	0	0	0.90	0	N	0.0	3
NB	-4	2	N	0	0	0.90	0	N	0.0	3
SB	2	2	N	0	0	0.90	0	N	0.0	3

GEOMETRICS / VOLUMES

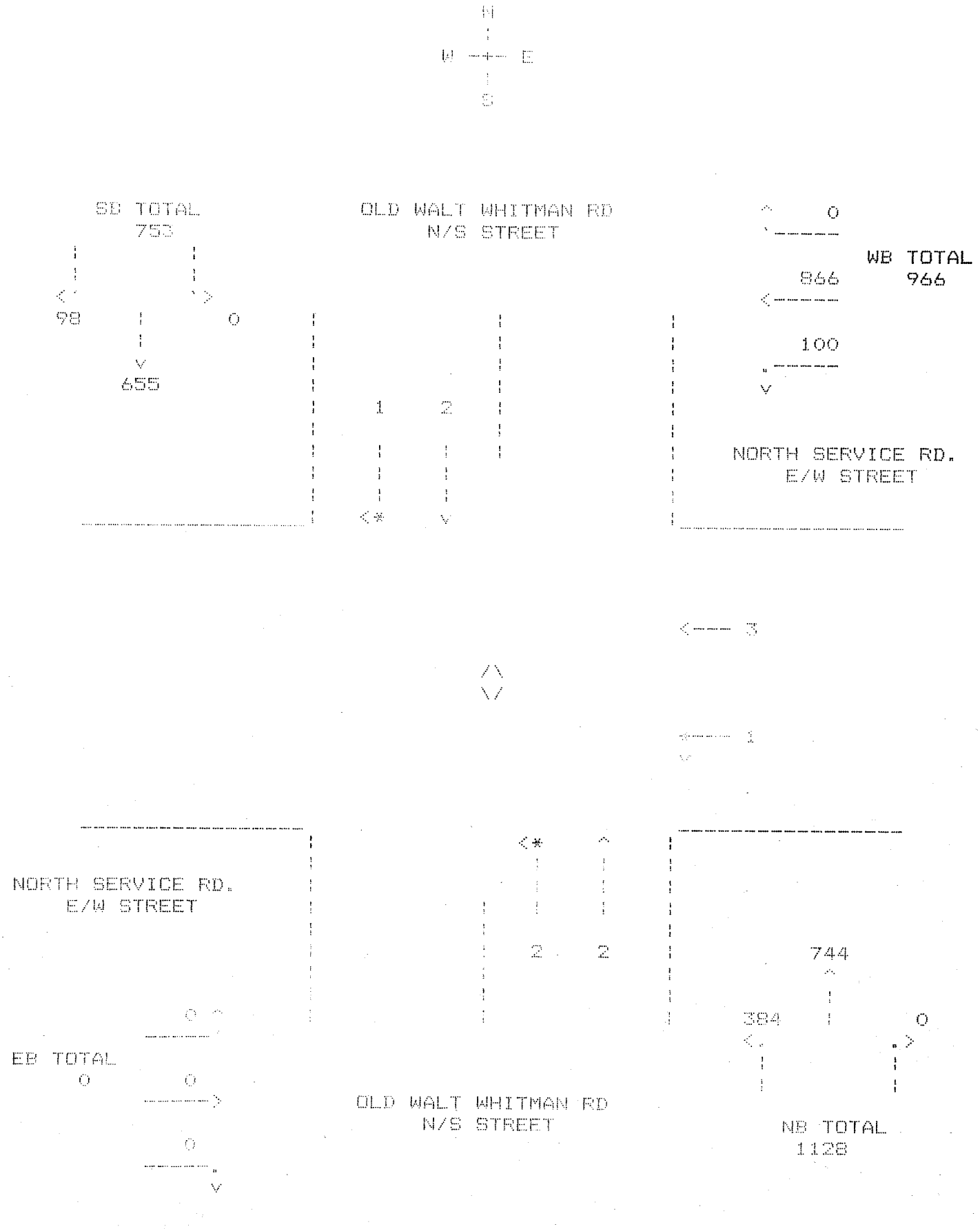
APP	VOLUME LT	VOLUME TH	VOLUME RT	LANE GROUPS 1 MVM	1 LNS	1 WD	2 MVM	2 LNS	2 WD	3 MVM	3 LNS	3 WD
EB	0	0	0									
WB	100	866	0	L	1	12.0	T	3	36.0			
NB	384	744	0	L	2	24.0	T	2	24.0			
SB	0	655	98	T	2	24.0	R	1	12.0			

SIGNAL PHASING

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PMSV	G	Y+R
WB	3	L	T				30	60
NB	1	L	T				25	65
NB	2	T					25	65
SB	2	T	R		R		25	65

3/20/1997

LOCKWOOD, KESSLER & BARTLETT, INC.
INTERSECTION 204-P7J



C-1-175

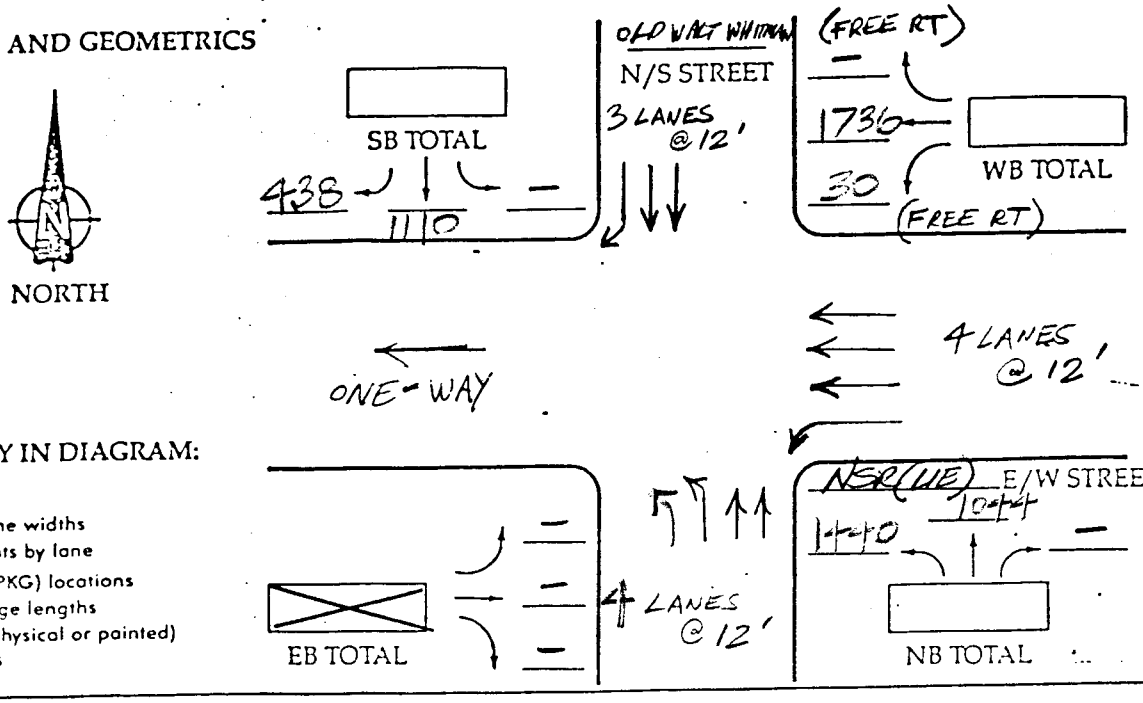
INPUT WORKSHEET

Intersection: OLD WALT WHITMAN RD. / NORTH SERVICE RD. (LIE) Date: 2007 - BUILD W/ IMPROV.

Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB										
WB	+1%	2%	N	–	–	0.90	0	N	–	3
NB	-4%	2%	N	–	–	0.90	0	N	–	3
SB	+2%	2%	N	–	–	0.90	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - NORTH/SOUTH)

DIAGRAM								
Timing	G = 20 Y + R =	G = 30 Y + R =	G = 30 Y + R =	G = Y + R =	G = 47 Y + R =	G = 27 Y + R =	G = 4 Y + R =	G = Y + R =
Pretimed or Actuated								

(120)

Protected turns | Permitted turns | Pedestrian | Cycle Length 90 Sec

MELVILLE GEIS (6136-01) - PM

20P-P7I

INTERSECTION :
NORTH SERVICE RD. @
OLD WALT WHITMAN RD @
OLD WALT WHITMAN RD
WEEKDAY PM PEAK 2007 - IMPROV. CBD ? N
ACTUATED SIGNAL

V O L U M E A D J U S T M E N T

APPROACH	LANE GROUP MVM	VOLUME	FLOW RATE IN GROUP	LANE UTIL FACTOR	ADJ FLOW RATE	PROP OF LT	TURNS RT
EB							
WB	L	100	111	1.00	111	1.00	0.00
	T	1621	1801	1.00	1801	0.00	0.00
NB	L	1020	1133	1.00	1133	1.00	0.00
	T	821	912	1.00	912	0.00	0.00
SB	T	534	593	1.00	593	0.00	0.00
	R	250	278	1.00	278	0.00	1.00

S A T U R A T I O N F L O W

APP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
EB												
WB	L	1800	1	1.00	0.99	0.99	1.00	1.00	1.00	1.00	0.85	1500
	T	1800	3	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	5293
NB	L	1800	2	1.00	0.99	1.02	1.00	1.00	1.00	1.00	0.92	3344
	T	1800	2	1.00	0.99	1.02	1.00	1.00	1.00	1.00	1.00	3635
SB	T	1800	2	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	3528
	R	1800	1	1.00	0.99	0.99	1.00	1.00	1.00	0.85	1.00	1500

LOCKWOOD, KESSLER & BARTLETT, INC. 3/20/198

MELVILLE GEIS (6136-01) - PREP 20P-P7I

INTERSECTION :
NORTH SERVICE RD. @
OLD WALT WHITMAN RD @
OLD WALT WHITMAN RD
WEEKDAY PM PEAK 2007 - IMPROV. CBD ? N
ACTUATED SIGNAL

C A P A C I T Y A N A L Y S I S

APP	LN GR MVM	ADJ FLOW RATE	PMSV LT FLOW	ADJ SAT FLW RT	FLOW RATIO	CRIT ?	GREEN RATIO	LN GR CAPACITY	V/C RATIO
EB									
WB	L	111	0	1500	0.074	N	0.342	512	0.217
	T	1801	0	5293	0.340	Y	0.342	1808	0.996
NB	L	1133	0	3344	0.339	Y	0.350	1170	0.968
	T	912	0	3635	0.251	N	0.575	2090	0.436
SB	T	593	0	3528	0.168	N	0.225	794	0.747
	R	278	0	1500	0.185	Y	0.225	337	0.825

CYCLE LENGTH : 120.0 SUM OF CRITICAL LANES' FLOW RATIOS : 0.864
LOSS TIME PER CYCLE : 9 INTERSECTION V/C : 0.934

L E V E L O F S E R V I C E

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	APP LOS
EB												
WB	L	0.217	0.342	120	21.3	512	0.0	1.00	21.3	C		
	T	0.996	0.342	120	30.0	1808	15.4	0.85	38.6	D	37.6	D
NB	L	0.968	0.350	120	29.1	1170	14.2	1.00	43.3	E		
	T	0.436	0.575	120	11.0	2090	0.1	0.85	9.4	B	28.2	D
SB	T	0.747	0.225	120	32.9	794	2.7	0.85	30.3	D		
	R	0.825	0.225	120	33.6	337	10.5	0.85	37.5	D	32.6	D

INTERSECTION DELAY : 32.7 secs/veh
LEVEL OF SERVICE : D

LOCKWOOD, KESSLER & BARTLETT, INC. 3/20/1987

MELVILLE GEIS (L136-01) - PREP 20P-P7I

INTERSECTION :
NORTH SERVICE RD. @
OLD WALT WHITMAN RD @
OLD WALT WHITMAN RD
WEEKDAY PM PEAK 2007 - IMPROV. CBD?N
ACTUATED SIGNAL

T R A F F I C & R O A D W A Y C O N D I T I O N S

APP	GRADE (%)	HV (%)	ADJ. PKG LN. Y/N	ADJ. PKG LN. Nm	BUSES (Nb)	PHF	CONF. PEDS (peds/hr)	PED BUTTON Y/N	PED BUTTON SEC	ARR TYPE
EB	0	0	N	0	0	0.00	0	N	0.0	3
WB	1	2	N	0	0	0.90	0	N	0.0	3
NB	-4	2	N	0	0	0.90	0	N	0.0	3
SB	2	2	N	0	0	0.90	0	N	0.0	3

G E O M E T R I C S / V O L U M E S

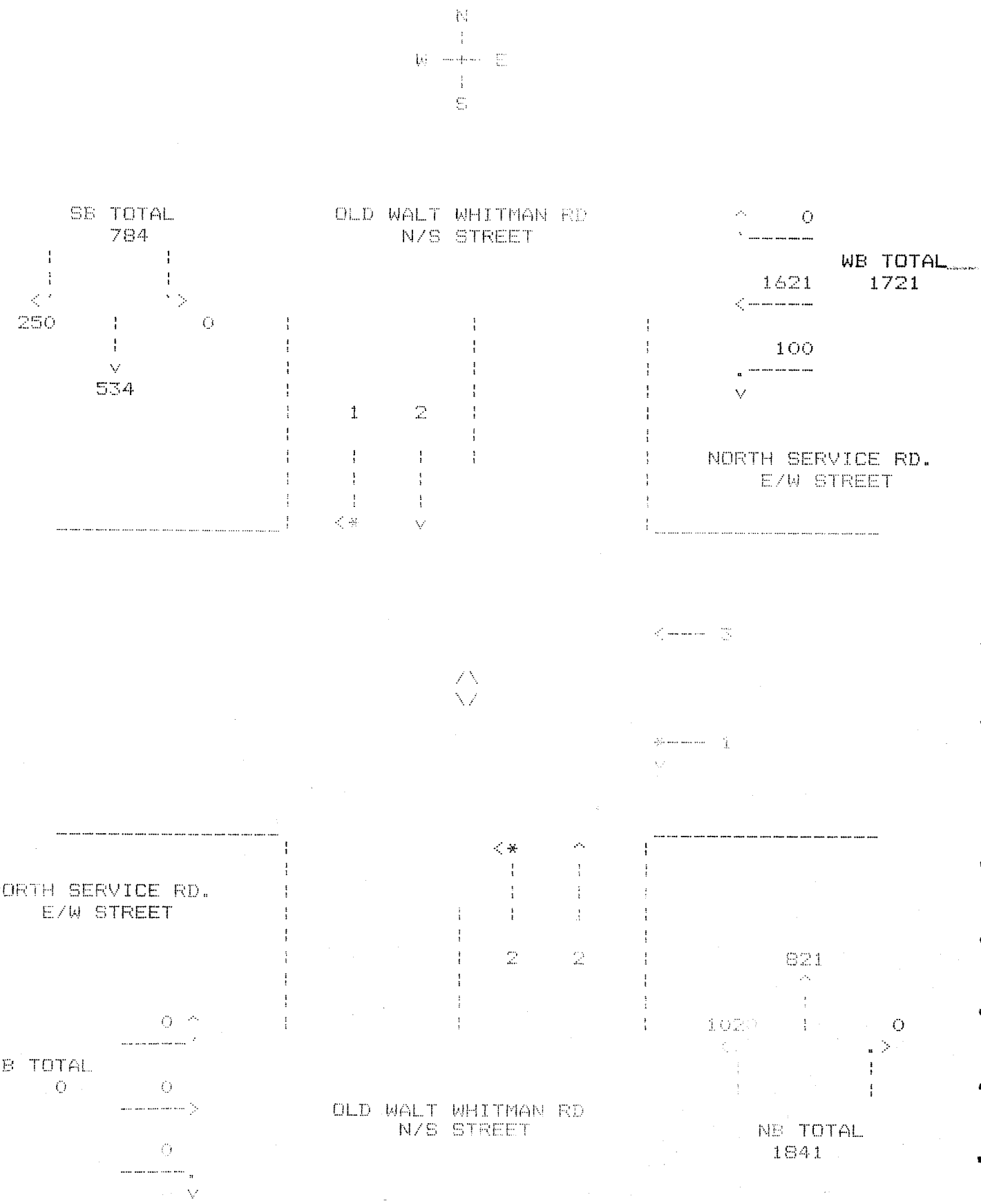
APP	VOLUME LT	VOLUME TH	VOLUME RT	LANE GROUPS 1 MVM	1 LNS	1 WD	2 MVM	2 LNS	2 WD	3 MVM	3 LNS	3 WD
EB	0	0	0									
WB	100	1621	0	L	1	12.0	T	3	36.0			
NB	1020	821	0	L	2	24.0	T	2	24.0			
SB	0	534	250	T	2	24.0	R	1	12.0			

S I G N A L P H A S I N G

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PMSV	G	Y+R
WB	3	L	T		L		41	79
NB	1	L	T		L		42	78
NB	2	T					27	93
SB	2	T	R		R		27	93

3/20/1987

LOCKWOOD, KESSLER & BARTLETT, INC.
INTERSECTION: 20M-471



DRAFT

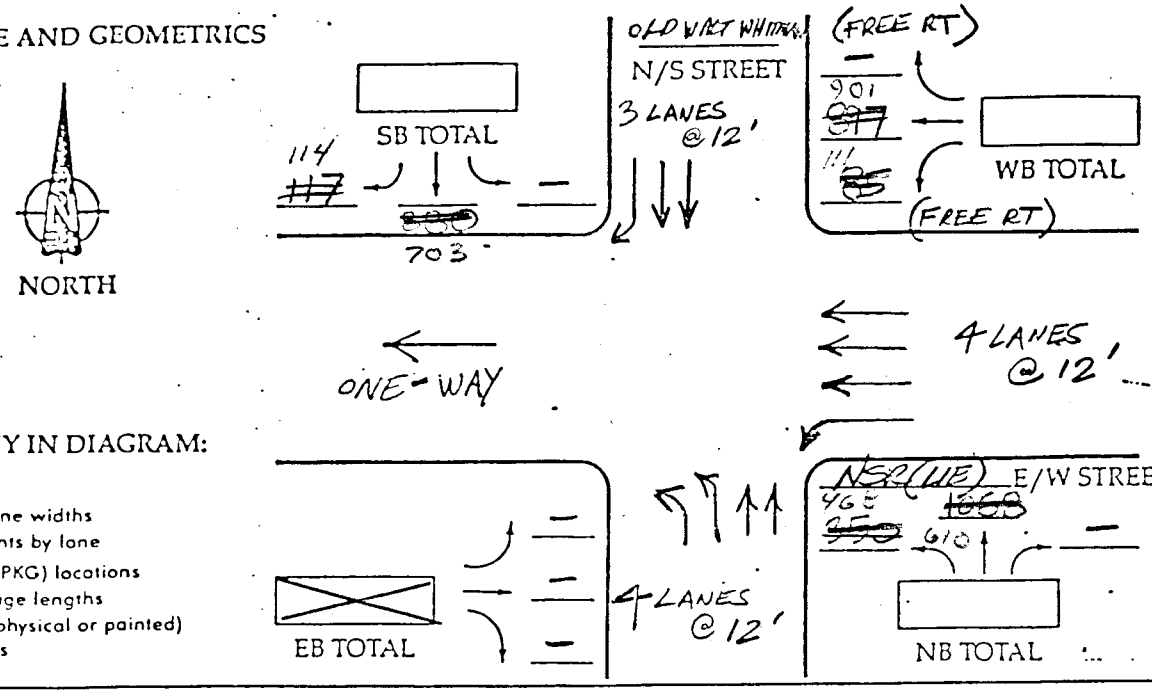
INPUT WORKSHEET PREFERRED PLAN (FIG. 30) (10/87)

Intersection: OLD WAIT WHITM[illegible] RD. / NORTH SERVICE RD. (LIE) Date: 2007 – BUILD w/ IMPROV.

Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB										
WB	+1%	2%	N	–	–	0.90	0	N	–	3
NB	-4%	2%	N	–	–	0.90	0	N	–	3
SB	+2%	2%	N	–	–	0.90	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - NORTH/SOUTH)

DIAGRAM	25	25						
Timing	G = 20 Y + R =	G = 30 Y + R =	G = 30 Y + R =	G = Y + R =	G = 25 Y + R =	G = 25 Y + R =	G = 30 Y + R =	G = Y + R =
Presumed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 90 Sec

LOCKWOOD, KESSLER & BARTLETT, INC.

11/1/1987

MELVILLE GEIS (61[illegible]-01) - PREP

20A-P71

INTERSECTION :
NORTH SERVICE RD. @
OLD WALT WHITMAN RD @
OLD WALT WHITMAN RD
WEEKDAY AM PEAK 2007 - IMPROV. CBD 2 N
ACTUATED SIGNAL

V O L U M E A D J U S T M E N T

APPROACH	LANE GROUP MVM	LANE GROUP VOLUME	FLOW RATE IN GROUP	LANE UTIL FACTOR	ADJ FLOW RATE	PROP OF TURNS LT	PROP OF TURNS RT
EB							
WB	L	111	123	1.00	123	1.00	0.00
	T	901	1001	1.00	1001	0.00	0.00
NB	L	468	520	1.00	520	1.00	0.00
	T	618	687	1.00	687	0.00	0.00
SB	T	703	781	1.00	781	0.00	0.00
	R	114	127	1.00	127	0.00	1.00

S A T U R A T I O N F L O W

APP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
EB												
WB	L	1800	1	1.00	0.99	0.99	1.00	1.00	1.00	1.00	0.85	1500
	T	1800	3	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	5293
NB	L	1800	2	1.00	0.99	1.02	1.00	1.00	1.00	1.00	0.92	3344
	T	1800	2	1.00	0.99	1.02	1.00	1.00	1.00	1.00	1.00	3635
SB	T	1800	2	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	3528
	R	1800	1	1.00	0.99	0.99	1.00	1.00	1.00	0.85	1.00	1500

MELVILLE GEIC (6136-01) - PREP 20A-P I

INTERSECTION :
NORTH SERVICE RD. @
OLD WALT WHITMAN RD @
OLD WALT WHITMAN RD
WEEKDAY AM PEAK 2007 - IMPROV. CBD ? N
ACTUATED SIGNAL

C A P A C I T Y A N A L Y S I S

APP	LN GR MVM	ADJ FLOW RATE	PMSV LT FLOW	ADJ SAT FLW RT	FLOW RATIO	CRIT ?	GREEN RATIO	LN GR CAPACITY	V/C RATIO
EB									
WB	L	123	0	1500	0.082	N	0.333	500	0.246
	T	1001	0	5293	0.189	Y	0.333	1764	0.567
NB	L	520	0	3344	0.156	Y	0.278	929	0.560
	T	687	0	3635	0.189	N	0.556	2019	0.340
SB	T	781	0	3528	0.221	Y	0.278	980	0.797
	R	127	0	1500	0.085	N	0.278	417	0.305

CYCLE LENGTH : 90.0 SUM OF CRITICAL LANES' FLOW RATIOS : 0.566
LOSS TIME PER CYCLE : 9 INTERSECTION V/C : 0.629

L E V E L O F S E R V I C E

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	AP LO
EB												
WB	L	0.246	0.333	90	16.6	500	0.1	1.00	16.7	C		
	T	0.567	0.333	90	18.7	1764	0.3	0.85	16.1	C	16.2	C
NB	L	0.560	0.278	90	21.1	929	0.6	1.00	21.7	C		
	T	0.340	0.556	90	8.3	2019	0.0	0.85	7.1	B	13.4	B
SB	T	0.797	0.278	90	22.9	980	0.3	0.85	22.3	C		
	R	0.305	0.278	90	19.5	417	0.1	0.85	16.7	C	21.5	C

INTERSECTION DELAY : 16.6 secs/veh
LEVEL OF SERVICE : C

LOCKWOOD, KESSLER & BARTLETT, INC. 11/1/1987

MELVILLE GLIS (A13A-[illegible]) - PROJ 20A-P71

INTERSECTION :
NORTH SERVICE RD. @
OLD WALT WHITMAN RD @
OLD WALT WHITMAN RD
WEEKDAY AM PEAK 2007 - IMPROV. OLD?M
ACTUATED SIGNAL

TRAFFIC & ROADWAY CONDITIONS

APP	GRADE (%)	HV (%)	ADJ. PKG LN. Y/N	ADJ. PKG LN. Nm	BUSES (NB)	PHF	CONF. PEDS (peds/hr)	PED BUTTON Y/N	PED BUTTON SEC	ARR TYPE
EB	0	0	N	0	0	0.00	0	N	0.0	3
WB	1	2	N	0	0	0.90	0	N	0.0	3
NB	-4	2	N	0	0	0.90	0	N	0.0	3
SB	2	2	N	0	0	0.90	0	N	0.0	3

GEOMETRICS / VOLUMES

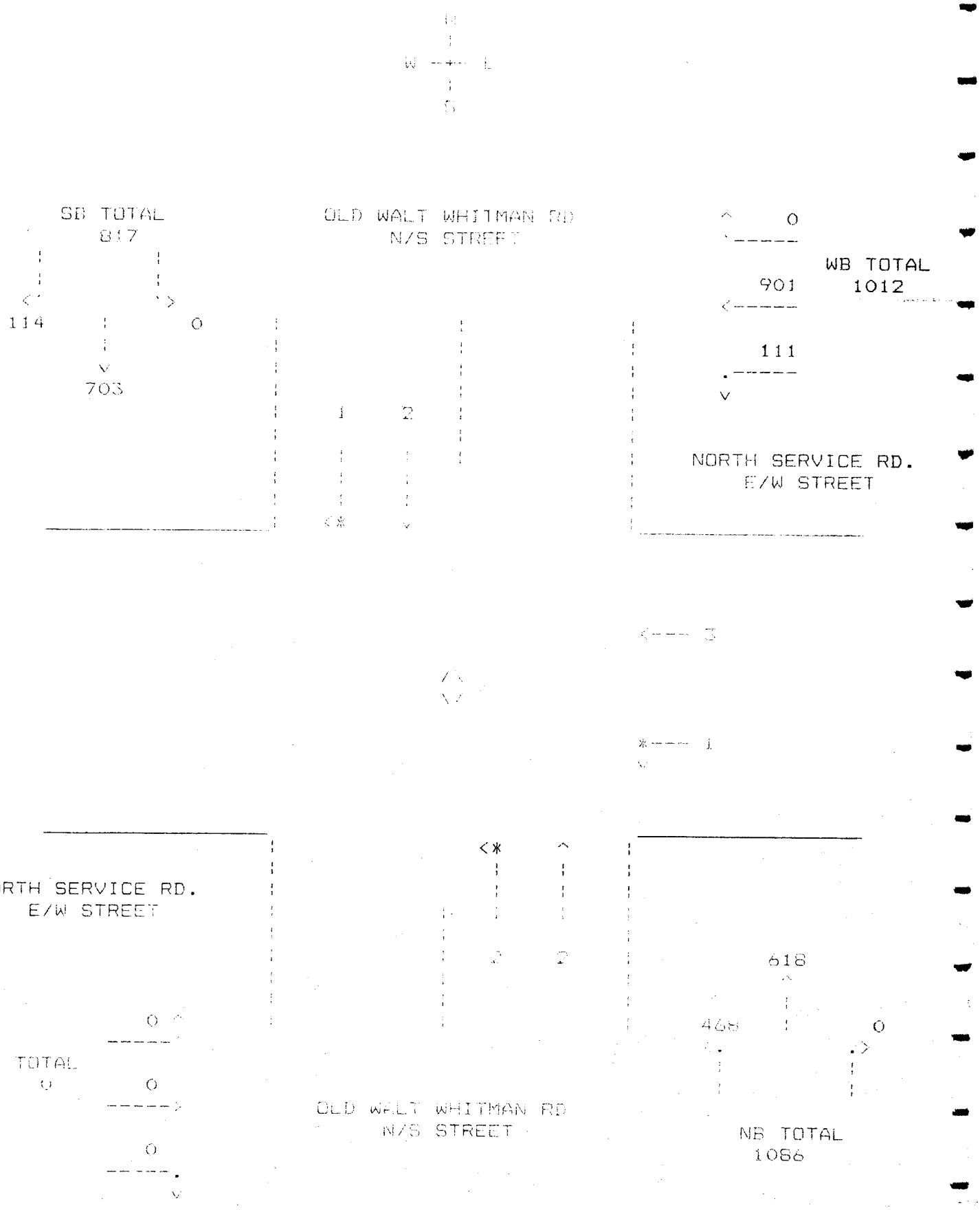
APP	VOLUME LT	VOLUME TH	VOLUME RT	LANE GROUPS 1 MVM	1 LNS	1 WD	2 MVM	2 LNS	2 WD	3 MVM	3 LNS	3 WD
EB	0	0	0									
WB	111	901	0	L	1	12.0	[illegible]	[illegible]	[illegible]			
NB	468	618	0	L	2	24.0	[illegible]	[illegible]	[illegible]			
SB	0	703	114	T	2	24.0	[illegible]	[illegible]	[illegible]			

SIGNAL PHASING

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PMSV	G	Y+R
WB	3	L	T		L		30	60
NB	1	L	T		L		25	65
NB	2	T					25	65
SB	2	T	R		R		25	65

11/1/1987

LOCKWOOD, KESSLER & BARTLETT, INC.
INTERSECTION 304-P71



INPUT WORKSHEET

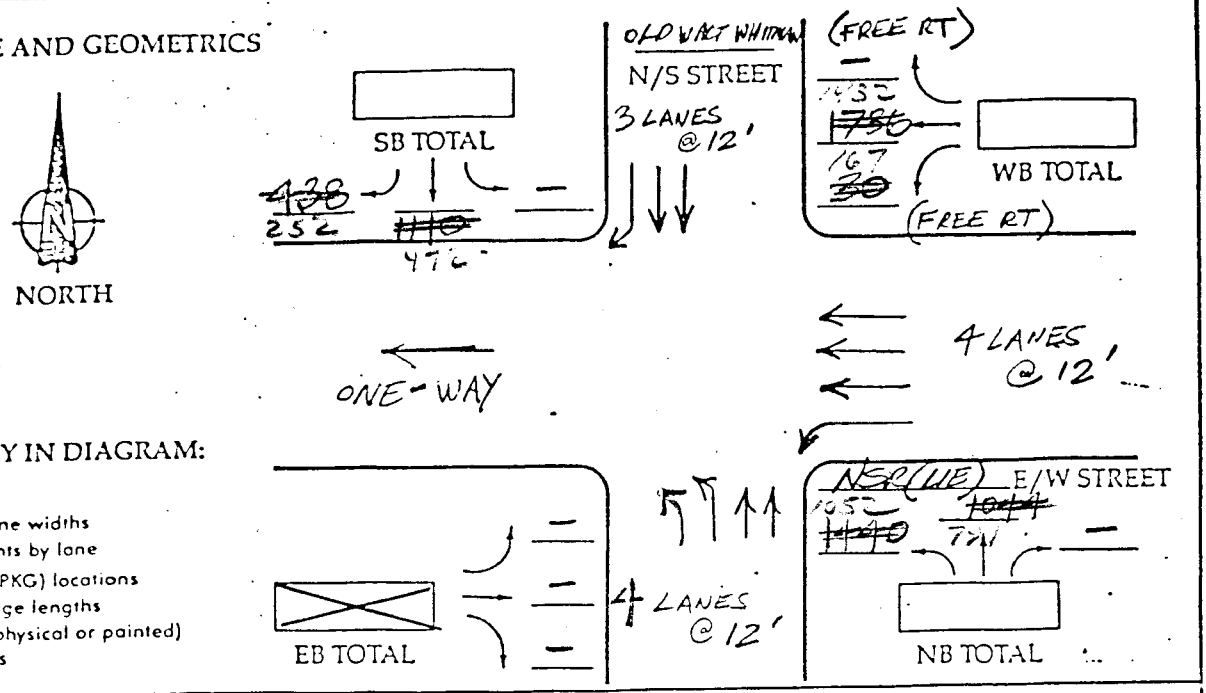
PREFERRED PLAN (FIG. 3) (10/87)

Intersection: OLD WALT WHITMAN RD. / NORTH SERVICE RD. (LIE) Date: 2007 – BUILD W/ IMPROV.

Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB										
WB	+1%	2%	N	–	–	0.90	0	N	–	3
NB	-4%	2%	N	–	–	0.90	0	N	–	3
SB	+2%	2%	N	–	–	0.90	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - NORTH/SOUTH)

DIAGRAM								
								(120)
Timing	G = 20 Y + R =	G = 30 Y + R =	G = 30 Y + R =	G = Y + R =	G = 42 Y + R =	G = 27 Y + R =	G = 41 Y + R =	G = Y + R =
Pretimed or Actuated								

36.9
0

Protected turns | Permitted turns | ------- Pedestrian | Cycle Length 90 Sec

(120)

 LOCKWOOD, KESSLER & BARTLETT, INC. 11/1/1987

MELVILLE GETS (AIAC-01) - [illegible] 20P-P7I

INTERSECTION :
NORTH SERVICE RD. @
OLD WALT WHITMAN RD @
OLD WALT WHITMAN RD
WEEKDAY PM PEAK 2007 - IMPROV. CBD [illegible]
ACTUATED SIGNAL

V O L U M E A D J U S T M E N T

APPROACH	LANE MVM	GROUP VOLUME	FLOW RATE IN GROUP	LANE UTIL FACTOR	ADJ FLOW RATE	PROP OF TURNS LT	RT
EB							
WB	L	167	186	1.00	186	1.00	0.00
	T	1432	1591	1.00	1591	0.00	0.00
NB	L	1052	1169	1.00	1169	1.00	0.00
	T	791	879	1.00	879	0.00	0.00
SB	T	472	524	1.00	[illegible]	0.00	0.00
	R	252	280	1.00	280	0.00	1.00

S A T U R A T I O N F L O W

APP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
EB												
WB	L	1800	1	1.00	0.99	0.99	1.00	1.00	1.00	1.00	0.85	1500
	T	1800	3	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	5293
NB	L	1800	2	1.00	0.99	1.02	1.00	1.00	1.00	1.00	0.92	3344
	T	1800	2	1.00	0.99	1.02	1.00	1.00	1.00	1.00	1.00	3635
SB	T	1800	2	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	3528
	R	1800	1	1.00	0.99	0.99	1.00	1.00	1.00	0.85	1.00	1500

MELVILLE GEIS [illegible] - [illegible] 20P-P

INTERSECTION :
NORTH SERVICE RD. @
OLD WALT WHITMAN RD @
OLD WALT WHITMAN RD
WEEKDAY PM PEAK 2007 - IMPROV. CBD 2 N
ACTUATED SIGNAL

C A P A C I T Y A N A L Y S I S

APP	LN GR MVM	ADJ FLOW RATE	PMSV LT FLOW	ADJ SAT FLW RT	FLOW RATIO	CRIT ?	GREEN RATIO	LN GR CAPACITY	V/C RATIO
EB									
WB	L	186	0	1500	0.124	N	0.342	512	0.363
	T	1591	0	5293	0.301	Y	0.342	1808	0.880
NB	L	1169	0	3344	0.35[illegible]	Y	[illegible]	1170	0.999
	T	879	0	3635	0.24[illegible]	[illegible]	[illegible]	2090	0.421
SB	T	524	0	352[illegible]	0.14[illegible]	[illegible]	[illegible]	794	0.660
	R	260	0	1500	0.18[illegible]	[illegible]	[illegible]	337	0.831

CYCLE LENGTH : 120.0 SUM OF CRITICAL LANES FLOW RATIOS : 0.838
LOSS TIME PER CYCLE : 9 INTERSECTION V/C : 0.9[illegible]

L E V E L O F S E R V I C E

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	AP LO
EB												
WB	L	0.363	0.342	120	22.6	512	0.2	1.00	22.8	C		
	T	0.880	0.342	120	28.3	1808	3.9	0.85	27.4	D	26.9	D
NB	L	0.999	0.350	120	29.6	1170	20.0	1.00	49.6	F		
	T	0.421	0.575	120	10.9	2090	0.1	[illegible]	[illegible]	B	32.3	D
SB	T	0.660	0.225	120	32.2	794	[illegible]	[illegible]	[illegible]	D		
	R	0.831	0.225	120	33.7	337	[illegible]	[illegible]	[illegible]	D	31.8	D

INTERSECTION DELAY : 30.1 secs/veh
LEVEL OF SERVICE : D

INTERSECTION :
NORTH SERVICE RD. @
OLD WALT WHITMAN RD &
OLD WALT WHITMAN RD
WEEKDAY PM PEAK 2007 - IMPROV. CONDN
ACTUATED SIGNAL

T R A F F I C & R O A D W A Y C O N D I T I O N S

APP	GRADE (%)	HV (%)	ADJ. PKG LN. Y/N	Nm	BUSES (NB)	PHF	CONFL. PEDS (ped/hr)	PED Y/N	BUTTON SEC	ARR TYPE
EB	0	0	N	0	0	0.90	0	N	0.0	3
WB	1	2	N	0	0	0.90	0	N	0.0	3
NB	-4	2	N	0	0	0.90	0	N	0.0	3
SB	2	2	N	0	0	0.90	0	N	0.0	3

G E O M E T R I C S / V O L U M E S

APP	VOLUME LT	TH	RT	LANE GROUPS 1 MVM	LNS	WD	2 MVM	LNS	WD	3 MVM	LNS	WD
EB	0	0	0									
WB	167	1437	0	L	1	12.0	T	2	24.0			
NB	1052	791	0	L	2	24.0	T	2	24.0			
SB	0	472	252	T	2	24.0	R	1	12.0			

S I G N A L P H A S I N G

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PERM	G	Y+R
WB	3	L	T		L		41	7
NB	1	L	T		L		42	7
NB	2	T					27	9
SB	2	T	R		R		27	9

LOCKWOOD, KESSLER & BARTLETT, INC.

INTERSECTION 21

OLD WALT WHITMAN RD / SWEET HOLLOW RD

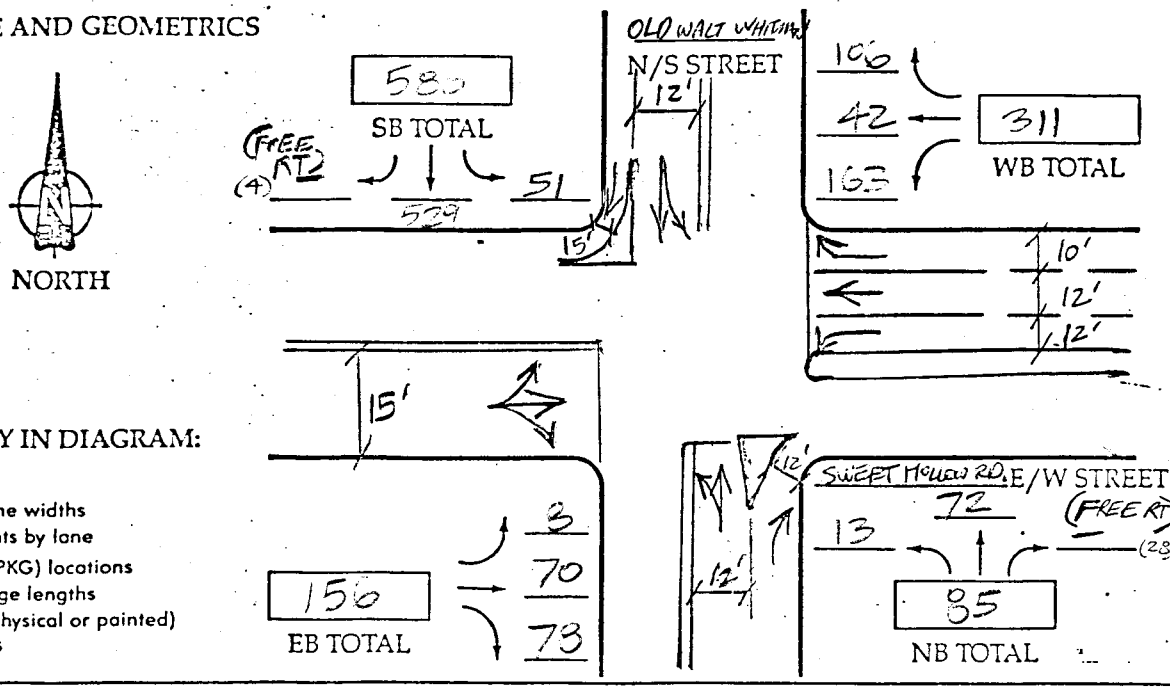
INPUT WORKSHEET

Intersection: OLD WALT WHITMAN RD. / SWEET HOLLOW RD. Date: EXISTING-1986

Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	-1%	2%	N	—	—	0.90	0	N	—	3
WB	-1%	2%	N	—	—	0.90	0	N	—	3
NB	0%	2%	N	—	—	0.90	0	N	—	3
SB	0%	2%	N	—	—	0.90	0	N	—	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - OLD WALT WHITMAN)

DIAGRAM								
Timing	G = 28 Y + R =	G = 14 Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 50 Sec

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:OLD WALT WHITMAN RD /OLDER MILL RD AREA TYPE: NON-CBD

INTERSECTION LOCATION:TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED:1980 P.M. PEAK - EXISTING

ADDITIONAL INFORMATION:MELVILLE GEIS PRO. NO. 6136-00

ANALYST:MM TODAY'S DATE:1-15-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	13	51	5	163
THROUGH VOLUME	72	529	70	42
RIGHT TURNING VOLUME	0	0	78	106
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	3
PEAK HOUR FACTOR	0.90	0.90	0.90	0.90
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	0.00	0.00	-.01	-.01
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	1.00
BASE SATURATION FLOW	1800	1800	1800	1800
NUMBER OF LANES	1	1	1	3
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
SIGNAL TYPE:	SEMI-ACTUATED			
CYCLE LENGTH:	80			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	12	0	0
GREEN TIME	28.0	0.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	12	0	0
GREEN TIME	28.0	0.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	12	0	0
GREEN TIME	14.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	3	17	10
NUMBER OF LANES	1	1	1
LANE WIDTH	12	12	10
GREEN TIME	14.0	14.0	14.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:OLD WALT [illegible] RD./SWIFT [illegible] AREA TYPE:
NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1988 P.M. PEAK - EXISTING
ADDITIONAL INFORMATION:HILLVILLE GEIS PROJ. No. 2138-01
ANALYST:MM TODAY'S DATE:1-19-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 6.7
THE INTERSECTION LEVEL OF SERVICE IS: B

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	3.96	0.00	3.96	A		
NORTHBOUND	2	0.00	0.00	0.00		3.96	A
	3	0.00	0.00	0.00			
	1	5.98	1.48	7.46	B		
SOUTHBOUND	2	0.00	0.00	0.00		7.46	B
	3	0.00	0.00	0.00			
	1	10.87	0.15	11.03	B		
EASTBOUND	2	0.00	0.00	0.00		11.03	B
	3	0.00	0.00	0.00			
	1	11.90	0.00	11.90	B		
WESTBOUND	2	10.11	0.00	10.12	B	11.31	B
	3	10.74	0.13	10.88	B		

*** ADDITIONAL DETAIL INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	94	0	0
PROPORTION LEFT TURNS (PLT)	0.13	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1325	0	0
FLOW RATIO (V/S)	.071	.000	.000
GREEN/CYCLE RATIO (G/C)	.550	.000	.000
LANE GROUP CAPACITY (C)	744	0	0
VOLUME/CAPACITY RATIO (X)	0.127	0.000	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	544	0	0
PROPORTION LEFT TURNS (PLT)	0.09	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1675	0	0
FLOW RATIO (V/S)	.325	.000	.000
GREEN/CYCLE RATIO (G/C)	.550	.000	.000
LANE GROUP CAPACITY (C)	938	0	0
VOLUME/CAPACITY RATIO (X)	0.580	0.000	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	173	0	0
PROPORTION LEFT TURNS (PLT)	0.05	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.50	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1840	0	0
FLOW RATIO (V/S)	.094	.000	.000
GREEN/CYCLE RATIO (G/C)	.280	.000	.000
LANE GROUP CAPACITY (C)	515	0	0
VOLUME/CAPACITY RATIO (X)	0.337	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	181	47	118
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1415	1791	1423
FLOW RATIO (V/S)	.128	.026	.083
GREEN/CYCLE RATIO (G/C)	.280	.280	.280
LANE GROUP CAPACITY (C)	396	501	399
VOLUME/CAPACITY RATIO (X)	0.457	0.093	0.296

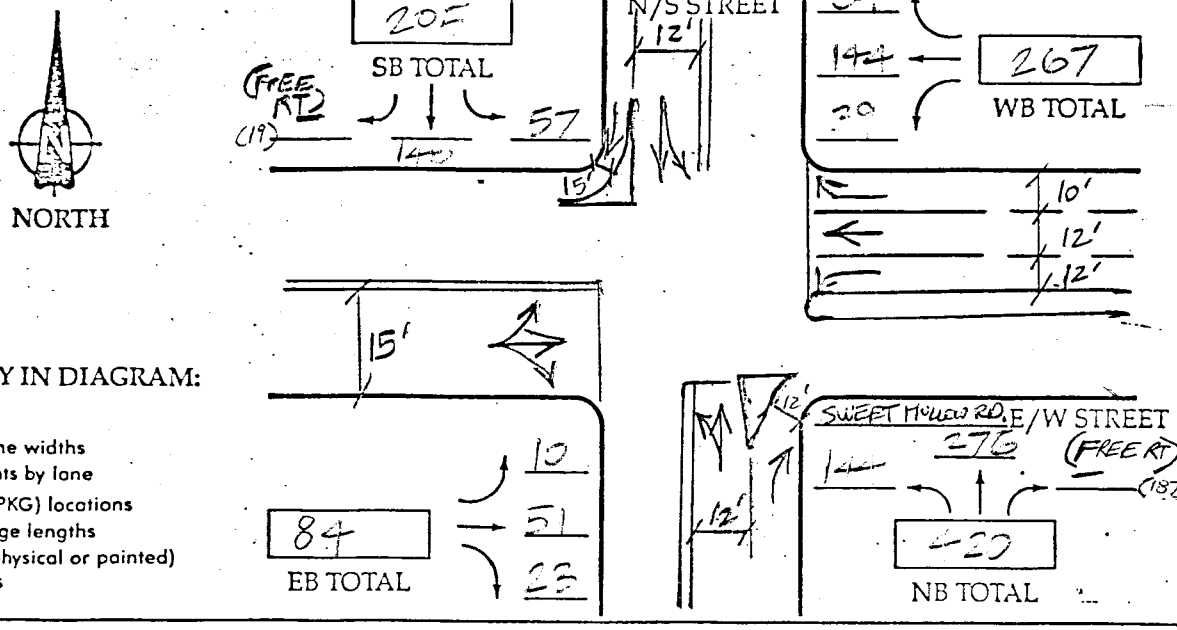
INPUT WORKSHEET

Intersection: OLD WALT WHITMAN RD. / SWEET HOLLOW RD. Date: EXISTING-1986

Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

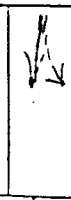
1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	-1%	2%	N	—	—	0.90	0	N	—	3
WB	-1%	2%	N	—	—	0.90	0	N	—	3
NB	0%	2%	N	—	—	0.90	0	N	—	3
SB	0%	2%	N	—	—	0.90	0	N	—	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - OLD WALT WHITMAN)

DIAGRAM								
Timing	G = 28 Y + R =	G = 14 Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 50 Sec

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:OLD WALT WHITMAN R../WALT [illegible] AREA TYPE:
NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1988 P.M. PEAK - EXISTING
ADDITIONAL INFORMATION:MELVILLE GEIS [illegible] NO. 8136-01
ANALYST:MM TODAY'S DATE:1-19-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	44	57	10	39
THROUGH VOLUME	275	148	51	144
RIGHT TURNING VOLUME	3	0	23	84
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	3
PEAK HOUR FACTOR	0.90	0.90	0.90	0.90
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	0.00	0.00	-.01	-.01
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	1.00
BASE SATURATION FLOW	1800	1800	1800	1800
NUMBER OF LANES	1	1	1	1
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0

SIGNAL TYPE: SEMI-ACTUATED
CYCLE LENGTH: 50

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	12	0	0
GREEN TIME	28.0	0.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	12	0	0
GREEN TIME	28.0	0.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	15	0	0
GREEN TIME	14.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	2	17	10
NUMBER OF LANES	1	1	1
LANE WIDTH	12	12	10
GREEN TIME	14.0	14.0	14.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:OLD WALT WHITMAN RD./SWEET HOLLOW RD. AREA TYPE: NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1986 P.M. PEAK - EXISTING
ADDITIONAL INFORMATION:MELVILLE GEIS PROJ. No. 6135-[illegible]
ANALYST:MM TODAY'S DATE:[illegible]-19-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 7.7
THE INTERSECTION LEVEL OF SERVICE IS: B

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	5.34	0.62	5.96	B		
NORTHBOUND	2	0.00	0.00	0.00		5.96	B
	3	0.00	0.00	0.00			
	1	4.38	0.06	4.44	A		
SOUTHBOUND	2	0.00	0.00	0.00		4.44	A
	3	0.00	0.00	0.00			
	1	10.38	0.02	10.40	B		
EASTBOUND	2	0.00	0.00	0.00		10.40	B
	3	0.00	0.00	0.0[illegible]			
	1	10.12	0.00	[illegible]	B		
WESTBOUND	2	10.82	0.1[illegible]	[illegible]	B	10.72	B
	3	10.54	0.0[illegible]	10.60	B		

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	40	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	1.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1500	0	0
FLOW RATIO (V/S)	.311	.000	.000
GREEN/CYCLE RATIO (G/C)	.550	.000	.000
LANE GROUP CAPACITY (C)	842	0	0
VOLUME/CAPACITY RATIO (X)	0.555	0.000	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	228	0	0
PROPORTION LEFT TURNS (PLT)	0.28	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1418	0	0
FLOW RATIO (V/S)	.161	.000	.000
GREEN/CYCLE RATIO (G/C)	.550	.000	.000
LANE GROUP CAPACITY (C)	794	0	0
VOLUME/CAPACITY RATIO (X)	0.287	0.000	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	53	0	0
PROPORTION LEFT TURNS (PLT)	0.12	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.27	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1835	0	0
FLOW RATIO (V/S)	.051	.000	.000
GREEN/CYCLE RATIO (G/C)	.280	.000	.000
LANE GROUP CAPACITY (C)	514	0	0
VOLUME/CAPACITY RATIO (X)	0.182	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	43	160	93
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1500	1500	1423
FLOW RATIO (V/S)	.029	.107	.066
GREEN/CYCLE RATIO (G/C)	.550	.550	.280
LANE GROUP CAPACITY (C)	432	825	399
VOLUME/CAPACITY RATIO (X)	0.067	0.193	0.234

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HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION: OLD WALT WHITMAN RD./SWEET HOLLOW RD. AREA TYPE: ON-CBD

INTERSECTION LOCATION: TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED: 1992 A.M. PEAK - BUILD

ADDITIONAL INFORMATION: MELVILLE GEIS PRJ. No. 6136-01

ANALYST: MM TODAY'S DATE: 1-19-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	14	55	9	175
THROUGH VOLUME	98	693	75	45
RIGHT TURNING VOLUME	0	0	84	114
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	3
PEAK HOUR FACTOR	0.90	0.90	0.90	0.90
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	0.00	0.00	-.01	-.01
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	1.00
BASE SATURATION FLOW	1800	1800	1800	1800
NUMBER OF LANES	1	1	1	3
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0

SIGNAL TYPE: SEMI-ACTUATED

CYCLE LENGTH: 50

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	12	0	0
GREEN TIME	28.0	0.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	12	0	0
GREEN TIME	28.0	0.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	15	0	0
GREEN TIME	14.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	2	17	10
NUMBER OF LANES	1	1	1
LANE WIDTH	12	12	10
GREEN TIME	14.0	14.0	14.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:OLD WALT WHITMAN RD./SWEET HOLLOW RD. AREA TYPE: NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 A.M. PEAK - BUILD
ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01
ANALYST:MM TODAY'S DATE:1-19-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 12.5
THE INTERSECTION LEVEL OF SERVICE IS: B

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	4.11	0.02	4.13	A		
NORTHBOUND	2	0.00	0.00	0.00		4.13	A
	3	0.00	0.00	0.00			
	1	7.29	7.20	14.49	B		
SOUTHBOUND	2	0.00	0.00	0.00		14.49	B
	3	0.00	0.00	0.00			
	1	10.96	0.20	11.16	B		
EASTBOUND	2	0.00	0.00	0.00		11.16	B
	3	0.00	0.00	0.00			
	1	11.47	0.90	12.37	B		
WESTBOUND	2	10.13	0.00	10.14	B	11.59	B
	3	10.81	0.16	10.97	B		

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
DJUSTED FLOW (V)	134	0	0
ROPORTION LEFT TURNS (PLT)	0.13	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.60	0.00	0.00
DJ. SATURATION FLOW RATE (S)	1174	0	0
LOW RATIO (V/S)	.106	.000	.000
GREEN/CYCLE RATIO (G/C)	.560	.000	.000
ANE GROUP CAPACITY (C)	658	0	0
OLUME/CAPACITY RATIO (X)	0.187	0.000	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
DJUSTED FLOW (V)	831	0	0
PROPORTION LEFT TURNS (PLT)	0.07	0.00	0.00
ROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
DJ. SATURATION FLOW RATE (S)	1677	0	0
FLOW RATIO (V/S)	.495	.000	.000
GREEN/CYCLE RATIO (G/C)	.560	.000	.000
ANE GROUP CAPACITY (C)	939	0	0
OLUME/CAPACITY RATIO (X)	0.885	0.000	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	187	0	0
ROPORTION LEFT TURNS (PLT)	0.05	0.00	0.00
ROPORTION RIGHT TURNS (PRT)	0.50	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1836	0	0
FLOW RATIO (V/S)	.102	.000	.000
REEN/CYCLE RATIO (G/C)	.280	.000	.000
ANE GROUP CAPACITY (C)	514	0	0
VOLUME/CAPACITY RATIO (X)	0.363	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	194	50	127
ROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
ROPORTION RIGHT TURNS (PRT)	0.07	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1771	1781	1423
LOW RATIO (V/S)	.110	.028	.089
REEN/CYCLE RATIO (G/C)	.287	.280	.280
LANE GROUP CAPACITY (C)	508	501	399
OLUME/CAPACITY RATIO (X)	0.384	0.100	0.318

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION: OLD WALT WHITMAN RD./SWEET HOLLOW RD. AREA TYPE: CBD

INTERSECTION LOCATION: TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED: 1992 P.M. PEAK - BUILD

ADDITIONAL INFORMATION: MELVILLE GEIS PRJ. No. 6136-01

ANALYST: MM TODAY'S DATE: 1-19-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	155	61	11	42
THROUGH VOLUME	416	184	55	155
RIGHT TURNING VOLUME	0	0	25	90
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	3
PEAK HOUR FACTOR	0.90	0.90	0.90	0.90
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	0.00	0.00	-.01	-.01
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	1.00
BASE SATURATION FLOW	1800	1800	1800	1800
NUMBER OF LANES	1	1	1	3
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
SIGNAL TYPE:	SEMI-ACTUATED			
CYCLE LENGTH:	50			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	12	0	0
GREEN TIME	28.0	0.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	12	0	0
GREEN TIME	28.0	0.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	15	0	0
GREEN TIME	14.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	2	17	10
NUMBER OF LANES	1	1	1
LANE WIDTH	12	12	10
GREEN TIME	14.0	14.0	14.0

NON-CBD SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION: OLD WALT WHITMAN RD./SWEET HOLLOW RD. AREA TYPE: NON-CBD

INTERSECTION LOCATION: TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED: 1992 P.M. PEAK - BUILD

ADDITIONAL INFORMATION: MELVILLE GEIS PRJ. No. 6136-01

ANALYST: MM TODAY'S DATE: 1-19-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 8.7

THE INTERSECTION LEVEL OF SERVICE IS: B

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	6.35	2.64	8.99	B		
NORTHBOUND	2	0.00	0.00	0.00		8.99	B
	3	0.00	0.00	0.00			
	1	4.68	0.17	4.85	A		
SOUTHBOUND	2	0.00	0.00	0.00		4.85	A
	3	0.00	0.00	0.00			
	1	10.43	0.03	10.45	B		
EASTBOUND	2	0.00	0.00	0.00		10.45	B
	3	0.00	0.00	0.00			
	1	10.14	0.00	10.14	B		
WESTBOUND	2	0.50	0.17	11.07	B	10.81	B
	3	10.59	0.07	10.67	B		

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	[illegible]	0	0
PROPORTION LEFT TURNS (PLT)	[illegible]	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	[illegible]	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	[illegible]	0	0
FLOW RATIO (V/S)	[illegible]	.000	.000
GREEN/CYCLE RATIO (G/C)	[illegible]	.000	.000
LANE GROUP CAPACITY (C)	[illegible]	0	0
VOLUME/CAPACITY RATIO (X)	[illegible]	0.000	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	272	0	0
PROPORTION LEFT TURNS (PLT)	0.25	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1276	0	0
FLOW RATIO (V/S)	.213	.000	.000
GREEN/CYCLE RATIO (G/C)	.560	.000	.000
LANE GROUP CAPACITY (C)	715	0	0
VOLUME/CAPACITY RATIO (X)	0.381	0.000	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	101	0	0
PROPORTION LEFT TURNS (PLT)	0.12	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.27	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1825	0	0
FLOW RATIO (V/S)	.055	.000	.000
GREEN/CYCLE RATIO (G/C)	.280	.000	.000
LANE GROUP CAPACITY (C)	511	0	0
VOLUME/CAPACITY RATIO (X)	0.198	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	47	172	100
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1629	1791	1423
FLOW RATIO (V/S)	.029	.096	.070
GREEN/CYCLE RATIO (G/C)	.280	.280	.280
LANE GROUP CAPACITY (C)	456	501	399
VOLUME/CAPACITY RATIO (X)	0.102	0.343	0.251

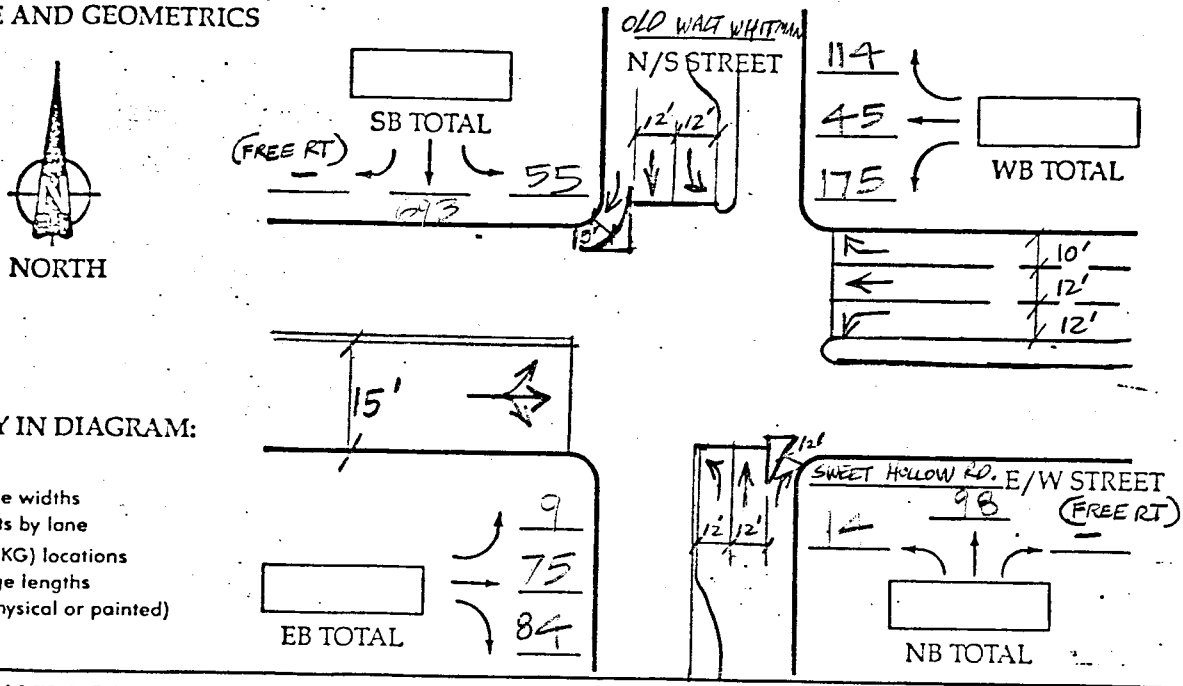
INPUT WORKSHEET

Intersection: OLD WALT WHITMAN RD. / SWEET HOLLOW RD. Date: 1992 - FUTURE BUILD W/ IMPROV.

Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

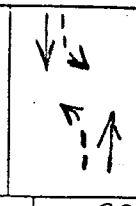
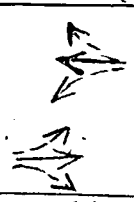
1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	-1%	2%	N	—	—	0.90	0	N	—	3
WB	-1%	2%	N	—	—	0.90	0	N	—	3
NB	0%	2%	N	—	—	0.90	0	N	—	3
SB	0%	2%	N	—	—	0.90	0	N	—	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - OLD WALT WHITMAN)

DIAGRAM								
Timing	G = 28 Y + R =	G = 14 Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 50 Sec

HCM(1985) SIGNALIZED INTERSECTION

INTERSECTION:OLD WALT WHITMAN RD./SWEET HOLLOW RD. AREA TYPE:
NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 AM PEAK BUILD W/ IMPROV.
ADDITIONAL INFORMATION:MELVILLE GEIS PRO. No. 6136-0
ANALYST:ML TODAY'S DATE:2-12-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	14	55	9	175
THROUGH VOLUME	98	693	75	45
RIGHT TURNING VOLUME	0	0	84	114
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	3
PEAK HOUR FACTOR	0.90	0.90	0.90	0.90
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	0.00	0.00	-.01	-.01
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	1.00
BASE SATURATION FLOW	1800	1800	1800	1500
NUMBER OF LANES	2	2	2	2
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
SIGNAL TYPE:	SEMI-ACTUATED			
CYCLE LENGTH:	50			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	2	7	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	15	0
GREEN TIME	28.0	28.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	2	17	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	12	0
GREEN TIME	28.0	28.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	15	0	0
GREEN TIME	14.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	2	17	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	12	0
GREEN TIME	14.0	14.0	14.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:OLD WALT WHITMAN RD./SWEET HOLLOW R.D. AREA TYPE: NON-CBD

INTERSECTION LOCATION:TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED:1992 AM PEAK - BUILD W/ IMPROV.

ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01

ANALYST:ML TODAY'S DATE:2-12-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 9.3

THE INTERSECTION LEVEL OF SERVICE IS: B

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	3.79	0.00	3.79	A		
NORTHBOUND	2	3.92	0.00	3.92	A	3.90	A
	3	0.00	0.00	0.00			
	1	3.84	0.00	3.84	A		
SOUTHBOUND	2	6.48	2.64	9.12	B	8.73	B
	3	0.00	0.00	0.00			
	1	10.96	0.20	11.16	B		
EASTBOUND	2	0.00	0.00	0.00		11.16	B
	3	0.00	0.00	0.00			
	1	11.47	0.90	12.37	B		
WESTBOUND	2	10.13	0.00	10.14	B	11.59	B
	3	10.81	0.16	10.97	B		

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	11	109	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	511	1782	0
FLOW RATIO (V/S)	.030	.061	.000
GREEN/CYCLE RATIO (G/C)	.560	.560	.000
LANE GROUP CAPACITY (C)	287	998	0
VOLUME/CAPACITY RATIO (X)	0.054	0.109	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	61	770	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1468	1782	0
FLOW RATIO (V/S)	.042	.432	.000
GREEN/CYCLE RATIO (G/C)	.560	.560	.000
LANE GROUP CAPACITY (C)	822	998	0
VOLUME/CAPACITY RATIO (X)	0.074	0.772	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	187	0	0
PROPORTION LEFT TURNS (PLT)	0.05	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.50	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1836	0	0
FLOW RATIO (V/S)	.102	.000	.000
GREEN/CYCLE RATIO (G/C)	.280	.000	.000
LANE GROUP CAPACITY (C)	514	0	0
VOLUME/CAPACITY RATIO (X)	0.363	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	194	50	127
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1379	1791	1423
FLOW RATIO (V/S)	.141	.028	.089
GREEN/CYCLE RATIO (G/C)	.280	.280	.280
LANE GROUP CAPACITY (C)	386	501	399
VOLUME/CAPACITY RATIO (X)	0.504	0.100	0.318

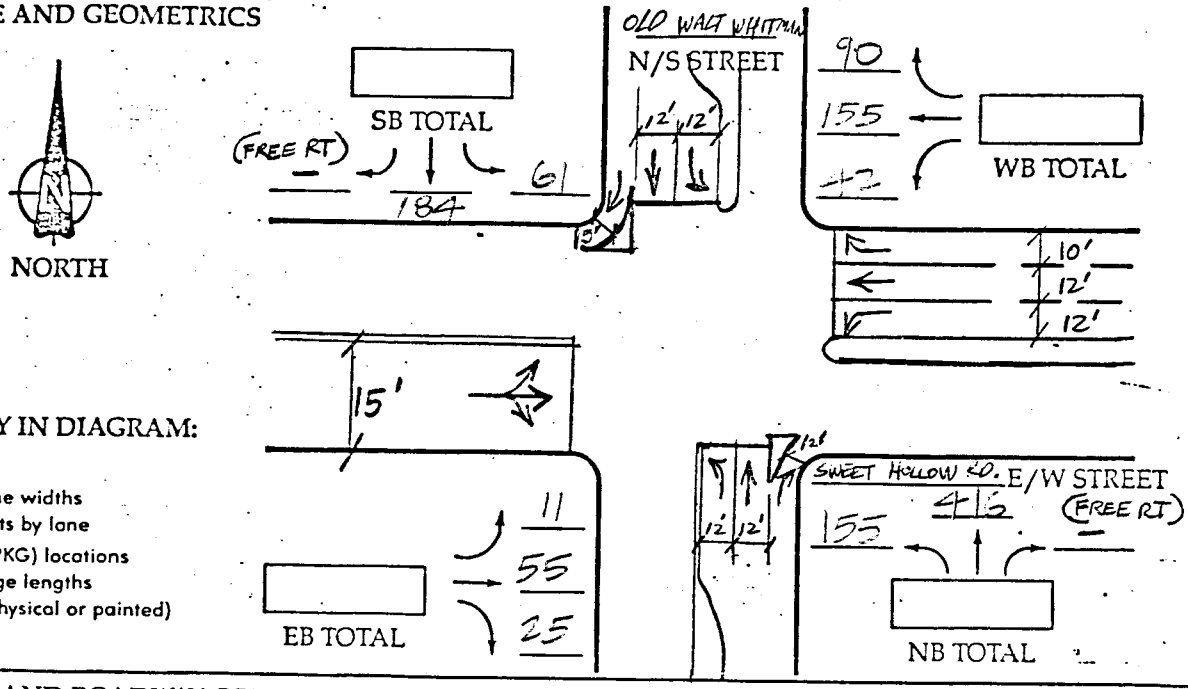
INPUT WORKSHEET

Intersection: OLD WALT WHITMAN RD. / SWEET HOLLOW RD. Date: 1997 – FUTURE BUILD W/ IMPROV.

Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	-1%	2%	N	–	–	0.90	0	N	–	3
WB	-1%	2%	N	–	–	0.90	0	N	–	3
NB	0%	2%	N	–	–	0.90	0	N	–	3
SB	0%	2%	N	–	–	0.90	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - OLD WALT WHITMAN)

DIAGRAM								
Timing	G = 28 Y + R =	G = 14 Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 50 Sec

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:OLD WALT WHITMAN RD./[illegible] AREA TYPE:
NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1[illegible] PM PEAK - BUILD W/ IMPROV.
ADDITIONAL INFORMATION:MELVILLE GEIS #[illegible], Inc. 631-6[illegible]
ANALYST:ML [illegible]'88 DATE:2-12-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	155	61	11	42
THROUGH VOLUME	416	184	55	155
RIGHT TURNING VOLUME	0	0	25	90
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	3
PEAK HOUR FACTOR	0.90	0.90	0.90	0.90
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	0.00	0.00	-.01	-.01
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	1.00
BASE SATURATION FLOW	1800	1800	1800	1800
NUMBER OF LANES	2	2	1	3
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
SIGNAL TYPE:	SEMI-ACTUATED			
CYCLE LENGTH:	50			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	2	17	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	12	0
GREEN TIME	28.0	28.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	2	17	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	12	0
GREEN TIME	28.0	28.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	7	0	0
NUMBER OF LANES	1	0	0
LANE WIDTH	15	0	0
GREEN TIME	14.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	2	17	10
NUMBER OF LANES	1	1	1
LANE WIDTH	12	12	10
GREEN TIME	14.0	14.0	14.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION: OLD WALT WHITMAN RD./SWEET HOLLOW RD. AREA TYPE: NON-CBD

INTERSECTION LOCATION: TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED: 1992 PM PEAK - BUILD W/ IMPROV.

ADDITIONAL INFORMATION: MELVILLE GEIS PRJ. No. 6136-01

ANALYST: ML TODAY'S DATE: 2-12-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 6.6

THE INTERSECTION LEVEL OF SERVICE IS: B

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
NORTHBOUND	1	4.23	0.03	4.26	A		
	2	4.97	0.26	5.22	B	4.96	A
	3	0.00	0.00	0.00			
SOUTHBOUND	1	3.97	0.01	3.97	A		
	2	4.16	0.01	4.17	A	4.12	A
	3	0.00	0.00	0.00			
EASTBOUND	1	10.43	0.03	10.45	B		
	2	0.00	0.00	0.00		10.45	B
	3	0.00	0.00	0.00			
WESTBOUND	1	10.14	0.00	10.14	B		
	2	10.74	0.17	11.07	B	10.81	B
	3	10.59	0.07	10.67	B		

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	[illegible]	462	0
PROPORTION LEFT TURNS (PLT)	[illegible]	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	[illegible]	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	[illegible]	1782	0
FLOW RATIO (V/S)	[illegible]	.259	.000
GREEN/CYCLE RATIO (G/C)	.560	.560	.000
LANE GROUP CAPACITY (C)	[illegible]	998	0
VOLUME/CAPACITY RATIO (X)	0.233	0.463	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	[illegible]	204	0
PROPORTION LEFT TURNS (PLT)	[illegible]	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	[illegible]	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	[illegible]	1782	0
FLOW RATIO (V/S)	[illegible]	.115	.000
GREEN/CYCLE RATIO (G/C)	[illegible]	.560	.000
LANE GROUP CAPACITY (C)	[illegible]	998	0
VOLUME/CAPACITY RATIO (X)	0.130	0.207	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	101	0	0
PROPORTION LEFT TURNS (PLT)	0.12	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.27	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1825	0	0
FLOW RATIO (V/S)	.055	.000	.000
GREEN/CYCLE RATIO (G/C)	.280	.000	.000
LANE GROUP CAPACITY (C)	511	0	0
VOLUME/CAPACITY RATIO (X)	0.198	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	47	172	100
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1629	1791	1423
FLOW RATIO (V/S)	.029	.096	.070
GREEN/CYCLE RATIO (G/C)	.280	.280	.280
LANE GROUP CAPACITY (C)	456	501	399
VOLUME/CAPACITY RATIO (X)	0.102	0.343	0.251

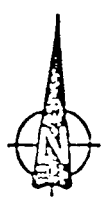
INPUT WORKSHEET

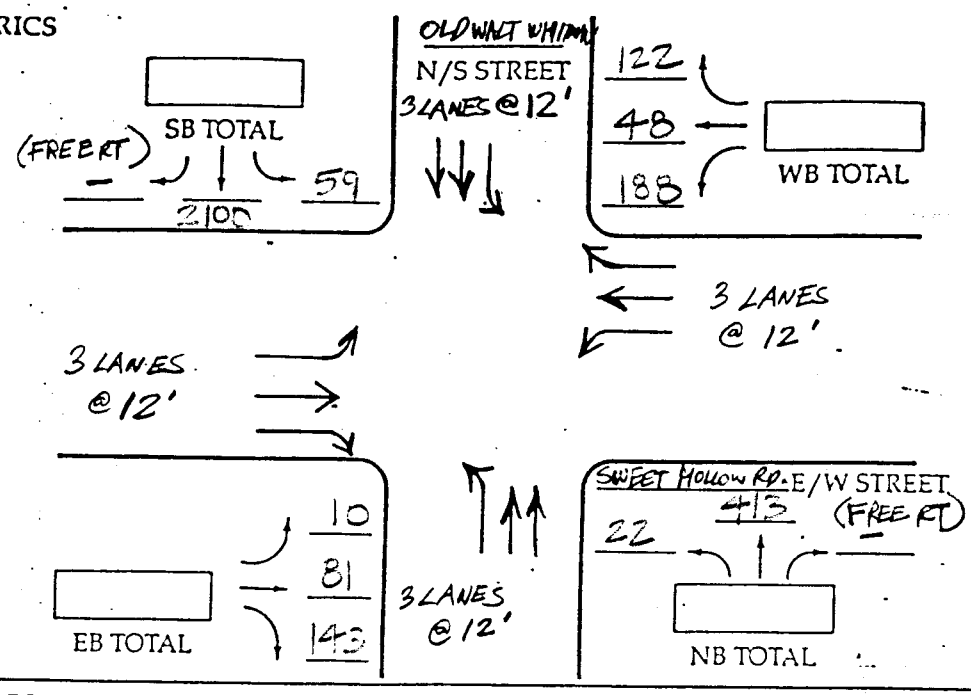
Intersection: OLD WALT WHITMAN RD./SWEET HOLLOW RD. Date: 2007 - BUILD w/ IMPROV.

Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS





IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	-1%	2%	N	–	–	0.90	0	N	–	3
WB	-1%	2%	N	–	–	0.90	0	N	–	3
NB	0%	2%	N	–	–	0.90	0	N	–	3
SB	0%	2%	N	–	–	0.90	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI - ACT. (MAIN ST. - NORTH/SOUTH)

DIAGRAM								
Timing	G = 5 Y + R =	G = 45 Y + R =	G = 10 Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | ------- Pedestrian | Cycle Length 70 Sec

****

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

NTERSECTION:OLD WALT WHITMAN RD./SWEET HOLLOW RD. AREA TYPE:
ON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
ATE AND TIME PERIOD ANALYZED:2007 A.M. PEAK - BUILD W/IMPROV.
DDITIONAL INFORMATION:MELVILLE GEIS - PRJ. No. 6136-01
ANALYST:ML TODAY'S DATE:3-2-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
EFT TURNING VOLUME	22	59	10	188
HROUGH VOLUME	413	2100	81	48
RIGHT TURNING VOLUME	0	0	143	122
EDESTRIANS	0	0	0	0
RRIVAL TYPE	3	3	3	3
EAK HOUR FACTOR	0.90	0.90	0.90	0.90
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.02
UMBER OF BUSES	0	0	0	0
RADE	0.00	0.00	-.01	-.01
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	1.00
ASE SATURATION FLOW	1800	1800	1800	1800
UMBER OF LANES	3	3	3	3
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0

IGNAL TYPE: SEMI-ACTUATED
YCLE LENGTH: 70

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ANE GROUP CONFIGURATION	3	17	0
NUMBER OF LANES	1	2	0
.ANE WIDTH	12	12	0
REEN TIME	50.0	45.0	0.0
GREEN, PROTECTED PHASE	5.0	0.0	0.0
G+C, PERMISSIVE PHASE	45.0	0.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ANE GROUP CONFIGURATION	3	17	0
UMBER OF LANES	1	2	0
LANE WIDTH	12	12	0
GREEN TIME	50.0	45.0	0.0
GREEN, PROTECTED PHASE	5.0	0.0	0.0
G+C, PERMISSIVE PHASE	45.0	0.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ANE GROUP CONFIGURATION	2	17	10
NUMBER OF LANES	1	1	1
.ANE WIDTH	12	12	12
REEN TIME	10.0	10.0	10.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ANE GROUP CONFIGURATION	2	17	10
UMBER OF LANES	1	1	1
LANE WIDTH	12	12	12
REEN TIME	10.0	10.0	10.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:OLD WALT WHITMAN RD./SWEET HOLLOW RD. AREA TYPE: NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:2007 A.M. PEAK - BUILD W/IMPROV.
ADDITIONAL INFORMATION:MELVILLE GEIS - PRJ. No. 6136-01
ANALYST:ML TODAY'S DATE:3-2-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 24.2
THE INTERSECTION LEVEL OF SERVICE IS: C

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	2.17	0.00	2.17	A		
NORTHBOUND	2	3.89	0.01	3.90	A	3.58	A
	3	0.00	0.00	0.00			
	1	2.17	0.00	2.17	A		
SOUTHBOUND	2	9.83	18.79	28.62	D	22.46	C
	3	0.00	0.00	0.00			
	1	19.69	0.00	19.69	C		
EASTBOUND	2	20.58	0.36	20.94	C	26.28	D
	3	21.82	7.95	29.77	D		
	1	23.12	79.53	102.65	F		
WESTBOUND	2	20.14	0.06	20.20	C	65.22	F
	3	21.45	3.81	25.26	D		

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1		LANE GROUP 2			LANE GROUP 3
ADJUSTED FLOW (V)	0		459			0
* PROT/PERM FLOWS	0	24	0	0	0	0
PROPORTION LEFT TURNS (PLT)	1.00		0.00			0.00
PROPORTION RIGHT TURNS (PRT)	0.00		0.00			0.00
ADJ. SATURATION FLOW RATE (S)	1693		3564			0
FLOW RATIO (V/S)	.000		.129			.000
* PROT/PERM FLOW RATIOS	.000	.061	.000	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.714		.643			.000
* PROT/PERM G/C RATIOS	.071	.643	.000	.000	.000	.000
LANE GROUP CAPACITY (C)	0		2291			0
* PROT/PERM CAPACITIES	121	103	0	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000		0.200			0.000
* PROT/PERM V/C RATIOS	.000	.238	.000	.000	.000	.000

SOUTHBOUND:	LANE GROUP 1		LANE GROUP 2			LANE GROUP 3
ADJUSTED FLOW (V)	0		2333			0
* PROT/PERM FLOWS	0	66	0	0	0	0
PROPORTION LEFT TURNS (PLT)	1.00		0.00			0.00
PROPORTION RIGHT TURNS (PRT)	0.00		0.00			0.00
ADJ. SATURATION FLOW RATE (S)	1693		3564			0
FLOW RATIO (V/S)	.000		.655			.000
* PROT/PERM FLOW RATIOS	.000	.418	.000	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.714		.643			.000
* PROT/PERM G/C RATIOS	.071	.643	.000	.000	.000	.000
LANE GROUP CAPACITY (C)	0		2291			0
* PROT/PERM CAPACITIES	121	708	0	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000		1.018			0.000
* PROT/PERM V/C RATIOS	.000	.093	.000	.000	.000	.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	11	90	159
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1521	1791	1522
FLOW RATIO (V/S)	.007	.050	.104
GREEN/CYCLE RATIO (G/C)	.143	.143	.143
LANE GROUP CAPACITY (C)	217	256	217
VOLUME/CAPACITY RATIO (X)	0.051	0.352	0.731

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	209	53	136
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1351	1791	1522
FLOW RATIO (V/S)	.155	.030	.089
GREEN/CYCLE RATIO (G/C)	.143	.143	.143
LANE GROUP CAPACITY (C)	193	256	217
VOLUME/CAPACITY RATIO (X)	1.082	0.208	0.623

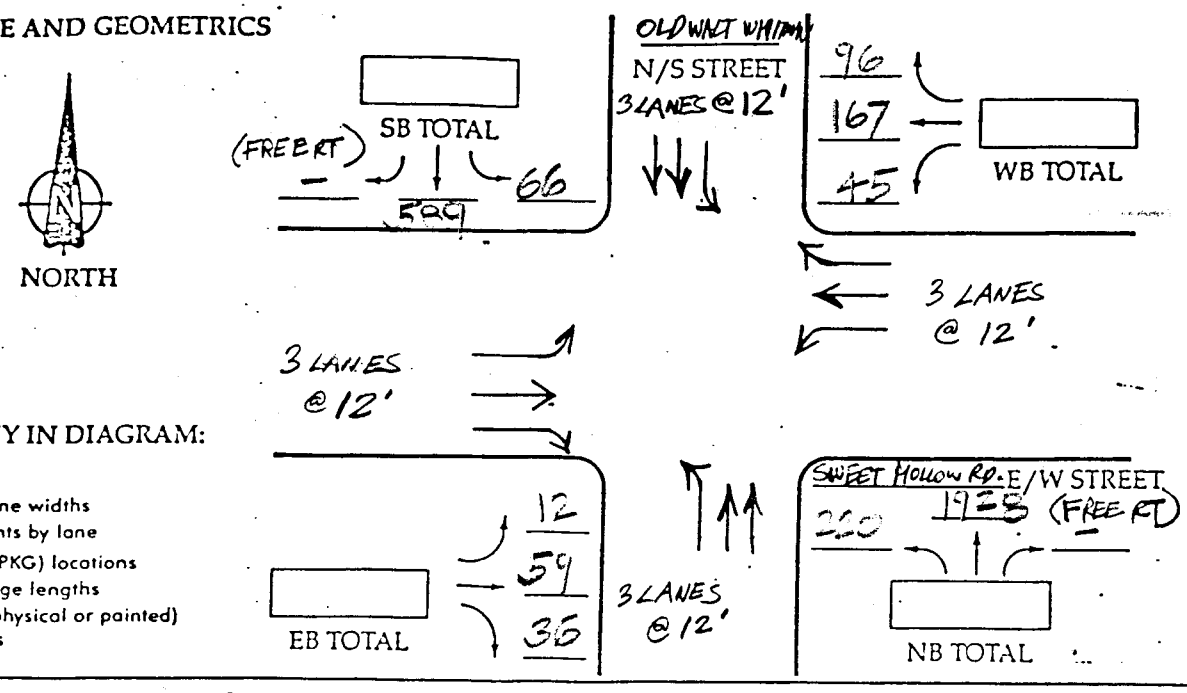
INPUT WORKSHEET

Intersection: OLD WALT WHITMAN RD / SWEET HOLLOW RD. Date: 2007 - BUILD w/ IMPRV.

Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	-1%	2%	N	–	–	0.90	0	N	–	3
WB	-1%	2%	N	–	–	0.90	0	N	–	3
NB	0%	2%	N	–	–	0.90	0	N	–	3
SB	0%	2%	N	–	–	0.90	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI - ACT. (MAIN ST. - NORTH/SOUTH)

DIAGRAM								
Timing	G = 5 Y + R =	G = 45 Y + R =	G = 10 Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | ------- Pedestrian | Cycle Length 70 Sec

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION: OLD WALT WHITMAN RD./SWEET HOLLOW RD. AREA TYPE: NON-CBD

INTERSECTION LOCATION: TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED: 2007 P.M. PEAK - BUILD W/IMPROV.

ADDITIONAL INFORMATION: MELVILLE GEIS - PRJ. No. 6136-01

ANALYST: ML TODAY'S DATE: 3-2-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	220	66	12	45
THROUGH VOLUME	1928	589	59	167
RIGHT TURNING VOLUME	0	0	36	96
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	3
PEAK HOUR FACTOR	0.90	0.90	0.90	0.90
PERCENT HEAVY VEHICLES	0.02	0.02	0.02	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	0.00	0.00	-.01	-.01
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	1.00
BASE SATURATION FLOW	1800	1800	1800	1800
NUMBER OF LANES	3	3	3	3
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0

SIGNAL TYPE: SEMI-ACTUATED

CYCLE LENGTH: 70

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	3	17	0
NUMBER OF LANES	1	2	0
LANE WIDTH	12	12	0
GREEN TIME	50.0	45.0	0.0
GREEN, PROTECTED PHASE	5.0	0.0	0.0
G+C, PERMISSIVE PHASE	45.0	0.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	3	17	0
NUMBER OF LANES	1	2	0
LANE WIDTH	12	12	0
GREEN TIME	50.0	45.0	0.0
GREEN, PROTECTED PHASE	5.0	0.0	0.0
G+C, PERMISSIVE PHASE	45.0	0.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	2	17	10
NUMBER OF LANES	1	1	1
LANE WIDTH	12	12	12
GREEN TIME	10.0	10.0	10.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	2	17	10
NUMBER OF LANES	1	1	1
LANE WIDTH	12	12	12
GREEN TIME	10.0	10.0	10.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION: OLD WALT WHITMAN RD./SWEET HOLLOW RD. AREA TYPE: NON-CBD

INTERSECTION LOCATION: TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED: 2007 P.M. PEAK - BUILD W/IMPROV.

ADDITIONAL INFORMATION: MELVILLE GEIS - PRJ. No. 6136-01

ANALYST: ML TODAY'S DATE: 3-2-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 11.7

THE INTERSECTION LEVEL OF SERVICE IS: B

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	2.17	0.00	2.17	A		
NORTHBOUND	2	8.50	5.85	14.36	B	11.75	B
	3	0.00	0.00	0.00			
	1	2.17	0.00	2.17	A		
SOUTHBOUND	2	4.16	0.02	4.18	A	3.90	A
	3	0.00	0.00	0.00			
	1	19.76	0.00	19.76	C		
EASTBOUND	2	20.29	0.12	20.41	C	20.24	C
	3	20.07	0.05	20.12	C		
	1	20.11	0.05	20.16	C		
WESTBOUND	2	21.80	6.63	28.43	D	25.36	D
	3	21.02	1.43	22.44	C		

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1		LANE GROUP 2			LANE GROUP 3
ADJUSTED FLOW (V)	0		2142			0
* PROT/PERM FLOWS	0	244	0	0	0	0
PROPORTION LEFT TURNS (PLT)	1.00		0.00			0.00
PROPORTION RIGHT TURNS (PRT)	0.00		0.00			0.00
ADJ. SATURATION FLOW RATE (S)	1693		3564			0
FLOW RATIO (V/S)	.000		.601			.000
* PROT/PERM FLOW RATIOS	.000	.344	.000	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.714		.643			.000
* PROT/PERM G/C RATIOS	.071	.643	.000	.000	.000	.000
LANE GROUP CAPACITY (C)	0		2291			0
* PROT/PERM CAPACITIES	121	582	0	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000		0.935			0.000
* PROT/PERM V/C RATIOS	.000	.420	.000	.000	.000	.000

SOUTHBOUND:	LANE GROUP 1		LANE GROUP 2			LANE GROUP 3
ADJUSTED FLOW (V)	0		654			0
* PROT/PERM FLOWS	0	73	0	0	0	0
PROPORTION LEFT TURNS (PLT)	1.00		0.00			0.00
PROPORTION RIGHT TURNS (PRT)	0.00		0.00			0.00
ADJ. SATURATION FLOW RATE (S)	1693		3564			0
FLOW RATIO (V/S)	.000		.184			.000
* PROT/PERM FLOW RATIOS	.000	.061	.000	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.714		.643			.000
* PROT/PERM G/C RATIOS	.071	.643	.000	.000	.000	.000
LANE GROUP CAPACITY (C)	0		2291			0
* PROT/PERM CAPACITIES	121	103	0	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000		0.286			0.000
* PROT/PERM V/C RATIOS	.000	.713	.000	.000	.000	.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	13	66	40
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1234	1791	1522
FLOW RATIO (V/S)	.011	.037	.026
GREEN/CYCLE RATIO (G/C)	.143	.143	.143
LANE GROUP CAPACITY (C)	176	256	217
VOLUME/CAPACITY RATIO (X)	0.076	0.256	0.184

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	50	186	107
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1771	1791	1522
FLOW RATIO (V/S)	.028	.104	.070
GREEN/CYCLE RATIO (G/C)	.143	.143	.143
LANE GROUP CAPACITY (C)	253	256	217
VOLUME/CAPACITY RATIO (X)	0.198	0.725	0.490

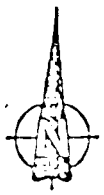
INPUT WORKSHEET PREFERRED PLAN (FAR-30) (10/87)

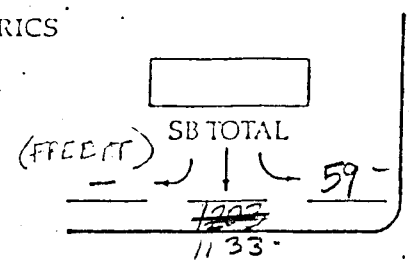
Intersection: OLD WALT WHITMAN RD./SWEET HOLLOW RD. Date: 2007 - BUILD w/ IMPROV.

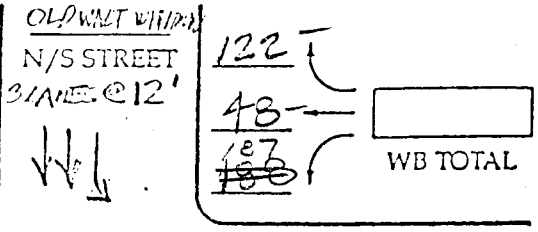
Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

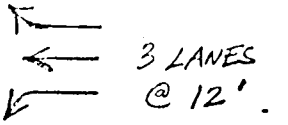
Project No.: 6136-01 City/State: MELVILLE, NY

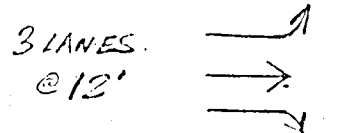
VOLUME AND GEOMETRICS





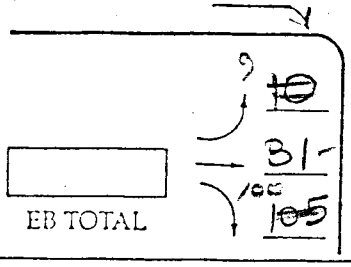


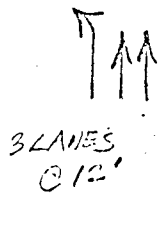


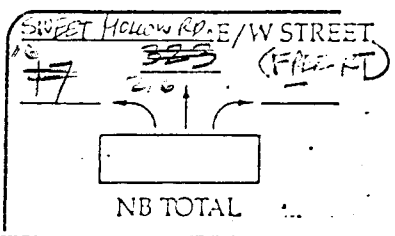


IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops







TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	-1%	2%	N	–	–	0.90	0	N	–	3
WB	-1%	2%	N	–	–	0.90	0	N	–	3
NB	0%	2%	N	–	–	0.90	0	N	–	3
SB	0%	2%	N	–	–	0.90	0	N	–	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - NORTH/SOUTH)

DIAGRAM								
Timing	G = 5 Y + R =	G = 42 Y + R =	G = 13 Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 70 Sec

MELVILLE GEIS (613A-01) - PREP 21A-P7I

INTERSECTION :
SWEET HOLLOW RD. @
SWEET HOLLOW RD. @
OLD WALT WHITMAN RD @
OLD WALT WHITMAN RD
WEEKDAY AM PEAK 2007 - IMPROV. CBD ? N
SEMI-ACTUATED SIGNAL - MAJOR STREET RUNS NORTH / SOUTH

V O L U M E A D J U S T M E N T

APPROACH	LANE MVM	GROUP VOLUME	FLOW RATE IN GROUP	LANE UTIL FACTOR	ADJ FLOW RATE	PROP OF TURNS LT	RT
EB	L	9	10	1.00	10	1.00	0.00
	T	81	90	1.00	90	0.00	0.00
	R	100	111	1.00	111	0.00	1.00
WB	L	187	208	1.00	208	1.00	0.00
	T	48	53	1.00	53	0.00	0.00
	R	122	136	1.00	136	0.00	1.00
NB	L	16	18	1.00	18	1.00	0.00
	T	216	240	1.00	240	0.00	0.00
SB	L	59	66	1.00	66	1.00	0.00
	T	1135	1259	1.00	1259	0.00	0.00

S A T U R A T I O N F L O W

APP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
EB	L	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.82	1461
	T	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1782
	R	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	0.85	1.00	1515
WB	L	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.80	1426
	T	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1782
	R	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	0.85	1.00	1515
NB	L	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.95	1693
	T	1800	2	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	3564
SB	L	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.95	1693
	T	1800	2	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	3564

21A-P

INTERSECTION :
SWEET HOLLOW RD. @
SWEET HOLLOW RD. @
OLD WALT WHITMAN RD @
OLD WALT WHITMAN RD
WEEKDAY AM PEAK 2007 - IMPROV. CBD ? N
SEMI-ACTUATED SIGNAL - MAJOR STREET RUNS NORTH / SOUTH

CAPACITY ANALYSIS

APP	LN GR MVM	ADJ FLOW RATE	PMSV LT FLOW	ADJ SAT FLOW RT	FLOW RATIO	CRIT ?	GREEN RATIO	LN GR CAPACITY	V/C RATIO
EB	L	10	0	1461	0.007	N	0.186	271	0.037
	T	90	0	1782	0.051	N	0.186	331	0.272
	R	111	0	1515	0.073	N	0.186	281	0.395
WB	L	208	0	1426	0.146	Y	0.186	265	0.785
	T	53	0	1782	0.030	N	0.186	331	0.160
	R	136	0	1515	0.090	N	0.186	281	0.484
NB	L	1	17	1693	0.001	N	0.071	121	0.008
	T	240	0	3564	0.067	N	0.600	2138	0.112
SB	L	16	50	1693	0.009	Y	0.071	121	0.132
	T	1259	0	3564	0.353	Y	0.600	2138	0.589

CYCLE LENGTH : 70.0 SUM OF CRITICAL LANES' FLOW RATIOS : 0.508
LOSS TIME PER CYCLE : 9 INTERSECTION V/C : 0.583

LEVEL OF SERVICE

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	APP LOS
EB	L	0.037	0.186	70	17.8	271	0.0	1.00	17.8	C		
	T	0.272	0.186	70	18.6	331	0.1	1.00	18.7	C		
	R	0.395	0.186	70	19.0	281	0.5	1.00	19.5	C	19.1	C
WB	L	0.785	0.186	70	20.6	265	9.7	1.00	30.3	D		
	T	0.160	0.186	70	18.2	331	0.0	1.00	18.2	C		
	R	0.484	0.186	70	19.4	281	1.1	1.00	20.5	C	25.3	D
NB	L	0.008	0.071	70	22.9	121	0.0	1.00	22.9	C		
	T	0.112	0.600	70	4.6	2138	0.0	1.00	4.6	A	5.9	B
SB	L	0.132	0.071	70	23.2	121	0.0	1.00	23.2	C		
	T	0.589	0.600	70	6.6	2138	0.3	1.00	6.9	B	7.7	B

INTERSECTION DELAY : 11.8 secs/veh
LEVEL OF SERVICE : B

INTERSECTION :
SWEET HOLLOW RD. @
SWEET HOLLOW RD. @
OLD WALT WHITMAN RD @
OLD WALT WHITMAN RD
WEEKDAY AM PEAK 2007 - IMPROV. CRDGN
SEMI-ACTUATED SIGNAL
- MAJOR STREET RUNS NORTH / SOUTH

T R A F F I C & R O A D W A Y C O N D I T I O N S

APP	GRADE (%)	HV (%)	ADJ. PKG LN. Y/N	ADJ. PKG LN. Nm	BUSES (NO)	PHF	CONF. PEDS (peds/hr)	PED Y/N	BUTTON SEC	ARR TYPE
EB	-1	2	N	0	0	0.90	0	N	0.0	3
WB	-1	2	N	0	0	0.90	0	N	0.0	3
NB	0	2	N	0	0	0.90	0	N	0.0	3
SB	0	2	N	0	0	0.90	0	N	0.0	3

G E O M E T R I C S / V O L U M E S

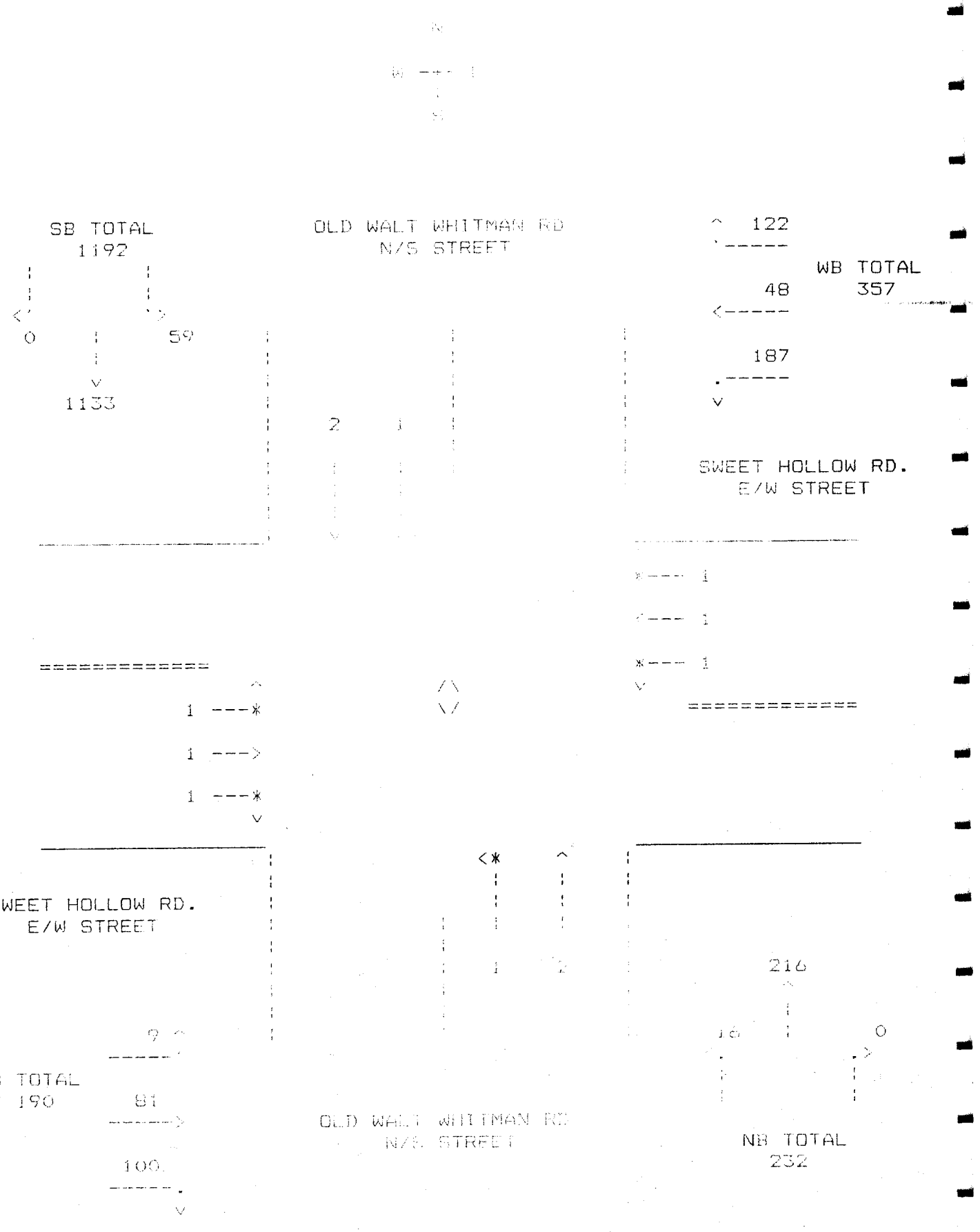
APP	VOLUME LT	VOLUME TH	VOLUME RT	LANE GROUPS 1 MVM	1 LNS	1 WD	2 MVM	2 LNS	2 WD	3 MVM	3 LNS	3 WD
EB	9	81	100	L	1	12.0	T	1	12.0	R	1	12.0
WB	187	48	122	L	1	12.0	T	1	12.0	R	1	12.0
NB	16	216	0	L	1	12.0	T	2	24.0			
SB	59	1133	0	L	1	12.0	T	2	24.0			

S I G N A L P H A S I N G

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PMSV	G	Y+R
EB	3	L	T	R		LR	13	57
WB	3	L	T	R		LR	13	57
NB	1	L			L		5	65
NB	2	L	T			L	42	28
SB	1	L			L		5	65
SB	2	L	T			L	42	28

11/1/1987

LOCKWOOD, KESSLER & BARTLETT, INC.
INTERSECTION 216-P71



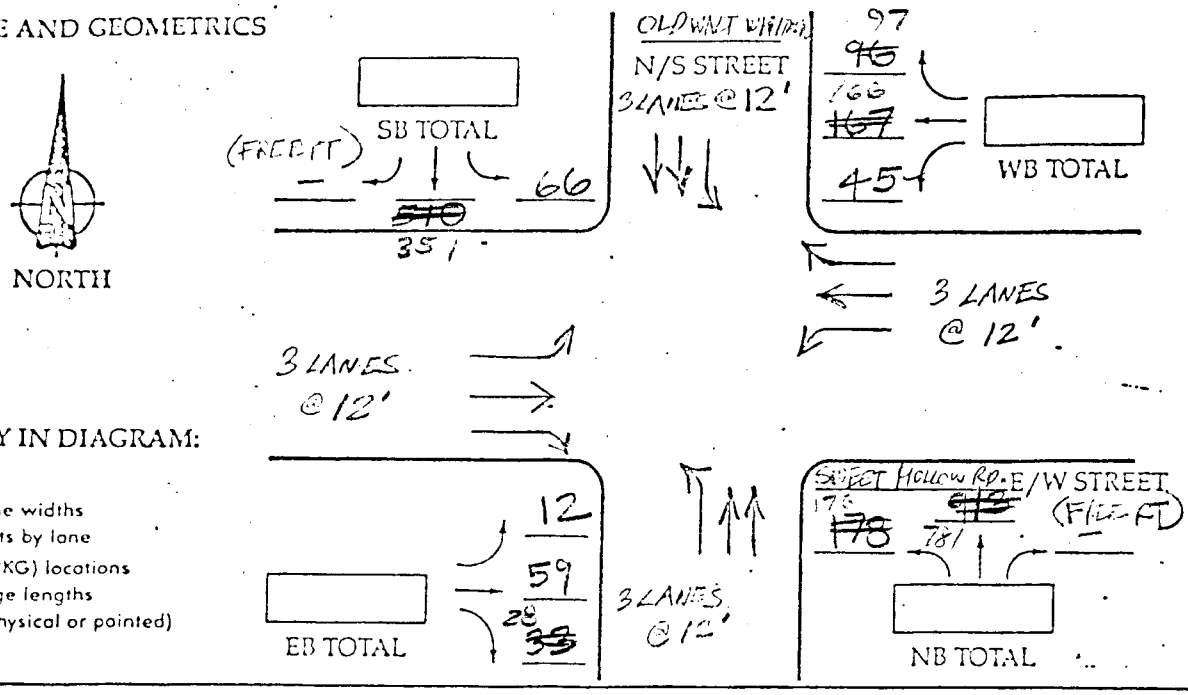
INPUT WORKSHEET PREFERED PLAN (FAR-30) (10/81)

Intersection: OLD WALT WHITMAN RD / SWEET HOLLOW RD. Date: 2007 - BUILD w/ IMPROV.

Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	-1%	2%	N	–	–	0.90	0	N	–	3
WB	-1%	2%	N	–	–	0.90	0	N	–	3
NB	0%	2%	N	–	–	0.90	0	N	–	3
SB	0%	2%	N	–	–	0.90	0	N	–	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - NORTH/SOUTH)

DIAGRAM								
Timing G = / Y + R =	G = 5	G = 42	G = 13	G =	G =	G =	G =	G =
	Y + R =	Y + R =	Y + R =	Y + R =	Y + R =	Y + R =	Y + R =	Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | -------Pedestrian | Cycle Length 70 Sec

LOCKWOOD, KESSLER & BARTLETT, INC.

11/5/1987

MELVILLE GEIS (6136-01) - PREF

21P-P7I

INTERSECTION :
SWEET HOLLOW RD. @
SWEET HOLLOW RD. &
OLD WALT WHITMAN RD @
OLD WALT WHITMAN RD
WEEKDAY PM PEAK 2007 - IMPROV. CBD ? N
SEMI-ACTUATED SIGNAL - MAJOR STREET RUNS NORTH / SOUTH

V O L U M E A D J U S T M E N T

APPROACH	LANE GROUP MVM	VOLUME	FLOW RATE IN GROUP	LANE UTIL FACTOR	ADJ FLOW RATE	PROP OF TURNS LT	RT
EB	L	12	13	1.00	13	1.00	0.00
	T	59	66	1.00	66	0.00	0.00
	R	28	31	1.00	31	0.00	1.00
WB	L	45	50	1.00	50	1.00	0.00
	T	167	186	1.00	186	0.00	0.00
	R	97	108	1.00	108	0.00	1.00
NB	L	176	196	1.00	196	1.00	0.00
	T	781	868	1.00	868	0.00	0.00
SB	L	66	73	1.00	73	1.00	0.00
	T	351	390	1.00	390	0.00	0.00

S A T U R A T I O N F L O W

APP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
EB	L	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.68	1212
	T	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1782
	R	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	0.85	1.00	1515
WB	L	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.94	1675
	T	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1782
	R	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	0.85	1.00	1515
NB	L	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.95	1693
	T	1800	2	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	3564
SB	L	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.95	1693
	T	1800	2	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	3564

INTERSECTION :
SWEET HOLLOW RD. @
SWEET HOLLOW RD. @
OLD WALT WHITMAN RD @
OLD WALT WHITMAN RD
WEEKDAY PM PEAK 2007 -- IMPROV. CBD ? N
SEMI-ACTUATED SIGNAL -- MAJOR STREET RUNS NORTH / SOUTH

C A P A C I T Y A N A L Y S I S

APP	LN GR MVM	ADJ FLOW RATE	PMSV LT FLOW	ADJ SAT FLW RT	FLOW RATIO	CRIT ?	GREEN RATIO	LN GR CAPACITY	V/C RATIO
EB	L	13	0	1212	0.011	N	0.186	225	0.058
	T	66	0	1782	0.037	N	0.186	331	0.199
	R	31	0	1515	0.020	N	0.186	281	0.110
WB	L	50	0	1675	0.030	N	0.186	311	0.161
	T	186	0	1782	0.104	Y	0.186	331	0.562
	R	108	0	1515	0.071	N	0.186	281	0.384
NB	L	76	120	1693	0.043	N	0.071	121	0.628
	T	868	0	3564	0.244	Y	0.600	2138	0.406
SB	L	30	43	1693	0.018	N	0.071	121	0.248
	T	390	0	3564	0.109	N	0.600	2138	0.182

CYCLE LENGTH : 70.0 SUM OF CRITICAL LANES' FLOW RATIOS : 0.393
LOSS TIME PER CYCLE : 9 INTERSECTION V/C : 0.451

L E V E L O F S E R V I C E

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	APP LOS
EB	L	0.058	0.186	70	17.8	225	0.0	1.00	17.8	C		
	T	0.199	0.186	70	18.3	331	0.0	1.00	18.3	C		
	R	0.110	0.186	70	18.0	281	0.0	1.00	18.0	C	18.2	C
WB	L	0.161	0.186	70	18.2	311	0.0	1.00	18.2	C		
	T	0.562	0.186	70	19.7	331	1.6	1.00	21.3	C		
	R	0.384	0.186	70	19.0	281	0.4	1.00	19.4	C	20.3	C
NB	L	0.628	0.071	70	24.0	121	6.7	1.00	30.7	D		
	T	0.406	0.600	70	5.6	2138	0.1	1.00	5.7	B	10.3	B
SB	L	0.248	0.071	70	23.3	121	0.2	1.00	23.5	C		
	T	0.182	0.600	70	4.8	2138	0.0	1.00	4.8	A	7.7	B

INTERSECTION DELAY : 11.9 secs/veh
LEVEL OF SERVICE : B

LOCKWOOD, KESSLER & BARTLETT, INC. 11/5/1987

MELVILLE GEIS (6136-01) - PREP 21P-P7I

INTERSECTION :
SWEET HOLLOW RD. @
SWEET HOLLOW RD. &
OLD WALT WHITMAN RD &
OLD WALT WHITMAN RD
WEEKDAY PM PEAK 2007 - IMPROV. CBD?N
SEMI-ACTUATED SIGNAL
- MAJOR STREET RUNS NORTH / SOUTH

T R A F F I C & R O A D W A Y C O N D I T I O N S

APP	GRADE (%)	HV (%)	ADJ. PKG LN. Y/N	ADJ. PKG LN. Nm	BUSES (Nb)	PHF	CONF. PEDS (peds/hr)	PED BUTTON Y/N	PED BUTTON SEC	ARR TYPE
EB	-1	2	N	0	0	0.90	0	N	0.0	3
WB	-1	2	N	0	0	0.90	0	N	0.0	3
NB	0	2	N	0	0	0.90	0	N	0.0	3
SB	0	2	N	0	0	0.90	0	N	0.0	3

G E O M E T R I C S / V O L U M E S

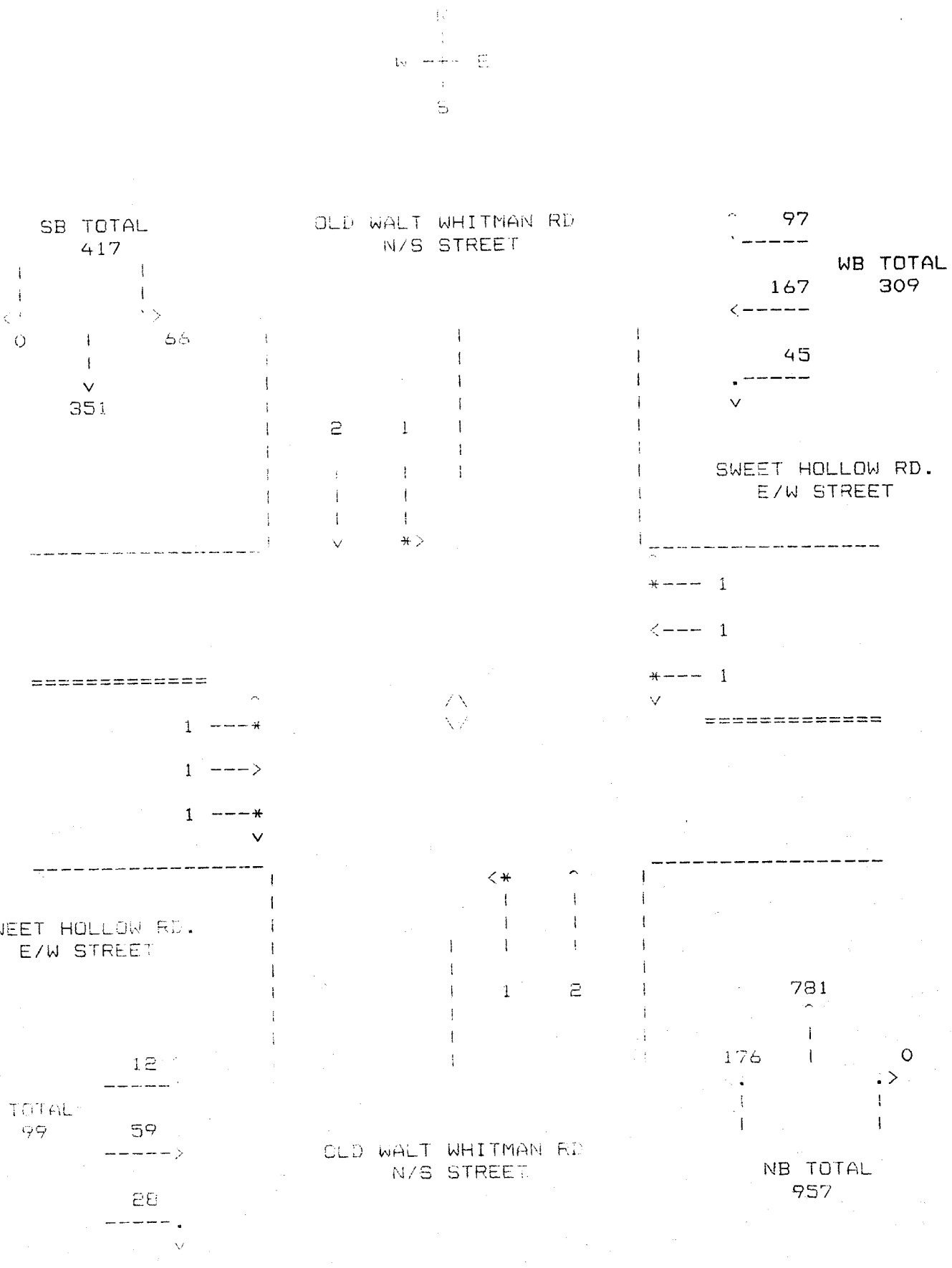
APP	VOLUME LT	VOLUME TH	VOLUME RT	LANE GROUPS 1 MVM	1 LNS	1 WD	2 MVM	2 LNS	2 WD	3 MVM	3 LNS	3 WD
EB	12	59	28	L	1	12.0	T	1	12.0	R	1	12.0
WB	45	167	92	L	1	12.0	T	1	12.0	R	1	12.0
NB	176	781	0	L	1	12.0	T	2	24.0			
SB	66	351	0	L	1	12.0	T	2	24.0			

S I G N A L P H A S I N G

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PMSV	G	Y+R
EB	3	L	T	R		LR	13	57
WB	3	L	T	R		LR	13	57
NB	1	L			L		5	65
NB	2	L	T			L	42	28
SB	1	L			L		5	65
SB	2	L	T			L	42	28

11/5/1987

LOCKWOOD, KESSLER & BARTLETT, INC.
INTERSECTION 21P-P7I



INTERSECTION 22

ROUND SWAMP RD / SOUTH SERVICE RD
(LIE)

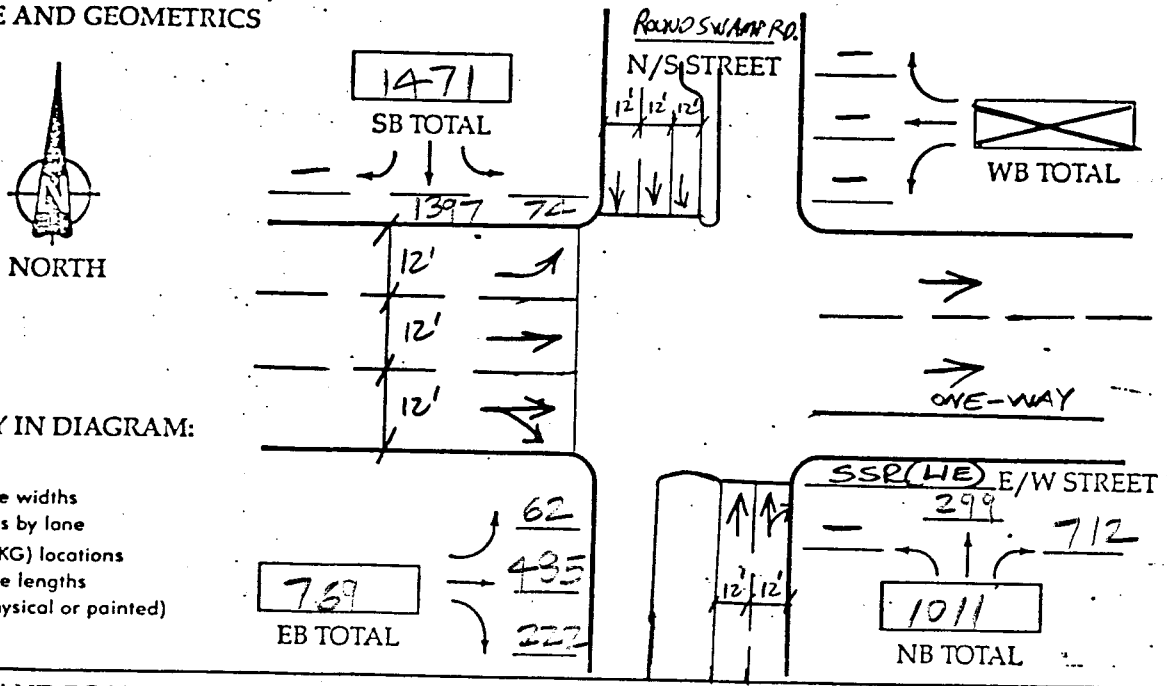
INPUT WORKSHEET

Intersection: ROUND SWAMP RD. / SOUTH SERVICE RD. (LIE) Date: EXISTING - 1986

Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

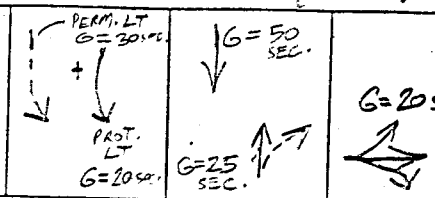
TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	-3%	4%	N	—	—	0.80	0	N	—	3
WB										
NB	+1%	6%	N	—	—	0.87	0	N	—	3
SB	-1%	2%	N	—	—	0.87	0	N	—	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - NORTH / SOUTH)

DIAGRAM



Timing								
	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | -------- Pedestrian | Cycle Length 83 Sec

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:ROUND SWAMP RD./SR. [illegible] AREA TYPE: NON-CBD

INTERSECTION LOCATION:TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED:1986 A.M. PEAK - EXISTING

ADDITIONAL INFORMATION:MELVILLE SEIS PROJ. NO. 8135-0

ANALYST:MM TODAY'S DATE: 4-15-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	4	74	68	0
THROUGH VOLUME	299	1397	485	0
RIGHT TURNING VOLUME	71	0	32	0
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	0
PEAK HOUR FACTOR	0.87	0.87	0.80	0.00
PERCENT HEAVY VEHICLES	0.06	0.02	0.04	0.00
NUMBER OF BUSES	0	0	0	0
GRADE	0.01	0.01	-.03	0.00
THROUGH LANE UTILIZATION FACTOR	1.07	1.00	1.00	0.00
BASE SATURATION FLOW	1900	1900	1900	0
NUMBER OF LANES	2	3	2	0
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
SIGNAL TYPE:	SEMI-ACTUATED			
CYCLE LENGTH:	63			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	13	0	0
NUMBER OF LANES	2	0	0
LANE WIDTH	12	0	0
GREEN TIME	30.0	0.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	3	17	0
NUMBER OF LANES	1	2	0
LANE WIDTH	12	12	0
GREEN TIME	50.0	50.0	0.0
GREEN, PROTECTED PHASE	50.0	0.0	0.0
GREEN, PERMITTED PHASE	50.0	0.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	3	18	0
NUMBER OF LANES	1	2	0
LANE WIDTH	12	12	0
GREEN TIME	30.0	30.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	0	0
NUMBER OF LANES	0	0	0
LANE WIDTH	0	0	0
GREEN TIME	0.0	0.0	0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:ROUND SWAMP RD./Sc. SERV. RD. L.I.E. AREA TYPE:
NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1986 A.M. PEAK - EXISTING
ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6135-01
ANALYST:MM TODAY'S DATE:1-19-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 41.8
THE INTERSECTION LEVEL OF SERVICE IS: E

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	20.54	29.79	50.33	E		
NORTHBOUND	2	0.00	0.00	0.00		50.33	E
	3	0.00	0.00	0.00			
	1	4.99	0.00	4.99	A		
SOUTHBOUND	2	9.11	1.08	10.20	B	9.69	B
	3	0.00	0.00	0.00			
	1	19.04	0.03	19.07	C		
EASTBOUND	2	24.96	72.17	97.13	F	90.83	F
	3	0.00	0.00	0.00			
	1	0.00	0.00	0.00			
WESTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	1102	1	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.70	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3107	0	0
FLOW RATIO (V/S)	.374	.000	.000
GREEN/CYCLE RATIO (G/C)	.331	.000	.000
LANE GROUP CAPACITY (C)	1153	0	0
VOLUME/CAPACITY RATIO (X)	1.025	0.000	0.000

SOUTHBOUND:	LANE GROUP 1		LANE GROUP 2			LANE GROUP 3
ADJUSTED FLOW (V)	0		1605			0
* PROT/PERM FLOWS	0	85	0	0	0	0
PROPORTION LEFT TURNS (PLT)	1.00		0.00			0.00
PROPORTION RIGHT TURNS (PRT)	0.00		0.00			0.00
ADJ. SATURATION FLOW RATE (S)	1684		3346			0
FLOW RATIO (V/S)	.000		.452			.000
* PROT/PERM FLOW RATIOS	.000	.103	.000	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.500		.501			.000
* PROT/PERM G/C RATIOS	.241	.351	.000	.000	.000	.000
LANE GROUP CAPACITY (C)	0		2138			0
* PROT/PERM CAPACITIES	404	173	0	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000		0.750			0.000
* PROT/PERM V/C RATIOS	.000	.492	.000	.000	.000	.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	70	884	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.31	0.00
ADJ. SATURATION FLOW RATE (S)	1701	3250	0
FLOW RATIO (V/S)	.046	.272	.000
GREEN/CYCLE RATIO (G/C)	.241	.241	.000
LANE GROUP CAPACITY (C)	410	783	0
VOLUME/CAPACITY RATIO (X)	0.189	1.129	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

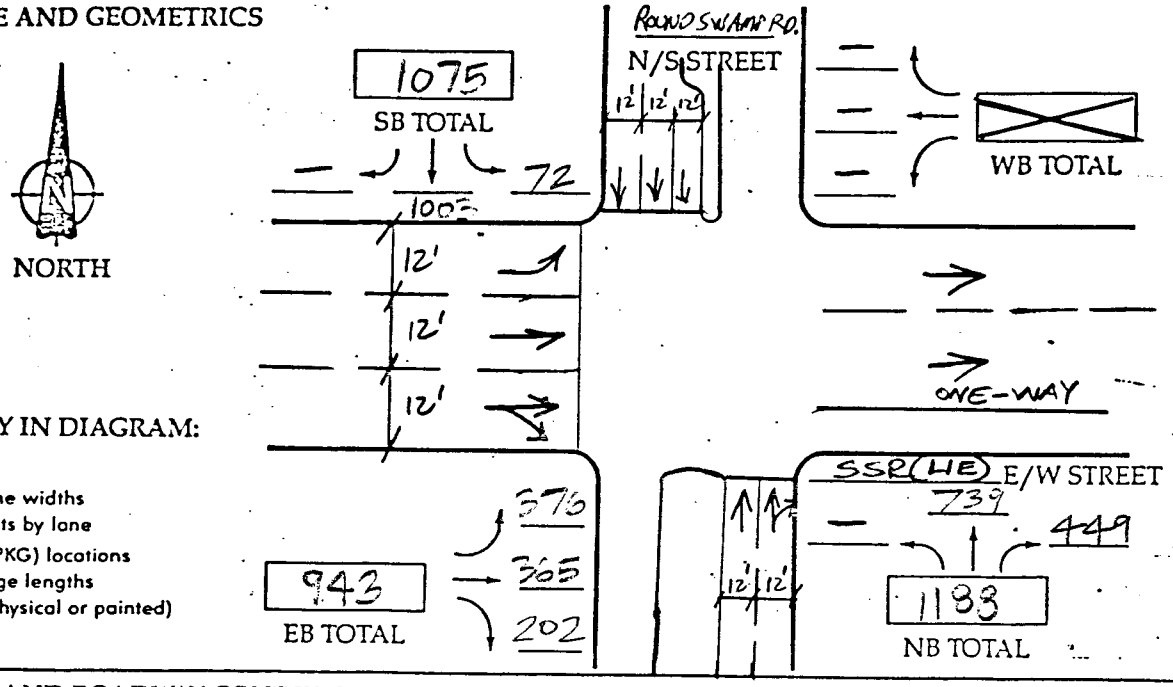
INPUT WORKSHEET

Intersection: ROUND SWAMP RD. / SOUTH SERVICE RD. (LIE) Date: EXISTING - 1986

Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	-3%	6%	N	—	—	0.86	0	N	—	3
WB										
NB	+1%	3%	N	—	—	0.95	0	N	—	3
SB	-1%	2%	N	—	—	0.92	0	N	—	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - NORTH/SOUTH)

DIAGRAM								
	PERM. LT G=10 SEC. + PROT. G=20 SEC.	G=50 SEC. G=25 SEC.	G=20 SEC.					
Timing	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 85 Sec

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:ROUND SWAMP RD./[illegible] SERV. RD. [illegible] AREA TYPE: NON-CBD

INTERSECTION LOCATION:TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED:1986 P.M. PEAK - EXISTING

ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01

ANALYST:MM TODAY'S DATE:1-19-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	1	72	375	0
THROUGH VOLUME	739	1003	365	0
RIGHT TURNING VOLUME	449	0	202	0
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	0
PEAK HOUR FACTOR	0.95	0.92	0.86	0.00
PERCENT HEAVY VEHICLES	0.03	0.02	0.06	0.00
NUMBER OF BUSES	0	0	0	0
GRADE	0.01	0.01	-.03	0.00
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	0.00
BASE SATURATION FLOW	1800	1800	1800	0
NUMBER OF LANES	2	3	3	0
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0

SIGNAL TYPE: SEMI-ACTUATED

CYCLE LENGTH: 63

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	13	0	0
NUMBER OF LANES	2	0	0
LANE WIDTH	12	0	0
GREEN TIME	30.0	0.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	3	17	0
NUMBER OF LANES	1	2	0
LANE WIDTH	12	12	0
GREEN TIME	50.0	50.0	0.0
GREEN, PROTECTED PHASE	20.0	0.0	0.0
GREEN, PERMITTED PHASE	30.0	0.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	12	0
NUMBER OF LANES	1	3	0
LANE WIDTH	12	12	0
GREEN TIME	20.0	20.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	0	0
NUMBER OF LANES	0	0	0
LANE WIDTH	0	0	0
GREEN TIME	0.0	0.0	0.0

****

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:ROUND SWAMP RD./SS. SERV. RD. L.I.E. AREA TYPE:
NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1986 P.M. PEAK -- EXISTING
ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6135-0
ANALYST:MM TODAY'S DATE:1-19-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: 36.1
THE INTERSECTION LEVEL OF SERVICE IS: D

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	20.60	30.58	51.18	E		
NORTHBOUND	2	0.00	0.00	0.00		51.18	E
	3	0.00	0.00	0.00			
	1	4.99	0.00	4.99	A		
SOUTHBOUND	2	7.20	0.18	7.37	B	7.10	B
	3	0.00	0.00	0.00			
	1	24.55	59.89	84.43	F		
EASTBOUND	2	22.90	6.64	29.54	D	51.43	E
	3	0.00	0.00	0.00			
	1	0.00	0.00	0.00			
WESTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			

****

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	[illegible]	0	0
PROPORTION LEFT TURNS (PLT)	[illegible]	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	[illegible]	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	[illegible]	0	0
FLOW RATIO (V/S)	.375	.000	.000
GREEN/CYCLE RATIO (G/C)	.361	.000	.000
LANE GROUP CAPACITY (C)	1203	0	0
VOLUME/CAPACITY RATIO (X)	1.040	0.000	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	1090	0
* PROT/PERM FLOWS	0 78	0 0 0	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1684	3394	0
FLOW RATIO (V/S)	.000	.321	.000
* PROT/PERM FLOW RATIOS	.000 .084	.000 .000 .000	.000
GREEN/CYCLE RATIO (G/C)	.602	.602	.000
* PROT/PERM G/C RATIOS	.241 .361	.000 .000 .000	.000
LANE GROUP CAPACITY (C)	0	2122	0
* PROT/PERM CAPACITIES	406 141	0 0 0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.513	0.000
* PROT/PERM V/C RATIOS	.000 .555	.000 .000 .000	.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	437	689	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.35	0.00
ADJ. SATURATION FLOW RATE (S)	1684	3195	0
FLOW RATIO (V/S)	.260	.206	.000
GREEN/CYCLE RATIO (G/C)	.241	.241	.000
LANE GROUP CAPACITY (C)	406	770	0
VOLUME/CAPACITY RATIO (X)	1.078	0.856	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

****

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:ROUND SWAMP RD./So. SERV. RD. L.I.E. AREA TYPE: NON-CBD

INTERSECTION LOCATION:TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED:1992 A.M. PEAK - BUILD

ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01

ANALYST:MM TODAY'S DATE:1-19-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	1	135	102	0
THROUGH VOLUME	323	1503	521	0
RIGHT TURNING VOLUME	765	0	245	0
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	0
PEAK HOUR FACTOR	0.87	0.87	0.80	0.00
PERCENT HEAVY VEHICLES	0.06	0.02	0.04	0.00
NUMBER OF BUSES	0	0	0	0
GRADE	0.01	0.01	-.03	0.00
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	0.00
BASE SATURATION FLOW	1800	1800	1800	0
NUMBER OF LANES	2	3	3	0
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0
SIGNAL TYPE:	SEMI-ACTUATED			
CYCLE LENGTH:	83			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	13	0	0
NUMBER OF LANES	2	0	0
LANE WIDTH	12	0	0
GREEN TIME	30.0	0.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	3	17	0
NUMBER OF LANES	1	2	0
LANE WIDTH	12	12	0
GREEN TIME	50.0	50.0	0.0
GREEN, PROTECTED PHASE	20.0	0.0	0.0
GREEN, PERMITTED PHASE	30.0	0.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	12	0
NUMBER OF LANES	1	2	0
LANE WIDTH	12	12	0
GREEN TIME	20.0	20.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	0	0
NUMBER OF LANES	0	0	0
LANE WIDTH	0	0	0
GREEN TIME	0.0	0.0	0.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:ROUND SWAMP RD./So. SERV. RD. L.I.E. AREA TYPE: NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 A.M. PEAK - BUILD
ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01
ANALYST:MM TODAY'S DATE:1-19-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: ****
THE INTERSECTION LEVEL OF SERVICE IS: OVERSATURATED

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	21.52	60.57	82.09	F		
NORTHBOUND	2	0.00	0.00	0.00		82.09	F
	3	0.00	0.00	0.00			
	1	5.03	0.00	5.03	B		
SOUTHBOUND	2	9.72	1.72	11.44	B	10.92	B
	3	0.00	0.00	0.00			
	1	19.64	0.15	19.79	C		
EASTBOUND	2	25.77	129.04	OVERSATURATED			
	3	0.00	0.00	0.00			
	1	0.00	0.00	0.00			
WESTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	1251	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.70	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3108	0	0
FLOW RATIO (V/S)	.402	.000	.000
GREEN/CYCLE RATIO (G/C)	.361	.000	.000
LANE GROUP CAPACITY (C)	1123	0	0
VOLUME/CAPACITY RATIO (X)	1.113	0.000	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	1728	0
* PROT/PERM FLOWS	14 141	0 0 0	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1684	3546	0
FLOW RATIO (V/S)	.000	.487	.000
* PROT/PERM FLOW RATIOS	.009 .084	.000 .000 .000	.000
GREEN/CYCLE RATIO (G/C)	.602	.602	.000
* PROT/PERM G/C RATIOS	.241 .361	.000 .000 .000	.000
LANE GROUP CAPACITY (C)	0	2134	0
* PROT/PERM CAPACITIES	406 141	0 0 0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.809	0.000
* PROT/PERM V/C RATIOS	.036 %1.000	.000 .000 .000	.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	128	958	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.32	0.00
ADJ. SATURATION FLOW RATE (S)	1701	3247	0
FLOW RATIO (V/S)	.075	.295	.000
GREEN/CYCLE RATIO (G/C)	.241	.241	.000
LANE GROUP CAPACITY (C)	410	782	0
VOLUME/CAPACITY RATIO (X)	0.311	1.224	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

****

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:ROUND SWAMP RD./So. SERV. RD. L.I.E. AREA TYPE: NON-CBD

INTERSECTION LOCATION:TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED:1998 P.M. PEAK - BUILD

ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01

ANALYST:MM TODAY'S DATE:1-19-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	1	114	466	0
THROUGH VOLUME	802	1079	392	0
RIGHT TURNING VOLUME	483	0	219	0
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	3	0
PEAK HOUR FACTOR	0.95	0.92	0.86	0.00
PERCENT HEAVY VEHICLES	0.03	0.02	0.06	0.00
NUMBER OF BUSES	0	0	0	0
GRADE	0.01	0.01	-.03	0.00
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	1.00	0.00
BASE SATURATION FLOW	1800	1800	1800	0
NUMBER OF LANES	2	3	3	0
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0

SIGNAL TYPE: SEMI-ACTUATED

CYCLE LENGTH: 83

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	13	0	0
NUMBER OF LANES	2	0	0
LANE WIDTH	12	0	0
GREEN TIME	30.0	0.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	3	17	0
NUMBER OF LANES	1	2	0
LANE WIDTH	12	12	0
GREEN TIME	50.0	50.0	0.0
GREEN, PROTECTED PHASE	20.0	0.0	0.0
GREEN, PERMITTED PHASE	30.0	0.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	12	0
NUMBER OF LANES	1	2	0
LANE WIDTH	12	12	0
GREEN TIME	20.0	20.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	0	0
NUMBER OF LANES	0	0	0
LANE WIDTH	0	0	0
GREEN TIME	0.0	0.0	0.0

****

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:ROUND SWAMP RD./So. SERV. RD. L.I.E. AREA TYPE: NON-CBD

INTERSECTION LOCATION:TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED:1992 P.M. PEAK - BUILD

ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01

ANALYST:MM TODAY'S DATE:1-19-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: ****

THE INTERSECTION LEVEL OF SERVICE IS: OVERSATURATED

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	21.66	65.18	86.84	F		
NORTHBOUND	2	0.00	0.00	0.00		86.84	F
	3	0.00	0.00	0.00			
	1	5.05	0.00	5.05	B		
SOUTHBOUND	2	7.45	0.24	7.69	B	7.43	B
	3	0.00	0.00	0.00			
	1	26.80	229.11	OVERSATURATED			
EASTBOUND	2	23.37	12.02	35.39	D		
	3	0.00	0.00	0.00			
	1	0.00	0.00	0.00			
WESTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			

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*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	1353	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.38	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	3329	0	0
FLOW RATIO (V/S)	.406	.000	.000
GREEN/CYCLE RATIO (G/C)	.361	.000	.000
LANE GROUP CAPACITY (C)	1203	0	0
VOLUME/CAPACITY RATIO (X)	1.124	0.000	0.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	1173	0
* PROT/PERM FLOWS	20 104	0 0 0	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1684	3546	0
FLOW RATIO (V/S)	.000	.331	.000
* PROT/PERM FLOW RATIOS	.012 .062	.000 .000 .000	.000
GREEN/CYCLE RATIO (G/C)	.602	.602	.000
* PROT/PERM G/C RATIOS	.241 .361	.000 .000 .000	.000
LANE GROUP CAPACITY (C)	0	2136	0
* PROT/PERM CAPACITIES	406 104	0 0 0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.549	0.000
* PROT/PERM V/C RATIOS	.049 %1.000	.000 .000 .000	.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	542	710	0
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.36	0.00
ADJ. SATURATION FLOW RATE (S)	1684	3194	0
FLOW RATIO (V/S)	.322	.222	.000
GREEN/CYCLE RATIO (G/C)	.241	.241	.000
LANE GROUP CAPACITY (C)	406	770	0
VOLUME/CAPACITY RATIO (X)	1.336	0.923	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

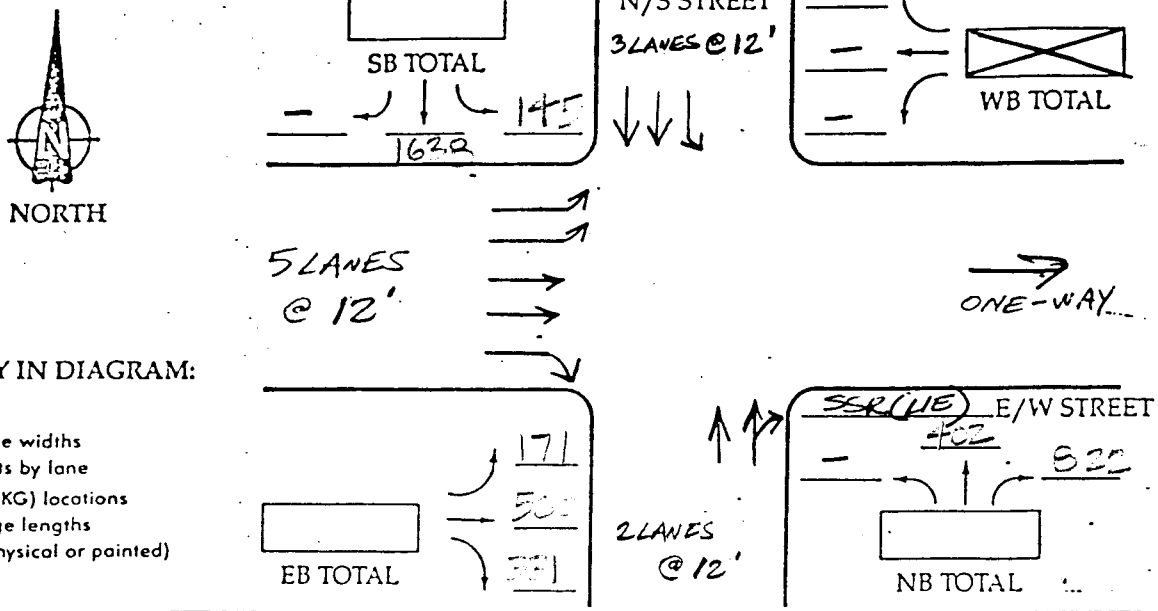
INPUT WORKSHEET

Intersection: ROUND SWAMP RD. / SOUTH SERVICE RD.-(NE) Date: 2007-BUILDOUT/IMPROV.

Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: _____

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	-3%	4%	N	—	—	0.80	0	N	—	3
WB										
NB	+1%	6%	N	—	—	0.97	0	N	—	3
SB	-1%	2%	N	—	—	0.87	0	N	—	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - NORTH/SOUTH)

DIAGRAM								
	PERM. LT G=20, + PROT. LT G=20	G=50, G=30	G=20					(90)
Timing	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = 20 Y + R =	G = 35 Y + R =	G = 22 Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns ——↗ Permitted turns -------- Pedestrian Cycle Length 83 Sec

LOCKWOOD, KESSLER & BARTLETT, INC. 3/20/1987

MELVILLE GEIS (6136-01) - PREF 22A-P7I

NTERSECTION :
OUTH SERVICE RD. @
ROUND SWAMP RD. @
OUND SWAMP RD.
EEKDAY AM PEAK 2007 - IMPROV. CBD ? N
ACTUATED SIGNAL

V O L U M E A D J U S T M E N T

PPROACH	LANE GROUP MVM	VOLUME	FLOW RATE IN GROUP	LANE UTIL FACTOR	ADJ FLOW RATE	PROP OF TURNS LT	RT
B	L	126	157	1.00	157	1.00	0.00
	T	560	700	1.00	700	0.00	0.00
	R	293	366	1.00	366	0.00	1.00
WB							
NB	TR	1217	1399	1.00	1399	0.00	0.68
SB	L	145	167	1.00	167	1.00	0.00
	T	1625	1868	1.00	1868	0.00	0.00

S A T U R A T I O N F L O W

PP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
EB	L	1800	2	1.00	0.98	1.01	1.00	1.00	1.00	1.00	0.75	2672
	T	1800	2	1.00	0.98	1.01	1.00	1.00	1.00	1.00	1.00	3563
	R	1800	1	1.00	0.98	1.01	1.00	1.00	1.00	0.85	1.00	1514
WB												
NB	TR	1800	2	1.00	0.97	0.99	1.00	1.00	1.00	0.90	1.00	3111
SB	L	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.95	1693
	T	1800	2	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	3564

INTERSECTION :
SOUTH SERVICE RD. @
ROUND SWAMP RD. @
ROUND SWAMP RD.
WEEKDAY AM PEAK 2007 - IMPROV. CBD ? N
ACTUATED SIGNAL

C A P A C I T Y A N A L Y S I S

APP	LN GR MVM	ADJ FLOW RATE	PMSV LT FLOW	ADJ SAT FLW RT	FLOW RATIO	CRIT ?	GREEN RATIO	LN GR CAPACITY	V/C RATIO
EB	L	157	0	2672	0.059	N	0.244	653	0.240
	T	700	0	3563	0.196	N	0.244	871	0.804
	R	366	0	1514	0.242	Y	0.244	370	0.989
WB									
NB	TR	1399	0	3111	0.450	Y	0.422	1314	1.065
SB	L	167	0	1693	0.099	Y	0.222	376	0.444
	T	1868	0	3564	0.524	N	0.644	2297	0.813

CYCLE LENGTH : 90.0 SUM OF CRITICAL LANES' FLOW RATIOS : 0.791
LOSS TIME PER CYCLE : 9 INTERSECTION V/C : 0.879

L E V E L O F S E R V I C E

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	APP LOS
EB	L	0.240	0.244	90	20.7	653	0.0	1.00	20.7	C		
	T	0.804	0.244	90	24.3	871	3.9	0.85	24.0	C		
	R	0.989	0.244	90	25.7	370	33.2	0.85	50.1	E	31.4	D
WB												
NB	TR	1.065	0.422	90	20.7	1314	38.5	0.85	50.3	E	50.2	E
SB	L	0.444	0.222	90	23.0	376	0.6	1.00	23.6	C		
	T	0.813	0.644	90	9.1	2297	1.7	0.85	9.2	B	10.4	B

INTERSECTION DELAY : 27.9 secs/veh
LEVEL OF SERVICE : D

LOCKWOOD, KESSLER & BARTLETT, INC. 3/20/1987

MELVILLE GEIS (6136-01) -- PREP 22A-P7I

INTERSECTION :
SOUTH SERVICE RD. @
ROUND SWAMP RD. @
ROUND SWAMP RD.
WEEKDAY AM PEAK 2007 - IMPROV. CBD?N
ACTUATED SIGNAL

T R A F F I C & R O A D W A Y C O N D I T I O N S

APP	GRADE (%)	HV (%)	ADJ. PKG LN. Y/N	ADJ. PKG LN. Nm	BUSES (Nb)	PHF	CONF. PEDS (peds/hr)	PED BUTTON Y/N	PED BUTTON SEC	ARR TYPE
EB	-3	4	N	0	0	0.80	0	N	0.0	3
WB	0	0	N	0	0	0.00	0	N	0.0	3
NB	1	6	N	0	0	0.87	0	N	0.0	3
SB	-1	2	N	0	0	0.87	0	N	0.0	3

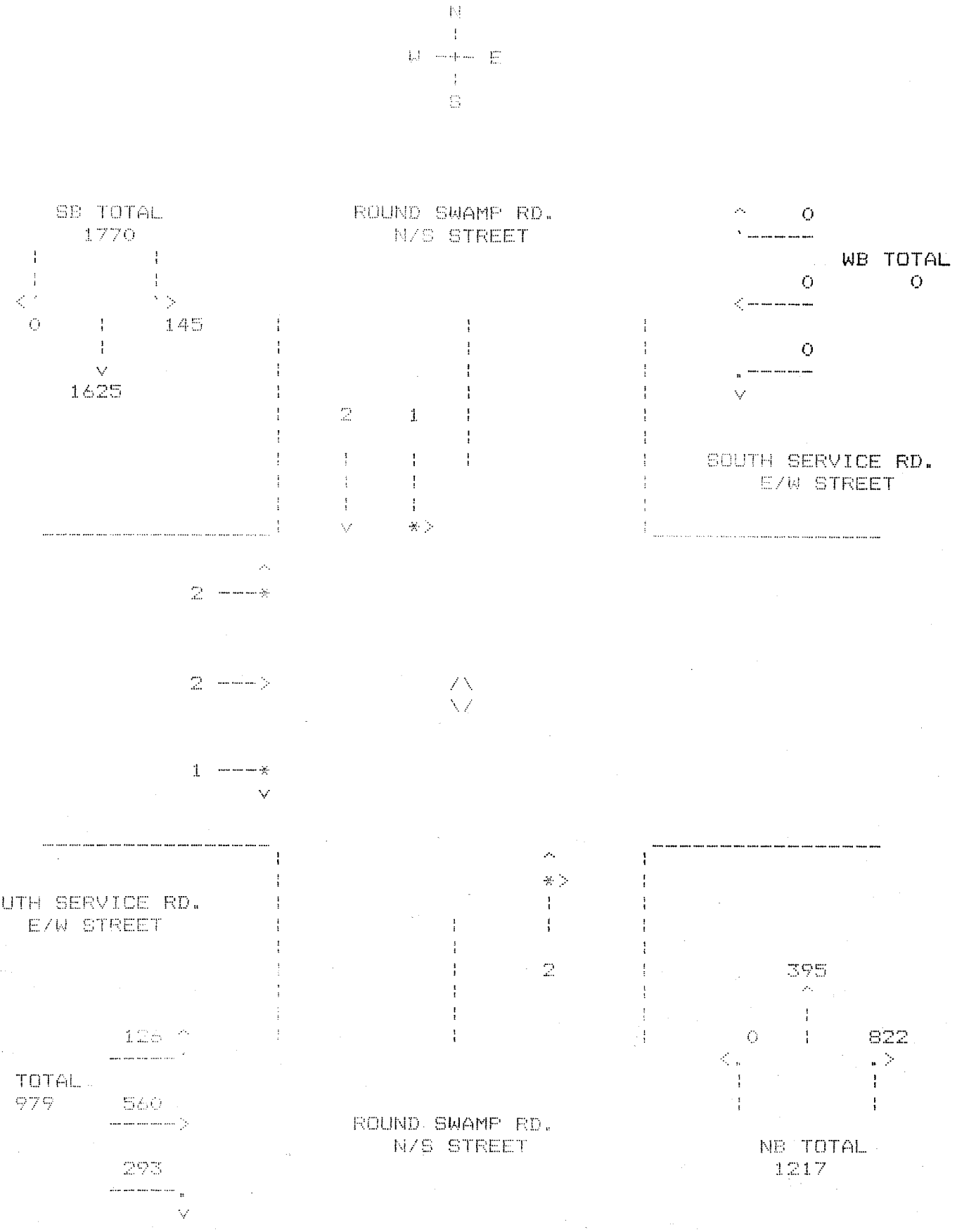
G E O M E T R I C S / V O L U M E S

APP	VOLUME LT	VOLUME TH	VOLUME RT	LANE GROUPS 1 MVM	1 LNS	1 WD	2 MVM	2 LNS	2 WD	3 MVM	3 LNS	3 WD
EB	126	560	293	L	2	24.0	T	2	24.0	R	1	12.0
WB	0	0	0									
NB	0	395	822	TR	2	24.0						
SB	145	1625	0	L	1	12.0	T	2	24.0			

S I G N A L P H A S I N G

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PMSV	G	Y+R
EB	3	L	T	R	LR		22	68
NB	2	TR				R	38	52
SB	1	L	T		L		20	70
SB	2	L	T			L	38	52

3/20/1987 LOCKWOOD, KESSLER & BARTLETT, INC.
INTERSECTION: 224-871



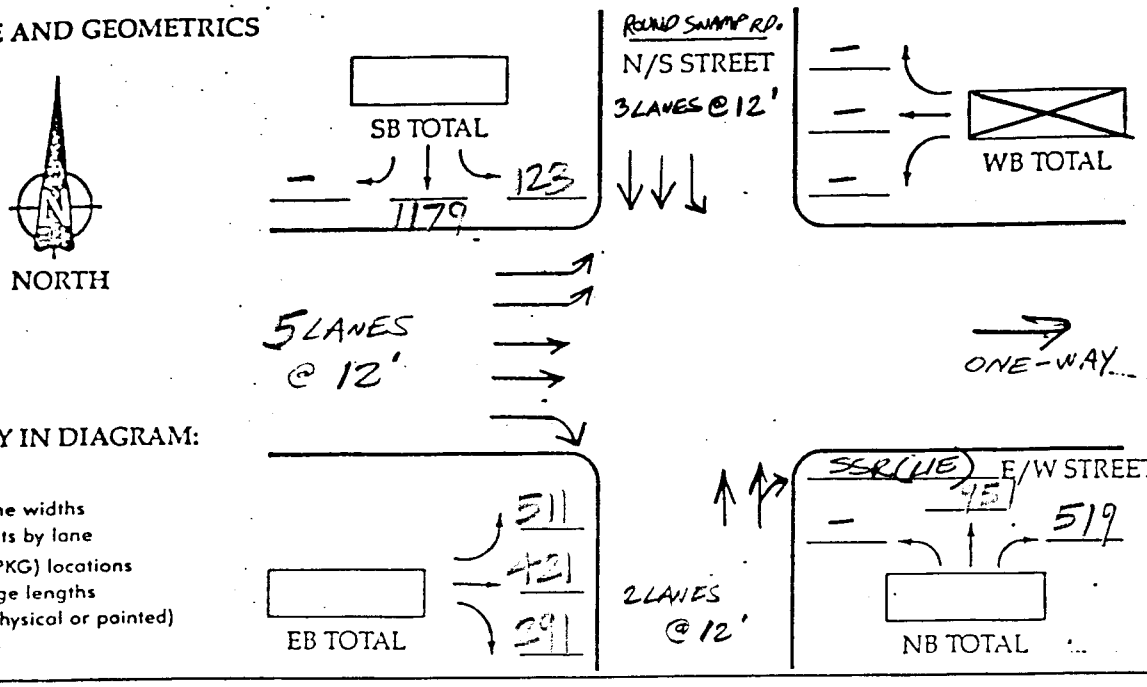
INPUT WORKSHEET

Intersection: ROUND SWAMP RD. / SOUTH SERVICE RD. (LE) Date: 2007 - BUILDOUT/IMPROV.

Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: _____

VOLUME AND GEOMETRICS

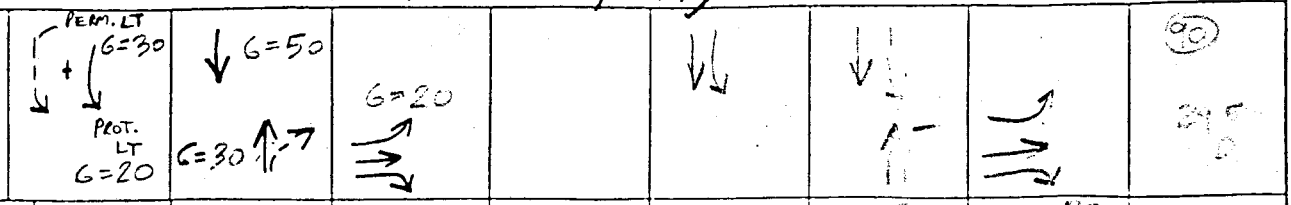


TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	-3%	6%	N	—	—	0.86	0	N	—	3
WB										
NB	+1%	3%	N	—	—	0.95	0	N	—	3
SB	+1%	2%	N	—	—	0.92	0	N	—	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - NORTH/SOUTH)



Timing								
	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = 20 Y + R =	G = 35 Y + R =	G = 22 Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | -------- Pedestrian | Cycle Length 83 Sec

LOCKWOOD, KESSLER & BARTLETT, INC. 3/20/1987

MELVILLE GEIS (613e-01) - PREF 22P-P7I

INTERSECTION :
SOUTH SERVICE RD. @
ROUND SWAMP RD. @
FOUND SWAMP RD.
WEEKDAY PM PEAK 2007 - IMPROV. CBD ? N
ACTUATED SIGNAL

VOLUME ADJUSTMENT

APPROACH	LANE MVM	GROUP VOLUME	FLOW RATE IN GROUP	LANE UTIL FACTOR	ADJ FLOW RATE	PROP OF TURNS LT	PROP OF TURNS RT
EB	L	507	590	1.00	590	1.00	0.00
	T	421	490	1.00	490	0.00	0.00
	R	276	321	1.00	321	0.00	1.00
WB							
NB	TR	1430	1505	1.00	1505	0.00	0.36
SB	L	123	134	1.00	134	1.00	0.00
	T	1174	1276	1.00	1276	0.00	0.00

SATURATION FLOW

APP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS: WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
EB	L	1800	2	1.00	0.97	1.01	1.00	1.00	1.00	1.00	0.75	2645
	T	1800	2	1.00	0.97	1.01	1.00	1.00	1.00	1.00	1.00	3527
	R	1800	1	1.00	0.97	1.01	1.00	1.00	1.00	0.85	1.00	1499
WB												
NB	TR	1800	2	1.00	0.99	0.99	1.00	1.00	1.00	0.95	1.00	3352
SB	L	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.95	1693
	T	1800	2	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	3564

INTERSECTION :
SOUTH SERVICE RD. @
ROUND SWAMP RD. &
ROUND SWAMP RD.
WEEKDAY PM PEAK 2007 - IMPROV. CBD ? N
ACTUATED SIGNAL

C A P A C I T Y A N A L Y S I S

APP	LN GR MVM	ADJ FLOW RATE	PMSV LT FLOW	ADJ SAT FLW RT	FLOW RATIO	CRIT ?	GREEN RATIO	LN GR CAPACITY	V/C RATIO
EB	L	590	0	2645	0.223	Y	0.244	647	0.912
	T	490	0	3527	0.139	N	0.244	862	0.568
	R	321	0	1499	0.214	N	0.244	366	0.877
WB									
NB	TR	1505	0	3352	0.449	Y	0.444	1490	1.010
SB	L	54	80	1693	0.032	Y	0.200	339	0.159
	T	1276	0	3564	0.358	N	0.644	2297	0.556

CYCLE LENGTH : 90.0 SUM OF CRITICAL LANES' FLOW RATIOS : 0.704
LOSS TIME PER CYCLE : 9 INTERSECTION V/C : 0.782

L E V E L O F S E R V I C E

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	APP LOS
EB	L	0.912	0.244	90	25.1	647	12.4	1.00	37.5	D		
	T	0.568	0.244	90	22.7	862	0.7	0.85	19.9	C		
	R	0.877	0.244	90	24.9	366	14.4	0.85	33.4	D	30.4	D
WB												
NB	TR	1.010	0.444	90	19.2	1490	20.2	0.85	33.5	D	33.5	D
SB	L	0.159	0.200	90	22.6	339	0.0	1.00	22.6	C		
	T	0.556	0.644	90	6.7	2297	0.2	0.85	5.9	B	7.5	B

INTERSECTION DELAY : 24.0 secs/veh
LEVEL OF SERVICE : C

LOCKWOOD, KESSLER & BARTLETT, INC. 3/20/1987

MELVILLE GEIS (6136-01) - PREF 22P-P7I

INTERSECTION :
SOUTH SERVICE RD. @
ROUND SWAMP RD. @
ROUND SWAMP RD.
WEEKDAY PM PEAK 2007 - IMPROV. CBD?N
ACTUATED SIGNAL

TRAFFIC & ROADWAY CONDITIONS

APP	GRADE (%)	HV (%)	ADJ. PKG Y/N	LN. Nm	BUSES (Nb)	PHF	CONF. PEDS (peds/hr)	PED Y/N	BUTTON SEC	ARR TYPE
EB	-3	6	N	0	0	0.86	0	N	0.0	3
WB	0	0	N	0	0	0.00	0	N	0.0	3
NB	1	3	N	0	0	0.95	0	N	0.0	3
SB	-1	2	N	0	0	0.92	0	N	0.0	3

GEOMETRICS / VOLUMES

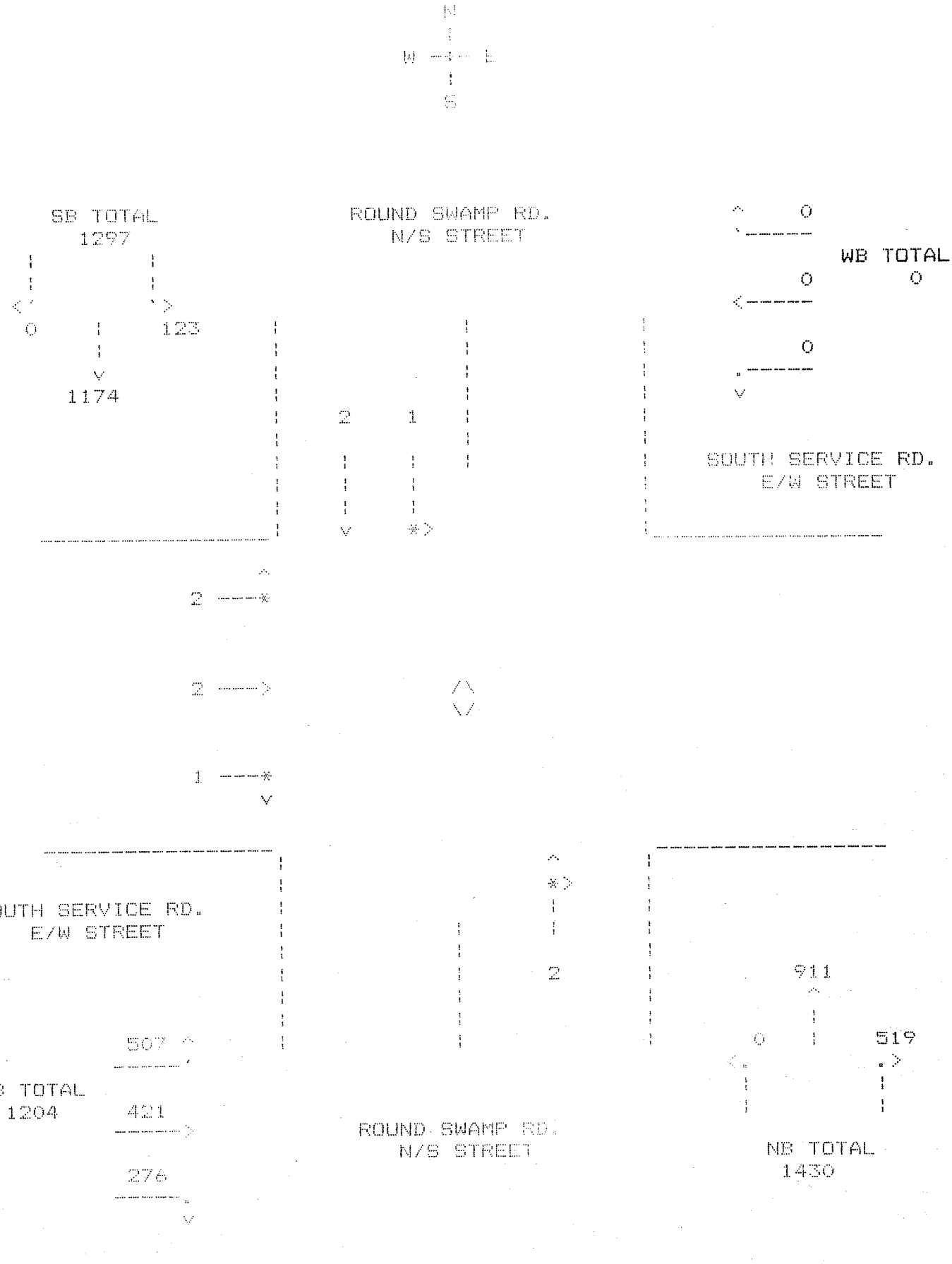
APP	VOLUME LT	VOLUME TH	VOLUME RT	LANE GROUP 1 MVM	1 LNS	1 WD	LANE GROUP 2 MVM	2 LNS	2 WD	LANE GROUP 3 MVM	3 LNS	3 WD
EB	507	421	276	L	2	24.0	T	2	24.0	R	1	12.0
WB	0	0	0									
NB	0	911	519	TR	2	24.0						
SB	123	1174	0	L	1	12.0	T	2	24.0			

SIGNAL PHASING

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PMSV	G	Y+R
EB	3	L	T	R	LR		22	68
NB	2	TR				R	40	50
SB	1	L	T		L		18	72
SB	2	L	T			L	40	50

3/20/1907

LOCKWOOD, KESSLER & BARTLETT, INC.
INTERSECTION 22--PM



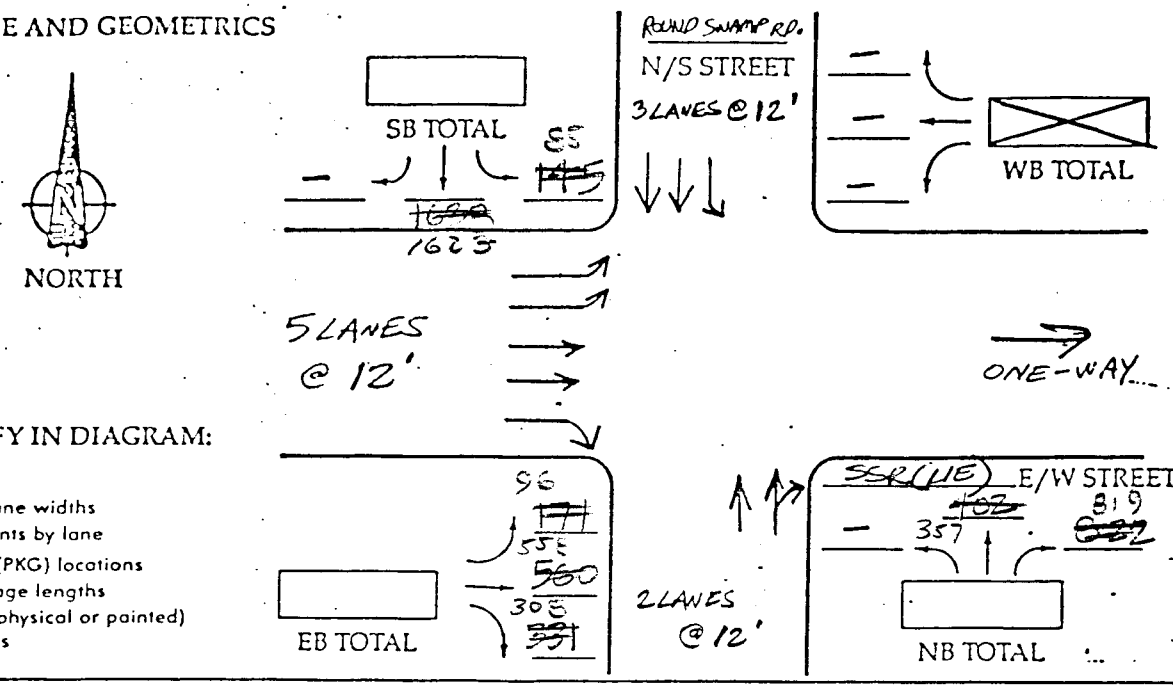
INPUT WORKSHEET PROPOSED PLAN (FAR.30) (10/87)

Intersection: ROUND SWAMP RD. / SOUTH SERVICE RD.-(NE) Date: 2007-BUILDOUT/IMPROV.

Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: _____

VOLUME AND GEOMETRICS

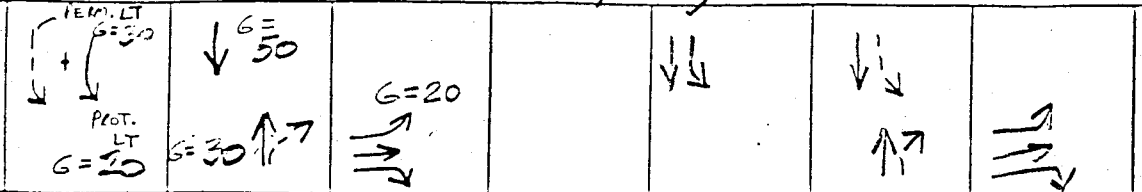


TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	-3%	4%	N	—	—	0.80	0	N	—	3
WB										
NB	+1%	6%	N	—	—	0.87	0	N	—	3
SB	+1%	2%	N	—	—	0.87	0	N	—	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - NORTH/SOUTH)



Timing								
	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = 20 Y + R =	G = 33 Y + R =	G = 22 Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 83 Sec

(90)

LOCKWOOD, KESSLER & BARTLETT, INC.

11/1/1987

MELVILLE GEIS (6130-01) - PM87

22A-P71

INTERSECTION :
SOUTH SERVICE RD. @
ROUND SWAMP RD. @
ROUND SWAMP RD.
WEEKDAY AM PEAK 2007 - IMPROV. CBD ? N
ACTUATED SIGNAL

V O L U M E A D J U S T M E N T

APPROACH	LANE GROUP MVM	VOLUME	FLOW RATE IN GROUP	LANE UTIL FACTOR	ADJ FLOW RATE	PROP OF TURNS LT	RT
EB	L	96	120	1.00	120	1.00	0.00
	T	558	697	1.00	697	0.00	0.00
	R	308	385	1.00	385	0.00	1.00
WB							
NB	TR	1176	1350	1.00	1350	0.00	0.70
SB	L	80	98	1.00	98	1.00	0.00
	T	1623	1864	1.00	1864	0.00	0.00

S A T U R A T I O N F L O W

APP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
EB	L	1800	2	1.00	0.98	1.01	1.00	1.00	1.00	1.00	0.75	2672
	T	1800	2	1.00	0.98	1.01	1.00	1.00	1.00	1.00	1.00	3563
	R	1800	1	1.00	0.98	1.01	1.00	1.00	1.00	0.85	1.00	1514
WB												
NB	TR	1800	2	1.00	0.97	0.99	1.00	1.00	1.00	0.89	1.00	3077
SB	L	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.95	1693
	T	1800	2	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	3564

MELVILLE GEIS (6136-01) - PRET 22A-P

INTERSECTION :
SOUTH SERVICE RD. @
ROUND SWAMP RD. @
ROUND SWAMP RD.
WEEKDAY AM PEAK 2002 - IMPROV. CBD ? N
ACTUATED SIGNAL

C A P A C I T Y A N A L Y S I S

APP	LN GR MVM	ADJ FLOW RATE	PMSV LT FLOW	ADJ SAT FLW RT	FLOW RATIO	CRIT ?	GREEN RATIO	LN GR CAPACITY	V/C RATIO
EB	L	120	0	2672	0.045	N	0.244	653	0.184
	T	697	0	3563	0.196	N	0.244	871	0.800
	R	385	0	1514	0.254	Y	0.244	370	1.041
WB									
NB	TR	1352	0	3077	0.439	N	0.422	1299	1.041
SB	L	76	70	1693	0.045	N	0.222	376	0.207
	T	1866	0	3564	0.524	Y	0.644	2297	0.812

CYCLE LENGTH : 90.0 SUM OF CRITICAL LANES' FLOW RATIOS : 0.778
LOSS TIME PER CYCLE : 9 INTERSECTION V/C : 0.864

L E V E L O F S E R V I C E

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	APP LOS
EB	L	0.184	0.244	90	20.4	653	0.0	1.00	20.4	C		
	T	0.800	0.244	90	24.3	871	3.8	0.85	23.9	C		
	R	1.041	0.244	90	26.2	370	48.2	0.85	63.2	F	36.1	D
WB												
NB	TR	1.041	0.422	90	20.4	1299	30.3	0.85	43.1	E	43.0	E
SB	L	0.207	0.222	90	21.7	376	0.0	1.00	21.7	C		
	T	0.812	0.644	90	9.1	2297	1.7	0.85	9.2	B	9.8	B

INTERSECTION DELAY : 26.7 secs/veh
LEVEL OF SERVICE : D

INTERSECTION :
SOUTH SERVICE RD. @
ROUND SWAMP RD. @
ROUND SWAMP RD.
WEEKDAY AM PEAK 2007 - IMPROV. CONDN
ACTUATED SIGNAL

T R A F F I C & R O A D W A Y C O N D I T I O N S

APP	GRADE (%)	HV (%)	ADJ. PKG Y/N	LN. Nm	BUSES (No)	PHF	CONF. PEDS (peds/hr)	PED BUTTON Y/N	SEC	ARR TYPE
EB	-3	4	N	0	0	0.80	0	N	0.0	3
WB	0	0	N	0	0	0.00	0	N	0.0	3
NB	1	6	N	0	0	0.87	0	N	0.0	3
SB	-1	2	N	0	0	0.87	0	N	0.0	3

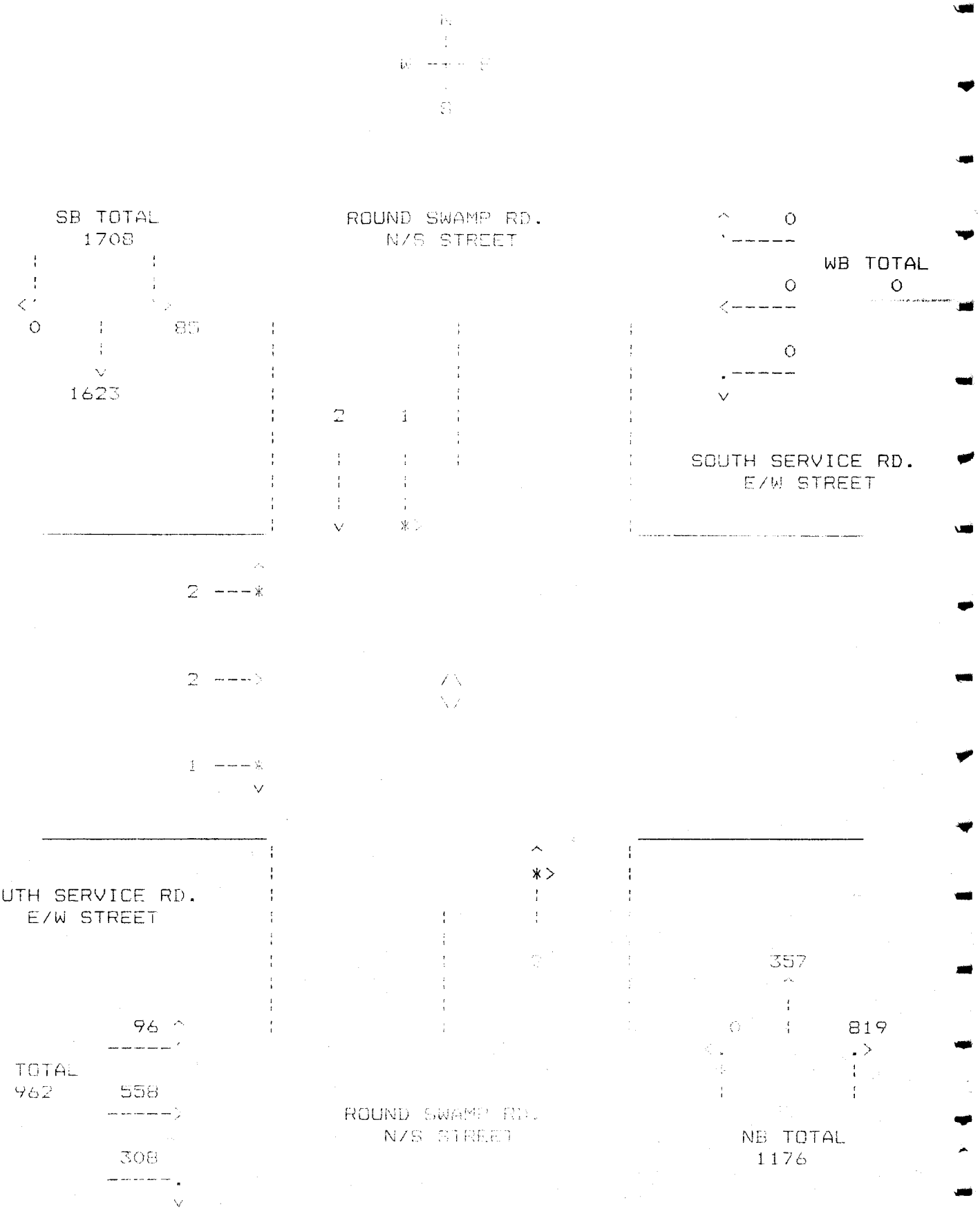
G E O M E T R I C S / V O L U M E S

APP	VOLUME LT	TH	RT	LANE GROUPS 1 MVM	LNS	WD	2 MVM	LNS	WD	3 MVM	LNS	WD
EB	96	558	308	L	2	24.0	T	2	24.0	R	1	12.0
WB	0	0	0									
NB	0	357	819	TR	2	24.0						
SB	85	1623	0	L	1	12.0	T	2	24.0			

S I G N A L P H A S I N G

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PMSV	G	Y+R
EB	3	L	T	R	LR		22	68
NB	2	TR				R	38	52
SB	1	L	T		L		20	70
SB	2	L	T			L	38	52

LOCKWOOD, KESSLER & BARTLETT INC.
INTERSECTION 224-P71



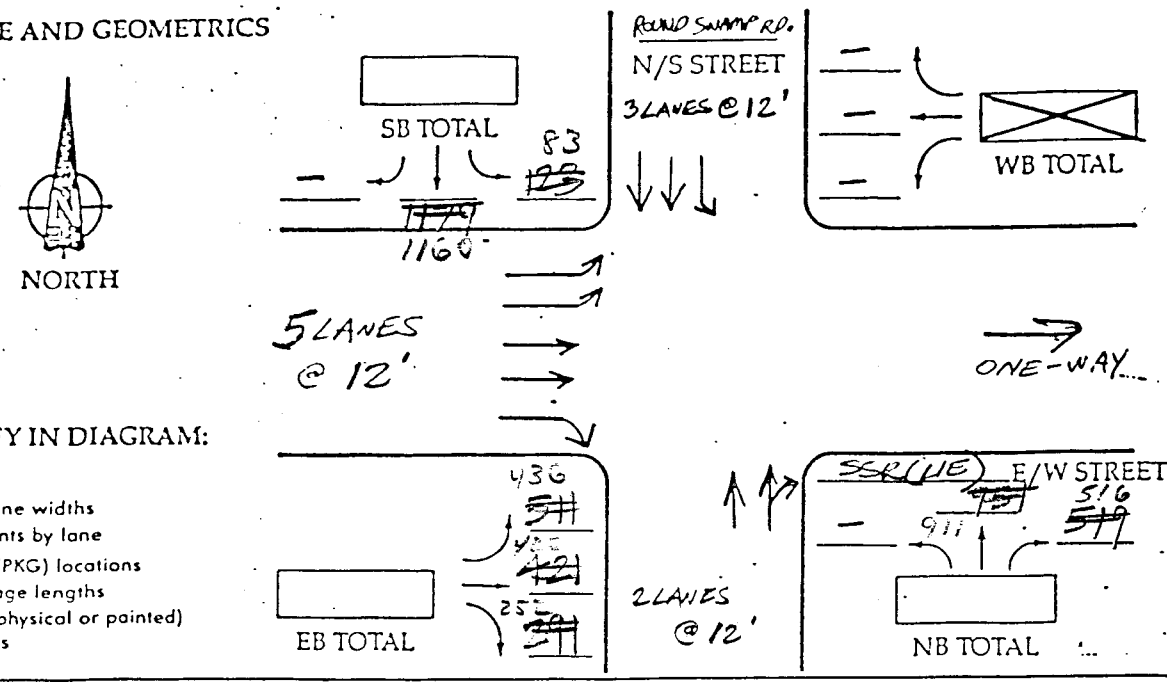
INPUT WORKSHEET PREFERED PLAN (FAR 3) (10/87)

Intersection: ROUND [illegible] / [illegible] (UE) [illegible] - BULLOW/IMPROV

Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: _____

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB	-3%	6%	N	–	–	0.86	0	N	–	3
WB										
NB	+1%	3%	N	–	–	0.95	0	N	–	3
SB	-1%	2%	N	–	–	0.92	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - NORTH/SOUTH)

DIAGRAM								
	PERM. LT G=30 + PROT. LT G=20	G=50 G=30	G=20					(90) 29.5 D
Timing	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = 20 Y + R =	G = 38 Y + R =	G = 22 Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | ------- Pedestrian | Cycle Length 83 Sec

LOCKWOOD, KESSLER & BARTLETT, INC.

11/1/1987

MELVILLE GRID (01-0401) - PM

22P-P71

INTERSECTION :
SOUTH SERVICE RD. @
ROUND SWAMP RD. &
ROUND SWAMP RD.
WEEKDAY PM PEAK [illegible] - IMPROV. CBD ? N
ACTUATED SIGNAL

V O L U M E A D J U S T M E N T

APPROACH	LANE MVM	GROUP VOLUME	FLOW RATE IN GROUP	LANE UTIL FACTOR	ADJ FLOW RATE	PROP OF LT	TURNS RT
EB	L	434	507	1.00	507	1.00	0.00
	T	418	488	1.00	488	0.00	0.00
	R	250	293	1.00	293	0.00	1.00
WB							
NB	TR	1427	1502	1.00	1502	0.00	0.36
SB	L	83	97	1.00	97	1.00	0.00
	T	1160	1201	1.00	1201	0.00	0.00

S A T U R A T I O N F L O W

APP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
EB	L	1800	2	1.00	0.97	1.01	1.00	1.00	1.00	1.00	0.75	2645
	T	1800	2	1.00	0.97	1.01	1.00	1.00	1.00	1.00	1.00	3527
	R	1800	1	1.00	0.97	1.01	1.00	1.00	1.00	0.85	1.00	1499
WB												
NB	TR	1800	2	1.00	0.99	0.99	1.00	1.00	1.00	0.95	1.00	3352
SB	L	1800	1	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.95	1693
	T	1800	2	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	3564

MELVILLE [illegible] - PM

22P-P I

INTERSECTION :
SOUTH SERVICE RD. @
ROUND SWAMP RD. @
ROUND SWAMP RD.
WEEKDAY PM PEAK 2002 - IMPROV. CDD 2 N
ACTUATED SIGNAL

C A P A C I T Y A N A L Y S I S

APP	LN GR MVM	ADJ FLOW RATE	PM&V LT FLOW	ADJ SAT FLW RT	FLOW RATIO	CRIT ?	GREEN RATIO	LN GR CAPACITY	V/C RATIO
EB	L	507	0	2645	0.192	N	0.244	647	0.784
	T	488	0	3527	0.138	N	0.244	862	0.566
	R	293	0	1499	0.195	Y	0.244	366	0.801
WB									
NB	TR	1502	0	3352	0.448	Y	0.444	1490	1.008
SB	L	10	80	1693	0.006	Y	0.200	339	0.029
	T	1261	0	3564	0.354	N	0.644	2297	0.549

CYCLE LENGTH : 90.0 SUM OF CRITICAL LANE FLOW RATIOS : 0.649
LOSS TIME PER CYCLE : 9 INTERSECTION V/C : 0.721

L E V E L O F S E R V I C E

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	APP LOS
EB	L	0.784	0.244	90	24.2	647	4.4	1.00	28.6	D		
	T	0.566	0.244	90	22.7	862	0.7	0.85	19.9	C		
	R	0.801	0.244	90	24.3	366	8.2	0.85	27.6	D	25.1	D
WB												
NB	TR	1.008	0.444	90	19.1	1490	19.7	0.85	33.0	D	33.0	D
SB	L	0.029	0.200	90	22.0	339	0.3	1.00	22.3	C		
	T	0.549	0.644	90	6.7	2297	0.3	0.85	6.9	B	7.0	B

INTERSECTION DELAY = 22.0 secs/veh
LEVEL OF SERVICE = C

LOCKWOOD, KESSLER & BARTLETT, INC. 11/1/1987

MELVILLE GRIS (5136-01) - PREP 22P-P7I

INTERSECTION :
SOUTH SERVICE RD. @
ROUND SWAMP RD. @
ROUND SWAMP RD.
WEEKDAY PM PEAK 2002 - IMPROV. CBD?N
ACTUATED SIGNAL

TRAFFIC & ROADWAY CONDITIONS

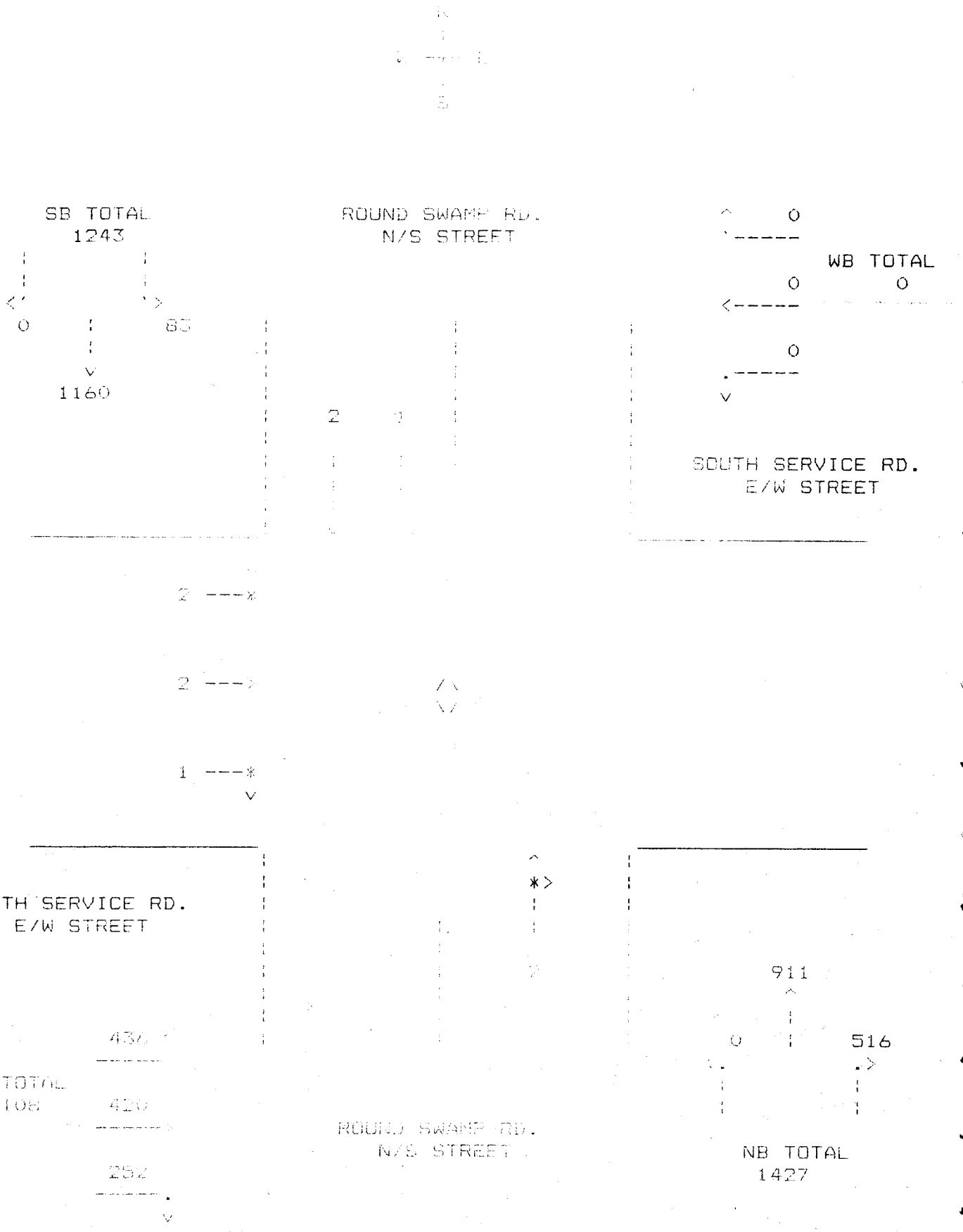
APP	GRADE (%)	HV (%)	ADJ. PKG LN. Y/N	ADJ. PKG LN. Nm	BUSES (Nb)	PHF	CONF. PEDS (peds/hr)	PED BUTTON Y/N	PED BUTTON SEC	ARR TYPE
EB	-3	6	N	0	0	0.86	0	N	0.0	3
WB	0	0	N	0	0	0.00	0	N	0.0	3
NB	1	3	N	0	0	0.95	0	N	0.0	3
SB	-1	2	N	0	0	0.92	0	N	0.0	3

GEOMETRICS / VOLUMES

APP	VOLUME LT	VOLUME TH	VOLUME RT	LANE GROUPS 1 MVM	1 LNS	1 WD	2 MVM	2 LNS	2 WD	3 MVM	3 LNS	3 WD
EB	436	420	252	L	[illegible]	[illegible]		[illegible]	[illegible]	R	1	12.0
WB	0	0	0									
NB	0	911	516	TR	2	24.0						
SB	83	1160	0	L	1	12.0	T	2	24.0			

SIGNAL PHASING

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PMSV	G	Y+R
EB	3	L	T	R	LR		22	68
NB	2	TR				R	40	50
SB	1	L	T		L		18	72
SB	2	L	T			L	40	50


SB TOTAL
1243
0
83
1160
ROUND SWAMP RD.
N/S STREET
2
0
0
WB TOTAL
0
0
SOUTH SERVICE RD.
E/W STREET
2
2
1
SOUTH SERVICE RD.
E/W STREET
911
0
516
EB TOTAL
1108
ROUND SWAMP RD.
N/S STREET
NB TOTAL
1427

INTERSECTION 23

ROUND SWAMP RD / NORTH SERVICE RD (LIE)

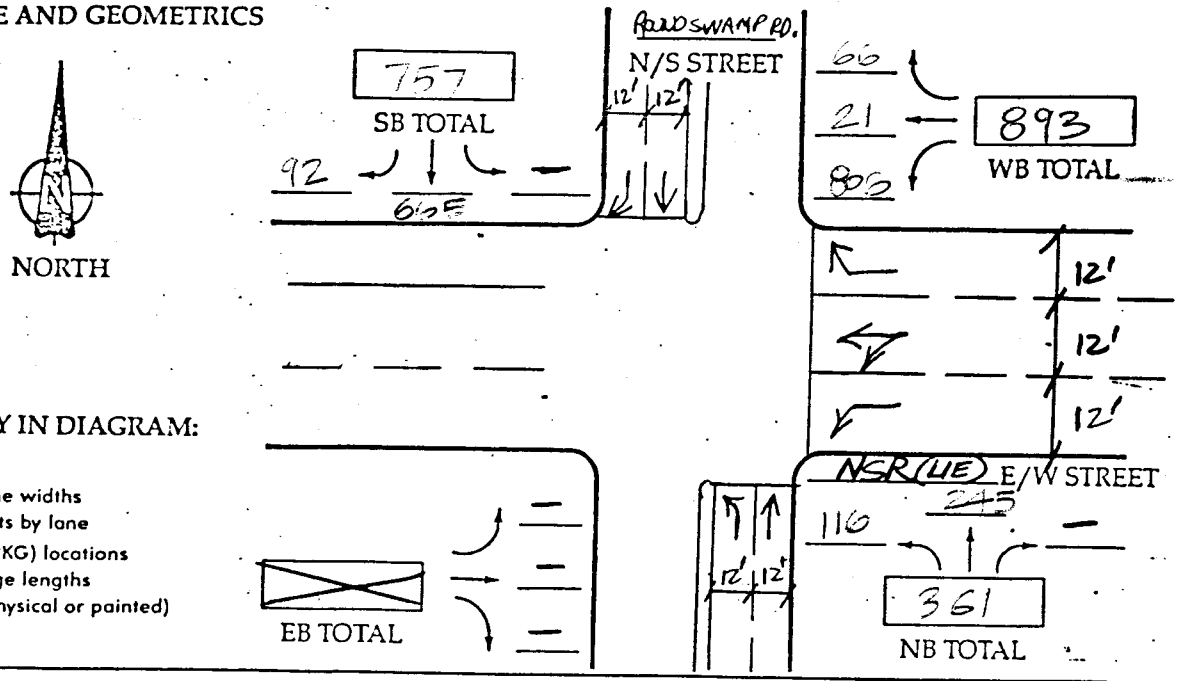
INPUT WORKSHEET

Intersection: ROUND SWAMP RD. / NORTH SERVICE RD. (LIE) Date: EXISTING - 1986

Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB										
WB	-3%	2%	N	—	—	0.90	0	N	—	3
NB	+1%	12%	N	—	—	0.73	0	N	—	3
SB	-1%	1%	N	—	—	0.94	0	N	—	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - NORTH/SOUTH)

DIAGRAM								
	PERM. LT G=60 SEC. PROT. LT G=20 SEC.	G=~~25~~ 30 SEC. G=50 SEC.	G=20 SEC.					
Timing	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | ------- Pedestrian | Cycle Length 83 Sec

****

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:ROUND SPRING RD./No. SERV. RD. [illegible] AREA TYPE: NON-CBD

INTERSECTION LOCATION:TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED:1986 A.M. PEAK - EXISTING

ADDITIONAL INFORMATION:MELVILLE [illegible] PROJ. No. 6136-01

ANALYST:MM TODAY'S DATE:[illegible]-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	116	[illegible]	0	806
THROUGH VOLUME	245	665	0	21
RIGHT TURNING VOLUME	0	92	0	66
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	0	3
PEAK HOUR FACTOR	0.73	0.94	0.00	0.90
PERCENT HEAVY VEHICLES	0.12	0.01	0.00	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	0.01	-.01	0.00	-.03
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	0.00	1.00
BASE SATURATION FLOW	1800	1800	0	1800
NUMBER OF LANES	2	2	[illegible]	3
PARKING?	[illegible]	[illegible]		N
PARKING MANUEVERS PER HOUR	0	[illegible]	[illegible]	0
SIGNAL TYPE:	SEMI-ACTUATED			
CYCLE LENGTH:	83			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	3	17	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	12	0
GREEN TIME	50.0	50.0	0.0
GREEN. PROTECTED PHASE	20.0	0.0	0.0
G+C. PERMISSIVE PHASE	30.0	0.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	17	10	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	12	0
GREEN TIME	25.0	25.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	[illegible]	0
NUMBER OF LANES	0	[illegible]	0
LANE WIDTH	0	[illegible]	0
GREEN TIME	0.0	0.[illegible]	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	9
NUMBER OF LANES	1	1	1
LANE WIDTH	12	12	12
GREEN TIME	20.0	20.0	20.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:ROUND SWAMP RD./[illegible] SERV. RD. [illegible] AREA TYPE: NON-CBD

INTERSECTION LOCATION:TOWN OF [illegible]NGTON

DATE AND TIME PERIOD ANALYZED:1986 [illegible] - EXISTING

ADDITIONAL INFORMATION:[illegible] GEIS PRJ. NO. [illegible]

ANALYST:MM TODAY'S DATE:1-19-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: ****

THE INTERSECTION LEVEL OF SERVICE IS: OVERSATURATED

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	4.95	0.00	4.95	A		
NORTHBOUND	2	6.23	0.07	5.30	B	5.68	B
	3	0.00	0.00	0.00			
	1	25.37	196.61	OVERSATURATED			
SOUTHBOUND	2	16.45	0.04	16.49	C		
	3	0.00	0.00	0.00			
	1	0.00	0.00	0.00			
EASTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			
	1	[illegible]	37.92	OVERSATURATED			
WESTBOUND	2	16.41	0.00	16.41	C		
	3	19.08	0.04	19.19	C		

*** ADDITIONAL [illegible] ***

NORTHBOUND:	LANE GROUP 1		LANE GROUP 2			LANE GROUP 3
ADJUSTED FLOW (V)	0		336			0
* PROT/PERM FLOWS	0	189	0	0	0	0
PROPORTION LEFT TURNS (PLT)	.00		0.00			0.00
PROPORTION RIGHT TURNS (PRT)	0.00		0.00			0.00
ADJ. SATURATION FLOW RATE (S)	1599		1684			0
FLOW RATIO (V/S)	.000		.199			.000
* PROT/PERM FLOW RATIOS	.000	.189	.000	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.602		.602			.000
* PROT/PERM G/C RATIOS	.241	.361	.000	.000	.000	.000
LANE GROUP CAPACITY (C)	0		1014			0
* PROT/PERM CAPACITIES	385	302	0	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000		0.331			0.000
* PROT/PERM V/C RATIOS	.000	.527	.000	.000	.000	.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	707	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1800	1684	0
FLOW RATIO (V/S)	.393	.000	.000
GREEN/CYCLE RATIO (G/C)	.301	.301	.000
LANE GROUP CAPACITY (C)	542	507	0
VOLUME/CAPACITY RATIO (X)	1.305	0.000	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	696	22	73
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1718	1684	1537
FLOW RATIO (V/S)	.521	.013	.048
GREEN/CYCLE RATIO (G/C)	.241	.241	.241
LANE GROUP CAPACITY (C)	414	406	370
VOLUME/CAPACITY RATIO (X)	2.163	0.054	0.199

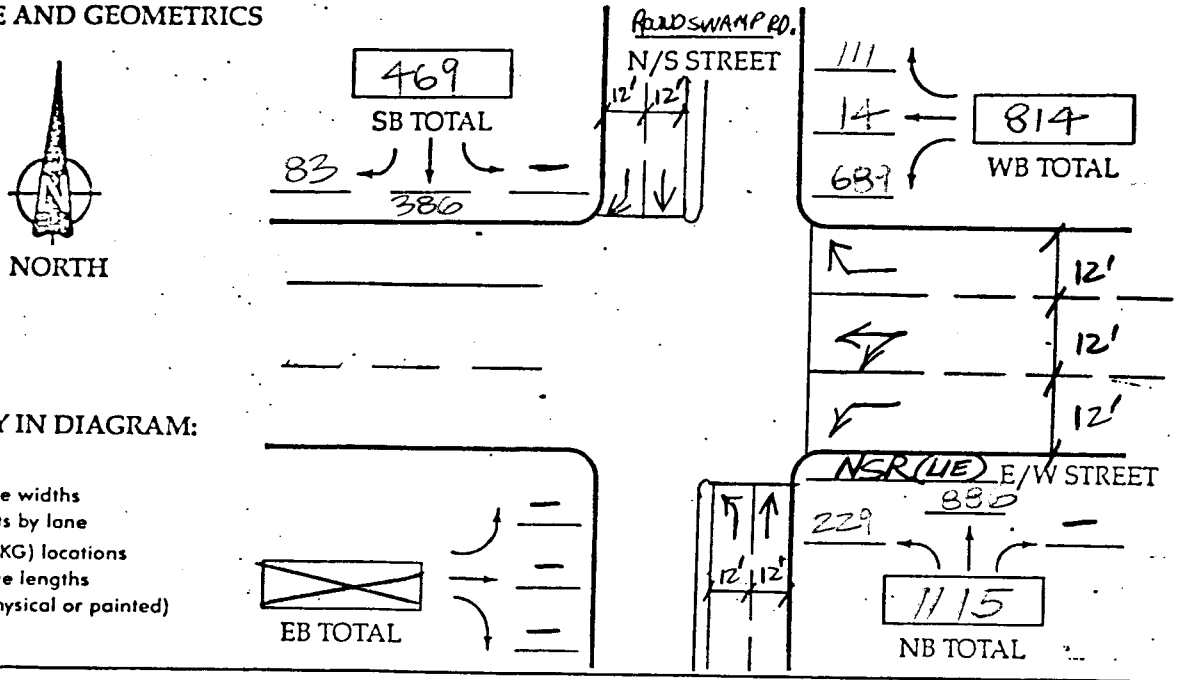
INPUT WORKSHEET

Intersection: ROUND SWAMP RD. / NORTH SERVICE RD. (LIE) Date: EXISTING - 1986

Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB										
WB	-3%	2%	N	—	—	0.96	0	N	—	3
NB	+1%	2%	N	—	—	0.88	0	N	—	3
SB	-1%	1%	N	—	—	0.88	0	N	—	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - NORTH/SOUTH)

DIAGRAM								
	PERM. LT G=30 SEC. PROT. LT G=20 SEC.	G=25 SEC. G=50 SEC.	G=20 SEC.					
Timing	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =	G = Y + R =
Pretimed or Actuated								

Protected turns | Permitted turns | ------- Pedestrian | Cycle Length 83 Sec

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION: ROUND GRASS RD./Rte. 9811 NO. at U.S.6 AREA TYPE: NON-CBD

INTERSECTION LOCATION: TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED: 1986 P.M. PEAK - EXISTING

ADDITIONAL INFORMATION: ELVILLE SCHS MID. MGT. 6136-01

ANALYST: MM TODAY'S DATE: 1-15-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	229	0	0	689
THROUGH VOLUME	686	385	0	14
RIGHT TURNING VOLUME	0	83	0	111
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	0	3
PEAK HOUR FACTOR	0.86	0.86	0.00	0.96
PERCENT HEAVY VEHICLES	0.02	0.01	0.00	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	0.01	-.02	0.00	-.03
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	0.00	1.00
BASE SATURATION FLOW	1900	1900	0	1900
NUMBER OF LANES	2	1		3
PARKING?				N
PARKING MANUEVERS PER HOUR	0			0
SIGNAL TYPE:	SEMI-ACTUATED			
CYCLE LENGTH:	80			

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	3	17	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	12	0
GREEN TIME	50.0	50.0	0.0
G+C. PROTECTED PHASE	20.0	0.0	0.0
G+C. PERMISSIVE PHASE	30.0	0.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	17	10	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	12	0
GREEN TIME	25.0	25.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	0	0
NUMBER OF LANES	0	0	0
LANE WIDTH	0	0	0
GREEN TIME	0.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	3	17	9
NUMBER OF LANES	1	1	1
LANE WIDTH	12	12	12
GREEN TIME	20.0	50.0	20.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:ROUND SWAMP RD./No. 99[illegible] [illegible] L.I.E. AREA TYPE:
NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1986 P.M. [illegible] - EXISTING
ADDITIONAL INFORMATION:MELVILLE GEIS PROJ. No. 6[illegible]-01
ANALYST:MM TODAY'S DATE:1-19-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: ****
THE INTERSECTION LEVEL OF SERVICE IS: OVERSATURATED

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	4.99	0.00	4.99	A		
NORTHBOUND	2	11.54	11.46	23.00	C	17.88	C
	3	0.00	0.00	0.00			
	1	20.36	5.19	25.[illegible]	D		
SOUTHBOUND	2	12.41	0.03	16.45	C	24.77	C
	3	0.00	0.00	0.00			
	1	0.00	0.00	0.00			
EASTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			
	1	785.50	31.21	OVERSATURATED			
WESTBOUND	2	18.32	0.00	18.32	C		
	3	19.65	0.16	19.81	C		

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1		LANE GROUP 2		LANE GROUP 3	
ADJUSTED FLOW (V)	0		1007		0	
* PROT/PERM FLOWS	1	660	1	0	0	0
PROPORTION LEFT TURNS (PLT)	1.00		0.00		0.00	
PROPORTION RIGHT TURNS (PRT)	0.00		0.00		0.00	
ADJ. SATURATION FLOW RATE (S)	1684		1773		0	
FLOW RATIO (V/S)	.000		.568		.000	
* PROT/PERM FLOW RATIOS	.000	.238	.000	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.602		.602		.000	
* PROT/PERM G/C RATIOS	.241	.361	.000	.000	.000	.000
LANE GROUP CAPACITY (C)	0		1068		0	
* PROT/PERM CAPACITIES	406	400	0	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000		0.943		0.000	
* PROT/PERM V/C RATIOS	.000	.650	.000	.000	.000	.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	439	94	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1800	1530	0
FLOW RATIO (V/S)	.244	.062	.000
GREEN/CYCLE RATIO (G/C)	.301	.301	.000
LANE GROUP CAPACITY (C)	542	461	0
VOLUME/CAPACITY RATIO (X)	0.809	0.205	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	718	15	116
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1718	1800	1537
FLOW RATIO (V/S)	.418	.008	.075
GREEN/CYCLE RATIO (G/C)	.241	.241	.241
LANE GROUP CAPACITY (C)	414	433	370
VOLUME/CAPACITY RATIO (X)	1.733	0.035	0.312

****

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:ROUND SWAMP RD./No. SERV. RD. L.I.E. AREA TYPE: NON-CBD

INTERSECTION LOCATION:TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED:1992 A.M. PEAK - BUILD

ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01

ANALYST:MM TODAY'S DATE:1-19-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	127	0	0	866
THROUGH VOLUME	298	772	0	23
RIGHT TURNING VOLUME	0	154	0	93
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	0	3
PEAK HOUR FACTOR	0.73	0.94	0.00	0.90
PERCENT HEAVY VEHICLES	0.12	0.01	0.00	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	0.01	-.01	0.00	-.03
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	0.00	1.00
BASE SATURATION FLOW	1800	1800	0	1800
NUMBER OF LANES	2	2	0	3
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0

SIGNAL TYPE: SEMI-ACTUATED

CYCLE LENGTH: 83

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	3	17	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	12	0
GREEN TIME	50.0	50.0	0.0
GREEN, PROTECTED PHASE	20.0	0.0	0.0
G+C, PERMISSIVE PHASE	30.0	0.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	17	10	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	12	0
GREEN TIME	25.0	25.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	0	0
NUMBER OF LANES	0	0	0
LANE WIDTH	0	0	0
GREEN TIME	0.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	9
NUMBER OF LANES	1	1	1
LANE WIDTH	12	12	12
GREEN TIME	20.0	20.0	20.0

****

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:ROUND SWAMP RD./No. SERV. RD. L.I.E. AREA TYPE: NON-CBD

INTERSECTION LOCATION:TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED:1992 A.M. PEAK - BUILD

ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01

ANALYST:MM TODAY'S DATE:1-19-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: ****

THE INTERSECTION LEVEL OF SERVICE IS: OVERSATURATED

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	4.99	0.00	4.99	A		
NORTHBOUND	2	6.58	0.15	6.73	B	6.09	B
	3	0.00	0.00	0.00			
	1	28.33	425.33	OVERSATURATED			
SOUTHBOUND	2	17.25	0.21	17.46	C		
	3	0.00	0.00	0.00			
	1	0.00	0.00	0.00			
EASTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			
	1	2505.29	41.30	OVERSATURATED			
WESTBOUND	2	18.43	0.00	18.43	C		
	3	19.48	0.11	19.59	C		

****

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1		LANE GROUP 2			LANE GROUP 3
ADJUSTED FLOW (V)	0		408			0
* PROT/PERM FLOWS	0	174	0	0	0	0
PROPORTION LEFT TURNS (PLT)	1.00		0.00			0.00
PROPORTION RIGHT TURNS (PRT)	0.00		0.00			0.00
ADJ. SATURATION FLOW RATE (S)	1599		1684			0
FLOW RATIO (V/S)	.000		.242			.000
* PROT/PERM FLOW RATIOS	.000	.148	.000	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.602		.602			.000
* PROT/PERM G/C RATIOS	.241	.361	.000	.000	.000	.000
LANE GROUP CAPACITY (C)	0		1014			0
* PROT/PERM CAPACITIES	385	237	0	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000		0.403			0.000
* PROT/PERM V/C RATIOS	.000	.735	.000	.000	.000	.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	821	164	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1800	1530	0
FLOW RATIO (V/S)	.456	.107	.000
GREEN/CYCLE RATIO (G/C)	.301	.301	.000
LANE GROUP CAPACITY (C)	542	461	0
VOLUME/CAPACITY RATIO (X)	1.515	0.356	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	962	26	103
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1718	1809	1537
FLOW RATIO (V/S)	.560	.014	.067
GREEN/CYCLE RATIO (G/C)	.241	.241	.241
LANE GROUP CAPACITY (C)	414	436	370
VOLUME/CAPACITY RATIO (X)	2.324	0.059	0.279

****

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

****

INTERSECTION:ROUND SWAMP RD./No. SERV. RD. L.I.E. AREA TYPE: NON-CBD

INTERSECTION LOCATION:TOWN OF HUNTINGTON

DATE AND TIME PERIOD ANALYZED:1992 P.M. PEAK - BUILD

ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01

ANALYST:MM TODAY'S DATE:1-19-87

*** INPUT INFORMATION ***

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT TURNING VOLUME	253	0	0	741
THROUGH VOLUME	1015	452	0	15
RIGHT TURNING VOLUME	0	140	0	182
PEDESTRIANS	0	0	0	0
ARRIVAL TYPE	3	3	0	3
PEAK HOUR FACTOR	0.88	0.88	0.00	0.96
PERCENT HEAVY VEHICLES	0.02	0.01	0.00	0.02
NUMBER OF BUSES	0	0	0	0
GRADE	0.01	-.01	0.00	-.03
THROUGH LANE UTILIZATION FACTOR	1.00	1.00	0.00	1.00
BASE SATURATION FLOW	1800	1800	0	1800
NUMBER OF LANES	2	2	0	3
PARKING?	N	N	N	N
PARKING MANUEVERS PER HOUR	0	0	0	0

SIGNAL TYPE: SEMI-ACTUATED

CYCLE LENGTH: 83

NORTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	3	17	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	12	0
GREEN TIME	50.0	50.0	0.0
GREEN, PROTECTED PHASE	20.0	0.0	0.0
G+C, PERMISSIVE PHASE	30.0	0.0	0.0

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	17	10	0
NUMBER OF LANES	1	1	0
LANE WIDTH	12	12	0
GREEN TIME	25.0	25.0	0.0

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	0	0	0
NUMBER OF LANES	0	0	0
LANE WIDTH	0	0	0
GREEN TIME	0.0	0.0	0.0

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
LANE GROUP CONFIGURATION	1	17	9
NUMBER OF LANES	1	1	1
LANE WIDTH	12	12	12
GREEN TIME	20.0	20.0	20.0

HCM(1985) SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION:ROUND SWAMP RD./No. SERV. RD. L.I.E. AREA TYPE: NON-CBD
INTERSECTION LOCATION:TOWN OF HUNTINGTON
DATE AND TIME PERIOD ANALYZED:1992 P.M. PEAK - BUILD
ADDITIONAL INFORMATION:MELVILLE GEIS PRJ. No. 6136-01
ANALYST:MM TODAY'S DATE:1-19-87

THE INTERSECTION AVERAGE STOPPED DELAY IS: ****
THE INTERSECTION LEVEL OF SERVICE IS: OVERSATURATED

APPROACH	LANE GROUP	DELAY 1	DELAY 2	STOPPED DELAY (SEC/VEH) LANE GROUP DELAY	LOS	APPROACH DELAY	LOS
	1	4.99	0.00	4.99	A		
NORTHBOUND	2	14.27	46.40	60.67	F	47.71	E
	3	0.00	0.00	0.00			
	1	21.55	19.05	40.60	E		
SOUTHBOUND	2	17.19	0.19	17.38	C	35.11	D
	3	0.00	0.00	0.00			
	1	0.00	0.00	0.00			
EASTBOUND	2	0.00	0.00	0.00		0.00	
	3	0.00	0.00	0.00			
	1	1063.68	32.99	OVERSATURATED			
WESTBOUND	2	18.33	0.00	18.33	C		
	3	20.73	1.00	21.73	C		

*** ADDITIONAL OUTPUT INFORMATION ***

NORTHBOUND:	LANE GROUP 1		LANE GROUP 2			LANE GROUP 3
ADJUSTED FLOW (V)	0		1153			0
* PROT/PERM FLOWS	0	288	0	0	0	0
PROPORTION LEFT TURNS (PLT)	1.00		0.00			0.00
PROPORTION RIGHT TURNS (PRT)	0.00		0.00			0.00
ADJ. SATURATION FLOW RATE (S)	1684		1773			0
FLOW RATIO (V/S)	.000		.651			.000
* PROT/PERM FLOW RATIOS	.000	.208	.000	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.602		.602			.000
* PROT/PERM G/C RATIOS	.241	.361	.000	.000	.000	.000
LANE GROUP CAPACITY (C)	0		1068			0
* PROT/PERM CAPACITIES	406	350	0	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000		1.080			0.000
* PROT/PERM V/C RATIOS	.000	.822	.000	.000	.000	.000

SOUTHBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	514	159	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1800	1530	0
FLOW RATIO (V/S)	.285	.104	.000
GREEN/CYCLE RATIO (G/C)	.301	.301	.000
LANE GROUP CAPACITY (C)	542	461	0
VOLUME/CAPACITY RATIO (X)	0.947	0.345	0.000

EASTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	0	0	0
PROPORTION LEFT TURNS (PLT)	0.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	0	0	0
FLOW RATIO (V/S)	.000	.000	.000
GREEN/CYCLE RATIO (G/C)	.000	.000	.000
LANE GROUP CAPACITY (C)	0	0	0
VOLUME/CAPACITY RATIO (X)	0.000	0.000	0.000

WESTBOUND:	LANE GROUP 1	LANE GROUP 2	LANE GROUP 3
ADJUSTED FLOW (V)	772	16	190
PROPORTION LEFT TURNS (PLT)	1.00	0.00	0.00
PROPORTION RIGHT TURNS (PRT)	0.00	0.00	0.00
ADJ. SATURATION FLOW RATE (S)	1718	1809	1537
FLOW RATIO (V/S)	.449	.009	.123
GREEN/CYCLE RATIO (G/C)	.241	.241	.241
LANE GROUP CAPACITY (C)	414	436	370
VOLUME/CAPACITY RATIO (X)	1.864	0.036	0.512

2041-PM

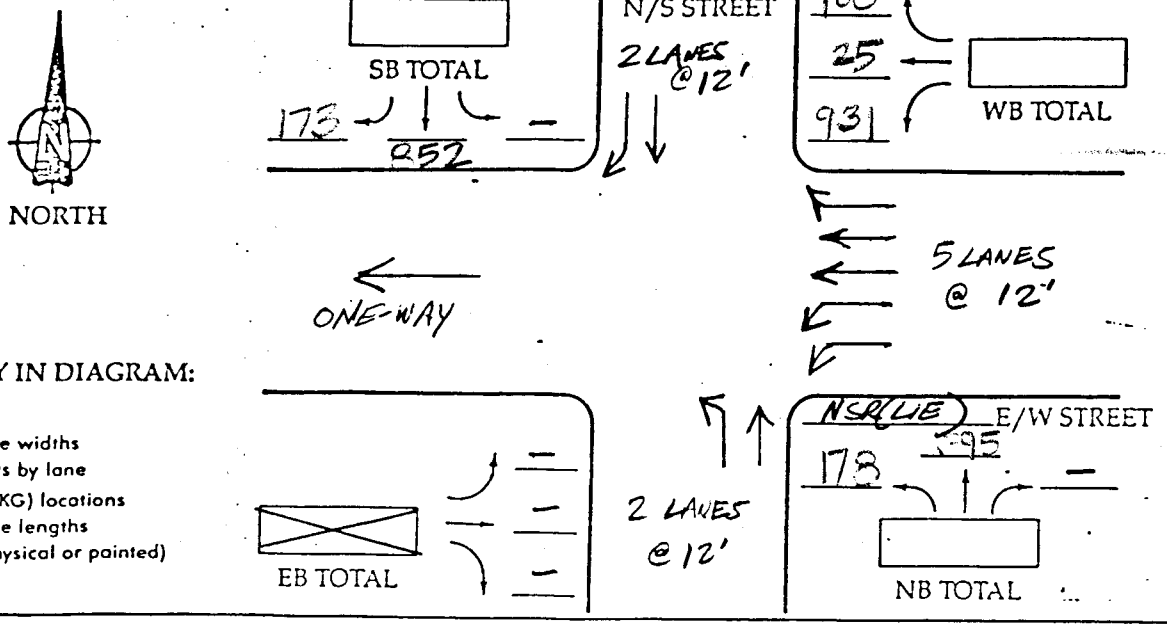
INPUT WORKSHEET

Intersection: ROUND SWAMP RD. / NORTH SERVICE RD (LIE) Date: 2007 - BUILD w/ IMPROV.

Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB										
WB	-3%	2%	N	–	–	0.90	0	N	–	3
NB	+1%	12%	N	–	–	0.73	0	N	–	3
SB	-1%	1%	N	–	–	0.94	0	N	–	3

Grade: + up, – down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - NORTH/SOUTH)

DIAGRAM								
	PERM. LT. G=30, PROT. LT G=20, +1	G=30, G=50	G=20		17			(90)
Timing	G = Y+R =	G = Y+R =	G = Y+R =	G = Y+R =	G = 20 Y+R =	G = 32 Y+R =	G = 28 Y+R =	G = Y+R =
Pretimed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 83 Sec

INTERSECTION :
NORTH SERVICE RD. @
ROUND SWAMP RD. @
ROUND SWAMP RD.
WEEKDAY AM PEAK 2007 - IMPROV CND ? N
ACTUATED SIGNAL

VOLUME ADJUSTMENT

APPROACH	LANE MVM	GROUP VOLUME	FLOW RATE IN GROUP	LANE UTIL FACTOR	ADJ FLOW RATE	PROP OF TURNS LT	PROP OF TURNS RT
EB							
WB	L	931	1034	1.00	1034	1.00	0.00
	T	25	28	1.00	28	0.00	0.00
	R	100	111	1.00	111	0.00	1.00
NB	L	172	236	1.00	236	1.00	0.00
	T	348	477	1.00	477	0.00	0.00
SB	T	840	894	1.00	894	0.00	0.00
	R	167	178	1.00	178	0.00	1.00

SATURATION FLOW

APP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
EB												
WB	L	1800	2	1.00	0.99	1.01	1.00	1.00	1.00	1.00	0.75	2700
	T	1800	2	1.00	0.99	1.01	1.00	1.00	1.00	1.00	1.00	3600
	R	1800	1	1.00	0.99	1.01	1.00	1.00	1.00	0.85	1.00	1530
NB	L	1800	1	1.00	0.95	0.99	1.00	1.00	1.00	1.00	0.95	1608
	T	1800	1	1.00	0.95	0.99	1.00	1.00	1.00	1.00	1.00	1693
SB	T	1800	1	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1800
	R	1800	1	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1530

MELVILLE DEIS (6136-01) - PREP 23A-P7I

INTERSECTION :
NORTH SERVICE RD. @
ROUND SWAMP RD. @
ROUND SWAMP RD.
WEEKDAY AM PEAK 2007 - IMPROV. CBD ? N
ACTUATED SIGNAL

C A P A C I T Y A N A L Y S I S

APP	LN GR MVM	ADJ FLOW RATE	PMSV LT FLOW	ADJ SAT FLW RT	FLOW RATIO	CRIT ?	GREEN RATIO	LN GR CAPACITY	V/C RATIO
EB									
WB	L	1034	0	2700	0.383	Y	0.344	930	1.112
	T	28	0	3600	0.008	N	0.344	1240	0.023
	R	111	0	1530	0.073	N	0.344	527	0.211
NB	L	90	146	1608	0.056	Y	0.111	179	0.503
	T	477	0	1693	0.282	N	0.556	941	0.507
SB	T	894	0	1800	0.497	Y	0.444	800	1.117
	R	178	0	1530	0.116	N	0.444	680	0.262

CYCLE LENGTH : 90.0 SUM OF CRITICAL LANES' FLOW RATIOS : 0.936
LOSS TIME PER CYCLE : 9 INTERSECTION V/C : 1.040

L E V E L O F S E R V I C E

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	APP LOS
EB												
WB	L	1.112	0.344	90	23.8	930	62.0	1.00	85.8	F		
	T	0.023	0.344	90	14.8	1240	0.0	0.85	12.6	B		
	R	0.211	0.344	90	15.8	527	0.0	0.85	13.4	B	77.2	F
NB	L	0.503	0.111	90	28.6	179	1.9	1.00	30.5	D		
	T	0.507	0.556	90	9.4	941	0.4	0.85	8.3	B	15.6	C
SB	T	1.117	0.444	90	21.0	800	66.2	0.83	74.1	F		
	R	0.262	0.444	90	11.9	680	0.0	0.85	10.1	B	63.4	F

INTERSECTION DELAY : 57.3 secs/veh
LEVEL OF SERVICE : E

LOCKWOOD, KESSLER & BARTLETT, INC. 3/20/1987

MELVILLE GEIS (6136-01) - PREP 23A-P7I

INTERSECTION :
NORTH SERVICE RD. @
ROUND SWAMP RD. @
ROUND SWAMP RD.
WEEKDAY AM PEAK 2007 - IMPROV. CBD?N
ACTUATED SIGNAL

TRAFFIC & ROADWAY CONDITIONS

APP	GRADE (%)	HV (%)	ADJ. PKG LN. Y/N	Nm	BUSES (Nb)	PHF	CONF. PEDS (peds/hr)	PED BUTTON Y/N	SEC	ARR TYPE
EB	0	0	N	0	0	0.00	0	N	0.0	3
WB	-3	2	N	0	0	0.90	0	N	0.0	3
NB	1	12	N	0	0	0.73	0	N	0.0	3
SB	-1	1	N	0	0	0.94	0	N	0.0	3

GEOMETRICS / VOLUMES

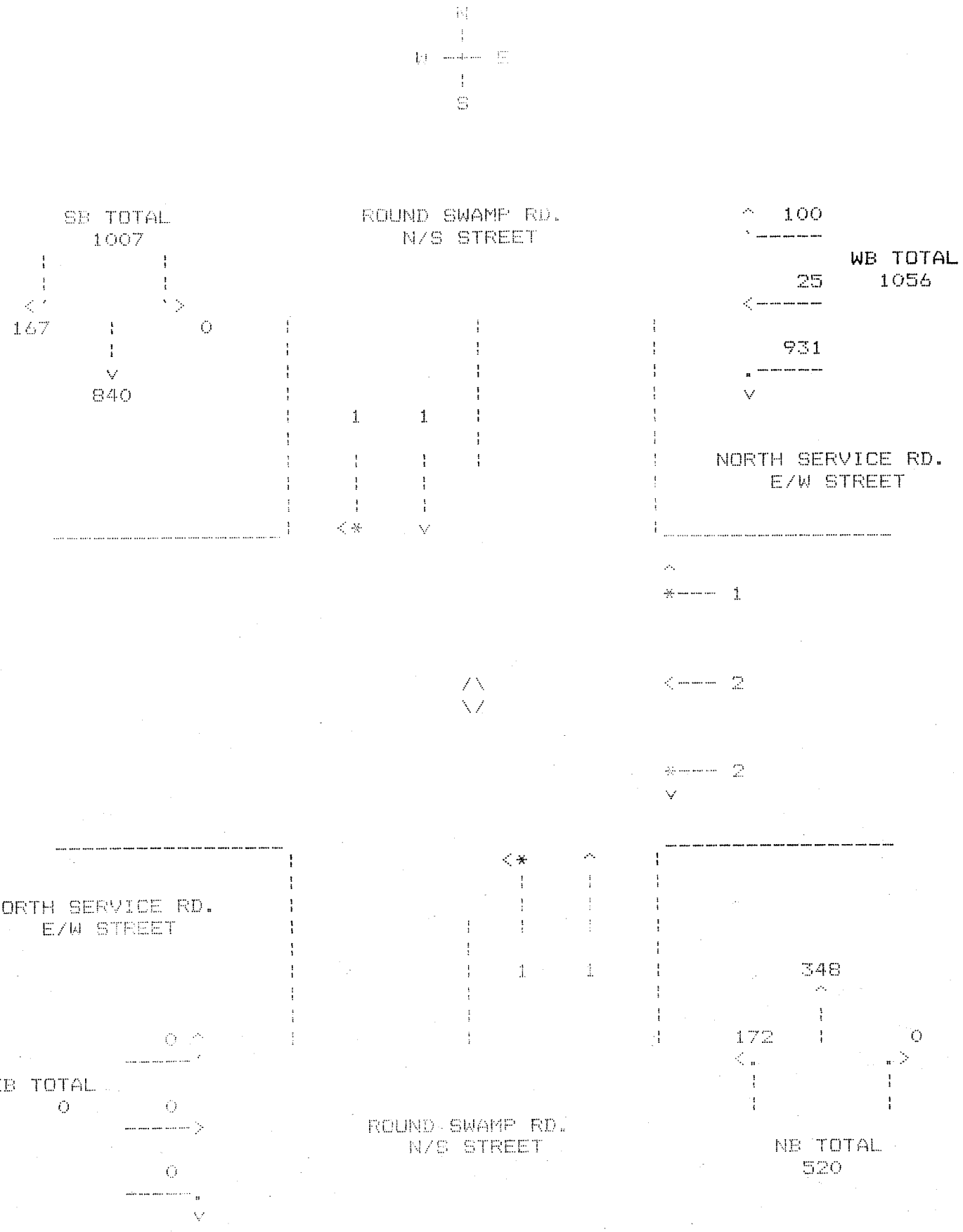
APP	VOLUME LT	TH	RT	LANE GROUPS 1 MVM	LNS	WD	2 MVM	LNS	WD	3 MVM	LNS	WD
EB	0	0	0									
WB	931	25	100	L	2	24.0	T	2	24.0	R	1	12.0
NB	172	348	0	L	1	12.0	T	1	12.0			
SB	0	840	167	T	1	12.0	R	1	12.0			

SIGNAL PHASING

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PMSV	G	Y+R
WB	3	L	T	R	LR		31	59
NB	1	L	T		L		10	80
NB	2	L	T			L	40	50
SB	2	T	R			R	40	50

3/20/1987

LOCKWOOD, KESSLER & BARTLETT, INC.
INTERSECTION 23A-PM



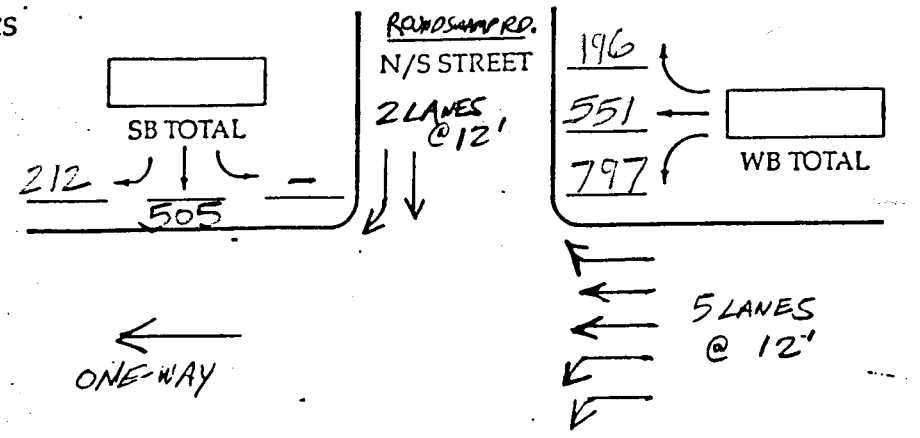
INPUT WORKSHEET

Intersection: ROUND SWAMP RD./NORTH SERVICE RD (LIE) Date: 2007 - BUILD w/ IMPROV.

Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

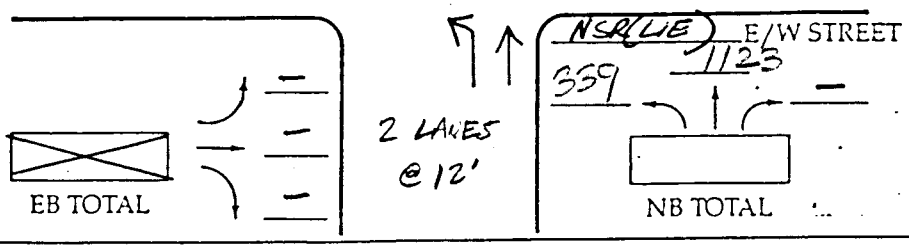
Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops



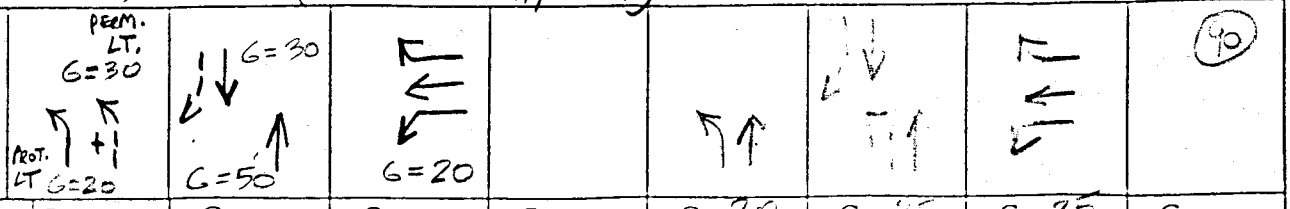
TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB										
WB	-3%	2%	N	–	–	0.96	0	N	–	3
NB	+1%	2%	N	–	–	0.55	0	N	–	3
SB	-1%	1%	N	–	–	0.88	0	N	–	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - NORTH/SOUTH)

DIAGRAM



Timing								
	G = Y+R =	G = Y+R =	G = Y+R =	G = Y+R =	G = 20 Y+R =	G = Y+R =	G = 25 Y+R =	G = Y+R =
Pretimed or Actuated								

Protected turns | Permitted turns | -------Pedestrian | Cycle Length 83 Sec

(90)

MELVILLE DEIS (6136-01) - PREP 23P-P7I

NTERSECTION :
'ORTH SERVICE RD. @
ROUND SWAMP RD. @
'OUND SWAMP RD.
IEEKDAY PM PEAK 2007 - IMPROV. CBD ? N
ACTUATED SIGNAL

V O L U M E A D J U S T M E N T

APPROACH	LANE GROUP MVM	VOLUME	FLOW RATE IN GROUP	LANE UTIL FACTOR	ADJ FLOW RATE	PROP OF LT	TURNS RT
EB							
WB	L	797	830	1.00	830	1.00	0.00
	T	16	17	1.00	17	0.00	0.00
	R	196	204	1.00	204	0.00	1.00
NB	L	309	351	1.00	351	1.00	0.00
	T	1109	1260	1.00	1260	0.00	0.00
SB	T	500	568	1.00	568	0.00	0.00
	R	162	184	1.00	184	0.00	1.00

S A T U R A T I O N F L O W

APP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
EB												
WB	L	1800	2	1.00	0.99	1.01	1.00	1.00	1.00	1.00	0.75	2700
	T	1800	2	1.00	0.99	1.01	1.00	1.00	1.00	1.00	1.00	3600
	R	1800	1	1.00	0.99	1.01	1.00	1.00	1.00	0.85	1.00	1530
NB	L	1800	1	1.00	0.99	0.99	1.00	1.00	1.00	1.00	0.95	1676
	T	1800	1	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1764
SB	T	1800	1	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1800
	R	1800	1	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1530

MELVILLE GEIS (6136-01) - PREP 23P-P7I

INTERSECTION :
NORTH SERVICE RD. @
ROUND SWAMP RD. @
ROUND SWAMP RD.
WEEKDAY PM PEAK 2007 - IMPROV. CBD ? N
ACTUATED SIGNAL

C A P A C I T Y A N A L Y S I S

APP	LN GR MVM	ADJ FLOW RATE	PMSV LT FLOW	ADJ SAT FLW RT	FLOW RATIO	CRIT ?	GREEN RATIO	LN GR CAPACITY	V/C RATIO
EB									
WB	L	830	0	2700	0.307	Y	0.278	750	1.107
	T	17	0	3600	0.005	N	0.278	1000	0.017
	R	204	0	1530	0.133	N	0.278	425	0.480
NB	L	92	259	1676	0.055	N	0.222	372	0.247
	T	1260	0	1764	0.714	Y	0.622	1098	1.148
SB	T	568	0	1800	0.316	N	0.400	720	0.789
	R	184	0	1530	0.120	N	0.400	612	0.301

CYCLE LENGTH : 90.0 SUM OF CRITICAL LANES' FLOW RATIOS : 1.021
LOSS TIME PER CYCLE : 9 INTERSECTION V/C : 1.134

L E V E L O F S E R V I C E

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	APP LOS
EB												
WB	L	1.107	0.278	90	25.8	750	62.4	1.00	88.2	F		
	T	0.017	0.278	90	17.9	1000	0.0	0.85	15.2	C		
	R	0.480	0.278	90	20.6	425	0.7	0.85	18.1	C	73.4	F
NB	L	0.247	0.222	90	21.9	372	0.1	1.00	22.0	C		
	T	1.148	0.622	90	17.1	1098	78.6	0.85	81.3	F	68.3	F
SB	T	0.789	0.400	90	18.0	720	4.1	0.85	18.8	C		
	R	0.301	0.400	90	14.0	612	0.1	0.85	12.0	B	17.1	C

INTERSECTION DELAY : 58.5 secs/veh
LEVEL OF SERVICE : E

LOCKWOOD, KESSLER & BARTLETT, INC. 3/20/1987

MELVILLE GEIS (6136-01) - PREP 23P-P7I

INTERSECTION :
NORTH SERVICE RD. @
ROUND SWAMP RD. @
ROUND SWAMP RD.
WEEKDAY PM PEAK 2007 - IMPROV. CBD?N
ACTUATED SIGNAL

T R A F F I C & R O A D W A Y C O N D I T I O N S

APP	GRADE (%)	HV (%)	ADJ. Y/N	PKG LN. Nm	BUSES (Nb)	PHF	CONF. PEDS (peds/hr)	PED BUTTON Y/N	SEC	ARR TYPE
EB	0	0	N	0	0	0.00	0	N	0.0	3
WB	-3	2	N	0	0	0.96	0	N	0.0	3
NB	1	2	N	0	0	0.99	0	N	0.0	3
SB	-1	1	N	0	0	0.88	0	N	0.0	3

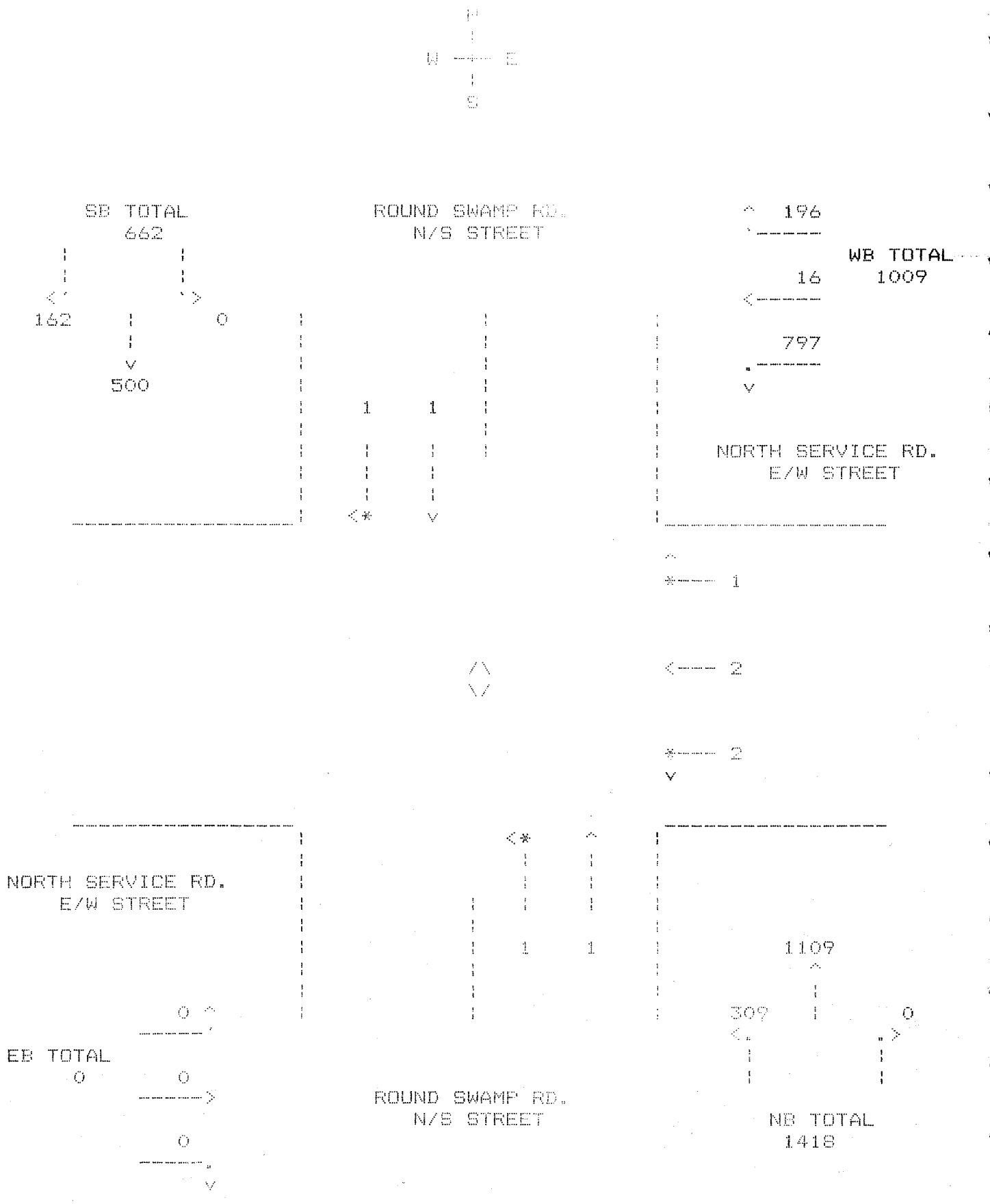
G E O M E T R I C S / V O L U M E S

APP	VOLUME LT	TH	RT	LANE GROUPS 1 MVM	LNS	WD	2 MVM	LNS	WD	3 MVM	LNS	WD
EB	0	0	0									
WB	797	16	196	L	2	24.0	T	2	24.0	R	1	12.0
NB	309	1109	0	L	1	12.0	T	1	12.0			
SB	0	500	162	T	1	12.0	R	1	12.0			

S I G N A L P H A S I N G

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PMSV	G	Y+R
WB	3	L	T	R	LP		25	65
NB	1	L	T		L		20	70
NB	2	L	T			L	36	54
SB	2	T	R			R	36	54

LOCKWOOD, KESSLER & BARTLETT, INC.
INTERSECTION STUDY



SIGNALIZED INTERSECTIONS

23A-P7N 9-75

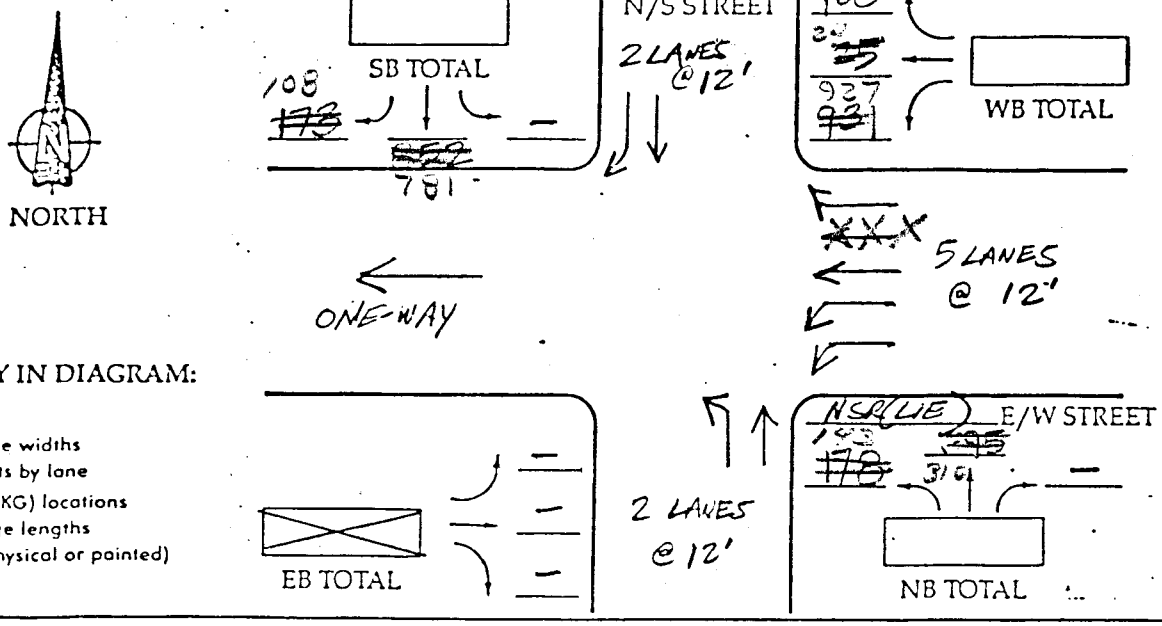
INPUT WORKSHEET PREFERED PLAN (FAR@.30) (10/87)

Intersection: ROUND SWAMP RD./NORTH SERVICE RD(LIE) Date: 2007 - BUILD w/IMPROV.

Analyst: _____ Time Period Analyzed: AM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

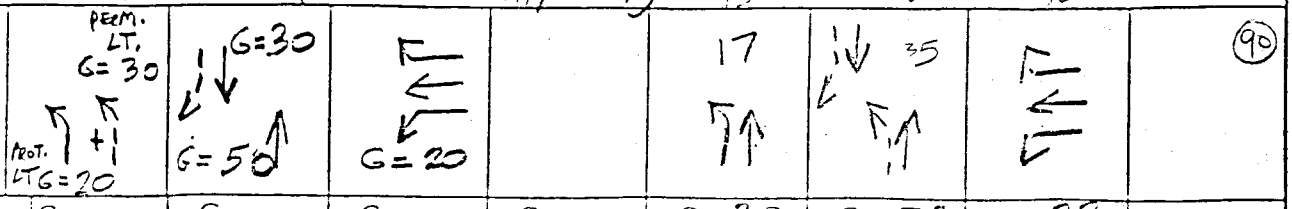
1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB										
WB	-3%	2%	N	—	—	0.90	0	N	—	3
NB	+1%	12%	N	—	—	0.73	0	N	—	3
SB	-1%	1%	N	—	—	0.94	0	N	—	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - NORTH/SOUTH) 15 12 38 30



Timing								
	G = Y+R =	G = Y+R =	G = Y+R =	G = Y+R =	G = 20 Y+R =	G = 32 Y+R =	G = 28 Y+R =	G = Y+R =
Presumed or Actuated								

Protected turns | Permitted turns | Pedestrian | Cycle Length 83 Sec

(90)

10/30/1987

23A-P7M

INTERSECTION #
NORTH MERIDIAN RD.
MARINE SHOP FL.
RIGGS DRAIN RD.
DESIGN: 6% PEAK HOUR - NO TRAFFIC CONTROL

VOLUME ADJUSTMENT

APPROACH	LANE MVMT	GROUP VOLUME	FLOW RATE IN GROUP	LANE UTIL FACTOR	ADJ FLOW RATE	PROP OF TURNS LT	PROP OF TURNS RT
EB							
WB	L	927	1030	1.00	1030	1.00	0.00
	T	24	27	1.00	27	0.00	0.00
	R	76	84	1.00	84	0.00	1.00
NB	L	143	196	1.00	196	1.00	0.00
	T	317	429	1.00	429	0.00	0.00
SB	T	98	551	1.00	551	0.00	0.00
	R	14	105	1.00	105	0.00	1.00

SATURATION FLOW

APP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS: WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
EB												
WB	L	1800	2	1.00	0.95	1.01	1.00	1.00	1.00	1.00	0.75	2700
	T	1800	1	1.00	0.99	1.01	1.00	1.00	1.00	1.00	1.00	1800
	R	1800	1	1.00	0.99	1.01	1.00	1.00	1.00	0.85	1.00	1530
NB	L	1800	1	1.00	0.95	0.99	1.00	1.00	1.00	1.00	0.95	1608
	T	1800	1	1.00	0.95	0.99	1.00	1.00	1.00	1.00	1.00	1693
SB	T	1800	1	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1800
	R	1800	1	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1530

NELV. GEIS PREP PLAN (10-87) 23A-P7N

INTERSECTION :
NORTH SERVICE RD. 6
ROUND SWAMP RD. 2
ROUND SWAMP RD.
WEEKDAY AM PEAK 2007 - NO IMPMT CBD ? N
ACTUATED SIGNAL

C A P A C I T Y A N A L Y S I S

APP	LN GR MVM	ADJ FLOW RATE	PMSV LT FLOW	ADJ SAT FLW RT	FLOW RATIO	CRIT ?	GREEN RATIO	LN GR CAPACITY	V/C RATIO
EB									
WB	L	1030	0	2700	0.381	Y	0.344	930	1.108
	T	27	0	1800	0.015	N	0.344	620	0.044
	R	84	0	1530	0.055	N	0.344	527	0.159
NB	L	96	100	1608	0.060	Y	0.111	179	0.536
	T	425	0	1693	0.251	N	0.556	941	0.452
SB	T	331	0	1800	0.465	Y	0.444	800	1.039
	R	115	0	1530	0.075	N	0.444	680	0.169

CYCLE LENGTH : 90.0 SUM OF CRITICAL LANES' FLOW RATIOS : 0.903
LOSS TIME PER CYCLE : 9 INTERSECTION V/C : 1.003

L E V E L O F S E R V I C E

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	APP LOS
EB												
WB	L	1.108	0.344	90	23.8	930	60.2	1.00	84.0	F		
	T	0.044	0.344	90	14.9	620	0.0	0.85	12.7	B		
	R	0.159	0.344	90	15.5	527	0.0	0.85	13.2	B	77.1	F
NB	L	0.536	0.111	90	28.7	179	2.4	1.00	31.1	D		
	T	0.452	0.556	90	9.0	941	0.2	0.85	7.8	B	15.1	C
SB	T	1.039	0.444	90	19.6	800	35.9	0.85	46.6	E		
	R	0.169	0.444	90	11.4	620	0.0	0.85	9.7	B	42.1	E

INTERSECTION DELAY : 50.6 secs/veh
LEVEL OF SERVICE : E

LOCKWOOD, KESSLER & BARTLETT INC. 10/30/1987

MELV. [illegible] PRIP PLAN ([illegible]-87) 23A-P7N

INTERSECTION [illegible]
NORTH SERVICE RD. [illegible]
ROUND SWAMP RD. [illegible]
ROUND SWAMP RD.
[illegible] AM PEAK [illegible] IMPMT [illegible]
[illegible] SIGNAL

TRAFFIC & ROADWAY CONDITIONS

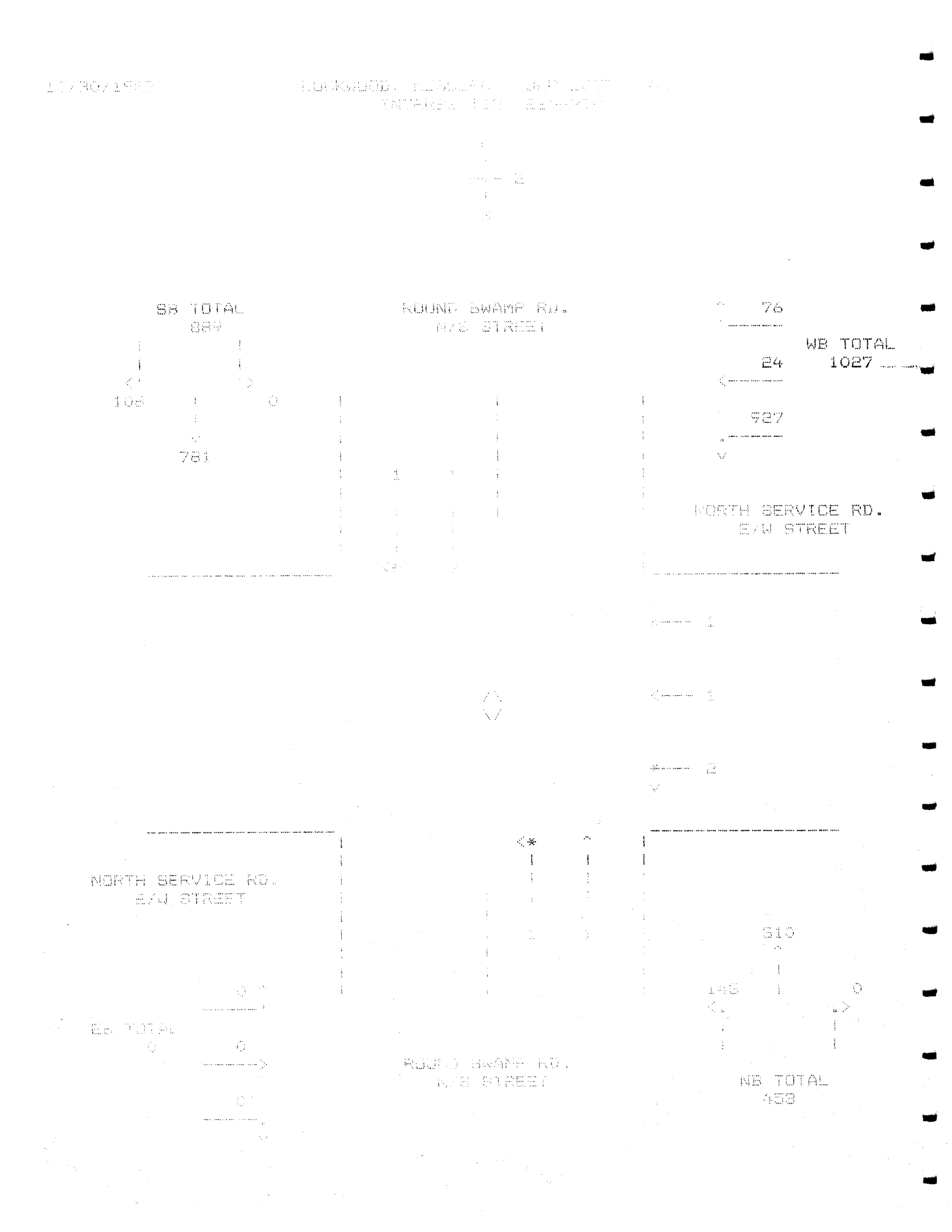
APP	GRADE (%)	PV (%)	A.C. PKG LN. Y/N	Nm	BUSES (No)	PHF	CONF. PEDS (peds/hr)	PED BUTTON Y/N	SEC	ARR TYPE
EB	0	[illegible]	[illegible]	0	0	0.00	0	N	0.0	3
WB	-3	[illegible]	N	0	0	0.90	0	N	0.0	3
NB	1	[illegible]	N	0	0	0.73	0	N	0.0	3
SB	-1	1	N	0	0	0.94	0	N	0.0	3

GEOMETRICS / VOLUMES

APP	VOLUME LT	TH	RT	LANE GROUPS 1 MVM	LNS	WD	2 MVM	LNS	WD	3 MVM	LNS	WD
EB	0	0	0									
WB	[illegible]	24	76	L	2	24.0	T	1	12.0	R	1	12.0
NB	[illegible]	310	0	L	1	12.0	T	1	12.0			
SB	0	781	108	T	1	12.0	R	1	12.0			

SIGNAL PHASING

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PMSV	G	Y+R
WB	3	L	T	[illegible]	LP		31	59
NB	1	L	T		L		10	20
NB	2	L	T			L	40	50
SB	2	T	R			R	40	50


SB TOTAL
889
106
0
781
ROUND SWAMP RD.
N/S STREET
76
WB TOTAL
24
1027
927
NORTH SERVICE RD.
E/W STREET
NORTH SERVICE RD.
E/W STREET
EB TOTAL
0
0
ROUND SWAMP RD.
N/S STREET
510
145
0
NB TOTAL
459

2007 - BUILD

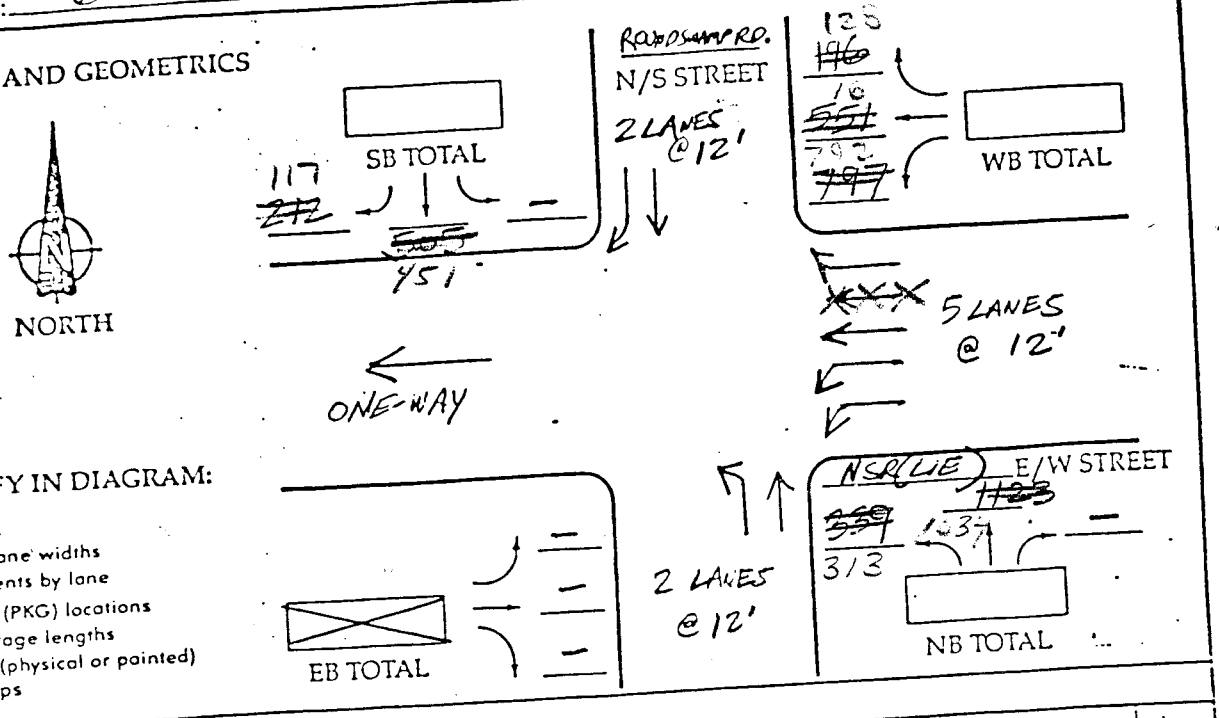
INPUT WORKSHEET PREFERRED RUN (FIRE .30) (9/87)

Intersection: ROUND SWAMP RD. / NORTH SERVICE RD (LIE) Date: 2007 - BUILD w/ IMPROV.

Analyst: _____ Time Period Analyzed: PM PEAK Area Type: ☐ CBD ☒ Other

Project No.: 6136-01 City/State: MELVILLE, NY

VOLUME AND GEOMETRICS



IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane Y or N	Adj. Pkg. Lane N_m	Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button Y or N	Pedestrian Button Min. Timing	Arr. Type
EB										
WB	-3%	2%	N	-	-	0.96	0	N	-	3
NB	+1%	2%	N	-	-	0.88	0	N	-	3
SB	-1%	1%	N	-	-	0.88	0	N	-	3

Grade: + up, − down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr
N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds: Conflicting peds./hr
Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-5

PHASING SEMI-ACT. (MAIN ST. - NORTH / SOUTH)

(90)

DIAGRAM								
	PERM. LT. G=30 / PROT. LT G=20 +1	G=30 / G=50	G=20			G=20	G=25	G=25
Timing	G= Y+R=	G= Y+R=	G= Y+R=	G= Y+R=		G= Y+R=	G= Y+R=	G= Y+R=
Presumed or Actuated								

Cycle Length 83 Sec

(90)

Protected turns ——↗ Permitted turns ------- Pedestrian

PAGE [illegible] LOCKWOOD, KESSLER & BARTLETT, INC. 10/30/1987

[illegible] 23P-P7N

INTERSECTION :
NORTH SERVICE RD. @
ROUND SWAMP RD. @
ROUND SWAMP RD.
WEEKDAY [illegible] PEAK [illegible] MOVEMENT [illegible]
ACTUATED SIGNAL

VOLUME ADJUSTMENT

APPROACH	LANE MVM	GROUP VOLUME	FLOW RATE IN GROUP	LANE UTIL. FACTOR	ADJ FLOW RATE	PROP OF TURNS LT	RT
EB							
WB	L	792	825	1.00	825	1.00	0.00
	T	16	17	1.00	17	0.00	0.00
	R	129	133	1.00	133	0.00	1.00
NB	L	313	356	1.00	356	1.00	0.00
	T	1034	1175	1.00	1175	0.00	0.00
SB	T	451	[illegible]	1.00	[illegible]	0.00	0.00
	R	[illegible]	[illegible]	1.00	[illegible]	0.00	1.00

SATURATION FLOW

APP	MVM	IDEAL SAT FLOW	# OF LANES	ADJUSTMENT FACTORS WIDTH	H.V.	GRADE	PARK	BUS	AREA	RT	LT	ADJ. FLOW
EB												
WB	L	1800	2	1.00	0.99	1.01	1.00	1.00	1.00	1.00	0.75	2700
	T	1800	1	1.00	0.99	1.01	1.00	1.00	1.00	1.00	1.00	1800
	R	1800	1	1.00	0.99	1.01	1.00	1.00	1.00	0.85	1.00	1530
NB	L	1800	1	1.00	0.99	0.99	1.00	1.00	1.00	1.00	0.95	1676
	T	1800	1	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1764
SB	T	1800	1	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1800
	R	1800	1	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1530

INTERSECTION #
NORTH SEPULVEDA RD. &
MOUNT SUNAC AVE. @
ROUND SMARR P.M.
WEEKDAY PM PEAK EXIST + NO IMPRT CYC 7 N
ACTUATED SIGNAL

C A P A C I T Y A N A L Y S I S

APP	LN GR MVM	ADJ FLOW RATE	PRSV LT FLOW	ADJ SAT FLW RT	FLOW RATIO	CRIT Y	GREEN RATIO	LN GR CAPACITY	V/C RATIO
EB									
WB	L	825	0	2700	0.306	Y	0.278	750	1.100
	T	17	0	1900	0.009	N	0.278	500	0.034
	R	133	0	1530	0.087	N	0.278	425	0.313
NB	L	59	302	1676	0.036	N	0.222	372	0.145
	T	1175	0	1764	0.666	Y	0.622	1098	1.070
SB	T	518	0	1800	0.288	N	0.400	720	0.711
	R	133	0	1530	0.087	N	0.400	612	0.217

CYCLE LENGTH : 90.0 SUM OF CRITICAL LANES' FLOW RATIOS : 0.972
LOST TIME PER CYCLE : 5 INTERSECTION V/C : 1.080

L E V E L O F S E R V I C E

APP	LN GR MVM	V/C RATIO	GREEN RATIO	CYC LEN	1st DELAY	LN GR CAP	2nd DELAY	PF	LN GR DELAY	LN GR LOS	APP DELAY	APP LOS
EB												
WB	L	1.100	0.278	90	25.7	750	59.2	1.00	84.9	F		
	T	0.034	0.278	90	18.0	500	0.0	0.85	15.3	C		
	R	0.313	0.278	90	19.3	425	0.1	0.85	16.7	C	74.4	F
NB	L	0.145	0.222	90	21.4	372	0.0	1.00	21.4	C		
	T	1.070	0.622	90	14.6	1098	42.2	0.85	48.3	E	42.0	E
SB	T	0.711	0.400	90	17.2	720	6.3	0.85	16.6	C		
	R	0.217	0.400	90	13.5	612	0.0	0.85	11.5	B	15.5	C

INTERSECTION DELAY : 46.5 secs/veh
LEVEL OF SERVICE : E

[illegible] 10/30/1987

[illegible] 23P-P7N

INTERSECTION [illegible]
[illegible] RD. [illegible]
ROUND SWAMP RD. [illegible]
ROUND SWAMP RD.
WEEKDAY PM PEAK [illegible] - NO [illegible]
ACTUATED SIGNAL

T R A F F I C / R O A D W A Y C O N D I T I O N S

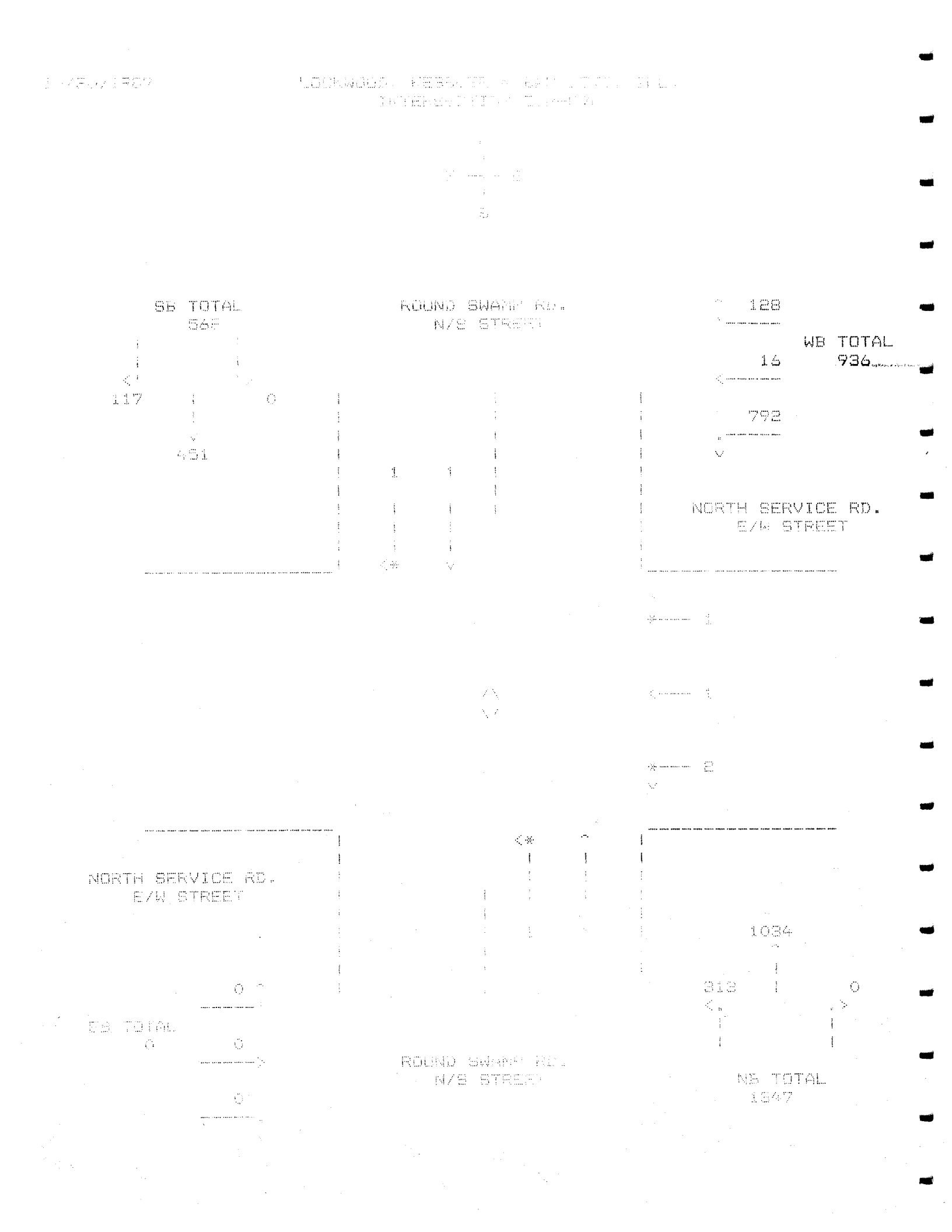
APP	GRADE (%)	HV (%)	ADJ. [illegible] Y/N	[illegible] Nm	BUSES (No)	PHF	CONF. PEDS (peds/hr)	PED Y/N	BUTTON SEC	ARR TYPE
EB	0	0	N	0	0	0.00	0	N	0.0	3
WB	-3	2	N	0	0	0.76	0	N	0.0	3
NB	1	2	N	0	0	0.80	0	N	0.0	3
SB	-1	1	N	0	0	0.89	0	N	0.0	3

G E O M E T R I C S / V O L U M E S

APP	VOLUME LT	VOLUME TH	VOLUME RT	LANE GROUPS 1 MVM	1 LNS	1 WD	2 MVM	2 LNS	2 WD	3 MVM	3 LNS	3 WD
EB	0	0	0									
WB	798	16	128	L	3	[illegible]	[illegible]	[illegible]	[illegible]	R	1	12.0
NB	312	1034	0	L	1	[illegible]	[illegible]	[illegible]	[illegible]			
SB	0	451	117	T	1	12.0	[illegible]	[illegible]	[illegible]			

S I G N A L P H A S I N G

APP	PHASE	1ST MV	2ND MV	3RD MV	PROT	PMSV	G	Y+R
WB	3	L	T	R	LR		25	65
NB	1	L	T		L		20	70
NB	2	L	T			L	36	54
SB	2	T	R			R	36	54


SB TOTAL
586
117
0
451
ROUND SWAMP RD.
N/S STREET
1
1
128
WB TOTAL
16
936
792
NORTH SERVICE RD.
E/W STREET
1
1
2
NORTH SERVICE RD.
E/W STREET
0
EB TOTAL
0
0
0
ROUND SWAMP RD.
N/S STREET
1034
313
0
NB TOTAL
1347

LONG ISLAND EXPRESSWAY
(MAIN LINE)

OPERATIONAL ANALYSIS WORKSHEET

Facility Section: I-5E (WEST OF RT. 110) : W/B I-5E / E/B I-5E

Date: _____ Time: 1986 - EXISTING AM PEAK (of analysis data)

I. GEOMETRY

≥6 ft — Distance to Roadside Obstructions
48 ft — DIR. 1 (W/B I-5E) — N = 4
≥6 ft — BARRIER
36 ft — DIR. 2 (E/B I-5E) — N = 3
≥6 ft — Distance to Roadside Obstructions

	Design Speed (mph)	Lane Width (ft)	Terrain Type (L, R, or M)	or Grade (%)	Length (mi)	Barrier Type
Dir. 1	70	12'	–	+4.0	–	
Dir. 2	70	12'	–	-4.0	–	

II. VOLUMES

	Vol. (vph)	PHF	SF=Vol./PHF	% Trucks	% Buses	% RV's	Driver Population
Dir. 1	5130	0.90	5700	10	0	0	☒ Commuter ☐ Other
Dir. 2	4820	0.90	5356	10	0	0	☒ Commuter ☐ Other

III. ANALYSIS

$v/c = SF/[c_i \times N \times f_w \times f_{HV} \times f_p]$

$c = c_i \times N \times f_w \times f_{HV} \times f_p$

$v/c = SF / [c_i \times N \times f_w \times f_p \times f_{HV}]$

$f_{HV} = 1/[1 + P_T(E_T - 1) + P_B(E_B - 1) + P_R(E_R - 1)]$

			Table 3-1		Table 3-2	Table 3-10		E_T (TABLE 3-4)	E_B	E_R
Dir. 1	1.00	5700	2000	4	1.0	1.0	0.71	5.0	–	–
Dir. 2	1.03	5356	2000	3	1.0	1.0	0.87	2.5	–	–

	c	v/c	LOS (Table 3-1)	Speed (Fig. 3-4)	Density (Fig. 3-3)
Dir. 1	5680	1.00	E		
Dir. 2	5220	1.03	F		

Name: _____ Date: 2-10-87

Checked by: _____

OPERATIONAL ANALYSIS WORKSHEET

Facility Section: LIE (WEST OF RT. 110) : W/B LIE / E/B LIE

Date: _____ Time: 1986 - EXISTING PM PEAK (of analysis data)

I. GEOMETRY

≥6 ft — Distance to Roadside Obstructions

48 ft — ← DIR. 1 (W/B LIE) — N = 4

≥6 ft — BARRIER

36 ft — → DIR. 2 (E/B LIE) — N = 3

≥6 ft — Distance to Roadside Obstructions

	Design Speed (mph)	Lane Width (ft)	Terrain Type (L, R, or M)	or Grade (%)	Length (mi)	Barrier Type
Dir. 1	70	12'	–	+4.0	–	
Dir. 2	70	12'	–	-4.0	–	

II. VOLUMES

	Vol. (vph)	PHF	SF=Vol./PHF	% Trucks	% Buses	% RV's	Driver Population
Dir. 1	4990	0.90	5544	10	0	0	☒ Commuter ☐ Other
Dir. 2	4990	0.90	5544	10	0	0	☒ Commuter ☐ Other

III. ANALYSIS

$v/c = SF/[c_j \times N \times f_w \times f_{HV} \times f_p]$

$c = c_j \times N \times f_w \times f_{HV} \times f_p$

$v/c = SF / [c_j \times N \times f_w \times f_p \times f_{HV}]$

$f_{HV} = 1/[1 + P_T(E_T - 1) + P_B(E_B - 1) + P_R(E_R - 1)]$

			Table 3-1		Table 3-2	Table 3-10		E_T (TABLE 3-4)	E_B	E_R
Dir. 1	0.98	5544	2000	4	1.0	1.0	0.71	5.0	–	–
Dir. 2		5544	2000	3	1.0	1.0	0.87	2.5	–	–

	c	v/c	LOS (Table 3-1)	Speed (Fig. 3-4)	Density (Fig. 3-3)
Dir. 1	5680	0.98	E		
Dir. 2	5220	1.06	F		

Name: _____ Date: 2-10-87

Checked by: _____

FREEWAYS
WORKSHEET

OPERATIONAL ANALYSIS WORKSHEET

Facility Section: LIE (EAST OF PINELAWN RD) : W/B LIE / E/B LIE

Date: _____ Time: 1986 - EXISTING PM PEAK (of analysis data)

I. GEOMETRY

≥6 ft — Distance to Roadside Obstructions

36 ft — ← DIR. 1 (W/B LIE) — N = 3

≥6 ft — BARRIER

36 ft — → DIR. 2 (E/B LIE) — N = 3

≥6 ft — Distance to Roadside Obstructions

INDICATE NORTH

	Design Speed (mph)	Lane Width (ft)	Terrain Type (L, R, or M)	or Grade (%)	Length (mi)	Barrier Type
Dir. 1	70	12'	– (L)	0.0	–	
Dir. 2	70	12'	– (L)	0.0	–	

II. VOLUMES

	Vol. (vph)	PHF	SF=Vol./PHF	% Trucks	% Buses	% RV's	Driver Population
Dir. 1	3420	0.90	3800	10	0	0	☒ Commuter ☐ Other
Dir. 2	5320	0.90	5911	10	0	0	☒ Commuter ☐ Other

III. ANALYSIS

$v/c = SF/[c_i \times N \times f_w \times f_{HV} \times f_p]$

$c = c_i \times N \times f_w \times f_{HV} \times f_p$

$v/c = SF / [c_i \times N \times f_w \times f_p \times f_{HV}]$

$f_{HV} = 1/[1 + P_T(E_T - 1) + P_B(E_B - 1) + P_R(E_R - 1)]$

								E_T	E_B	E_R
			Table 3-1		Table 3-2	Table 3-10		(TABLE 3-3)		
Dir. 1	0.68	3800	2000	3	1.0	1.0	0.93	1.7	–	–
Dir. 2	1.06	5911	2000	3	1.0	1.0	0.93	1.7	–	–

	c	v/c	LOS (Table 3-1)	Speed (Fig. 3-4)	Density (Fig. 3-3)
Dir. 1	5580	0.68	C		
Dir. 2	5580	1.06	F		

Name: _____ Date: 2-10-87

Checked by: _____