APPENDIX E

TRAFFIC IMPACT STUDY

Nelson & Pope, LLP

December 2014

TRAFFIC IMPACT STUDY

HUNTINGTON STATION GATEWAY DEVELOPMENT

Huntington Station

Town of Huntington

December 2014

N & P JOB NO. 12019

NELSON & POPE
ENGINEERS & SURVEYORS
572 WALT WHITMAN ROAD, MELVILLE, NY 11747-2188 . (631)427-5665 . FAX(631)427-5620 . www.nelsonpope.com

TABLE OF CONTENTS

EXECUTIVE SUMMARY **1**

INTRODUCTION **5**

STUDY METHODOLOGY **8**

EXISTING CONDITION **11**

- **Roadway Conditions** 11
- **Transit and Pedestrian Facilities** 14
- **Commuter Rail** 14
- **Bus Routes** 14
- **Pedestrian Facilities** 14
- **Traffic Volume Data** 16
- **Accident History** 20
- **Level of Service Description** 22
- **Existing Condition Analysis** 24

FUTURE CONDITIONS **32**

NO BUILD CONDITION **32**

- **Traffic Growth** 32
- **Other Planned Projects** 32

BUILD CONDITION **37**

- **Proposed Project** 37
- **Site Access** 38
- **Trip Generation** 39
- **Trip Generation with No Adjustment** 40
- **Adjustment for Internal Capture Trips** 42
- **Pass by Credit** 42
- **Modal Split** 43
- **Trip Distribution and Assignment** 44
- **Traffic Impact Analyses and Mitigation** 57

CONCLUSION **76**

FIGURES

Figure 1: Study Area Map 6
Figure 2: Study Area Map 7
Figure 3: Existing AM 2014 Peak Hour Traffic Volumes 17
Figure 4: Existing PM 2014 Peak Hour Traffic Volumes 18
Figure 5: Existing Saturday 2014 Peak Hour Traffic Volumes 19
Figure 6: No Build 2019 AM Peak Hour Traffic Volumes 34
Figure 7: No Build 2019 PM Peak Hour Traffic Volumes 35
Figure 8: No Build 2019 Saturday Peak Hour Traffic Volumes 36
Figure 9: Trip Distribution Medical Office - Block 1 45
Figure 10: Trip Distribution Hotel – Block 1 46
Figure 11: Trip Distribution Restaurant – Block 1 47
Figure 12: Trip Distribution Apartments – Block 4 48
Figure 13: Trip Distribution Retial/Restaurant/Office – Block 7 49
Figure 14: Trip Distribution Apartments – Block 7 50
Figure 15: AM Project Volumes 51
Figure 16: PM Project Volumes 52
Figure 17: Saturday Project Volumes 53
Figure 18: AM 2019 Build Volumes 54
Figure 19: PM 2019 Build Volumes 55
Figure 20: Saturday 2019 Build Volumes 56

TABLES

Table 1: Intersection Geometry 13
Table 2: Accident Summary by Severity 20
Table 3: Accident Summary by Severity 21
Table 4: Existing Condition LOS Summary – Signalized Intersections 25
Table 5: Existing Condition LOS Summary – Unsignalized Intersections 30
Table 6: Proposed Project 37
Table 7: Trip Generation 41
Table 8: Adjusted Trip Generation 44
Table 9: Level of Service Summary - AM Peak Hour Signalized Intersections 58
Table 10: Level of Service Summary - AM Peak Hour Unsignalized Intersections 61
Table 11: Level of Service Summary - PM Peak Hour Signalized Intersections 62
Table 12: Level of Service Summary - PM Peak Hour Unsignalized Intersections 65
Table 13: Level of Service Summary – Saturday Peak Hour Signalized Intersections 66
Table 14: Level of Service Summary - Saturday Peak Hour Unsignalized Intersections 69

APPENDIX

Appendix A: Existing Traffic Volume
Appendix B: Other Planned Projects Volume Figures
Appendix C: Trip Generation
Appendix D: Level of Service Definitions
Appendix E: Capacity Analysis/Level of Service Worksheets & Summary Tables

EXECUTIVE SUMMARY

This comprehensive transportation study provides detailed analyses of the 2014 Existing Condition, 2019 No Build Condition and the 2019 Build Condition to identify impacts associated with the Proposed Project and recommend improvement measures that could mitigate the impacts created at any of the study intersections, if necessary. In order to indentify these traffic impacts the following tasks were performed:

Existing Condition

- Conducted traffic counts at 14 intersections within and outside the project area during the weekday AM, PM and Saturday midday peak hours.
- Adjusted the traffic counts for seasonal variation and utilized the data to conduct the 2014 Existing Condition traffic analyses for the study intersections.

No Build Condition

- A 1.0% annual growth factor was obtained from the LITP 2000 study and applied to the existing traffic volumes for a period of 5 years to develop the 2019 Ambient No Build Volumes. Information obtained from the Town of Huntington on other planned projects was also added to the Ambient No Build volumes to develop the 2019 No Build Condition Volumes.

Proposed Project

- The following table summarizes the land uses of the Proposed Project.

Proposed Project

Use	Size
Block 1	
Medical Office	100,880 SF
Hotel	140 Rooms
High-Turnover Restaurant	2,000 SF
Block 4	
Apartments	49 Units
Block 7	
Retail	8,516 SF
Quality Restaurant	1,500 SF
High-Turnover Restaurant	2,500 SF
Drinking Place	2,000 SF
General Office	2,000 SF
Apartments	68 Units

Trip Generation

- The trip generation estimates for all the proposed uses of the proposed project were prepared utilizing data from the ITE publication, *Trip Generation, Ninth Edition*.
- Internal trip capture methodology contained in Chapter 7 of the *ITE Trip Generation Handbook* was utilized to estimate internal trips.
- Pass-by credit could be applied to this project since it consists of a mix of retail, residential, restaurant and office uses. However, to perform a conservative analysis, no pass-by credit has been taken.
- Utilize modal split information from Census data for the Huntington Station CDP to calculate credit adjustments for public transit usage.
- The following table summarizes the adjusted trip generation estimates for the Proposed Project.

Adjusted Trip Generation

Use	Distribution	AM Peak Hour	PM Peak Hour	Saturday Peak Hour
Proposed Project	Enter	260	224	310
	Exit	142	333	255
	Total	**402**	**557**	**565**

Trip Distribution

- The volume of site traffic expected to be generated by the Proposed Project during peak hours was distributed and assigned to each intersection movement based on existing roadway volumes and travel patterns. The nature of the proposed uses and their associated travel patterns were considered as well.

Build Conditions

- The distributed traffic generated by the Proposed Project was then added to the 2019 No Build Volumes to generate the 2019 Build Volumes.

Capacity Analyses Results

- Capacity analyses were conducted at the Study intersections during the weekday AM, PM and Saturday midday peak hours for the Existing Condition, No Build Condition and Build Condition using Synchro 8 software. The results of the capacity analyses for the No Build and Build Conditions were compared to determine the impact that will be created on the study intersection by the Proposed Project.
- Based on the results of the Traffic Impact Study as detailed in the body of this report, it is the professional opinion of Nelson & Pope that the construction of the proposed project will not result in adverse traffic impacts in the study area. Increases in traffic from the proposed project can be accommodated at some study intersections without any mitigation and some require minor adjustments to the signal timings. Although there will be changes in the LOS at some intersections, they will continue to operate at acceptable levels of service. The intersections NYS Route 110 at E/W Pulaski Rd, NYS Route 110 at Olive St, NYS Route 110 at Academy Pl/Nassau Rd and Park Ave at E Pulaski Rd all

required minor timing modifications to achieve No Build LOS. The intersection of NYS Route 110 and Railroad Street/Broadway will require additional phasing and timing modifications to achieve No Build LOS. The phasing changes consist of the addition of an exclusive eastbound left-turn phase and right-turn overlap phases for all approaches.

INTRODUCTION

Nelson & Pope has prepared a comprehensive transportation study for the Proposed Project. The Proposed Project is intended to implement both long-standing Town planning actions and community efforts to return a portion of the NYS Route 110/New York Avenue commercial corridor in Huntington Station. The redevelopment is intended to restore this area to a revitalized downtown containing mixed-use residential and commercial character that provides a vibrant community asset which historically existed. In order to achieve this goal, the Proposed Project would redevelop three sites in a manner that is consistent with the Town and community vision encapsulated in the Town Comprehensive Plan Update ("Plan Update"). The three sites proposed for redevelopment along the NYS Route 110 corridor, designated "Block 1", "Block 4", and "Block 7/Gateway Plaza.

The purpose of this TIS is to evaluate the existing traffic conditions within/near the Study Area. This will be accomplished by estimating future traffic conditions at key intersections, with and without the Proposed Project to identify traffic impacts of the Proposed Project and provide appropriate improvements to mitigate these impacts, if necessary.

This report summarizes the results of a detailed investigation of the traffic impacts associated with the Proposed Project by reviewing the area's existing roadway characteristics and traffic conditions, estimating the vehicular volume and traffic patterns that will be generated during peak hours, and analyzing the effect of the additional volume on the surrounding roadway network. Figure1 depicts the Study Area and surrounding area and Figure 2 depicts the Study Intersections.

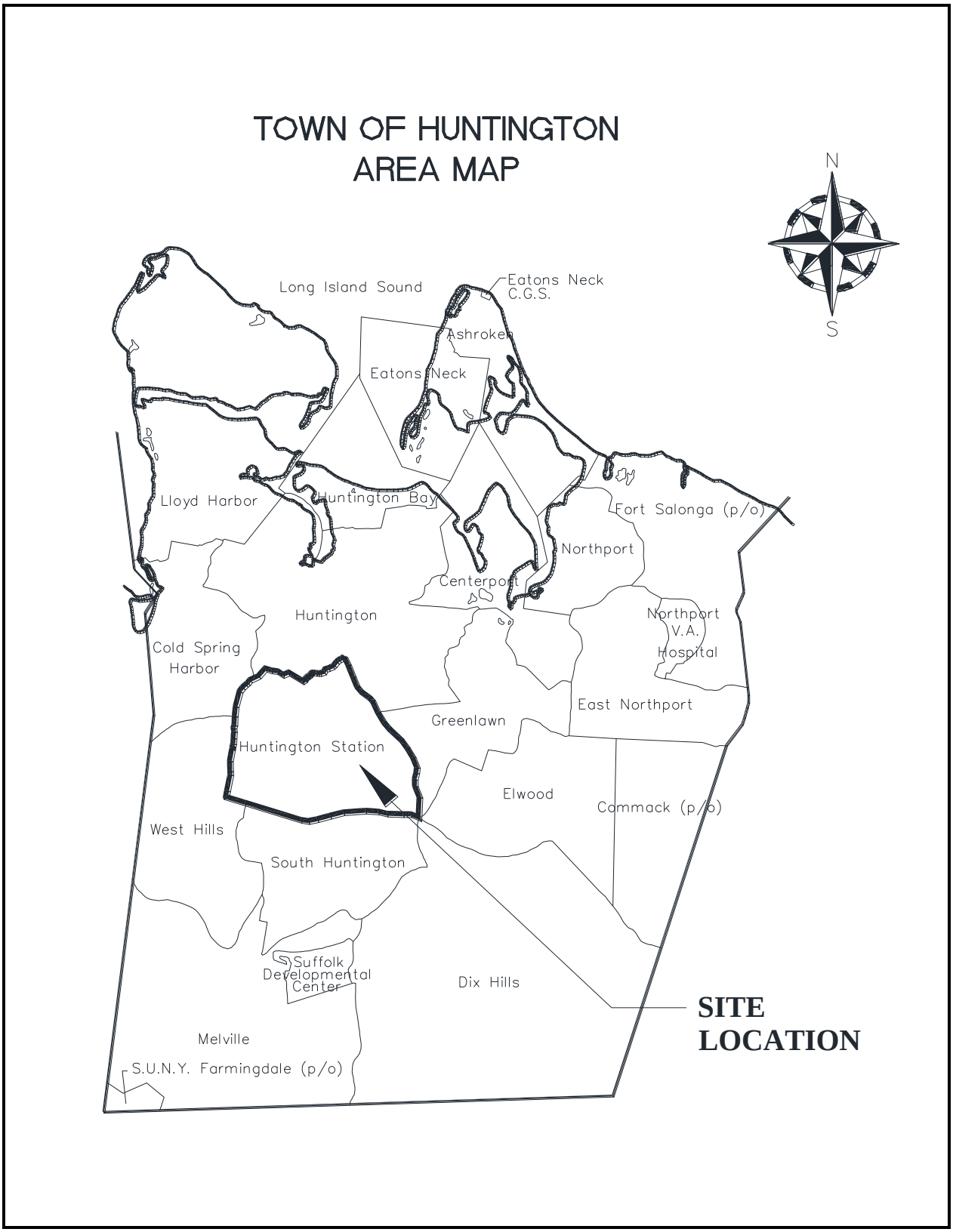


Figure 1: Study Area Map

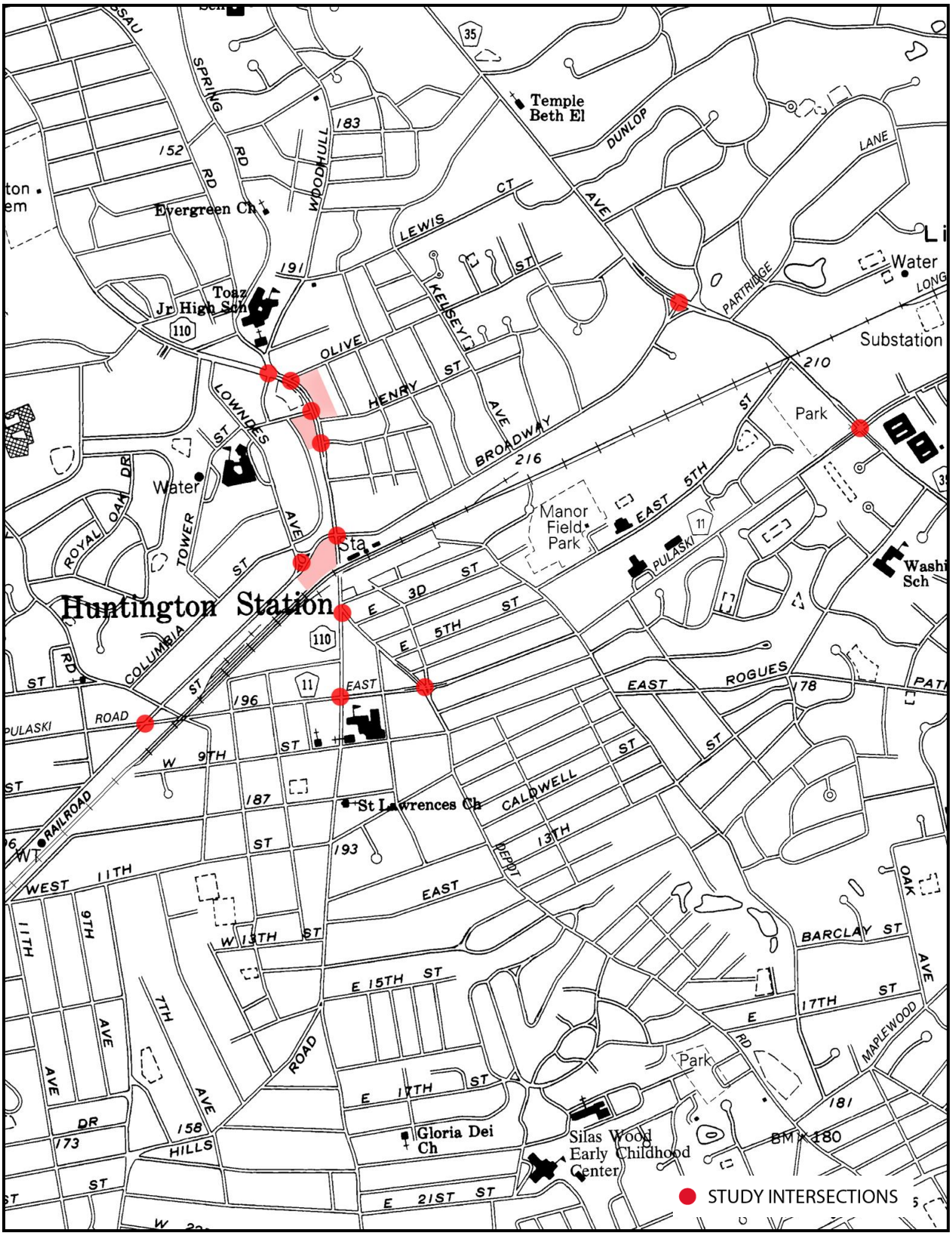


Figure 2: Study Area Map

STUDY METHODOLOGY

The study assesses the traffic impacts associated with the proposed project and identifies appropriate mitigation, if necessary. The following scope of work was completed for this study:

- A detailed field inspection was conducted to obtain an inventory of existing roadway and intersection geometries along with signage, signal timings, phasing and cycle lengths. Transit services and pedestrian amenities in and near the Study Area were also identified.

- Turning movement volume counts were conducted during the weekday morning (6:30 AM to 9:00 AM), weekday evening (4:00 PM to 6:30 PM) and Saturday midday (11:00 AM to 2:00 PM) peak periods at the following Study Intersections.
    - NYS Route 110 at Nassau Road/Academy Place
    - NYS Route 110 at Olive Street
    - NYS Route 110 at Church Street/Mall Entrance
    - NYS Route 110 at Northridge Street/Parking Lot Access
    - NYS Route 110 at Railroad St/Broadway
    - NYS Route 110 at Depot Road/Parking Lot Access
    - NYS Route 110 at CR 11 (Pulaski Road)
    - CR 11 (Pulaski Road) at Railroad St
    - CR 11 (Pulaski Road) at Depot Road/Fairground Aveue
    - CR 11 (Pulaski Road) at CR 35 (Park Avenue)
    - CR 35 (Park Avenue) at Broadway
    - Railroad Street at Lowndes Avenue

- Automatic Traffic Recorder ("ATR") machines were installed for a period of one (1) week on the following roadways within the study area to obtain hourly and daily (24 hour) volumes to supplement the turning movement counts:
    - NYS Route 110 northbound south of Broadway
    - NYS Route 110 southbound north of Broadway
    - Railroad Street eastbound west of NYS Route 110
    - Broadway Avenue westbound east of NYS Route 110

- Accident data for the most recent 3 year period for the Study Intersections was obtained from NYSDOT. The accident data was summarized and tabulated by severity of injury and type of collision.

- The existing traffic volumes obtained from the traffic counts were tabulated and adjusted for seasonal traffic fluctuation by using seasonal adjustment factors obtained from NYSDOT.

- An annual growth factor for the Town of Huntington, obtained from the LITP 2000 Study was applied to the seasonally adjusted existing traffic volumes to estimate the increase in background traffic that is predicted to occur over the five year period ending in 2019.

- The Town of Huntington was contacted to obtain information on other planned projects that may impact traffic flow in the study area. The traffic generated by the other planned projects was added to the 2019 background traffic volumes to generate the 2019 No Build Volumes.

- Estimates of traffic that would be generated by the proposed project were prepared utilizing trip generation data published by the Institute of Transportation Engineers ("ITE") publication, *Trip Generation, Ninth Edition*.

- The site-generated traffic volumes were assigned to the adjacent street system based upon the trip distribution model developed by Nelson & Pope.

- The estimated traffic generated by the proposed project was then added to the 2019 No Build traffic volumes to generate the proposed 2019 Build Volumes.

- Capacity analyses were performed at the Study Intersections for the following conditions:

    - 2014 Existing Conditions
    - 2019 No Build Conditions
    - 2019 Build Conditions

- The results of the analyses for the 2019 No Build Conditions and 2019 Build Conditions were compared to identify any significant impacts associated with the proposed project.

- In accordance with the findings of the capacity computations, where appropriate, recommendations were made to mitigate the projected traffic impacts.

EXISTING CONDITION

This section of the report provides an overview of existing transportation conditions including roadway inventories, transit facilities, pedestrian amenities, existing traffic volumes, accident data, traffic signal timing plans and intersection geometries.

Roadway Conditions

New York State Route 110 is a north-south principal arterial roadway under the jurisdiction of New Your State Department of Transportation which extends north from NYS Route 27A (Merrick Road) in Amityville with its northern terminus in Halesite, at its intersection with Youngs Hill Road. In the vicinity of the project area, NYS Route 110 provides two travel lanes in each direction with exclusive turn lanes at key locations. South of the Depot Road intersection, NYS Route 110 provides one travel lane in each direction with a two-way center left-turn lane and exclusive turn lanes at key locations. It is primarily fronted by commercial uses. The posted speed limit is 30 mph.

Pulaski Road (CR 11) is an east-west minor arterial roadway under the jurisdiction of Suffolk County Department of Public Works which extends east from Woodbury Road in Cold Spring Harbor to NYS Route 25A in Kings Park. In the vicinity of the study area, Pulaski Road provides one travel lane in each direction and exclusive turn lanes at key locations. This roadway is fronted with a mix of commercial and residential uses. The posted speed limit is 30 mph.

Park Avenue (CR 35) is a northwest-southeast minor arterial roadway under the jurisdiction of Suffolk County Department of Public Works which extends north from NYS Route 25 (Jericho Turnpike) with its northern terminus at NYS Route 110 in Halesite. In the vicinity of the study area, Park Avenue provides one travel lane in each direction with exclusive turn lanes at key locations. This roadway is fronted with a mix of commercial and residential land uses. The posted speed limit is 30 mph.

Depot Road is a northwest-southeast minor arterial roadway under the jurisdiction of the Town of Huntington which extends north from NYS Route 25 (Jericho Turnpike) with its northern

terminus at NYS Route 110 in Huntington Station. In the vicinity of the study area, Depot Road provides one travel lane in each direction with exclusive turn lanes at key locations. This roadway is fronted with a mix of commercial and residential land uses. The posted speed limit is 30 mph.

Railroad Street is a northeast-southwest local collector roadway under the jurisdiction of the Town of Huntington which extends northeast from W 11th Street with its eastern terminus at NYS Route 110. Railroad Street has one travel lane in each direction with exclusive turn lanes at key locations. It is fronted by a mix of commercial and residential uses. The posted speed limit is 30 mph.

Broadway is a northeast-southwest local collector roadway under the jurisdiction of the Town of Huntington which extends east from NYS Route 110 with its eastern terminus at Park Avenue (CR 35). Broadway provides one travel lane in each direction with exclusive turn lanes at key locations. It is fronted by mass transit (Huntington LIRR Station), commercial and residential uses. The posted speed limit is 30 mph.

Table 2 summarizes the lane configurations and traffic controls at the study intersections.

Table 1: Intersection Geometry

Intersection	Approach	Lane Designation*	Traffic Control
NYS Route 110 and Pulaski Road (CR 11)	EB WB NB SB	L-TR L-TR L-TR L-TR	Traffic Signal
NYS Route 110 and Depot Road /Parking Lot Access	EB WB NB SB	R R L-T L-TR	Traffic Signal
NYS Route 110 and Broadway/Railroad Street	EB WB NB SB	L-T-R L-T-R L-2T-R L-2T-R	Traffic Signal
NYS Route 110 and Olive Street	WB NB SB	LR T-TR L-2T	Traffic Signal
NYS Route 110 and Academy Place/Nassau Road	EB WB NB SB	LTR L-LTR LT-TR L-T-TR	Traffic Signal
W Pulaski Road (CR 11) and Railroad Street	EB WB NB SB	L-TR L-TR LTR L-TR	Traffic Signal
E Pulaski Road (CR 11) and Deport Road/Fairground Avenue	EB WB NWB NB SB	L-TR L-TR L-T T-R L-TR	Traffic Signal
E Pulaski Road (CR 11) and Park Avenue (CR 35)	EB WB NB SB	L-2T-R L-2T-R L-2T-R L-2T-R	Traffic Signal
Broadway and Park Avenue (CR 35)	EB NB SB	L-R L-T 2T-R	Traffic Signal
Railroad Street and Lowndes Avenue/Parking Lot Access	EB WB NB SB	L-TR LT-R LTR LT-R	Stop Control - NB & SB Approaches
NYS Route 110 and Northridge Street/Parking Lot Access	EB WB NB SB	LTR LTR LT-TR LT-TR	Stop Control - EB & WB Approaches
NYS Route 110 and Church Street/Mall Entrance	EB WB NB SB	LTR One-Way EB L-T-TR L-T-TR	Stop Control – EB Approach

Transit and Pedestrian Facilities

This section provides information on existing transit and pedestrian facilities within the study area. Transit services within the study area include commuter rail and public/private bus. Also in the study area are pedestrian facilities i.e. sidewalks, crosswalks, pedestrian signals and push buttons at traffic lights.

Commuter Rail

The Huntington LIRR station is located within the Study Area on the southeast corner of NYS Route 110 and Broadway. The Huntington Station is one of the stops on the Port Jefferson Branch that runs from Port Jefferson Station to Penn Station. The station is approximately 36.5 miles from Penn Station and travel times are typically about one hour during peak commuting periods. During peak periods, off-peak periods and weekends trains generally leave every 30-60 minutes.

Bus Routes

The HART (Huntington Area Rapid Transit) Bus provides several routes though the Town of Huntington. Route H20 services the project area and provides a route that travels between Huntington Hospital and the South Huntington Public Library, via Park Avenue (CR 35), Woodhull Road, NYS Route 110, Depot Road, 11th Street, 8th Avenue, Old Country Road and Pidgeon Hill Road. Suffolk Transit also provides a bus route that services the project area. Bus route S1 travels between Amityville and Halesite via NYS Route 110.

Pedestrian Facilities

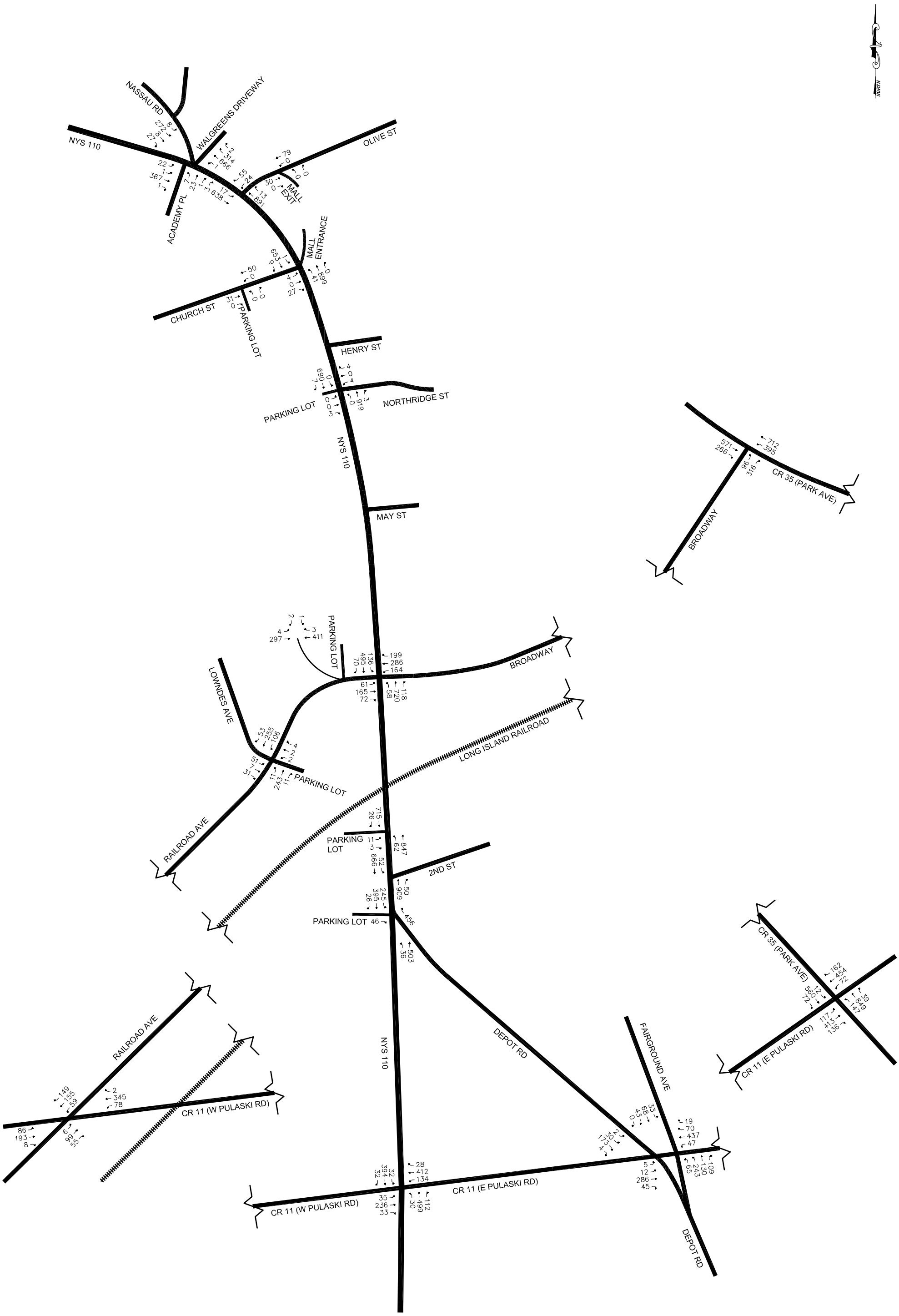
The study area is pedestrian friendly. Sidewalks are provided throughout the study area providing the pedestrians easy access and mobility to current uses in the study area. Traffic signals are located at major intersections throughout the study area and all are equipped with pedestrian push buttons and/or pedestrian signals and crosswalks to provide adequate crossing time and guidance to pedestrians, thereby facilitating a friendly environment to encourage pedestrian activity throughout the study area. A pedestrian bridge is also provided for the LIRR patrons to cross

over NYS Route 110 from the train platforms on the east side to the parking field on the west side of NYS Route 110.

Traffic Volume Data

Weekday turning movement counts were collected at the study intersections on Thursday June 12, 2014 during the weekday AM (7:00-9:00 AM) and PM (4:00-6:00 PM) peak periods. The weekend turning movement counts were collected on Saturday (11:00 AM – 2:00 PM) on June 14, 2014. The volume data was tabulated to identify the peak hours at each of the Study Intersections. In order to perform a conservative analysis, the peak hour volumes at each intersection were utilized in this study.

A weekday seasonal adjustment factor of 1.108 for the month of June (months of weekday counts) and a weekend seasonal adjustment factor of 0.962 for the month of June (month of weekend counts), were obtained from NYSDOT. Applying the weekend normalization factor will increase the existing weekend traffic volumes. Therefore, the weekend counts were normalized to account for seasonal fluctuation. Applying the weekday normalization factors to the weekday traffic count data collected would reduce the existing peak hour volumes. Therefore, to be conservative, the weekday peak hour traffic volumes collected were not normalized. The existing intersection peak hour volumes are shown on Figures 3, 4, and 5 and detailed data are contained in tables in Appendix A.



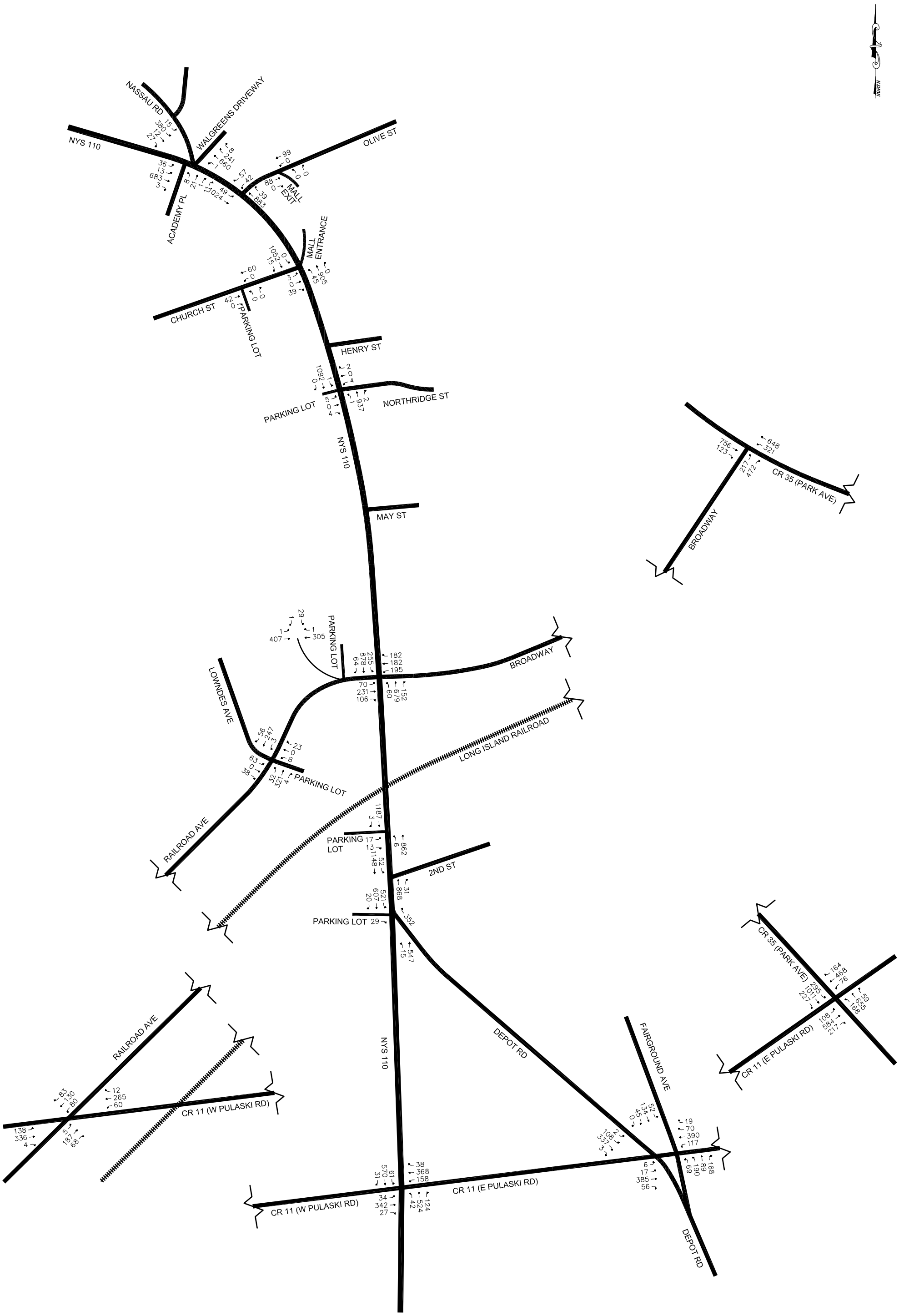
CONSULTANT:

NELSON & POPE
ENGINEERS • SURVEYORS
572 WALT WHITMAN ROAD, MELVILLE, N.Y. 11747-2188
631.427.5665 WWW.NELSONPOPE.COM FAX 631.427.5620

DWN. BY:	MCM
CHK'D BY:	-
DATE:	-
JOB No.:	12019
CADD:	-
SCALE:	NTS

DRAWING TITLE: AM 2014 EXISTING

DRAWING NUMBER: FIG-3



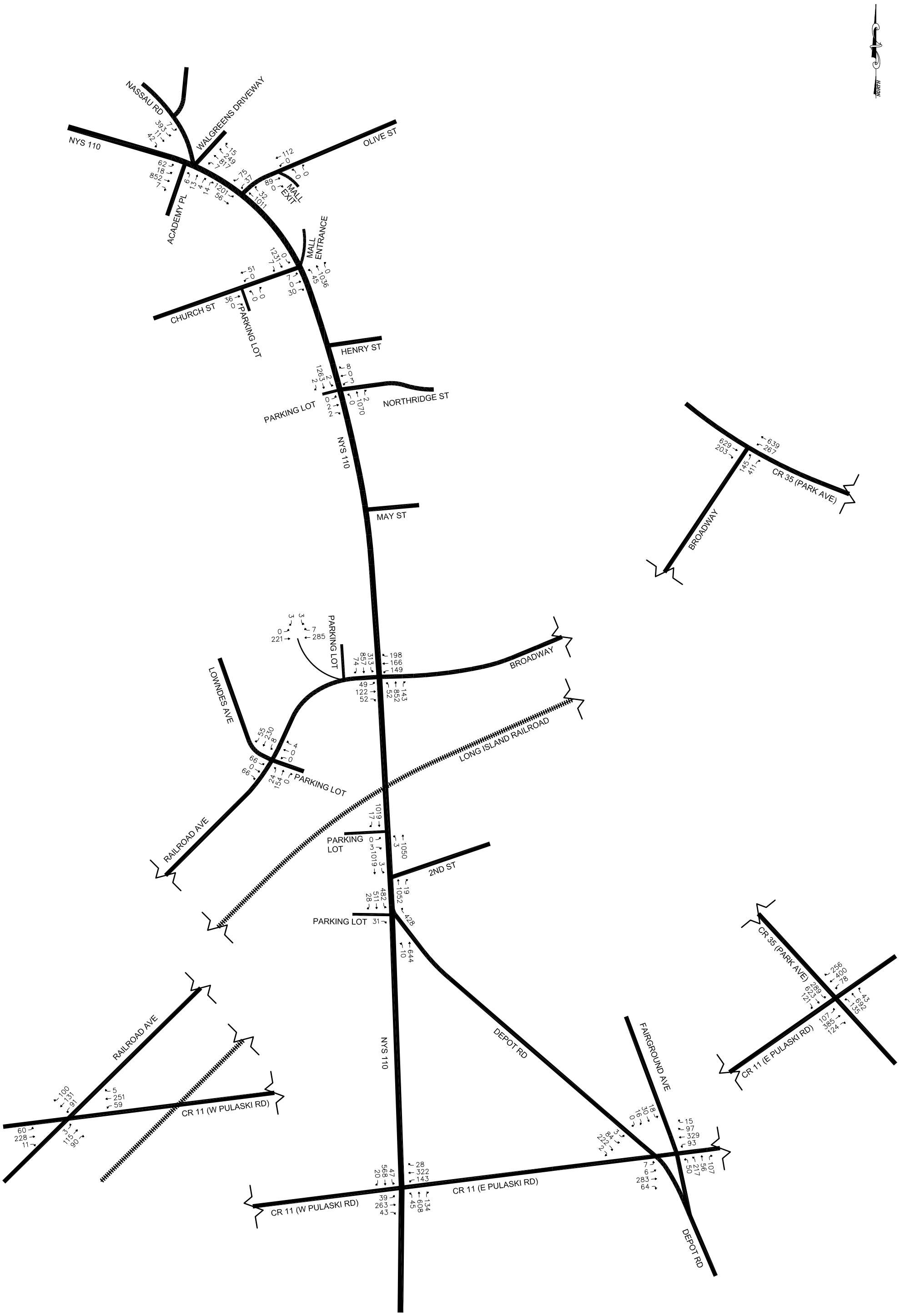
CONSULTANT:

NELSON & POPE
ENGINEERS • SURVEYORS
572 WALT WHITMAN ROAD, MELVILLE, N.Y. 11747-2188
631.427.5665 WWW.NELSONPOPE.COM FAX 631.427.5620

DWN. BY:	MCM
CHK'D BY:	-
DATE:	-
JOB No.:	12019
CADD:	-
SCALE:	NTS

DRAWING TITLE: PM 2014 EXISTING

DRAWING NUMBER: FIG-4



CONSULTANT:

NELSON & POPE
ENGINEERS • SURVEYORS
572 WALT WHITMAN ROAD, MELVILLE, N.Y. 11747-2188
631.427.5665 WWW.NELSONPOPE.COM FAX 631.427.5620

DWN. BY:	MCM
CHK'D BY:	-
DATE:	-
JOB No.:	12019
CADD:	-
SCALE:	NTS

DRAWING TITLE:

SATURDAY 2014 EXISTING

DRAWING NUMBER:

FIG-5

Accident History

Accident data for the intersections in the study area was obtained from the NYSDOT. The most recent data available was from October 1, 2010 to September 30, 2013 (3 year period). The data was reviewed and is summarized in the following tables.

Table 2: Accident Summary by Severity

Location	Accident Severity			
	Fatality	Injury	Property Damage	TOTAL
New York Ave (NYS Route 110) at Nassau Rd/Academy Pl	-	4	8	12
New York Ave (NYS Route 110) at Olive St	-	-	1	1
New York Ave (NYS Route 110) at Church St	-	3	1	4
New York Ave (NYS Route 110) at Northridge St/Parking Lot Access	-	3	2	5
New York Ave (NYS Route 110) at Broadway –Railroad St	-	8	24	32
New York Ave (NYS Route 110) at Depot Rd	-	4	12	16
New York Ave (NYS Route 110) at W Pulaski Rd (CR 11)	-	3	11	14
Railroad St at W Pulaski Rd (CR 11)	-	2	2	4
Railroad St at Lowndes Ave/Parking Lot Access	-	3	4	7
Depot Rd at E Pulaski Rd (CR 11)	-	9	11	20
Park Ave (CR 35) at E Pulaski Rd (CR 11)	-	8	35	43
Park Ave (CR 35) at Broadway	-	11	23	34
Total	0 *0%*	58 *30%*	134 *70%*	192 *100%*

Table 3 indicates that a total of 192 accidents occurred at the study intersections during the analysis period. There were no fatal accidents and the majority of accidents resulted in property damage only (134 accidents; 70%). The location with the greatest number of accidents is the intersection of Park Avenue (CR 35) and E Pulaski Road (CR 11) with a total of 34 accidents (18% of the total accidents).

Table 3: Accident Summary by Severity

Location	Accident Type										
	Right Angle	Rear End	Head On	Left Turn	Right Turn	Fixed Object	Ped/ Bicycle	Overtk	Side swipe	Other/ Unknown	Total
New York Ave (NYS Route 110) at Nassau Rd/Woodhull Rd South	1	4	-	-	-	1	1	-	-	5	12
New York Ave (NYS Route 110) at Olive St	-	-	-	-	-	-	-	1	-	-	1
New York Ave (NYS Route 110) at Church St	-	-	-	2	-	-	-	-	-	2	4
New York Ave (NYS Route 110) at Northridge St/Parking Lot Access	1	-	-	-	1	-	1	1	-	1	5
New York Ave (NYS Route 110) at Broadway –Railroad St	4	9	-	1	-	-	3	-	-	15	32
New York Ave (NYS Route 110) at Depot Rd	-	5	-	6	-	-	-	-	-	5	16
New York Ave (NYS Route 110) at W Pulaski Rd (CR 11)	1	3	-	3	-	-	-	2	-	5	14
Railroad St at W Pulaski Rd (CR 11)	-	3	-	-	-	-	-	-	-	1	4
Railroad St at Lowndes Ave/Parking Lot Access	2	1	-	-	-	-	1	2	-	1	7
Depot Rd at E Pulaski Rd (CR 11)	4	6	-	3	-	-	1	1	1	4	20
Park Ave (CR 35) at E Pulaski Rd (CR 11)	3	18	-	4	-	-	-	2	1	15	43
Park Ave (CR 35) at Broadway	3	14	-	3	-	1	-	1	2	9	34
Total	19 *10%*	63 *33%*	0 *0%*	22 *11%*	1 *1%*	2 *1%*	7 *4%*	10 *5%*	4 *2%*	63 *33%*	192 *100%*

A review of Table 4 indicates that rear-end and other/unknown accidents were the most prevalent (33%). The second most frequent type of accident was left-turn accidents (11%).

Level of Service Description

In order to identify the operational characteristics of the Study Intersections, level of service and capacity analyses were performed using *SYNCHRO Version 8* Software. *SYNCHRO*, in conjunction with *SimTraffic*, is a software package that allows for an interactive analysis of a single intersection or a network of intersections and can also be used for modeling and optimizing traffic signal timings. The *SimTraffic* component provides simulations of operations with animation features. *SYNCHRO* implements the Intersection Capacity Utilization ("ICU") 2003 method for determining intersection capacity. This method compares the current volume to the intersections ultimate capacity. *SYNCHRO* also implements the methods of the 2000 Highway Capacity Manual ("HCM") for Urban Streets, Signalized Intersections, and Unsignalized Intersections, for determining intersection capacity analyses. The *HCM* contains procedures and methodologies for estimating capacity and determining level of service for many transportation facilities and modes including signalized and unsignalized intersections. The 2000 edition of this manual was updated in 2010 as *Highway Capacity Manual 2010.*

An intersection's level of service ("LOS") describes its quality of traffic flow. It ranges in grade from LOS "A" (relatively congestion-free) to LOS "F" (very congested). The level of service definition, as well as the threshold values for each level, varies according to whether the intersection is controlled by a signal (signalized) or a stop sign (unsignalized). A brief description is given herein and a more detailed definition is found in Appendix D.

The capacity of a signalized intersection is evaluated in terms of the ratio of demand flow rate to capacity ("V/C ratio"). The capacity for each approach represents the maximum rate of flow (for the subject approach) which may pass through the intersection under prevailing traffic, roadway and signal conditions. The level of service of a signalized intersection is evaluated on the basis of average control-delay measured in seconds per vehicle (sec/veh). The control-delay is calculated using an equation that combines the stopped-delay with the vehicle acceleration/deceleration

delay that is caused by the signalized intersection. At the signalized intersections, factors that affect the various approach capacities include width of approach, number of lanes, signal "green time", turning percentages, truck volumes, etc. However, delay cannot be related to capacity in a simple one-to-one fashion. For example, it is possible to have delays in the Level of Service "F" range without exceeding roadway capacity. Substantial delays can exist without exceeding capacity if one or more of the following conditions exist: long signal cycle length; a particular traffic movement experiences a long red time; or progressive movements for a particular lane are poor.

The flow at a two-way stop-controlled ("TWSC") intersection is gauged in terms of LOS and capacity. The capacity of a stop-controlled leg is based on the distribution of gaps in the major street traffic, driver judgment in selecting a gap, and the follow-up time required by each driver in a queue. The LOS for a TWSC intersection is determined by the control-delay, and is defined for each movement rather than for the overall intersection. As with signalized intersections, *SYNCHRO* quantifies only the average control-delay, which is a function of the approach and the degree of saturation for any particular minor movement.

Existing Condition Analysis

The 2014 existing peak hour traffic volumes depicted in Figures 3, 4, and 5 were used to determine the existing capacity and LOS of the study intersection. Tables 4 and 5 contain the LOS summary for the Existing Condition calculated through the Synchro software described previously. The detailed analysis worksheets are in Appendix E.

Table 4: Existing Condition LOS Summary – Signalized Intersections

			AM Peak		PM Peak		Saturday Peak	
Location	Approach	Movt.	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
NYS Route 110	EB	L	33.5	C	41.2	D	36.3	D
at W/E Pulaski (CR 11)		TR	50.9	D	72.4	E	67.7	E
	WB	L	29.0	C	39.6	D	35.9	D
		TR	36.2	D	37.5	D	32.4	C
	NB	L	16.5	B	23.2	C	22.0	C
		TR	28.0	C	30.7	C	42.0	D
	SB	L	9.9	A	20.1	C	49.4	D
		TR	9.8	A	18.5	B	15.9	B
Intersection			28.1	C	35.9	D	36.1	D
NYS Route 110	EB	R	0.2	A	0.1	A	0.2	A
at Depot Road/Parking Lot	WB	R	25.5	C	16.4	B	21.8	C
	NB	L	19.8	B	43.6	D	15.7	B
		T	16.7	B	7.3	A	23.3	C
	SB	L	16.1	B	23.2	C	32.1	C
		T	11.3	B	28.5	C	7.1	A
Intersection			17.3	B	19.4	B	20.4	C
NYS Route 110	EB	L	49.5	D	59.5	E	49.7	D
at Railroad St/Broadway		T	53.5	D	87.0	F	56.4	E
		R	2.7	A	10.5	B	2.2	A
	WB	L	30.9	C	66.8	E	32.5	C
		T	31.8	C	38.1	D	28.9	C
		R	4.2	A	5.7	A	4.8	A
	NB	L	12.6	B	17.3	B	14.5	B
		T	27.5	C	40.4	D	41.3	D
		R	6.2	A	19.1	B	12.9	B
	SB	L	13.5	B	29.2	C	41.3	D
		T	13.1	B	39.4	D	12.6	B
		R	1.9	A	7.4	A	1.0	A
Intersection			22.4	C	39.7	D	27.3	C
NYS Route 110	EB	L	20.0	B	49.8	D	37.4	D
at Olive St		T	0.5	A	0.8	A	0.8	A
	WB	TR	39.8	D	38.4	D	64.6	E
	SB	LR	21.3	C	49.8	D	27.0	C
Intersection			23.4	C	20.5	C	31.3	C

NYS Route 110 at Academy Pl/Nassau Rd	EB	L	45.5	D	117.2	F	69.0	E
		TR	18.0	B	26.7	C	24.3	C
	WB	LT	4.1	A	4.6	A	6.8	A
		R	2.6	A	2.8	A	2.8	A
	NB	LTR	110.3	F	265.8	F	131.0	F
	SB	L	57.2	E	60.8	E	75.6	E
		LTR	42.3	D	51.2	D	69.4	E
Intersection			17.9	B	30.1	C	28.8	C
Railroad St at W Pulaski Rd (CR 11)	EB	L	7.9	A	7.2	A	6.4	A
		TR	9.0	A	9.3	A	8.6	A
	WB	L	18.2	B	17.9	B	14.8	B
		TR	21.0	C	19.5	B	15.4	B
	NB	LTR	20.2	C	28.0	C	21.2	C
	SB	L	22.3	C	31.2	C	24.8	C
		TR	27.9	C	24.9	C	22.0	C
Intersection			19.2	B	18.3	B	16.7	B
E Pulaski Rd (CR 11) at Depot Rd/ Fairground Ave	EB	L	22.8	C	23.0	C	17.7	B
		TR	28.2	C	31.6	C	26.0	C
	WB	L	22.0	C	45.3	D	25.8	C
		TR	43.5	D	40.6	D	30.1	C
	NB	L2	116.9	F	82.8	F	61.6	E
		L	38.2	D	32.8	C	30.2	C
		R	40.9	D	35.5	D	35.1	D
		TR	9.6	A	9.1	A	10.4	B
	SB	L	38.1	D	36.2	D	35.2	D
		TR	43.7	D	41.8	D	36.5	D
	SEB	L	32.1	C	35.3	D	30.4	C
		R	20.6	C	37.0	D	20.1	C
Intersection			37.0	D	36.2	D	27.8	C
Park Ave (CR 35) at E Pulaski Rd (CR 11)	EB	L	29.7	C	28.0	C	20.1	C
		T	36.6	D	43.0	D	32.1	C
		R	8.3	A	13.3	B	5.4	A
	WB	L	27.4	C	29.0	C	18.5	B
		T	50.9	D	46.7	D	36.8	D
		R	9.8	A	5.6	A	3.8	A
	NB	L	14.1	B	21.6	C	14.7	B
		T	27.3	C	25.2	C	43.3	D
		R	0.1	A	0.2	A	1.3	A
	SB	L	17.7	B	20.3	C	26.5	C
		T	24.1	C	29.1	C	24.6	C
		R	5.2	A	28.1	C	7.7	A
Intersection			27.7	C	29.3	C	27.3	C

Park Ave (CR 35) at Broadway	EB	L	29.0	C	34.1	C	31.5	C
		R	10.3	B	13.1	B	11.9	B
	NB	L	14.1	B	18.2	B	10.6	B
		T	8.1	A	9.1	A	8.1	A
	SB	T	17.9	B	22.0	C	19.3	B
		R	4.2	A	4.5	A	4.1	A
Intersection			12.2	B	16.7	B	13.4	B
Broadway at LIRR Lot Exit /Biltmore Circle	EB	LT	6.5	A	28.2	C	2.1	A
	WB	TR	10.3	B	19.7	B	2.0	A
	NB	L	13.9	B	14.4	B	14.7	B
		TR	0.1	A	0.2	A	0.0	A
	SB	LTR	9.0	A	1.4	A	6.0	A
Intersection			8.7	A	23.0	C	2.1	A
Broadway at LIRR Lot Entrance/Exit	EB	TR	3.6	A	5.6	A	5.0	A
	WB	T	2.8	A	5.2	A	5.0	A
	NB	L	44.8	D	23.6	C	17.5	B
		TR	13.1	B	9.3	A	8.4	A
Intersection			6.4	A	6.4	A	5.6	A

Notes: LOS = Level of Service, Delay = seconds/vehicle

NYS Route 110 and W/E Pulaski Road

Currently the intersection of NYS Route 110 and W/E Pulaski Road operates at overall LOS C, D and D during the weekday AM, PM and Saturday midday peak hours respectively with LOS for individual movements ranging from LOS A to LOS E.

NYS Route 110 and Depot Road/Parking Lot Access

Currently the intersection of NYS Route 110 and Depot Road/Parking Lot Access operates at overall LOS B, B and C during the weekday AM, PM and Saturday midday peak hours respectively with LOS for individual movements ranging from LOS A to LOS D.

NYS Route 110 and Railroad Street/Broadway

Currently the intersection of NYS Route 110 and Railroad Street/Broadway operates at overall LOS C, D and C during the weekday AM, PM and Saturday midday peak hours respectively with LOS for individual movements ranging from LOS A to LOS F.

NYS Route 110 and Olive Street

Currently at the intersection of NYS Route 110 and Olive Street operates at overall LOS C during the weekday AM, PM and Saturday midday peak hours with LOS for individual movements ranging from LOS A to LOS E.

NYS Route 110 and Academy Place/Nassau Road

Currently at the intersection of NYS Route 110 and Academy Place/Nassau Road operates at overall LOS B, C and C during the weekday AM, PM and Saturday midday peak hours respectively with LOS for individual movements ranging from LOS A to LOS F.

Railroad Street and W Pulaski Road (CR 11)

Currently at the intersection of Railroad Street and W Pulaski Road operates at overall LOS B during the weekday AM, PM and Saturday midday peak hours with LOS for individual movements ranging from LOS A to LOS C.

E Pulaski Road (CR 11) and Depot Road/Fairground Avenue

Currently at the intersection of E Pulaski Road (CR 11) and Depot Road/Fairground Avenue operates at overall LOS D, D and C during the weekday AM, PM and Saturday midday peak hours respectively with LOS for individual movements ranging from LOS A to LOS F.

Park Avenue (CR 35) and E Pulaski Road (CR 11)

Currently at the intersection of Park Avenue and E Pulaski Road operates at overall LOS C during the weekday AM, PM and Saturday midday peak hours with LOS for individual movements ranging from LOS A to LOS D.

Park Avenue (CR 35) and Broadway

Currently at the intersection of Park Avenue and Broadway operates at overall LOS B during the weekday AM, PM and Saturday midday peak hours with LOS for individual movements ranging from LOS A to LOS C.

Broadway and LIRR Lot Exit/Biltmore Circle

Currently at the intersection of Broadway and the LIRR Lot Exit/Biltmore Circle operates at overall LOS A, C and A during the weekday AM, PM and Saturday midday peak hours, respectively. The LOS for individual movements ranges from LOS A to LOS C.

Broadway and LIRR Lot Entrance/Exit

Currently at the intersection of Broadway and LIRR Lot Entrance/Exit operates at overall LOS A during the weekday AM, PM and Saturday midday peak hours with LOS for individual movements ranging from LOS A to LOS D.

Table 5: Existing Condition LOS Summary – Unsignalized Intersections

			AM Peak		PM Peak		Saturday Peak	
Loacation	Approach	Movt.	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
NYS Route 110	EB	LTR	9.8	A	15.5	C	25.2	D
at Parking Lot Access/	WB	LTR	13.9	B	15.1	C	11.8	B
Northridge St	NB	LT	0.0	A	0.1	A	0.0	A
	SB	LT	0.0	A	0.0	A	0.1	A
NYS Route 110	EB	LTR	11.0	B	12.0	B	17.2	C
at Church St/	NB	LT	9.1	A	11.1	B	12.3	B
Mall Entrance	SB	LT	10.1	B	0.0	A	0.0	A
Railroad St	EB	L	7.9	A	8.0	A	7.9	A
at Lowndes Ave/	WB	LT	3.0	A	0.1	A	0.3	A
Parking Lot-Site Access	NB	LTR	12.5	B	10.8	B	8.9	A
	SB	L	13.8	B	12.6	B	10.7	B

NYS Route 110 and Northridge Street/Parking Lot Access

Currently at the intersection of NYS Route 110 and Northridge Street/Parking Lot Access the stop controlled eastbound approach operates at LOS A, C and D during the AM, PM and Saturday peak hours, respectively. The stop controlled westbound approach operates at LOS B, C and B during the AM, PM and Saturday peak hours, respectively. The northbound NYS Route 110 left-turn/through movement operates at LOS A during the AM, PM and Saturday peak hours.

NYS Route 110 and Church Street/Mall Entrance

Currently at the intersection of NYS Route 110 and Church Street/Mall Entrance, the eastbound stop controlled approach of Church Street operates at LOS B, B and D during the AM, PM and Saturday peak hours, respectively. The NYS Route 110 northbound left-turn/trough movement operates at LOS A, B and B during the AM, PM and Saturday peak hours, respectively. The NYS Route 110 southbound left-turn/trough movement operates at LOS B, A and A during the AM, PM and Saturday peak hours, respectively.

Railroad Street at Lowndes Ave/Parking Lot Access

Currently at the intersection of Railroad Street and Lowndes Avenue/Parking Lot Access, the eastbound left-turn movement on Railroad Street operates at LOS A during all peak periods. The westbound left-turn movement on Railroad Street operates at LOS A during all peak periods. The stop controlled northbound approach of the Parking Lot Access operates at LOS B, B and A during the AM, PM and Saturday peak hours, respectively. The southbound stop controlled approach of Lowndes Avenue operates at LOS B during all peak periods.

FUTURE CONDITIONS

As part of this traffic impact study, the future No Build and Build conditions volumes were developed for 2019 Conditions. Traffic analyses were conducted for both the No Build and Build Conditions to evaluate the traffic impact of the proposed project on the surrounding roadways.

NO BUILD CONDITION

The No Build Condition represents traffic conditions expected at the study intersections in the future year 2019 without the Proposed Project. The No Build Condition traffic volumes are estimated based on the following factors:

- Increases in traffic due to general population growth and developments outside of the immediate project area. This traffic increase is referred to as ambient growth.
- Other planned projects located near the project area that may affect traffic conditions and patterns around the study area.

Traffic Growth

A 1.0% annual growth factor was obtained from the New York State Department of Transportation (NYSDOT) Long Island Transportation Plan 2000 Study (LITP2000) for the Town of Huntington. The existing traffic volumes were increased by this factor for a period of five (5) years to project volumes to the year 2019.

Other Planned Projects

Other Planned Projects is a term that refers to developments located near the project area that are currently under construction or in the planning stages. Traffic generated by these projects may significantly influence the operations of the study intersections and would not be represented in the collected field data. The Town of Huntington was contacted to obtain information on any planned projects in the area. As advised by the Town, the following proposed planned projects were included:

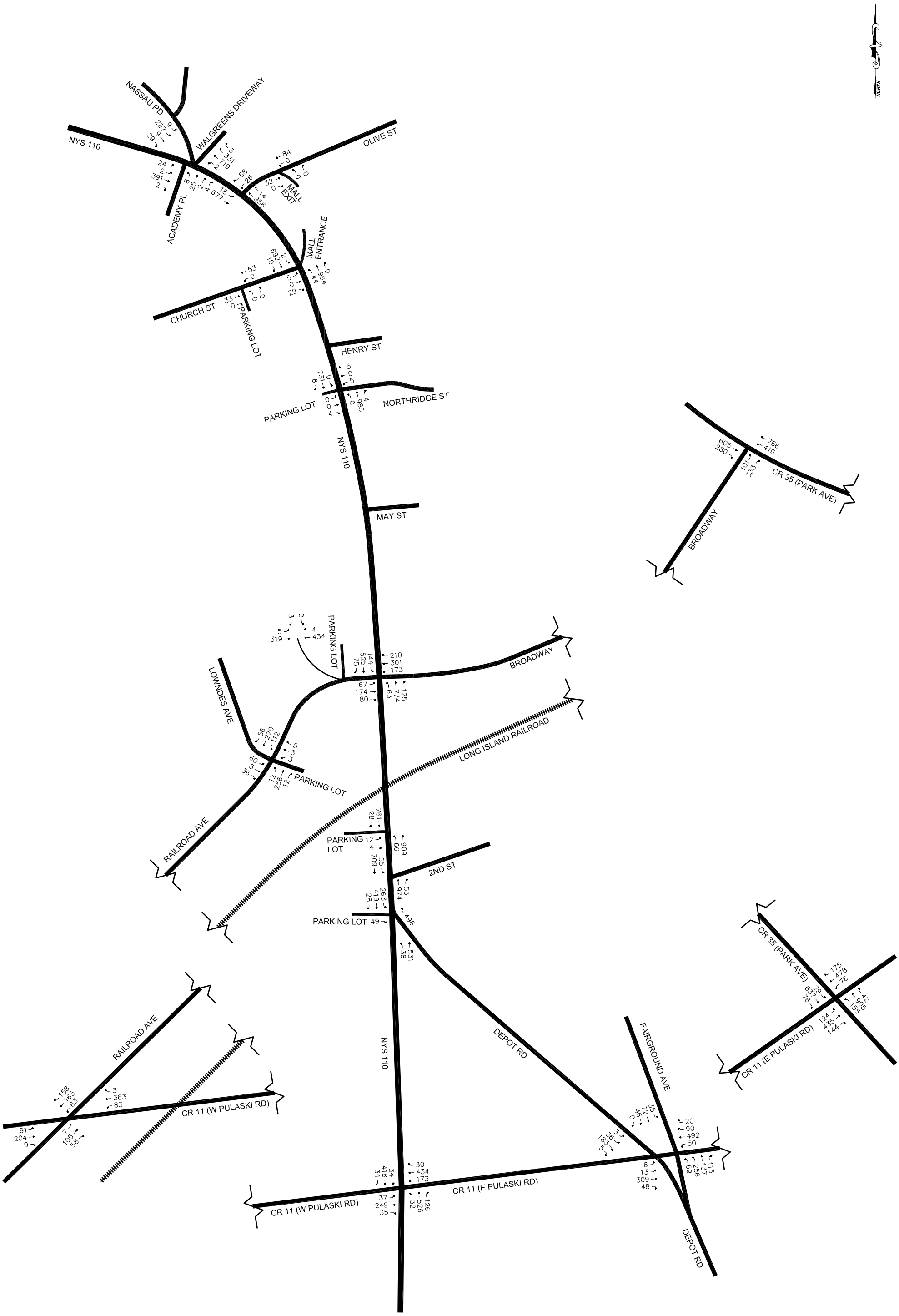
- Avalon Bay – This project is under construction and is located on the north side of East Fifth Street, between Park Avenue and Lenox Road in Huntington Station. It consists of 379 multi-family residential units, 303 of which will be rental units and 76 of which will be ownership townhouses.

- Columbia Terrace – This project is located on the northwest corner of Railroad Street and Lowndes Avenue in Huntington Station and consists of 14 condominium units.

- Northridge Retail – This project is located on the northeast corner of Northridge Street and NYS Route 110 and on the south side of Henry Street and consists of a 14,667 SF commercial building.

The trip generation estimates for Columbia Terrace and Northridge Retail developments were prepared utilizing data contained in the ITE publication, *Trip Generation, Ninth Edition.* The trip generation estimates and traffic distribution for the Avalon Bay project was taken from the traffic impact study on file with the Town of Huntington prepared by VHB. The No Build condition volumes for the weekday AM, weekday PM and Saturday midday peak hours are illustrated in Figures 5, 6 and 7. The traffic anticipated to be generated by the planned projects are contained in figures located in the Appendix.

Additionally, Suffolk County is currently investigating the intersection of E Pulaski Road (CR 11) at Depot Road/Fairground Avenue to improve the overall operation and safety at this location. At this time, they are still exploring various options and have not selected a preferred design.



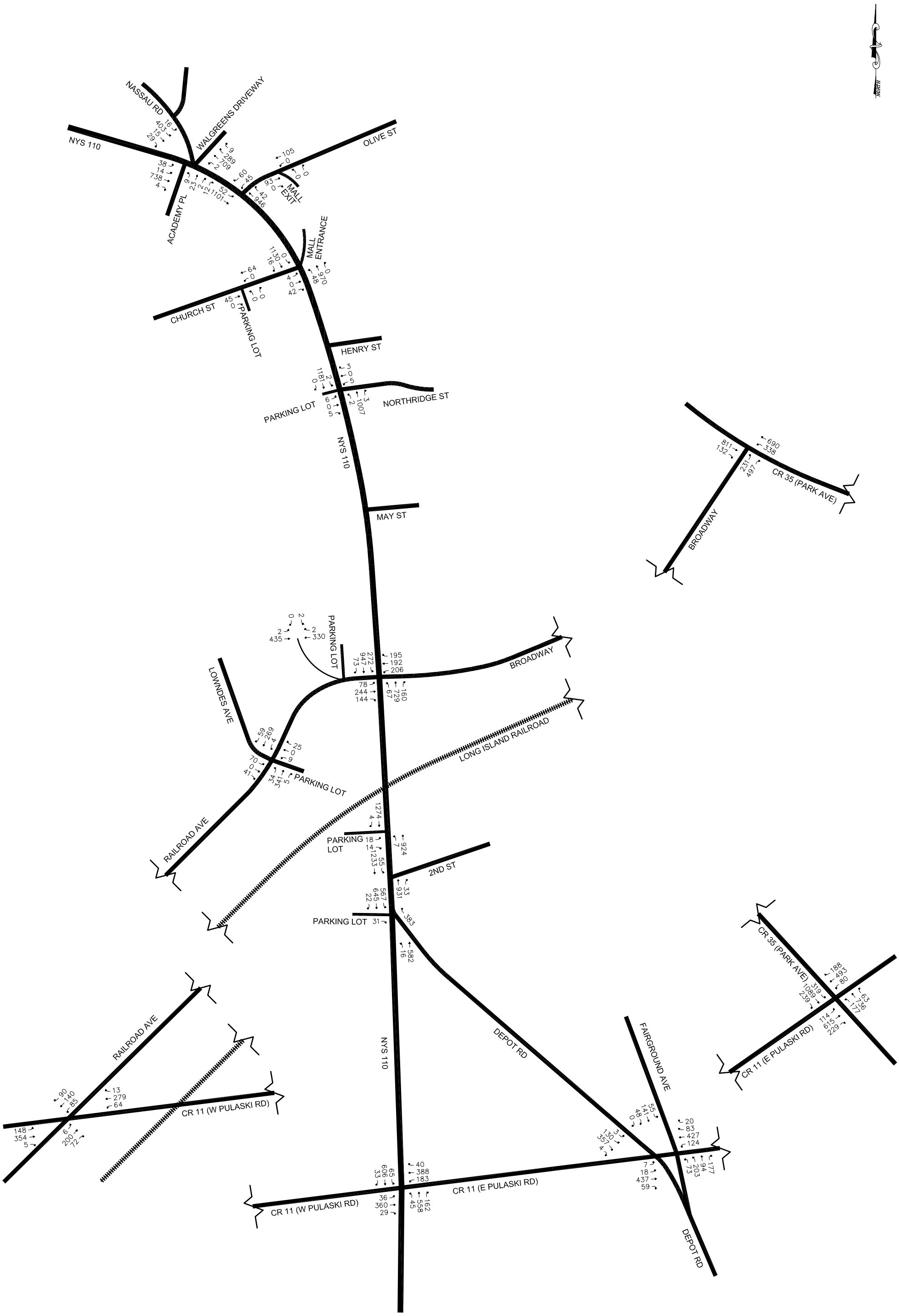
CONSULTANT:

NELSON & POPE
ENGINEERS • SURVEYORS
572 WALT WHITMAN ROAD, MELVILLE, N.Y. 11747-2188
631.427.5665 WWW.NELSONPOPE.COM FAX 631.427.5620

DWN. BY:	MCM
CHK'D BY:	-
DATE:	-
JOB No.:	12019
CADD:	-
SCALE:	NTS

DRAWING TITLE: AM 2019 NO BUILD

DRAWING NUMBER: FIG-6



CONSULTANT:

NELSON & POPE
ENGINEERS • SURVEYORS
572 WALT WHITMAN ROAD, MELVILLE, N.Y. 11747-2188
631.427.5665 WWW.NELSONPOPE.COM FAX 631.427.5620

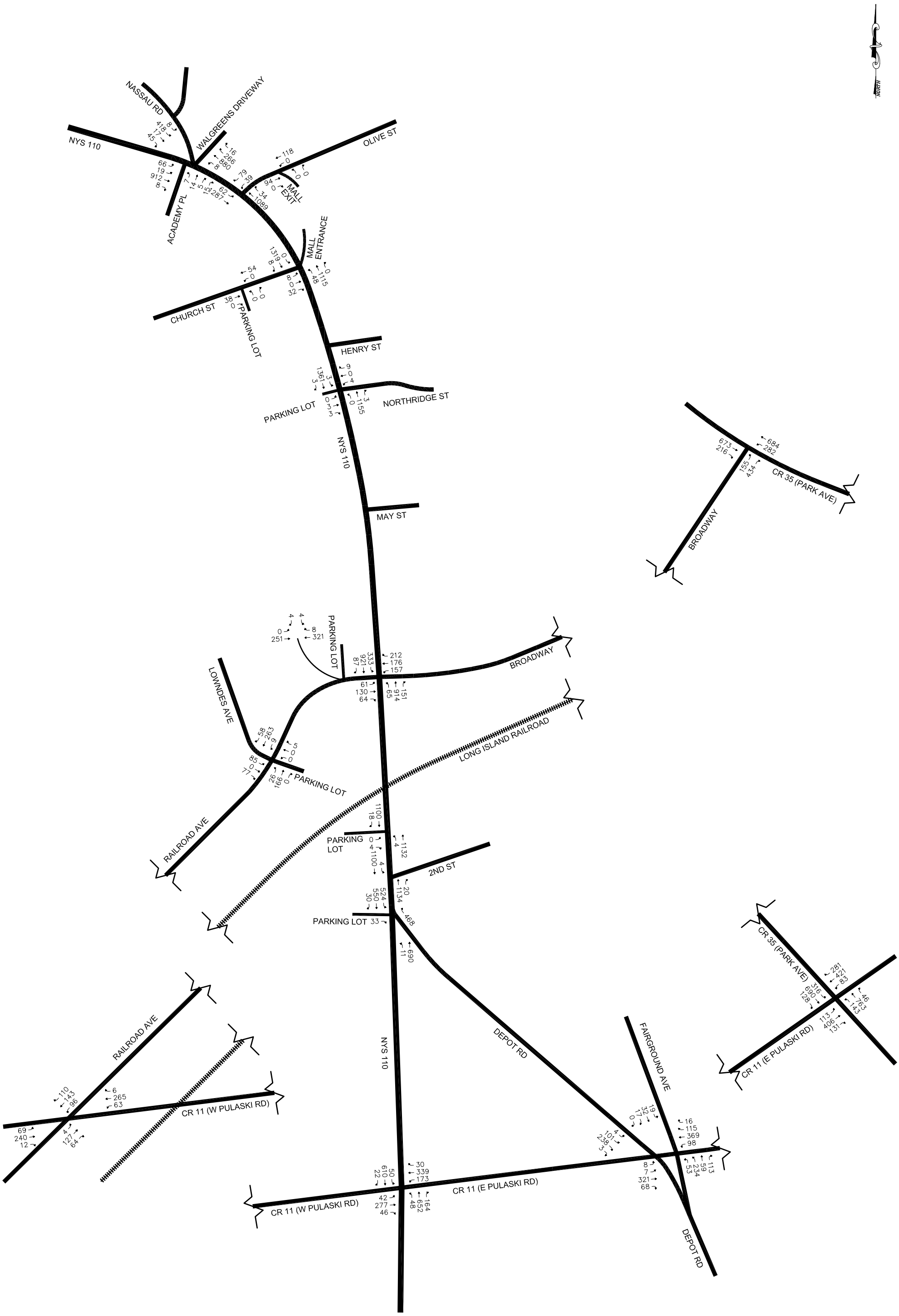
DWN. BY:	MCM
CHK'D BY:	-
DATE:	-
JOB No.:	12019
CADD:	-
SCALE:	NTS

DRAWING TITLE:

PM 2019 NO BUILD

DRAWING NUMBER:

FIG-7



CONSULTANT:

NELSON & POPE
ENGINEERS • SURVEYORS
572 WALT WHITMAN ROAD, MELVILLE, N.Y. 11747-2188
631.427.5665 WWW.NELSONPOPE.COM FAX 631.427.5620

DWN. BY:	MCM
CHK'D BY:	-
DATE:	-
JOB No.:	12019
CADD:	-
SCALE:	NTS

DRAWING TITLE:

SATURDAY 2019 NO BUILD

DRAWING NUMBER:

FIG-8

BUILD CONDITION

Proposed Project

The proposed project consists of three separate building sites, which for the purpose of this project are referred to as "Blocks". Block 1 is located on the southwest corner of NYS Route 110 and Railroad Street. Block 4 is located on the southwest corner of NYS Route 110 and Church Street. Block 7 is located on the southeast corner of NYS Route 110 and Olive Street. The uses for each block are summarized in the following table.

Table 6: Proposed Project

Use	Size
Block 1	
Medical Office	100,880 SF
Hotel	140 Rooms
High-Turnover Restaurant	2,000 SF
Block 4	
Apartments	49 Units
Block 7	
Retail	8,516 SF
Quality Restaurant	1,500 SF
High-Turnover Restaurant	2,500 SF
Drinking Place	2,000 SF
General Office	2,000 SF
Apartments	68 Units

Block 1

The Proposed Project would redevelop this 2.37-acre parcel with a 4-story, 140-room hotel (83,296 SF total floor space) and a 4-story, 100,880 SF medical office building (including an accessory 880 SF retail/ service area).

The two structures will share three driveway access points on Railroad Street; the westerly access would only permit right turns in and out to the garage, the main access would be located opposite Lowndes Avenue and would be configured for full access. The eastern access would allow only right turns out. All accesses would be "stop-controlled".

Block 4

The Proposed Project would redevelop the northern half of this 3.43-acre property with 49 artist studio residences (729 SF average unit size each) and approximately 2,300 SF of ground floor artist production/common space in support of the units, in a single 3-story building. The southern half of the property would remain a 228-space LIRR commuter parking lot. Three of the existing driveways will serve the site, with full access at Railroad Street (on the south), one-way access from Church Street (on the north) and full access from NYS Route 110/New York Avenue (to the east). The existing fourth driveway on Church Street (on the north), closest to New York Avenue will be removed.

Block 7/Gateway Plaza

This 1.49-acre site will be redeveloped with a mixed use, three-story structure containing: 8,516 SF of retail spaces, 2,000 SF of office spaces and 6,000 SF of restaurant spaces (1,500 SF quality restaurant, 2,500 SF high-turnover restaurant and 2,000 SF drinking place), all on the ground floor, and 68 apartments (34 studio and 34 one-bedroom units) on the second and third floors. The existing barber shop as well as the existing auto parts store and Yankee Peddler Antiques on Block 7S will remain.

Site Access

As depicted on the plans for the Proposed Project, access to Block 1 is provided via three driveways. The main driveway will be located on Railroad Street opposite Lowndes Avenue and will provide full access to/from the site. A second driveway will be located on the western limits of the property on Railroad Street which will permit entering and exiting right-turns only. The third access will be located approximately 160 feet east of the main driveway on Railroad Street and will only permit exiting right-turns.

Access to Block 4 will be provided via one full access driveway and one limited access driveway. The limited access driveway will be located on Church Street approximately 100 feet west of

NYS Route 110 which will permit entering vehicles only. The second driveway will be located on NYS Route 110 opposite Northridge Street and will permit full access.

Access to Block 7 will be provided via 4 driveways. Three of the driveways will service the commercial components of the site while one access will service the parking area for the apartments. The main access will be located on NYS Route 110 opposite Church Street which will permit entering vehicles only. The second access will be located approximately 100 feet south of the main access on NYS Route 110 and will permit exiting right-turns only. The third access will be located on Olive Street east of NYS Route 110 and will permit exiting vehicles only. The forth access is located on Olive Street approximately 225 feet east of NYS Route 110 and will provide full access to the parking area for the apartments.

Trip Generation

In order to identify the impacts the proposed project will have on the Study Area roadways and Study Intersections, it is necessary to estimate the magnitude of traffic volume generated during the peak hours and to estimate the directional distribution of the generated traffic when traveling to and from the Study Area.

The trip generation estimates for all the proposed uses for the proposed project were prepared utilizing data from the ITE publication, *Trip Generation, Ninth Edition*. The ITE trip generation publication sets forth trip generation data obtained by traffic counts conducted at sites throughout the country. The ITE Trip Generation Handbook is a valuable reference for traffic studies, as it is by far the most comprehensive source of empirical data on traffic impacts for different land uses. It should be noted that the basic premise behind the data presented in the ITE Trip Generation Handbook is that data is collected at single use/freestanding sites and does not take into account interaction between different uses on the same site. Therefore, for downtowns or areas with good public transportation, ITE advises that traffic engineers should collect data and/or adjust the ITE average trip generation rate to account for reduced auto use. Recommended procedures also provide guidance for estimating internal capture at multi-use developments, as described in Chapter 7 of the *ITE Trip Generation Handbook*. Another phenomenon noted in the ITE Trip Generation Handbook is that traffic associated with some uses, especially retail uses is not 100%

newly generated, a significant portion of these trips will be "pass-by" traffic, described as a trip that someone makes en route to their destination. An example of a pass-by trip is when someone stops for gas on the way from work and the gas station is on the same route they use to go home. The Proposed Project will be a Transit Oriented Development ("TOD") with mixed-uses. Therefore, to estimate the trips generated by the Proposed Project, the following steps were undertaken:

- Obtain the trip generation estimates from the ITE Trip Generation Handbook.
- Utilize the internal trip capture methodology contained in Chapter 7 of the ITE Trip Generation Handbook.
- Pass-by credit could be applied to this project, since it consists of a mix of retail, residential, restaurant and office uses. However, to perform a conservative analysis, no pass-by credit has been taken.
- Utilize modal split information from Census data for the Huntington Station CDP to calculate credit adjustments for public transit usage.

Trip Generation with No Adjustment

The trip generation estimates for all the proposed uses under the Proposed Project were prepared utilizing data from the ITE publication, *Trip Generation, Ninth Edition*.

- LUC 220 –Apartments
- LUC 310 – Hotel
- LUC 710 –General Office
- LUC 720 –Medical/Dental Office
- LUC 820 – Retail
- LUC 925 – Drinking Place
- LUC 931 – Quality Restaurant
- LUC 932 – High-Turnover Sit-Down Restaurant

The following table is a summary of the estimated trip generation for the components of the Proposed Project, without any trip reduction.

Table 7: Trip Generation

Use	Distribution	AM Peak Hour	PM Peak Hour	Saturday Peak Hour
Medical Office 100,000 SF (ITE LUC 720) Block 1	Enter	189	100	207
	Exit	50	257	156
	Total	239	357	363
Hotel 140 Rooms (ITE LUC 310) Block 1	Enter	55	48	61
	Exit	39	50	61
	Total	94	98	122
High-Turnover Restaurant 2,000 SF (ITE LUC 932) Block 1	Enter	12	12	15
	Exit	10	8	13
	Total	22	20	28
Apartments 49 Units (ITE LUC 220) Block 4	Enter	5	20	12
	Exit	20	12	13
	Total	25	30	25
Apartments 68 Units (ITE LUC 220) Block 7	Enter	7	27	17
	Exit	28	15	18
	Total	35	42	35
Retail 8,516 SF (ITE LUC 820) Block 7	Enter	5	15	21
	Exit	3	17	20
	Total	8	32	41
Quality Restaurant 1,500 SF (ITE LUC 931) Block 7	Enter	1	8	10
	Exit	0	3	6
	Total	1	11	16
High-Turnover Restaurant 2,500 SF (ITE LUC 932) Block 7	Enter	15	15	19
	Exit	12	10	16
	Total	27	25	35
Drinking Place 2,000 SF (ITE LUC 925) Block 7	Enter	0	15	0
	Exit	0	8	0
	Total	0	23	0
General Office 2,000 SF (ITE LUC 710) Block 7	Enter	3	1	1
	Exit	0	2	0
	Total	3	3	1
Grand Total	**Enter**	**292**	**261**	**363**
	Exit	**162**	**380**	**303**
	Total	**454**	**641**	**666**

Source: Trip Generation,97th Edition, published by ITE

As can be seen from Table 8 above, the Proposed Project will generate 454 trips (292 entering and 162 exiting) during the weekday AM peak hour, 641 trips (261 entering and 380 exiting) during the weekday PM peak hour and 666 trips (363 entering and 303 exiting) during the Saturday midday peak hour, assuming no trip reduction is applied.

Adjustment for Internal Capture Trips

It should be noted that the basic premise behind the data presented in the ITE Trip Generation Handbook is that data is collected at single use/freestanding sites and does not take into account interaction between different uses on the same site. However, in a multi-use development like the proposed project, a portion of the traffic utilizing the retail and restaurant use will originate from the residential and office components of the development and will not utilize surrounding roadways. Therefore, the combined trip generation data for the retail, restaurant, office and residential uses obtained from ITE presented above will be higher than the anticipated site generated traffic utilizing the study area roadways. Therefore, internal credits between the retail, office and residential uses were calculated in accordance with procedures for estimating internal capture at multi-use developments, described in Chapter 7 of the *ITE Trip Generation Handbook.* The calculations of the internal capture rates for this project are contained in the Appendix of the report. No internal capture was applied to the restaurants, however, a percentage of the patrons using the restaurant space in Block 1 were assumed to be from the hotel. Here, the restaurant trips were reduced by 9, 50 and 43 percent during the AM, PM and Saturday midday peak hours, respectively.

Pass by Credit

It should also be noted that, according to studies conducted by the ITE, traffic associated with retail and restaurant uses are not 100% newly generated; a significant portion of these trips will be “pass-by” traffic. However, in order to maintain a conservative analysis, no pass-by credit was applied to any of the project uses.

Modal Split

As previously mentioned, the ITE trip generation rates are based largely on suburban areas with free and plentiful parking and low-density single land uses. A research study completed in 2007 and summarized in *TCRP Report 128: Effects of TOD on Housing, Parking and Travel*, supports the hypothesis that residential TOD's produce fewer automobile trips. Evidence was derived from original research on trip generation and parking from 17 built residential TOD projects in four metropolitan areas. The research's key conclusion is that ITE trip generation and parking generation rate overestimate automobile trips for TOD housing by approximately 50%.

The Proposed Project would be within walking distance of the Huntington Station stop on the LIRR. Therefore, based on the recommendation of ITE, there is a need to adjust the trip generation totals to reflect the availability of transit. For instance, the decision to drive to work rather than take the bus, train or walk is heavily influenced by the modal choices one has around them. In order adjust the trip generation for the use of transit in the Study Area, Journey to Work data (2008-2012 American Community Survey 5-Year Estimates) for the Huntington Station CDP was obtained and reviewed to determine the percentage of transit use within the Study Area. Based on review of the data, it was determined that approximately 3.4% of the population within Huntington Station walk to work. Approximately 8.7% of work trips to Huntington Station are also public transportation. In order to reflect a more localized modal split experience that better represents the choices available Huntington Station, the trip generation totals were adjusted for modal split based on the information provided in the Journey to Work data. Based on the modal split obtained from the Journey to Work data, the trip generation for the Proposed Project was adjusted by a conservative 8%.

The following table summarizes the total trip generation for the Proposed Project adjusted for internal credit and localized modal split.

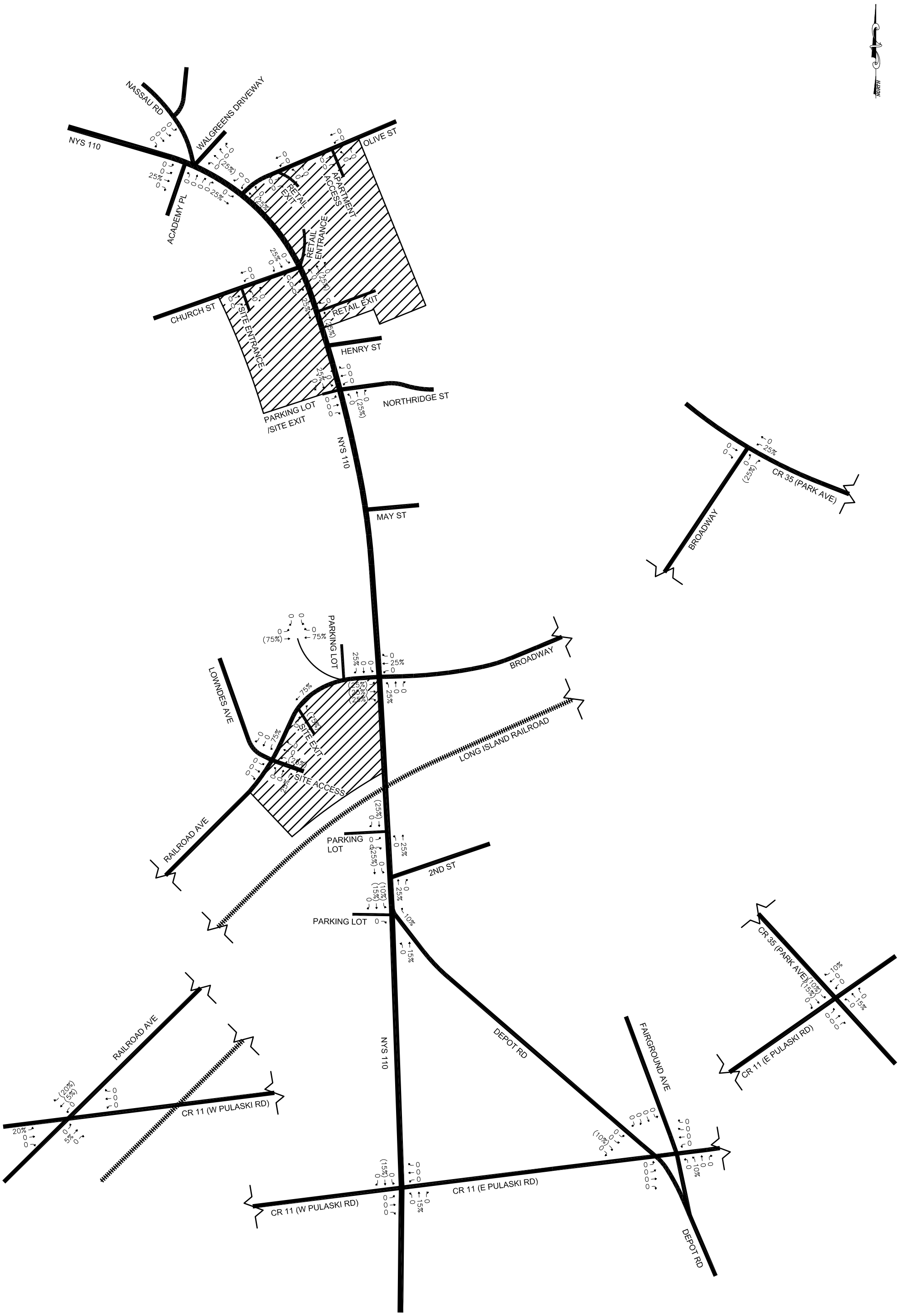
Table 8: Adjusted Trip Generation

Use	Distribution	AM Peak Hour	PM Peak Hour	Saturday Peak Hour
Proposed Project	Enter	260	224	310
	Exit	142	333	255
	Total	**402**	**557**	**565**

As can be seen from Table 9 above, the Proposed Project will generate 402 new trips (260 entering and 142 exiting) during the weekday AM peak hour, 557 new trips (224 entering and 333 exiting) during the weekday PM peak hour and 565 new trips (310 entering and 255 exiting) during the Saturday midday peak hour.

Trip Distribution and Assignment

The volume of site traffic expected to be generated by the Proposed Project during peak hours was distributed and assigned to each intersection movement based on existing roadway volumes and travel patterns. The nature of the proposed uses and their associated travel patterns were considered as well. Figure 9 depicts the trip distribution for the Medical Office component of the proposed project. Figure 10 depicts the trip distribution for the Hotel component of the proposed project. Figure 11 depicts the trip distribution for the Restaurant component (Block 1) of the proposed project. Figure 12 depicts the trip distribution for the Apartment (Block 4) component of the proposed project. Figure 13 depicts the trip distribution for the Retail/Restaurant (Block 7) component of the proposed project. Figure 14 depicts the trip distribution for the Apartment (Block 7) component of the proposed project. Figures 15, 16 and 17 depict the site generated traffic volumes for the weekday AM, PM, and Saturday midday peak hours. The site generated traffic volumes were then added to the weekday AM, PM and Saturday midday No Build Condition volumes resulting in the Build Condition volumes. The Build volumes are depicted in Figures 18, 19 and 20.



CONSULTANT:

NELSON & POPE
ENGINEERS • SURVEYORS
572 WALT WHITMAN ROAD, MELVILLE, N.Y. 11747-2188
631.427.5665 WWW.NELSONPOPE.COM FAX 631.427.5620

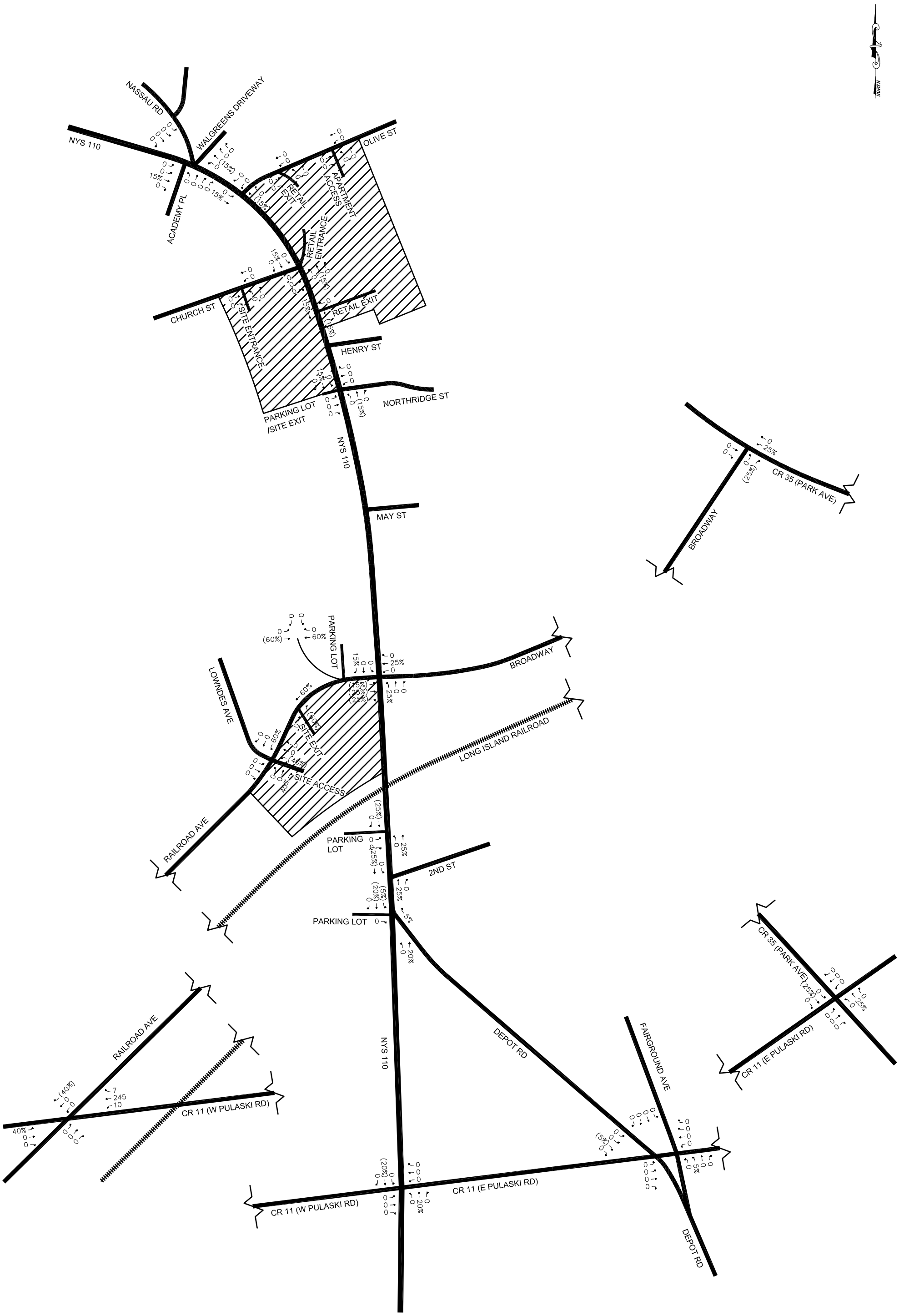
DWN. BY:	MCM
CHK'D BY:	-
DATE:	-
JOB No.:	12019
CADD:	-
SCALE:	NTS

DRAWING TITLE:

PERCENT DISTRIBUTION
MEDICAL OFFICE - BLOCK 1

DRAWING NUMBER:

FIG-9



CONSULTANT:

NELSON & POPE
ENGINEERS • SURVEYORS
572 WALT WHITMAN ROAD, MELVILLE, N.Y. 11747-2188
631.427.5665 WWW.NELSONPOPE.COM FAX 631.427.5620

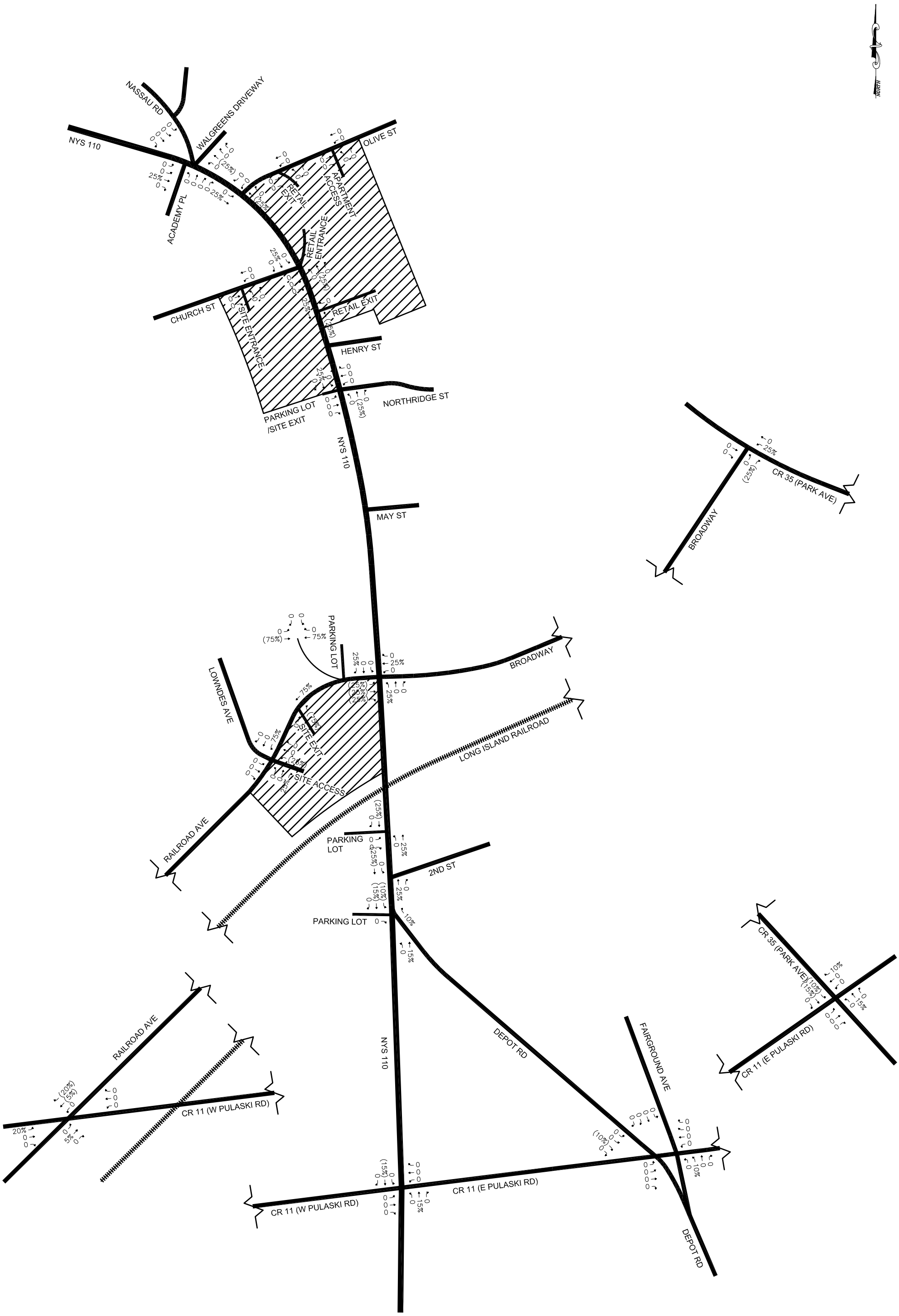
DWN. BY:	MCM
CHK'D BY:	-
DATE:	-
JOB No.:	12019
CADD:	-
SCALE:	NTS

DRAWING TITLE:

PERCENT DISTRIBUTION
HOTEL - BLOCK 1

DRAWING NUMBER:

FIG-10



CONSULTANT:

NELSON & POPE
ENGINEERS • SURVEYORS
572 WALT WHITMAN ROAD, MELVILLE, N.Y. 11747-2188
631.427.5665 WWW.NELSONPOPE.COM FAX 631.427.5620

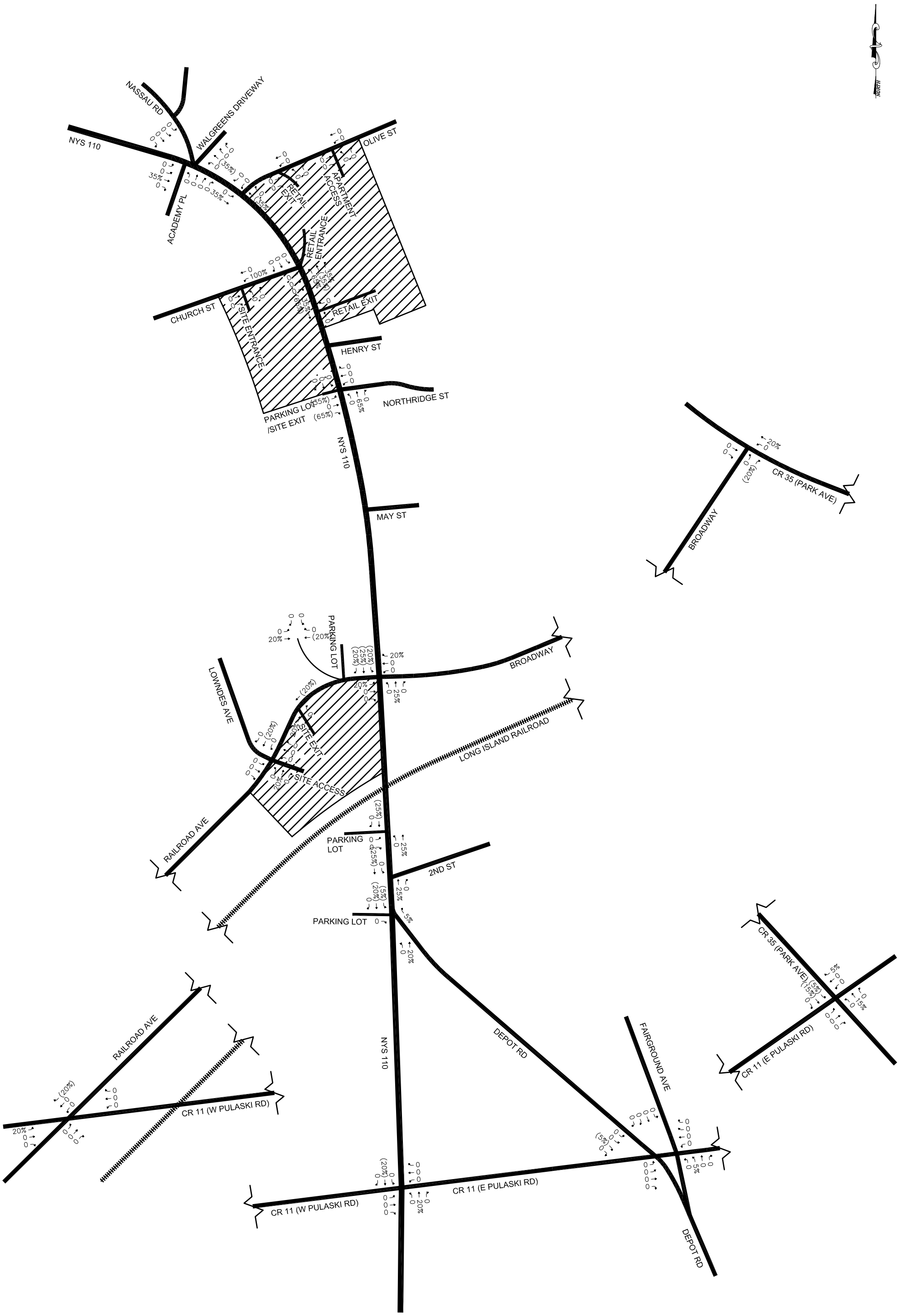
DWN. BY:	MCM
CHK'D BY:	-
DATE:	-
JOB No.:	12019
CADD:	-
SCALE:	NTS

DRAWING TITLE:

PERCENT DISTRIBUTION
RESTAURANT - BLOCK 1

DRAWING NUMBER:

FIG-11



CONSULTANT:

NELSON & POPE
ENGINEERS • SURVEYORS
572 WALT WHITMAN ROAD, MELVILLE, N.Y. 11747-2188
631.427.5665 WWW.NELSONPOPE.COM FAX 631.427.5620

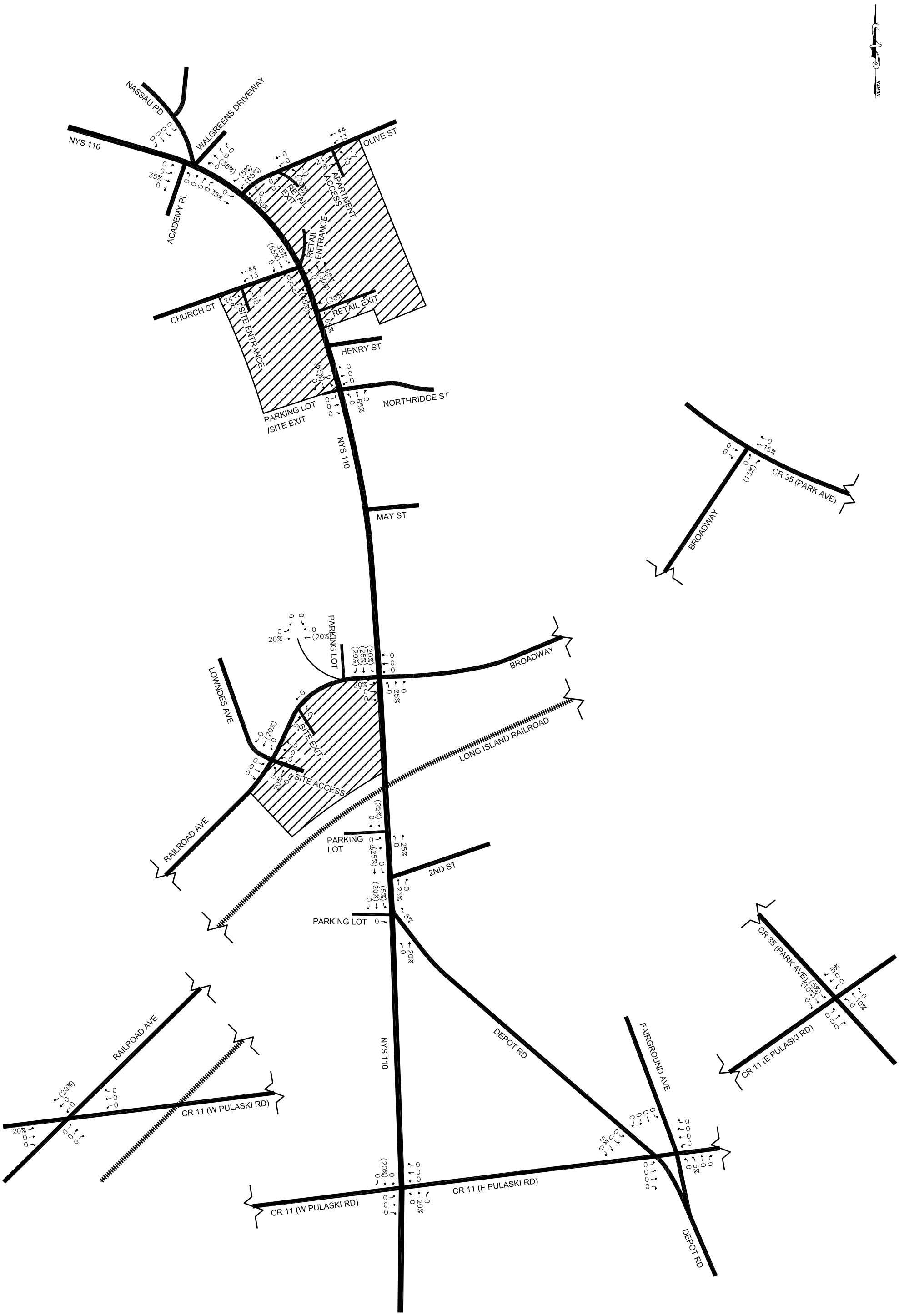
DWN. BY:	MCM
CHK'D BY:	-
DATE:	-
JOB No.:	12019
CADD:	-
SCALE:	NTS

DRAWING TITLE:

PERCENT DISTRIBUTION
APARTMENTS - BLOCK 4

DRAWING NUMBER:

FIG-12



CONSULTANT:

NELSON & POPE
ENGINEERS • SURVEYORS
572 WALT WHITMAN ROAD, MELVILLE, N.Y. 11747-2188
631.427.5665 WWW.NELSONPOPE.COM FAX 631.427.5620

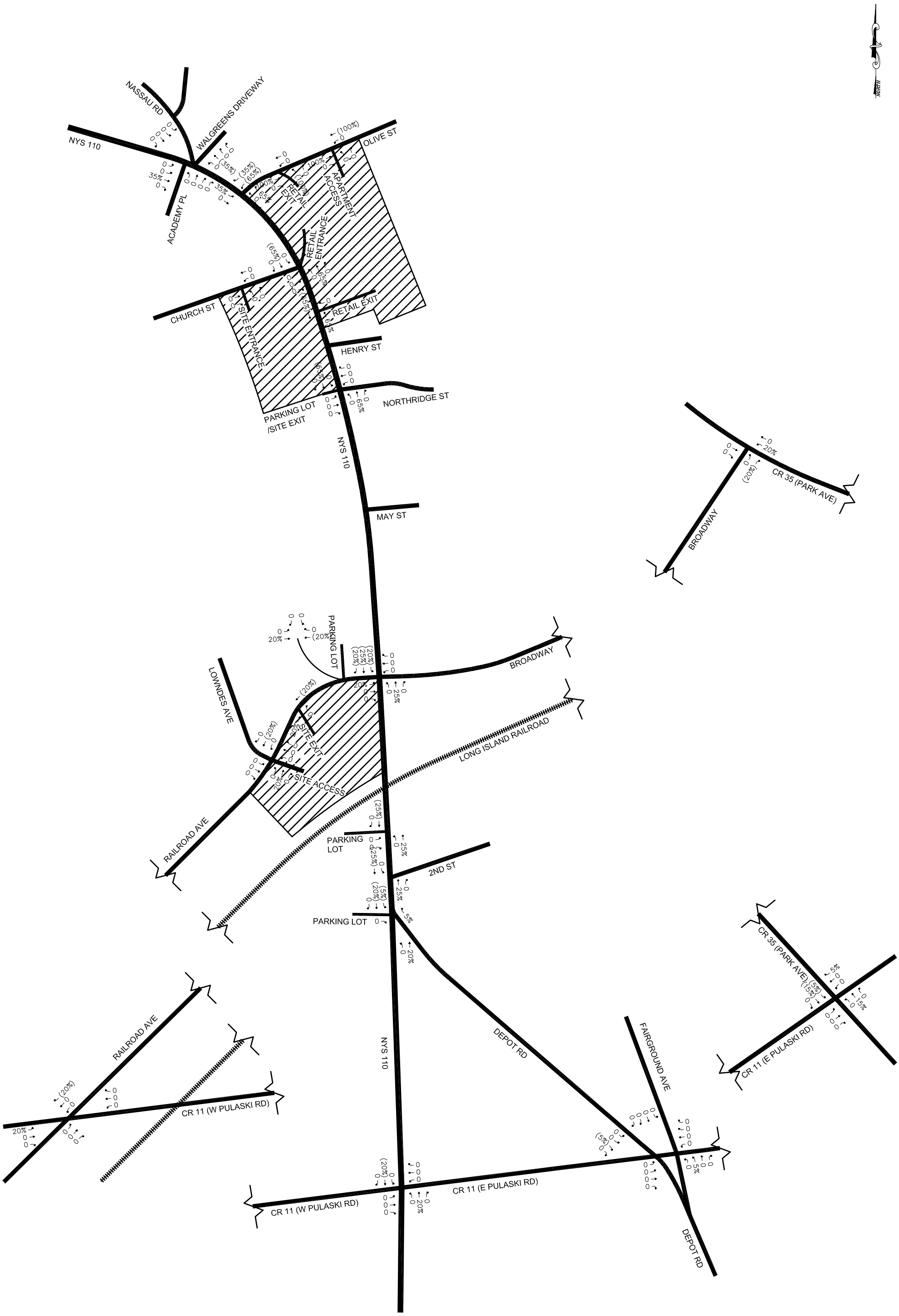
DWN. BY:	MCM
CHK'D BY:	-
DATE:	-
JOB No.:	12019
CADD:	-
SCALE:	NTS

DRAWING TITLE:

PERCENT DISTRIBUTION
RETAIL/RESTAURANTS/OFFICE - BLOCK 7

DRAWING NUMBER:

FIG-13



CONSULTANT:

NELSON & POPE
ENGINEERS • SURVEYORS
572 WALT WHITMAN ROAD, MELVILLE, N.Y. 11747-2188
631.427.5665 WWW.NELSONPOPE.COM FAX 631.427.5620

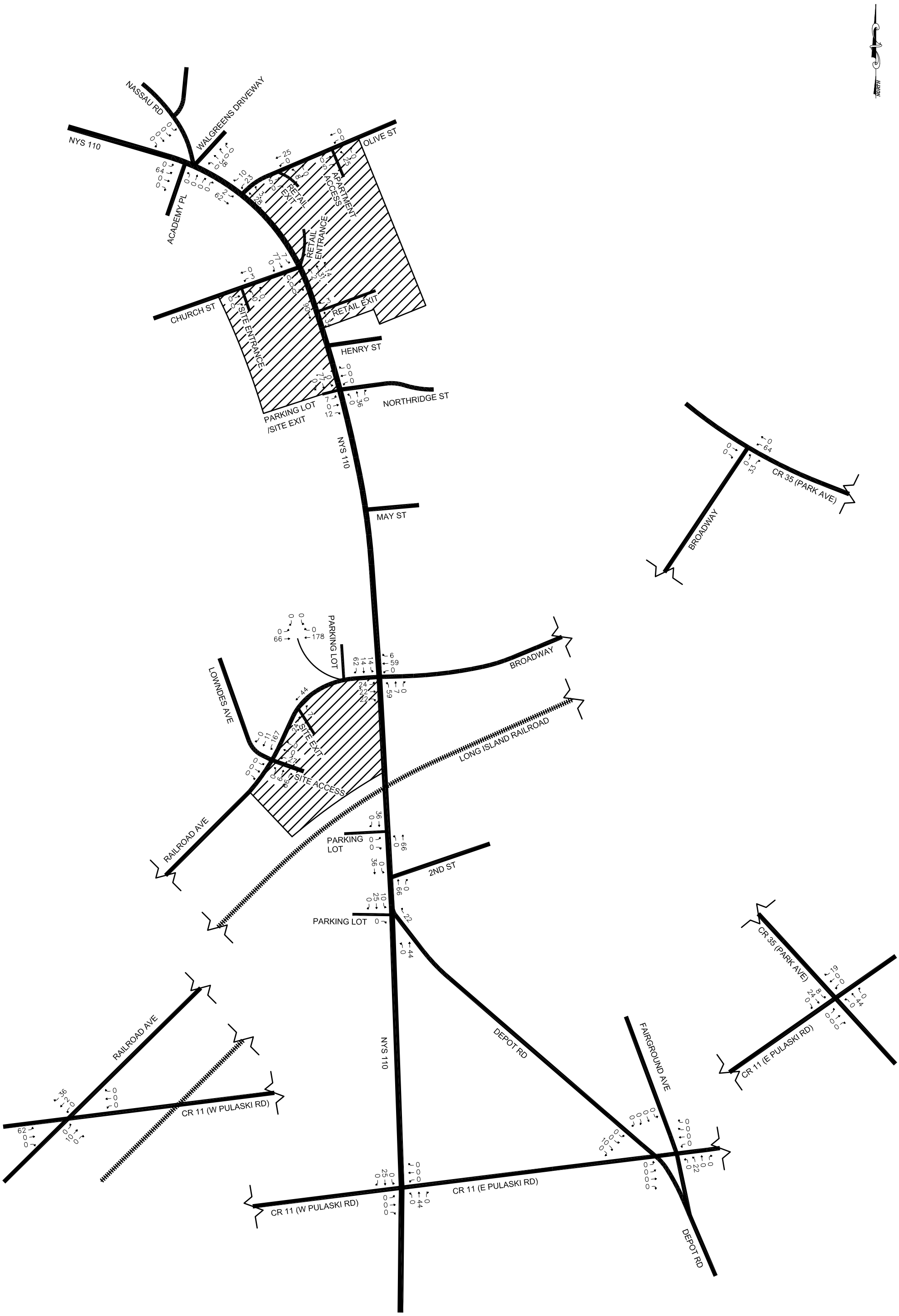
DWN. BY:	MCM
CHK'D BY:	-
DATE:	-
JOB No.:	12019
CADD:	-
SCALE:	NTS

DRAWING TITLE:

PERCENT DISTRIBUTION
APARTMENTS - BLOCK 7

DRAWING NUMBER:

FIG-14



CONSULTANT:

NELSON & POPE
ENGINEERS • SURVEYORS
572 WALT WHITMAN ROAD, MELVILLE, N.Y. 11747-2188
631.427.5665 WWW.NELSONPOPE.COM FAX 631.427.5620

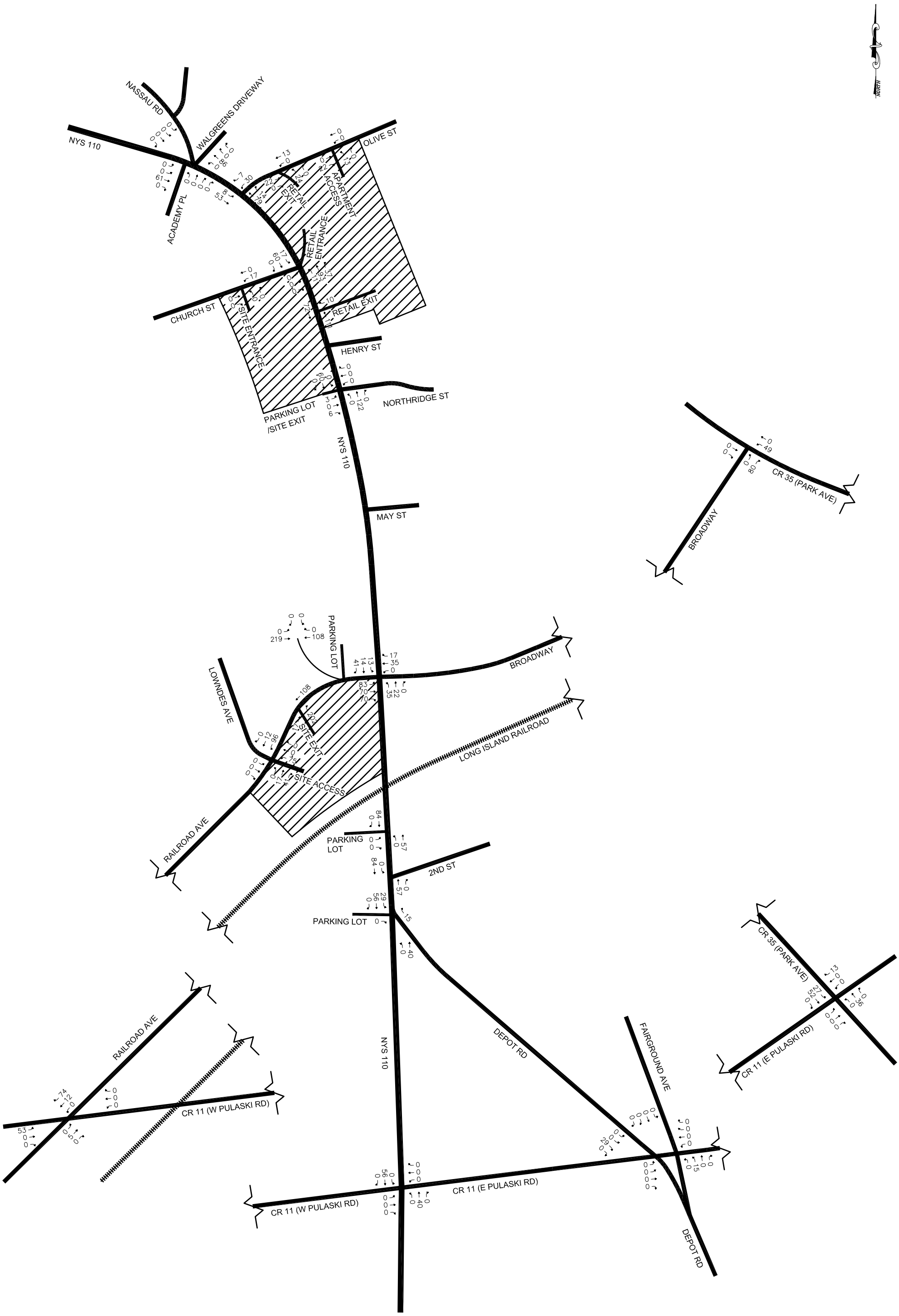
DWN. BY:	MCM
CHK'D BY:	-
DATE:	-
JOB No.:	12019
CADD:	-
SCALE:	NTS

DRAWING TITLE:

AM PROJECT VOLUMES

DRAWING NUMBER:

FIG-15



CONSULTANT:

NELSON & POPE
ENGINEERS • SURVEYORS
572 WALT WHITMAN ROAD, MELVILLE, N.Y. 11747-2188
631.427.5665 WWW.NELSONPOPE.COM FAX 631.427.5620

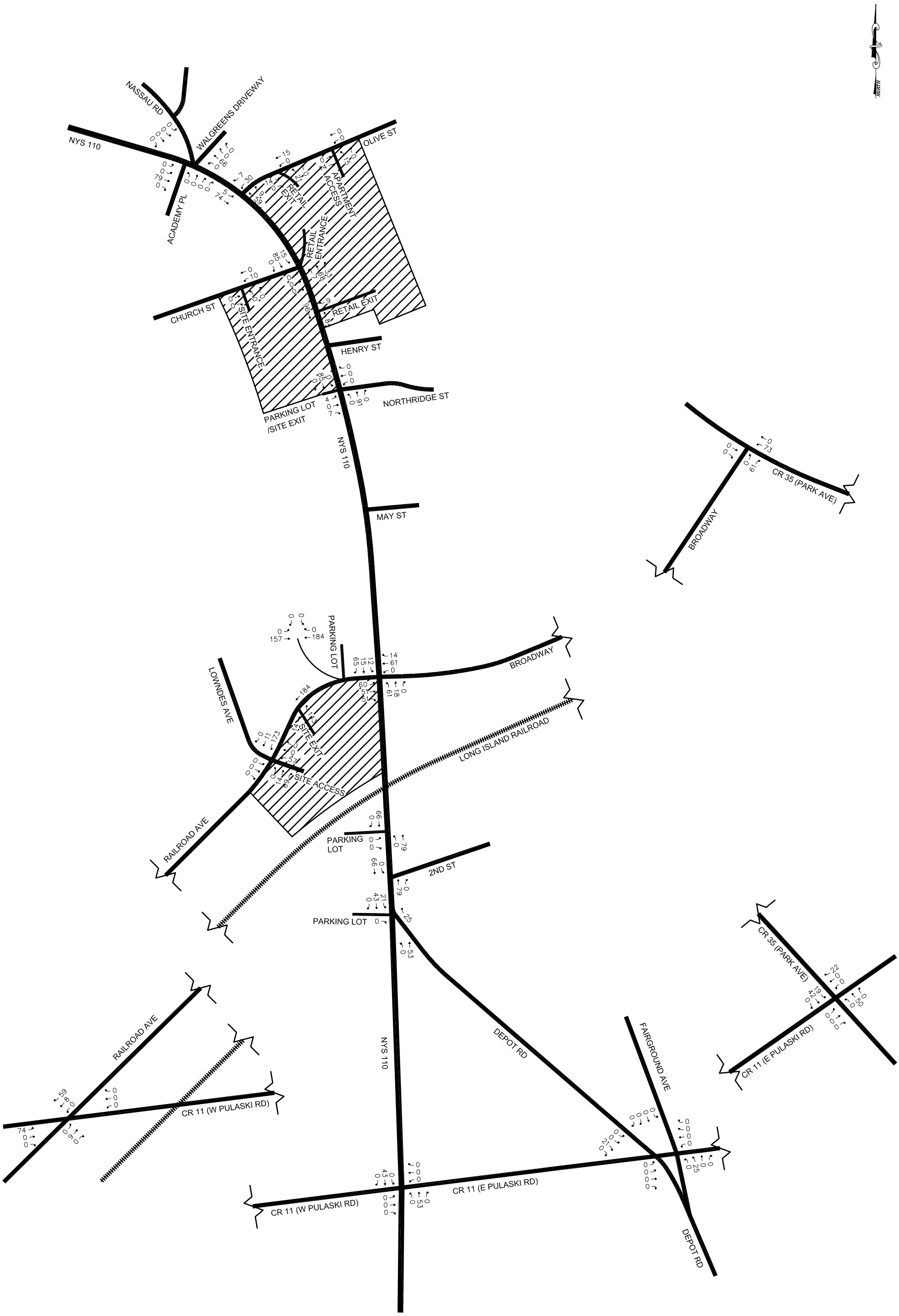
DWN. BY:	MCM
CHK'D BY:	-
DATE:	-
JOB No.:	12019
CADD:	-
SCALE:	NTS

DRAWING TITLE:

PM PROJECT VOLUMES

DRAWING NUMBER:

FIG-16



CONSULTANT:

NELSON & POPE
ENGINEERS • SURVEYORS
572 WALT WHITMAN ROAD, MELVILLE, N.Y. 11747-2188
631.427.5665 WWW.NELSONPOPE.COM FAX 631.427.5620

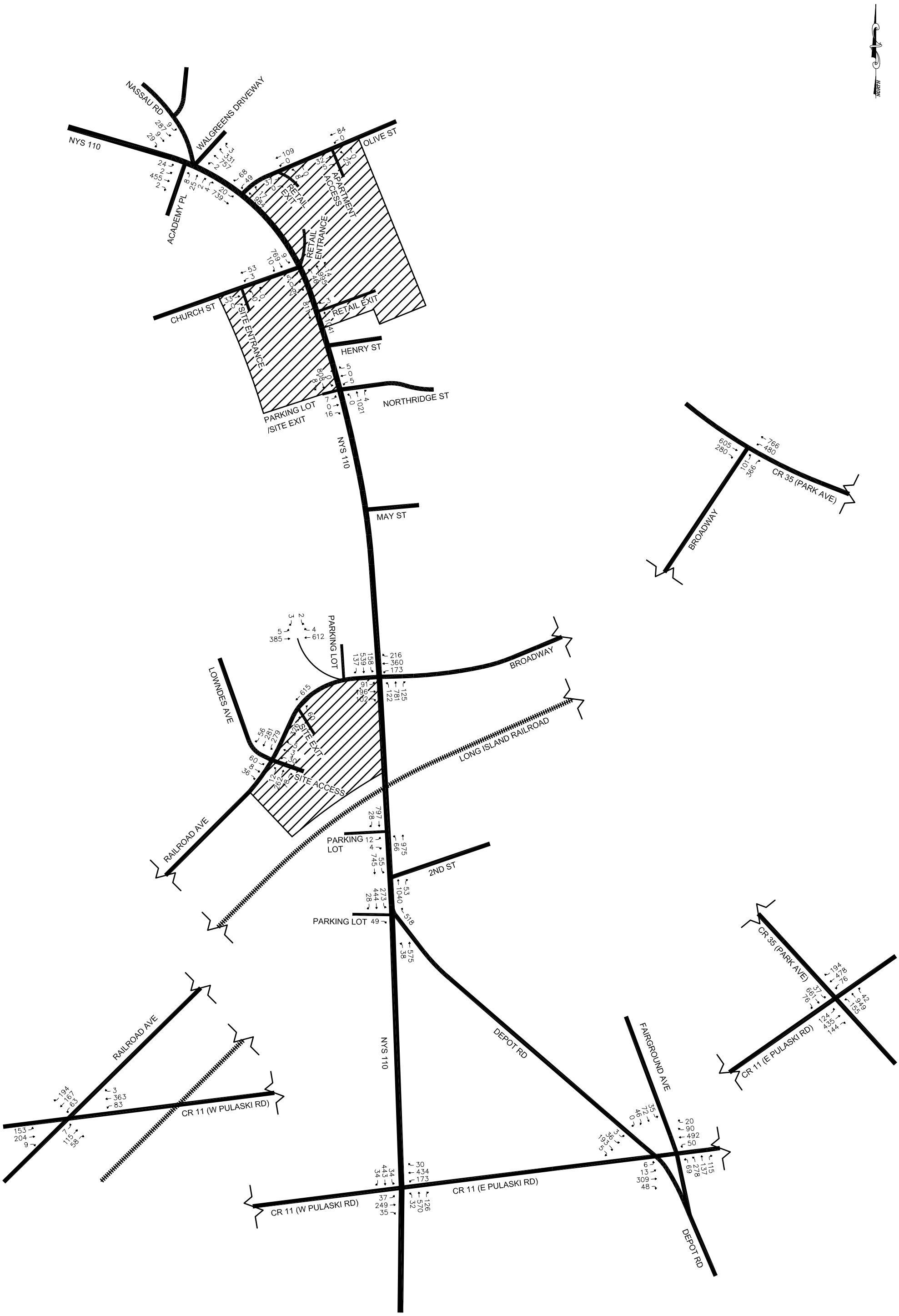
DWN. BY:	MCM
CHK'D BY:	-
DATE:	-
JOB No.:	12019
CADD:	-
SCALE:	NTS

DRAWING TITLE:

SATURDAY PROJECT VOLUMES

DRAWING NUMBER:

FIG-17



CONSULTANT:

NELSON & POPE
ENGINEERS • SURVEYORS
572 WALT WHITMAN ROAD, MELVILLE, N.Y. 11747-2188
631.427.5665 WWW.NELSONPOPE.COM FAX 631.427.5620

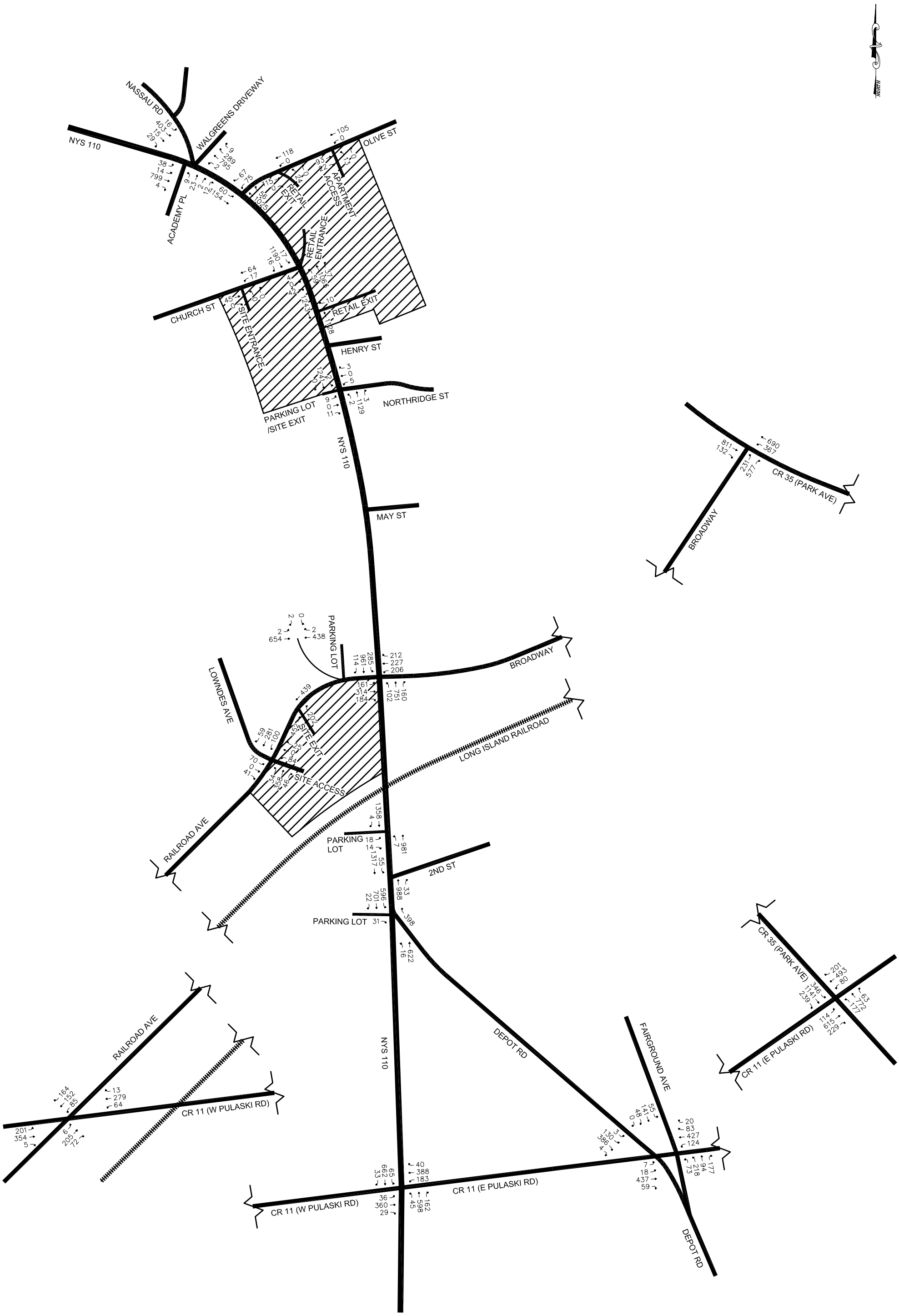
DWN. BY:	MCM
CHK'D BY:	-
DATE:	-
JOB No.:	12019
CADD:	-
SCALE:	NTS

DRAWING TITLE:

AM 2019 BUILD VOLUMES

DRAWING NUMBER:

FIG-18



CONSULTANT:

NELSON & POPE
ENGINEERS • SURVEYORS
572 WALT WHITMAN ROAD, MELVILLE, N.Y. 11747-2188
631.427.5665 WWW.NELSONPOPE.COM FAX 631.427.5620

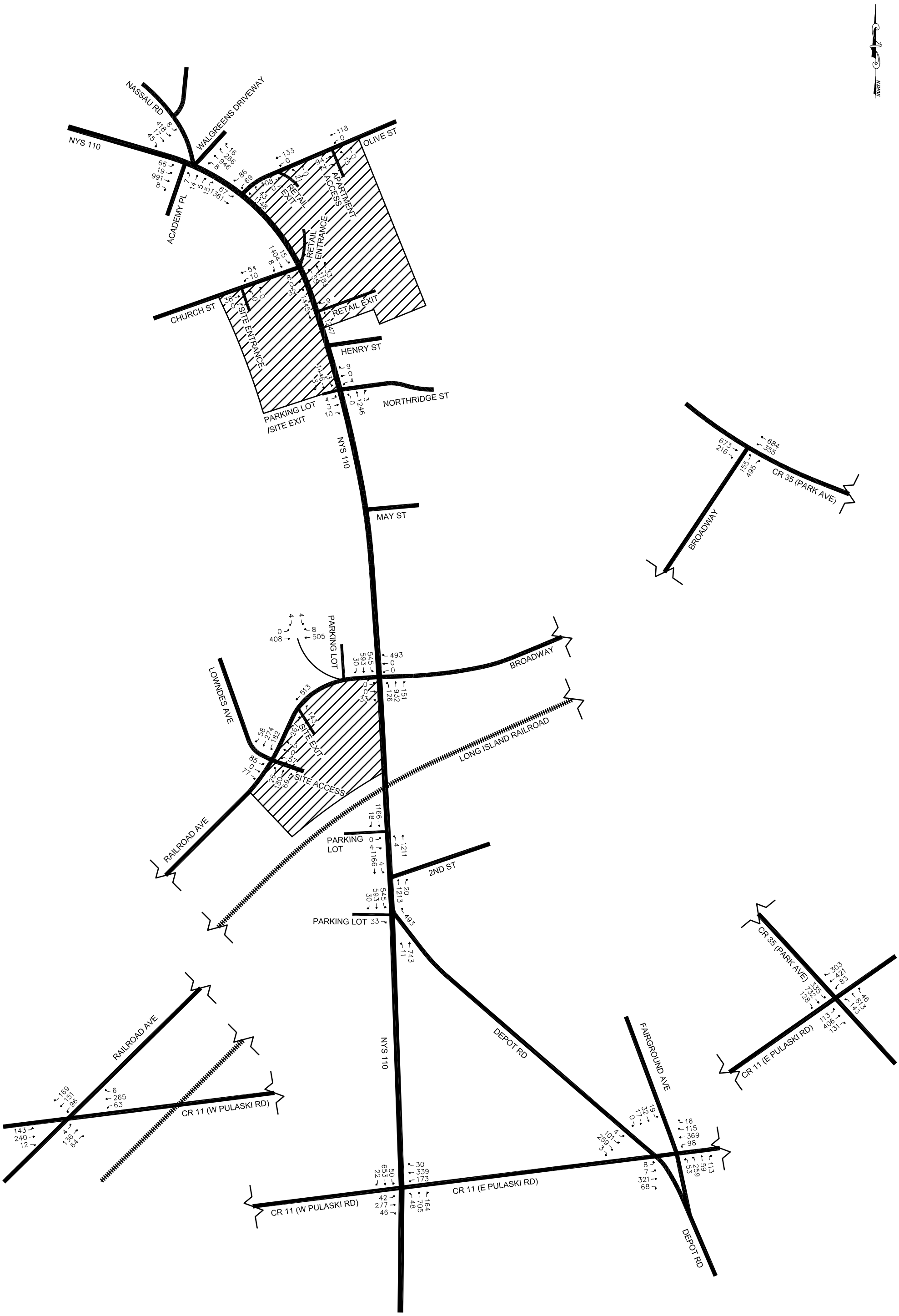
DWN. BY:	MCM
CHK'D BY:	-
DATE:	-
JOB No.:	12019
CADD:	-
SCALE:	NTS

DRAWING TITLE:

PM 2019 BUILD VOLUMES

DRAWING NUMBER:

FIG-19



CONSULTANT:

NELSON & POPE
ENGINEERS • SURVEYORS
572 WALT WHITMAN ROAD, MELVILLE, N.Y. 11747-2188
631.427.5665 WWW.NELSONPOPE.COM FAX 631.427.5620

DWN. BY:	MCM
CHK'D BY:	-
DATE:	-
JOB No.:	12019
CADD:	-
SCALE:	NTS

DRAWING TITLE:

SATURDAY 2019 BUILD VOLUMES

DRAWING NUMBER:

FIG-20

Traffic Impact Analyses and Mitigation

In order to identify the impacts created by the Proposed Project, capacity analyses were conducted at the study intersections for the No Build and Build Conditions during the weekday AM, PM and Saturday midday peak hours. The results of the capacity analyses for the No Build and Build Conditions were compared to determine the impact that will be created on the study intersections by the Proposed Project.

Tables 9 through 14 summarize the No Build, Build and Build with Mitigation Conditions for the AM peak hour, PM peak hour and Saturday midday peak hour, respectively. These tables are followed by a detailed description of each intersection, the LOS comparison, and the mitigation employed to maintain an acceptable LOS or achieve No Build LOS.

Table 9: Level of Service Summary - AM Peak Hour Signalized Intersections

			No Build		Build		Build with Mitigation	
Signalized Intersections	Approach	Movt.	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
NYS Route 110 at W/E Pulaski (CR 11)	EB	L	33.3	C	33.3	C	33.3	C
		TR	50.6	D	50.6	D	50.6	D
	WB	L	34.5	C	34.5	C	34.5	C
		TR	36.0	D	36.0	D	36.0	D
	NB	L	17.9	B	18.3	B	18.3	B
		TR	33.5	C	39.2	D	39.2	D
	SB	L	13.9	B	21.1	C	17.6	B
		TR	11.3	B	12.0	B	9.9	A
Intersection			30.7	C	32.7	C	32.2	C
NYS Route 110 at Depot Road/Parking Lot	EB	R	0.2	A	0.2	A	0.2	A
	WB	R	26.1	C	26.7	C	26.7	C
	NB	L	18.6	B	18.2	B	18.2	B
		T	19.7	B	21.3	C	21.3	C
	SB	L	14.1	B	13.7	B	12.8	B
		T	11.8	B	10.1	B	24.3	C
Intersection			18.2	B	18.3	B	21.7	C
NYS Route 110 at Railroad St/Broadway	EB	L	51.0	D	62.0	E	47.3	D
		T	54.1	D	54.6	D	51.5	D
		R	3.8	A	6.7	A	4.1	A
	WB	L	31.3	C	31.0	C	30.5	C
		T	32.1	C	35.4	D	54.7	D
		R	4.2	A	4.1	A	15.7	B
	NB	L	13.1	B	15.0	B	17.5	B
		T	30.0	C	32.1	C	30.6	C
		R	7.2	A	7.6	A	2.8	A
	SB	L	17.2	B	21.0	C	31.0	C
		T	13.3	B	17.5	B	23.2	C
		R	1.8	A	3.6	A	4.6	A
Intersection			23.5	C	25.8	C	29.4	C
NYS Route 110 at Olive St	EB	L	21.9	C	23.6	C	23.6	C
		T	0.5	A	0.6	A	0.6	A
	WB	TR	43.1	D	55.5	E	67.8	E
	SB	LR	20.1	C	30.4	C	30.4	C

Intersection			25.3	C	32.0	C	38.5	D
NYS Route 110 at Academy Pl/Nassau Rd	EB	L	46.7	D	45.8	D	45.8	D
		TR	18.9	B	19.9	B	19.9	B
	WB	LT	5.6	A	8.0	A	8.0	A
		R	3.1	A	3.6	A	3.7	A
	NB	LTR	137.9	F	165.3	F	165.3	F
	SB	L	59.9	E	59.9	E	59.9	E
		LTR	43.2	D	43.2	D	43.2	D
Intersection			19.8	B	21.3	C	21.3	C
Railroad St at W Pulaski Rd (CR 11)	EB	L	8.2	A	10.2	B	10.8	B
		TR	9.3	A	9.5	A	9.9	A
	WB	L	18.7	B	21.3	C	19.5	B
		TR	22.0	C	26.1	C	23.9	C
	NB	LTR	21.5	C	23.2	C	21.5	C
	SB	L	23.8	C	25.7	C	23.5	C
		TR	30.4	C	35.4	D	32.4	C
Intersection			20.4	C	23.0	C	21.5	C
E Pulaski Rd (CR 11) at Depot Rd/ Fairground Ave	EB	L	26.4	C	27.6	C	27.6	C
		TR	28.6	C	28.6	C	28.6	C
	WB	L	22.7	C	22.7	C	22.7	C
		TR	55.2	E	55.2	E	55.2	E
	NB	L2	143.0	F	143.0	F	143.0	F
		L	42.2	D	45.5	D	45.5	D
		R	42.3	D	42.3	D	42.3	D
		TR	9.5	A	9.5	A	9.5	A
	SB	L	39.5	D	39.5	D	39.5	D
		TR	45.6	D	45.3	D	45.6	D
	SEB	L	36.5	D	37.4	D	37.4	D
		R	22.9	C	24.3	C	24.3	C
Intersection			42.4	D	43.0	D	43.0	D
Park Ave (CR 35) at E Pulaski Rd (CR 11)	EB	L	30.8	C	30.8	C	30.8	C
		T	36.8	D	36.8	D	36.8	D
		R	9.6	A	9.6	A	9.6	A
	WB	L	29.1	C	28.1	C	28.1	C
		T	52.8	D	52.8	D	52.8	D
		R	12.9	B	14.3	B	14.3	B
	NB	L	15.9	B	46.4	B	16.4	B
		T	24.5	C	25.6	C	25.6	C
		R	0.1	A	0.1	A	0.1	A
	SB	L	11.9	B	12.7	B	12.7	B
		T	25.9	C	26.4	C	26.4	C
		R	5.9	A	5.9	A	5.9	A

Intersection			28.2	C	28.5	C	28.5	C
Park Ave (CR 35) at Broadway	EB	L	29.2	C	29.2	C	29.2	C
		R	10.3	B	10.6	B	10.6	B
	NB	L	16.3	B	21.2	C	21.2	C
		T	9.0	A	9.0	A	9.0	A
	SB	T	18.3	B	18.3	B	18.3	B
		R	4.2	A	4.2	A	4.2	A
Intersection			12.9	B	13.9	B	13.9	B
Broadway at LIRR Lot Exit /Biltmore Circle	EB	LT	6.6	A	3.6	A	3.6	A
	WB	TR	10.7	B	5.1	A	5.1	A
	NB	L	14.7	B	19.6	B	19.6	B
		TR	0.1	A	0.1	A	0.1	A
	SB	LTR	9.7	A	12.1	B	12.1	B
Intersection			9.0	A	4.8	A	4.8	A
Broadway at LIRR Lot Entrance/Exit	EB	TR	3.8	A	4.0	A	4.0	A
	WB	T	5.5	A	6.2	A	6.2	A
	NB	L	45.3	D	45.3	D	45.3	D
		TR	12.9	B	12.9	B	12.9	B
Intersection			8.4	A	8.5	A	8.5	A

Table 10: Level of Service Summary - AM Peak Hour Unsignalized Intersections

			No Build		Build		Build with Mitigation	
Unsignalized Intersections	Approach	Movt.	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
NYS Route 110	EB	LTR	9.8	A	12.5	B	12.5	B
at Parking Lot Access/	WB	LTR	14.2	B	14.7	B	14.8	B
Northridge St	NB	LT	0.0	A	0.0	A	0.0	A
	SB	TR	0.0	A	0.0	A	0.0	A
NYS Route 110 at Mall Exit 2	WB	R	-	-	10.7	B	10.7	B
NYS Route 110	EB	LTR	11.5	B	12.1	B	12.1	B
at Church St/	NB	LT	9.3	A	9.6	A	9.6	A
Mall Entrance	SB	TR	10.5	B	10.8	B	10.8	B
Railroad St	EB	L	8.0	A	8.0	A	8.0	A
at Lowndes Ave/	WB	LT	3.1	A	5.7	A	5.7	A
Parking Lot-Site Access	NB	LTR	13.3	B	29.7	D	30.3	D
	SB	L	14.8	B	28.4	D	29.0	D
Railroad St at Site Exit	NB	R	-	-	9.2	A	9.2	A
Olive St at Mall Exit	NB	LR	-	-	9.2	A	9.2	A
Olive St	WB	TR	-	-	0.0	A	0.0	A
at Apartment Access	NB	LR	-	-	9.2	A	9.2	A
Church St at Apartment Entrance	WB	LT	-	-	0.4	A	0.4	A
Railroad St at Site Access (Rignt In/Out)	NB	R	-	-	9.7	A	9.4	A

Table 11: Level of Service Summary - PM Peak Hour Signalized Intersections

			No Build		Build		Build with Mitigation	
Signalized Intersections	Approach	Movt.	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
NYS Route 110 at W/E Pulaski (CR 11)	EB	L	41.2	D	41.2	D	41.2	D
		TR	74.3	E	74.3	E	74.3	E
	WB	L	46.5	D	46.5	D	46.5	D
		TR	37.1	D	37.1	D	37.1	D
	NB	L	26.1	C	30.2	C	30.2	C
		TR	36.3	D	39.2	D	39.2	D
	SB	L	31.0	C	47.0	D	45.9	D
		TR	21.9	C	26.9	C	27.3	C
Intersection			39.3	D	41.6	D	41.6	D
NYS Route 110 at Depot Road/Parking Lot	EB	R	0.1	A	0.2	A	0.2	A
	WB	R	18.5	B	20.2	C	20.2	C
	NB	L	41.8	D	41.5	D	41.5	D
		T	8.0	A	8.3	A	8.3	A
	SB	L	21.9	C	22.6	C	30.6	C
		T	30.3	C	29.0	C	36.9	D
Intersection			20.1	C	20.3	C	24.7	C
NYS Route 110 at Railroad St/Broadway	EB	L	61.4	E	131.1	F	35.0	D
		T	92.1	F	153.8	F	75.3	E
		R	10.4	B	14.0	B	20.5	C
	WB	L	78.0	E	84.6	F	75.2	E
		T	38.3	D	40.8	D	52.7	D
		R	5.7	A	5.7	A	16.4	C
	NB	L	17.7	B	20.5	C	31.8	B
		T	42.5	D	44.0	D	46.1	D
		R	19.3	B	19.2	B	7.0	A
	SB	L	31.8	C	33.2	C	51.6	D
		T	41.9	D	46.0	D	32.1	C
		R	8.7	A	14.0	B	6.7	A
Intersection			42.2	D	53.6	D	41.1	D
NYS Route 110 at Olive St	EB	L	50.8	D	52.7	D	52.7	D
		T	0.9	A	1.0	A	1.0	A
	WB	TR	39.0	D	48.0	D	54.3	D
	SB	LR	49.4	D	63.5	E	63.5	E
Intersection			20.8	C	26.2	C	28.9	C

NYS Route 110 at Academy Pl/Nassau Rd	EB	L	126.4	F	126.4	F	126.4	F
		TR	27.5	C	28.5	C	28.5	C
	WB	LT	5.1	A	5.9	A	5.9	A
		R	3.1	A	3.6	A	3.6	A
	NB	LTR	223.3	F	152.4	F	152.4	F
	SB	L	69.2	E	74.4	E	74.4	E
		LTR	54.2	D	56.1	E	56.1	E
Intersection			31.1	C	30.0	C	30.0	C
Railroad St at W Pulaski Rd (CR 11)	EB	L	7.9	A	9.8	A	9.8	A
		TR	10.0	B	10.9	B	10.9	B
	WB	L	19.3	B	21.6	C	21.6	C
		TR	21.2	C	24.0	C	24.0	C
	NB	LTR	29.1	C	28.6	C	28.6	C
	SB	L	34.1	C	33.0	C	33.0	C
		TR	25.9	C	32.7	C	32.7	C
Intersection			19.5	B	21.6	C	21.6	C
E Pulaski Rd (CR 11) at Depot Rd/ Fairground Ave	EB	L	24.4	C	24.5	C	25.2	C
		TR	33.1	C	33.2	C	34.0	C
	WB	L	57.1	E	57.7	E	61.8	E
		TR	42.7	D	42.8	D	44.2	D
	NB	L2	103.5	F	105.1	F	107.6	F
		L	34.8	C	35.6	D	34.9	C
		R	36.5	D	36.5	D	37.1	D
		TR	9.2	A	9.2	A	9.3	A
	SB	L	37.3	D	37.3	D	38.0	D
		TR	45.0	D	45.1	D	46.0	D
	SEB	L	41.5	D	43.6	D	41.9	D
		R	43.9	D	53.2	D	49.5	D
Intersection			40.0	D	41.8	D	41.9	D
Park Ave (CR 35) at E Pulaski Rd (CR 11)	EB	L	28.8	C	28.8	C	30.9	C
		T	44.3	D	44.3	D	49.0	D
		R	13.0	B	13.0	B	13.5	B
	WB	L	30.5	C	30.5	C	33.3	C
		T	48.2	D	48.2	D	54.2	D
		R	9.4	A	10.2	B	9.3	A
	NB	L	30.6	C	31.7	C	34.6	C
		T	27.1	C	28.0	C	29.8	C
		R	0.5	A	0.5	A	0.2	A
	SB	L	29.6	C	42.2	D	30.8	C
		T	32.0	C	33.7	C	30.5	C
		R	33.6	C	36.9	D	29.9	C
Intersection			32.1	C	33.8	C	33.8	C

Park Ave (CR 35) at Broadway	EB	L	35.2	D	33.6	C	33.6	C
		R	16.4	B	30.4	C	30.4	C
	NB	L	21.2	C	27.1	C	27.1	C
		T	9.9	A	10.2	B	10.2	B
	SB	T	23.3	C	23.8	C	23.8	C
		R	4.5	A	4.5	A	4.5	A
Intersection			18.4	B	22.2	C	22.2	C
Broadway at LIRR Lot Exit /Biltmore Circle	EB	LT	5.7	A	5.8	A	5.5	A
	WB	TR	4.7	A	4.5	A	4.5	A
	NB	L	17.3	B	20.2	C	20.3	C
		TR	0.8	A	2.2	A	2.2	A
	SB	LTR	3.9	A	4.3	A	4.3	A
Intersection			5.3	A	5.4	A	5.4	A
Broadway at LIRR Lot Entrance/Exit	EB	TR	6.0	A	6.9	A	6.9	A
	WB	T	5.5	A	6.0	A	6.0	A
	NB	L	23.8	C	23.8	C	23.8	C
		TR	9.0	A	9.2	A	9.2	A
Intersection			6.8	A	7.3	A	7.3	A

Table 12: Level of Service Summary - PM Peak Hour Unsignalized Intersections

			No Build		Build		Build with Mitigation	
Unsignalized Intersections	Approach	Movt.	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
NYS Route 110	EB	LTR	15.8	C	25.3	D	15.7	C
at Parking Lot Access/	WB	LTR	15.0	B	26.2	D	16.2	C
Northridge St	NB	LT	0.1	A	0.1	A	0.1	A
	SB	TR	0.1	A	0.1	A	0.4	A
NYS Route 110 at Mall Exit 2	WB	R	-	-	13.5	B	11.6	B
NYS Route 110	EB	LTR	12.9	B	24.4	C	14.0	B
at Church St/	NB	LT	11.6	B	12.2	A	12.2	B
Mall Entrance	SB	TR	0.0	A	11.4	B	11.4	B
						B		
Railroad St	EB	L	8.1	A	8.1	A	8.1	A
at Lowndes Ave/	WB	LT	0.2	A	3.0	A	3.0	A
Parking Lot-Site Access	NB	LTR	11.1	B	22.4	C	22.6	C
	SB	L	13.4	B	18.0	C	18.2	C
Railroad St at Site Exit	NB	R	-	-	10.5	B	10.5	B
Olive St at Mall Exit	NB	LR	-	-	10.1	B	9.7	A
Olive St	WB	LT	-	-	0.0	A	0.0	A
at Apartment Access	NB	LR	-	-	9.8	A	9.5	A
Church St at Apartment Entrance	WB	LT	-	-	1.6	A	1.6	A
Railroad St at Site Access (Rignt In/Out)	NB	R	-	-	11.3	B	10.3	B

Table 13: Level of Service Summary – Saturday Peak Hour Signalized Intersections

			No Build		Build		Build with Mitigation	
Signalized Intersections	Approach	Movt.	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
NYS Route 110 at W/E Pulaski (CR 11)	EB	L	36.5	D	36.5	D	37.4	D
		TR	70.8	E	70.8	E	75.9	E
	WB	L	45.7	D	45.7	D	56.9	E
		TR	32.5	C	32.5	C	34.6	C
	NB	L	21.7	C	42.2	D	22.0	C
		TR	46.2	D	91.4	F	52.0	D
	SB	L	64.8	E	126.6	F	105.5	F
		TR	15.0	B	23.3	C	24.5	C
Intersection			39.0	D	58.5	E	45.8	D
NYS Route 110 at Depot Road/Parking Lot	EB	R	0.2	A	0.2	A	0.2	A
	WB	R	24.7	C	27.1	C	27.1	C
	NB	L	16.3	B	17.5	B	19.6	B
		T	24.5	C	26.0	C	23.7	C
	SB	L	37.1	D	40.5	D	37.7	D
		T	6.9	A	6.5	A	14.6	B
Intersection			22.5	C	24.0	C	24.8	C
NYS Route 110 at Railroad St/Broadway	EB	L	53.1	D	74.5	E	49.3	D
		T	56.6	E	54.6	D	61.7	E
		R	4.5	A	9.1	A	8.4	A
	WB	L	32.5	C	30.3	C	43.6	D
		T	28.6	C	28.4	C	54.4	D
		R	4.6	A	4.3	A	14.7	B
	NB	L	15.6	B	21.0	C	15.6	B
		T	51.1	D	69.4	E	36.6	D
		R	13.6	B	14.2	B	3.6	A
	SB	L	50.7	D	56.1	E	53.2	D
		T	14.3	B	35.9	D	31.8	C
		R	1.4	A	8.4	A	13.4	B
Intersection			31.5	C	42.6	D	35.1	D
NYS Route 110 at Olive St	EB	L	38.3	D	40.5	D	38.0	D
		T	39.0	A	0.1	A	0.8	A
	WB	TR	88.5	F	88.3	F	75.7	E
	SB	LR	27.4	C	47.2	D	122.9	F
Intersection			42.1	D	75.3	E	41.5	D

NYS Route 110	EB	L	107.8	F	109.7	F	86.5	F
at Academy Pl/Nassau Rd		TR	26.7	C	26.1	C	23.5	C
	WB	LT	12.7	B	17.9	B	9.5	A
		R	3.2	A	4.5	A	3.2	A
	NB	LTR	148.4	F	135.9	F	150.8	F
	SB	L	77.5	E	79.3	E	78.2	E
		LTR	68.2	E	69.6	E	67.5	E
Intersection			33.2	C	34.3	C	29.8	C
Railroad St	EB	L	7.1	A	8.8	A	8.8	A
at W Pulaski Rd (CR 11)		TR	9.3	A	9.7	A	9.7	A
	WB	L	16.0	B	20.4	C	20.4	C
		TR	16.6	B	22.2	C	22.2	C
	NB	LTR	21.9	C	24.1	C	24.1	C
	SB	L	26.0	C	29.2	C	29.2	C
		TR	22.9	C	29.5	C	29.5	C
Intersection			17.6	B	21.0	C	21.0	C
E Pulaski Rd (CR 11)	EB	L	18.6	B	18.6	B	8.6	B
at Depot Rd/ Fairground Ave		TR	28.7	C	28.7	C	28.7	C
	WB	L	30.3	C	30.3	C	30.3	C
		TR	35.7	D	35.7	D	35.7	D
	NB	L2	79.7	E	79.7	E	79.7	E
		L	34.3	C	36.4	D	36.4	D
		R	37.3	D	37.3	D	37.3	D
		TR	11.4	B	11.4	B	11.4	B
	SB	L	37.3	D	37.3	D	37.3	D
		TR	39.6	D	39.6	D	39.6	D
	SEB	L	38.7	D	43.4	D	43.4	D
		R	23.1	C	25.5	C	25.5	C
Intersection			32.1	C	32.9	C	32.9	C
Park Ave (CR 35)	EB	L	20.4	C	20.4	C	24.5	C
at E Pulaski Rd (CR 11)		T	32.2	C	32.2	C	32.7	C
		R	5.8	A	5.8	A	5.8	A
	WB	L	18.7	B	18.7	B	21.4	C
		T	37.4	D	37.4	D	37.4	D
		R	4.9	A	5.3	A	9.9	A
	NB	L	16.4	B	17.6	B	14.7	B
		T	69.7	E	107.9	F	58.7	E
		R	1.7	A	1.7	A	1.6	A
	SB	L	28.4	C	29.1	C	32.5	C
		T	27.0	C	28.1	C	24.4	C
		R	8.8	A	8.8	A	11.4	B
Intersection			34.4	C	44.1	D	32.5	C

Park Ave (CR 35) at Broadway	EB	L	31.6	C	30.5	C	30.5	C
		R	15.3	B	25.9	C	25.9	C
	NB	L	12.5	B	16.3	B	16.3	B
		T	8.9	A	9.2	A	9.2	A
	SB	T	20.2	C	20.6	C	20.6	C
		R	4.2	A	4.2	A	4.2	A
Intersection			14.8	B	17.7	B	17.7	B
Broadway at LIRR Lot Exit /Biltmore Circle	EB	LT	2.2	A	2.4	A	2.4	A
	WB	TR	2.1	A	2.3	A	2.3	A
	NB	L	15.0	B	15.8	B	15.8	B
		TR	0.0	A	0.0	A	0.0	A
	SB	LTR	6.4	A	6.6	A	6.6	A
Intersection			2.3	A	2.5	A	2.5	A
Broadway at LIRR Lot Entrance/Exit	EB	TR	5.3	A	5.8	A	5.8	A
	WB	T	5.3	A	5.9	A	5.9	A
	NB	L	17.6	B	17.6	B	17.6	B
		TR	8.1	A	8.1	A	8.1	A
Intersection			5.9	A	6.3	A	6.3	A

Table 14: Level of Service Summary - Saturday Peak Hour Unsignalized Intersections

			No Build		Build		Build with Mitigation	
Unsignalized Intersections	Approach	Movt.	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
NYS Route 110	EB	LTR	27.9	D	54.3	F	25.9	D
at Parking Lot Access/	WB	LTR	12.4	B	22.4	C	14.3	B
Northridge St	NB	LT	0.0	A	0.0	A	0.0	A
	SB	TR	0.1	A	0.2	A	0.2	A
NYS Route 110 at Mall Exit 2	WB	R	-	-	11.4	B	11.4	B
NYS Route 110	EB	LTR	20.0	C	25.8	D	24.7	C
at Church St/	NB	LT	13.0	B	14.7	B	14.2	B
Mall Entrance	SB	TR	0.0	A	12.2	B	12.2	B
Railroad St	EB	L	8.0	A	8.1	A	8.1	A
at Lowndes Ave/	WB	LT	0.3	A	4.1	A	4.1	A
Parking Lot-Site Access	NB	LTR	9.0	A	21.4	C	21.5	C
	SB	L	11.3	B	16.4	C	16.5	C
Railroad St at Site Exit	NB	R	-	-	9.5	A	9.5	A
Olive St at Mall Exit	NB	LR	-	-	9.8	A	9.8	A
Olive St	WB	LT	-	-	0.0	A	0.0	A
at Apartment Access	NB	LR	-	-	9.6	A	9.6	A
Church St at Apartment Entrance	WB	LT	-	-	1.2	A	1.2	A
Railroad St at Site Access (Rignt In/Out)	NB	R	-	-	9.4	A	9.4	A

The following descriptions summarize the findings of Tables 9 through 14 for each intersection:

NYS Route 110 and E/W Pulaski Road (CR 11)

During the No Build Condition, the signalized intersection of NYS Route 110 and E/W Pulaski Road operates at overall LOS C, D and D during the AM, PM and Saturday midday peak hours respectively. Individual movements experience LOS ranging from B to E. During the Build Condition, the intersection will continue to operate at No Build LOS during the AM and PM peak periods. During the Saturday midday peak hour the overall LOS will change from D to E. In order to mitigate this impact, timing adjustments are recommended for this intersection which then returns the overall LOS to No Build levels.

NYS Route 110 and Depot Road/Parking Lot Access

During the No Build Condition, the signalized intersection of NYS Route 110 and Depot Road/Parking Lot Access operates at overall LOS B, C and C during the weekday AM, weekday PM and Saturday midday peak hours respectively. Individual movements experience LOS ranging from A to D. During the Build Condition, the intersection will continue to operate at No Build LOS during the analyzed peak periods except for the AM peak period which experiences a change in LOS from B to C (an increase of only 3.5 seconds).

NYS Route 110 and Railroad Street/Broadway

During the No Build Condition, the signalized intersection of NYS Route 110 and Railroad Street/Broadway at LOS C, D and C during the AM, PM and Saturday midday peak hours respectively. Individual movements experience LOS ranging from A to F. Under the Build Condition, the intersection will continue to operate at No Build LOS during the weekday AM, PM peak hours. During the Saturday midday peak hour the intersection will experience a change in LOS from C to D. In order to mitigate this impact, changes to the signal phasing and timing adjustments are recommended for this intersection. The phasing changes will consist of adding a protected left-turn phase for the eastbound approach and right-turn overlap phases for all approaches. Under the Build Condition the intersection is anticipated to operate and additional 11.1 seconds of the delay when compared to the No Build Condition. Upon implementation of the phasing changes and modified timing plan the intersection remains at LOS D but with only

3.6 seconds of additional delay when compared to the No Build condition. Although the overall LOS remains LOS D, it should be noted that as a result of the proposed mitigation that all but one movement will operate at No Build LOS and some movements will even operate with less delay when compared to the No Build Condition.

NYS Route 110 and Olive Street

During the No Build Condition, the signalized intersection of NYS Route 110 and Olive Street will operate at LOS C, C and D during the AM, PM and Saturday midday peak hours respectively. Individual movements experience LOS ranging from A to F. During the Build Condition, the intersection will continue to operate at No Build LOS during the AM and PM peak periods. During the Saturday midday peak hour the overall LOS will change from D to E. In order to mitigate this impact, timing adjustments are recommended for this intersection which improves the operation of NYS Route 110 but deteriorates the Olive Street approach. However, the mitigation measures will improve the overall operation back to LOS D and is anticipated operate with slightly less delay than during the No Build Condition.

NYS Route 110 and Academy Place/Nassau Road

During the No Build Condition, the signalized intersection of NYS Route 110 and Academy Place/Nassau Road will operate at LOS B, C and C during the AM, PM and Saturday midday peak hours respectively. Individual movements will experience LOS ranging from A to F. During the Build Condition the intersection will continue to operate at No Build LOS during the PM and Saturday midday peak hours. During the AM peak hour the overall LOS will change from B to C with a minimal increase in delay (1.5 seconds).

Railroad Street and W Pulaski Road (CR 11)

During the No Build Condition, the signalized intersection of Railroad Street and W Pulaski Road (CR 11) will operate at LOS C, B and B during the AM, PM and Saturday midday peak hours respectively. Individual movements will experience LOS ranging from A to C. During the Build Condition the intersection will continue to operate at No Build LOS during the AM peak hour. The PM and Saturday midday peak periods will experience a change to LOS C with minimal increases in delay of only 2.1 and 3.4 seconds, respectively

E Pulaski Road (CR 11) and Deport Road/Fairground Avenue

During the No Build Condition, the signalized intersection of E Pulaski Road (CR 11) and Depot Road will operate at LOS D, D and C during the AM, PM and Saturday midday peak hours respectively. Individual movements will experience LOS ranging from A to F. During the Build Condition the intersection will continue to operate at No Build LOS during all peak hours.

Park Avenue (CR 35) and Pulaski Road (CR 11)

During the No Build Condition, the signalized intersection of Park Avenue (CR 35) and Pulaski Road (CR 11) will operate at LOS C during the AM, PM and Saturday peak hours. Individual movements will experience LOS ranging from A to E. During the Build Condition the intersection will continue to operate at No Build LOS during the AM and PM peak hours. During the Saturday midday peak period the LOS will change from C to D. In order to mitigate this impact, timing adjustments are recommended for this intersection which then returns the overall LOS to No Build levels.

Park Avenue (CR 35) and Broadway

During the No Build Condition, the signalized intersection of Park Avenue (CR 35) and Broadway will operate at LOS B during the AM, PM and Saturday peak hours. Individual movements will experience LOS ranging from A to D. During the Build Condition the intersection will continue to operate at No Build LOS during the AM and Saturday peak hours. During the PM peak hour the LOS will change from B to C with a minimal increase in delay of only 3.8 seconds.

Broadway and LIRR Lot Exit/Biltmore Circle

During the No Build Condition, the signalized intersection of Broadway and LIRR Lot Exit/Biltmore Circle will operate at LOS A during the AM, PM and Saturday peak hours. Individual movements will experience LOS ranging from A to C. During the Build Condition the intersection will continue to operate at No Build LOS during all peak hours.

Broadway and LIRR Lot Entrance/Exit

During the No Build Condition, the signalized intersection of Broadway and LIRR Lot Exit/Biltmore Circle will operate at LOS A during the AM, PM and Saturday peak hours. Individual movements will experience LOS ranging from A to D. During the Build Condition the intersection will continue to operate at No Build LOS during all peak hours.

NYS Route 110 and Northridge Street/Apartment-Parking Lot Access

During the No Build Condition, the unsignalized intersection of NYS Route 110 and Northridge Street/Apartment-Parking Lot Access has LOS for individual movements ranging from A to D. During the Build Condition the approaches will continue to operate at No Build LOS during the AM peak hour. The PM and Saturday peak hours will experience degradation in LOS under the Build Condition. However, timing adjustments performed to adjacent signalized locations under the Build with Mitigation Condition return the impacted movements back to No Build LOS.

NYS Route 110 and Church Street/Retail Entrance

During the No Build Condition, the unsignalized intersection of NYS Route 110 and Church Street/Retail Entrance has LOS for individual movements ranging from A to C. During the Build Condition the approaches will continue to operate at No Build LOS during the AM peak hour. The PM and Saturday peak hours will experience degradation in LOS under the Build Condition. However, timing adjustments performed to adjacent signalized locations under the Build with Mitigation Condition return the impacted movements back to No Build LOS.

Railroad Street and Lowndes Avenue/Parking Lot-Site Access

The unsignalized intersection of Railroad Street and Lowndes Avenue/Parking Lot-Site Access has LOS for individual movements ranging from A to B. During the Build Condition the eastbound and westbound approaches continue to operate at No Build LOS while the northbound and southbound approaches experience degradation in LOS. The southbound approach of Lowndes Avenue experiences an increase in delay of 14.2, 4.8 and 5.1 seconds during the AM, PM and Saturday midday peak hours, respectively. The northbound approach currently provides

access to a public parking lot and will become the main access to Block 1 during the Build Condition. This approach is expected to operate at LOS D, C and C during the AM, PM and Saturday Midday peak hours, respectively.

Railroad Street and Site Exit

During the Build Condition the northbound approach of the unsignalized intersection of Railroad Street and Site Exit, which permits exiting right-turns from Block 1, is expected to operate at LOS A during all time periods studied.

Railroad Street and Site Entrance/Exit

During the Build Condition the northbound approach of the usingnalized intersection of Railroad Street and Site Entrance/Exit, which will permit entering and exiting right-turns from Block 1, is expected to operate at LOS A, B and A during the AM, PM and Saturday midday peak hours, respectively.

Olive Street and Mall Exit

During the Build Condition the northbound approach of the unsignalized intersection of Olive Street and Mall Exit, which will permit exiting traffic from the retail component of Block 7, is expected to operate at LOS A during all time periods studied.

Olive Street and Apartment Access

During the Build Condition the westbound and northbound approaches of the unsignalized intersection of Olive Street and Apartment Access, which will provide full access to the parking area for the Apartment component of Block 7, is expected to operate at LOS A during all time periods studied.

NYS Route 110 and Mall Exit #2

During the Build Condition the westbound approach of the unsignalized intersection of NYS Route 110 and Mall Exit #2, which will permit exiting right-turns only from the retail component of Block 7, is expected to operate at LOS A during all time periods studied.

Church Street and Apartment Entrance

During the Build Condition, the westbound approach of the usignalized intersection of Church Street and Apartment Entrance, which will permit entering right/left-turns only to Block 4 (Apartments), is expected to operate at LOS during all time periods studied.

CONCLUSION

Based on the results of the Traffic Impact Study as detailed in the body of this report, it is the professional opinion of Nelson & Pope that the construction of the proposed project will not result in adverse traffic impacts in the study area. Increases in traffic from the proposed project can be accommodated at some study intersections without any mitigation and some require minor adjustments to the signal timings. Although there will be changes in the LOS at some intersections, they will continue to operate at acceptable levels of service. The intersections NYS Route 110 at E/W Pulaski Rd, NYS Route 110 at Olive St, NYS Route 110 at Academy Pl/Nassau Rd and Park Ave at E Pulaski Rd all required minor timing modifications to achieve No Build LOS. The intersection of NYS Route 110 and Railroad Street/Broadway will require additional phasing and timing modifications to achieve No Build LOS. The phasing changes consist of the addition of an exclusive eastbound left-turn phase and right-turn overlap phases for all approaches.

HUNTINGTON STATION GATEWAY DEVELOPEMNT

HUNTINGTON STATION

TOWN OF HUNTINGTON

APPENDIX

December 2014

N&P JOB NO. 12019

Appendix A: Existing Traffic Volumes

NELSON & POPE

AM PEAK HOUR
Project Name: Huntington Station DT
N&P Project No. 12019

GROWTH FACTOR: 1.00%
NO. OF YEARS: 5
GROWTH RATE: 1.052

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
NYS ROUTE 110 AT W PULASKI RD/E PULASKI RD 1	NB	LEFT	30	30	32
		THROUGH	499	499	525
		RIGHT	112	112	118
	SB	LEFT	32	32	34
		THROUGH	394	394	415
		RIGHT	32	32	34
	EB	LEFT	35	35	37
		THROUGH	236	236	249
		RIGHT	33	33	35
	WB	LEFT	134	134	141
		THROUGH	412	412	434
		RIGHT	28	28	30
NYS ROUTE 110 AT PARKIG LOT / DEPOT ROAD 2	NB	LEFT	36	36	38
		THROUGH	503	503	530
		RIGHT	0	0	0
	SB	LEFT	245	245	258
		THROUGH	395	395	416
		RIGHT	26	26	28
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	46	46	49
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	456	456	480
NYS ROUTE 110 AT RAILROAD STREET / BROADWAY 3	NB	LEFT	58	58	62
		THROUGH	720	720	758
		RIGHT	118	118	125
	SB	LEFT	136	136	144
		THROUGH	495	495	521
		RIGHT	70	70	74
	EB	LEFT	61	61	65
		THROUGH	165	165	174
		RIGHT	72	72	76
	WB	LEFT	164	164	173
		THROUGH	286	286	301
		RIGHT	199	199	210
NYS ROUTE 110 AT MAY STREET 4	NB	LEFT	0	0	0
		THROUGH	976	976	1027
		RIGHT	4	4	5
	SB	LEFT	2	2	3
		THROUGH	686	686	722
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	15	15	16
		THROUGH	0	0	0
		RIGHT	10	10	11
NYS ROUTE 110 AT NORTHRIDGE STREET/ PARKING LOT ACCESS 5	NB	LEFT	0	0	0
		THROUGH	919	919	967
		RIGHT	3	3	4
	SB	LEFT	0	0	0
		THROUGH	690	690	726
		RIGHT	7	7	8
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	3	3	4
	WB	LEFT	4	4	5
		THROUGH	0	0	0
		RIGHT	4	4	5
NYS ROUTE 110 AT HENRY STREET 6	NB	LEFT	0	0	0
		THROUGH	917	917	965
		RIGHT	6	6	7
	SB	LEFT	6	6	7
		THROUGH	674	674	710
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	23	23	25
		THROUGH	0	0	0
		RIGHT	23	23	25
NYS ROUTE 110 AT CHURCH STREET 7	NB	LEFT	41	41	44
		THROUGH	899	899	945
		RIGHT	0	0	0
	SB	LEFT	1	1	2
		THROUGH	653	653	687
		RIGHT	9	9	10
	EB	LEFT	4	4	5
		THROUGH	0	0	0
		RIGHT	27	27	29
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

NELSON & POPE

AM PEAK HOUR
Project Name: Huntington Station OT
N&P Project No. 12019

GROWTH FACTOR: 1.00%
NO. OF YEARS: 5
GROWTH RATE: 1.052

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
NYS ROUTE 110	NB	LEFT	0	0	0
AT		THROUGH	891	891	938
OLIVE STREET		RIGHT	13	13	14
	SB	LEFT	17	17	18
8		THROUGH	638	638	672
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	24	24	26
		THROUGH	0	0	0
		RIGHT	55	55	58
NYS ROUTE 110	NB	LEFT	1	1	2
AT		THROUGH	666	666	701
ACADEMY PLACE / NASSAU ROAD		R1 - NASSAU	314	314	331
		R2 - WG	2	2	3
9	SB	L1 - NASSAU	22	22	24
		L2 - WG	1	1	2
		THROUGH	367	367	387
		RIGHT	1	1	2
	EB	LEFT	7	7	8
		THROUGH	23	23	25
		R1 - WG	1	1	2
		R2 - 110	3	3	4
	WB	L1 - WG	8	8	9
		L2 - 110	272	272	287
		THROUGH	8	8	9
		RIGHT	27	27	29
RAILROAD STREET	NB	LEFT	6	6	7
AT		THROUGH	99	99	105
W PULASKI ROAD		RIGHT	55	55	58
	SB	LEFT	59	59	63
10		THROUGH	155	155	164
		RIGHT	149	149	157
	EB	LEFT	86	86	91
		THROUGH	193	193	204
		RIGHT	8	8	9
	WB	LEFT	78	78	83
		THROUGH	345	345	363
		RIGHT	2	2	3
RAILROAD STREET	NB	LEFT	2	2	3
AT		THROUGH	2	2	3
LOWNDES AVENUE		RIGHT	4	4	5
	SB	LEFT	51	51	54
11		THROUGH	7	7	8
		RIGHT	31	31	33
	EB	LEFT	11	11	12
		THROUGH	243	243	256
		RIGHT	11	11	12
	WB	LEFT	106	106	112
		THROUGH	255	255	269
		RIGHT	53	53	56
DEPOT ROAD	NB	LEFT	65	65	69
		THRU - DEPOT	243	243	256
AT		THRU - FAIRGROUND	130	130	137
		RIGHT	109	109	115
E PULASKI ROAD / FAIRGROUND AVENUE	SB - DEPOT	L1 - FAIRGROUND	2	2	3
		L2 - PULASKI	30	30	32
		THROUGH	173	173	182
12		RIGHT	4	4	5
	SB - FAIRGROUND	LEFT	33	33	35
		THROUGH	68	68	72
		R1 - PULASKI	43	43	46
		R2 - DEPOT	0	0	0
	EB	L1 - DEPOT	5	5	6
		L2 - FAIRGROUND	12	12	13
		THROUGH	286	286	301
		RIGHT	45	45	48
	WB	LEFT	47	47	50
		THROUGH	437	437	460
		R1 - DEPOT	70	70	74
		R2 - FAIRGROUND	19	19	20
PARK AVENUE (CR 35)	NB	LEFT	147	147	155
AT		THROUGH	849	849	894
E PULASKI RD		RIGHT	39	39	42
	SB	LEFT	12	12	13
13		THROUGH	560	560	590
		RIGHT	72	72	76
	EB	LEFT	117	117	124
		THROUGH	413	413	435
		RIGHT	136	136	144
	WB	LEFT	72	72	76
		THROUGH	454	454	478
		RIGHT	162	162	171
PARK AVENUE (CR 35)	NB	LEFT	395	395	416
AT		THROUGH	712	712	750
BROADWAY		RIGHT	0	0	0
	SB	LEFT	0	0	0
14		THROUGH	571	571	601
		RIGHT	266	266	280
	EB	LEFT	96	96	101
		THROUGH	0	0	0
		RIGHT	316	316	333
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

NELSON & POPE

AM PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

GROWTH FACTOR: 1.00%
NO. OF YEARS: 5
GROWTH RATE: 1.052

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
RAILROAD AVENUE AT PARKING LOT ACCESS 15	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	1	1	2
		THROUGH	0	0	0
		RIGHT	2	2	3
	EB	LEFT	4	4	5
		THROUGH	297	297	313
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	411	411	433
		RIGHT	3	3	4
RAILROAD AVENUE AT HOTEL/OFFICE EXIT 16	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	298	298	314
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	414	414	436
		RIGHT	0	0	0
CHURCH STREET AT APARTMENT EXIT 17	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	31	31	33
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	50	50	53
		RIGHT	0	0	0
OLIVE STREET AT RETAIL EXIT 18	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	30	30	32
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	79	79	84
		RIGHT	0	0	0
OLIVE STREET AT APARTMENT ACCESS 19	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	30	30	32
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	79	79	84
		RIGHT	0	0	0
NYS ROUTE 110 AT RETAIL EXIT 20	NB	LEFT	0	0	0
		THROUGH	940	940	989
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	680	680	716
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

NELSON & POPE

AM PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

GROWTH FACTOR: 1.00%
NO. OF YEARS: 5
GROWTH RATE: 1.052

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
BROADWAY AT LIRR LOT ENTRANCE 21	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	354	354	373
		RIGHT	65	65	69
	WB	LEFT	61	61	65
		THROUGH	649	649	683
		RIGHT	0	0	0
BROADWAY AT LIRR LOT ENTER/EXIT 22	NB	LEFT	85	85	90
		THROUGH	0	0	0
		RIGHT	52	52	55
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	339	339	357
		RIGHT	15	15	16
	WB	LEFT	0	0	0
		THROUGH	625	625	658
		RIGHT	0	0	0
BROADWAY AT LIRR LOT EXIT 23	NB	LEFT	16	16	17
		THROUGH	0	0	0
		RIGHT	25	25	27
	SB	LEFT	12	12	13
		THROUGH	0	0	0
		RIGHT	10	10	11
	EB	LEFT	5	5	6
		THROUGH	386	386	407
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	599	599	631
		RIGHT	6	6	7
NYS ROUTE 110 AT S/W LIRR LOT 24	NB	LEFT	62	62	66
		THROUGH	847	847	892
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	715	715	753
		RIGHT	26	26	28
	EB	LEFT	11	11	12
		THROUGH	0	0	0
		RIGHT	3	3	4
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
NYS ROUTE 110 AT 2ND STREET 25	NB	LEFT	0	0	0
		THROUGH	909	909	957
		RIGHT	50	50	53
	SB	LEFT	52	52	55
		THROUGH	666	666	701
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
NYS ROUTE 110 AT WESTERN OFFICE ACCESS 26	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	265	265	279
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	288	288	303
		RIGHT	0	0	0

NELSON & POPE

AM PEAK HOUR
Project Name: Huntington Station DT
N&P Project No. 12019

OTHER
PLANNED
PROJECTS

Columbia Terrace Condominiums 14 Units		
		VOL
	ENTER	2
	EXIT	9
	TOTAL	11

Northridge Specialty Retail 15,050 SF		
		VOL
	ENTER	0
	EXIT	0
	TOTAL	0

Avalon Bay		
		VOL
	ENTER	38
	EXIT	158
	TOTAL	196

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	%EN	%EX	3 VOL	SUBTOTAL VOL
												SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
NYS ROUTE 110 AT W PULASKI RD / E PULASKI RD 1	NB	LEFT			0			0			0	0
		THROUGH	30		1	20		0			0	1
		RIGHT			0			0	20		8	8
	SB	LEFT			0			0			0	0
		THROUGH		30	3		20	0			0	3
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0		20	32	32
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT PARKIG LOT / DEPOT ROAD 2	NB	LEFT			0			0			0	0
		THROUGH	30		1	20		0			0	1
		RIGHT			0			0			0	0
	SB	LEFT		10	1		15	0	10		4	5
		THROUGH		30	3		20	0			0	3
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT	10		0	15		0		10	16	16
NYS ROUTE 110 AT RAILROAD STREET / BROADWAY 3	NB	LEFT	40		1			0			0	1
		THROUGH			0	35		0		10	16	16
		RIGHT			0			0			0	0
	SB	LEFT			0		15	0			0	0
		THROUGH			0		35	0	10		4	4
		RIGHT	25		1		15	0			0	1
	EB	LEFT		25	2	15		0			0	2
		THROUGH		5	0			0			0	0
		RIGHT		40	4			0			0	4
	WB	LEFT			0			0			0	0
		THROUGH	5		0			0			0	0
		RIGHT			0	15		0			0	0
NYS ROUTE 110 AT MAY STREET 4	NB	LEFT			0			0			0	0
		THROUGH		25	2	65		0		10	16	18
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH	25		1		65	0	10		4	5
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT NORTHRIDGE STREET/ PARKING LOT ACCESS 5	NB	LEFT			0			0			0	0
		THROUGH		25	2	65		0		10	16	18
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH	25		1		65	0	10		4	5
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT HENRY STREET 6	NB	LEFT			0			0			0	0
		THROUGH		25	2		35	0		10	16	18
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH	25		1	35		0	10		4	5
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT CHURCH STREET 7	NB	LEFT			0			0			0	0
		THROUGH		25	2		35	0		10	16	18
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH	25		1	35		0	10		4	5
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0

NELSON & POPE

AM PEAK HOUR
Project Name: Huntington Station DT
N&P Project No. 12019

OTHER
PLANNED
PROJECTS

Columbia Terrace Condominiums 14 Units		
		VOL
	ENTER	2
	EXIT	9
	TOTAL	11

Northridge Specialty Retail 15,050 SF		
		VOL
	ENTER	0
	EXIT	0
	TOTAL	0

Avalon Bay		
		VOL
	ENTER	38
	EXIT	158
	TOTAL	196

SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	%EN	%EX	3 VOL	SUBTOTAL VOL
NYS ROUTE 110 AT OLIVE STREET 8	NB	LEFT			0			0			0	0
		THROUGH		25	2		35	0		10	16	18
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH	25		1	35		0	10		4	5
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT ACADEMY PLACE / NASSAU ROAD 9	NB	LEFT			0			0			0	0
		THROUGH		20	2		20	0		10	16	18
		R1 - NASSAU		5	0		15	0			0	0
		R2 - WG			0			0			0	0
	SB	L1 - NASSAU			0			0			0	0
		L2 - WG			0			0			0	0
		THROUGH			0	20		0	10		4	4
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		R1 - WG			0			0			0	0
		R2 - 110			0			0			0	0
	WB	L1 - WG			0			0			0	0
		L2 - 110	5		0	15		0			0	0
		THROUGH	20		0			0			0	0
		RIGHT			0			0			0	0
RAILROAD STREET AT W PULASKI ROAD 10	NB	LEFT			0			0			0	0
		THROUGH	15		0	10		0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH		15	1		10	0			0	1
		RIGHT		15	1		5	0			0	1
	EB	LEFT	15		0	5		0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
RAILROAD STREET AT LOWNDES AVENUE 11	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT		70	6			0			0	6
		THROUGH			0			0			0	0
		RIGHT		30	3			0			0	3
	EB	LEFT			0			0			0	0
		THROUGH			0	15		0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH	70		1		15	0			0	1
		RIGHT			0			0			0	0
DEPOT ROAD AT E PULASKI ROAD / FAIRGROUND AVENUE 12	NB	LEFT			0			0			0	0
		THRU - DEPOT	10		0	10		0			0	0
		THRU - FAIRGROUND			0			0			0	0
		RIGHT			0			0			0	0
	SB - DEPOT	L1 - FAIRGROUND			0			0			0	0
		L2 - PULASKI			0		5	0	10		4	4
		THROUGH		10	1		10	0			0	1
		RIGHT			0			0			0	0
	SB - FAIRGROUND	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		R1 - PULASKI			0			0			0	0
		R2 - DEPOT			0			0			0	0
	EB	L1 - DEPOT			0			0			0	0
		L2 - FAIRGROUND			0			0			0	0
		THROUGH			0			0	20		8	8
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0		20	32	32
		R1 - DEPOT			0	5		0		10	16	16
		R2 - FAIRGROUND			0			0			0	0
PARK AVENUE (CR 35) AT E PULASKI RD 13	NB	LEFT			0			0			0	0
		THROUGH	5		0			0	30		11	11
		RIGHT			0			0			0	0
	SB	LEFT			0			0		10	15	16
		THROUGH		5	0			0		30	47	47
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0	10		4	4
PARK AVENUE (CR 35) AT BROADWAY 14	NB	LEFT	5		0			0			0	0
		THROUGH			0			0		10	16	16
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0	10		4	4
		RIGHT			0	10		0			0	0
	EB	LEFT			0		10	0			0	0
		THROUGH			0			0			0	0
		RIGHT		5	0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0

NELSON & POPE

AM PEAK HOUR
Project Name: Huntinton Station OT
N&P Project No. 12019

OTHER
PLANNED
PROJECTS

	Columbia Terrace Condominiums 14 Units	Northridge Specialty Retail 15,050 SF	Avalon Bay	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
	VOL	VOL	VOL	
ENTER	2	0	38	
EXIT	9	0	158	
TOTAL	11	0	196	

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	%EN	%EX	3 VOL	SUBTOTAL VOL
RAILROAD AVENUE AT PARKING LOT ACCESS 15	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH		70	5	15		0			0	6
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH	70		1		15	0			0	1
		RIGHT			0			0			0	0
RAILROAD AVENUE AT HOTEL/OFFICE EXIT 16	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH		70	5	15		0			0	5
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH	70		1		15	0			0	1
		RIGHT			0			0			0	0
CHURCH STREET AT APARTMENT EXIT 17	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
OLIVE STREET AT RETAIL EXIT 18	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
OLIVE STREET AT APARTMENT ACCESS 19	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT RETAIL EXIT 20	NB	LEFT			0			0			0	0
		THROUGH		25	2		35	0		10	15	18
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH	25		1	35		0	10		4	5
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0

NELSON & POPE

AM PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

OTHER
PLANNED
PROJECTS

Columbia Terrace Condominiums 14 Units	VOL
ENTER	2
EXIT	9
TOTAL	11

Northridge Specialty Retail 15,050 SF	VOL
ENTER	0
EXIT	0
TOTAL	0

Avalon Bay	VOL
ENTER	38
EXIT	158
TOTAL	196

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	%EN	%EX	3 VOL	SUBTOTAL VOL
BROADWAY AT LIRR LOT ENTRANCE 21	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH		5	0		15	0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH	5		0	15		0			0	0
		RIGHT			0			0			0	0
BROADWAY AT LIRR LOT ENTER/EXIT 22	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH		5	0		15	0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH	5		0	15		0			0	0
		RIGHT			0			0			0	0
BROADWAY AT LIRR LOT EXIT 23	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH		5	0		15	0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH	5		0	15		0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT S/W LIRR LOT 24	NB	LEFT			0			0			0	0
		THROUGH	40		1	35		0		10	16	17
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH		40	4		35	0	10		4	8
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT 2ND STREET 25	NB	LEFT			0			0			0	0
		THROUGH	40		1	35		0		10	16	17
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH		40	4		35	0	10		4	8
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT WESTERN OFFICE ACCESS 26	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0	15		0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH	70	30	4		15	0			0	4
		RIGHT			0			0			0	0

NELSON & POPE

AM PEAK HOUR
Project Name: Huntington Station DT
N&P Project No. 12019

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
NYS ROUTE 110 AT W PULASKI RD/E PULASKI RD 1	NB	LEFT	32	0	32
		THROUGH	525	1	526
		RIGHT	118	8	126
	SB	LEFT	34	0	34
		THROUGH	415	3	418
		RIGHT	34	0	34
	EB	LEFT	37	0	37
		THROUGH	249	0	249
		RIGHT	35	0	35
	WB	LEFT	141	32	173
		THROUGH	434	0	434
		RIGHT	30	0	30
NYS ROUTE 110 AT PARKIG LOT / DEPOT ROAD 2	NB	LEFT	38	0	38
		THROUGH	530	1	531
		RIGHT	0	0	0
	SB	LEFT	258	5	263
		THROUGH	416	3	419
		RIGHT	28	0	28
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	49	0	49
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	480	16	496
NYS ROUTE 110 AT RAILROAD STREET / BROADWAY 3	NB	LEFT	62	1	63
		THROUGH	758	16	774
		RIGHT	125	0	125
	SB	LEFT	144	0	144
		THROUGH	521	4	525
		RIGHT	74	1	75
	EB	LEFT	65	2	67
		THROUGH	174	0	174
		RIGHT	76	4	80
	WB	LEFT	173	0	173
		THROUGH	301	0	301
		RIGHT	210	0	210
NYS ROUTE 110 AT MAY STREET 4	NB	LEFT	0	0	0
		THROUGH	1027	18	1045
		RIGHT	5	0	5
	SB	LEFT	3	0	3
		THROUGH	722	5	727
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	16	0	16
		THROUGH	0	0	0
		RIGHT	11	0	11
NYS ROUTE 110 AT NORTHRIDGE STREET/ PARKING LOT ACCESS 5	NB	LEFT	0	0	0
		THROUGH	967	18	985
		RIGHT	4	0	4
	SB	LEFT	0	0	0
		THROUGH	726	5	731
		RIGHT	8	0	8
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	4	0	4
	WB	LEFT	5	0	5
		THROUGH	0	0	0
		RIGHT	5	0	5
NYS ROUTE 110 AT HENRY STREET 6	NB	LEFT	0	0	0
		THROUGH	965	18	983
		RIGHT	7	0	7
	SB	LEFT	7	0	7
		THROUGH	710	5	715
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	25	0	25
		THROUGH	0	0	0
		RIGHT	25	0	25
NYS ROUTE 110 AT CHURCH STREET 7	NB	LEFT	44	0	44
		THROUGH	946	18	964
		RIGHT	0	0	0
	SB	LEFT	2	0	2
		THROUGH	687	5	692
		RIGHT	10	0	10
	EB	LEFT	5	0	5
		THROUGH	0	0	0
		RIGHT	29	0	29
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

NELSON & POPE

AM PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
NYS ROUTE 110 AT OLIVE STREET 8	NB	LEFT	0	0	0
		THROUGH	938	18	956
		RIGHT	14	0	14
	SB	LEFT	18	0	18
		THROUGH	672	5	677
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	28	0	28
		THROUGH	0	0	0
		RIGHT	58	0	58
NYS ROUTE 110 AT ACADEMY PLACE / NASSAU ROAD 9	NB	LEFT	2	0	2
		THROUGH	701	18	719
		R1 - NASSAU	331	0	331
		R2 - WG	3	0	3
	SB	L1 - NASSAU	24	0	24
		L2 - WG	2	0	2
		THROUGH	387	4	391
		RIGHT	2	0	2
	EB	LEFT	8	0	8
		THROUGH	25	0	25
		R1 - WG	2	0	2
		R2 - 110	4	0	4
	WB	L1 - WG	9	0	9
		L2 - 110	287	0	287
		THROUGH	9	0	9
		RIGHT	29	0	29
RAILROAD STREET AT W PULASKI ROAD 10	NB	LEFT	7	0	7
		THROUGH	105	0	105
		RIGHT	58	0	58
	SB	LEFT	63	0	63
		THROUGH	164	1	165
		RIGHT	157	1	158
	EB	LEFT	91	0	91
		THROUGH	204	0	204
		RIGHT	9	0	9
	WB	LEFT	83	0	83
		THROUGH	363	0	363
		RIGHT	3	0	3
RAILROAD STREET AT LOWNDES AVENUE 11	NB	LEFT	3	0	3
		THROUGH	3	0	3
		RIGHT	5	0	5
	SB	LEFT	54	6	60
		THROUGH	8	0	8
		RIGHT	33	3	36
	EB	LEFT	12	0	12
		THROUGH	256	0	256
		RIGHT	12	0	12
	WB	LEFT	112	0	112
		THROUGH	269	1	270
		RIGHT	56	0	56
DEPOT ROAD AT E PULASKI ROAD / FAIRGROUND AVENUE 12	NB	LEFT	69	0	69
		THRU - DEPOT	256	0	256
		THRU - FAIRGROUND	137	0	137
		RIGHT	115	0	115
	SB - DEPOT	L1 - FAIRGROUND	3	0	3
		L2 - PULASKI	32	4	36
		THROUGH	182	1	183
		RIGHT	5	0	5
	SB - FAIRGROUND	LEFT	35	0	35
		THROUGH	72	0	72
		R1 - PULASKI	46	0	46
		R2 - DEPOT	0	0	0
	EB	L1 - DEPOT	6	0	6
		L2 - FAIRGROUND	13	0	13
		THROUGH	301	8	309
		RIGHT	48	0	48
	WB	LEFT	50	0	50
		THROUGH	460	32	492
		R1 - DEPOT	74	16	90
		R2 - FAIRGROUND	20	0	20
PARK AVENUE (CR 35) AT E PULASKI RD 13	NB	LEFT	155	0	155
		THROUGH	894	11	905
		RIGHT	42	0	42
	SB	LEFT	13	16	29
		THROUGH	590	47	637
		RIGHT	76	0	76
	EB	LEFT	124	0	124
		THROUGH	435	0	435
		RIGHT	144	0	144
	WB	LEFT	76	0	76
		THROUGH	478	0	478
		RIGHT	171	4	175
PARK AVENUE (CR 35) AT BROADWAY 14	NB	LEFT	416	0	416
		THROUGH	750	16	766
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	601	4	605
		RIGHT	280	0	280
	EB	LEFT	101	0	101
		THROUGH	0	0	0
		RIGHT	333	0	333
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

NELSON & POPE

AM PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
RAILROAD AVENUE AT PARKING LOT ACCESS 15	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	2	0	2
		THROUGH	0	0	0
		RIGHT	3	0	3
	EB	LEFT	5	0	5
		THROUGH	313	6	319
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	433	1	434
		RIGHT	4	0	4
RAILROAD AVENUE AT HOTEL/OFFICE EXIT 16	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	314	6	320
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	436	1	437
		RIGHT	0	0	0
CHURCH STREET AT APARTMENT EXIT 17	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	33	0	33
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	53	0	53
		RIGHT	0	0	0
OLIVE STREET AT RETAIL EXIT 18	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	32	0	32
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	84	0	84
		RIGHT	0	0	0
OLIVE STREET AT APARTMENT ACCESS 19	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	32	0	32
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	84	0	84
		RIGHT	0	0	0
NYS ROUTE 110 AT RETAIL EXIT 20	NB	LEFT	0	0	0
		THROUGH	989	18	1007
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	716	5	721
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

NELSON & POPE

AM PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
BROADWAY AT LIRR LOT ENTRANCE 21	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	373	0	373
		RIGHT	69	0	69
	WB	LEFT	65	0	65
		THROUGH	683	0	683
		RIGHT	0	0	0
BROADWAY AT LIRR LOT ENTER/EXIT 22	NB	LEFT	90	0	90
		THROUGH	0	0	0
		RIGHT	55	0	55
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	357	0	357
		RIGHT	16	0	16
	WB	LEFT	0	0	0
		THROUGH	658	0	658
		RIGHT	0	0	0
BROADWAY AT LIRR LOT EXIT 23	NB	LEFT	17	0	17
		THROUGH	0	0	0
		RIGHT	27	0	27
	SB	LEFT	13	0	13
		THROUGH	0	0	0
		RIGHT	11	0	11
	EB	LEFT	6	0	6
		THROUGH	407	0	407
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	631	0	631
		RIGHT	7	0	7
NYS ROUTE 110 AT S/W LIRR LOT 24	NB	LEFT	66	0	66
		THROUGH	892	17	909
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	753	8	761
		RIGHT	28	0	28
	EB	LEFT	12	0	12
		THROUGH	0	0	0
		RIGHT	4	0	4
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
NYS ROUTE 110 AT 2ND STREET 25	NB	LEFT	0	0	0
		THROUGH	957	17	974
		RIGHT	53	0	53
	SB	LEFT	55	0	55
		THROUGH	701	8	709
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
NYS ROUTE 110 AT WESTERN OFFICE ACCESS 26	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	279	0	279
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	303	4	307
		RIGHT	0	0	0

NELSON & POPE

AM PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

	PASS-BY% 0%	Medical Office 100,000 sf	PASS-BY% 0%	140 Room Hotel	PASS-BY% 0%	High Turnover Restaurant
		Block 1		Block 1		Block 1
		VOL		VOL		VOL
	ENTER	172	ENTER	50	ENTER	10
	EXIT	43	EXIT	35	EXIT	9
	TOTAL	215	TOTAL	85	TOTAL	19

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	%EN	%EX	3 VOL
NYS ROUTE 110 AT W PULASKI RD/E PULASKI RD 1	NB	LEFT			0			0			0
		THROUGH	15		26	20		10	15		2
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH		15	6		20	7		15	1
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
NYS ROUTE 110 AT PARKIG LOT / DEPOT ROAD 2	NB	LEFT			0			0			0
		THROUGH	15		26	20		10	15		2
		RIGHT			0			0			0
	SB	LEFT		10	4		5	2		10	1
		THROUGH		15	6		20	7		15	1
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT	10		17	5		3	10		1
NYS ROUTE 110 AT RAILROAD STREET / BROADWAY 3	NB	LEFT	25		43	25		13	25		3
		THROUGH			0			0			0
		RIGHT			0			0			0
	SB	LEFT			0			0	25		3
		THROUGH			0			0			0
		RIGHT	25		43	15		8			0
	EB	LEFT		25	11		15	5		25	2
		THROUGH		25	11		25	9		25	2
		RIGHT		25	11		25	9		25	2
	WB	LEFT			0			0			0
		THROUGH	25		43	25		13	25		3
		RIGHT			0			0			0
NYS ROUTE 110 AT MAY STREET 4	NB	LEFT			0			0			0
		THROUGH		25	11		15	5		25	2
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH	25		43	15		8	25		3
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
NYS ROUTE 110 AT NORTHRIDGE STREET/ APRARTMENT ACCESS 5	NB	LEFT			0			0			0
		THROUGH		25	11		15	5		25	2
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH	25		43	15		8	25		3
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
NYS ROUTE 110 AT HENRY STREET 6	NB	LEFT			0			0			0
		THROUGH		25	11		15	5		25	2
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH	25		43	15		8	25		3
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
NYS ROUTE 110 AT CHURCH STREET 7	NB	LEFT			0			0			0
		THROUGH		25	11		15	5		25	2
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH	25		43	15		8	25		3
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0

NELSON & POPE

AM PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

			PASS-BY% 0%		Apartments 49 Units Block 4 VOL	PASS-BY% 0%		Retail Restaurants Bar Office Block 7 VOL	PASS-BY% 0%		Apartments 69 Units Block 7 VOL	SUBTOTAL TRAFFIC GENERATED
				ENTER	3		ENTER	20		ENTER	5	
				EXIT	19		EXIT	11		EXIT	25	
				TOTAL	22		TOTAL	31		TOTAL	30	
LOCATION	DIR	MVMT	%EN	%EX	5 VOL	%EN	%EX	6 VOL	%EN	%EX	7 VOL	SUBTOTAL VOL
NYS ROUTE 110 AT W PULASKI RD/E PULASKI RD 1	NB	LEFT			0			0			0	0
		THROUGH	20		1	20		4	20		1	44
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH		20	4		20	2		20	5	25
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT PARKIG LOT / DEPOT ROAD 2	NB	LEFT			0			0			0	0
		THROUGH	20		1	20		4	20		1	44
		RIGHT			0			0			0	0
	SB	LEFT		5	1		5	1		5	1	19
		THROUGH		20	4		20	2		20	5	25
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT	5		0	5		1	5		0	22
NYS ROUTE 110 AT RAILROAD STREET / BROADWAY 3	NB	LEFT			0			0			0	59
		THROUGH	25		1	25		5	25		1	7
		RIGHT			0			0			0	0
	SB	LEFT		20	4		20	2		20	5	14
		THROUGH		25	5		25	3		25	6	14
		RIGHT		20	4		20	2		20	5	62
	EB	LEFT	20		1	20		4	20		1	24
		THROUGH			0			0			0	22
		RIGHT			0			0			0	22
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	59
		RIGHT	20		1	20		4	20		1	6
NYS ROUTE 110 AT MAY STREET 4	NB	LEFT			0			0			0	0
		THROUGH	65		2	65		13	65		3	36
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH		65	12		65	7		65	16	89
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT NORTHRIDGE STREET/ APRARTMENT ACCESS 5	NB	LEFT			0			0			0	0
		THROUGH	65		2	65		13	65		3	38
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0		65	7		65	16	77
		RIGHT			0			0			0	0
	EB	LEFT		35	7			0			0	7
		THROUGH			0			0			0	0
		RIGHT		65	12			0			0	12
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT HENRY STREET 6	NB	LEFT			0			0			0	0
		THROUGH	65	35	9	65		13	65		3	43
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0		65	7		65	16	77
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT CHURCH STREET 7	NB	LEFT	65		2			0			0	2
		THROUGH		35	7		30	3	65		3	31
		RIGHT	35		1	65		13			0	14
	SB	LEFT			0	35		7			0	7
		THROUGH			0		65	7		65	16	77
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0

NELSON & POPE

AM PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

PASS-BY% 0%	Medical Office 100,000 sf	PASS-BY% 0%	140 Room Hotel	PASS-BY% 0%	High Turnover Restaurant
	Block 1		Block 1		Block 1
	VOL		VOL		VOL
ENTER	172	ENTER	50	ENTER	10
EXIT	43	EXIT	35	EXIT	9
TOTAL	215	TOTAL	85	TOTAL	19

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	%EN	%EX	3 VOL
NYS ROUTE 110 AT OLIVE STREET 8	NB	LEFT			0			0			0
		THROUGH		25	11		15	5		25	2
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH	25		43	15		8	25		3
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
NYS ROUTE 110 AT ACADEMY PLACE / NASSAU ROAD 9	NB	LEFT			0			0			0
		THROUGH		25	11		15	5		25	3
		R1 - NASSAU			0			0			0
		R2 - WG			0			0			0
	SB	L1 - NASSAU			0			0			0
		L2 - WG			0			0			0
		THROUGH	25		43	15		8	25		3
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		R1 - WG			0			0			0
		R2 - 110			0			0			0
	WB	L1 - WG			0			0			0
		L2 - 110			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
RAILROAD STREET AT W PULASKI ROAD 10	NB	LEFT			0			0			0
		THROUGH	5		9			0	5		1
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH		5	2			0		5	0
		RIGHT		20	9		40	14		20	2
	EB	LEFT	20		34	40		20	20		2
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
RAILROAD STREET AT LOWNDES AVENUE 11	NB	LEFT		25	11		40	14		25	2
		THROUGH			0			0			0
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH		10	4		10	4			0
		RIGHT			0	10		5	25		3
	WB	LEFT	75		129	60		30	75		8
		THROUGH			0			0			0
		RIGHT			0			0			0
DEPOT ROAD AT E PULASKI ROAD / FAIRGROUND AVENUE 12	NB	LEFT			0			0			0
		THRU - DEPOT	10		17	5		3	10		1
		THRU - FAIRGROUND			0			0			0
		RIGHT			0			0			0
	SB - DEPOT	L1 - FAIRGROUND			0			0			0
		L2 - PULASKI			0			0			0
		THROUGH		10	4		5	2		10	1
		RIGHT			0			0			0
	SB - FAIRGROUND	LEFT			0			0			0
		THROUGH			0			0			0
		R1 - PULASKI			0			0			0
		R2 - DEPOT			0			0			0
	EB	L1 - DEPOT			0			0			0
		L2 - FAIRGROUND			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		R1 - DEPOT			0			0			0
		R2 - FAIRGROUND			0			0			0
PARK AVENUE (CR 35) AT E PULASKI RD 13	NB	LEFT			0			0			0
		THROUGH	15		26	25		13	15		2
		RIGHT			0			0			0
	SB	LEFT		10	4			0		10	1
		THROUGH		15	6		25	9		15	1
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT	10		17			0	10		1

NELSON & POPE

AM PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

			PASS-BY% 0%		Apartments 49 Units Block 4 VOL	PASS-BY% 0%		Retail Restaurants Bar Office Block 7 VOL	PASS-BY% 0%		Apartments 68 Units Block 7 VOL	SUBTOTAL TRAFFIC GENERATED
				ENTER	3		ENTER	20		ENTER	5	
				EXIT	19		EXIT	11		EXIT	25	
				TOTAL	22		TOTAL	31		TOTAL	30	
LOCATION	DIR	MVMT	%EN	%EX	5 VOL	%EN	%EX	6 VOL	%EN	%EX	7 VOL	SUBTOTAL VOL
NYS ROUTE 110	NB	LEFT			0			0			0	0
AT		THROUGH		35	7		30	3			0	28
OLIVE STREET		RIGHT			0			0	65		3	3
	SB	LEFT			0			0	35		2	2
8		THROUGH	35		1	35		7			0	62
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0		65	7		65	16	23
		THROUGH			0			0			0	0
		RIGHT			0		5	1		35	9	10
NYS ROUTE 110	NB	LEFT			0			0			0	0
AT		THROUGH		35	7		35	4		35	9	38
ACADEMY PLACE / NASSAU ROAD		R1 - NASSAU			0			0			0	0
		R2 - WG			0			0			0	0
	SB	L1 - NASSAU			0			0			0	0
9		L2 - WG			0			0			0	0
		THROUGH	35		1	35		7	35		2	64
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		R1 - WG			0			0			0	0
		R2 - 110			0			0			0	0
	WB	L1 - WG			0			0			0	0
		L2 - 110			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
RAILROAD STREET	NB	LEFT			0			0			0	0
AT		THROUGH			0			0			0	10
W PULASKI ROAD		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
10		THROUGH			0			0			0	2
		RIGHT		20	4		20	2		20	5	36
	EB	LEFT	20		1	20		4	20		1	62
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
RAILROAD STREET	NB	LEFT			0			0			0	27
AT		THROUGH			0			0			0	0
LOWNDES AVENUE		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
11		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH	20		1	20		4	20		1	14
		RIGHT			0			0			0	8
	WB	LEFT			0			0			0	187
		THROUGH		20	4		20	2		20	5	11
		RIGHT			0			0			0	0
DEPOT ROAD	NB	LEFT			0			0			0	0
		THRU - DEPOT	5		0	5		1	5		0	22
AT		THRU - FAIRGROUND			0			0			0	0
		RIGHT			0			0			0	0
E PULASKI ROAD / FAIRGROUND AVENUE	SB - DEPOT	L1 - FAIRGROUND			0			0			0	0
		L2 - PULASKI			0			0			0	0
		THROUGH		5	1		5	1		5	1	10
12		RIGHT			0			0			0	0
	SB - FAIRGROUND	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		R1 - PULASKI			0			0			0	0
		R2 - DEPOT			0			0			0	0
	EB	L1 - DEPOT			0			0			0	0
		L2 - FAIRGROUND			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		R1 - DEPOT			0			0			0	0
		R2 - FAIRGROUND			0			0			0	0
PARK AVENUE (CR 35)	NB	LEFT			0			0			0	0
AT		THROUGH	15		0	10		2	15		1	44
E PULASKI RD		RIGHT			0			0			0	0
	SB	LEFT		5	1		5	1		5	1	8
13		THROUGH		15	3		10	1		15	4	24
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT	5		0	5		1	5		0	19

NELSON & POPE

AM PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

PASS-BY% 0%	Medical Office 100,000 sf	PASS-BY% 0%	140 Room Hotel	PASS-BY% 0%	High Turnover Restaurant
	Block 1		Block 1		Block 1
	VOL		VOL		VOL
ENTER	172	ENTER	50	ENTER	10
EXIT	43	EXIT	35	EXIT	9
TOTAL	215	TOTAL	85	TOTAL	19

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	%EN	%EX	3 VOL
PARK AVENUE (CR 35) AT BROADWAY 14	NB	LEFT	25		43	25		13	25		3
		THROUGH			0			0			0
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT		25	11		25	0		25	2
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
RAILROAD AVENUE AT PARKING LOT ACCESS 15	NB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH		75	32		60	21		75	7
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH	75		129	60		30	75		8
		RIGHT			0			0			0
RAILROAD AVENUE AT APRARTMENT ENTRANCE 16	NB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT		65	28		50	18		75	7
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH		10	4		10	4			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH	75		129	60		30	75		8
		RIGHT			0			0			0
CHURCH STREET AT APARTMENT EXIT 17	NB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
OLIVE STREET AT RETAIL EXIT 18	NB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
OLIVE STREET AT APARTMENT ACCESS 19	NB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
NYS ROUTE 110 AT RETAIL EXIT 20	NB	LEFT			0			0			0
		THROUGH		25	11		15	5		25	2
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH	25		43	15		8	25		3
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0

NELSON & POPE

AM PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

			PASS-BY% 0%		Apartments 49 Units Block 4 VOL	PASS-BY% 0%		Retail Restaurants Bar Office Block 7 VOL	PASS-BY% 0%		Apartments 68 Units Block 7 VOL	SUBTOTAL TRAFFIC GENERATED
				ENTER	3		ENTER	20		ENTER	5	
				EXIT	19		EXIT	11		EXIT	25	
				TOTAL	22		TOTAL	31		TOTAL	30	
LOCATION	DIR	MVMT	%EN	%EX	5 VOL	%EN	%EX	6 VOL	%EN	%EX	7 VOL	SUBTOTAL VOL
PARK AVENUE (CR 35) AT BROADWAY 14	NB	LEFT	20		1	15		3	20		1	64
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT		20	4		15	2		20	5	33
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
RAILROAD AVENUE AT PARKING LOT ACCESS 15	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH	20		1	20		4	20		1	68
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH		20	4		20	2		20	5	178
		RIGHT			0			0			0	0
RAILROAD AVENUE AT APRARTMENT ENTRANCE 16	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	53
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH	20		1	20		4	20		1	14
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH		20	4		20	2		20	5	178
		RIGHT			0			0			0	0
CHURCH STREET AT APARTMENT EXIT 17	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT	100		3			0			0	3
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
OLIVE STREET AT RETAIL EXIT 18	NB	LEFT			0		70	6			0	6
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0	100		5	5
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0		100	25	25
		RIGHT			0			0			0	0
OLIVE STREET AT APARTMENT ACCESS 19	NB	LEFT			0			0		100	25	25
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0	100		5	5
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT RETAIL EXIT 20	NB	LEFT			0			0			0	0
		THROUGH			0	65		13	65		3	34
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH	35	65	13		65	7		65	16	90
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0		30	3			0	3

NELSON & POPE

AM PEAK HOUR
Project Name: Huntinton Station OT
N&P Project No. 12019

PASS-BY% 0%	Medical Office 100,000 sf		Block 1 VOL
		ENTER	172
		EXIT	43
		TOTAL	215

PASS-BY% 0%	140 Room Hotel		Block 1 VOL
		ENTER	50
		EXIT	35
		TOTAL	85

PASS-BY% 0%	High Turnover Restaurant		Block 1 VOL
		ENTER	10
		EXIT	9
		TOTAL	19

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	%EN	%EX	3 VOL
BROADWAY AT LIRR LOT ENTRANCE 21	NB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH		25	11		25	9		25	2
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH	25		43	25		13	25		3
		RIGHT			0			0			0
BROADWAY AT LIRR LOT ENTER/EXIT 22	NB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH		25	11		25	9		25	2
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH	25		43	25		13	25		3
		RIGHT			0			0			0
BROADWAY AT LIRR LOT EXIT 23	NB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH		25	11		25	9		25	2
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH	25		43	25		13	25		3
		RIGHT			0			0			0
NYS ROUTE 110 AT S/W LIRR LOT 24	NB	LEFT			0			0			0
		THROUGH	25		43	25		13	25		3
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH		25	11		25	9		25	2
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
NYS ROUTE 110 AT 2ND STREET 25	NB	LEFT			0			0			0
		THROUGH	25		43	25		13	25		3
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH		25	11		25	9		25	2
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
NYS ROUTE 110 AT WESTERN OFFICE ACCESS 26					0			0			0
	NB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT		10	4		10	4			0
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0	10		5	25		3
		RIGHT	25		43	30		15			0
	WB	LEFT			0			0			0
		THROUGH		25	11		40	14			0
		RIGHT			0			0			0

NELSON & POPE

AM PEAK HOUR
Project Name: Huntington Station DT
N&P Project No. 12019

			PASS-BY% 0%		Apartments 49 Units Block 4 VOL	PASS-BY% 0%		Retail Restaurants Bar Office Block 7 VOL	PASS-BY% 0%		Apartments 68 Units Block 7 VOL	SUBTOTAL TRAFFIC GENERATED
				ENTER	3		ENTER	20		ENTER	5	
				EXIT	19		EXIT	11		EXIT	25	
				TOTAL	22		TOTAL	31		TOTAL	30	
LOCATION	DIR	MVMT	%EN	%EX	5 VOL	%EN	%EX	6 VOL	%EN	%EX	7 VOL	SUBTOTAL VOL
BROADWAY AT LIRR LOT ENTRANCE 21	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH		20	4		20	2		20	5	33
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH	20		1	20		4	20		1	65
		RIGHT			0			0			0	0
BROADWAY AT LIRR LOT ENTER/EXIT 22	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH		20	4		20	2		20	5	33
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH	20		1	20		4	20		1	65
		RIGHT			0			0			0	0
BROADWAY AT LIRR LOT EXIT 23	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH		20	4		20	2		20	5	33
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH	20		1	20		4	20		1	65
		RIGHT			0			0			0	0
NYS ROUTE 110 AT S/W LIRR LOT 24	NB	LEFT			0			0			0	0
		THROUGH	25		1	25		5	25		1	66
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH		25	5		25	3		25	6	36
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT 2ND STREET 25	NB	LEFT			0			0			0	0
		THROUGH	25		1	25		5	25		1	66
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH		25	5		25	3		25	6	36
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT WESTERN OFFICE ACCESS 26					0			0			0	0
	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	8
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH	20		1	20		4	20		1	14
		RIGHT			0			0			0	58
	WB	LEFT			0			0			0	0
		THROUGH		20	4		20	2		20	5	36
		RIGHT			0			0			0	0

NELSON & POPE

AM PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
NYS ROUTE 110 AT W PULASKI RD/E PULASKI RD 1	NB	LEFT	32	0	32
		THROUGH	526	44	570
		RIGHT	128	0	128
	SB	LEFT	34	0	34
		THROUGH	418	25	443
		RIGHT	34	0	34
	EB	LEFT	37	0	37
		THROUGH	249	0	249
		RIGHT	35	0	35
	WB	LEFT	173	0	173
		THROUGH	434	0	434
		RIGHT	30	0	30
NYS ROUTE 110 AT PARKIG LOT / DEPOT ROAD 2	NB	LEFT	38	0	38
		THROUGH	531	44	575
		RIGHT	0	0	0
	SB	LEFT	263	10	273
		THROUGH	419	25	444
		RIGHT	28	0	28
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	49	0	49
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	496	22	518
NYS ROUTE 110 AT RAILROAD STREET / BROADWAY 3	NB	LEFT	63	59	122
		THROUGH	774	7	781
		RIGHT	125	0	125
	SB	LEFT	144	14	158
		THROUGH	525	14	539
		RIGHT	75	62	137
	EB	LEFT	67	24	91
		THROUGH	174	22	196
		RIGHT	80	22	102
	WB	LEFT	173	0	173
		THROUGH	301	59	360
		RIGHT	210	6	216
NYS ROUTE 110 AT MAY STREET 4	NB	LEFT	0	0	0
		THROUGH	1045	36	1081
		RIGHT	5	0	5
	SB	LEFT	3	0	3
		THROUGH	727	89	816
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	16	0	16
		THROUGH	0	0	0
		RIGHT	11	0	11
NYS ROUTE 110 AT NORTHRIDGE STREET/ APRARTMENT ACCESS 5	NB	LEFT	0	0	0
		THROUGH	985	36	1021
		RIGHT	4	0	4
	SB	LEFT	0	0	0
		THROUGH	731	77	808
		RIGHT	8	0	8
	EB	LEFT	0	7	7
		THROUGH	0	0	0
		RIGHT	4	12	16
	WB	LEFT	5	0	5
		THROUGH	0	0	0
		RIGHT	5	0	5
NYS ROUTE 110 AT HENRY STREET 6	NB	LEFT	0	0	0
		THROUGH	983	43	1026
		RIGHT	7	0	7
	SB	LEFT	7	0	7
		THROUGH	715	77	792
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	25	0	25
		THROUGH	0	0	0
		RIGHT	25	0	25
NYS ROUTE 110 AT CHURCH STREET 7	NB	LEFT	44	2	46
		THROUGH	964	31	995
		RIGHT	0	14	14
	SB	LEFT	2	7	9
		THROUGH	692	77	769
		RIGHT	10	0	10
	EB	LEFT	5	0	5
		THROUGH	0	0	0
		RIGHT	29	0	29
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

NELSON & POPE

AM PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
NYS ROUTE 110	NB	LEFT	0	0	0
AT		THROUGH	956	28	984
OLIVE STREET		RIGHT	14	3	17
	SB	LEFT	18	2	20
8		THROUGH	677	62	739
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	26	23	49
		THROUGH	0	0	0
		RIGHT	58	10	68
NYS ROUTE 110	NB	LEFT	2	0	2
AT		THROUGH	719	38	757
ACADEMY PLACE / NASSAU ROAD		R1 - NASSAU	331	0	331
		R2 - WG	3	0	3
	SB	L1 - NASSAU	24	0	24
9		L2 - WG	2	0	2
		THROUGH	391	64	455
		RIGHT	2	0	2
	EB	LEFT	8	0	8
		THROUGH	25	0	25
		R1 - WG	2	0	2
		R2 - 110	4	0	4
	WB	L1 - WG	9	0	9
		L2 - 110	287	0	287
		THROUGH	9	0	9
		RIGHT	29	0	29
RAILROAD STREET	NB	LEFT	7	0	7
AT		THROUGH	105	10	115
W PULASKI ROAD		RIGHT	58	0	58
	SB	LEFT	63	0	63
10		THROUGH	165	2	167
		RIGHT	158	36	194
	EB	LEFT	91	62	153
		THROUGH	204	0	204
		RIGHT	9	0	9
	WB	LEFT	83	0	83
		THROUGH	363	0	363
		RIGHT	3	0	3
RAILROAD STREET	NB	LEFT	3	27	30
AT		THROUGH	3	0	3
LOWNDES AVENUE		RIGHT	5	0	5
	SB	LEFT	60	0	60
11		THROUGH	8	0	8
		RIGHT	36	0	36
	EB	LEFT	12	0	12
		THROUGH	256	14	270
		RIGHT	12	8	20
	WB	LEFT	112	167	279
		THROUGH	270	11	281
		RIGHT	56	0	56
DEPOT ROAD	NB	LEFT	69	0	69
		THRU - DEPOT	256	22	278
AT		THRU - FAIRGROUND	137	0	137
		RIGHT	115	0	115
E PULASKI ROAD / FAIRGROUND AVENUE	SB - DEPOT	L1 - FAIRGROUND	3	0	3
		L2 - PULASKI	36	0	36
		THROUGH	183	10	193
12		RIGHT	5	0	5
	SB - FAIRGROUND	LEFT	35	0	35
		THROUGH	72	0	72
		R1 - PULASKI	46	0	46
		R2 - DEPOT	0	0	0
	EB	L1 - DEPOT	6	0	6
		L2 - FAIRGROUND	13	0	13
		THROUGH	309	0	309
		RIGHT	48	0	48
	WB	LEFT	50	0	50
		THROUGH	492	0	492
		R1 - DEPOT	90	0	90
		R2 - FAIRGROUND	20	0	20
PARK AVENUE (CR 35)	NB	LEFT	155	0	155
AT		THROUGH	905	44	949
E PULASKI RD		RIGHT	42	0	42
	SB	LEFT	29	8	37
13		THROUGH	637	24	661
		RIGHT	76	0	76
	EB	LEFT	124	0	124
		THROUGH	435	0	435
		RIGHT	144	0	144
	WB	LEFT	76	0	76
		THROUGH	478	0	478
		RIGHT	175	19	194
PARK AVENUE (CR 35)	NB	LEFT	416	64	480
AT		THROUGH	766	0	766
BROADWAY		RIGHT	0	0	0
	SB	LEFT	0	0	0
14		THROUGH	605	0	605
		RIGHT	280	0	280
	EB	LEFT	101	0	101
		THROUGH	0	0	0
		RIGHT	333	33	366
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

NELSON & POPE

AM PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

LOCATION	DIR	MVMT	SUBTOTAL ND BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
RAILROAD AVENUE AT PARKING LOT ACCESS 15	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	2	0	2
		THROUGH	0	0	0
		RIGHT	3	0	3
	EB	LEFT	5	0	5
		THROUGH	319	66	385
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	434	178	612
		RIGHT	4	0	4
RAILROAD AVENUE AT HOTEL/OFFICE EXIT 16	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	53	53
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	320	14	334
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	437	178	615
		RIGHT	0	0	0
CHURCH STREET AT APARTMENT EXIT 17	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	33	0	33
		RIGHT	0	0	0
	WB	LEFT	0	3	3
		THROUGH	53	0	53
		RIGHT	0	0	0
OLIVE STREET AT RETAIL EXIT 18	NB	LEFT	0	8	8
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	32	5	37
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	84	25	109
		RIGHT	0	0	0
OLIVE STREET AT APARTMENT ACCESS 19	NB	LEFT	0	25	25
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	32	0	32
		RIGHT	0	5	5
	WB	LEFT	0	0	0
		THROUGH	84	0	84
		RIGHT	0	0	0
NYS ROUTE 110 AT RETAIL EXIT 20	NB	LEFT	0	0	0
		THROUGH	1007	34	1041
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	721	90	811
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	3	3

NELSON & POPE

AM PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No 12019

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
BROADWAY AT LIRR LOT ENTRANCE 21	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	373	33	406
		RIGHT	69	0	69
	WB	LEFT	65	0	65
		THROUGH	683	65	748
		RIGHT	0	0	0
BROADWAY AT LIRR LOT ENTER/EXIT 22	NB	LEFT	90	0	90
		THROUGH	0	0	0
		RIGHT	55	0	55
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	357	33	390
		RIGHT	16	0	16
	WB	LEFT	0	0	0
		THROUGH	658	65	723
		RIGHT	0	0	0
BROADWAY AT LIRR LOT EXIT 23	NB	LEFT	17	0	17
		THROUGH	0	0	0
		RIGHT	27	0	27
	SB	LEFT	13	0	13
		THROUGH	0	0	0
		RIGHT	11	0	11
	EB	LEFT	6	0	6
		THROUGH	407	33	440
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	631	65	696
		RIGHT	7	0	7
NYS ROUTE 110 AT S/W LIRR LOT 24	NB	LEFT	66	0	66
		THROUGH	909	66	975
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	761	36	797
		RIGHT	28	0	28
	EB	LEFT	12	0	12
		THROUGH	0	0	0
		RIGHT	4	0	4
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
NYS ROUTE 110 AT 2ND STREET 25	NB	LEFT	0	0	0
		THROUGH	974	66	1040
		RIGHT	53	0	53
	SB	LEFT	55	0	55
		THROUGH	709	36	745
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
NYS ROUTE 110 AT WESTERN OFFICE ACCESS 26	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	8	8
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	279	14	293
		RIGHT	0	58	58
	WB	LEFT	0	0	0
		THROUGH	307	36	343
		RIGHT	0	0	0

NELSON & POPE

PM PEAK HOUR
Project Name: Huntington Station DT
N&P Project No. 12019

GROWTH FACTOR: 1.00%
NO. OF YEARS: 5
GROWTH RATE: 1.052

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
NYS ROUTE 110 AT W PULASKI RD/E PULASKI RD 1	NB	LEFT	42	42	45
		THROUGH	524	524	552
		RIGHT	124	124	131
	SB	LEFT	61	61	65
		THROUGH	570	570	600
		RIGHT	31	31	33
	EB	LEFT	34	34	36
		THROUGH	342	342	360
		RIGHT	27	27	29
	WB	LEFT	158	158	167
		THROUGH	368	368	388
		RIGHT	38	38	40
NYS ROUTE 110 AT PARKIG LOT / DEPOT ROAD 2	NB	LEFT	15	15	16
		THROUGH	547	547	576
		RIGHT	0	0	0
	SB	LEFT	521	521	549
		THROUGH	607	607	639
		RIGHT	20	20	22
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	29	29	31
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	352	352	371
NYS ROUTE 110 AT RAILROAD STREET / BROADWAY 3	NB	LEFT	60	60	64
		THROUGH	679	679	715
		RIGHT	152	152	160
	SB	LEFT	255	255	269
		THROUGH	878	878	924
		RIGHT	64	64	68
	EB	LEFT	70	70	74
		THROUGH	231	231	244
		RIGHT	106	106	112
	WB	LEFT	195	195	206
		THROUGH	182	182	192
		RIGHT	182	182	192
NYS ROUTE 110 AT MAY STREET 4	NB	LEFT	0	0	0
		THROUGH	905	905	953
		RIGHT	26	26	28
	SB	LEFT	8	8	9
		THROUGH	1126	1126	1185
		RIGHT	0	0	0
	EB	LEFT	24	24	25
		THROUGH	0	0	0
		RIGHT	18	18	19
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
NYS ROUTE 110 AT NORTHRIDGE STREET/ PARKING LOT ACCESS 5	NB	LEFT	1	1	2
		THROUGH	937	937	986
		RIGHT	2	2	3
	SB	LEFT	1	1	2
		THROUGH	1092	1092	1149
		RIGHT	0	0	0
	EB	LEFT	5	5	6
		THROUGH	0	0	0
		RIGHT	4	4	5
	WB	LEFT	4	4	5
		THROUGH	0	0	0
		RIGHT	2	2	3
NYS ROUTE 110 AT HENRY STREET 6	NB	LEFT	0	0	0
		THROUGH	931	931	980
		RIGHT	13	13	14
	SB	LEFT	13	13	14
		THROUGH	1078	1078	1135
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	15	15	16
		THROUGH	0	0	0
		RIGHT	19	19	20
NYS ROUTE 110 AT CHURCH STREET 7	NB	LEFT	45	45	48
		THROUGH	905	905	953
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	1052	1052	1107
		RIGHT	15	15	16
	EB	LEFT	3	3	4
		THROUGH	0	0	0
		RIGHT	39	39	42
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

NELSON & POPE

PM PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

GROWTH FACTOR: 1.00%
NO. OF YEARS: 5
GROWTH RATE: 1.052

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
NYS ROUTE 110 AT OLIVE STREET 8	NB	LEFT	0	0	0
		THROUGH	883	883	929
		RIGHT	39	39	42
	SB	LEFT	49	49	52
		THROUGH	1024	1024	1078
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	42	42	45
		THROUGH	0	0	0
		RIGHT	57	57	60
NYS ROUTE 110 AT ACADEMY PLACE / NASSAU ROAD 9	NB	LEFT	1	1	2
		THROUGH	660	660	695
		R1 - NASSAU	271	271	266
		R2 - WG	8	8	9
	SB	L1 - NASSAU	36	36	38
		L2 - WG	13	13	14
		THROUGH	683	683	719
		RIGHT	3	3	4
	EB	LEFT	8	8	9
		THROUGH	21	21	23
		R1 - WG	1	1	2
		R2 - 110	11	11	12
	WB	L1 - WG	15	15	16
		L2 - 110	380	380	400
		THROUGH	12	12	13
		RIGHT	27	27	29
RAILROAD STREET AT W PULASKI ROAD 10	NB	LEFT	5	5	6
		THROUGH	187	187	197
		RIGHT	68	68	72
	SB	LEFT	80	80	85
		THROUGH	130	130	137
		RIGHT	83	83	88
	EB	LEFT	138	138	146
		THROUGH	336	336	354
		RIGHT	4	4	5
	WB	LEFT	60	60	64
		THROUGH	265	265	279
		RIGHT	12	12	13
RAILROAD STREET AT LOWNDES AVENUE 11	NB	LEFT	8	8	9
		THROUGH	0	0	0
		RIGHT	23	23	25
	SB	LEFT	63	63	67
		THROUGH	0	0	0
		RIGHT	38	38	40
	EB	LEFT	32	32	34
		THROUGH	321	321	338
		RIGHT	4	4	5
	WB	LEFT	3	3	4
		THROUGH	247	247	260
		RIGHT	56	56	59
DEPOT ROAD AT E PULASKI ROAD / FAIRGROUND AVENUE 12	NB	LEFT	69	69	73
		THRU - DEPOT	190	190	200
		THRU - FAIRGROUND	89	89	94
		RIGHT	168	168	177
	SB - DEPOT	L1 - FAIRGROUND	2	2	3
		L2 - PULASKI	108	108	114
		THROUGH	337	337	355
		RIGHT	3	3	4
	SB - FAIRGROUND	LEFT	52	52	55
		THROUGH	134	134	141
		R1 - PULASKI	45	45	48
		R2 - DEPOT	0	0	0
	EB	L1 - DEPOT	6	6	7
		L2 - FAIRGROUND	17	17	18
		THROUGH	385	385	406
		RIGHT	56	56	59
	WB	LEFT	117	117	124
		THROUGH	390	390	411
		R1 - DEPOT	70	70	74
		R2 - FAIRGROUND	19	19	20
PARK AVENUE (CR 35) AT E PULASKI RD 13	NB	LEFT	168	168	177
		THROUGH	655	655	690
		RIGHT	59	59	63
	SB	LEFT	295	295	311
		THROUGH	1011	1011	1064
		RIGHT	227	227	239
	EB	LEFT	108	108	114
		THROUGH	584	584	615
		RIGHT	217	217	229
	WB	LEFT	76	76	80
		THROUGH	468	468	493
		RIGHT	164	164	173
PARK AVENUE (CR 35) AT BROADWAY 14	NB	LEFT	321	321	338
		THROUGH	648	648	682
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	756	756	796
		RIGHT	123	123	130
	EB	LEFT	217	217	229
		THROUGH	0	0	0
		RIGHT	472	472	497
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

NELSON & POPE

PM PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No 12019

GROWTH FACTOR: 1.00%
NO. OF YEARS: 5
GROWTH RATE: 1.052

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
RAILROAD AVENUE AT PARKING LOT ACCESS 15	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	1	1	2
	EB	LEFT	1	1	2
		THROUGH	407	407	429
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	305	305	321
		RIGHT	1	1	2
RAILROAD AVENUE AT HOTEL/OFFICE EXIT 16	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	407	407	429
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	306	306	322
		RIGHT	0	0	0
CHURCH STREET AT APARTMENT ENTRANCE 17	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	42	42	45
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	60	60	64
		RIGHT	0	0	0
OLIVE STREET AT RETAIL EXIT 18	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	88	88	93
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	99	99	105
		RIGHT	0	0	0
OLIVE STREET AT APARTMENT ACCESS 19	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	88	88	93
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	99	99	105
		RIGHT	0	0	0
NYS ROUTE 110 AT RETAIL EXIT 20				0	0
	NB	LEFT	0	0	0
		THROUGH	950	950	1000
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	1091	1091	1149
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

NELSON & POPE

PM PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

GROWTH FACTOR: 1.00%
NO. OF YEARS: 5
GROWTH RATE: 1.052

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
BROADWAY AT LIRR LOT ENTRANCE 21	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	583	583	614
		RIGHT	55	55	58
	WB	LEFT	53	53	56
		THROUGH	559	559	589
		RIGHT	0	0	0
BROADWAY AT LIRR LOT ENTER/EXIT 22	NB	LEFT	59	59	63
		THROUGH	0	0	0
		RIGHT	57	57	60
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	579	579	610
		RIGHT	4	4	5
	WB	LEFT	0	0	0
		THROUGH	553	553	582
		RIGHT	0	0	0
BROADWAY AT LIRR LOT EXIT 23	NB	LEFT	23	23	25
		THROUGH	0	0	0
		RIGHT	54	54	57
	SB	LEFT	5	5	6
		THROUGH	0	0	0
		RIGHT	4	4	5
	EB	LEFT	6	6	7
		THROUGH	630	630	663
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	526	526	554
		RIGHT	3	3	4
NYS ROUTE 110 AT S/W LIRR LOT 24	NB	LEFT	6	6	7
		THROUGH	862	862	907
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	1187	1187	1249
		RIGHT	3	3	4
	EB	LEFT	17	17	18
		THROUGH	0	0	0
		RIGHT	13	13	14
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
NYS ROUTE 110 AT 2ND STREET 25	NB	LEFT	0	0	0
		THROUGH	868	868	914
		RIGHT	31	31	33
	SB	LEFT	52	52	55
		THROUGH	1148	1148	1208
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
RAILROAD AVE AT WESTERN OFFICE ACCESS 26	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	357	357	376
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	293	293	309
		RIGHT	0	0	0

NELSON & POPE

PM PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

OTHER
PLANNED
PROJECTS

Columbia Terrace Condominums 14 Units		VOL
	ENTER	8
	EXIT	4
	TOTAL	12

Northridge Specialty Retail 15,050 SF		VOL
	ENTER	18
	EXIT	23
	TOTAL	41

Avalon Bay		VOL
	ENTER	154
	EXIT	82
	TOTAL	236

SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	%EN	%EX	3 VOL	SUBTOTAL VOL
NYS ROUTE 110 AT W PULASKI RD/E PULASKI RD 1	NB	LEFT			0			0			0	0
		THROUGH	30		2	20		4			0	6
		RIGHT			0			0	20		31	31
	SB	LEFT			0			0			0	0
		THROUGH		30	1		20	5			0	6
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0		20	16	16
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT PARKIG LOT / DEPOT ROAD 2	NB	LEFT			0			0			0	0
		THROUGH	30		2	20		4			0	6
		RIGHT			0			0			0	0
	SB	LEFT		10	0		15	3	10		15	18
		THROUGH		30	1		20	5			0	6
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT	10		1	15		3		10	8	12
NYS ROUTE 110 AT RAILROAD STREET / BROADWAY 3	NB	LEFT	40		3			0			0	3
		THROUGH			0	35		6		10	8	14
		RIGHT			0			0			0	0
	SB	LEFT			0		15	3			0	3
		THROUGH			0		35	8	10		15	23
		RIGHT	25		2		15	3			0	5
	EB	LEFT		25	1	15		3			0	4
		THROUGH		5	0			0			0	0
		RIGHT		40	2			0			0	2
	WB	LEFT			0			0			0	0
		THROUGH	5		0			0			0	0
		RIGHT			0	15		3			0	3
NYS ROUTE 110 AT MAY STREET 4	NB	LEFT			0			0			0	0
		THROUGH		25	1	65		12		10	8	21
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH	25		2		65	15	10		15	32
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT NORTHRIDGE STREET/ PARKING LOT ACCESS 5	NB	LEFT			0			0			0	0
		THROUGH		25	1	65		12		10	8	21
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH	25		2		65	15	10		15	32
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT HENRY STREET 6	NB	LEFT			0			0			0	0
		THROUGH		25	1		35	8		10	8	17
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH	25		2	35		8	10		15	23
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT CHURCH STREET 7	NB	LEFT			0			0			0	0
		THROUGH		25	1		35	8		10	8	17
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH	25		2	35		8	10		15	23
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0

NELSON & POPE

PM PEAK HOUR
Project Name: Huntington Station DT
N&P Project No 12019

OTHER
PLANNED
PROJECTS

	Columbia Terrace Condominiums 14 Units	Northridge Specialty Retail 15,050 SF	Avalon Bay	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
	VOL	VOL	VOL	
ENTER	8	18	154	
EXIT	4	23	82	
TOTAL	12	41	236	

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	%EN	%EX	3 VOL	SUBTOTAL VOL
NYS ROUTE 110 AT OLIVE STREET 8	NB	LEFT			0			0			0	0
		THROUGH		25	1		35	8		10	8	17
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH	25		2	35		6	10		15	23
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT ACADEMY PLACE / NASSAU ROAD 9	NB	LEFT			0			0			0	0
		THROUGH		20	1		20	5		10	6	14
		R1 - NASSAU		5	0		15	3			0	3
		R2 - WG			0			0			0	0
	SB	L1 - NASSAU			0			0			0	0
		L2 - WG			0			0			0	0
		THROUGH			0	20		4	10		15	19
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		R1 - WG			0			0			0	0
		R2 - 110			0			0			0	0
	WB	L1 - WG			0			0			0	0
		L2 - 110	5		0	15		3			0	3
		THROUGH	20		2			0			0	2
		RIGHT			0			0			0	0
RAILROAD STREET AT W PULASKI ROAD 10	NB	LEFT			0			0			0	0
		THROUGH	15		1	10		2			0	3
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH		15	1		10	2			0	3
		RIGHT		15	1		5	1			0	2
	EB	LEFT	15		1	5		1			0	2
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
RAILROAD STREET AT LOWNDES AVENUE 11	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT		70	3			0			0	3
		THROUGH			0			0			0	0
		RIGHT		30	1			0			0	1
	EB	LEFT			0			0			0	0
		THROUGH			0	15		3			0	3
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH	70		6		15	3			0	9
		RIGHT			0			0			0	0
DEPOT ROAD AT E PULASKI ROAD / FAIRGROUND AVENUE 12	NB	LEFT			0			0			0	0
		THRU - DEPOT	10		1	10		2			0	3
		THRU - FAIRGROUND			0			0			0	0
		RIGHT			0			0			0	0
	SB - DEPOT	L1 - FAIRGROUND			0			0			0	0
		L2 - PULASKI			0		5	1	10		15	16
		THROUGH		10	0		10	2			0	2
		RIGHT			0			0			0	0
	SB - FAIRGROUND	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		R1 - PULASKI			0			0			0	0
		R2 - DEPOT			0			0			0	0
	EB	L1 - DEPOT			0			0			0	0
		L2 - FAIRGROUND			0			0			0	0
		THROUGH			0			0	20		31	31
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0		20	16	16
		R1 - DEPOT			0	5		1		10	8	9
		R2 - FAIRGROUND			0			0			0	0
PARK AVENUE (CR 35) AT E PULASKI RD 13	NB	LEFT			0			0			0	0
		THROUGH	5		0			0	30		46	46
		RIGHT			0			0			0	0
	SB	LEFT			0			0		10	8	8
		THROUGH		5	0			0		30	25	25
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0	10		15	15

NELSON & POPE

PM PEAK HOUR
Project Name: Huntington Station DT
N&P Project No. 12019

OTHER
PLANNED
PROJECTS

	Columbia Terrace Condominums 14 Units	Northridge Specialty Retail 15,050 SF	Avalon Bay	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
	VOL	VOL	VOL	
ENTER	8	18	154	
EXIT	4	23	82	
TOTAL	12	41	236	

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	%EN	%EX	3 VOL	SUBTOTAL VOL
PARK AVENUE (CR 35) AT BROADWAY 14	NB	LEFT	5		0			0			0	0
		THROUGH			0			0		10	8	8
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0	10		15	15
		RIGHT			0	10		2			0	2
	EB	LEFT			0		10	2			0	2
		THROUGH			0			0			0	0
		RIGHT		5	0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
RAILROAD AVENUE AT PARKING LOT ACCESS 15	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH		70	3	15		3			0	6
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH	70		6		15	3			0	9
		RIGHT			0			0			0	0
RAILROAD AVENUE AT HOTEL/OFFICE EXIT 16	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH		70	3	15		3			0	6
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH	70		6		15	3			0	9
		RIGHT			0			0			0	0
CHURCH STREET AT APARTMENT EXIT 17	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
OLIVE STREET AT RETAIL EXIT 18	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
OLIVE STREET AT APARTMENT ACCESS 19	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT RETAIL EXIT 20	NB	LEFT			0			0			0	0
		THROUGH		25	1		35	8		10	9	17
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH	25		2	35		6	10		15	23
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0

NELSON & POPE

PM PEAK HOUR
Project Name: Huntington Station DT
N&P Project No. 12019

OTHER
PLANNED
PROJECTS

Columbia Terrace Condominiums 14 Units	VOL
ENTER	8
EXIT	4
TOTAL	12

Northridge Specialty Retail 15,050 SF	VOL
ENTER	18
EXIT	23
TOTAL	41

Avalon Bay	VOL
ENTER	154
EXIT	82
TOTAL	236

SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	%EN	%EX	3 VOL	SUBTOTAL VOL
BROADWAY AT LIRR LOT ENTRANCE 21	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH		5	0		15	3			0	3
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH	5		0	15		3			0	3
		RIGHT			0			0			0	0
BROADWAY AT LIRR LOT ENTER/EXIT 22	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH		5	0		15	3			0	3
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH	5		0	15		3			0	3
		RIGHT			0			0			0	0
BROADWAY AT LIRR LOT EXIT 23	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH		5	0		15	3			0	3
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH	5		0	15		3			0	3
		RIGHT			0			0			0	0
NYS ROUTE 110 AT S/W LIRR LOT 24	NB	LEFT			0			0			0	0
		THROUGH	40		3	35		6		10	8	17
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH		40	2		35	8	10		15	25
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT 2ND STREET 25	NB	LEFT			0			0			0	0
		THROUGH	40		3	35		6		10	8	17
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH		40	2		35	8	10		15	25
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
RAILROAD AVE AT WESTERN OFFICE ACCESS 26	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0	15		3			0	3
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH	70	30	7		15	3			0	10
		RIGHT			0			0			0	0

NELSON & POPE

PM PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
NYS ROUTE 110 AT W PULASKI RD/E PULASKI RD 1	NB	LEFT	45	0	45
		THROUGH	552	6	558
		RIGHT	131	31	162
	SB	LEFT	65	0	65
		THROUGH	600	6	606
		RIGHT	33	0	33
	EB	LEFT	36	0	36
		THROUGH	360	0	360
		RIGHT	29	0	29
	WB	LEFT	167	16	183
		THROUGH	388	0	388
		RIGHT	40	0	40
NYS ROUTE 110 AT PARKIG LOT / DEPOT ROAD 2	NB	LEFT	18	0	18
		THROUGH	576	6	582
		RIGHT	0	0	0
	SB	LEFT	549	18	567
		THROUGH	639	6	645
		RIGHT	22	0	22
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	31	0	31
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	371	12	383
NYS ROUTE 110 AT RAILROAD STREET / BROADWAY 3	NB	LEFT	64	3	67
		THROUGH	715	14	729
		RIGHT	160	0	160
	SB	LEFT	269	3	272
		THROUGH	924	23	947
		RIGHT	68	5	73
	EB	LEFT	74	4	78
		THROUGH	244	0	244
		RIGHT	112	2	114
	WB	LEFT	206	0	206
		THROUGH	192	0	192
		RIGHT	192	3	195
NYS ROUTE 110 AT MAY STREET 4	NB	LEFT	0	0	0
		THROUGH	953	21	974
		RIGHT	28	0	28
	SB	LEFT	9	0	9
		THROUGH	1185	32	1217
		RIGHT	0	0	0
	EB	LEFT	28	0	28
		THROUGH	0	0	0
		RIGHT	19	0	19
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
NYS ROUTE 110 AT NORTHRIDGE STREET/ PARKING LOT ACCESS 5	NB	LEFT	2	0	2
		THROUGH	986	21	1007
		RIGHT	3	0	3
	SB	LEFT	2	0	2
		THROUGH	1149	32	1181
		RIGHT	0	0	0
	EB	LEFT	6	0	6
		THROUGH	0	0	0
		RIGHT	5	0	5
	WB	LEFT	5	0	5
		THROUGH	0	0	0
		RIGHT	3	0	3
NYS ROUTE 110 AT HENRY STREET 6	NB	LEFT	0	0	0
		THROUGH	980	17	997
		RIGHT	14	0	14
	SB	LEFT	14	0	14
		THROUGH	1135	23	1158
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	16	0	16
		THROUGH	0	0	0
		RIGHT	20	0	20
NYS ROUTE 110 AT CHURCH STREET 7	NB	LEFT	48	0	48
		THROUGH	953	17	970
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	1107	23	1130
		RIGHT	16	0	16
	EB	LEFT	4	0	4
		THROUGH	0	0	0
		RIGHT	42	0	42
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

NELSON & POPE

PM PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
NYS ROUTE 110 AT OLIVE STREET 8	NB	LEFT	0	0	0
		THROUGH	929	17	946
		RIGHT	42	0	42
	SB	LEFT	52	0	52
		THROUGH	1078	23	1101
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	45	0	45
		THROUGH	0	0	0
		RIGHT	60	0	60
NYS ROUTE 110 AT ACADEMY PLACE / NASSAU ROAD 9	NB	LEFT	2	0	2
		THROUGH	695	14	709
		R1 - NASSAU	286	3	289
		R2 - WG	9	0	9
	SB	L1 - NASSAU	38	0	38
		L2 - WG	14	0	14
		THROUGH	719	19	738
		RIGHT	4	0	4
	EB	LEFT	9	0	9
		THROUGH	23	0	23
		R1 - WG	2	0	2
		R2 - 110	12	0	12
	WB	L1 - WG	16	0	16
		L2 - 110	400	3	403
		THROUGH	13	2	15
		RIGHT	29	0	29
RAILROAD STREET AT W PULASKI ROAD 10	NB	LEFT	6	0	6
		THROUGH	197	3	200
		RIGHT	72	0	72
	SB	LEFT	85	0	85
		THROUGH	137	3	140
		RIGHT	88	2	90
	EB	LEFT	146	2	148
		THROUGH	354	0	354
		RIGHT	5	0	5
	WB	LEFT	64	0	64
		THROUGH	279	0	279
		RIGHT	13	0	13
RAILROAD STREET AT LOWNDES AVENUE 11	NB	LEFT	9	0	9
		THROUGH	0	0	0
		RIGHT	25	0	25
	SB	LEFT	67	3	70
		THROUGH	0	0	0
		RIGHT	40	1	41
	EB	LEFT	34	0	34
		THROUGH	338	3	341
		RIGHT	5	0	5
	WB	LEFT	4	0	4
		THROUGH	260	9	269
		RIGHT	59	0	59
DEPOT ROAD AT E PULASKI ROAD / FAIRGROUND AVENUE 12	NB	LEFT	73	0	73
		THRU - DEPOT	200	3	203
		THRU - FAIRGROUND	94	0	94
		RIGHT	177	0	177
	SB - DEPOT	L1 - FAIRGROUND	3	0	3
		L2 - PULASKI	114	16	130
		THROUGH	355	2	357
		RIGHT	4	0	4
	SB - FAIRGROUND	LEFT	55	0	55
		THROUGH	141	0	141
		R1 - PULASKI	48	0	48
		R2 - DEPOT	0	0	0
	EB	L1 - DEPOT	7	0	7
		L2 - FAIRGROUND	18	0	18
		THROUGH	406	31	437
		RIGHT	59	0	59
	WB	LEFT	124	0	124
		THROUGH	411	16	427
		R1 - DEPOT	74	9	83
		R2 - FAIRGROUND	20	0	20
PARK AVENUE (CR 35) AT E PULASKI RD 13	NB	LEFT	177	0	177
		THROUGH	690	46	736
		RIGHT	63	0	63
	SB	LEFT	311	8	319
		THROUGH	1064	25	1089
		RIGHT	239	0	239
	EB	LEFT	114	0	114
		THROUGH	615	0	615
		RIGHT	229	0	229
	WB	LEFT	80	0	80
		THROUGH	493	0	493
		RIGHT	173	15	188

NELSON & POPE

PM PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
PARK AVENUE (CR 35) AT BROADWAY 14	NB	LEFT	338	0	338
		THROUGH	682	8	690
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	796	15	811
		RIGHT	130	2	132
	EB	LEFT	229	2	231
		THROUGH	0	0	0
		RIGHT	497	0	497
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
RAILROAD AVENUE AT PARKING LOT ACCESS 15	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	2	0	2
	EB	LEFT	2	0	2
		THROUGH	429	6	435
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	321	9	330
		RIGHT	2	0	2
RAILROAD AVENUE AT HOTEL/OFFICE EXIT 16	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	429	6	435
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	322	9	331
		RIGHT	0	0	0
CHURCH STREET AT APARTMENT EXIT 17	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	45	0	45
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	64	0	64
		RIGHT	0	0	0
OLIVE STREET AT RETAIL EXIT 18	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	93	0	93
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	105	0	105
		RIGHT	0	0	0
OLIVE STREET AT APARTMENT ACCESS 19	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	93	0	93
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	105	0	105
		RIGHT	0	0	0
NYS ROUTE 110 AT RETAIL EXIT 20	NB	LEFT	0	0	0
		THROUGH	1000	17	1017
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	1148	23	1171
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

NELSON & POPE

PM PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
BROADWAY AT LIRR LOT ENTRANCE 21	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	614	3	617
		RIGHT	58	0	58
	WB	LEFT	56	0	56
		THROUGH	589	3	592
		RIGHT	0	0	0
BROADWAY AT LIRR LOT ENTER/EXIT 22	NB	LEFT	63	0	63
		THROUGH	0	0	0
		RIGHT	60	0	60
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	610	3	613
		RIGHT	5	0	5
	WB	LEFT	0	0	0
		THROUGH	582	3	585
		RIGHT	0	0	0
BROADWAY AT LIRR LOT EXIT 23	NB	LEFT	25	0	25
		THROUGH	0	0	0
		RIGHT	57	0	57
	SB	LEFT	6	0	6
		THROUGH	0	0	0
		RIGHT	5	0	5
	EB	LEFT	7	0	7
		THROUGH	663	3	666
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	554	3	557
		RIGHT	4	0	4
NYS ROUTE 110 AT S/W LIRR LOT 24	NB	LEFT	7	0	7
		THROUGH	907	17	924
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	1249	25	1274
		RIGHT	4	0	4
	EB	LEFT	18	0	18
		THROUGH	0	0	0
		RIGHT	14	0	14
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
NYS ROUTE 110 AT 2ND STREET 25	NB	LEFT	0	0	0
		THROUGH	914	17	931
		RIGHT	33	0	33
	SB	LEFT	55	0	55
		THROUGH	1208	25	1233
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
RAILROAD AVE AT WESTERN OFFICE ACCESS 26	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	376	3	379
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	309	10	319
		RIGHT	0	0	0

NELSON & POPE

PM PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

PASS-BY%	Medical Office 100,000 sf			PASS-BY%	140 Room Hotel			PASS-BY%	High Turnover Restaurant		
0%			Block 1 VOL	0%			Block 1 VOL	0%			Block 1 VOL
		ENTER	81			ENTER	43			ENTER	3
		EXIT	232			EXIT	38			EXIT	7
		TOTAL	323			TOTAL	81			TOTAL	10

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	%EN	%EX	3 VOL
NYS ROUTE 110 AT W PULASKI RD/E PULASKI RD 1	NB	LEFT			0			0			0
		THROUGH	15		14	20		9	15		0
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH		15	35		20	8		15	1
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
NYS ROUTE 110 AT PARKIG LOT / DEPOT ROAD 2	NB	LEFT			0			0			0
		THROUGH	15		14	20		9	15		0
		RIGHT			0			0			0
	SB	LEFT		10	23		5	2		10	1
		THROUGH		15	35		20	8		15	1
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT	10		9	5		2	10		0
NYS ROUTE 110 AT RAILROAD STREET / BROADWAY 3	NB	LEFT	25		23	25		11	25		1
		THROUGH			0			0			0
		RIGHT			0			0			0
	SB	LEFT			0			0	25		1
		THROUGH			0			0			0
		RIGHT	25		23	15		6			0
	EB	LEFT		25	58		15	6		25	2
		THROUGH		25	58		25	10		25	2
		RIGHT		25	58		25	10		25	2
	WB	LEFT			0			0			0
		THROUGH	25		23	25		11	25		1
		RIGHT			0			0			0
NYS ROUTE 110 AT MAY STREET 4	NB	LEFT			0			0			0
		THROUGH		25	58		15	6		25	2
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH	25		23	15		6	25		1
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
NYS ROUTE 110 AT NORTHRIDGE STREET/ PARKING LOT ACCESS 5	NB	LEFT			0			0			0
		THROUGH		25	58		15	6		25	2
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH	25		23	15		6	25		1
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
NYS ROUTE 110 AT HENRY STREET 6	NB	LEFT			0			0			0
		THROUGH		25	58		15	6		25	2
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH	25		23	15		6	25		1
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
NYS ROUTE 110 AT CHURCH STREET 7	NB	LEFT			0			0			0
		THROUGH		25	58		15	6		25	2
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH	25		23	15		6	25		1
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0

NELSON & POPE

PM PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

			PASS-BY% 0%		Medical Office 100,000 sf	PASS-BY% 0%		140 Room Hotel	PASS-BY% 0%		High Turnover Restaurant
					Block 1			Block 1			Block 1
					VOL			VOL			VOL
				ENTER	91		ENTER	43		ENTER	3
				EXIT	232		EXIT	38		EXIT	7
				TOTAL	323		TOTAL	81		TOTAL	10
LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	%EN	%EX	3 VOL
NYS ROUTE 110	NB	LEFT			0			0			0
AT		THROUGH		25	59		15	6		25	2
OLIVE STREET		RIGHT			0			0			0
	SB	LEFT			0			0			0
8		THROUGH	25		23	15		6	25		1
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
NYS ROUTE 110	NB	LEFT			0			0			0
AT		THROUGH		25	58		15	6		25	2
ACADEMY PLACE / NASSAU ROAD		R1 - NASSAU			0			0			0
		R2 - WG			0			0			0
	SB	L1 - NASSAU			0			0			0
9		L2 - WG			0			0			0
		THROUGH	25		23	15		6	25		1
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		R1 - WG			0			0			0
		R2 - 110			0			0			0
	WB	L1 - WG			0			0			0
		L2 - 110			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
RAILROAD STREET	NB	LEFT			0			0			0
AT		THROUGH	5		5			0	5		0
W PULASKI ROAD		RIGHT			0			0			0
	SB	LEFT			0			0			0
10		THROUGH		5	12			0		5	0
		RIGHT		20	46		40	15		20	1
	EB	LEFT	20		18	40		17	20		1
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
RAILROAD STREET	NB	LEFT		25	58		40	15		25	2
AT		THROUGH			0			0			0
LOWNDES AVENUE		RIGHT			0			0			0
	SB	LEFT			0			0			0
11		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH		10	23		10	4			0
		RIGHT			0	10		4	25		1
	WB	LEFT	75		68	60		26	75		2
		THROUGH			0			0			0
		RIGHT			0			0			0
DEPOT ROAD	NB	LEFT			0			0			0
		THRU - DEPOT	10		9	5		2	10		0
AT		THRU - FAIRGROUND			0			0			0
		RIGHT			0			0			0
E PULASKI ROAD / FAIRGROUND AVENUE	SB - DEPOT	L1 - FAIRGROUND			0			0			0
		L2 - PULASKI			0			0			0
		THROUGH		10	23		5	2		10	1
12		RIGHT			0			0			0
	SB - FAIRGROUND	LEFT			0			0			0
		THROUGH			0			0			0
		R1 - PULASKI			0			0			0
		R2 - DEPOT			0			0			0
	EB	L1 - DEPOT			0			0			0
		L2 - FAIRGROUND			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		R1 - DEPOT			0			0			0
		R2 - FAIRGROUND			0			0			0
PARK AVENUE (CR 35)	NB	LEFT			0			0			0
AT		THROUGH	15		14	25		11	15		0
E PULASKI RD		RIGHT			0			0			0
	SB	LEFT		10	23			0		10	1
13		THROUGH		15	35		25	10		15	1
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT	10		9			0	10		0

NELSON & POPE

PM PEAK HOUR
Project Name: Huntington Station DT
N&P Project No. 12019

	PASS-BY% 0%	Medical Office 100,000 sf	PASS-BY% 0%	140 Room Hotel	PASS-BY% 0%	High Turnover Restaurant
		Block 1 VOL		Block 1 VOL		Block 1 VOL
ENTER		91	ENTER	43	ENTER	3
EXIT		232	EXIT	38	EXIT	7
TOTAL		323	TOTAL	81	TOTAL	10

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	%EN	%EX	3 VOL
PARK AVENUE (CR 35) AT BROADWAY 14	NB	LEFT	25		23	25		11	25		1
		THROUGH			0			0			0
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT		25	58		25	10		25	2
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
RAILROAD AVENUE AT PARKING LOT ACCESS 15	NB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH		75	174		60	23		75	5
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH	75		68	60		26	75		2
		RIGHT			0			0			0
RAILROAD AVENUE AT HOTEL/OFFICE EXIT 16	NB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT		65	151		50	19		75	5
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH		10	23		10	4			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH	75		68	60		26	75		2
		RIGHT			0			0			0
CHURCH STREET AT APARTMENT EXIT 17	NB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
OLIVE STREET AT RETAIL EXIT 18	NB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
OLIVE STREET AT APARTMENT ACCESS 19	NB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
NYS ROUTE 110 AT RETAIL EXIT 20	NB	LEFT			0			0			0
		THROUGH		25	58		15	6		25	2
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH	25		23	15		6	25		1
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0

NELSON & POPE

PM PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

			PASS-BY% 0%		Medical Office 100,000 sf	PASS-BY% 0%		149 Room Hotel	PASS-BY% 0%		High Turnover Restaurant
					Block 1			Block 1			Block 1
					VOL			VOL			VOL
				ENTER	91		ENTER	43		ENTER	3
				EXIT	232		EXIT	38		EXIT	7
				TOTAL	323		TOTAL	81		TOTAL	10
LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	%EN	%EX	3 VOL
BROADWAY AT LIRR LOT ENTRANCE 21	NB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH		25	58		25	10		25	2
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH	25		23	25		11	25		1
		RIGHT			0			0			0
BROADWAY AT LIRR LOT ENTER/EXIT 22	NB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH		25	58		25	10		25	2
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH	25		23	25		11	25		1
		RIGHT			0			0			0
BROADWAY AT LIRR LOT EXIT 23	NB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH		25	58		25	10		25	2
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH	25		23	25		11	25		1
		RIGHT			0			0			0
NYS ROUTE 110 AT S/W LIRR LOT 24	NB	LEFT			0			0			0
		THROUGH	25		23	25		11	25		1
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH		25	58		25	10		25	2
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
NYS ROUTE 110 AT 2ND STREET 25	NB	LEFT			0			0			0
		THROUGH	25		23	25		11	25		1
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH		25	58		25	10		25	2
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
RAILROAD AVE AT WESTERN OFFICE ACCESS 26	NB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT		10	23		10	4			0
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0	10		4	25		1
		RIGHT	25		23	30		13			0
	WB	LEFT			0			0			0
		THROUGH		25	58		40	15			0
		RIGHT			0			0			0

NELSON & POPE

PM PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

			PASS-BY% 0%		Apartments 49 Units	PASS-BY% 0%		Retail Restaurants Bar	PASS-BY% 0%		Apartments 68 Units	SUBTOTAL TRAFFIC GENERATED
					Block 4			Block 7			Block 7	
					VOL			VOL			VOL	
				ENTER	17		ENTER	48		ENTER	22	
				EXIT	9		EXIT	34		EXIT	13	
				TOTAL	26		TOTAL	82		TOTAL	35	
LOCATION	DIR	MVMT	%EN	%EX	5 VOL	%EN	%EX	6 VOL	%EN	%EX	7 VOL	SUBTOTAL VOL
NYS ROUTE 110 AT W PULASKI RD/E PULASKI RD 1	NB	LEFT			0			0			0	0
		THROUGH	20		3	20		10	20		4	40
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH		20	2		20	7		20	3	56
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT PARKIG LOT / DEPOT ROAD 2	NB	LEFT			0			0			0	0
		THROUGH	20		3	20		10	20		4	40
		RIGHT			0			0			0	0
	SB	LEFT		5	0		5	2		5	1	29
		THROUGH		20	2		20	7		20	3	56
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT	5		1	5		2	5		1	15
NYS ROUTE 110 AT RAILROAD STREET / BROADWAY 3	NB	LEFT			0			0			0	35
		THROUGH	25		4	25		12	25		6	22
		RIGHT			0			0			0	0
	SB	LEFT		20	2		20	7		20	3	13
		THROUGH		25	2		25	9		25	3	14
		RIGHT		20	2		20	7		20	3	41
	EB	LEFT	20		3	20		10	20		4	83
		THROUGH			0			0			0	70
		RIGHT			0			0			0	70
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	35
		RIGHT	20		3	20		10	20		4	17
NYS ROUTE 110 AT MAY STREET 4	NB	LEFT			0			0			0	0
		THROUGH	65		11	65		31	65		14	122
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH		65	6		65	22		65	8	60
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT NORTHRIDGE STREET/ PARKING LOT ACCESS 5	NB	LEFT			0			0			0	0
		THROUGH	65		11	65		31	65		14	122
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0		65	22		65	8	60
		RIGHT			0			0			0	0
	EB	LEFT		35	3			0			0	3
		THROUGH			0			0			0	0
		RIGHT		65	6			0			0	6
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT HENRY STREET 6	NB	LEFT			0			0			0	0
		THROUGH	65	35	14	65		31	65		14	125
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0		65	22		65	8	60
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT CHURCH STREET 7	NB	LEFT	65		11			0			0	11
		THROUGH		35	3		30	10	65		14	93
		RIGHT	35		6	65		31			0	37
	SB	LEFT			0	35		17			0	17
		THROUGH			0		65	22		65	8	60
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0

NELSON & POPE

PM PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

			PASS-BY% 0%		Apartments 49 Units	PASS-BY% 0%		Retail Restaurants Bar	PASS-BY% 0%		Apartments 68 Units	SUBTOTAL TRAFFIC GENERATED
					Block 4			Block 7			Block 7	
					VOL			VOL			VOL	
				ENTER	17		ENTER	48		ENTER	22	
				EXIT	9		EXIT	34		EXIT	13	
				TOTAL	26		TOTAL	82		TOTAL	35	
LOCATION	DIR	MVMT	%EN	%EX	5 VOL	%EN	%EX	6 VOL	%EN	%EX	7 VOL	SUBTOTAL VOL
NYS ROUTE 110 AT OLIVE STREET 8	NB	LEFT			0			0			0	0
		THROUGH		35	3		30	10			0	79
		RIGHT			0			0	65		14	14
	SB	LEFT			0			0	35		8	8
		THROUGH	35		6	35		17			0	53
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0		65	22		65	8	30
		THROUGH			0			0			0	0
		RIGHT			0		5	2		35	5	7
NYS ROUTE 110 AT ACADEMY PLACE / NASSAU ROAD 9	NB	LEFT			0			0			0	0
		THROUGH		35	3		35	12		35	5	86
		R1 - NASSAU			0			0			0	0
		R2 - WG			0			0			0	0
	SB	L1 - NASSAU			0			0			0	0
		L2 - WG			0			0			0	0
		THROUGH	35		6	35		17	35		8	61
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		R1 - WG			0			0			0	0
		R2 - 110			0			0			0	0
	WB	L1 - WG			0			0			0	0
		L2 - 110			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
RAILROAD STREET AT W PULASKI ROAD 10	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	5
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	12
		RIGHT		20	2		20	7		20	3	74
	EB	LEFT	20		3	20		10	20		4	53
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
RAILROAD STREET AT LOWNDES AVENUE 11	NB	LEFT			0			0			0	75
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH	20		3	20		10	20		4	44
		RIGHT			0			0			0	5
	WB	LEFT			0			0			0	88
		THROUGH		20	2		20	7		20	3	12
		RIGHT			0			0			0	0
DEPOT ROAD AT E PULASKI ROAD / FAIRGROUND AVENUE 12	NB	LEFT			0			0			0	0
		THRU - DEPOT	5		1	5		2	5		1	15
		THRU - FAIRGROUND			0			0			0	0
		RIGHT			0			0			0	0
	SB - DEPOT	L1 - FAIRGROUND			0			0			0	0
		L2 - PULASKI			0			0			0	0
		THROUGH		5	0		5	2		5	1	29
		RIGHT			0			0			0	0
	SB - FAIRGROUND	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		R1 - PULASKI			0			0			0	0
		R2 - DEPOT			0			0			0	0
	EB	L1 - DEPOT			0			0			0	0
		L2 - FAIRGROUND			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		R1 - DEPOT			0			0			0	0
		R2 - FAIRGROUND			0			0			0	0
PARK AVENUE (CR 35) AT E PULASKI RD 13	NB	LEFT			0			0			0	0
		THROUGH	15		3	10		5	15		3	36
		RIGHT			0			0			0	0
	SB	LEFT		5	0		5	2		5	1	27
		THROUGH		15	1		10	3		15	2	52
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT	5		1	5		2	5		1	13

NELSON & POPE

PM PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

			Apartments 49 Units			Retail Restaurants Bar			Apartments 68 Units			SUBTOTAL TRAFFIC GENERATED
			PASS-BY% 0%			PASS-BY% 0%			PASS-BY% 0%			
					Block 4 VOL			Block 7 VOL			Block 7 VOL	
				ENTER	17		ENTER	48		ENTER	22	
				EXIT	9		EXIT	34		EXIT	13	
				TOTAL	26		TOTAL	82		TOTAL	35	
LOCATION	DIR	MVMT	%EN	%EX	5 VOL	%EN	%EX	6 VOL	%EN	%EX	7 VOL	SUBTOTAL VOL
PARK AVENUE (CR 35) AT BROADWAY 14	NB	LEFT	20		3	15		7	20		4	49
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT		20	2		15	5		20	3	80
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
RAILROAD AVENUE AT PARKING LOT ACCESS 15	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH	20		3	20		10	20		4	219
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH		20	2		20	7		20	3	108
		RIGHT			0			0			0	0
RAILROAD AVENUE AT HOTEL/OFFICE EXIT 16	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	175
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH	20		3	20		10	20		4	44
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH		20	2		20	7		20	3	108
		RIGHT			0			0			0	0
CHURCH STREET AT APARTMENT EXIT 17	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT	100		17			0			0	17
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
OLIVE STREET AT RETAIL EXIT 18	NB	LEFT			0		70	24			0	24
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0	100		22	22
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0		100	13	13
		RIGHT			0			0			0	0
OLIVE STREET AT APARTMENT ACCESS 19	NB	LEFT			0			0		100	13	13
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0	100		22	22
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT RETAIL EXIT 20	NB	LEFT			0			0			0	0
		THROUGH			0	65		31	65		14	111
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH	35	65	12		65	22		65	8	72
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0		30	10			0	10

NELSON & POPE

PM PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

			Apartments 49 Units			Retail Restaurants Bar			Apartments 68 Units			SUBTOTAL TRAFFIC GENERATED
			PASS-BY% 0%			PASS-BY% 0%			PASS-BY% 0%			
					Block 4 VOL			Block 7 VOL			Block 7 VOL	
				ENTER	17		ENTER	48		ENTER	22	
				EXIT	9		EXIT	34		EXIT	13	
				TOTAL	26		TOTAL	82		TOTAL	35	
LOCATION	DIR	MVMT	%EN	%EX	5 VOL	%EN	%EX	6 VOL	%EN	%EX	7 VOL	SUBTOTAL VOL
BROADWAY AT LIRR LOT ENTRANCE 21	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH		20	2		20	7		20	3	82
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH	20		3	20		10	20		4	52
		RIGHT			0			0			0	0
BROADWAY AT LIRR LOT ENTER/EXIT 22	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH		20	2		20	7		20	3	82
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH	20		3	20		10	20		4	52
		RIGHT			0			0			0	0
BROADWAY AT LIRR LOT EXIT 23	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH		20	2		20	7		20	3	82
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH	20		3	20		10	20		4	52
		RIGHT			0			0			0	0
NYS ROUTE 110 AT S/W LIRR LOT 24	NB	LEFT			0			0			0	0
		THROUGH	25		4	25		12	25		6	57
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH		25	2		25	9		25	3	84
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT 2ND STREET 25	NB	LEFT			0			0			0	0
		THROUGH	25		4	25		12	25		6	57
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH		25	2		25	9		25	3	84
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
RAILROAD AVE AT WESTERN OFFICE ACCESS 26	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	27
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH	20		3	20		10	20		4	22
		RIGHT			0			0			0	36
	WB	LEFT			0			0			0	0
		THROUGH		20	2		20	7		20	3	65
		RIGHT			0			0			0	0

NELSON & POPE

PM PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
NYS ROUTE 110 AT W PULASKI RD/E PULASKI RD 1	NB	LEFT	45	0	45
		THROUGH	558	40	598
		RIGHT	162	0	162
	SB	LEFT	65	0	65
		THROUGH	606	56	662
		RIGHT	33	0	33
	EB	LEFT	36	0	36
		THROUGH	360	0	360
		RIGHT	29	0	29
	WB	LEFT	183	0	183
		THROUGH	388	0	388
		RIGHT	40	0	40
NYS ROUTE 110 AT PARKIG LOT / DEPOT ROAD 2	NB	LEFT	16	0	16
		THROUGH	582	40	622
		RIGHT	0	0	0
	SB	LEFT	567	29	596
		THROUGH	645	56	701
		RIGHT	22	0	22
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	31	0	31
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	383	15	398
NYS ROUTE 110 AT RAILROAD STREET / BROADWAY 3	NB	LEFT	67	35	102
		THROUGH	729	22	751
		RIGHT	160	0	160
	SB	LEFT	272	13	285
		THROUGH	947	14	961
		RIGHT	73	41	114
	EB	LEFT	78	83	161
		THROUGH	244	70	314
		RIGHT	114	70	184
	WB	LEFT	206	0	206
		THROUGH	192	35	227
		RIGHT	195	17	212
NYS ROUTE 110 AT MAY STREET 4	NB	LEFT	0	0	0
		THROUGH	974	122	1096
		RIGHT	28	0	28
	SB	LEFT	9	0	9
		THROUGH	1217	66	1283
		RIGHT	0	0	0
	EB	LEFT	26	0	26
		THROUGH	0	0	0
		RIGHT	19	0	19
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
NYS ROUTE 110 AT NORTHRIDGE STREET/ PARKING LOT ACCESS 5	NB	LEFT	2	0	2
		THROUGH	1007	122	1129
		RIGHT	3	0	3
	SB	LEFT	2	0	2
		THROUGH	1181	60	1241
		RIGHT	0	0	0
	EB	LEFT	6	3	9
		THROUGH	0	0	0
		RIGHT	5	6	11
	WB	LEFT	5	0	5
		THROUGH	0	0	0
		RIGHT	3	0	3
NYS ROUTE 110 AT HENRY STREET 6	NB	LEFT	0	0	0
		THROUGH	997	125	1122
		RIGHT	14	0	14
	SB	LEFT	14	0	14
		THROUGH	1158	60	1218
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	16	0	16
		THROUGH	0	0	0
		RIGHT	20	0	20
NYS ROUTE 110 AT CHURCH STREET 7	NB	LEFT	48	11	59
		THROUGH	970	93	1063
		RIGHT	0	37	37
	SB	LEFT	0	17	17
		THROUGH	1130	60	1190
		RIGHT	16	0	16
	EB	LEFT	4	0	4
		THROUGH	0	0	0
		RIGHT	42	0	42
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

NELSON & POPE

PM PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
	NB	LEFT	0	0	0
NYS ROUTE 110		THROUGH	946	79	1025
AT		RIGHT	42	14	56
OLIVE STREET	SB	LEFT	52	8	60
		THROUGH	1101	53	1154
8		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	45	30	75
		THROUGH	0	0	0
		RIGHT	60	7	67
	NB	LEFT	2	0	2
NYS ROUTE 110		THROUGH	709	86	795
AT		R1 - NASSAU	289	0	289
ACADEMY PLACE / NASSAU ROAD		R2 - WG	9	0	9
	SB	L1 - NASSAU	38	0	38
9		L2 - WG	14	0	14
		THROUGH	738	61	799
		RIGHT	4	0	4
	EB	LEFT	9	0	9
		THROUGH	23	0	23
		R1 - WG	2	0	2
		R2 - 110	12	0	12
	WB	L1 - WG	16	0	16
		L2 - 110	403	0	403
		THROUGH	15	0	15
		RIGHT	29	0	29
	NB	LEFT	6	0	6
RAILROAD STREET		THROUGH	200	5	205
AT		RIGHT	72	0	72
W PULASKI ROAD	SB	LEFT	85	0	85
		THROUGH	140	12	152
10		RIGHT	90	74	164
	EB	LEFT	148	53	201
		THROUGH	354	0	354
		RIGHT	5	0	5
	WB	LEFT	64	0	64
		THROUGH	279	0	279
		RIGHT	13	0	13
	NB	LEFT	9	75	84
RAILROAD STREET		THROUGH	0	0	0
AT		RIGHT	25	0	25
LOWNDES AVENUE	SB	LEFT	70	0	70
		THROUGH	0	0	0
11		RIGHT	41	0	41
	EB	LEFT	34	0	34
		THROUGH	341	44	385
		RIGHT	5	5	10
	WB	LEFT	4	96	100
		THROUGH	269	12	281
		RIGHT	59	0	59
	NB	LEFT	73	0	73
DEPOT ROAD		THRU - DEPOT	203	15	218
		THRU - FAIRGROUND	94	0	94
AT		RIGHT	177	0	177
E PULASKI ROAD / FAIRGROUND AVENUE	SB - DEPOT	L1 - FAIRGROUND	3	0	3
		L2 - PULASKI	130	0	130
		THROUGH	357	29	386
12		RIGHT	4	0	4
	SB - FAIRGROUND	LEFT	55	0	55
		THROUGH	141	0	141
		R1 - PULASKI	48	0	48
		R2 - DEPOT	0	0	0
	EB	L1 - DEPOT	7	0	7
		L2 - FAIRGROUND	18	0	18
		THROUGH	437	0	437
		RIGHT	59	0	59
	WB	LEFT	124	0	124
		THROUGH	427	0	427
		R1 - DEPOT	83	0	83
		R2 - FAIRGROUND	20	0	20
	NB	LEFT	177	0	177
PARK AVENUE (CR 35)		THROUGH	736	36	772
AT		RIGHT	63	0	63
E PULASKI RD	SB	LEFT	319	27	346
		THROUGH	1089	52	1141
13		RIGHT	239	0	239
	EB	LEFT	114	0	114
		THROUGH	615	0	615
		RIGHT	229	0	229
	WB	LEFT	80	0	80
		THROUGH	493	0	493
		RIGHT	188	13	201

NELSON & POPE

PM PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
PARK AVENUE (CR 35) AT BROADWAY 14	NB	LEFT	338	49	387
		THROUGH	690	0	690
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	811	0	811
		RIGHT	132	0	132
	EB	LEFT	231	0	231
		THROUGH	0	0	0
		RIGHT	497	80	577
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
RAILROAD AVENUE AT PARKING LOT ACCESS 15	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	2	0	2
	EB	LEFT	2	0	2
		THROUGH	435	219	654
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	330	108	438
		RIGHT	2	0	2
RAILROAD AVENUE AT HOTEL/OFFICE EXIT 16	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	175	175
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	435	44	479
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	331	108	439
		RIGHT	0	0	0
CHURCH STREET AT APARTMENT EXIT 17	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	45	0	45
		RIGHT	0	0	0
	WB	LEFT	0	17	17
		THROUGH	64	0	64
		RIGHT	0	0	0
OLIVE STREET AT RETAIL EXIT 18	NB	LEFT	0	24	24
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	93	22	115
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	105	13	118
		RIGHT	0	0	0
OLIVE STREET AT APARTMENT ACCESS 19	NB	LEFT	0	13	13
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	93	0	93
		RIGHT	0	22	22
	WB	LEFT	0	0	0
		THROUGH	105	0	105
		RIGHT	0	0	0
NYS ROUTE 110 AT RETAIL EXIT 20	NB	LEFT	0	0	0
		THROUGH	1017	111	1128
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	1171	72	1243
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	10	10

NELSON & POPE

PM PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
BROADWAY AT LIRR LOT ENTRANCE 21	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	617	82	699
		RIGHT	58	0	58
	WB	LEFT	56	0	56
		THROUGH	592	52	644
		RIGHT	0	0	0
BROADWAY AT LIRR LOT ENTER/EXIT 22	NB	LEFT	63	0	63
		THROUGH	0	0	0
		RIGHT	60	0	60
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	613	82	695
		RIGHT	5	0	5
	WB	LEFT	0	0	0
		THROUGH	585	52	637
		RIGHT	0	0	0
BROADWAY AT LIRR LOT EXIT 23	NB	LEFT	25	0	25
		THROUGH	0	0	0
		RIGHT	57	0	57
	SB	LEFT	6	0	6
		THROUGH	0	0	0
		RIGHT	5	0	5
	EB	LEFT	7	0	7
		THROUGH	666	82	748
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	557	52	609
		RIGHT	4	0	4
NYS ROUTE 110 AT S/W LIRR LOT 24	NB	LEFT	7	0	7
		THROUGH	924	57	981
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	1274	84	1358
		RIGHT	4	0	4
	EB	LEFT	18	0	18
		THROUGH	0	0	0
		RIGHT	14	0	14
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
NYS ROUTE 110 AT 2ND STREET 25	NB	LEFT	0	0	0
		THROUGH	931	57	988
		RIGHT	33	0	33
	SB	LEFT	55	0	55
		THROUGH	1233	84	1317
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
RAILROAD AVE AT WESTERN OFFICE ACCESS 26	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	27	27
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	379	22	401
		RIGHT	0	36	36
	WB	LEFT	0	0	0
		THROUGH	319	65	404
		RIGHT	0	0	0

NELSON & POPE

SATURDAY PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

GROWTH FACTOR: 1.00%
NO. OF YEARS: 5
GROWTH RATE: 1.052

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
NYS ROUTE 110 AT W PULASKI RD/E PULASKI RD 1	NB	LEFT	43	45	48
		THROUGH	584	608	640
		RIGHT	128	134	141
	SB	LEFT	45	47	50
		THROUGH	546	568	598
		RIGHT	19	20	22
	EB	LEFT	37	39	42
		THROUGH	253	263	277
		RIGHT	41	43	46
	WB	LEFT	137	143	151
		THROUGH	309	322	339
		RIGHT	26	28	30
NYS ROUTE 110 AT PARKIG LOT / DEPOT ROAD 2	NB	LEFT	9	10	11
		THROUGH	619	644	678
		RIGHT	0	0	0
	SB	LEFT	463	482	508
		THROUGH	491	511	538
		RIGHT	25	26	30
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	29	31	33
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	411	428	451
NYS ROUTE 110 AT RAILROAD STREET / BROADWAY 3	NB	LEFT	50	52	55
		THROUGH	819	852	897
		RIGHT	137	143	151
	SB	LEFT	301	313	330
		THROUGH	824	857	902
		RIGHT	71	74	78
	EB	LEFT	47	49	52
		THROUGH	117	122	129
		RIGHT	50	52	55
	WB	LEFT	143	149	157
		THROUGH	156	166	175
		RIGHT	190	198	209
NYS ROUTE 110 AT MAY STREET 4	NB	LEFT	0	0	0
		THROUGH	1024	1065	1121
		RIGHT	23	24	26
	SB	LEFT	4	5	6
		THROUGH	1205	1253	1319
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	17	18	19
		THROUGH	0	0	0
		RIGHT	11	12	13
NYS ROUTE 110 AT NORTHRIDGE STREET/ PARKING LOT ACCESS 5	NB	LEFT	0	0	0
		THROUGH	1029	1070	1126
		RIGHT	1	2	3
	SB	LEFT	1	2	3
		THROUGH	1215	1263	1329
		RIGHT	1	2	3
	EB	LEFT	0	0	0
		THROUGH	1	2	3
		RIGHT	1	2	3
	WB	LEFT	2	3	4
		THROUGH	0	0	0
		RIGHT	7	8	9
NYS ROUTE 110 AT HENRY STREET 6	NB	LEFT	0	0	0
		THROUGH	1021	1062	1116
		RIGHT	15	16	17
	SB	LEFT	15	16	17
		THROUGH	1197	1245	1310
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	20	21	23
		THROUGH	0	0	0
		RIGHT	18	19	20
NYS ROUTE 110 AT CHURCH STREET 7	NB	LEFT	43	45	48
		THROUGH	996	1036	1090
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	1184	1231	1296
		RIGHT	6	7	8
	EB	LEFT	6	7	8
		THROUGH	0	0	0
		RIGHT	28	30	32
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

NELSON & POPE

SATURDAY PEAK HOUR
Project Name. Huntinton Station DT
N&P Project No. 12019

GROWTH FACTOR: 1.00%
NO. OF YEARS: 5
GROWTH RATE: 1.052

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
NYS ROUTE 110 AT OLIVE STREET 8	NB	LEFT	0	0	0
		THROUGH	972	1011	1064
		RIGHT	30	32	34
	SB	LEFT	55	58	62
		THROUGH	1155	1201	1264
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	35	37	39
		THROUGH	0	0	0
		RIGHT	72	75	79
NYS ROUTE 110 AT ACADEMY PLACE / NASSAU ROAD 9	NB	LEFT	6	7	8
		THROUGH	785	817	860
		R1 - NASSAU	239	249	262
		R2 - WG	14	15	16
	SB	L1 - NASSAU	59	62	66
		L2 - WG	17	18	19
		THROUGH	819	852	897
		RIGHT	6	7	8
	EB	LEFT	5	6	7
		THROUGH	12	13	14
		R1 - WG	3	4	5
		R2 - 110	13	14	15
	WB	L1 - WG	6	7	8
		L2 - 110	378	393	414
		THROUGH	10	11	12
		RIGHT	40	42	45
RAILROAD STREET AT W PULASKI ROAD 10	NB	LEFT	2	3	4
		THROUGH	110	115	121
		RIGHT	57	60	64
	SB	LEFT	87	91	96
		THROUGH	126	131	138
		RIGHT	96	100	105
	EB	LEFT	57	60	64
		THROUGH	219	228	240
		RIGHT	10	11	12
	WB	LEFT	56	59	63
		THROUGH	241	251	265
		RIGHT	4	5	6
RAILROAD STREET AT LOWNDES AVENUE 11	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	3	4	5
	SB	LEFT	63	66	70
		THROUGH	0	0	0
		RIGHT	63	66	70
	EB	LEFT	23	24	26
		THROUGH	148	154	163
		RIGHT	0	0	0
	WB	LEFT	7	8	9
		THROUGH	221	230	242
		RIGHT	52	55	58
DEPOT ROAD AT E PULASKI ROAD / FAIRGROUND AVENUE 12	NB	LEFT	48	50	53
		THRU - DEPOT	208	217	229
		THRU - FAIRGROUND	53	56	59
		RIGHT	102	107	113
	SB - DEPOT	L1 - FAIRGROUND	2	3	4
		L2 - PULASKI	80	84	89
		THROUGH	213	222	234
		RIGHT	1	2	3
	SB - FAIRGROUND	LEFT	17	18	19
		THROUGH	28	30	32
		R1 - PULASKI	15	16	17
		R2 - DEPOT	0	0	0
	EB	L1 - DEPOT	6	7	8
		L2 - FAIRGROUND	5	6	7
		THROUGH	272	283	298
		RIGHT	61	64	68
	WB	LEFT	89	93	98
		THROUGH	316	329	347
		R1 - DEPOT	93	97	103
		R2 - FAIRGROUND	14	15	16
PARK AVENUE (CR 35) AT E PULASKI RD 13	NB	LEFT	129	135	143
		THROUGH	665	692	728
		RIGHT	41	43	46
	SB	LEFT	278	289	305
		THROUGH	599	623	656
		RIGHT	116	121	128
	EB	LEFT	102	107	113
		THROUGH	370	385	406
		RIGHT	119	124	131
	WB	LEFT	75	78	83
		THROUGH	384	400	421
		RIGHT	246	256	270

NELSON & POPE

SATURDAY PEAK HOUR
Project Name: Huntington Station DT
N&P Project No. 12019

GROWTH FACTOR: 1.00%
NO. OF YEARS: 5
GROWTH RATE: 1.052

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
	NB	LEFT	256	267	281
PARK AVENUE (CR 35)		THROUGH	614	639	673
AT		RIGHT	0	0	0
BROADWAY	SB	LEFT	0	0	0
		THROUGH	605	629	662
14		RIGHT	195	203	214
	EB	LEFT	139	145	153
		THROUGH	0	0	0
		RIGHT	395	411	433
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
				0	0
	NB	LEFT	0	0	0
RAILROAD AVENUE		THROUGH	0	0	0
AT		RIGHT	0	0	0
PARKING LOT ACCESS	SB	LEFT	2	3	4
		THROUGH	0	0	0
15		RIGHT	2	3	4
	EB	LEFT	0	0	0
		THROUGH	212	221	233
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	274	285	300
		RIGHT	6	7	8
				0	0
	NB	LEFT	0	0	0
RAILROAD AVENUE		THROUGH	0	0	0
AT		RIGHT	0	0	0
HOTEL/OFFICE EXIT	SB	LEFT	0	0	0
		THROUGH	0	0	0
16		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	214	223	235
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	280	292	308
		RIGHT	0	0	0
				0	0
	NB	LEFT	0	0	0
CHURCH STREET		THROUGH	0	0	0
AT		RIGHT	0	0	0
APARTMENT EXIT	SB	LEFT	0	0	0
		THROUGH	0	0	0
17		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	34	36	38
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	49	51	54
		RIGHT	0	0	0
				0	0
	NB	LEFT	0	0	0
OLIVE STREET		THROUGH	0	0	0
AT		RIGHT	0	0	0
RETAIL EXIT	SB	LEFT	0	0	0
		THROUGH	0	0	0
18		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	85	89	94
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	107	112	118
		RIGHT	0	0	0
				0	0
	NB	LEFT	0	0	0
OLIVE STREET		THROUGH	0	0	0
AT		RIGHT	0	0	0
APARTMENT ACCESS	SB	LEFT	0	0	0
		THROUGH	0	0	0
19		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	85	89	94
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	107	112	118
		RIGHT	0	0	0
				0	0
	NB	LEFT	0	0	0
NYS ROUTE 110		THROUGH	1039	1081	1138
AT		RIGHT	0	0	0
RETAIL EXIT	SB	LEFT	0	0	0
		THROUGH	1212	1260	1326
20		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

NELSON & POPE

SATURDAY PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

GROWTH FACTOR: 1.00%
NO. OF YEARS: 5
GROWTH RATE: 1.052

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
BROADWAY AT LIRR LOT ENTRANCE 21	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	511	532	560
		RIGHT	44	46	49
	WB	LEFT	66	69	73
		THROUGH	492	512	539
		RIGHT	0	0	0
BROADWAY AT LIRR LOT ENTER/EXIT 22	NB	LEFT	48	50	53
		THROUGH	0	0	0
		RIGHT	28	29	30
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	509	530	558
		RIGHT	2	3	4
	WB	LEFT	0	0	0
		THROUGH	510	531	559
		RIGHT	0	0	0
BROADWAY AT LIRR LOT EXIT 23	NB	LEFT	2	3	4
		THROUGH	0	0	0
		RIGHT	1	2	3
	SB	LEFT	12	13	14
		THROUGH	0	0	0
		RIGHT	10	11	12
	EB	LEFT	8	9	10
		THROUGH	527	548	577
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	498	518	545
		RIGHT	2	3	4
NYS ROUTE 110 AT S/W LIRR LOT 24	NB	LEFT	2	3	4
		THROUGH	1010	1050	1105
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	980	1019	1072
		RIGHT	16	17	18
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	2	3	4
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
NYS ROUTE 110 AT 2ND STREET 25	NB	LEFT	0	0	0
		THROUGH	1012	1052	1107
		RIGHT	18	19	20
	SB	LEFT	2	3	4
		THROUGH	980	1019	1072
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
NYS ROUTE 110 AT WESTERN OFFICE ACCESS 26	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	171	178	188
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	284	296	312
		RIGHT	0	0	0

NELSON & POPE

SATURDAY PEAK HOUR
Project Name: Huntington Station DT
N&P Project No. 12019

OTHER
PLANNED
PROJECTS

	Columbia Terrace Condominiums 14 Units	Northridge Specialty Retail 15,050 SF	Avalon Bay
	VOL	VOL	VOL
ENTER	25	18	114
EXIT	22	23	109
TOTAL	47	41	223

SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	%EN	%EX	3 VOL	SUBTOTAL VOL
NYS ROUTE 110 AT W PULASKI RD/E PULASKI RD 1	NB	LEFT			0			0			0	0
		THROUGH	30		8	20		4			0	12
		RIGHT			0			0	20		23	23
	SB	LEFT			0			0			0	0
		THROUGH		30	7		20	5			0	12
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0		20	22	22
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT PARKIG LOT / DEPOT ROAD 2	NB	LEFT			0			0			0	0
		THROUGH	30		8	20		4			0	12
		RIGHT			0			0			0	0
	SB	LEFT		10	2		15	3	10		11	16
		THROUGH		30	7		20	5			0	12
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT	10		3	15		3		10	11	17
NYS ROUTE 110 AT RAILROAD STREET / BROADWAY 3	NB	LEFT	40		10			0			0	10
		THROUGH			0	35		6		10	11	17
		RIGHT			0			0			0	0
	SB	LEFT			0		15	3			0	3
		THROUGH			0		35	8	10		11	19
		RIGHT	25		6		15	3			0	9
	EB	LEFT		25	6	15		3			0	9
		THROUGH		5	1			0			0	1
		RIGHT		40	9			0			0	9
	WB	LEFT			0			0			0	0
		THROUGH	5		1			0			0	1
		RIGHT			0	15		3			0	3
NYS ROUTE 110 AT MAY STREET 4	NB	LEFT			0			0			0	0
		THROUGH		25	6	65		12		10	11	29
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH	25		6		65	15	10		11	32
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT NORTHRIDGE STREET/ PARKING LOT ACCESS 5	NB	LEFT			0			0			0	0
		THROUGH		25	6	65		12		10	11	29
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH	25		6		65	15	10		11	32
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT HENRY STREET 6	NB	LEFT			0			0			0	0
		THROUGH		25	6		35	8		10	11	25
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH	25		6	35		6	10		11	23
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT CHURCH STREET 7	NB	LEFT			0			0			0	0
		THROUGH		25	6		35	8		10	11	25
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH	25		6	35		6	10		11	23
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0

NELSON & POPE

SATURDAY PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

OTHER
PLANNED
PROJECTS

	Columbia Terrace Condominiums 14 Units			Northridge Specialty Retail 15,050 SF			Avalon Bay			SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
			VOL			VOL			VOL	
		ENTER	25		ENTER	18		ENTER	114	
		EXIT	22		EXIT	23		EXIT	109	
		TOTAL	47		TOTAL	41		TOTAL	223	

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	%EN	%EX	3 VOL	SUBTOTAL VOL
NYS ROUTE 110 AT OLIVE STREET 8	NB	LEFT			0			0			0	0
		THROUGH		25	6		35	8		10	11	25
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH	25		6	35		6	10		11	23
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT ACADEMY PLACE / NASSAU ROAD 9	NB	LEFT			0			0			0	0
		THROUGH		20	4		20	5		10	11	20
		R1 - NASSAU		5	1		15	3			0	4
		R2 - WG			0			0			0	0
	SB	L1 - NASSAU			0			0			0	0
		L2 - WG			0			0			0	0
		THROUGH			0	20		4	10		11	15
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		R1 - WG			0			0			0	0
		R2 - 110			0			0			0	0
	WB	L1 - WG			0			0			0	0
		L2 - 110	5		1	15		3			0	4
		THROUGH	20		5			0			0	5
		RIGHT			0			0			0	0
RAILROAD STREET AT W PULASKI ROAD 10	NB	LEFT			0			0			0	0
		THROUGH	15		4	10		2			0	6
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH		15	3		10	2			0	5
		RIGHT		15	3		5	1			0	4
	EB	LEFT	15		4	5		1			0	5
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
RAILROAD STREET AT LOWNDES AVENUE 11	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT		70	15			0			0	15
		THROUGH			0			0			0	0
		RIGHT		30	7			0			0	7
	EB	LEFT			0			0			0	0
		THROUGH			0	15		3			0	3
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH	70		18		15	3			0	21
		RIGHT			0			0			0	0
DEPOT ROAD AT E PULASKI ROAD / FAIRGROUND AVENUE 12	NB	LEFT			0			0			0	0
		THRU - DEPOT	10		3	10		2			0	5
		THRU - FAIRGROUND			0			0			0	0
		RIGHT			0			0			0	0
	SB - DEPOT	L1 - FAIRGROUND			0			0			0	0
		L2 - PULASKI			0		5	1	10		11	12
		THROUGH		10	2		10	2			0	4
		RIGHT			0			0			0	0
	SB - FAIRGROUND	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		R1 - PULASKI			0			0			0	0
		R2 - DEPOT			0			0			0	0
	EB	L1 - DEPOT			0			0			0	0
		L2 - FAIRGROUND			0			0			0	0
		THROUGH			0			0	20		23	23
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0		20	22	22
		R1 - DEPOT			0	5		1		10	11	12
		R2 - FAIRGROUND			0			0			0	0
PARK AVENUE (CR 35) AT E PULASKI RD 13	NB	LEFT			0			0			0	0
		THROUGH	5		1			0	30		34	35
		RIGHT			0			0			0	0
	SB	LEFT			0			0		10	11	11
		THROUGH		5	1			0		30	33	34
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0	10		11	11

NELSON & POPE

SATURDAY PEAK HOUR
Project Name: Huntington Station DT
N&P Project No. 12019

OTHER
PLANNED
PROJECTS

	Columbia Terrace Condominiums 14 Units	Northridge Specialty Retail 15,050 SF	Avalon Bay	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
	VOL	VOL	VOL	
ENTER	25	18	114	
EXIT	22	23	109	
TOTAL	47	41	223	

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	%EN	%EX	3 VOL	SUBTOTAL VOL
PARK AVENUE (CR 35) AT BROADWAY 14	NB	LEFT	5		1			0			0	1
		THROUGH			0			0		10	11	11
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0	10		11	11
		RIGHT			0	10		2			0	2
	EB	LEFT			0		10	2			0	2
		THROUGH			0			0			0	0
		RIGHT		5	1			0			0	1
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
RAILROAD AVENUE AT PARKING LOT ACCESS 15	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH		70	15	15		3			0	18
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH	70		18		15	3			0	21
		RIGHT			0			0			0	0
RAILROAD AVENUE AT HOTEL/OFFICE EXIT 16	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH		70	15	15		3			0	18
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH	70		18		15	3			0	21
		RIGHT			0			0			0	0
CHURCH STREET AT APARTMENT EXIT 17	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
OLIVE STREET AT RETAIL EXIT 18	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
OLIVE STREET AT APARTMENT ACCESS 19	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT RETAIL EXIT 20	NB	LEFT			0			0			0	0
		THROUGH		25	6		35	6		10	11	23
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH	25		6	35		6	10		11	23
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0

NELSON & POPE

SATURDAY PEAK HOUR
Project Name: Huntington Station DT
N&P Project No. 12019

OTHER
PLANNED
PROJECTS

	Columbia Terrace Condominiums 14 Units	Northridge Specialty Retail 15,050 SF	Avalon Bay
	VOL	VOL	VOL
ENTER	25	18	114
EXIT	22	23	109
TOTAL	47	41	223

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	%EN	%EX	3 VOL	SUBTOTAL VOL
BROADWAY AT LIRR LOT ENTRANCE 21	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH		5	1		15	3			0	4
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH	5		1	15		3			0	4
		RIGHT			0			0			0	0
BROADWAY AT LIRR LOT ENTER/EXIT 22	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH		5	1		15	3			0	4
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH	5		1	15		3			0	4
		RIGHT			0			0			0	0
BROADWAY AT LIRR LOT EXIT 23	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH		5	1		15	3			0	4
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH	5		1	15		3			0	4
		RIGHT			0			0			0	0
NYS ROUTE 110 AT S/W LIRR LOT 24	NB	LEFT			0			0			0	0
		THROUGH	40		10	35		6		10	11	27
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH		40	9		35	8	10		11	28
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT 2ND STREET 25	NB	LEFT			0			0			0	0
		THROUGH	40		10	35		6		10	11	27
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH		40	9		35	8	10		11	28
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT WESTERN OFFICE ACCESS 26	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0	15		3			0	3
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH	70	30	25		15	3			0	28
		RIGHT			0			0			0	0

NELSON & POPE

SATURDAY PEAK HOUR
Project Name: Huntington Station DT
N&P Project No. 12019

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
NYS ROUTE 110 AT W PULASKI RD/E PULASKI RD 1	NB	LEFT	48	0	48
		THROUGH	640	12	652
		RIGHT	141	23	164
	SB	LEFT	50	0	50
		THROUGH	598	12	610
		RIGHT	22	0	22
	EB	LEFT	42	0	42
		THROUGH	277	0	277
		RIGHT	46	0	46
	WB	LEFT	151	22	173
		THROUGH	339	0	339
		RIGHT	30	0	30
NYS ROUTE 110 AT PARKIG LOT / DEPOT ROAD 2	NB	LEFT	11	0	11
		THROUGH	678	12	690
		RIGHT	0	0	0
	SB	LEFT	508	16	524
		THROUGH	538	12	550
		RIGHT	30	0	30
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	33	0	33
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	451	17	468
NYS ROUTE 110 AT RAILROAD STREET / BROADWAY 3	NB	LEFT	55	10	65
		THROUGH	897	17	914
		RIGHT	151	0	151
	SB	LEFT	330	3	333
		THROUGH	902	19	921
		RIGHT	78	9	87
	EB	LEFT	52	9	61
		THROUGH	129	1	130
		RIGHT	55	9	64
	WB	LEFT	157	0	157
		THROUGH	175	1	176
		RIGHT	209	3	212
NYS ROUTE 110 AT MAY STREET 4	NB	LEFT	0	0	0
		THROUGH	1121	29	1150
		RIGHT	26	0	26
	SB	LEFT	6	0	6
		THROUGH	1319	32	1351
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	19	0	19
		THROUGH	0	0	0
		RIGHT	13	0	13
NYS ROUTE 110 AT NORTHRIDGE STREET/ PARKING LOT ACCESS 5	NB	LEFT	0	0	0
		THROUGH	1126	29	1155
		RIGHT	3	0	3
	SB	LEFT	3	0	3
		THROUGH	1329	32	1361
		RIGHT	3	0	3
	EB	LEFT	0	0	0
		THROUGH	3	0	3
		RIGHT	3	0	3
	WB	LEFT	4	0	4
		THROUGH	0	0	0
		RIGHT	9	0	9
NYS ROUTE 110 AT HENRY STREET 6	NB	LEFT	0	0	0
		THROUGH	1118	25	1143
		RIGHT	17	0	17
	SB	LEFT	17	0	17
		THROUGH	1310	23	1333
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	23	0	23
		THROUGH	0	0	0
		RIGHT	20	0	20
NYS ROUTE 110 AT CHURCH STREET 7	NB	LEFT	48	0	48
		THROUGH	1090	25	1115
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	1296	23	1319
		RIGHT	8	0	8
	EB	LEFT	8	0	8
		THROUGH	0	0	0
		RIGHT	32	0	32
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

NELSON & POPE

SATURDAY PEAK HOUR
Project Name: Huntington Station DT
N&P Project No. 12019

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
NYS ROUTE 110 AT OLIVE STREET 8	NB	LEFT	0	0	0
		THROUGH	1064	25	1089
		RIGHT	34	0	34
	SB	LEFT	62	0	62
		THROUGH	1264	23	1287
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	39	0	39
		THROUGH	0	0	0
		RIGHT	79	0	79
NYS ROUTE 110 AT ACADEMY PLACE / NASSAU ROAD 9	NB	LEFT	8	0	8
		THROUGH	860	20	880
		R1 - NASSAU	252	4	256
		R2 - WG	16	0	16
	SB	L1 - NASSAU	66	0	66
		L2 - WG	19	0	19
		THROUGH	897	15	912
		RIGHT	8	0	8
	EB	LEFT	7	0	7
		THROUGH	14	0	14
		R1 - WG	5	0	5
		R2 - 110	15	0	15
	WB	L1 - WG	8	0	8
		L2 - 110	414	4	418
		THROUGH	12	5	17
		RIGHT	45	0	45
RAILROAD STREET AT W PULASKI ROAD 10	NB	LEFT	4	0	4
		THROUGH	121	6	127
		RIGHT	64	0	64
	SB	LEFT	96	0	96
		THROUGH	138	5	143
		RIGHT	106	4	110
	EB	LEFT	64	5	69
		THROUGH	240	0	240
		RIGHT	12	0	12
	WB	LEFT	63	0	63
		THROUGH	266	0	265
		RIGHT	6	0	6
RAILROAD STREET AT LOWNDES AVENUE 11	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	5	0	5
	SB	LEFT	70	15	85
		THROUGH	0	0	0
		RIGHT	70	7	77
	EB	LEFT	26	0	26
		THROUGH	163	3	166
		RIGHT	0	0	0
	WB	LEFT	9	0	9
		THROUGH	242	21	263
		RIGHT	58	0	58
DEPOT ROAD AT E PULASKI ROAD / FAIRGROUND AVENUE 12	NB	LEFT	53	0	53
		THRU - DEPOT	229	5	234
		THRU - FAIRGROUND	59	0	59
		RIGHT	113	0	113
	SB - DEPOT	L1 - FAIRGROUND	4	0	4
		L2 - PULASKI	89	12	101
		THROUGH	234	4	238
		RIGHT	3	0	3
	SB - FAIRGROUND	LEFT	19	0	19
		THROUGH	32	0	32
		R1 - PULASKI	17	0	17
		R2 - DEPOT	0	0	0
	EB	L1 - DEPOT	8	0	8
		L2 - FAIRGROUND	7	0	7
		THROUGH	298	23	321
		RIGHT	68	0	68
	WB	LEFT	98	0	98
		THROUGH	347	22	369
		R1 - DEPOT	103	12	115
		R2 - FAIRGROUND	16	0	16
PARK AVENUE (CR 35) AT E PULASKI RD 13	NB	LEFT	143	0	143
		THROUGH	728	35	763
		RIGHT	46	0	46
	SB	LEFT	305	11	316
		THROUGH	656	34	690
		RIGHT	128	0	128
	EB	LEFT	113	0	113
		THROUGH	406	0	406
		RIGHT	131	0	131
	WB	LEFT	83	0	83
		THROUGH	421	0	421
		RIGHT	270	11	281

NELSON & POPE

SATURDAY PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
PARK AVENUE (CR 35) AT BROADWAY 14	NB	LEFT	281	1	282
		THROUGH	673	11	684
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	662	11	673
		RIGHT	214	2	216
	EB	LEFT	153	2	155
		THROUGH	0	0	0
		RIGHT	433	1	434
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
RAILROAD AVENUE AT PARKING LOT ACCESS 15	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	4	0	4
		THROUGH	0	0	0
		RIGHT	4	0	4
	EB	LEFT	0	0	0
		THROUGH	233	18	251
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	300	21	321
		RIGHT	8	0	8
RAILROAD AVENUE AT HOTEL/OFFICE EXIT 16	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	235	18	253
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	308	21	329
		RIGHT	0	0	0
CHURCH STREET AT APARTMENT EXIT 17	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	38	0	38
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	54	0	54
		RIGHT	0	0	0
OLIVE STREET AT RETAIL EXIT 18	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	94	0	94
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	118	0	118
		RIGHT	0	0	0
OLIVE STREET AT APARTMENT ACCESS 19	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	94	0	94
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	118	0	118
		RIGHT	0	0	0
NYS ROUTE 110 AT RETAIL EXIT 20	NB	LEFT	0	0	0
		THROUGH	1138	25	1163
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	1326	23	1349
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

NELSON & POPE

SATURDAY PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
BROADWAY AT LIRR LOT ENTRANCE 21	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	560	4	564
		RIGHT	49	0	49
	WB	LEFT	73	0	73
		THROUGH	539	4	543
		RIGHT	0	0	0
BROADWAY AT LIRR LOT ENTER/EXIT 22	NB	LEFT	53	0	53
		THROUGH	0	0	0
		RIGHT	30	0	30
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	558	4	562
		RIGHT	4	0	4
	WB	LEFT	0	0	0
		THROUGH	559	4	563
		RIGHT	0	0	0
BROADWAY AT LIRR LOT EXIT 23	NB	LEFT	4	0	4
		THROUGH	0	0	0
		RIGHT	3	0	3
	SB	LEFT	14	0	14
		THROUGH	0	0	0
		RIGHT	12	0	12
	EB	LEFT	10	0	10
		THROUGH	577	4	581
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	545	4	549
		RIGHT	4	0	4
NYS ROUTE 110 AT S/W LIRR LOT 24	NB	LEFT	4	0	4
		THROUGH	1105	27	1132
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	1072	28	1100
		RIGHT	18	0	18
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	4	0	4
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
NYS ROUTE 110 AT 2ND STREET 25	NB	LEFT	0	0	0
		THROUGH	1107	27	1134
		RIGHT	20	0	20
	SB	LEFT	4	0	4
		THROUGH	1072	28	1100
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
NYS ROUTE 110 AT WESTERN OFFICE ACCESS 26	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	188	3	191
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	312	28	340
		RIGHT	0	0	0

NELSON & POPE

SATURDAY PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

	PASS-BY% 0%		Medical Office 100,000 sf	PASS-BY% 0%		140 Room Hotel	PASS-BY% 0%		High Turnover Restaurant
			Block 1			Block 1			Block 1
			VOL			VOL			VOL
		ENTER	183		ENTER	55		ENTER	4
		EXIT	142		EXIT	46		EXIT	11
		TOTAL	325		TOTAL	101		TOTAL	15

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	%EN	%EX	3 VOL
NYS ROUTE 110 AT W PULASKI RD/E PULASKI RD 1	NB	LEFT			0			0			0
		THROUGH	15		27	20		11	15		1
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH		15	21		20	9		15	2
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
NYS ROUTE 110 AT PARKIG LOT / DEPOT ROAD 2	NB	LEFT			0			0			0
		THROUGH	15		27	20		11	15		1
		RIGHT			0			0			0
	SB	LEFT		10	14		5	2		10	1
		THROUGH		15	21		20	9		15	2
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT	10		18	5		3	10		0
NYS ROUTE 110 AT RAILROAD STREET / BROADWAY 3	NB	LEFT	25		46	25		14	25		1
		THROUGH			0			0			0
		RIGHT			0			0			0
	SB	LEFT			0			0	25		1
		THROUGH			0			0			0
		RIGHT	25		46	15		8			0
	EB	LEFT		25	36		15	7		25	3
		THROUGH		25	36		25	12		25	3
		RIGHT		25	36		25	12		25	3
	WB	LEFT			0			0			0
		THROUGH	25		46	25		14	25		1
		RIGHT			0			0			0
NYS ROUTE 110 AT MAY STREET 4	NB	LEFT			0			0			0
		THROUGH		25	36		15	7		25	3
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH	25		46	15		8	25		1
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
NYS ROUTE 110 AT NORTHRIDGE STREET/ PARKING LOT ACCESS 5	NB	LEFT			0			0			0
		THROUGH		25	36		15	7		25	3
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH	25		46	15		8	25		1
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
NYS ROUTE 110 AT HENRY STREET 6	NB	LEFT			0			0			0
		THROUGH		25	36		15	7		25	3
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH	25		46	15		8	25		1
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
NYS ROUTE 110 AT CHURCH STREET 7	NB	LEFT			0			0			0
		THROUGH		25	36		15	7		25	3
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH	25		46	15		8	25		1
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0

NELSON & POPE

SATURDAY PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

			PASS-BY% 0%		Apartments 49 Units Block 4 VOL	PASS-BY% 0%		Retail Restaurants Bar Block 7 VOL	PASS-BY% 0%		Apartments 68 Units Block 7 VOL	SUBTOTAL TRAFFIC GENERATED
				ENTER	10		ENTER	44		ENTER	14	
				EXIT	11		EXIT	30		EXIT	15	
				TOTAL	21		TOTAL	74		TOTAL	29	
LOCATION	DIR	MVMT	%EN	%EX	5 VOL	%EN	%EX	6 VOL	%EN	%EX	7 VOL	SUBTOTAL VOL
NYS ROUTE 110 AT W PULASKI RD/E PULASKI RD 1	NB	LEFT			0			0			0	0
		THROUGH	20		2	20		9	20		3	53
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH		20	2		20	6		20	3	43
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT PARKIG LOT / DEPOT ROAD 2	NB	LEFT			0			0			0	0
		THROUGH	20		2	20		9	20		3	53
		RIGHT			0			0			0	0
	SB	LEFT		5	1		5	2		5	1	21
		THROUGH		20	2		20	6		20	3	43
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT	5		1	5		2	5		1	25
NYS ROUTE 110 AT RAILROAD STREET / BROADWAY 3	NB	LEFT			0			0			0	61
		THROUGH	25		3	25		11	25		4	18
		RIGHT			0			0			0	0
	SB	LEFT		20	2		20	6		20	3	12
		THROUGH		25	3		25	8		25	4	15
		RIGHT		20	2		20	6		20	3	65
	EB	LEFT	20		2	20		9	20		3	60
		THROUGH			0			0			0	51
		RIGHT			0			0			0	51
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	61
		RIGHT	20		2	20		9	20		3	14
NYS ROUTE 110 AT MAY STREET 4	NB	LEFT			0			0			0	0
		THROUGH	65		7	65		29	65		9	91
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH		65	7		65	20		65	10	92
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT NORTHRIDGE STREET/ PARKING LOT ACCESS 5	NB	LEFT			0			0			0	0
		THROUGH	65		7	65		29	65		9	91
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0		65	20		65	10	85
		RIGHT			0			0			0	0
	EB	LEFT		35	4			0			0	4
		THROUGH			0			0			0	0
		RIGHT		65	7			0			0	7
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT HENRY STREET 6	NB	LEFT			0			0			0	0
		THROUGH	65	35	11	65		29	65		9	95
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0		65	20		65	10	85
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT CHURCH STREET 7	NB	LEFT	65		7			0			0	7
		THROUGH		35	4		30	9	65		9	68
		RIGHT	35		4	65		29			0	33
	SB	LEFT			0	35		15			0	15
		THROUGH			0		65	20		65	10	85
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0

NELSON & POPE

SATURDAY PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

	PASS-BY% 0%		Medical Office 100,000 sf	PASS-BY% 0%		140 Room Hotel	PASS-BY% 0%		High Turnover Restaurant
			Block 1			Block 1			Block 1
			VOL			VOL			VOL
		ENTER	183		ENTER	55		ENTER	4
		EXIT	142		EXIT	46		EXIT	11
		TOTAL	325		TOTAL	101		TOTAL	15

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	%EN	%EX	3 VOL
NYS ROUTE 110 AT OLIVE STREET 8	NB	LEFT			0			0			0
		THROUGH		25	38		15	7		25	3
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH	25		46	15		8	25		1
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
NYS ROUTE 110 AT ACADEMY PLACE / NASSAU ROAD 9	NB	LEFT			0			0			0
		THROUGH		25	35		15	7		25	3
		R1 - NASSAU			0			0			0
		R2 - WG			0			0			0
	SB	L1 - NASSAU			0			0			0
		L2 - WG			0			0			0
		THROUGH	25		46	15		8	25		1
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		R1 - WG			0			0			0
		R2 - 110			0			0			0
	WB	L1 - WG			0			0			0
		L2 - 110			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
RAILROAD STREET AT W PULASKI ROAD 10	NB	LEFT			0			0			0
		THROUGH	5		9			0	5		0
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH		5	7			0		5	1
		RIGHT		20	28		40	18		20	2
	EB	LEFT	20		37	40		22	20		1
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
RAILROAD STREET AT LOWNDES AVENUE 11	NB	LEFT		25	38		40	18		25	3
		THROUGH			0			0			0
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH		10	14		10	5			0
		RIGHT			0	10		6	25		1
	WB	LEFT	75		137	60		33	75		3
		THROUGH			0			0			0
		RIGHT			0			0			0
DEPOT ROAD AT E PULASKI ROAD / FAIRGROUND AVENUE 12	NB	LEFT			0			0			0
		THRU - DEPOT	10		18	5		3	10		0
		THRU - FAIRGROUND			0			0			0
		RIGHT			0			0			0
	SB - DEPOT	L1 - FAIRGROUND			0			0			0
		L2 - PULASKI			0			0			0
		THROUGH		10	14		5	2		10	1
		RIGHT			0			0			0
	SB - FAIRGROUND	LEFT			0			0			0
		THROUGH			0			0			0
		R1 - PULASKI			0			0			0
		R2 - DEPOT			0			0			0
	EB	L1 - DEPOT			0			0			0
		L2 - FAIRGROUND			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		R1 - DEPOT			0			0			0
		R2 - FAIRGROUND			0			0			0
PARK AVENUE (CR 35) AT E PULASKI RD 13	NB	LEFT			0			0			0
		THROUGH	15		27	25		14	15		1
		RIGHT			0			0			0
	SB	LEFT		10	14			0		10	1
		THROUGH		15	21		25	12		15	2
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT	10		18			0	10		0

NELSON & POPE

SATURDAY PEAK HOUR
Project Name: Huntnton Station DT
N&P Project No. 12019

			Apartments 49 Units			Retail Restaurants Bar			Apartments 68 Units			
			PASS-BY% 0%			PASS-BY% 0%			PASS-BY% 0%			SUBTOTAL TRAFFIC GENERATED
					Block 4			Block 7			Block 7	
					VOL			VOL			VOL	
				ENTER	10		ENTER	44		ENTER	14	
				EXIT	11		EXIT	30		EXIT	15	
				TOTAL	21		TOTAL	74		TOTAL	29	
LOCATION	DIR	MVMT	%EN	%EX	5 VOL	%EN	%EX	6 VOL	%EN	%EX	7 VOL	SUBTOTAL VOL
NYS ROUTE 110 AT OLIVE STREET 8	NB	LEFT			0			0			0	0
		THROUGH		35	4		30	9			0	59
		RIGHT			0			0	65		9	9
	SB	LEFT			0			0	35		5	5
		THROUGH	35		4	35		15			0	74
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0		65	20		65	10	30
		THROUGH			0			0			0	0
		RIGHT			0		5	2		35	5	7
NYS ROUTE 110 AT ACADEMY PLACE / NASSAU ROAD 9	NB	LEFT			0			0			0	0
		THROUGH		35	4		35	11		35	5	66
		R1 - NASSAU			0			0			0	0
		R2 - WG			0			0			0	0
	SB	L1 - NASSAU			0			0			0	0
		L2 - WG			0			0			0	0
		THROUGH	35		4	35		15	35		5	79
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		R1 - WG			0			0			0	0
		R2 - 110			0			0			0	0
	WB	L1 - WG			0			0			0	0
		L2 - 110			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
RAILROAD STREET AT W PULASKI ROAD 10	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	9
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	8
		RIGHT		20	2		20	6		20	3	59
	EB	LEFT	20		2	20		9	20		3	74
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
RAILROAD STREET AT LOWNDES AVENUE 11	NB	LEFT			0			0			0	57
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH	20		2	20		9	20		3	33
		RIGHT			0			0			0	7
	WB	LEFT			0			0			0	173
		THROUGH		20	2		20	6		20	3	11
		RIGHT			0			0			0	0
DEPOT ROAD AT E PULASKI ROAD / FAIRGROUND AVENUE 12	NB	LEFT			0			0			0	0
		THRU - DEPOT	5		1	5		2	5		1	25
		THRU - FAIRGROUND			0			0			0	0
		RIGHT			0			0			0	0
	SB - DEPOT	L1 - FAIRGROUND			0			0			0	0
		L2 - PULASKI			0			0			0	0
		THROUGH		5	1		5	2		5	1	21
		RIGHT			0			0			0	0
	SB - FAIRGROUND	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		R1 - PULASKI			0			0			0	0
		R2 - DEPOT			0			0			0	0
	EB	L1 - DEPOT			0			0			0	0
		L2 - FAIRGROUND			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		R1 - DEPOT			0			0			0	0
		R2 - FAIRGROUND			0			0			0	0
PARK AVENUE (CR 35) AT E PULASKI RD 13	NB	LEFT			0			0			0	0
		THROUGH	15		2	10		4	15		2	50
		RIGHT			0			0			0	0
	SB	LEFT		5	1		5	2		5	1	19
		THROUGH		15	2		10	3		15	2	42
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT	5		1	5		2	5		1	22

NELSON & POPE

SATURDAY PEAK HOUR
Project Name: Huntnton Station DT
N&P Project No. 12019

			PASS-BY% 0%		Medical Office 100,000 sf	PASS-BY% 0%		140 Room Hotel	PASS-BY% 0%		High Turnover Restaurant
					Block 1			Block 1			Block 1
					VOL			VOL			VOL
				ENTER	183		ENTER	55		ENTER	4
				EXIT	142		EXIT	46		EXIT	11
				TOTAL	325		TOTAL	101		TOTAL	15
LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	%EN	%EX	3 VOL
PARK AVENUE (CR 35) AT BROADWAY 14	NB	LEFT	25		46	25		14	25		1
		THROUGH			0			0			0
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT		25	36		25	12		25	3
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
RAILROAD AVENUE AT PARKING LOT ACCESS 15	NB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH		75	107		60	28		75	8
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH	75		137	60		33	75		3
		RIGHT			0			0			0
RAILROAD AVENUE AT HOTEL/OFFICE EXIT 16	NB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT		65	92		50	23		75	8
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH		10	14		10	5			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH	75		137	60		33	75		3
		RIGHT			0			0			0
CHURCH STREET AT APARTMENT EXIT 17	NB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
OLIVE STREET AT RETAIL EXIT 18	NB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
OLIVE STREET AT APARTMENT ACCESS 19	NB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
NYS ROUTE 110 AT RETAIL EXIT 20	NB	LEFT			0			0			0
		THROUGH		25	36		15	7		25	3
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH	25		46	15		8	25		1
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0

NELSON & POPE

SATURDAY PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

			PASS-BY% 0%		Apartments 49 Units	PASS-BY% 0%		Retail Restaurants Bar	PASS-BY% 0%		Apartments 68 Units	SUBTOTAL TRAFFIC GENERATED
					Block 4			Block 7			Block 7	
					VOL			VOL			VOL	
				ENTER	10		ENTER	44		ENTER	14	
				EXIT	11		EXIT	30		EXIT	15	
				TOTAL	21		TOTAL	74		TOTAL	29	
LOCATION	DIR	MVMT	%EN	%EX	5 VOL	%EN	%EX	6 VOL	%EN	%EX	7 VOL	SUBTOTAL VOL
PARK AVENUE (CR 35) AT BROADWAY 14	NB	LEFT	20		2	15		7	20		3	73
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT		20	2		15	5		20	3	61
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
RAILROAD AVENUE AT PARKING LOT ACCESS 15	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH	20		2	20		9	20		3	157
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH		20	2		20	6		20	3	184
		RIGHT			0			0			0	0
RAILROAD AVENUE AT HOTEL/OFFICE EXIT 16	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	123
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH	20		2	20		9	20		3	33
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH		20	2		20	6		20	3	184
		RIGHT			0			0			0	0
CHURCH STREET AT APARTMENT EXIT 17	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT	100		10			0			0	10
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
OLIVE STREET AT RETAIL EXIT 18	NB	LEFT			0		70	21			0	21
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0	100		14	14
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0		100	15	15
		RIGHT			0			0			0	0
OLIVE STREET AT APARTMENT ACCESS 19	NB	LEFT			0			0		100	15	15
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0	100		14	14
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
NYS ROUTE 110 AT RETAIL EXIT 20	NB	LEFT			0			0			0	0
		THROUGH			0	65		29	65		9	84
		RIGHT			0			0			0	0
	SB	LEFT			0			0			0	0
		THROUGH	35	65	11		65	20		65	10	96
		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0		30	9			0	9

NELSON & POPE

SATURDAY PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

PASS-BY% 0%	Medical Office 100,000 sf		Block 1 VOL
		ENTER	183
		EXIT	142
		TOTAL	325

PASS-BY% 0%	140 Room Hotel		Block 1 VOL
		ENTER	55
		EXIT	46
		TOTAL	101

PASS-BY% 0%	High Turnover Restaurant		Block 1 VOL
		ENTER	4
		EXIT	11
		TOTAL	15

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	%EN	%EX	3 VOL
					0			0			0
	NB	LEFT			0			0			0
BROADWAY		THROUGH			0			0			0
AT		RIGHT			0			0			0
LIRR LOT ENTRANCE	SB	LEFT			0			0			0
		THROUGH			0			0			0
21		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH		25	36		25	12		25	3
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH	25		46	25		14	25		1
		RIGHT			0			0			0
					0			0			0
	NB	LEFT			0			0			0
BROADWAY		THROUGH			0			0			0
AT		RIGHT			0			0			0
LIRR LOT ENTER/EXIT	SB	LEFT			0			0			0
		THROUGH			0			0			0
22		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH		25	36		25	12		25	3
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH	25		46	25		14	25		1
		RIGHT			0			0			0
					0			0			0
	NB	LEFT			0			0			0
BROADWAY		THROUGH			0			0			0
AT		RIGHT			0			0			0
LIRR LOT EXIT	SB	LEFT			0			0			0
		THROUGH			0			0			0
23		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH		25	36		25	12		25	3
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH	25		46	25		14	25		1
		RIGHT			0			0			0
					0			0			0
	NB	LEFT			0			0			0
NYS ROUTE 110		THROUGH	25		46	25		14	25		1
AT		RIGHT			0			0			0
S/W LIRR LOT	SB	LEFT			0			0			0
		THROUGH		25	36		25	12		25	3
24		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
					0			0			0
	NB	LEFT			0			0			0
NYS ROUTE 110		THROUGH	25		46	25		14	25		1
AT		RIGHT			0			0			0
2ND STREET	SB	LEFT			0			0			0
		THROUGH		25	36		25	12		25	3
25		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	NB	LEFT			0			0			0
NYS ROUTE 110		THROUGH			0			0			0
AT		RIGHT		10	14		10	5			0
WESTERN OFFICE ACCESS	SB	LEFT			0			0			0
		THROUGH			0			0			0
26		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0	10		6	25		1
		RIGHT	25		46	30		17			0
	WB	LEFT			0			0			0
		THROUGH		25	36		40	16			0
		RIGHT			0			0			0

NELSON & POPE

SATURDAY PEAK HOUR
Project Name: Huntington Station DT
N&P Project No. 12019

			PASS-BY% 0%		Apartments 49 Units	PASS-BY% 0%		Retail Restaurants Bar	PASS-BY% 0%		Apartments 68 Units	SUBTOTAL TRAFFIC GENERATED
					Block 4			Block 7			Block 7	
					VOL			VOL			VOL	
				ENTER	10		ENTER	44		ENTER	14	
				EXIT	11		EXIT	30		EXIT	15	
				TOTAL	21		TOTAL	74		TOTAL	29	
LOCATION	DIR	MVMT	%EN	%EX	5 VOL	%EN	%EX	6 VOL	%EN	%EX	7 VOL	SUBTOTAL VOL
					0			0			0	0
	NB	LEFT			0			0			0	0
BROADWAY		THROUGH			0			0			0	0
AT		RIGHT			0			0			0	0
LIRR LOT ENTRANCE	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
21		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH		20	2		20	6		20	3	62
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH	20		2	20		9	20		3	75
		RIGHT			0			0			0	0
					0			0			0	0
	NB	LEFT			0			0			0	0
BROADWAY		THROUGH			0			0			0	0
AT		RIGHT			0			0			0	0
LIRR LOT ENTER/EXIT	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
22		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH		20	2		20	6		20	3	62
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH	20		2	20		9	20		3	75
		RIGHT			0			0			0	0
					0			0			0	0
	NB	LEFT			0			0			0	0
BROADWAY		THROUGH			0			0			0	0
AT		RIGHT			0			0			0	0
LIRR LOT EXIT	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
23		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH		20	2		20	6		20	3	62
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH	20		2	20		9	20		3	75
		RIGHT			0			0			0	0
					0			0			0	0
	NB	LEFT			0			0			0	0
NYS ROUTE 110		THROUGH	25		3	25		11	25		4	79
AT		RIGHT			0			0			0	0
S/W LIRR LOT	SB	LEFT			0			0			0	0
		THROUGH		25	3		25	8		25	4	66
24		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
					0			0			0	0
	NB	LEFT			0			0			0	0
NYS ROUTE 110		THROUGH	25		3	25		11	25		4	79
AT		RIGHT			0			0			0	0
2ND STREET	SB	LEFT			0			0			0	0
		THROUGH		25	3		25	8		25	4	66
25		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	NB	LEFT			0			0			0	0
NYS ROUTE 110		THROUGH			0			0			0	0
AT		RIGHT			0			0			0	19
WESTERN OFFICE ACCESS	SB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
26		RIGHT			0			0			0	0
	EB	LEFT			0			0			0	0
		THROUGH	20		2	20		9	20		3	21
		RIGHT			0			0			0	63
	WB	LEFT			0			0			0	0
		THROUGH		20	2		20	6		20	3	65
		RIGHT			0			0			0	0

NELSON & POPE

SATURDAY PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
NYS ROUTE 110 AT W PULASKI RD/E PULASKI RD 1	NB	LEFT	48	0	48
		THROUGH	652	53	705
		RIGHT	164	0	164
	SB	LEFT	50	0	50
		THROUGH	610	43	653
		RIGHT	22	0	22
	EB	LEFT	42	0	42
		THROUGH	277	0	277
		RIGHT	46	0	46
	WB	LEFT	173	0	173
		THROUGH	339	0	339
		RIGHT	30	0	30
NYS ROUTE 110 AT PARKIG LOT / DEPOT ROAD 2	NB	LEFT	11	0	11
		THROUGH	690	53	743
		RIGHT	0	0	0
	SB	LEFT	524	21	545
		THROUGH	550	43	593
		RIGHT	30	0	30
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	33	0	33
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	468	25	493
NYS ROUTE 110 AT RAILROAD STREET / BROADWAY 3	NB	LEFT	65	61	126
		THROUGH	914	18	932
		RIGHT	151	0	151
	SB	LEFT	333	12	345
		THROUGH	921	15	936
		RIGHT	87	65	152
	EB	LEFT	61	60	121
		THROUGH	130	51	181
		RIGHT	64	51	115
	WB	LEFT	157	0	157
		THROUGH	176	61	237
		RIGHT	212	14	226
NYS ROUTE 110 AT MAY STREET 4	NB	LEFT	0	0	0
		THROUGH	1150	91	1241
		RIGHT	26	0	26
	SB	LEFT	6	0	6
		THROUGH	1351	92	1443
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	19	0	19
		THROUGH	0	0	0
		RIGHT	13	0	13
NYS ROUTE 110 AT NORTHRIDGE STREET/ PARKING LOT ACCESS 5	NB	LEFT	0	0	0
		THROUGH	1155	91	1246
		RIGHT	3	0	3
	SB	LEFT	3	0	3
		THROUGH	1361	85	1446
		RIGHT	3	0	3
	EB	LEFT	0	4	4
		THROUGH	3	0	3
		RIGHT	3	7	10
	WB	LEFT	4	0	4
		THROUGH	0	0	0
		RIGHT	9	0	9
NYS ROUTE 110 AT HENRY STREET 6	NB	LEFT	0	0	0
		THROUGH	1143	95	1239
		RIGHT	17	0	17
	SB	LEFT	17	0	17
		THROUGH	1333	85	1418
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	23	0	23
		THROUGH	0	0	0
		RIGHT	20	0	20
NYS ROUTE 110 AT CHURCH STREET 7	NB	LEFT	48	7	55
		THROUGH	1115	68	1183
		RIGHT	0	33	33
	SB	LEFT	0	15	15
		THROUGH	1319	85	1404
		RIGHT	8	0	8
	EB	LEFT	8	0	8
		THROUGH	0	0	0
		RIGHT	32	0	32
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

NELSON & POPE

SATURDAY PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
NYS ROUTE 110 AT OLIVE STREET 8	NB	LEFT	0	0	0
		THROUGH	1089	59	1148
		RIGHT	34	9	43
	SB	LEFT	62	5	67
		THROUGH	1287	74	1361
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	39	30	69
		THROUGH	0	0	0
		RIGHT	79	7	86
NYS ROUTE 110 AT ACADEMY PLACE / NASSAU ROAD 9	NB	LEFT	8	0	8
		THROUGH	880	66	946
		R1 - NASSAU	266	0	266
		R2 - WG	16	0	16
	SB	L1 - NASSAU	66	0	66
		L2 - WG	19	0	19
		THROUGH	912	79	991
		RIGHT	8	0	8
	EB	LEFT	7	0	7
		THROUGH	14	0	14
		R1 - WG	5	0	5
		R2 - 110	15	0	15
	WB	L1 - WG	8	0	8
		L2 - 110	418	0	418
		THROUGH	17	0	17
		RIGHT	45	0	45
RAILROAD STREET AT W PULASKI ROAD 10	NB	LEFT	4	0	4
		THROUGH	127	9	136
		RIGHT	64	0	64
	SB	LEFT	98	0	98
		THROUGH	143	8	151
		RIGHT	110	59	169
	EB	LEFT	69	74	143
		THROUGH	240	0	240
		RIGHT	12	0	12
	WB	LEFT	63	0	63
		THROUGH	265	0	265
		RIGHT	6	0	6
RAILROAD STREET AT LOWNDES AVENUE 11	NB	LEFT	0	57	57
		THROUGH	0	0	0
		RIGHT	5	0	5
	SB	LEFT	85	0	85
		THROUGH	0	0	0
		RIGHT	77	0	77
	EB	LEFT	26	0	26
		THROUGH	166	33	199
		RIGHT	0	7	7
	WB	LEFT	9	173	182
		THROUGH	263	11	274
		RIGHT	58	0	58
DEPOT ROAD AT E PULASKI ROAD / FAIRGROUND AVENUE 12	NB	LEFT	53	0	53
		THRU - DEPOT	234	25	259
		THRU - FAIRGROUND	59	0	59
		RIGHT	113	0	113
	SB - DEPOT	L1 - FAIRGROUND	4	0	4
		L2 - PULASKI	101	0	101
		THROUGH	238	21	259
		RIGHT	3	0	3
	SB - FAIRGROUND	LEFT	19	0	19
		THROUGH	32	0	32
		R1 - PULASKI	17	0	17
		R2 - DEPOT	0	0	0
	EB	L1 - DEPOT	8	0	8
		L2 - FAIRGROUND	7	0	7
		THROUGH	321	0	321
		RIGHT	68	0	68
	WB	LEFT	98	0	98
		THROUGH	369	0	369
		R1 - DEPOT	115	0	115
		R2 - FAIRGROUND	16	0	16
PARK AVENUE (CR 35) AT E PULASKI RD 13	NB	LEFT	143	0	143
		THROUGH	763	50	813
		RIGHT	46	0	46
	SB	LEFT	316	19	335
		THROUGH	690	42	732
		RIGHT	128	0	128
	EB	LEFT	113	0	113
		THROUGH	406	0	406
		RIGHT	131	0	131
	WB	LEFT	83	0	83
		THROUGH	421	0	421
		RIGHT	281	22	303

NELSON & POPE

SATURDAY PEAK HOUR
Project Name: Huntington Station DT
N&P Project No. 12019

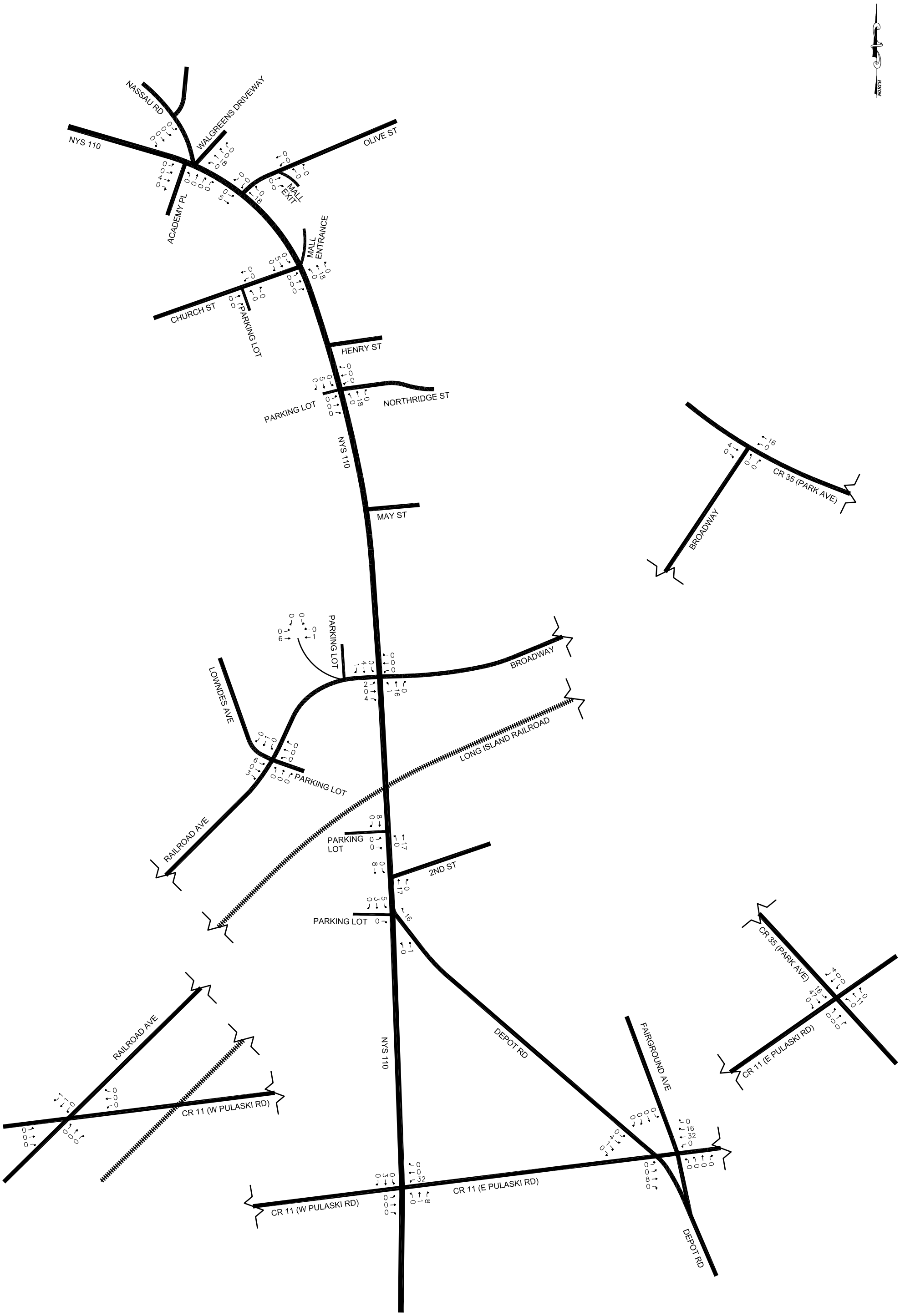
LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
PARK AVENUE (CR 35) AT BROADWAY 14	NB	LEFT	282	73	355
		THROUGH	684	0	684
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	673	0	673
		RIGHT	216	0	216
	EB	LEFT	155	0	155
		THROUGH	0	0	0
		RIGHT	434	61	495
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
RAILROAD AVENUE AT PARKING LOT ACCESS 15	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	4	0	4
		THROUGH	0	0	0
		RIGHT	4	0	4
	EB	LEFT	0	0	0
		THROUGH	251	157	408
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	321	184	505
		RIGHT	8	0	8
RAILROAD AVENUE AT HOTEL/OFFICE EXIT 16	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	123	123
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	253	33	286
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	329	184	513
		RIGHT	0	0	0
CHURCH STREET AT APARTMENT EXIT 17	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	38	0	38
		RIGHT	0	0	0
	WB	LEFT	0	10	10
		THROUGH	54	0	54
		RIGHT	0	0	0
OLIVE STREET AT RETAIL EXIT 18	NB	LEFT	0	21	21
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	94	14	108
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	118	15	133
		RIGHT	0	0	0
OLIVE STREET AT APARTMENT ACCESS 19	NB	LEFT	0	15	15
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	94	0	94
		RIGHT	0	14	14
	WB	LEFT	0	0	0
		THROUGH	118	0	118
		RIGHT	0	0	0
NYS ROUTE 110 AT RETAIL EXIT 20	NB	LEFT	0	0	0
		THROUGH	1163	84	1247
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	1349	96	1445
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	9	9

NELSON & POPE

SATURDAY PEAK HOUR
Project Name: Huntinton Station DT
N&P Project No. 12019

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
BROADWAY AT LIRR LOT ENTRANCE 21	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	564	62	626
		RIGHT	49	0	49
	WB	LEFT	73	0	73
		THROUGH	543	75	618
		RIGHT	0	0	0
BROADWAY AT LIRR LOT ENTER/EXIT 22	NB	LEFT	53	0	53
		THROUGH	0	0	0
		RIGHT	30	0	30
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	562	62	624
		RIGHT	4	0	4
	WB	LEFT	0	0	0
		THROUGH	563	75	638
		RIGHT	0	0	0
BROADWAY AT LIRR LOT EXIT 23	NB	LEFT	4	0	4
		THROUGH	0	0	0
		RIGHT	3	0	3
	SB	LEFT	14	0	14
		THROUGH	0	0	0
		RIGHT	12	0	12
	EB	LEFT	10	0	10
		THROUGH	581	62	643
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	549	75	624
		RIGHT	4	0	4
NYS ROUTE 110 AT S/W LIRR LOT 24	NB	LEFT	4	0	4
		THROUGH	1132	79	1211
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	1100	66	1166
		RIGHT	18	0	18
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	4	0	4
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
NYS ROUTE 110 AT 2ND STREET 25	NB	LEFT	0	0	0
		THROUGH	1134	79	1213
		RIGHT	20	0	20
	SB	LEFT	4	0	4
		THROUGH	1100	66	1166
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
NYS ROUTE 110 AT WESTERN OFFICE ACCESS 26	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	19	19
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	191	21	212
		RIGHT	0	63	63
	WB	LEFT	0	0	0
		THROUGH	340	65	405
		RIGHT	0	0	0

Appendix B: Other Planned Projects



CONSULTANT:

NELSON & POPE
ENGINEERS • SURVEYORS
572 WALT WHITMAN ROAD, MELVILLE, N.Y. 11747-2188
631.427.5665 WWW.NELSONPOPE.COM FAX 631.427.5620

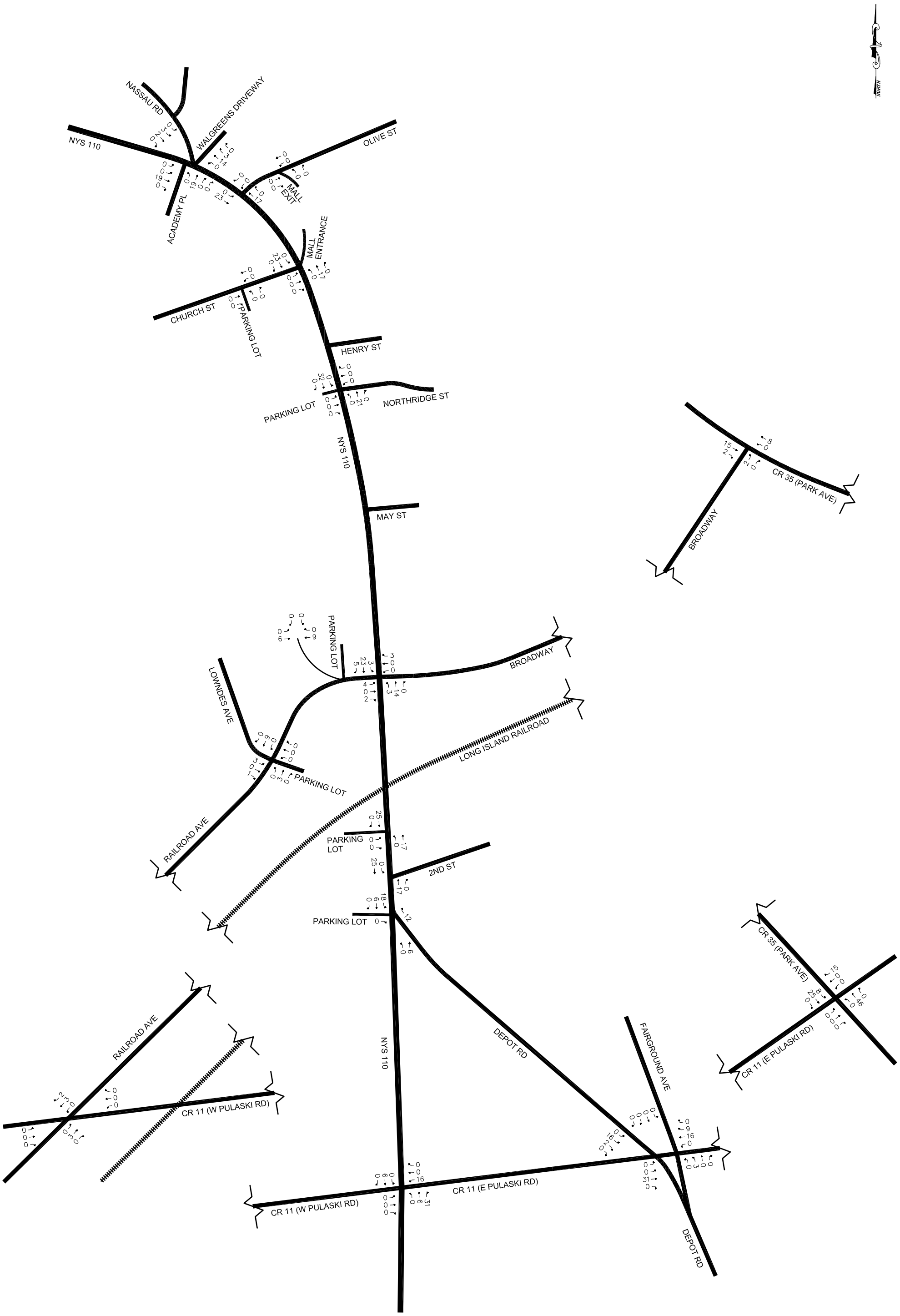
DWN. BY:	MCM
CHK'D BY:	-
DATE:	-
JOB No.:	12019
CADD:	-
SCALE:	NTS

DRAWING TITLE:

AM OTHER PLANNED PROJECT TRAFFIC VOLUMES

DRAWING NUMBER:

OPP-1



CONSULTANT:

NELSON & POPE
ENGINEERS • SURVEYORS
572 WALT WHITMAN ROAD, MELVILLE, N.Y. 11747-2188
631.427.5665 WWW.NELSONPOPE.COM FAX 631.427.5620

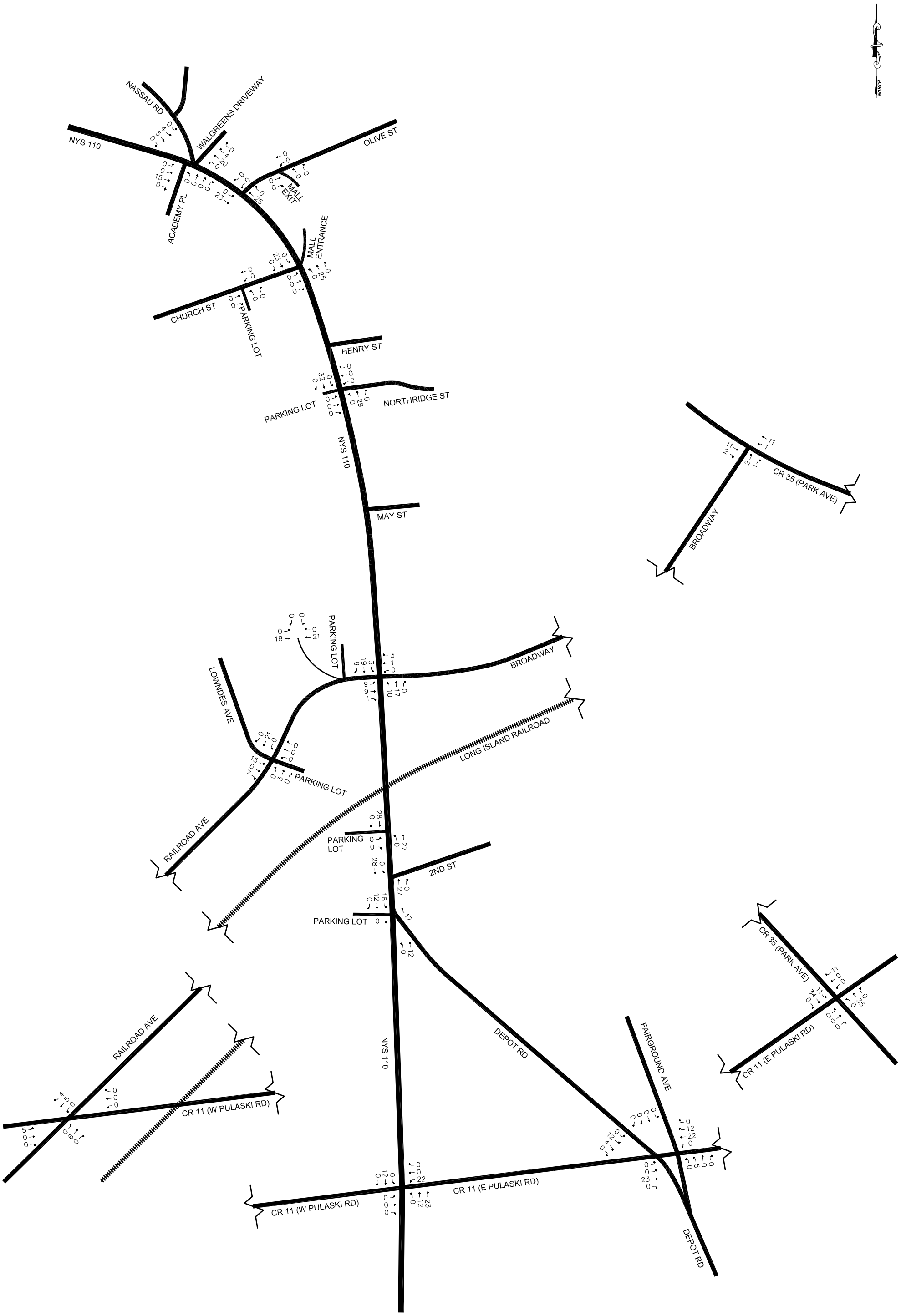
DWN. BY:	MCM
CHK'D BY:	-
DATE:	-
JOB No.:	12019
CADD:	-
SCALE:	NTS

DRAWING TITLE:

PM OTHER PLANNED PROJECT TRAFFIC VOLUMES

DRAWING NUMBER:

OPP-2



CONSULTANT:

NELSON & POPE
ENGINEERS • SURVEYORS
572 WALT WHITMAN ROAD, MELVILLE, N.Y. 11747-2188
631.427.5665 WWW.NELSONPOPE.COM FAX 631.427.5620

DWN. BY:	MCM
CHK'D BY:	-
DATE:	-
JOB No.:	12019
CADD:	-
SCALE:	NTS

DRAWING TITLE:

SATURDAY OTHER PLANNED PROJECT TRAFFIC VOLUMES

DRAWING NUMBER:

OPP-3

Appendix C: Trip Generation

Detailed Average Rate Trip Calculations
For 100 Th.Sq.Ft. GFA of Medical-Dental Office Building(720) - [R]

Project: Downtown Huntington Station
Phase:

Open Date:
Analysis Date:

Description: Block 1 - Medical Office

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	36.13	10.18	1.00	3613
7-9 AM Peak Hour Enter	1.89	0.00	1.00	189
7-9 AM Peak Hour Exit	0.50	0.00	1.00	50
7-9 AM Peak Hour Total	2.39	1.89	1.00	239
4-6 PM Peak Hour Enter	1.00	0.00	1.00	100
4-6 PM Peak Hour Exit	2.57	0.00	1.00	257
4-6 PM Peak Hour Total	3.57	2.47	1.00	357
AM Pk Hr, Generator, Enter	2.35	0.00	1.00	235
AM Pk Hr, Generator, Exit	1.15	0.00	1.00	115
AM Pk Hr, Generator, Total	3.50	2.35	1.00	350
PM Pk Hr, Generator, Enter	1.67	0.00	1.00	167
PM Pk Hr, Generator, Exit	2.60	0.00	1.00	260
PM Pk Hr, Generator, Total	4.27	2.50	1.00	427
Saturday 2-Way Volume	8.96	9.17	1.00	896
Saturday Peak Hour Enter	2.07	0.00	1.00	207
Saturday Peak Hour Exit	1.56	0.00	1.00	156
Saturday Peak Hour Total	3.63	1.93	1.00	363
Sunday 2-Way Volume	1.55	1.80	1.00	155
Sunday Peak Hour Enter	0.21	0.00	1.00	21
Sunday Peak Hour Exit	0.19	0.00	1.00	19
Sunday Peak Hour Total	0.40	0.00	1.00	40

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation Manual, 9th Edition, 2012

Detailed Average Rate Trip Calculations
For 140 Occupied Rooms of Hotel(310) - [R]

Project: Downtown Huntington Station
Phase:

Open Date:
Analysis Date:

Description: Block 1 - Hotel

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	8.92	6.04	1.00	1249
7-9 AM Peak Hour Enter	0.39	0.00	1.00	55
7-9 AM Peak Hour Exit	0.28	0.00	1.00	39
7-9 AM Peak Hour Total	0.67	0.84	1.00	94
4-6 PM Peak Hour Enter	0.34	0.00	1.00	48
4-6 PM Peak Hour Exit	0.36	0.00	1.00	50
4-6 PM Peak Hour Total	0.70	0.87	1.00	98
AM Pk Hr, Generator, Enter	0.35	0.00	1.00	49
AM Pk Hr, Generator, Exit	0.29	0.00	1.00	41
AM Pk Hr, Generator, Total	0.64	0.84	1.00	90
PM Pk Hr, Generator, Enter	0.42	0.00	1.00	59
PM Pk Hr, Generator, Exit	0.32	0.00	1.00	45
PM Pk Hr, Generator, Total	0.74	0.89	1.00	104
Saturday 2-Way Volume	10.50	4.11	1.00	1470
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.87	0.94	1.00	122
Sunday 2-Way Volume	8.48	3.42	1.00	1187
Sunday Peak Hour Enter	0.00	0.00	1.00	0
Sunday Peak Hour Exit	0.00	0.00	1.00	0
Sunday Peak Hour Total	0.75	0.88	1.00	105

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation Manual, 9th Edition, 2012

Summary of Pass-By Trips
For 2 Th.Sq.Ft. GFA of High Turnover (Sit-Down) Restaurant(932) - [R]

Project: Block 1 | Open Date:
Phase: | Analysis Date:

Description:

	Driveway Volume	Pass-By Trips	Volume Added to Adjacent Streets
Average Weekday			
7-9 AM Peak Hour Enter	12	0	12
7-9 AM Peak Hour Exit	10	0	10
7-9 AM Peak Hour Total	22	0	22
4-6 PM Peak Hour Enter	12	5	7
4-6 PM Peak Hour Exit	8	3	5
4-6 PM Peak Hour Total	20	9	11
Saturday			
Saturday Peak Hour Enter	15	0	15
Saturday Peak Hour Exit	13	0	13
Saturday Peak Hour Total	28	0	28

Pass-By Trips were calculated on the basis of the following:

Weekday P.M. Peak Period Average Pass-By Trip Percentage = 43
Saturday Midday Pk. Pd. Average Pass-By Trip Percentage = 0

Number of Pass-By Studies: 12

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation Manual, 9th Edition, 2012

Detailed Average Rate Trip Calculations
For 49 Dwelling Units of Apartments(220) - [R]

Project:
Phase:

Open Date:
Analysis Date:

Description:

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	6.65	3.07	1.00	326
7-9 AM Peak Hour Enter	0.10	0.00	1.00	5
7-9 AM Peak Hour Exit	0.41	0.00	1.00	20
7-9 AM Peak Hour Total	0.51	0.73	1.00	25
4-6 PM Peak Hour Enter	0.40	0.00	1.00	20
4-6 PM Peak Hour Exit	0.22	0.00	1.00	10
4-6 PM Peak Hour Total	0.62	0.82	1.00	30
AM Pk Hr, Generator, Enter	0.16	0.00	1.00	8
AM Pk Hr, Generator, Exit	0.39	0.00	1.00	19
AM Pk Hr, Generator, Total	0.55	0.76	1.00	27
PM Pk Hr, Generator, Enter	0.41	0.00	1.00	20
PM Pk Hr, Generator, Exit	0.26	0.00	1.00	13
PM Pk Hr, Generator, Total	0.67	0.85	1.00	33
Saturday 2-Way Volume	6.39	2.99	1.00	313
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.52	0.74	1.00	25
Sunday 2-Way Volume	5.86	2.73	1.00	287
Sunday Peak Hour Enter	0.00	0.00	1.00	0
Sunday Peak Hour Exit	0.00	0.00	1.00	0
Sunday Peak Hour Total	0.51	0.75	1.00	25

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation Manual, 9th Edition, 2012

TRIP GENERATION 2013, TRAFFICWARE, LLC

Detailed Average Rate Trip Calculations
For 68 Dwelling Units of Apartments(220) - [R]

Project: Downtown Huntington Station
Phase:

Open Date:
Analysis Date:

Description: Block 7- Apartments

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	6.65	3.07	1.00	452
7-9 AM Peak Hour Enter	0.10	0.00	1.00	7
7-9 AM Peak Hour Exit	0.41	0.00	1.00	28
7-9 AM Peak Hour Total	0.51	0.73	1.00	35
4-6 PM Peak Hour Enter	0.40	0.00	1.00	27
4-6 PM Peak Hour Exit	0.22	0.00	1.00	15
4-6 PM Peak Hour Total	0.62	0.82	1.00	42
AM Pk Hr, Generator, Enter	0.16	0.00	1.00	11
AM Pk Hr, Generator, Exit	0.39	0.00	1.00	26
AM Pk Hr, Generator, Total	0.55	0.76	1.00	37
PM Pk Hr, Generator, Enter	0.41	0.00	1.00	28
PM Pk Hr, Generator, Exit	0.26	0.00	1.00	18
PM Pk Hr, Generator, Total	0.67	0.85	1.00	46
Saturday 2-Way Volume	6.39	2.99	1.00	435
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.52	0.74	1.00	35
Sunday 2-Way Volume	5.86	2.73	1.00	398
Sunday Peak Hour Enter	0.00	0.00	1.00	0
Sunday Peak Hour Exit	0.00	0.00	1.00	0
Sunday Peak Hour Total	0.51	0.75	1.00	35

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation Manual, 9th Edition, 2012

Detailed Average Rate Trip Calculations
For 8.516 Th.Sq.Ft. GLA of Shopping Center(820) - [R]

Project: Open Date:
Phase: Analysis Date:

Description:

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	42.70	21.25	1.00	364
7-9 AM Peak Hour Enter	0.60	0.00	1.00	5
7-9 AM Peak Hour Exit	0.36	0.00	1.00	3
7-9 AM Peak Hour Total	0.96	1.31	1.00	8
4-6 PM Peak Hour Enter	1.78	0.00	1.00	15
4-6 PM Peak Hour Exit	1.93	0.00	1.00	17
4-6 PM Peak Hour Total	3.71	2.74	1.00	32
AM Pk Hr, Generator, Enter	0.00	0.00	1.00	0
AM Pk Hr, Generator, Exit	0.00	0.00	1.00	0
AM Pk Hr, Generator, Total	0.00	0.00	1.00	0
PM Pk Hr, Generator, Enter	0.00	0.00	1.00	0
PM Pk Hr, Generator, Exit	0.00	0.00	1.00	0
PM Pk Hr, Generator, Total	0.00	0.00	1.00	0
Saturday 2-Way Volume	49.97	22.62	1.00	426
Saturday Peak Hour Enter	2.51	0.00	1.00	21
Saturday Peak Hour Exit	2.31	0.00	1.00	20
Saturday Peak Hour Total	4.82	3.10	1.00	41
Sunday 2-Way Volume	25.24	17.23	1.00	215
Sunday Peak Hour Enter	1.53	0.00	1.00	13
Sunday Peak Hour Exit	1.59	0.00	1.00	14
Sunday Peak Hour Total	3.12	2.78	1.00	27

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation Manual, 9th Edition, 2012

Detailed Average Rate Trip Calculations
For 1.5 Th.Sq.Ft. GFA of Quality Restaurant(931) - [R]

Project: Downtown Huntington Station
Phase:

Open Date:
Analysis Date:

Description: Block 7- Quality Restauarnt

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	89.95	36.81	1.00	135
7-9 AM Peak Hour Enter	0.00	0.00	1.00	0
7-9 AM Peak Hour Exit	0.00	0.00	1.00	0
7-9 AM Peak Hour Total	0.81	0.93	1.00	1
4-6 PM Peak Hour Enter	5.02	0.00	1.00	8
4-6 PM Peak Hour Exit	2.47	0.00	1.00	3
4-6 PM Peak Hour Total	7.49	4.89	1.00	11
AM Pk Hr, Generator, Enter	4.57	0.00	1.00	7
AM Pk Hr, Generator, Exit	1.00	0.00	1.00	1
AM Pk Hr, Generator, Total	5.57	3.79	1.00	8
PM Pk Hr, Generator, Enter	5.59	0.00	1.00	8
PM Pk Hr, Generator, Exit	3.43	0.00	1.00	6
PM Pk Hr, Generator, Total	9.02	4.55	1.00	14
Saturday 2-Way Volume	94.36	34.42	1.00	142
Saturday Peak Hour Enter	6.38	0.00	1.00	10
Saturday Peak Hour Exit	4.44	0.00	1.00	6
Saturday Peak Hour Total	10.82	4.38	1.00	16
Sunday 2-Way Volume	72.16	32.35	1.00	108
Sunday Peak Hour Enter	5.28	0.00	1.00	8
Sunday Peak Hour Exit	3.10	0.00	1.00	5
Sunday Peak Hour Total	8.38	3.88	1.00	13

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation Manual, 9th Edition, 2012

Detailed Average Rate Trip Calculations
For 2.5 Th.Sq.Ft. GFA of High Turnover (Sit-Down) Restaurant(932) - [R]

Project:
Phase:

Open Date:
Analysis Date:

Description:

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	127.15	41.77	1.00	318
7-9 AM Peak Hour Enter	5.95	0.00	1.00	15
7-9 AM Peak Hour Exit	4.86	0.00	1.00	12
7-9 AM Peak Hour Total	10.81	6.59	1.00	27
4-6 PM Peak Hour Enter	5.91	0.00	1.00	15
4-6 PM Peak Hour Exit	3.94	0.00	1.00	10
4-6 PM Peak Hour Total	9.85	8.54	1.00	25
AM Pk Hr, Generator, Enter	7.06	0.00	1.00	18
AM Pk Hr, Generator, Exit	6.27	0.00	1.00	15
AM Pk Hr, Generator, Total	13.33	9.44	1.00	33
PM Pk Hr, Generator, Enter	9.98	0.00	1.00	25
PM Pk Hr, Generator, Exit	8.51	0.00	1.00	21
PM Pk Hr, Generator, Total	18.49	13.32	1.00	46
Saturday 2-Way Volume	158.37	0.00	1.00	396
Saturday Peak Hour Enter	7.46	0.00	1.00	19
Saturday Peak Hour Exit	6.61	0.00	1.00	16
Saturday Peak Hour Total	14.07	12.19	1.00	35
Sunday 2-Way Volume	131.84	0.00	1.00	330
Sunday Peak Hour Enter	10.15	0.00	1.00	25
Sunday Peak Hour Exit	8.31	0.00	1.00	21
Sunday Peak Hour Total	18.46	13.74	1.00	46

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation Manual, 9th Edition, 2012

Detailed Average Rate Trip Calculations
For 2 Th.Sq.Ft. GFA of Drinking Place(925) - [R]

Project: Downtown Huntington Station
Phase:

Open Date:
Analysis Date:

Description: Block 7- Drinking Place

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	0.00	0.00	1.00	0
7-9 AM Peak Hour Enter	0.00	0.00	1.00	0
7-9 AM Peak Hour Exit	0.00	0.00	1.00	0
7-9 AM Peak Hour Total	0.00	0.00	1.00	0
4-6 PM Peak Hour Enter	7.48	0.00	1.00	15
4-6 PM Peak Hour Exit	3.86	0.00	1.00	8
4-6 PM Peak Hour Total	11.34	8.04	1.00	23
AM Pk Hr, Generator, Enter	0.00	0.00	1.00	0
AM Pk Hr, Generator, Exit	0.00	0.00	1.00	0
AM Pk Hr, Generator, Total	0.00	0.00	1.00	0
PM Pk Hr, Generator, Enter	10.53	0.00	1.00	21
PM Pk Hr, Generator, Exit	4.96	0.00	1.00	10
PM Pk Hr, Generator, Total	15.49	8.63	1.00	31
Saturday 2-Way Volume	0.00	0.00	1.00	0
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.00	0.00	1.00	0
Sunday 2-Way Volume	0.00	0.00	1.00	0
Sunday Peak Hour Enter	0.00	0.00	1.00	0
Sunday Peak Hour Exit	0.00	0.00	1.00	0
Sunday Peak Hour Total	0.00	0.00	1.00	0

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation Manual, 9th Edition, 2012

Detailed Average Rate Trip Calculations
For 2 Th.Sq.Ft. GFA of General Office Building(710) - [R]

Project: Downtown Huntington Station
Phase:

Open Date:
Analysis Date:

Description: Block 7- General Office

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	11.03	6.15	1.00	22
7-9 AM Peak Hour Enter	1.37	0.00	1.00	3
7-9 AM Peak Hour Exit	0.19	0.00	1.00	0
7-9 AM Peak Hour Total	1.56	1.40	1.00	3
4-6 PM Peak Hour Enter	0.25	0.00	1.00	1
4-6 PM Peak Hour Exit	1.24	0.00	1.00	2
4-6 PM Peak Hour Total	1.49	1.37	1.00	3
AM Pk Hr, Generator, Enter	1.37	0.00	1.00	3
AM Pk Hr, Generator, Exit	0.19	0.00	1.00	0
AM Pk Hr, Generator, Total	1.56	1.40	1.00	3
PM Pk Hr, Generator, Enter	0.25	0.00	1.00	1
PM Pk Hr, Generator, Exit	1.24	0.00	1.00	2
PM Pk Hr, Generator, Total	1.49	1.37	1.00	3
Saturday 2-Way Volume	2.46	2.21	1.00	5
Saturday Peak Hour Enter	0.23	0.00	1.00	0
Saturday Peak Hour Exit	0.20	0.00	1.00	0
Saturday Peak Hour Total	0.43	0.72	1.00	1
Sunday 2-Way Volume	1.05	1.43	1.00	2
Sunday Peak Hour Enter	0.09	0.00	1.00	0
Sunday Peak Hour Exit	0.07	0.00	1.00	0
Sunday Peak Hour Total	0.16	0.44	1.00	0

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation Manual, 9th Edition, 2012

Analyst MCM
Date 10/17/14

MULTI- USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt HSDT
Time Period AM

LAND USE A Office

ITE LU Code 720
Size 100,000 SF

	Total	Internal	External
Enter	189	1	188
Exit	50	3	47
Total	239	4	235
%	100%	2%	98%

Exit to External: 47
Enter from External: 188

LAND USE B Resau

ITE LU Code 820
Size 8,516 SF

	Total	Internal	External
Enter	5	3	2
Exit	3	3	0
Total	8	6	2
%	100%	75%	25%

Enter from External: 2
Exit to External: 0

LAND USE C Res Bu 4

ITE LU Code 220 APT
Size 49 UNITS

	Total	Internal	External
Enter	5	2	3
Exit	20	1	19
Total	25	3	22
%	100%	12%	88%

Exit to External: 24
Enter from External: 4

LAND USE D Res Bu 7

ITE LU Code 220 APT
Size 68 UNITS

	Total	Internal	External
Enter	7	2	5
Exit	28	1	27
Total	35	3	32
%	100%	9%	91%

Enter from External: 5
Exit to External: 27

Demand	Balanced	Demand
15% 29	1	3% 1
22% 11	1	4% 1
2% 1	1	11% 1
N/A% 0	0	33% 2
3% 1	1	N/A% 0
3% 1	1	9% 1
N/A% 0	0	33% 3
N/A% 0	0	38% 11
9% 1	1	N/A% 0
38% 8	1	N/A% 0
N/A% 0	0	N/A% 0
N/A% 0	0	N/A% 0

Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	LAND USE D	TOTAL
Enter	188	2	3	5	198
Exit	47	0	19	27	93
Total	235	2	22	32	291
Single-Use Trip Gen. Est.	237	8	25	35	307

Source: Kaku Associates, Inc.

INTERNAL CAPTURE 5%

Analyst MCM
Date 10/7/14

MULTI- USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlp HSDT
Time Period PM

LAND USE A Office

ITE LU Code 720
Size 100,000 SF

	Total	Internal	External
Enter	100	1	99
Exit	257	3	254
Total	357	4	353
%	100%	1%	99%

Exit to External 254
Enter from External 99

LAND USE B Retail

ITE LU Code 820
Size 8,516 SF

	Total	Internal	External
Enter	15	3	12
Exit	17	5	12
Total	32	8	24
%	100%	25%	75%

Enter from External 12
Exit to External 12

LAND USE C Res Bldg

ITE LU Code 220 Apartment
Size 49 units

	Total	Internal	External
Enter	20	3	17
Exit	10	1	9
Total	30	4	26
%	100%	13%	87%

Exit to External 9
Enter from External

LAND USE D Res Bldg

ITE LU Code 220 Apartment
Size 68 units

	Total	Internal	External
Enter	27	3	24
Exit	15	1	14
Total	42	4	38
%	100%	10%	90%

Enter from External 24
Exit to External 14

Origin	Destination	Demand	Balanced	Demand
A	B	31% 31	1	3% 1
B	A	23% 60	1	2% 1
A	C	2% 6 (5.14)	1	2% 1 (0.8)
A	D	0% 0	0	N/A% 0
B	C	2% 6	1	2% 1
B	D	31% 13	2	12% 2
C	A	2% 6	1	2% 1
C	B	0% 0	0	N/A% 0
C	D	53% 6	1	9% 1
D	A	12% 2	2	9% 1
D	B	9% 1	1	53% 8
D	C	0% 0	0	N/A% 0
C	D	N/A% 0	0	N/A% 0
D	C	N/A% 0	0	N/A% 0

Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	LAND USE D	TOTAL
Enter	99	12	17	24	152
Exit	254	12	9	14	289
Total	353	24	26	38	441
Single-Use Trip Gen. Est.	357	32	30	42	461

Source: Kaku Associates, Inc.

INTERNAL CAPTURE 4%

Analyst MCM
Date 10/7/14

MULTI- USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlp HSDT
Time Period SAT

LAND USE A Office

ITE LU Code 720
Size 100,000 SF

	Total	Internal	External
Enter	207	7	200
Exit	156	1	155
Total	363	8	355
%	100%	2%	98%

Exit to External 155
Enter from External 200

LAND USE B Retail

ITE LU Code 820
Size 8,516 SF

	Total	Internal	External
Enter	21	5	16
Exit	20	11	9
Total	41	16	25
%	100%	39%	61%

Enter from External 16
Exit to External 9

LAND USE C Res Bldg 4

ITE LU Code 220 Apt
Size 49 units

	Total	Internal	External
Enter	12	2	10
Exit	13	2	11
Total	25	4	21
%	100%	16%	84%

Exit to External 11
Enter from External 10

LAND USE D Res Bldg 7

ITE LU Code 220 Apt
Size 68 units

	Total	Internal	External
Enter	17	2	15
Exit	18	2	16
Total	35	4	31
%	100%	11%	89%

Enter from External 15
Exit to External 16

Trip	Demand	Balanced	Demand
A → B	3% 7	7	39% 8
B → A	20% 32	1	4% 1
A → C	0% 0	0	0% 0
A → D	0% 0	0	0% 0
B → C	7% 2	2	37% 5
B → D	7% 2	2	37% 7
C → A	0% 0	0	N/A% 0
C → B	0% 0	0	0% 0
C → D	5% 2	2	34% 5
D → A	0% 0	0	0% 0
D → B	5% 2	2	34% 7
D → C	N/A% 0	0	N/A% 0

Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	LAND USE D	TOTAL
Enter	200	16	10	15	241
Exit	155	9	11	16	191
Total	355	25	21	31	432
Single-Use Trip Gen. Est.	363	41	25	35	464

Source: Kaku Associates, Inc.

INTERNAL CAPTURE 7%

Analyst MCM
Date 10/8/14

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt HOPT
Time Period AM

LAND USE A Hotel

ITE LU Code 310
Size 140 rooms

	Total	Internal	External
Enter	55	1	54
Exit	39	1	38
Total	94	2	92
%	100%		

Exit to External: 38
Enter from External: 54

LAND USE B Rest

ITE LU Code 932
Size 2000 sf

	Total	Internal	External
Enter	12	1	11
Exit	10	1	9
Total	22	2	20
%	100%	9%	91%

Exit to External: 9
Enter from External: 11

LAND USE C

ITE LU Code
Size

	Total	Internal	External
Enter			
Exit			
Total			
%			

Enter from External
Exit to External

	Demand	Balanced	Demand
A → B	9% 4	1	4% 1
B → A	6% 4	1	2% 1
A → C	%		%
C → A	%		%
B → C	%		%
C → B	%		%

Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	TOTAL
Enter	54	11		65
Exit	38	9		47
Total	92	20		112
Single-Use Trip Gen. Est.	94	22		116

Source: Kaku Associates, Inc.

INTERNAL CAPTURE 3%

Analyst MCM
Date 10/8/14

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt HSNT
Time Period PM

LAND USE A Hotel

ITE LU Code 310
Size 140 rooms

	Total	Internal	External
Enter	48	1	47
Exit	50	9	41
Total	98	10	88
%	100%	10%	90%

Exit to External: 41
Enter from External: 47

16% 24 Demand
9 Balanced
71% 9 Demand

5% 3 Demand
1 Balanced
7% 1 Demand

% Demand
Balanced
% Demand

% Demand
Balanced
% Demand

LAND USE B Rest

ITE LU Code 932
Size 2000 sf

	Total	Internal	External
Enter	12	9	3
Exit	8	1	7
Total	20	10	10
%	100%	50%	50%

Exit to External: 7
Enter from External: 3

Demand % Balanced Demand %

% Demand Balanced % Demand

LAND USE C

ITE LU Code
Size

	Total	Internal	External
Enter			
Exit			
Total			
%			

Enter from External
Exit to External

Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	TOTAL
Enter	47	3		50
Exit	41	7		48
Total	88	10		98
Single-Use Trip Gen. Est.	98	20		118

INTERNAL CAPTURE 17%

Source: Kaku Associates, Inc.

Analyst: MKM
Date: 10/8/14

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt: HSDT
Time Period: SAT

LAND USE A: Hotel

ITE LU Code: 310
Size: 140 rooms

	Total	Internal	External
Enter	61	1	60
Exit	61	11	50
Total	122	12	110
%	100%	10%	90%

Exit to External: 50
Enter from External: 60

LAND USE B: Rest

ITE LU Code: 932
Size: 2000 SF

	Total	Internal	External
Enter	15	11	4
Exit	13	1	12
Total	28	12	16
%	100%	43%	57%

Exit to External: 12
Enter from External: 4

LAND USE C

ITE LU Code:
Size:

	Total	Internal	External
Enter			
Exit			
Total			
%			

Enter from External:
Exit to External:

Demand: 69% 42
Balanced: 11
Demand: 71% 11

Demand: 5% 3
Balanced: 1
Demand: 7% 1

Demand: %
Balanced:
Demand: %

Demand: %
Balanced:
Demand: %

Demand: %
Balanced:
Demand: %

Demand: %
Balanced:
Demand: %

Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	TOTAL
Enter	60	4		64
Exit	50	12		62
Total	110	16		126
Single-Use Trip Gen. Est.	122	28		150

Source: Kaku Associates, Inc.

INTERNAL CAPTURE: 16%

Detailed Average Rate Trip Calculations
For 14 Dwelling Units of Residential Condominium / Townhouse(230) - [E]

Project: Open Date:
Phase: Analysis Date:

Description: COLUMBIA TERRACE - OPP

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	8.31	0.00	1.00	116
7-9 AM Peak Hour Enter	0.13	0.00	1.00	2
7-9 AM Peak Hour Exit	0.63	0.00	1.00	9
7-9 AM Peak Hour Total	0.77	0.00	1.00	11
4-6 PM Peak Hour Enter	0.57	0.00	1.00	8
4-6 PM Peak Hour Exit	0.28	0.00	1.00	4
4-6 PM Peak Hour Total	0.86	0.00	1.00	12
AM Pk Hr, Generator, Enter	0.14	0.00	1.00	2
AM Pk Hr, Generator, Exit	0.59	0.00	1.00	8
AM Pk Hr, Generator, Total	0.72	0.00	1.00	10
PM Pk Hr, Generator, Enter	1.86	0.00	1.00	26
PM Pk Hr, Generator, Exit	1.04	0.00	1.00	15
PM Pk Hr, Generator, Total	2.90	0.00	1.00	41
Saturday 2-Way Volume	34.19	0.00	1.00	479
Saturday Peak Hour Enter	1.80	0.00	1.00	25
Saturday Peak Hour Exit	1.53	0.00	1.00	22
Saturday Peak Hour Total	3.34	0.00	1.00	47
Sunday 2-Way Volume	28.65	0.00	1.00	401
Sunday Peak Hour Enter	1.86	0.00	1.00	26
Sunday Peak Hour Exit	1.94	0.00	1.00	27
Sunday Peak Hour Total	3.80	0.00	1.00	53

The above rates were calculated from these equations:

24-Hr. 2-Way Volume: LN(T) = .87LN(X) + 2.46, R^2 = 0.8
7-9 AM Peak Hr. Total: LN(T) = .8LN(X) + .26
R^2 = 0.76 , 0.17 Enter, 0.83 Exit
4-6 PM Peak Hr. Total: LN(T) = .82LN(X) + .32
R^2 = 0.8 , 0.67 Enter, 0.33 Exit
AM Gen Pk Hr. Total: LN(T) = .82LN(X) + .15
R^2 = 0.8 , 0.19 Enter, 0.81 Exit
PM Gen Pk Hr. Total: T = .34(X) + 35.87
R^2 = 0.82 , 0.64 Enter, 0.36 Exit
Sat. 2-Way Volume: T = 3.62(X) + 427.93, R^2 = 0.84
Sat. Pk Hr. Total: T = .29(X) + 42.63
R^2 = 0.84 , 0.54 Enter, 0.46 Exit
Sun. 2-Way Volume: T = 3.13(X) + 357.26, R^2 = 0.88
Sun. Pk Hr. Total: T = .23(X) + 50.01
R^2 = 0.78 , 0.49 Enter, 0.51 Exit

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation Manual, 9th Edition, 2012

Detailed Average Rate Trip Calculations
For 15.050 Th.Sq.Ft. GFA of Specialty Retail Center(826) - [R]

Project:
Phase:

Open Date:
Analysis Date:

Description: Northridge Retail - OPP

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	44.32	15.52	1.00	667
7-9 AM Peak Hour Enter	0.00	0.00	1.00	0
7-9 AM Peak Hour Exit	0.00	0.00	1.00	0
7-9 AM Peak Hour Total	0.00	0.00	1.00	0
4-6 PM Peak Hour Enter	1.19	0.00	1.00	18
4-6 PM Peak Hour Exit	1.52	0.00	1.00	23
4-6 PM Peak Hour Total	2.71	1.83	1.00	41
AM Pk Hr, Generator, Enter	3.28	0.00	1.00	49
AM Pk Hr, Generator, Exit	3.56	0.00	1.00	54
AM Pk Hr, Generator, Total	6.84	3.55	1.00	103
PM Pk Hr, Generator, Enter	2.81	0.00	1.00	42
PM Pk Hr, Generator, Exit	2.21	0.00	1.00	34
PM Pk Hr, Generator, Total	5.02	2.31	1.00	76
Saturday 2-Way Volume	42.04	13.97	1.00	633
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.00	0.00	1.00	0
Sunday 2-Way Volume	20.43	10.27	1.00	307
Sunday Peak Hour Enter	0.00	0.00	1.00	0
Sunday Peak Hour Exit	0.00	0.00	1.00	0
Sunday Peak Hour Total	0.00	0.00	1.00	0

AM

PM/SAT

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation Manual, 9th Edition, 2012

TRIP GENERATION 2013, TRAFFICWARE, LLC

Appendix D: Level of Service Definitions

LEVEL OF SERVICE: SIGNALIZED INTERSECTIONS

Level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The levels of service range between level of service A (relatively congestion-free) and level of service F (congested).

The delay experienced by a motorist is made up of a number of factors that relate to control, geometry, traffic, and incidents at an intersection. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during ideal conditions: in the absence of traffic control, in the absence of geometric delay, in the absence of any incidents, and when there are no other vehicles on the road. The portion of the total delay attributed to the control facility is called the control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Control delay may also be referred to as signal delay for signalized intersections.

Level of service criteria for signalized intersections is determined in terms of the average control delay per vehicle. The following average control delays are used to determine approach levels of service:

Control Delay (s/veh)	**LOS by Volume-to-Capacity Ratio***	
	≤1.0	**>1.0**
≤ 10	A	F
> 10 – 20	B	F
> 20-35	C	F
> 35-55	D	F
> 55 – 80	E	F
> 80	F	F

Note: *For approach-based and intersectionwide assessments, LOS is defined solely by control delay.

Level of Service A describes operations with very low control delay. This occurs when progression is extremely favorable; most vehicles arrive during the green phase and do not stop at all. Short traffic signal cycles may contribute to low delay.

Level of Service B generally occurs with good progression and/or short traffic signal cycle lengths. More vehicles stop than for level of service A, causing higher average delays.

Level of Service C has higher delays than level of service B. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures, where motorists are required to wait through an entire signal cycle, may begin to appear at this level. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.

Level of Service D At this level, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths or high volume-to-capacity ratios. The proportion of stopping vehicles increases. Individual cycle failures are noticeable.

Level of Service E is considered the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths and high volume-to-capacity ratios. Individual cycle failures occur frequently.

Level of Service F is considered unacceptable to most drivers. This condition often occurs with over saturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may occur at volume to capacity ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

LEVEL OF SERVICE: TWO WAY STOP CONTROLLED INTERSECTIONS

The quality of traffic service at a two-way stop controlled, or "TWSC," intersection is measured according to the level of service and capacity of individual legs. The level of service ranges from LOS A to LOS F, just as with signalized intersections.

The right of way at the TWSC intersection is controlled by stop signs on two opposing legs of an intersection (on one leg of a "T"-type intersection). The capacity of a controlled leg is based on the distribution of gaps in the major street traffic flow, driver judgment in selecting a gap through which to execute the desired maneuver and the follow up time required by each driver in a queue.

The level of service for a TWSC intersection is determined by the computed or measured control delay and is defined for each minor movement. Level of service is not defined for the intersection as a whole. The delay experienced by a motorist is made up of a number of factors that relate to control, geometry, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during conditions with ideal geometry and in the absence of incidents, control, and traffic. This program only quantifies that portion of the total delay attributed to traffic control measures, either traffic signals or stop signs. This delay is called control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration. Average control delay for any particular minor movement is a function of the approach and the degree of saturation.

The expectation is that TWSC intersections are designed to carry smaller traffic volumes than signalized intersections. Therefore, the delay threshold times are lower for the same LOS grades. The following average control delays are used to determine approach levels of service:

Level of Service A	$\leq$ 10 seconds per vehicle
Level of Service B	> 10 and $\leq$ 15 seconds per vehicle
Level of Service C	> 15 and $\leq$ 25 seconds per vehicle
Level of Service D	> 25 and $\leq$ 35 seconds per vehicle
Level of Service E	> 35 and $\leq$ 50 seconds per vehicle
Level of Service F	> 50 seconds per vehicle

Appendix E: Capacity Analysis/Level of Service Worksheets

LOS SUMMARY - AM Peak Hour Analysis

NELSON & POPE

			LEVELS OF SERVICE AND DELAY							
			Existing		No Build		Build		Build with Mitigation	
Signalized Intersections	**Approach**	**Movt.**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**
NYS Route 110 at W/E Pulaski (CR 11)	EB	L	33.5	C	33.3	C	33.3	C	33.3	C
		TR	50.9	D	50.6	D	50.6	D	50.6	D
	WB	L	29.0	C	34.5	C	34.5	C	34.5	C
		TR	36.2	D	36.0	D	36.0	D	36.0	D
	NB	L	16.5	B	17.9	B	18.3	B	18.3	B
		TR	28.0	C	33.5	C	39.2	D	39.2	D
	SB	L	9.9	A	13.9	B	21.1	C	17.6	B
		TR	9.8	A	11.3	B	12.0	B	9.9	A
	Intersection		28.1	C	30.7	C	32.7	C	32.2	C
NYS Route 110 at Depot Road/Parking Lot	EB	R	0.2	A	0.2	A	0.2	A	0.2	A
	WB	R	25.5	C	26.1	C	26.7	C	26.7	C
	NB	L	19.8	B	18.6	B	18.2	B	18.2	B
		T	16.7	B	19.7	B	21.3	C	21.3	C
	SB	L	16.1	B	14.1	B	13.7	B	12.8	B
		T	11.3	B	11.8	B	10.1	B	24.3	C
	Intersection		17.3	B	18.2	B	18.3	B	21.7	C
NYS Route 110 at Railroad St/Broadway	EB	L	49.5	D	51.0	D	62.0	E	47.3	D
		T	53.5	D	54.1	D	54.6	D	51.5	D
		R	2.7	A	3.8	A	6.7	A	4.1	A
	WB	L	30.9	C	31.3	C	31.0	C	30.5	C
		T	31.8	C	32.1	C	35.4	D	54.7	D
		R	4.2	A	4.2	A	4.1	A	15.7	B
	NB	L	12.6	B	13.1	B	15.0	B	17.5	B
		T	27.5	C	30.0	C	32.1	C	30.6	C
		R	6.2	A	7.2	A	7.6	A	2.8	A
	SB	L	13.5	B	17.2	B	21.0	C	31.0	C
		T	13.1	B	13.3	B	17.5	B	23.2	C
		R	1.9	A	1.8	A	3.6	A	4.6	A
	Intersection		22.4	C	23.5	C	25.8	C	29.4	C
NYS Route 110 at Olive St	EB	L	20.0	B	21.9	C	23.6	C	23.6	C
		T	0.5	A	0.5	A	0.6	A	0.6	A
	WB	TR	39.8	D	43.1	D	55.5	E	67.8	E
	SB	LR	21.3	C	20.1	C	30.4	C	30.4	C
	Intersection		23.4	C	25.3	C	32.0	C	38.5	D
NYS Route 110 at Academy Pl/Nassau Rd	EB	L	45.5	D	46.7	D	45.8	D	45.8	D
		TR	18.0	B	18.9	B	19.9	B	19.9	B
	WB	LT	4.1	A	5.6	A	8.0	A	8.0	A
		R	2.6	A	3.1	A	3.6	A	3.7	A
	NB	LTR	110.3	F	137.9	F	165.3	F	165.3	F
	SB	L	57.2	E	59.9	E	59.9	E	59.9	E
		LTR	42.3	D	43.2	D	43.2	D	43.2	D
	Intersection		17.9	B	19.8	B	21.3	C	21.3	C
Railroad St at W Pulaski Rd (CR 11)	EB	L	7.9	A	8.2	A	10.2	B	10.8	B
		TR	9.0	A	9.3	A	9.5	A	9.9	A
	WB	L	18.2	B	18.7	B	21.3	C	19.5	B
		TR	21.0	C	22.0	C	26.1	C	23.9	C
	NB	LTR	20.2	C	21.5	C	23.2	C	21.5	C
	SB	L	22.3	C	23.8	C	25.7	C	23.5	C
		TR	27.9	C	30.4	C	35.4	D	32.4	C
	Intersection		19.2	B	20.4	C	23.0	C	21.5	C
E Pulaski Rd (CR 11) at Depot Rd/ Fairground Ave	EB	L	22.8	C	26.4	C	27.6	C	27.6	C
		TR	28.2	C	28.6	C	28.6	C	28.6	C
	WB	L	22.0	C	22.7	C	22.7	C	22.7	C
		TR	43.5	D	55.2	E	55.2	E	55.2	E
	NB	L2	116.9	F	143.0	F	143.0	F	143.0	F
		L	38.2	D	42.2	D	45.5	D	45.5	D
		R	40.9	D	42.3	D	42.3	D	42.3	D
		TR	9.6	A	9.5	A	9.5	A	9.5	A
	SB	L	38.1	D	39.5	D	39.5	D	39.5	D
		TR	43.7	D	45.6	D	45.3	D	45.6	D
	SEB	L	32.1	C	36.5	D	37.4	D	37.4	D
		R	20.6	C	22.9	C	24.3	C	24.3	C
	Intersection		37.0	D	42.4	D	43.0	D	43.0	D

LOS SUMMARY - AM Peak Hour Analysis

NELSON & POPE

			LEVELS OF SERVICE AND DELAY							
			Existing		No Build		Build		Build with Mitigation	
Signalized Intersections	**Approach**	**Movt.**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**
Park Ave (CR 35) at E Pulaski Rd (CR 11)	EB	L	29.7	C	30.8	C	30.8	C	30.8	C
		T	36.6	D	36.8	D	36.8	D	36.8	D
		R	8.3	A	9.6	A	9.6	A	9.6	A
	WB	L	27.4	C	29.1	C	28.1	C	28.1	C
		T	50.9	D	52.8	D	52.8	D	52.8	D
		R	9.8	A	12.9	B	14.3	B	14.3	B
	NB	L	14.1	B	15.9	B	46.4	B	16.4	B
		T	27.3	C	24.5	C	25.6	C	25.6	C
		R	0.1	A	0.1	A	0.1	A	0.1	A
	SB	L	17.7	B	11.9	B	12.7	B	12.7	B
		T	24.1	C	25.9	C	26.4	C	26.4	C
		R	5.2	A	5.9	A	5.9	A	5.9	A
Intersection			27.7	C	28.2	C	28.5	C	28.5	C
Park Ave (CR 35) at Broadway	EB	L	29.0	C	29.2	C	29.2	C	29.2	C
		R	10.3	B	10.3	B	10.6	B	10.6	B
	NB	L	14.1	B	16.3	B	21.2	C	21.2	C
		T	8.1	A	9.0	A	9.0	A	9.0	A
	SB	T	17.9	B	18.3	B	18.3	B	18.3	B
		R	4.2	A	4.2	A	4.2	A	4.2	A
Intersection			12.2	B	12.9	B	13.9	B	13.9	B

LOS SUMMARY - AM Peak Hour Analysis

NELSON & POPE

			LEVELS OF SERVICE AND DELAY							
			Existing		No Build		Build		Build with Mitigation	
Unsignalized Intersections	**Approach**	**Movt.**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**
NYS Route 110 at Apartment-Lot Access/Northridge St	EB	LTR	9.8	A	9.8	A	12.5	B	12.5	B
	WB	LTR	13.9	B	14.2	B	14.7	B	14.8	B
	NB	LT	0.0	A	0.0	A	0.0	A	0.0	A
	SB	TR	0.0	A	0.0	A	0.0	A	0.0	A
NYS Route 110 at Mall Exit 2	WB	R	-	-	-	-	10.7	B	10.7	B
NYS Route 110 at Church St/Retail Entrance	EB	LTR	11.0	B	11.5	B	12.1	B	12.1	B
	NB	LT	9.1	A	9.3	A	9.6	A	9.6	A
	SB	TR	10.1	B	10.5	B	10.8	B	10.8	B
Railroad St at Lowndes Ave/Parking Lot-Site Access	EB	L	7.9	A	8.0	A	8.0	A	8.0	A
	WB	LT	3.0	A	3.1	A	5.7	A	5.7	A
	NB	LTR	12.5	B	13.3	B	29.7	D	30.3	D
	SB	L	13.8	B	14.8	B	28.4	D	29.0	D
Railroad St at Site Exit	NB	R	-	-	-	-	9.2	A	9.2	A
Olive St at Mall Exit	NB	LR	-	-	-	-	9.2	A	9.2	A
Olive St at Apartment Access	WB	TR	-	-	-	-	0.0	A	0.0	A
	NB	LR	-	-	-	-	9.2	A	9.2	A
Church St at Apartment Entrance	WB	LT	-	-	-	-	0.4	A	0.4	A
Railroad St at Site Access (Rignt In/Out)	NB	R	-	-	-	-	9.7	A	9.4	A

LOS SUMMARY - PM Peak Hour Analysis

NELSON & POPE

			LEVELS OF SERVICE AND DELAY							
			Existing		No Build		Build		Build with Mitigation	
Signalized Intersections	**Approach**	**Movt.**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**
NYS Route 110 at W/E Pulaski (CR 11)	EB	L	41.2	D	41.2	D	41.2	D	41.2	D
		TR	72.4	E	74.3	E	74.3	E	74.3	E
	WB	L	39.6	D	46.5	D	46.5	D	46.5	D
		TR	37.5	D	37.1	D	37.1	D	37.1	D
	NB	L	23.2	C	26.1	C	30.2	C	30.2	C
		TR	30.7	C	36.3	D	39.2	D	39.2	D
	SB	L	20.1	C	31.0	C	47.0	D	45.9	D
		TR	18.5	B	21.9	C	26.9	C	27.3	C
	Intersection		35.9	D	39.3	D	41.6	D	41.6	D
NYS Route 110 at Depot Road/Parking Lot	EB	R	0.1	A	0.1	A	0.2	A	0.2	A
	WB	R	16.4	B	18.5	B	20.2	C	20.2	C
	NB	L	43.6	D	41.8	D	41.5	D	41.5	D
		T	7.3	A	8.0	A	8.3	A	8.3	A
	SB	L	23.2	C	21.9	C	22.6	C	30.6	C
		T	28.5	C	30.3	C	29.0	C	36.9	D
	Intersection		19.4	B	20.1	C	20.3	C	24.7	C
NYS Route 110 at Railroad St/Broadway	EB	L	59.5	E	61.4	E	131.1	F	35.0	D
		T	87.0	F	92.1	F	153.8	F	75.3	E
		R	10.5	B	10.4	B	14.0	B	20.5	C
	WB	L	66.8	E	78.0	E	84.6	F	75.2	E
		T	38.1	D	38.3	D	40.8	D	52.7	D
		R	5.7	A	5.7	A	5.7	A	16.4	C
	NB	L	17.3	B	17.7	B	20.5	C	31.8	B
		T	40.4	D	42.5	D	44.0	D	46.1	D
		R	19.1	B	19.3	B	19.2	B	7.0	A
	SB	L	29.2	C	31.8	C	33.2	C	51.6	D
		T	39.4	D	41.9	D	46.0	D	32.1	C
		R	7.4	A	8.7	A	14.0	B	6.7	A
	Intersection		39.7	D	42.2	D	53.6	D	41.1	D
NYS Route 110 at Olive St	EB	L	49.8	D	50.8	D	52.7	D	52.7	D
		T	0.8	A	0.9	A	1.0	A	1.0	A
	WB	TR	38.4	D	39.0	D	48.0	D	54.3	D
	SB	LR	49.8	D	49.4	D	63.5	E	63.5	E
	Intersection		20.5	C	20.8	C	26.2	C	28.9	C
NYS Route 110 at Academy Pl/Nassau Rd	EB	L	117.2	F	126.4	F	126.4	F	126.4	F
		TR	26.7	C	27.5	C	28.5	C	28.5	C
	WB	LT	4.6	A	5.1	A	5.9	A	5.9	A
		R	2.8	A	3.1	A	3.6	A	3.6	A
	NB	LTR	265.8	F	223.3	F	152.4	F	152.4	F
	SB	L	60.8	E	69.2	E	74.4	E	74.4	E
		LTR	51.2	D	54.2	D	56.1	E	56.1	E
	Intersection		30.1	C	31.1	C	30.0	C	30.0	C
Railroad St at W Pulaski Rd (CR 11)	EB	L	7.2	A	7.9	A	9.8	A	9.8	A
		TR	9.3	A	10.0	B	10.9	B	10.9	B
	WB	L	17.9	B	19.3	B	21.6	C	21.6	C
		TR	19.5	B	21.2	C	24.0	C	24.0	C
	NB	LTR	28.0	C	29.1	C	28.6	C	28.6	C
	SB	L	31.2	C	34.1	C	33.0	C	33.0	C
		TR	24.9	C	25.9	C	32.7	C	32.7	C
	Intersection		18.3	B	19.5	B	21.6	C	21.6	C
E Pulaski Rd (CR 11) at Depot Rd/ Fairground Ave	EB	L	23.0	C	24.4	C	24.5	C	25.2	C
		TR	31.6	C	33.1	C	33.2	C	34.0	C
	WB	L	45.3	D	57.1	E	57.7	E	61.8	E
		TR	40.6	D	42.7	D	42.8	D	44.2	D
	NB	L2	82.8	F	103.5	F	105.1	F	107.6	F
		L	32.8	C	34.8	C	35.6	D	34.9	C
		R	35.5	D	36.5	D	36.5	D	37.1	D
		TR	9.1	A	9.2	A	9.2	A	9.3	A
	SB	L	36.2	D	37.3	D	37.3	D	38.0	D
		TR	41.8	D	45.0	D	45.1	D	46.0	D
	SEB	L	35.3	D	41.5	D	43.6	D	41.9	D
		R	37.0	D	43.9	D	53.2	D	49.5	D
	Intersection		36.2	D	40.0	D	41.8	D	41.9	D

LOS SUMMARY - PM Peak Hour Analysis

NELSON & POPE

			LEVELS OF SERVICE AND DELAY							
			Existing		No Build		Build		Build with Mitigation	
Signalized Intersections	**Approach**	**Movt.**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**
Park Ave (CR 35) at E Pulaski Rd (CR 11)	EB	L	28.0	C	28.8	C	28.8	C	30.9	C
		T	43.0	D	44.3	D	44.3	D	49.0	D
		R	13.3	B	13.0	B	13.0	B	13.5	B
	WB	L	29.0	C	30.5	C	30.5	C	33.3	C
		T	46.7	D	48.2	D	48.2	D	54.2	D
		R	5.6	A	9.4	A	10.2	B	9.3	A
	NB	L	21.6	C	30.6	C	31.7	C	34.6	C
		T	25.2	C	27.1	C	28.0	C	29.8	C
		R	0.2	A	0.5	A	0.5	A	0.2	A
	SB	L	20.3	C	29.6	C	42.2	D	30.8	C
		T	29.1	C	32.0	C	33.7	C	30.5	C
		R	28.1	C	33.6	C	36.9	D	29.9	C
	Intersection		29.3	C	32.1	C	33.8	C	33.8	C
Park Ave (CR 35) at Broadway	EB	L	34.1	C	35.2	D	33.6	C	33.6	C
		R	13.1	B	16.4	B	30.4	C	30.4	C
	NB	L	18.2	B	21.2	C	27.1	C	27.1	C
		T	9.1	A	9.9	A	10.2	B	10.2	B
	SB	T	22.0	C	23.3	C	23.8	C	23.8	C
		R	4.5	A	4.5	A	4.5	A	4.5	A
	Intersection		16.7	B	18.4	B	22.2	C	22.2	C

LOS SUMMARY - PM Peak Hour Analysis

NELSON & POPE

			LEVELS OF SERVICE AND DELAY							
			Existing		No Build		Build		Build with Mitigation	
Unsignalized Intersections	**Approach**	**Movt.**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**
NYS Route 110 at Apartment-Lot Access/Northridge St	EB	LTR	15.5	C	15.8	C	25.3	D	15.7	C
	WB	LTR	15.1	C	15.0	B	26.2	D	16.2	C
	NB	LT	0.1	A	0.1	A	0.1	A	0.1	A
	SB	TR	0.0	A	0.1	A	0.1	A	0.4	A
NYS Route 110 at Mall Exit 2	WB	R	-	-	-	-	13.5	B	11.6	B
NYS Route 110 at Church St/Retail Entrance	EB	LTR	12.0	B	12.9	B	24.4	C	14.0	B
	NB	LT	11.1	B	11.6	B	12.2	A	12.2	B
	SB	TR	0.0	A	0.0	A	11.4	B	11.4	B
								B		
Railroad St at Lowndes Ave/Parking Lot-Site Access	EB	L	8.0	A	8.1	A	8.1	A	8.1	A
	WB	LT	0.1	A	0.2	A	3.0	A	3.0	A
	NB	LTR	10.8	B	11.1	B	22.4	C	22.6	C
	SB	L	12.6	B	13.4	B	18.0	C	18.2	C
Railroad St at Site Exit	NB	R	-	-	-	-	10.5	B	10.5	B
Olive St at Mall Exit	NB	LR	-	-	-	-	10.1	B	9.7	A
Olive St at Apartment Access	WB	LT	-	-	-	-	0.0	A	0.0	A
	NB	LR	-	-	-	-	9.8	A	9.5	A
Church St at Apartment Entrance	WB	LT	-	-	-	-	1.6	A	1.6	A
Railroad St at Site Access (Rignt In/Out)	NB	R	-	-	-	-	11.3	B	10.3	B

LOS SUMMARY - Saturday Peak Hour Analysis

NELSON & POPE

			LEVELS OF SERVICE AND DELAY							
			Existing		No Build		Build		Build with Mitigation	
Signalized Intersections	**Approach**	**Movt.**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**
NYS Route 110 at W/E Pulaski (CR 11)	EB	L	36.3	D	36.5	D	36.5	D	37.4	D
		TR	67.7	E	70.8	E	70.8	E	75.9	E
	WB	L	35.9	D	45.7	D	45.7	D	56.9	E
		TR	32.4	C	32.5	C	32.5	C	34.6	C
	NB	L	22.0	C	21.7	C	42.2	D	22.0	C
		TR	42.0	D	46.2	D	91.4	F	52.0	D
	SB	L	49.4	D	64.8	E	126.6	F	105.5	F
		TR	15.9	B	15.0	B	23.3	C	24.5	C
	Intersection		36.1	D	39.0	D	58.5	E	45.8	D
NYS Route 110 at Depot Road/Parking Lot	EB	R	0.2	A	0.2	A	0.2	A	0.2	A
	WB	R	21.8	C	24.7	C	27.1	C	27.1	C
	NB	L	15.7	B	16.3	B	17.5	B	19.6	B
		T	23.3	C	24.5	C	26.0	C	23.7	C
	SB	L	32.1	C	37.1	D	40.5	D	37.7	D
		T	7.1	A	6.9	A	6.5	A	14.6	B
	Intersection		20.4	C	22.5	C	24.0	C	24.8	C
NYS Route 110 at Railroad St/Broadway	EB	L	49.7	D	53.1	D	74.5	E	49.3	D
		T	56.4	E	56.6	E	54.6	D	61.7	E
		R	2.2	A	4.5	A	9.1	A	8.4	A
	WB	L	32.5	C	32.5	C	30.3	C	43.6	D
		T	28.9	C	28.6	C	28.4	C	54.4	D
		R	4.8	A	4.6	A	4.3	A	14.7	B
	NB	L	14.5	B	15.6	B	21.0	C	15.6	B
		T	41.3	D	51.1	D	69.4	E	36.6	D
		R	12.9	B	13.6	B	14.2	B	3.6	A
	SB	L	41.3	D	50.7	D	56.1	E	53.2	D
		T	12.6	B	14.3	B	35.9	D	31.8	C
		R	1.0	A	1.4	A	8.4	A	13.4	B
	Intersection		27.3	C	31.5	C	42.6	D	35.1	D
NYS Route 110 at Olive St	EB	L	37.4	D	38.3	D	40.5	D	38.0	D
		T	0.8	A	39.0	A	0.1	A	0.8	A
	WB	TR	64.6	E	88.5	F	88.3	F	75.7	E
	SB	LR	27.0	C	27.4	C	47.2	D	122.9	F
	Intersection		31.3	C	42.1	D	75.3	E	41.5	D
NYS Route 110 at Academy Pl/Nassau Rd	EB	L	69.0	E	107.8	F	109.7	F	86.5	F
		TR	24.3	C	26.7	C	26.1	C	23.5	C
	WB	LT	6.8	A	12.7	B	17.9	B	9.5	A
		R	2.8	A	3.2	A	4.5	A	3.2	A
	NB	LTR	131.0	F	148.4	F	135.9	F	150.8	F
	SB	L	75.6	E	77.5	E	79.3	E	78.2	E
		LTR	69.4	E	68.2	E	69.6	E	67.5	E
	Intersection		28.8	C	33.2	C	34.3	C	29.8	C
Railroad St at W Pulaski Rd (CR 11)	EB	L	6.4	A	7.1	A	8.8	A	8.8	A
		TR	8.6	A	9.3	A	9.7	A	9.7	A
	WB	L	14.8	B	16.0	B	20.4	C	20.4	C
		TR	15.4	B	16.6	B	22.2	C	22.2	C
	NB	LTR	21.2	C	21.9	C	24.1	C	24.1	C
	SB	L	24.8	C	26.0	C	29.2	C	29.2	C
		TR	22.0	C	22.9	C	29.5	C	29.5	C
	Intersection		16.7	B	17.6	B	21.0	C	21.0	C
E Pulaski Rd (CR 11) at Depot Rd/ Fairground Ave	EB	L	17.7	B	18.6	B	18.6	B	8.6	B
		TR	26.0	C	28.7	C	28.7	C	28.7	C
	WB	L	25.8	C	30.3	C	30.3	C	30.3	C
		TR	30.1	C	35.7	D	35.7	D	35.7	D
	NB	L2	61.6	E	79.7	E	79.7	E	79.7	E
		L	30.2	C	34.3	C	36.4	D	36.4	D
		R	35.1	D	37.3	D	37.3	D	37.3	D
		TR	10.4	B	11.4	B	11.4	B	11.4	B
	SB	L	35.2	D	37.3	D	37.3	D	37.3	D
		TR	36.5	D	39.6	D	39.6	D	39.6	D
	SEB	L	30.4	C	38.7	D	43.4	D	43.4	D
		R	20.1	C	23.1	C	25.5	C	25.5	C
	Intersection		27.8	C	32.1	C	32.9	C	32.9	C

LOS SUMMARY - Saturday Peak Hour Analysis

NELSON & POPE

			LEVELS OF SERVICE AND DELAY							
			Existing		No Build		Build		Build with Mitigation	
Signalized Intersections	**Approach**	**Movt.**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**
Park Ave (CR 35) at E Pulaski Rd (CR 11)	EB	L	20.1	C	20.4	C	20.4	C	24.5	C
		T	32.1	C	32.2	C	32.2	C	32.7	C
		R	5.4	A	5.8	A	5.8	A	5.8	A
	WB	L	18.5	B	18.7	B	18.7	B	21.4	C
		T	36.8	D	37.4	D	37.4	D	37.4	D
		R	3.8	A	4.9	A	5.3	A	9.9	A
	NB	L	14.7	B	16.4	B	17.6	B	14.7	B
		T	43.3	D	69.7	E	107.9	F	58.7	E
		R	1.3	A	1.7	A	1.7	A	1.6	A
	SB	L	26.5	C	28.4	C	29.1	C	32.5	C
		T	24.6	C	27.0	C	28.1	C	24.4	C
		R	7.7	A	8.8	A	8.8	A	11.4	B
	Intersection		27.3	C	34.4	C	44.1	D	32.5	C
Park Ave (CR 35) at Broadway	EB	L	31.5	C	31.6	C	30.5	C	30.5	C
		R	11.9	B	15.3	B	25.9	C	25.9	C
	NB	L	10.6	B	12.5	B	16.3	B	16.3	B
		T	8.1	A	8.9	A	9.2	A	9.2	A
	SB	T	19.3	B	20.2	C	20.6	C	20.6	C
		R	4.1	A	4.2	A	4.2	A	4.2	A
	Intersection		13.4	B	14.8	B	17.7	B	17.7	B

LOS SUMMARY - Saturday Peak Hour Analysis

NELSON & POPE

			LEVELS OF SERVICE AND DELAY							
			Existing		No Build		Build		Build with Mitigation	
Unsignalized Intersections	**Approach**	**Movt.**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**
NYS Route 110 at Apartment-Lot Access/Northridge St	EB	LTR	25.2	D	27.9	D	54.3	F	25.9	D
	WB	LTR	11.8	B	12.4	B	22.4	C	14.3	B
	NB	LT	0.0	A	0.0	A	0.0	A	0.0	A
	SB	TR	0.1	A	0.1	A	0.2	A	0.2	A
NYS Route 110 at Mall Exit 2	WB	R	-	-	-	-	11.4	B	11.4	B
NYS Route 110 at Church St/Retail Entrance	EB	LTR	17.2	C	20.0	C	25.8	D	24.7	C
	NB	LT	12.3	B	13.0	B	14.7	B	14.2	B
	SB	TR	0.0	A	0.0	A	12.2	B	12.2	B
Railroad St at Lowndes Ave/Parking Lot-Site Access	EB	L	7.9	A	8.0	A	8.1	A	8.1	A
	WB	LT	0.3	A	0.3	A	4.1	A	4.1	A
	NB	LTR	8.9	A	9.0	A	21.4	C	21.5	C
	SB	L	10.7	B	11.3	B	16.4	C	16.5	C
Railroad St at Site Exit	NB	R	-	-	-	-	9.5	A	9.5	A
Olive St at Mall Exit	NB	LR	-	-	-	-	9.8	A	9.8	A
Olive St at Apartment Access	WB	LT	-	-	-	-	0.0	A	0.0	A
	NB	LR	-	-	-	-	9.6	A	9.6	A
Church St at Apartment Entrance	WB	LT	-	-	-	-	1.2	A	1.2	A
Railroad St at Site Access (Rignt In/Out)	NB	R	-	-	-	-	9.4	A	9.4	A

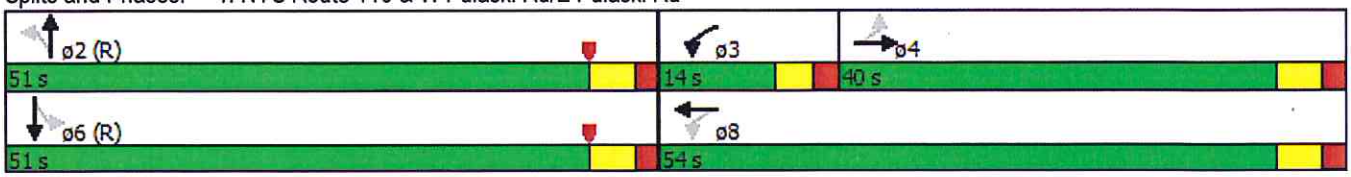
Existing Capacity Analyses

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	35	236	134	412	30	499	32	394
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		4	3	8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	3.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.6	26.6	8.0	26.6	15.6	15.6	15.6	15.6
Total Split (s)	40.0	40.0	14.0	54.0	51.0	51.0	51.0	51.0
Total Split (%)	38.1%	38.1%	13.3%	51.4%	48.6%	48.6%	48.6%	48.6%
Yellow Time (s)	3.6	3.6	3.0	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	5.0	5.6	5.6	5.6	5.6	5.6
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	23.8	23.8	38.2	37.6	56.2	56.2	56.2	56.2
Actuated g/C Ratio	0.23	0.23	0.36	0.36	0.54	0.54	0.54	0.54
v/c Ratio	0.22	0.78	0.52	0.74	0.13	0.78	0.21	0.55
Control Delay	33.5	50.9	29.0	36.2	16.5	28.0	9.9	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.5	50.9	29.0	36.2	16.5	28.0	9.9	9.8
LOS	C	D	C	D	B	C	A	A
Approach Delay		48.9		34.5		27.4		9.8
Approach LOS		D		C		C		A

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 80 (76%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 28.1 Intersection LOS: C
Intersection Capacity Utilization 74.6% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: NYS Route 110 & W Pulaski Rd/E Pulaski Rd



Lane Group	EBR	WBR	NBL	NBT	SBL	SBT	ø1
Lane Configurations							
Volume (vph)	46	456	36	503	245	395	
Turn Type	Perm	pt+ov	Prot	NA	Prot	NA	
Protected Phases		1 8	8	2	1 8	6	1
Permitted Phases	4						
Detector Phase	4	1 8	8	2	1 8	6	
Switch Phase							
Minimum Initial (s)	5.0		5.0	10.0		10.0	4.0
Minimum Split (s)	10.6		10.6	24.6		15.6	26.0
Total Split (s)	36.0		36.0	41.0		69.0	28.0
Total Split (%)	34.3%		34.3%	39.0%		65.7%	27%
Yellow Time (s)	3.6		3.6	3.6		3.6	3.5
All-Red Time (s)	2.0		2.0	2.0		2.0	0.5
Lost Time Adjust (s)	0.0		0.0	0.0		0.0	
Total Lost Time (s)	5.6		5.6	5.6		5.6	
Lead/Lag				Lag			Lead
Lead-Lag Optimize?				Yes			Yes
Recall Mode	None		None	C-Max		C-Max	None
Act Effct Green (s)	28.2	43.8	28.2	51.6	43.8	65.6	
Actuated g/C Ratio	0.27	0.42	0.27	0.49	0.42	0.62	
v/c Ratio	0.08	0.74	0.09	0.36	0.43	0.44	
Control Delay	0.2	25.5	19.8	16.7	16.1	11.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	0.2	25.5	19.8	16.7	16.1	11.3	
LOS	A	C	B	B	B	B	
Approach Delay				16.9		13.1	
Approach LOS				B		B	

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 78 (74%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 17.3 Intersection LOS: B
Intersection Capacity Utilization 50.1% ICU Level of Service A
Analysis Period (min) 15

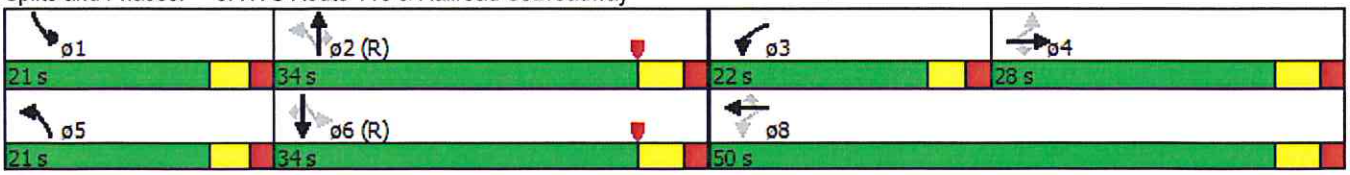
Splits and Phases: 2: NYS Route 110 & Parking Lot/Depot Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	61	165	72	164	286	199	58	720	118	136	495	70
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	5.0	5.0	5.0	3.0	10.0	10.0	3.0	10.0	10.0
Minimum Split (s)	21.6	21.6	21.6	10.0	21.6	21.6	9.0	21.6	21.6	9.0	21.6	21.6
Total Split (s)	28.0	28.0	28.0	22.0	50.0	50.0	21.0	34.0	34.0	21.0	34.0	34.0
Total Split (%)	26.7%	26.7%	26.7%	21.0%	47.6%	47.6%	20.0%	32.4%	32.4%	20.0%	32.4%	32.4%
Yellow Time (s)	3.6	3.6	3.6	3.0	3.6	3.6	3.0	3.6	3.6	3.0	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	5.6	5.0	5.6	5.6	5.0	5.6	5.6	5.0	5.6	5.6
Lead/Lag	Lag	Lag	Lag	Lead			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes				Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	15.9	15.9	15.9	36.1	35.5	35.5	51.1	42.7	42.7	57.5	47.6	47.6
Actuated g/C Ratio	0.15	0.15	0.15	0.34	0.34	0.34	0.49	0.41	0.41	0.55	0.45	0.45
v/c Ratio	0.46	0.67	0.24	0.56	0.56	0.36	0.16	0.62	0.21	0.44	0.37	0.10
Control Delay	49.5	53.5	2.7	30.9	31.0	4.2	12.6	27.5	6.2	13.5	13.1	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.5	53.5	2.7	30.9	31.8	4.2	12.6	27.5	6.2	13.5	13.1	1.9
LOS	D	D	A	C	C	A	B	C	A	B	B	A
Approach Delay		40.4			23.1			23.8			12.1	
Approach LOS		D			C			C			B	

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 25 (24%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 22.4 Intersection LOS: C
Intersection Capacity Utilization 64.0% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: NYS Route 110 & Railroad St/Broadway

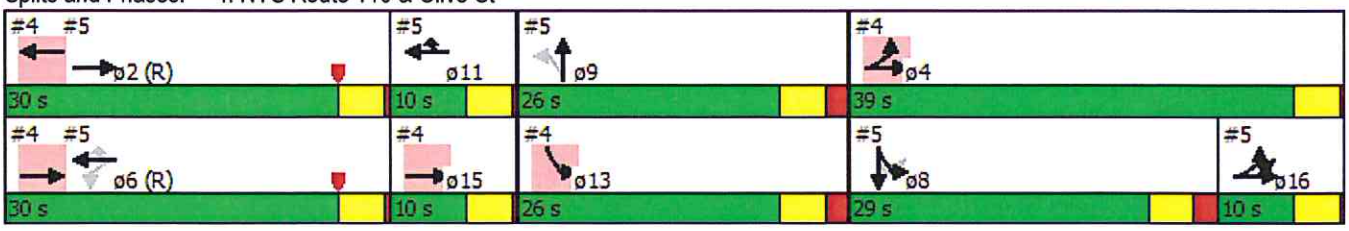


Lane Group	EBL	EBT	WBT	SBL	ø6	ø8	ø9	ø11	ø15	ø16
Lane Configurations										
Volume (vph)	17	638	891	24						
Turn Type	Prot	NA	NA	Prot						
Protected Phases	4	6 15 4	2	13	6	8	9	11	15	16
Permitted Phases										
Detector Phase	4	6 15 4	2	13						
Switch Phase										
Minimum Initial (s)	4.0		8.0	5.0	8.0	5.0	5.0	4.0	4.0	4.0
Minimum Split (s)	20.1		20.1	10.6	20.1	10.6	10.6	8.0	8.0	8.1
Total Split (s)	39.0		30.0	26.0	30.0	29.0	26.0	10.0	10.0	10.0
Total Split (%)	37.1%		28.6%	24.8%	29%	28%	25%	10%	10%	10%
Yellow Time (s)	3.6		3.6	3.6	3.6	3.6	3.6	3.5	3.5	3.6
All-Red Time (s)	0.5		0.5	2.0	0.5	2.0	2.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0						
Total Lost Time (s)	4.1		4.1	5.6						
Lead/Lag			Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?					Yes	Yes			Yes	Yes
Recall Mode	None		C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	35.2	88.2	38.0	10.2						
Actuated g/C Ratio	0.34	0.84	0.36	0.10						
v/c Ratio	0.03	0.23	0.77	0.36						
Control Delay	20.0	0.3	39.8	21.3						
Queue Delay	0.0	0.2	0.0	0.0						
Total Delay	20.0	0.5	39.8	21.3						
LOS	B	A	D	C						
Approach Delay		1.0	39.8	21.3						
Approach LOS		A	D	C						

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 100 (95%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 23.4 Intersection LOS: C
Intersection Capacity Utilization 37.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4: NYS Route 110 & Olive St

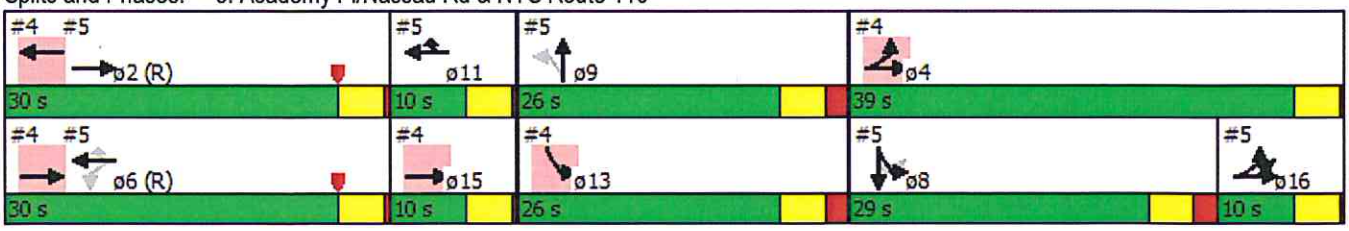


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL2	SBL	SBT	ø2	ø4
Lane Configurations												
Volume (vph)	1	367	1	666	314	7	23	8	272	8		
Turn Type	Prot	NA	custom	NA	custom	Perm	NA	Perm	custom	NA		
Protected Phases	16	2 16		6 11	11		9		8	8	2	4
Permitted Phases			6		6	9		8	8	8		
Detector Phase	16	2 16	6	6 11	11	9	9	8	8	8		
Switch Phase												
Minimum Initial (s)	4.0		8.0		4.0	5.0	5.0	5.0	5.0	5.0	8.0	4.0
Minimum Split (s)	8.1		20.1		8.0	10.6	10.6	10.6	10.6	10.6	20.1	20.1
Total Split (s)	10.0		30.0		10.0	26.0	26.0	29.0	29.0	29.0	30.0	39.0
Total Split (%)	9.5%		28.6%		9.5%	24.8%	24.8%	27.6%	27.6%	27.6%	29%	37%
Yellow Time (s)	3.6		3.6		3.5	3.6	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	0.5		0.5		0.5	2.0	2.0	2.0	2.0	2.0	0.5	0.5
Lost Time Adjust (s)	0.0				0.0		0.0		0.0	0.0		
Total Lost Time (s)	4.1				4.0		5.6		5.6	5.6		
Lead/Lag	Lag		Lead		Lag			Lead	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes		Yes					Yes	Yes	Yes		
Recall Mode	None		C-Max		None	None	None	None	None	None	C-Max	None
Act Effct Green (s)	10.4	52.5		48.0	48.1		10.2		19.3	19.3		
Actuated g/C Ratio	0.10	0.50		0.46	0.46		0.10		0.18	0.18		
v/c Ratio	0.14	0.22		0.51	0.43		0.76		0.73	0.55		
Control Delay	45.5	18.0		3.6	1.7		110.3		57.2	42.3		
Queue Delay	0.0	0.0		0.5	0.9		0.0		0.0	0.0		
Total Delay	45.5	18.0		4.1	2.6		110.3		57.2	42.3		
LOS	D	B		A	A		F		E	D		
Approach Delay		19.6		3.6			110.3			49.8		
Approach LOS		B		A			F			D		

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 100 (95%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 17.9 Intersection LOS: B
Intersection Capacity Utilization 56.6% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 5: Academy Pl/Nassau Rd & NYS Route 110



Lane Group	ø13	ø15
Lane Configurations		
Volume (vph)		
Turn Type		
Protected Phases	13	15
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	4.0
Minimum Split (s)	10.6	8.0
Total Split (s)	26.0	10.0
Total Split (%)	25%	10%
Yellow Time (s)	3.6	3.5
All-Red Time (s)	2.0	0.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lag
Lead-Lag Optimize?		Yes
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

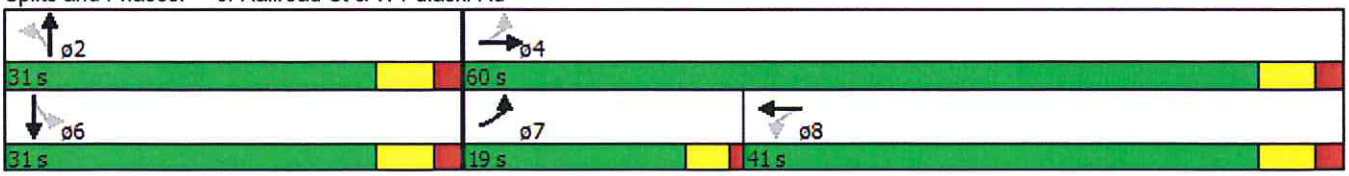
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	86	193	78	345	6	99	59	155
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	7	4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	4.0	20.0	20.0	20.0	6.0	6.0	6.0	6.0
Minimum Split (s)	8.0	26.0	26.0	26.0	12.0	12.0	12.0	12.0
Total Split (s)	19.0	60.0	41.0	41.0	31.0	31.0	31.0	31.0
Total Split (%)	20.9%	65.9%	45.1%	45.1%	34.1%	34.1%	34.1%	34.1%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag				
Lead-Lag Optimize?	Yes		Yes	Yes				
Recall Mode	None	Min	Min	Min	None	None	None	None
Act Effct Green (s)	34.8	32.7	23.4	23.4		14.7	14.7	14.7
Actuated g/C Ratio	0.58	0.54	0.39	0.39		0.24	0.24	0.24
v/c Ratio	0.23	0.29	0.23	0.55		0.39	0.22	0.71
Control Delay	7.9	9.0	18.2	21.0		20.2	22.3	27.9
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	7.9	9.0	18.2	21.0		20.2	22.3	27.9
LOS	A	A	B	C		C	C	C
Approach Delay		8.7		20.4		20.2		27.0
Approach LOS		A		C		C		C

Intersection Summary

Cycle Length: 91
Actuated Cycle Length: 60.2
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 19.2 — Intersection LOS: B
Intersection Capacity Utilization 79.5% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 6: Railroad St & W Pulaski Rd

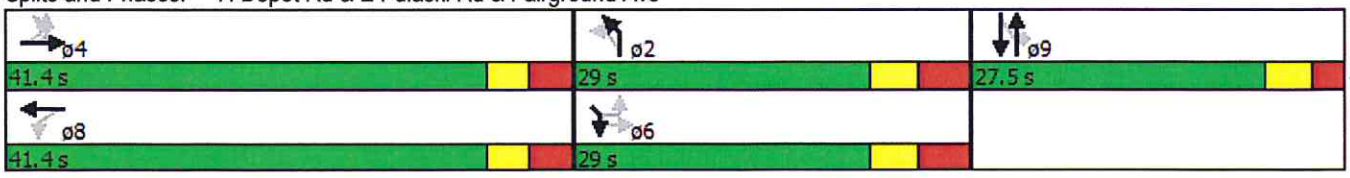


Lane Group	EBL2	EBL	EBT	WBL	WBT	NBL2	NBL	NBT	NBR	SBL	SBT	SEL2
Lane Configurations												
Volume (vph)	5	12	286	47	437	65	243	130	109	33	68	2
Turn Type	Perm	Perm	NA	Perm	NA	custom	Prot	NA	Perm	Perm	NA	Perm
Protected Phases			4		8		2	9			9	
Permitted Phases	4	4		8		2			9	9		6
Detector Phase	4	4	4	8	8	2	2	9	9	9	9	6
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0	10.0	10.0	10.0	8.0
Minimum Split (s)	21.4	21.4	21.4	21.4	21.4	17.5	17.5	17.5	17.5	17.5	17.5	22.0
Total Split (s)	41.4	41.4	41.4	41.4	41.4	29.0	29.0	27.5	27.5	27.5	27.5	29.0
Total Split (%)	42.3%	42.3%	42.3%	42.3%	42.3%	29.6%	29.6%	28.1%	28.1%	28.1%	28.1%	29.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.4	3.4	3.4	3.4	3.4	4.0	4.0	2.5	2.5	2.5	2.5	4.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.4	6.4	6.4	6.4	7.5	7.5	6.0	6.0	6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	None	None	None	None	None	None	None
Act Effct Green (s)		31.9	31.9	31.9	31.9	21.6	21.6	13.1	13.1	13.1	13.1	
Actuated g/C Ratio		0.37	0.37	0.37	0.37	0.25	0.25	0.15	0.15	0.15	0.15	
v/c Ratio		0.15	0.64	0.20	0.88	0.90	0.63	0.51	0.36	0.28	0.58	
Control Delay		22.8	28.2	22.0	43.5	116.9	38.2	40.9	9.6	38.1	43.7	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		22.8	28.2	22.0	43.5	116.9	38.2	40.9	9.6	38.1	43.7	
LOS		C	C	C	D	F	D	D	A	D	D	
Approach Delay			27.9		41.8			42.5			42.4	
Approach LOS			C		D			D			D	

Intersection Summary

Cycle Length: 97.9
Actuated Cycle Length: 86.7
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 37.0 — Intersection LOS: D
Intersection Capacity Utilization 89.5% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 7: Depot Rd & E Pulaski Rd & Fairground Ave



Lane Group	SEL	SER
Lane Configurations		
Volume (vph)	30	173
Turn Type	Perm	Prot
Protected Phases		6
Permitted Phases	6	6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	8.0	8.0
Minimum Split (s)	22.0	22.0
Total Split (s)	29.0	29.0
Total Split (%)	29.6%	29.6%
Yellow Time (s)	3.5	3.5
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.5	7.5
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	None
Act Effct Green (s)	21.6	21.6
Actuated g/C Ratio	0.25	0.25
v/c Ratio	0.21	0.51
Control Delay	32.1	20.6
Queue Delay	0.0	0.0
Total Delay	32.1	20.6
LOS	C	C
Approach Delay	22.4	
Approach LOS	C	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	117	413	136	72	454	162	147	849	39	123	560	72
Turn Type	pm+pt	NA	Over	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	Over
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases	4			8		8	2		2	6		
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	1.0	10.0	2.0	1.0	10.0	2.0	2.0	4.0	1.0	2.0	4.0	1.0
Minimum Split (s)	5.0	16.0	6.0	7.0	16.0	6.0	6.0	10.0	7.0	6.0	10.0	5.0
Total Split (s)	15.0	30.0	18.0	10.0	25.0	18.0	18.0	42.0	10.0	18.0	42.0	15.0
Total Split (%)	15.0%	30.0%	18.0%	10.0%	25.0%	18.0%	18.0%	42.0%	10.0%	18.0%	42.0%	15.0%
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	4.0	4.0	6.0	4.0	4.0	6.0	4.0	4.0	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	33.9	24.0	10.4	26.0	18.0	34.3	54.0	41.6	53.6	53.9	41.6	10.0
Actuated g/C Ratio	0.34	0.24	0.10	0.26	0.18	0.34	0.54	0.42	0.54	0.54	0.42	0.10
v/c Ratio	0.49	0.56	0.48	0.34	0.82	0.32	0.42	0.66	0.05	0.53	0.50	0.33
Control Delay	29.7	36.6	8.3	27.4	50.9	9.8	14.1	27.3	0.1	17.7	24.1	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.7	36.6	8.3	27.4	50.9	9.8	14.1	27.3	0.1	17.7	24.1	5.2
LOS	C	D	A	C	D	A	B	C	A	B	C	A
Approach Delay		29.6			38.8			24.4			21.3	
Approach LOS		C			D			C			C	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 18 (18%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 27.7 Intersection LOS: C
Intersection Capacity Utilization 66.0% ICU Level of Service C
Analysis Period (min) 15

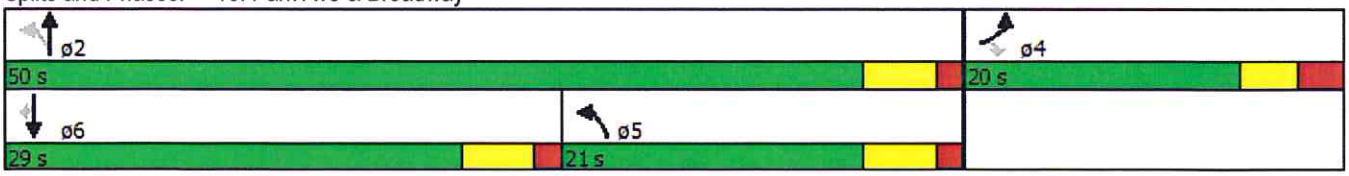
Splits and Phases: 9: Park Ave & E Pulaski Rd

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	96	316	395	712	571	266
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	2.0	16.0	16.0	16.0
Minimum Split (s)	11.5	11.5	7.3	21.3	21.3	21.3
Total Split (s)	20.0	20.0	21.0	50.0	29.0	29.0
Total Split (%)	28.6%	28.6%	30.0%	71.4%	41.4%	41.4%
Yellow Time (s)	3.0	3.0	3.8	3.8	3.8	3.8
All-Red Time (s)	2.5	2.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.3	5.3	5.3	5.3
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	9.1	9.1	44.8	44.8	23.8	23.8
Actuated g/C Ratio	0.14	0.14	0.69	0.69	0.37	0.37
v/c Ratio	0.37	0.66	0.60	0.59	0.49	0.40
Control Delay	29.0	10.3	14.1	8.1	17.9	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.0	10.3	14.1	8.1	17.9	4.2
LOS	C	B	B	A	B	A
Approach Delay	14.6			10.3	13.5	
Approach LOS	B			B	B	

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 64.7
Natural Cycle: 45
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 12.2 Intersection LOS: B
Intersection Capacity Utilization 56.4% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 10: Park Ave & Broadway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	3	4	0	4	0	919	3	0	690	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	3	4	0	4	0	999	3	0	750	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								994			796	
pX, platoon unblocked	0.84	0.84	1.00	0.84	0.84	0.84	1.00			0.84		
vC, conflicting volume	1258	1756	379	1379	1758	501	758			1002		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	929	1519	375	1072	1521	37	754			631		
tC, single (s)	7.5	6.5	*5.0	*5.5	6.5	*5.0	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	98	100	100	100			100		
cM capacity (veh/h)	187	99	761	270	99	883	850			799		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	3	9	499	503	375	383
Volume Left	0	4	0	0	0	0
Volume Right	3	4	0	3	0	8
cSH	761	413	850	1700	799	1700
Volume to Capacity	0.00	0.02	0.00	0.30	0.00	0.23
Queue Length 95th (ft)	0	2	0	0	0	0
Control Delay (s)	9.8	13.9	0.0	0.0	0.0	0.0
Lane LOS	A	B				
Approach Delay (s)	9.8	13.9	0.0		0.0	
Approach LOS	A	B				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	36.3%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	0	27	0	0	0	41	899	0	1	653	9
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	0	29	0	0	0	45	977	0	1	710	10
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											327	
pX, platoon unblocked	0.96	0.96	0.96	0.96	0.96		0.96					
vC, conflicting volume	1295	1783	360	1453	1788	489	720			977		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1228	1736	257	1393	1741	489	631			977		
tC, single (s)	*5.5	6.5	*5.0	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	96	100	100	100	95			100		
cM capacity (veh/h)	249	79	820	90	79	525	912			702		

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	34	45	651	326	1	473	246
Volume Left	4	45	0	0	1	0	0
Volume Right	29	0	0	0	0	0	10
cSH	633	912	1700	1700	702	1700	1700
Volume to Capacity	0.05	0.05	0.38	0.19	0.00	0.28	0.14
Queue Length 95th (ft)	4	4	0	0	0	0	0
Control Delay (s)	11.0	9.1	0.0	0.0	10.1	0.0	0.0
Lane LOS	B	A			B		
Approach Delay (s)	11.0	0.4			0.0		
Approach LOS	B						

Intersection Summary				
Average Delay	0.4			
Intersection Capacity Utilization	41.5%	ICU Level of Service	A	
Analysis Period (min)	15			

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	11	243	11	106	255	53	2	2	4	51	7	31
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	264	12	115	277	58	2	2	4	55	8	34
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												2
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					553							
pX, platoon unblocked	0.87						0.87	0.87		0.87	0.87	0.87
vC, conflicting volume	335			276			805	859	270	801	808	277
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	165			276			704	766	270	699	707	99
tC, single (s)	4.1			4.1			*5.5	*5.5	*5.0	*5.5	*5.5	*5.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			91			99	99	99	86	98	96
cM capacity (veh/h)	1234			1287			368	325	842	388	346	864

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	12	276	392	58	9	97
Volume Left	12	0	115	0	2	55
Volume Right	0	12	0	58	4	34
cSH	1234	1700	1287	1700	490	587
Volume to Capacity	0.01	0.16	0.09	0.03	0.02	0.16
Queue Length 95th (ft)	1	0	7	0	1	15
Control Delay (s)	7.9	0.0	3.0	0.0	12.5	13.8
Lane LOS	A		A		B	B
Approach Delay (s)	0.3		2.6		12.5	13.8
Approach LOS					B	B

Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	51.8%	ICU Level of Service	A
Analysis Period (min)	15		

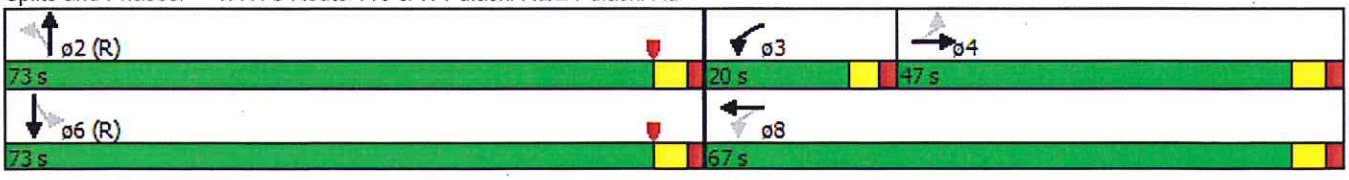
* User Entered Value

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	34	342	158	368	42	524	61	570
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		4	3	8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	3.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.6	26.6	8.0	26.6	15.6	15.6	15.6	15.6
Total Split (s)	47.0	47.0	20.0	67.0	73.0	73.0	73.0	73.0
Total Split (%)	33.6%	33.6%	14.3%	47.9%	52.1%	52.1%	52.1%	52.1%
Yellow Time (s)	3.6	3.6	3.0	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	5.0	5.6	5.6	5.6	5.6	5.6
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	36.9	36.9	56.2	55.6	73.2	73.2	73.2	73.2
Actuated g/C Ratio	0.26	0.26	0.40	0.40	0.52	0.52	0.52	0.52
v/c Ratio	0.20	0.90	0.66	0.64	0.20	0.70	0.32	0.68
Control Delay	41.2	72.4	39.6	37.5	23.2	30.7	20.1	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.2	72.4	39.6	37.5	23.2	30.7	20.1	18.5
LOS	D	E	D	D	C	C	C	B
Approach Delay		69.8		38.1		30.2		18.6
Approach LOS		E		D		C		B

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 90 (64%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 35.9 Intersection LOS: D
Intersection Capacity Utilization 90.0% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 1: NYS Route 110 & W Pulaski Rd/E Pulaski Rd

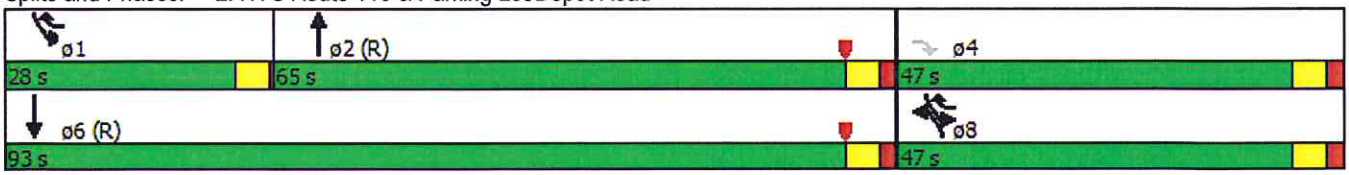


Lane Group	EBR	WBR	NBL	NBT	SBL	SBT	ø1
Lane Configurations							
Volume (vph)	29	352	15	547	521	607	
Turn Type	Perm	pt+ov	Prot	NA	Prot	NA	
Protected Phases		1 8	8	2	1 8	6	1
Permitted Phases	4						
Detector Phase	4	1 8	8	2	1 8	6	
Switch Phase							
Minimum Initial (s)	5.0		5.0	10.0		10.0	4.0
Minimum Split (s)	10.6		10.6	24.6		15.6	26.0
Total Split (s)	47.0		47.0	65.0		93.0	28.0
Total Split (%)	33.6%		33.6%	46.4%		66.4%	20%
Yellow Time (s)	3.6		3.6	3.6		3.6	3.5
All-Red Time (s)	2.0		2.0	2.0		2.0	0.5
Lost Time Adjust (s)	0.0		0.0	0.0		0.0	
Total Lost Time (s)	5.6		5.6	5.6		5.6	
Lead/Lag				Lag			Lead
Lead-Lag Optimize?				Yes			Yes
Recall Mode	None		None	C-Max		C-Max	None
Act Effct Green (s)	40.4	57.9	40.4	72.5	57.9	88.4	
Actuated g/C Ratio	0.29	0.41	0.29	0.52	0.41	0.63	
v/c Ratio	0.05	0.51	0.03	0.32	0.78	0.60	
Control Delay	0.1	16.4	43.6	7.3	23.2	27.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.7	
Total Delay	0.1	16.4	43.6	7.3	23.2	28.5	
LOS	A	B	D	A	C	C	
Approach Delay				8.3		26.1	
Approach LOS				A		C	

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 113 (81%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 19.4 Intersection LOS: B
Intersection Capacity Utilization 52.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: NYS Route 110 & Parking Lot/Depot Road

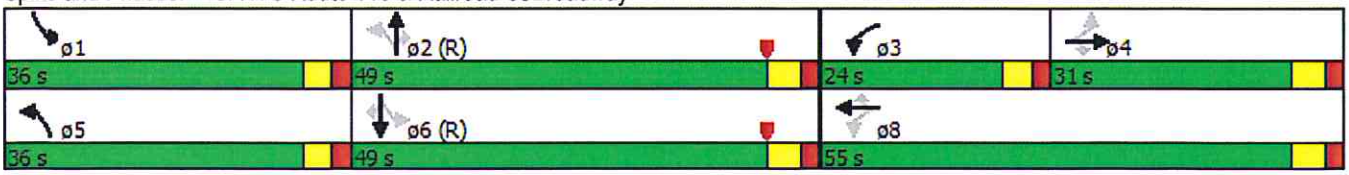


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	231	106	195	182	182	60	679	152	255	878	64
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	5.0	5.0	5.0	3.0	10.0	10.0	3.0	10.0	10.0
Minimum Split (s)	21.6	21.6	21.6	10.0	21.6	21.6	9.0	21.6	21.6	9.0	21.6	21.6
Total Split (s)	31.0	31.0	31.0	24.0	55.0	55.0	36.0	49.0	49.0	36.0	49.0	49.0
Total Split (%)	22.1%	22.1%	22.1%	17.1%	39.3%	39.3%	25.7%	35.0%	35.0%	25.7%	35.0%	35.0%
Yellow Time (s)	3.6	3.6	3.6	3.0	3.6	3.6	3.0	3.6	3.6	3.0	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	5.6	5.0	5.6	5.6	5.0	5.6	5.6	5.0	5.6	5.6
Lead/Lag	Lag	Lag	Lag	Lead			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes				Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	24.3	24.3	24.3	48.3	47.7	47.7	65.3	56.5	56.5	81.7	70.1	70.1
Actuated g/C Ratio	0.17	0.17	0.17	0.34	0.34	0.34	0.47	0.40	0.40	0.58	0.50	0.50
v/c Ratio	0.45	0.90	0.36	0.88	0.35	0.34	0.25	0.55	0.26	0.66	0.59	0.09
Control Delay	59.5	87.0	10.5	66.8	36.0	5.2	17.3	40.4	19.1	29.2	39.4	7.4
Queue Delay	0.0	0.0	0.0	0.0	2.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.5	87.0	10.5	66.8	38.1	5.7	17.3	40.4	19.1	29.2	39.4	7.4
LOS	E	F	B	E	D	A	B	D	B	C	D	A
Approach Delay		62.3			37.6			35.2			35.5	
Approach LOS		E			D			D			D	

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 37 (26%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 39.7 Intersection LOS: D
Intersection Capacity Utilization 73.5% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 3: NYS Route 110 & Railroad St/Broadway

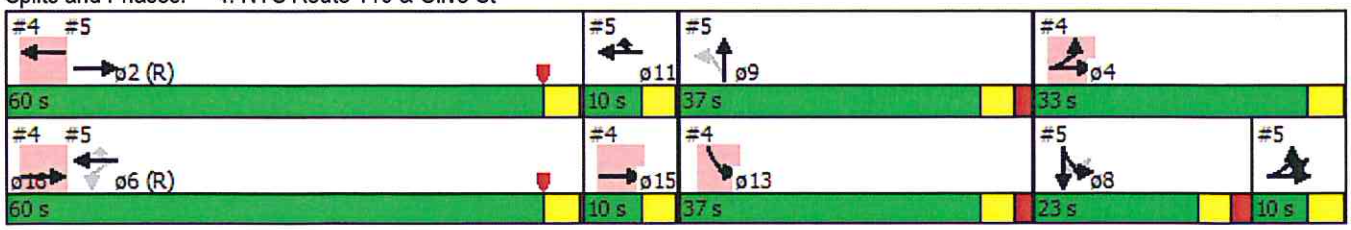


Lane Group	EBL	EBT	WBT	SBL	ø6	ø8	ø9	ø11	ø15	ø16
Lane Configurations										
Volume (vph)	49	1025	883	42						
Turn Type	Prot	NA	NA	Prot						
Protected Phases	4	6 15 4	2	13	6	8	9	11	15	16
Permitted Phases										
Detector Phase	4	6 15 4	2	13						
Switch Phase										
Minimum Initial (s)	4.0		8.0	5.0	8.0	5.0	5.0	4.0	4.0	4.0
Minimum Split (s)	20.1		20.1	10.6	20.1	10.6	10.6	8.0	8.0	8.1
Total Split (s)	33.0		60.0	37.0	60.0	23.0	37.0	10.0	10.0	10.0
Total Split (%)	23.6%		42.9%	26.4%	43%	16%	26%	7%	7%	7%
Yellow Time (s)	3.6		3.6	3.6	3.6	3.6	3.6	3.5	3.5	3.6
All-Red Time (s)	0.5		0.5	2.0	0.5	2.0	2.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0						
Total Lost Time (s)	4.1		4.1	5.6						
Lead/Lag			Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?					Yes	Yes			Yes	Yes
Recall Mode	None		C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	47.4	117.4	55.9	12.9						
Actuated g/C Ratio	0.34	0.84	0.40	0.09						
v/c Ratio	0.11	0.44	0.79	0.61						
Control Delay	48.5	0.7	38.4	49.8						
Queue Delay	1.2	0.1	0.0	0.0						
Total Delay	49.8	0.8	38.4	49.8						
LOS	D	A	D	D						
Approach Delay		3.0	38.4	49.8						
Approach LOS		A	D	D						

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 100 (71%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.27
Intersection Signal Delay: 20.5 Intersection LOS: C
Intersection Capacity Utilization 46.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4: NYS Route 110 & Olive St

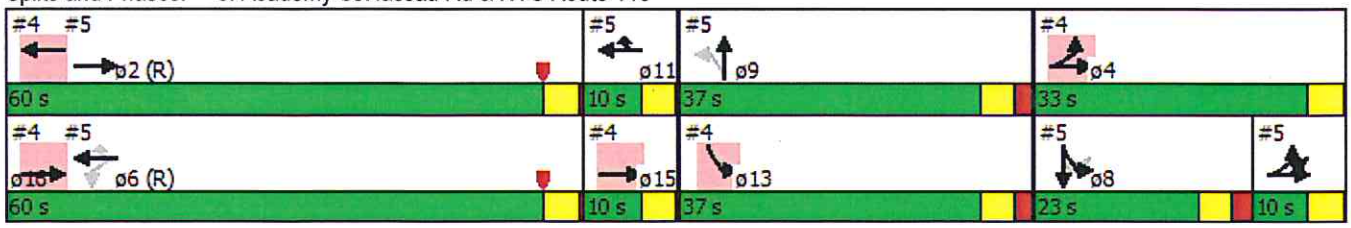


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL2	SBL	SBT	ø2	ø4
Lane Configurations												
Volume (vph)	13	683	1	660	271	8	21	15	380	12		
Turn Type	Prot	NA	custom	NA	custom	Perm	NA	Perm	custom	NA		
Protected Phases	16	2 16		6 11	11		9		8	8	2	4
Permitted Phases			6		6	9		8	8	8		
Detector Phase	16	2 16	6	6 11	11	9	9	8	8	8		
Switch Phase												
Minimum Initial (s)	4.0		8.0		4.0	5.0	5.0	5.0	5.0	5.0	8.0	4.0
Minimum Split (s)	8.1		20.1		8.0	10.6	10.6	10.6	10.6	10.6	20.1	20.1
Total Split (s)	10.0		60.0		10.0	37.0	37.0	23.0	23.0	23.0	60.0	33.0
Total Split (%)	7.1%		42.9%		7.1%	26.4%	26.4%	16.4%	16.4%	16.4%	43%	24%
Yellow Time (s)	3.6		3.6		3.5	3.6	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	0.5		0.5		0.5	2.0	2.0	2.0	2.0	2.0	0.5	0.5
Lost Time Adjust (s)	0.0				0.0		0.0		0.0	0.0		
Total Lost Time (s)	4.1				4.0		5.6		5.6	5.6		
Lead/Lag	Lag		Lead		Lag			Lead	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes		Yes					Yes	Yes	Yes		
Recall Mode	None		C-Max		None	None	None	None	None	None	C-Max	None
Act Effct Green (s)	5.9	65.9		65.9	66.0		12.9		35.9	35.9		
Actuated g/C Ratio	0.04	0.47		0.47	0.47		0.09		0.26	0.26		
v/c Ratio	0.76	0.49		0.49	0.39		1.27		0.70	0.54		
Control Delay	117.2	26.7		3.7	1.3		265.8		60.8	51.2		
Queue Delay	0.0	0.0		0.9	1.5		0.0		0.0	0.0		
Total Delay	117.2	26.7		4.6	2.8		265.8		60.8	51.2		
LOS	F	C		A	A		F		E	D		
Approach Delay		32.7		4.1			265.8			56.0		
Approach LOS		C		A			F			E		

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 100 (71%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.27
Intersection Signal Delay: 30.1 Intersection LOS: C
Intersection Capacity Utilization 67.5% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 5: Academy St/Nassau Rd & NYS Route 110



Lane Group	ø13	ø15
Lane Configurations		
Volume (vph)		
Turn Type		
Protected Phases	13	15
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	4.0
Minimum Split (s)	10.6	8.0
Total Split (s)	37.0	10.0
Total Split (%)	26%	7%
Yellow Time (s)	3.6	3.5
All-Red Time (s)	2.0	0.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lag
Lead-Lag Optimize?		Yes
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

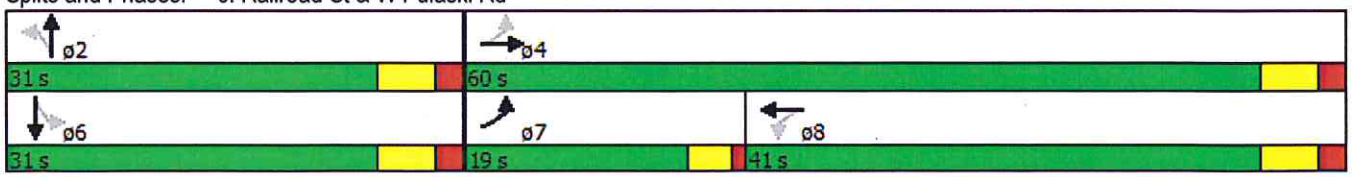
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	138	336	60	265	5	187	80	130
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	7	4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	4.0	20.0	20.0	20.0	6.0	6.0	6.0	6.0
Minimum Split (s)	8.0	26.0	26.0	26.0	12.0	12.0	12.0	12.0
Total Split (s)	19.0	60.0	41.0	41.0	31.0	31.0	31.0	31.0
Total Split (%)	20.9%	65.9%	45.1%	45.1%	34.1%	34.1%	34.1%	34.1%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag				
Lead-Lag Optimize?	Yes		Yes	Yes				
Recall Mode	None	Min	Min	Min	None	None	None	None
Act Effct Green (s)	36.3	34.2	21.5	21.5		13.0	13.0	13.0
Actuated g/C Ratio	0.61	0.57	0.36	0.36		0.22	0.22	0.22
v/c Ratio	0.30	0.43	0.22	0.50		0.65	0.49	0.59
Control Delay	7.2	9.3	17.9	19.5		28.0	31.2	24.9
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	7.2	9.3	17.9	19.5		28.0	31.2	24.9
LOS	A	A	B	B		C	C	C
Approach Delay		8.7		19.3		28.0		26.6
Approach LOS		A		B		C		C

Intersection Summary

Cycle Length: 91
Actuated Cycle Length: 59.5
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 18.3 — Intersection LOS: B
Intersection Capacity Utilization 80.8% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 6: Railroad St & W Pulaski Rd

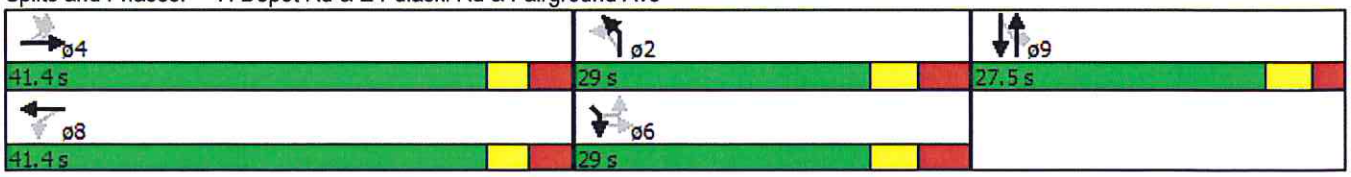


Lane Group	EBL2	EBL	EBT	WBL	WBT	NBL2	NBL	NBT	NBR	SBL	SBT	SEL2
Lane Configurations												
Volume (vph)	6	17	385	117	390	69	190	89	168	52	134	2
Turn Type	Perm	Perm	NA	Perm	NA	custom	custom	NA	Perm	Perm	NA	Perm
Protected Phases			4		8		2	9			9	
Permitted Phases	4	4		8		2	2		9	9		6
Detector Phase	4	4	4	8	8	2	2	9	9	9	9	6
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0	10.0	10.0	10.0	8.0
Minimum Split (s)	21.4	21.4	21.4	21.4	21.4	17.5	17.5	17.5	17.5	17.5	17.5	22.0
Total Split (s)	41.4	41.4	41.4	41.4	41.4	29.0	29.0	27.5	27.5	27.5	27.5	29.0
Total Split (%)	42.3%	42.3%	42.3%	42.3%	42.3%	29.6%	29.6%	28.1%	28.1%	28.1%	28.1%	29.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.4	3.4	3.4	3.4	3.4	4.0	4.0	2.5	2.5	2.5	2.5	4.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.4	6.4	6.4	6.4	7.5	7.5	6.0	6.0	6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	None	None	None	None	None	None	None
Act Effct Green (s)		29.2	29.2	29.2	29.2	20.1	20.1	13.7	13.7	13.7	13.7	
Actuated g/C Ratio		0.35	0.35	0.35	0.35	0.24	0.24	0.16	0.16	0.16	0.16	
v/c Ratio		0.16	0.73	0.68	0.85	0.77	0.44	0.30	0.44	0.27	0.58	
Control Delay		23.0	31.6	45.3	40.6	82.8	32.8	35.5	9.1	36.2	41.8	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		23.0	31.6	45.3	40.6	82.8	32.8	35.5	9.1	36.2	41.8	
LOS		C	C	D	D	F	C	D	A	D	D	
Approach Delay			31.1		41.5			32.2			40.5	
Approach LOS			C		D			C			D	

Intersection Summary

Cycle Length: 97.9
Actuated Cycle Length: 83.4
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 36.2 Intersection LOS: D
Intersection Capacity Utilization 105.8% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 7: Depot Rd & E Pulaski Rd & Fairground Ave



Lane Group	SEL	SER
Lane Configurations		
Volume (vph)	108	337
Turn Type	Perm	Prot
Protected Phases		6
Permitted Phases	6	6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	8.0	8.0
Minimum Split (s)	22.0	22.0
Total Split (s)	29.0	29.0
Total Split (%)	29.6%	29.6%
Yellow Time (s)	3.5	3.5
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.5	7.5
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	None
Act Effct Green (s)	20.1	20.1
Actuated g/C Ratio	0.24	0.24
v/c Ratio	0.42	0.79
Control Delay	35.3	37.0
Queue Delay	0.0	0.0
Total Delay	35.3	37.0
LOS	D	D
Approach Delay	36.5	
Approach LOS	D	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	108	584	217	76	468	164	168	655	59	295	1011	227
Turn Type	pm+pt	NA	Over	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	Over
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases	4			8		8	2		2	6		
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	1.0	10.0	2.0	1.0	10.0	2.0	2.0	4.0	1.0	2.0	4.0	1.0
Minimum Split (s)	5.0	16.0	6.0	7.0	16.0	6.0	6.0	10.0	7.0	6.0	10.0	5.0
Total Split (s)	15.0	30.0	18.0	10.0	25.0	18.0	18.0	42.0	10.0	18.0	42.0	15.0
Total Split (%)	15.0%	30.0%	18.0%	10.0%	25.0%	18.0%	18.0%	42.0%	10.0%	18.0%	42.0%	15.0%
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	4.0	4.0	6.0	4.0	4.0	6.0	4.0	4.0	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	33.6	23.9	10.9	26.2	18.2	37.0	52.3	39.4	51.4	56.0	41.2	9.6
Actuated g/C Ratio	0.34	0.24	0.11	0.26	0.18	0.37	0.52	0.39	0.51	0.56	0.41	0.10
v/c Ratio	0.44	0.78	0.63	0.41	0.75	0.25	0.60	0.49	0.07	0.69	0.71	0.75
Control Delay	28.0	43.0	13.3	29.0	46.7	5.6	21.6	25.2	0.2	20.3	29.1	28.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.0	43.0	13.3	29.0	46.7	5.6	21.6	25.2	0.2	20.3	29.1	28.1
LOS	C	D	B	C	D	A	C	C	A	C	C	C
Approach Delay		34.1			35.3			22.8			27.3	
Approach LOS		C			D			C			C	

Intersection Summary

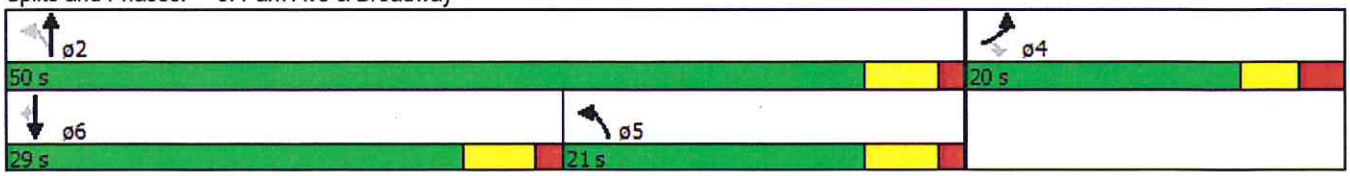
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 18 (18%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 29.3 Intersection LOS: C
Intersection Capacity Utilization 74.3% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 8: Park Ave & E Pulaski Rd

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	217	472	321	648	756	123
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	2.0	16.0	16.0	16.0
Minimum Split (s)	11.5	11.5	7.3	21.3	21.3	21.3
Total Split (s)	20.0	20.0	21.0	50.0	29.0	29.0
Total Split (%)	28.6%	28.6%	30.0%	71.4%	41.4%	41.4%
Yellow Time (s)	3.0	3.0	3.8	3.8	3.8	3.8
All-Red Time (s)	2.5	2.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.3	5.3	5.3	5.3
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	12.4	12.4	44.8	44.8	23.7	23.7
Actuated g/C Ratio	0.18	0.18	0.66	0.66	0.35	0.35
v/c Ratio	0.64	0.77	0.59	0.58	0.65	0.22
Control Delay	34.1	13.1	18.2	9.1	22.0	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.1	13.1	18.2	9.1	22.0	4.5
LOS	C	B	B	A	C	A
Approach Delay	19.7			12.1	19.6	
Approach LOS	B			B	B	

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 68	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 16.7	Intersection LOS: B
Intersection Capacity Utilization 64.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: Park Ave & Broadway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	0	4	4	0	2	1	937	2	1	1092	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	0	4	4	0	2	1	1018	2	1	1187	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								994			796	
pX, platoon unblocked	0.89	0.89	0.93	0.89	0.89	0.85	0.93			0.85		
vC, conflicting volume	1703	2212	593	1622	2211	510	1187			1021		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1166	1741	405	1075	1740	69	1045			670		
tC, single (s)	*5.5	6.5	*5.0	*5.5	6.5	*5.0	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	99	98	100	100	100			100		
cM capacity (veh/h)	254	76	687	281	76	864	613			778		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	10	7	510	511	595	593
Volume Left	5	4	1	0	1	0
Volume Right	4	2	0	2	0	0
cSH	353	363	613	1700	778	1700
Volume to Capacity	0.03	0.02	0.00	0.30	0.00	0.35
Queue Length 95th (ft)	2	1	0	0	0	0
Control Delay (s)	15.5	15.1	0.1	0.0	0.0	0.0
Lane LOS	C	C	A		A	
Approach Delay (s)	15.5	15.1	0.0		0.0	
Approach LOS	C	C				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	40.9%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	0	39	0	0	0	45	905	0	0	1052	15
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	0	42	0	0	0	49	984	0	0	1143	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											327	
pX, platoon unblocked	0.91	0.91	0.91	0.91	0.91		0.91					
vC, conflicting volume	1741	2233	580	1696	2241	492	1160			984		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1620	2159	346	1570	2168	492	982			984		
tC, single (s)	*5.5	6.5	*5.0	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	94	100	100	100	92			100		
cM capacity (veh/h)	147	40	714	60	39	523	637			698		

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	46	49	656	328	0	762	397
Volume Left	3	49	0	0	0	0	0
Volume Right	42	0	0	0	0	0	16
cSH	560	637	1700	1700	1700	1700	1700
Volume to Capacity	0.08	0.08	0.39	0.19	0.00	0.45	0.23
Queue Length 95th (ft)	7	6	0	0	0	0	0
Control Delay (s)	12.0	11.1	0.0	0.0	0.0	0.0	0.0
Lane LOS	B	B					
Approach Delay (s)	12.0	0.5			0.0		
Approach LOS	B						

Intersection Summary				
Average Delay	0.5			
Intersection Capacity Utilization	46.2%	ICU Level of Service	A	
Analysis Period (min)	15			

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	32	321	4	3	247	56	8	0	23	63	0	38
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	35	349	4	3	268	61	9	0	25	68	0	41
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												2
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					554							
pX, platoon unblocked	0.94						0.94	0.94		0.94	0.94	0.94
vC, conflicting volume	329			353			696	757	351	718	698	268
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	250			353			641	706	351	666	644	185
tC, single (s)	4.1			4.1			*5.5	6.5	*5.0	*5.5	6.5	*5.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			100			98	100	97	85	100	95
cM capacity (veh/h)	1232			1205			450	327	780	446	355	855

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	35	353	272	61	34	110
Volume Left	35	0	3	0	9	68
Volume Right	0	4	0	61	25	41
cSH	1232	1700	1205	1700	656	715
Volume to Capacity	0.03	0.21	0.00	0.04	0.05	0.15
Queue Length 95th (ft)	2	0	0	0	4	14
Control Delay (s)	8.0	0.0	0.1	0.0	10.8	12.6
Lane LOS	A		A		B	B
Approach Delay (s)	0.7		0.1		10.8	12.6
Approach LOS					B	B

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	43.4%	ICU Level of Service	A
Analysis Period (min)	15		

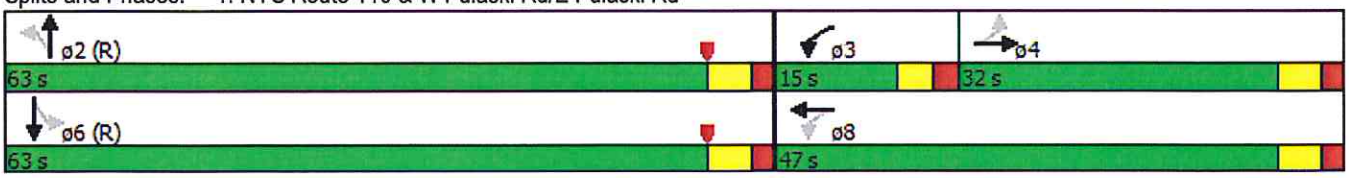
* User Entered Value

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	39	263	143	322	45	608	47	568
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		4	3	8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	3.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.6	26.6	8.0	26.6	15.6	15.6	15.6	15.6
Total Split (s)	32.0	32.0	15.0	47.0	63.0	63.0	63.0	63.0
Total Split (%)	29.1%	29.1%	13.6%	42.7%	57.3%	57.3%	57.3%	57.3%
Yellow Time (s)	3.6	3.6	3.0	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	5.0	5.6	5.6	5.6	5.6	5.6
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	24.7	24.7	40.0	39.4	59.4	59.4	59.4	59.4
Actuated g/C Ratio	0.22	0.22	0.36	0.36	0.54	0.54	0.54	0.54
v/c Ratio	0.20	0.90	0.62	0.59	0.32	0.93	0.66	0.74
Control Delay	36.3	67.7	35.9	32.4	22.0	42.0	49.4	15.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.3	67.7	35.9	32.4	22.0	42.0	49.4	15.9
LOS	D	E	D	C	C	D	D	B
Approach Delay		64.1		33.4		40.8		18.4
Approach LOS		E		C		D		B

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 2 (2%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 36.1 Intersection LOS: D
Intersection Capacity Utilization 78.0% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: NYS Route 110 & W Pulaski Rd/E Pulaski Rd

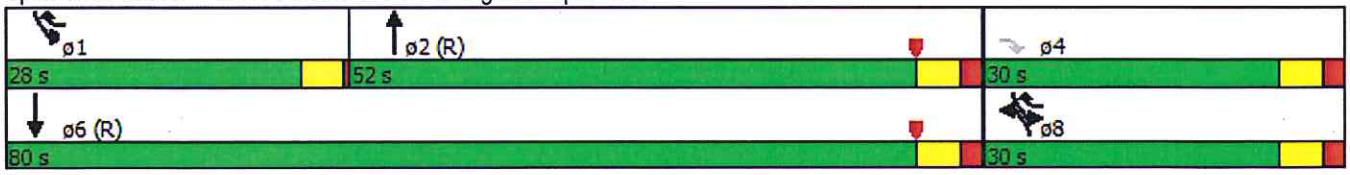


Lane Group	EBR	WBR	NBL	NBT	SBL	SBT	ø1
Lane Configurations							
Volume (vph)	31	428	10	644	482	511	
Turn Type	Perm	pt+ov	Prot	NA	Prot	NA	
Protected Phases		1 8	8	2	1 8	6	1
Permitted Phases	4						
Detector Phase	4	1 8	8	2	1 8	6	
Switch Phase							
Minimum Initial (s)	5.0		5.0	10.0		10.0	4.0
Minimum Split (s)	10.6		10.6	24.6		15.6	26.0
Total Split (s)	30.0		30.0	52.0		80.0	28.0
Total Split (%)	27.3%		27.3%	47.3%		72.7%	25%
Yellow Time (s)	3.6		3.6	3.6		3.6	3.5
All-Red Time (s)	2.0		2.0	2.0		2.0	0.5
Lost Time Adjust (s)	0.0		0.0	0.0		0.0	
Total Lost Time (s)	5.6		5.6	5.6		5.6	
Lead/Lag				Lag			Lead
Lead-Lag Optimize?				Yes			Yes
Recall Mode	None		None	C-Max		C-Max	None
Act Effct Green (s)	24.4	47.7	24.4	52.7	47.7	74.4	
Actuated g/C Ratio	0.22	0.43	0.22	0.48	0.43	0.68	
v/c Ratio	0.06	0.67	0.03	0.45	0.81	0.52	
Control Delay	0.2	21.8	15.7	23.3	32.1	7.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	0.2	21.8	15.7	23.3	32.1	7.1	
LOS	A	C	B	C	C	A	
Approach Delay				23.2		18.9	
Approach LOS				C		B	

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 103 (94%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 20.4 Intersection LOS: C
Intersection Capacity Utilization 52.5% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: NYS Route 110 & Parking Lot/Depot Road

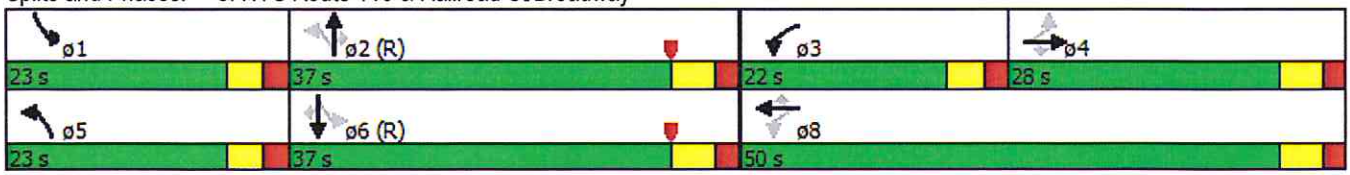


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	49	122	52	149	166	198	52	852	143	313	857	74
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	5.0	5.0	5.0	3.0	10.0	10.0	3.0	10.0	10.0
Minimum Split (s)	21.6	21.6	21.6	10.0	21.6	21.6	9.0	21.6	21.6	9.0	21.6	21.6
Total Split (s)	28.0	28.0	28.0	22.0	50.0	50.0	23.0	37.0	37.0	23.0	37.0	37.0
Total Split (%)	25.5%	25.5%	25.5%	20.0%	45.5%	45.5%	20.9%	33.6%	33.6%	20.9%	33.6%	33.6%
Yellow Time (s)	3.6	3.6	3.6	3.0	3.6	3.6	3.0	3.6	3.6	3.0	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	5.6	5.0	5.6	5.6	5.0	5.6	5.6	5.0	5.6	5.6
Lead/Lag	Lag	Lag	Lag	Lead			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	15.6	15.6	15.6	34.8	34.2	34.2	46.1	38.2	38.2	65.2	54.4	54.4
Actuated g/C Ratio	0.14	0.14	0.14	0.32	0.31	0.31	0.42	0.35	0.35	0.59	0.49	0.49
v/c Ratio	0.42	0.65	0.23	0.50	0.31	0.35	0.19	0.79	0.26	0.76	0.56	0.09
Control Delay	49.7	56.4	2.2	32.5	28.9	4.8	14.5	41.3	12.9	41.3	12.6	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.7	56.4	2.2	32.5	28.9	4.8	14.5	41.3	12.9	41.3	12.6	1.0
LOS	D	E	A	C	C	A	B	D	B	D	B	A
Approach Delay		42.4			20.6			36.1			19.1	
Approach LOS		D			C			D			B	

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 54 (49%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 27.3 Intersection LOS: C
Intersection Capacity Utilization 73.2% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 3: NYS Route 110 & Railroad St/Broadway

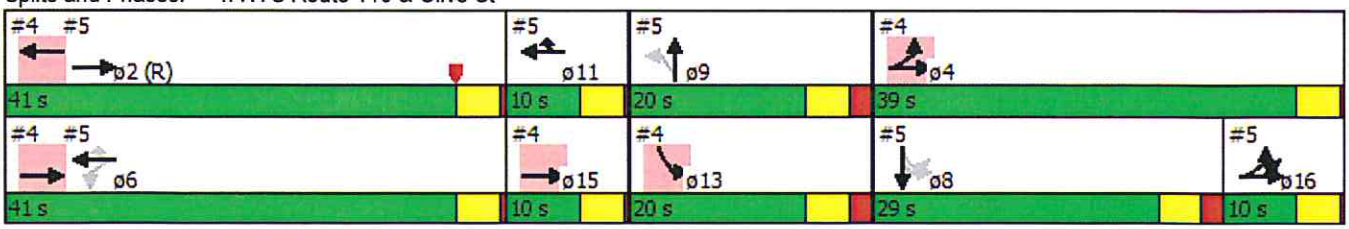


Lane Group	EBL	EBT	WBT	SBL	ø6	ø8	ø9	ø11	ø15	ø16
Lane Configurations										
Volume (vph)	58	1201	1011	37						
Turn Type	Prot	NA	NA	Prot						
Protected Phases	4	6 15 4	2	13	6	8	9	11	15	16
Permitted Phases										
Detector Phase	4	6 15 4	2	13						
Switch Phase										
Minimum Initial (s)	4.0		8.0	5.0	8.0	5.0	5.0	4.0	4.0	4.0
Minimum Split (s)	20.1		20.1	10.6	20.1	10.6	10.6	8.0	8.0	8.1
Total Split (s)	39.0		41.0	20.0	41.0	29.0	20.0	10.0	10.0	10.0
Total Split (%)	35.5%		37.3%	18.2%	37%	26%	18%	9%	9%	9%
Yellow Time (s)	3.6		3.6	3.6	3.6	3.6	3.6	3.5	3.5	3.6
All-Red Time (s)	0.5		0.5	2.0	0.5	2.0	2.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0						
Total Lost Time (s)	4.1		4.1	5.6						
Lead/Lag			Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?					Yes	Yes			Yes	Yes
Recall Mode	None		C-Max	None	None	None	None	None	None	None
Act Effct Green (s)	38.4	89.4	36.9	10.9						
Actuated g/C Ratio	0.35	0.81	0.34	0.10						
v/c Ratio	0.10	0.46	1.03	0.50						
Control Delay	37.4	0.6	64.6	27.0						
Queue Delay	0.0	0.2	0.0	0.0						
Total Delay	37.4	0.8	64.6	27.0						
LOS	D	A	E	C						
Approach Delay		2.5	64.6	27.0						
Approach LOS		A	E	C						

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 15.9 (14%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 31.3 Intersection LOS: C
Intersection Capacity Utilization 50.5% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4: NYS Route 110 & Olive St

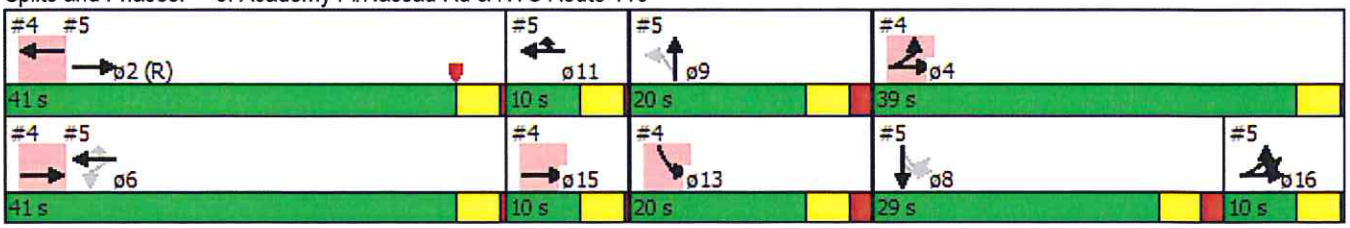


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL2	SBL	SBT	ø2	ø4
Lane Configurations												
Volume (vph)	18	852	7	817	249	6	13	7	393	11		
Turn Type	Prot	NA	custom	NA	custom	Perm	NA	Perm	Perm	NA		
Protected Phases	16	2 16		6 11	11		9			8	2	4
Permitted Phases			6		6	9		8	8			
Detector Phase	16	2 16	6	6 11	11	9	9	8	8	8		
Switch Phase												
Minimum Initial (s)	4.0		8.0		4.0	5.0	5.0	5.0	5.0	5.0	8.0	4.0
Minimum Split (s)	8.1		20.1		8.0	10.6	10.6	10.6	10.6	10.6	20.1	20.1
Total Split (s)	10.0		41.0		10.0	20.0	20.0	29.0	29.0	29.0	41.0	39.0
Total Split (%)	9.1%		37.3%		9.1%	18.2%	18.2%	26.4%	26.4%	26.4%	37%	35%
Yellow Time (s)	3.6		3.6		3.5	3.6	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	0.5		0.5		0.5	2.0	2.0	2.0	2.0	2.0	0.5	0.5
Lost Time Adjust (s)	0.0				0.0		0.0		0.0	0.0		
Total Lost Time (s)	4.1				4.0		5.6		5.6	5.6		
Lead/Lag	Lag		Lead		Lag			Lead	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes		Yes					Yes	Yes	Yes		
Recall Mode	None		None		None	None	None	None	None	None	C-Max	None
Act Effct Green (s)	8.9	49.9		46.9	47.0		10.9		23.9	23.9		
Actuated g/C Ratio	0.08	0.45		0.43	0.43		0.10		0.22	0.22		
v/c Ratio	0.59	0.56		0.72	0.37		0.89		0.90	0.87		
Control Delay	69.0	24.3		3.5	0.4		131.0		75.6	69.4		
Queue Delay	0.0	0.0		3.3	2.3		0.0		0.0	0.0		
Total Delay	69.0	24.3		6.8	2.8		131.0		75.6	69.4		
LOS	E	C		A	A		F		E	E		
Approach Delay		28.2		5.9			131.0			72.5		
Approach LOS		C		A			F			E		

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 15.9 (14%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 28.8 Intersection LOS: C
Intersection Capacity Utilization 77.4% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 5: Academy Pl/Nassau Rd & NYS Route 110



Lane Group	ø13	ø15
Lane Configurations		
Volume (vph)		
Turn Type		
Protected Phases	13	15
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	4.0
Minimum Split (s)	10.6	8.0
Total Split (s)	20.0	10.0
Total Split (%)	18%	9%
Yellow Time (s)	3.6	3.5
All-Red Time (s)	2.0	0.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lag
Lead-Lag Optimize?		Yes
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

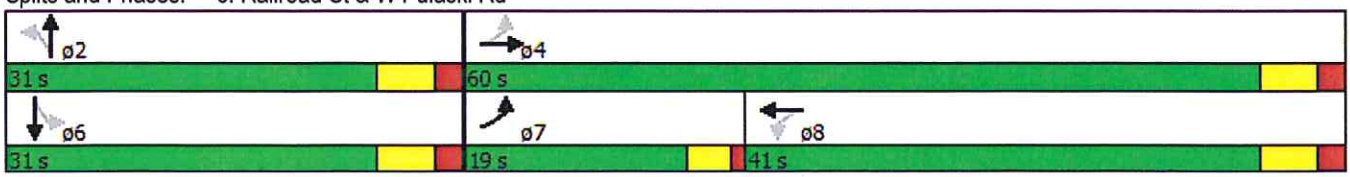
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	60	228	59	251	3	115	91	131
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	7	4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	4.0	20.0	20.0	20.0	6.0	6.0	6.0	6.0
Minimum Split (s)	8.0	26.0	26.0	26.0	12.0	12.0	12.0	12.0
Total Split (s)	19.0	60.0	41.0	41.0	31.0	31.0	31.0	31.0
Total Split (%)	20.9%	65.9%	45.1%	45.1%	34.1%	34.1%	34.1%	34.1%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag				
Lead-Lag Optimize?	Yes		Yes	Yes				
Recall Mode	None	Min	Min	Min	None	None	None	None
Act Effct Green (s)	29.0	26.9	21.2	21.2		11.9	11.9	11.9
Actuated g/C Ratio	0.57	0.52	0.41	0.41		0.23	0.23	0.23
v/c Ratio	0.12	0.31	0.16	0.38		0.54	0.44	0.60
Control Delay	6.4	8.6	14.8	15.4		21.2	24.8	22.0
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	6.4	8.6	14.8	15.4		21.2	24.8	22.0
LOS	A	A	B	B		C	C	C
Approach Delay		8.2		15.3		21.2		22.8
Approach LOS		A		B		C		C

Intersection Summary

Cycle Length: 91
Actuated Cycle Length: 51.3
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 16.7 Intersection LOS: B
Intersection Capacity Utilization 76.2% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 6: Railroad St & W Pulaski Rd

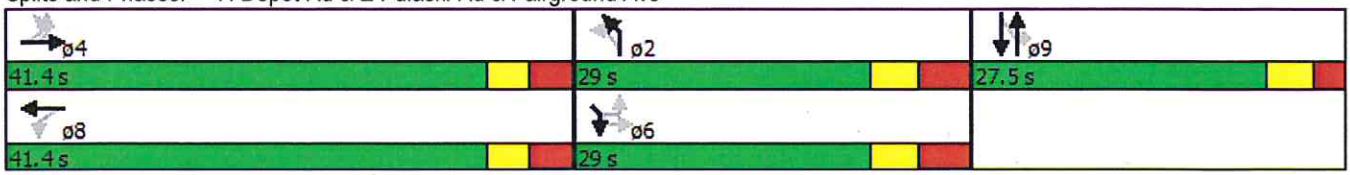


Lane Group	EBL2	EBL	EBT	WBL	WBT	NBL2	NBL	NBT	NBR	SBL	SBT	SEL2
Lane Configurations												
Volume (vph)	7	6	283	93	329	50	217	56	107	18	30	3
Turn Type	Perm	Perm	NA	Perm	NA	custom	custom	NA	Perm	Perm	NA	Perm
Protected Phases			4		8		2	9			9	
Permitted Phases	4	4		8		2	2		9	9		6
Detector Phase	4	4	4	8	8	2	2	9	9	9	9	6
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0	10.0	10.0	10.0	8.0
Minimum Split (s)	21.4	21.4	21.4	21.4	21.4	17.5	17.5	17.5	17.5	17.5	17.5	22.0
Total Split (s)	41.4	41.4	41.4	41.4	41.4	29.0	29.0	27.5	27.5	27.5	27.5	29.0
Total Split (%)	42.3%	42.3%	42.3%	42.3%	42.3%	29.6%	29.6%	28.1%	28.1%	28.1%	28.1%	29.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.4	3.4	3.4	3.4	3.4	4.0	4.0	2.5	2.5	2.5	2.5	4.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.4	6.4	6.4	6.4	7.5	7.5	6.0	6.0	6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	None	None	None	None	None	None	None
Act Effct Green (s)		26.9	26.9	26.9	26.9	19.3	19.3	11.0	11.0	11.0	11.0	
Actuated g/C Ratio		0.37	0.37	0.37	0.37	0.26	0.26	0.15	0.15	0.15	0.15	
v/c Ratio		0.07	0.66	0.42	0.75	0.62	0.50	0.21	0.35	0.14	0.27	
Control Delay		17.7	26.0	25.8	30.1	61.6	30.2	35.1	10.4	35.2	36.5	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		17.7	26.0	25.8	30.1	61.6	30.2	35.1	10.4	35.2	36.5	
LOS		B	C	C	C	E	C	D	B	D	D	
Approach Delay			25.7		29.3			29.6			36.2	
Approach LOS			C		C			C			D	

Intersection Summary

Cycle Length: 97.9
Actuated Cycle Length: 73
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 27.8 — Intersection LOS: C
Intersection Capacity Utilization 91.1% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 7: Depot Rd & E Pulaski Rd & Fairground Ave



Lane Group	SEL	SER
Lane Configurations		
Volume (vph)	84	222
Turn Type	Perm	Prot
Protected Phases		6
Permitted Phases	6	6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	8.0	8.0
Minimum Split (s)	22.0	22.0
Total Split (s)	29.0	29.0
Total Split (%)	29.6%	29.6%
Yellow Time (s)	3.5	3.5
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.5	7.5
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	None
Act Effct Green (s)	19.3	19.3
Actuated g/C Ratio	0.26	0.26
v/c Ratio	0.36	0.52
Control Delay	30.4	20.1
Queue Delay	0.0	0.0
Total Delay	30.4	20.1
LOS	C	C
Approach Delay	23.0	
Approach LOS	C	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	107	385	124	78	400	256	135	692	43	289	623	121
Turn Type	pm+pt	NA	Over	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	Over
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases	4			8		8	2		2	6		
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	1.0	10.0	2.0	1.0	10.0	2.0	2.0	4.0	1.0	2.0	4.0	1.0
Minimum Split (s)	5.0	16.0	6.0	7.0	16.0	6.0	6.0	10.0	7.0	6.0	10.0	5.0
Total Split (s)	13.0	22.0	22.0	13.0	22.0	26.0	22.0	19.0	13.0	26.0	23.0	13.0
Total Split (%)	16.3%	27.5%	27.5%	16.3%	27.5%	32.5%	27.5%	23.8%	16.3%	32.5%	28.8%	16.3%
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	4.0	4.0	6.0	4.0	4.0	6.0	4.0	4.0	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	25.5	16.6	9.5	24.0	14.2	36.3	33.0	21.6	35.3	43.3	28.1	8.2
Actuated g/C Ratio	0.32	0.21	0.12	0.30	0.18	0.45	0.41	0.27	0.44	0.54	0.35	0.10
v/c Ratio	0.34	0.55	0.38	0.25	0.69	0.34	0.41	0.86	0.07	0.76	0.58	0.44
Control Delay	20.1	32.1	5.4	18.5	36.8	3.8	14.7	43.3	1.3	26.5	24.6	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.1	32.1	5.4	18.5	36.8	3.8	14.7	43.3	1.3	26.5	24.6	7.7
LOS	C	C	A	B	D	A	B	D	A	C	C	A
Approach Delay		24.6			23.4			36.8			23.2	
Approach LOS		C			C			D			C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 48 (60%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 27.3 Intersection LOS: C
Intersection Capacity Utilization 68.8% ICU Level of Service C
Analysis Period (min) 15

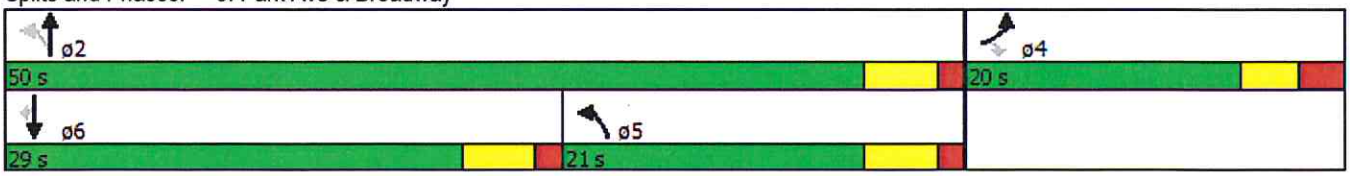
Splits and Phases: 8: Park Ave & E Pulaski Rd

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	145	411	267	639	629	203
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	2.0	16.0	16.0	16.0
Minimum Split (s)	11.5	11.5	7.3	21.3	21.3	21.3
Total Split (s)	20.0	20.0	21.0	50.0	29.0	29.0
Total Split (%)	28.6%	28.6%	30.0%	71.4%	41.4%	41.4%
Yellow Time (s)	3.0	3.0	3.8	3.8	3.8	3.8
All-Red Time (s)	2.5	2.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.3	5.3	5.3	5.3
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	11.1	11.1	44.8	44.8	23.7	23.7
Actuated g/C Ratio	0.17	0.17	0.67	0.67	0.36	0.36
v/c Ratio	0.54	0.76	0.41	0.53	0.53	0.31
Control Delay	31.5	11.9	10.6	8.1	19.3	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.5	11.9	10.6	8.1	19.3	4.1
LOS	C	B	B	A	B	A
Approach Delay	17.0			8.8	15.6	
Approach LOS	B			A	B	

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 66.7
Natural Cycle: 55
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 13.4 — Intersection LOS: B
Intersection Capacity Utilization 53.6% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 9: Park Ave & Broadway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	2	2	3	0	8	0	1070	2	2	1263	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	2	2	3	0	9	0	1163	2	2	1373	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								994			796	
pX, platoon unblocked	0.83	0.83	0.89	0.83	0.83	0.77	0.89			0.77		
vC, conflicting volume	1968	2543	688	1858	2543	583	1375			1165		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1139	1833	392	1006	1833	0	1167			623		
tC, single (s)	7.5	*5.5	*5.0	*5.5	6.5	*5.0	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	98	100	99	100	99	100			100		
cM capacity (veh/h)	128	106	665	280	62	837	527			736		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	4	12	582	584	689	689
Volume Left	0	3	0	0	2	0
Volume Right	2	9	0	2	0	2
cSH	182	543	527	1700	736	1700
Volume to Capacity	0.02	0.02	0.00	0.34	0.00	0.41
Queue Length 95th (ft)	2	2	0	0	0	0
Control Delay (s)	25.2	11.8	0.0	0.0	0.1	0.0
Lane LOS	D	B			A	
Approach Delay (s)	25.2	11.8	0.0		0.0	
Approach LOS	D	B				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	46.5%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	0	30	0	0	0	45	1036	0	0	1231	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	0	33	0	0	0	49	1126	0	0	1338	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											327	
pX, platoon unblocked	0.88	0.88	0.88	0.88	0.88		0.88					
vC, conflicting volume	2003	2566	673	1926	2570	563	1346			1126		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1870	2508	364	1783	2512	563	1126			1126		
tC, single (s)	*5.5	6.5	*5.0	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	93	100	95	100	100	100	91			100		
cM capacity (veh/h)	105	23	680	40	22	470	544			616		

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	40	49	751	375	0	892	454
Volume Left	8	49	0	0	0	0	0
Volume Right	33	0	0	0	0	0	8
cSH	334	544	1700	1700	1700	1700	1700
Volume to Capacity	0.12	0.09	0.44	0.22	0.00	0.52	0.27
Queue Length 95th (ft)	10	7	0	0	0	0	0
Control Delay (s)	17.2	12.3	0.0	0.0	0.0	0.0	0.0
Lane LOS	C	B					
Approach Delay (s)	17.2	0.5			0.0		
Approach LOS	C						

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	47.4%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	24	154	0	8	230	55	0	0	4	66	0	66
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	167	0	9	250	60	0	0	4	72	0	72
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												2
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					553							
pX, platoon unblocked	0.96						0.96	0.96		0.96	0.96	0.96
vC, conflicting volume	310			167			487	547	167	491	487	250
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	260			167			445	507	167	449	445	198
tC, single (s)	4.1			4.1			7.1	6.5	*5.0	*5.5	6.5	*5.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			99			100	100	100	88	100	92
cM capacity (veh/h)	1252			1410			451	438	928	596	474	866

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	26	167	259	60	4	143
Volume Left	26	0	9	0	0	72
Volume Right	0	0	0	60	4	72
cSH	1252	1700	1410	1700	928	1191
Volume to Capacity	0.02	0.10	0.01	0.04	0.00	0.12
Queue Length 95th (ft)	2	0	0	0	0	10
Control Delay (s)	7.9	0.0	0.3	0.0	8.9	10.7
Lane LOS	A		A		A	B
Approach Delay (s)	1.1		0.2		8.9	10.7
Approach LOS					A	B

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	36.9%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

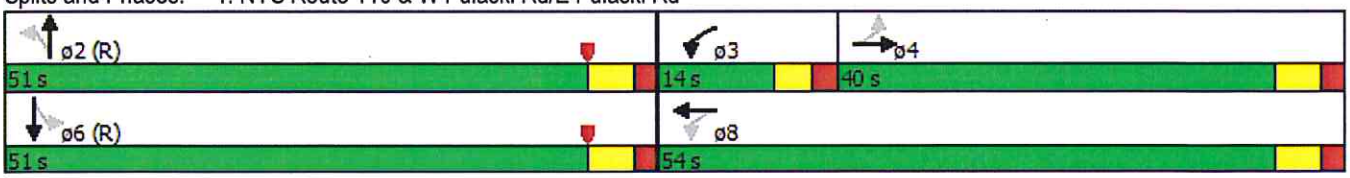
No Build Capacity Analyses

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	37	249	173	434	32	526	34	418
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		4	3	8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	3.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.6	26.6	8.0	26.6	15.6	15.6	15.6	15.6
Total Split (s)	40.0	40.0	14.0	54.0	51.0	51.0	51.0	51.0
Total Split (%)	38.1%	38.1%	13.3%	51.4%	48.6%	48.6%	48.6%	48.6%
Yellow Time (s)	3.6	3.6	3.0	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	5.0	5.6	5.6	5.6	5.6	5.6
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	24.9	24.9	39.5	38.9	54.9	54.9	54.9	54.9
Actuated g/C Ratio	0.24	0.24	0.38	0.37	0.52	0.52	0.52	0.52
v/c Ratio	0.24	0.79	0.66	0.75	0.16	0.85	0.29	0.60
Control Delay	33.3	50.6	34.5	36.0	17.9	33.5	13.9	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.3	50.6	34.5	36.0	17.9	33.5	13.9	11.3
LOS	C	D	C	D	B	C	B	B
Approach Delay		48.6		35.6		32.8		11.5
Approach LOS		D		D		C		B

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 80 (76%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 30.7 Intersection LOS: C
Intersection Capacity Utilization 78.2% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: NYS Route 110 & W Pulaski Rd/E Pulaski Rd

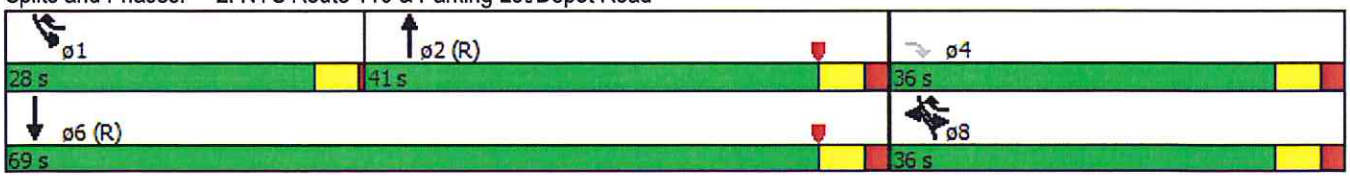


Lane Group	EBR	WBR	NBL	NBT	SBL	SBT	ø1
Lane Configurations							
Volume (vph)	49	496	38	531	263	419	
Turn Type	Perm	pt+ov	Prot	NA	Prot	NA	
Protected Phases		1 8	8	2	1 8	6	1
Permitted Phases	4						
Detector Phase	4	1 8	8	2	1 8	6	
Switch Phase							
Minimum Initial (s)	5.0		5.0	10.0		10.0	4.0
Minimum Split (s)	10.6		10.6	24.6		15.6	26.0
Total Split (s)	36.0		36.0	41.0		69.0	28.0
Total Split (%)	34.3%		34.3%	39.0%		65.7%	27%
Yellow Time (s)	3.6		3.6	3.6		3.6	3.5
All-Red Time (s)	2.0		2.0	2.0		2.0	0.5
Lost Time Adjust (s)	0.0		0.0	0.0		0.0	
Total Lost Time (s)	5.6		5.6	5.6		5.6	
Lead/Lag				Lag			Lead
Lead-Lag Optimize?				Yes			Yes
Recall Mode	None		None	C-Max		C-Max	None
Act Effct Green (s)	29.3	47.2	29.3	48.2	47.2	64.5	
Actuated g/C Ratio	0.28	0.45	0.28	0.46	0.45	0.61	
v/c Ratio	0.09	0.77	0.09	0.40	0.43	0.48	
Control Delay	0.2	26.1	18.6	19.7	14.1	11.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	0.2	26.1	18.6	19.7	14.1	11.8	
LOS	A	C	B	B	B	B	
Approach Delay				19.7		12.7	
Approach LOS				B		B	

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 78 (74%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 18.2 Intersection LOS: B
Intersection Capacity Utilization 53.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: NYS Route 110 & Parking Lot/Depot Road

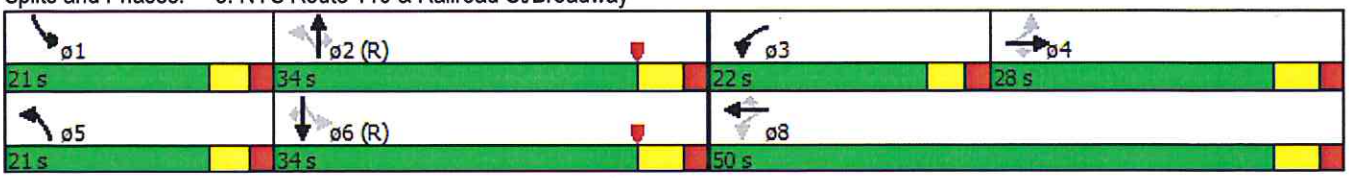


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	67	174	80	173	301	210	63	774	125	144	525	75
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	5.0	5.0	5.0	3.0	10.0	10.0	3.0	10.0	10.0
Minimum Split (s)	21.6	21.6	21.6	10.0	21.6	21.6	9.0	21.6	21.6	9.0	21.6	21.6
Total Split (s)	28.0	28.0	28.0	22.0	50.0	50.0	21.0	34.0	34.0	21.0	34.0	34.0
Total Split (%)	26.7%	26.7%	26.7%	21.0%	47.6%	47.6%	20.0%	32.4%	32.4%	20.0%	32.4%	32.4%
Yellow Time (s)	3.6	3.6	3.6	3.0	3.6	3.6	3.0	3.6	3.6	3.0	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	5.6	5.0	5.6	5.6	5.0	5.6	5.6	5.0	5.6	5.6
Lead/Lag	Lag	Lag	Lag	Lead			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes				Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	16.4	16.4	16.4	36.8	36.2	36.2	50.2	41.6	41.6	56.9	46.7	46.7
Actuated g/C Ratio	0.16	0.16	0.16	0.35	0.34	0.34	0.48	0.40	0.40	0.54	0.44	0.44
v/c Ratio	0.50	0.68	0.26	0.59	0.57	0.37	0.19	0.69	0.22	0.50	0.40	0.11
Control Delay	51.0	54.1	3.8	31.3	31.0	4.2	13.1	30.0	7.2	17.2	13.3	1.8
Queue Delay	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.0	54.1	3.8	31.3	32.1	4.2	13.1	30.0	7.2	17.2	13.3	1.8
LOS	D	D	A	C	C	A	B	C	A	B	B	A
Approach Delay		40.9			23.3			25.9			12.9	
Approach LOS		D			C			C			B	

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 25 (24%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 23.5 Intersection LOS: C
Intersection Capacity Utilization 67.1% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: NYS Route 110 & Railroad St/Broadway

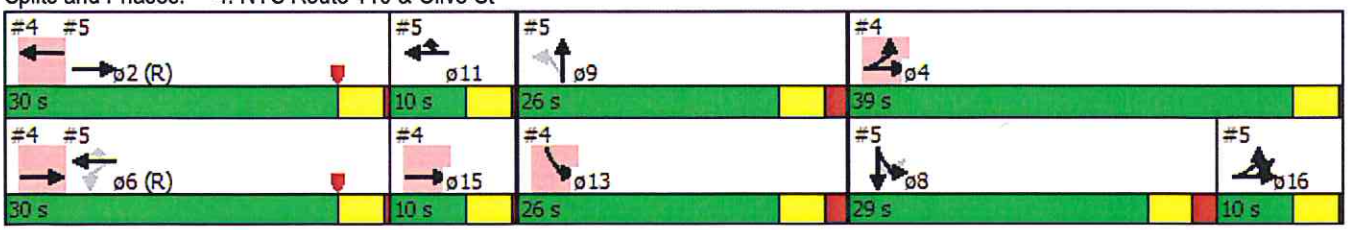


Lane Group	EBL	EBT	WBT	SBL	ø6	ø8	ø9	ø11	ø15	ø16
Lane Configurations										
Volume (vph)	18	677	956	26						
Turn Type	Prot	NA	NA	Prot						
Protected Phases	4	6 15 4	2	13	6	8	9	11	15	16
Permitted Phases										
Detector Phase	4	6 15 4	2	13						
Switch Phase										
Minimum Initial (s)	4.0		8.0	5.0	8.0	5.0	5.0	4.0	4.0	4.0
Minimum Split (s)	20.1		20.1	10.6	20.1	10.6	10.6	8.0	8.0	8.1
Total Split (s)	39.0		30.0	26.0	30.0	29.0	26.0	10.0	10.0	10.0
Total Split (%)	37.1%		28.6%	24.8%	29%	28%	25%	10%	10%	10%
Yellow Time (s)	3.6		3.6	3.6	3.6	3.6	3.6	3.5	3.5	3.6
All-Red Time (s)	0.5		0.5	2.0	0.5	2.0	2.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0						
Total Lost Time (s)	4.1		4.1	5.6						
Lead/Lag			Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?					Yes	Yes			Yes	Yes
Recall Mode	None		C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	35.4	87.3	37.0	11.1						
Actuated g/C Ratio	0.34	0.83	0.35	0.11						
v/c Ratio	0.03	0.25	0.85	0.36						
Control Delay	21.9	0.3	43.1	20.1						
Queue Delay	0.0	0.2	0.0	0.0						
Total Delay	21.9	0.5	43.1	20.1						
LOS	C	A	D	C						
Approach Delay		1.1	43.1	20.1						
Approach LOS		A	D	C						

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 100 (95%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 25.3 Intersection LOS: C
Intersection Capacity Utilization 40.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4: NYS Route 110 & Olive St

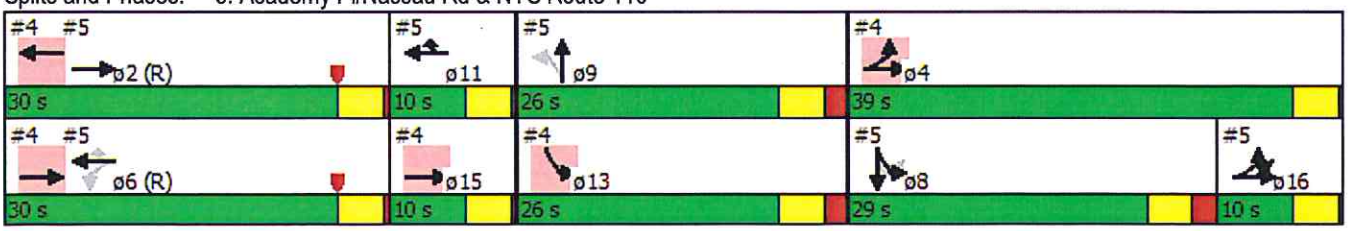


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL2	SBL	SBT	ø2	ø4
Lane Configurations												
Volume (vph)	2	391	2	719	331	8	25	9	287	9		
Turn Type	Prot	NA	custom	NA	custom	Perm	NA	Perm	custom	NA		
Protected Phases	16	2 16		6 11	11		9		8	8	2	4
Permitted Phases			6		6	9		8	8	8		
Detector Phase	16	2 16	6	6 11	11	9	9	8	8	8		
Switch Phase												
Minimum Initial (s)	4.0		8.0		4.0	5.0	5.0	5.0	5.0	5.0	8.0	4.0
Minimum Split (s)	8.1		20.1		8.0	10.6	10.6	10.6	10.6	10.6	20.1	20.1
Total Split (s)	10.0		30.0		10.0	26.0	26.0	29.0	29.0	29.0	30.0	39.0
Total Split (%)	9.5%		28.6%		9.5%	24.8%	24.8%	27.6%	27.6%	27.6%	29%	37%
Yellow Time (s)	3.6		3.6		3.5	3.6	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	0.5		0.5		0.5	2.0	2.0	2.0	2.0	2.0	0.5	0.5
Lost Time Adjust (s)	0.0				0.0		0.0		0.0	0.0		
Total Lost Time (s)	4.1				4.0		5.6		5.6	5.6		
Lead/Lag	Lag		Lead		Lag			Lead	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes		Yes					Yes	Yes	Yes		
Recall Mode	None		C-Max		None	None	None	None	None	None	C-Max	None
Act Effct Green (s)	10.2	51.2		47.0	47.1		11.1		19.6	19.6		
Actuated g/C Ratio	0.10	0.49		0.45	0.45		0.11		0.19	0.19		
v/c Ratio	0.16	0.24		0.58	0.47		0.88		0.76	0.57		
Control Delay	46.7	18.9		4.9	1.9		137.9		59.9	43.2		
Queue Delay	0.0	0.0		0.7	1.1		0.0		0.0	0.0		
Total Delay	46.7	18.9		5.6	3.1		137.9		59.9	43.2		
LOS	D	B		A	A		F		E	D		
Approach Delay		20.7		4.8			137.9			51.5		
Approach LOS		C		A			F			D		

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 100 (95%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 19.8 Intersection LOS: B
Intersection Capacity Utilization 59.0% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 5: Academy Pl/Nassau Rd & NYS Route 110



Lane Group	ø13	ø15
Lane Configurations		
Volume (vph)		
Turn Type		
Protected Phases	13	15
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	4.0
Minimum Split (s)	10.6	8.0
Total Split (s)	26.0	10.0
Total Split (%)	25%	10%
Yellow Time (s)	3.6	3.5
All-Red Time (s)	2.0	0.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lag
Lead-Lag Optimize?		Yes
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

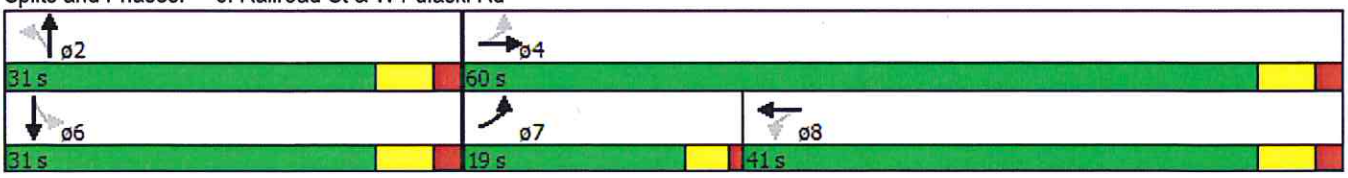
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	91	204	83	363	7	105	63	165
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	7	4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	4.0	20.0	20.0	20.0	6.0	6.0	6.0	6.0
Minimum Split (s)	8.0	26.0	26.0	26.0	12.0	12.0	12.0	12.0
Total Split (s)	19.0	60.0	41.0	41.0	31.0	31.0	31.0	31.0
Total Split (%)	20.9%	65.9%	45.1%	45.1%	34.1%	34.1%	34.1%	34.1%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag				
Lead-Lag Optimize?	Yes		Yes	Yes				
Recall Mode	None	Min	Min	Min	None	None	None	None
Act Effct Green (s)	36.1	34.0	24.4	24.4		15.7	15.7	15.7
Actuated g/C Ratio	0.58	0.54	0.39	0.39		0.25	0.25	0.25
v/c Ratio	0.25	0.31	0.25	0.58		0.42	0.25	0.74
Control Delay	8.2	9.3	18.7	22.0		21.5	23.8	30.4
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	8.2	9.3	18.7	22.0		21.5	23.8	30.4
LOS	A	A	B	C		C	C	C
Approach Delay		8.9		21.4		21.5		29.3
Approach LOS		A		C		C		C

Intersection Summary

Cycle Length: 91
Actuated Cycle Length: 62.5
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 20.4 Intersection LOS: C
Intersection Capacity Utilization 80.7% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 6: Railroad St & W Pulaski Rd

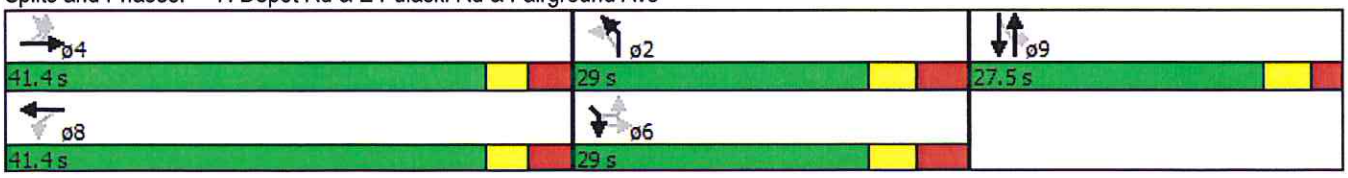


Lane Group	EBL2	EBL	EBT	WBL	WBT	NBL2	NBL	NBT	NBR	SBL	SBT	SEL2
Lane Configurations												
Volume (vph)	3	13	309	50	492	69	256	137	115	35	72	3
Turn Type	Perm	Perm	NA	Perm	NA	custom	Prot	NA	Perm	Perm	NA	Perm
Protected Phases			4		8		2	9			9	
Permitted Phases	4	4		8		2			9	9		6
Detector Phase	4	4	4	8	8	2	2	9	9	9	9	6
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0	10.0	10.0	10.0	8.0
Minimum Split (s)	21.4	21.4	21.4	21.4	21.4	17.5	17.5	17.5	17.5	17.5	17.5	22.0
Total Split (s)	41.4	41.4	41.4	41.4	41.4	29.0	29.0	27.5	27.5	27.5	27.5	29.0
Total Split (%)	42.3%	42.3%	42.3%	42.3%	42.3%	29.6%	29.6%	28.1%	28.1%	28.1%	28.1%	29.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.4	3.4	3.4	3.4	3.4	4.0	4.0	2.5	2.5	2.5	2.5	4.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.4	6.4	6.4	6.4	7.5	7.5	6.0	6.0	6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	None	None	None	None	None	None	None
Act Effct Green (s)		35.1	35.1	35.1	35.1	21.5	21.5	13.6	13.6	13.6	13.6	
Actuated g/C Ratio		0.39	0.39	0.39	0.39	0.24	0.24	0.15	0.15	0.15	0.15	
v/c Ratio		0.20	0.65	0.22	0.96	1.00	0.69	0.54	0.38	0.32	0.61	
Control Delay		26.4	28.6	22.7	55.2	143.0	42.2	42.3	9.5	39.5	45.6	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		26.4	28.6	22.7	55.2	143.0	42.2	42.3	9.5	39.5	45.6	
LOS		C	C	C	E	F	D	D	A	D	D	
Approach Delay			28.5		52.7			47.8			44.2	
Approach LOS			C		D			D			D	

Intersection Summary

Cycle Length: 97.9
Actuated Cycle Length: 90.1
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 42.4 Intersection LOS: D
Intersection Capacity Utilization 92.8% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 7: Depot Rd & E Pulaski Rd & Fairground Ave



Lane Group	SEL	SER
Lane Configurations		
Volume (vph)	40	184
Turn Type	Perm	Prot
Protected Phases		6
Permitted Phases	6	6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	8.0	8.0
Minimum Split (s)	22.0	22.0
Total Split (s)	29.0	29.0
Total Split (%)	29.6%	29.6%
Yellow Time (s)	3.5	3.5
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.5	7.5
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	None
Act Effct Green (s)	21.5	21.5
Actuated g/C Ratio	0.24	0.24
v/c Ratio	0.33	0.57
Control Delay	36.5	22.9
Queue Delay	0.0	0.0
Total Delay	36.5	22.9
LOS	D	C
Approach Delay	25.4	
Approach LOS	C	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	124	435	144	76	478	175	155	905	42	29	637	76
Turn Type	pm+pt	NA	Over	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	Over
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases	4			8		8	2		2	6		
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	1.0	10.0	2.0	1.0	10.0	2.0	2.0	4.0	1.0	2.0	4.0	1.0
Minimum Split (s)	5.0	16.0	6.0	7.0	16.0	6.0	6.0	10.0	7.0	6.0	10.0	5.0
Total Split (s)	15.0	30.0	18.0	10.0	25.0	18.0	18.0	42.0	10.0	18.0	42.0	15.0
Total Split (%)	15.0%	30.0%	18.0%	10.0%	25.0%	18.0%	18.0%	42.0%	10.0%	18.0%	42.0%	15.0%
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	4.0	4.0	6.0	4.0	4.0	6.0	4.0	4.0	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	34.5	24.5	10.6	26.3	18.3	30.9	56.9	44.9	56.9	49.5	40.9	10.1
Actuated g/C Ratio	0.34	0.24	0.11	0.26	0.18	0.31	0.57	0.45	0.57	0.50	0.41	0.10
v/c Ratio	0.53	0.58	0.50	0.37	0.84	0.38	0.50	0.65	0.05	0.16	0.58	0.35
Control Delay	30.8	36.8	9.6	28.1	52.8	12.9	15.9	24.5	0.1	11.9	25.9	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.8	36.8	9.6	28.1	52.8	12.9	15.9	24.5	0.1	11.9	25.9	5.9
LOS	C	D	A	C	D	B	B	C	A	B	C	A
Approach Delay		30.1			40.6			22.3			23.3	
Approach LOS		C			D			C			C	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 18 (18%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 28.2 Intersection LOS: C
Intersection Capacity Utilization 65.1% ICU Level of Service C
Analysis Period (min) 15

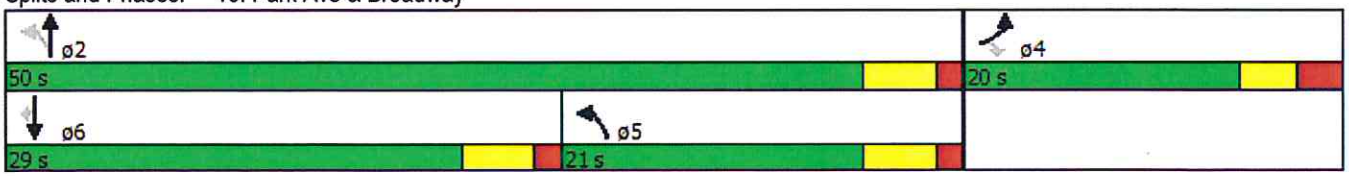
Splits and Phases: 9: Park Ave & E Pulaski Rd

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	101	333	416	766	605	280
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	2.0	16.0	16.0	16.0
Minimum Split (s)	11.5	11.5	7.3	21.3	21.3	21.3
Total Split (s)	20.0	20.0	21.0	50.0	29.0	29.0
Total Split (%)	28.6%	28.6%	30.0%	71.4%	41.4%	41.4%
Yellow Time (s)	3.0	3.0	3.8	3.8	3.8	3.8
All-Red Time (s)	2.5	2.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.3	5.3	5.3	5.3
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	9.2	9.2	44.8	44.8	23.8	23.8
Actuated g/C Ratio	0.14	0.14	0.69	0.69	0.37	0.37
v/c Ratio	0.39	0.67	0.65	0.63	0.52	0.42
Control Delay	29.2	10.3	16.3	9.0	18.3	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.2	10.3	16.3	9.0	18.3	4.2
LOS	C	B	B	A	B	A
Approach Delay	14.7			11.6	13.9	
Approach LOS	B			B	B	

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 64.8
Natural Cycle: 45
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 12.9 Intersection LOS: B
Intersection Capacity Utilization 58.8% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 10: Park Ave & Broadway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	4	5	0	5	0	985	4	0	731	8
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	4	5	0	5	0	1071	4	0	795	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								994			796	
pX, platoon unblocked	0.82	0.82	0.99	0.82	0.82	0.82	0.99			0.82		
vC, conflicting volume	1340	1874	402	1474	1876	538	803			1075		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	915	1564	369	1078	1567	0	776			642		
tC, single (s)	7.5	6.5	*5.0	*5.5	6.5	*5.0	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	98	100	99	100			100		
cM capacity (veh/h)	186	91	757	261	91	885	826			766		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	4	11	535	540	397	406
Volume Left	0	5	0	0	0	0
Volume Right	4	5	0	4	0	9
cSH	757	403	826	1700	766	1700
Volume to Capacity	0.01	0.03	0.00	0.32	0.00	0.24
Queue Length 95th (ft)	0	2	0	0	0	0
Control Delay (s)	9.8	14.2	0.0	0.0	0.0	0.0
Lane LOS	A	B				
Approach Delay (s)	9.8	14.2	0.0		0.0	
Approach LOS	A	B				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	39.1%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	0	29	0	0	0	44	964	0	2	692	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	0	32	0	0	0	48	1048	0	2	752	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											327	
pX, platoon unblocked	0.96	0.96	0.96	0.96	0.96		0.96					
vC, conflicting volume	1382	1905	382	1555	1911	524	763			1048		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1306	1855	260	1488	1860	524	659			1048		
tC, single (s)	*5.5	6.5	*5.0	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	96	100	100	100	95			100		
cM capacity (veh/h)	225	66	812	76	65	498	884			660		

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	37	48	699	349	2	501	262
Volume Left	5	48	0	0	2	0	0
Volume Right	32	0	0	0	0	0	11
cSH	587	884	1700	1700	660	1700	1700
Volume to Capacity	0.06	0.05	0.41	0.21	0.00	0.29	0.15
Queue Length 95th (ft)	5	4	0	0	0	0	0
Control Delay (s)	11.5	9.3	0.0	0.0	10.5	0.0	0.0
Lane LOS	B	A			B		
Approach Delay (s)	11.5	0.4			0.0		
Approach LOS	B						

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	43.3%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Huntington Station

17: Parking Lot Access/Lowndes Ave & Railroad St

11/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	256	12	112	270	56	3	3	5	60	8	36
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	278	13	122	293	61	3	3	5	65	9	39
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												2
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					550							
pX, platoon unblocked	0.86						0.86	0.86		0.86	0.86	0.86
vC, conflicting volume	354			291			852	909	285	848	854	293
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	174			291			750	816	285	746	753	104
tC, single (s)	4.1			4.1			*5.5	*5.5	*5.0	*5.5	*5.5	*5.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			90			99	99	99	82	97	95
cM capacity (veh/h)	1212			1270			341	303	831	361	324	851

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	13	291	415	61	12	113
Volume Left	13	0	122	0	3	65
Volume Right	0	13	0	61	5	39
cSH	1212	1700	1270	1700	445	545
Volume to Capacity	0.01	0.17	0.10	0.04	0.03	0.21
Queue Length 95th (ft)	1	0	8	0	2	19
Control Delay (s)	8.0	0.0	3.1	0.0	13.3	14.8
Lane LOS	A		A		B	B
Approach Delay (s)	0.3		2.7		13.3	14.8
Approach LOS					B	B

Intersection Summary			
Average Delay	3.5		
Intersection Capacity Utilization	54.6%	ICU Level of Service	A
Analysis Period (min)	15		

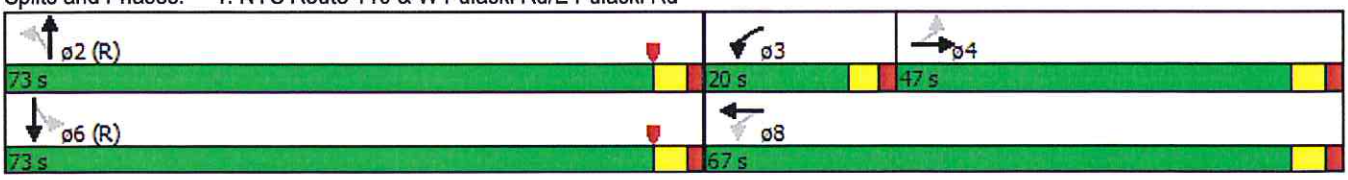
* User Entered Value

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	36	360	183	388	45	558	65	606
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		4	3	8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	3.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.6	26.6	8.0	26.6	15.6	15.6	15.6	15.6
Total Split (s)	47.0	47.0	20.0	67.0	73.0	73.0	73.0	73.0
Total Split (%)	33.6%	33.6%	14.3%	47.9%	52.1%	52.1%	52.1%	52.1%
Yellow Time (s)	3.6	3.6	3.0	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	5.0	5.6	5.6	5.6	5.6	5.6
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	38.2	38.2	58.0	57.4	71.4	71.4	71.4	71.4
Actuated g/C Ratio	0.27	0.27	0.41	0.41	0.51	0.51	0.51	0.51
v/c Ratio	0.22	0.92	0.77	0.65	0.26	0.79	0.51	0.74
Control Delay	41.2	74.3	46.5	37.1	26.1	36.3	31.0	21.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	41.2	74.3	46.5	37.1	26.1	36.3	31.0	21.9
LOS	D	E	D	D	C	D	C	C
Approach Delay		71.5		39.9		35.7		22.7
Approach LOS		E		D		D		C

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 90 (64%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 39.3 Intersection LOS: D
Intersection Capacity Utilization 96.6% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 1: NYS Route 110 & W Pulaski Rd/E Pulaski Rd

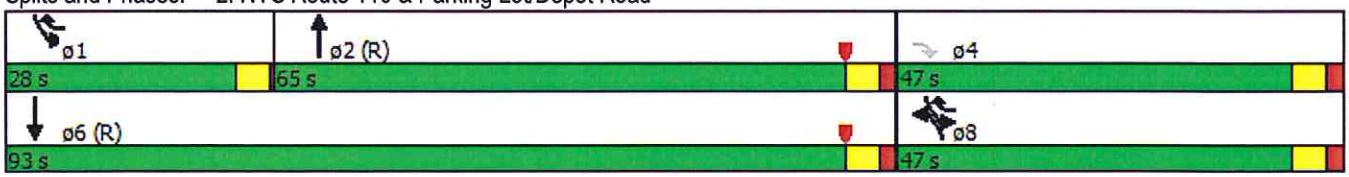


Lane Group	EBR	WBR	NBL	NBT	SBL	SBT	ø1
Lane Configurations							
Volume (vph)	31	383	16	582	567	645	
Turn Type	Perm	pt+ov	Prot	NA	Prot	NA	
Protected Phases		1 8	8	2	1 8	6	1
Permitted Phases	4						
Detector Phase	4	1 8	8	2	1 8	6	
Switch Phase							
Minimum Initial (s)	5.0		5.0	10.0		10.0	4.0
Minimum Split (s)	10.6		10.6	24.6		15.6	26.0
Total Split (s)	47.0		47.0	65.0		93.0	28.0
Total Split (%)	33.6%		33.6%	46.4%		66.4%	20%
Yellow Time (s)	3.6		3.6	3.6		3.6	3.5
All-Red Time (s)	2.0		2.0	2.0		2.0	0.5
Lost Time Adjust (s)	0.0		0.0	0.0		0.0	
Total Lost Time (s)	5.6		5.6	5.6		5.6	
Lead/Lag				Lag			Lead
Lead-Lag Optimize?				Yes			Yes
Recall Mode	None		None	C-Max		C-Max	None
Act Effct Green (s)	41.1	61.2	41.1	69.2	61.2	87.7	
Actuated g/C Ratio	0.29	0.44	0.29	0.49	0.44	0.63	
v/c Ratio	0.05	0.54	0.03	0.35	0.80	0.64	
Control Delay	0.1	18.5	41.8	8.0	21.9	29.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	1.1	
Total Delay	0.1	18.5	41.8	8.0	21.9	30.3	
LOS	A	B	D	A	C	C	
Approach Delay				8.9		26.4	
Approach LOS				A		C	

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 113 (81%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 20.1 Intersection LOS: C
Intersection Capacity Utilization 55.5% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: NYS Route 110 & Parking Lot/Depot Road

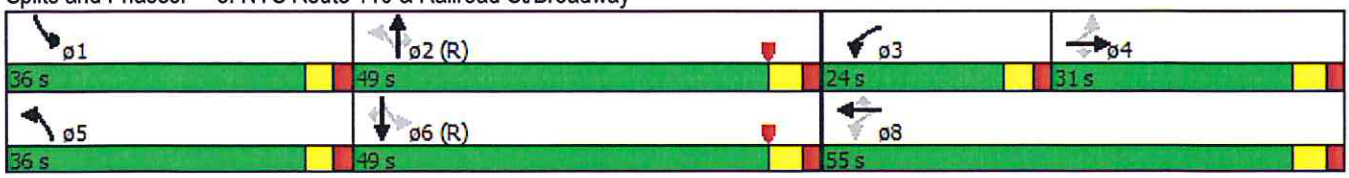


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	78	244	114	206	192	195	67	729	160	272	947	73
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	5.0	5.0	5.0	3.0	10.0	10.0	3.0	10.0	10.0
Minimum Split (s)	21.6	21.6	21.6	10.0	21.6	21.6	9.0	21.6	21.6	9.0	21.6	21.6
Total Split (s)	31.0	31.0	31.0	24.0	55.0	55.0	36.0	49.0	49.0	36.0	49.0	49.0
Total Split (%)	22.1%	22.1%	22.1%	17.1%	39.3%	39.3%	25.7%	35.0%	35.0%	25.7%	35.0%	35.0%
Yellow Time (s)	3.6	3.6	3.6	3.0	3.6	3.6	3.0	3.6	3.6	3.0	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	5.6	5.0	5.6	5.6	5.0	5.6	5.6	5.0	5.6	5.6
Lead/Lag	Lag	Lag	Lag	Lead			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes				Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	24.8	24.8	24.8	49.2	48.6	48.6	62.0	52.8	52.8	80.8	68.8	68.8
Actuated g/C Ratio	0.18	0.18	0.18	0.35	0.35	0.35	0.44	0.38	0.38	0.58	0.49	0.49
v/c Ratio	0.49	0.93	0.37	0.93	0.37	0.35	0.30	0.63	0.29	0.72	0.65	0.10
Control Delay	61.4	92.1	10.4	78.0	36.0	5.1	17.7	42.5	19.3	31.8	41.9	8.7
Queue Delay	0.0	0.0	0.0	0.0	2.3	0.6	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.4	92.1	10.4	78.0	38.3	5.7	17.7	42.5	19.3	31.8	41.9	8.7
LOS	E	F	B	E	D	A	B	D	B	C	D	A
Approach Delay		65.2			41.3			36.9			37.9	
Approach LOS		E			D			D			D	

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 37 (26%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 42.2 Intersection LOS: D
Intersection Capacity Utilization 77.1% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 3: NYS Route 110 & Railroad St/Broadway

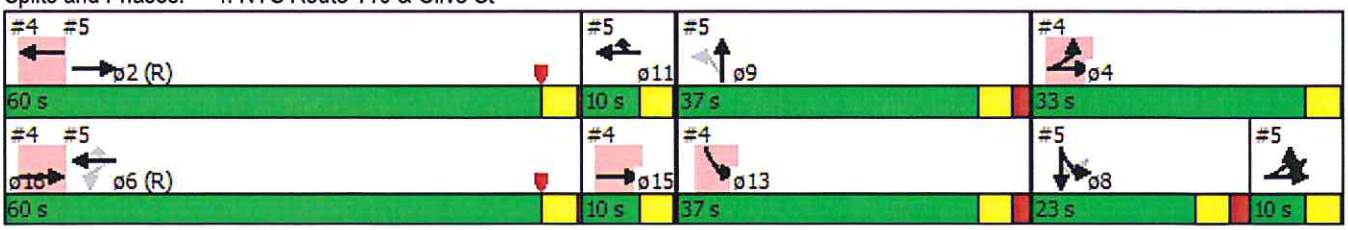


Lane Group	EBL	EBT	WBT	SBL	ø6	ø8	ø9	ø11	ø15	ø16
Lane Configurations										
Volume (vph)	52	1101	946	45						
Turn Type	Prot	NA	NA	Prot						
Protected Phases	4	6 15 4	2	13	6	8	9	11	15	16
Permitted Phases										
Detector Phase	4	6 15 4	2	13						
Switch Phase										
Minimum Initial (s)	4.0		8.0	5.0	8.0	5.0	5.0	4.0	4.0	4.0
Minimum Split (s)	20.1		20.1	10.6	20.1	10.6	10.6	8.0	8.0	8.1
Total Split (s)	33.0		60.0	37.0	60.0	23.0	37.0	10.0	10.0	10.0
Total Split (%)	23.6%		42.9%	26.4%	43%	16%	26%	7%	7%	7%
Yellow Time (s)	3.6		3.6	3.6	3.6	3.6	3.6	3.5	3.5	3.6
All-Red Time (s)	0.5		0.5	2.0	0.5	2.0	2.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0						
Total Lost Time (s)	4.1		4.1	5.6						
Lead/Lag			Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?					Yes	Yes			Yes	Yes
Recall Mode	None		C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	45.9	115.9	55.9	14.4						
Actuated g/C Ratio	0.33	0.83	0.40	0.10						
v/c Ratio	0.12	0.48	0.84	0.60						
Control Delay	49.5	0.8	39.0	49.4						
Queue Delay	1.3	0.1	0.0	0.0						
Total Delay	50.8	0.9	39.0	49.4						
LOS	D	A	D	D						
Approach Delay		3.2	39.0	49.4						
Approach LOS		A	D	D						

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 100 (71%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 20.8 Intersection LOS: C
Intersection Capacity Utilization 48.5% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4: NYS Route 110 & Olive St

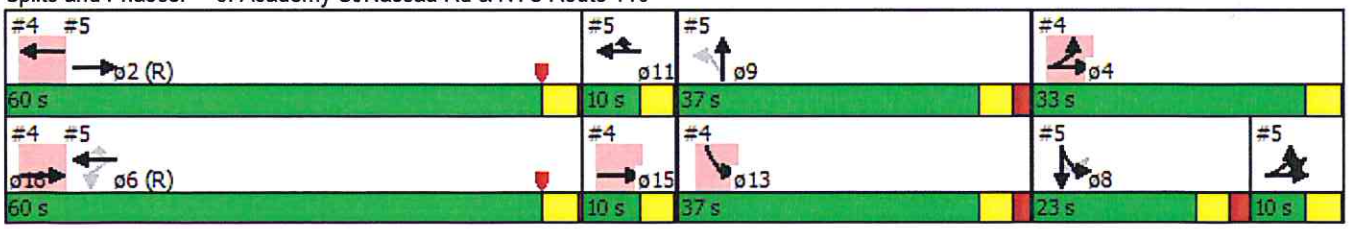


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL2	SBL	SBT	ø2	ø4
Lane Configurations												
Volume (vph)	14	738	2	709	289	9	23	16	403	15		
Turn Type	Prot	NA	custom	NA	custom	Perm	NA	Perm	custom	NA		
Protected Phases	16	2 16		6 11	11		9		8	8	2	4
Permitted Phases			6		6	9		8	8	8		
Detector Phase	16	2 16	6	6 11	11	9	9	8	8	8		
Switch Phase												
Minimum Initial (s)	4.0		8.0		4.0	5.0	5.0	5.0	5.0	5.0	8.0	4.0
Minimum Split (s)	8.1		20.1		8.0	10.6	10.6	10.6	10.6	10.6	20.1	20.1
Total Split (s)	10.0		60.0		10.0	37.0	37.0	23.0	23.0	23.0	60.0	33.0
Total Split (%)	7.1%		42.9%		7.1%	26.4%	26.4%	16.4%	16.4%	16.4%	43%	24%
Yellow Time (s)	3.6		3.6		3.5	3.6	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	0.5		0.5		0.5	2.0	2.0	2.0	2.0	2.0	0.5	0.5
Lost Time Adjust (s)	0.0				0.0		0.0		0.0	0.0		
Total Lost Time (s)	4.1				4.0		5.6		5.6	5.6		
Lead/Lag	Lag		Lead		Lag			Lead	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes		Yes					Yes	Yes	Yes		
Recall Mode	None		C-Max		None	None	None	None	None	None	C-Max	None
Act Effct Green (s)	5.9	65.9		65.9	66.0		14.4		34.4	34.4		
Actuated g/C Ratio	0.04	0.47		0.47	0.47		0.10		0.25	0.25		
v/c Ratio	0.81	0.53		0.54	0.42		1.16		0.80	0.60		
Control Delay	126.4	27.5		3.9	1.3		223.3		69.2	54.2		
Queue Delay	0.0	0.0		1.2	1.9		0.0		0.0	0.0		
Total Delay	126.4	27.5		5.1	3.1		223.3		69.2	54.2		
LOS	F	C		A	A		F		E	D		
Approach Delay		34.0		4.5			223.3			61.8		
Approach LOS		C		A			F			E		

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 100 (71%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 31.1 Intersection LOS: C
Intersection Capacity Utilization 70.8% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 5: Academy St/Nassau Rd & NYS Route 110



Lane Group	ø13	ø15
Lane Configurations		
Volume (vph)		
Turn Type		
Protected Phases	13	15
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	4.0
Minimum Split (s)	10.6	8.0
Total Split (s)	37.0	10.0
Total Split (%)	26%	7%
Yellow Time (s)	3.6	3.5
All-Red Time (s)	2.0	0.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lag
Lead-Lag Optimize?		Yes
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

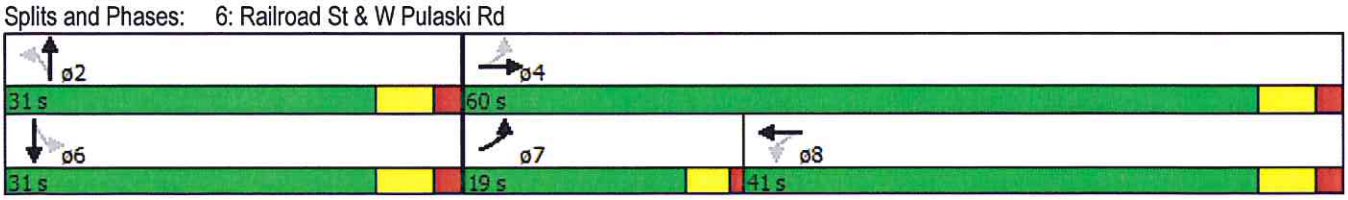
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	148	354	64	279	6	200	85	140
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	7	4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	4.0	20.0	20.0	20.0	6.0	6.0	6.0	6.0
Minimum Split (s)	8.0	26.0	26.0	26.0	12.0	12.0	12.0	12.0
Total Split (s)	19.0	60.0	41.0	41.0	31.0	31.0	31.0	31.0
Total Split (%)	20.9%	65.9%	45.1%	45.1%	34.1%	34.1%	34.1%	34.1%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag				
Lead-Lag Optimize?	Yes		Yes	Yes				
Recall Mode	None	Min	Min	Min	None	None	None	None
Act Effct Green (s)	37.4	35.3	22.0	22.0		14.1	14.1	14.1
Actuated g/C Ratio	0.61	0.57	0.36	0.36		0.23	0.23	0.23
v/c Ratio	0.33	0.45	0.24	0.54		0.68	0.54	0.62
Control Delay	7.9	10.0	19.3	21.2		29.1	34.1	25.9
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	7.9	10.0	19.3	21.2		29.1	34.1	25.9
LOS	A	B	B	C		C	C	C
Approach Delay		9.4		20.8		29.1		28.1
Approach LOS		A		C		C		C

Intersection Summary

Cycle Length: 91
Actuated Cycle Length: 61.8
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 19.5 — Intersection LOS: B
Intersection Capacity Utilization 83.7% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 6: Railroad St & W Pulaski Rd

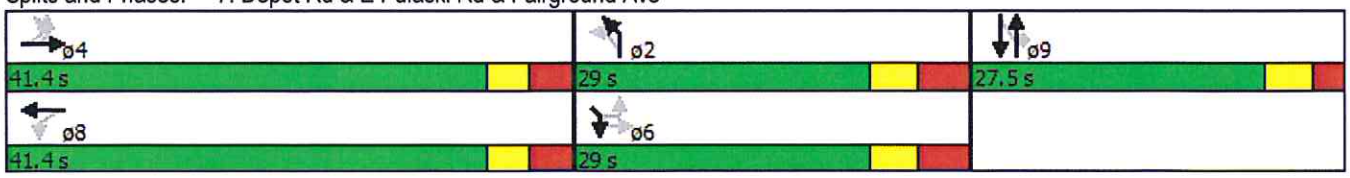


Lane Group	EBL2	EBL	EBT	WBL	WBT	NBL2	NBL	NBT	NBR	SBL	SBT	SEL2
Lane Configurations												
Volume (vph)	7	18	437	124	427	73	203	94	177	55	141	3
Turn Type	Perm	Perm	NA	Perm	NA	custom	custom	NA	Perm	Perm	NA	Perm
Protected Phases			4		8		2	9			9	
Permitted Phases	4	4		8		2	2		9	9		6
Detector Phase	4	4	4	8	8	2	2	9	9	9	9	6
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0	10.0	10.0	10.0	8.0
Minimum Split (s)	21.4	21.4	21.4	21.4	21.4	17.5	17.5	17.5	17.5	17.5	17.5	22.0
Total Split (s)	41.4	41.4	41.4	41.4	41.4	29.0	29.0	27.5	27.5	27.5	27.5	29.0
Total Split (%)	42.3%	42.3%	42.3%	42.3%	42.3%	29.6%	29.6%	28.1%	28.1%	28.1%	28.1%	29.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.4	3.4	3.4	3.4	3.4	4.0	4.0	2.5	2.5	2.5	2.5	4.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.4	6.4	6.4	6.4	7.5	7.5	6.0	6.0	6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	None	None	None	None	None	None	None
Act Effct Green (s)		33.9	33.9	33.9	33.9	21.1	21.1	14.2	14.2	14.2	14.2	
Actuated g/C Ratio		0.38	0.38	0.38	0.38	0.24	0.24	0.16	0.16	0.16	0.16	
v/c Ratio		0.19	0.76	0.77	0.87	0.86	0.48	0.33	0.46	0.29	0.63	
Control Delay		24.4	33.1	57.1	42.7	103.5	34.8	36.5	9.2	37.3	45.0	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		24.4	33.1	57.1	42.7	103.5	34.8	36.5	9.2	37.3	45.0	
LOS		C	C	E	D	F	C	D	A	D	D	
Approach Delay			32.7		45.4			36.0			43.3	
Approach LOS			C		D			D			D	

Intersection Summary

Cycle Length: 97.9
Actuated Cycle Length: 89.2
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 40.0 Intersection LOS: D
Intersection Capacity Utilization 110.4% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 7: Depot Rd & E Pulaski Rd & Fairground Ave



Lane Group	SEL	SER
Lane Configurations		
Volume (vph)	130	357
Turn Type	Perm	Prot
Protected Phases		6
Permitted Phases	6	6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	8.0	8.0
Minimum Split (s)	22.0	22.0
Total Split (s)	29.0	29.0
Total Split (%)	29.6%	29.6%
Yellow Time (s)	3.5	3.5
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.5	7.5
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	None
Act Effct Green (s)	21.1	21.1
Actuated g/C Ratio	0.24	0.24
v/c Ratio	0.56	0.85
Control Delay	41.5	43.9
Queue Delay	0.0	0.0
Total Delay	41.5	43.9
LOS	D	D
Approach Delay	43.3	
Approach LOS	D	

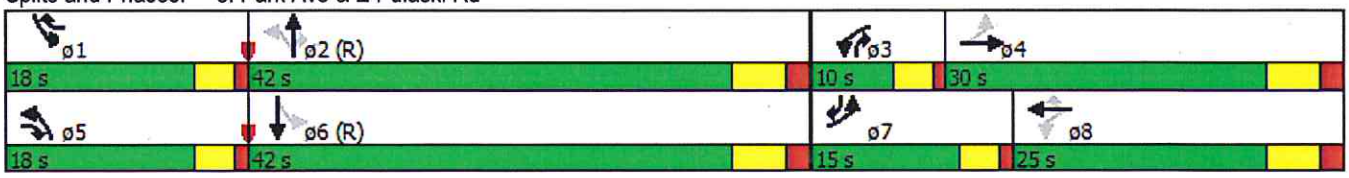
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	114	615	229	80	493	188	177	736	63	319	1089	239
Turn Type	pm+pt	NA	Over	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	Over
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases	4			8		8	2		2	6		
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	1.0	10.0	2.0	1.0	10.0	2.0	2.0	4.0	1.0	2.0	4.0	1.0
Minimum Split (s)	5.0	16.0	6.0	7.0	16.0	6.0	6.0	10.0	7.0	6.0	10.0	5.0
Total Split (s)	15.0	30.0	18.0	10.0	25.0	18.0	18.0	42.0	10.0	18.0	42.0	15.0
Total Split (%)	15.0%	30.0%	18.0%	10.0%	25.0%	18.0%	18.0%	42.0%	10.0%	18.0%	42.0%	15.0%
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	4.0	4.0	6.0	4.0	4.0	6.0	4.0	4.0	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	34.0	24.2	11.2	26.4	18.4	37.9	51.5	38.3	50.3	55.8	40.5	9.9
Actuated g/C Ratio	0.34	0.24	0.11	0.26	0.18	0.38	0.52	0.38	0.50	0.56	0.40	0.10
v/c Ratio	0.47	0.80	0.63	0.45	0.78	0.29	0.68	0.57	0.08	0.80	0.78	0.79
Control Delay	28.8	44.3	13.0	30.5	48.2	9.4	30.6	27.1	0.5	29.6	32.0	33.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.8	44.3	13.0	30.5	48.2	9.4	30.6	27.1	0.5	29.6	32.0	33.6
LOS	C	D	B	C	D	A	C	C	A	C	C	C
Approach Delay		35.0			36.8			26.0			31.8	
Approach LOS		C			D			C			C	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 18 (18%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 32.1 Intersection LOS: C
Intersection Capacity Utilization 78.0% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 8: Park Ave & E Pulaski Rd

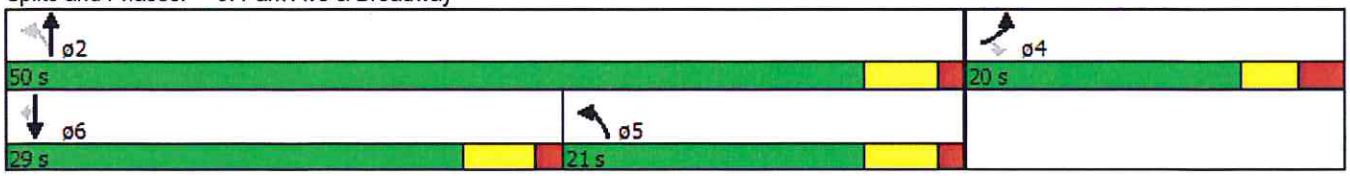


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	231	497	338	690	811	132
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	2.0	16.0	16.0	16.0
Minimum Split (s)	11.5	11.5	7.3	21.3	21.3	21.3
Total Split (s)	20.0	20.0	21.0	50.0	29.0	29.0
Total Split (%)	28.6%	28.6%	30.0%	71.4%	41.4%	41.4%
Yellow Time (s)	3.0	3.0	3.8	3.8	3.8	3.8
All-Red Time (s)	2.5	2.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.3	5.3	5.3	5.3
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	12.6	12.6	44.7	44.7	23.7	23.7
Actuated g/C Ratio	0.18	0.18	0.66	0.66	0.35	0.35
v/c Ratio	0.67	0.81	0.65	0.61	0.70	0.23
Control Delay	35.2	16.4	21.2	9.9	23.3	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.2	16.4	21.2	9.9	23.3	4.5
LOS	D	B	C	A	C	A
Approach Delay	22.4			13.6	20.7	
Approach LOS	C			B	C	

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 68.2
Natural Cycle: 55
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 18.4 — Intersection LOS: B
Intersection Capacity Utilization 67.4% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 9: Park Ave & Broadway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	0	5	5	0	3	2	1007	3	2	1181	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	0	5	5	0	3	2	1095	3	2	1284	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								994			796	
pX, platoon unblocked	0.87	0.87	0.91	0.87	0.87	0.82	0.91			0.82		
vC, conflicting volume	1843	2390	642	1752	2389	549	1284			1098		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1181	1809	394	1077	1807	23	1104			690		
tC, single (s)	*5.5	6.5	*5.0	*5.5	6.5	*5.0	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	100	99	98	100	100	100			100		
cM capacity (veh/h)	245	67	677	274	68	874	569			741		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	12	9	549	551	644	642
Volume Left	7	5	2	0	2	0
Volume Right	5	3	0	3	0	0
cSH	345	369	569	1700	741	1700
Volume to Capacity	0.03	0.02	0.00	0.32	0.00	0.38
Queue Length 95th (ft)	3	2	0	0	0	0
Control Delay (s)	15.8	15.0	0.1	0.0	0.1	0.0
Lane LOS	C	B	A		A	
Approach Delay (s)	15.8	15.0	0.1		0.0	
Approach LOS	C	B				

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	44.0%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	0	42	0	0	0	48	970	0	0	1130	16
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	0	46	0	0	0	52	1054	0	0	1228	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											327	
pX, platoon unblocked	0.89	0.89	0.89	0.89	0.89		0.89					
vC, conflicting volume	1868	2396	623	1818	2404	527	1246			1054		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1732	2323	336	1676	2332	527	1034			1054		
tC, single (s)	*5.5	6.5	*5.0	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	100	94	100	100	100	91			100		
cM capacity (veh/h)	125	30	706	48	30	496	596			656		

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	50	52	703	351	0	819	427
Volume Left	4	52	0	0	0	0	0
Volume Right	46	0	0	0	0	0	17
cSH	503	596	1700	1700	1700	1700	1700
Volume to Capacity	0.10	0.09	0.41	0.21	0.00	0.48	0.25
Queue Length 95th (ft)	8	7	0	0	0	0	0
Control Delay (s)	12.9	11.6	0.0	0.0	0.0	0.0	0.0
Lane LOS	B	B					
Approach Delay (s)	12.9	0.5			0.0		
Approach LOS	B						

Intersection Summary				
Average Delay	0.5			
Intersection Capacity Utilization	48.4%	ICU Level of Service	A	
Analysis Period (min)	15			

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	34	341	5	4	269	59	9	0	25	70	0	41
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	37	371	5	4	292	64	10	0	27	76	0	45
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												2
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					553							
pX, platoon unblocked	0.93						0.93	0.93		0.93	0.93	0.93
vC, conflicting volume	357			376			748	812	373	773	751	292
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	272			376			693	762	373	719	696	203
tC, single (s)	4.1			4.1			*5.5	6.5	*5.0	*5.5	6.5	*5.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			100			98	100	96	82	100	95
cM capacity (veh/h)	1202			1182			420	301	763	415	329	835

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	37	376	297	64	37	121
Volume Left	37	0	4	0	10	76
Volume Right	0	5	0	64	27	45
cSH	1202	1700	1182	1700	627	659
Volume to Capacity	0.03	0.22	0.00	0.04	0.06	0.18
Queue Length 95th (ft)	2	0	0	0	5	17
Control Delay (s)	8.1	0.0	0.2	0.0	11.1	13.4
Lane LOS	A		A		B	B
Approach Delay (s)	0.7		0.1		11.1	13.4
Approach LOS					B	B

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	45.5%	ICU Level of Service	A
Analysis Period (min)	15		

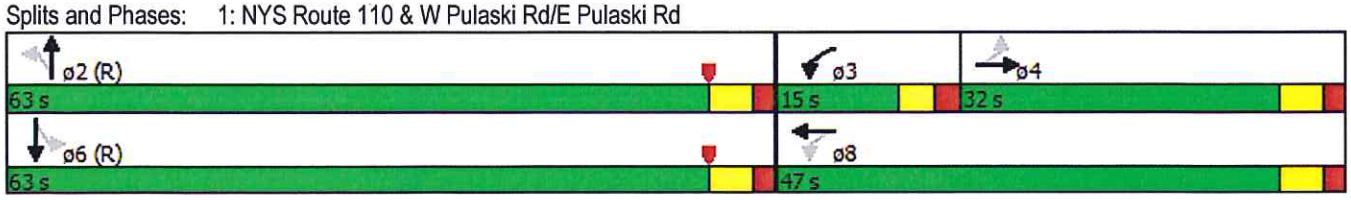
* User Entered Value

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	42	277	173	339	48	652	50	610
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		4	3	8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	3.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.6	26.6	8.0	26.6	15.6	15.6	15.6	15.6
Total Split (s)	32.0	32.0	15.0	47.0	63.0	63.0	63.0	63.0
Total Split (%)	29.1%	29.1%	13.6%	42.7%	57.3%	57.3%	57.3%	57.3%
Yellow Time (s)	3.6	3.6	3.0	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	5.0	5.6	5.6	5.6	5.6	5.6
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	25.4	25.4	41.0	40.4	58.4	58.4	58.4	58.4
Actuated g/C Ratio	0.23	0.23	0.37	0.37	0.53	0.53	0.53	0.53
v/c Ratio	0.21	0.92	0.75	0.60	0.31	0.96	0.74	0.74
Control Delay	36.5	70.8	45.7	32.5	21.7	46.2	64.8	15.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.5	70.8	45.7	32.5	21.7	46.2	64.8	15.0
LOS	D	E	D	C	C	D	E	B
Approach Delay		66.9		36.7		44.9		18.6
Approach LOS		E		D		D		B

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 2 (2%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 39.0 Intersection LOS: D
Intersection Capacity Utilization 84.7% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 1: NYS Route 110 & W Pulaski Rd/E Pulaski Rd

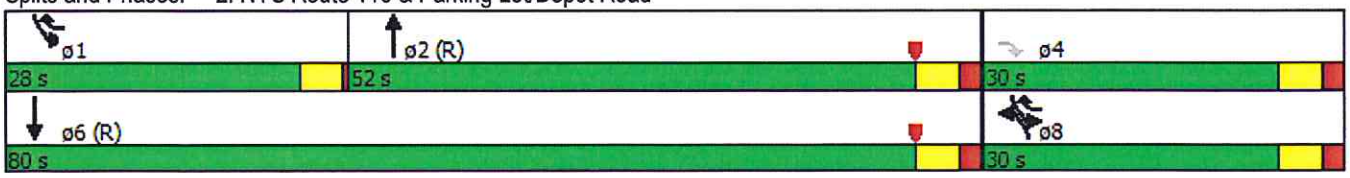


Lane Group	EBR	WBR	NBL	NBT	SBL	SBT	ø1
Lane Configurations							
Volume (vph)	33	468	11	690	524	550	
Turn Type	Perm	pt+ov	Prot	NA	Prot	NA	
Protected Phases		1 8	8	2	1 8	6	1
Permitted Phases	4						
Detector Phase	4	1 8	8	2	1 8	6	
Switch Phase							
Minimum Initial (s)	5.0		5.0	10.0		10.0	4.0
Minimum Split (s)	10.6		10.6	24.6		15.6	26.0
Total Split (s)	30.0		30.0	52.0		80.0	28.0
Total Split (%)	27.3%		27.3%	47.3%		72.7%	25%
Yellow Time (s)	3.6		3.6	3.6		3.6	3.5
All-Red Time (s)	2.0		2.0	2.0		2.0	0.5
Lost Time Adjust (s)	0.0		0.0	0.0		0.0	
Total Lost Time (s)	5.6		5.6	5.6		5.6	
Lead/Lag				Lag			Lead
Lead-Lag Optimize?				Yes			Yes
Recall Mode	None		None	C-Max		C-Max	None
Act Effct Green (s)	24.4	49.4	24.4	51.0	49.4	74.4	
Actuated g/C Ratio	0.22	0.45	0.22	0.46	0.45	0.68	
v/c Ratio	0.07	0.72	0.03	0.49	0.85	0.56	
Control Delay	0.2	24.7	16.3	24.5	37.1	6.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	0.2	24.7	16.3	24.5	37.1	6.9	
LOS	A	C	B	C	D	A	
Approach Delay				24.3		21.2	
Approach LOS				C		C	

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 103 (94%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 22.5 Intersection LOS: C
Intersection Capacity Utilization 56.1% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: NYS Route 110 & Parking Lot/Depot Road

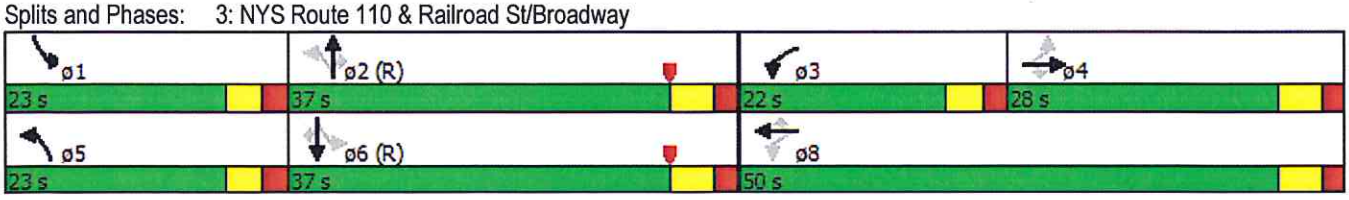


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	61	130	64	157	176	212	65	914	151	333	921	87
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	5.0	5.0	5.0	3.0	10.0	10.0	3.0	10.0	10.0
Minimum Split (s)	21.6	21.6	21.6	10.0	21.6	21.6	9.0	21.6	21.6	9.0	21.6	21.6
Total Split (s)	28.0	28.0	28.0	22.0	50.0	50.0	23.0	37.0	37.0	23.0	37.0	37.0
Total Split (%)	25.5%	25.5%	25.5%	20.0%	45.5%	45.5%	20.9%	33.6%	33.6%	20.9%	33.6%	33.6%
Yellow Time (s)	3.6	3.6	3.6	3.0	3.6	3.6	3.0	3.6	3.6	3.0	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	5.6	5.0	5.6	5.6	5.0	5.6	5.6	5.0	5.6	5.6
Lead/Lag	Lag	Lag	Lag	Lead			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	16.2	16.2	16.2	35.6	35.0	35.0	43.7	35.2	35.2	64.4	53.1	53.1
Actuated g/C Ratio	0.15	0.15	0.15	0.32	0.32	0.32	0.40	0.32	0.32	0.59	0.48	0.48
v/c Ratio	0.51	0.67	0.27	0.52	0.33	0.36	0.26	0.92	0.30	0.81	0.62	0.11
Control Delay	53.1	56.6	4.5	32.5	28.6	4.6	15.6	51.1	13.6	50.7	14.3	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.1	56.6	4.5	32.5	28.6	4.6	15.6	51.1	13.6	50.7	14.3	1.4
LOS	D	E	A	C	C	A	B	D	B	D	B	A
Approach Delay		42.7			20.4			44.1			22.5	
Approach LOS		D			C			D			C	

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 54 (49%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 31.5 Intersection LOS: C
Intersection Capacity Utilization 76.9% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 3: NYS Route 110 & Railroad St/Broadway

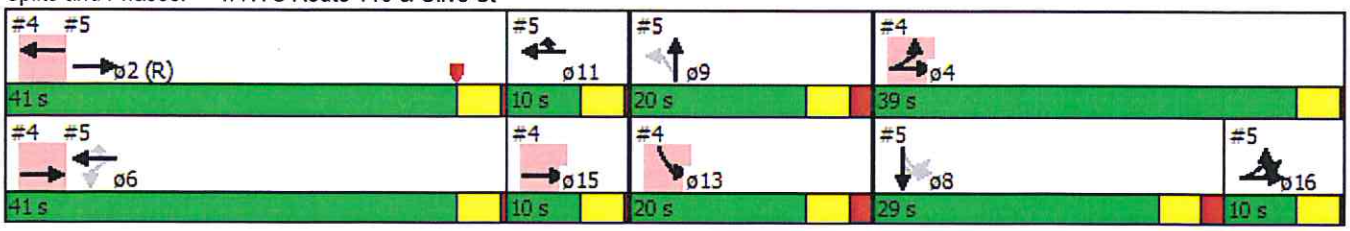


Lane Group	EBL	EBT	WBT	SBL	ø6	ø8	ø9	ø11	ø15	ø16
Lane Configurations										
Volume (vph)	62	1287	1089	39						
Turn Type	Prot	NA	NA	Prot						
Protected Phases	4	6 15 4	2	13	6	8	9	11	15	16
Permitted Phases										
Detector Phase	4	6 15 4	2	13						
Switch Phase										
Minimum Initial (s)	4.0		8.0	5.0	8.0	5.0	5.0	4.0	4.0	4.0
Minimum Split (s)	20.1		20.1	10.6	20.1	10.6	10.6	8.0	8.0	8.1
Total Split (s)	39.0		41.0	20.0	41.0	29.0	20.0	10.0	10.0	10.0
Total Split (%)	35.5%		37.3%	18.2%	37%	26%	18%	9%	9%	9%
Yellow Time (s)	3.6		3.6	3.6	3.6	3.6	3.6	3.5	3.5	3.6
All-Red Time (s)	0.5		0.5	2.0	0.5	2.0	2.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0						
Total Lost Time (s)	4.1		4.1	5.6						
Lead/Lag			Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?					Yes	Yes			Yes	Yes
Recall Mode	None		C-Max	None	None	None	None	None	None	None
Act Effct Green (s)	37.6	88.6	36.9	11.7						
Actuated g/C Ratio	0.34	0.81	0.34	0.11						
v/c Ratio	0.11	0.50	1.10	0.50						
Control Delay	38.3	0.6	88.5	27.4						
Queue Delay	0.0	0.3	0.0	0.0						
Total Delay	38.3	0.9	88.5	27.4						
LOS	D	A	F	C						
Approach Delay		2.6	88.5	27.4						
Approach LOS		A	F	C						

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 15.9 (14%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.10
Intersection Signal Delay: 42.1 Intersection LOS: D
Intersection Capacity Utilization 53.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4: NYS Route 110 & Olive St

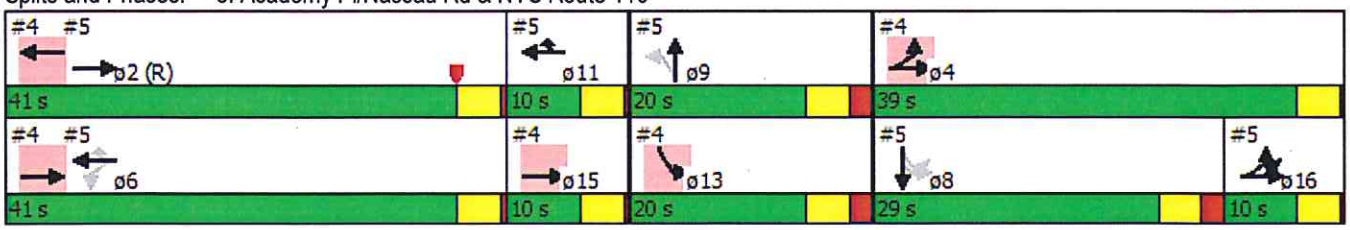


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL2	SBL	SBT	ø2	ø4
Lane Configurations												
Volume (vph)	19	912	8	880	266	7	14	8	418	17		
Turn Type	Prot	NA	custom	NA	custom	Perm	NA	Perm	Perm	NA		
Protected Phases	16	2 16		6 11	11		9			8	2	4
Permitted Phases			6		6	9		8	8			
Detector Phase	16	2 16	6	6 11	11	9	9	8	8	8		
Switch Phase												
Minimum Initial (s)	4.0		8.0		4.0	5.0	5.0	5.0	5.0	5.0	8.0	4.0
Minimum Split (s)	8.1		20.1		8.0	10.6	10.6	10.6	10.6	10.6	20.1	20.1
Total Split (s)	10.0		41.0		10.0	20.0	20.0	29.0	29.0	29.0	41.0	39.0
Total Split (%)	9.1%		37.3%		9.1%	18.2%	18.2%	26.4%	26.4%	26.4%	37%	35%
Yellow Time (s)	3.6		3.6		3.5	3.6	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	0.5		0.5		0.5	2.0	2.0	2.0	2.0	2.0	0.5	0.5
Lost Time Adjust (s)	0.0				0.0		0.0		0.0	0.0		
Total Lost Time (s)	4.1				4.0		5.6		5.6	5.6		
Lead/Lag	Lag		Lead		Lag			Lead	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes		Yes					Yes	Yes	Yes		
Recall Mode	None		None		None	None	None	None	None	None	C-Max	None
Act Effct Green (s)	6.5	47.5		46.9	47.0		11.7		25.5	25.5		
Actuated g/C Ratio	0.06	0.43		0.43	0.43		0.11		0.23	0.23		
v/c Ratio	0.86	0.63		0.79	0.39		0.96		0.92	0.87		
Control Delay	107.8	26.7		4.2	0.2		148.4		77.5	68.2		
Queue Delay	0.0	0.0		8.6	2.9		0.0		0.0	0.0		
Total Delay	107.8	26.7		12.7	3.2		148.4		77.5	68.2		
LOS	F	C		B	A		F		E	E		
Approach Delay		33.6		10.4			148.4			72.9		
Approach LOS		C		B			F			E		

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 15.9 (14%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.10
Intersection Signal Delay: 33.2 Intersection LOS: C
Intersection Capacity Utilization 81.8% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 5: Academy Pl/Nassau Rd & NYS Route 110



Lane Group	ø13	ø15
Lane Configurations		
Volume (vph)		
Turn Type		
Protected Phases	13	15
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	4.0
Minimum Split (s)	10.6	8.0
Total Split (s)	20.0	10.0
Total Split (%)	18%	9%
Yellow Time (s)	3.6	3.5
All-Red Time (s)	2.0	0.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lag
Lead-Lag Optimize?		Yes
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	69	240	63	265	4	127	96	143
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	7	4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	4.0	20.0	20.0	20.0	6.0	6.0	6.0	6.0
Minimum Split (s)	8.0	26.0	26.0	26.0	12.0	12.0	12.0	12.0
Total Split (s)	19.0	60.0	41.0	41.0	31.0	31.0	31.0	31.0
Total Split (%)	20.9%	65.9%	45.1%	45.1%	34.1%	34.1%	34.1%	34.1%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag				
Lead-Lag Optimize?	Yes		Yes	Yes				
Recall Mode	None	Min	Min	Min	None	None	None	None
Act Effct Green (s)	29.5	27.4	21.5	21.5		13.0	13.0	13.0
Actuated g/C Ratio	0.56	0.52	0.41	0.41		0.25	0.25	0.25
v/c Ratio	0.15	0.33	0.18	0.41		0.57	0.47	0.63
Control Delay	7.1	9.3	16.0	16.6		21.9	26.0	22.9
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	7.1	9.3	16.0	16.6		21.9	26.0	22.9
LOS	A	A	B	B		C	C	C
Approach Delay		8.8		16.5		21.9		23.7
Approach LOS		A		B		C		C

Intersection Summary

Cycle Length: 91
Actuated Cycle Length: 53
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 17.6 — Intersection LOS: B
Intersection Capacity Utilization 78.4% — ICU Level of Service D
Analysis Period (min) 15

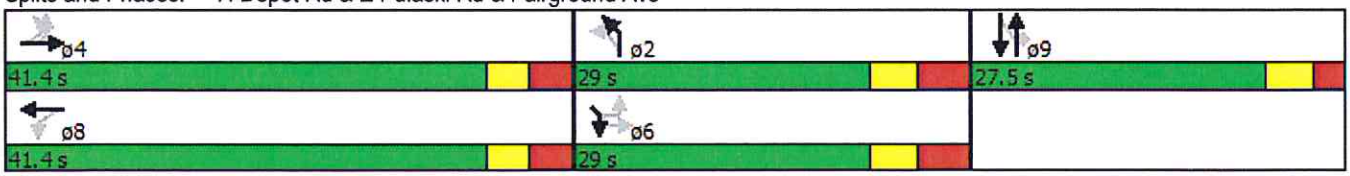
Splits and Phases: 6: Railroad St & W Pulaski Rd

Lane Group	EBL2	EBL	EBT	WBL	WBT	NBL2	NBL	NBT	NBR	SBL	SBT	SEL2
Lane Configurations												
Volume (vph)	8	7	321	98	369	53	234	59	113	19	32	4
Turn Type	Perm	Perm	NA	Perm	NA	custom	custom	NA	Perm	Perm	NA	Perm
Protected Phases			4		8		2	9			9	
Permitted Phases	4	4		8		2	2		9	9		6
Detector Phase	4	4	4	8	8	2	2	9	9	9	9	6
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0	10.0	10.0	10.0	8.0
Minimum Split (s)	21.4	21.4	21.4	21.4	21.4	17.5	17.5	17.5	17.5	17.5	17.5	22.0
Total Split (s)	41.4	41.4	41.4	41.4	41.4	29.0	29.0	27.5	27.5	27.5	27.5	29.0
Total Split (%)	42.3%	42.3%	42.3%	42.3%	42.3%	29.6%	29.6%	28.1%	28.1%	28.1%	28.1%	29.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.4	3.4	3.4	3.4	3.4	4.0	4.0	2.5	2.5	2.5	2.5	4.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.4	6.4	6.4	6.4	7.5	7.5	6.0	6.0	6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	None	None	None	None	None	None	None
Act Effct Green (s)		30.5	30.5	30.5	30.5	19.7	19.7	10.5	10.5	10.5	10.5	
Actuated g/C Ratio		0.38	0.38	0.38	0.38	0.24	0.24	0.13	0.13	0.13	0.13	
v/c Ratio		0.11	0.73	0.52	0.83	0.72	0.59	0.26	0.40	0.18	0.34	
Control Delay		18.6	28.7	30.3	35.7	79.7	34.3	37.3	11.4	37.3	39.6	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		18.6	28.7	30.3	35.7	79.7	34.3	37.3	11.4	37.3	39.6	
LOS		B	C	C	D	E	C	D	B	D	D	
Approach Delay			28.3		34.8			34.3			39.0	
Approach LOS			C		C			C			D	

Intersection Summary

Cycle Length: 97.9
Actuated Cycle Length: 80.9
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 32.1 Intersection LOS: C
Intersection Capacity Utilization 96.4% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 7: Depot Rd & E Pulaski Rd & Fairground Ave



Lane Group	SEL	SER
Lane Configurations		
Volume (vph)	101	238
Turn Type	Perm	Prot
Protected Phases		6
Permitted Phases	6	6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	8.0	8.0
Minimum Split (s)	22.0	22.0
Total Split (s)	29.0	29.0
Total Split (%)	29.6%	29.6%
Yellow Time (s)	3.5	3.5
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.5	7.5
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	None
Act Effct Green (s)	19.7	19.7
Actuated g/C Ratio	0.24	0.24
v/c Ratio	0.55	0.59
Control Delay	38.7	23.1
Queue Delay	0.0	0.0
Total Delay	38.7	23.1
LOS	D	C
Approach Delay	27.9	
Approach LOS	C	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	113	406	131	83	421	281	143	763	46	316	690	128
Turn Type	pm+pt	NA	Over	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	Over
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases	4			8		8	2		2	6		
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	1.0	10.0	2.0	1.0	10.0	2.0	2.0	4.0	1.0	2.0	4.0	1.0
Minimum Split (s)	5.0	16.0	6.0	7.0	16.0	6.0	6.0	10.0	7.0	6.0	10.0	5.0
Total Split (s)	13.0	22.0	22.0	13.0	22.0	26.0	22.0	19.0	13.0	26.0	23.0	13.0
Total Split (%)	16.3%	27.5%	27.5%	16.3%	27.5%	32.5%	27.5%	23.8%	16.3%	32.5%	28.8%	16.3%
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	4.0	4.0	6.0	4.0	4.0	6.0	4.0	4.0	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	25.9	16.9	9.8	24.4	14.5	37.5	32.0	20.2	34.0	43.0	27.4	8.3
Actuated g/C Ratio	0.32	0.21	0.12	0.30	0.18	0.47	0.40	0.25	0.42	0.54	0.34	0.10
v/c Ratio	0.37	0.56	0.39	0.26	0.71	0.36	0.47	1.02	0.08	0.79	0.65	0.47
Control Delay	20.4	32.2	5.8	18.7	37.4	4.9	16.4	69.7	1.7	28.4	27.0	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.4	32.2	5.8	18.7	37.4	4.9	16.4	69.7	1.7	28.4	27.0	8.8
LOS	C	C	A	B	D	A	B	E	A	C	C	A
Approach Delay		24.8			23.8			58.4			25.3	
Approach LOS		C			C			E			C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 48 (60%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.02
Intersection Signal Delay: 34.4 Intersection LOS: C
Intersection Capacity Utilization 73.2% ICU Level of Service D
Analysis Period (min) 15

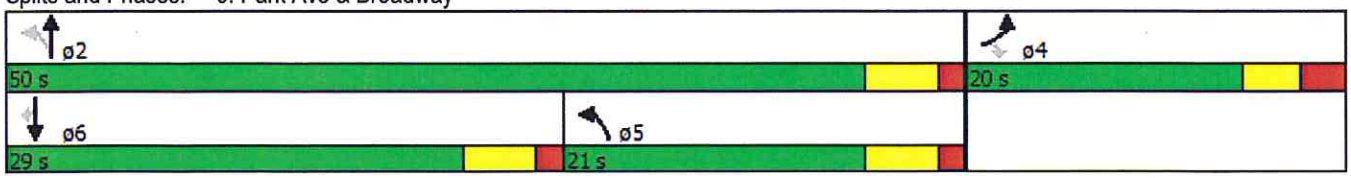
Splits and Phases: 8: Park Ave & E Pulaski Rd

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	155	434	282	684	673	216
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	2.0	16.0	16.0	16.0
Minimum Split (s)	11.5	11.5	7.3	21.3	21.3	21.3
Total Split (s)	20.0	20.0	21.0	50.0	29.0	29.0
Total Split (%)	28.6%	28.6%	30.0%	71.4%	41.4%	41.4%
Yellow Time (s)	3.0	3.0	3.8	3.8	3.8	3.8
All-Red Time (s)	2.5	2.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.3	5.3	5.3	5.3
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	11.7	11.7	44.8	44.8	23.8	23.8
Actuated g/C Ratio	0.17	0.17	0.67	0.67	0.35	0.35
v/c Ratio	0.55	0.80	0.45	0.58	0.57	0.33
Control Delay	31.6	15.3	12.5	8.9	20.2	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.6	15.3	12.5	8.9	20.2	4.2
LOS	C	B	B	A	C	A
Approach Delay	19.6			9.9	16.3	
Approach LOS	B			A	B	

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 67.3
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 14.8 Intersection LOS: B
Intersection Capacity Utilization 56.2% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 9: Park Ave & Broadway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	3	3	4	0	9	0	1155	3	3	1361	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	3	3	4	0	10	0	1255	3	3	1479	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								994			796	
pX, platoon unblocked	0.80	0.80	0.86	0.80	0.80	0.74	0.86			0.74		
vC, conflicting volume	2125	2746	741	2008	2746	629	1483			1259		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1139	1911	379	993	1911	0	1239			632		
tC, single (s)	7.5	*5.5	*5.0	*5.5	6.5	*5.0	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	97	100	98	100	99	100			100		
cM capacity (veh/h)	124	94	654	272	54	797	481			696		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	7	14	628	631	743	743
Volume Left	0	4	0	0	3	0
Volume Right	3	10	0	3	0	3
cSH	164	500	481	1700	696	1700
Volume to Capacity	0.04	0.03	0.00	0.37	0.00	0.44
Queue Length 95th (ft)	3	2	0	0	0	0
Control Delay (s)	27.9	12.4	0.0	0.0	0.1	0.0
Lane LOS	D	B			A	
Approach Delay (s)	27.9	12.4	0.0		0.1	
Approach LOS	D	B				

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	50.9%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	0	32	0	0	0	48	1115	0	0	1319	8
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	0	35	0	0	0	52	1212	0	0	1434	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											327	
pX, platoon unblocked	0.86	0.86	0.86	0.86	0.86		0.86					
vC, conflicting volume	2148	2754	721	2068	2759	606	1442			1212		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2013	2715	358	1919	2720	606	1194			1212		
tC, single (s)	*5.5	6.5	*5.0	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	90	100	95	100	100	100	90			100		
cM capacity (veh/h)	86	16	668	31	16	440	501			571		

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	43	52	808	404	0	956	487
Volume Left	9	52	0	0	0	0	0
Volume Right	35	0	0	0	0	0	9
cSH	283	501	1700	1700	1700	1700	1700
Volume to Capacity	0.15	0.10	0.48	0.24	0.00	0.56	0.29
Queue Length 95th (ft)	13	9	0	0	0	0	0
Control Delay (s)	20.0	13.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	C	B					
Approach Delay (s)	20.0	0.5			0.0		
Approach LOS	C						

Intersection Summary				
Average Delay	0.6			
Intersection Capacity Utilization	49.9%	ICU Level of Service	A	
Analysis Period (min)	15			

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	26	166	0	9	263	58	0	0	5	85	0	77
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	28	180	0	10	286	63	0	0	5	92	0	84
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												2
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					558							
pX, platoon unblocked	0.95						0.95	0.95		0.95	0.95	0.95
vC, conflicting volume	349			180			542	605	180	548	542	286
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	293			180			496	562	180	502	496	227
tC, single (s)	4.1			4.1			7.1	6.5	*5.0	*5.5	6.5	*5.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			99			100	100	99	83	100	90
cM capacity (veh/h)	1210			1395			406	403	917	557	439	837

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	28	180	296	63	5	176
Volume Left	28	0	10	0	0	92
Volume Right	0	0	0	63	5	84
cSH	1210	1700	1395	1700	917	1062
Volume to Capacity	0.02	0.11	0.01	0.04	0.01	0.17
Queue Length 95th (ft)	2	0	1	0	0	15
Control Delay (s)	8.0	0.0	0.3	0.0	9.0	11.3
Lane LOS	A		A		A	B
Approach Delay (s)	1.1		0.3		9.0	11.3
Approach LOS					A	B

Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	39.6%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

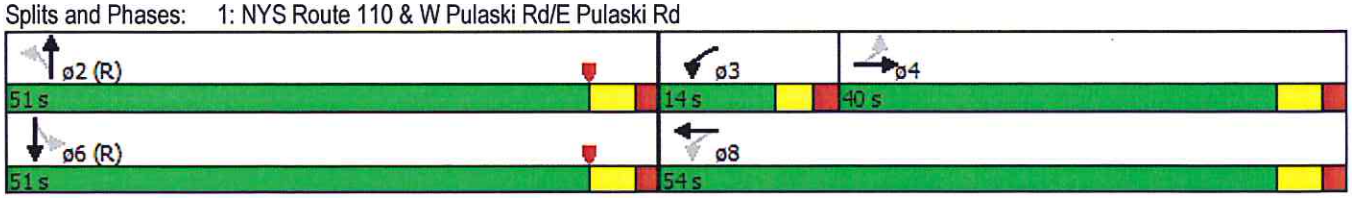
Build Capacity Analyses

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	37	249	173	434	32	570	34	443
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		4	3	8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	3.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.6	26.6	8.0	26.6	15.6	15.6	15.6	15.6
Total Split (s)	40.0	40.0	14.0	54.0	51.0	51.0	51.0	51.0
Total Split (%)	38.1%	38.1%	13.3%	51.4%	48.6%	48.6%	48.6%	48.6%
Yellow Time (s)	3.6	3.6	3.0	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	5.0	5.6	5.6	5.6	5.6	5.6
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	24.9	24.9	39.5	38.9	54.9	54.9	54.9	54.9
Actuated g/C Ratio	0.24	0.24	0.38	0.37	0.52	0.52	0.52	0.52
v/c Ratio	0.24	0.79	0.66	0.75	0.17	0.91	0.39	0.63
Control Delay	33.3	50.6	34.5	36.0	18.3	39.2	21.1	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.3	50.6	34.5	36.0	18.3	39.2	21.1	12.0
LOS	C	D	C	D	B	D	C	B
Approach Delay		48.6		35.6		38.3		12.6
Approach LOS		D		D		D		B

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 80 (76%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 32.7 Intersection LOS: C
Intersection Capacity Utilization 80.5% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: NYS Route 110 & W Pulaski Rd/E Pulaski Rd

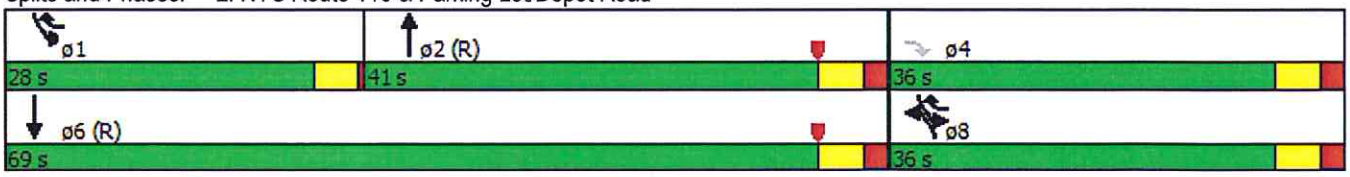


Lane Group	EBR	WBR	NBL	NBT	SBL	SBT	ø1
Lane Configurations							
Volume (vph)	49	518	38	575	273	444	
Turn Type	Perm	pt+ov	Prot	NA	Prot	NA	
Protected Phases		1 8	8	2	1 8	6	1
Permitted Phases	4						
Detector Phase	4	1 8	8	2	1 8	6	
Switch Phase							
Minimum Initial (s)	5.0		5.0	10.0		10.0	4.0
Minimum Split (s)	10.6		10.6	24.6		15.6	26.0
Total Split (s)	36.0		36.0	41.0		69.0	28.0
Total Split (%)	34.3%		34.3%	39.0%		65.7%	27%
Yellow Time (s)	3.6		3.6	3.6		3.6	3.5
All-Red Time (s)	2.0		2.0	2.0		2.0	0.5
Lost Time Adjust (s)	0.0		0.0	0.0		0.0	
Total Lost Time (s)	5.6		5.6	5.6		5.6	
Lead/Lag				Lag			Lead
Lead-Lag Optimize?				Yes			Yes
Recall Mode	None		None	C-Max		C-Max	None
Act Effct Green (s)	29.8	49.3	29.8	46.1	49.3	64.0	
Actuated g/C Ratio	0.28	0.47	0.28	0.44	0.47	0.61	
v/c Ratio	0.09	0.78	0.09	0.46	0.42	0.51	
Control Delay	0.2	26.7	18.2	21.3	13.7	10.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	0.2	26.7	18.2	21.3	13.7	10.1	
LOS	A	C	B	C	B	B	
Approach Delay				21.1		11.4	
Approach LOS				C		B	

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 78 (74%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 18.3 Intersection LOS: B
Intersection Capacity Utilization 56.0% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: NYS Route 110 & Parking Lot/Depot Road

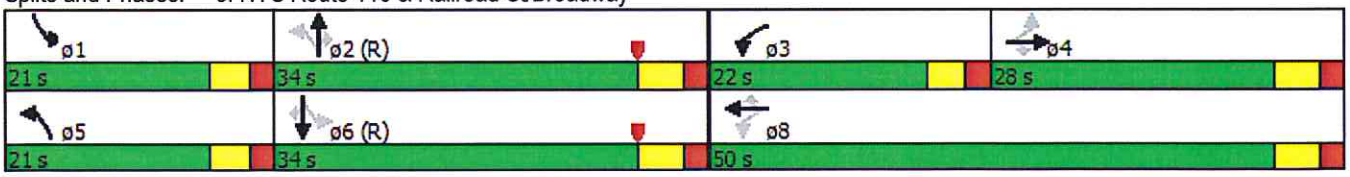


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	91	196	102	173	360	216	122	781	125	158	539	137
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	5.0	5.0	5.0	3.0	10.0	10.0	3.0	10.0	10.0
Minimum Split (s)	21.6	21.6	21.6	10.0	21.6	21.6	9.0	21.6	21.6	9.0	21.6	21.6
Total Split (s)	28.0	28.0	28.0	22.0	50.0	50.0	21.0	34.0	34.0	21.0	34.0	34.0
Total Split (%)	26.7%	26.7%	26.7%	21.0%	47.6%	47.6%	20.0%	32.4%	32.4%	20.0%	32.4%	32.4%
Yellow Time (s)	3.6	3.6	3.6	3.0	3.6	3.6	3.0	3.6	3.6	3.0	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	5.6	5.0	5.6	5.6	5.0	5.6	5.6	5.0	5.6	5.6
Lead/Lag	Lag	Lag	Lag	Lead			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes				Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	17.6	17.6	17.6	37.9	37.3	37.3	51.2	39.9	39.9	52.9	40.7	40.7
Actuated g/C Ratio	0.17	0.17	0.17	0.36	0.36	0.36	0.49	0.38	0.38	0.50	0.39	0.39
v/c Ratio	0.67	0.72	0.32	0.60	0.67	0.37	0.37	0.72	0.23	0.55	0.47	0.22
Control Delay	62.0	54.6	6.7	31.0	33.2	4.1	15.0	32.1	7.6	21.0	17.5	3.6
Queue Delay	0.0	0.0	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.0	54.6	6.7	31.0	35.4	4.1	15.0	32.1	7.6	21.0	17.5	3.6
LOS	E	D	A	C	D	A	B	C	A	C	B	A
Approach Delay		43.8			25.4			27.1			15.9	
Approach LOS		D			C			C			B	

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 25 (24%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 25.8 Intersection LOS: C
Intersection Capacity Utilization 72.5% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: NYS Route 110 & Railroad St/Broadway

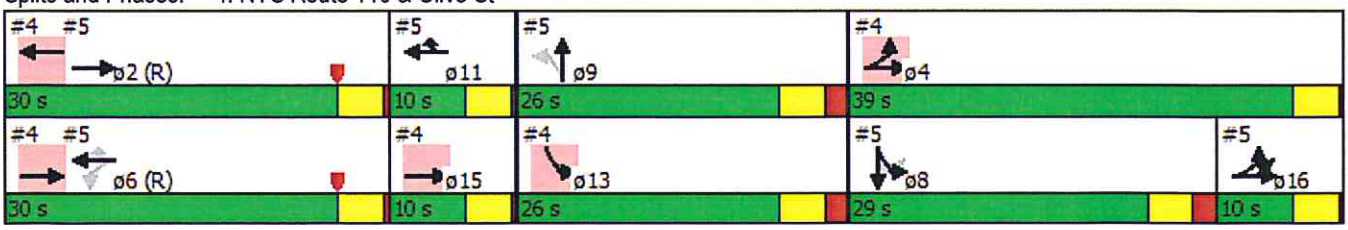


Lane Group	EBL	EBT	WBT	SBL	ø6	ø8	ø9	ø11	ø15	ø16
Lane Configurations										
Volume (vph)	20	739	984	49						
Turn Type	Prot	NA	NA	Prot						
Protected Phases	4	6 15 4	2	13	6	8	9	11	15	16
Permitted Phases										
Detector Phase	4	6 15 4	2	13						
Switch Phase										
Minimum Initial (s)	4.0		8.0	5.0	8.0	5.0	5.0	4.0	4.0	4.0
Minimum Split (s)	20.1		20.1	10.6	20.1	10.6	10.6	8.0	8.0	8.1
Total Split (s)	39.0		30.0	26.0	30.0	29.0	26.0	10.0	10.0	10.0
Total Split (%)	37.1%		28.6%	24.8%	29%	28%	25%	10%	10%	10%
Yellow Time (s)	3.6		3.6	3.6	3.6	3.6	3.6	3.5	3.5	3.6
All-Red Time (s)	0.5		0.5	2.0	0.5	2.0	2.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0						
Total Lost Time (s)	4.1		4.1	5.6						
Lead/Lag			Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?					Yes	Yes			Yes	Yes
Recall Mode	None		C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	36.4	84.2	33.7	11.1						
Actuated g/C Ratio	0.35	0.80	0.32	0.11						
v/c Ratio	0.04	0.28	0.96	0.50						
Control Delay	23.6	0.4	55.5	30.4						
Queue Delay	0.0	0.2	0.0	0.0						
Total Delay	23.6	0.6	55.5	30.4						
LOS	C	A	E	C						
Approach Delay		1.2	55.5	30.4						
Approach LOS		A	E	C						

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 100 (95%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 32.0 Intersection LOS: C
Intersection Capacity Utilization 42.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4: NYS Route 110 & Olive St

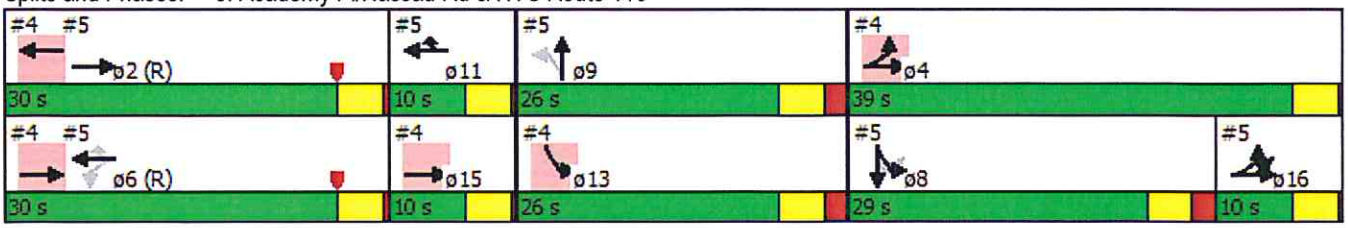


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL2	SBL	SBT	ø2	ø4
Lane Configurations												
Volume (vph)	2	455	2	757	331	8	25	9	287	9		
Turn Type	Prot	NA	custom	NA	custom	Perm	NA	Perm	custom	NA		
Protected Phases	16	2 16		6 11	11		9		8	8	2	4
Permitted Phases			6		6	9		8	8	8		
Detector Phase	16	2 16	6	6 11	11	9	9	8	8	8		
Switch Phase												
Minimum Initial (s)	4.0		8.0		4.0	5.0	5.0	5.0	5.0	5.0	8.0	4.0
Minimum Split (s)	8.1		20.1		8.0	10.6	10.6	10.6	10.6	10.6	20.1	20.1
Total Split (s)	10.0		30.0		10.0	26.0	26.0	29.0	29.0	29.0	30.0	39.0
Total Split (%)	9.5%		28.6%		9.5%	24.8%	24.8%	27.6%	27.6%	27.6%	29%	37%
Yellow Time (s)	3.6		3.6		3.5	3.6	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	0.5		0.5		0.5	2.0	2.0	2.0	2.0	2.0	0.5	0.5
Lost Time Adjust (s)	0.0				0.0		0.0		0.0	0.0		
Total Lost Time (s)	4.1				4.0		5.6		5.6	5.6		
Lead/Lag	Lag		Lead		Lag			Lead	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes		Yes					Yes	Yes	Yes		
Recall Mode	None		C-Max		None	None	None	None	None	None	C-Max	None
Act Effct Green (s)	11.2	49.0		43.7	43.8		11.1		19.6	19.6		
Actuated g/C Ratio	0.11	0.47		0.42	0.42		0.11		0.19	0.19		
v/c Ratio	0.15	0.29		0.66	0.49		0.96		0.76	0.57		
Control Delay	45.8	19.9		6.5	1.8		165.3		59.9	43.2		
Queue Delay	0.0	0.0		1.5	1.8		0.0		0.0	0.0		
Total Delay	45.8	19.9		8.0	3.6		165.3		59.9	43.2		
LOS	D	B		A	A		F		E	D		
Approach Delay		21.3		6.7			165.3			51.5		
Approach LOS		C		A			F			D		

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 100 (95%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 21.3 Intersection LOS: C
Intersection Capacity Utilization 60.7% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 5: Academy Pl/Nassau Rd & NYS Route 110



Lane Group	ø13	ø15
Lane Configurations		
Volume (vph)		
Turn Type		
Protected Phases	13	15
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	4.0
Minimum Split (s)	10.6	8.0
Total Split (s)	26.0	10.0
Total Split (%)	25%	10%
Yellow Time (s)	3.6	3.5
All-Red Time (s)	2.0	0.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lag
Lead-Lag Optimize?		Yes
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

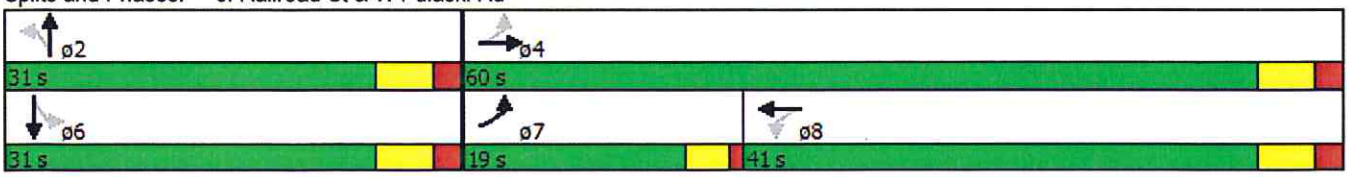
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	153	204	83	363	7	115	63	167
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	7	4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	4.0	20.0	20.0	20.0	6.0	6.0	6.0	6.0
Minimum Split (s)	8.0	26.0	26.0	26.0	12.0	12.0	12.0	12.0
Total Split (s)	19.0	60.0	41.0	41.0	31.0	31.0	31.0	31.0
Total Split (%)	20.9%	65.9%	45.1%	45.1%	34.1%	34.1%	34.1%	34.1%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag				
Lead-Lag Optimize?	Yes		Yes	Yes				
Recall Mode	None	Min	Min	Min	None	None	None	None
Act Effct Green (s)	41.6	39.5	24.7	24.7		18.0	18.0	18.0
Actuated g/C Ratio	0.59	0.56	0.35	0.35		0.26	0.26	0.26
v/c Ratio	0.41	0.29	0.27	0.64		0.43	0.26	0.80
Control Delay	10.2	9.5	21.3	26.1		23.2	25.7	35.4
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	10.2	9.5	21.3	26.1		23.2	25.7	35.4
LOS	B	A	C	C		C	C	D
Approach Delay		9.8		25.2		23.2		33.9
Approach LOS		A		C		C		C

Intersection Summary

Cycle Length: 91
Actuated Cycle Length: 70.1
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 23.0 Intersection LOS: C
Intersection Capacity Utilization 81.4% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 6: Railroad St & W Pulaski Rd

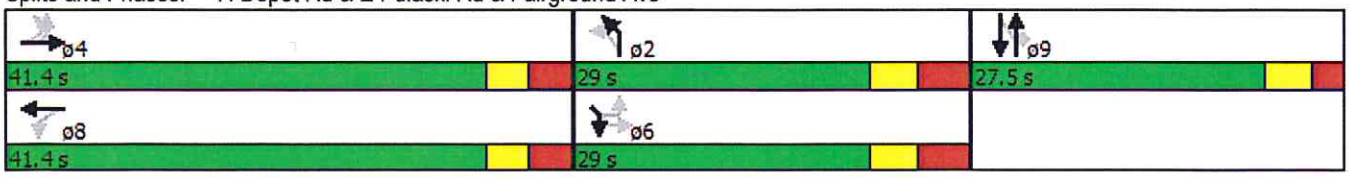


Lane Group	EBL2	EBL	EBT	WBL	WBT	NBL2	NBL	NBT	NBR	SBL	SBT	SEL2
Lane Configurations												
Volume (vph)	6	13	309	50	492	69	278	137	115	35	72	3
Turn Type	Perm	Perm	NA	Perm	NA	custom	Prot	NA	Perm	Perm	NA	Perm
Protected Phases			4		8		2	9			9	
Permitted Phases	4	4		8		2			9	9		6
Detector Phase	4	4	4	8	8	2	2	9	9	9	9	6
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0	10.0	10.0	10.0	8.0
Minimum Split (s)	21.4	21.4	21.4	21.4	21.4	17.5	17.5	17.5	17.5	17.5	17.5	22.0
Total Split (s)	41.4	41.4	41.4	41.4	41.4	29.0	29.0	27.5	27.5	27.5	27.5	29.0
Total Split (%)	42.3%	42.3%	42.3%	42.3%	42.3%	29.6%	29.6%	28.1%	28.1%	28.1%	28.1%	29.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.4	3.4	3.4	3.4	3.4	4.0	4.0	2.5	2.5	2.5	2.5	4.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.4	6.4	6.4	6.4	7.5	7.5	6.0	6.0	6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	None	None	None	None	None	None	None
Act Effct Green (s)		35.1	35.1	35.1	35.1	21.5	21.5	13.6	13.6	13.6	13.6	
Actuated g/C Ratio		0.39	0.39	0.39	0.39	0.24	0.24	0.15	0.15	0.15	0.15	
v/c Ratio		0.22	0.65	0.22	0.96	1.00	0.75	0.54	0.38	0.32	0.61	
Control Delay		27.6	28.6	22.7	55.2	143.0	45.5	42.3	9.5	39.5	45.6	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		27.6	28.6	22.7	55.2	143.0	45.5	42.3	9.5	39.5	45.6	
LOS		C	C	C	E	F	D	D	A	D	D	
Approach Delay			28.6		52.7			49.2			44.2	
Approach LOS			C		D			D			D	

Intersection Summary

Cycle Length: 97.9
Actuated Cycle Length: 90.1
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 43.0 — Intersection LOS: D
Intersection Capacity Utilization 93.5% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 7: Depot Rd & E Pulaski Rd & Fairground Ave



Lane Group	SEL	SER
Lane Configurations		
Volume (vph)	36	193
Turn Type	Perm	Prot
Protected Phases		6
Permitted Phases	6	6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	8.0	8.0
Minimum Split (s)	22.0	22.0
Total Split (s)	29.0	29.0
Total Split (%)	29.6%	29.6%
Yellow Time (s)	3.5	3.5
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.5	7.5
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	None
Act Effct Green (s)	21.5	21.5
Actuated g/C Ratio	0.24	0.24
v/c Ratio	0.33	0.59
Control Delay	37.4	24.3
Queue Delay	0.0	0.0
Total Delay	37.4	24.3
LOS	D	C
Approach Delay	26.5	
Approach LOS	C	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	124	435	144	76	478	194	155	949	42	37	661	76
Turn Type	pm+pt	NA	Over	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	Over
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases	4			8		8	2		2	6		
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	1.0	10.0	2.0	1.0	10.0	2.0	2.0	4.0	1.0	2.0	4.0	1.0
Minimum Split (s)	5.0	16.0	6.0	7.0	16.0	6.0	6.0	10.0	7.0	6.0	10.0	5.0
Total Split (s)	15.0	30.0	18.0	10.0	25.0	18.0	18.0	42.0	10.0	18.0	42.0	15.0
Total Split (%)	15.0%	30.0%	18.0%	10.0%	25.0%	18.0%	18.0%	42.0%	10.0%	18.0%	42.0%	15.0%
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	4.0	4.0	6.0	4.0	4.0	6.0	4.0	4.0	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	34.5	24.5	10.6	26.3	18.3	31.2	56.9	44.7	56.7	49.7	40.9	10.1
Actuated g/C Ratio	0.34	0.24	0.11	0.26	0.18	0.31	0.57	0.45	0.57	0.50	0.41	0.10
v/c Ratio	0.53	0.58	0.50	0.37	0.84	0.41	0.52	0.69	0.05	0.21	0.60	0.35
Control Delay	30.8	36.8	9.6	28.1	52.8	14.3	16.4	25.6	0.1	12.7	26.4	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.8	36.8	9.6	28.1	52.8	14.3	16.4	25.6	0.1	12.7	26.4	5.9
LOS	C	D	A	C	D	B	B	C	A	B	C	A
Approach Delay		30.1			40.3			23.4			23.7	
Approach LOS		C			D			C			C	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 18 (18%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 28.5 Intersection LOS: C
Intersection Capacity Utilization 66.3% ICU Level of Service C
Analysis Period (min) 15

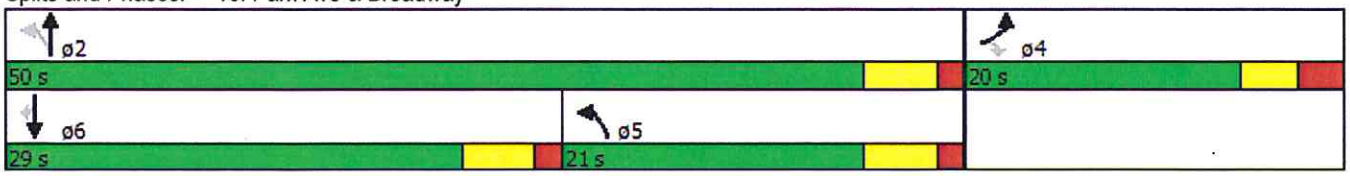
Splits and Phases: 9: Park Ave & E Pulaski Rd

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	101	366	480	766	605	280
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	2.0	16.0	16.0	16.0
Minimum Split (s)	11.5	11.5	7.3	21.3	21.3	21.3
Total Split (s)	20.0	20.0	21.0	50.0	29.0	29.0
Total Split (%)	28.6%	28.6%	30.0%	71.4%	41.4%	41.4%
Yellow Time (s)	3.0	3.0	3.8	3.8	3.8	3.8
All-Red Time (s)	2.5	2.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.3	5.3	5.3	5.3
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	9.2	9.2	44.8	44.8	23.8	23.8
Actuated g/C Ratio	0.14	0.14	0.69	0.69	0.37	0.37
v/c Ratio	0.39	0.69	0.74	0.63	0.52	0.42
Control Delay	29.2	10.6	21.2	9.0	18.3	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.2	10.6	21.2	9.0	18.3	4.2
LOS	C	B	C	A	B	A
Approach Delay	14.6			13.7	13.9	
Approach LOS	B			B	B	

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 64.8
Natural Cycle: 50
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 13.9 Intersection LOS: B
Intersection Capacity Utilization 62.3% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 10: Park Ave & Broadway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	0	16	5	0	5	0	1021	4	0	808	8
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	0	17	5	0	5	0	1110	4	0	878	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								994			797	
pX, platoon unblocked	0.82	0.82	0.98	0.82	0.82	0.81	0.98			0.81		
vC, conflicting volume	1443	1997	443	1568	1999	557	887			1114		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	962	1638	378	1115	1641	0	833			662		
tC, single (s)	*5.5	6.5	*5.0	*5.5	6.5	*5.0	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	100	98	98	100	99	100			100		
cM capacity (veh/h)	295	82	741	245	81	874	776			744		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	25	11	555	559	439	448
Volume Left	8	5	0	0	0	0
Volume Right	17	5	0	4	0	9
cSH	508	382	776	1700	744	1700
Volume to Capacity	0.05	0.03	0.00	0.33	0.00	0.26
Queue Length 95th (ft)	4	2	0	0	0	0
Control Delay (s)	12.5	14.7	0.0	0.0	0.0	0.0
Lane LOS	B	B				
Approach Delay (s)	12.5	14.7	0.0		0.0	
Approach LOS	B	B				

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	38.4%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	0	29	0	0	0	46	995	14	9	769	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	0	32	0	0	0	50	1082	15	10	836	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											327	
pX, platoon unblocked	0.95	0.95	0.95	0.95	0.95		0.95					
vC, conflicting volume	1502	2058	423	1658	2055	548	847			1097		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1415	2003	275	1581	2001	548	723			1097		
tC, single (s)	*5.5	6.5	*5.0	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	100	96	100	100	100	94			98		
cM capacity (veh/h)	194	52	792	63	52	480	828			632		

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	37	50	721	376	10	557	289
Volume Left	5	50	0	0	10	0	0
Volume Right	32	0	0	15	0	0	11
cSH	545	828	1700	1700	632	1700	1700
Volume to Capacity	0.07	0.06	0.42	0.22	0.02	0.33	0.17
Queue Length 95th (ft)	5	5	0	0	1	0	0
Control Delay (s)	12.1	9.6	0.0	0.0	10.8	0.0	0.0
Lane LOS	B	A			B		
Approach Delay (s)	12.1	0.4			0.1		
Approach LOS	B						

Intersection Summary				
Average Delay	0.5			
Intersection Capacity Utilization	44.6%	ICU Level of Service	A	
Analysis Period (min)	15			

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	270	20	279	281	56	30	3	5	60	8	36
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	293	22	303	305	61	33	3	5	65	9	39
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												2
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					554							
pX, platoon unblocked	0.81						0.81	0.81		0.81	0.81	0.81
vC, conflicting volume	366			315			1247	1303	304	1239	1253	305
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	105			315			1188	1258	304	1178	1196	30
tC, single (s)	4.1			4.1			*5.5	*5.5	*5.0	*5.5	*5.5	*5.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			76			81	98	99	64	95	95
cM capacity (veh/h)	1208			1245			169	148	815	182	159	857

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	13	315	609	61	41	113
Volume Left	13	0	303	0	33	65
Volume Right	0	22	0	61	5	39
cSH	1208	1700	1245	1700	186	274
Volume to Capacity	0.01	0.19	0.24	0.04	0.22	0.41
Queue Length 95th (ft)	1	0	24	0	20	48
Control Delay (s)	8.0	0.0	5.7	0.0	29.7	28.4
Lane LOS	A		A		D	D
Approach Delay (s)	0.3		5.2		29.7	28.4
Approach LOS					D	D

Intersection Summary			
Average Delay	7.0		
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		

* User Entered Value

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑		↱
Volume (veh/h)	334	0	0	615	0	53
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	363	0	0	668	0	58
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				359		
pX, platoon unblocked					0.76	
vC, conflicting volume			363		1032	182
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			363		886	182
tC, single (s)			4.1		6.8	*5.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	94
cM capacity (veh/h)			1192		217	915

Direction, Lane #	EB 1	EB 2	WB 1	NB 1
Volume Total	182	182	668	58
Volume Left	0	0	0	0
Volume Right	0	0	0	58
cSH	1700	1700	1700	915
Volume to Capacity	0.11	0.11	0.39	0.06
Queue Length 95th (ft)	0	0	0	5
Control Delay (s)	0.0	0.0	0.0	9.2
Lane LOS				A
Approach Delay (s)	0.0		0.0	9.2
Approach LOS				A

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	35.7%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	33	0	3	53	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	36	0	3	58	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			36		100	36
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			36		100	36
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1575		897	1037

Direction, Lane #	EB 1	WB 1
Volume Total	36	61
Volume Left	0	3
Volume Right	0	0
cSH	1700	1575
Volume to Capacity	0.02	0.00
Queue Length 95th (ft)	0	0
Control Delay (s)	0.0	0.4
Lane LOS		A
Approach Delay (s)	0.0	0.4
Approach LOS		

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	8.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	3	1041	0	0	811
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	3	1132	0	0	882
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						407
pX, platoon unblocked	0.95					
vC, conflicting volume	1572	566			1132	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1495	566			1132	
tC, single (s)	6.8	*5.0			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			100	
cM capacity (veh/h)	108	634			613	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	3	566	566	441	441
Volume Left	0	0	0	0	0
Volume Right	3	0	0	0	0
cSH	634	1700	1700	1700	1700
Volume to Capacity	0.01	0.33	0.33	0.26	0.26
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	10.7	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	10.7	0.0		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	38.8%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	32	5	0	84	25	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	35	5	0	91	27	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	253					
pX, platoon unblocked						
vC, conflicting volume			40		129	38
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			40		129	38
tC, single (s)			4.1		*5.5	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		97	100
cM capacity (veh/h)			1569		895	1035

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	40	91	27
Volume Left	0	0	27
Volume Right	5	0	0
cSH	1700	1569	895
Volume to Capacity	0.02	0.00	0.03
Queue Length 95th (ft)	0	0	2
Control Delay (s)	0.0	0.0	9.2
Lane LOS			A
Approach Delay (s)	0.0	0.0	9.2
Approach LOS			A

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	14.4%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	37	0	0	109	8	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	40	0	0	118	9	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	110					
pX, platoon unblocked						
vC, conflicting volume			40		159	40
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			40		159	40
tC, single (s)			4.1		*5.5	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1569		867	1031

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	40	118	9
Volume Left	0	0	9
Volume Right	0	0	0
cSH	1700	1700	867
Volume to Capacity	0.02	0.07	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	0.0	0.0	9.2
Lane LOS			A
Approach Delay (s)	0.0	0.0	9.2
Approach LOS			A

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	15.7%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	293	58	0	343	0	8
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	318	63	0	373	0	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				618		
pX, platoon unblocked						
vC, conflicting volume			382		723	350
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			382		723	350
tC, single (s)			4.1		6.4	*5.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	99
cM capacity (veh/h)			1177		393	781

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	382	373	9
Volume Left	0	0	0
Volume Right	63	0	9
cSH	1700	1700	781
Volume to Capacity	0.22	0.22	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	0.0	0.0	9.7
Lane LOS			A
Approach Delay (s)	0.0	0.0	9.7
Approach LOS			A

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	28.9%	ICU Level of Service	A
Analysis Period (min)	15		

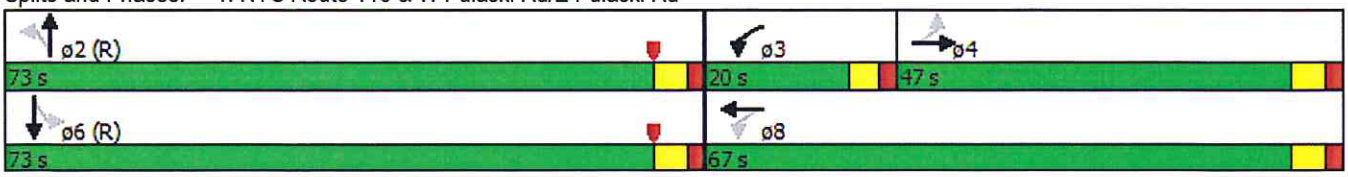
* User Entered Value

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	36	360	183	388	45	598	65	662
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		4	3	8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	3.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.6	26.6	8.0	26.6	15.6	15.6	15.6	15.6
Total Split (s)	47.0	47.0	20.0	67.0	73.0	73.0	73.0	73.0
Total Split (%)	33.6%	33.6%	14.3%	47.9%	52.1%	52.1%	52.1%	52.1%
Yellow Time (s)	3.6	3.6	3.0	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	5.0	5.6	5.6	5.6	5.6	5.6
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	38.2	38.2	58.0	57.4	71.4	71.4	71.4	71.4
Actuated g/C Ratio	0.27	0.27	0.41	0.41	0.51	0.51	0.51	0.51
v/c Ratio	0.22	0.92	0.77	0.65	0.32	0.84	0.64	0.80
Control Delay	41.2	74.3	46.5	37.1	30.2	39.2	47.0	26.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	41.2	74.3	46.5	37.1	30.2	39.2	47.0	26.9
LOS	D	E	D	D	C	D	D	C
Approach Delay		71.5		39.9		38.7		28.6
Approach LOS		E		D		D		C

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 90 (64%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 41.6 Intersection LOS: D
Intersection Capacity Utilization 98.4% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 1: NYS Route 110 & W Pulaski Rd/E Pulaski Rd

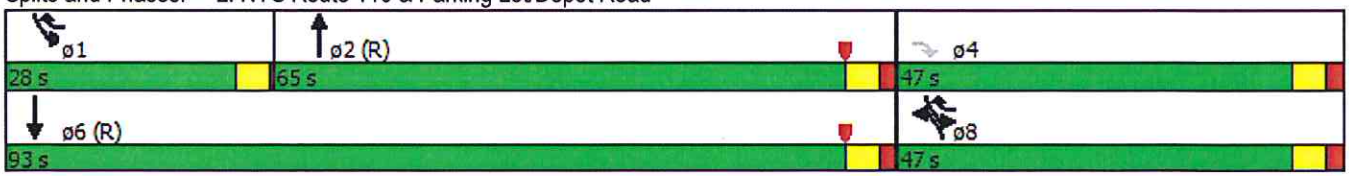


Lane Group	EBR	WBR	NBL	NBT	SBL	SBT	ø1
Lane Configurations							
Volume (vph)	31	398	16	622	596	701	
Turn Type	Perm	pt+ov	Prot	NA	Prot	NA	
Protected Phases		1 8	8	2	1 8	6	1
Permitted Phases	4						
Detector Phase	4	1 8	8	2	1 8	6	
Switch Phase							
Minimum Initial (s)	5.0		5.0	10.0		10.0	4.0
Minimum Split (s)	10.6		10.6	24.6		15.6	26.0
Total Split (s)	47.0		47.0	65.0		93.0	28.0
Total Split (%)	33.6%		33.6%	46.4%		66.4%	20%
Yellow Time (s)	3.6		3.6	3.6		3.6	3.5
All-Red Time (s)	2.0		2.0	2.0		2.0	0.5
Lost Time Adjust (s)	0.0		0.0	0.0		0.0	
Total Lost Time (s)	5.6		5.6	5.6		5.6	
Lead/Lag				Lag			Lead
Lead-Lag Optimize?				Yes			Yes
Recall Mode	None		None	C-Max		C-Max	None
Act Effct Green (s)	41.4	62.6	41.4	67.8	62.6	87.4	
Actuated g/C Ratio	0.30	0.45	0.30	0.48	0.45	0.62	
v/c Ratio	0.05	0.56	0.03	0.39	0.82	0.70	
Control Delay	0.2	20.2	41.5	8.3	22.6	27.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	1.2	
Total Delay	0.2	20.2	41.5	8.3	22.6	29.0	
LOS	A	C	D	A	C	C	
Approach Delay				9.1		26.1	
Approach LOS				A		C	

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 113 (81%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 20.3 Intersection LOS: C
Intersection Capacity Utilization 58.2% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: NYS Route 110 & Parking Lot/Depot Road

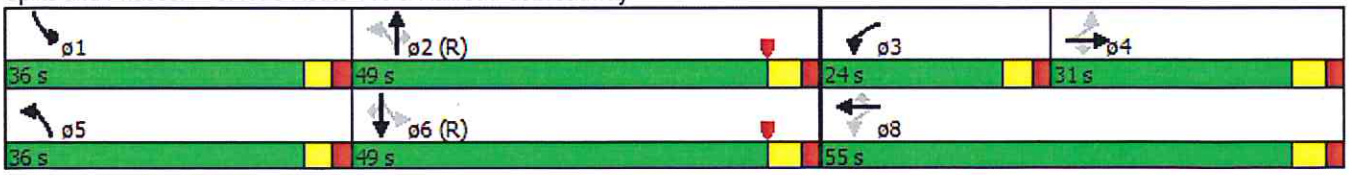


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	161	314	184	206	227	212	102	751	160	285	961	114
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	5.0	5.0	5.0	3.0	10.0	10.0	3.0	10.0	10.0
Minimum Split (s)	21.6	21.6	21.6	10.0	21.6	21.6	9.0	21.6	21.6	9.0	21.6	21.6
Total Split (s)	31.0	31.0	31.0	24.0	55.0	55.0	36.0	49.0	49.0	36.0	49.0	49.0
Total Split (%)	22.1%	22.1%	22.1%	17.1%	39.3%	39.3%	25.7%	35.0%	35.0%	25.7%	35.0%	35.0%
Yellow Time (s)	3.6	3.6	3.6	3.0	3.6	3.6	3.0	3.6	3.6	3.0	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	5.6	5.0	5.6	5.6	5.0	5.6	5.6	5.0	5.6	5.6
Lead/Lag	Lag	Lag	Lag	Lead			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes				Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	25.4	25.4	25.4	50.0	49.4	49.4	62.3	50.7	50.7	80.0	63.4	63.4
Actuated g/C Ratio	0.18	0.18	0.18	0.36	0.35	0.35	0.44	0.36	0.36	0.57	0.45	0.45
v/c Ratio	1.04	1.17	0.52	0.94	0.43	0.37	0.46	0.67	0.30	0.76	0.72	0.17
Control Delay	131.1	153.8	13.9	79.6	37.0	5.1	20.5	44.0	19.2	33.2	46.0	14.0
Queue Delay	0.0	0.0	0.1	5.1	3.7	0.6	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	131.1	153.8	14.0	84.6	40.8	5.7	20.5	44.0	19.2	33.2	46.0	14.0
LOS	F	F	B	F	D	A	C	D	B	C	D	B
Approach Delay		109.3			43.2			37.7			40.6	
Approach LOS		F			D			D			D	

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 37 (26%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.17
Intersection Signal Delay: 53.6 Intersection LOS: D
Intersection Capacity Utilization 82.2% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 3: NYS Route 110 & Railroad St/Broadway

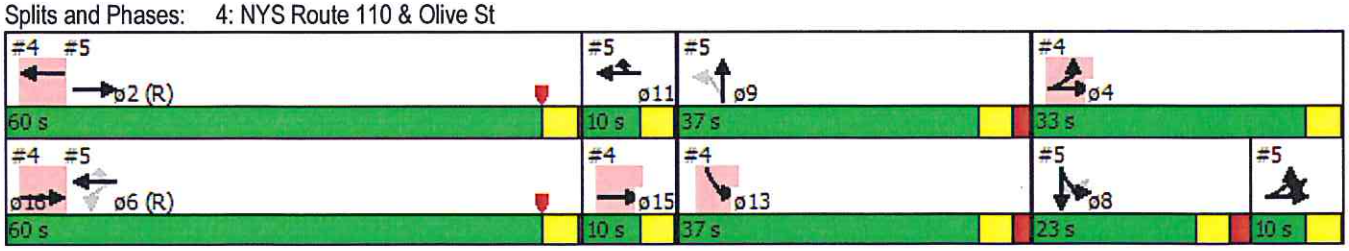


Lane Group	EBL	EBT	WBT	SBL	ø6	ø8	ø9	ø11	ø15	ø16
Lane Configurations										
Volume (vph)	60	1154	1025	75						
Turn Type	Prot	NA	NA	Prot						
Protected Phases	4	6 15 4	2	13	6	8	9	11	15	16
Permitted Phases										
Detector Phase	4	6 15 4	2	13						
Switch Phase										
Minimum Initial (s)	4.0		8.0	5.0	8.0	5.0	5.0	4.0	4.0	4.0
Minimum Split (s)	20.1		20.1	10.6	20.1	10.6	10.6	8.0	8.0	8.1
Total Split (s)	33.0		60.0	37.0	60.0	23.0	37.0	10.0	10.0	10.0
Total Split (%)	23.6%		42.9%	26.4%	43%	16%	26%	7%	7%	7%
Yellow Time (s)	3.6		3.6	3.6	3.6	3.6	3.6	3.5	3.5	3.6
All-Red Time (s)	0.5		0.5	2.0	0.5	2.0	2.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0						
Total Lost Time (s)	4.1		4.1	5.6						
Lead/Lag			Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?					Yes	Yes			Yes	Yes
Recall Mode	None		C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	44.5	114.5	55.9	15.8						
Actuated g/C Ratio	0.32	0.82	0.40	0.11						
v/c Ratio	0.14	0.51	0.92	0.70						
Control Delay	51.0	0.9	48.0	63.5						
Queue Delay	1.7	0.1	0.0	0.0						
Total Delay	52.7	1.0	48.0	63.5						
LOS	D	A	D	E						
Approach Delay		3.5	48.0	63.5						
Approach LOS		A	D	E						

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 100 (71%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 26.2 Intersection LOS: C
Intersection Capacity Utilization 53.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4: NYS Route 110 & Olive St

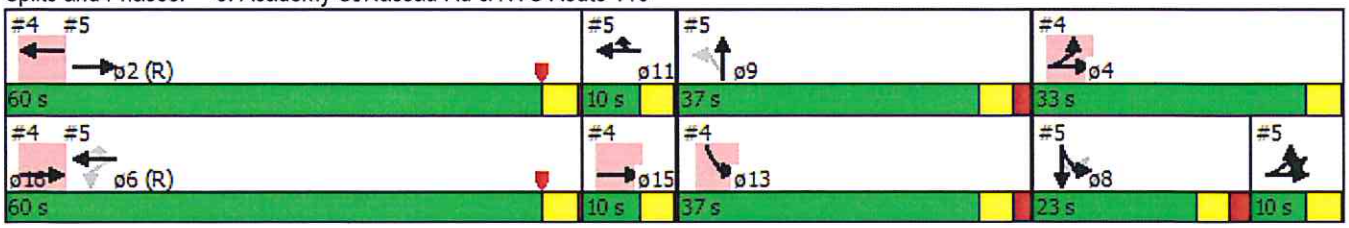


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL2	SBL	SBT	ø2	ø4
Lane Configurations												
Volume (vph)	14	799	2	795	289	9	23	16	403	15		
Turn Type	Prot	NA	custom	NA	custom	Perm	NA	Perm	custom	NA		
Protected Phases	16	2 16		6 11	11		9		8	8	2	4
Permitted Phases			6		6	9		8	8	8		
Detector Phase	16	2 16	6	6 11	11	9	9	8	8	8		
Switch Phase												
Minimum Initial (s)	4.0		8.0		4.0	5.0	5.0	5.0	5.0	5.0	8.0	4.0
Minimum Split (s)	8.1		20.1		8.0	10.6	10.6	10.6	10.6	10.6	20.1	20.1
Total Split (s)	10.0		60.0		10.0	37.0	37.0	23.0	23.0	23.0	60.0	33.0
Total Split (%)	7.1%		42.9%		7.1%	26.4%	26.4%	16.4%	16.4%	16.4%	43%	24%
Yellow Time (s)	3.6		3.6		3.5	3.6	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	0.5		0.5		0.5	2.0	2.0	2.0	2.0	2.0	0.5	0.5
Lost Time Adjust (s)	0.0				0.0		0.0		0.0	0.0		
Total Lost Time (s)	4.1				4.0		5.6		5.6	5.6		
Lead/Lag	Lag		Lead		Lag			Lead	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes		Yes					Yes	Yes	Yes		
Recall Mode	None		C-Max		None	None	None	None	None	None	C-Max	None
Act Effct Green (s)	5.9	65.9		65.9	66.0		15.8		33.0	33.0		
Actuated g/C Ratio	0.04	0.47		0.47	0.47		0.11		0.24	0.24		
v/c Ratio	0.81	0.57		0.61	0.42		0.95		0.83	0.62		
Control Delay	126.4	28.5		4.0	1.1		152.4		74.4	56.1		
Queue Delay	0.0	0.0		1.9	2.6		0.0		0.0	0.0		
Total Delay	126.4	28.5		5.9	3.6		152.4		74.4	56.1		
LOS	F	C		A	A		F		E	E		
Approach Delay		34.5		5.3			152.4			65.3		
Approach LOS		C		A			F			E		

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 100 (71%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 30.0 Intersection LOS: C
Intersection Capacity Utilization 71.6% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 5: Academy St/Nassau Rd & NYS Route 110



Lane Group	ø13	ø15
Lane Configurations		
Volume (vph)		
Turn Type		
Protected Phases	13	15
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	4.0
Minimum Split (s)	10.6	8.0
Total Split (s)	37.0	10.0
Total Split (%)	26%	7%
Yellow Time (s)	3.6	3.5
All-Red Time (s)	2.0	0.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lag
Lead-Lag Optimize?		Yes
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

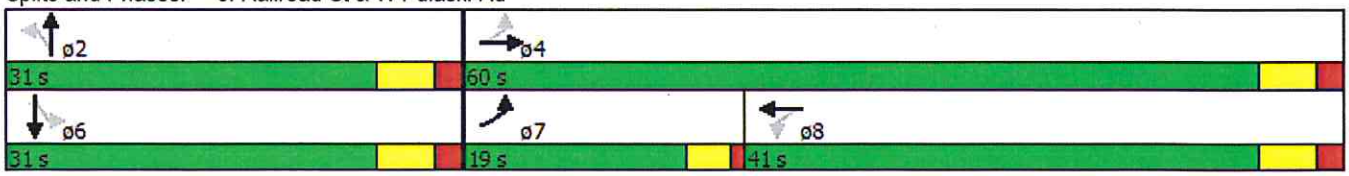
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	201	354	64	279	6	205	85	152
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	7	4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	4.0	20.0	20.0	20.0	6.0	6.0	6.0	6.0
Minimum Split (s)	8.0	26.0	26.0	26.0	12.0	12.0	12.0	12.0
Total Split (s)	19.0	60.0	41.0	41.0	31.0	31.0	31.0	31.0
Total Split (%)	20.9%	65.9%	45.1%	45.1%	34.1%	34.1%	34.1%	34.1%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag				
Lead-Lag Optimize?	Yes		Yes	Yes				
Recall Mode	None	Min	Min	Min	None	None	None	None
Act Effct Green (s)	40.2	38.1	22.7	22.7		16.4	16.4	16.4
Actuated g/C Ratio	0.60	0.57	0.34	0.34		0.25	0.25	0.25
v/c Ratio	0.45	0.45	0.26	0.57		0.64	0.51	0.78
Control Delay	9.8	10.9	21.6	24.0		28.6	33.0	32.7
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	9.8	10.9	21.6	24.0		28.6	33.0	32.7
LOS	A	B	C	C		C	C	C
Approach Delay		10.5		23.5		28.6		32.8
Approach LOS		B		C		C		C

Intersection Summary

Cycle Length: 91
Actuated Cycle Length: 66.9
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 21.6 — Intersection LOS: C
Intersection Capacity Utilization 89.1% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 6: Railroad St & W Pulaski Rd

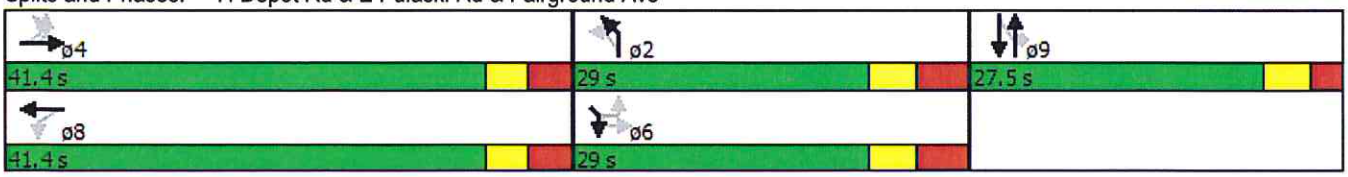


Lane Group	EBL2	EBL	EBT	WBL	WBT	NBL2	NBL	NBT	NBR	SBL	SBT	SEL2
Lane Configurations												
Volume (vph)	7	18	437	124	427	73	218	94	177	55	141	3
Turn Type	Perm	Perm	NA	Perm	NA	custom	custom	NA	Perm	Perm	NA	Perm
Protected Phases			4		8		2	9			9	
Permitted Phases	4	4		8		2	2		9	9		6
Detector Phase	4	4	4	8	8	2	2	9	9	9	9	6
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0	10.0	10.0	10.0	8.0
Minimum Split (s)	21.4	21.4	21.4	21.4	21.4	17.5	17.5	17.5	17.5	17.5	17.5	22.0
Total Split (s)	41.4	41.4	41.4	41.4	41.4	29.0	29.0	27.5	27.5	27.5	27.5	29.0
Total Split (%)	42.3%	42.3%	42.3%	42.3%	42.3%	29.6%	29.6%	28.1%	28.1%	28.1%	28.1%	29.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.4	3.4	3.4	3.4	3.4	4.0	4.0	2.5	2.5	2.5	2.5	4.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.4	6.4	6.4	6.4	7.5	7.5	6.0	6.0	6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	None	None	None	None	None	None	None
Act Effct Green (s)		33.9	33.9	33.9	33.9	21.3	21.3	14.2	14.2	14.2	14.2	
Actuated g/C Ratio		0.38	0.38	0.38	0.38	0.24	0.24	0.16	0.16	0.16	0.16	
v/c Ratio		0.19	0.76	0.77	0.87	0.87	0.51	0.33	0.46	0.29	0.63	
Control Delay		24.5	33.2	57.7	42.8	105.1	35.6	36.5	9.2	37.3	45.1	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		24.5	33.2	57.7	42.8	105.1	35.6	36.5	9.2	37.3	45.1	
LOS		C	C	E	D	F	D	D	A	D	D	
Approach Delay			32.8		45.6			36.5			43.3	
Approach LOS			C		D			D			D	

Intersection Summary

Cycle Length: 97.9
Actuated Cycle Length: 89.4
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 41.8 Intersection LOS: D
Intersection Capacity Utilization 112.2% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 7: Depot Rd & E Pulaski Rd & Fairground Ave



Lane Group	SEL	SER
Lane Configurations		
Volume (vph)	130	386
Turn Type	Perm	Prot
Protected Phases		6
Permitted Phases	6	6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	8.0	8.0
Minimum Split (s)	22.0	22.0
Total Split (s)	29.0	29.0
Total Split (%)	29.6%	29.6%
Yellow Time (s)	3.5	3.5
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.5	7.5
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	None
Act Effct Green (s)	21.3	21.3
Actuated g/C Ratio	0.24	0.24
v/c Ratio	0.59	0.92
Control Delay	43.6	53.2
Queue Delay	0.0	0.0
Total Delay	43.6	53.2
LOS	D	D
Approach Delay	50.8	
Approach LOS	D	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	114	615	229	80	493	201	177	772	63	346	1141	239
Turn Type	pm+pt	NA	Over	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	Over
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases	4			8		8	2		2	6		
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	1.0	10.0	2.0	1.0	10.0	2.0	2.0	4.0	1.0	2.0	4.0	1.0
Minimum Split (s)	5.0	16.0	6.0	7.0	16.0	6.0	6.0	10.0	7.0	6.0	10.0	5.0
Total Split (s)	15.0	30.0	18.0	10.0	25.0	18.0	18.0	42.0	10.0	18.0	42.0	15.0
Total Split (%)	15.0%	30.0%	18.0%	10.0%	25.0%	18.0%	18.0%	42.0%	10.0%	18.0%	42.0%	15.0%
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	4.0	4.0	6.0	4.0	4.0	6.0	4.0	4.0	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	34.0	24.2	11.2	26.4	18.4	38.5	50.9	37.6	49.6	55.8	40.5	9.9
Actuated g/C Ratio	0.34	0.24	0.11	0.26	0.18	0.38	0.51	0.38	0.50	0.56	0.40	0.10
v/c Ratio	0.47	0.80	0.63	0.45	0.78	0.31	0.69	0.60	0.08	0.89	0.82	0.81
Control Delay	28.8	44.3	13.0	30.5	48.2	10.2	31.7	28.0	0.5	42.2	33.7	36.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.8	44.3	13.0	30.5	48.2	10.2	31.7	28.0	0.5	42.2	33.7	36.9
LOS	C	D	B	C	D	B	C	C	A	D	C	D
Approach Delay		35.0			36.5			26.9			35.9	
Approach LOS		C			D			C			D	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 48 (48%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 33.8 Intersection LOS: C
Intersection Capacity Utilization 79.4% ICU Level of Service D
Analysis Period (min) 15

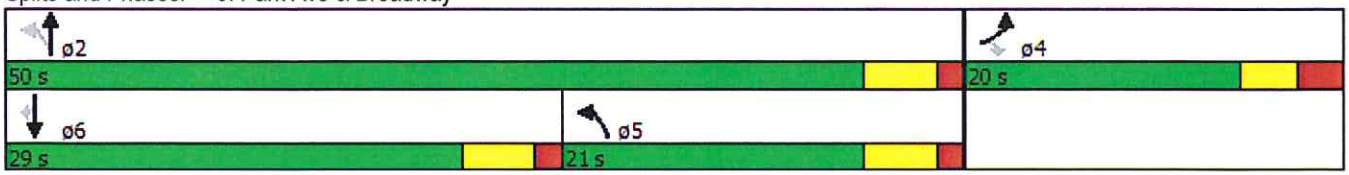
Splits and Phases: 8: Park Ave & E Pulaski Rd

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	231	577	387	690	811	132
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	2.0	16.0	16.0	16.0
Minimum Split (s)	11.5	11.5	7.3	21.3	21.3	21.3
Total Split (s)	20.0	20.0	21.0	50.0	29.0	29.0
Total Split (%)	28.6%	28.6%	30.0%	71.4%	41.4%	41.4%
Yellow Time (s)	3.0	3.0	3.8	3.8	3.8	3.8
All-Red Time (s)	2.5	2.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.3	5.3	5.3	5.3
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	13.4	13.4	44.7	44.7	23.7	23.7
Actuated g/C Ratio	0.19	0.19	0.65	0.65	0.34	0.34
v/c Ratio	0.64	0.93	0.75	0.62	0.71	0.23
Control Delay	33.6	30.4	27.1	10.2	23.8	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.6	30.4	27.1	10.2	23.8	4.5
LOS	C	C	C	B	C	A
Approach Delay	31.4			16.3	21.1	
Approach LOS	C			B	C	

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 68.9
Natural Cycle: 65
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 22.2 Intersection LOS: C
Intersection Capacity Utilization 70.1% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 9: Park Ave & Broadway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	0	11	5	0	3	2	1129	3	2	1241	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	0	12	5	0	3	2	1227	3	2	1349	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								994			797	
pX, platoon unblocked	0.87	0.87	0.89	0.87	0.87	0.81	0.89			0.81		
vC, conflicting volume	1974	2588	674	1924	2586	615	1349			1230		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1244	1953	387	1186	1951	61	1145			819		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	91	100	98	96	100	100	100			100		
cM capacity (veh/h)	112	55	544	121	55	805	539			653		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	22	9	616	617	677	674
Volume Left	10	5	2	0	2	0
Volume Right	12	3	0	3	0	0
cSH	199	178	539	1700	653	1700
Volume to Capacity	0.11	0.05	0.00	0.36	0.00	0.40
Queue Length 95th (ft)	9	4	0	0	0	0
Control Delay (s)	25.3	26.2	0.1	0.0	0.1	0.0
Lane LOS	D	D	A		A	
Approach Delay (s)	25.3	26.2	0.1		0.0	
Approach LOS	D	D				

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	45.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	0	42	0	0	0	59	1063	37	17	1190	16
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	0	46	0	0	0	64	1155	40	18	1293	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											327	
pX, platoon unblocked	0.88	0.88	0.88	0.88	0.88		0.88					
vC, conflicting volume	2045	2663	655	2033	2652	598	1311			1196		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1910	2615	325	1897	2602	598	1072			1196		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	87	100	92	100	100	100	89			97		
cM capacity (veh/h)	32	18	588	31	18	446	566			580		

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	50	64	770	425	18	862	449
Volume Left	4	64	0	0	18	0	0
Volume Right	46	0	0	40	0	0	17
cSH	236	566	1700	1700	580	1700	1700
Volume to Capacity	0.21	0.11	0.45	0.25	0.03	0.51	0.26
Queue Length 95th (ft)	20	10	0	0	2	0	0
Control Delay (s)	24.4	12.2	0.0	0.0	11.4	0.0	0.0
Lane LOS	C	B			B		
Approach Delay (s)	24.4	0.6			0.2		
Approach LOS	C						

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	50.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	34	385	10	100	281	59	84	0	25	70	0	41
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	37	418	11	109	305	64	91	0	27	76	0	45
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												2
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					553							
pX, platoon unblocked	0.90						0.90	0.90		0.90	0.90	0.90
vC, conflicting volume	370			429			1021	1085	424	1042	1026	305
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	242			429			967	1038	424	991	973	171
tC, single (s)	4.1			4.1			*5.5	6.5	*5.0	*5.5	6.5	*5.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			90			67	100	96	72	100	95
cM capacity (veh/h)	1190			1130			278	182	727	275	199	831

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	37	429	414	64	118	121
Volume Left	37	0	109	0	91	76
Volume Right	0	11	0	64	27	45
cSH	1190	1700	1130	1700	324	436
Volume to Capacity	0.03	0.25	0.10	0.04	0.37	0.28
Queue Length 95th (ft)	2	0	8	0	41	28
Control Delay (s)	8.1	0.0	3.0	0.0	22.4	18.0
Lane LOS	A		A		C	C
Approach Delay (s)	0.6		2.6		22.4	18.0
Approach LOS					C	C

Intersection Summary			
Average Delay	5.4		
Intersection Capacity Utilization	64.0%	ICU Level of Service	C
Analysis Period (min)	15		

* User Entered Value

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑		↱
Volume (veh/h)	479	0	0	439	0	175
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	521	0	0	477	0	190
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				358		
pX, platoon unblocked					0.86	
vC, conflicting volume			521		998	260
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			521		913	260
tC, single (s)			4.1		6.8	*5.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	78
cM capacity (veh/h)			1042		233	850

Direction, Lane #	EB 1	EB 2	WB 1	NB 1
Volume Total	260	260	477	190
Volume Left	0	0	0	0
Volume Right	0	0	0	190
cSH	1700	1700	1700	850
Volume to Capacity	0.15	0.15	0.28	0.22
Queue Length 95th (ft)	0	0	0	21
Control Delay (s)	0.0	0.0	0.0	10.5
Lane LOS				B
Approach Delay (s)	0.0		0.0	10.5
Approach LOS				B

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	30.7%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	93	22	0	105	13	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	101	24	0	114	14	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	253					
pX, platoon unblocked						
vC, conflicting volume			125		227	113
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			125		227	113
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		98	100
cM capacity (veh/h)			1462		761	940

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	125	114	14
Volume Left	0	0	14
Volume Right	24	0	0
cSH	1700	1462	761
Volume to Capacity	0.07	0.00	0.02
Queue Length 95th (ft)	0	0	1
Control Delay (s)	0.0	0.0	9.8
Lane LOS			A
Approach Delay (s)	0.0	0.0	9.8
Approach LOS			A

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	16.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	115	0	0	118	24	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	125	0	0	128	26	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	110					
pX, platoon unblocked						
vC, conflicting volume			125		253	125
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			125		253	125
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		96	100
cM capacity (veh/h)			1462		735	926

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	125	128	26
Volume Left	0	0	26
Volume Right	0	0	0
cSH	1700	1700	735
Volume to Capacity	0.07	0.08	0.04
Queue Length 95th (ft)	0	0	3
Control Delay (s)	0.0	0.0	10.1
Lane LOS			B
Approach Delay (s)	0.0	0.0	10.1
Approach LOS			B

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	16.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	45	0	17	64	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	49	0	18	70	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			49		155	49
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			49		155	49
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	100
cM capacity (veh/h)			1558		826	1020

Direction, Lane #	EB 1	WB 1
Volume Total	49	88
Volume Left	0	18
Volume Right	0	0
cSH	1700	1558
Volume to Capacity	0.03	0.01
Queue Length 95th (ft)	0	1
Control Delay (s)	0.0	1.6
Lane LOS		A
Approach Delay (s)	0.0	1.6
Approach LOS		

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	14.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	10	1128	0	0	1243
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	11	1226	0	0	1351
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						407
pX, platoon unblocked	0.88					
vC, conflicting volume	1902	613			1226	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1750	613			1226	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	98			100	
cM capacity (veh/h)	68	435			564	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	11	613	613	676	676
Volume Left	0	0	0	0	0
Volume Right	11	0	0	0	0
cSH	435	1700	1700	1700	1700
Volume to Capacity	0.02	0.36	0.36	0.40	0.40
Queue Length 95th (ft)	2	0	0	0	0
Control Delay (s)	13.5	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	13.5	0.0		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	41.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	401	36	0	404	0	27
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	436	39	0	439	0	29
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				617		
pX, platoon unblocked					0.97	
vC, conflicting volume			475		895	455
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			475		873	455
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	95
cM capacity (veh/h)			1087		310	605

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	475	439	29
Volume Left	0	0	0
Volume Right	39	0	29
cSH	1700	1700	605
Volume to Capacity	0.28	0.26	0.05
Queue Length 95th (ft)	0	0	4
Control Delay (s)	0.0	0.0	11.3
Lane LOS			B
Approach Delay (s)	0.0	0.0	11.3
Approach LOS			B

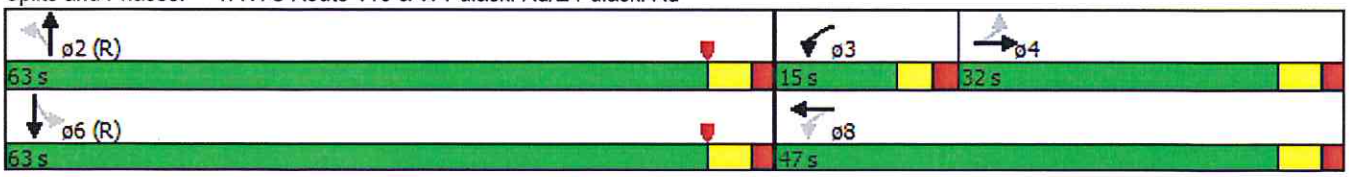
Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	33.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	42	277	173	339	48	705	50	653
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		4	3	8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	3.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.6	26.6	8.0	26.6	15.6	15.6	15.6	15.6
Total Split (s)	32.0	32.0	15.0	47.0	63.0	63.0	63.0	63.0
Total Split (%)	29.1%	29.1%	13.6%	42.7%	57.3%	57.3%	57.3%	57.3%
Yellow Time (s)	3.6	3.6	3.0	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	5.0	5.6	5.6	5.6	5.6	5.6
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	25.4	25.4	41.0	40.4	58.4	58.4	58.4	58.4
Actuated g/C Ratio	0.23	0.23	0.37	0.37	0.53	0.53	0.53	0.53
v/c Ratio	0.21	0.92	0.75	0.60	0.55	1.11	0.97	0.87
Control Delay	36.5	70.8	45.7	32.5	42.2	91.4	126.6	23.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.5	70.8	45.7	32.5	42.2	91.4	126.6	23.3
LOS	D	E	D	C	D	F	F	C
Approach Delay		66.9		36.7		88.8		30.5
Approach LOS		E		D		F		C

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 2 (2%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.11
Intersection Signal Delay: 58.5 Intersection LOS: E
Intersection Capacity Utilization 87.5% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 1: NYS Route 110 & W Pulaski Rd/E Pulaski Rd

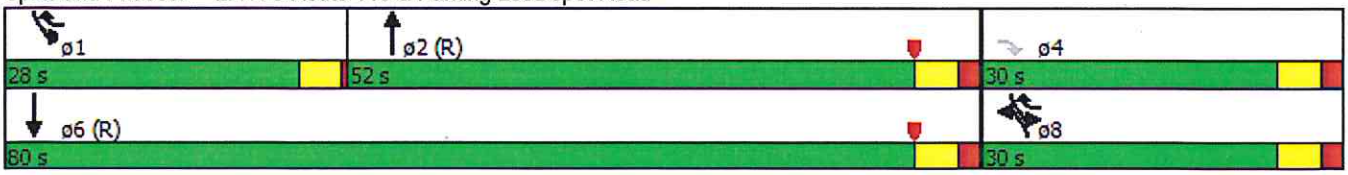


Lane Group	EBR	WBR	NBL	NBT	SBL	SBT	ø1
Lane Configurations							
Volume (vph)	33	493	11	743	545	593	
Turn Type	Perm	pt+ov	Prot	NA	Prot	NA	
Protected Phases		1 8	8	2	1 8	6	1
Permitted Phases	4						
Detector Phase	4	1 8	8	2	1 8	6	
Switch Phase							
Minimum Initial (s)	5.0		5.0	10.0		10.0	4.0
Minimum Split (s)	10.6		10.6	24.6		15.6	26.0
Total Split (s)	30.0		30.0	52.0		80.0	28.0
Total Split (%)	27.3%		27.3%	47.3%		72.7%	25%
Yellow Time (s)	3.6		3.6	3.6		3.6	3.5
All-Red Time (s)	2.0		2.0	2.0		2.0	0.5
Lost Time Adjust (s)	0.0		0.0	0.0		0.0	
Total Lost Time (s)	5.6		5.6	5.6		5.6	
Lead/Lag				Lag			Lead
Lead-Lag Optimize?				Yes			Yes
Recall Mode	None		None	C-Max		C-Max	None
Act Effct Green (s)	24.4	50.6	24.4	49.8	50.6	74.4	
Actuated g/C Ratio	0.22	0.46	0.22	0.45	0.46	0.68	
v/c Ratio	0.07	0.76	0.03	0.54	0.86	0.60	
Control Delay	0.2	27.1	17.5	26.0	40.5	6.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	0.2	27.1	17.5	26.0	40.5	6.5	
LOS	A	C	B	C	D	A	
Approach Delay				25.9		22.4	
Approach LOS				C		C	

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 103 (94%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 24.0 Intersection LOS: C
Intersection Capacity Utilization 59.1% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: NYS Route 110 & Parking Lot/Depot Road

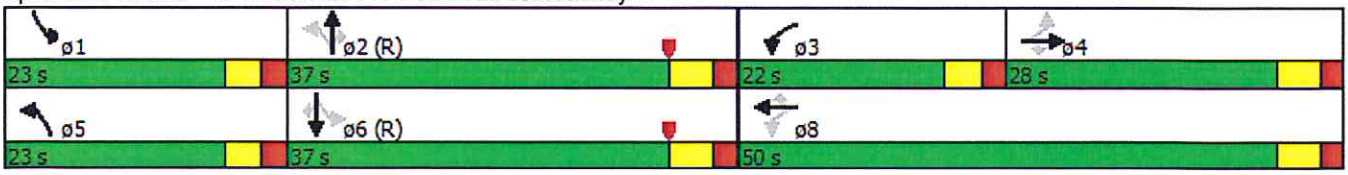


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	121	181	115	157	237	226	126	932	151	345	936	152
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	5.0	5.0	5.0	3.0	10.0	10.0	3.0	10.0	10.0
Minimum Split (s)	21.6	21.6	21.6	10.0	21.6	21.6	9.0	21.6	21.6	9.0	21.6	21.6
Total Split (s)	28.0	28.0	28.0	22.0	50.0	50.0	23.0	37.0	37.0	23.0	37.0	37.0
Total Split (%)	25.5%	25.5%	25.5%	20.0%	45.5%	45.5%	20.9%	33.6%	33.6%	20.9%	33.6%	33.6%
Yellow Time (s)	3.6	3.6	3.6	3.0	3.6	3.6	3.0	3.6	3.6	3.0	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	5.6	5.0	5.6	5.6	5.0	5.6	5.6	5.0	5.6	5.6
Lead/Lag	Lag	Lag	Lag	Lead			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	20.8	20.8	20.8	39.7	39.1	39.1	44.3	32.7	32.7	59.6	43.6	43.6
Actuated g/C Ratio	0.19	0.19	0.19	0.36	0.36	0.36	0.40	0.30	0.30	0.54	0.40	0.40
v/c Ratio	0.83	0.73	0.39	0.53	0.39	0.35	0.51	1.01	0.31	0.89	0.77	0.23
Control Delay	74.5	54.6	9.1	30.3	27.4	4.3	21.0	69.4	14.2	56.1	35.9	8.4
Queue Delay	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.5	54.6	9.1	30.3	28.4	4.3	21.0	69.4	14.2	56.1	35.9	8.4
LOS	E	D	A	C	C	A	C	E	B	E	D	A
Approach Delay		47.8			20.1			57.5			37.8	
Approach LOS		D			C			E			D	

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 54 (49%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 42.6 Intersection LOS: D
Intersection Capacity Utilization 82.2% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 3: NYS Route 110 & Railroad St/Broadway

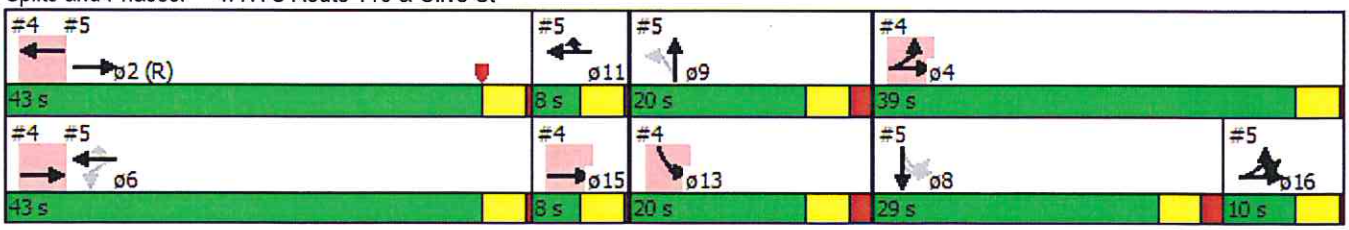


Lane Group	EBL	EBT	WBT	SBL	ø6	ø8	ø9	ø11	ø15	ø16
Lane Configurations										
Volume (vph)	67	131	1148	69						
Turn Type	Prot	NA	NA	Prot						
Protected Phases	4	6 15 4	2	13	6	8	9	11	15	16
Permitted Phases										
Detector Phase	4	6 15 4	2	13						
Switch Phase										
Minimum Initial (s)	4.0		8.0	5.0	8.0	5.0	5.0	4.0	4.0	4.0
Minimum Split (s)	20.1		20.1	10.6	20.1	10.6	10.6	8.0	8.0	8.1
Total Split (s)	39.0		43.0	20.0	43.0	29.0	20.0	8.0	8.0	10.0
Total Split (%)	35.5%		39.1%	18.2%	39%	26%	18%	7%	7%	9%
Yellow Time (s)	3.6		3.6	3.6	3.6	3.6	3.6	3.5	3.5	3.6
All-Red Time (s)	0.5		0.5	2.0	0.5	2.0	2.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0						
Total Lost Time (s)	4.1		4.1	5.6						
Lead/Lag			Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?					Yes	Yes			Yes	Yes
Recall Mode	None		C-Max	None	None	None	None	None	None	None
Act Effct Green (s)	37.4	88.4	38.9	11.9						
Actuated g/C Ratio	0.34	0.80	0.35	0.11						
v/c Ratio	0.12	0.05	1.11	0.68						
Control Delay	39.3	0.1	88.3	47.2						
Queue Delay	1.1	0.0	0.0	0.0						
Total Delay	40.5	0.1	88.3	47.2						
LOS	D	A	F	D						
Approach Delay		13.8	88.3	47.2						
Approach LOS		B	F	D						

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 15.9 (14%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.11
Intersection Signal Delay: 75.3 Intersection LOS: E
Intersection Capacity Utilization 57.4% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 4: NYS Route 110 & Olive St

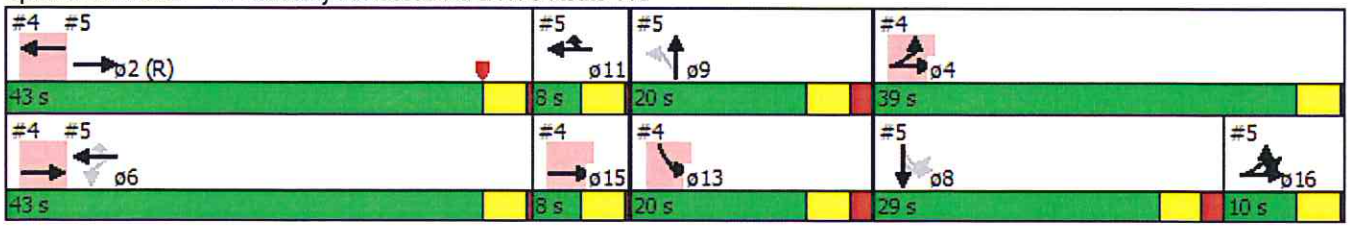


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL2	SBL	SBT	ø2	ø4
Lane Configurations												
Volume (vph)	19	991	8	946	266	7	14	8	418	17		
Turn Type	Prot	NA	custom	NA	custom	Perm	NA	Perm	Perm	NA		
Protected Phases	16	2 16		6 11	11		9			8	2	4
Permitted Phases			6		6	9		8	8			
Detector Phase	16	2 16	6	6 11	11	9	9	8	8	8		
Switch Phase												
Minimum Initial (s)	4.0		8.0		4.0	5.0	5.0	5.0	5.0	5.0	8.0	4.0
Minimum Split (s)	8.1		20.1		8.0	10.6	10.6	10.6	10.6	10.6	20.1	20.1
Total Split (s)	10.0		43.0		8.0	20.0	20.0	29.0	29.0	29.0	43.0	39.0
Total Split (%)	9.1%		39.1%		7.3%	18.2%	18.2%	26.4%	26.4%	26.4%	39%	35%
Yellow Time (s)	3.6		3.6		3.5	3.6	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	0.5		0.5		0.5	2.0	2.0	2.0	2.0	2.0	0.5	0.5
Lost Time Adjust (s)	0.0				0.0		0.0		0.0	0.0		
Total Lost Time (s)	4.1				4.0		5.6		5.6	5.6		
Lead/Lag	Lag		Lead		Lag			Lead	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes		Yes					Yes	Yes	Yes		
Recall Mode	None		None		None	None	None	None	None	None	C-Max	None
Act Effct Green (s)	6.5	49.5		45.2	45.3		11.9		25.3	25.3		
Actuated g/C Ratio	0.06	0.45		0.41	0.41		0.11		0.23	0.23		
v/c Ratio	0.86	0.65		0.89	0.41		0.93		0.92	0.88		
Control Delay	109.7	26.1		6.5	0.4		135.9		79.3	69.6		
Queue Delay	0.0	0.0		11.4	4.1		0.0		0.0	0.0		
Total Delay	109.7	26.1		17.9	4.5		135.9		79.3	69.6		
LOS	F	C		B	A		F		E	E		
Approach Delay		32.7		14.8			135.9			74.5		
Approach LOS		C		B			F			E		

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 15.9 (14%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.11
Intersection Signal Delay: 34.3 Intersection LOS: C
Intersection Capacity Utilization 85.8% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 5: Academy Pl/Nassau Rd & NYS Route 110



Lane Group	ø13	ø15
Lane Configurations		
Volume (vph)		
Turn Type		
Protected Phases	13	15
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	4.0
Minimum Split (s)	10.6	8.0
Total Split (s)	20.0	8.0
Total Split (%)	18%	7%
Yellow Time (s)	3.6	3.5
All-Red Time (s)	2.0	0.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lag
Lead-Lag Optimize?		Yes
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

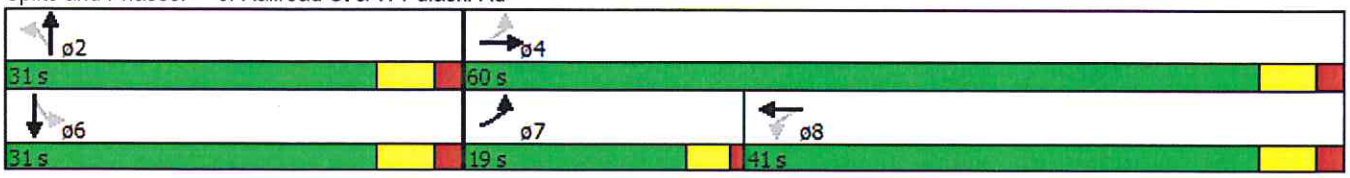
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	143	240	63	265	4	136	96	151
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	7	4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	4.0	20.0	20.0	20.0	6.0	6.0	6.0	6.0
Minimum Split (s)	8.0	26.0	26.0	26.0	12.0	12.0	12.0	12.0
Total Split (s)	19.0	60.0	41.0	41.0	31.0	31.0	31.0	31.0
Total Split (%)	20.9%	65.9%	45.1%	45.1%	34.1%	34.1%	34.1%	34.1%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag				
Lead-Lag Optimize?	Yes		Yes	Yes				
Recall Mode	None	Min	Min	Min	None	None	None	None
Act Effct Green (s)	36.6	34.6	21.3	21.3		16.0	16.0	16.0
Actuated g/C Ratio	0.58	0.55	0.34	0.34		0.25	0.25	0.25
v/c Ratio	0.30	0.31	0.22	0.49		0.57	0.49	0.76
Control Delay	8.8	9.7	20.4	22.2		24.1	29.2	29.5
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	8.8	9.7	20.4	22.2		24.1	29.2	29.5
LOS	A	A	C	C		C	C	C
Approach Delay		9.4		21.9		24.1		29.4
Approach LOS		A		C		C		C

Intersection Summary

Cycle Length: 91
Actuated Cycle Length: 62.9
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 21.0 Intersection LOS: C
Intersection Capacity Utilization 82.9% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 6: Railroad St & W Pulaski Rd

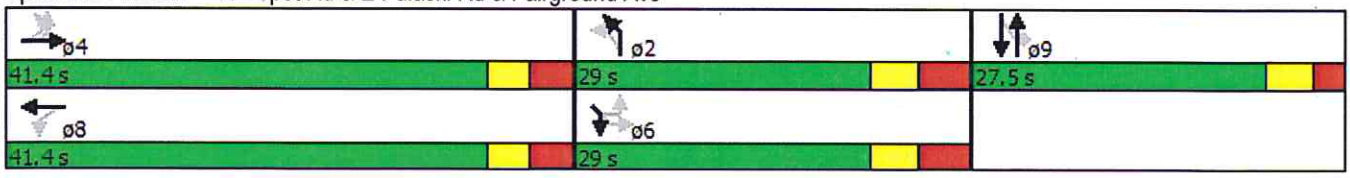


Lane Group	EBL2	EBL	EBT	WBL	WBT	NBL2	NBL	NBT	NBR	SBL	SBT	SEL2
Lane Configurations												
Volume (vph)	8	7	321	98	369	53	259	59	113	19	32	4
Turn Type	Perm	Perm	NA	Perm	NA	custom	custom	NA	Perm	Perm	NA	Perm
Protected Phases			4		8		2	9			9	
Permitted Phases	4	4		8		2	2		9	9		6
Detector Phase	4	4	4	8	8	2	2	9	9	9	9	6
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0	10.0	10.0	10.0	8.0
Minimum Split (s)	21.4	21.4	21.4	21.4	21.4	17.5	17.5	17.5	17.5	17.5	17.5	22.0
Total Split (s)	41.4	41.4	41.4	41.4	41.4	29.0	29.0	27.5	27.5	27.5	27.5	29.0
Total Split (%)	42.3%	42.3%	42.3%	42.3%	42.3%	29.6%	29.6%	28.1%	28.1%	28.1%	28.1%	29.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.4	3.4	3.4	3.4	3.4	4.0	4.0	2.5	2.5	2.5	2.5	4.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.4	6.4	6.4	6.4	7.5	7.5	6.0	6.0	6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	None	None	None	None	None	None	None
Act Effct Green (s)		30.5	30.5	30.5	30.5	19.7	19.7	10.5	10.5	10.5	10.5	
Actuated g/C Ratio		0.38	0.38	0.38	0.38	0.24	0.24	0.13	0.13	0.13	0.13	
v/c Ratio		0.11	0.73	0.52	0.83	0.72	0.65	0.26	0.40	0.18	0.34	
Control Delay		18.6	28.7	30.3	35.7	79.7	36.4	37.3	11.4	37.3	39.6	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		18.6	28.7	30.3	35.7	79.7	36.4	37.3	11.4	37.3	39.6	
LOS		B	C	C	D	E	D	D	B	D	D	
Approach Delay			28.3		34.8			35.4			39.0	
Approach LOS			C		C			D			D	

Intersection Summary

Cycle Length: 97.9
Actuated Cycle Length: 80.9
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 32.9 — Intersection LOS: C
Intersection Capacity Utilization 99.0% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 7: Depot Rd & E Pulaski Rd & Fairground Ave



Lane Group	SEL	SER
Lane Configurations		
Volume (vph)	101	259
Turn Type	Perm	Prot
Protected Phases		6
Permitted Phases	6	6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	8.0	8.0
Minimum Split (s)	22.0	22.0
Total Split (s)	29.0	29.0
Total Split (%)	29.6%	29.6%
Yellow Time (s)	3.5	3.5
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.5	7.5
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	None
Act Effct Green (s)	19.7	19.7
Actuated g/C Ratio	0.24	0.24
v/c Ratio	0.61	0.65
Control Delay	43.4	25.5
Queue Delay	0.0	0.0
Total Delay	43.4	25.5
LOS	D	C
Approach Delay	30.7	
Approach LOS	C	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	113	406	131	83	421	303	143	813	46	335	732	128
Turn Type	pm+pt	NA	Over	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	Over
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases	4			8		8	2		2	6		
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	1.0	10.0	2.0	1.0	10.0	2.0	2.0	4.0	1.0	2.0	4.0	1.0
Minimum Split (s)	5.0	16.0	6.0	7.0	16.0	6.0	6.0	10.0	7.0	6.0	10.0	5.0
Total Split (s)	13.0	22.0	22.0	13.0	22.0	26.0	22.0	19.0	13.0	26.0	23.0	13.0
Total Split (%)	16.3%	27.5%	27.5%	16.3%	27.5%	32.5%	27.5%	23.8%	16.3%	32.5%	28.8%	16.3%
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	4.0	4.0	6.0	4.0	4.0	6.0	4.0	4.0	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	25.9	16.9	9.8	24.4	14.5	38.4	31.1	19.3	33.1	43.2	27.4	8.3
Actuated g/C Ratio	0.32	0.21	0.12	0.30	0.18	0.48	0.39	0.24	0.41	0.54	0.34	0.10
v/c Ratio	0.37	0.56	0.39	0.26	0.71	0.38	0.50	1.13	0.08	0.80	0.69	0.47
Control Delay	20.4	32.2	5.8	18.7	37.4	5.3	17.6	107.9	1.7	29.1	28.1	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.4	32.2	5.8	18.7	37.4	5.3	17.6	107.9	1.7	29.1	28.1	8.8
LOS	C	C	A	B	D	A	B	F	A	C	C	A
Approach Delay		24.8			23.4			90.1			26.4	
Approach LOS		C			C			F			C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 48 (60%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 44.1 Intersection LOS: D
Intersection Capacity Utilization 75.6% ICU Level of Service D
Analysis Period (min) 15

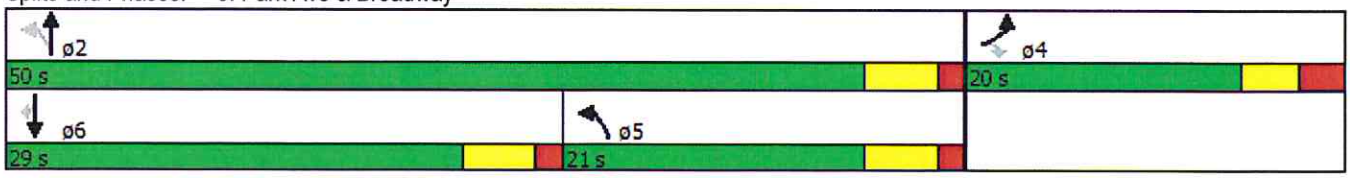
Splits and Phases: 8: Park Ave & E Pulaski Rd

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	155	495	355	684	673	216
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	2.0	16.0	16.0	16.0
Minimum Split (s)	11.5	11.5	7.3	21.3	21.3	21.3
Total Split (s)	20.0	20.0	21.0	50.0	29.0	29.0
Total Split (%)	28.6%	28.6%	30.0%	71.4%	41.4%	41.4%
Yellow Time (s)	3.0	3.0	3.8	3.8	3.8	3.8
All-Red Time (s)	2.5	2.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.3	5.3	5.3	5.3
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	12.4	12.4	44.8	44.8	23.8	23.8
Actuated g/C Ratio	0.18	0.18	0.66	0.66	0.35	0.35
v/c Ratio	0.52	0.90	0.58	0.58	0.57	0.33
Control Delay	30.5	25.9	16.3	9.2	20.6	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.5	25.9	16.3	9.2	20.6	4.2
LOS	C	C	B	A	C	A
Approach Delay	27.0			11.7	16.6	
Approach LOS	C			B	B	

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 68
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 17.7 — Intersection LOS: B
Intersection Capacity Utilization 60.3% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 9: Park Ave & Broadway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	3	10	4	0	9	0	1246	3	3	1446	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	3	11	4	0	10	0	1354	3	3	1572	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								994			797	
pX, platoon unblocked	0.73	0.73		0.73	0.73	0.73				0.73		
vC, conflicting volume	2267	2938	788	2161	2938	679	1575			1358		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2001	2915	788	1856	2915	0	1575			761		
tC, single (s)	*5.5	*5.5	*5.0	*5.5	6.5	*5.0	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	87	98	95	100	99	100			99		
cM capacity (veh/h)	79	26	511	84	11	796	414			621		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	18	14	677	680	789	789
Volume Left	4	4	0	0	3	0
Volume Right	11	10	0	3	0	3
cSH	91	221	414	1700	621	1700
Volume to Capacity	0.20	0.06	0.00	0.40	0.01	0.46
Queue Length 95th (ft)	18	5	0	0	0	0
Control Delay (s)	54.3	22.4	0.0	0.0	0.2	0.0
Lane LOS	F	C			A	
Approach Delay (s)	54.3	22.4	0.0		0.1	
Approach LOS	F	C				

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	52.2%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	0	32	0	0	0	55	1183	33	15	1404	8
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	0	35	0	0	0	60	1286	36	16	1526	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											327	
pX, platoon unblocked												
vC, conflicting volume	2326	3004	767	2254	2991	661	1535			1322		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2326	3004	767	2254	2991	661	1535			1322		
tC, single (s)	*5.5	6.5	*5.0	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	87	100	93	100	100	100	86			97		
cM capacity (veh/h)	65	11	521	18	11	405	429			519		

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	43	60	857	464	16	1017	517
Volume Left	9	60	0	0	16	0	0
Volume Right	35	0	0	36	0	0	9
cSH	216	429	1700	1700	519	1700	1700
Volume to Capacity	0.20	0.14	0.50	0.27	0.03	0.60	0.30
Queue Length 95th (ft)	18	12	0	0	2	0	0
Control Delay (s)	25.8	14.7	0.0	0.0	12.2	0.0	0.0
Lane LOS	D	B			B		
Approach Delay (s)	25.8	0.6			0.1		
Approach LOS	D						

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	55.7%	ICU Level of Service	B
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	26	199	7	182	274	58	57	0	5	85	0	77
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	28	216	8	198	298	63	62	0	5	92	0	84
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												2
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					550							
pX, platoon unblocked	0.90						0.90	0.90		0.90	0.90	0.90
vC, conflicting volume	361			224			970	1033	220	972	974	298
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	228			224			908	979	220	910	913	158
tC, single (s)	4.1			4.1			*5.5	6.5	*5.0	*5.5	6.5	*5.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			85			77	100	99	69	100	90
cM capacity (veh/h)	1200			1345			271	187	883	298	204	839

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	28	224	496	63	67	176
Volume Left	28	0	198	0	62	92
Volume Right	0	8	0	63	5	84
cSH	1200	1700	1345	1700	287	569
Volume to Capacity	0.02	0.13	0.15	0.04	0.23	0.31
Queue Length 95th (ft)	2	0	13	0	22	33
Control Delay (s)	8.1	0.0	4.1	0.0	21.4	16.4
Lane LOS	A		A		C	C
Approach Delay (s)	0.9		3.7		21.4	16.4
Approach LOS					C	C

Intersection Summary			
Average Delay	6.3		
Intersection Capacity Utilization	55.5%	ICU Level of Service	B
Analysis Period (min)	15		

* User Entered Value

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑		↱
Volume (veh/h)	286	0	0	513	0	123
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	311	0	0	558	0	134
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				355		
pX, platoon unblocked					0.85	
vC, conflicting volume			311		868	155
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			311		756	155
tC, single (s)			4.1		6.8	*5.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	86
cM capacity (veh/h)			1246		292	938

Direction, Lane #	EB 1	EB 2	WB 1	NB 1
Volume Total	155	155	558	134
Volume Left	0	0	0	0
Volume Right	0	0	0	134
cSH	1700	1700	1700	938
Volume to Capacity	0.09	0.09	0.33	0.14
Queue Length 95th (ft)	0	0	0	12
Control Delay (s)	0.0	0.0	0.0	9.5
Lane LOS				A
Approach Delay (s)	0.0		0.0	9.5
Approach LOS				A

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	30.3%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	94	14	0	118	15	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	102	15	0	128	16	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	253					
pX, platoon unblocked						
vC, conflicting volume			117		238	110
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			117		238	110
tC, single (s)			4.1		*5.5	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		98	100
cM capacity (veh/h)			1471		797	944

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	117	128	16
Volume Left	0	0	16
Volume Right	15	0	0
cSH	1700	1471	797
Volume to Capacity	0.07	0.00	0.02
Queue Length 95th (ft)	0	0	2
Control Delay (s)	0.0	0.0	9.6
Lane LOS			A
Approach Delay (s)	0.0	0.0	9.6
Approach LOS			A

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	16.2%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	108	0	0	133	21	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	117	0	0	145	23	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	110					
pX, platoon unblocked						
vC, conflicting volume			117		262	117
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			117		262	117
tC, single (s)			4.1		*5.5	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		97	100
cM capacity (veh/h)			1471		777	935

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	117	145	23
Volume Left	0	0	23
Volume Right	0	0	0
cSH	1700	1700	777
Volume to Capacity	0.07	0.09	0.03
Queue Length 95th (ft)	0	0	2
Control Delay (s)	0.0	0.0	9.8
Lane LOS			A
Approach Delay (s)	0.0	0.0	9.8
Approach LOS			A

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	17.0%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	38	0	10	54	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	41	0	11	59	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			41		122	41
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			41		122	41
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	100
cM capacity (veh/h)			1568		868	1030

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	41	70	0
Volume Left	0	11	0
Volume Right	0	0	0
cSH	1700	1568	1700
Volume to Capacity	0.02	0.01	0.00
Queue Length 95th (ft)	0	1	0
Control Delay (s)	0.0	1.2	0.0
Lane LOS		A	A
Approach Delay (s)	0.0	1.2	0.0
Approach LOS			A

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	13.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	9	1247	0	0	1445
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	10	1355	0	0	1571
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						407
pX, platoon unblocked						
vC, conflicting volume	2141	678			1355	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2141	678			1355	
tC, single (s)	6.8	*5.0			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	98			100	
cM capacity (veh/h)	42	569			503	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	10	678	678	785	785
Volume Left	0	0	0	0	0
Volume Right	10	0	0	0	0
cSH	569	1700	1700	1700	1700
Volume to Capacity	0.02	0.40	0.40	0.46	0.46
Queue Length 95th (ft)	1	0	0	0	0
Control Delay (s)	11.4	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	11.4	0.0		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	44.5%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	212	63	0	405	0	19
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	230	68	0	440	0	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				614		
pX, platoon unblocked						
vC, conflicting volume			299		705	265
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			299		705	265
tC, single (s)			4.1		6.4	*5.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	98
cM capacity (veh/h)			1262		403	847

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	299	440	21
Volume Left	0	0	0
Volume Right	68	0	21
cSH	1700	1700	847
Volume to Capacity	0.18	0.26	0.02
Queue Length 95th (ft)	0	0	2
Control Delay (s)	0.0	0.0	9.4
Lane LOS			A
Approach Delay (s)	0.0	0.0	9.4
Approach LOS			A

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	25.0%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

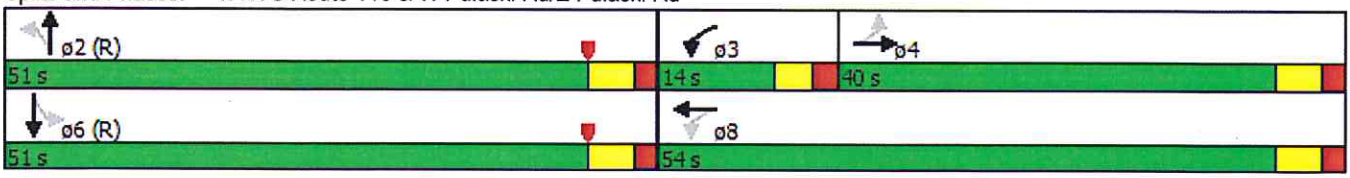
Build with Mitigation Capacity Analyses

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	37	249	173	434	32	570	34	443
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		4	3	8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	3.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.6	26.6	8.0	26.6	15.6	15.6	15.6	15.6
Total Split (s)	40.0	40.0	14.0	54.0	51.0	51.0	51.0	51.0
Total Split (%)	38.1%	38.1%	13.3%	51.4%	48.6%	48.6%	48.6%	48.6%
Yellow Time (s)	3.6	3.6	3.0	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	5.0	5.6	5.6	5.6	5.6	5.6
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	24.9	24.9	39.5	38.9	54.9	54.9	54.9	54.9
Actuated g/C Ratio	0.24	0.24	0.38	0.37	0.52	0.52	0.52	0.52
v/c Ratio	0.24	0.79	0.66	0.75	0.17	0.91	0.39	0.63
Control Delay	33.3	50.6	34.5	36.0	18.3	39.2	17.6	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.3	50.6	34.5	36.0	18.3	39.2	17.6	9.9
LOS	C	D	C	D	B	D	B	A
Approach Delay		48.6		35.6		38.3		10.4
Approach LOS		D		D		D		B

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 80 (76%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 32.2 Intersection LOS: C
Intersection Capacity Utilization 80.5% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: NYS Route 110 & W Pulaski Rd/E Pulaski Rd

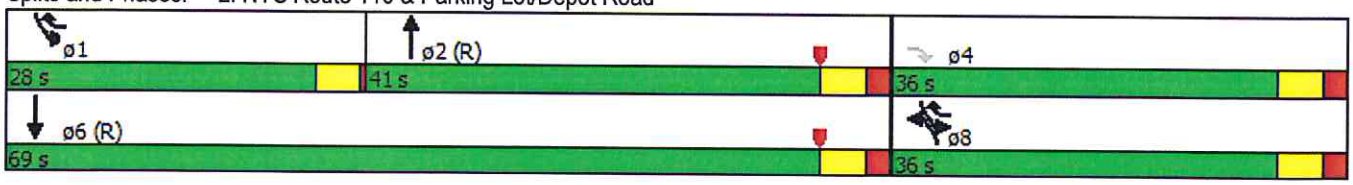


Lane Group	EBR	WBR	NBL	NBT	SBL	SBT	ø1
Lane Configurations							
Volume (vph)	49	518	38	575	273	444	
Turn Type	Perm	pt+ov	Prot	NA	Prot	NA	
Protected Phases		1 8	8	2	1 8	6	1
Permitted Phases	4						
Detector Phase	4	1 8	8	2	1 8	6	
Switch Phase							
Minimum Initial (s)	5.0		5.0	10.0		10.0	4.0
Minimum Split (s)	10.6		10.6	24.6		15.6	26.0
Total Split (s)	36.0		36.0	41.0		69.0	28.0
Total Split (%)	34.3%		34.3%	39.0%		65.7%	27%
Yellow Time (s)	3.6		3.6	3.6		3.6	3.5
All-Red Time (s)	2.0		2.0	2.0		2.0	0.5
Lost Time Adjust (s)	0.0		0.0	0.0		0.0	
Total Lost Time (s)	5.6		5.6	5.6		5.6	
Lead/Lag				Lag			Lead
Lead-Lag Optimize?				Yes			Yes
Recall Mode	None		None	C-Max		C-Max	None
Act Effct Green (s)	29.8	49.3	29.8	46.1	49.3	64.0	
Actuated g/C Ratio	0.28	0.47	0.28	0.44	0.47	0.61	
v/c Ratio	0.09	0.78	0.09	0.46	0.42	0.51	
Control Delay	0.2	26.7	18.2	21.3	12.8	24.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	0.2	26.7	18.2	21.3	12.8	24.3	
LOS	A	C	B	C	B	C	
Approach Delay				21.1		20.1	
Approach LOS				C		C	

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 78 (74%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 21.7 Intersection LOS: C
Intersection Capacity Utilization 56.0% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: NYS Route 110 & Parking Lot/Depot Road

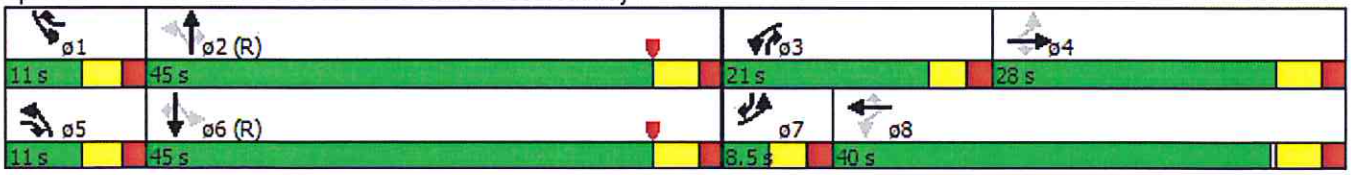


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	91	196	102	173	360	216	122	781	125	158	539	137
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	4.0	3.0	3.0	5.0	5.0	3.0	3.0	10.0	5.0	3.0	10.0	4.0
Minimum Split (s)	9.0	21.6	9.0	10.0	21.6	9.0	9.0	21.6	10.0	9.0	21.6	9.0
Total Split (s)	8.5	28.0	11.0	21.0	40.0	11.0	11.0	45.0	21.0	11.0	45.0	8.5
Total Split (%)	8.1%	26.7%	10.5%	20.0%	38.1%	10.5%	10.5%	42.9%	20.0%	10.5%	42.9%	8.1%
Yellow Time (s)	3.0	3.6	3.0	3.0	3.6	3.0	3.0	3.6	3.0	3.0	3.6	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.6	5.0	5.0	5.6	5.0	5.0	5.6	5.0	5.0	5.6	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes		Yes		Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	22.7	18.6	32.0	38.5	29.4	43.4	50.9	42.5	62.4	52.2	43.1	52.2
Actuated g/C Ratio	0.22	0.18	0.30	0.37	0.28	0.41	0.48	0.40	0.59	0.50	0.41	0.50
v/c Ratio	0.64	0.68	0.21	0.59	0.85	0.39	0.39	0.68	0.16	0.61	0.44	0.18
Control Delay	47.3	51.5	4.1	30.5	51.3	15.7	17.5	30.6	2.8	31.0	23.2	4.6
Queue Delay	0.0	0.0	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.3	51.5	4.1	30.5	54.7	15.7	17.5	30.6	2.8	31.0	23.2	4.6
LOS	D	D	A	C	D	B	B	C	A	C	C	A
Approach Delay		38.0			37.9			25.7			21.6	
Approach LOS		D			D			C			C	

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 29.4 Intersection LOS: C
Intersection Capacity Utilization 72.0% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: NYS Route 110 & Railroad St/Broadway

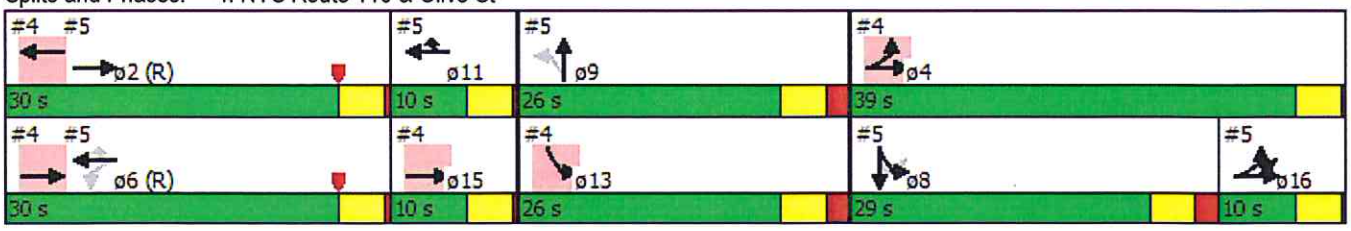


Lane Group	EBL	EBT	WBT	SBL	ø6	ø8	ø9	ø11	ø15	ø16
Lane Configurations										
Volume (vph)	20	739	984	49						
Turn Type	Prot	NA	NA	Prot						
Protected Phases	4	6 15 4	2	13	6	8	9	11	15	16
Permitted Phases										
Detector Phase	4	6 15 4	2	13						
Switch Phase										
Minimum Initial (s)	4.0		8.0	5.0	8.0	5.0	5.0	4.0	4.0	4.0
Minimum Split (s)	20.1		20.1	10.6	20.1	10.6	10.6	8.0	8.0	8.1
Total Split (s)	39.0		30.0	26.0	30.0	29.0	26.0	10.0	10.0	10.0
Total Split (%)	37.1%		28.6%	24.8%	29%	28%	25%	10%	10%	10%
Yellow Time (s)	3.6		3.6	3.6	3.6	3.6	3.6	3.5	3.5	3.6
All-Red Time (s)	0.5		0.5	2.0	0.5	2.0	2.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0						
Total Lost Time (s)	4.1		4.1	5.6						
Lead/Lag			Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?					Yes	Yes			Yes	Yes
Recall Mode	None		C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	36.4	84.2	33.7	11.1						
Actuated g/C Ratio	0.35	0.80	0.32	0.11						
v/c Ratio	0.04	0.28	0.96	0.50						
Control Delay	23.6	0.4	67.8	30.4						
Queue Delay	0.0	0.2	0.0	0.0						
Total Delay	23.6	0.6	67.8	30.4						
LOS	C	A	E	C						
Approach Delay		1.2	67.8	30.4						
Approach LOS		A	E	C						

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 100 (95%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 38.5 Intersection LOS: D
Intersection Capacity Utilization 42.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4: NYS Route 110 & Olive St

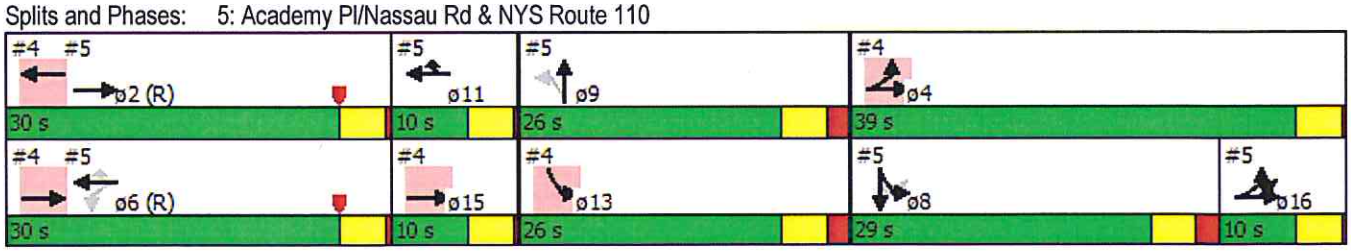


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL2	SBL	SBT	ø2	ø4
Lane Configurations												
Volume (vph)	2	455	2	757	331	8	25	9	287	9		
Turn Type	Prot	NA	custom	NA	custom	Perm	NA	Perm	custom	NA		
Protected Phases	16	2 16		6 11	11		9		8	8	2	4
Permitted Phases			6		6	9		8	8	8		
Detector Phase	16	2 16	6	6 11	11	9	9	8	8	8		
Switch Phase												
Minimum Initial (s)	4.0		8.0		4.0	5.0	5.0	5.0	5.0	5.0	8.0	4.0
Minimum Split (s)	8.1		20.1		8.0	10.6	10.6	10.6	10.6	10.6	20.1	20.1
Total Split (s)	10.0		30.0		10.0	26.0	26.0	29.0	29.0	29.0	30.0	39.0
Total Split (%)	9.5%		28.6%		9.5%	24.8%	24.8%	27.6%	27.6%	27.6%	29%	37%
Yellow Time (s)	3.6		3.6		3.5	3.6	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	0.5		0.5		0.5	2.0	2.0	2.0	2.0	2.0	0.5	0.5
Lost Time Adjust (s)	0.0				0.0		0.0		0.0	0.0		
Total Lost Time (s)	4.1				4.0		5.6		5.6	5.6		
Lead/Lag	Lag		Lead		Lag			Lead	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes		Yes					Yes	Yes	Yes		
Recall Mode	None		C-Max		None	None	None	None	None	None	C-Max	None
Act Effct Green (s)	11.2	49.0		43.7	43.8		11.1		19.6	19.6		
Actuated g/C Ratio	0.11	0.47		0.42	0.42		0.11		0.19	0.19		
v/c Ratio	0.15	0.29		0.66	0.49		0.96		0.76	0.57		
Control Delay	45.8	19.9		6.5	1.9		165.3		59.9	43.2		
Queue Delay	0.0	0.0		1.5	1.8		0.0		0.0	0.0		
Total Delay	45.8	19.9		8.0	3.7		165.3		59.9	43.2		
LOS	D	B		A	A		F		E	D		
Approach Delay		21.3		6.7			165.3			51.5		
Approach LOS		C		A			F			D		

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 100 (95%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 21.3 Intersection LOS: C
Intersection Capacity Utilization 60.7% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 5: Academy Pl/Nassau Rd & NYS Route 110



Lane Group	ø13	ø15
Lane Configurations		
Volume (vph)		
Turn Type		
Protected Phases	13	15
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	4.0
Minimum Split (s)	10.6	8.0
Total Split (s)	26.0	10.0
Total Split (%)	25%	10%
Yellow Time (s)	3.6	3.5
All-Red Time (s)	2.0	0.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lag
Lead-Lag Optimize?		Yes
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

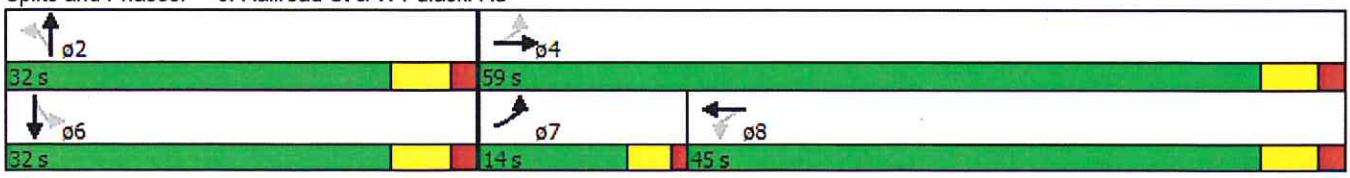
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	153	204	83	363	7	115	63	167
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	7	4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	4.0	20.0	20.0	20.0	6.0	6.0	6.0	6.0
Minimum Split (s)	8.0	26.0	26.0	26.0	12.0	12.0	12.0	12.0
Total Split (s)	14.0	59.0	45.0	45.0	32.0	32.0	32.0	32.0
Total Split (%)	15.4%	64.8%	49.5%	49.5%	35.2%	35.2%	35.2%	35.2%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag				
Lead-Lag Optimize?	Yes		Yes	Yes				
Recall Mode	None	Min	Min	Min	None	None	None	None
Act Effct Green (s)	39.5	37.4	24.5	24.5		17.7	17.7	17.7
Actuated g/C Ratio	0.59	0.55	0.36	0.36		0.26	0.26	0.26
v/c Ratio	0.43	0.30	0.26	0.62		0.42	0.25	0.79
Control Delay	10.8	9.9	19.5	23.9		21.5	23.5	32.4
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	10.8	9.9	19.5	23.9		21.5	23.5	32.4
LOS	B	A	B	C		C	C	C
Approach Delay		10.3		23.1		21.5		31.1
Approach LOS		B		C		C		C

Intersection Summary

Cycle Length: 91
Actuated Cycle Length: 67.5
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 21.5 — Intersection LOS: C
Intersection Capacity Utilization 81.4% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 6: Railroad St & W Pulaski Rd

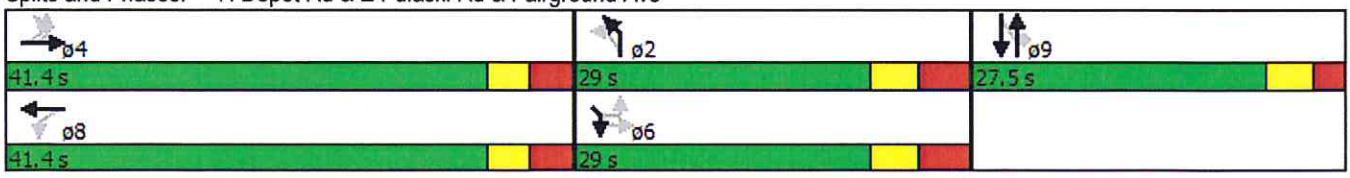


Lane Group	EBL2	EBL	EBT	WBL	WBT	NBL2	NBL	NBT	NBR	SBL	SBT	SEL2
Lane Configurations												
Volume (vph)	6	13	309	50	492	69	278	137	115	35	72	3
Turn Type	Perm	Perm	NA	Perm	NA	custom	Prot	NA	Perm	Perm	NA	Perm
Protected Phases			4		8		2	9			9	
Permitted Phases	4	4		8		2			9	9		6
Detector Phase	4	4	4	8	8	2	2	9	9	9	9	6
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0	10.0	10.0	10.0	8.0
Minimum Split (s)	21.4	21.4	21.4	21.4	21.4	17.5	17.5	17.5	17.5	17.5	17.5	22.0
Total Split (s)	41.4	41.4	41.4	41.4	41.4	29.0	29.0	27.5	27.5	27.5	27.5	29.0
Total Split (%)	42.3%	42.3%	42.3%	42.3%	42.3%	29.6%	29.6%	28.1%	28.1%	28.1%	28.1%	29.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.4	3.4	3.4	3.4	3.4	4.0	4.0	2.5	2.5	2.5	2.5	4.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.4	6.4	6.4	6.4	7.5	7.5	6.0	6.0	6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	None	None	None	None	None	None	None
Act Effct Green (s)		35.1	35.1	35.1	35.1	21.5	21.5	13.6	13.6	13.6	13.6	
Actuated g/C Ratio		0.39	0.39	0.39	0.39	0.24	0.24	0.15	0.15	0.15	0.15	
v/c Ratio		0.22	0.65	0.22	0.96	1.00	0.75	0.54	0.38	0.32	0.61	
Control Delay		27.6	28.6	22.7	55.2	143.0	45.5	42.3	9.5	39.5	45.6	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		27.6	28.6	22.7	55.2	143.0	45.5	42.3	9.5	39.5	45.6	
LOS		C	C	C	E	F	D	D	A	D	D	
Approach Delay			28.6		52.7			49.2			44.2	
Approach LOS			C		D			D			D	

Intersection Summary

Cycle Length: 97.9
Actuated Cycle Length: 90.1
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 43.0 — Intersection LOS: D
Intersection Capacity Utilization 93.5% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 7: Depot Rd & E Pulaski Rd & Fairground Ave



Lane Group	SEL	SER
Lane Configurations		
Volume (vph)	36	193
Turn Type	Perm	Prot
Protected Phases		6
Permitted Phases	6	6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	8.0	8.0
Minimum Split (s)	22.0	22.0
Total Split (s)	29.0	29.0
Total Split (%)	29.6%	29.6%
Yellow Time (s)	3.5	3.5
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.5	7.5
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	None
Act Effct Green (s)	21.5	21.5
Actuated g/C Ratio	0.24	0.24
v/c Ratio	0.33	0.59
Control Delay	37.4	24.3
Queue Delay	0.0	0.0
Total Delay	37.4	24.3
LOS	D	C
Approach Delay	26.5	
Approach LOS	C	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	124	435	144	76	478	194	155	949	42	37	661	76
Turn Type	pm+pt	NA	Over	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	Over
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases	4			8		8	2		2	6		
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	1.0	10.0	2.0	1.0	10.0	2.0	2.0	4.0	1.0	2.0	4.0	1.0
Minimum Split (s)	5.0	16.0	6.0	7.0	16.0	6.0	6.0	10.0	7.0	6.0	10.0	5.0
Total Split (s)	15.0	30.0	18.0	10.0	25.0	18.0	18.0	42.0	10.0	18.0	42.0	15.0
Total Split (%)	15.0%	30.0%	18.0%	10.0%	25.0%	18.0%	18.0%	42.0%	10.0%	18.0%	42.0%	15.0%
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	4.0	4.0	6.0	4.0	4.0	6.0	4.0	4.0	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	34.5	24.5	10.6	26.3	18.3	31.2	56.9	44.7	56.7	49.7	40.9	10.1
Actuated g/C Ratio	0.34	0.24	0.11	0.26	0.18	0.31	0.57	0.45	0.57	0.50	0.41	0.10
v/c Ratio	0.53	0.58	0.50	0.37	0.84	0.41	0.52	0.69	0.05	0.21	0.60	0.35
Control Delay	30.8	36.8	9.6	28.1	52.8	14.3	16.4	25.6	0.1	12.7	26.4	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.8	36.8	9.6	28.1	52.8	14.3	16.4	25.6	0.1	12.7	26.4	5.9
LOS	C	D	A	C	D	B	B	C	A	B	C	A
Approach Delay		30.1			40.3			23.4			23.7	
Approach LOS		C			D			C			C	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 18 (18%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 28.5 Intersection LOS: C
Intersection Capacity Utilization 66.3% ICU Level of Service C
Analysis Period (min) 15

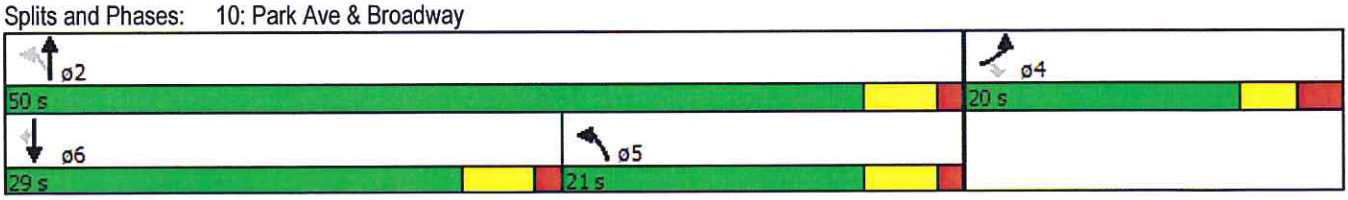
Splits and Phases: 9: Park Ave & E Pulaski Rd

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	101	366	480	766	605	280
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	2.0	16.0	16.0	16.0
Minimum Split (s)	11.5	11.5	7.3	21.3	21.3	21.3
Total Split (s)	20.0	20.0	21.0	50.0	29.0	29.0
Total Split (%)	28.6%	28.6%	30.0%	71.4%	41.4%	41.4%
Yellow Time (s)	3.0	3.0	3.8	3.8	3.8	3.8
All-Red Time (s)	2.5	2.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.3	5.3	5.3	5.3
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	9.2	9.2	44.8	44.8	23.8	23.8
Actuated g/C Ratio	0.14	0.14	0.69	0.69	0.37	0.37
v/c Ratio	0.39	0.69	0.74	0.63	0.52	0.42
Control Delay	29.2	10.6	21.2	9.0	18.3	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.2	10.6	21.2	9.0	18.3	4.2
LOS	C	B	C	A	B	A
Approach Delay	14.6			13.7	13.9	
Approach LOS	B			B	B	

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 64.8
Natural Cycle: 50
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 13.9 Intersection LOS: B
Intersection Capacity Utilization 62.3% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 10: Park Ave & Broadway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	0	16	5	0	5	0	1021	4	0	808	8
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	0	17	5	0	5	0	1110	4	0	878	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								994			797	
pX, platoon unblocked	0.83	0.83	0.98	0.83	0.83	0.82	0.98			0.82		
vC, conflicting volume	1443	1997	443	1568	1999	557	887			1114		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	986	1654	378	1137	1657	7	833			689		
tC, single (s)	*5.5	6.5	*5.0	*5.5	6.5	*5.0	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	100	98	98	100	99	100			100		
cM capacity (veh/h)	291	81	741	241	80	879	776			735		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	25	11	555	559	439	448
Volume Left	8	5	0	0	0	0
Volume Right	17	5	0	4	0	9
cSH	504	379	776	1700	735	1700
Volume to Capacity	0.05	0.03	0.00	0.33	0.00	0.26
Queue Length 95th (ft)	4	2	0	0	0	0
Control Delay (s)	12.5	14.8	0.0	0.0	0.0	0.0
Lane LOS	B	B				
Approach Delay (s)	12.5	14.8	0.0		0.0	
Approach LOS	B	B				

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	38.4%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	0	29	0	0	0	46	995	14	9	769	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	0	32	0	0	0	50	1082	15	10	836	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											327	
pX, platoon unblocked	0.95	0.95	0.95	0.95	0.95		0.95					
vC, conflicting volume	1502	2058	423	1658	2055	548	847			1097		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1415	2003	275	1581	2001	548	723			1097		
tC, single (s)	*5.5	6.5	*5.0	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	100	96	100	100	100	94			98		
cM capacity (veh/h)	194	52	792	63	52	480	828			632		

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	37	50	721	376	10	557	289
Volume Left	5	50	0	0	10	0	0
Volume Right	32	0	0	15	0	0	11
cSH	545	828	1700	1700	632	1700	1700
Volume to Capacity	0.07	0.06	0.42	0.22	0.02	0.33	0.17
Queue Length 95th (ft)	5	5	0	0	1	0	0
Control Delay (s)	12.1	9.6	0.0	0.0	10.8	0.0	0.0
Lane LOS	B	A			B		
Approach Delay (s)	12.1	0.4			0.1		
Approach LOS	B						

Intersection Summary				
Average Delay	0.5			
Intersection Capacity Utilization	44.6%	ICU Level of Service	A	
Analysis Period (min)	15			

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	270	20	279	281	56	30	3	5	60	8	36
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	293	22	303	305	61	33	3	5	65	9	39
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												2
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					554							
pX, platoon unblocked	0.79						0.79	0.79		0.79	0.79	0.79
vC, conflicting volume	366			315			1247	1303	304	1239	1253	305
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	69			315			1180	1252	304	1170	1189	0
tC, single (s)	4.1			4.1			*5.5	*5.5	*5.0	*5.5	*5.5	*5.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			76			80	98	99	64	94	95
cM capacity (veh/h)	1214			1245			166	146	815	179	156	860

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	13	315	609	61	41	113
Volume Left	13	0	303	0	33	65
Volume Right	0	22	0	61	5	39
cSH	1214	1700	1245	1700	183	270
Volume to Capacity	0.01	0.19	0.24	0.04	0.23	0.42
Queue Length 95th (ft)	1	0	24	0	21	49
Control Delay (s)	8.0	0.0	5.7	0.0	30.3	29.0
Lane LOS	A		A		D	D
Approach Delay (s)	0.3		5.2		30.3	29.0
Approach LOS					D	D

Intersection Summary			
Average Delay	7.0		
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		

* User Entered Value

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	334	0	0	615	0	53
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	363	0	0	668	0	58
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				359		
pX, platoon unblocked					0.74	
vC, conflicting volume			363		1032	182
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			363		869	182
tC, single (s)			4.1		6.8	*5.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	94
cM capacity (veh/h)			1192		216	915

Direction, Lane #	EB 1	EB 2	WB 1	NB 1
Volume Total	182	182	668	58
Volume Left	0	0	0	0
Volume Right	0	0	0	58
cSH	1700	1700	1700	915
Volume to Capacity	0.11	0.11	0.39	0.06
Queue Length 95th (ft)	0	0	0	5
Control Delay (s)	0.0	0.0	0.0	9.2
Lane LOS				A
Approach Delay (s)	0.0		0.0	9.2
Approach LOS				A

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	35.7%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	33	0	3	53	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	36	0	3	58	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			36		100	36
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			36		100	36
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1575		897	1037

Direction, Lane #	EB 1	WB 1
Volume Total	36	61
Volume Left	0	3
Volume Right	0	0
cSH	1700	1575
Volume to Capacity	0.02	0.00
Queue Length 95th (ft)	0	0
Control Delay (s)	0.0	0.4
Lane LOS		A
Approach Delay (s)	0.0	0.4
Approach LOS		

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	8.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	3	1041	0	0	811
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	3	1132	0	0	882
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						407
pX, platoon unblocked	0.95					
vC, conflicting volume	1572	566			1132	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1495	566			1132	
tC, single (s)	6.8	*5.0			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			100	
cM capacity (veh/h)	108	634			613	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	3	566	566	441	441
Volume Left	0	0	0	0	0
Volume Right	3	0	0	0	0
cSH	634	1700	1700	1700	1700
Volume to Capacity	0.01	0.33	0.33	0.26	0.26
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	10.7	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	10.7	0.0		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	38.8%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	32	5	0	84	25	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	35	5	0	91	27	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	253					
pX, platoon unblocked						
vC, conflicting volume			40		129	38
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			40		129	38
tC, single (s)			4.1		*5.5	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		97	100
cM capacity (veh/h)			1569		895	1035

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	40	91	27
Volume Left	0	0	27
Volume Right	5	0	0
cSH	1700	1569	895
Volume to Capacity	0.02	0.00	0.03
Queue Length 95th (ft)	0	0	2
Control Delay (s)	0.0	0.0	9.2
Lane LOS			A
Approach Delay (s)	0.0	0.0	9.2
Approach LOS			A

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	14.4%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	37	0	0	109	8	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	40	0	0	118	9	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	110					
pX, platoon unblocked						
vC, conflicting volume			40		159	40
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			40		159	40
tC, single (s)			4.1		*5.5	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1569		867	1031

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	40	118	9
Volume Left	0	0	9
Volume Right	0	0	0
cSH	1700	1700	867
Volume to Capacity	0.02	0.07	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	0.0	0.0	9.2
Lane LOS			A
Approach Delay (s)	0.0	0.0	9.2
Approach LOS			A

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	15.7%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	293	59	0	343	0	8
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	318	64	0	373	0	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				618		
pX, platoon unblocked						
vC, conflicting volume			383		723	351
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			383		723	351
tC, single (s)			4.1		6.4	*5.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	99
cM capacity (veh/h)			1176		393	780

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	383	373	9
Volume Left	0	0	0
Volume Right	64	0	9
cSH	1700	1700	780
Volume to Capacity	0.23	0.22	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	0.0	0.0	9.7
Lane LOS			A
Approach Delay (s)	0.0	0.0	9.7
Approach LOS			A

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	29.0%	ICU Level of Service	A
Analysis Period (min)	15		

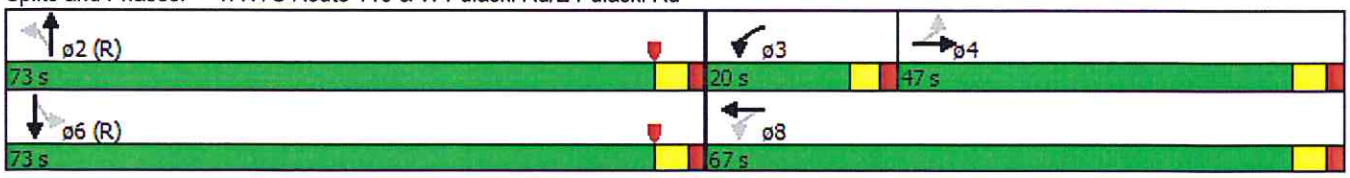
* User Entered Value

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	36	360	183	388	45	598	65	662
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		4	3	8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	3.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.6	26.6	8.0	26.6	15.6	15.6	15.6	15.6
Total Split (s)	47.0	47.0	20.0	67.0	73.0	73.0	73.0	73.0
Total Split (%)	33.6%	33.6%	14.3%	47.9%	52.1%	52.1%	52.1%	52.1%
Yellow Time (s)	3.6	3.6	3.0	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	5.0	5.6	5.6	5.6	5.6	5.6
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	38.2	38.2	58.0	57.4	71.4	71.4	71.4	71.4
Actuated g/C Ratio	0.27	0.27	0.41	0.41	0.51	0.51	0.51	0.51
v/c Ratio	0.22	0.92	0.77	0.65	0.32	0.84	0.64	0.80
Control Delay	41.2	74.3	46.5	37.1	30.2	39.2	45.9	27.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	41.2	74.3	46.5	37.1	30.2	39.2	45.9	27.3
LOS	D	E	D	D	C	D	D	C
Approach Delay		71.5		39.9		38.7		28.9
Approach LOS		E		D		D		C

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 90 (64%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 41.6 Intersection LOS: D
Intersection Capacity Utilization 98.4% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 1: NYS Route 110 & W Pulaski Rd/E Pulaski Rd

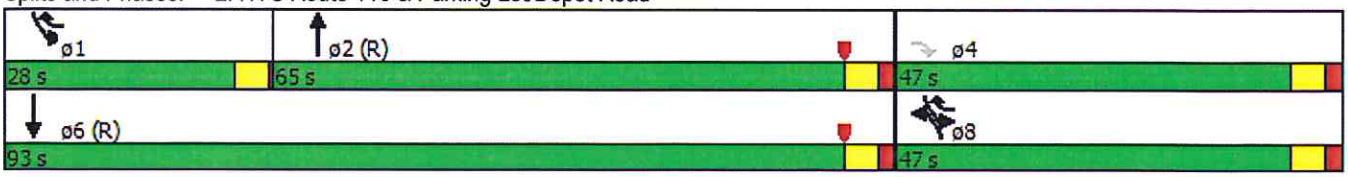


Lane Group	EBR	WBR	NBL	NBT	SBL	SBT	ø1
Lane Configurations							
Volume (vph)	31	398	16	622	596	701	
Turn Type	Perm	pt+ov	Prot	NA	Prot	NA	
Protected Phases		1 8	8	2	1 8	6	1
Permitted Phases	4						
Detector Phase	4	1 8	8	2	1 8	6	
Switch Phase							
Minimum Initial (s)	5.0		5.0	10.0		10.0	4.0
Minimum Split (s)	10.6		10.6	24.6		15.6	26.0
Total Split (s)	47.0		47.0	65.0		93.0	28.0
Total Split (%)	33.6%		33.6%	46.4%		66.4%	20%
Yellow Time (s)	3.6		3.6	3.6		3.6	3.5
All-Red Time (s)	2.0		2.0	2.0		2.0	0.5
Lost Time Adjust (s)	0.0		0.0	0.0		0.0	
Total Lost Time (s)	5.6		5.6	5.6		5.6	
Lead/Lag				Lag			Lead
Lead-Lag Optimize?				Yes			Yes
Recall Mode	None		None	C-Max		C-Max	None
Act Effct Green (s)	41.4	62.6	41.4	67.8	62.6	87.4	
Actuated g/C Ratio	0.30	0.45	0.30	0.48	0.45	0.62	
v/c Ratio	0.05	0.56	0.03	0.39	0.82	0.70	
Control Delay	0.2	20.2	41.5	8.3	30.5	35.7	
Queue Delay	0.0	0.0	0.0	0.0	0.1	1.2	
Total Delay	0.2	20.2	41.5	8.3	30.6	36.9	
LOS	A	C	D	A	C	D	
Approach Delay				9.1		34.1	
Approach LOS				A		C	

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 113 (81%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 24.7 Intersection LOS: C
Intersection Capacity Utilization 58.2% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: NYS Route 110 & Parking Lot/Depot Road

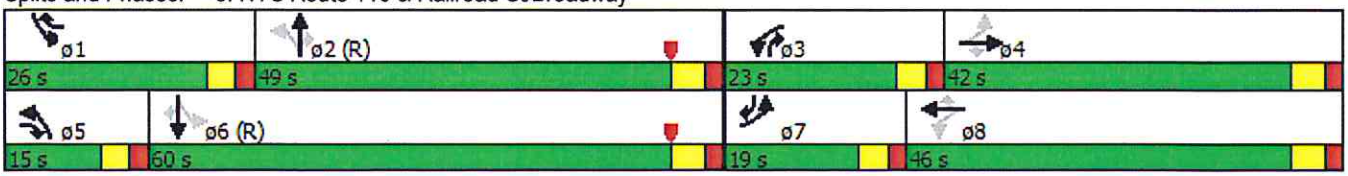


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	161	314	184	206	227	212	102	751	160	285	961	114
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	4.0	3.0	3.0	5.0	5.0	3.0	3.0	10.0	5.0	3.0	10.0	4.0
Minimum Split (s)	9.5	21.6	9.0	10.0	21.6	9.0	9.0	21.6	10.0	9.0	21.6	9.5
Total Split (s)	19.0	42.0	15.0	23.0	46.0	26.0	15.0	49.0	23.0	26.0	60.0	19.0
Total Split (%)	13.6%	30.0%	10.7%	16.4%	32.9%	18.6%	10.7%	35.0%	16.4%	18.6%	42.9%	13.6%
Yellow Time (s)	3.0	3.6	3.0	3.0	3.6	3.0	3.0	3.6	3.0	3.0	3.6	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.6	5.0	5.0	5.6	5.0	5.0	5.6	5.0	5.0	5.6	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes		Yes		Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	47.3	33.2	48.1	55.7	37.4	64.0	56.8	46.9	70.3	73.5	58.6	77.7
Actuated g/C Ratio	0.34	0.24	0.34	0.40	0.27	0.46	0.41	0.34	0.50	0.52	0.42	0.56
v/c Ratio	0.57	0.90	0.40	0.94	0.56	0.35	0.56	0.73	0.23	0.88	0.77	0.14
Control Delay	35.0	75.3	20.5	77.1	48.6	14.8	31.8	46.1	7.0	51.6	32.1	6.7
Queue Delay	0.0	0.0	0.1	1.1	4.1	1.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.0	75.3	20.5	78.2	52.7	16.4	31.8	46.1	7.0	51.6	32.1	6.7
LOS	D	E	C	E	D	B	C	D	A	D	C	A
Approach Delay		50.2			48.9			38.5			34.1	
Approach LOS		D			D			D			C	

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 41.1 Intersection LOS: D
Intersection Capacity Utilization 82.2% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 3: NYS Route 110 & Railroad St/Broadway

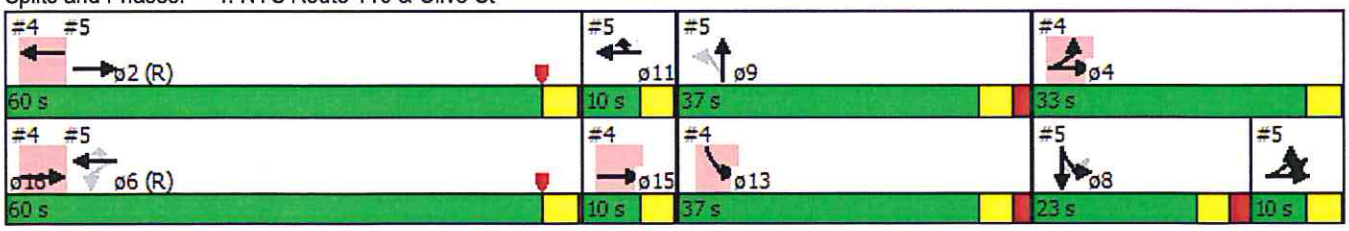


Lane Group	EBL	EBT	WBT	SBL	ø6	ø8	ø9	ø11	ø15	ø16
Lane Configurations										
Volume (vph)	60	1154	1025	75						
Turn Type	Prot	NA	NA	Prot						
Protected Phases	4	6 15 4	2	13	6	8	9	11	15	16
Permitted Phases										
Detector Phase	4	6 15 4	2	13						
Switch Phase										
Minimum Initial (s)	4.0		8.0	5.0	8.0	5.0	5.0	4.0	4.0	4.0
Minimum Split (s)	20.1		20.1	10.6	20.1	10.6	10.6	8.0	8.0	8.1
Total Split (s)	33.0		60.0	37.0	60.0	23.0	37.0	10.0	10.0	10.0
Total Split (%)	23.6%		42.9%	26.4%	43%	16%	26%	7%	7%	7%
Yellow Time (s)	3.6		3.6	3.6	3.6	3.6	3.6	3.5	3.5	3.6
All-Red Time (s)	0.5		0.5	2.0	0.5	2.0	2.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0						
Total Lost Time (s)	4.1		4.1	5.6						
Lead/Lag			Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?					Yes	Yes			Yes	Yes
Recall Mode	None		C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	44.5	114.5	55.9	15.8						
Actuated g/C Ratio	0.32	0.82	0.40	0.11						
v/c Ratio	0.14	0.51	0.92	0.70						
Control Delay	51.0	0.9	54.3	63.5						
Queue Delay	1.7	0.1	0.0	0.0						
Total Delay	52.7	1.0	54.3	63.5						
LOS	D	A	D	E						
Approach Delay		3.5	54.3	63.5						
Approach LOS		A	D	E						

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 100 (71%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 28.9 Intersection LOS: C
Intersection Capacity Utilization 53.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4: NYS Route 110 & Olive St

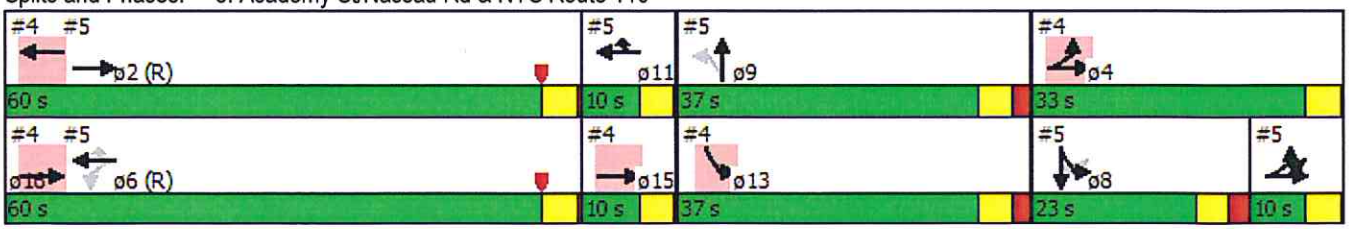


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL2	SBL	SBT	ø2	ø4
Lane Configurations												
Volume (vph)	14	799	2	795	289	9	23	16	403	15		
Turn Type	Prot	NA	custom	NA	custom	Perm	NA	Perm	custom	NA		
Protected Phases	16	2 16		6 11	11		9		8	8	2	4
Permitted Phases			6		6	9		8	8	8		
Detector Phase	16	2 16	6	6 11	11	9	9	8	8	8		
Switch Phase												
Minimum Initial (s)	4.0		8.0		4.0	5.0	5.0	5.0	5.0	5.0	8.0	4.0
Minimum Split (s)	8.1		20.1		8.0	10.6	10.6	10.6	10.6	10.6	20.1	20.1
Total Split (s)	10.0		60.0		10.0	37.0	37.0	23.0	23.0	23.0	60.0	33.0
Total Split (%)	7.1%		42.9%		7.1%	26.4%	26.4%	16.4%	16.4%	16.4%	43%	24%
Yellow Time (s)	3.6		3.6		3.5	3.6	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	0.5		0.5		0.5	2.0	2.0	2.0	2.0	2.0	0.5	0.5
Lost Time Adjust (s)	0.0				0.0		0.0		0.0	0.0		
Total Lost Time (s)	4.1				4.0		5.6		5.6	5.6		
Lead/Lag	Lag		Lead		Lag			Lead	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes		Yes					Yes	Yes	Yes		
Recall Mode	None		C-Max		None	None	None	None	None	None	C-Max	None
Act Effct Green (s)	5.9	65.9		65.9	66.0		15.8		33.0	33.0		
Actuated g/C Ratio	0.04	0.47		0.47	0.47		0.11		0.24	0.24		
v/c Ratio	0.81	0.57		0.61	0.42		0.95		0.83	0.62		
Control Delay	126.4	28.5		4.0	1.1		152.4		74.4	56.1		
Queue Delay	0.0	0.0		1.9	2.6		0.0		0.0	0.0		
Total Delay	126.4	28.5		5.9	3.6		152.4		74.4	56.1		
LOS	F	C		A	A		F		E	E		
Approach Delay		34.5		5.3			152.4			65.3		
Approach LOS		C		A			F			E		

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 100 (71%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 30.0 Intersection LOS: C
Intersection Capacity Utilization 71.6% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 5: Academy St/Nassau Rd & NYS Route 110



Lane Group	ø13	ø15
Lane Configurations		
Volume (vph)		
Turn Type		
Protected Phases	13	15
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	4.0
Minimum Split (s)	10.6	8.0
Total Split (s)	37.0	10.0
Total Split (%)	26%	7%
Yellow Time (s)	3.6	3.5
All-Red Time (s)	2.0	0.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lag
Lead-Lag Optimize?		Yes
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

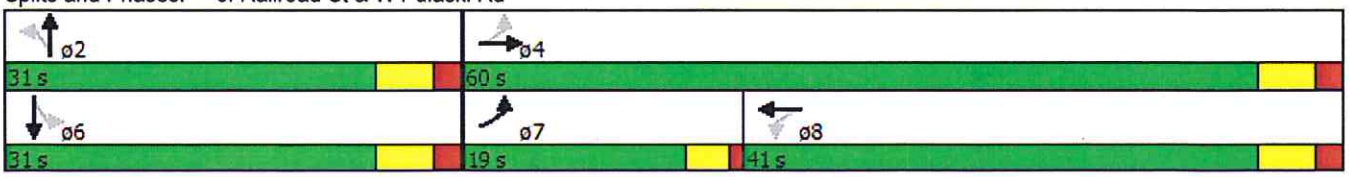
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	201	354	64	279	6	205	85	152
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	7	4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	4.0	20.0	20.0	20.0	6.0	6.0	6.0	6.0
Minimum Split (s)	8.0	26.0	26.0	26.0	12.0	12.0	12.0	12.0
Total Split (s)	19.0	60.0	41.0	41.0	31.0	31.0	31.0	31.0
Total Split (%)	20.9%	65.9%	45.1%	45.1%	34.1%	34.1%	34.1%	34.1%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag				
Lead-Lag Optimize?	Yes		Yes	Yes				
Recall Mode	None	Min	Min	Min	None	None	None	None
Act Effct Green (s)	40.2	38.1	22.7	22.7		16.4	16.4	16.4
Actuated g/C Ratio	0.60	0.57	0.34	0.34		0.25	0.25	0.25
v/c Ratio	0.45	0.45	0.26	0.57		0.64	0.51	0.78
Control Delay	9.8	10.9	21.6	24.0		28.6	33.0	32.7
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	9.8	10.9	21.6	24.0		28.6	33.0	32.7
LOS	A	B	C	C		C	C	C
Approach Delay		10.5		23.5		28.6		32.8
Approach LOS		B		C		C		C

Intersection Summary

Cycle Length: 91
Actuated Cycle Length: 66.9
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 21.6 — Intersection LOS: C
Intersection Capacity Utilization 89.1% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 6: Railroad St & W Pulaski Rd

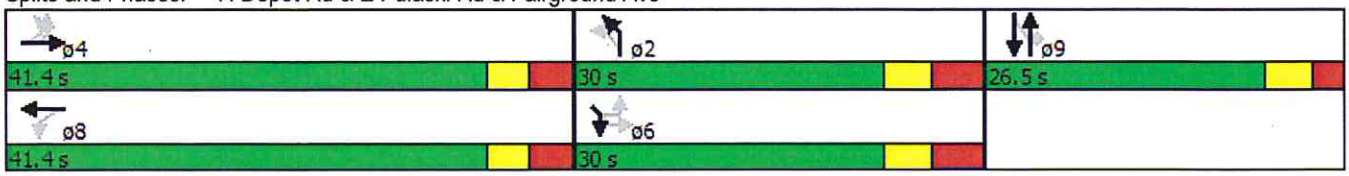


Lane Group	EBL2	EBL	EBT	WBL	WBT	NBL2	NBL	NBT	NBR	SBL	SBT	SEL2
Lane Configurations												
Volume (vph)	7	18	437	124	427	73	218	94	177	55	141	3
Turn Type	Perm	Perm	NA	Perm	NA	custom	custom	NA	Perm	Perm	NA	Perm
Protected Phases			4		8		2	9			9	
Permitted Phases	4	4		8		2	2		9	9		6
Detector Phase	4	4	4	8	8	2	2	9	9	9	9	6
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0	10.0	10.0	10.0	8.0
Minimum Split (s)	21.4	21.4	21.4	21.4	21.4	17.5	17.5	17.5	17.5	17.5	17.5	22.0
Total Split (s)	41.4	41.4	41.4	41.4	41.4	30.0	30.0	26.5	26.5	26.5	26.5	30.0
Total Split (%)	42.3%	42.3%	42.3%	42.3%	42.3%	30.6%	30.6%	27.1%	27.1%	27.1%	27.1%	30.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.4	3.4	3.4	3.4	3.4	4.0	4.0	2.5	2.5	2.5	2.5	4.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.4	6.4	6.4	6.4	7.5	7.5	6.0	6.0	6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	None	None	None	None	None	None	None
Act Effct Green (s)		33.9	33.9	33.9	33.9	22.1	22.1	14.2	14.2	14.2	14.2	
Actuated g/C Ratio		0.38	0.38	0.38	0.38	0.25	0.25	0.16	0.16	0.16	0.16	
v/c Ratio		0.19	0.76	0.80	0.88	0.88	0.50	0.33	0.46	0.30	0.64	
Control Delay		25.2	34.0	61.8	44.2	107.6	34.9	37.1	9.3	38.0	46.0	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		25.2	34.0	61.8	44.2	107.6	34.9	37.1	9.3	38.0	46.0	
LOS		C	C	E	D	F	C	D	A	D	D	
Approach Delay			33.6		47.5			36.7			44.2	
Approach LOS			C		D			D			D	

Intersection Summary

Cycle Length: 97.9
Actuated Cycle Length: 90.2
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 41.9 Intersection LOS: D
Intersection Capacity Utilization 112.2% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 7: Depot Rd & E Pulaski Rd & Fairground Ave



Lane Group	SEL	SER
Lane Configurations		
Volume (vph)	130	386
Turn Type	Perm	Prot
Protected Phases		6
Permitted Phases	6	6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	8.0	8.0
Minimum Split (s)	22.0	22.0
Total Split (s)	30.0	30.0
Total Split (%)	30.6%	30.6%
Yellow Time (s)	3.5	3.5
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.5	7.5
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	None
Act Effct Green (s)	22.1	22.1
Actuated g/C Ratio	0.25	0.25
v/c Ratio	0.57	0.90
Control Delay	41.9	49.5
Queue Delay	0.0	0.0
Total Delay	41.9	49.5
LOS	D	D
Approach Delay	47.6	
Approach LOS	D	

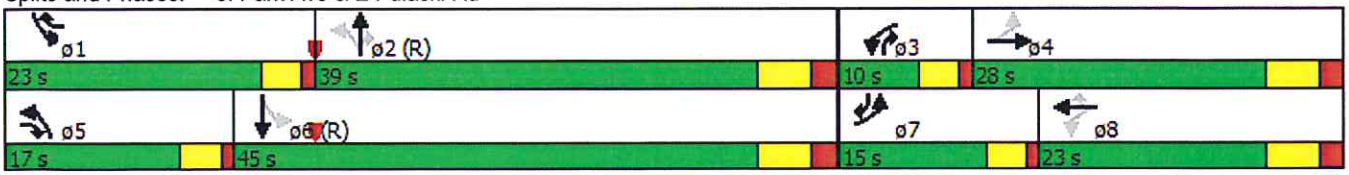
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	114	615	229	80	493	201	177	772	63	346	1141	239
Turn Type	pm+pt	NA	Over	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	Over
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases	4			8		8	2		2	6		
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	1.0	10.0	2.0	1.0	10.0	2.0	2.0	4.0	1.0	2.0	4.0	1.0
Minimum Split (s)	5.0	16.0	6.0	7.0	16.0	6.0	6.0	10.0	7.0	6.0	10.0	5.0
Total Split (s)	15.0	28.0	17.0	10.0	23.0	23.0	17.0	39.0	10.0	23.0	45.0	15.0
Total Split (%)	15.0%	28.0%	17.0%	10.0%	23.0%	23.0%	17.0%	39.0%	10.0%	23.0%	45.0%	15.0%
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	4.0	4.0	6.0	4.0	4.0	6.0	4.0	4.0	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	32.7	22.9	10.8	25.1	17.1	39.8	49.2	36.4	48.4	59.1	42.3	9.8
Actuated g/C Ratio	0.33	0.23	0.11	0.25	0.17	0.40	0.49	0.36	0.48	0.59	0.42	0.10
v/c Ratio	0.49	0.85	0.64	0.47	0.84	0.30	0.70	0.63	0.08	0.82	0.79	0.77
Control Delay	30.9	49.0	13.5	33.3	54.2	9.3	34.6	29.8	0.2	30.8	30.5	29.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.9	49.0	13.5	33.3	54.2	9.3	34.6	29.8	0.2	30.8	30.5	29.9
LOS	C	D	B	C	D	A	C	C	A	C	C	C
Approach Delay		38.4			40.4			28.8			30.5	
Approach LOS		D			D			C			C	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 18 (18%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 33.6 Intersection LOS: C
Intersection Capacity Utilization 79.4% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 8: Park Ave & E Pulaski Rd

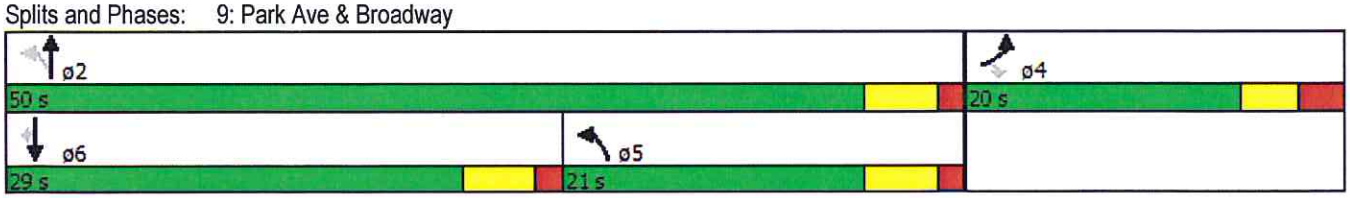


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	231	577	387	690	811	132
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	2.0	16.0	16.0	16.0
Minimum Split (s)	11.5	11.5	7.3	21.3	21.3	21.3
Total Split (s)	20.0	20.0	21.0	50.0	29.0	29.0
Total Split (%)	28.6%	28.6%	30.0%	71.4%	41.4%	41.4%
Yellow Time (s)	3.0	3.0	3.8	3.8	3.8	3.8
All-Red Time (s)	2.5	2.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.3	5.3	5.3	5.3
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	13.4	13.4	44.7	44.7	23.7	23.7
Actuated g/C Ratio	0.19	0.19	0.65	0.65	0.34	0.34
v/c Ratio	0.64	0.93	0.75	0.62	0.71	0.23
Control Delay	33.6	30.4	27.1	10.2	23.8	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.6	30.4	27.1	10.2	23.8	4.5
LOS	C	C	C	B	C	A
Approach Delay	31.4			16.3	21.1	
Approach LOS	C			B	C	

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 68.9
Natural Cycle: 65
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 22.2 Intersection LOS: C
Intersection Capacity Utilization 70.1% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 9: Park Ave & Broadway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	0	11	5	0	3	2	1129	3	2	1241	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	0	12	5	0	3	2	1227	3	2	1349	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								994			797	
pX, platoon unblocked	0.86	0.86	0.89	0.86	0.86	0.80	0.89			0.80		
vC, conflicting volume	1974	2588	674	1924	2586	615	1349			1230		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1226	1942	387	1167	1940	28	1145			795		
tC, single (s)	*5.5	6.5	*5.0	*5.5	6.5	*5.0	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	100	98	98	100	100	100			100		
cM capacity (veh/h)	229	55	670	241	55	848	539			660		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	22	9	616	617	677	674
Volume Left	10	5	2	0	2	0
Volume Right	12	3	0	3	0	0
cSH	359	330	539	1700	660	1700
Volume to Capacity	0.06	0.03	0.00	0.36	0.00	0.40
Queue Length 95th (ft)	5	2	0	0	0	0
Control Delay (s)	15.7	16.2	0.1	0.0	0.1	0.0
Lane LOS	C	C	A		A	
Approach Delay (s)	15.7	16.2	0.1		0.0	
Approach LOS	C	C				

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	45.7%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	0	42	0	0	0	59	1063	37	17	1190	16
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	0	46	0	0	0	64	1155	40	18	1293	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											327	
pX, platoon unblocked	0.88	0.88	0.88	0.88	0.88		0.88					
vC, conflicting volume	2045	2663	655	2033	2652	598	1311			1196		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1910	2615	325	1897	2602	598	1072			1196		
tC, single (s)	*5.5	6.5	*5.0	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	100	93	100	100	100	89			97		
cM capacity (veh/h)	95	18	701	31	18	446	566			580		

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	50	64	770	425	18	862	449
Volume Left	4	64	0	0	18	0	0
Volume Right	46	0	0	40	0	0	17
cSH	451	566	1700	1700	580	1700	1700
Volume to Capacity	0.11	0.11	0.45	0.25	0.03	0.51	0.26
Queue Length 95th (ft)	9	10	0	0	2	0	0
Control Delay (s)	14.0	12.2	0.0	0.0	11.4	0.0	0.0
Lane LOS	B	B			B		
Approach Delay (s)	14.0	0.6			0.2		
Approach LOS	B						

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	50.1%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	34	385	10	100	281	59	84	0	25	70	0	41
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	37	418	11	109	305	64	91	0	27	76	0	45
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												2
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					553							
pX, platoon unblocked	0.88						0.88	0.88		0.88	0.88	0.88
vC, conflicting volume	370			429			1021	1085	424	1042	1026	305
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	217			429			956	1029	424	981	962	144
tC, single (s)	4.1			4.1			*5.5	6.5	*5.0	*5.5	6.5	*5.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			90			67	100	96	72	100	95
cM capacity (veh/h)	1192			1130			276	180	727	273	197	836

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	37	429	414	64	118	121
Volume Left	37	0	109	0	91	76
Volume Right	0	11	0	64	27	45
cSH	1192	1700	1130	1700	322	433
Volume to Capacity	0.03	0.25	0.10	0.04	0.37	0.28
Queue Length 95th (ft)	2	0	8	0	41	28
Control Delay (s)	8.1	0.0	3.0	0.0	22.6	18.2
Lane LOS	A		A		C	C
Approach Delay (s)	0.6		2.6		22.6	18.2
Approach LOS					C	C

Intersection Summary			
Average Delay	5.4		
Intersection Capacity Utilization	64.0%	ICU Level of Service	C
Analysis Period (min)	15		

* User Entered Value

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	479	0	0	439	0	175
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	521	0	0	477	0	190
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				358		
pX, platoon unblocked					0.84	
vC, conflicting volume			521		998	260
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			521		901	260
tC, single (s)			4.1		6.8	*5.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	78
cM capacity (veh/h)			1042		233	850

Direction, Lane #	EB 1	EB 2	WB 1	NB 1
Volume Total	260	260	477	190
Volume Left	0	0	0	0
Volume Right	0	0	0	190
cSH	1700	1700	1700	850
Volume to Capacity	0.15	0.15	0.28	0.22
Queue Length 95th (ft)	0	0	0	21
Control Delay (s)	0.0	0.0	0.0	10.5
Lane LOS				B
Approach Delay (s)	0.0		0.0	10.5
Approach LOS				B

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	30.7%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	93	22	0	105	13	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	101	24	0	114	14	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	253					
pX, platoon unblocked						
vC, conflicting volume			125		227	113
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			125		227	113
tC, single (s)			4.1		*5.5	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		98	100
cM capacity (veh/h)			1462		806	940

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	125	114	14
Volume Left	0	0	14
Volume Right	24	0	0
cSH	1700	1462	806
Volume to Capacity	0.07	0.00	0.02
Queue Length 95th (ft)	0	0	1
Control Delay (s)	0.0	0.0	9.5
Lane LOS			A
Approach Delay (s)	0.0	0.0	9.5
Approach LOS			A

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	16.2%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	115	0	0	118	24	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	125	0	0	128	26	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	110					
pX, platoon unblocked						
vC, conflicting volume			125		253	125
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			125		253	125
tC, single (s)			4.1		*5.5	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		97	100
cM capacity (veh/h)			1462		785	926

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	125	128	26
Volume Left	0	0	26
Volume Right	0	0	0
cSH	1700	1700	785
Volume to Capacity	0.07	0.08	0.03
Queue Length 95th (ft)	0	0	3
Control Delay (s)	0.0	0.0	9.7
Lane LOS			A
Approach Delay (s)	0.0	0.0	9.7
Approach LOS			A

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	16.2%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		
Volume (veh/h)	45	0	17	64	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	49	0	18	70	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			49		155	49
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			49		155	49
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	100
cM capacity (veh/h)			1558		826	1020

Direction, Lane #	EB 1	WB 1
Volume Total	49	88
Volume Left	0	18
Volume Right	0	0
cSH	1700	1558
Volume to Capacity	0.03	0.01
Queue Length 95th (ft)	0	1
Control Delay (s)	0.0	1.6
Lane LOS		A
Approach Delay (s)	0.0	1.6
Approach LOS		

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	14.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	10	1128	0	0	1243
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	11	1226	0	0	1351
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						407
pX, platoon unblocked	0.88					
vC, conflicting volume	1902	613			1226	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1750	613			1226	
tC, single (s)	6.8	*5.5			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	98			100	
cM capacity (veh/h)	68	556			564	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	11	613	613	676	676
Volume Left	0	0	0	0	0
Volume Right	11	0	0	0	0
cSH	556	1700	1700	1700	1700
Volume to Capacity	0.02	0.36	0.36	0.40	0.40
Queue Length 95th (ft)	1	0	0	0	0
Control Delay (s)	11.6	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	11.6	0.0		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	41.2%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	401	36	0	404	0	27
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	436	39	0	439	0	29
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				617		
pX, platoon unblocked					0.95	
vC, conflicting volume			475		895	455
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			475		863	455
tC, single (s)			4.1		6.4	*5.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	96
cM capacity (veh/h)			1087		309	706

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	475	439	29
Volume Left	0	0	0
Volume Right	39	0	29
cSH	1700	1700	706
Volume to Capacity	0.28	0.26	0.04
Queue Length 95th (ft)	0	0	3
Control Delay (s)	0.0	0.0	10.3
Lane LOS			B
Approach Delay (s)	0.0	0.0	10.3
Approach LOS			B

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	33.3%	ICU Level of Service	A
Analysis Period (min)	15		

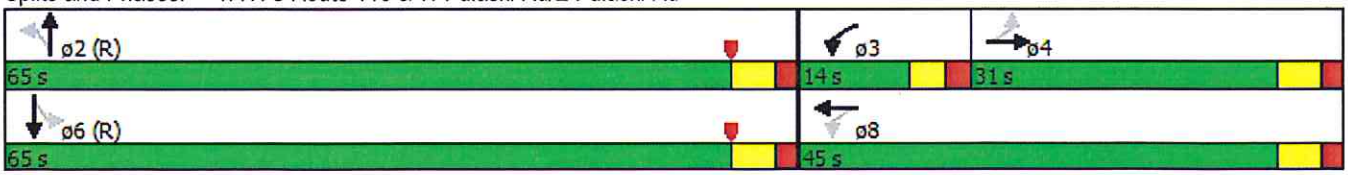
* User Entered Value

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	42	277	173	339	48	705	50	653
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		4	3	8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	3.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.6	26.6	8.0	26.6	15.6	15.6	15.6	15.6
Total Split (s)	31.0	31.0	14.0	45.0	65.0	65.0	65.0	65.0
Total Split (%)	28.2%	28.2%	12.7%	40.9%	59.1%	59.1%	59.1%	59.1%
Yellow Time (s)	3.6	3.6	3.0	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	5.0	5.6	5.6	5.6	5.6	5.6
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	24.8	24.8	39.4	38.8	60.0	60.0	60.0	60.0
Actuated g/C Ratio	0.23	0.23	0.36	0.35	0.55	0.55	0.55	0.55
v/c Ratio	0.21	0.94	0.82	0.63	0.34	0.99	0.86	0.77
Control Delay	37.4	75.9	56.9	34.6	22.0	52.0	105.5	24.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.4	75.9	56.9	34.6	22.0	52.0	105.5	24.5
LOS	D	E	E	C	C	D	F	C
Approach Delay		71.5		41.7		50.4		30.1
Approach LOS		E		D		D		C

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 45.8 Intersection LOS: D
Intersection Capacity Utilization 87.5% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 1: NYS Route 110 & W Pulaski Rd/E Pulaski Rd

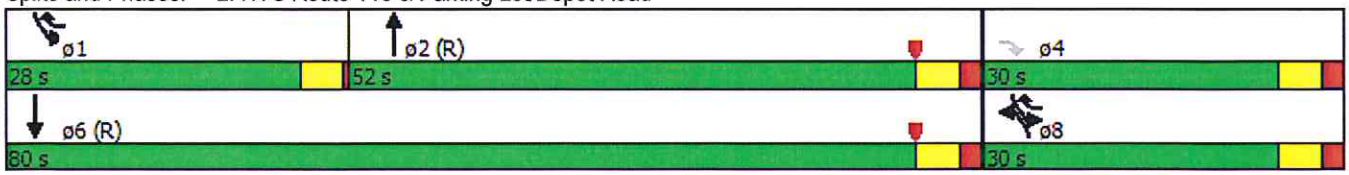


Lane Group	EBR	WBR	NBL	NBT	SBL	SBT	ø1
Lane Configurations							
Volume (vph)	33	493	11	743	545	593	
Turn Type	Perm	pt+ov	Prot	NA	Prot	NA	
Protected Phases		1 8	8	2	1 8	6	1
Permitted Phases	4						
Detector Phase	4	1 8	8	2	1 8	6	
Switch Phase							
Minimum Initial (s)	5.0		5.0	10.0		10.0	4.0
Minimum Split (s)	10.6		10.6	24.6		15.6	26.0
Total Split (s)	30.0		30.0	52.0		80.0	28.0
Total Split (%)	27.3%		27.3%	47.3%		72.7%	25%
Yellow Time (s)	3.6		3.6	3.6		3.6	3.5
All-Red Time (s)	2.0		2.0	2.0		2.0	0.5
Lost Time Adjust (s)	0.0		0.0	0.0		0.0	
Total Lost Time (s)	5.6		5.6	5.6		5.6	
Lead/Lag				Lag			Lead
Lead-Lag Optimize?				Yes			Yes
Recall Mode	None		None	C-Max		C-Max	None
Act Effct Green (s)	24.4	50.6	24.4	49.8	50.6	74.4	
Actuated g/C Ratio	0.22	0.46	0.22	0.45	0.46	0.68	
v/c Ratio	0.07	0.76	0.03	0.54	0.86	0.60	
Control Delay	0.2	27.1	19.6	23.7	37.7	14.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	0.2	27.1	19.6	23.7	37.7	14.6	
LOS	A	C	B	C	D	B	
Approach Delay				23.6		25.3	
Approach LOS				C		C	

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 103 (94%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 24.8 Intersection LOS: C
Intersection Capacity Utilization 59.1% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: NYS Route 110 & Parking Lot/Depot Road

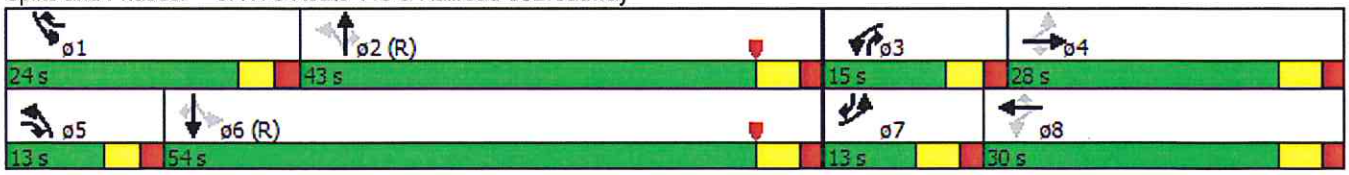


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	121	181	115	157	237	226	126	932	151	345	936	152
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	3.0	3.0	5.0	5.0	3.0	3.0	10.0	5.0	3.0	10.0	5.0
Minimum Split (s)	10.5	21.6	9.0	10.0	21.6	9.0	9.0	21.6	10.0	9.0	21.6	10.5
Total Split (s)	13.0	28.0	13.0	15.0	30.0	24.0	13.0	43.0	15.0	24.0	54.0	13.0
Total Split (%)	11.8%	25.5%	11.8%	13.6%	27.3%	21.8%	11.8%	39.1%	13.6%	21.8%	49.1%	11.8%
Yellow Time (s)	3.5	3.6	3.0	3.0	3.6	3.0	3.0	3.6	3.0	3.0	3.6	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.6	5.0	5.0	5.6	5.0	5.0	5.6	5.0	5.0	5.6	5.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	26.7	19.1	32.9	31.5	21.0	47.8	47.4	38.6	54.1	65.4	51.6	64.7
Actuated g/C Ratio	0.24	0.17	0.30	0.29	0.19	0.43	0.43	0.35	0.49	0.59	0.47	0.59
v/c Ratio	0.72	0.79	0.30	0.68	0.73	0.35	0.50	0.86	0.21	0.89	0.65	0.17
Control Delay	49.3	61.7	8.4	43.6	54.3	14.7	15.6	36.6	3.6	53.2	31.8	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.3	61.7	8.4	43.6	54.4	14.7	15.6	36.6	3.6	53.2	31.8	13.4
LOS	D	E	A	D	D	B	B	D	A	D	C	B
Approach Delay		43.4			37.2			30.3			35.0	
Approach LOS		D			D			C			D	

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 35.1 Intersection LOS: D
Intersection Capacity Utilization 82.1% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 3: NYS Route 110 & Railroad St/Broadway

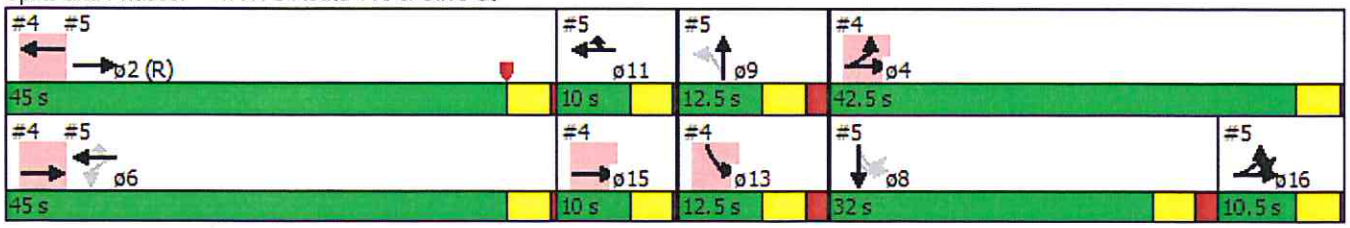


Lane Group	EBL	EBT	WBT	SBL	ø6	ø8	ø9	ø11	ø15	ø16
Lane Configurations										
Volume (vph)	67	1361	1148	69						
Turn Type	Prot	NA	NA	Prot						
Protected Phases	4	6 15 4	2	13	6	8	9	11	15	16
Permitted Phases										
Detector Phase	4	6 15 4	2	13						
Switch Phase										
Minimum Initial (s)	4.0		8.0	5.0	8.0	5.0	5.0	4.0	4.0	4.0
Minimum Split (s)	20.1		20.1	10.6	20.1	10.6	10.6	8.0	8.0	8.1
Total Split (s)	42.5		45.0	12.5	45.0	32.0	12.5	10.0	10.0	10.5
Total Split (%)	38.6%		40.9%	11.4%	41%	29%	11%	9%	9%	10%
Yellow Time (s)	3.6		3.6	3.6	3.6	3.6	3.6	3.5	3.5	3.6
All-Red Time (s)	0.5		0.5	2.0	0.5	2.0	2.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0		0.0	0.0						
Total Lost Time (s)	4.1		4.1	5.6						
Lead/Lag			Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?					Yes	Yes			Yes	Yes
Recall Mode	None		C-Max	None	None	None	None	None	None	None
Act Effct Green (s)	38.4	93.4	40.9	6.9						
Actuated g/C Ratio	0.35	0.85	0.37	0.06						
v/c Ratio	0.12	0.50	1.06	1.05						
Control Delay	36.3	0.5	75.7	122.9						
Queue Delay	1.7	0.3	0.0	0.0						
Total Delay	38.0	0.8	75.7	122.9						
LOS	D	A	E	F						
Approach Delay		2.5	75.7	122.9						
Approach LOS		A	E	F						

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 15.9 (14%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.06
Intersection Signal Delay: 41.5 Intersection LOS: D
Intersection Capacity Utilization 57.4% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 4: NYS Route 110 & Olive St

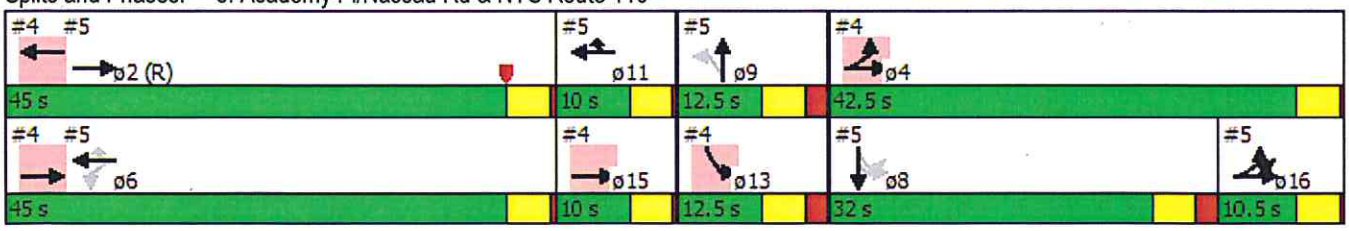


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL2	SBL	SBT	ø2	ø4
Lane Configurations												
Volume (vph)	19	991	8	946	266	7	14	8	418	17		
Turn Type	Prot	NA	custom	NA	custom	Perm	NA	Perm	Perm	NA		
Protected Phases	16	2 16		6 11	11		9			8	2	4
Permitted Phases			6		6	9		8	8			
Detector Phase	16	2 16	6	6 11	11	9	9	8	8	8		
Switch Phase												
Minimum Initial (s)	4.0		8.0		4.0	5.0	5.0	5.0	5.0	5.0	8.0	4.0
Minimum Split (s)	8.1		20.1		8.0	10.6	10.6	10.6	10.6	10.6	20.1	20.1
Total Split (s)	10.5		45.0		10.0	12.5	12.5	32.0	32.0	32.0	45.0	42.5
Total Split (%)	9.5%		40.9%		9.1%	11.4%	11.4%	29.1%	29.1%	29.1%	41%	39%
Yellow Time (s)	3.6		3.6		3.5	3.6	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	0.5		0.5		0.5	2.0	2.0	2.0	2.0	2.0	0.5	0.5
Lost Time Adjust (s)	0.0				0.0		0.0		0.0	0.0		
Total Lost Time (s)	4.1				4.0		5.6		5.6	5.6		
Lead/Lag	Lag		Lead		Lag			Lead	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes		Yes					Yes	Yes	Yes		
Recall Mode	None		None		None	None	None	None	None	None	C-Max	None
Act Effct Green (s)	7.5	52.5		50.9	51.0		6.9		25.3	25.3		
Actuated g/C Ratio	0.07	0.48		0.46	0.46		0.06		0.23	0.23		
v/c Ratio	0.75	0.62		0.78	0.37		0.96		0.92	0.87		
Control Delay	86.5	23.5		3.6	0.3		150.8		78.2	67.5		
Queue Delay	0.0	0.0		5.8	2.9		0.0		0.0	0.0		
Total Delay	86.5	23.5		9.5	3.2		150.8		78.2	67.5		
LOS	F	C		A	A		F		E	E		
Approach Delay		28.5		8.0			150.8			72.9		
Approach LOS		C		A			F			E		

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 15.9 (14%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.06
Intersection Signal Delay: 29.8 Intersection LOS: C
Intersection Capacity Utilization 85.8% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 5: Academy Pl/Nassau Rd & NYS Route 110



Lane Group	ø13	ø15
Lane Configurations		
Volume (vph)		
Turn Type		
Protected Phases	13	15
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	4.0
Minimum Split (s)	10.6	8.0
Total Split (s)	12.5	10.0
Total Split (%)	11%	9%
Yellow Time (s)	3.6	3.5
All-Red Time (s)	2.0	0.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lag
Lead-Lag Optimize?		Yes
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

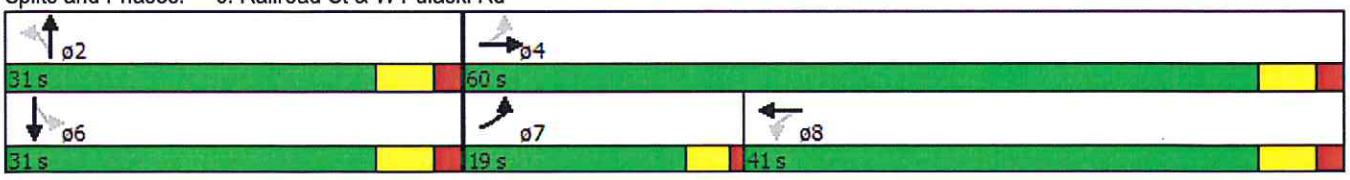
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	143	240	63	265	4	136	96	151
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	7	4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	4.0	20.0	20.0	20.0	6.0	6.0	6.0	6.0
Minimum Split (s)	8.0	26.0	26.0	26.0	12.0	12.0	12.0	12.0
Total Split (s)	19.0	60.0	41.0	41.0	31.0	31.0	31.0	31.0
Total Split (%)	20.9%	65.9%	45.1%	45.1%	34.1%	34.1%	34.1%	34.1%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag				
Lead-Lag Optimize?	Yes		Yes	Yes				
Recall Mode	None	Min	Min	Min	None	None	None	None
Act Effct Green (s)	36.6	34.6	21.3	21.3		16.0	16.0	16.0
Actuated g/C Ratio	0.58	0.55	0.34	0.34		0.25	0.25	0.25
v/c Ratio	0.30	0.31	0.22	0.49		0.57	0.49	0.76
Control Delay	8.8	9.7	20.4	22.2		24.1	29.2	29.5
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	8.8	9.7	20.4	22.2		24.1	29.2	29.5
LOS	A	A	C	C		C	C	C
Approach Delay		9.4		21.9		24.1		29.4
Approach LOS		A		C		C		C

Intersection Summary

Cycle Length: 91
Actuated Cycle Length: 62.9
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 21.0 — Intersection LOS: C
Intersection Capacity Utilization 82.9% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 6: Railroad St & W Pulaski Rd

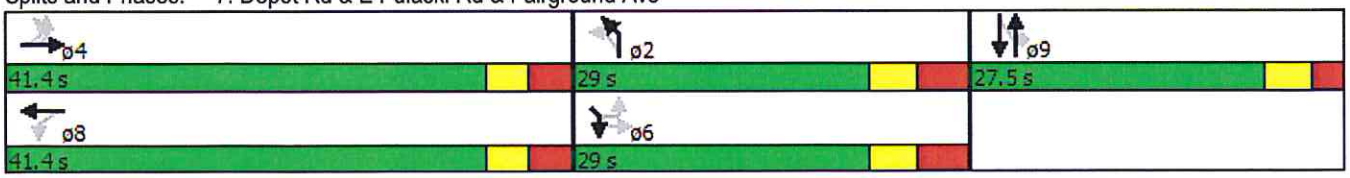


Lane Group	EBL2	EBL	EBT	WBL	WBT	NBL2	NBL	NBT	NBR	SBL	SBT	SEL2
Lane Configurations												
Volume (vph)	8	7	321	98	369	53	259	59	113	19	32	4
Turn Type	Perm	Perm	NA	Perm	NA	custom	custom	NA	Perm	Perm	NA	Perm
Protected Phases			4		8		2	9			9	
Permitted Phases	4	4		8		2	2		9	9		6
Detector Phase	4	4	4	8	8	2	2	9	9	9	9	6
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0	10.0	10.0	10.0	8.0
Minimum Split (s)	21.4	21.4	21.4	21.4	21.4	17.5	17.5	17.5	17.5	17.5	17.5	22.0
Total Split (s)	41.4	41.4	41.4	41.4	41.4	29.0	29.0	27.5	27.5	27.5	27.5	29.0
Total Split (%)	42.3%	42.3%	42.3%	42.3%	42.3%	29.6%	29.6%	28.1%	28.1%	28.1%	28.1%	29.6%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.4	3.4	3.4	3.4	3.4	4.0	4.0	2.5	2.5	2.5	2.5	4.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.4	6.4	6.4	6.4	7.5	7.5	6.0	6.0	6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	None	None	None	None	None	None	None
Act Effct Green (s)		30.5	30.5	30.5	30.5	19.7	19.7	10.5	10.5	10.5	10.5	
Actuated g/C Ratio		0.38	0.38	0.38	0.38	0.24	0.24	0.13	0.13	0.13	0.13	
v/c Ratio		0.11	0.73	0.52	0.83	0.72	0.65	0.26	0.40	0.18	0.34	
Control Delay		18.6	28.7	30.3	35.7	79.7	36.4	37.3	11.4	37.3	39.6	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		18.6	28.7	30.3	35.7	79.7	36.4	37.3	11.4	37.3	39.6	
LOS		B	C	C	D	E	D	D	B	D	D	
Approach Delay			28.3		34.8			35.4			39.0	
Approach LOS			C		C			D			D	

Intersection Summary

Cycle Length: 97.9
Actuated Cycle Length: 80.9
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 32.9 Intersection LOS: C
Intersection Capacity Utilization 99.0% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 7: Depot Rd & E Pulaski Rd & Fairground Ave



Lane Group	SEL	SER
Lane Configurations		
Volume (vph)	101	259
Turn Type	Perm	Prot
Protected Phases		6
Permitted Phases	6	6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	8.0	8.0
Minimum Split (s)	22.0	22.0
Total Split (s)	29.0	29.0
Total Split (%)	29.6%	29.6%
Yellow Time (s)	3.5	3.5
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.5	7.5
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	None
Act Effct Green (s)	19.7	19.7
Actuated g/C Ratio	0.24	0.24
v/c Ratio	0.61	0.65
Control Delay	43.4	25.5
Queue Delay	0.0	0.0
Total Delay	43.4	25.5
LOS	D	C
Approach Delay	30.7	
Approach LOS	C	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	113	406	131	83	421	303	143	813	46	335	732	128
Turn Type	pm+pt	NA	Over	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	Over
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases	4			8		8	2		2	6		
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	1.0	10.0	2.0	1.0	10.0	2.0	2.0	4.0	1.0	2.0	4.0	1.0
Minimum Split (s)	5.0	16.0	6.0	7.0	16.0	6.0	6.0	10.0	7.0	6.0	10.0	5.0
Total Split (s)	10.0	22.0	22.0	10.0	22.0	24.0	22.0	24.0	10.0	24.0	26.0	10.0
Total Split (%)	12.5%	27.5%	27.5%	12.5%	27.5%	30.0%	27.5%	30.0%	12.5%	30.0%	32.5%	12.5%
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	4.0	4.0	6.0	4.0	4.0	6.0	4.0	4.0	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	23.3	16.5	9.7	22.5	14.5	37.8	33.9	22.2	34.1	45.5	29.8	6.0
Actuated g/C Ratio	0.29	0.21	0.12	0.28	0.18	0.47	0.42	0.28	0.43	0.57	0.37	0.08
v/c Ratio	0.44	0.58	0.39	0.31	0.71	0.41	0.47	0.99	0.08	0.83	0.64	0.53
Control Delay	24.5	32.7	5.8	21.4	37.4	9.9	14.7	58.7	1.6	32.5	24.4	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.5	32.7	5.8	21.4	37.4	9.9	14.7	58.7	1.6	32.5	24.4	11.4
LOS	C	C	A	C	D	A	B	E	A	C	C	B
Approach Delay		25.9			25.4			49.8			25.3	
Approach LOS		C			C			D			C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 48 (60%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 32.5 Intersection LOS: C
Intersection Capacity Utilization 75.6% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 8: Park Ave & E Pulaski Rd

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	155	495	355	684	673	216
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	2.0	16.0	16.0	16.0
Minimum Split (s)	11.5	11.5	7.3	21.3	21.3	21.3
Total Split (s)	20.0	20.0	21.0	50.0	29.0	29.0
Total Split (%)	28.6%	28.6%	30.0%	71.4%	41.4%	41.4%
Yellow Time (s)	3.0	3.0	3.8	3.8	3.8	3.8
All-Red Time (s)	2.5	2.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.3	5.3	5.3	5.3
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	12.4	12.4	44.8	44.8	23.8	23.8
Actuated g/C Ratio	0.18	0.18	0.66	0.66	0.35	0.35
v/c Ratio	0.52	0.90	0.58	0.58	0.57	0.33
Control Delay	30.5	25.9	16.3	9.2	20.6	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.5	25.9	16.3	9.2	20.6	4.2
LOS	C	C	B	A	C	A
Approach Delay	27.0			11.7	16.6	
Approach LOS	C			B	B	

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 68
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 17.7 — Intersection LOS: B
Intersection Capacity Utilization 60.3% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 9: Park Ave & Broadway

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	3	10	4	0	9	0	1246	3	3	1446	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	3	11	4	0	10	0	1354	3	3	1572	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								994			797	
pX, platoon unblocked	0.80	0.80	0.88	0.80	0.80	0.74	0.88			0.74		
vC, conflicting volume	2267	2938	788	2161	2938	679	1575			1358		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1420	2263	496	1287	2263	0	1387			772		
tC, single (s)	*5.5	*5.5	*5.0	*5.5	6.5	*5.0	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	95	98	98	100	99	100			99		
cM capacity (veh/h)	169	61	599	188	32	799	432			618		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	18	14	677	680	789	789
Volume Left	4	4	0	0	3	0
Volume Right	11	10	0	3	0	3
cSH	190	399	432	1700	618	1700
Volume to Capacity	0.10	0.04	0.00	0.40	0.01	0.46
Queue Length 95th (ft)	8	3	0	0	0	0
Control Delay (s)	25.9	14.3	0.0	0.0	0.2	0.0
Lane LOS	D	B			A	
Approach Delay (s)	25.9	14.3	0.0		0.1	
Approach LOS	D	B				

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	52.2%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	0	32	0	0	0	55	1183	33	15	1404	8
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	0	35	0	0	0	60	1286	36	16	1526	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											327	
pX, platoon unblocked	0.88	0.88	0.88	0.88	0.88		0.88					
vC, conflicting volume	2326	3004	767	2254	2991	661	1535			1322		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2234	3005	465	2153	2990	661	1336			1322		
tC, single (s)	*5.5	6.5	*5.0	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	86	100	94	100	100	100	87			97		
cM capacity (veh/h)	64	10	616	20	10	405	451			519		

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	43	60	857	464	16	1017	517
Volume Left	9	60	0	0	16	0	0
Volume Right	35	0	0	36	0	0	9
cSH	226	451	1700	1700	519	1700	1700
Volume to Capacity	0.19	0.13	0.50	0.27	0.03	0.60	0.30
Queue Length 95th (ft)	17	11	0	0	2	0	0
Control Delay (s)	24.7	14.2	0.0	0.0	12.2	0.0	0.0
Lane LOS	C	B			B		
Approach Delay (s)	24.7	0.6			0.1		
Approach LOS	C						

Intersection Summary				
Average Delay	0.7			
Intersection Capacity Utilization	55.7%	ICU Level of Service	B	
Analysis Period (min)	15			

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	26	199	7	182	274	58	57	0	5	85	0	77
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	28	216	8	198	298	63	62	0	5	92	0	84
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												2
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					550							
pX, platoon unblocked	0.87						0.87	0.87		0.87	0.87	0.87
vC, conflicting volume	361			224			970	1033	220	972	974	298
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	197			224			894	966	220	896	898	125
tC, single (s)	4.1			4.1			*5.5	6.5	*5.0	*5.5	6.5	*5.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			85			77	100	99	69	100	90
cM capacity (veh/h)	1203			1345			269	185	883	296	203	844

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	28	224	496	63	67	176
Volume Left	28	0	198	0	62	92
Volume Right	0	8	0	63	5	84
cSH	1203	1700	1345	1700	285	564
Volume to Capacity	0.02	0.13	0.15	0.04	0.24	0.31
Queue Length 95th (ft)	2	0	13	0	23	33
Control Delay (s)	8.1	0.0	4.1	0.0	21.5	16.5
Lane LOS	A		A		C	C
Approach Delay (s)	0.9		3.7		21.5	16.5
Approach LOS					C	C

Intersection Summary			
Average Delay	6.3		
Intersection Capacity Utilization	55.5%	ICU Level of Service	B
Analysis Period (min)	15		

* User Entered Value

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑		↱
Volume (veh/h)	286	0	0	513	0	123
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	311	0	0	558	0	134
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				355		
pX, platoon unblocked					0.83	
vC, conflicting volume			311		868	155
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			311		737	155
tC, single (s)			4.1		6.8	*5.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	86
cM capacity (veh/h)			1246		293	938

Direction, Lane #	EB 1	EB 2	WB 1	NB 1
Volume Total	155	155	558	134
Volume Left	0	0	0	0
Volume Right	0	0	0	134
cSH	1700	1700	1700	938
Volume to Capacity	0.09	0.09	0.33	0.14
Queue Length 95th (ft)	0	0	0	12
Control Delay (s)	0.0	0.0	0.0	9.5
Lane LOS				A
Approach Delay (s)	0.0		0.0	9.5
Approach LOS				A

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	30.3%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	94	14	0	118	15	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	102	15	0	128	16	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	253					
pX, platoon unblocked						
vC, conflicting volume			117		238	110
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			117		238	110
tC, single (s)			4.1		*5.5	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		98	100
cM capacity (veh/h)			1471		797	944

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	117	128	16
Volume Left	0	0	16
Volume Right	15	0	0
cSH	1700	1471	797
Volume to Capacity	0.07	0.00	0.02
Queue Length 95th (ft)	0	0	2
Control Delay (s)	0.0	0.0	9.6
Lane LOS			A
Approach Delay (s)	0.0	0.0	9.6
Approach LOS			A

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	16.2%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	108	0	0	133	21	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	117	0	0	145	23	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	110					
pX, platoon unblocked						
vC, conflicting volume			117		262	117
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			117		262	117
tC, single (s)			4.1		*5.5	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		97	100
cM capacity (veh/h)			1471		777	935

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	117	145	23
Volume Left	0	0	23
Volume Right	0	0	0
cSH	1700	1700	777
Volume to Capacity	0.07	0.09	0.03
Queue Length 95th (ft)	0	0	2
Control Delay (s)	0.0	0.0	9.8
Lane LOS			A
Approach Delay (s)	0.0	0.0	9.8
Approach LOS			A

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	17.0%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	38	0	10	54	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	41	0	11	59	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			41		122	41
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			41		122	41
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	100
cM capacity (veh/h)			1568		868	1030

Direction, Lane #	EB 1	WB 1
Volume Total	41	70
Volume Left	0	11
Volume Right	0	0
cSH	1700	1568
Volume to Capacity	0.02	0.01
Queue Length 95th (ft)	0	1
Control Delay (s)	0.0	1.2
Lane LOS		A
Approach Delay (s)	0.0	1.2
Approach LOS		

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	13.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	9	1247	0	0	1445
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	10	1355	0	0	1571
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						407
pX, platoon unblocked	0.88					
vC, conflicting volume	2141	678			1355	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2024	678			1355	
tC, single (s)	6.8	*5.0			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	98			100	
cM capacity (veh/h)	44	569			503	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	10	678	678	785	785
Volume Left	0	0	0	0	0
Volume Right	10	0	0	0	0
cSH	569	1700	1700	1700	1700
Volume to Capacity	0.02	0.40	0.40	0.46	0.46
Queue Length 95th (ft)	1	0	0	0	0
Control Delay (s)	11.4	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	11.4	0.0		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	44.5%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	212	63	0	405	0	19
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	230	68	0	440	0	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				614		
pX, platoon unblocked						
vC, conflicting volume			299		705	265
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			299		705	265
tC, single (s)			4.1		6.4	*5.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	98
cM capacity (veh/h)			1262		403	847

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	299	440	21
Volume Left	0	0	0
Volume Right	68	0	21
cSH	1700	1700	847
Volume to Capacity	0.18	0.26	0.02
Queue Length 95th (ft)	0	0	2
Control Delay (s)	0.0	0.0	9.4
Lane LOS			A
Approach Delay (s)	0.0	0.0	9.4
Approach LOS			A

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	25.0%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value