Traffic Impact Analysis Report

Lowe's South Huntington

124 East Jericho Turnpike
South Huntington, New York

Prepared for Lowe's Home Centers, Inc.

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1

Introduction

This report summarizes the results of a comprehensive evaluation of the traffic impacts associated with the development of a freestanding Lowe's Home Center on the site of the former Huntington Town House catering facility in South Huntington, New York. The report has been prepared to assist the Town of Huntington, as well as other involved agencies, in the review of the subject redevelopment project. The study analyzes existing and projected traffic conditions and assesses changes in operating conditions on the surrounding roadway network by comparing the traffic associated with the Lowe's Home Center to that of other as-of-right uses, including a catering facility with a 230 room, four story hotel which is an approved use of the site. The purpose of this study is to determine if there will be any significant adverse traffic impacts resulting from the redevelopment of the site and to evaluate the need for mitigation measures.. This report presents the findings of the traffic study and summarizes the data collection process, traffic analysis procedures, and study conclusions. Based on the results of the analyses more completely described herein, it has been concluded that the redevelopment of the subject premises with a Lowe's Home Center will not have any significant adverse traffic impacts on the study intersections and the adjacent roadway network.

Project Description

The subject project involves an application to the Town Board of the Town of Huntington for a change in the zoning classification of a 17.94 acre parcel of land located on the south side of Jericho Turnpike (New York State Route 25), approximately 300 feet east of New York Avenue in South Huntington. The application seeks a rezoning of a portion of the premises from a combination of C-6, General Business District, C-10, Planned Motel District and R-5, Residence District to C-6, General Business District, for the purpose of constructing a freestanding Lowe's Home Center with attendant parking facilities. As shown on the conceptual site plan prepared by Bohler Engineering, P.C., the development of a 2-story 170,790 sf Lowe's Home Center with a Garden Center is planned. The project site is illustrated in Figure 1 (all figures are located in Appendix A).

It should also be noted that the site plan for the proposed Lowe's Home Center has been developed on the premise that Ackerly Court, which is an extension of Iceland Drive, will be abandoned by the Town and incorporated into the subject parcel. Ackerly Court is a narrow, hilly substandard roadway with minimal traffic activity. In fact, the most extensive use of this street was as an access route to the parking lots of the former Huntington Town House.

Study Methodology

The following describes the methodology used in this traffic study.

- The project site plan and related documents were reviewed to obtain an understanding of the project scope and layout.
- A review was made of the adjacent roadway system and the intersections to be studied were identified.
- Field inventories were made to observe the number and direction of travel lanes at the key intersections along with signal timings, phasing, and cycle lengths.
- Manual turning movement counts were collected at the key intersections during AM, Midday, PM, and Saturday peak periods.
- Accident data from the New York State Department of Transportation was obtained, tabulated and summarized.
- The existing traffic volumes at the key intersections were expanded to future No-Build year 2009.
- The traffic generated by the proposed development was projected based on recognized traffic engineering standards.
- The site-generated volumes were distributed along the adjacent roadway network and added to the No-Build volumes to produce the proposed Build volumes.
- Capacity analyses were performed at the study intersections for the Existing, No-Build, and Build conditions.
- The results of the analyses for the Existing, No-Build and Build conditions were compared to assess any significant traffic impacts from the proposed project.
- Site access and on-site circulation was evaluated.
- The proposed on-site parking was reviewed.
- The need for traffic mitigation measures was evaluated.

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Existing Conditions

Evaluation of the transportation impacts associated with the proposed project requires a thorough understanding of the current transportation system in the project study area. An inventory of available information on local roadways, traffic control, and traffic signal parameters in the vicinity of the proposed development was compiled.

Study Area

To determine the potential traffic impacts of the proposed project, the following intersections were analyzed for the Existing, No-Build and Build conditions:

- NYS Route 25 (Jericho Turnpike) at NYS Route 110 – Signalized
- NYS Route 25 (Jericho Turnpike) at New York Avenue – Signalized
- NYS Route 110 at New York Avenue/ East 23rd Street – Signalized
- NYS Route 25 (Jericho Turnpike) at Melville Road – Signalized

Roadway and Intersection Conditions

The principal roadways and intersections in the project area are described below. The descriptions of the roadways and study intersections include the geometric conditions and traffic control characteristics.

Jericho Turnpike

Jericho Turnpike is a major east-west arterial under the jurisdiction of New York State. Through the study area it has two through lanes in each direction and a two-way left turn lane. At the intersection of Route 110, there are dual left turn lanes in the westbound direction and a single left turn lane, as well as a separate channelized right turn lane in the eastbound direction. At the intersection of New York Avenue there are single left turn lanes in both the eastbound and westbound directions. The posted speed limit through the study area is 40 miles per hour.

NYS Route 110

NYS Route 110 is a major north-south arterial under the jurisdiction of New York State. At the intersection of Jericho Turnpike it has two through lanes, dual left turn lanes and a designated right turn lanes in the northbound direction, and two through lanes, as well as a dedicated right turn lane and left turn lane in the southbound direction. The posted speed limit on Route 110 in the study area is 40 miles per hour.

New York Avenue

New York Avenue is a north-south roadway under the jurisdiction of Town of Huntington. At the intersection with Jericho Turnpike the northbound approach consists of a left turn lane, a through lane and a right turn lane. The southbound approach contains a left turn lane and a, a shared through/ right turn lane. In the project area, New York Avenue has a posted speed limit of 30 miles per hour.

Melville Road

Melville Road is a north-south roadway under the jurisdiction of the Town of Huntington which is located approximately ½ mile to the east of the site. At the approaches to Jericho Turnpike it contains a left turn lane and a shared through/ right turn lane in each direction. The posted speed limit on Melville Road is 30 miles per hour.

Iceland Drive/Ackerly Court

Iceland Drive/Ackerly Court is a local residential street which serves the neighborhood directly to the south of the subject parcel. It is a narrow, hilly, substandard roadway with minimal traffic activity. In fact, the most extensive use of this street was as an access route to the parking lots of the former Huntington Town House. The posted speed limit on Ackerly Court/Iceland Drive is 30 miles per hour.

Traffic Volumes

Intersection turning movement counts for NYS Route 25 (Jericho Turnpike) at NYS Route 110, NYS Route 25 (Jericho Turnpike) at New York Avenue, NYS Route 25 (Jericho Turnpike) at Melville Road and New York Avenue at NYS Route 110 were manually collected on a typical weekday during the morning, midday and evening peak periods. They were performed from 7:00 a.m. to 9:00 a.m., 11:00 a.m. to 2:00 p.m., and from 4:00 p.m. to 6:00 p.m. on Thursday, June 7, 2007. In addition counts were taken on Saturday, June 9, 2007 from 11:00 a.m. to 2:00 p.m. These time periods typically reflect the heaviest traffic flows on Long Island roadways. The existing peak hour traffic volumes for the AM, Midday, PM and Saturday peak hours are shown in Figures 2, 3, 4, and 5.

Additionally, traffic volume data was obtained on Ackerly Court and Iceland Drive using Automatic Traffic Recorders (ATR's). These 24-hour counts, which included a weekend as well as weekdays, reveal that the combined two-way traffic flow on Ackerly Court is in the range of only 20 to 30 vehicles per hour throughout most of the day, with a two-way peak of less than 50 vehicles. The weekday peak typically occurs between 5:00 pm and 7:00 pm, while the peak on the weekend is between noon and 2:00 pm on Saturday.

In comparison the traffic volumes on Iceland Drive south of Greenland Drive during these same time periods were typically 2 to 3 times greater. This is a clear indication that most area residents are not utilizing Ackerly Court as their primary means of ingress and egress to their neighborhood.

Accident History

Accident data for the three year period from October 2003 to October 2006, which is the most recent data available, was received from the New York State Department of Transportation. The data collected includes reported traffic accidents that have occurred on Jericho Turnpike in the vicinity of the project site, including the following intersections and roadway segments:

- NYS Route 25 (Jericho Turnpike) Just west of NYS Route 110
- NYS Route 110 at NYS Route 25 (Jericho Turnpike)
- New York Avenue from East 25th Street to NYS 25 (Jericho Turnpike)
- NYS Route 25 (Jericho Turnpike) Between NYS Route 110 and New York Avenue
- NYS Route 25 (Jericho Turnpike) at New York Avenue
- NYS Route 25 (Jericho Turnpike) from New York Avenue to Home Crest Avenue
- NYS Route 25 (Jericho Turnpike) at Home Crest Avenue
- NYS Route 25 (Jericho Turnpike) from Home Crest Avenue to Engelke Avenue
- NYS Route 25 (Jericho Turnpike) at Engelke Avenue
- NYS Route 25 (Jericho Turnpike) from Engelke Avenue to Schiller Avenue
- NYS Route 25 (Jericho Turnpike) at Schiller Avenue
- NYS Route 25 (Jericho Turnpike) at Goller Avenue
- NYS Route 25 (Jericho Turnpike) from Goller Avenue to Thorney Avenue
- NYS Route 25 (Jericho Turnpike) at Thorney Avenue
- NYS Route 25 (Jericho Turnpike) from Thorney Avenue to Melville Road
- NYS Route 25 (Jericho Turnpike) at Melville Road

Located in Appendix D is a table which presents a summary of the type, severity and total number of accidents that have occurred over the most recent three year period. The data in the table revealed there were a total of 141 accidents; there was 1 fatality, 82 personal injury accidents and 58 property or non-reportable accidents. A careful review of the accident records does not reveal any patterns which would be exacerbated as a result of the redevelopment of the subject site. In fact, we believe that the traffic patterns of a catering facility are more likely to contribute to accident frequency than the more evenly balanced flows associated with a home improvement store.

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Future Conditions

Traffic volumes in the study area were projected to the year 2009, reflecting the year when the project is expected to be completed and operational. An analysis of the future conditions was performed to evaluate additional background traffic expected over the next 2 years. This represents the expected No-Build condition. The anticipated site-generated traffic volumes were then added to the No-Build volumes to reflect the 2009 Build condition within the project study area.

Background Traffic Growth

To account for normal background traffic growth, an annual growth factor was applied to the existing traffic volumes, based on the New York State Department of Transportation, LITP 2000 Model, the growth rate anticipated for the Town of Huntington, including South Huntington, is 1.0 percent per year. Therefore, a total growth rate of 2.0 percent was applied to the 2007 traffic volumes to develop the background traffic for the year 2009.

Site Generated Traffic Volumes

To estimate the traffic impact of the proposed development, it is necessary to determine the traffic volumes expected to be generated by the project.

Trip generation rates for the proposed land use are provided by the ITE publication *Trip Generation, 7th Edition*, a nationally recognized and adopted publication for forecasting trip generation. This widely utilized reference source contains trip generation rates for a related use, "Home Improvement Superstore" (Land Use Code #862). Table 1 summarizes the trip generation data for the proposed land use.

Table 1
Trip Generation – Home Improvement Superstore

Peak Period	Trip Rate Per sf*	Total Trips	Entering Trips		Exiting Trips	
			Percent	Volume	Percent	Volume
AM Weekday	1.48	253	54%	137	46%	116
Midday	2.87*	491*	47%*	231*	53%*	260*
PM Weekday	2.87	491	47%	231	53%	260
Saturday	5.40	923	53%	489	47%	434

Rates for weekday AM, Midday, PM and Saturday peak hours are of the peak hour of the adjacent street traffic.
*Rates for Midday, peak hour are assumed equivalent to the PM peak hour of the generator.

As Table 1 shows, based on the ITE trip rates, the proposed development is projected to generate approximately 253, 491, 491 and 923 peak hour trips for the AM, Midday, PM and Saturday peak periods, respectively.

It should be noted, however, that these trip rates exceed the actual trip rates observed at existing Lowe's stores in Nassau and Suffolk County.

Trip Distribution and Assignment

The trips originating from and destined to the project site were assigned to the adjacent roadways based on the characteristics of the roadway network, the location of the proposed site access, existing travel patterns, and the population densities in the area. The trip distribution percentages, shown in Figure 10, were then applied to the site generated traffic and assigned to the local roadway network. The resulting traffic volumes for the weekday AM, Midday, PM, and Saturday peak hours are presented in Figures 11, 12, 13, and 14. The site generated trips were then added to the No-Build turning movement volumes, at the key intersections, to develop the Build AM, Midday, PM, and Saturday peak hour traffic volumes, shown in Figures 15, 16, 17, and 18, respectively.

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Traffic Operations Analysis

To assess quality of traffic flow, roadway capacity analyses were conducted with respect to the Existing, No-Build, and Build traffic volume conditions. These capacity analyses provide an indication of the adequacy of the roadway facilities to serve the anticipated traffic demands.

Analysis Methodology

The capacity analyses were performed in accordance with guidelines set forth in the 2000 Highway Capacity Manual (2000 HCM), published by the Transportation Research Board, using turning movement volumes in conjunction with existing intersection geometry and average signal timing/phasing.

Signalized Intersections

The capacity of a signalized intersection is evaluated in terms of the ratio of demand flow rate to capacity (v/c ratio). The capacity is defined for each approach and measures the maximum rate of flow (for the subject approach), which may pass through the intersection under prevailing traffic, roadway and signalized conditions. The control delay includes the stopped delay plus the acceleration/deceleration delay caused by the signal function. Based on the *2000 Highway Capacity Manual (HCM)* methodology, there are six classes of level of service (LOS), ranging from A (best) to F (worst). The following average stopped delays are utilized by the *2000 HCM* to determine the intersection, approach, and lane group levels of service for signalized intersections.

2000 HCM LOS Classification – Signalized Intersections

Level of Service (LOS)	Control Delay Per Vehicle (sec)
A	≤ 10.0
B	> 10.0 and ≤ 20.0
C	> 20.0 and ≤ 35.0
D	> 35.0 and ≤ 55.0
E	> 55.0 and ≤ 80.0
F	> 80.0

Source: 2000 Highway Capacity Manual

Software

The capacity analyses were done using the traffic analysis and simulation software Synchro, *version 6*, a computer program developed by Trafficware Ltd. Synchro is a complete software package for modeling and optimizing traffic signal timing. Synchro adheres to and implements the guidelines and methods set forth in the *2000 Highway Capacity Manual*, Chapters 16 and 17. This analysis methodology was used to evaluate the ability of an intersection or roadway to efficiently handle the number of vehicles using the facility. Synchro was used to model and analyze the Existing, No-Build, and Build conditions at the key intersections. For simulating the model, its companion traffic simulations software, SimTraffic, developed by the same company was used. SimTraffic is a powerful traffic simulation and animation software program that includes vehicle and driver performance characteristics developed by FHWA.

Level of Service Analysis

Level of service analyses were conducted for the Existing, No-Build, and Build conditions for the signalized and un-signalized study area intersections.

Signalized Intersection Capacity Analysis

Signalized capacity analyses were conducted for the following intersections for the Existing, No-Build, and Build conditions:

- NYS Route 25 (Jericho Turnpike) at NYS Route 110
- NYS Route 25 (Jericho Turnpike) at New York Avenue
- NYS Route 110 at New York Avenue/ East 23rd Street
- NYS Route 25 (Jericho Turnpike) at Melville Road

Tables 2 through 5 present a summary of these analyses. The capacity analysis worksheets are included in Appendix C.

Analysis Results

The analysis results for the previously mentioned intersections are described below and summarized in tables 2 through 5 on the following pages. In addition, a detailed summary of the level of services for each movement at the below intersections can be found in Appendix E.

NYS Route 25 @ NYS Route 110

During the weekday AM and Midday peak hours, this intersection operates at LOS D under existing conditions, and will continue to do so under the 2009 No-Build and Build Conditions. The only change between the No-Build and Build conditions is a 2.9 second increase in average vehicle delay during the AM peak period and a 0.9 second increase in average vehicle delay during the midday peak period.

During both of these time periods the analysis also reveals that there are individual left turn groups which are currently exhibiting LOS F and will continue to do so under the future No-build and Build conditions. Further analysis indicates that it may be possible to improve the existing and future operation of these movements by optimizing the signal cycle splits. The results of this timing optimization analysis are presented in tables 2 and 3.

On weekdays during the PM peak traffic hour this intersection operates at a LOS E under existing, future No-Build and Build conditions, with only a 2.6 second increase in average vehicle delay as a result of the project generated traffic.

The southbound approach and some of the individual movements during this time operate at LOS F under existing and future conditions. However, as discussed below, the New York State Department of Transportation has plans for major improvements to this intersection which will improve the overall operation. Also, it is important to recognize that the afternoon peak traffic associated with the proposed Lowe's will actually occur earlier than the highway peak hour while the analysis is based on both peaks occurring simultaneously.

During the midday Saturday peak, this intersection operates at LOS E under existing and future No-Build conditions. However, under the future Build condition, the LOS goes to F with an average vehicle delay of 6.3 seconds. Further analysis reveals that minor adjustments to the signal timing parameters can improve the LOS from F to E as shown in table 5.

It should also be noted that this intersection is scheduled for major capacity and safety improvements by the New York State Department of Transportation (NYSDOT) in 2009. The NYSDOT project will incorporate the NYS Route 25/ New York Avenue intersection as well and will involve major revisions to the traffic patterns in this area by removing all eastbound and westbound left turns from the NYS Route 110 intersections. These proposed improvements, when implemented, will further mitigate congestion at this intersection during peak traffic periods.

NYS Route 25 @ New York Avenue

This intersection operates at LOS B during the weekday AM peak hour under existing, No-Build and Build conditions with an increase in average vehicle delay of 0.5 seconds between the No-Build and Build scenarios. During the weekday midday period it operates at LOS B under existing and No-Build conditions and LOS C under the future Build condition. However, the increase in average vehicle delay is less than 3 seconds, which is relatively insignificant.

The weekday PM peak hour and Saturday midday LOS at this intersection is LOS C under existing, future No-Build and future Build conditions with a 6.5 second increase in average vehicle delay during the weekday PM peak and 7.5 seconds during the Saturday peak. Further analysis indicates that minor adjustments to the signal timing can further improve the intersection operation and eliminate the LOS F for several of the left turn movements under existing and future conditions. These findings are further summarized in tables 4 and 5.

It should be noted that this intersection is incorporated in the NYS Route 25/ Route 110 improvement project previously discussed.

NYS Route 25 @ Melville Road

During the weekday AM peak hour this intersection operates at LOS C under existing, future No-Build and future Build conditions with an increase in average delay of 2.8 seconds between the No-Build and Build Scenarios. During the weekday midday time period, it operates at LOS B under existing and future No-Build conditions and LOS C under future Build conditions with an increase in average vehicle delay of only 2.9 seconds as a result of the project generated traffic.

The intersection operates at LOS C under existing and future No-Build conditions during the weekday PM peak and Saturday midday time period. However, it drops to LOS D during the weekday PM peak and LOS E on Saturday with increases in average delays of 9 seconds, and 34.7 seconds respectively. This change in LOS and increase in overall intersection delay is triggered by significant increases in delay to the northbound left turn movement at this location. This situation can be effectively mitigated by adding a northbound and southbound protected/ permissive left turn arrow to the signal operation. Tables 2 through 5 depict the results of adding these arrows to the signal operation.

NYS Route 110/ New York Avenue @ East 23rd Street

In addition to the above locations, the intersection of NYS Route 110/ New York Avenue and East 23rd Street was analyzed and it was found that it operates at acceptable level of service C or better during all time periods under existing, future No-Build and future Build conditions with minimal increases in average delay of approximately 1 second or less during each of the time periods.

Table 2
LOS Table– Signalized Intersections - Weekday AM Peak Hour

Intersection	Movement	Lane Group	Weekday AM Peak Hour							
			Existing 2007		No-Build 2009		Build 2009		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
NYS Route 25 (Jericho Turnpike) @ NYS Route 110	EB	Approach	32.6	C	34.5	C	34.9	C	30.3	C
	WB	Approach	56.9	E	63.2	E	70.5	E	65.9	E
	NB	Approach	35.2	D	36.2	D	35.8	D	35.8	D
	SB	Approach	55.6	E	56.7	E	56.7	E	56.7	E
Intersection			**47.2**	**D**	**50.5**	**D**	**53.4**	**D**	**50.7**	**D**
NYS Route 25 (Jericho Turnpike) @ New York Avenue	EB	Approach	9.3	A	9.2	A	4.8	A	6.5	A
	WB	Approach	11.9	B	12.6	B	6.4	A	16.0	B
	NB	Approach	42.0	D	41.7	D	60.4	E	49.0	D
	SB	Approach	40.2	D	40.0	D	63.2	E	52.4	D
Intersection			**16.5**	**B**	**16.9**	**B**	**16.1**	**B**	**20.0**	**B**
NYS Route 25 (Jericho Turnpike) @ Melville Road	EB	Approach	14.3	B	14.9	B	16.5	B	18.6	B
	WB	Approach	25.3	C	27.1	C	29.8	C	29.8	C
	NB	Approach	32.6	C	34.4	C	43.9	D	33.3	C
	SB	Approach	32.4	C	34.9	C	35.7	D	31.6	C
Intersection			**24.3**	**C**	**25.9**	**C**	**28.7**	**C**	**27.6**	**C**
NYS Route 110 @ New York Avenue	NB	Approach	17.3	B	17.3	B	18.3	B	NA	NA
	SB	Approach	5.3	A	5.5	A	6.0	A	NA	NA
	NB2	Approach	4.2	A	4.4	A	5.1	A	NA	NA
Intersection			**9.0**	**A**	**9.1**	**A**	**9.7**	**A**	NA	NA
East 23rd Street @ New York Avenue	EB	Approach	45.6	D	45.7	D	45.7	D	NA	NA
	WB	Approach	30.8	C	30.5	C	30.5	C	NA	NA
	NB	Approach	40.6	D	41.7	D	41.7	D	NA	NA
	SB	Approach	5.0	A	5.0	A	4.6	A	NA	NA
Intersection			**30.4**	**C**	**31.1**	**C**	**30.4**	**C**	NA	NA

Table 3
LOS Table – Signalized Intersections - Weekday Midday Peak Hour

Intersection	Movement	Lane Group	Weekday Midday Peak Hour							
			Existing 2007		No-Build 2009		Build 2009		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
NYS Route 25 (Jericho Turnpike) @ NYS Route 110	EB	Approach	34.3	C	34.7	C	35.6	D	36.0	D
	WB	Approach	41.3	D	41.9	D	41.9	D	43.0	D
	NB	Approach	47.1	D	50.4	D	52.9	D	41.0	D
	SB	Approach	47.4	D	47.9	D	47.9	D	51.1	D
Intersection			**42.4**	**D**	**43.8**	**D**	**44.7**	**D**	**42.0**	**D**
NYS Route 25 (Jericho Turnpike) @ New York Avenue	EB	Approach	10.6	B	11.4	B	11.7	B	10.5	B
	WB	Approach	11.9	B	12.9	B	14.1	B	16.1	B
	NB	Approach	33.9	C	34.0	C	35.7	D	34.0	C
	SB	Approach	47.3	D	47.3	D	63.2	E	57.9	E
Intersection			**18.4**	**B**	**19.1**	**B**	**21.2**	**C**	**20.8**	**C**
NYS Route 25 (Jericho Turnpike) @ Melville Road	EB	Approach	16.3	B	16.7	B	18.8	B	22.1	C
	WB	Approach	15.9	B	16.3	B	19.8	B	23.3	C
	NB	Approach	20.4	C	20.9	C	25.5	C	27.1	C
	SB	Approach	18.6	B	19.2	B	20.4	C	26.8	C
Intersection			**16.8**	**B**	**17.2**	**B**	**20.1**	**C**	**23.6**	**C**
NYS Route 110 @ New York Avenue	NB	Approach	16.2	B	17.2	B	19.4	B	NA	NA
	SB	Approach	8.1	A	7.9	A	8.8	A	NA	NA
	NB2	Approach	2.7	A	2.7	A	3.0	A	NA	NA
Intersection			**10.2**	**B**	**10.5**	**B**	**11.5**	**B**	NA	NA
East 23rd Street @ New York Avenue	EB	Approach	48.9	D	49.0	D	49.0	D	NA	NA
	WB	Approach	20.8	C	21.2	C	21.2	C	NA	NA
	NB	Approach	40.0	D	39.1	D	37.9	D	NA	NA
	SB	Approach	5.4	A	5.4	A	4.9	A	NA	NA
Intersection			**25.2**	**C**	**24.9**	**C**	**23.8**	**C**	NA	NA -

Table 4
LOS Table – Signalized Intersections - Weekday PM Peak Hour

Intersection	Movement	Lane Group	Weekday PM Peak Hour							
			Existing 2007		No-Build 2009		Build 2009		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
NYS Route 25 (Jericho Turnpike) @ NYS Route 110	EB	Approach	39.8	D	40.2	D	41.2	D	-	-
	WB	Approach	47.1	D	48.4	D	56.4	E	-	-
	NB	Approach	47.2	D	50.4	D	53.7	D	-	-
	SB	Approach	124.4	F	131.9	F	132.7	F	-	-
Intersection			**62.8**	**E**	**65.9**	**E**	**68.5**	**E**	-	-
NYS Route 25 (Jericho Turnpike) @ New York Avenue	EB	Approach	14.8	B	16.0	B	15.1	B	18.8	B
	WB	Approach	15.3	B	16.4	B	17.1	B	22.0	C
	NB	Approach	41.9	D	42.5	D	53.1	D	45.4	D
	SB	Approach	58.5	E	58.9	E	116.5	F	51.4	D
Intersection			**23.5**	**C**	**24.6**	**C**	**31.1**	**C**	**27.5**	**C**
NYS Route 25 (Jericho Turnpike) @ Melville Road	EB	Approach	32.4	C	33.4	C	42.9	D	48.4	D
	WB	Approach	25.0	C	27.5	C	36.3	D	39.8	D
	NB	Approach	34.8	C	36.6	D	57.0	E	42.6	D
	SB	Approach	37.2	D	38.7	D	36.7	D	50.9	D
Intersection			**31.0**	**C**	**32.7**	**C**	**41.7**	**D**	**45.4**	**D**
NYS Route 110 @ New York Avenue	NB	Approach	24.7	C	25.1	C	27.3	C	NA	NA
	SB	Approach	10.2	B	10.2	B	11.2	B	NA	NA
	NB2	Approach	2.7	A	2.8	A	3.1	A	NA	NA
Intersection			**14.0**	**B**	**14.2**	**B**	**15.2**	**B**	NA	NA
East 23rd Street @ New York Avenue	EB	Approach	63.1	E	63.2	E	63.2	E	NA	NA
	WB	Approach	31.2	C	31.4	C	31.4	C	NA	NA
	NB	Approach	44.5	D	45.1	D	44.5	D	NA	NA
	SB	Approach	4.7	A	5.4	A	5.3	A	NA	NA
Intersection			**26.9**	**C**	**27.5**	**C**	**26.9**	**C**	NA	NA

Table 5
LOS Table– Signalized Intersections - Saturday Peak Hour

Intersection	Movement	Lane Group	Saturday Peak Hour							
			Existing 2007		No-Build 2009		Build 2009		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
NYS Route 25 (Jericho Turnpike) @ NYS Route 110	EB	Approach	38.0	D	38.4	D	40.6	D	43.1	D
	WB	Approach	90.6	F	96.4	F	116.8	F	102.7	F
	NB	Approach	88.8	F	94.9	F	92.7	F	78.5	E
	SB	Approach	47.0	D	47.6	D	47.6	D	50.2	D
Intersection			**72.0**	**E**	**75.9**	**E**	**82.2**	**F**	**74.2**	**E**
NYS Route 25 (Jericho Turnpike) @ New York Avenue	EB	Approach	21.4	C	22.5	C	19.8	B	23.5	C
	WB	Approach	20.6	C	22.1	C	30.8	C	27.2	C
	NB	Approach	30.1	C	31.0	C	38.7	D	32.9	C
	SB	Approach	40.8	D	41.1	D	78.5	E	56.7	E
Intersection			**24.0**	**C**	**25.2**	**C**	**32.7**	**C**	**29.4**	**C**
NYS Route 25 (Jericho Turnpike) @ Melville Road	EB	Approach	23.5	C	24.7	C	31.4	C	35.3	D
	WB	Approach	29.5	C	31.0	C	39.4	D	46.0	D
	NB	Approach	38.8	D	41.3	D	284.9	F	49.0	D
	SB	Approach	37.9	D	39.3	D	45.9	D	68.3	E
Intersection			**29.2**	**C**	**30.7**	**C**	**65.4**	**E**	**44.6**	**D**
NYS Route 110 @ New York Avenue	NB	Approach	20.3	C	21.0	C	26.4	C	NA	NA
	SB	Approach	8.7	A	8.8	A	10.0	B	NA	NA
	NB2	Approach	6.1	A	6.4	A	8.0	A	NA	NA
Intersection			**12.1**	**B**	**12.4**	**B**	**14.7**	**B**	NA	NA
East 23rd Street @ New York Avenue	EB	Approach	49.1	D	49.2	D	49.2	D	NA	NA
	WB	Approach	25.8	C	25.9	C	25.9	C	NA	NA
	NB	Approach	43.6	D	43.9	D	39.6	D	NA	NA
	SB	Approach	5.1	A	5.2	A	4.4	A	NA	NA
Intersection			**28.0**	**C**	**28.2**	**C**	**24.7**	**C**	NA	NA

As-of-Right Trip Generation

In addition to the proposed project, trip generation volumes were also estimated for two "As-of–Right" alternatives which are based on the development of the subject parcel in accordance with the current R-5 (Residential), C-10 (General Business), and C-6 (Planned Motel) zoning. These two alternative development scenarios are as follows:

- As-of-Right Alternative "A" – 21 Two-family Homes
  64,100 sf Specialty Retail
  150,000 sf Hotel (30 rooms)

- As-of-Right Alternative "B" – 21 Two-family Homes
  150,000 sf Hotel (30 rooms)
  45,200 sf General Office
  20,700 sf Specialty Grocery

The trip generation estimates for the above described alternatives were derived using the Institute of Transportation Engineers, *Trip Generation, 7th Edition,* and are summarized in Table 6 below.

A comparison of the total trips generated by the alternative versus the proposed project indicates that the number of trips generated by the proposed use would be fairly equivalent to both "As-of-Right" alternatives on weekdays. Under the "As-of–Right" alternatives, a slightly lower number of trips would be generated during the weekday AM peak period and a slightly higher number of trips during the weekday PM peak period. On Saturday, according to ITE rates, the estimated traffic from the "As-of-Right" alternatives will be less than the proposed development. However, based on driveway counts at three existing Lowe's locations in Nassau and Suffolk Counties, it appears that the actual number of Saturday peak hour trips generated by the proposed project will be approximately 200 trips lower than indicated by the ITE reference and in the same range as the Saturday trip generation estimates for the "As-of-Right" alternatives.

Table 6
As-of-Right Trip Generation Comparisons

Peak Period	Proposed Lowe's Home Center			"As-of-Right" Alternative A 21 Two-Family Homes 64.1K Specialty Retail 150K Hotel			"As-of-Right" Alternative B 21 Two-Family Homes 20.7K Specialty Grocery 150K Hotel 45.2K General Office		
	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total
AM Peak	137	116	253	115	137	253	136	80	216
PM Peak	231	260	491	300	215	515	345	279	624
Saturday Peak	489	434	923	348	291	641	396	312	708

Another as-of-right use that must also be considered is the continuation of the Townhouse catering operation with a legal occupancy limit of over 3,600 and the addition of a 230 room hotel on the property. Based on this occupancy and a reasonable vehicle occupancy ratio of 3 persons per vehicle, there is a potential for the catering establishment alone to generate in the range of 2400 total trips (1200 entering;1200 exiting) .

In addition to the traditional evening and weekend functions, the Huntington Town House also hosted large breakfast meetings, business luncheons, political functions, seminars and other activities throughout the day on weekdays. These functions were often heavily attended and generated several hundred vehicle trips. The addition of the hotel which has been approved for the site will add approximately 100 vehicle trips during weekday peak hours. More importantly, it would undoubtedly increase the attractiveness of the catering facility, particularly for conferences and large business functions which are likely to attract many out-of-town-attendees.

While it is acknowledged that the number of trips cited above may not always occur, it is likely that a successful catering operation with the adjacent hotel has the potential to generate far more traffic than the proposed home improvement center. However, it is difficult to directly compare the trip activity of the proposed home improvement center to that of the hotel/catering establishment because of the different trip generating characteristics of the two uses. One distinct difference is that the home improvement center will typically have its traffic distributed throughout the day, while a catering facility will tend to generate most of its activity over a relatively short period of time at the beginning and end of functions. These spikes in traffic volume are more likely to impact operations at nearby intersections. Anyone familiar with the area has more than likely witnessed on more than one occasion, the traffic back-ups in both directions on Jericho Turnpike when people were entering and/or exiting the Townhouse driveway.

Finally, it should also be noted that Lowe's corporate sales statistics reveal that overall business activity is typically lightest from late November through late March. As a result, traffic associated with the Lowe's Home Center is expected to be at its lowest levels during the traditional holiday shopping season when traffic on Jericho Turnpike and the nearby intersections is heaviest due to other retail businesses in the area, including the Walt Whitman Mall. On the other hand, most catering facilities are very busy at this time of year due to holiday parties and other special events. Therefore, the Lowe's Home Center is expected to have less of an impact than the approved hotel and catering facility during these critical periods.

Site Access

There are three proposed site driveways on the south side of NYS Route 25 along the site frontage. The main driveway which will service the site is in approximately the same location as the existing signalized driveway of the former Huntington Town House. The new driveway, however, will be constructed to align directly opposite the driveway of the used car business on the north side of NYS Route 25 thereby allowing left turn vehicles from the east to enter the site. The capacity analysis of this signalized intersection under the future conditions reveals that a left turn arrow will be necessary to accommodate westbound traffic entering the site. Table 8 provides a summary of the site driveway capacity analysis results based on the existing signal phasing and table 9 provides capacity analysis results with the westbound left turn phase added.

In addition to the primary signalized driveway, there will be a right-in/ right-out truck entrance near the west end of the property for merchandise delivery only. A third driveway, near the east end of the site, will permit right turns and left turns in and right turns out only. This driveway will service the easterly parking lot which will be designated as the employee parking area.

Based on the anticipated utilization of the site driveways with the center signalized driveway as the primary means of ingress and egress for the store customers, the proposed site access is expected to function in a safe and efficient manner.

Table 7
LOS Table– Site Access – Build Condition

Intersection	Movement	Lane Group	Peak Hour Period							
			AM Peak Hour		Midday Peak Hour		PM Peak Hour		Saturday Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
NYS Route 25 @ Site Access	EB	Approach	4.1	A	6.3	A	11.2	B	5.9	A
	WB	Approach	4.6	A	5.1	A	6.1	A	119.6	F
	NB	Approach	38.4	D	43.7	D	45.9	D	58.0	E
	SB	Approach	36.7	D	32.9	C	32.7	C	31.0	C
Intersection			**6.0**	**A**	**9.1**	**A**	**11.8**	**B**	**61.9**	**E**

Table 8
LOS Table– Site Access – Build Condition W/ Mitigation

Intersection	Movement	Lane Group	Peak Hour Period							
			AM Peak Hour		Midday Peak Hour		PM Peak Hour		Saturday Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
NYS Route 25 @ Site Access	EB	Approach	3.4	A	8.3	A	16.0	B	34.5	C
	WB	Approach	8.4	A	6.0	A	8.6	A	16.9	B
	NB	Approach	30.3	C	37.1	D	35.8	D	45.9	D
	SB	Approach	37.5	D	36.9	D	37.1	D	31.2	C
Intersection			**8.0**	**A**	**9.9**	**A**	**14.9**	**B**	**27.8**	**C**

On-site Parking and Circulation

The Town of Huntington's parking requirement for a home improvement center is 1 space per 200 sf of gross floor area and the parking requirement for storage areas is 1 space per 500 sf of gross floor area. A total of 813 parking spaces are required for the development of a 170,790 sf home improvement center. The site plan provides for a total of 813 spaces, including 180 landbanked spaces and 16 handicap spaces. Therefore, the site will have a sufficient number of on-site parking spaces satisfying the Town's parking requirement. The configuration of the parking layout and drive aisles provides for adequate on-site circulation.

5

Conclusions

Based on the results of the analyses conducted for the purpose of this report, we have arrived at the following conclusions:

- The traffic generated by the proposed Lowe's Home Center during the weekday AM, midday, and PM peak hours, as well as midday on a typical Saturday will not have any significant impact on the study intersections or the adjacent roadway network. In fact, in most instances, minor adjustments to the traffic signal timing at the study intersections will result in operating levels of service consistent with or better than the future No-build conditions without the subject project.

- The intersection of NYS Route 25 (Jericho Turnpike) at Melville Road may require mitigation in the form of adding a northbound permitted-permissive left turn phase.

- The proposed site driveways will be able to accommodate the projected traffic associated with the Lowe's Home Center. It will, however, be necessary to add a westbound left turn phase at the main signalized driveway to safely accommodate traffic entering the site from the east.

- Sufficient on-site parking is being provided to accommodate the anticipated demand.

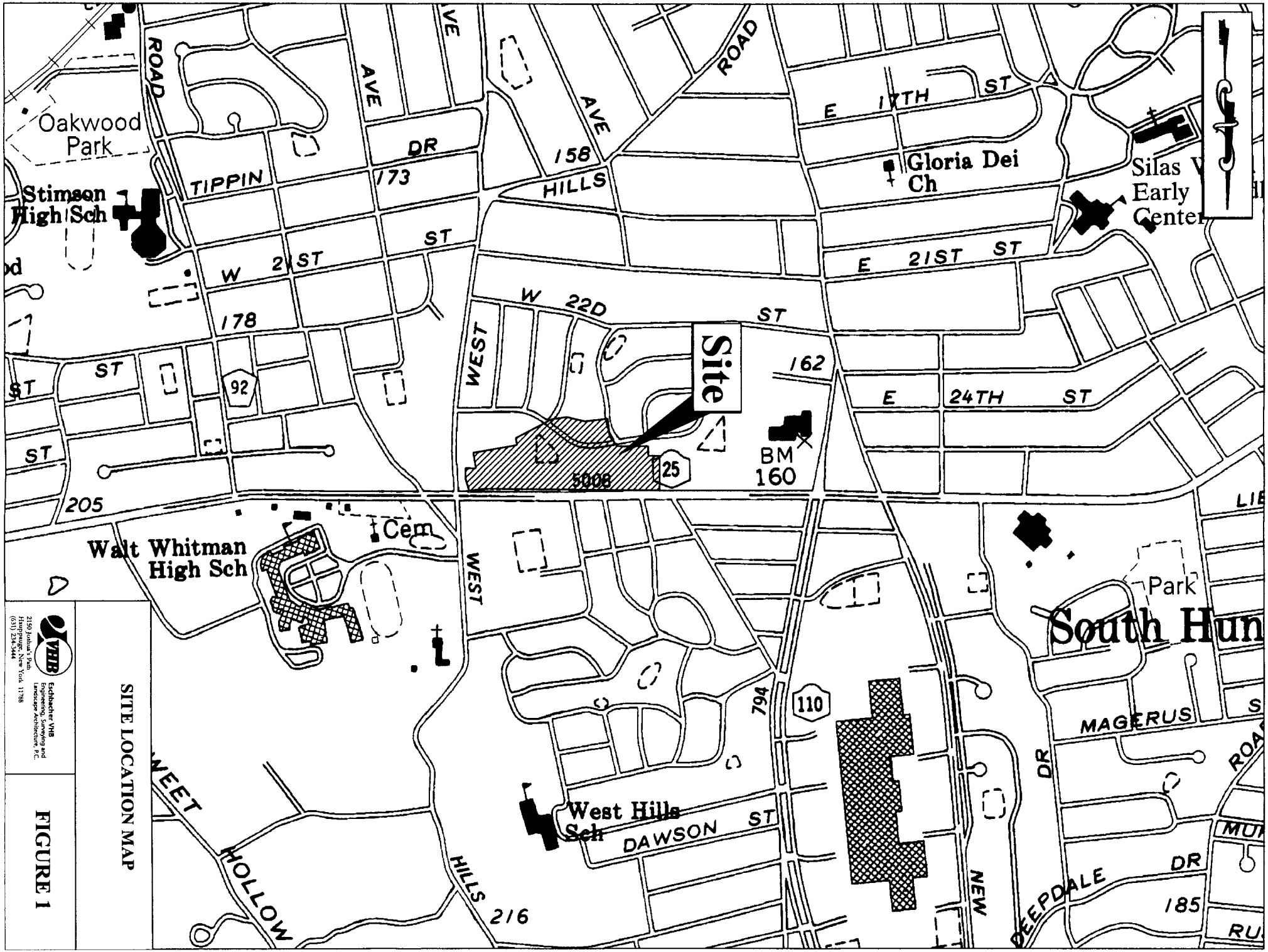
There will be a clear and definitive benefit to the overall community resulting from the abandonment of Ackerly Court. While the traffic counts do not indicate that the street is being used extensively at the present time, the potential for it to develop into a by-pass route for motorists wishing to avoid the intersection of New York Avenue and Jericho Turnpike has long been a concern of area residents. This concern will be compounded if the owners of the Walt Whitman Mall should decide to pursue their plans for further expansion of the mall. By permanently closing off Ackerly Court, the possibility of it ever becoming a shortcut for mall patrons will be eliminated.

List of Appendices

Appendix	Description
A	Figures 1-18
B	Existing Traffic Volume Data
C	Synchro Analysis Worksheets
D	Accident Summary
E	Level of Service Summary Tables

Appendix A

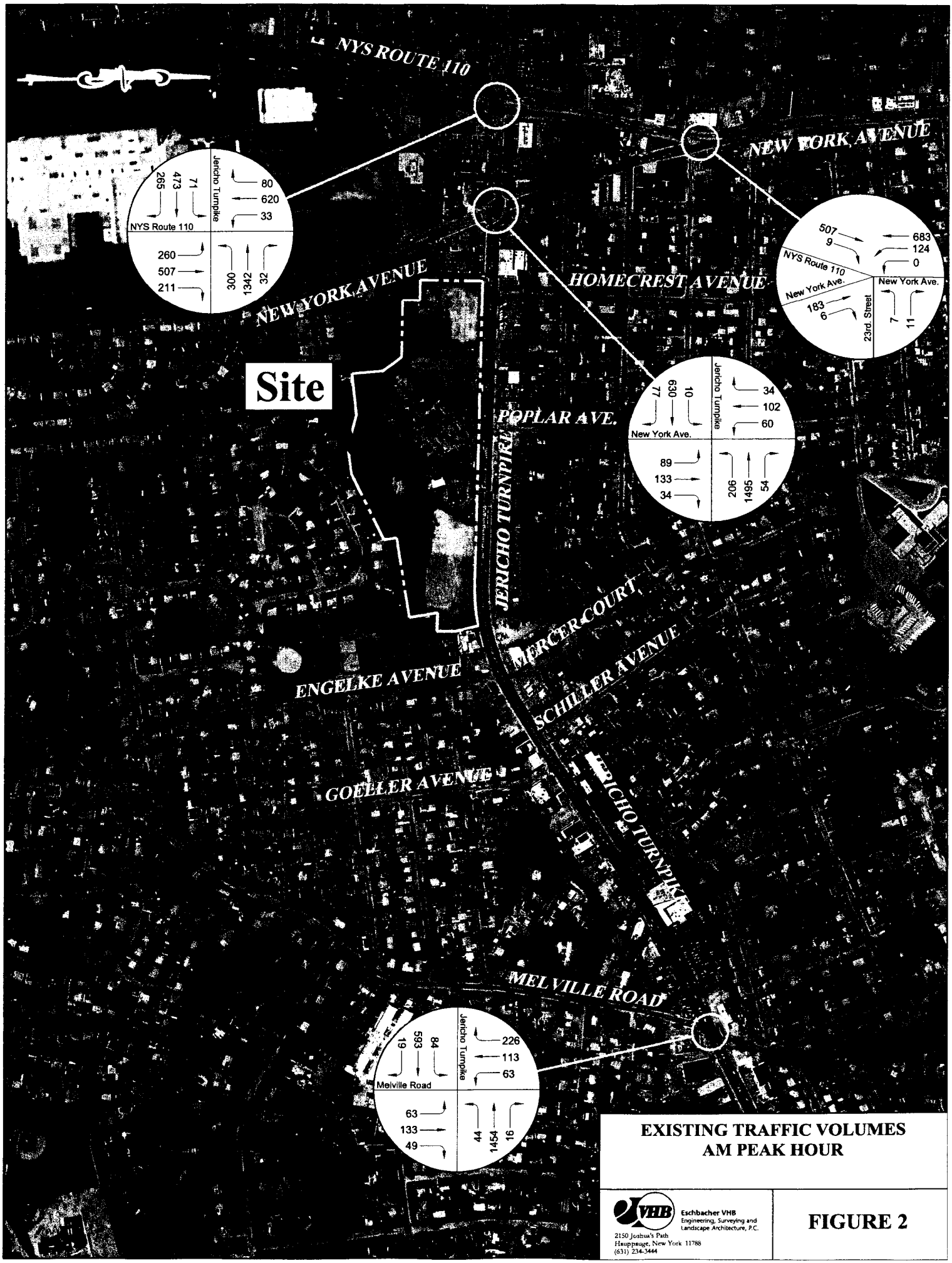
Figure #	Description
1.	Site Location Map
2.	Existing Traffic Volumes – AM Peak
3.	Existing Traffic Volumes – Midday Peak
4.	Existing Traffic Volumes – PM Peak
5.	Existing Traffic Volumes – Saturday Peak
6.	No-Build Traffic Volumes – AM Peak
7.	No-Build Traffic Volumes – Midday Peak
8.	No-Build Traffic Volumes – PM Peak
9.	No-Build Traffic Volumes – Saturday Peak
10.	Trip Distribution – Site Generated Traffic
11.	Site Generated Volumes – AM Peak
12.	Site Generated Volumes – Midday Peak
13.	Site Generated Volumes – PM Peak
14.	Site Generated Volumes – Saturday Peak
15.	Build Traffic Volumes – AM Peak
16.	Build Traffic Volumes – Midday Peak
17.	Build Traffic Volumes – PM Peak
18.	Build Traffic Volumes – Saturday Peak



SITE LOCATION MAP

FIGURE 1

Eschbacher VHB
Engineering, Surveying and
Landscape Architecture, P.C.
2150 Joshua's Path
Hauppauge, New York 11788
(631) 234-5444



EXISTING TRAFFIC VOLUMES
AM PEAK HOUR

Eschbacher VHB
Engineering, Surveying and Landscape Architecture, P.C.
2150 Joshua's Path
Hauppauge, New York 11788
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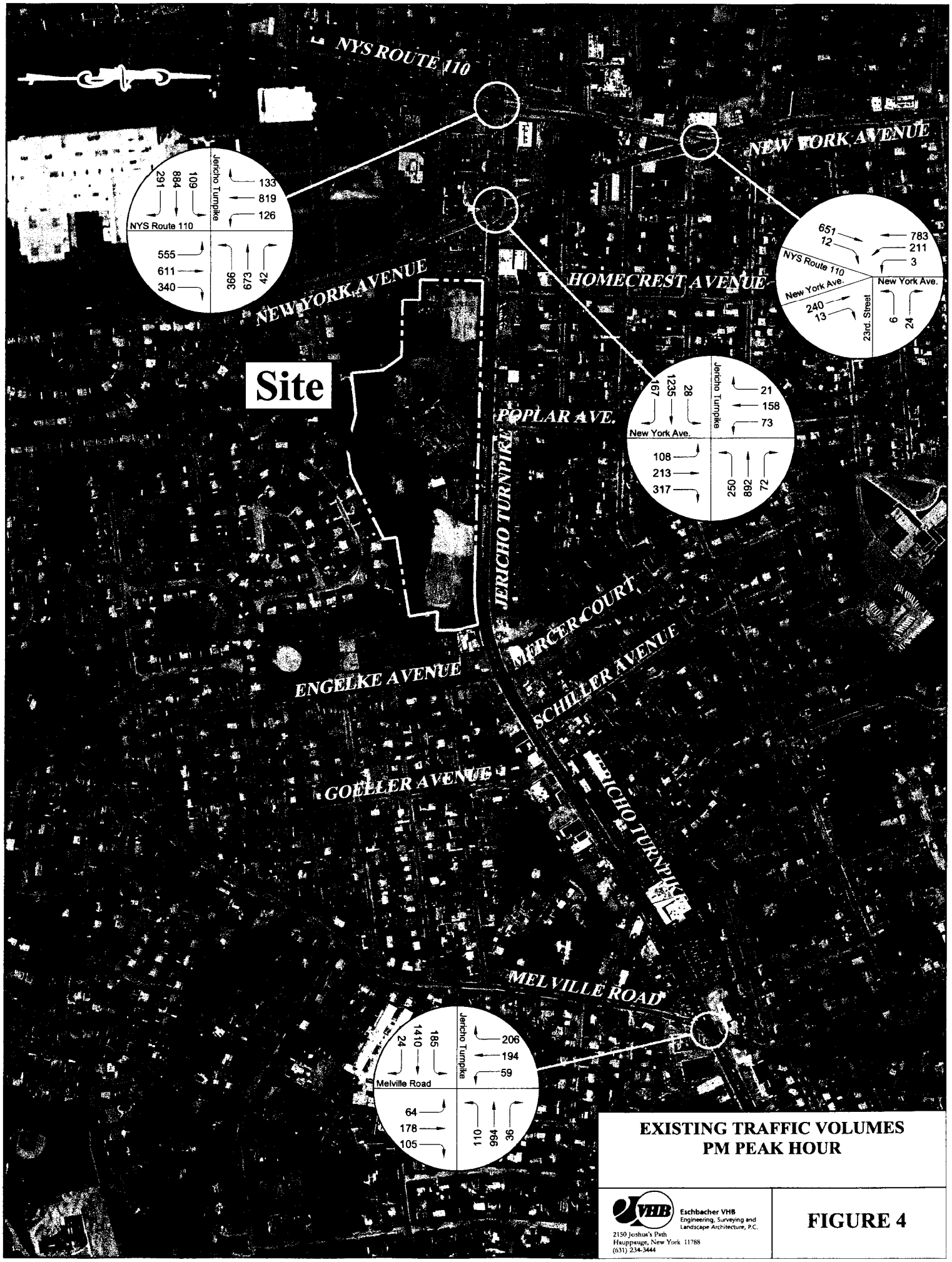
FIGURE 2

EXISTING TRAFFIC VOLUMES
MIDDAY PEAK HOUR

VHB
Eschbacher VHB
Engineering, Surveying and Landscape Architecture, P.C.
2150 Joshua's Path
Hauppauge, New York 11788
(631) 234-3444

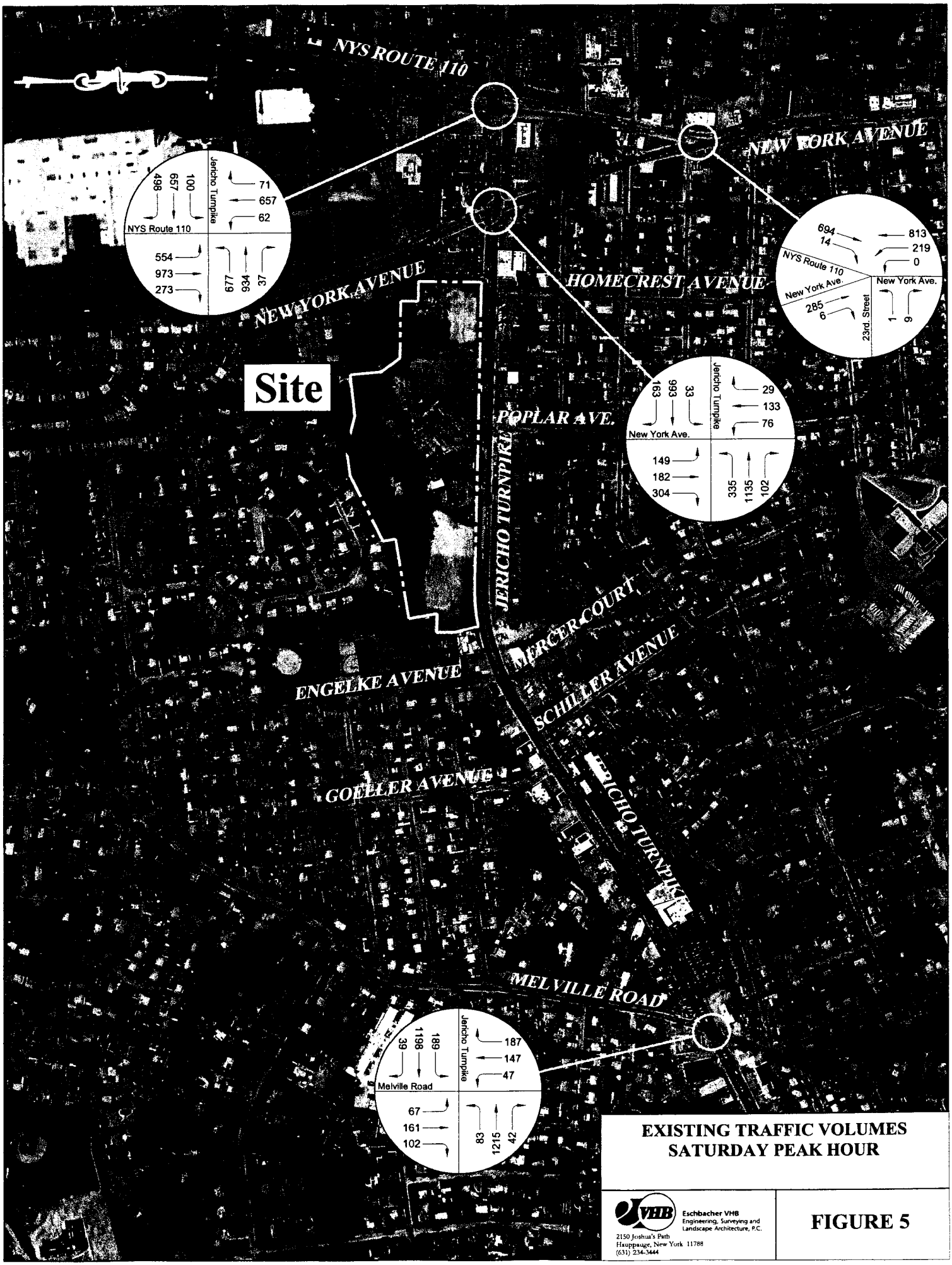
FIGURE 3



EXISTING TRAFFIC VOLUMES
PM PEAK HOUR

VHB
Eschbacher VHB
Engineering, Surveying and Landscape Architecture, P.C.
2150 Joshua's Path
Hauppauge, New York 11788
(631) 234-3444

FIGURE 4



EXISTING TRAFFIC VOLUMES
SATURDAY PEAK HOUR

Eschbacher VHB
Engineering, Surveying and Landscape Architecture, P.C.
2150 Joshua's Path
Hauppauge, New York 11788
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FIGURE 5

NO BUILD TRAFFIC VOLUMES
AM PEAK HOUR

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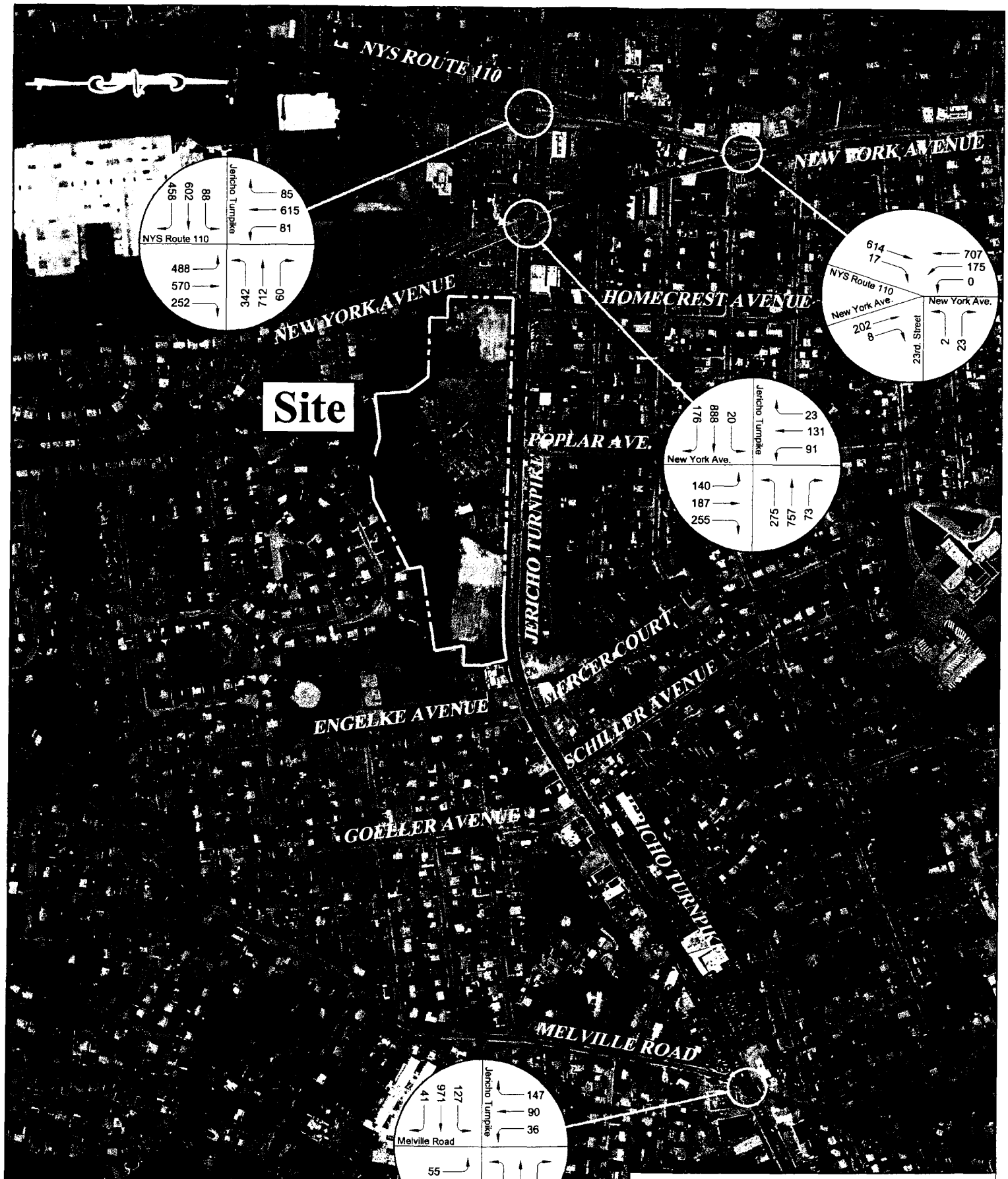
2150 Joshua's Path
Hauppauge, New York 11788
(631) 234-3444

FIGURE 6



NO BUILD TRAFFIC VOLUMES
MIDDAY PEAK HOUR

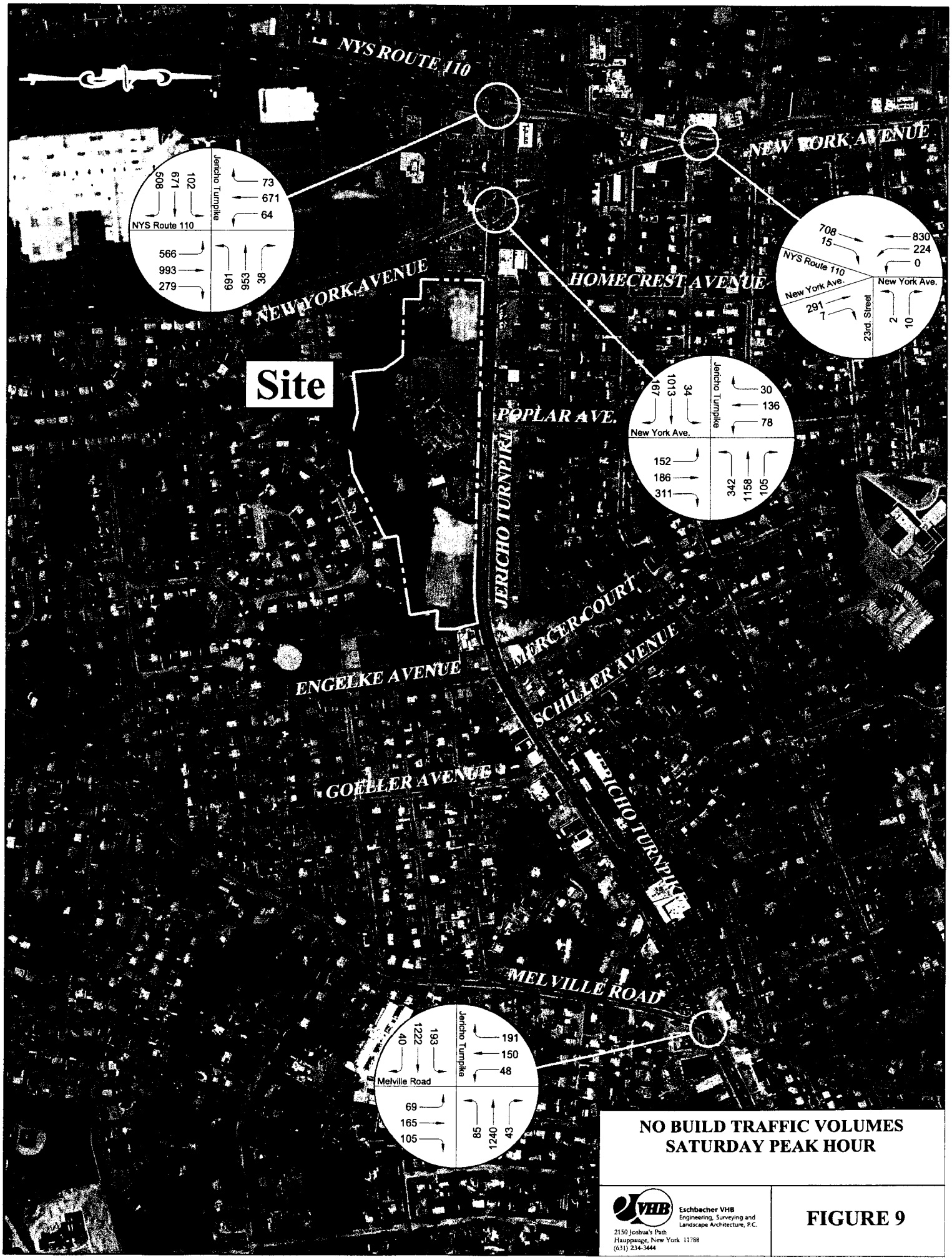
Eschbacher VHB
Engineering, Surveying and Landscape Architecture, P.C.
2150 Joshua's Path
Hauppauge, New York 11788
(631) 234-3444

FIGURE 7

NO BUILD TRAFFIC VOLUMES
PM PEAK HOUR

Eschbacher VHB
Engineering, Surveying and Landscape Architecture, P.C.
2150 Joshua's Path
Hauppauge, New York 11788
(631) 234-3444

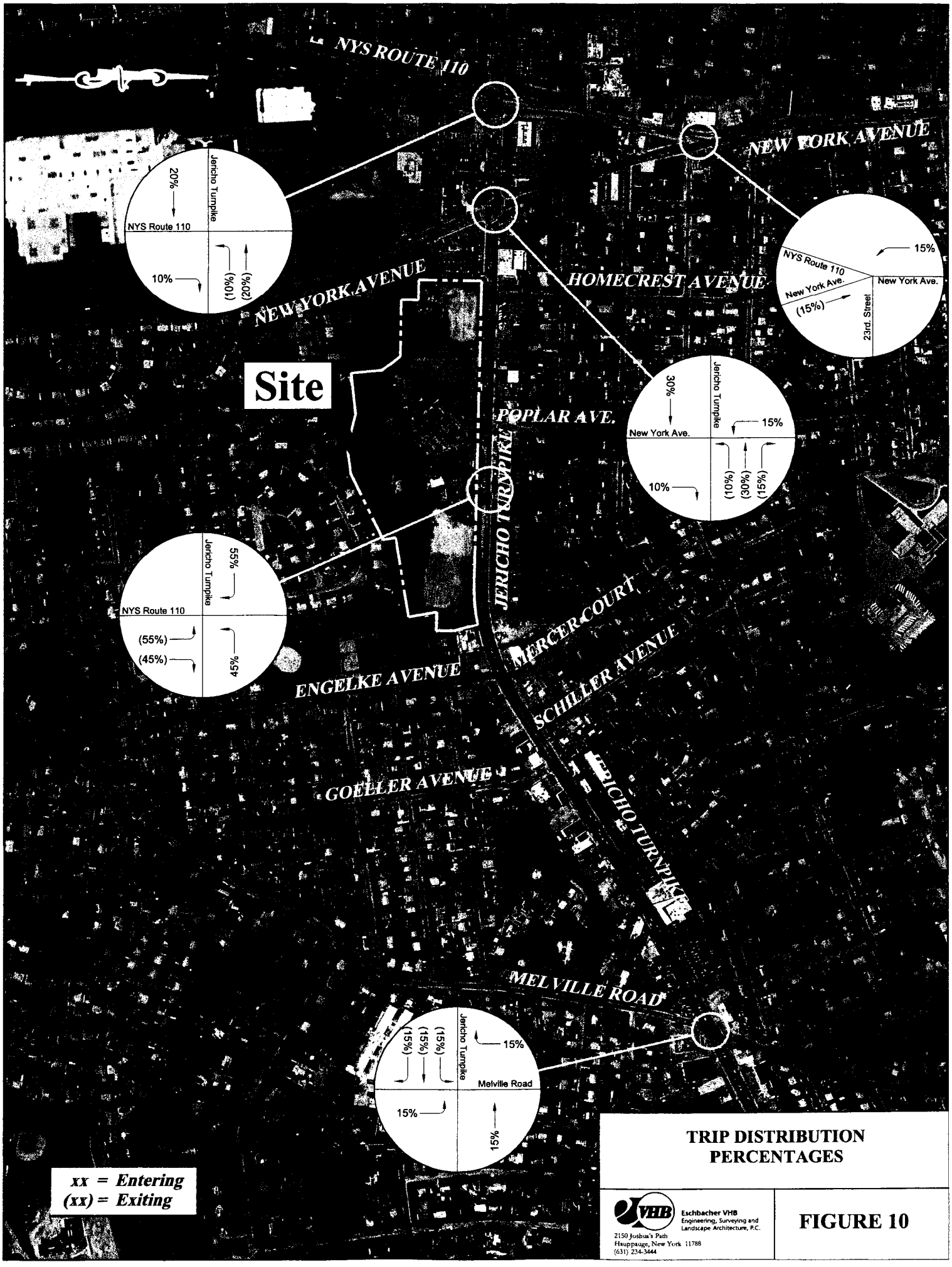
FIGURE 8



NO BUILD TRAFFIC VOLUMES
SATURDAY PEAK HOUR

Eschbacher VHB
Engineering, Surveying and Landscape Architecture, P.C.
2150 Joshua's Path
Hauppauge, New York 11788
(631) 234-3444

FIGURE 9



TRIP DISTRIBUTION PERCENTAGES

Eschbacher VHB
Engineering, Surveying and Landscape Architecture, P.C.
2150 Joshua's Path
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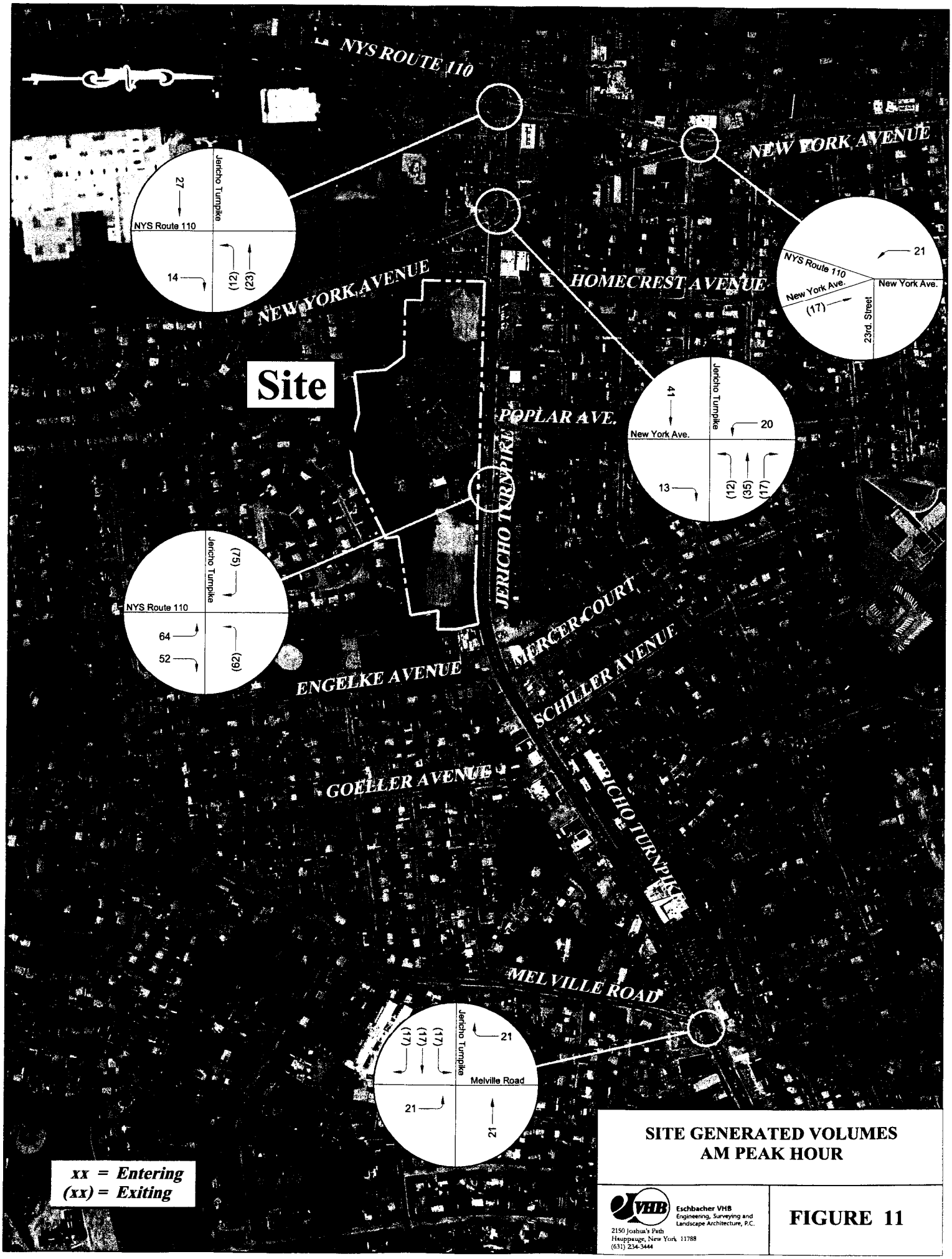
(631) 234-3444

FIGURE 10



SITE GENERATED VOLUMES
AM PEAK HOUR

Eschbacher VHB
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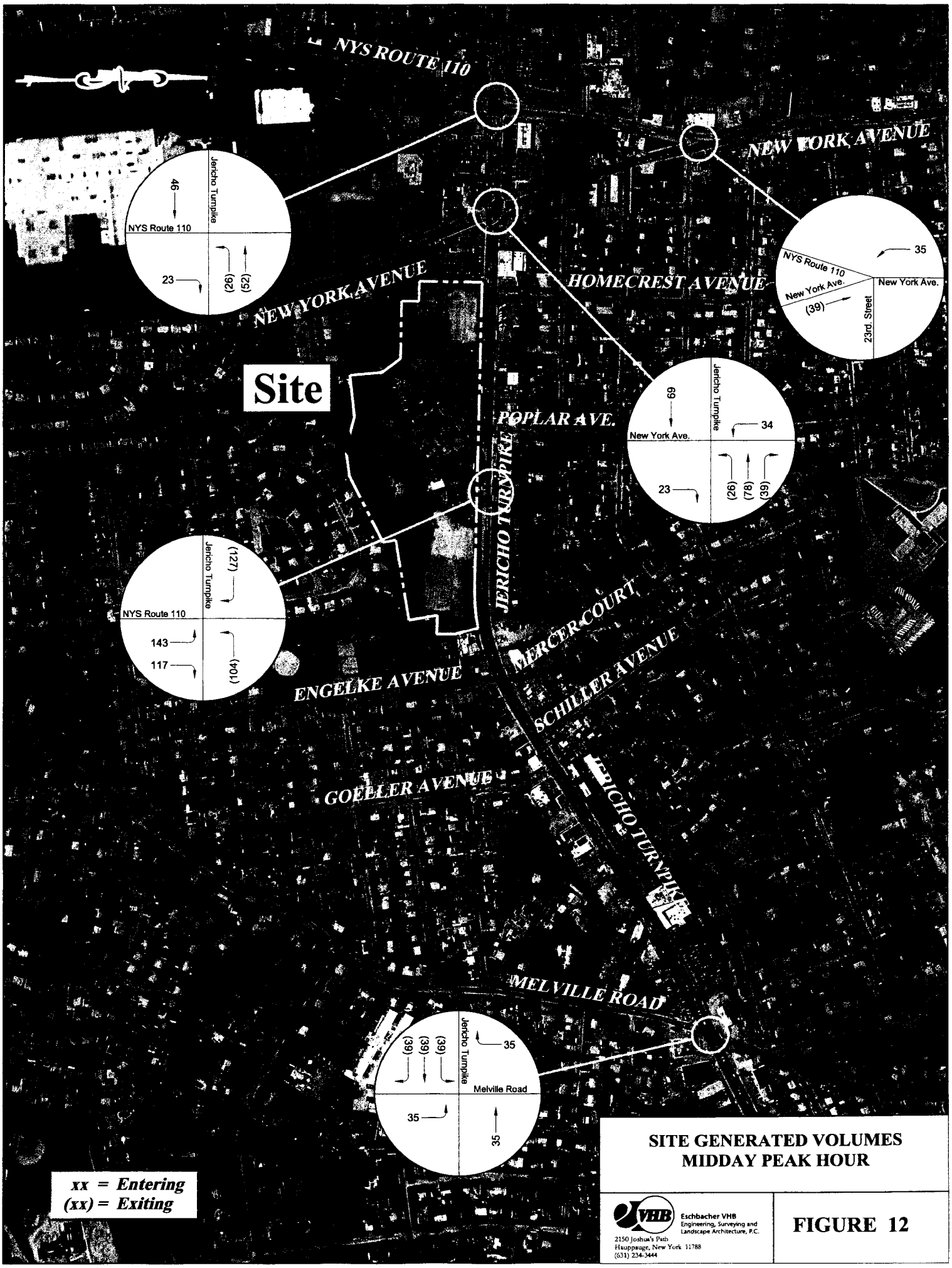
2150 Joshua's Path
Hauppauge, New York 11788
(631) 234-3444

FIGURE 11



SITE GENERATED VOLUMES
MIDDAY PEAK HOUR

Eschbacher VHB
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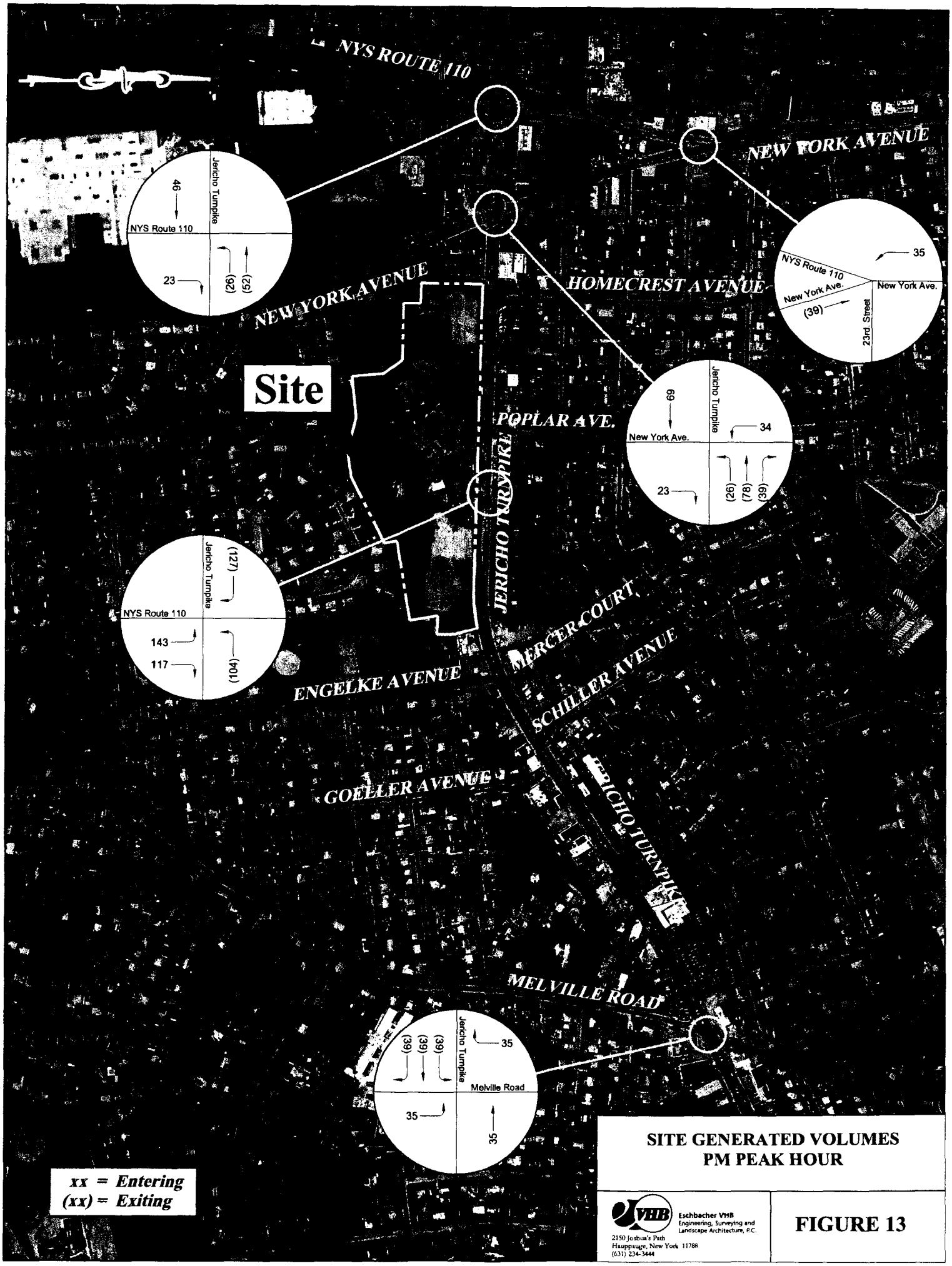
2150 Joshua's Path
Hauppauge, New York 11788
(631) 234-3444

FIGURE 12



SITE GENERATED VOLUMES
PM PEAK HOUR

Eschbacher VHB
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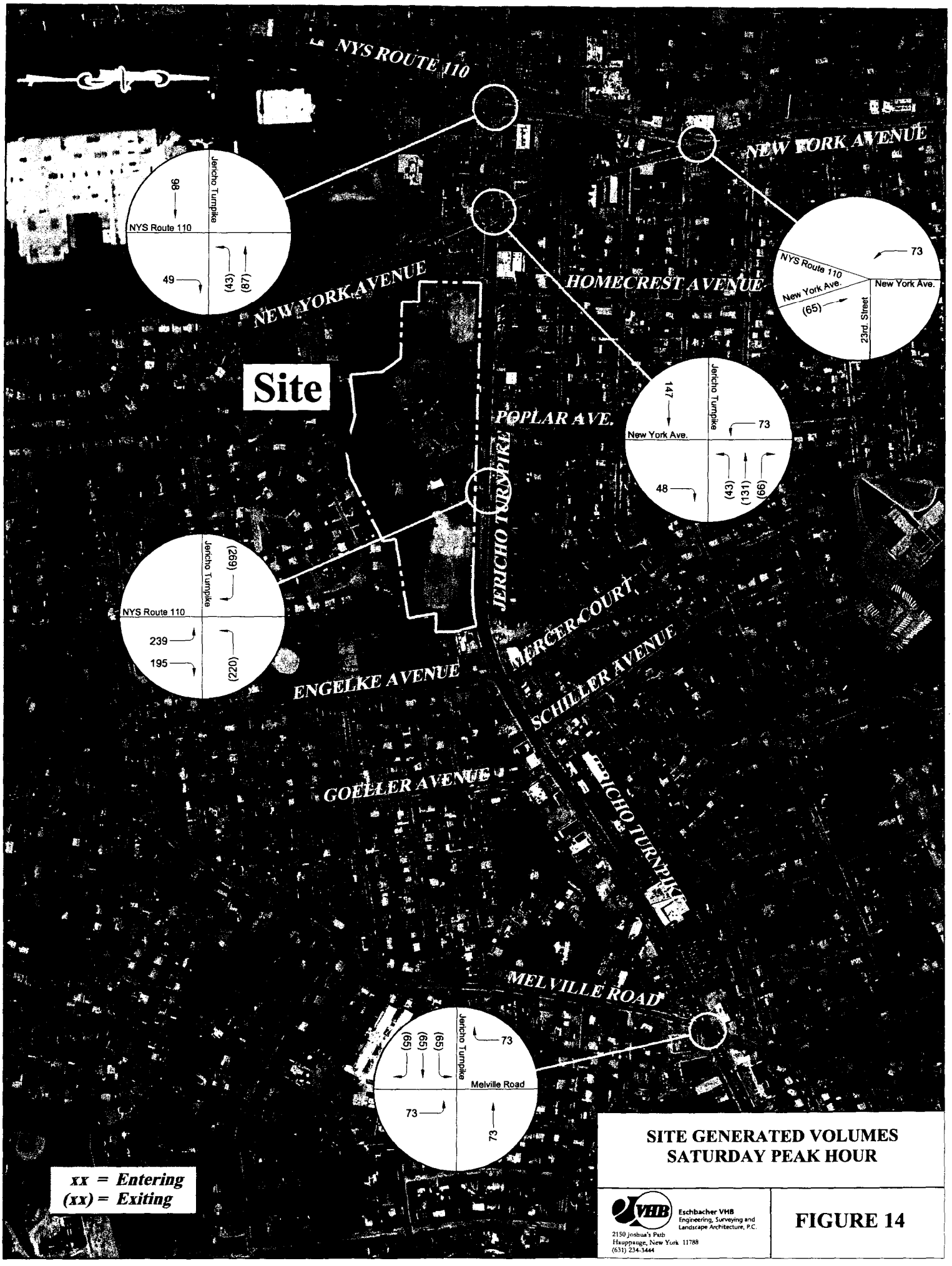
2150 Joshua's Path
Hauppauge, New York 11788
(631) 234-3444

FIGURE 13



SITE GENERATED VOLUMES
SATURDAY PEAK HOUR

Eschbacher VHB
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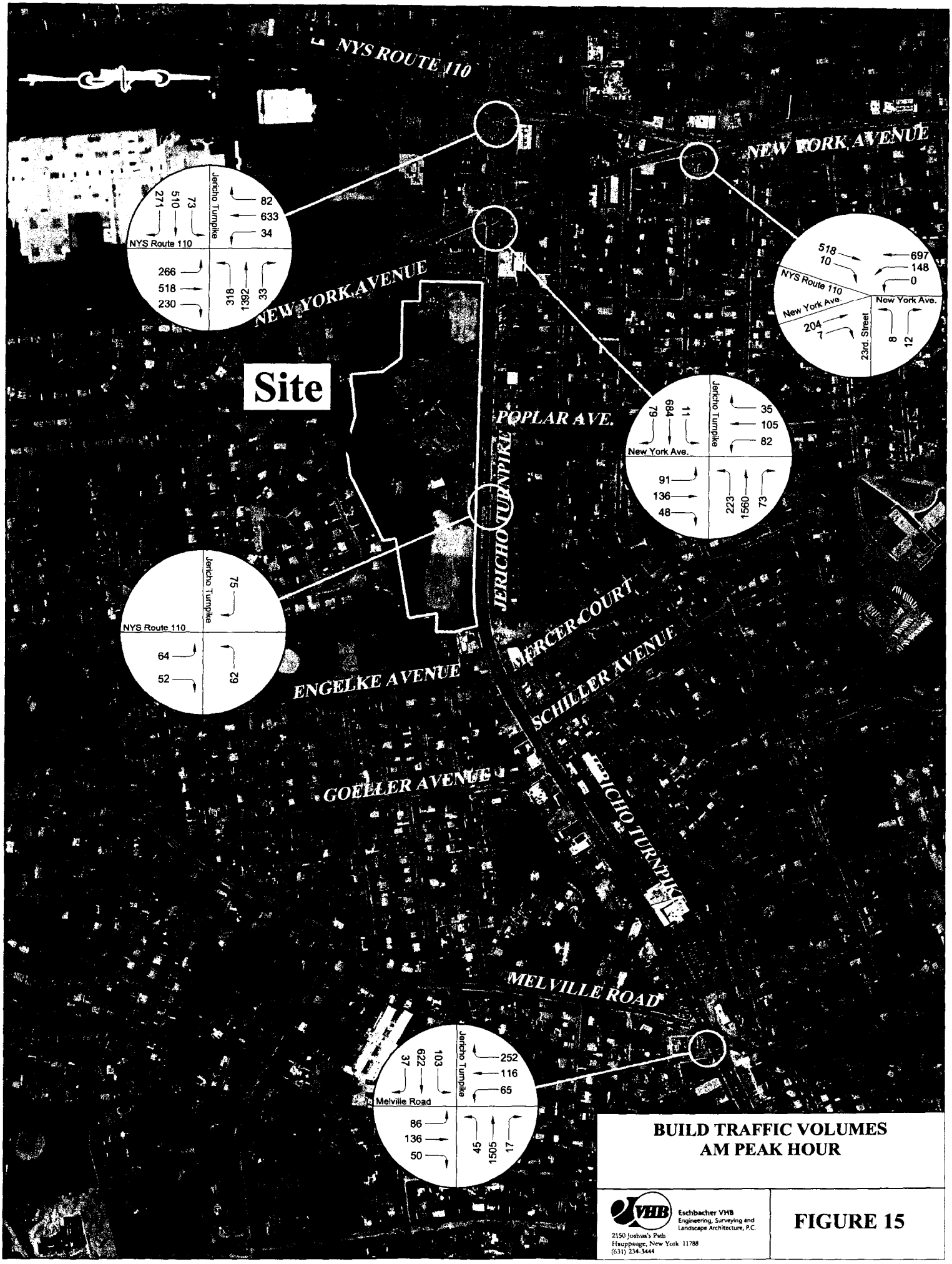
2150 Joshua's Path
Hauppauge, New York 11788
(631) 234-3444

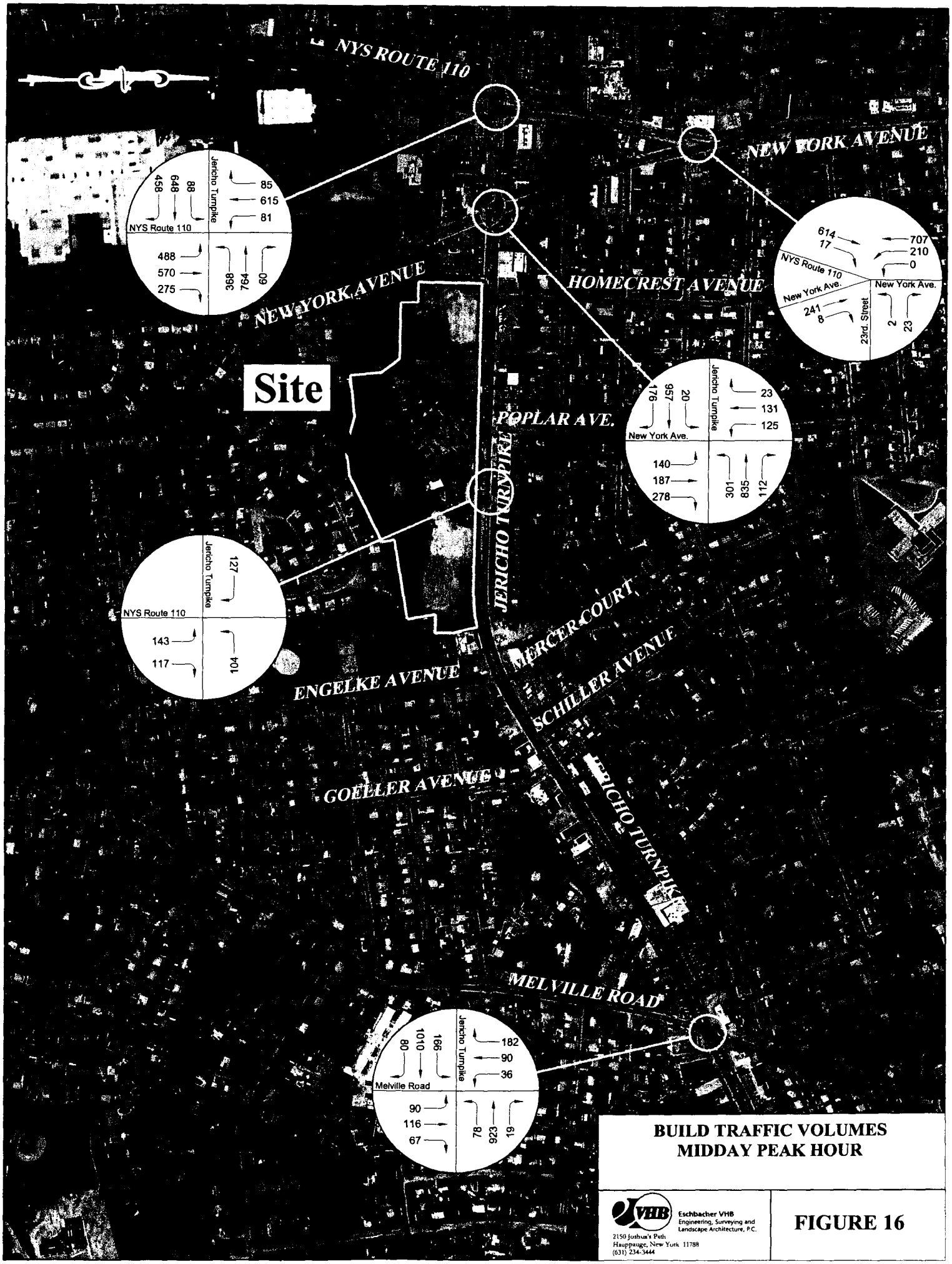
FIGURE 14



BUILD TRAFFIC VOLUMES
AM PEAK HOUR

Eschbacher VHB
Engineering, Surveying and Landscape Architecture, P.C.
2150 Joshua's Path
Hauppauge, New York 11788
(631) 234-3444

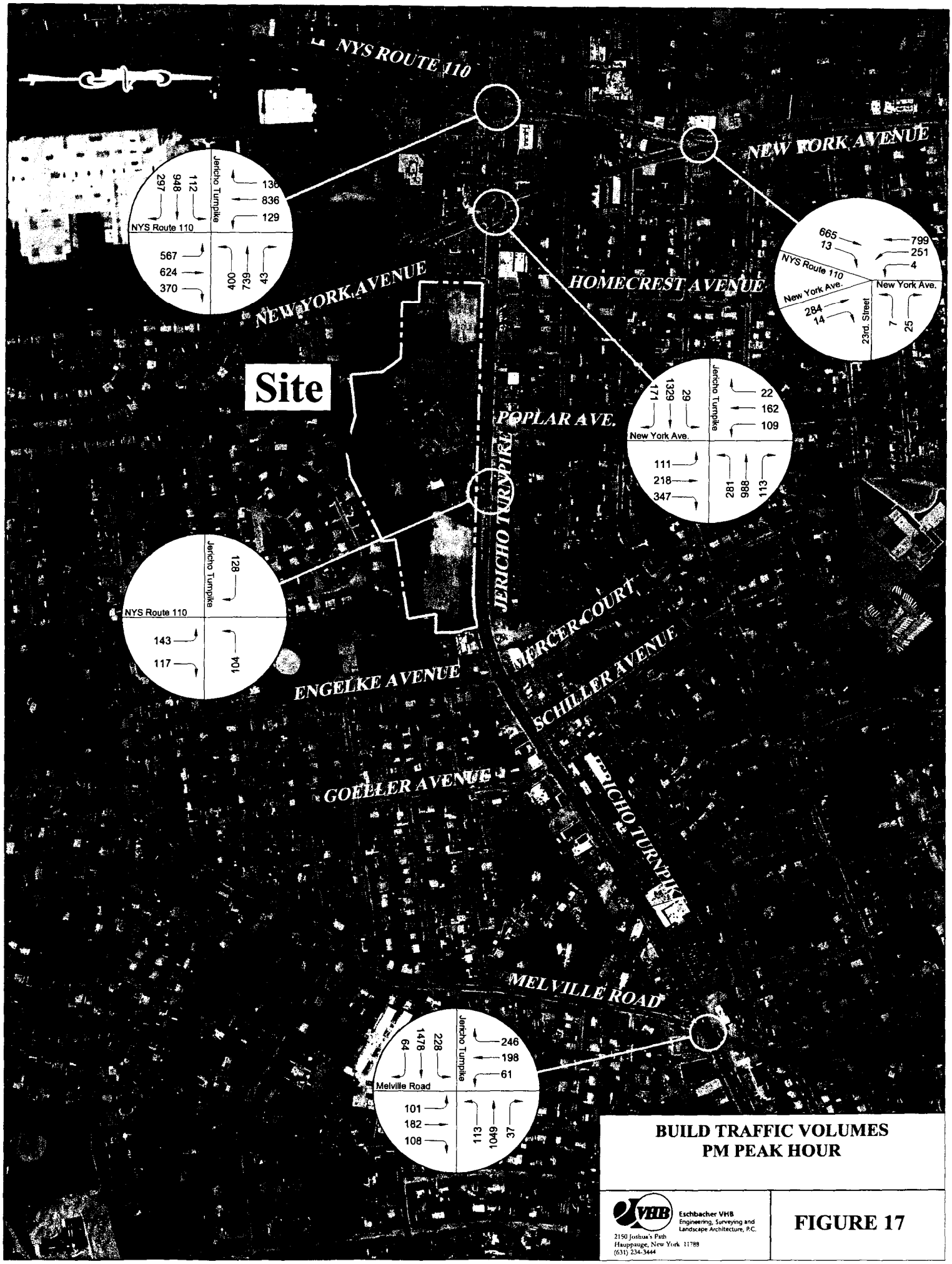
FIGURE 15



BUILD TRAFFIC VOLUMES
MIDDAY PEAK HOUR

Eschbacher VHB
Engineering, Surveying and Landscape Architecture, P.C.
2150 Joshua's Path
Hauppauge, New York 11788
(631) 234-3444

FIGURE 16



BUILD TRAFFIC VOLUMES
PM PEAK HOUR

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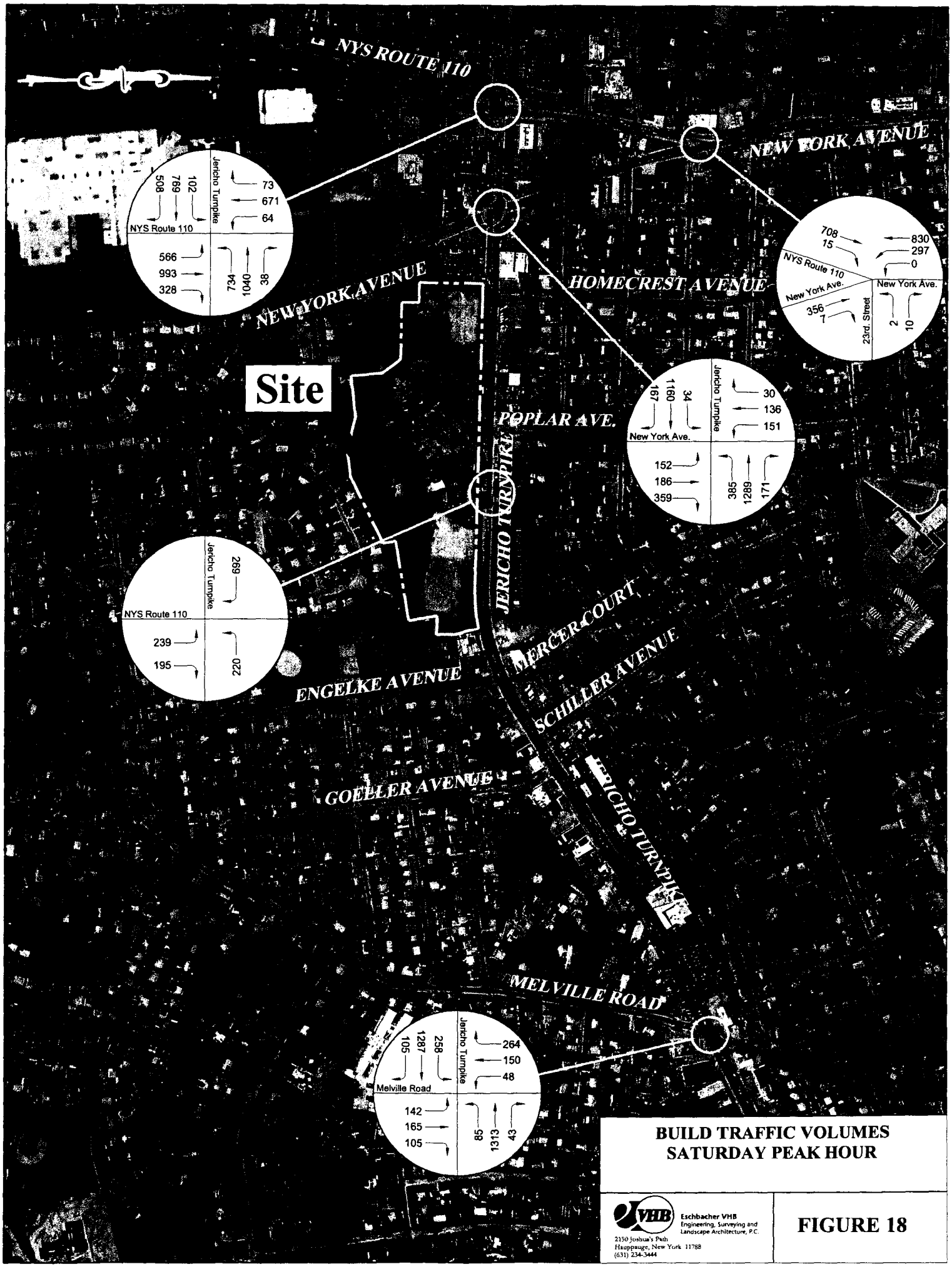
2150 Joshua's Path
Hauppauge, New York 11788
(631) 234-3444

FIGURE 17



BUILD TRAFFIC VOLUMES
SATURDAY PEAK HOUR

Eschbacher VHB
Engineering, Surveying and Landscape Architecture, P.C.
2350 Joshua's Path
Hauppauge, New York 11788
(631) 234-3444

FIGURE 18

Appendix B

Description

1. AM Traffic Volume Data – NYS Route 25 (Jericho Turnpike) at NYS Route 110
2. Midday Traffic Volume Data – NYS Route 25 (Jericho Turnpike) at NYS Route 110
3. PM Traffic Volume Data – NYS Route 25 (Jericho Turnpike) at NYS Route 110
4. Saturday Traffic Volume Data – NYS Route 25 (Jericho Turnpike) at NYS Route 110
5. AM Traffic Volume Data – NYS Route 25 (Jericho Turnpike) at New York Avenue
6. Midday Traffic Volume Data – NYS Route 25 (Jericho Turnpike) at New York Avenue
7. PM Traffic Volume Data – NYS Route 25 (Jericho Turnpike) at New York Avenue
8. Saturday Traffic Volume Data – NYS Route 25 (Jericho Turnpike) at New York Avenue
9. AM Traffic Volume Data – NYS Route 110 at New York Avenue
10. Midday Traffic Volume Data – NYS Route 110 at New York Avenue
11. PM Traffic Volume Data – NYS Route 110 at New York Avenue
12. Saturday Traffic Volume Data – NYS Route 110 at New York Avenue
13. AM Traffic Volume Data – NYS Route 25 (Jericho Turnpike) at Melville Road
14. Midday Traffic Volume Data – NYS Route 25 (Jericho Turnpike) at Melville Road
15. PM Traffic Volume Data – NYS Route 25 (Jericho Turnpike) at Melville Road
16. Saturday Traffic Volume Data – NYS Route 25 (Jericho Turnpike) at Melville Road

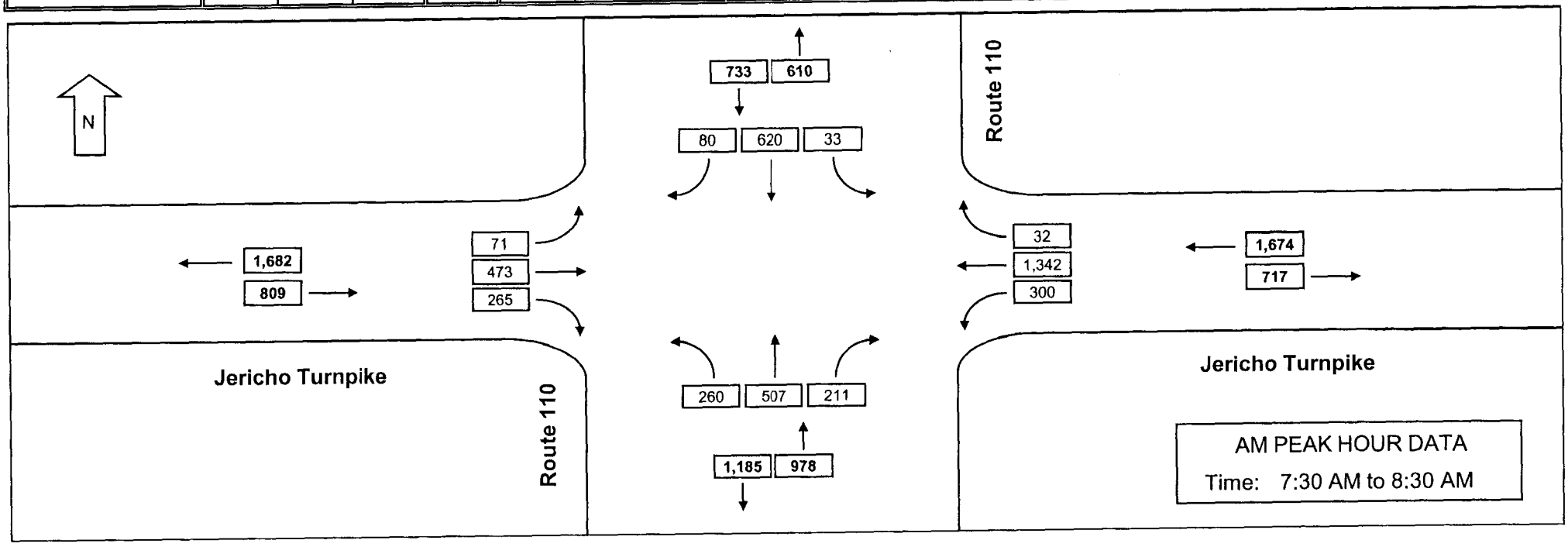
TRAFFIC VOLUME DATA

JERICHO TURNPIKE @ ROUTE 110
HUNTINGTON, NY

ESCHBACHER VHB

Date Collected: 6/7/07 (Thursday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
7:00 AM	11	92	40	143	50	316	6	372	74	111	36	221	7	104	14	125	861	
7:15 AM	18	99	51	168	47	339	2	388	68	89	40	197	5	138	13	156	909	
7:30 AM	18	131	60	209	75	364	6	445	57	145	44	246	6	151	20	177	1,077	
7:45 AM	16	99	74	189	56	315	6	377	66	126	51	243	6	159	21	186	995	3,842
8:00 AM	24	115	62	201	101	357	13	471	74	133	64	271	8	128	20	156	1,099	4,080
8:15 AM	13	128	69	210	68	306	7	381	63	103	52	218	13	182	19	214	1,023	4,194
8:30 AM	21	93	64	178	105	297	9	411	70	102	48	220	17	108	16	141	950	4,067
8:45 AM	25	123	53	201	103	288	17	408	59	138	41	238	6	148	8	162	1,009	4,081
Peak Hour 7:30 AM to 8:30 AM	**71**	**473**	**265**	**809**	**300**	**1,342**	**32**	**1,674**	**260**	**507**	**211**	**978**	**33**	**620**	**80**	**733**	**4,194**	
PHF				0.96				0.89				0.90				0.86		



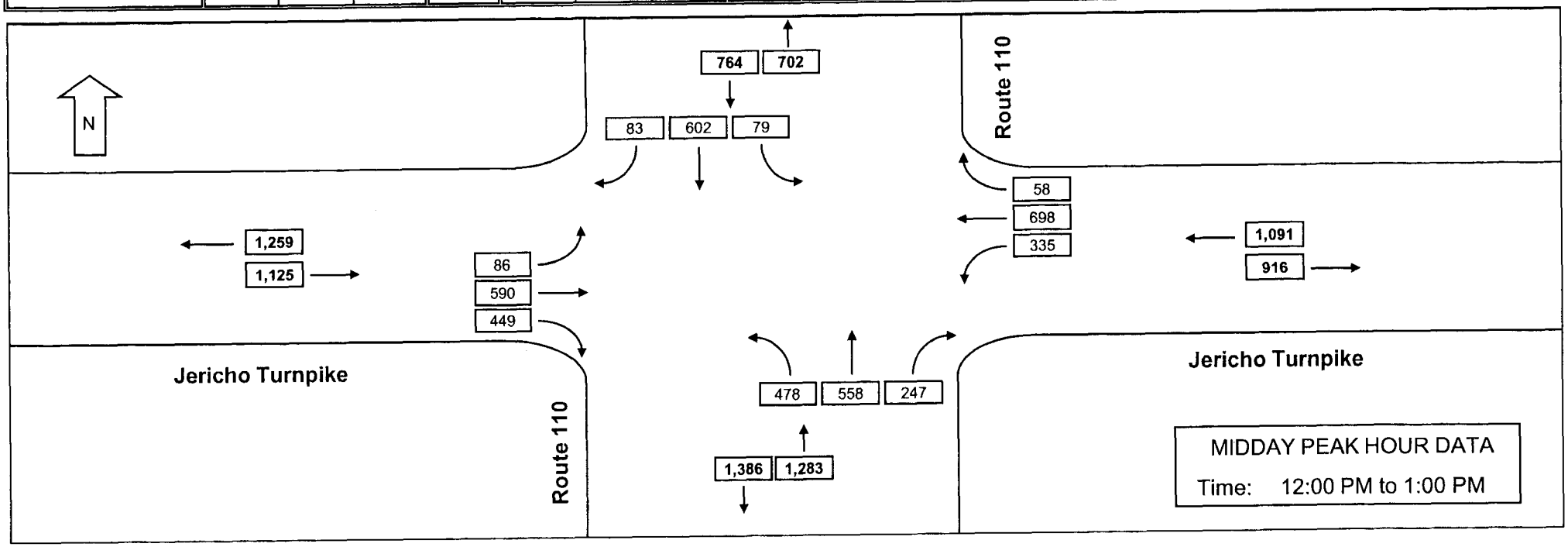
TRAFFIC VOLUME DATA

JERICHO TURNPIKE @ ROUTE 110
HUNTINGTON, NY

ESCHBACHER VHB

Date Collected: 6/7/07 (Thursday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
11:00 AM	22	112	89	223	65	153	7	225	99	133	70	302	18	122	25	165	915	
11:15 AM	34	101	73	208	82	164	19	265	99	113	65	277	13	138	22	173	923	
11:30 AM	26	134	109	269	71	138	13	222	133	161	69	363	15	135	28	178	1,032	
11:45 AM	13	118	106	237	58	158	10	226	110	131	72	313	7	154	28	189	965	3,835
12:00 PM	21	129	117	267	80	194	9	283	136	153	66	355	19	167	29	215	1,120	4,040
12:15 PM	22	164	112	298	78	169	18	265	98	129	48	275	23	129	15	167	1,005	4,122
12:30 PM	21	141	119	281	90	182	17	289	133	140	74	347	11	151	18	180	1,097	4,187
12:45 PM	22	156	101	279	87	153	14	254	111	136	59	306	26	155	21	202	1,041	4,263
1:00 PM	30	140	109	279	72	159	7	238	125	137	75	337	16	136	24	176	1,030	4,173
1:15 PM	23	137	88	248	67	157	9	233	121	132	66	319	22	172	26	220	1,020	4,188
1:30 PM	25	171	98	294	63	162	15	240	118	131	69	318	22	144	21	187	1,039	4,130
1:45 PM	15	140	149	304	84	185	15	284	113	157	75	345	13	168	30	211	1,144	4,233
Peak Hour 12:00 PM to 1:00 PM	**86**	**590**	**449**	**1,125**	**335**	**698**	**58**	**1,091**	**478**	**558**	**247**	**1,283**	**79**	**602**	**83**	**764**	**4,263**	
PHF				0.94				0.94				0.90				0.89		



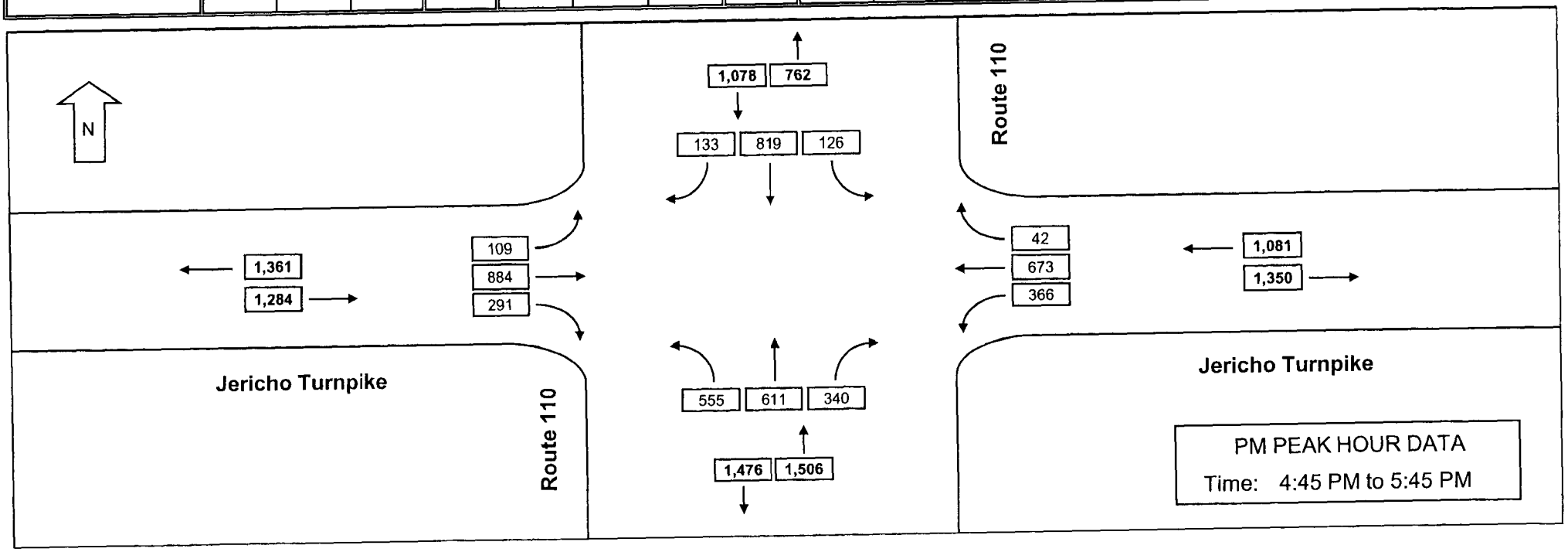
ESCHBACHER VHB

TRAFFIC VOLUME DATA

JERICHO TURNPIKE @ ROUTE 110
HUNTINGTON, NY

Date Collected: 6/7/07 (Thursday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
4:00 PM	25	199	83	307	95	171	8	274	96	140	78	314	30	148	22	200	1,095	
4:15 PM	26	204	58	288	53	105	8	166	104	160	90	354	26	153	25	204	1,012	
4:30 PM	23	252	82	357	62	98	3	163	131	141	73	345	21	164	22	207	1,072	
4:45 PM	27	215	81	323	106	156	17	279	133	171	90	394	29	238	41	308	1,304	4,483
5:00 PM	31	228	77	336	93	191	9	293	159	152	111	422	44	201	25	270	1,321	4,709
5:15 PM	28	213	60	301	73	164	8	245	139	137	71	347	26	209	38	273	1,166	4,863
5:30 PM	23	228	73	324	94	162	8	264	124	151	68	343	27	171	29	227	1,158	4,949
5:45 PM	31	220	63	314	79	176	7	262	131	171	94	396	26	172	22	220	1,192	4,837
Peak Hour 4:45 PM to 5:45 PM	**109**	**884**	**291**	**1,284**	**366**	**673**	**42**	**1,081**	**555**	**611**	**340**	**1,506**	**126**	**819**	**133**	**1,078**	**4,949**	
PHF				0.96				0.92				0.89				0.88		



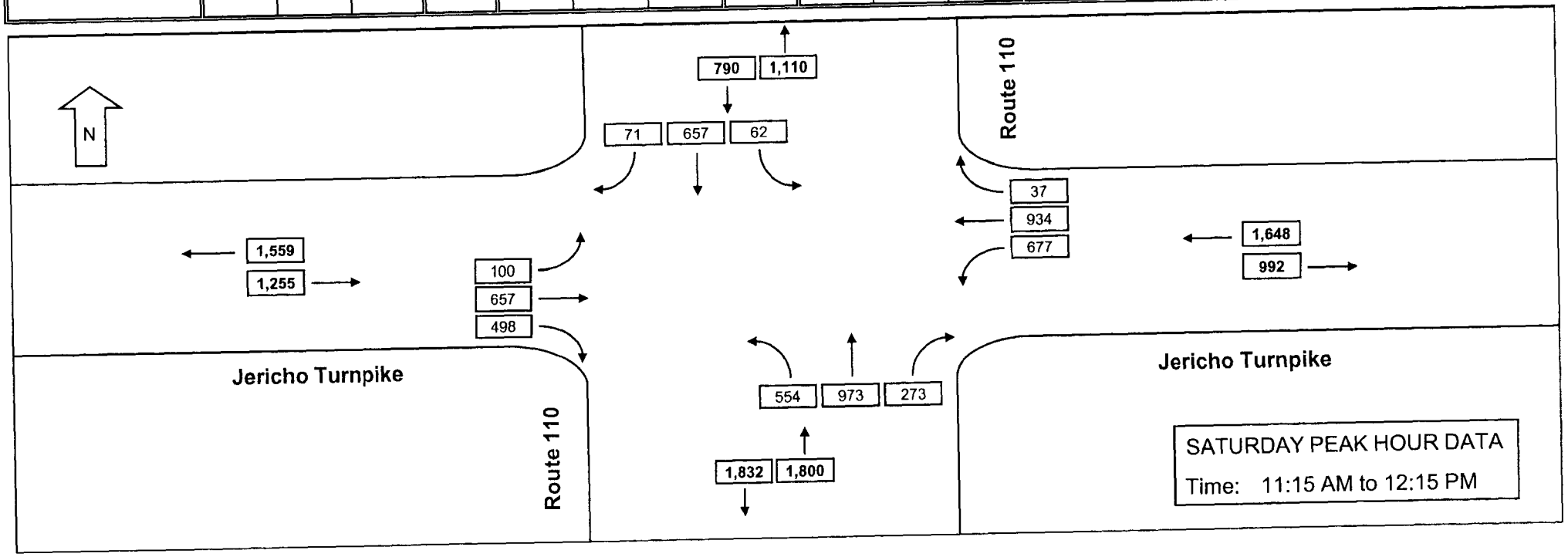
ESCHBACHER VHB

TRAFFIC VOLUME DATA

JERICHO TURNPIKE @ ROUTE 110
HUNTINGTON, NY

Date Collected: 6/9/07 (Saturday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
11:00 AM	16	130	99	245	141	245	12	398	105	217	47	369	15	151	17	183	1,195	
11:15 AM	20	170	115	305	184	269	4	457	139	273	51	463	17	154	17	188	1,413	
11:30 AM	27	136	124	287	170	217	8	395	147	244	81	472	16	177	15	208	1,362	
11:45 AM	22	184	129	335	164	252	11	427	130	247	69	446	11	153	22	186	1,394	5,364
12:00 PM	31	167	130	328	159	196	14	369	138	209	72	419	18	173	17	208	1,324	5,493
12:15 PM	23	166	134	323	124	206	1	331	109	211	64	384	22	165	30	217	1,255	5,335
12:30 PM	29	194	128	351	123	224	3	350	121	195	59	375	11	181	25	217	1,293	5,266
12:45 PM	23	197	115	335	159	219	2	380	99	219	64	382	23	187	18	228	1,325	5,197
1:00 PM	15	198	128	341	135	206	3	344	119	216	73	408	20	148	27	195	1,288	5,161
1:15 PM	22	188	127	337	133	225	4	362	114	218	66	398	9	187	33	229	1,326	5,232
1:30 PM	25	174	149	348	141	230	1	372	124	231	68	423	15	177	24	216	1,359	5,298
1:45 PM	24	204	131	359	119	227	5	351	121	212	65	398	11	217	22	250	1,358	5,331
Peak Hour 11:15 AM to 12:15 PM	**100**	**657**	**498**	**1,255**	**677**	**934**	**37**	**1,648**	**554**	**973**	**273**	**1,800**	**62**	**657**	**71**	**790**	**5,493**	
PHF				0.94				0.90				0.95				0.95		



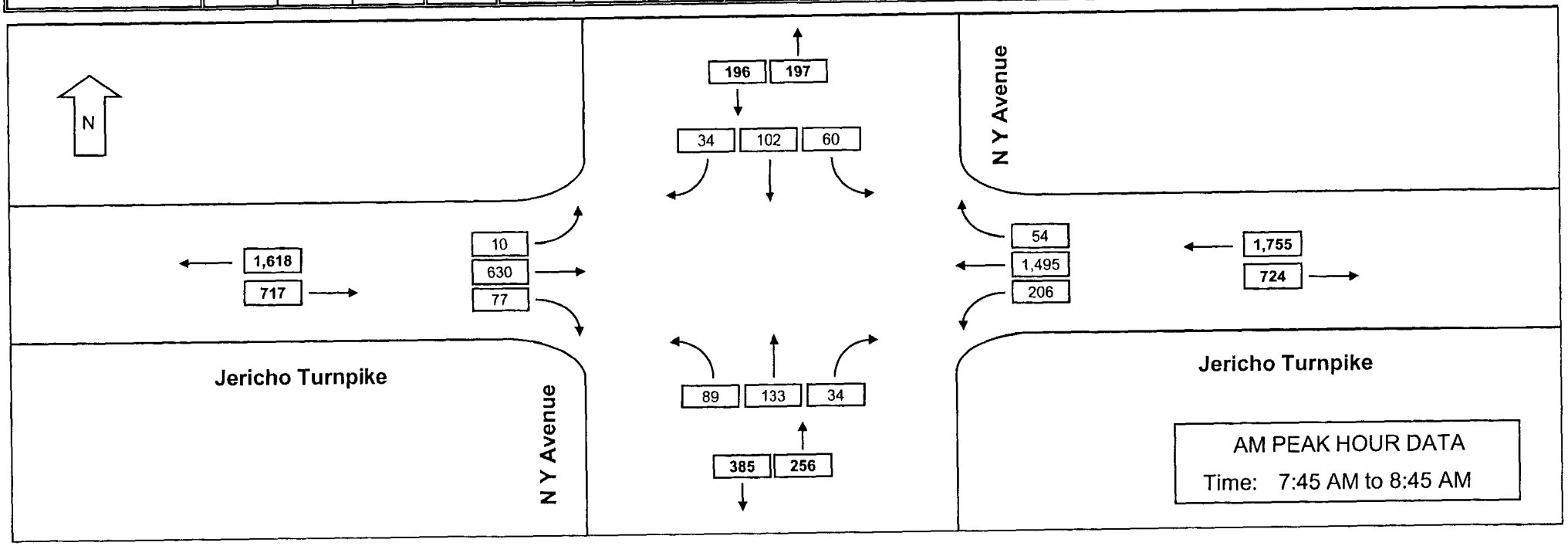
TRAFFIC VOLUME DATA

JERICHO TURNPIKE @ NEW YORK AVENUE
HUNTINGTON, NY

ESCHBACHER VHB

Date Collected: 6/7/07 (Thursday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
7:00 AM	1	123	22	146	26	357	9	392	23	33	4	60	10	29	7	46	644	
7:15 AM	0	138	12	150	29	336	14	379	28	24	4	56	15	18	6	39	624	
7:30 AM	0	156	19	175	42	378	9	429	25	22	11	58	13	24	9	46	708	
7:45 AM	4	137	19	160	35	380	10	425	20	50	13	83	16	28	9	53	721	2,697
8:00 AM	3	149	14	166	54	382	15	451	24	28	9	61	15	32	11	58	736	2,789
8:15 AM	1	167	25	193	56	375	14	445	21	33	3	57	13	20	8	41	736	2,901
8:30 AM	2	177	19	198	61	358	15	434	24	22	9	55	16	22	6	44	731	2,924
8:45 AM	3	128	24	155	62	347	23	432	22	36	10	68	17	31	12	60	715	2,918
Peak Hour 7:45 AM to 8:45 AM	**10**	**630**	**77**	**717**	**206**	**1,495**	**54**	**1,755**	**89**	**133**	**34**	**256**	**60**	**102**	**34**	**196**	**2,924**	
PHF				0.91				0.97				0.77				0.84		



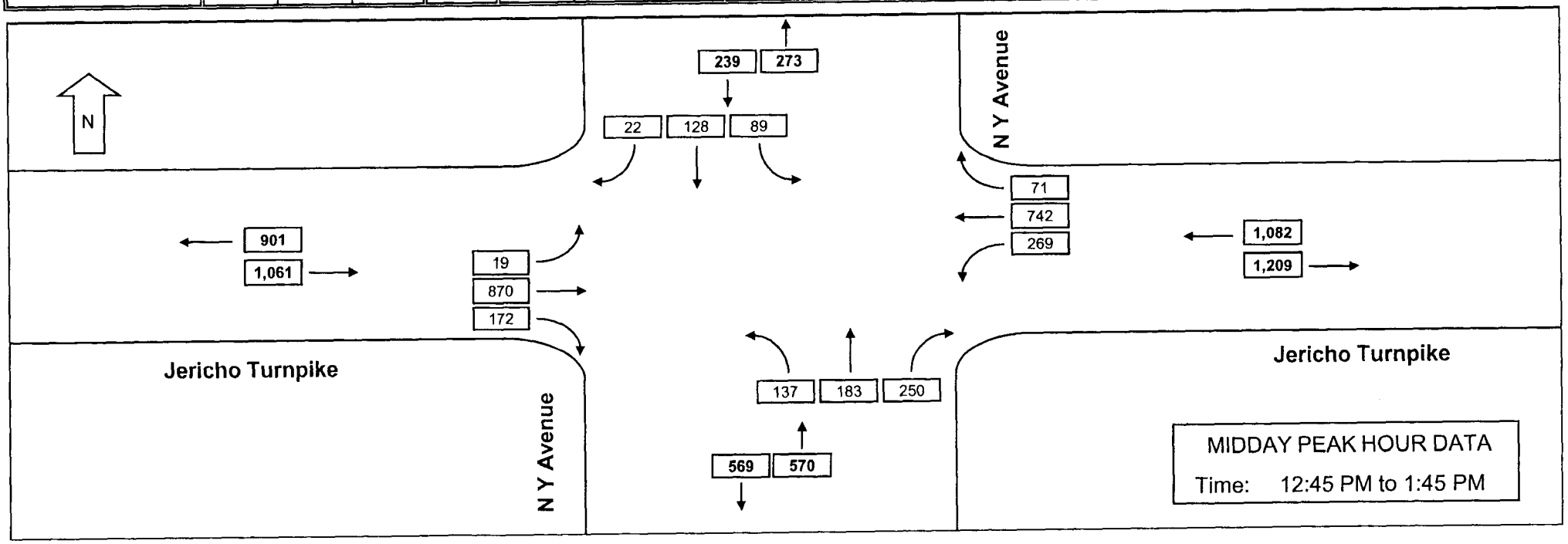
TRAFFIC VOLUME DATA

JERICHO TURNPIKE @ NEW YORK AVENUE
HUNTINGTON, NY

ESCHBACHER VHB

Date Collected: 6/7/07 (Thursday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
11:00 AM	3	172	30	205	42	197	25	264	18	24	36	78	23	22	5	50	597	
11:15 AM	5	152	19	176	44	188	13	245	28	20	34	82	22	32	6	60	563	
11:30 AM	5	192	24	221	50	179	21	250	27	35	32	94	26	20	8	54	619	
11:45 AM	6	207	22	235	51	203	12	266	17	36	33	86	31	32	13	76	663	2,442
12:00 PM	4	162	28	194	68	215	13	296	29	39	43	111	20	31	10	61	662	2,507
12:15 PM	4	184	38	226	58	237	13	308	37	46	52	135	18	31	6	55	724	2,668
12:30 PM	4	215	36	255	62	232	14	308	24	38	53	115	17	29	3	49	727	2,776
12:45 PM	1	192	43	236	63	210	16	289	40	49	49	138	24	30	6	60	723	2,836
1:00 PM	3	222	50	275	65	154	21	240	33	42	67	142	24	34	3	61	718	2,892
1:15 PM	9	212	37	258	72	199	8	279	31	49	64	144	24	34	6	64	745	2,913
1:30 PM	6	244	42	292	69	179	26	274	33	43	70	146	17	30	7	54	766	2,952
1:45 PM	8	189	32	229	59	205	19	283	45	43	50	138	27	28	4	59	709	2,938
Peak Hour 12:45 PM to 1:45 PM	**19**	**870**	**172**	**1,061**	**269**	**742**	**71**	**1,082**	**137**	**183**	**250**	**570**	**89**	**128**	**22**	**239**	**2,952**	
PHF				0.91				0.94				0.98				0.93		



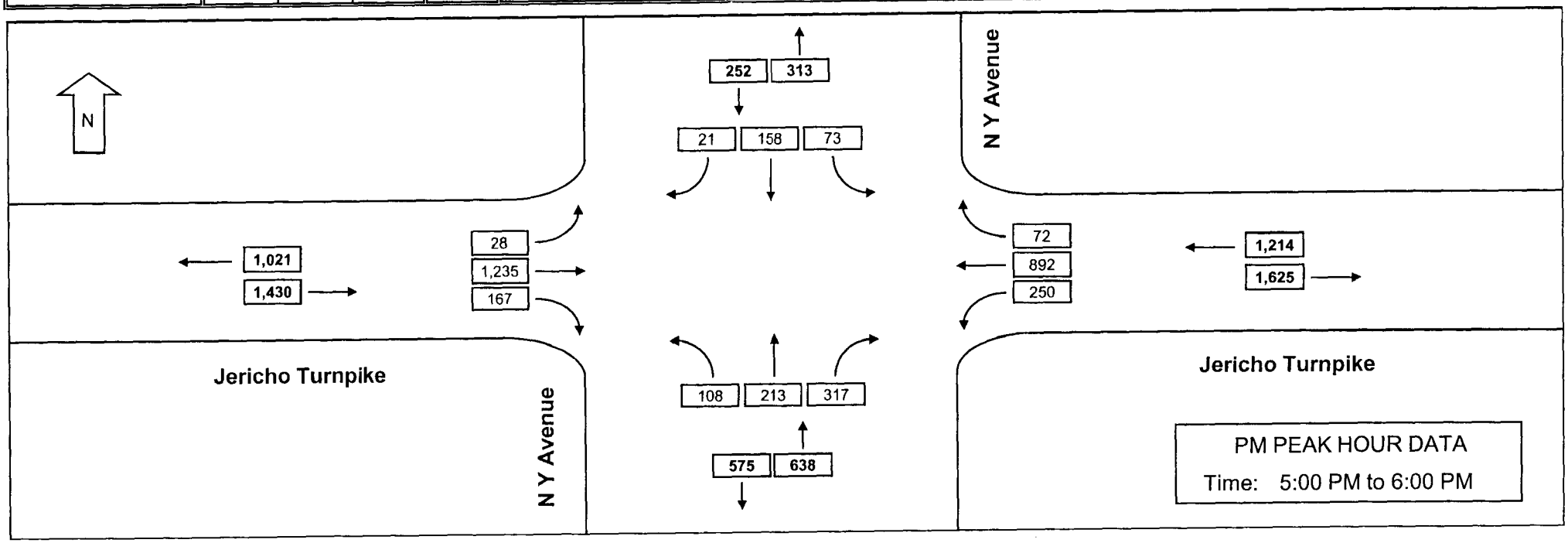
TRAFFIC VOLUME DATA

JERICHO TURNPIKE @ NEW YORK AVENUE
HUNTINGTON, NY

ESCHBACHER VHB

Date Collected: 6/7/07 (Thursday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
4:00 PM	9	302	46	357	49	199	15	263	25	51	69	145	17	36	6	59	824	
4:15 PM	10	289	32	331	30	150	15	195	26	58	60	144	21	31	4	56	726	
4:30 PM	6	324	38	368	24	106	13	143	23	50	60	133	24	29	9	62	706	
4:45 PM	6	285	41	332	49	237	20	306	23	44	57	124	27	46	6	79	841	3,097
5:00 PM	10	326	46	382	63	231	21	315	33	47	83	163	21	36	8	65	925	3,198
5:15 PM	4	292	46	342	66	234	18	318	23	54	70	147	21	46	6	73	880	3,352
5:30 PM	7	303	41	351	51	208	19	278	26	49	69	144	19	41	4	64	837	3,483
5:45 PM	7	314	34	355	70	219	14	303	26	63	95	184	12	35	3	50	892	3,534
Peak Hour 5:00 PM to 6:00 PM PHF	**28**	**1,235**	**167**	**1,430** 0.94	**250**	**892**	**72**	**1,214** 0.95	**108**	**213**	**317**	**638** 0.87	**73**	**158**	**21**	**252** 0.86	**3,534**	



PM
27209_25_NYAVE_TMC

12/27/2007

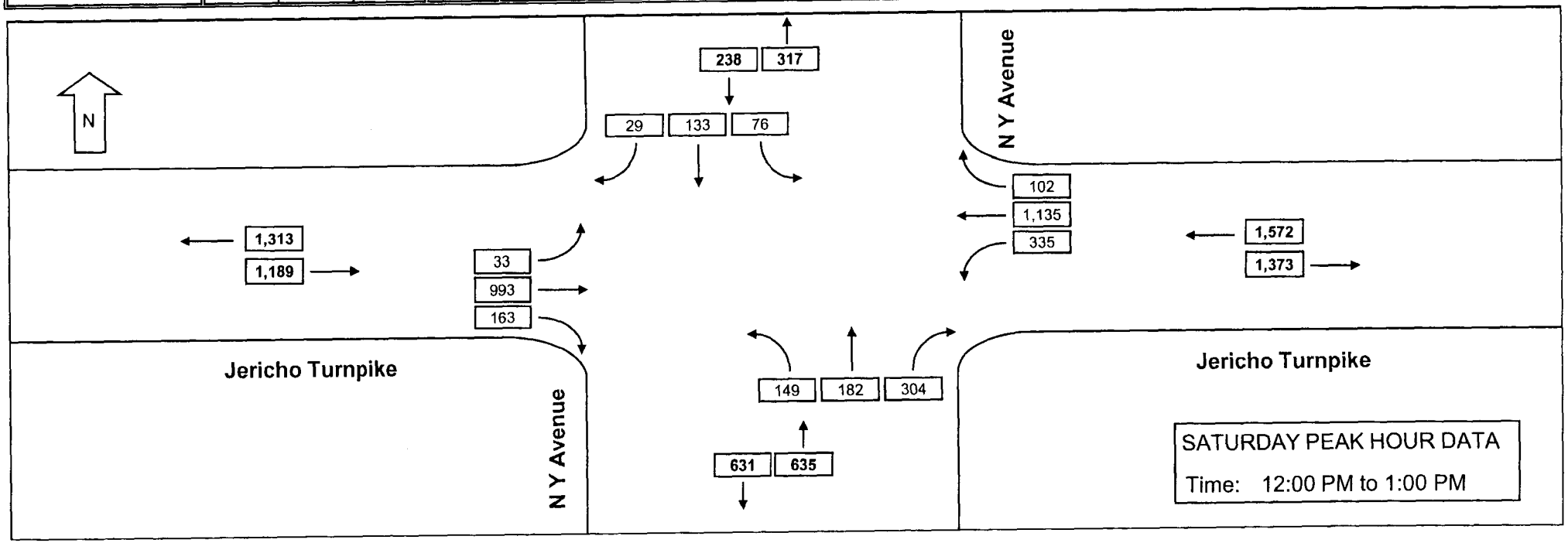
TRAFFIC VOLUME DATA

JERICHO TURNPIKE @ NEW YORK AVENUE
HUNTINGTON, NY

ESCHBACHER VHB

Date Collected: 6/9/07 (Saturday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
11:00 AM	6	183	28	217	63	192	25	280	23	37	41	101	17	29	5	51	649	
11:15 AM	3	200	38	241	85	249	27	361	35	40	66	141	21	38	8	67	810	
11:30 AM	11	213	40	264	95	242	15	352	30	31	70	131	17	18	6	41	788	
11:45 AM	7	212	40	259	89	244	25	358	26	39	58	123	14	40	7	61	801	3,048
12:00 PM	7	266	41	314	86	287	30	403	37	46	78	161	19	29	7	55	933	3,332
12:15 PM	12	246	46	304	78	309	34	421	44	38	55	137	25	41	6	72	934	3,456
12:30 PM	4	240	38	282	90	260	18	368	29	48	80	157	16	35	8	59	866	3,534
12:45 PM	10	241	38	289	81	279	20	380	39	50	91	180	16	28	8	52	901	3,634
1:00 PM	9	262	46	317	90	249	24	363	36	52	75	163	17	23	8	48	891	3,592
1:15 PM	7	212	53	272	73	257	21	351	34	61	85	180	17	44	4	65	868	3,526
1:30 PM	8	247	47	302	97	295	14	406	40	43	72	155	18	29	10	57	920	3,580
1:45 PM	13	231	39	283	92	299	27	418	37	53	65	155	16	44	9	69	925	3,604
Peak Hour 12:00 PM to 1:00 PM	**33**	**993**	**163**	**1,189**	**335**	**1,135**	**102**	**1,572**	**149**	**182**	**304**	**635**	**76**	**133**	**29**	**238**	**3,634**	
PHF				0.95				0.93				0.88				0.83		



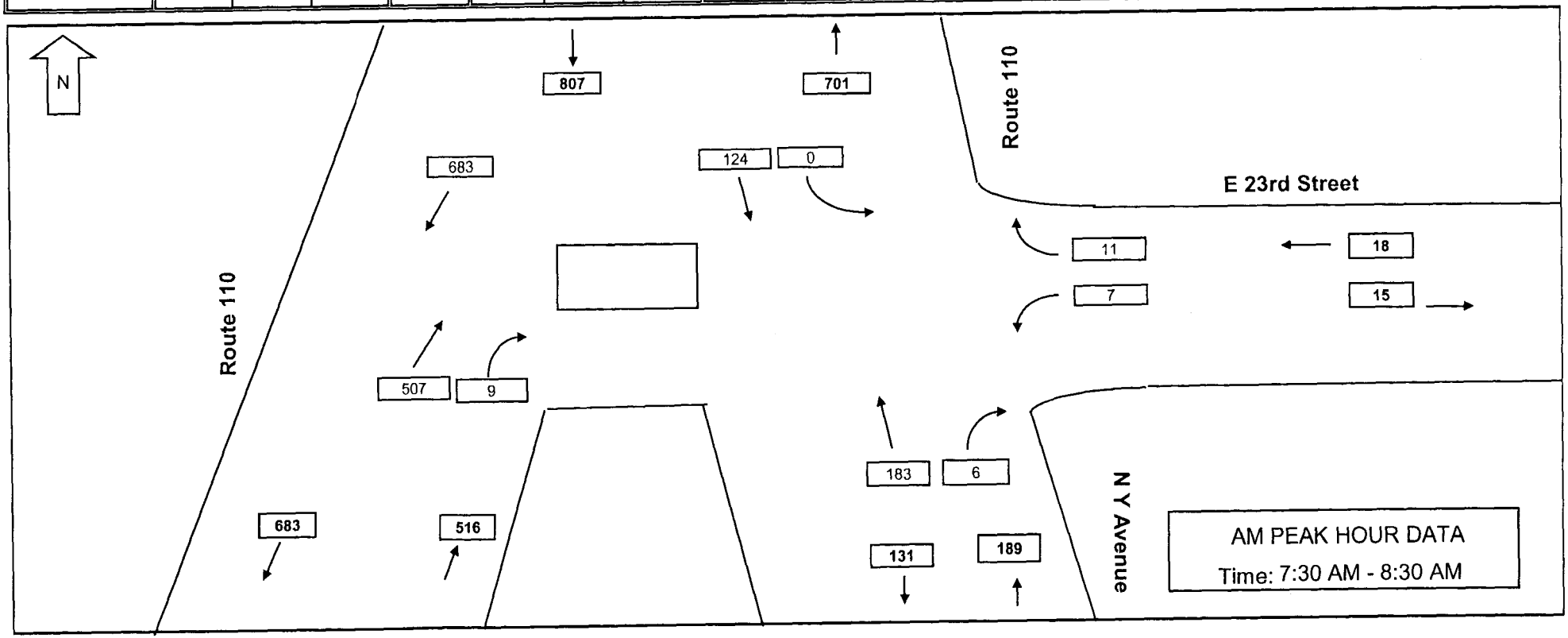
ESCHBACHER ENGINEERING, P.C.

TRAFFIC VOLUME DATA

ROUTE 110 @ NEW YORK AVENUE
HUNTINGTON, NY

Date Collected: 6/7/07 (Thursday)

Start Time	Northbound on 110				Westbound				Northbound on NY Avenue				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	On NYA	On 110	Total		
7:00 AM		111	2	113	0		3	3		36	0	36	0	31	135	166	318	
7:15 AM		123	1	124	1		1	2		43	2	45	0	31	124	155	326	
7:30 AM		132	2	134	2		3	5		26	1	27	0	29	187	216	382	
7:45 AM		135	0	135	3		2	5		79	0	79	0	32	144	176	395	1421
8:00 AM		142	2	144	0		3	3		46	3	49	0	38	175	213	409	1512
8:15 AM		98	5	103	2		3	5		32	2	34	0	25	177	202	344	1530
8:30 AM		93	2	95	1		0	1		30	1	31	0	21	151	172	299	1447
8:45 AM		139	2	141	1		0	1		43	2	45	0	37	154	191	378	1430
Peak Hour ***7:30 AM - 8:30 AM***		**507**	**9**	**516**	**7**		**11**	**18**		**183**	**6**	**189**	**0**	**124**	**683**	**807**	**1530**	
PHF				**0.90**				**0.90**				**0.60**				**0.93**		



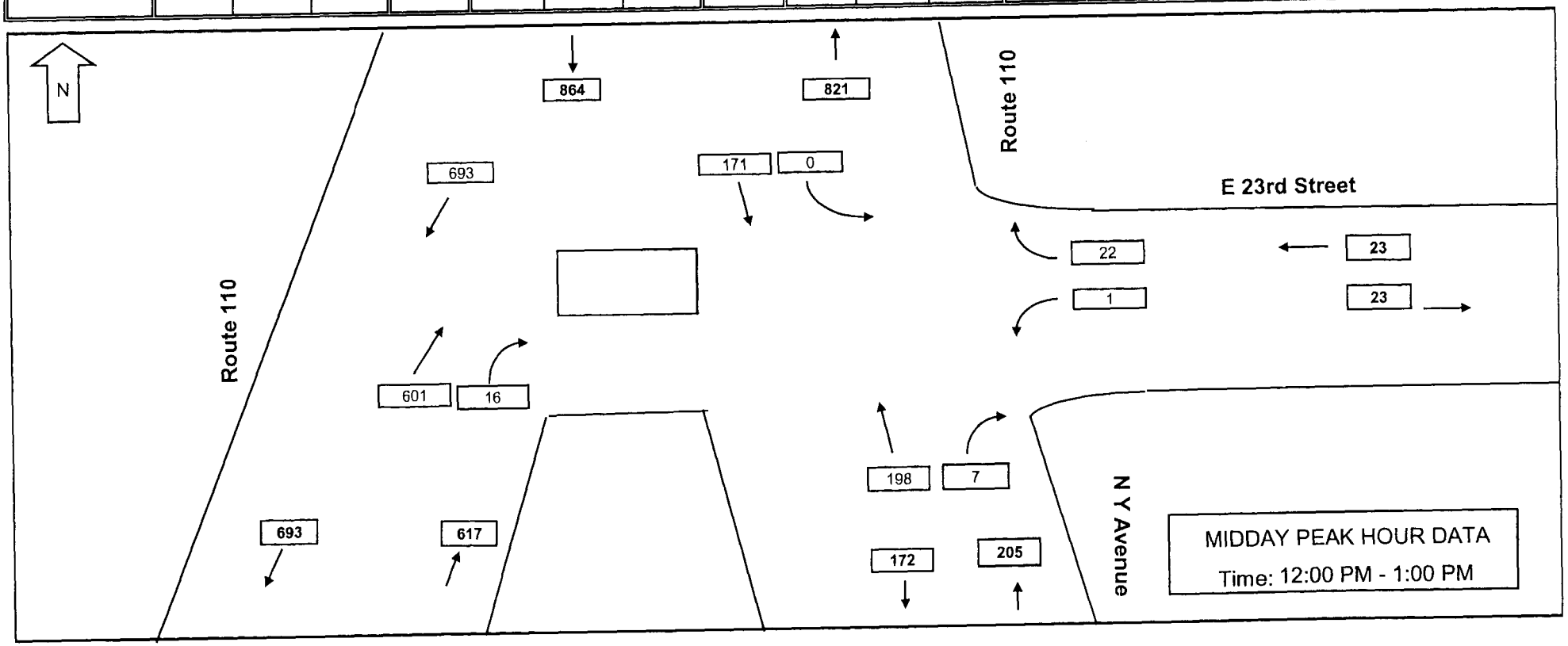
ESCHBACHER ENGINEERING, P.C.

TRAFFIC VOLUME DATA

ROUTE 110 @ NEW YORK AVENUE
HUNTINGTON, NY

Date Collected: 6/7/07 (Thrusday)

Start Time	Northbound on 110				Westbound				Northbound on NY Avenue				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	On NYA	On 110	Total		
11:00 AM		126	4	130	0		3	3		42	2	44	0	38	118	156	333	
11:15 AM		129	7	136	1		3	4		39	1	40	0	49	157	206	386	
11:30 AM		159	5	164	1		2	3		48	2	50	1	44	160	205	422	
11:45 AM		136	6	142	0		5	5		37	0	37	0	31	158	189	373	1514
12:00 PM		149	1	150	0		5	5		43	0	43	0	42	184	226	424	1605
12:15 PM		140	9	149	0		5	5		52	3	55	0	44	171	215	424	1643
12:30 PM		158	1	159	0		9	9		50	1	51	0	33	169	202	421	1642
12:45 PM		154	5	159	1		3	4		53	3	56	0	52	169	221	440	1709
1:00 PM		126	1	127	1		2	3		63	5	68	0	51	143	194	392	1677
1:15 PM		147	6	153	1		2	3		48	5	53	0	36	164	200	409	1662
1:30 PM		137	3	140	2		2	4		66	1	67	0	48	155	203	414	1655
1:45 PM		138	0	138	1		2	3		61	3	64	0	51	170	221	426	1641
Peak Hour ***12:00 PM - 1:00 PM***		**601**	**16**	**617**	**1**		**22**	**23**		**198**	**7**	**205**	**0**	**171**	**693**	**864**	**1709**	
PHF				**0.97**				**0.64**				**0.92**				**0.96**		



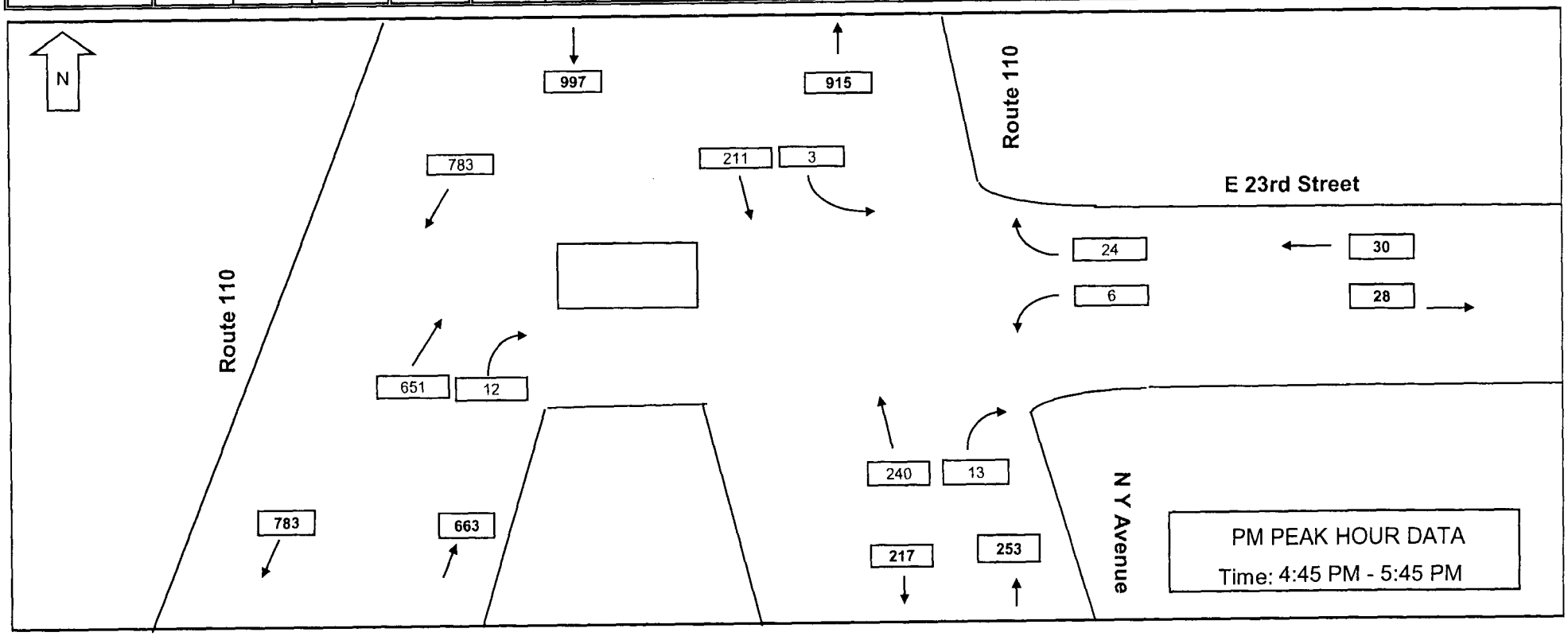
TRAFFIC VOLUME DATA

ESCHBACHER ENGINEERING, P.C.

ROUTE 110 @ NEW YORK AVENUE
HUNTINGTON, NY

Date Collected: 6/7/07 (Thrusday)

Start Time	Northbound on 110				Westbound				Northbound on NY Avenue				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	On NYA	On 110	Total		
4:00 PM		176	4	180	1		5	6		63	1	64	0	51	169	220	470	
4:15 PM		171	5	176	1		7	8		51	3	54	0	38	157	195	433	
4:30 PM		145	3	148	4		8	12		55	5	60	1	48	170	219	439	
4:45 PM		168	6	174	1		6	7		63	3	66	1	47	205	253	500	1842
5:00 PM		162	3	165	0		4	4		65	1	66	1	60	184	245	480	1852
5:15 PM		176	0	176	1		6	7		57	4	61	0	56	224	280	524	1943
5:30 PM		161	2	163	2		2	4		69	2	71	1	53	174	228	466	1970
5:45 PM		170	0	170	3		4	7		65	2	67	1	47	171	219	463	1933
Peak Hour ***4:45 PM - 5:45 PM***		**651**	**12**	**663**	**6**		**24**	**30**		**240**	**13**	**253**	**3**	**211**	**783**	**997**	**1943**	
PHF				**0.94**				**0.63**				**0.96**				**0.89**		



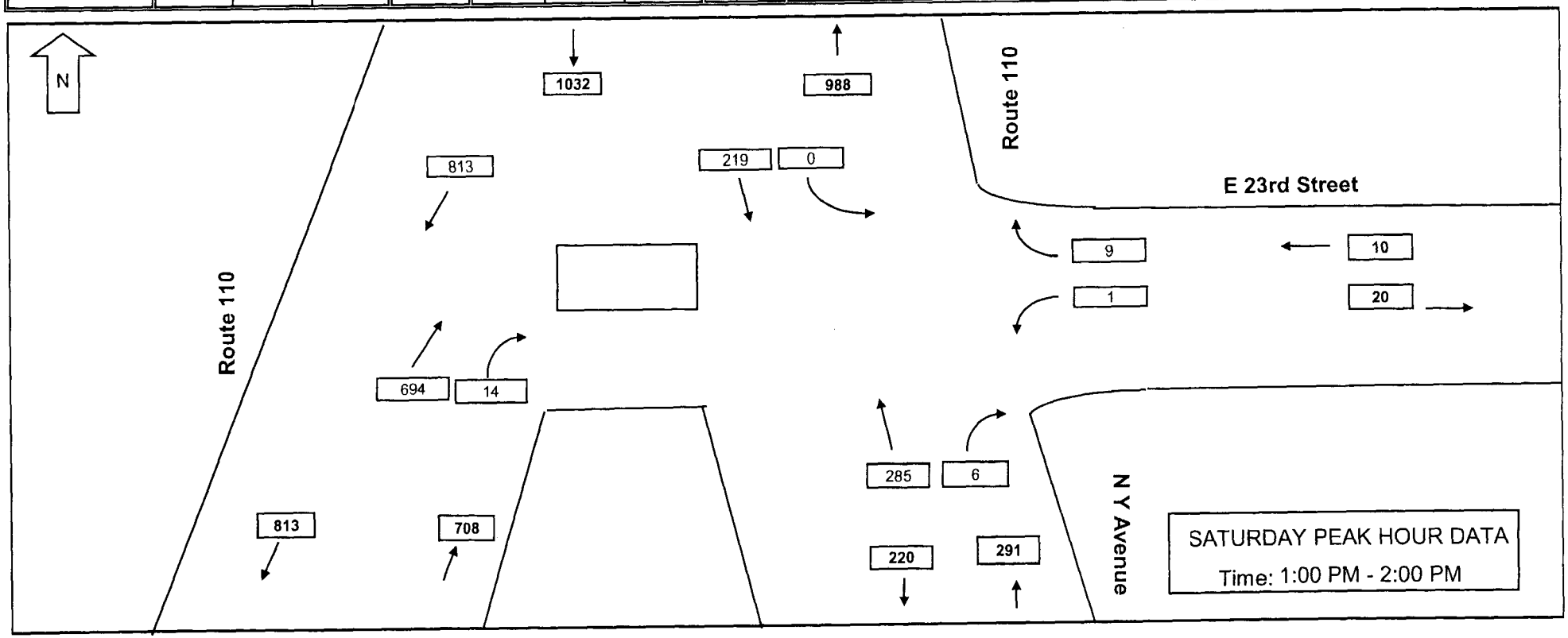
ESCHBACHER ENGINEERING, P.C.

TRAFFIC VOLUME DATA

ROUTE 110 @ NEW YORK AVENUE
HUNTINGTON, NY

Date Collected: 6/9/07 (Saturday)

Start Time	Northbound on 110				Westbound				Northbound on NY Avenue				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	On NYA	On 110	Total		
11:00 AM		121	3	124	3		2	5		56	1	57	2	41	165	208	394	
11:15 AM		108	3	111	1		0	1		63	0	63	1	40	172	213	388	
11:30 AM		167	4	171	0		0	0		75	2	77	1	41	183	225	473	
11:45 AM		170	6	176	1		2	3		68	1	69	0	50	209	259	507	1762
12:00 PM		143	7	150	0		2	2		70	0	70	0	40	169	209	431	1799
12:15 PM		177	4	181	3		3	6		61	1	62	1	63	198	262	511	1922
12:30 PM		194	4	198	1		3	4		65	1	66	1	48	197	246	514	1963
12:45 PM		158	4	162	1		2	3		57	2	59	0	58	195	253	477	1933
1:00 PM		183	2	185	0		1	1		72	2	74	0	59	187	246	506	2008
1:15 PM		161	6	167	1		2	3		91	1	92	0	45	203	248	510	2007
1:30 PM		174	4	178	0		2	2		54	1	55	0	51	220	271	506	1999
1:45 PM		176	2	178	0		4	4		68	2	70	0	64	203	267	519	2041
Peak Hour ***1:00 PM - 2:00 PM***		**694**	**14**	**708**	**1**		**9**	**10**		**285**	**6**	**291**	**0**	**219**	**813**	**1032**	**2041**	
PHF				**0.96**				**0.63**				**0.79**				**0.95**		



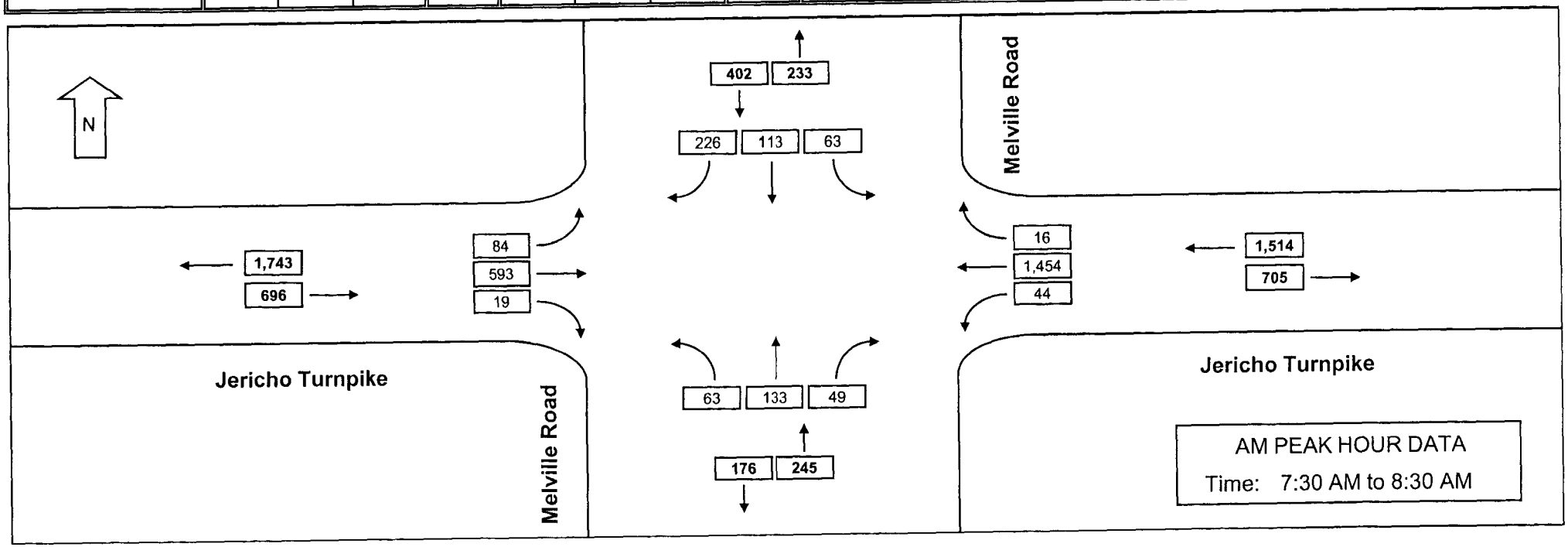
ESCHBACHER VHB

TRAFFIC VOLUME DATA

JERICHO TURNPIKE @ MELVILLE ROAD
HUNTINGTON, NY

Date Collected: 6/7/07 (Thrusday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
7:00 AM	15	95	2	112	5	291	3	299	11	33	16	60	13	20	59	92	563	
7:15 AM	23	125	4	152	6	324	3	333	17	29	14	60	11	8	58	77	622	
7:30 AM	18	150	3	171	8	355	3	366	17	35	15	67	18	34	53	105	709	
7:45 AM	33	143	8	184	16	374	8	398	14	32	13	59	16	25	70	111	752	2,646
8:00 AM	23	138	2	163	13	385	3	401	20	40	7	67	13	27	54	94	725	2,808
8:15 AM	10	162	6	178	7	340	2	349	12	26	14	52	16	27	49	92	671	2,857
8:30 AM	18	147	4	169	8	343	1	352	5	40	18	63	8	14	64	86	670	2,818
8:45 AM	30	178	12	220	15	384	1	400	12	28	16	56	7	25	56	88	764	2,830
Peak Hour 7:30 AM to 8:30 AM	**84**	**593**	**19**	**696**	**44**	**1,454**	**16**	**1,514**	**63**	**133**	**49**	**245**	**63**	**113**	**226**	**402**	**2,857**	
PHF				0.95				0.94				0.91				0.91		



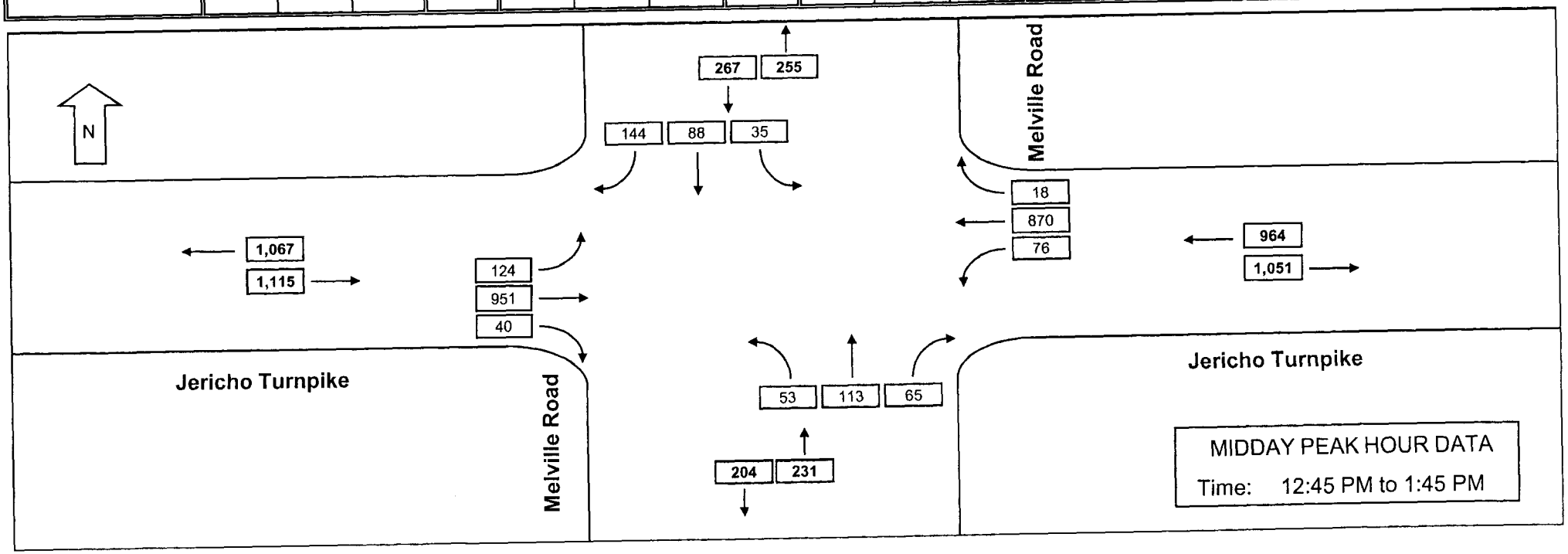
ESCHBACHER VHB

TRAFFIC VOLUME DATA

JERICHO TURNPIKE @ MELVILLE ROAD
HUNTINGTON, NY

Date Collected: 6/7/07 (Thrusday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
11:00 AM	26	198	7	231	23	220	6	249	14	29	16	59	6	22	43	71	610	
11:15 AM	19	187	11	217	15	222	2	239	6	25	16	47	10	19	24	53	556	
11:30 AM	16	192	18	226	16	227	4	247	7	31	18	56	16	19	40	75	604	
11:45 AM	39	204	15	258	24	218	3	245	17	28	12	57	7	23	56	86	646	2,416
12:00 PM	24	190	7	221	18	255	9	282	14	22	16	52	9	35	37	81	636	2,442
12:15 PM	40	224	9	273	22	245	5	272	19	17	19	55	4	17	33	54	654	2,540
12:30 PM	26	185	8	219	15	205	10	230	20	30	17	67	12	37	39	88	604	2,540
12:45 PM	20	250	9	279	10	228	2	240	13	24	17	54	10	26	32	68	641	2,535
1:00 PM	32	232	11	275	20	214	4	238	14	35	12	61	9	31	38	78	652	2,551
1:15 PM	25	235	11	271	22	205	4	231	6	25	16	47	9	18	31	58	607	2,504
1:30 PM	47	234	9	290	24	223	8	255	20	29	20	69	7	13	43	63	677	2,577
1:45 PM	32	232	8	272	13	229	7	249	11	29	15	55	7	21	34	62	638	2,574
Peak Hour 12:45 PM to 1:45 PM	**124**	**951**	**40**	**1,115**	**76**	**870**	**18**	**964**	**53**	**113**	**65**	**231**	**35**	**88**	**144**	**267**	**2,577**	
PHF				0.96				0.95				0.84				0.86		



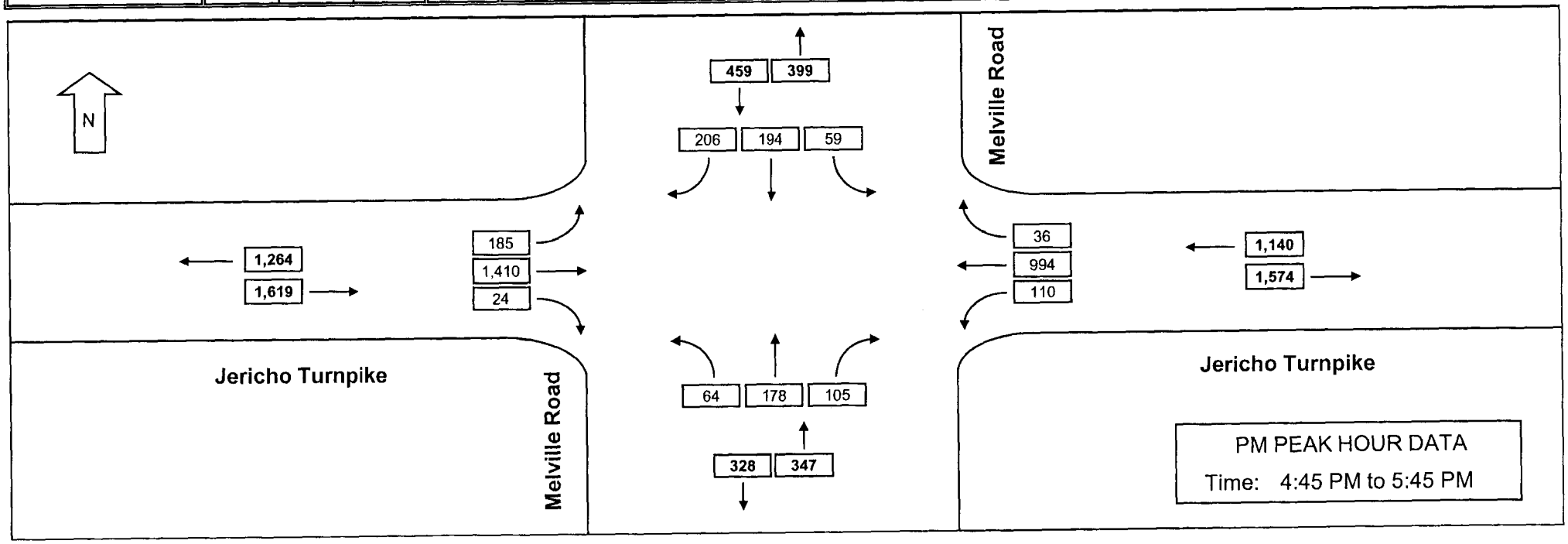
TRAFFIC VOLUME DATA

JERICHO TURNPIKE @ MELVILLE ROAD
HUNTINGTON, NY

ESCHBACHER VHB

Date Collected: 6/7/07 (Thrusday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
4:00 PM	28	301	9	338	19	235	4	258	13	42	17	72	13	37	39	89	757	
4:15 PM	26	265	14	305	55	85	64	204	4	30	19	53	22	45	52	119	681	
4:30 PM	15	192	5	212	142	3	110	255	3	50	21	74	16	57	11	84	625	
4:45 PM	40	359	5	404	29	256	11	296	23	51	35	109	15	60	54	129	938	3,001
5:00 PM	44	368	3	415	25	255	11	291	17	33	30	80	15	43	45	103	889	3,133
5:15 PM	48	337	11	396	21	236	5	262	16	59	22	97	17	47	49	113	868	3,320
5:30 PM	53	346	5	404	35	247	9	291	8	35	18	61	12	44	58	114	870	3,565
5:45 PM	40	327	6	373	17	223	8	248	8	45	21	74	12	41	51	104	799	3,426
Peak Hour 4:45 PM to 5:45 PM	**185**	**1,410**	**24**	**1,619**	**110**	**994**	**36**	**1,140**	**64**	**178**	**105**	**347**	**59**	**194**	**206**	**459**	**3,565**	
PHF				0.98				0.96				0.80				0.89		



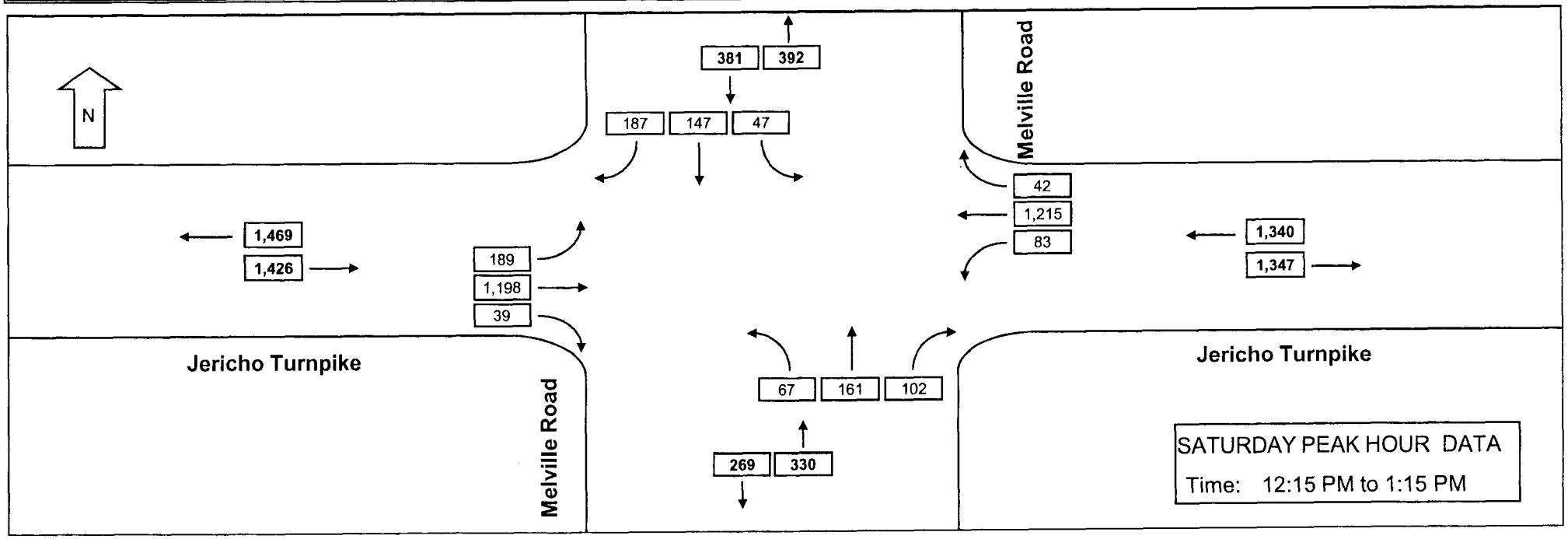
TRAFFIC VOLUME DATA

JERICHO TURNPIKE @ MELVILLE ROAD
HUNTINGTON, NY

ESCHBACHER VHB

Date Collected: 6/9/07 (Saturday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
11:00 AM	34	219	8	261	19	208	6	233	18	42	28	88	11	29	52	92	674	
11:15 AM	35	245	12	292	22	314	6	342	22	36	29	87	12	41	46	99	820	
11:30 AM	44	226	9	279	27	269	8	304	15	39	32	86	10	33	61	104	773	
11:45 AM	45	247	8	300	44	300	6	350	18	26	25	69	11	36	53	100	819	3,086
12:00 PM	48	276	14	338	22	282	8	312	19	30	25	74	17	35	64	116	840	3,252
12:15 PM	47	300	11	358	25	321	7	353	18	56	26	100	19	43	57	119	930	3,362
12:30 PM	45	285	6	336	21	301	9	331	21	39	28	88	4	43	52	99	854	3,443
12:45 PM	41	318	12	371	18	297	14	329	15	32	30	77	11	20	32	63	840	3,464
1:00 PM	56	295	10	361	19	296	12	327	13	34	18	65	13	41	46	100	853	3,477
1:15 PM	62	281	7	350	26	284	11	321	17	48	26	91	13	43	64	120	882	3,429
1:30 PM	33	255	9	297	28	287	6	321	16	35	29	80	13	33	56	102	800	3,375
1:45 PM	42	264	8	314	23	331	6	360	21	24	31	76	15	30	47	92	842	3,377
Peak Hour 12:15 PM to 1:15 PM	**189**	**1,198**	**39**	**1,426**	**83**	**1,215**	**42**	**1,340**	**67**	**161**	**102**	**330**	**47**	**147**	**187**	**381**	**3,477**	
PHF				0.96				0.95				0.83				0.80		



Appendix C

Description

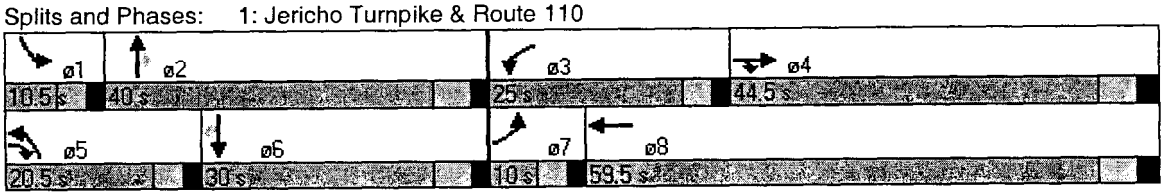
1. Syncro Analysis Worksheets

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	71	473	265	300	1342	32	260	507	211	33	620	80
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.89	0.89	0.89	0.90	0.90	0.90	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Prot		pt+ov	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4	4 5	3	8		5	2		1	6	
Permitted Phases									2			6
Detector Phases	7	4	4 5	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	7.0		4.0	7.0		4.0	16.0	16.0	4.0	16.0	16.0
Minimum Split (s)	9.0	20.0		9.0	20.0		9.0	22.5	22.5	9.0	22.5	22.5
Total Split (s)	10.0	44.5	65.0	25.0	59.5	0.0	20.5	40.0	40.0	10.5	30.0	30.0
Total Split (%)	8.3%	37.1%	54.2%	20.8%	49.6%	0.0%	17.1%	33.3%	33.3%	8.8%	25.0%	25.0%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.5		2.0	2.5		2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Act Effct Green (s)	6.4	45.0	63.9	16.9	55.5		15.0	39.8	39.8	6.3	27.1	27.1
Actuated g/C Ratio	0.05	0.38	0.53	0.14	0.46		0.12	0.33	0.33	0.05	0.23	0.23
v/c Ratio	0.84	0.37	0.29	0.75	0.98		0.72	0.48	0.31	0.41	0.90	0.22
Control Delay	115.4	29.0	16.9	65.2	43.2		61.3	34.4	5.1	68.4	60.9	9.0
Queue Delay	0.0	0.0	0.0	0.0	11.9		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	115.4	29.0	16.9	65.2	55.1		61.3	34.4	5.1	68.4	60.9	9.0
LOS	F	C	B	E	E		E	C	A	E	E	A
Approach Delay		32.6			56.9			35.2			55.6	
Approach LOS		C			E			D			E	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 47.2 — Intersection LOS: D
Intersection Capacity Utilization 79.9% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: Jericho Turnpike & Route 110

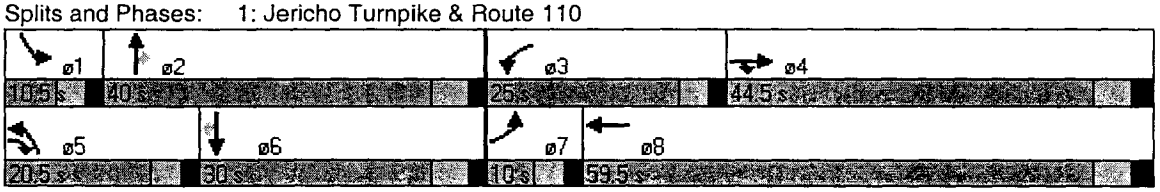


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	73	483	271	306	1369	33	266	518	216	34	633	82
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.89	0.89	0.89	0.90	0.90	0.90	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Prot		pt+ov	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4	4 5	3	8		5	2		1	6	
Permitted Phases									2			6
Detector Phases	7	4	4 5	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	7.0		4.0	7.0		4.0	16.0	16.0	4.0	16.0	16.0
Minimum Split (s)	9.0	20.0		9.0	20.0		9.0	22.5	22.5	9.0	22.5	22.5
Total Split (s)	10.0	44.5	65.0	25.0	59.5	0.0	20.5	40.0	40.0	10.5	30.0	30.0
Total Split (%)	8.3%	37.1%	54.2%	20.8%	49.6%	0.0%	17.1%	33.3%	33.3%	8.8%	25.0%	25.0%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.5		2.0	2.5		2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Act Effct Green (s)	6.1	44.3	63.4	17.2	55.5		15.1	38.0	38.0	6.3	27.3	27.3
Actuated g/C Ratio	0.05	0.37	0.53	0.14	0.46		0.13	0.32	0.32	0.05	0.23	0.23
v/c Ratio	0.90	0.38	0.30	0.75	1.00		0.73	0.51	0.33	0.43	0.91	0.22
Control Delay	132.3	29.5	17.2	66.8	47.0		61.7	36.0	5.2	69.4	62.2	8.9
Queue Delay	0.0	0.0	0.0	0.0	15.4		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	132.3	29.5	17.2	66.8	62.4		61.7	36.0	5.2	69.4	62.2	8.9
LOS	F	C	B	E	E		E	D	A	E	E	A
Approach Delay		34.5			63.2			36.2			56.7	
Approach LOS		C			E			D			E	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 50.5 — Intersection LOS: D
Intersection Capacity Utilization 81.4% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: Jericho Turnpike & Route 110

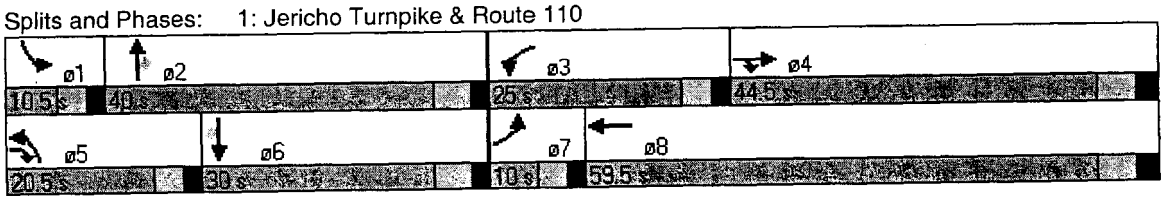


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	73	510	271	318	1392	33	266	518	230	34	633	82
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.89	0.89	0.89	0.90	0.90	0.90	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Prot		pt+ov	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4	4 5	3	8		5	2		1	6	
Permitted Phases									2			6
Detector Phases	7	4	4 5	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	7.0		4.0	7.0		4.0	16.0	16.0	4.0	16.0	16.0
Minimum Split (s)	9.0	20.0		9.0	20.0		9.0	22.5	22.5	9.0	22.5	22.5
Total Split (s)	10.0	44.5	65.0	25.0	59.5	0.0	20.5	40.0	40.0	10.5	30.0	30.0
Total Split (%)	8.3%	37.1%	54.2%	20.8%	49.6%	0.0%	17.1%	33.3%	33.3%	8.8%	25.0%	25.0%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.5		2.0	2.5		2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Act Effct Green (s)	6.1	44.0	63.1	17.6	55.5		15.1	38.0	38.0	6.3	27.3	27.3
Actuated g/C Ratio	0.05	0.37	0.53	0.15	0.46		0.13	0.32	0.32	0.05	0.23	0.23
v/c Ratio	0.90	0.41	0.30	0.76	1.01		0.73	0.51	0.34	0.43	0.91	0.22
Control Delay	132.3	30.1	17.4	63.7	50.1		61.7	36.0	5.1	69.4	62.2	8.9
Queue Delay	0.0	0.0	0.0	0.0	19.8		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	132.3	30.1	17.4	63.7	69.9		61.7	36.0	5.1	69.4	62.2	8.9
LOS	F	C	B	E	E		E	D	A	E	E	A
Approach Delay		34.8			68.7			35.8			56.7	
Approach LOS		C			E			D			E	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 52.7 — Intersection LOS: D
Intersection Capacity Utilization 82.0% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: Jericho Turnpike & Route 110

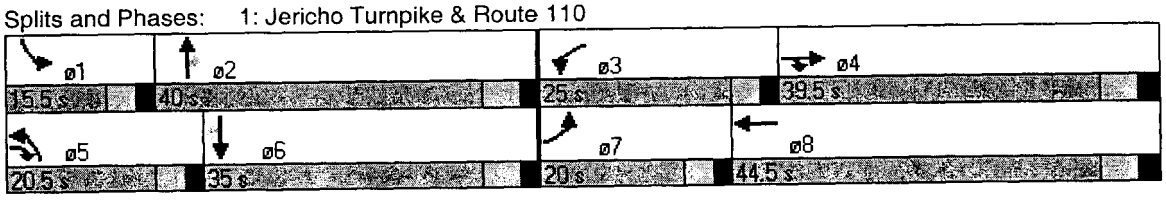


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	86	590	449	335	698	58	478	558	247	79	602	83
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.90	0.90	0.90	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Prot		pt+ov	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4	4 5	3	8		5	2		1	6	
Permitted Phases									2			6
Detector Phases	7	4	4 5	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	7.0		4.0	7.0		4.0	16.0	16.0	4.0	16.0	16.0
Minimum Split (s)	9.0	20.0		9.0	20.0		9.0	22.5	22.5	9.0	22.5	22.5
Total Split (s)	20.0	39.5	60.0	25.0	44.5	0.0	20.5	40.0	40.0	15.5	35.0	35.0
Total Split (%)	16.7%	32.9%	50.0%	20.8%	37.1%	0.0%	17.1%	33.3%	33.3%	12.9%	29.2%	29.2%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.5		2.0	2.5		2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Act Effct Green (s)	11.7	36.8	61.3	17.8	42.8		20.5	39.3	39.3	10.2	29.0	29.0
Actuated g/C Ratio	0.10	0.31	0.51	0.15	0.36		0.17	0.33	0.33	0.08	0.24	0.24
v/c Ratio	0.57	0.58	0.52	0.75	0.66		0.97	0.53	0.35	0.59	0.79	0.21
Control Delay	64.6	37.9	23.4	60.6	32.4		82.0	35.7	5.0	68.9	50.0	8.1
Queue Delay	0.0	0.3	0.0	0.0	0.3		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.6	38.1	23.4	60.6	32.7		82.0	35.7	5.0	68.9	50.0	8.1
LOS	E	D	C	E	C		F	D	A	E	D	A
Approach Delay		34.3			41.3			47.1			47.4	
Approach LOS		C			D			D			D	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 42.4 — Intersection LOS: D
Intersection Capacity Utilization 69.5% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: Jericho Turnpike & Route 110

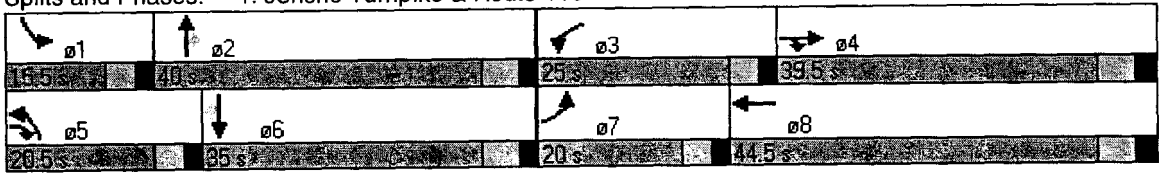


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	88	602	458	342	712	60	488	570	252	81	615	85
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.90	0.90	0.90	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Prot		pt+ov	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4	4 5	3	8		5	2		1	6	
Permitted Phases									2			6
Detector Phases	7	4	4 5	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	7.0		4.0	7.0		4.0	16.0	16.0	4.0	16.0	16.0
Minimum Split (s)	9.0	20.0		9.0	20.0		9.0	22.5	22.5	9.0	22.5	22.5
Total Split (s)	20.0	39.5	60.0	25.0	44.5	0.0	20.5	40.0	40.0	15.5	35.0	35.0
Total Split (%)	16.7%	32.9%	50.0%	20.8%	37.1%	0.0%	17.1%	33.3%	33.3%	12.9%	29.2%	29.2%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.5		2.0	2.5		2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Act Effct Green (s)	11.9	36.6	60.8	18.0	42.8		20.2	39.1	39.1	10.2	29.2	29.2
Actuated g/C Ratio	0.10	0.30	0.51	0.15	0.36		0.17	0.33	0.33	0.08	0.24	0.24
v/c Ratio	0.57	0.59	0.54	0.76	0.68		1.01	0.55	0.36	0.60	0.80	0.21
Control Delay	64.8	38.2	23.9	62.1	32.6		90.5	36.1	5.0	69.4	50.6	8.0
Queue Delay	0.0	0.3	0.0	0.0	0.4		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.8	38.5	23.9	62.1	32.9		90.5	36.1	5.0	69.4	50.6	8.0
LOS	E	D	C	E	C		F	D	A	E	D	A
Approach Delay		34.7			41.9			50.4			47.9	
Approach LOS		C			D			D			D	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 43.8 — Intersection LOS: D
Intersection Capacity Utilization 70.7% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: Jericho Turnpike & Route 110

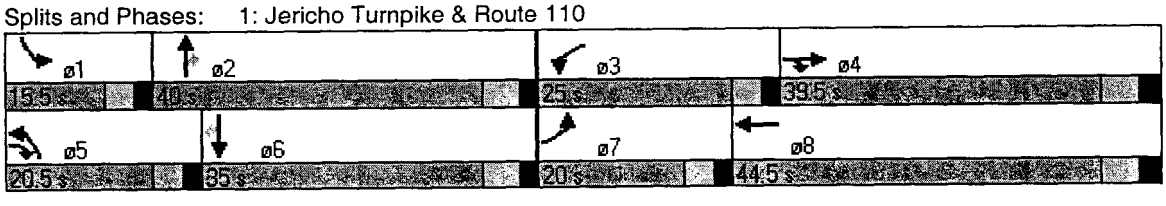


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	88	648	458	368	764	60	488	570	275	81	615	85
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.90	0.90	0.90	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Prot		pt+ov	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4	4 5	3	8		5	2		1	6	
Permitted Phases									2			6
Detector Phases	7	4	4 5	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	7.0		4.0	7.0		4.0	16.0	16.0	4.0	16.0	16.0
Minimum Split (s)	9.0	20.0		9.0	20.0		9.0	22.5	22.5	9.0	22.5	22.5
Total Split (s)	20.0	39.5	60.0	25.0	44.5	0.0	20.5	40.0	40.0	15.5	35.0	35.0
Total Split (%)	16.7%	32.9%	50.0%	20.8%	37.1%	0.0%	17.1%	33.3%	33.3%	12.9%	29.2%	29.2%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.5		2.0	2.5		2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Act Effct Green (s)	11.9	36.7	60.3	18.6	43.4		19.5	38.5	38.5	10.2	29.2	29.2
Actuated g/C Ratio	0.10	0.31	0.50	0.16	0.36		0.16	0.32	0.32	0.08	0.24	0.24
v/c Ratio	0.57	0.64	0.54	0.79	0.71		1.04	0.56	0.39	0.60	0.80	0.21
Control Delay	64.8	39.3	24.3	53.6	32.2		99.0	36.6	5.0	69.4	50.6	8.0
Queue Delay	0.0	0.1	0.0	0.0	0.4		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.8	39.4	24.3	53.6	32.7		99.0	36.6	5.0	69.4	50.6	8.0
LOS	E	D	C	D	C		F	D	A	E	D	A
Approach Delay		35.5			39.1			52.9			47.9	
Approach LOS		D			D			D			D	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 43.9 — Intersection LOS: D
Intersection Capacity Utilization 72.7% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: Jericho Turnpike & Route 110

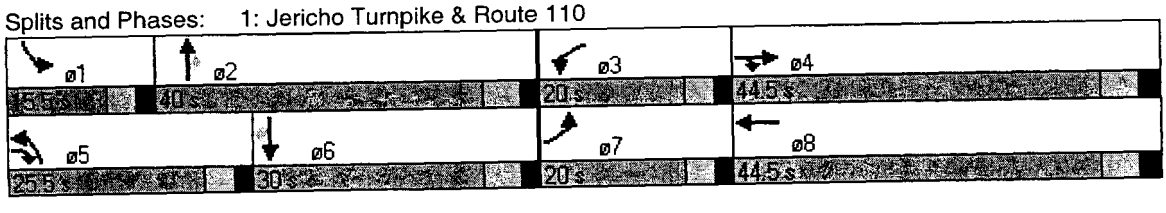


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	109	884	291	366	673	42	555	611	340	126	819	133
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.92	0.92	0.92	0.89	0.89	0.89	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Prot		pt+ov	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4	4 5	3	8		5	2		1	6	
Permitted Phases									2			6
Detector Phases	7	4	4 5	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	7.0		4.0	7.0		4.0	16.0	16.0	4.0	16.0	16.0
Minimum Split (s)	9.0	20.0		9.0	20.0		9.0	22.5	22.5	9.0	22.5	22.5
Total Split (s)	20.0	44.5	70.0	20.0	44.5	0.0	25.5	40.0	40.0	15.5	30.0	30.0
Total Split (%)	16.7%	37.1%	58.3%	16.7%	37.1%	0.0%	21.3%	33.3%	33.3%	12.9%	25.0%	25.0%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.5		2.0	2.5		2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Act Effct Green (s)	12.9	38.2	66.0	16.0	41.2		23.8	37.9	37.9	11.9	26.0	26.0
Actuated g/C Ratio	0.11	0.32	0.55	0.13	0.34		0.20	0.32	0.32	0.10	0.22	0.22
v/c Ratio	0.64	0.82	0.31	0.93	0.67		0.98	0.61	0.49	0.81	1.21	0.34
Control Delay	67.2	44.3	15.7	72.7	33.8		79.7	38.3	10.4	85.7	148.7	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.3		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.2	44.3	15.7	72.7	34.1		79.7	38.3	10.4	85.7	148.7	11.6
LOS	E	D	B	E	C		E	D	B	F	F	B
Approach Delay		39.8			47.1			47.2			124.4	
Approach LOS		D			D			D			F	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.21
Intersection Signal Delay: 62.8 — Intersection LOS: E
Intersection Capacity Utilization 86.7% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 1: Jericho Turnpike & Route 110

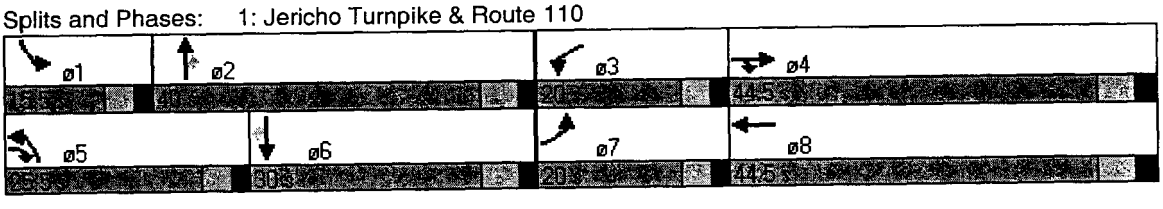


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	112	902	297	374	687	43	567	624	347	129	836	136
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.92	0.92	0.92	0.89	0.89	0.89	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Prot		pt+ov	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4	4 5	3	8		5	2		1	6	
Permitted Phases									2			6
Detector Phases	7	4	4 5	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	7.0		4.0	7.0		4.0	16.0	16.0	4.0	16.0	16.0
Minimum Split (s)	9.0	20.0		9.0	20.0		9.0	22.5	22.5	9.0	22.5	22.5
Total Split (s)	20.0	44.5	70.0	20.0	44.5	0.0	25.5	40.0	40.0	15.5	30.0	30.0
Total Split (%)	16.7%	37.1%	58.3%	16.7%	37.1%	0.0%	21.3%	33.3%	33.3%	12.9%	25.0%	25.0%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.5		2.0	2.5		2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Act Effct Green (s)	13.1	38.4	66.0	16.0	41.3		23.6	37.6	37.6	12.0	26.0	26.0
Actuated g/C Ratio	0.11	0.32	0.55	0.13	0.34		0.20	0.31	0.31	0.10	0.22	0.22
v/c Ratio	0.65	0.83	0.31	0.95	0.68		1.01	0.63	0.51	0.83	1.24	0.35
Control Delay	67.7	44.8	15.8	76.3	33.8		87.1	38.9	11.1	87.6	158.4	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.3		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.7	44.8	15.8	76.3	34.1		87.1	38.9	11.1	87.6	158.4	12.0
LOS	E	D	B	E	C		F	D	B	F	F	B
Approach Delay		40.2			48.4			50.4			131.9	
Approach LOS		D			D			D			F	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.24
Intersection Signal Delay: 65.9 — Intersection LOS: E
Intersection Capacity Utilization 88.2% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 1: Jericho Turnpike & Route 110

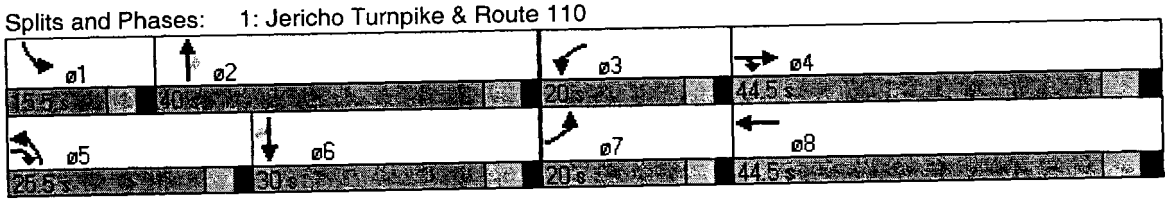


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	112	948	297	400	739	43	567	624	370	129	836	136
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.92	0.92	0.92	0.89	0.89	0.89	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Prot		pt+ov	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4	4 5	3	8		5	2		1	6	
Permitted Phases									2			6
Detector Phases	7	4	4 5	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	7.0		4.0	7.0		4.0	16.0	16.0	4.0	16.0	16.0
Minimum Split (s)	9.0	20.0		9.0	20.0		9.0	22.5	22.5	9.0	22.5	22.5
Total Split (s)	20.0	44.5	70.0	20.0	44.5	0.0	25.5	40.0	40.0	15.5	30.0	30.0
Total Split (%)	16.7%	37.1%	58.3%	16.7%	37.1%	0.0%	21.3%	33.3%	33.3%	12.9%	25.0%	25.0%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.5		2.0	2.5		2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Act Effct Green (s)	13.1	39.2	66.0	16.0	42.1		22.8	37.2	37.2	11.6	26.0	26.0
Actuated g/C Ratio	0.11	0.33	0.55	0.13	0.35		0.19	0.31	0.31	0.10	0.22	0.22
v/c Ratio	0.65	0.86	0.31	1.02	0.71		1.05	0.64	0.55	0.86	1.24	0.35
Control Delay	67.7	46.1	15.8	90.5	34.1		96.3	39.1	13.1	93.6	158.4	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.4		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.7	46.1	15.8	90.5	34.5		96.3	39.1	13.1	93.6	158.4	12.0
LOS	E	D	B	F	C		F	D	B	F	F	B
Approach Delay		41.2			53.5			53.7			132.7	
Approach LOS		D			D			D			F	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.24
Intersection Signal Delay: 67.9 — Intersection LOS: E
Intersection Capacity Utilization 90.2% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 1: Jericho Turnpike & Route 110

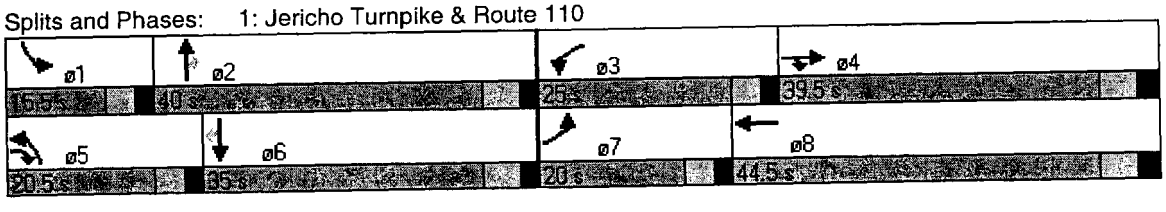


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	100	657	498	677	934	37	554	973	273	62	657	71
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.90	0.90	0.90	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Prot		pt+ov	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4	4 5	3	8		5	2		1	6	
Permitted Phases									2			6
Detector Phases	7	4	4 5	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	7.0		4.0	7.0		4.0	16.0	16.0	4.0	16.0	16.0
Minimum Split (s)	9.0	20.0		9.0	20.0		9.0	22.5	22.5	9.0	22.5	22.5
Total Split (s)	20.0	39.5	60.0	25.0	44.5	0.0	20.5	40.0	40.0	15.5	35.0	35.0
Total Split (%)	16.7%	32.9%	50.0%	20.8%	37.1%	0.0%	17.1%	33.3%	33.3%	12.9%	29.2%	29.2%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.5		2.0	2.5		2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Act Effct Green (s)	12.5	35.4	56.0	22.4	45.2		16.6	38.9	38.9	9.3	29.6	29.6
Actuated g/C Ratio	0.10	0.30	0.47	0.19	0.38		0.14	0.32	0.32	0.08	0.25	0.25
v/c Ratio	0.62	0.67	0.63	1.26	0.84		1.31	0.89	0.38	0.47	0.79	0.17
Control Delay	66.3	40.9	28.5	165.3	37.4		196.9	50.1	7.6	63.8	49.6	8.6
Queue Delay	0.0	0.0	0.0	0.0	1.1		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.3	40.9	28.5	165.3	38.5		196.9	50.1	7.6	63.8	49.6	8.6
LOS	E	D	C	F	D		F	D	A	E	D	A
Approach Delay		38.0			90.6			88.8			47.0	
Approach LOS		D			F			F			D	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.31
Intersection Signal Delay: 72.0 — Intersection LOS: E
Intersection Capacity Utilization 84.8% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 1: Jericho Turnpike & Route 110

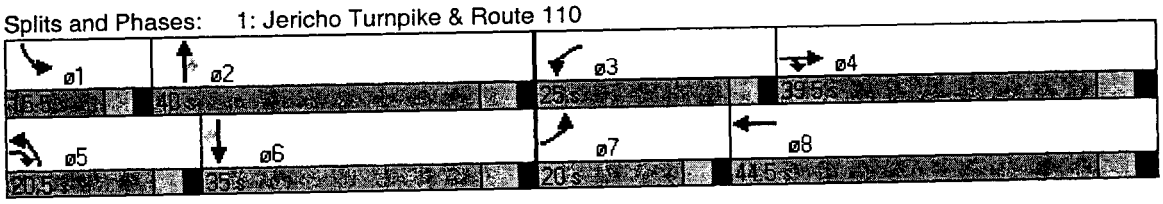


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	102	671	508	691	953	38	566	993	279	64	671	73
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.90	0.90	0.90	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Prot		pt+ov	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4	4 5	3	8		5	2		1	6	
Permitted Phases									2			6
Detector Phases	7	4	4 5	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	7.0		4.0	7.0		4.0	16.0	16.0	4.0	16.0	16.0
Minimum Split (s)	9.0	20.0		9.0	20.0		9.0	22.5	22.5	9.0	22.5	22.5
Total Split (s)	20.0	39.5	60.0	25.0	44.5	0.0	20.5	40.0	40.0	15.5	35.0	35.0
Total Split (%)	16.7%	32.9%	50.0%	20.8%	37.1%	0.0%	17.1%	33.3%	33.3%	12.9%	29.2%	29.2%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.5		2.0	2.5		2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Act Effct Green (s)	12.6	35.5	56.0	22.3	45.1		16.5	38.8	38.8	9.4	29.7	29.7
Actuated g/C Ratio	0.10	0.30	0.47	0.19	0.38		0.14	0.32	0.32	0.08	0.25	0.25
v/c Ratio	0.63	0.68	0.65	1.29	0.86		1.35	0.91	0.39	0.48	0.81	0.17
Control Delay	66.7	41.2	28.9	177.7	38.2		212.4	52.4	7.9	64.0	50.3	8.5
Queue Delay	0.0	0.0	0.0	0.0	1.5		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.7	41.2	28.9	177.7	39.7		212.4	52.4	7.9	64.0	50.3	8.5
LOS	E	D	C	F	D		F	D	A	E	D	A
Approach Delay		38.4			96.4			94.9			47.6	
Approach LOS		D			F			F			D	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.35
Intersection Signal Delay: 75.9 — Intersection LOS: E
Intersection Capacity Utilization 86.3% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 1: Jericho Turnpike & Route 110

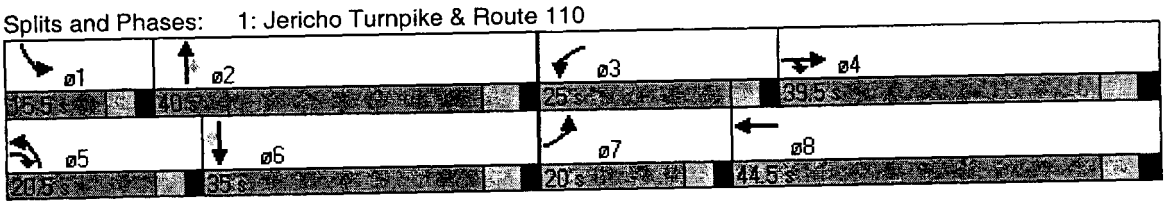


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	102	769	508	734	1040	38	566	993	328	64	671	73
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.90	0.90	0.90	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Prot		pt+ov	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4	4 5	3	8		5	2		1	6	
Permitted Phases									2			6
Detector Phases	7	4	4 5	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	7.0		4.0	7.0		4.0	16.0	16.0	4.0	16.0	16.0
Minimum Split (s)	9.0	20.0		9.0	20.0		9.0	22.5	22.5	9.0	22.5	22.5
Total Split (s)	20.0	39.5	60.0	25.0	44.5	0.0	20.5	40.0	40.0	15.5	35.0	35.0
Total Split (%)	16.7%	32.9%	50.0%	20.8%	37.1%	0.0%	17.1%	33.3%	33.3%	12.9%	29.2%	29.2%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.5		2.0	2.5		2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Act Effct Green (s)	12.6	35.5	56.0	22.3	45.1		16.5	38.8	38.8	9.4	29.7	29.7
Actuated g/C Ratio	0.10	0.30	0.47	0.19	0.38		0.14	0.32	0.32	0.08	0.25	0.25
v/c Ratio	0.63	0.78	0.65	1.37	0.93		1.35	0.91	0.44	0.48	0.81	0.17
Control Delay	66.7	44.9	28.9	213.1	44.5		212.4	52.4	8.0	64.0	50.3	8.5
Queue Delay	0.0	0.0	0.0	0.0	6.6		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.7	44.9	28.9	213.1	51.2		212.4	52.4	8.0	64.0	50.3	8.5
LOS	E	D	C	F	D		F	D	A	E	D	A
Approach Delay		40.6			116.8			92.7			47.6	
Approach LOS		D			F			F			D	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow, Master Intersection
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.37
Intersection Signal Delay: 82.2 — Intersection LOS: F
Intersection Capacity Utilization 90.2% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 1: Jericho Turnpike & Route 110

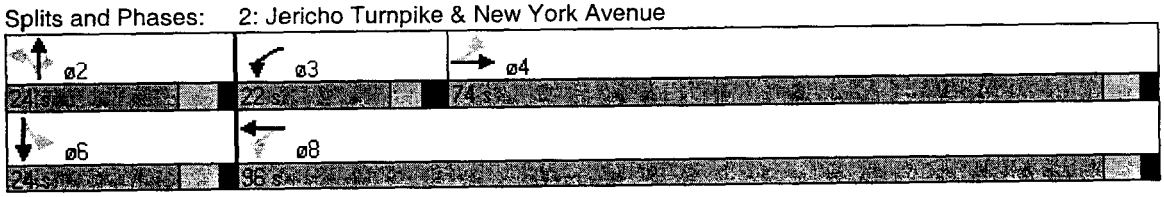


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	630	77	206	1495	54	89	133	34	60	102	34
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.97	0.97	0.97	0.77	0.77	0.77	0.84	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm			pm+pt			Perm		Perm	Perm		
Protected Phases		4		3	8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phases	4	4		3	8		2	2	2	6	6	
Minimum Initial (s)	4.0	4.0		10.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	22.0	22.0		21.1	22.0		22.0	22.0	22.0	22.0	22.0	
Total Split (s)	74.0	74.0	0.0	22.0	96.0	0.0	24.0	24.0	24.0	24.0	24.0	0.0
Total Split (%)	61.7%	61.7%	0.0%	18.3%	80.0%	0.0%	20.0%	20.0%	20.0%	20.0%	20.0%	0.0%
Yellow Time (s)	4.0	4.0		3.5	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.6	2.0		2.0	2.0	2.0	2.0	2.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		None	C-Min		None	None	None	None	None	
Act Effct Green (s)	67.4	67.4		85.1	85.1		26.9	26.9	26.9	26.9	26.9	
Actuated g/C Ratio	0.56	0.56		0.71	0.71		0.22	0.22	0.22	0.22	0.22	
v/c Ratio	0.07	0.40		0.42	0.64		0.62	0.43	0.12	0.42	0.40	
Control Delay	9.7	9.2		9.6	11.9		54.8	41.7	9.8	45.3	38.0	
Queue Delay	0.0	0.1		0.0	0.3		0.0	0.0	0.0	0.0	0.0	
Total Delay	9.7	9.3		9.6	12.2		54.8	41.7	9.8	45.3	38.0	
LOS	A	A		A	B		D	D	A	D	D	
Approach Delay		9.3			11.9			42.0			40.2	
Approach LOS		A			B			D			D	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 40.5 (34%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 16.5 — Intersection LOS: B
Intersection Capacity Utilization 72.1% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 2: Jericho Turnpike & New York Avenue

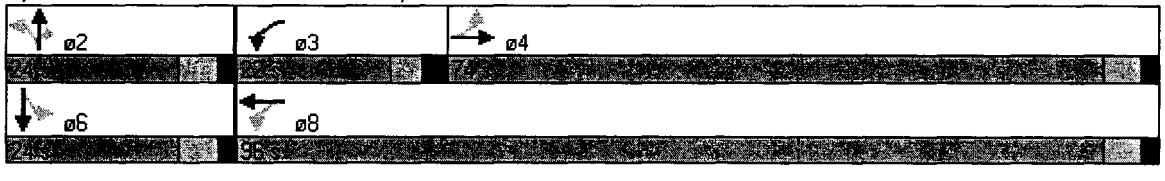


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	643	79	211	1525	56	91	136	35	62	105	35
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.97	0.97	0.97	0.77	0.77	0.77	0.84	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm			pm+pt			Perm		Perm	Perm		
Protected Phases		4		3	8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phases	4	4		3	8		2	2	2	6	6	
Minimum Initial (s)	4.0	4.0		10.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	22.0	22.0		21.1	22.0		22.0	22.0	22.0	22.0	22.0	
Total Split (s)	74.0	74.0	0.0	22.0	96.0	0.0	24.0	24.0	24.0	24.0	24.0	0.0
Total Split (%)	61.7%	61.7%	0.0%	18.3%	80.0%	0.0%	20.0%	20.0%	20.0%	20.0%	20.0%	0.0%
Yellow Time (s)	4.0	4.0		3.5	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.6	2.0		2.0	2.0	2.0	2.0	2.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		None	C-Min		None	None	None	None	None	
Act Effct Green (s)	66.1	66.1		84.0	84.0		28.0	28.0	28.0	28.0	28.0	
Actuated g/C Ratio	0.55	0.55		0.70	0.70		0.23	0.23	0.23	0.23	0.23	
v/c Ratio	0.08	0.41		0.44	0.66		0.62	0.42	0.11	0.43	0.40	
Control Delay	9.7	9.2		10.1	12.6		55.0	40.9	9.8	45.5	37.6	
Queue Delay	0.0	0.1		0.0	0.3		0.0	0.0	0.0	0.0	0.0	
Total Delay	9.7	9.2		10.1	12.9		55.0	40.9	9.8	45.5	37.6	
LOS	A	A		B	B		D	D	A	D	D	
Approach Delay		9.2			12.6			41.7			40.0	
Approach LOS		A			B			D			D	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 40.5 (34%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 16.9 — Intersection LOS: B
Intersection Capacity Utilization 73.3% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 2: Jericho Turnpike & New York Avenue

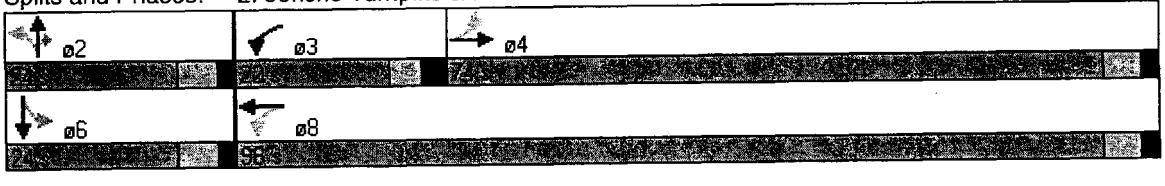


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	684	79	223	1560	73	91	136	48	82	105	35
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.97	0.97	0.97	0.77	0.77	0.77	0.84	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm			pm+pt			Perm		Perm	Perm		
Protected Phases		4		3	8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phases	4	4		3	8		2	2	2	6	6	
Minimum Initial (s)	4.0	4.0		10.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	22.0	22.0		21.1	22.0		22.0	22.0	22.0	22.0	22.0	
Total Split (s)	74.0	74.0	0.0	22.0	96.0	0.0	24.0	24.0	24.0	24.0	24.0	0.0
Total Split (%)	61.7%	61.7%	0.0%	18.3%	80.0%	0.0%	20.0%	20.0%	20.0%	20.0%	20.0%	0.0%
Yellow Time (s)	4.0	4.0		3.5	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.6	2.0		2.0	2.0	2.0	2.0	2.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		None	C-Min		None	None	None	None	None	
Act Effct Green (s)	66.5	66.5		84.6	84.6		27.4	27.4	27.4	27.4	27.4	
Actuated g/C Ratio	0.55	0.55		0.70	0.70		0.23	0.23	0.23	0.23	0.23	
v/c Ratio	0.08	0.43		0.48	0.68		0.64	0.43	0.16	0.58	0.41	
Control Delay	10.5	9.6		10.3	12.5		57.0	41.9	9.2	54.6	38.5	
Queue Delay	0.0	0.0		0.0	0.5		0.0	0.0	0.0	0.0	0.0	
Total Delay	10.5	9.7		10.3	13.1		57.0	41.9	9.2	54.6	38.5	
LOS	B	A		B	B		E	D	A	D	D	
Approach Delay		9.7			12.7			41.2			44.4	
Approach LOS		A			B			D			D	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 31 (26%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 17.4 — Intersection LOS: B
Intersection Capacity Utilization 74.8% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 2: Jericho Turnpike & New York Avenue

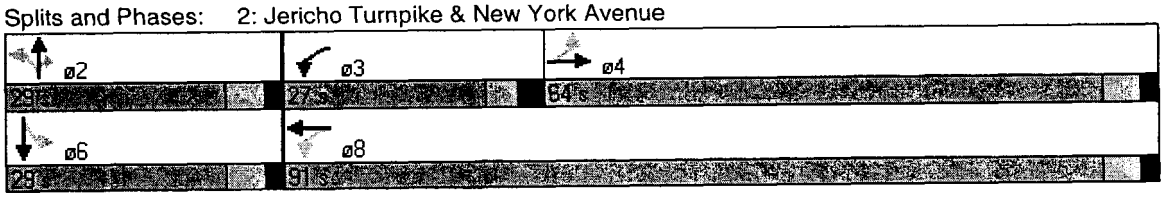


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	19	870	172	269	742	71	137	183	250	89	128	22
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.94	0.94	0.94	0.98	0.98	0.98	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm			pm+pt			Perm		Perm	Perm		
Protected Phases		4		3	8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phases	4	4		3	8		2	2	2	6	6	
Minimum Initial (s)	4.0	4.0		10.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	22.0	22.0		21.1	22.0		22.0	22.0	22.0	22.0	22.0	
Total Split (s)	64.0	64.0	0.0	27.0	91.0	0.0	29.0	29.0	29.0	29.0	29.0	0.0
Total Split (%)	53.3%	53.3%	0.0%	22.5%	75.8%	0.0%	24.2%	24.2%	24.2%	24.2%	24.2%	0.0%
Yellow Time (s)	4.0	4.0		3.5	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.6	2.0		2.0	2.0	2.0	2.0	2.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		None	C-Min		None	None	None	None	None	
Act Effct Green (s)	65.6	65.6		87.1	87.1		24.9	24.9	24.9	24.9	24.9	
Actuated g/C Ratio	0.55	0.55		0.73	0.73		0.21	0.21	0.21	0.21	0.21	
v/c Ratio	0.07	0.60		0.74	0.34		0.73	0.50	0.49	0.58	0.44	
Control Delay	8.4	10.4		27.4	6.8		65.5	45.8	7.8	55.9	42.2	
Queue Delay	0.0	0.2		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	8.4	10.7		27.4	6.8		65.5	45.8	7.8	55.9	42.2	
LOS	A	B		C	A		E	D	A	E	D	
Approach Delay		10.6			11.9			33.9			47.3	
Approach LOS		B			B			C			D	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 34 (28%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 18.4 — Intersection LOS: B
Intersection Capacity Utilization 73.4% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 2: Jericho Turnpike & New York Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	888	176	275	757	73	140	187	255	91	131	23
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.94	0.94	0.94	0.98	0.98	0.98	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm			pm+pt			Perm		Perm	Perm		
Protected Phases		4		3	8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phases	4	4		3	8		2	2	2	6	6	
Minimum Initial (s)	4.0	4.0		10.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	22.0	22.0		21.1	22.0		22.0	22.0	22.0	22.0	22.0	
Total Split (s)	64.0	64.0	0.0	27.0	91.0	0.0	29.0	29.0	29.0	29.0	29.0	0.0
Total Split (%)	53.3%	53.3%	0.0%	22.5%	75.8%	0.0%	24.2%	24.2%	24.2%	24.2%	24.2%	0.0%
Yellow Time (s)	4.0	4.0		3.5	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.6	2.0		2.0	2.0	2.0	2.0	2.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		None	C-Min		None	None	None	None	None	
Act Effct Green (s)	64.4	64.4		86.5	86.5		25.5	25.5	25.5	25.5	25.5	
Actuated g/C Ratio	0.54	0.54		0.72	0.72		0.21	0.21	0.21	0.21	0.21	
v/c Ratio	0.07	0.63		0.76	0.35		0.74	0.50	0.49	0.59	0.44	
Control Delay	8.4	11.2		30.7	7.0		66.3	45.4	7.7	56.3	42.0	
Queue Delay	0.0	0.3		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	8.4	11.5		30.7	7.0		66.3	45.4	7.7	56.3	42.0	
LOS	A	B		C	A		E	D	A	E	D	
Approach Delay		11.4			12.9			34.0			47.3	
Approach LOS		B			B			C			D	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 34 (28%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 19.1 Intersection LOS: B
Intersection Capacity Utilization 74.8% ICU Level of Service D
Analysis Period (min) 15

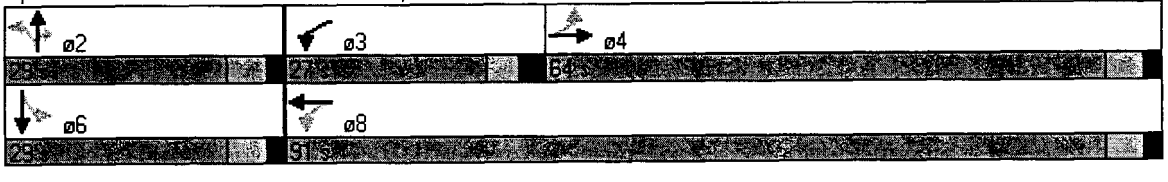
Splits and Phases: 2: Jericho Turnpike & New York Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	957	176	301	835	112	140	187	278	125	131	23
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.94	0.94	0.94	0.98	0.98	0.98	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm			pm+pt			Perm		Perm	Perm		
Protected Phases		4		3	8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phases	4	4		3	8		2	2	2	6	6	
Minimum Initial (s)	4.0	4.0		10.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	22.0	22.0		21.1	22.0		22.0	22.0	22.0	22.0	22.0	
Total Split (s)	64.0	64.0	0.0	27.0	91.0	0.0	29.0	29.0	29.0	29.0	29.0	0.0
Total Split (%)	53.3%	53.3%	0.0%	22.5%	75.8%	0.0%	24.2%	24.2%	24.2%	24.2%	24.2%	0.0%
Yellow Time (s)	4.0	4.0		3.5	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.6	2.0		2.0	2.0	2.0	2.0	2.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		None	C-Min		None	None	None	None	None	
Act Effct Green (s)	64.1	64.1		87.9	87.9		24.1	24.1	24.1	24.1	24.1	
Actuated g/C Ratio	0.53	0.53		0.73	0.73		0.20	0.20	0.20	0.20	0.20	
v/c Ratio	0.08	0.67		0.83	0.39		0.78	0.53	0.53	0.85	0.46	
Control Delay	9.6	11.4		46.3	5.7		73.4	48.1	8.4	86.6	44.4	
Queue Delay	0.0	0.3		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	9.6	11.7		46.3	5.7		73.4	48.1	8.4	86.6	44.4	
LOS	A	B		D	A		E	D	A	F	D	
Approach Delay		11.6			15.5			35.7			63.2	
Approach LOS		B			B			D			E	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 22 (18%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 21.7 — Intersection LOS: C
Intersection Capacity Utilization 78.8% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 2: Jericho Turnpike & New York Avenue

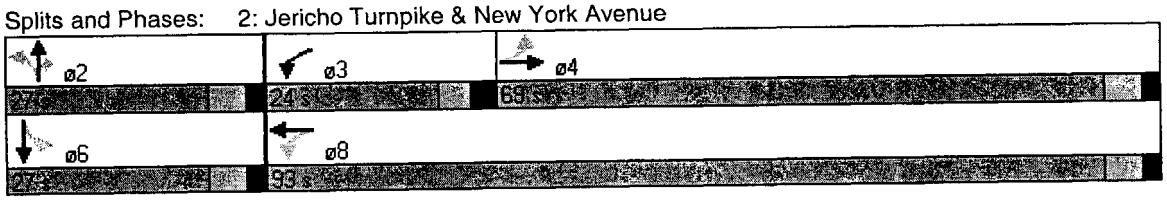


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	28	1235	167	250	892	72	108	213	317	73	158	21
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.87	0.87	0.87	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm			pm+pt			Perm		Perm	Perm		
Protected Phases		4		3	8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phases	4	4		3	8		2	2	2	6	6	
Minimum Initial (s)	4.0	4.0		10.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	22.0	22.0		21.1	22.0		22.0	22.0	22.0	22.0	22.0	
Total Split (s)	69.0	69.0	0.0	24.0	93.0	0.0	27.0	27.0	27.0	27.0	27.0	0.0
Total Split (%)	57.5%	57.5%	0.0%	20.0%	77.5%	0.0%	22.5%	22.5%	22.5%	22.5%	22.5%	0.0%
Yellow Time (s)	4.0	4.0		3.5	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.6	2.0		2.0	2.0	2.0	2.0	2.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		None	C-Min		None	None	None	None	None	
Act Effct Green (s)	64.8	64.8		86.9	86.9		25.1	25.1	25.1	25.1	25.1	
Actuated g/C Ratio	0.54	0.54		0.72	0.72		0.21	0.21	0.21	0.21	0.21	
v/c Ratio	0.11	0.79		0.80	0.40		0.84	0.65	0.68	0.75	0.56	
Control Delay	11.0	14.7		48.0	6.8		88.3	52.8	18.7	83.8	48.1	
Queue Delay	0.0	0.1		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	11.0	14.8		48.0	6.8		88.3	52.8	18.7	83.8	48.1	
LOS	B	B		D	A		F	D	B	F	D	
Approach Delay		14.8			15.3			41.9			58.5	
Approach LOS		B			B			D			E	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 17 (14%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 23.5 — Intersection LOS: C
Intersection Capacity Utilization 82.2% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 2: Jericho Turnpike & New York Avenue

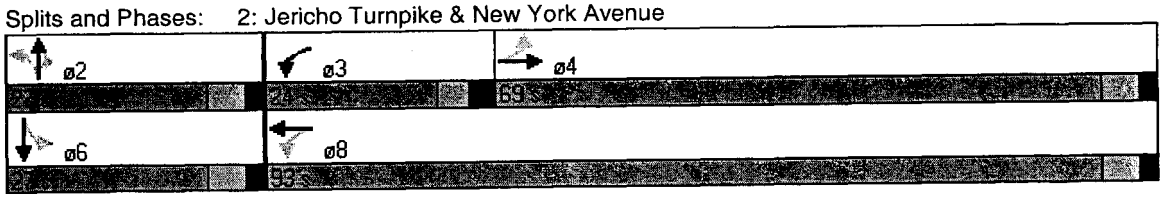


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	29	1260	171	255	910	74	111	218	324	75	162	22
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.87	0.87	0.87	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm			pm+pt			Perm		Perm	Perm		
Protected Phases		4		3	8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phases	4	4		3	8		2	2	2	6	6	
Minimum Initial (s)	4.0	4.0		10.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	22.0	22.0		21.1	22.0		22.0	22.0	22.0	22.0	22.0	
Total Split (s)	69.0	69.0	0.0	24.0	93.0	0.0	27.0	27.0	27.0	27.0	27.0	0.0
Total Split (%)	57.5%	57.5%	0.0%	20.0%	77.5%	0.0%	22.5%	22.5%	22.5%	22.5%	22.5%	0.0%
Yellow Time (s)	4.0	4.0		3.5	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.6	2.0		2.0	2.0	2.0	2.0	2.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		None	C-Min		None	None	None	None	None	
Act Effct Green (s)	63.3	63.3		85.8	85.8		26.2	26.2	26.2	26.2	26.2	
Actuated g/C Ratio	0.53	0.53		0.72	0.72		0.22	0.22	0.22	0.22	0.22	
v/c Ratio	0.12	0.83		0.82	0.41		0.86	0.64	0.68	0.77	0.55	
Control Delay	11.1	15.9		52.2	7.2		91.1	51.8	19.5	86.6	47.6	
Queue Delay	0.0	0.3		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	11.1	16.1		52.2	7.2		91.1	51.8	19.5	86.6	47.6	
LOS	B	B		D	A		F	D	B	F	D	
Approach Delay		16.0			16.4			42.5			58.9	
Approach LOS		B			B			D			E	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 17 (14%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 24.6 — Intersection LOS: C
Intersection Capacity Utilization 83.7% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 2: Jericho Turnpike & New York Avenue

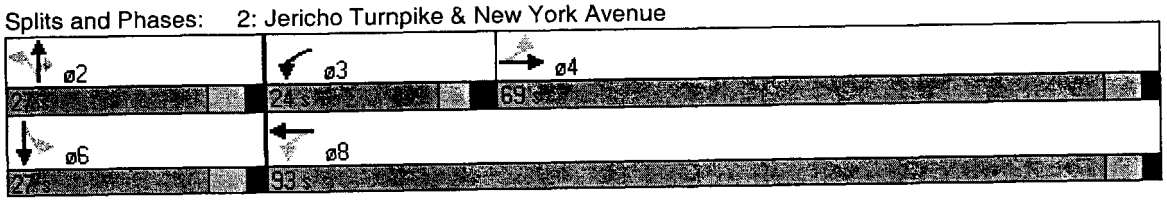


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	29	1329	171	281	988	113	111	218	347	109	162	22
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.87	0.87	0.87	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm			pm+pt			Perm		Perm	Perm		
Protected Phases		4		3	8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phases	4	4		3	8		2	2	2	6	6	
Minimum Initial (s)	4.0	4.0		10.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	22.0	22.0		21.1	22.0		22.0	22.0	22.0	22.0	22.0	
Total Split (s)	69.0	69.0	0.0	24.0	93.0	0.0	27.0	27.0	27.0	27.0	27.0	0.0
Total Split (%)	57.5%	57.5%	0.0%	20.0%	77.5%	0.0%	22.5%	22.5%	22.5%	22.5%	22.5%	0.0%
Yellow Time (s)	4.0	4.0		3.5	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.6	2.0		2.0	2.0	2.0	2.0	2.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		None	C-Min		None	None	None	None	None	
Act Effct Green (s)	61.9	61.9		85.3	85.3		26.7	26.7	26.7	26.7	26.7	
Actuated g/C Ratio	0.52	0.52		0.71	0.71		0.22	0.22	0.22	0.22	0.22	
v/c Ratio	0.14	0.88		0.89	0.47		0.85	0.63	0.73	1.10	0.54	
Control Delay	11.0	18.4		62.0	7.7		89.0	51.5	23.8	161.2	47.5	
Queue Delay	0.0	0.2		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	11.0	18.6		62.0	7.7		89.0	51.5	23.8	161.2	47.5	
LOS	B	B		E	A		F	D	C	F	D	
Approach Delay		18.5			18.8			43.5			89.9	
Approach LOS		B			B			D			F	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 14 (12%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.10
Intersection Signal Delay: 29.0 — Intersection LOS: C
Intersection Capacity Utilization 88.6% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 2: Jericho Turnpike & New York Avenue

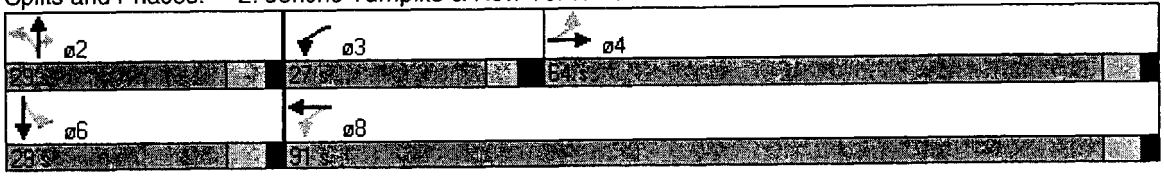


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	993	163	335	1135	102	149	182	304	76	133	29
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.88	0.88	0.88	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm			pm+pt			Perm		Perm	Perm		
Protected Phases		4		3	8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phases	4	4		3	8		2	2	2	6	6	
Minimum Initial (s)	4.0	4.0		10.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	22.0	22.0		21.1	22.0		22.0	22.0	22.0	22.0	22.0	
Total Split (s)	64.0	64.0	0.0	27.0	91.0	0.0	29.0	29.0	29.0	29.0	29.0	0.0
Total Split (%)	53.3%	53.3%	0.0%	22.5%	75.8%	0.0%	24.2%	24.2%	24.2%	24.2%	24.2%	0.0%
Yellow Time (s)	4.0	4.0		3.5	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.6	2.0		2.0	2.0	2.0	2.0	2.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		None	C-Min		None	None	None	None	None	
Act Effct Green (s)	53.0	53.0		78.7	78.7		33.3	33.3	33.3	33.3	33.3	
Actuated g/C Ratio	0.44	0.44		0.66	0.66		0.28	0.28	0.28	0.28	0.28	
v/c Ratio	0.21	0.79		0.89	0.58		0.76	0.41	0.52	0.46	0.40	
Control Delay	15.8	21.6		51.2	12.2		64.2	39.9	7.5	46.8	38.0	
Queue Delay	0.0	0.0		0.0	0.1		0.0	0.0	0.0	0.0	0.0	
Total Delay	15.8	21.6		51.2	12.3		64.2	39.9	7.5	46.8	38.0	
LOS	B	C		D	B		E	D	A	D	D	
Approach Delay		21.4			20.6			30.1			40.8	
Approach LOS		C			C			C			D	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 12 (10%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 24.0 — Intersection LOS: C
Intersection Capacity Utilization 81.6% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 2: Jericho Turnpike & New York Avenue

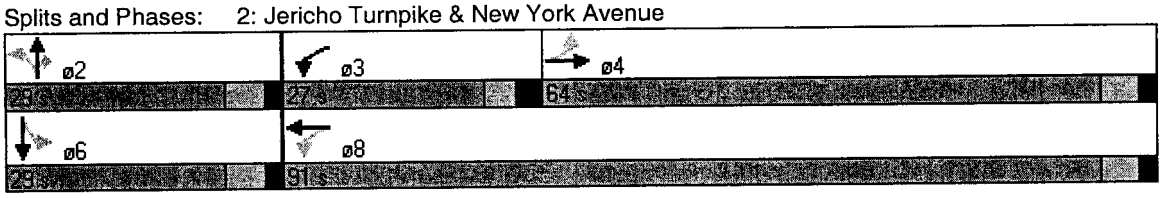


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	34	1013	167	342	1158	105	152	186	311	78	136	30
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.88	0.88	0.88	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm			pm+pt			Perm		Perm	Perm		
Protected Phases		4		3	8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phases	4	4		3	8		2	2	2	6	6	
Minimum Initial (s)	4.0	4.0		10.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	22.0	22.0		21.1	22.0		22.0	22.0	22.0	22.0	22.0	
Total Split (s)	64.0	64.0	0.0	27.0	91.0	0.0	29.0	29.0	29.0	29.0	29.0	0.0
Total Split (%)	53.3%	53.3%	0.0%	22.5%	75.8%	0.0%	24.2%	24.2%	24.2%	24.2%	24.2%	0.0%
Yellow Time (s)	4.0	4.0		3.5	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.6	2.0		2.0	2.0	2.0	2.0	2.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		None	C-Min		None	None	None	None	None	
Act Effct Green (s)	51.8	51.8		78.0	78.0		34.0	34.0	34.0	34.0	34.0	
Actuated g/C Ratio	0.43	0.43		0.65	0.65		0.28	0.28	0.28	0.28	0.28	
v/c Ratio	0.23	0.82		0.91	0.60		0.78	0.41	0.52	0.47	0.40	
Control Delay	16.0	22.7		56.2	12.7		66.4	39.9	8.3	47.5	38.1	
Queue Delay	0.0	0.0		0.0	0.1		0.0	0.0	0.0	0.0	0.0	
Total Delay	16.0	22.7		56.2	12.8		66.4	39.9	8.3	47.5	38.1	
LOS	B	C		E	B		E	D	A	D	D	
Approach Delay		22.5			22.1			31.0			41.1	
Approach LOS		C			C			C			D	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 12 (10%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 25.2 — Intersection LOS: C
Intersection Capacity Utilization 83.0% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 2: Jericho Turnpike & New York Avenue

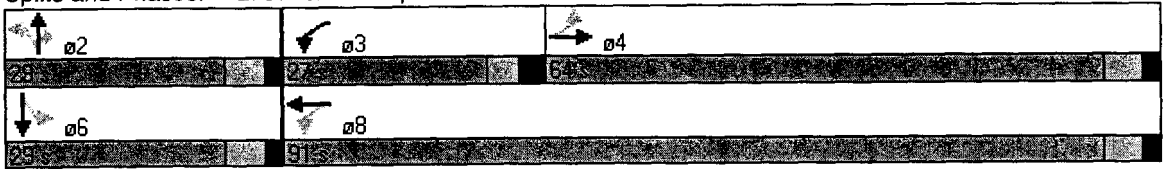


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	34	1160	167	385	1289	171	152	186	359	151	136	30
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.88	0.88	0.88	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm			pm+pt			Perm		Perm	Perm		
Protected Phases		4		3	8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phases	4	4		3	8		2	2	2	6	6	
Minimum Initial (s)	4.0	4.0		10.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	22.0	22.0		21.1	22.0		22.0	22.0	22.0	22.0	22.0	
Total Split (s)	64.0	64.0	0.0	27.0	91.0	0.0	29.0	29.0	29.0	29.0	29.0	0.0
Total Split (%)	53.3%	53.3%	0.0%	22.5%	75.8%	0.0%	24.2%	24.2%	24.2%	24.2%	24.2%	0.0%
Yellow Time (s)	4.0	4.0		3.5	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.6	2.0		2.0	2.0	2.0	2.0	2.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		None	C-Min		None	None	None	None	None	
Act Effct Green (s)	55.0	55.0		82.0	82.0		30.0	30.0	30.0	30.0	30.0	
Actuated g/C Ratio	0.46	0.46		0.68	0.68		0.25	0.25	0.25	0.25	0.25	
v/c Ratio	0.27	0.87		1.07	0.66		0.89	0.47	0.65	1.02	0.45	
Control Delay	15.1	19.8		100.5	11.9		86.2	44.0	15.8	118.6	42.0	
Queue Delay	0.0	0.1		0.0	0.6		0.0	0.0	0.0	0.0	0.0	
Total Delay	15.1	19.9		100.5	12.5		86.2	44.0	15.8	118.6	42.0	
LOS	B	B		F	B		F	D	B	F	D	
Approach Delay		19.8			30.8			38.7			78.5	
Approach LOS		B			C			D			E	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 15 (13%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.07
Intersection Signal Delay: 32.7 — Intersection LOS: C
Intersection Capacity Utilization 90.2% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 2: Jericho Turnpike & New York Avenue

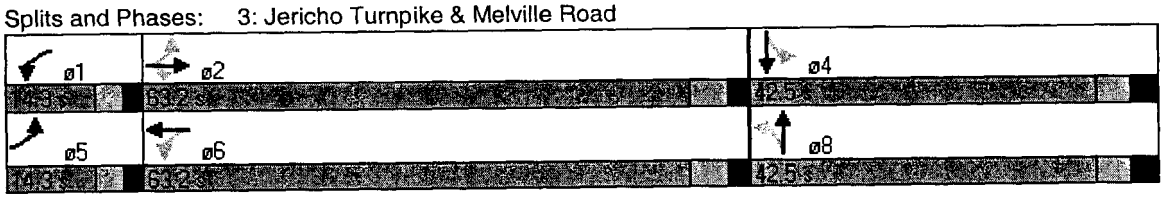


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	84	593	19	44	1454	16	63	133	49	63	113	226
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	pm+pt		Perm	pm+pt			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phases	5	2	2	1	6		8	8		4	4	
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	9.0	26.2	26.2	9.0	26.2		30.0	30.0		17.0	17.0	
Total Split (s)	14.3	63.2	63.2	14.3	63.2	0.0	42.5	42.5	0.0	42.5	42.5	0.0
Total Split (%)	11.9%	52.7%	52.7%	11.9%	52.7%	0.0%	35.4%	35.4%	0.0%	35.4%	35.4%	0.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.2	2.2	2.0	2.2		3.2	3.2		3.2	3.2	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	Min	Min	Min	None		None	None		None	None	
Act Effct Green (s)	52.9	44.9	44.9	51.6	46.6		24.1	24.1		24.1	24.1	
Actuated g/C Ratio	0.58	0.50	0.50	0.58	0.52		0.27	0.27		0.27	0.27	
v/c Ratio	0.39	0.35	0.02	0.10	0.85		0.46	0.40		0.26	0.72	
Control Delay	16.2	14.2	8.7	8.3	25.9		42.1	29.3		31.8	32.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.2	14.2	8.7	8.3	25.9		42.1	29.3		31.8	32.5	
LOS	B	B	A	A	C		D	C		C	C	
Approach Delay		14.3			25.3			32.6			32.4	
Approach LOS		B			C			C			C	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 89.1
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 24.3 — Intersection LOS: C
Intersection Capacity Utilization 86.8% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 3: Jericho Turnpike & Melville Road

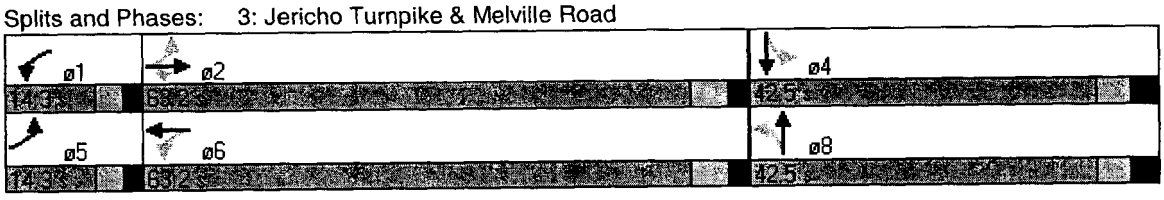


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	86	605	20	45	1484	17	65	136	50	65	116	231
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	pm+pt		Perm	pm+pt			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phases	5	2	2	1	6		8	8		4	4	
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	9.0	26.2	26.2	9.0	26.2		30.0	30.0		17.0	17.0	
Total Split (s)	14.3	63.2	63.2	14.3	63.2	0.0	42.5	42.5	0.0	42.5	42.5	0.0
Total Split (%)	11.9%	52.7%	52.7%	11.9%	52.7%	0.0%	35.4%	35.4%	0.0%	35.4%	35.4%	0.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.2	2.2	2.0	2.2		3.2	3.2		3.2	3.2	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	Min	Min	Min	None		None	None		None	None	
Act Effct Green (s)	54.8	46.7	46.7	53.4	48.4		25.6	25.6		25.6	25.6	
Actuated g/C Ratio	0.58	0.51	0.51	0.58	0.52		0.28	0.28		0.28	0.28	
v/c Ratio	0.41	0.36	0.03	0.11	0.86		0.53	0.40		0.28	0.75	
Control Delay	17.4	14.7	9.0	8.7	27.6		47.9	29.7		32.7	35.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	17.4	14.7	9.0	8.7	27.6		47.9	29.7		32.7	35.3	
LOS	B	B	A	A	C		D	C		C	D	
Approach Delay		14.9			27.1			34.4			34.9	
Approach LOS		B			C			C			C	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 92.4
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 25.9 — Intersection LOS: C
Intersection Capacity Utilization 81.8% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 3: Jericho Turnpike & Melville Road

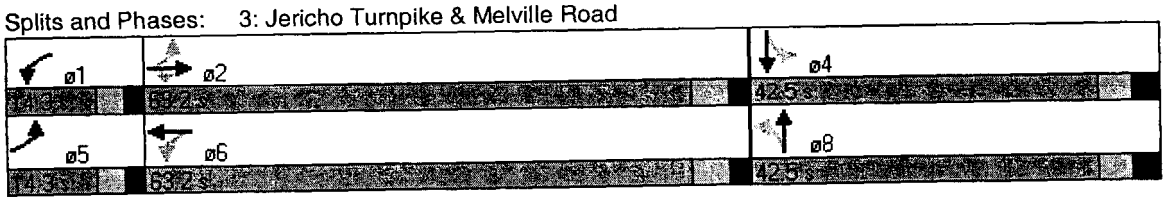


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	103	622	37	45	1505	17	86	136	50	65	116	252
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	pm+pt		Perm	pm+pt			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phases	5	2	2	1	6		8	8		4	4	
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	9.0	26.2	26.2	9.0	26.2		30.0	30.0		17.0	17.0	
Total Split (s)	14.3	63.2	63.2	14.3	63.2	0.0	42.5	42.5	0.0	42.5	42.5	0.0
Total Split (%)	11.9%	52.7%	52.7%	11.9%	52.7%	0.0%	35.4%	35.4%	0.0%	35.4%	35.4%	0.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.2	2.2	2.0	2.2		3.2	3.2		3.2	3.2	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	Min	Min	Min	None		None	None		None	None	
Act Effct Green (s)	57.9	49.4	49.4	56.2	51.1		28.4	28.4		28.4	28.4	
Actuated g/C Ratio	0.58	0.50	0.50	0.57	0.52		0.29	0.29		0.29	0.29	
v/c Ratio	0.49	0.37	0.05	0.11	0.88		0.77	0.39		0.26	0.77	
Control Delay	23.1	15.8	8.8	9.5	30.4		73.9	30.0		32.8	36.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	23.1	15.8	8.8	9.5	30.4		73.9	30.0		32.8	36.2	
LOS	C	B	A	A	C		E	C		C	D	
Approach Delay		16.5			29.8			43.9			35.7	
Approach LOS		B			C			D			D	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 98.2
Natural Cycle: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 28.7 — Intersection LOS: C
Intersection Capacity Utilization 84.0% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 3: Jericho Turnpike & Melville Road

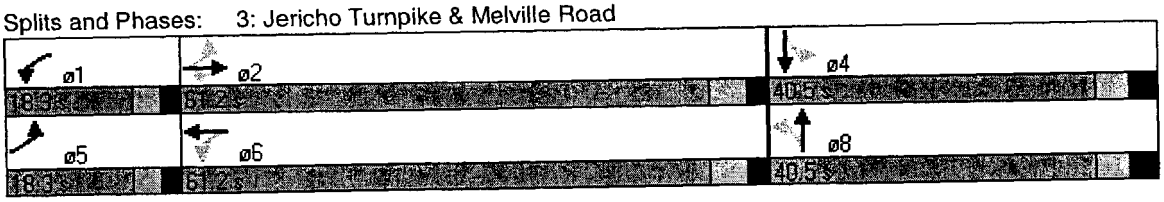


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	124	951	40	76	870	18	53	113	65	35	88	144
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.95	0.95	0.95	0.84	0.84	0.84	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	pm+pt		Perm	pm+pt			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phases	5	2	2	1	6		8	8		4	4	
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	9.0	26.2	26.2	9.0	26.2		30.0	30.0		17.0	17.0	
Total Split (s)	18.3	61.2	61.2	18.3	61.2	0.0	40.5	40.5	0.0	40.5	40.5	0.0
Total Split (%)	15.3%	51.0%	51.0%	15.3%	51.0%	0.0%	33.8%	33.8%	0.0%	33.8%	33.8%	0.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.2	2.2	2.0	2.2		3.2	3.2		3.2	3.2	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	Min	Min	Min	None		None	None		None	None	
Act Effct Green (s)	32.7	25.1	25.1	32.0	26.5		16.2	16.2		16.2	16.2	
Actuated g/C Ratio	0.53	0.42	0.42	0.53	0.44		0.27	0.27		0.27	0.27	
v/c Ratio	0.35	0.67	0.06	0.24	0.60		0.30	0.43		0.16	0.53	
Control Delay	8.9	17.6	9.4	7.9	16.6		22.9	19.6		19.7	18.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.9	17.6	9.4	7.9	16.6		22.9	19.6		19.7	18.4	
LOS	A	B	A	A	B		C	B		B	B	
Approach Delay		16.3			15.9			20.4			18.6	
Approach LOS		B			B			C			B	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 60.3
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 16.8 — Intersection LOS: B
Intersection Capacity Utilization 66.6% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Jericho Turnpike & Melville Road

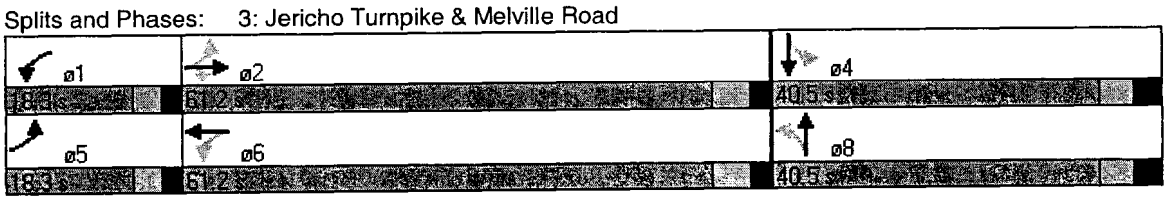


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	127	971	41	78	888	19	55	116	67	36	90	147
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.95	0.95	0.95	0.84	0.84	0.84	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	pm+pt		Perm	pm+pt			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phases	5	2	2	1	6		8	8		4	4	
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	9.0	26.2	26.2	9.0	26.2		30.0	30.0		17.0	17.0	
Total Split (s)	18.3	61.2	61.2	18.3	61.2	0.0	40.5	40.5	0.0	40.5	40.5	0.0
Total Split (%)	15.3%	51.0%	51.0%	15.3%	51.0%	0.0%	33.8%	33.8%	0.0%	33.8%	33.8%	0.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.2	2.2	2.0	2.2		3.2	3.2		3.2	3.2	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	Min	Min	Min	None		None	None		None	None	
Act Effct Green (s)	33.2	25.5	25.5	32.5	26.9		16.5	16.5		16.5	16.5	
Actuated g/C Ratio	0.53	0.42	0.42	0.53	0.44		0.27	0.27		0.27	0.27	
v/c Ratio	0.36	0.68	0.06	0.25	0.61		0.32	0.44		0.17	0.55	
Control Delay	9.2	18.0	9.5	8.2	17.0		23.7	20.1		20.1	19.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	9.2	18.0	9.5	8.2	17.0		23.7	20.1		20.1	19.0	
LOS	A	B	A	A	B		C	C		C	B	
Approach Delay		16.7			16.3			20.9			19.2	
Approach LOS		B			B			C			B	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 61.1
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 17.2 — Intersection LOS: B
Intersection Capacity Utilization 67.6% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Jericho Turnpike & Melville Road

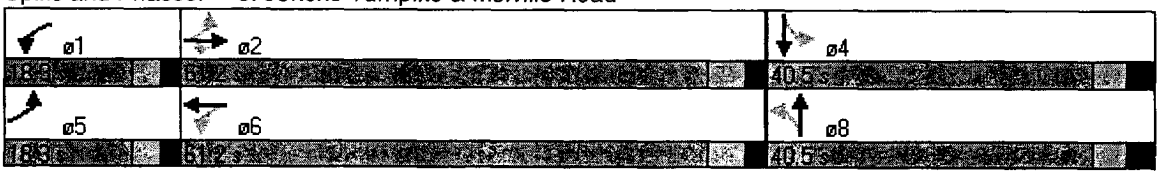


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	166	1010	80	78	923	19	90	116	67	36	90	182
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.95	0.95	0.95	0.84	0.84	0.84	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	pm+pt		Perm	pm+pt			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phases	5	2	2	1	6		8	8		4	4	
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	9.0	26.2	26.2	9.0	26.2		30.0	30.0		17.0	17.0	
Total Split (s)	18.3	61.2	61.2	18.3	61.2	0.0	40.5	40.5	0.0	40.5	40.5	0.0
Total Split (%)	15.3%	51.0%	51.0%	15.3%	51.0%	0.0%	33.8%	33.8%	0.0%	33.8%	33.8%	0.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.2	2.2	2.0	2.2		3.2	3.2		3.2	3.2	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	Min	Min	Min	None		None	None		None	None	
Act Effct Green (s)	38.1	29.1	29.1	35.6	29.8		20.0	20.0		20.0	20.0	
Actuated g/C Ratio	0.54	0.42	0.42	0.52	0.43		0.29	0.29		0.29	0.29	
v/c Ratio	0.48	0.71	0.12	0.27	0.65		0.56	0.41		0.16	0.58	
Control Delay	12.5	20.4	11.1	10.5	20.6		35.2	20.8		21.5	20.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.5	20.4	11.1	10.5	20.6		35.2	20.8		21.5	20.2	
LOS	B	C	B	B	C		D	C		C	C	
Approach Delay		18.8			19.8			25.5			20.4	
Approach LOS		B			B			C			C	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 69.1
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 20.1 — Intersection LOS: C
Intersection Capacity Utilization 72.9% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Jericho Turnpike & Melville Road

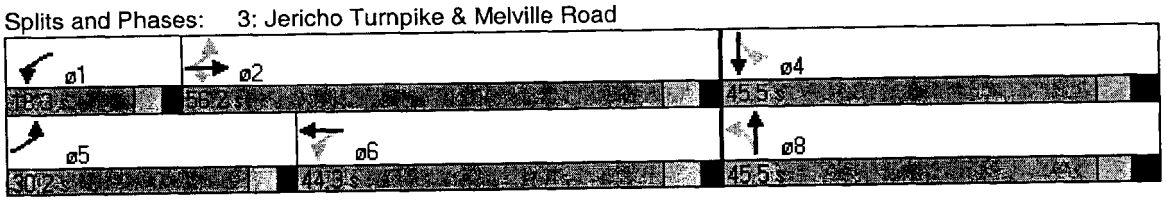


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	185	1410	24	110	994	36	64	178	105	59	194	206
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.96	0.96	0.96	0.80	0.80	0.80	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	pm+pt		Perm	pm+pt			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phases	5	2	2	1	6		8	8		4	4	
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	9.0	26.2	26.2	9.0	26.2		30.0	30.0		17.0	17.0	
Total Split (s)	30.2	56.2	56.2	18.3	44.3	0.0	45.5	45.5	0.0	45.5	45.5	0.0
Total Split (%)	25.2%	46.8%	46.8%	15.3%	36.9%	0.0%	37.9%	37.9%	0.0%	37.9%	37.9%	0.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.2	2.2	2.0	2.2		3.2	3.2		3.2	3.2	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	Min	Min	Min	None		None	None		None	None	
Act Effct Green (s)	52.3	41.7	41.7	49.0	42.2		28.7	28.7		28.7	28.7	
Actuated g/C Ratio	0.56	0.45	0.45	0.53	0.46		0.31	0.31		0.31	0.31	
v/c Ratio	0.65	0.90	0.03	0.46	0.66		0.59	0.62		0.33	0.79	
Control Delay	29.1	33.1	14.7	20.4	25.5		49.0	31.6		32.0	37.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	29.1	33.1	14.7	20.4	25.5		49.0	31.6		32.0	37.9	
LOS	C	C	B	C	C		D	C		C	D	
Approach Delay		32.4			25.0			34.8			37.2	
Approach LOS		C			C			C			D	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 92.1
Natural Cycle: 75
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 31.0 — Intersection LOS: C
Intersection Capacity Utilization 89.6% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 3: Jericho Turnpike & Melville Road

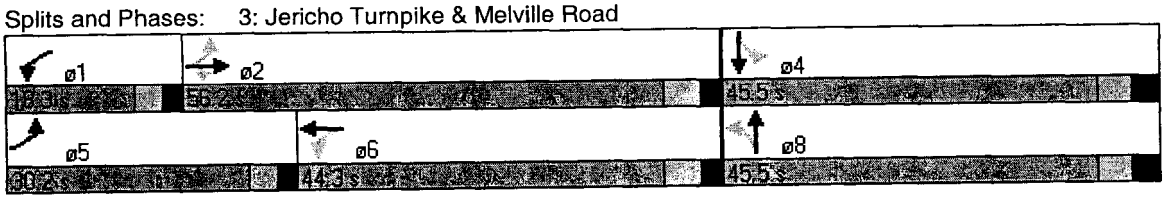


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	189	1439	25	113	1014	37	66	182	108	61	198	211
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.96	0.96	0.96	0.80	0.80	0.80	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	pm+pt		Perm	pm+pt			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phases	5	2	2	1	6		8	8		4	4	
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	9.0	26.2	26.2	9.0	26.2		30.0	30.0		17.0	17.0	
Total Split (s)	30.2	56.2	56.2	18.3	44.3	0.0	45.5	45.5	0.0	45.5	45.5	0.0
Total Split (%)	25.2%	46.8%	46.8%	15.3%	36.9%	0.0%	37.9%	37.9%	0.0%	37.9%	37.9%	0.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.2	2.2	2.0	2.2		3.2	3.2		3.2	3.2	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	Min	Min	Min	None		None	None		None	None	
Act Effct Green (s)	55.3	43.9	43.9	49.7	40.9		30.0	30.0		30.0	30.0	
Actuated g/C Ratio	0.58	0.46	0.46	0.52	0.43		0.31	0.31		0.31	0.31	
v/c Ratio	0.65	0.90	0.04	0.49	0.73		0.63	0.64		0.35	0.80	
Control Delay	29.3	34.3	15.2	21.6	28.2		53.9	32.7		33.5	39.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	29.3	34.3	15.2	21.6	28.2		53.9	32.7		33.5	39.5	
LOS	C	C	B	C	C		D	C		C	D	
Approach Delay		33.4			27.5			36.6			38.7	
Approach LOS		C			C			D			D	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 95.7
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 32.7 — Intersection LOS: C
Intersection Capacity Utilization 91.0% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 3: Jericho Turnpike & Melville Road

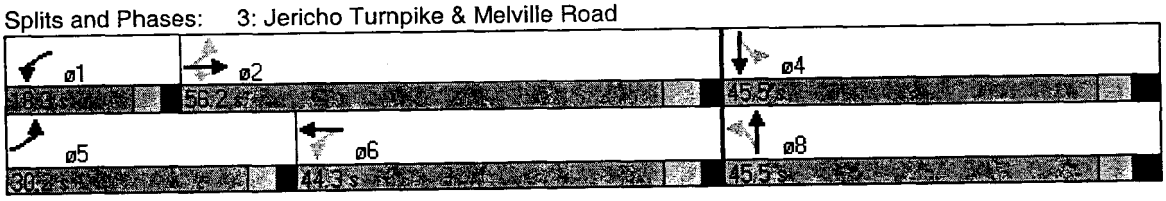


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	228	1478	64	113	1049	37	101	182	108	61	198	246
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.96	0.96	0.96	0.80	0.80	0.80	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	pm+pt		Perm	pm+pt			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phases	5	2	2	1	6		8	8		4	4	
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	9.0	26.2	26.2	9.0	26.2		30.0	30.0		17.0	17.0	
Total Split (s)	30.2	56.2	56.2	18.3	44.3	0.0	45.5	45.5	0.0	45.5	45.5	0.0
Total Split (%)	25.2%	46.8%	46.8%	15.3%	36.9%	0.0%	37.9%	37.9%	0.0%	37.9%	37.9%	0.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.2	2.2	2.0	2.2		3.2	3.2		3.2	3.2	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	Min	Min	Min	None		None	None		None	None	
Act Effct Green (s)	64.2	51.1	51.1	54.5	45.0		41.5	41.5		41.5	41.5	
Actuated g/C Ratio	0.56	0.45	0.45	0.48	0.39		0.36	0.36		0.36	0.36	
v/c Ratio	0.74	0.95	0.09	0.54	0.81		1.04	0.55		0.30	0.76	
Control Delay	38.3	44.8	15.8	26.5	37.3		131.3	31.2		31.9	37.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	38.3	44.8	15.8	26.5	37.3		131.3	31.2		31.9	37.4	
LOS	D	D	B	C	D		F	C		C	D	
Approach Delay		42.9			36.3			57.0			36.7	
Approach LOS		D			D			E			D	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 114.1
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 41.7 — Intersection LOS: D
Intersection Capacity Utilization 94.3% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 3: Jericho Turnpike & Melville Road

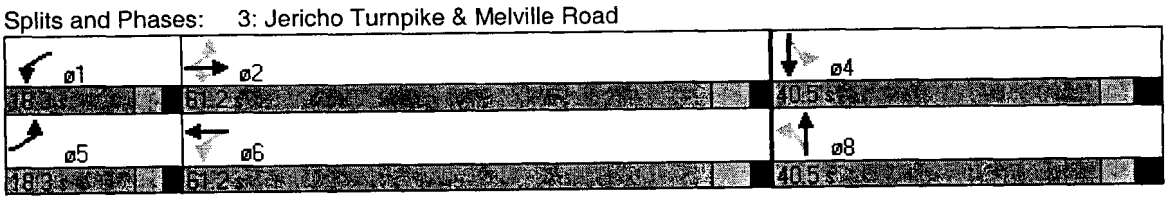


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	189	1198	39	83	1215	42	67	161	102	47	147	187
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.95	0.95	0.95	0.83	0.83	0.83	0.80	0.80	0.80
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	pm+pt		Perm	pm+pt			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phases	5	2	2	1	6		8	8		4	4	
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	9.0	26.2	26.2	9.0	26.2		30.0	30.0		17.0	17.0	
Total Split (s)	18.3	61.2	61.2	18.3	61.2	0.0	40.5	40.5	0.0	40.5	40.5	0.0
Total Split (%)	15.3%	51.0%	51.0%	15.3%	51.0%	0.0%	33.8%	33.8%	0.0%	33.8%	33.8%	0.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.2	2.2	2.0	2.2		3.2	3.2		3.2	3.2	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	Min	Min	Min	None		None	None		None	None	
Act Effct Green (s)	53.9	43.1	43.1	46.9	39.2		26.3	26.3		26.3	26.3	
Actuated g/C Ratio	0.60	0.48	0.48	0.52	0.43		0.29	0.29		0.29	0.29	
v/c Ratio	0.67	0.74	0.05	0.38	0.86		0.69	0.60		0.31	0.78	
Control Delay	33.0	22.4	11.3	14.3	30.5		64.3	32.3		33.9	38.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	33.0	22.4	11.3	14.3	30.5		64.3	32.3		33.9	38.4	
LOS	C	C	B	B	C		E	C		C	D	
Approach Delay		23.5			29.5			38.8			37.9	
Approach LOS		C			C			D			D	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 90.2
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 29.2 — Intersection LOS: C
Intersection Capacity Utilization 86.3% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 3: Jericho Turnpike & Melville Road

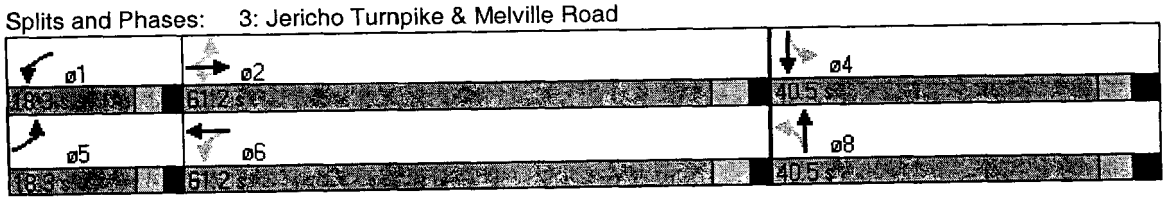


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	193	1222	40	85	1240	43	69	165	105	48	150	191
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.95	0.95	0.95	0.83	0.83	0.83	0.80	0.80	0.80
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	pm+pt		Perm	pm+pt			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phases	5	2	2	1	6		8	8		4	4	
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	9.0	26.2	26.2	9.0	26.2		30.0	30.0		17.0	17.0	
Total Split (s)	18.3	61.2	61.2	18.3	61.2	0.0	40.5	40.5	0.0	40.5	40.5	0.0
Total Split (%)	15.3%	51.0%	51.0%	15.3%	51.0%	0.0%	33.8%	33.8%	0.0%	33.8%	33.8%	0.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.2	2.2	2.0	2.2		3.2	3.2		3.2	3.2	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	Min	Min	Min	None		None	None		None	None	
Act Effct Green (s)	56.2	45.0	45.0	48.8	40.9		27.5	27.5		27.5	27.5	
Actuated g/C Ratio	0.60	0.48	0.48	0.52	0.44		0.29	0.29		0.29	0.29	
v/c Ratio	0.70	0.75	0.05	0.40	0.88		0.74	0.61		0.32	0.79	
Control Delay	37.4	23.2	11.6	15.9	32.0		72.8	33.2		35.1	39.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	37.4	23.2	11.6	15.9	32.0		72.8	33.2		35.1	39.9	
LOS	D	C	B	B	C		E	C		D	D	
Approach Delay		24.7			31.0			41.3			39.3	
Approach LOS		C			C			D			D	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 93.5
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 30.7 — Intersection LOS: C
Intersection Capacity Utilization 87.6% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 3: Jericho Turnpike & Melville Road

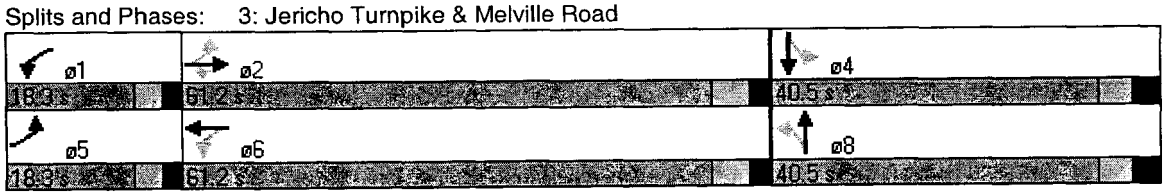


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	258	1287	105	85	1313	43	142	165	105	48	150	264
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.95	0.95	0.95	0.83	0.83	0.83	0.80	0.80	0.80
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	pm+pt		Perm	pm+pt			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phases	5	2	2	1	6		8	8		4	4	
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	9.0	26.2	26.2	9.0	26.2		30.0	30.0		17.0	17.0	
Total Split (s)	18.3	61.2	61.2	18.3	61.2	0.0	40.5	40.5	0.0	40.5	40.5	0.0
Total Split (%)	15.3%	51.0%	51.0%	15.3%	51.0%	0.0%	33.8%	33.8%	0.0%	33.8%	33.8%	0.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.2	2.2	2.0	2.2		3.2	3.2		3.2	3.2	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	Min	Min	None	Min		None	None		None	None	
Act Effct Green (s)	67.3	57.6	57.6	57.3	49.1		36.7	36.7		36.7	36.7	
Actuated g/C Ratio	0.60	0.51	0.51	0.50	0.44		0.33	0.33		0.33	0.33	
v/c Ratio	0.93	0.74	0.13	0.48	0.92		2.55	0.55		0.29	0.86	
Control Delay	70.8	25.0	11.9	22.7	40.4		763.7	33.8		35.7	47.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	70.8	25.0	11.9	22.7	40.4		763.7	33.8		35.7	47.0	
LOS	E	C	B	C	D		F	C		D	D	
Approach Delay		31.4			39.4			284.9			45.9	
Approach LOS		C			D			F			D	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 112.2
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 2.55
Intersection Signal Delay: 65.4 — Intersection LOS: E
Intersection Capacity Utilization 97.7% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 3: Jericho Turnpike & Melville Road

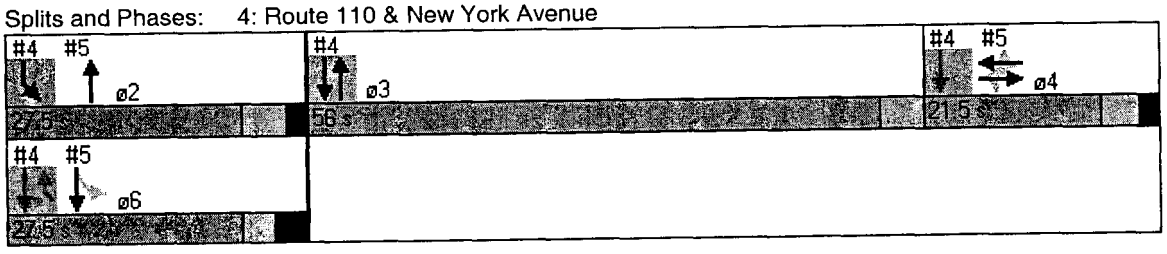


Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	ø4
Lane Configurations							
Volume (vph)	507	0	124	683	0	194	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.90	0.25	0.93	0.93	0.25	0.60	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Turn Type			Prot			custom	
Protected Phases	3		2	3			4
Permitted Phases				4 6		6	
Detector Phases	3		2	3		6	
Minimum Initial (s)	10.0		10.0	10.0		4.0	4.5
Minimum Split (s)	16.0		16.0	16.0		10.0	10.0
Total Split (s)	56.0	0.0	27.5	56.0	0.0	27.5	21.5
Total Split (%)	53.3%	0.0%	26.2%	53.3%	0.0%	26.2%	20%
Yellow Time (s)	4.0		4.0	4.0		3.0	3.5
All-Red Time (s)	0.0		2.0	0.0		3.0	2.0
Lead/Lag	Lead			Lead			Lag
Lead-Lag Optimize?							
Recall Mode	C-Min		Min	C-Min		Min	None
Act Effct Green (s)	62.1		27.4	105.0		27.4	
Actuated g/C Ratio	0.59		0.26	1.00		0.26	
v/c Ratio	0.51		0.29	0.39		0.43	
Control Delay	17.3		31.2	0.6		2.3	
Queue Delay	0.0		0.0	0.0		1.8	
Total Delay	17.3		31.2	0.6		4.2	
LOS	B		C	A		A	
Approach Delay	17.3			5.3			
Approach LOS	B			A			

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 5 (5%), Referenced to phase 3:NBSB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 9.0 — Intersection LOS: A
Intersection Capacity Utilization 45.4% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4: Route 110 & New York Avenue

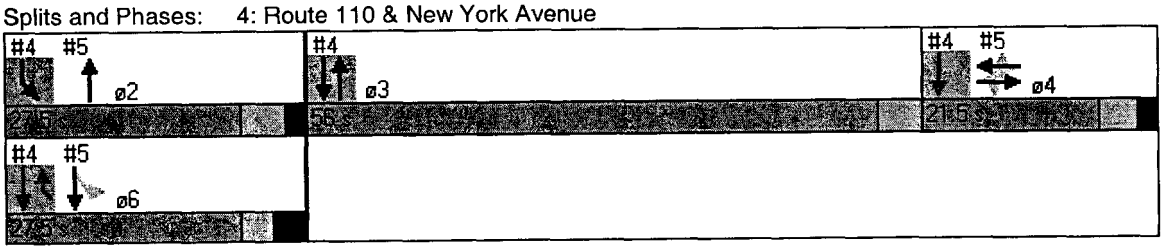


Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	ø4
Lane Configurations							
Volume (vph)	518	0	127	697	0	199	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.90	0.25	0.93	0.93	0.25	0.60	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Turn Type			Prot			custom	
Protected Phases	3		2	3			4
Permitted Phases				4 6		6	
Detector Phases	3		2	3		6	
Minimum Initial (s)	10.0		10.0	10.0		4.0	4.5
Minimum Split (s)	16.0		16.0	16.0		10.0	10.0
Total Split (s)	56.0	0.0	27.5	56.0	0.0	27.5	21.5
Total Split (%)	53.3%	0.0%	26.2%	53.3%	0.0%	26.2%	20%
Yellow Time (s)	4.0		4.0	4.0		3.0	3.5
All-Red Time (s)	0.0		2.0	0.0		3.0	2.0
Lead/Lag	Lead			Lead			Lag
Lead-Lag Optimize?							
Recall Mode	C-Min		Min	C-Min		Min	None
Act Effct Green (s)	62.2		27.2	105.0		27.2	
Actuated g/C Ratio	0.59		0.26	1.00		0.26	
v/c Ratio	0.52		0.30	0.40		0.45	
Control Delay	17.3		31.7	0.6		2.4	
Queue Delay	0.0		0.0	0.0		2.0	
Total Delay	17.3		31.7	0.6		4.4	
LOS	B		C	A		A	
Approach Delay	17.3			5.5			
Approach LOS	B			A			

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 5 (5%), Referenced to phase 3:NBSB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 9.1 — Intersection LOS: A
Intersection Capacity Utilization 46.3% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4: Route 110 & New York Avenue

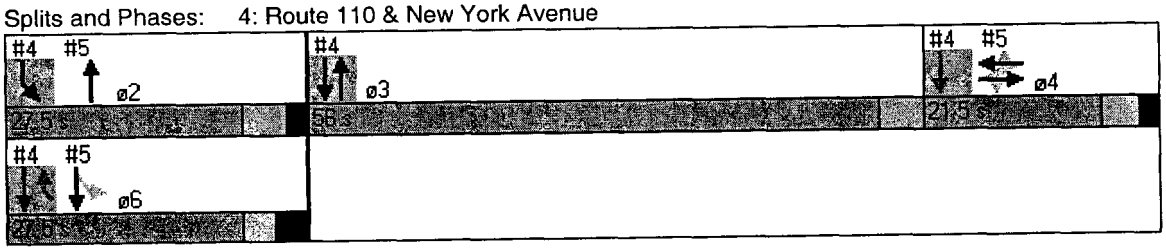


Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	ø4
Lane Configurations							
Volume (vph)	518	0	148	697	0	216	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.90	0.25	0.93	0.93	0.25	0.60	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Turn Type			Prot			custom	
Protected Phases	3		2	3			4
Permitted Phases				4 6		6	
Detector Phases	3		2	3		6	
Minimum Initial (s)	10.0		10.0	10.0		4.0	4.5
Minimum Split (s)	16.0		16.0	16.0		10.0	10.0
Total Split (s)	56.0	0.0	27.5	56.0	0.0	27.5	21.5
Total Split (%)	53.3%	0.0%	26.2%	53.3%	0.0%	26.2%	20%
Yellow Time (s)	4.0		4.0	4.0		3.0	3.5
All-Red Time (s)	0.0		2.0	0.0		3.0	2.0
Lead/Lag	Lead			Lead			Lag
Lead-Lag Optimize?							
Recall Mode	C-Min		Min	C-Min		Min	None
Act Effct Green (s)	60.5		29.0	105.0		29.0	
Actuated g/C Ratio	0.58		0.28	1.00		0.28	
v/c Ratio	0.54		0.33	0.40		0.47	
Control Delay	18.3		31.3	0.6		2.6	
Queue Delay	0.0		0.0	0.0		2.4	
Total Delay	18.3		31.3	0.6		5.1	
LOS	B		C	A		A	
Approach Delay	18.3			6.0			
Approach LOS	B			A			

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 0 (0%), Referenced to phase 3:NBSB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 9.7 — Intersection LOS: A
Intersection Capacity Utilization 47.3% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4: Route 110 & New York Avenue

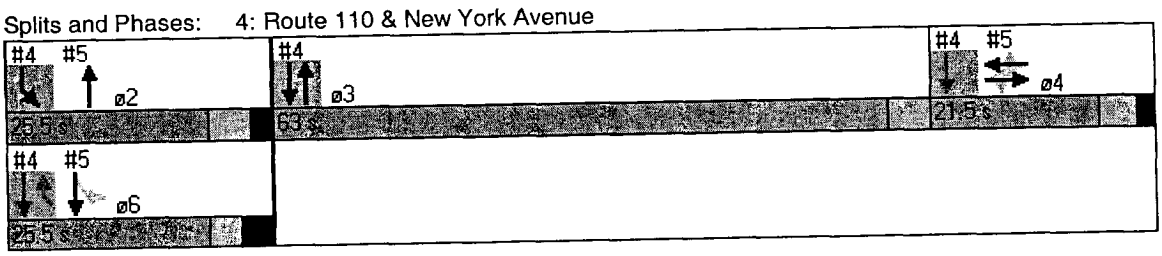


Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	ø4
Lane Configurations							
Volume (vph)	601	0	171	693	0	220	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.97	0.25	0.96	0.96	0.25	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Turn Type			Prot			custom	
Protected Phases	3		2	3			4
Permitted Phases				4 6		6	
Detector Phases	3		2	3		6	
Minimum Initial (s)	10.0		10.0	10.0		4.0	4.5
Minimum Split (s)	16.0		16.0	16.0		10.0	10.0
Total Split (s)	63.0	0.0	25.5	63.0	0.0	25.5	21.5
Total Split (%)	57.3%	0.0%	23.2%	57.3%	0.0%	23.2%	20%
Yellow Time (s)	4.0		4.0	4.0		3.0	3.5
All-Red Time (s)	0.0		2.0	0.0		3.0	2.0
Lead/Lag	Lead			Lead			Lag
Lead-Lag Optimize?							
Recall Mode	C-Min		Min	C-Min		Min	None
Act Effct Green (s)	68.6		25.8	110.0		25.8	
Actuated g/C Ratio	0.62		0.23	1.00		0.23	
v/c Ratio	0.53		0.43	0.39		0.34	
Control Delay	16.2		38.4	0.6		1.6	
Queue Delay	0.0		0.0	0.0		1.1	
Total Delay	16.2		38.4	0.6		2.7	
LOS	B		D	A		A	
Approach Delay	16.2			8.1			
Approach LOS	B			A			

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 72 (65%), Referenced to phase 3:NBSB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 10.2 — Intersection LOS: B
Intersection Capacity Utilization 51.9% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4: Route 110 & New York Avenue



Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	ø4
Lane Configurations							
Volume (vph)	614	0	175	707	0	225	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.97	0.25	0.96	0.96	0.25	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Turn Type			Prot			custom	
Protected Phases	3		2	3			4
Permitted Phases				4 6		6	
Detector Phases	3		2	3		6	
Minimum Initial (s)	10.0		10.0	10.0		4.0	4.5
Minimum Split (s)	16.0		16.0	16.0		10.0	10.0
Total Split (s)	63.0	0.0	25.5	63.0	0.0	25.5	21.5
Total Split (%)	57.3%	0.0%	23.2%	57.3%	0.0%	23.2%	20%
Yellow Time (s)	4.0		4.0	4.0		3.0	3.5
All-Red Time (s)	0.0		2.0	0.0		3.0	2.0
Lead/Lag	Lead			Lead			Lag
Lead-Lag Optimize?							
Recall Mode	C-Min		Min	C-Min		Min	None
Act Effct Green (s)	67.7		26.5	110.0		26.5	
Actuated g/C Ratio	0.62		0.24	1.00		0.24	
v/c Ratio	0.55		0.43	0.40		0.35	
Control Delay	17.2		37.5	0.6		1.6	
Queue Delay	0.0		0.0	0.0		1.1	
Total Delay	17.2		37.5	0.6		2.7	
LOS	B		D	A		A	
Approach Delay	17.2			7.9			
Approach LOS	B			A			

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 72 (65%), Referenced to phase 3:NBSB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 10.5 — Intersection LOS: B
Intersection Capacity Utilization 52.9% — ICU Level of Service A
Analysis Period (min) 15

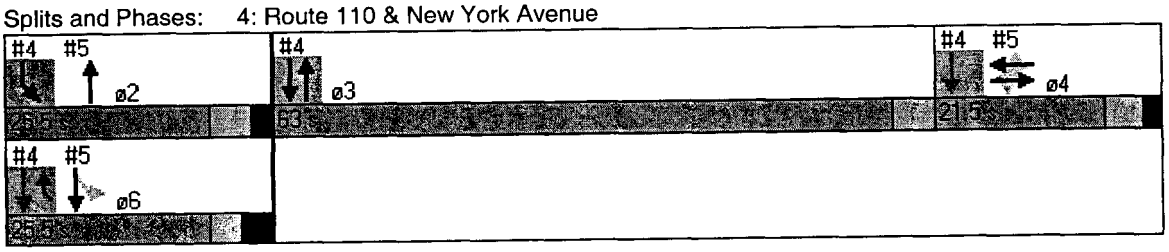
Splits and Phases: 4: Route 110 & New York Avenue

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	ø4
Lane Configurations							
Volume (vph)	614	0	210	707	0	264	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.97	0.25	0.96	0.96	0.25	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Turn Type			Prot			custom	
Protected Phases	3		2	3			4
Permitted Phases				4 6		6	
Detector Phases	3		2	3		6	
Minimum Initial (s)	10.0		10.0	10.0		4.0	4.5
Minimum Split (s)	16.0		16.0	16.0		10.0	10.0
Total Split (s)	63.0	0.0	25.5	63.0	0.0	25.5	21.5
Total Split (%)	57.3%	0.0%	23.2%	57.3%	0.0%	23.2%	20%
Yellow Time (s)	4.0		4.0	4.0		3.0	3.5
All-Red Time (s)	0.0		2.0	0.0		3.0	2.0
Lead/Lag	Lead			Lead			Lag
Lead-Lag Optimize?							
Recall Mode	C-Min		Min	C-Min		Min	None
Act Effct Green (s)	64.4		29.8	110.0		29.8	
Actuated g/C Ratio	0.59		0.27	1.00		0.27	
v/c Ratio	0.58		0.46	0.40		0.39	
Control Delay	19.4		36.1	0.6		1.9	
Queue Delay	0.0		0.0	0.0		1.1	
Total Delay	19.4		36.1	0.6		3.0	
LOS	B		D	A		A	
Approach Delay	19.4			8.8			
Approach LOS	B			A			

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 3:NBSB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 11.5 — Intersection LOS: B
Intersection Capacity Utilization 55.3% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 4: Route 110 & New York Avenue

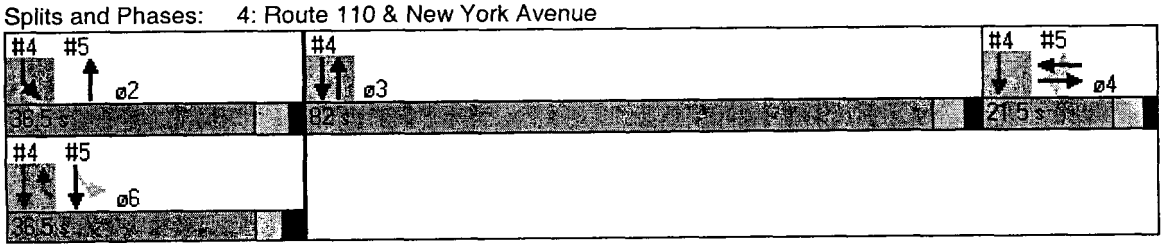


Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	ø4
Lane Configurations							
Volume (vph)	651	0	214	783	0	264	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.94	0.25	0.89	0.89	0.25	0.96	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Turn Type			Prot			custom	
Protected Phases	3		2	3			4
Permitted Phases				4 6		6	
Detector Phases	3		2	3		6	
Minimum Initial (s)	10.0		10.0	10.0		4.0	4.5
Minimum Split (s)	16.0		16.0	16.0		10.0	10.0
Total Split (s)	82.0	0.0	36.5	82.0	0.0	36.5	21.5
Total Split (%)	58.6%	0.0%	26.1%	58.6%	0.0%	26.1%	15%
Yellow Time (s)	4.0		4.0	4.0		3.0	3.5
All-Red Time (s)	2.0		2.0	2.0		3.0	2.0
Lead/Lag	Lead			Lead			Lag
Lead-Lag Optimize?							
Recall Mode	C-Min		Min	C-Min		Min	None
Act Effct Green (s)	81.9		39.7	140.0		39.7	
Actuated g/C Ratio	0.58		0.28	1.00		0.28	
v/c Ratio	0.64		0.48	0.47		0.38	
Control Delay	24.7		44.4	0.9		1.8	
Queue Delay	0.0		0.0	0.0		0.8	
Total Delay	24.7		44.4	0.9		2.7	
LOS	C		D	A		A	
Approach Delay	24.7			10.2			
Approach LOS	C			B			

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 95 (68%), Referenced to phase 3:NBSB, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 14.0 — Intersection LOS: B
Intersection Capacity Utilization 57.3% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 4: Route 110 & New York Avenue

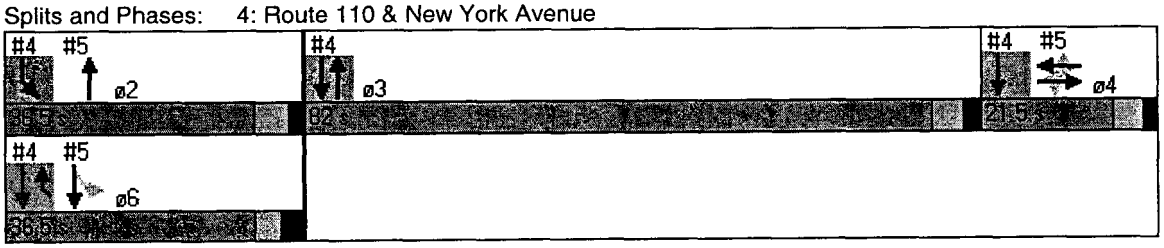


Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	ø4
Lane Configurations							
Volume (vph)	665	0	216	799	0	270	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.94	0.25	0.89	0.89	0.25	0.96	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Turn Type			Prot			custom	
Protected Phases	3		2	3			4
Permitted Phases				4 6		6	
Detector Phases	3		2	3		6	
Minimum Initial (s)	10.0		10.0	10.0		4.0	4.5
Minimum Split (s)	16.0		16.0	16.0		10.0	10.0
Total Split (s)	82.0	0.0	36.5	82.0	0.0	36.5	21.5
Total Split (%)	58.6%	0.0%	26.1%	58.6%	0.0%	26.1%	15%
Yellow Time (s)	4.0		4.0	4.0		3.0	3.5
All-Red Time (s)	2.0		2.0	2.0		3.0	2.0
Lead/Lag	Lead			Lead			Lag
Lead-Lag Optimize?							
Recall Mode	C-Min		Min	C-Min		Min	None
Act Effct Green (s)	81.8		39.7	140.0		39.7	
Actuated g/C Ratio	0.58		0.28	1.00		0.28	
v/c Ratio	0.65		0.48	0.48		0.39	
Control Delay	25.1		44.7	0.9		1.9	
Queue Delay	0.0		0.0	0.0		0.9	
Total Delay	25.1		44.7	0.9		2.8	
LOS	C		D	A		A	
Approach Delay	25.1			10.2			
Approach LOS	C			B			

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 95 (68%), Referenced to phase 3:NBSB, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 14.2 — Intersection LOS: B
Intersection Capacity Utilization 58.4% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 4: Route 110 & New York Avenue

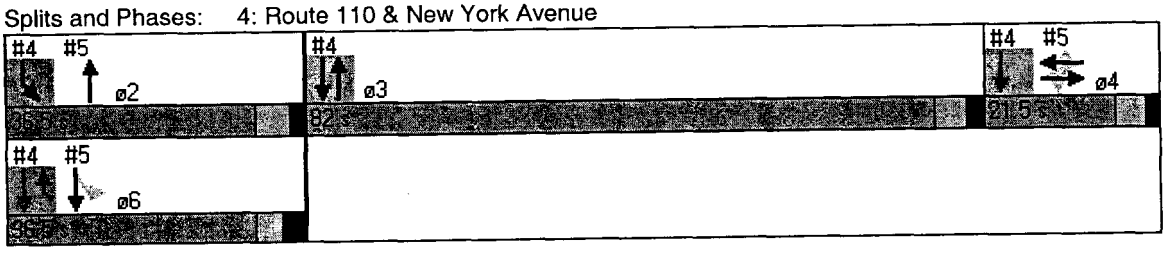


Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	ø4
Lane Configurations							
Volume (vph)	665	0	251	799	0	309	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.94	0.25	0.89	0.89	0.25	0.96	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Turn Type			Prot			custom	
Protected Phases	3		2	3			4
Permitted Phases				4 6		6	
Detector Phases	3		2	3		6	
Minimum Initial (s)	10.0		10.0	10.0		4.0	4.5
Minimum Split (s)	16.0		16.0	16.0		10.0	10.0
Total Split (s)	82.0	0.0	36.5	82.0	0.0	36.5	21.5
Total Split (%)	58.6%	0.0%	26.1%	58.6%	0.0%	26.1%	15%
Yellow Time (s)	4.0		4.0	4.0		3.0	3.5
All-Red Time (s)	2.0		2.0	2.0		3.0	2.0
Lead/Lag	Lead			Lead			Lag
Lead-Lag Optimize?							
Recall Mode	C-Min		Min	C-Min		Min	None
Act Effct Green (s)	78.8		42.7	140.0		42.7	
Actuated g/C Ratio	0.56		0.30	1.00		0.30	
v/c Ratio	0.67		0.52	0.48		0.43	
Control Delay	27.3		44.1	0.9		2.2	
Queue Delay	0.0		0.0	0.0		0.9	
Total Delay	27.3		44.1	0.9		3.1	
LOS	C		D	A		A	
Approach Delay	27.3			11.2			
Approach LOS	C			B			

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 3:NBSB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 15.2 — Intersection LOS: B
Intersection Capacity Utilization 60.8% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 4: Route 110 & New York Avenue

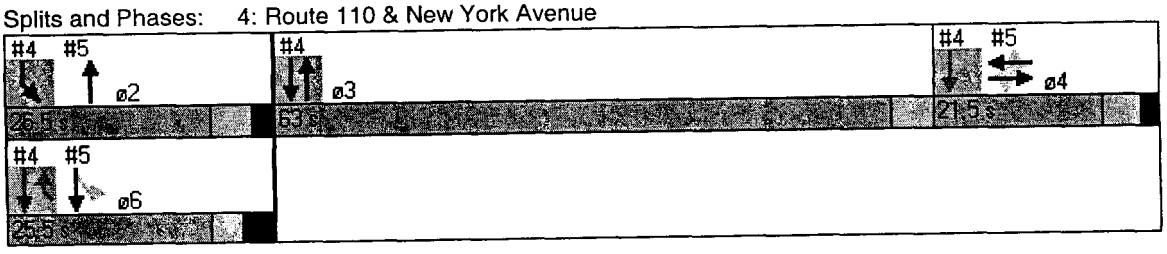


Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	ø4
Lane Configurations							
Volume (vph)	694	0	219	813	0	294	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.96	0.25	0.95	0.95	0.25	0.79	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Turn Type			Prot			custom	
Protected Phases	3		2	3			4
Permitted Phases				4 6		6	
Detector Phases	3		2	3		6	
Minimum Initial (s)	10.0		10.0	10.0		4.0	4.5
Minimum Split (s)	16.0		16.0	16.0		10.0	10.0
Total Split (s)	63.0	0.0	25.5	63.0	0.0	25.5	21.5
Total Split (%)	57.3%	0.0%	23.2%	57.3%	0.0%	23.2%	20%
Yellow Time (s)	4.0		4.0	4.0		3.0	3.5
All-Red Time (s)	0.0		2.0	0.0		3.0	2.0
Lead/Lag	Lead			Lead			Lag
Lead-Lag Optimize?							
Recall Mode	C-Min		Min	C-Min		Min	None
Act Effct Green (s)	65.6		28.9	110.0		28.9	
Actuated g/C Ratio	0.60		0.26	1.00		0.26	
v/c Ratio	0.65		0.50	0.46		0.53	
Control Delay	20.3		38.1	0.8		3.8	
Queue Delay	0.0		0.0	0.0		2.3	
Total Delay	20.3		38.1	0.8		6.1	
LOS	C		D	A		A	
Approach Delay	20.3			8.7			
Approach LOS	C			A			

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 72 (65%), Referenced to phase 3:NBSB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 12.1 — Intersection LOS: B
Intersection Capacity Utilization 61.4% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 4: Route 110 & New York Avenue

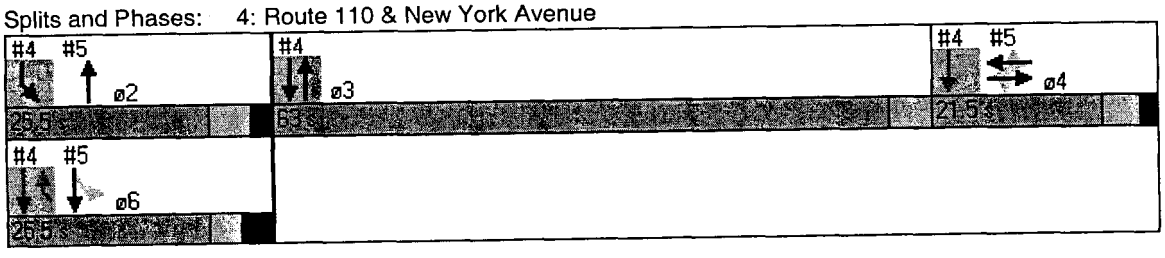


Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	ø4
Lane Configurations							
Volume (vph)	708	0	224	830	0	301	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.96	0.25	0.95	0.95	0.25	0.79	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Turn Type			Prot			custom	
Protected Phases	3		2	3			4
Permitted Phases				4 6		6	
Detector Phases	3		2	3		6	
Minimum Initial (s)	10.0		10.0	10.0		4.0	4.5
Minimum Split (s)	16.0		16.0	16.0		10.0	10.0
Total Split (s)	63.0	0.0	25.5	63.0	0.0	25.5	21.5
Total Split (%)	57.3%	0.0%	23.2%	57.3%	0.0%	23.2%	20%
Yellow Time (s)	4.0		4.0	4.0		3.0	3.5
All-Red Time (s)	0.0		2.0	0.0		3.0	2.0
Lead/Lag	Lead			Lead			Lag
Lead-Lag Optimize?							
Recall Mode	C-Min		Min	C-Min		Min	None
Act Effct Green (s)	65.4		29.1	110.0		29.1	
Actuated g/C Ratio	0.59		0.26	1.00		0.26	
v/c Ratio	0.67		0.50	0.47		0.54	
Control Delay	21.0		38.1	0.9		4.0	
Queue Delay	0.0		0.0	0.0		2.4	
Total Delay	21.0		38.1	0.9		6.4	
LOS	C		D	A		A	
Approach Delay	21.0			8.8			
Approach LOS	C			A			

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 72 (65%), Referenced to phase 3:NBSB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 12.4 — Intersection LOS: B
Intersection Capacity Utilization 62.6% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 4: Route 110 & New York Avenue

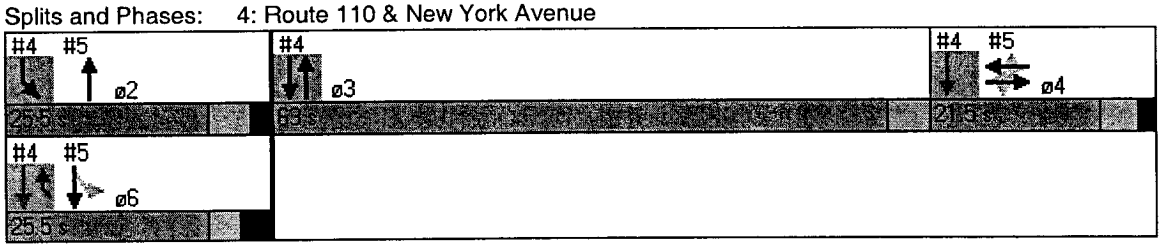


Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	ø4
Lane Configurations							
Volume (vph)	708	0	297	830	0	366	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.96	0.25	0.95	0.95	0.25	0.79	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Turn Type			Prot			custom	
Protected Phases	3		2	3			4
Permitted Phases				4 6		6	
Detector Phases	3		2	3		6	
Minimum Initial (s)	10.0		10.0	10.0		4.0	4.5
Minimum Split (s)	16.0		16.0	16.0		10.0	10.0
Total Split (s)	63.0	0.0	25.5	63.0	0.0	25.5	21.5
Total Split (%)	57.3%	0.0%	23.2%	57.3%	0.0%	23.2%	20%
Yellow Time (s)	4.0		4.0	4.0		3.0	3.5
All-Red Time (s)	0.0		2.0	0.0		3.0	2.0
Lead/Lag	Lead			Lead			Lag
Lead-Lag Optimize?							
Recall Mode	C-Min		Min	C-Min		Min	None
Act Effct Green (s)	58.4		36.1	110.0		36.1	
Actuated g/C Ratio	0.53		0.33	1.00		0.33	
v/c Ratio	0.75		0.54	0.47		0.59	
Control Delay	26.4		35.6	0.9		6.0	
Queue Delay	0.0		0.0	0.0		2.0	
Total Delay	26.4		35.6	0.9		8.0	
LOS	C		D	A		A	
Approach Delay	26.4			10.0			
Approach LOS	C			B			

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 3:NBSB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 14.7 — Intersection LOS: B
Intersection Capacity Utilization 66.6% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 4: Route 110 & New York Avenue

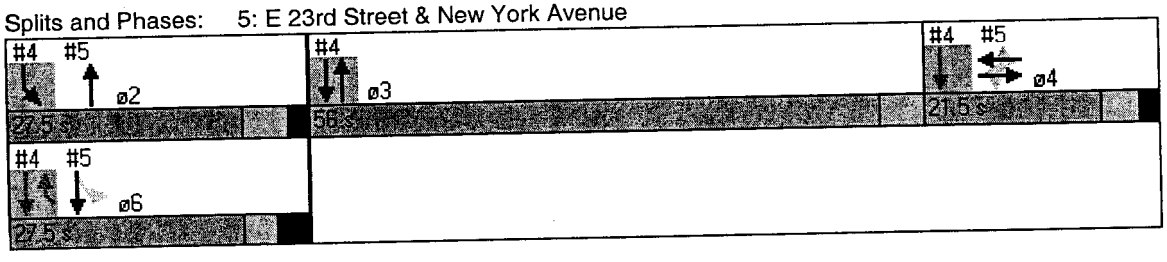


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	9	0	7	0	11	0	183	6	0	124	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.25	0.90	0.25	0.90	0.25	0.90	0.25	0.60	0.60	0.25	0.93	0.25
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm			Perm						Perm		
Protected Phases		4			4			2			6	
Permitted Phases	4			4						6		
Detector Phases	4	4		4	4			2		6	6	
Minimum Initial (s)	4.5	4.5		4.5	4.5			10.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0			16.0		10.0	10.0	
Total Split (s)	21.5	21.5	0.0	21.5	21.5	0.0	0.0	27.5	0.0	27.5	27.5	0.0
Total Split (%)	20.5%	20.5%	0.0%	20.5%	20.5%	0.0%	0.0%	26.2%	0.0%	26.2%	26.2%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5			4.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0			2.0		3.0	3.0	
Lead/Lag	Lag	Lag		Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	None		None	None			Min		Min	Min	
Act Effct Green (s)		7.9			7.9			27.4			27.4	
Actuated g/C Ratio		0.08			0.08			0.26			0.26	
v/c Ratio		0.07			0.16			0.65			0.27	
Control Delay		45.6			30.8			40.2			3.1	
Queue Delay		0.0			0.0			0.4			1.9	
Total Delay		45.6			30.8			40.6			5.0	
LOS		D			C			D			A	
Approach Delay		45.6			30.8			40.6			5.0	
Approach LOS		D			C			D			A	

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 5 (5%), Referenced to phase 3:NBSB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 30.4 — Intersection LOS: C
Intersection Capacity Utilization 24.2% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 5: E 23rd Street & New York Avenue



Lane Group	ø3
Lane Configurations	
Volume (vph)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phases	
Minimum Initial (s)	10.0
Minimum Split (s)	16.0
Total Split (s)	56.0
Total Split (%)	53%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lead/Lag	Lead
Lead-Lag Optimize?	
Recall Mode	C-Min
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

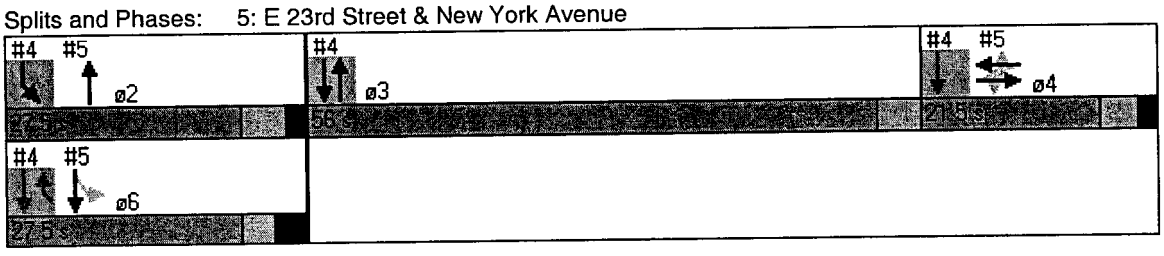
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	10	0	8	0	12	0	187	7	0	127	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.25	0.90	0.25	0.90	0.25	0.90	0.25	0.60	0.60	0.25	0.93	0.25
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm			Perm						Perm		
Protected Phases		4			4			2			6	
Permitted Phases	4			4						6		
Detector Phases	4	4		4	4			2		6	6	
Minimum Initial (s)	4.5	4.5		4.5	4.5			10.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0			16.0		10.0	10.0	
Total Split (s)	21.5	21.5	0.0	21.5	21.5	0.0	0.0	27.5	0.0	27.5	27.5	0.0
Total Split (%)	20.5%	20.5%	0.0%	20.5%	20.5%	0.0%	0.0%	26.2%	0.0%	26.2%	26.2%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5			4.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0			2.0		3.0	3.0	
Lead/Lag	Lag	Lag		Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	None		None	None			Min		Min	Min	
Act Effct Green (s)		7.9			7.9			27.2			27.2	
Actuated g/C Ratio		0.08			0.08			0.26			0.26	
v/c Ratio		0.08			0.17			0.67			0.28	
Control Delay		45.7			30.4			41.3			3.1	
Queue Delay		0.0			0.0			0.3			1.8	
Total Delay		45.7			30.4			41.7			5.0	
LOS		D			C			D			A	
Approach Delay		45.7			30.5			41.7			5.0	
Approach LOS		D			C			D			A	

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 5 (5%), Referenced to phase 3:NBSB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 31.1 — Intersection LOS: C
Intersection Capacity Utilization 24.8% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 5: E 23rd Street & New York Avenue



Lane Group	ø3
Lane Configurations	
Volume (vph)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phases	
Minimum Initial (s)	10.0
Minimum Split (s)	16.0
Total Split (s)	56.0
Total Split (%)	53%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lead/Lag	Lead
Lead-Lag Optimize?	
Recall Mode	C-Min
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

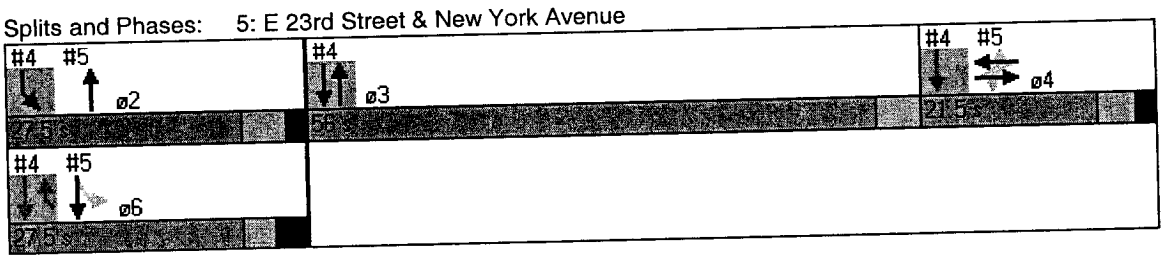
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	10	0	8	0	12	0	204	7	0	148	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.25	0.90	0.25	0.90	0.25	0.90	0.25	0.60	0.60	0.25	0.93	0.25
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm			Perm						Perm		
Protected Phases		4			4			2			6	
Permitted Phases	4			4						6		
Detector Phases	4	4		4	4			2		6	6	
Minimum Initial (s)	4.5	4.5		4.5	4.5			10.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0			16.0		10.0	10.0	
Total Split (s)	21.5	21.5	0.0	21.5	21.5	0.0	0.0	27.5	0.0	27.5	27.5	0.0
Total Split (%)	20.5%	20.5%	0.0%	20.5%	20.5%	0.0%	0.0%	26.2%	0.0%	26.2%	26.2%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5			4.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0			2.0		3.0	3.0	
Lead/Lag	Lag	Lag		Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	None		None	None			Min		Min	Min	
Act Effct Green (s)		7.9			7.9			29.0			29.0	
Actuated g/C Ratio		0.08			0.08			0.28			0.28	
v/c Ratio		0.08			0.17			0.69			0.31	
Control Delay		45.7			30.4			40.8			3.2	
Queue Delay		0.0			0.0			0.8			1.4	
Total Delay		45.7			30.4			41.7			4.6	
LOS		D			C			D			A	
Approach Delay		45.7			30.5			41.7			4.6	
Approach LOS		D			C			D			A	

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 0 (0%), Referenced to phase 3:NBSB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 30.4 — Intersection LOS: C
Intersection Capacity Utilization 25.7% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 5: E 23rd Street & New York Avenue



Lane Group	ø3
Lane Configurations	
Volume (vph)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phases	
Minimum Initial (s)	10.0
Minimum Split (s)	16.0
Total Split (s)	56.0
Total Split (%)	53%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lead/Lag	Lead
Lead-Lag Optimize?	
Recall Mode	C-Min
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

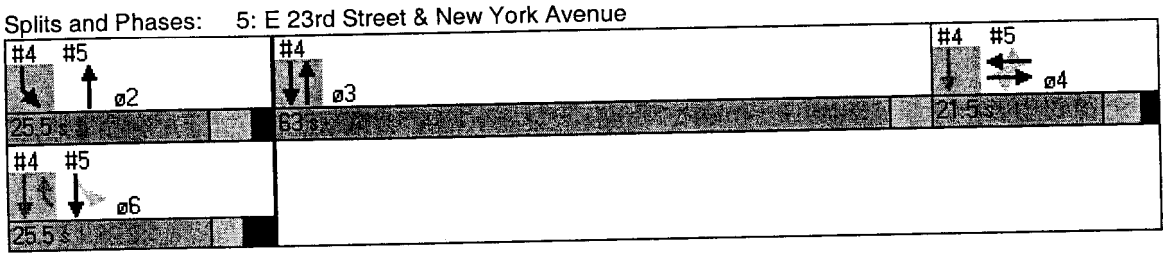
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	16	0	1	0	22	0	198	7	0	171	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.25	0.97	0.25	0.64	0.25	0.64	0.25	0.92	0.92	0.25	0.96	0.25
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm			Perm						Perm		
Protected Phases		4			4			2			6	
Permitted Phases	4			4						6		
Detector Phases	4	4		4	4			2		6	6	
Minimum Initial (s)	4.5	4.5		4.5	4.5			10.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0			16.0		10.0	10.0	
Total Split (s)	21.5	21.5	0.0	21.5	21.5	0.0	0.0	25.5	0.0	25.5	25.5	0.0
Total Split (%)	19.5%	19.5%	0.0%	19.5%	19.5%	0.0%	0.0%	23.2%	0.0%	23.2%	23.2%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5			4.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0			2.0		3.0	3.0	
Lead/Lag	Lag	Lag		Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	None		None	None			Min		Min	Min	
Act Effct Green (s)		8.1			8.1			25.8			25.8	
Actuated g/C Ratio		0.07			0.07			0.23			0.23	
v/c Ratio		0.12			0.24			0.51			0.41	
Control Delay		48.9			20.8			40.0			4.4	
Queue Delay		0.0			0.0			0.0			1.0	
Total Delay		48.9			20.8			40.0			5.4	
LOS		D			C			D			A	
Approach Delay		48.9			20.8			40.0			5.4	
Approach LOS		D			C			D			A	

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 72 (65%), Referenced to phase 3:NBSB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 25.2 — Intersection LOS: C
Intersection Capacity Utilization 21.3% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 5: E 23rd Street & New York Avenue



Lane Group	ø3
Lane Configurations	
Volume (vph)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phases	
Minimum Initial (s)	10.0
Minimum Split (s)	16.0
Total Split (s)	63.0
Total Split (%)	57%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lead/Lag	Lead
Lead-Lag Optimize?	
Recall Mode	C-Min
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	17	0	2	0	23	0	202	8	0	175	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.25	0.97	0.25	0.64	0.25	0.64	0.25	0.92	0.92	0.25	0.96	0.25
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm			Perm						Perm		
Protected Phases		4			4			2			6	
Permitted Phases	4			4						6		
Detector Phases	4	4		4	4			2		6	6	
Minimum Initial (s)	4.5	4.5		4.5	4.5			10.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0			16.0		10.0	10.0	
Total Split (s)	21.5	21.5	0.0	21.5	21.5	0.0	0.0	25.5	0.0	25.5	25.5	0.0
Total Split (%)	19.5%	19.5%	0.0%	19.5%	19.5%	0.0%	0.0%	23.2%	0.0%	23.2%	23.2%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5			4.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0			2.0		3.0	3.0	
Lead/Lag	Lag	Lag		Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	None		None	None			Min		Min	Min	
Act Effct Green (s)		8.2			8.2			26.5			26.5	
Actuated g/C Ratio		0.07			0.07			0.24			0.24	
v/c Ratio		0.13			0.25			0.51			0.40	
Control Delay		49.0			21.2			39.1			4.3	
Queue Delay		0.0			0.0			0.0			1.1	
Total Delay		49.0			21.2			39.1			5.4	
LOS		D			C			D			A	
Approach Delay		49.0			21.2			39.1			5.4	
Approach LOS		D			C			D			A	

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 72 (65%), Referenced to phase 3:NBSB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 24.9 — Intersection LOS: C
Intersection Capacity Utilization 21.5% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 5: E 23rd Street & New York Avenue

Lane Group	ø3
Lane Configurations	
Volume (vph)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phases	
Minimum Initial (s)	10.0
Minimum Split (s)	16.0
Total Split (s)	63.0
Total Split (%)	57%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lead/Lag	Lead
Lead-Lag Optimize?	
Recall Mode	C-Min
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

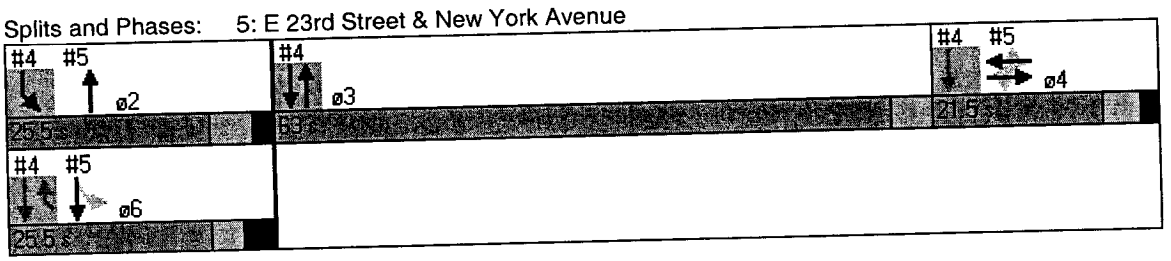
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	17	0	2	0	23	0	241	8	0	210	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.25	0.97	0.25	0.64	0.25	0.64	0.25	0.92	0.92	0.25	0.96	0.25
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm			Perm						Perm		
Protected Phases		4			4			2			6	
Permitted Phases	4			4						6		
Detector Phases	4	4		4	4			2		6	6	
Minimum Initial (s)	4.5	4.5		4.5	4.5			10.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0			16.0		10.0	10.0	
Total Split (s)	21.5	21.5	0.0	21.5	21.5	0.0	0.0	25.5	0.0	25.5	25.5	0.0
Total Split (%)	19.5%	19.5%	0.0%	19.5%	19.5%	0.0%	0.0%	23.2%	0.0%	23.2%	23.2%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5			4.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0			2.0		3.0	3.0	
Lead/Lag	Lag	Lag		Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	None		None	None			Min		Min	Min	
Act Effct Green (s)		8.2			8.2			29.8			29.8	
Actuated g/C Ratio		0.07			0.07			0.27			0.27	
v/c Ratio		0.13			0.25			0.54			0.43	
Control Delay		49.0			21.2			37.9			4.2	
Queue Delay		0.0			0.0			0.0			0.7	
Total Delay		49.0			21.2			37.9			4.9	
LOS		D			C			D			A	
Approach Delay		49.0			21.2			37.9			4.9	
Approach LOS		D			C			D			A	

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 3:NBSB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 23.8 — Intersection LOS: C
Intersection Capacity Utilization 23.6% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 5: E 23rd Street & New York Avenue



Lane Group	ø3
Lane Configurations	
Volume (vph)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phases	
Minimum Initial (s)	10.0
Minimum Split (s)	16.0
Total Split (s)	63.0
Total Split (%)	57%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lead/Lag	Lead
Lead-Lag Optimize?	
Recall Mode	C-Min
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

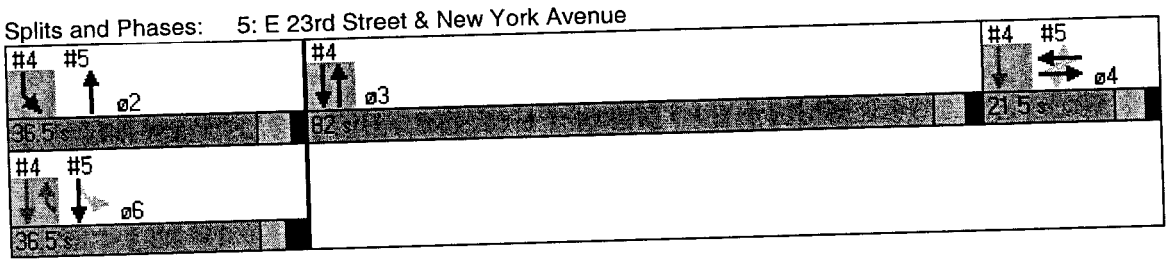
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	12	0	6	0	24	0	240	13	3	211	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.25	0.94	0.25	0.63	0.25	0.63	0.25	0.96	0.96	0.89	0.89	0.25
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm			Perm						Perm		
Protected Phases		4			4			2			6	
Permitted Phases	4			4						6		
Detector Phases	4	4		4	4			2		6	6	
Minimum Initial (s)	4.5	4.5		4.5	4.5			10.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0			16.0		10.0	10.0	
Total Split (s)	21.5	21.5	0.0	21.5	21.5	0.0	0.0	36.5	0.0	36.5	36.5	0.0
Total Split (%)	15.4%	15.4%	0.0%	15.4%	15.4%	0.0%	0.0%	26.1%	0.0%	26.1%	26.1%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5			4.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0			2.0		3.0	3.0	
Lead/Lag	Lag	Lag		Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	None		None	None			Min		Min	Min	
Act Effct Green (s)		8.6			8.6			39.7			39.7	
Actuated g/C Ratio		0.06			0.06			0.28			0.28	
v/c Ratio		0.11			0.36			0.50			0.46	
Control Delay		63.1			31.2			44.5			4.2	
Queue Delay		0.0			0.0			0.0			0.5	
Total Delay		63.1			31.2			44.5			4.7	
LOS		E			C			D			A	
Approach Delay		63.1			31.2			44.5			4.7	
Approach LOS		E			C			D			A	

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 95 (68%), Referenced to phase 3:NBSB, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 26.9 — Intersection LOS: C
Intersection Capacity Utilization 27.5% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 5: E 23rd Street & New York Avenue



Lane Group	ø3
Lane Configurations	
Volume (vph)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phases	
Minimum Initial (s)	10.0
Minimum Split (s)	16.0
Total Split (s)	82.0
Total Split (%)	59%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lead/Lag	Lead
Lead-Lag Optimize?	
Recall Mode	C-Min
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

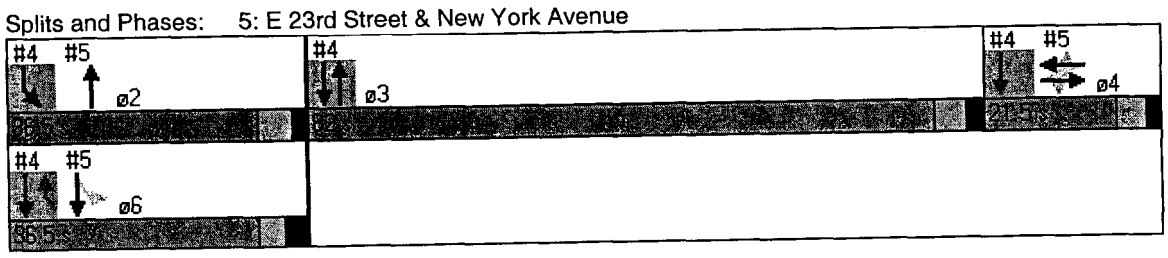
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	13	0	7	0	25	0	245	14	4	216	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.25	0.94	0.25	0.63	0.25	0.63	0.25	0.96	0.96	0.89	0.89	0.25
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm			Perm						Perm		
Protected Phases		4			4			2			6	
Permitted Phases	4			4						6		
Detector Phases	4	4		4	4			2		6	6	
Minimum Initial (s)	4.5	4.5		4.5	4.5			10.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0			16.0		10.0	10.0	
Total Split (s)	21.5	21.5	0.0	21.5	21.5	0.0	0.0	36.5	0.0	36.5	36.5	0.0
Total Split (%)	15.4%	15.4%	0.0%	15.4%	15.4%	0.0%	0.0%	26.1%	0.0%	26.1%	26.1%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5			4.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0			2.0		3.0	3.0	
Lead/Lag	Lag	Lag		Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	None		None	None			Min		Min	Min	
Act Effct Green (s)		8.7			8.7			39.7			39.7	
Actuated g/C Ratio		0.06			0.06			0.28			0.28	
v/c Ratio		0.12			0.38			0.51			0.47	
Control Delay		63.2			31.4			45.1			4.9	
Queue Delay		0.0			0.0			0.0			0.5	
Total Delay		63.2			31.4			45.1			5.4	
LOS		E			C			D			A	
Approach Delay		63.2			31.4			45.1			5.4	
Approach LOS		E			C			D			A	

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 95 (68%), Referenced to phase 3:NBSB, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 27.5 — Intersection LOS: C
Intersection Capacity Utilization 29.6% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 5: E 23rd Street & New York Avenue



Lane Group	ø3
Lane Configurations	
Volume (vph)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phases	
Minimum Initial (s)	10.0
Minimum Split (s)	16.0
Total Split (s)	82.0
Total Split (%)	59%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lead/Lag	Lead
Lead-Lag Optimize?	
Recall Mode	C-Min
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

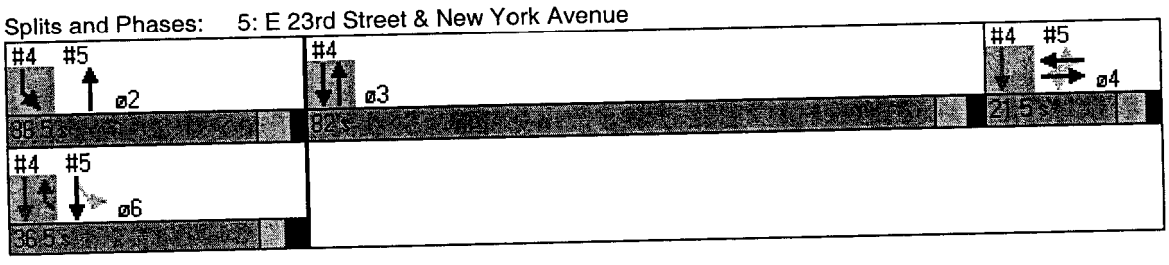
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	13	0	7	0	25	0	284	14	4	251	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.25	0.94	0.25	0.63	0.25	0.63	0.25	0.96	0.96	0.89	0.89	0.25
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm			Perm						Perm		
Protected Phases		4			4			2			6	
Permitted Phases	4			4						6		
Detector Phases	4	4		4	4			2		6	6	
Minimum Initial (s)	4.5	4.5		4.5	4.5			10.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0			16.0		10.0	10.0	
Total Split (s)	21.5	21.5	0.0	21.5	21.5	0.0	0.0	36.5	0.0	36.5	36.5	0.0
Total Split (%)	15.4%	15.4%	0.0%	15.4%	15.4%	0.0%	0.0%	26.1%	0.0%	26.1%	26.1%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5			4.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0			2.0		3.0	3.0	
Lead/Lag	Lag	Lag		Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	None		None	None			Min		Min	Min	
Act Effct Green (s)		8.7			8.7			42.7			42.7	
Actuated g/C Ratio		0.06			0.06			0.30			0.30	
v/c Ratio		0.12			0.38			0.55			0.51	
Control Delay		63.2			31.4			44.5			4.9	
Queue Delay		0.0			0.0			0.0			0.5	
Total Delay		63.2			31.4			44.5			5.3	
LOS		E			C			D			A	
Approach Delay		63.2			31.4			44.5			5.3	
Approach LOS		E			C			D			A	

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 3:NBSB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 26.9 — Intersection LOS: C
Intersection Capacity Utilization 31.4% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 5: E 23rd Street & New York Avenue



Lane Group	ø3
Lane Configurations	
Volume (vph)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phases	
Minimum Initial (s)	10.0
Minimum Split (s)	16.0
Total Split (s)	82.0
Total Split (%)	59%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lead/Lag	Lead
Lead-Lag Optimize?	
Recall Mode	C-Min
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

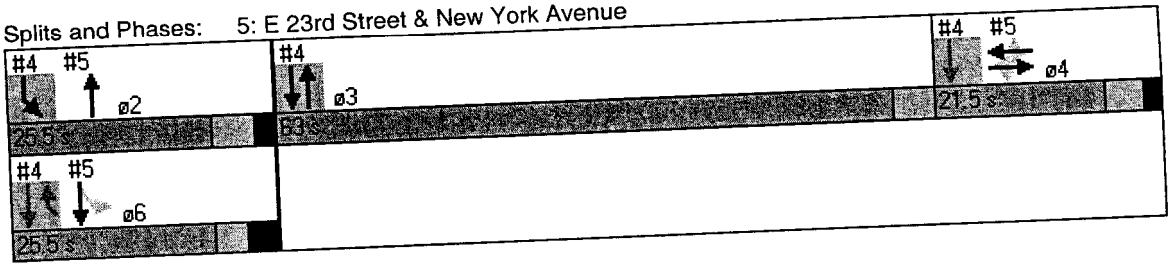
5: E 23rd Street & New York Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	14	0	1	0	9	0	285	6	0	219	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.25	0.96	0.25	0.63	0.25	0.63	0.25	0.92	0.92	0.25	0.96	0.25
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm			Perm						Perm		
Protected Phases		4			4			2			6	
Permitted Phases	4			4						6		
Detector Phases	4	4		4	4			2		6	6	
Minimum Initial (s)	4.5	4.5		4.5	4.5			10.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0			16.0		10.0	10.0	
Total Split (s)	21.5	21.5	0.0	21.5	21.5	0.0	0.0	25.5	0.0	25.5	25.5	0.0
Total Split (%)	19.5%	19.5%	0.0%	19.5%	19.5%	0.0%	0.0%	23.2%	0.0%	23.2%	23.2%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5			4.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0			2.0		3.0	3.0	
Lead/Lag	Lag	Lag		Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	None		None	None			Min		Min	Min	
Act Effct Green (s)		7.9			7.9			28.9			28.9	
Actuated g/C Ratio		0.07			0.07			0.26			0.26	
v/c Ratio		0.11			0.12			0.65			0.47	
Control Delay		49.1			25.8			42.5			4.5	
Queue Delay		0.0			0.0			1.1			0.5	
Total Delay		49.1			25.8			43.6			5.1	
LOS		D			C			D			A	
Approach Delay		49.1			25.8			43.6			5.1	
Approach LOS		D			C			D			A	

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 72 (65%), Referenced to phase 3:NBSB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 28.0 — Intersection LOS: C
Intersection Capacity Utilization 25.8% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 5: E 23rd Street & New York Avenue



Lane Group	ø3
Lane Configurations	
Volume (vph)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phases	
Minimum Initial (s)	10.0
Minimum Split (s)	16.0
Total Split (s)	63.0
Total Split (%)	57%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lead/Lag	Lead
Lead-Lag Optimize?	
Recall Mode	C-Min
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

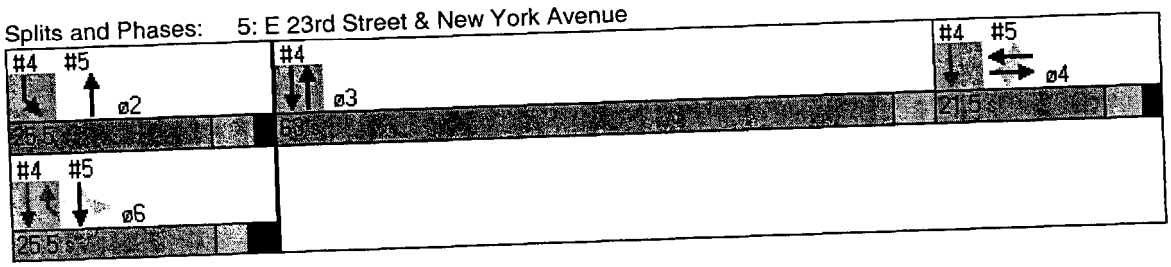
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	15	0	2	0	10	0	291	7	0	224	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.25	0.96	0.25	0.63	0.25	0.63	0.25	0.92	0.92	0.25	0.96	0.25
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm			Perm						Perm		
Protected Phases		4			4			2			6	
Permitted Phases	4			4						6		
Detector Phases	4	4		4	4			2		6	6	
Minimum Initial (s)	4.5	4.5		4.5	4.5			10.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0			16.0		10.0	10.0	
Total Split (s)	21.5	21.5	0.0	21.5	21.5	0.0	0.0	25.5	0.0	25.5	25.5	0.0
Total Split (%)	19.5%	19.5%	0.0%	19.5%	19.5%	0.0%	0.0%	23.2%	0.0%	23.2%	23.2%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5			4.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0			2.0		3.0	3.0	
Lead/Lag	Lag	Lag		Lag	Lag							
Lead-Lag Optimize?								Min		Min	Min	
Recall Mode	None	None		None	None			29.5			29.5	
Act Effct Green (s)		8.0			8.0			0.27			0.27	
Actuated g/C Ratio		0.07			0.07			0.65			0.47	
v/c Ratio		0.12			0.15			42.1			4.5	
Control Delay		49.2			25.9			1.1			0.6	
Queue Delay		0.0			0.0			43.2			5.0	
Total Delay		49.2			25.9			D			A	
LOS		D			C			43.2			5.0	
Approach Delay		49.2			25.9			D			A	
Approach LOS		D			C							

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 72 (65%), Referenced to phase 3:NBSB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 27.8 — Intersection LOS: C
Intersection Capacity Utilization 26.2% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 5: E 23rd Street & New York Avenue



Lane Group	ø3
Lane Configurations	
Volume (vph)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phases	
Minimum Initial (s)	10.0
Minimum Split (s)	16.0
Total Split (s)	63.0
Total Split (%)	57%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lead/Lag	Lead
Lead-Lag Optimize?	
Recall Mode	C-Min
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

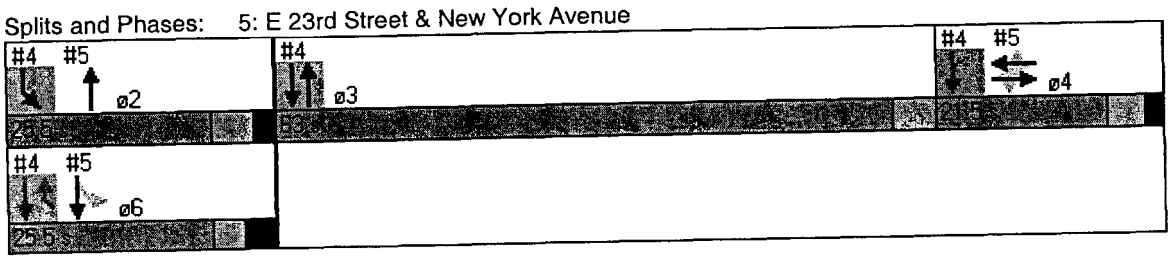
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	15	0	2	0	10	0	356	7	0	297	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.25	0.96	0.25	0.63	0.25	0.63	0.25	0.92	0.92	0.25	0.96	0.25
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm			Perm						Perm		
Protected Phases		4			4			2			6	
Permitted Phases	4			4						6		
Detector Phases	4	4		4	4			2		6	6	
Minimum Initial (s)	4.5	4.5		4.5	4.5			10.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0			16.0		10.0	10.0	
Total Split (s)	21.5	21.5	0.0	21.5	21.5	0.0	0.0	25.5	0.0	25.5	25.5	0.0
Total Split (%)	19.5%	19.5%	0.0%	19.5%	19.5%	0.0%	0.0%	23.2%	0.0%	23.2%	23.2%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5			4.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0			2.0		3.0	3.0	
Lead/Lag	Lag	Lag		Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	None		None	None			Min		Min	Min	
Act Effct Green (s)		8.0			8.0			36.1			36.1	
Actuated g/C Ratio		0.07			0.07			0.33			0.33	
v/c Ratio		0.12			0.15			0.65			0.51	
Control Delay		49.2			25.9			38.6			4.2	
Queue Delay		0.0			0.0			1.0			0.2	
Total Delay		49.2			25.9			39.6			4.4	
LOS		D			C			D			A	
Approach Delay		49.2			25.9			39.6			4.4	
Approach LOS		D			C			D			A	

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 3:NBSB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 24.7 — Intersection LOS: C
Intersection Capacity Utilization 29.6% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 5: E 23rd Street & New York Avenue



Lane Group	ø3
Lane Configurations	
Volume (vph)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phases	
Minimum Initial (s)	10.0
Minimum Split (s)	16.0
Total Split (s)	63.0
Total Split (%)	57%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lead/Lag	Lead
Lead-Lag Optimize?	
Recall Mode	C-Min
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Appendix D

Table No.	Description
1.	Accident Summary

Location	Accident Severity				Accident Type										
	Fatality	Injury	Property	Non-reportable	Right Angle	Rear End	Head On	Left Turn	Right Turn	Fixed Object	Bicycle	Pedestrian	Side-Swipe	Over-Taking	Other/ Unknown
NYS 25 (Jericho Turnpike) West of NYS 110 (Walt Whitman Road) (25 07041024)		9	5	4	1	5		3				1			8
NYS 25 (Jericho Turnpike) @ NYS 110 (Walt Whitman Road) (25 07041024)		19	23		5	14	1	2	2				1	3	14
New York Avenue from E. 25th St to NYS 25 (Jericho Turnpike)		1	1		1										1
NYS 25 (Jericho Turnpike) Between NYS 110 and New York Avenue (25 07041025)		3		4	2			1							4
NYS 25 (Jericho Turnpike) @ Old South Path-New York Avenue (25 07041025)		2	1		1	1		1							
NYS 25 (Jericho Turnpike) Between New York Avenue and Home Crest Avenue (25 07041025 – 25 07041026)		6	1	1		3								1	5
NYS 25 (Jericho Turnpike) @ Home Crest Avenue (25 07041026)		1	1					1							1
NYS 25 (Jericho Turnpike) Between Home Crest Avenue and Engelke Avenue (25 07041027 – 25 07041029)	1	4			1			1						1	2
NYS 25 (Jericho Turnpike) @ Engelke Avenue (25 07041029)		3		1	1		1	1							1
NYS 25 (Jericho Turnpike) Between Engelke Avenue and Schiller Avenue (25 07041030)		4		1	1								1		3
NYS 25 (Jericho Turnpike) @ Schiller Ave (25 07041030)		3				1									2

Location	Accident Severity				Accident Type										
	Fatality	Injury	Property	Non-reportable	Right Angle	Rear End	Head On	Left Turn	Right Turn	Fixed Object	Bicycle	Pedestrian	Side-Swipe	Over-Taking	Other/ Unknown
NYS 25 (Jericho Turnpike) @ Goller Avenue (25 07041030)		5			2										3
NYS 25 (Jericho Turnpike) between Goller Avenue and Thorney Avenue (25 07041030 – 25 07041031)		2													1
NYS 25 (Jericho Turnpike) @ Thorney Avenue (25 07041031)		6	1		2	1		2							2
NYS 25 (Jericho Turnpike) Between Thorney Avenue and Melville Road (25 07041032 – 25 07041033)		7	6	1	1	2		2						1	8
NYS 25 (Jericho Turnpike) @ Melville Road (25 07041033)		7	6	1	3	2							1	1	7
Totals	1	82	45	13	21	29	2	14	2	0	0	1	3	7	62

Appendix E

Table No.	Description
1.	LOS Table– Signalized Intersections - Weekday AM Peak Hour
2.	LOS Table– Signalized Intersections - Weekday AM Peak Hour
3.	LOS Table– Signalized Intersections - Weekday Midday Peak Hour
4.	LOS Table– Signalized Intersections - Weekday PM Peak Hour
5.	LOS Table– Signalized Intersections - Weekday Saturday Peak Hour
6.	LOS Table– Site Access – Build Condition
7.	LOS Table– Site Access – Build Condition W/ Mitigation

Table 1
LOS Table– Signalized Intersections - Weekday AM Peak Hour

Intersection	Movement	Lane Group	Weekday AM Peak Hour							
			Existing 2007		No-Build 2009		Build 2009		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
NYS Route 25 (Jericho Turnpike) @ NYS Route 110	EB	L	115.4	F	132.3	F	132.3	F	79.5	E
		T	29.0	C	29.5	C	30.2	C	30.1	C
		R	16.9	B	17.2	B	17.4	B	17.4	B
		Approach	32.6	C	34.5	C	34.9	C	30.3	C
	WB	L	65.2	E	66.8	E	65.5	E	68.6	E
		TR	55.1	E	62.4	E	71.6	E	65.3	E
		Approach	56.9	E	63.2	E	70.5	E	65.9	E
	NB	L	61.3	E	61.7	E	61.7	E	61.7	E
		T	34.4	C	36.0	D	36.0	D	36.0	D
		R	5.1	A	5.2	A	5.1	A	5.1	A
		Approach	35.2	D	36.2	D	35.8	D	35.8	D
	SB	L	68.4	E	69.4	E	69.4	E	69.4	E
		T	60.9	E	62.2	E	62.2	E	62.2	E
		R	9.0	A	8.9	A	8.9	A	8.9	A
		Approach	55.6	E	56.7	E	56.7	E	56.7	E
Intersection			**47.2**	**D**	**50.5**	**D**	**53.4**	**D**	**50.7**	**D**
NYS Route 25 (Jericho Turnpike) @ New York Avenue	EB	L	9.7	A	9.7	A	4.4	A	6.5	A
		TR	9.3	A	9.2	A	4.8	A	6.5	A
		Approach	9.3	A	9.2	A	4.8	A	6.5	A
	WB	L	9.6	A	10.1	B	6.2	A	10.5	B
		TR	12.2	B	12.9	B	6.4	A	16.8	B
		Approach	11.9	B	12.6	B	6.4	A	16.0	B
	NB	L	54.8	D	55.0	D	95.0	F	70.8	E
		T	41.7	D	40.9	D	54.1	D	47.7	D
		R	9.8	A	9.8	A	12.2	B	11.4	B
		Approach	42.0	D	41.7	D	60.4	E	49.0	D
	SB	L	45.3	D	45.5	D	86.2	F	66.8	E
		TR	38.0	D	37.6	D	49.7	D	44.0	D
		Approach	40.2	D	40.0	D	63.2	E	52.4	D
Intersection			**16.5**	**B**	**16.9**	**B**	**16.1**	**B**	**20.0**	**B**
NYS Route 25 (Jericho Turnpike) @ Melville Road	EB	L	16.2	B	17.4	B	23.1	C	33.1	C
		T	14.2	B	14.7	B	15.8	B	16.8	B
		R	8.7	A	9.0	A	8.8	A	9.4	A
		Approach	14.3	B	14.9	B	16.5	B	18.6	B
	WB	L	8.3	A	8.7	A	9.5	A	11.2	B
		TR	25.9	C	27.6	C	30.4	C	30.4	C
		Approach	25.3	C	27.1	C	29.8	C	29.8	C
	NB	L	42.1	D	47.9	D	73.9	E	33.2	C
		TR	29.3	C	29.7	C	30.0	C	33.4	C
		Approach	32.6	C	34.4	C	43.9	D	33.3	C
	SB	L	31.8	C	32.7	C	32.8	C	28.3	C
		TR	32.5	C	35.3	D	36.2	D	32.2	C
		Approach	32.4	C	34.9	C	35.7	D	31.6	C
Intersection			**24.3**	**C**	**25.9**	**C**	**28.7**	**C**	**27.6**	**C**
NYS Route 110 @ New York Avenue	NB	T	17.3	B	17.3	B	18.3	B	NA	NA
		Approach	17.3	B	17.3	B	18.3	B	NA	NA
	SB	L	31.2	C	31.7	C	31.3	C	NA	NA
		T	0.6	A	0.6	A	0.6	A	NA	NA
		Approach	5.3	A	5.5	A	6.0	A	NA	NA
	NB2	R	4.2	A	4.4	A	5.1	A	NA	NA
		Approach	4.2	A	4.4	A	5.1	A	NA	NA
Intersection			**9.0**	**A**	**9.1**	**A**	**9.7**	**A**	NA	NA
East 23rd Street @ New York Avenue	EB	LTR	45.6	D	45.7	D	45.7	D	NA	NA
		Approach	45.6	D	45.7	D	45.7	D	NA	NA
	WB	LTR	30.8	C	30.4	C	30.4	C	NA	NA
		Approach	30.8	C	30.5	C	30.5	C	NA	NA
	NB	TR	40.6	D	41.7	D	41.7	D	NA	NA
		Approach	40.6	D	41.7	D	41.7	D	NA	NA
	SB	TL	5.0	A	5.0	A	4.6	A	NA	NA
		Approach	5.0	A	5.0	A	4.6	A	NA	NA
Intersection			**30.4**	**C**	**31.1**	**C**	**30.4**	**C**	NA	NA

Table 2
LOS Table – Signalized Intersections - Weekday Midday Peak Hour

Intersection	Movement	Lane Group	Weekday Midday Peak Hour							
			Existing 2007		No-Build 2009		Build 2009		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
NYS Route 25 (Jericho Turnpike) @ NYS Route 110	EB	L	64.6	E	64.8	E	64.8	E	64.8	E
		T	38.1	D	38.5	D	39.6	D	41.2	D
		R	23.4	C	23.9	C	24.4	C	22.9	C
		Approach	34.3	C	34.7	C	35.6	D	36.0	D
	WB	L	60.6	E	62.1	E	52.6	D	56.1	E
		TR	32.7	C	32.9	C	37.1	D	37.1	D
		Approach	41.3	D	41.9	D	41.9	D	43.0	D
	NB	L	82.0	F	90.5	F	99.0	F	68.0	E
		T	35.7	D	36.1	D	36.6	D	35.2	D
		R	5.0	A	5.0	A	5.0	A	4.9	A
		Approach	47.1	D	50.4	D	52.9	D	41.0	D
	SB	L	68.9	E	69.4	E	69.4	E	69.4	E
		T	50.0	D	50.6	D	50.6	D	54.7	D
		R	8.1	A	8.0	A	8.0	A	8.5	A
		Approach	47.4	D	47.9	D	47.9	D	51.1	D
Intersection			**42.4**	**D**	**43.8**	**D**	**44.7**	**D**	**42.0**	**D**
NYS Route 25 (Jericho Turnpike) @ New York Avenue	EB	L	8.4	A	8.4	A	9.4	A	8.7	A
		TR	10.7	B	11.5	B	11.7	B	10.5	B
		Approach	10.6	B	11.4	B	11.7	B	10.5	B
	WB	L	27.4	C	30.7	C	40.0	D	43.2	D
		TR	6.8	A	7.0	A	5.9	A	7.5	A
		Approach	11.9	B	12.9	B	14.1	B	16.1	B
	NB	L	65.5	E	66.3	E	73.4	E	67.3	E
		T	45.8	D	45.4	D	48.1	D	47.5	D
		R	7.8	A	7.7	A	8.4	A	8.2	A
		Approach	33.9	C	34.0	C	35.7	D	34.0	C
	SB	L	55.9	E	56.3	E	86.6	F	75.5	E
		TR	42.2	D	42.0	D	44.4	D	43.7	D
		Approach	47.3	D	47.3	D	63.2	E	57.9	E
Intersection			**18.4**	**B**	**19.1**	**B**	**21.2**	**C**	**20.8**	**C**
NYS Route 25 (Jericho Turnpike) @ Melville Road	EB	L	8.9	A	9.2	A	12.5	B	14.9	B
		T	17.6	B	18.0	B	20.4	C	24.0	C
		R	9.4	A	9.5	A	11.1	B	12.5	B
		Approach	16.3	B	16.7	B	18.8	B	22.1	C
	WB	L	7.9	A	8.2	A	10.5	B	12.5	B
		TR	16.6	B	17.0	B	20.6	C	24.2	C
		Approach	15.9	B	16.3	B	19.8	B	23.3	C
	NB	L	22.9	C	23.7	C	35.2	D	29.9	C
		TR	19.6	B	20.1	C	20.8	C	25.6	C
		Approach	20.4	C	20.9	C	25.5	C	27.1	C
	SB	L	19.7	B	20.1	C	21.5	C	20.8	C
		TR	18.4	B	19.0	B	20.2	C	27.6	C
		Approach	18.6	B	19.2	B	20.4	C	26.8	C
Intersection			**16.8**	**B**	**17.2**	**B**	**20.1**	**C**	**23.6**	**C**
NYS Route 110 @ New York Avenue	NB	T	16.2	B	17.2	B	19.4	B	NA	NA
		Approach	16.2	B	17.2	B	19.4	B	NA	NA
	SB	L	38.4	D	37.5	D	36.1	D	NA	NA
		T	0.6	A	0.6	A	0.6	A	NA	NA
		Approach	8.1	A	7.9	A	8.8	A	NA	NA
	NB2	R	2.7	A	2.7	A	3.0	A	NA	NA
		Approach	2.7	A	2.7	A	3.0	A	NA	NA
Intersection			**10.2**	**B**	**10.5**	**B**	**11.5**	**B**	NA	NA
East 23rd Street @ New York Avenue	EB	LTR	48.9	D	49.0	D	49.0	D	NA	NA
		Approach	48.9	D	49.0	D	49.0	D	NA	NA
	WB	LTR	20.8	C	21.2	C	21.2	C	NA	NA
		Approach	20.8	C	21.2	C	21.2	C	NA	NA
	NB	TR	40.0	D	39.1	D	37.9	D	NA	NA
		Approach	40.0	D	39.1	D	37.9	D	NA	NA
	SB	TL	5.4	A	5.4	A	4.9	A	NA	NA
		Approach	5.4	A	5.4	A	4.9	A	NA	NA
Intersection			**25.2**	**C**	**24.9**	**C**	**23.8**	**C**	NA	NA -

Table 3
LOS Table – Signalized Intersections - Weekday PM Peak Hour

Intersection	Movement	Lane Group	Weekday PM Peak Hour							
			Existing 2007		No-Build 2009		Build 2009		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
NYS Route 25 (Jericho Turnpike) @ NYS Route 110	EB	L	67.2	E	67.7	E	67.7	E	-	-
		T	44.3	D	44.8	D	46.1	D	-	-
		R	15.7	B	15.8	B	15.8	B	-	-
		Approach	39.8	D	40.2	D	41.2	D	-	-
	WB	L	72.7	E	76.3	E	91.0	F	-	-
		TR	34.1	C	34.1	C	38.7	D	-	-
		Approach	47.1	D	48.4	D	56.4	E	-	-
	NB	L	79.7	E	87.1	F	96.3	F	-	-
		T	38.3	D	38.9	D	39.1	D		-
		R	10.4	B	11.1	B	13.1	B	-	-
		Approach	47.2	D	50.4	D	53.7	D	-	-
	SB	L	85.7	F	87.6	F	93.6	F	-	-
		T	148.7	F	158.4	F	158.4	F	-	-
		R	11.6	B	12.0	B	12.0	B	-	-
		Approach	124.4	F	131.9	F	132.7	F	-	-
Intersection			**62.8**	**E**	**65.9**	**E**	**68.5**	**E**	**-**	**-**
NYS Route 25 (Jericho Turnpike) @ New York Avenue	EB	L	11.0	B	11.1	B	10.7	B	12.0	B
		TR	14.8	B	16.1	B	15.2	B	18.9	B
		Approach	14.8	B	16.0	B	15.1	B	18.8	B
	WB	L	48.0	D	52.2	D	56.7	E	52.7	D
		TR	6.8	A	7.2	A	7.0	A	14.2	B
		Approach	15.3	B	16.4	B	17.1	B	22.0	C
	NB	L	88.3	F	91.1	F	122.2	F	54.5	D
		T	52.8	D	51.8	D	50.9	E	47.3	D
		R	18.7	B	19.5	B	27.3	C	41.2	D
		Approach	41.9	D	42.5	D	53.1	D	45.4	D
	SB	L	83.8	F	86.6	F	224.4	F	65.5	E
		TR	48.1	D	47.6	D	52.5	D	43.1	D
		Approach	58.5	E	58.9	E	116.5	F	51.4	D
Intersection			**23.5**	**C**	**24.6**	**C**	**31.1**	**C**	**27.5**	**C**
NYS Route 25 (Jericho Turnpike) @ Melville Road	EB	L	29.1	C	29.3	C	38.3	D	36.6	D
		T	33.1	C	34.3	C	44.8	D	51.5	D
		R	14.7	B	15.2	B	15.8	B	17.6	B
		Approach	32.4	C	33.4	C	42.9	D	48.4	D
	WB	L	20.4	C	21.6	C	26.5	C	27.2	C
		TR	25.5	C	28.2	C	37.3	D	41.1	D
		Approach	25.0	C	27.5	C	36.3	D	39.8	D
	NB	L	49.0	D	53.9	D	131.3	F	65.0	E
		TR	31.6	C	32.7	C	31.2	C	34.8	C
		Approach	34.8	C	36.6	D	57.0	E	42.6	D
	SB	L	32.0	C	33.5	C	31.9	C	28.0	C
		TR	37.9	D	39.5	D	37.4	D	54.1	D
		Approach	37.2	D	38.7	D	36.7	D	50.9	D
Intersection			**31.0**	**C**	**32.7**	**C**	**41.7**	**D**	**45.4**	**D**
NYS Route 110 @ New York Avenue	NB	T	24.7	C	25.1	C	27.3	C	NA	NA
		Approach	24.7	C	25.1	C	27.3	C	NA	NA
	SB	L	44.4	D	44.7	D	44.1	D	NA	NA
		T	0.9	A	0.9	A	0.9	A	NA	NA
		Approach	10.2	B	10.2	B	11.2	B	NA	NA
	NB2	R	2.7	A	2.8	A	3.1	A	NA	NA
		Approach	2.7	A	2.8	A	3.1	A	NA	NA
Intersection			**14.0**	**B**	**14.2**	**B**	**15.2**	**B**	**NA**	**NA**
East 23rd Street @ New York Avenue	EB	LTR	63.1	E	63.2	E	63.2	E	NA	NA
		Approach	63.1	E	63.2	E	63.2	E	NA	NA
	WB	LTR	31.2	C	31.4	C	31.4	C	NA	NA
		Approach	31.2	C	31.4	C	31.4	C	NA	NA
	NB	TR	44.5	D	45.1	D	44.5	D	NA	NA
		Approach	44.5	D	45.1	D	44.5	D	NA	NA
	SB	TL	4.7	A	5.4	A	5.3	A	NA	NA
		Approach	4.7	A	5.4	A	5.3	A	NA	NA
Intersection			**26.9**	**C**	**27.5**	**C**	**26.9**	**C**	**NA**	**NA**

Table 4
LOS Table– Signalized Intersections - Saturday Peak Hour

Intersection	Movement	Lane Group	Saturday Peak Hour							
			Existing 2007		No-Build 2009		Build 2009		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
NYS Route 25 (Jericho Turnpike) @ NYS Route 110	EB	L	66.3	E	66.7	E	66.7	E	66.7	E
		T	40.9	D	41.2	D	44.9	D	48.9	D
		R	28.5	C	28.9	C	28.9	C	29.4	C
		Approach	38.0	D	38.4	D	40.6	D	43.1	D
	WB	L	165.3	F	177.7	F	213.1	F	175.7	F
		TR	38.5	D	39.7	D	51.2	D	53.0	D
		Approach	90.6	F	96.4	F	116.8	F	102.7	F
	NB	L	196.9	F	212.4	F	212.4	F	169.9	F
		T	50.1	D	52.4	D	52.4	D	51.3	D
		R	7.6	A	7.9	A	8.0	A	7.9	A
		Approach	88.8	F	94.9	F	92.7	F	78.5	E
	SB	L	63.8	E	64.0	E	64.0	E	64.0	E
		T	49.6	D	50.3	D	50.3	D	53.4	D
		R	8.6	A	8.5	A	8.5	A	8.9	A
		Approach	47.0	D	47.6	D	47.6	D	50.2	D
Intersection			**72.0**	**E**	**75.9**	**E**	**82.2**	**F**	**74.2**	**E**
NYS Route 25 (Jericho Turnpike) @ New York Avenue	EB	L	15.8	B	16.0	B	15.1	B	18.6	B
		TR	21.6	C	22.7	C	19.9	B	23.6	C
		Approach	21.4	C	22.5	C	19.8	B	23.5	C
	WB	L	51.2	D	56.2	E	100.5	F	77.6	E
		TR	12.3	B	12.8	B	12.5	B	13.8	B
		Approach	20.6	C	22.1	C	30.8	C	27.2	C
	NB	L	64.2	E	66.4	E	86.2	F	62.4	E
		T	39.9	D	39.9	D	44.0	D	41.0	D
		R	7.5	A	8.3	A	15.8	B	16.2	B
		Approach	30.1	C	31.0	C	38.7	D	32.9	C
	SB	L	46.8	D	47.5	D	118.6	F	76.4	E
		TR	38.0	D	38.1	D	42.0	D	38.7	D
		Approach	40.8	D	41.1	D	78.5	E	56.7	E
Intersection			**24.0**	**C**	**25.2**	**C**	**32.7**	**C**	**29.4**	**C**
NYS Route 25 (Jericho Turnpike) @ Melville Road	EB	L	33.0	C	37.4	D	70.8	E	74.6	E
		T	22.4	C	23.2	C	25.0	C	29.1	C
		R	11.3	B	11.6	B	11.9	B	14.4	B
		Approach	23.5	C	24.7	C	31.4	C	35.3	D
	WB	L	14.3	B	15.9	B	22.7	C	23.3	C
		TR	30.5	C	32.0	C	40.4	D	47.4	D
		Approach	29.5	C	31.0	C	39.4	D	46.0	D
	NB	L	64.3	E	72.8	E	763.7	F	70.5	E
		TR	32.3	C	33.2	C	33.8	C	37.6	D
		Approach	38.8	D	41.3	D	284.9	F	49.0	D
	SB	L	33.9	C	35.1	D	35.7	D	28.0	C
		TR	38.4	D	39.9	D	47.0	D	72.9	E
		Approach	37.9	D	39.3	D	45.9	D	68.3	E
Intersection			**29.2**	**C**	**30.7**	**C**	**65.4**	**E**	**44.6**	**D**
NYS Route 110 @ New York Avenue	NB	T	20.3	C	21.0	C	26.4	C	NA	NA
		Approach	20.3	C	21.0	C	26.4	C	NA	NA
	SB	L	38.1	D	38.1	D	35.6	D	NA	NA
		T	0.8	A	0.9	A	0.9	A	NA	NA
		Approach	8.7	A	8.8	A	10.0	B	NA	NA
	NB2	R	6.1	A	6.4	A	8.0	A	NA	NA
		Approach	6.1	A	6.4	A	8.0	A	NA	NA
Intersection			**12.1**	**B**	**12.4**	**B**	**14.7**	**B**	NA	NA
East 23rd Street @ New York Avenue	EB	LTR	49.1	D	49.2	D	49.2	D	NA	NA
		Approach	49.1	D	49.2	D	49.2	D	NA	NA
	WB	LTR	25.8	C	25.9	C	25.9	C	NA	NA
		Approach	25.8	C	25.9	C	25.9	C	NA	NA
	NB	TR	43.6	D	43.9	D	39.6	D	NA	NA
		Approach	43.6	D	43.9	D	39.6	D	NA	NA
	SB	TL	5.1	A	5.2	A	4.4	A	NA	NA
		Approach	5.1	A	5.2	A	4.4	A	NA	NA
Intersection			**28.0**	**C**	**28.2**	**C**	**24.7**	**C**	NA	NA

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Table 5
LOS Table– Site Access – Build Condition

Intersection	Movement	Lane Group	Peak Hour Period							
			AM Peak Hour		Midday Peak Hour		PM Peak Hour		Saturday Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
NYS Route 25 @ Site Access	EB	L	16.8	B	4.6	A	5.5	A	8.3	A
		TR	3.8	A	6.3	A	11.2	B	5.9	A
		Approach	4.1	A	6.3	A	11.2	B	5.9	A
	WB	L	2.4	A	19.0	B	24.6	C	987.4	F
		TR	4.7	A	3.9	A	4.8	A	9.8	A
		Approach	4.6	A	5.1	A	6.1	A	119.6	F
	NB	L	56.5	E	62.7	E	61.3	E	56.2	E
		LT	55.8	E	62.9	E	62.3	E	58.3	E
		R	16.3	B	20.1	C	26.3	C	58.8	E
		Approach	38.4	D	43.7	D	45.9	D	58.0	E
	SB	L	51.2	D	46.0	D	49.1	D	41.1	D
		TR	24.2	C	24.6	C	17.3	B	21.2	C
		Approach	36.7	D	32.9	C	32.7	C	31.0	C
Intersection			**6.0**	**A**	**9.1**	**A**	**11.8**	**B**	**61.9**	**E**

Table 6
LOS Table– Site Access – Build Condition W/ Mitigation

Intersection	Movement	Lane Group	Peak Hour Period							
			AM Peak Hour		Midday Peak Hour		PM Peak Hour		Saturday Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
NYS Route 25 @ Site Access	EB	L	13.5	B	5.4	A	6.6	A	15.0	B
		TR	3.1	A	8.3	A	16.0	B	34.7	C
		Approach	3.4	A	8.3	A	16.0	B	34.5	C
	WB	L	4.4	A	19.6	B	28.5	C	67.6	E
		TR	8.6	A	4.8	A	7.2	A	10.5	B
		Approach	8.4	A	6.0	A	8.6	A	16.9	B
	NB	L	44.9	D	52.8	D	47.7	D	57.6	E
		LT	44.5	D	52.7	D	47.8	D	59.3	E
		R	12.4	B	17.8	B	21.1	C	30.5	C
		Approach	30.3	C	37.1	D	35.8	D	45.9	D
	SB	L	52.2	D	51.2	D	55.5	E	47.6	D
		TR	24.8	C	27.8	C	20.0	C	15.4	B
		Approach	37.5	D	36.9	D	37.1	D	31.2	C
Intersection			**8.0**	**A**	**9.9**	**A**	**14.9**	**B**	**27.8**	**C**